AFRICA MEANS THE AREA COMPRISED OF ALL THE COUNTRIES ON THE CONTINENT OF AFRICA, OTHER THAN ALGERIA, MOROCCO, SUDAN, TUNISIA, AND EGYPT, BUT INCLUDING THE FOLLOWING ISLANDS: CAPE VERDE, COMOROS, MADAGASCAR, MAURITIUS, REUNION, SAO TOME AND SEYCHELLES.

TITLE/APPLICATION - 70 (CONT)

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.

BAGGAGE CHECK MEANS THOSE PORTIONS OF THE TICKET WHICH PROVIDE FOR THE CARRIAGE OF PASSENGER'S CHECKED BAGGAGE AND WHICH ARE ISSUED BY CARRIER AS A RECEIPT FOR PASSENGER'S CHECKED BAGGAGE.

BAGGAGE TAG MEANS A DOCUMENT ISSUED BY CARRIER SOLELY FOR IDENTIFICATION OF THE 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.

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 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: ANGUILLA, ANTIGUA, BAHAMAS, BARBADOS, BERMUDA, BRITISH VIRGIN ISLANDS, CAYMAN ISLANDS, CUBA, DOMINICAN REPUBLIC, GRENADA, GUadeloupe, HAITI, JAMAICA, LEEWARD ISLANDS, MARTINIQUE, MONTSERRAT, NETHERLANDS ANTILLES, NEVIS, ST. KITTS, ST. LUCIA, ST. MARTIN, ST. VINCENT, TRINIDAD AND TOBAGO, TURKS AND CAICOS ISLANDS, WEST INDIES AND WINDWARD ISLANDS.

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

CARRIER MEANS THE AIR CARRIER ISSUING THE TICKET AND ALL
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 AREAS COMPRISING MALAWI, ZAMBIA AND ZIMBABWE. 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). CIRCLE TRIPS MEANS 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 MAY BE TRAVELLED BY ANY OTHER MEANS OF TRANSPORTATION WITHOUT PREJUDICE TO THE CIRCLE TRIP. CIVIL AERONAUTICS BOARD CANCELLED CONJUNCTION TICKET MEANS TWO OR MORE TICKETS CONCURRENTLY ISSUED TO A PASSENGER AND WHICH TOGETHER CONSTITUTE A SINGLE CONTRACT OF CARRIAGE. 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. 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 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 THE MONTREAL CONVENTION, WHICHEVER MAY BE APPLICABLE TO CARRIAGE HEREUNDER. COUNTRY OF COMMENCEMENT OF TRANSPORTATION MEANS THE COUNTRY FROM WHICH TRAVEL ON THE FIRST INTERNATIONAL SECTOR TAKES -3-
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.
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 PURPOSE OF NOTIFICATION THE BALANCE OF THE DAY UPON WHICH NOTICE IS DISPATCHED SHALL NOT BE COUNTED, AND THAT FOR PURPOSES OF DETERMINING DURATION OF VALIDITY, THE BALANCE OF THE DAY UPON WHICH THE TICKET IS ISSUED OR FLIGHT COMMENCED SHALL NOT BE COUNTED.
DESTINATION MEANS THE ULTIMATE STOPPING PLACE AS SHOWN ON THE TICKET.
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.
EAST AFRICA MEANS THE AREA COMPRISING BURUNDI, DJIBOUTI, ETHIOPIA, KENYA, RWANDA, SOMALIA, TANZANIA AND UGANDA.
EASTBOUND MEANS TRAVEL FROM A POINT IN AREA NO. 1 TO A POINT IN AREA NO. 2 OR 3 VIA THE ATLANTIC OCEAN OR TRAVEL FROM POINTS IN AREA NO. 2 OR 3 TO A POINT IN AREA 1 VIA THE PACIFIC OCEAN.
EUROPE MEANS THE AREA COMPRISED OF ALBANIA, ALGERIA, ANDORRA, ARMENIA, AUSTRIA, AZERBAIJAN, AZORES, BELARUS, BELGIUM, BOSNIA-HERZEGOVINA, BULGARIA, CANARY ISLANDS, CROATIA, CZECH REPUBLIC, DENMARK, ESTONIA, FINLAND, FRANCE, GEORGIA, GERMANY, GIBRALTAR, GREECE, HUNGARY, ICELAND, IRELAND, ITALY, LATVIA, LIECHTENSTEIN, LITHUANIA,
LUXEMBOURG, MADEIRA, MALTA, MONACO, MOROCCO, NETHERLANDS, NORWAY, POLAND, PORTUGAL, REPUBLIC OF MOLDOVA, ROMANIA, RUSSIAN FEDERATION, SAN MARINO, SLOVAKIA, SLOVENIA, SPAIN, SWEDEN, SWITZERLAND, TURKEY, UKRAINE, UKRAINE,

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SWITZERLAND, TUNISIA, TURKEY IN EUROPE AND ASIA, UNITED KINGDOM, (WEST OF THE URALS) UKRAINE AND YUGOSLAVIA.
FARE COMPONENT REFERS TO A PORTION OF AN ITINERARY BETWEEN TWO CONSECUTIVE FARE CONSTRUCTION POINTS - THE POINT OF ORIGIN AND THE POINT OF DESTINATION OF THE JOURNEY ARE FARE CONSTRUCTION POINTS.
FLIGHT COUPON MEANS A PORTION OF THE PASSENGER TICKET THAT INDICATED 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.
FRENCH GOLD FRANCS MEANS THE FRANCS CONSISTING OF 65.50 MILLIGRAMS OF GOLD WITH A FINENESS OF NINE HUNDRED THOUSANDTHS.
GATEWAY MEANS THE PASSENGER'S FIRST POINT OF ARRIVAL OR LAST POINT OF DEPARTURE IN AREAS 1, 2 OR 3.
GUARDIAN MEANS A LEGAL GUARDIAN OR A PERSON ACTING IN LIEU OF PARENTS IN THE EVENT OF DEATH OR LEGAL INCAPACITY OF PARENTS.
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 RATE OF EXCHANGE MEANS THE RATE OF EXCHANGE ISSUED BY IATA FROM TIME TO TIME AND PUBLISHED IN RULE 145(E).
IBERIAN PENINSULA MEANS THE AREA COMPRISED OF GIBRALTAR, PORTUGAL (INCLUDING AZORES AND MADEIRA) AND SPAIN (INCLUDING BALEARIC AND CANARY ISLANDS).
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.
INDIAN SUBCONTINENT MEANS THE AREA COMPRISED OF AFGHANISTAN, BANGLADESH, BHUTON, INDIA, NEPAL, PAKISTAN, REPUBLIC OF MALDIVES AND SRI LANKA.
INTERLINE TRANSFER POINT MEANS ANY POINT AT WHICH THE PASSENGER TRANSFERS FROM THE SERVICES OF ONE CARRIER TO THE SERVICES OF ANOTHER CARRIER.

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TITLE/APPLICATION - 70 (CONT)
SERVICES OF ANOTHER CARRIER.
INTERLINE TRANSPORTATION MEANS TRANSPORTATION ON THE SERVICES OF MORE THAN ONE CARRIER.

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 POWER EVEN THOUGH THAT POWER IS NOT A PARTY TO THE CONVENTION.

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 BY WARSAW, OCTOBER 12, 1929, OR SUCH CONVENTION AS AMENDED, 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":

- AGREED STOPPING PLACE  ALL STOPS BETWEEN THE ORIGINAL PLACE OF DEPARTURE AND THE PLACE OF FINAL DESTINATION SCHEDULED BY ANY CARRIER BY AIR WHICH PARTICIPATED 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

- 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".

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.

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

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

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

MID-ATLANTIC MEANS THE AREA COMPRISED OF ANGUILLA, ANTIGUA, ARUBA, BAHAMAS, BARBADOS, BELIZE, BERMUDA, BOLIVIA, BONAIRE, CAYMAN ISLANDS, COSTA RICA, CUBA, CURACAO, DOMINICA, DOMINICAN REPUBLIC, ECUADOR, EL SALVADOR, FRENCH GUIANA, GRENADA, GUADELOUPE, GUATEMALA, GUYANA, HAITI, HONDURAS, JAMAICA, MARTINIQUE, NEVIS, NICARAGUA, PANAMA CANAL ZONE, PUERTO RICO, ST. KITTS, SAINT LUCIA, ST. VINCENT AND THE GRENADINES, SURINAME, TRINIDAD AND TOBAGO, UNITED STATES VIRGIN ISLANDS AND VENEZUELA.

MIDDLE EAST MEANS THE AREA COMPRISED OF BAHRAIN, CYPRUS, EGYPT, IRAN ISLAMIC REPUBLIC OF, IRAQ, ISRAEL, JORDAN, KUWAIT, LEBANON, OMAN, QATAR, SAUDI ARABIA, SUDAN, SYRIAN ARAB REPUBLIC, UNITED ARAB EMIRATES AND REPUBLIC OF YEMEN.


MILITARY PASSENGER MEANS MILITARY PERSONNEL OF THE U.S.
TITLE/APPLICATION - 70 (CONT)

MILITARY AGENCIES WHO ARE ON ACTIVE DUTY STATUS OR WHO HAVE BEEN DISCHARGED FROM ACTIVE MILITARY SERVICE WITHIN SEVEN DAYS OF THE DATE OF TRAVEL.

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

MONTH MEANS A PERIOD OF TIME STARTING WITH ANY DAY 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.

NORMAL FARE MEANS THE FULL FARE ESTABLISHED FOR A REGULAR OR USUAL SERVICE, THE APPLICATION OF WHICH IS NOT DEPENDENT UPON ANY LIMITED PERIOD OF TICKET VALIDITY OR OTHER SPECIAL CIRCUMSTANCES. UNLESS OTHERWISE SPECIFIED IN THE PROVISIONS OF THIS TARIFF, NORMAL FARES SHALL BE CONSIDERED TO INCLUDE THE FOLLOWING, ALL YEAR ONE-WAY, ROUND TRIP, CIRCLE TRIP AND OPEN JAW TRIPS, FIRST CLASS, BUSINESS CLASS, EXECUTIVE CLASS, ECONOMY CLASS, ONE-CLASS STANDARD SERVICE, STANDARD SERVICE, TOURIST/COACH CLASS SERVICE AND THRIFT CLASS SERVICE FARES, ON-SEASON AND OFF-SEASON FARES.

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

NORTH AMERICA MEANS THE AREA COMPRISING ALASKA, CANADA, CONTINENTAL U.S.A., HAWAII, MEXICO, PUERTO RICO AND U.S. VIRGIN ISLANDS.

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

ONLINE TRANSFER POINT MEANS ANY POINT AT WHICH THE PASSENGER TRANSFERS FROM ONE SERVICE OF A CARRIER TO ANOTHER SERVICE OF THE SAME CARRIER (BEARING A DIFFERENT FLIGHT NUMBER).

OPEN JAW TRIP MEANS TRAVEL WHICH IS ESSENTIALLY OF A ROUND TRIP NATURE BUT THE OUTWARD POINT OF DEPARTURE AND INWARD

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POINT OF ARRIVAL AND/OR OUTWARD POINT OF ARRIVAL AND INWARD POINT OF DEPARTURE OF WHICH ARE NOT THE SAME.
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.
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 by the carrier that provide the carriage of the passenger.
PREPAID TICKET ADVICE 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.
RELATED CHARGES MEANS CHARGES SUCH AS CANCELLATION PENALTIES, NON-REFUNDABLE AMOUNTS, REBOOKING AND REROUTING CHARGES, STOPOVER CHARGES, WEEKEND SURCHARGES AND EXCESS BAGGAGE CHARGES.
REROUTE MEANS A CHANGE OF ROUTING OR OTHER CHANGES WHICH REQUIRE TICKET REISSUANCE.
RESIDENT MEANS A PERSON NORMALLY LIVING A COUNTRY; PROVIDED THAT A MORE RESTRICTED DEFINITION MAY FORM PART OF AN AGREEMENT REACHED LOCALLY.
ROUND TRIP MEANS A 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 APPLY TO JOURNEYS FOR WHICH THE SAME ALL YEAR THROUGH ONE WAY FARE IS ESTABLISHED, BETWEEN TWO POINTS IN ANY DIRECTION.

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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 DENMARK, NORWAY AND
SWEDEN.
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 EDUCATION ESTABLISHMENT AT WHICH THE STUDENT IS ENROLLED. SINGLE OPEN JAW TRIPS MEANS TRAVEL THAT IS ESSENTIALLY OF A ROUND TRIP NATURE, EXCEPT THAT THE OUTWARD POINT OF DEPARTURE ARE NOT THE SAME OR THE OUTWARD POINT OF DEPARTURE AND INWARD POINT OF ARRIVAL ARE NOT THE SAME. EXAMPLE OF SINGLE OPEN JAW
POINT 1
POINT 2
POINT 3
SITI MEANS THE SALE AND TICKET ISSUANCE ARE BOTH IN THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.
SITO MEANS THE SALE IS MADE IN THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION AND THE TICKET ISSUANCE IS OUTSIDE THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.
SOTI MEANS THE SALE IS MADE OUTSIDE THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION AND THE TICKET ISSUANCE IS IN THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.
SOTO MEANS THE SAME AND TICKET ISSUANCE ARE BOTH OUTSIDE THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.
SOUTH AMERICA MEANS THE AREA COMPRISING ARGENTINA, BOLIVIA, BRAZIL, CHILE, COLOMBIA, ECUADOR, FRENCH GUIANA, GUYANA, PANAMA, PARAGUAY, PERU, SURINAME, URUGUAY AND VENEZUELA.
SOUTH EAST ASIA MEANS BRUNEI DARUSSALEM, CHINA (PEOPLE'S REPUBLIC OF), GUAM, HONG KONG, INDONESIA, KAMPUCHEA, KAZAKHSTAN, KYRGYZSTAN, LAOS, MALAYSIA, MONGOLIAN REPUBLIC, MYANMAR, PHILIPPINES, RUSSIAN FEDERATION (EAST OF THE URALS), SINGAPORE, TAIWAN, TAJIKISTAN, THAILAND, TURKMENISTAN, UZBEKISTAN, VIETNAM.

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SOUTHERN AFRICA MEANS POINTS WITHIN AFRICA COMPRISED OF BOTSWANA, LESOTHO, MOZAMBIQUE, NAMIBIA, SOUTH AFRICA AND SWAZILAND.
SOUTHWEST PACIFIC MEANS THAT AREA COMPRISED OF AUSTRALIA, COOK ISLANDS, FIJI ISLANDS, FRENCH POLYNESIA, LOYALTY ISLANDS, NEW CALEDONIA, NEW HEBRIDES, NEW ZEALAND, PAPUA
GUINEA, SAMOAN ISLANDS, SOCIETY ISLANDS, SOLOMON ISLANDS, TONGA AND INTERMEDIATE 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. 20431.

SPECIAL FARE MEANS A FARE OTHER THAN A NORMAL FARE.

STOPOVER
1) (APPLICABLE FROM THE U.S.A. TO AREA 2 AND 3 FOR ONLINE TRAVEL ONLY) 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 AND IF THERE IS NO CONNECTION ON THE DAY OF ARRIVAL.

2) IF THERE IS NO AY CONNECTING DEPARTURE SCHEDULED ON THE DATE OF ARRIVAL, DEPARTURE ON AN AY FLIGHT THE FOLLOWING DAY SHALL NOT BE DEEMED A STOPOVER.

TICKET MEANS THE "PASSENGER TICKET AND BAGGAGE CHECK," INCLUDING ALL FLIGHT, PASSENGER AND OTHER COUPONS HEREIN, ISSUED BY CARRIER, WHICH PROVIDE FOR THE CARRIAGE OF THE PASSENGER AND HIS BAGGAGE.

TICKETED POINT MEANS POINTS SHOWN IN THE 'GOOD FOR PASSAGE' SECTION OF THE PASSENGER TICKET.

TRANSATLANTIC SECTORS MEANS THAT PORTION OF TRAVEL COVERED BY A SINGLE FLIGHT COUPON FROM THE POINT OF DEPARTURE IN AREA NO. 1 TO THE POINT OF ARRIVAL IN AREA NO. 2 AND VERSA.

TRANSFER MEANS A CHANGE FROM THE FLIGHT ON ONE CARRIER OF THE FLIGHT TO ANOTHER CARRIER; OR A CHANGE FROM THE FLIGHT OF A CARRIER TO ANOTHER FLIGHT OF THE SAME CARRIER BEARING THE SAME FLIGHT NUMBER OR A CHANGE FROM THE FLIGHT OF A CARRIER TO ANOTHER FLIGHT (THAT IS) A SERVICE BEARING A DIFFERENT FLIGHT NUMBER OF THE SAME CARRIER, IRRESPECTIVE OF WHETHER OR NOT A CHANGE OF AIRCRAFT OCCURS.

TRANSFER POINT MEANS ANY STOP 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.

TRANS PACIFIC SECTORS MEANS THE PORTION OF TRAVEL COVERED
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 THE CAROLINE ISLANDS, MARIANA ISLANDS AND MARSHALL ISLANDS.

UNCHECKED BAGGAGE WHICH IS EQUIVALENT TO HAND LUGGAGE, IS BAGGAGE OTHER THAN CHECKED BAGGAGE.

UNITED KINGDOM OR U.K. MEANS 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.


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

VIRGIN ISLANDS (APPLICABLE BETWEEN CANADA AND PUERTO RICO/VIRGIN ISLANDS) MEANS THE VIRGIN ISLANDS OF THE U.S.

WEST AFRICA THE TERM 'WEST AFRICA' SHALL BE DEEMED TO APPLY TO:

ANGOLA, BENIN, BURKINA FASO, CAMEROON, CAPE VERDE, CENTRAL AFRICAN REPUBLIC, CHAD, CONGO, EQUATORIAL GUINEA, GAMBIA, GABON, GHANA, GUINEA, GUINEA-BISSAU, IVORY COAST, LIBERIA, MALI, MAURITANIA, NIGER, NIGERIA, SAO TOME AND PRINCIPE, SENEGAL, SIERRA LEONE, TOGO, AND ZAIRE.

WESTBOUND MEANS TRAVEL FROM A POINT IN AREA NO. 2 AND 3 TO A POINT IN AREA NO. 1 VIA THE ATLANTIC OCEAN OR TRAVEL FROM A POINT IN AREA NO. 1 TO A POINT AREA NO. 2 OR 3 VIA THE PACIFIC OCEAN.

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TITLE/APPLICATION - 70 (CONT)

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

AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0002

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TITLE/APPLICATION - 70

A STANDARD FORMAT OF ELECTRONIC RULES APPLICATION & OTHER CONDITIONS (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 HERE. THIS CATEGORY WILL APPEAR WITH EVERY RULE WITH AT LEAST THE RULE TITLE.

ELIGIBILITY - 71
A ELIGIBILITY (CATEGORY 1)

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DAY/TIME - 72
A DAY/TIME (CATEGORY 2)

DAY OF WEEK TRAVEL RESTRICTIONS
(1) THE DATE OF THE FIRST INTERNATIONAL, TRANSOCEANIC FLIGHT OF EACH FARE SECTOR WILL DETERMINE THE TYPE OF FARE TO BE APPLIED TO SUCH SECTOR.
(2) MIDWEEK/WEEKEND FARE APPLICATION FARES DESIGNATED AS MIDWEEK APPLY FOR TRAVEL ON TRANSOCEANIC FLIGHTS OPERATING ON MONDAYS, TUESDAYS, WEDNESDAYS AND THURSDAYS. FARES DESIGNATED AS WEEKEND APPLY FOR TRAVEL ON TRANSOCEANIC 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.

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SEASONALITY - 73
A SEASONALITY (CATEGORY 3)

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FLIGHT APPLICATION - 74
A FLIGHT APPLICATION (CATEGORY 4)

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ADVANCE RES/TICKETING - 75
A ADVANCE RESERVATIONS/TICKETING (CATEGORY 5)

(1) ADVANCE PURCHASE FARES
ADVANCE PURCHASE FARES REQUIRE THAT RESERVATIONS BE MADE, AND PAYMENT AND TICKETING BE COMPLETED PRIOR TO COMMENCEMENT OF OUTBOUND TRAVEL. THE NUMBER OF DAYS IN ADVANCE OF THE 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) THESE FARES REQUIRE THAT RESERVATIONS BE MADE, AND TICKETS FOR ALL MEMBERS OF THE GROUP BE ISSUED AND PAID FOR PRIOR TO COMMENCEMENT OF OUTBOUND TRAVEL.

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

(B) 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)
RETURN TRAVEL FROM THE LAST POINT OF STOPOVER (I.E., ON THE LAST CONTINUOUS SECTOR) MAY NOT CONNENCE PRIOR TO THE MINIMUM STAY PERIOD STATED IN THE RULE, AFTER THE DATE OF DEPARTURE FROM THE POINT OF ORIGIN. 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)
RETURN TRAVEL ON THE LAST CONTINUOUS SECTOR (I.E., FROM THE LAST POINT OF STOPOVER) MUST COMMENCE BY MIDNIGHT OF THE LAST DAY OF THE MAXIMUM STAY PERIOD STATED IN THE RULE, AFTER THE DATE OF DEPARTURE FROM THE POINT OF ORIGIN.

STOPOVERS - 78
A STOPOVERS (CATEGORY 8)
UNLESS OTHERWISE SPECIFIED IN THE GOVERNING FARE RULES, EN ROUTE STOPOVERS SHALL BE PERMITTED FREE OF CHARGE.

TRANSFERS - 79
A TRANSFERS (CATEGORY 9)
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PERMITTED COMBINATIONS - 80
A PERMITTED COMBINATIONS (CATEGORY 10)
INTENTIONALLY LEFT BLANK

BLACKOUT DATES - 81
A BLACKOUT DATES (CATEGORY 11)
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SURCHARGES - 82
A SURCHARGES (CATEGORY 12)
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ACCOMPANIED TRAVEL - 83
A ACCOMPANIED TRAVEL (CATEGORY 13)
A PENALTIES (CATEGORY 16)

(1) ROUTING/REROUTING
   REROUTING OF ADVANCE PURCHASE AND GROUP FARE

UNLESS OTHERWISE SPECIFIED, VOLUNTARY REROUTINGS ARE
NOT PERMITTED BUT WILL BE SUBJECT TO THE PROVISIONS
SPECIFIED IN THE CATEGORY OF THE FARE RULE.

(2) CANCELLATION AND REFUNDS
   (A) ADVANCE PURCHASE FARES
       (I) PRIOR TO DEPARTURE

       (AA) IN THE EVENT OF CANCELLATION BY THE
            PASSENGER OR FAILURE TO USE CONFIRMED
            SPACE AS TICKETED PRIOR TO OR AT
            DEPARTURE TIME FOR ANY REASON EXCEPT AS
            PROVIDED IN (BB) AND (CC) BELOW, A
            PORTION OF THE FARE WILL BE DEEMED
            NON-REFUNDABLE AND WILL BE FORFEITED BY
            THE PASSENGER. THE APPPLICABLE
            NON-REFUNDABLE AMOUNT WILL BE SPECIFIED
            IN EACH ADVANCE PURCHASE/ADVANCE
            PURCHASE EXCURSION RULE.

       (BB) FULL REFUND WILL BE MADE IN THE EVENT
            OF:

            (AA) DEATH OR ILLNESS OF THE

            PROSPECTIVE

            PASSENGER OR A MEMBER OF THE
            PASSENGER'S IMMEDIATE FAMILY
            (ATTESTED TO BY AN APPROPRIATE
            CERTIFICATE);

            (BB) AN INCREASE IN THE ADVANCE

            PURCHASE FARE AFTER A TICKET HAS BEEN
            ISSUED, AND THE PASSENGER DESIRES
            TO CANCEL.

       (CC) IF, AFTER ISSUANCE OF THE TICKET,
            SCHEDULE CHANGES BY THE CARRIER(S)
            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.

(II) AFTER DEPARTURE

(AA) IN THE EVENT OF CANCELLATION BY THE PASSENGER OR FAILURE TO USE CONFIRMED SPACE AS TICKETED AFTER TRAVEL HAS COMMENCED, EXCEPT AS PROVIDED IN (BB) BELOW, REFUND WILL BE THE DIFFERENCE BETWEEN THE FARE PAID AND THE FARE FOR THE TRANSPORTATION USED LESS THE NON-REFUNDABLE AMOUNT SPECIFIED IN THE APPLICABLE RULE.

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
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PENALTIES - 86 (CONT)

(BB) 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.

(III) AFTER THE TICKET HAS BEEN ISSUED, THE NON-REFUNDABLE PORTION OF THE FARE SHALL NOT BE USED AS CREDIT TOWARDS PAYMENT OF ANY OTHER FARES. HOWEVER, AN ADVANCE PURCHASE FARE TICKET MAY BE UPGRADED TO ANOTHER FARE TYPE, ONLY AS SPECIFIED IN THE APPLICABLE RULE, SUBJECT TO ALL CONDITIONS OF THE NEW FARE, IN WHICH CASE THE ORIGINAL NON-REFUNDABLE AMOUNT SHALL STILL NOT BE REFUNDABLE. THE "NONREF/APEX" ENTRY SHALL CONTINUE TO BE CARRIED IN THE "FORM OF PAYMENT" BOX OF THE NEW TICKET AND ANY SUBSEQUENT REISSUES.

(B) GROUP FARES (INCLUDING G.I.T. FARES)

(I) PRIOR TO DEPARTURE

(AA) REFUNDS SHALL BE MADE ONLY TO OR AT THE DIRECTION OF THE PERSON RESPONSIBLE FOR THE TRAVEL ARRANGEMENTS OF THE GROUP.

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

(AA) DEATH OR ILLNESS OF THE PASSENGER
     OR OF A MEMBER OF THE PASSENGER'S
     IMMEDIATE FAMILY (ATTESTED TO BY
     AN APPROPRIATE CERTIFICATE);

(BB) REPLACED PASSENGER, IF
     SUBSTITUTIONS ARE PERMITTED IN THE
     RULE BEING DETAILED;

(CC) CANCELLATION OF
     AFFINITY/INCENTIVE/OWN
     USE GROUP TRANSPORTATION BY THE
     CARRIER.

(AA) NORMAL CANCELLATION AND REFUND

CARRIERS AND AIRPORTS

PENALTIES - 86 (CONT)

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

(CC) A PASSENGER BEING UNABLE TO
     COMPLETE OR CONTINUE 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.

(BB) 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 RULE.

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PENALTIES - 86 (CONT) APPLICABLE RULE.
( CC) 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.

(III) 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 POINT - 87
A HIGHER INTERMEDIATE POINT (CATEGORY 17) INTENTIONALLY LEFT BLANK

TICKET ENDORSEMENT - 88
A TICKET ENDORSEMENTS (CATEGORY 18) INTENTIONALLY LEFT BLANK

DISCOUNTS - 89
A CHILDREN'S DISCOUNTS (CATEGORY 19) INTENTIONALLY LEFT BLANK TOUR CONDUCTOR DISCOUNTS (CATEGORY 20) INTENTIONALLY LEFT BLANK
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 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 MEMBER 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 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:
(I) THE VOLUNTARY CONTRIBUTIONS ARE NOT SOLICITED/OBTAINED SOLELY FROM THE PASSENGERS 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), 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


(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 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 AY.

(C) GROUP INCLUSIVE TOUR REQUIREMENT (NOT REQUIRED FOR TOURS INITIATED BY AY.)

(I) WRITTEN APPLICATION, IN THE FORM REQUIRED BY AY, 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 SUB-PARAGRAPH 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 FOR AT LEAST 6 NIGHTS, PLUS ANY
OTHER 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 THE PRICE OF THE TOUR
FEATURES AND FACILITIES MAY NOT BE LESS THAN THE
AMOUNT SPECIFIED IN MINIMUM TOUR 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)
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IN EFFECT ON: 01OCT11

AREA: ZZ TARIFF: IPRG  CXR: AY  RULE: 0002

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DEPOITS - 94
A DEPOSITS (CATEGORY 29)
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AREA: ZZ TARIFF: IPRG  CXR: AY  RULE: 0005

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TITLE/APPLICATION - 70
A APPLICATION OF TARIFF
(A) GENERAL

(1) THIS TARIFF SHALL APPLY TO CARRIAGE OF PASSENGERS
AND BAGGAGE, AND TO ALL SERVICES INCIDENTAL
THERETO, PERFORMED BY AY UNDER LOCAL FARES, RATES
AND CHARGES AND BY AY IN CONJUNCTION WITH OTHER
PARTICIPATING CARRIERS UNDER JOINT FARES, RATES
AND CHARGES CONTAINED IN TARIFFS WHICH MAKE
SPECIFIC REFERENCE TO THIS TARIFF FOR GOVERNING RULES, REGULATIONS AND CONDITIONS OF CARRIAGE.

(2) WHERE AY IS SPECIFICALLY NAMED IN ANY RULE CONTAINED HEREIN SUCH RULE APPLIES TO LOCAL CARRIAGE VIA AY AND TO CARRIAGE VIA AY IN CONJUNCTION WITH OTHER PARTICIPATING CARRIERS NAMED IN SUCH RULE.

(3) WHERE PARTICIPATING CARRIERS OTHER THAN AY ARE SPECIFICALLY NAMED IN ANY RULE CONTAINED HEREIN SUCH RULE APPLIES ONLY TO CARRIAGE IN CONJUNCTION WITH AY.

(4) EXCEPT AS OTHERWISE PROVIDED, CHARGES OR MONETARY AMOUNTS SHOWN HEREIN IN DOLLARS OR CENTS ARE STATED IN TERMS OF LAWFUL U.S. CURRENCY. CHARGES OR MONETARY AMOUNTS ARE ALSO STATED IN TERMS OF LAWFUL CANADIAN CURRENCY WHENEVER SO INDICATED DIRECTLY IN CONNECTION THERWITH.

(5) INTERNATIONAL TRANSPORTATION SHALL BE SUBJECT TO THE RULES RELATING TO LIABILITY ESTABLISHED BY, AND TO ALL OTHER PROVISIONS OF 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, WHICHEVER MAY BE APPLICABLE TO THE TRANSPORTATION HEREUNDER. ANY PROVISION OF THESE RULES WHICH IS INCONSISTENT WITH ANY PROVISION OF SAID CONVENTION SHALL, TO THAT EXTENT, BUT ONLY TO THAT EXTENT, BE INAPPLICABLE TO INTERNATIONAL TRANSPORTATION.

NOTE: RULES STATING ANY LIMITATION ON, OR CONDITION RELATING TO, THE 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, EXCEPT TO THE EXTENT PROVIDED IN RULE 55(B)(1) WITH RESPECT TO TARIFF C.A.B. NO. 436. ANY SUCH LIMITATION OR CONDITION IN ANY RULE HEREIN IS NOT A PART OF TARIFF C.A.B. NO. 436, EXCEPT TO THE EXTENT PROVIDED IN RULE 55(B)(1) WITH RESPECT TO TARIFF C.A.B. NO. 436, FILED WITH THE DEPARTMENT OF TRANSPORTATION OF THE UNITED STATES. NOTHING IN THIS TARIFF MODIFIES OR WAIVES ANY PROVISION OF THE CONVENTION.
(6) Except as otherwise provided below, fare rule provisions, local or joint fares, including arbitraries contained in the on-line tariff database maintained by airline tariff publishing company, agent on behalf of Ay are considered to be part of this tariff.

Exception: for fares published by rule, see page no. Ay-90 of C.A.B. No. 436, NTA(A) No. 387.

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.

Fares in effect - 73

A (D) EFFECTIVE RULES, FARES AND CHARGES

All carriage of passengers and/or baggage shall be subject to the carrier's rules, regulations, and tariffs in effect on the date of commencement of carriage covered by the first flight coupon of the ticket.

1. When the fares or charges collected are not the applicable fares or charges, the difference will be refunded to or collected from the passenger as may be appropriate.

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Fares in effect - 73 (cont)

Be refunded to or collected from the passenger as may be appropriate.

2. If, after a ticket has been issued and before any portion thereof has been used, an increase or decrease in the fares or charges applicable to the transportation covered by the tickets becomes effective, the full amount of such increase or decrease will be collected from, or refunded to, the passenger, as the case may be.

Exception: (applicable only to transportation which originates in the U.S.A.) No
INCREASE IN FARES/CHARGES APPLICABLE TO THE CARRIAGE OF PASSENGERS WILL BE COLLECTED, OR MORE RESTRICTIVE CONDITIONS OF SUCH CARRIAGE IMPOSED, IN THE EVENT AN INCREASE IN FARES OR CHARGES OCCURS BETWEEN THE TIME OF INITIAL TICKET PURCHASE AND THE SELLING DATE (SEE NOTE BELOW) OF ANY SUBSEQUENT TARIFF CONTAINING SUCH AN INCREASE AND/OR MORE RESTRICTIVE CONDITIONS OF CARRIAGE, PROVIDED:

(A) **AY** IS THE TRANSATLANTIC CARRIER USED;

(B) TICKETS ARE DULY ISSUED ON **AY** TICKET STOCK, THE TERM "TICKETS..." ISSUED ON **AY** TICKET STOCK" MEANS TICKETS WHICH ARE IMPRINTED WITH THE **AY** CARRIER CODE (105); IN THE TICKET SERIAL NUMBER AND WHICH ARE ISSUED AND VALIDATED WITH AN OFFICIAL **AY** VALIDATOR BY AN AUTHORIZED **AY** EMPLOYEE, AN **AY** APPOINTED TRAVEL AGENCY OR OTHER PERSON AUTHORIZED TO ISSUE **AY** TICKET STOCK.

(C) THE TICKET IS ISSUED WITH CONFIRMED RESERVATIONS FROM THE POINT OF ORIGINATION IN THE U.S.A. TO THE FIRST POINT OF STOPOVER IN AREA L, 2 OR 3 AT THE FARES/CHARGES BEING SOLD ON THE DATE OF TICKET ISSUANCE FOR THE DATE OF COMMENCEMENT OF TRANSATLANTIC TRAVEL. THE DATE OF TICKET ISSUANCE IS DETERMINED BY THE VALIDATION STAMPED OR IMPRINTED ON THE TICKET EXCEPT WHEN ARRANGEMENTS ARE MADE FOR THE CARRIER TO MAIL THE TICKET TO THE

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY IN EFFECT ON: 01OCT11

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FARES IN EFFECT - 73 (CONT)
PASSENGER, THE MUTUALLY AGREED
UPON
TELEMAIL INVOICING DATE IF PAYMENT
IS MADE BY CHECK, OR TICKET
ISSUING
DATE IF PAYMENT IS MADE BY CREDIT
CARD, WILL CONSTITUTE THE DATE OF
TICKET ISSUANCE;
(D) NEITHER CONFIRMED, TICKETED
RESERVATIONS ARE CHANGED, NOR
TICKETS REISSUED, AT THE
PASSENGER'S REQUEST;
(E) SALE OCCURS AND TICKET IS ISSUED
IN
THE U.S.A.
PERCENTAGE CONV. TABLE - 74
A (E) PERCENTAGE OF FARES OR CHARGES
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
TABLE OF THIS TARIFF.
APPLICATION
OF TARIFF - 75
A (F) REFERENCE TO TARIFFS, PAGES, RULES, ITEMS AND NOTES
ARE
CONTINUOUS AND INCLUDE REVISIONS, SUPPLEMENTS THERETO
AND REISSUES THEREOF.
(G) 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.
AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0006
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TITLE/APPLICATION - 70
D CLASSES OF SERVICE
(APPLICABLE FOR TRANSPORTATION TO/FROM THE U.S.A.)
(A) EXECUTIVE CLASS SERVICE
(1) FOR THE PORTION OF TRAVEL BETWEEN THE
U.S.A. AND POINTS IN AREAS 2/3, PASSENGERS
TRAVELING AT ONE WAY EXECUTIVE CLASS FARES WILL
BE
BOARDED, SUBJECT TO AVAILABILITY, IN THE
EXECUTIVE
CLASS SECTION OF COMBINATION COMPARTMENT FLIGHTS.

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 01OCT11
 AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0006
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TITLE/APPLICATION - 70 (CONT)
(2) DESCRIPTION/CONDITIONS OF SERVICE
(A) THE EXECUTIVE CLASS SECTION WILL BE LOCATED IN THE FORWARD MOST COMPARTMENT OF THE AIRCRAFT.

(B) PASSENGERS SEATED IN THE EXECUTIVE CLASS SECTION WILL BE AFFORDED IN-FLIGHT AMENITIES SUCH AS COMPLIMENTARY BEVERAGES (INCLUDING COCKTAILS, WINE AND CHAMPAGNE) AND THE COMPLIMENTARY USE OF HEADSETS FOR AUDIO/VISUAL ENTERTAINMENT (WHERE SUCH FEATURE IS PROVIDED IN-FLIGHT), AND AN AMENITIES KIT.

(C) SEPARATE CHECK-IN FACILITIES WILL BE PROVIDED FOR PASSENGERS ELIGIBLE FOR THE EXECUTIVE CLASS SECTION WHERE AIRPORT SPACE AND STAFFING PERMIT.

(D) PASSENGER ELIGIBLE FOR EXECUTIVE CLASS SEATING WILL BE AFFORDED THE USE OF EXECUTIVE CLASS LOUNGES, WHERE SUCH FACILITIES EXIST.

(B) ECONOMY CLASS SERVICE

(1) ECONOMY CLASS FARES APPLY FOR TRANSPORTATION IN THE ECONOMY CLASS COMPARTMENT OF COMBINATION COMPARTMENT AIRCRAFT DESIGNATED AS EXECUTIVE CLASS AND ECONOMY CLASS IN THE CARRIER'S OFFICIAL GENERAL SCHEDULE.

(2) DESCRIPTION/CONDITIONS OF SERVICE

(A) THE ECONOMY CLASS COMPARTMENT OF THE AIRCRAFT WILL BEGIN IMMEDIATELY BEHIND THE EXECUTIVE CLASS COMPARTMENT AND WILL EXTEND TO THE AFT OF THE AIRCRAFT.

(B) PASSENGERS SEATED IN THE ECONOMY CLASS COMPARTMENT OR SECTION WILL (WHEN FLIGHTS TIMES PERMIT) BE AFFORDED IN-FLIGHT AMENITIES SUCH AS COMPLIMENTARY BEVERAGES (INCLUDING WINE AND BEER BUT EXCLUDING CHAMPAGNE AND COCKTAILS) AND WILL BE OFFERED COMPLIMENTARY, HEADSETS FOR AUDIO/VISUAL ENTERTAINMENT (WHERE SUCH FEATURE IS PROVIDED IN-FLIGHT).

K CLASSES OF SERVICE

(A) NOT USED

(B) EXECUTIVE CLASS SERVICE

(1) FOR THE PORTION OF TRAVEL BETWEEN THE U.S.A./CANADA AND POINTS IN AREAS 2/3, PASSENGERS TRAVELING AT ONE WAY EXECUTIVE CLASS FARES WILL BE BOARDED, SUBJECT TO AVAILABILITY, IN THE EXECUTIVE
TITLE/APPLICATION - 70 (CONT)

CLASS SECTION OF COMBINATION COMPARTMENT FLIGHTS.

(2) DESCRIPTION/CONDITIONS OF SERVICE

(A) THE EXECUTIVE CLASS SECTION WILL BE LOCATED IN THE FORWARD MOST COMPARTMENT OF THE AIRCRAFT.

(B) PASSENGERS SEATED IN THE EXECUTIVE CLASS SECTION WILL BE AFFORDED IN-FLIGHT AMENITIES SUCH AS COMPLIMENTARY BEVERAGES (INCLUDING COCKTAILS, WINE AND CHAMPAGNE) AND THE COMPLIMENTARY USE OF HEADSETS FOR AUDIO/VISUAL ENTERTAINMENT (WHERE SUCH FEATURE IS PROVIDED IN-FLIGHT), AND AN AMENITIES KIT.

(C) SEPARATE CHECK-IN FACILITIES WILL BE PROVIDED FOR PASSENGERS ELIGIBLE FOR THE EXECUTIVE CLASS SECTION WHERE AIRPORT SPACE AND STAFFING PERMIT.

(D) PASSENGER ELIGIBLE FOR EXECUTIVE CLASS SEATING WILL BE AFFORDED THE USE OF EXECUTIVE CLASS LOUNGES, WHERE SUCH FACILITIES EXIST.

(C) ECONOMY CLASS SERVICE

(1) ECONOMY CLASS FARES APPLY FOR TRANSPORTATION IN THE ECONOMY CLASS COMPARTMENT OF COMBINATION COMPARTMENT AIRCRAFT DESIGNATED AS EXECUTIVE CLASS AND ECONOMY CLASS IN THE CARRIER'S OFFICIAL GENERAL SCHEDULE.

(2) DESCRIPTION/CONDITIONS OF SERVICE

(A) THE ECONOMY CLASS COMPARTMENT OF THE AIRCRAFT WILL BEGIN IMMEDIATELY BEHIND THE EXECUTIVE CLASS COMPARTMENT AND WILL EXTEND TO THE AFT OF THE AIRCRAFT.

(B) PASSENGERS SEATED IN THE ECONOMY CLASS COMPARTMENT OR SECTION WILL (WHEN FLIGHT TIMES PERMIT) BE AFFORDED IN-FLIGHT AMENITIES SUCH AS COMPLIMENTARY BEVERAGES (INCLUDING WINE AND BEER BUT EXCLUDING CHAMPAGNE AND COCKTAILS) AND WILL BE OFFERED COMPLIMENTARY, HEADSETS FOR AUDIO/VISUAL ENTERTAINMENT (WHERE SUCH FEATURE IS PROVIDED IN-FLIGHT).
SPECIAL AIRPORT LOUNGE FACILITIES

(A) AY MAINTAINS AND OPERATES LOUNGES WHICH PROVIDE

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 01OCT11

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

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TITLE/APPLICATION - 70 (CONT)

LAVATORIES, REFRESHMENTS AND ALCOHOLIC BEVERAGES
(SUBJECT TO LOCAL LAWS) FREE OF CHARGE, AT THE
FOLLOWING AIRPORTS:

(1) JOHN F. KENNEDY INTERNATIONAL AIRPORT, NEW YORK,
N.Y.

(2) SAN FRANCISCO INTERNATIONAL AIRPORT, SAN
FRANCISCO, CALIFORNIA. (LOUNGE IS OPERATED BY
LH).

(3) LESTER B. PEARSON INTERNATIONAL AIRPORT, TORONTO,
ONTARIO, CANADA. (LOUNGE IN YYZ IS
OPERATED BY AC).

(B) ADMISSION TO CARRIER'S LOUNGE IS LIMITED TO THE
FOLLOWING PERSONS:

(1) FINNAIR CLUB MEMBERS.

(2) CARRIER'S PASSENGERS HOLDING AN EXECUTIVE CLASS
TICKET.

(3) EXECUTIVE AND DIRECTORS OF THE CARRIER(S).

(4) EXECUTIVES OF OTHER AIRLINES.

(5) AT THE DISCRETION OF THE CARRIER'S AIRPORT
TERMINAL MANAGER ON THE DAY OF THE PASSENGER'S
FLIGHT:

(A) PROMINENT PUBLIC PERSONS OR CELEBRITIES

WHOSE PRESENCE IN THE PUBLIC AREA MIGHT CAUSE

UNDUE DISRUPTIONS AND/OR CONGESTION LEADING TO
UNSAFE AND/OR UNCONTROLLED ENVIRONMENT FOR
THE PASSENGER AND/OR FOR OTHER PASSENGERS.

(B) ANY PERSON REQUIRING SPECIAL ATTENTION OR
HANDLING BECAUSE OF HEALTH, DOCUMENTATION OR
LOCAL GOVERNMENTAL REGULATIONS.

(C) DELAYED OR STRANDED PASSENGERS.

(D) MEMBERS OF THE FAMILY AND/OR GUESTS
ACCOMPANYING ANY PERSONS ENTITLED TO
ADMISSION.

AREA: ZZ TARIFF: IPRG   CXR: AY  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 PASSENGER'S
CONSENT OR KNOWLEDGE.

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
TITLE/APPLICATION - 70
K TRANSPORT OF PASSENGERS WITH DISABILITIES
(APPLICABLE TO AY
ONLY FOR TRANSPORTATION TO/FROM CANADA ONLY)
(A) DEFINITIONS
PASSENGERS SHALL BE CONSIDERED DISABLED WHEN THEIR
PHYSICAL, MEDICAL, OR MENTAL CONDITION REQUIRES
INDIVIDUAL ATTENTION ON ENPLANING, DEPLANING, DURING
FLIGHT, IN AN EMERGENCY EVACUATION OR DURING GROUP
HANDLING WHICH IS NORMALLY NOT EXTENDED TO THEIR
PASSENGERS.
(1) AMBULATORY: A PERSON WHO IS ABLE TO MOVE ABOUT
WITHIN THE AIRCRAFT UNASSISTED.
(2) NON-AMBULATORY: A PERSON WHO IS NOT ABLE TO MOVE
WITHIN THE AIRCRAFT UNASSISTED.
(3) SELF-RELIANT: A PERSON WHO IS INDEPENDENT,
SELF-SUFFICIENT AND CAPABLE OF TAKING CARE OF ALL
PHYSICIAN NEEDS DURING FLIGHT, AND WHO REQUIRES
NO SPECIAL OR UNUSUAL ON-BOARD ATTENTION BEYOND THAT
AFFORDED TO THE GENERAL PUBLIC. EXCEPT THAT
ASSISTANCE IN BOARDING AND DEPLANING MAY BE
REQUIRED.
(4) NON-SELF-RELIANT: A PERSON WHO IS INCAPABLE OF
SELF-CARE DURING A FLIGHT.
(5) DETERMINATION OF SELF-RELIANCE: THE CARRIER WILL
ACCEPT THE DISABLED PERSON'S DETERMINATION AS TO
SELF-RELIANCE.
(6) ASSISTANT (PERSONAL ATTENDANT): AN ABLE-BODIED
PERSON PHYSICALLY CAPABLE OF ASSISTING A
PASSENGER
WITH A DISABILITY TO AN EXIT IN THE EVENT OF AN
EMERGENCY AND WHO WILL ATTEND TO THE PERSONAL
NEEDS OF THAT PASSENGER DURING FLIGHT, WHERE SUCH
IS REQUIRED.
(B) ACCEPTANCE OF PASSENGERS WITH DISABILITIES
(1) THE CARRIER WILL ACCEPT THE DISABLED PERSON'S
DETERMINATION AS TO SELF-RELIANCE.
(2) CARRIER WILL REFUSE TO TRANSPORT OR WILL REMOVE
AT ANY POINT, ANY PASSENGER Whose MENTAL OR PHYSICAL
CONDITIONS IS SUCH AS TO RENDER HIM INCAPABLE OF
CARING FOR HIMSELF/HERSELF WITHOUT ASSISTANCE,
UNLESS:
(I) HE/SHE IS UNACCOMPANIED BY AN ATTENDANT WHO
WILL BE RESPONSIBLE FOR CARING FOR HIM EN
ROUTE, AND;
(II) WITH THE CARE OF SUCH ATTENDANT, HE/SHE WILL
NOT REQUIRE UNREASONABLE ATTENTION OR
TITLE/APPLICATION - 70 (CONT)

ASSISTANCE FROM EMPLOYEES OF THE CARRIER.

(3) PASSENGERS WITH DISABILITIES WILL BE ACCEPTED FOR TRANSPORTATION AS OUTLINED IN THE FOLLOWING:

<table>
<thead>
<tr>
<th>DISABILITY</th>
<th>ASSISTANT</th>
<th>MAXIMUM NO. REQUIRED PER FLIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>BLIND</td>
<td>NO</td>
<td>NO LIMIT</td>
</tr>
<tr>
<td>DEAF</td>
<td>NO</td>
<td>NO LIMIT</td>
</tr>
<tr>
<td>BLIND AND DEAF</td>
<td>YES</td>
<td>NO LIMIT</td>
</tr>
<tr>
<td>MENTALLY HANDICAPPED/</td>
<td>NO</td>
<td>NO LIMIT</td>
</tr>
<tr>
<td>MENTALLY HANDICAPPED/</td>
<td>NO</td>
<td>NO LIMIT</td>
</tr>
<tr>
<td>SELF-RELIANT</td>
<td>YES</td>
<td>NO LIMIT</td>
</tr>
<tr>
<td>NON-SELF-RELIANT</td>
<td>YES</td>
<td>NO LIMIT</td>
</tr>
<tr>
<td>AMBULATORY/</td>
<td>NO</td>
<td>NO LIMIT</td>
</tr>
<tr>
<td>SELF-RELIANT</td>
<td>NO</td>
<td>NO LIMIT</td>
</tr>
<tr>
<td>AMBULATORY/</td>
<td>NO</td>
<td>NO LIMIT</td>
</tr>
<tr>
<td>NON-SELF-RELIANT</td>
<td>YES</td>
<td>NO LIMIT</td>
</tr>
<tr>
<td>NON-AMBULATORY/</td>
<td>YES</td>
<td>ON REQUEST</td>
</tr>
<tr>
<td>NON-SELF-RELIANT</td>
<td>YES</td>
<td>ON REQUEST</td>
</tr>
<tr>
<td>SELF-RELIANT</td>
<td>YES</td>
<td>ON REQUEST</td>
</tr>
<tr>
<td>NON-AMBULATORY/ SELF-RELIANT</td>
<td>YES</td>
<td>ON REQUEST</td>
</tr>
</tbody>
</table>

(C) SPECIAL ASSISTANCE

ACCEPTANCE FOR CARRIAGE OF UNACCOMPANIED CHILDREN, PASSENGERS WITH REDUCED MOBILITY AND PREGNANT WOMEN IS CONFIRMED ACCORDING SAFETY REGULATIONS AND REQUEST FOR ASSISTANCE SHOULD BE REQUESTED NO LATER THAN 48 HOURS BEFORE THE FLIGHT DEPARTURE. PASSENGERS WITH REDUCED MOBILITY WHO HAVE ADVISED AY OF THE NEED FOR ASSISTANCE OR ANY SPECIAL REQUIREMENTS THEY MAY HAVE AT THE TIME OF TICKETING, AND HAVE BEEN ACCEPTED BY AY, SHALL NOT SUBSEQUENTLY BE REFUSED CARRIAGE ON THE BASIS OF SUCH DISABILITY OR SPECIAL REQUIREMENTS (AS PER RULE 20).

TITLE/APPLICATION - 70

A SURCHARGES (APPLICABLE TO/FROM CANADA)

(A) INSURANCE SURCHARGE (APPLICABLE TO AY/105 SERVICES BETWEEN FINLAND AND CANADA).

(1) THE INSURANCE SURCHARGE WILL BE EFFECTIVE IMMEDIATELY FOR AY/105 TICKETS ISSUED ON ANY SECTOR SHOWING AY IN THE TICKET CARRIER BOX.

(2) THE INSURANCE SURCHARGE WILL BE COLLECTED FROM ALL PASSENGERS, INCLUDING CHILDREN AND INFANTS, HOLDING AY-DOCUMENTS ISSUED FOR TRAVEL ON
AY-SERVICES. THE SURCHARGE WILL APPLY IN ADDITION TO ALL OTHER CHARGES AND WILL NOT BE SUBJECT TO ANY DISCOUNTS.

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TITLE/APPLICATION - 70 (CONT)

ANY DISCOUNTS.

3) THE AMOUNT OF THE INSURANCE SURCHARGE IS EUR 4 OR EQUIVALENT FOR EACH AY SECTOR, EXCEPT FOR SALES IN CANADA THE AMOUNT IS CAD 7.00 FOR EACH AY SECTOR.

4) THE INSURANCE SURCHARGE IS TO BE COLLECTED AT TICKET ISSUANCE AND IS APPLICABLE TO ALL FARE TYPES/CLASSES WITH THE FOLLOWING EXCEPTION:

--THE INSURANCE SURCHARGE IS APPLICABLE BETWEEN CANADA AND FINLAND ONLY.

5) THE INSURANCE SURCHARGE IS TO BE SHOWN AS //YR//IN THE TAX/FEES/CHARGES BOX OF THE TICKET.

6) THE INSURANCE SURCHARGE IS NOT INTERLINEABLE, NOT COMMISSIONABLE AND THE AMOUNT WILL ACCRUE TO AY.

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SURCHARGES - 70

A INSURANCE SURCHARGE ON FINNAIR OYJ AY/105 SERVICES (APPLICABLE TO/FROM USA ONLY).

A) THE INSURANCE SURCHARGE WILL BE EFFECTIVE IMMEDIATELY FOR AY/105 TICKETS ISSUED ON ANY SECTOR SHOWING AY IN THE TICKET CARRIER BOX.

B) THE INSURANCE SURCHARGE WILL BE COLLECTED FROM ALL PASSENGERS, INCLUDING CHILDREN AND INFANTS, HOLDING AY-DOCUMENTS ISSUED FOR TRAVEL ON AY-SERVICES. THE SURCHARGE WILL APPLY IN ADDITION TO ALL OTHER CHARGES AND WILL NOT BE SUBJECT TO ANY DISCOUNTS.

C) THE AMOUNT OF THE INSURANCE SURCHARGE IS EUR 4 OR EQUIVALENT FOR EACH AY SECTOR.

D) THE INSURANCE SURCHARGE IS TO BE COLLECTED AT TICKET ISSUANCE AND IS APPLICABLE TO ALL FARE TYPES/CLASSES WITH THE FOLLOWING EXCEPTION ONLY:

--THE INSURANCE SURCHARGE IS NOT APPLICABLE FOR FINNAIR FLIGHTS TO/FROM HKG.

E) THE INSURANCE SURCHARGE IS TO BE SHOWN AS //YR//IN THE TAX/FEES/CHARGES BOX OF THE TICKET.

F) THE INSURANCE SURCHARGE IS NOT INTERLINEABLE, NOT COMMISSIONABLE AND THE AMOUNT WILL ACCRUE TO AY.
REFUSAL TO TRANSPORT - LIMITATION OF CARRIER

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 01OCT11

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

A (A) REFUSAL CANCELLATION OR REMOVAL

1. CARRIER WILL REFUSE TO CARRY, CANCEL THE RESERVED
   SPACE OF, OR REMOVE EN ROUTE ANY PASSENGER:
   (A) WHEN SUCH ACTION IS NECESSARY FOR REASONS OF
       SAFETY;
   (B) WHEN SUCH ACTION IS NECESSARY TO PREVENT
       VIOLATION OF ANY APPLICABLE LAWS,

2. REGULATIONS

    OR ORDERS OF ANY STATE OR COUNTRY TO BE

    FLOWN

    FROM, INTO OR OVER;

3. (C) WHEN THE CONDUCT, AGE, STATUS OR MENTAL OR
       PHYSICAL CONDITION OF THE PASSENGER IS SUCH
       AS TO:

       (I) REQUIRE SPECIAL ASSISTANCE OF CARRIER;

        OR

       (II) CAUSE DISCOMFORT OR MAKE HIMSELF
           OBJECTIONABLE TO OTHER PASSENGERS; OR

        (III) INVOLVE ANY HAZARD OR RISK TO HIMSELF

        OR

        TO OTHER PERSONS OR TO PROPERTY;

4. (D) WHEN THE 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.

5. (E) WHEN THE PASSENGER REFUSES TO PERMIT SEARCH
       OF HIS PERSON OR PROPERTY FOR EXPLOSIVES OR

A CONCEALED, DEADLY OR DANGEROUS WEAPON OR

ARTICLE.

6. (2) IF QUESTION ARISES OF ANY AIRCRAFT BEING
       OVERLOADED, CARRIER SHALL DECIDE WHICH PASSENGERS
       OR ARTICLES WILL BE CARRIED.

7. (3) SUBJECT TO THE PROVISIONS OF RULE 87, (DENIED
       BOARDING COMPENSATION) HEREIN, 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 PORTION OF HIS/HER TICKET AS
       HEREINAFTER PROVIDED IN RULE 90 (REFUNDS) HEREIN.

CONDITIONAL ACCEPTANCE - 72

A (B) CONDITIONAL ACCEPTANCE FOR CARRIAGE
(1) IF A PASSENGER, WHOSE STATUS, AGE, OR MENTAL OR PHYSICAL CONDITION IS SUCH AS TO INVOLVE ANY HAZARD OR RISK TO HIMSELF IS CARRIED, IT IS ON THE EXPRESS CONDITION THAT CARRIER SHALL NOT BE LIABLE FOR ANY INJURY, ILLNESS OR DISABILITY, OR ANY AGGRAVATION OR CONSEQUENCE THEREOF, INCLUDING:

CONDITIONAL ACCEPTANCE - 72 (CONT)
DEATH CAUSED BY SUCH STATUS, AGE, OR MENTAL OR PHYSICAL CONDITION (SEE NOTE):

NOTE: EXCEPT TO THE EXTENT PROVIDED IN RULE 55, 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 RULE 25(B) IS INCLUDED HEREIN AS PART OF THE TARIFF FILED WITH GOVERNMENTS OTHER THAN THE UNITED STATES AND NOT AS PART OF TARIFF C.A.B. NO. 436 FILED WITH THE DEPARTMENT OF TRANSPORTATION OF THE UNITED STATES.

(2) DETERMINATION OF SELF-RELIANCE (THE RIGHT OF THE PASSENGER WITH A DISABILITY TO DETERMINE WHETHER HE OR SHE NEEDS TO BE ACCOMPANIED BY AN ATTENDANT)
FINNAIR WILL ACCEPT THE DETERMINATION OF A PERSON WITH A DISABILITY AS TO SELF-RELIANCE, WHEN TRAVELING TO/FROM OR VIA CANADA.

CARRIAGE OF CHILDREN - 73
A (C) CARRIAGE OF UNACCOMPANIED CHILDREN
(1) CHILDREN UNDER TWELVE (12) YEARS OF AGE WILL BE ACCEPTED FOR CARRIAGE UNACCOMPANIED ONLY UNDER THE FOLLOWING CONDITIONS AND PROVIDED THAT ADVANCE ARRANGEMENTS ARE MADE WITH THE CARRIER:
(A) THEY ARE ACCOMPANIED TO THE AIRPORT AT THE TIME OF DEPARTURE BY A PARENT, GUARDIAN OR RESPONSIBLE ADULT WHO SHALL REMAIN WITH THE CHILD UNTIL ENPLANED AND EVIDENCE IS PRESENTED BY SUCH PARENT, GUARDIAN OR RESPONSIBLE ADULT THAT THE CHILD WILL BE MET AT THE AIRPORT OF STOPOVER OR DESTINATION BY ANOTHER PARENT, GUARDIAN OR RESPONSIBLE ADULT
UPON DEPLANING;

(B) THE FLIGHT ON WHICH SPACE IS HELD IS NOT EXPECTED TO TERMINATE SHORT OF OR BY-PASS THE DESTINATION DUE TO WEATHER CONDITIONS.

(C) (CHILD'S AGE AT LAST BIRTHDAY: 5 YEARS OF AGE OR OVER) ACCEPTED ONLY FOR ONLINE TRANSPORTATION AND ONLY WHEN THROUGH SERVICE IS PROVIDED WITHOUT CHANGE OF AIRCRAFT, EXCEPT SAME-DAY CONNECTIONS. THE CHILD MUST BE BROUGHT TO THE AIRPORT OF DEPARTURE BY A PARENT OR RESPONSIBLE ADULT WHO REMAINS WITH THE CHILD UNTIL ENPLANED AND WHO MUST FURNISH CARRIER WITH SATISFACTORY EVIDENCE THAT THE CHILD WILL BE MET BY ANOTHER PARENT OR RESPONSIBLE ADULT UPON DEPLANING AT HIS DESTINATION, BUT NOT ACCEPTED IF THE FLIGHT ON WHICH THE CHILD HOLDS A RESERVATION IS EXPECTED TO TERMINATE SHORT OF, OR BYPASS HIS DESTINATION. CARRIER WILL ASSUME NO FINANCIAL OR GUARDIANSHIP RESPONSIBILITIES FOR UNACCOMPANIED CHILDREN BEYOND THOSE APPLICABLE TO AN ADULT PASSENGER.

(2) CHILDREN UNDER FIVE (5) YEARS OF AGE WILL NOT BE ACCEPTED FOR UNACCOMPANIED TRANSPORT, UNLESS ACCOMPANIED BY AN ESCORT, FOR WHOM ADVANCE ARRANGEMENTS HAVE BEEN MADE.
TRANSFER SERVICE SHALL IN NO WAY MAKE CARRIER LIABLE FOR THE ACTS OF 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) IN THE CASE OF SCHEDULED OVERNIGHT STOPS ON THROUGH SERVICE VIA THE SAME OR A COMBINATION OF —

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 01OCT11

AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0030

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TITLE/APPLICATION - 70 (CONT)

CARRIERS NAMED, GROUND TRANSFER CHARGES MAY BE BORNE BY THE CARRIER.

(B) AT POINTS IN AREA NO. 1 GROUND TRANSFER SERVICE BETWEEN AIRPORTS AND THE TOWN CENTERS SERVED IS NOT INCLUDED IN THE FARE.

(C) AT POINTS IN AREA 2 AND AREA 3 GROUND TRANSFER SERVICE BETWEEN AIRPORTS AND THE TOWN CENTERS IS NOT INCLUDED IN THE FARE.

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

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TITLE/APPLICATION - 70

_ PASSENGER EXPENSES EN ROUTE

INFLIGHT SERVICES - 71

_ (A) INFLIGHT SERVICES

MEALS

MEALS, IF SERVED, WILL BE FREE OF CHARGE, UNLESS OTHERWISE SPECIFIED IN THE PUBLISHED TARIFFS OF CARRIER.

EN ROUTE GROUND SERVICES - 72

_ (B) EN ROUTE GROUND SERVICES

(1) HOTEL ACCOMMODATIONS AND OTHER SERVICES

(A) 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 PROVIDED IN THIS TARIFF.

(B) 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 ACCOMMODATION MAY BE BORNE BY CARRIER.

(2) IF FOOD IS PROVIDED, IT IS PROVIDED AT NO CHARGE.

EXCEPTION 1: THIS RULE DOES NOT APPLY AT CONNECTING POINTS IN THE U.S.A.

EXCEPTION 2: EASTBOUND ACROSS THE ATLANTIC, THIS RULE APPLIES ONLY TO PASSENGERS -38-

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EN ROUTE GROUND SERVICES – 72 (CONT)

MAKING SAME DAY CONNECTIONS WHERE THE TIME BETWEEN ARRIVAL AND SCHEDULED DEPARTURE ON THE CONNECTING SERVICE IS IN EXCESS OF SIX HOURS. THIS PROVISION ONLY APPLIES TO PASSENGERS TRAVELLING AT NORMAL FARES AS PUBLISHED IN THIS TARIFF.

NOTE: FOR THE PURPOSE OF THIS RULE, CONNECTING POINT MEANS A POINT TO WHICH THE PASSENGER HOLDS CONFIRMED SPACE ON A FLIGHT OF ONE CARRIER AND OUT OF WHICH THE PASSENGER HOLDS CONFIRMED SPACE ON A FLIGHT OF THE SAME OR ANOTHER CARRIER. ALL AIRPORTS THROUGH WHICH A CITY IS SERVED BY ANY CARRIER SHALL BE DEEMED TO BE A SINGLE CONNECTING POINT WHEN THE RECEIVING CARRIER HAS CONFIRMED RESERVATIONS
ARRANGEMENTS BY CARRIER - 73

(C) ARRANGEMENTS MADE BY CARRIER
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.

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TITLE/APPLICATION - 70
A  TAXES
ANY TAX OR OTHER CHARGE IMPOSED BY GOVERNMENT AUTHORITY AND
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TITLE/APPLICATION - 70 (CONT)
COLLECTABLE FROM A PASSENGER WILL BE IN ADDITION TO THE
PUBLISHED FARES AND CHARGES, EXCEPT THAT TRANSIT TAXES AT
CONNECTING POINTS MAY BE ABSORBED UNDER THE CONDITIONS
INDICATED IN RULE 35 (PASSENGER EXPENSES EN ROUTE),
PARAGRAPH (A)(2)(A) AND (B), PROVIDED ALSO THAT SUCH
TRANSIT TAX IS NOT APPLICABLE TO SUCH THROUGH SERVICE.

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TITLE/APPLICATION - 70
ADMINISTRATIVE FORMALITIES - PASSPORTS, VISAS AND TOURIST
CARDS
(A) COMPLIANCE WITH REGULATIONS
THE PASSENGER SHALL COMPLY WITH ALL LAWS, REGULATIONS,
ORDERS, DEMANDS, OR TRAVEL REQUIREMENTS OF 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,
IN REQUIREMENTS, OR INSTRUCTIONS, WHETHER GIVEN ORALLY,
PASSPORTS AND VISAS - 71

(B) PASSPORTS AND VISAS

(1) EACH PASSENGER DESIRING TRANSPORTATION ACROSS ANY INTERNATIONAL BOUNDARY WILL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY TRAVEL DOCUMENTS AND FOR COMPLYING WITH ALL GOVERNMENT TRAVEL REQUIREMENTS.

THE PASSENGER MUST PRESENT ALL EXIT, ENTRY AND OTHER DOCUMENTS REQUIRED BY THE LAWS, AND, UNLESS APPLICABLE LAWS PROVIDE OTHERWISE, SHALL INDEMNIFY THE CARRIER FOR ANY LOSS, DAMAGE, OR EXPENSE SUFFERED OR INCURRED BY SUCH CARRIER BY REASON OF SUCH PASSENGER’S FAILURE TO DO SO. CARRIER IS NOT LIABLE TO THE PASSENGER FOR LOSS OR EXPENSE DUE TO THE PASSENGER'S FAILURE TO COMPLY WITH THIS PROVISION. CARRIER RESERVES THE RIGHT TO REFUSE CARRIAGE TO ANY PASSENGER WHO HAS NOT COMPLIED WITH APPLICABLE LAWS, REGULATIONS, ORDERS, DEMANDS, OR REQUIREMENTS OR WHOSE DOCUMENTS ARE NOT COMPLETED. NO CARRIER SHALL BE LIABLE FOR ANY AID OR INFORMATION GIVEN BY ANY AGENT OR EMPLOYEE OF SUCH CARRIER TO ANY PASSENGER IN CONNECTION WITH OBTAINING SUCH DOCUMENTS OR COMPLYING WITH SUCH LAWS, WHETHER GIVEN ORALLY OR IN WRITING OR OTHERWISE.

(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 TO HIS POINT OF ORIGIN OR ELSEWHERE DUE TO THE PASSENGER'S INADMISSIBILITY INTO OR DEPORTATION FROM A COUNTRY, WHETHER OF TRANSIT OR OF DESTINATION. THE FARE APPLICABLE WILL BE THE FARE THAT WOULD HAVE BEEN APPLICABLE HAD THE ORIGINAL TICKET DESIGNATED THE REVISED DESTINATION ON THE NEW TICKET. ANY DIFFERENCE BETWEEN THE FARE SO APPLICABLE AND THE FARE PAID BY THE PASSENGER WILL BE COLLECTED FROM OR REFUNDED TO THE PASSENGER AS THE CASE MAY BE.
CARRIER MAY 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 THE CARRIER, UNLESS THE LAW OF SUCH COUNTRY REQUIRES THAT SUCH FARE BE REFUNDED.

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 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.

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THE PROTOCOL SIGNED AT THE HAGUE, SEPTEMBER 28TH, 1955. HOWEVER, IN ACCORDANCE WITH ARTICLE 22(1) OF SAID CONVENTION, OR SAID CONVENTION AS 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. 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(L) 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 WILFULLY CAUSED DAMAGE WHICH RESULTED IN DEATH, WOUNDING, OR OTHER BODILY INJURY OF A PASSENGER.

(B) EXCEPT AS PROVIDED IN SUBPARAGRAPH (1) (A) ABOVE AND IN ACCORDANCE WITH ARTICLE 22(1) OF THE WARSAW CONVENTION OR THE WARSAW CONVENTION AS AMENDED BY THE HAGUE PROTOCOL, THE CARRIER WITH RESPECT TO ALL INTERNATIONAL TRANSPORTATION, AS DEFINED IN THE SAID CONVENTION OR IN THE SAID PROTOCOL, PERFORMED BY IT, AGREES THAT THE LIMIT OF LIABILITY FOR EACH PASSENGER FOR DEATH OR WOUNDING OR OTHER PERSONAL INJURY SHALL BE LIMITED TO PROVEN DAMAGES NOT TO EXCEED THE SUM OF 100,000 SPECIAL DRAWING RIGHTS EXCLUSIVE OF LEGAL FEES AND COSTS.

NOTE: RULES STATING ANY LIMITATION ON, OR CONDITION RELATING TO, THE 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, EXCEPT TO THE EXTENT PROVIDED IN PARAGRAPH (B)(1) ABOVE WITH RESPECT TO TARIFF C.A.B. NO. 436. INSOFAR AS THIS RULE STATES ANY SUCH LIMITATION OR CONDITION IT IS INCLUDED HEREIN; EXCEPT TO THE EXTENT PROVIDED IN PARAGRAPH (B)(1) ABOVE WITH RESPECT TO TARIFF C.A.B. NO. 436, AS PART OF THE TARIFF FILED WITH GOVERNMENTS OTHER THAN THE UNITED STATES AND NOT AS PART OF TARIFF C.A.B. NO. 436 FILED WITH THE DEPARTMENT OF TRANSPORTATION OF THE UNITED STATES.

TRANSPORTATION

OF THE UNITED STATES.

(2) CARRIER'S NAME MAY BE ABBREVIATED IN THE TICKET, THE FULL NAME AND ITS ABBREVIATION BEING SET FORTH

IN CARRIER'S TARIFFS, 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 (WHICH MAY BE ALTERED BY CARRIER IN CASE OF NECESSITY) 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 SHOWN IN CARRIER'S TIMETABLE AS SCHEDULED STOPPING PLACES ON THE PASSENGER'S ROUTE. A LIST GIVING THE FULL NAME AND ABBREVIATION OF EACH CARRIER IN THIS TARIFF IS PROVIDED AT THE FRONT OF THIS TARIFF.

(3) TO THE EXTENT NOT IN CONFLICT WITH THE PROVISIONS OF PARAGRAPHS (B)(1) AND (2) ABOVE, ALL CARRIAGE HEREUNDER 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;

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LAWS APPLICABLE - 71 (CONT)

(B) PROVISIONS SET FORTH IN THE PASSENGER'S TICKET;

(C) APPLICABLE TARIFFS;

(D) EXCEPT IN TRANSPORTATION BETWEEN A PLACE IN

THE UNITED STATES AND ANY PLACE OUTSIDE
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.

(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.

LIMITATION OF LIABILITY - 72

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

(1) CARRIER IS NOT LIABLE FOR ANY DEATH, INJURY, DELAY, LOSS, OR OTHER DAMAGE OF WHATSOEVER NATURE (HEREINAFTER IN THIS TARIFF COLLECTIVELY REFERRED TO AS "DAMAGE") TO PASSENGERS OR UNCHECKED BAGGAGE ARISING OUT OF OR IN CONNECTION WITH CARRIAGE OR OTHER SERVICES PERFORMED BY CARRIER INCIDENTAL THERETO, UNLESS SUCH DAMAGE IS CAUSED BY THE NEGLIGENCE OF CARRIER. ASSISTANCE RENDERED TO THE PASSENGER BY CARRIER'S EMPLOYEES IN LOADING, UNLOADING, OR TRANSSHIPPING BAGGAGE SHALL BE CONSIDERED AS GRATUITOUS SERVICE TO THE PASSENGER.

(2) CARRIER IS NOT LIABLE FOR ANY DAMAGE DIRECTLY AND SOLELY ARISING OUT OF ITS COMPLIANCE WITH ANY LAWS, GOVERNMENT REGULATIONS, ORDERS, OR REQUIREMENTS OR FROM FAILURE OF PASSENGER TO COMPLY WITH SAME, OR OUT OF ANY CAUSE BEYOND CARRIER'S CONTROL.

(3) ANY LIABILITY OF CARRIER IS LIMITED TO USD 20.00 (250 FRENCH GOLD FRANCS, CONSISTING OF 65 L/2 MILLIGRAMS OF GOLD WITH A FINENESS OF NINE HUNDRED THOUSANDTHS) PER KILOGRAM IN THE CASE OF CHECKED BAGGAGE AND USD 400.00 (5,000 FRENCH GOLD FRANCS) PER PASSENGER IN THE CASE OF UNCHECKED BAGGAGE OR -44-

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LIMITATION OF LIABILITY - 72 (CONT)

OTHER PROPERTY, UNLESS A HIGHER VALUE IS DECLARED IN ADVANCE AND ADDITIONAL CHARGES ARE PAID PURSUANT TO CARRIER'S REGULATIONS. IN THAT EVENT THE LIABILITY OF THE 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. THE FOREGOING LIMITATION SHALL NOT APPLY WHEN THE PASSENGER CAN PROVE THAT THE CARRIER HAS FAILED TO COMPLY WITH THE NOTICE PROVISIONS OF SECTION 221.176 OF PART 221 OF THE DEPARTMENT OF TRANSPORTATION'S ECONOMIC REGULATIONS.

NOTE: UNDER NO CIRCUMSTANCES WILL THE CARRIER BE LIABLE FOR THE LOSS, DELAY OR DAMAGE TO UNCHECKED BAGGAGE OR CABIN BAGGAGE NOT ATTRIBUTED TO THE NEGLIGENCE OF THE CARRIER. ASSISTANCE RENDERED TO THE PASSENGER BY THE CARRIER'S EMPLOYEES IN LOADING, UNLOADING OR TRANS-SHIPPING OF UNCHECKED OR CABIN BAGGAGE SHALL BE CONSIDERED AS A GRATUITOUS SERVICE TO THE PASSENGER.

(4) (A) IN ANY EVENT LIABILITY OF CARRIER FOR DELAY OF A PASSENGER SHALL NOT EXCEED L25,000 FRENCH GOLD FRANCS, OR ITS EQUIVALENT.

(B) IN ANY EVENT LIABILITY OF CARRIER FOR DEATH OR INJURY SHALL NOT EXCEED L25,000 FRENCH GOLD FRANCS, OR ITS EQUIVALENT. (SEE NOTE, PARAGRAPH (B)(1) ABOVE.)

(5) IN THE EVENT OF DELIVERY TO THE PASSENGERS OF BUT NOT ALL OF HIS CHECKED BAGGAGE, OR IN THE EVENT OF DAMAGE TO PART BUT NOT ALL OF SUCH BAGGAGE, THE LIABILITY OF THE CARRIER WITH RESPECT TO THE UNDELIVERED OR DAMAGED PORTION SHALL BE REDUCED PROPORTIONATELY ON THE BASIS OF WEIGHT, NOTWITHSTANDING THE VALUE OF ANY PART OF THE BAGGAGE OR CONTENTS THEREOF.

(6) 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 DAMAGE TO ANOTHER PASSENGER'S BAGGAGE OR TO THE PROPERTY OF CARRIER SHALL INDEMNIFY CARRIER FOR ALL LOSSES AND EXPENSES INCURRED BY CARRIER AS A RESULT THEREOF.

(7) CARRIER IS NOT LIABLE FOR LOSS, DAMAGE TO, OR
DELAY IN THE DELIVERY OF FRAGILE OR PERISHABLE ARTICLES, MONEY, JEWELRY, SILVERWARE, NEGOTIABLE PAPERS, SECURITIES, OR OTHER VALUABLES, BUSINESS-

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LIMITATION OF LIABILITY - 72 (CONT)

DOCUMENTS, OR SAMPLES THAT ARE INCLUDED IN THE PASSENGER’S CHECKED BAGGAGE, WITH OR WITHOUT THE KNOWLEDGE OF CARRIER.

(8) CARRIER MAY REFUSE TO ACCEPT ANY ARTICLES THAT 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.

(9) (A) LIABILITY OF CARRIER FOR DAMAGES SHALL BE LIMITED TO OCCURRENCES ON ITS OWN LINE, EXCEPT IN THE CASE OF CHECKED BAGGAGE AS TO WHICH THE PASSENGER ALSO HAS A RIGHT OF ACTION AGAINST THE FIRST OR LAST CARRIER.

(B) A CARRIER ISSUING A TICKET OR CHECKING BAGGAGE FOR CARRIAGE OVER THE LINES OF ANOTHER CARRIER DOES SO ONLY AS AGENT. (SEE NOTE, PARAGRAPH (B)(1) ABOVE.)

(10) 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.

(11) ANY EXCLUSION OR LIMITATION OF LIABILITY OF CARRIER UNDER THIS TARIFF OR THE TICKET SHALL APPLY TO AGENTS, SERVANTS, OR REPRESENTATIVES OF THE CARRIER ACTING WITHIN THE SCOPE OF THEIR EMPLOYMENT AND ALSO TO ANY PERSON WHOSE AIRCRAFT IS USED BY THE CARRIER AND ITS AGENTS, SERVANTS OR REPRESENTATIVES ACTING WITHIN THE SCOPE OF THEIR EMPLOYMENT.

(12) THE OWNER OF A PET SHALL BE RESPONSIBLE FOR COMPLIANCE WITH ALL GOVERNMENTAL REGULATIONS AND RESTRICTIONS, INCLUDING FURNISHING VALID HEALTH AND RABIES VACCINATION CERTIFICATES WHEN REQUIRED.

CARRIER WILL NOT BE LIABLE FOR LESS OR EXPENSE DUE TO THE PASSENGER’S FAILURE TO COMPLY WITH THIS PROVISION, AND CARRIER WILL NOT BE RESPONSIBLE IF ANY PET IS REFUSED PASSAGE INTO OR THROUGH ANY COUNTRY, STATE OR TERRITORY.
TIME LIMITATIONS, CLAIMS - 73

A (D) 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 THE CARRIER FORTHWITH AFTER THE DISCOVERY OF THE DAMAGE, AND, AT THE LATEST, WITHIN SEVEN DAYS FROM THE DATE OF RECEIPT; AND

IN THE CASE OF DELAY, OR LOSS, COMPLAINT MUST BE MADE AT THE LATEST WITHIN 2L DAYS 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 MADE IN WRITING AND DISPATCHED WITHIN THE TIME 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 (B) THAT NOTICE WAS NOT GIVEN DUE TO FRAUD ON THE 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 YEARS RECKONED FROM THE DATE OF ARRIVAL AT THE DESTINATION, OR FROM THE DATE ON WHICH THE CARRIAGE STOPPED.

OVERRIDING LAW - 74

A (E) OVERRIDING LAW

INSOFAR AS ANY PROVISION CONTAINED OR REFERRED TO IN THE TICKET OR IN THIS TARIFF MAY BE CONTRARY TO A LAW, GOVERNMENT REGULATION, ORDER OR REQUIREMENT WHICH SEVERALLY CANNOT BE WAIVED BY AGREEMENT OF THE PARTIES,

SUCH PROVISIONS SHALL REMAIN APPLICABLE AND BE CONSIDERED AS PART OF THE CONTRACT OF CARRIAGE TO THE EXTENT ONLY THAT SUCH PROVISION IS NOT CONTRARY THERETO. THE INVALIDITY OF ANY PROVISION SHALL NOT AFFECT ANY OTHER PART.

MODIFICATION AND WAIVER - 75

A (F) MODIFICATION AND WAIVER

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

GRATUITOUS TRANSPORTATION - 76

A (G) GRATUITOUS TRANSPORTATION

(1) GRATUITOUS TRANSPORTATION BY CARRIER OF PERSONS

AS

HEREINAFTER DESCRIBED SHALL BE GOVERNED BY ALL

THE

PROVISIONS OF THIS RULE, EXCEPT SUBPARAGRAPH (2)

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GRATUITOUS TRANSPORTATION - 76 (CONT)

BELOW AND BY ALL OTHER APPLICABLE RULES OF THIS TARIFF.

(A) TRANSPORTATION OF PERSONS INJURED IN

AIRCRAFT

PERSONS.

(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 OF THE UNITED STATES OF

AMERICA.

(D) TRANSPORTATION OF PERSONS WHICH IS SUBJECT

TO

THE CONVENTION.

(E) TRANSPORTATION OF OFFICERS, EMPLOYEES AND

SERVANTS OF CARRIER TRAVELING IN THE COURSE

OF THEIR EMPLOYMENT AND IN THE FURTHERANCE

OF

CARRIER'S BUSINESS.

(2) EXCEPT IN RESPECT OF GRATUITOUS TRANSPORTATION OF

PERSONS DESCRIBED IN PARAGRAPH (G) (1) ABOVE,

CARRIER IN FURNISHING GRATUITOUS TRANSPORTATION

SHALL NOT BE LIABLE (THE PROVISIONS OF RULE 55

(LIABILITY OF CARRIERS) (B) AND (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 REPRESENTATIVE, 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.

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TITLE/APPLICATION - 70
- RESERVATIONS
  - (A) GENERAL
    A TICKET WILL BE VALID ONLY FOR THE FLIGHT(S) FOR
    WHICH
    -48-  
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TITLE/APPLICATION - 70 (CONT)
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 RES. - 71
- (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.
(1) A RESERVATION OF SPACE ON A GIVEN FLIGHT IS VALID
WHEN THE AVAILABILITY AND ALLOCATION OF SUCH
SPACE

IS CONFIRMED BY A RESERVATION AGENT OF THE
CARRIER

AND ENTERED IN THE CARRIER'S ELECTRONIC
RESERVATIONS SYSTEM.

(2) SUBJECT TO PAYMENT OR SATISFACTORY CREDIT
ARRANGEMENT, A VALIDATED TICKET WILL BE ISSUED BY
THE CARRIER INDICATING SUCH CONFIRMED SPACE
PROVIDED THE PASSENGER APPLIES TO CARRIER FOR
SUCH

TICKET BEFORE THE EXPIRATION OF THE TIME AGREED
UPON BETWEEN THE CARRIER AND THE PASSENGER WHEN
THE RESERVATION WAS CONFIRMED. HOWEVER, IF AIRPORT TICKETING WAS AGREED UPON, IT MUST BE MADE AT LEAST 90 MINUTES PRIOR TO THE SCHEDULED DEPARTURE TIME OF THE FLIGHT.

(3) SUCH RESERVATION OF SPACE IS SUBJECT TO CANCELLATION BY THE CARRIER WITHOUT NOTICE IF THE PASSENGER HAS NOT OBTAINED A VALIDATED TICKET SPECIFYING THEREON HIS/HER CONFIRMED RESERVED SPACE BY THE TIME LIMIT AGREED UPON BETWEEN THE CARRIER AND THE PASSENGER.

(4) THE CARRIER ENGAGES IN RESERVATIONS PRACTICES WHICH IT BELIEVES TO BE OF SUBSTANTIAL BENEFIT TO THE TRAVELING PUBLIC BUT WHICH MAY UPON OCCASION RESULT IN DENIED BOARDING TO SOME PASSENGERS HOLDING CONFIRMED RESERVATIONS. IN PARTICULAR THE CARRIER MAY DETERMINE ON THE BASIS OF PRIOR HISTORY OF CANCELLATIONS PRIOR TO DEPARTURE AND FAILURE OF PASSENGERS TO UTILIZE PREVIOUSLY CONFIRMED SPACE ON A PARTICULAR FLIGHT, TO CONFIRM MORE SEATS OF A GIVEN CLASS FOR SUCH FLIGHT THAN THE CAPACITY OF THE COMPARTMENT OF THE AIRCRAFT. OVERBOOKING MAY ALSO BE CAUSED BY ERROR, INADVERTENCE OR OPERATIONAL FACTORS LIMITING THE CAPACITY OF THE AIRCRAFT.

(5) IN THE EVENT THAT THE NUMBER OF PERSONS PRESENTING THEMSELVES WITH CONFIRMED RESERVATIONS FOR CARRIAGE ON A FLIGHT EXCEEDS THE NUMBER OF SEATS AVAILABLE, THOSE PASSENGERS WITH CONFIRMED RESERVATIONS WHO ARE NOT ACCOMMODATED WILL BE SUBJECT TO RULE 87 (DENIED BOARDING COMPENSATION), HEREIN.

COMMUNICATION CHARGES - 72

(C) COMMUNICATION CHARGES

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 CONCERNING A RESERVATION.

ALLOCATION ACCOMMODATIONS - 73

(D) ALLOCATION OF ACCOMMODATIONS

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

PSGR. ARRIVAL AT AIRPORT - 74

(E) ARRIVAL OF PASSENGER AT AIRPORT

THE PASSENGER MUST PRESENT HIMSELF AT THE AIRPORT OF DEPARTURE FOR CHECK-IN AT LEAST 60 MINUTES AT POINTS IN THE U.S.A. PRIOR TO THE SCHEDULE 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) MAY 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

(F) COMMUNICATIONS COSTS 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,

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COMMUNICATION COSTS - 75 (CONT)

CARRIER WILL REQUIRE PAYMENT FROM THE PASSENGER TO COVER THE COMMUNICATIONS COSTS OF MAKING SUCH RESERVATIONS AND SUBSEQUENT CANCELLATION THEREOF.

RECONFIRMATION OF RES. - 76

(G) 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.

CXL OF CONTINUING SPACE - 77

(H) 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
  _ 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 ARRANGEMENTS ESTABLISHED BY
          CARRIER.

      (2) A TICKET WHICH HAS NOT BEEN VALIDATED OR WHICH
          HAS BEEN ALTERED, MUTILATED OR IMPROPERLY ISSUED,
          SHALL NOT BE VALID.

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TITLE/APPLICATION - 70 (CONT)

(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.

(4) AIRLINE TICKETS ISSUED OUTSIDE HUNGARY,
    PHILIPPINES, SRI LANKA OR U.S.S.R. ARE NOT VALID
    FOR TRAVEL COMMENCING IN HUNGARY, PHILIPPINES,
    SRI
    LANKA OR RUSSIAN FEDERATION RESPECTIVELY.

VALIDITY FOR CARRIAGE - 71

  (B) VALIDITY FOR CARRIAGE

    (1) GENERAL

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

(2) PERIODS OF VALIDITY

TICKETS EXPIRE AT MIDNIGHT ON THE DATE OF EXPIRATION OF TICKET VALIDITY, EXCEPT THAT SUCH PERIOD OF VALIDITY WILL BE EXTENDED BY CARRIER WITHOUT ADDITIONAL COLLECTION OF FARE AS FOLLOWS:

(A) FOR NO LONGER THAN SEVEN DAYS BEYOND THE ORIGINAL LIMIT WHEN A PASSENGER WHO HOLDS A TICKET VALID FOR ONE YEAR IS UNABLE TO OBTAIN SPACE AT TIME OF APPLICATION TO CARRIER.

(B) FOR NO LONGER THAN THIRTY DAYS BEYOND THE ORIGINAL LIMIT WHEN CARRIER IS UNABLE TO PROVIDE PREVIOUSLY CONFIRMED SPACE; OR A FLIGHT IS CANCELLED OR POSTPONED DURING THE PERIOD OF VALIDITY; A SCHEDULED STOP WHICH IS EITHER A STOPOVER OR DESTINATION FOR THE PASSENGER IS OMITTED; CARRIER SUBSTITUTES A DIFFERENT CLASS OF SERVICE, OR CAUSES A PASSENGER TO MISS A CONNECTION, OR FAILS TO OPERATE A FLIGHT REASONABLY ACCORDING TO SCHEDULE.

(C) UNTIL THE DATE WHEN THE PASSENGER, WHO IS PREVENTED FROM TRAVELING WITHIN THE PERIOD OF VALIDITY OF HIS TICKET BY REASON OF ILLNESS, BECOMES FIT TO TRAVEL ACCORDING TO A MEDICAL CERTIFICATE, OR UNTIL THE FIRST SERVICE OF
THE CLASS FOR WHICH THE FARE HAS BEEN PAID ON THE CARRIER ON WHICH SPACE IS AVAILABLE AFTER SUCH DATE FROM THE POINT WHERE THE JOURNEY IS RESUMED OR FROM THE LAST CONNECTING POINT. PROVIDED, THAT WHEN THE FLIGHT COUPONS REMAINING IN A TICKET HAVING A ONE YEAR VALIDITY INVOLVE ONE OR MORE STOPOVERS, THE VALIDITY OF SUCH TICKET WILL BE EXTENDED FOR NOT MORE THAN 3 MONTHS FROM THE DATE SHOWN ON SUCH CERTIFICATE. IN SUCH CIRCUMSTANCES CARRIER WILL EXTEND SIMILARLY THE PERIOD OF VALIDITY OF TICKETS OF PERSONS TRAVELING WITH AN INCAPACITATED PASSENGER. RULES GOVERNING SPECIAL AND PROMOTIONAL FARES WHICH SPECIFICALLY EXCLUDE THE APPLICATION OF RULE 65 (TICKETS-EXTENSION OF TICKET VALIDITY) ARE MAKING REFERENCE TO THIS SUBPARAGRAPH. (D) FOR NO LONGER THAN FORTY-FIVE (45) DAYS AFTER THE DATE OF DEATH OF A PASSENGER FOR TICKETS OF THE PERSONS ACCOMPANYING THE DECEASED PASSENGER. (E) A MISCELLANEOUS CHARGES ORDER ISSUED WITHOUT DEFINITE DATE OF PASSAGE MUST BE PRESENTED FOR A TICKET WITHIN ONE YEAR FROM THE DATE ISSUE; OTHERWISE IT WILL NOT BE HONORED FOR A TICKET. 

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COUPON SEQUENCE - 72

(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 CARRIER. HE MUST, WHEN REQUIRED, PRODUCE THE TICKET OR SURRENDER ANY APPLICABLE PORTION TO CARRIER.

(2) THE FARE PAID SHALL ONLY BE APPLICABLE WHEN
INTERNATIONAL TRAVEL COMMENCES IN THE COUNTRY OF THE POINT OF ORIGIN SHOWN ON THE TICKET; IF INTERNATIONAL TRAVEL ACTUALLY COMMENCES OUTSIDE THE COUNTRY OF THE TICKETED POINT OF ORIGIN, THE FARE MUST BE REASSESSED FROM THE POINT WHERE INTERNATIONAL TRAVEL ACTUALLY BEGAN. FOR EXAMPLE,

IF A TICKET IS PURCHASED AT THE DRACHMA FARE FOR TRAVEL ATHENS-HELSINKI-NEW YORK AND THE PASSENGER ACTUALLY COMMENCES TRAVEL IN HELSINKI INSTEAD OF ATHENS, THE TICKET MUST BE REASSESSED AT THE HELSINKI-NEW YORK, FINNISH MARKKA LEVEL.

ABSENCE, LOSS OF TICKET - 73

(D) 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. NOTWITHSTANDING 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.

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 NONTRANSFERABILITY - 74

(E) 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 PERSONS BAGGAGE OR OTHER PERSONAL
PROPERTY ARISING FROM OR IN CONNECTION WITH SUCH
UNAUTHORIZED USE.

(3) IF A TICKET IS IN FACT USED BY ANY PERSON OTHER
TO
THAN THE PERSON TO WHOM IT WAS ISSUED, WITH OR
FOR
WITHOUT THE KNOWLEDGE AND CONSENT OF THE PERSON
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
(LIABILITY OF CARRIERS) WITH RESPECT TO
TARIFF C.A.B. NO. 436 ISSUED BY AIRLINE
TARIFF PUBLISHING CO., AGENT, 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
TARIFF
C.A.B. NO. 436 ISSUED BY AIRLINE TARIFF
PUBLISHING CO., FILED WITH THE DEPARTMENT
OF TRANSPORTATION.

PREPAID TICKET ADVICE - 75
D  (APPLICABLE FOR TRANSPORTATION TO/FROM THE U.S.A.)
(F) PREPAID TICKET ADVICE
(1) GENERAL
TICKETS MAY BE PURCHASED BY MEANS OF A PREPAID
TICKET ADVICE (PTA); UNLESS OTHERWISE PROVIDED,
PURCHASE OF A PTA WILL CONSTITUTE PURCHASE AND
ISSUANCE OF A TICKET.
NOTE: FOR FARES REQUIRING SPECIAL RESERVATIONS
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PREPAID TICKET ADVICE - 75 (CONT)
AND TICKETING REQUIREMENTS, THE PTA WILL
ISSUED
WITHIN TARIFF DEADLINES AND RESERVATIONS
REQUIREMENTS ARE MET AND SHOWN IN THE PTA.
AN OPEN PTA WILL NOT CONSTITUTE ISSUANCE OF A TICKET.

(2) SERVICE CHARGE
THE CARRIER WILL IMPOSE A SERVICE CHARGE OF USD 35.00/FIM 80 FOR EACH PREPAID TICKET ADVICE (PTA) ISSUED. THIS SERVICE CHARGE IS NOT SUBJECT TO ANY DISCOUNT AND CANNOT BE REFUNDED. THE CHARGE SHALL ACCRUE TO THE CARRIER ISSUING THE PTA.

K (F) PREPAID TICKET ADVICE
(1) GENERAL
TICKETS MAY BE PURCHASED BY MEANS OF A PREPAID TICKET ADVICE (PTA); UNLESS OTHERWISE PROVIDED, PURCHASE OF A PTA WILL CONSTITUTE PURCHASE AND ISSUANCE OF A TICKET.
NOTE: FOR FARES REQUIRING SPECIAL RESERVATIONS AND TICKETING REQUIREMENTS, THE PTA WILL CONSTITUTE TICKETING, PROVIDED IT IS ISSUED WITHIN TARIFF DEADLINES AND RESERVATIONS REQUIREMENTS ARE MET AND SHOWN IN THE PTA. AN OPEN PTA WILL NOT CONSTITUTE ISSUANCE OF A TICKET.

(2) SERVICE CHARGE
THE CARRIER WILL IMPOSE A SERVICE CHARGE OF USD 35.00/CAD 34.00/FIM 80 FOR EACH PREPAID TICKET ADVICE (PTA) ISSUED. THIS SERVICE CHARGE IS NOT SUBJECT TO ANY DISCOUNT AND CANNOT BE REFUNDED. THE CHARGE SHALL ACCRUE TO THE CARRIER ISSUING THE PTA.

TICKETS - 76
_ (G) WAIVER OF MINIMUM/MAXIMUM STAY REQUIREMENTS
(1) 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:
(A) MEMBERS OF THE IMMEDIATE FAMILY OF A PASSENGER WHO DIES EN ROUTE, OR
(B) OTHER PERSONS ACTUALLY ACCOMPANYING A PASSENGER WHO DIES EN ROUTE.
(2) IF A PASSENGER HOLDING A SPECIAL FARE TICKET WITH A MINIMUM STAY REQUIREMENT DESIRES TO COMMENCE THE

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TICKETS - 76 (CONT)
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 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.

(3) THIS PARAGRAPH (G) WILL APPLY IN ALL CASES, NOT WITHSTANDING THE EXCLUSION OF RULE 65 (TICKETS-EXTENSION OF TICKET VALIDITY) IN RULES GOVERNING SPECIAL AND PROMOTIONAL FARES. THAT EXCLUSION SHALL BE DEEMED A REFERENCE TO SUBPARAGRAPH (B)(2)(C) OF THIS RULE.

(H) ACCEPTANCE OF TICKETS
AIRLINE TICKETS ISSUED OUTSIDE HUNGARY, PHILIPPINES OR SRI LANKA WILL NOT BE ACCEPTED IN HUNGARY, PHILIPPINES, OR SRI LANKA RESPECTIVELY FOR TRAVEL COMMENCING IN HUNGARY, PHILIPPINES, OR SRI LANKA, RESPECTIVELY.

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TITLE/APPLICATION - 70

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 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) WHEN A TRANSPORTATION DOCUMENT ISSUED OUTSIDE THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION IS TENDERED FOR PAYMENT (IN TOTAL OR IN PART), THE PROVISIONS OF PARAGRAPH (B) BELOW SHALL APPLY.

(B) PAYMENT OUTSIDE THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION

(1) THE AMOUNT TO BE PAID SHALL BE DETERMINED BY

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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) VOLUNTARY REROUTING
IN THE EVENT THAT VOLUNTARY REROUTING OR CANCELLATION RESULTS IN THE REASSESSMENT OF THE FARE:
(1) THE FARE WILL BE REASSESSED IN THE CURRENCY OF THE 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.

(D) REFUNDS
(1) THE AMOUNT OF REFUND SHALL BE CONVERTED USING THE BANKERS' RATE APPLICABLE ON THE DATE OF THE REFUND EXCEPT AS PROVIDED IN (D) (2) BELOW.
(2) WHEN THE 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.

(E) ADDITIONAL COLLECTION
WHEN AN ADDITIONAL COLLECTION IS MADE IN A COUNTRY OTHER THAN THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION, THE AMOUNT TO BE COLLECTED SHALL BE CONVERTED USING THE BANKERS' SELLING RATE APPLICABLE ON THE DATE OF THE ADDITIONAL COLLECTION.

(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 AND MAIL UNDER THE HEADING FOREIGN EXCHANGE MID MARKET RATE IN
CANADIAN FUNDS. FOR CURRENCIES NOT QUOTED IN SUCH

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TITLE/APPLICATION - 70 (CONT)

PUBLICATION, THE BANKERS' RATE SHALL MEAN THE

BANK

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 BANKERS' 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
TO AN 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.

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TITLE/APPLICATION - 70
REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS
PSGR. REQUESTED CHANGES - 71

D (APPLICABLE FOR TRANSPORTATION TO/FROM THE U.S.A.)
(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(S) 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
ENDORSing SUCH UNUSED TICKET, FLIGHT COUPON(S) OR
MISCELLANEOUS CHARGES ORDER, PROVIDED THAT:
(A) SUCH CARRIER ISSUED THE ORIGINAL TICKET OR;
(B) SUCH CARRIER IS THE CARRIER DESIGNATED IN
THE "VIA CARRIER" BOX, OR NO CARRIER IS
PSGR. REQUESTED CHANGES - 71 (CONT)

ORDER FOR THE FIRST ONWARD CARRIAGE FROM THE POINT ON THE ROUTE AT 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 THE ROUTE WHERE THE CHANGE IS TO COMMENCE OR WHERE THE PASSENGER MAKES A 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) (APPLICABLE ONLY FROM/TO 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.

(B) ADDITIONAL PASSAGE AT THE THROUGH FARE AND CHARGES SHALL NOT BE PERMITTED UNLESS REQUEST THEREFORE 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. 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 TRIP TICKET CAN BE CONVERTED INTO ANY OTHER ONE OF THESE CATEGORIES PROVIDED THAT THE REQUEST THEREFORE IS MADE PRIOR TO ARRIVAL AT THE DESTINATION NAMED ON THE ORIGINAL TICKET OR MISCELLANEOUS CHARGES ORDER.

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PSGR. REQUESTED CHANGES - 71 (CONT)

(3) ANY DIFFERENCE BETWEEN THE FARES AND CHARGES APPLICABLE UNDER SUB-PARAGRAPH (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.

(4) 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.

(5) TIME LIMITS ON CANCELLATIONS, AND CHARGES FOR LATE CANCELLATIONS, WILL BE APPLICABLE TO REVISED ROUTINGS REQUESTED BY PASSENGER.

(6) CARRIER WILL NOT REROUTE A TICKET FOR FURTHER INTERNATIONAL CARRIAGE IF THE ONLY COUPONS REMAINING IN THE TICKET PRESENTED FOR REROUTING ARE FOR DOMESTIC TRANSPORTATION AND U.S.A. TRANSBORDER TRANSPORTATION. (DOMESTIC TRANSPORTATION IN THIS CONTEXT INCLUDES SECTORS WITHIN SCANDINAVIA.)

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(S) 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 ENDORSING SUCH UNUSED TICKET, FLIGHT COUPON(S) OR MISCELLANEOUS CHARGES ORDER, PROVIDED THAT:

(A) SUCH CARRIER ISSUED THE ORIGINAL TICKET OR;

(B) SUCH CARRIER IS THE CARRIER DESIGNATED IN THE
"VIA CARRIER" BOX, OR NO CARRIER IS DESIGNATED IN THE "VIA CARRIER" BOX, OF THE UNUSED FLIGHT COUPON OR MISCELLANEOUS CHANGES

ORDER FOR THE FIRST ONWARD CARRIAGE FROM THE POINT ON THE ROUTE AT 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 THE ROUTE WHERE THE CHANGE IS TO COMMENCE OR WHERE THE PASSENGER MAKES A REQUEST FOR SUCH CHANGE, THE REISSUING CARRIER SHALL OBTAIN SUCH ISSUING CARRIER'S ENDORSEMENT; OR

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PSGR. REQUESTED CHANGES - 71 (CONT)
(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) (APPLICABLE ONLY FROM/TO 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.
(B) ADDITIONAL PASSAGE AT THE THROUGH FARE AND CHARGES SHALL NOT BE PERMITTED UNLESS REQUEST THEREFORE 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. 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 TRIP TICKET CAN BE CONVERTED INTO ANY OTHER ONE OF THESE CATEGORIES PROVIDED THAT THE REQUEST THEREFORE IS MADE PRIOR TO ARRIVAL AT THE DESTINATION NAMED ON THE ORIGINAL TICKET OR MISCELLANEOUS CHARGES ORDER.

(3) ANY DIFFERENCE BETWEEN THE FARES AND CHARGES APPLICABLE UNDER SUB-PARAGRAPH (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.

(4) 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.

(5) TIME LIMITS ON CANCELLATIONS, AND CHARGES FOR LATE CANCELLATIONS, WILL BE APPLICABLE TO REVISED ROUTINGS REQUESTED BY PASSENGER.

(6) CARRIER WILL NOT REROUTE A TICKET FOR FURTHER INTERNATIONAL CARRIAGE IF THE ONLY COUPONS REMAINING IN THE TICKET PRESENTED FOR REROUTING ARE FOR DOMESTIC TRANSPORTATION AND U.S.A./CANADA TRANSBORDER TRANSPORTATION. (DOMESTIC TRANSPORTATION IN THIS CONTEXT INCLUDES SECTORS WITHIN SCANDINAVIA.)

IN Voluntary RTG. CHANGES - 72

- (B) IN Voluntary REVISED ROUTINGS 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 - Limitation of Carrier) 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 FROM 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.
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,
METEOROLOGICAL CONDITIONS, ACTS OF GOD,
FORCE
MAJORIZATION, STRIKES, RIOTS, CIVIL COMMOTIONS,
ELEGANCE, WARS, HOSTILITIES, DISTURBANCES,
OR UNSETTLED INTERNATIONAL CONDITIONS),
ACTUAL, THREATENED OR REPORTED, OR BECAUSE
OF
ANY DELAY, DEMAND, CONDITIONS, CIRCUMSTANCES

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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
REFUSAL OF THE PASSENGER, AFTER DEMAND BY
CARRIER,
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

K DENIED BOARDING COMPENSATION (APPLICABLE TO/FROM CANADA)

(A) THE FOLLOWING RULES CONCERN COMPENSATION AND
ASSISTANCE

IN THE EVENT OF LONG DELAY OF FLIGHT, CANCELLATION OF
FLIGHT AND DENIED BOARDING OF PASSENGERS. THE RULES
ARE BASED ON THE EC REGULATION (NO 261/2004) THAT WAS
ESTABLISHED BY THE EUROPEAN PARLIAMENT AND COUNCIL AND
WHICH CAME INTO EFFECT FEBRUARY 17, 2005. THE FINNAIR
IRREGULARITY PROCEDURES AND COMPANY POLICIES HAVE BEEN
AMENDED TO BE LINE WITH THE REGULATION.

(1) APPLICABILITY OF RULES

THE REGULATION RULES SHALL BE APPLIED ON:

(A) PASSENGER ON FINNAIR SCHEDULED TRAFFIC

FLIGHT

THAT OPERATE FROM/TO EU MEMBER STATES

(B) PASSENGER ON FINNAIR LEISURE FLIGHT THAT
OPERATES FROM/TO EU MEMBER STATES

(C) PASSENGER HOLDING CODE SHARE PARTNER'S CODE
IN THE TICKET ON FINNAIR OPERATED FLIGHT

(D) PASSENGER HOLDING CONFIRMED AY STATUS IN THE
TICKET ON A FINNAIR CODE SHARE FLIGHT
OPERATED BY OTHER CARRIER

(2) PROVIDED THAT;

(A) PASSENGER HAS CONFIRMED RESERVATION ON THE

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FLIGHT CONCERNED (OK STATUS)

(B) PASSENGER HAS PRESENTED HIMSELF FOR CHECK-IN
ON TIME AS STATED IN WRITING OR

ALTERNATIVELY

MINIMUM SCHEDULED DEPARTURE TIME MINUS 45
MINUTES.

(3) NO COMPENSATION IS PAID FOR;

(A) PASSENGER WITHOUT CONFIRMED RESERVATION

(B) PASSENGER WHO HAS NOT PRESENTED HIMSELF FOR
CHECK-IN ON TIME

(C) EU INBOUND PASSENGER, WHO IS PAID HIGHER
BENEFITS OR COMPENSATION IN A THIRD COUNTRY
(D) Passenger on a flight that both departs and arrives from/to a non-EU member state (intra non-EU flight, e.g. SIN-BKK) in which case the DBC policy sums stated in STM 5.12.5.1 apply.

(E) If passenger has been involuntarily rerouted due to another carrier's irregularity situation (delay, cancellation, denied boarding) and passenger is therefore holding re-issued ticket or FIM for a Finnair flight.

If the causing carrier's representative is not available at the station Finnair will provide care and rerouting.

(F) Passenger travelling on free or reduced fares not directly or indirectly available to the public (ID, AD, OD). In such a case care (meals, accommodation etc. when passenger already accepted for flight) is still provided according to Finnair policy. It shall be noted that frequent flyer award ticket holders are considered within the policy and are entitled to all compensations etc.

(G) Passenger who is refused carriage for reasons of safety, security, health or inadequate travel documents (DB)

(4) When delay, cancellation or denied boarding have been caused by extraordinary circumstances. Also in these situations care is still always provided according to Finnair policy, but compensation or reimbursements shall not be paid. Such extraordinary circumstances are:

(a) Political instability and its possible impact on aircraft rotation

(b) Meteorological conditions (fog, snow, storms, ice formation etc.) and their impact on aircraft rotation

(c) Security risks (exceptional passenger, etc.)

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Baggage and aircraft or airport security measures)

(d) Unexpected flight safety shortcomings
(TECHNICAL AIRCRAFT PROBLEMS, AIRPORT
LIMITATIONS SUCH AS RUNWAY CLOSURES AND
LIMITATIONS, EQUIPMENT MALFUNCTIONING ETC.)
AND THEIR IMPACT ON AIRCRAFT ROTATION
(CANCELLATION DUE TO TECHNICAL PROBLEM ON A
PREVIOUS ROUTE ETC.)

(E) STRIKES (AIRLINE STRIKES OR ESSENTIAL
SERVICES SUCH AS ATC, AIRPORT ETC.) AND

THEIR

IMPACT ON AIRCRAFT ROTATION

(F) AIR TRAFFIC MANAGEMENT DECISIONS (ATC
DELAYS,
SCHEDULED SLOTS NOT BEING AVAILABLE)

(B) REQUIRED PASSENGER INFORMATION

(1) IN CASE OF DENIED BOARDING, CANCELLATION OR DELAY
(OVER 2 HOURS), EACH PASSENGER AFFECTED SHALL

UPON

REQUEST BE GIVEN AN INDIVIDUAL WRITTEN FINNAIR
PASSENGER RIGHTS NOTICE SETTING OUT THE RULES FOR
COMPENSATION AND ASSISTANCE. THERE IS ONE COMMON
NOTICE CONCERNING THESE EVENTS IN THREE LANGUAGES
(FINNISH, SWEDISH AND ENGLISH). FOR A
BLIND/VISUALLY IMPAIRED PASSENGER THE INFORMATION
IN THE NOTICE IS GIVEN BY READING THE RIGHTS TO
THE PASSENGER.

(2) THE SAME FINNAIR NOTICE ON PASSENGER RIGHTS SHALL
BE CLEARLY VISIBLE AT THE FINNAIR CHECK-IN AREA

IF

THE AIRPORT AUTHORITY HAS NOT LOCALLY MADE OTHER
ARRANGEMENTS FOR INFORMING ABOUT THE RIGHTS.

(C) RIGHTS OF PASSENGER IN THE EVENT OF DENIED BOARDING

(DB)
WHEN FINNAIR EXPECTS TO DENY A PASSENGER’S BOARDING ON
A FLIGHT, STAFF SHALL FIRST AND FOREMOST CALL FOR
VOLUNTEERS. THIS IS NOT ONLY THE COMPANY POLICY BUT
ALSO MANDATED BY THE LAWFUL REGULATION (EC NO.
261/2004). BY EFFICIENT CALLING FOR VOLUNTEERS AT THE
CHECK-IN OR LATEST AT THE GATE, THE COSTS RESULTING
FROM DENIED BOARDING CAN BE REMARKABLY REDUCED.

(D) SEEK FOR VOLUNTEERS

(1) THE FINNAIR POLICY IS TO ASK FOR VOLUNTEERS AT

THE

FLIGHT CHECK-IN. THIS IS DONE BY TELLING

HONESTLY

ABOUT THE POSSIBLE SITUATION AND TELLING ABOUT
OFFERING A FINNAIR TRAVEL VOUCHER AS COMPENSATION
TO THE VOLUNTEER AT THE GATE IN CASE THE

SITUATION

ENDS UP BEING SUCH THAT SOMEONE HAS TO BE DENIED
BOARDING.

(2) EACH STATION SHALL LOCALLY PREPARE ITS OWN
EFFICIENT METHOD TO CALL FOR VOLUNTEERS AT THE
CHECK-IN. IF FINNAIR’S VOLUNTEER LEAFLET IS
TITLE/APPLICATION - 70 (CONT)

AVAILABLE IT SHALL BE USED WHEN SEEKING FOR POSSIBLE VOLUNTEERS. IF THE EFFICIENT CALLING FOR VOLUNTEERS HAS NOT RESULTED IN FINDING ANY VOLUNTEERS, A CLEAR AND EFFICIENT CALL FOR VOLUNTEERS SHALL STILL BE PERFORMED AT THE GATE BY ANNOUNCING A CALL FOR VOLUNTEERS.

(3) WHEN VOLUNTEERS ARE EXPLAINED ABOUT THE COMPENSATIONS PAYABLE, THE PASSENGERS SHALL BE WELL EXPLAINED ABOUT THE USE OF FINNAIR TRAVEL VOUCHER.

(4) IF THERE ARE NOT ENOUGH VOLUNTEERS AND THE PASSENGER IS INVOLUNTARILY DENIED BOARDING, HE SHALL BE GIVEN THE FINNAIR NOTICE CONCERNING HIS DBC RIGHTS. NO COMPENSATION OR REIMBURSEMENT IS PAID IF PASSENGER IS REFUSED FOR REASONS OF SAFETY, SECURITY, HEALTH OR INADEQUATE TRAVEL DOCUMENTS. BOARDING PRIORITY MUST ALWAYS BE GIVEN TO ALL PRM, PRM ACCOMPANYING PERSON, UM AND FAMILIES WITH SMALL CHILDREN. IT SHALL BE NOTED THAT CONFIRMING THE BOARDING OF THESE PASSENGERS AS WELL AS OF PACKAGE TOUR PASSENGERS IS HIGHLY IMPORTANT.

(E) RIGHTS OF VOLUNTEERS

WHEN SEEKING FOR VOLUNTEERS, THE PASSENGERS ARE ALWAYS OFFERED VOLUNTEER AMOUNTS IN THE FORM OF FINNAIR TRAVEL VOUCHER FOR FLIGHT TICKETS. VOLUNTEERS ARE NEVER OFFERED PAYMENT IN ANY OTHER FORM OF PAYMENT. ACCORDING TO THE FINNAIR POLICY, THE VOLUNTEERS ALSO HAVE THE RIGHT TO CARE (MEALS, ETC. AS STATED BEFORE). IN ADDITION TO THE VOLUNTEERS PAYMENT, ACCORDING TO THE EC REGULATION PASSENGERS ARE ALSO ENTITLED TO CHOOSE BETWEEN RE-IMBURSEMENT AND REROUTING WITH THE FOLLOWING OPTIONS

(1) REROUTING TO FINAL DESTINATION AT EARLIEST OPPORTUNITY UNDER COMPARABLE TRANSPORT CONDITIONS

(2) REROUTING TO FINAL DESTINATION AT A LATER DATE ACCORDING TO PAX CONVENIENCE BUT SUBJECT TO AVAILABILITY OF SPACE

(3) REIMBURSEMENT WITHIN 7 DAYS OF COUPONS NOT USED (AND FOR THE PARTS ALREADY MADE IF FLIGHT NO LONGER SERVES ANY PURPOSE, PLUS AN EARLIEST
POSSIBLE RETURN FLIGHT TO FIRST POINT OF DEPARTURE)
(A) THE REIMBURSEMENT IS ONLY MADE UPON AFFECTED PASSENGER'S REQUEST
(B) REIMBURSEMENT IS MADE IN CASH/ELECTRONIC BANK TRANSFER AND ALWAYS IN THE SAME FORM OF PAYMENT (E.G. SAME CREDIT CARD NO.) AS WHEN THE TICKET WAS PURCHASED. WHenever possible -68-
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THIS CAN BE MADE ALREADY AT THE FINNAIR TICKETING, BUT WHEN NOT MADE AT THE TICKETING, A REFUND APPLICATION FORM SHALL BE GIVEN TO THE PASSENGER WHICH HE MAY LEAVE AT ANY FINNAIR OFFICE. THE FORM SHALL BE ADDRESSED TO PASSENGER REFUNDS HEL-AH/11.
(C) IF PASSENGER INFORMS OF CHANGE OF PLAN AND CHOOSES TO BE REIMBURSED IT SHALL ALWAYS BE NOTED IN THE PNR.

FLIGHT LENGTH

<table>
<thead>
<tr>
<th>FLIGHT LENGTH</th>
<th>COMPENSATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRIPS LESS THAN 1500 KM</td>
<td>EURO 125</td>
</tr>
<tr>
<td>TRIPS 1500-3500 KM AND ALL INTRA EU IN EXCESS OF 1500 KM</td>
<td>EURO 200</td>
</tr>
<tr>
<td>TRIPS MORE THAN 3500 KM (NON-INTRA EU)</td>
<td>EURO 300</td>
</tr>
</tbody>
</table>

(F) RIGHTS OF INVOLUNTARY PASSENGERS (WHEN NOT ENOUGH VOLUNTEERS)
(1) WHEN NO AGREEMENT HAS BEEN REACHED WITH THE PASSENGER AND THE PASSENGER IS REALLY INVOLUNTARILY DENIED BOARDING, PASSENGER IS ENTITLED TO THE ACTUAL COMPENSATION AMOUNTS (AS STATED IN THE EC REGULATION 261/2004). ALSO IN THIS SITUATION THE FINNAIR TRAVEL VOUCHER IS ALWAYS USED; BOTH WHEN ACCEPTED BY PASSENGER FOR VOUCHER USE (DOUBLE AMOUNTS FOR BUYING FLIGHT TICKETS) AND FOR CASE USE (AMOUNT ACCORDING TO THE
IF PASSENGER MUST BE INVOLUNTARILY DENIED BOARDING, THE PASSENGER IS ENTITLED TO ALL FOLLOWING ELEMENTS A, B AND C AND PASSENGER MAY NOT BE ASKED TO CHOOSE BETWEEN THEM.

RIGHT TO COMPENSATION IF PASSENGER HAS NOT ACCEPTED ANY KIND OF AGREEMENT OFFERED.

<table>
<thead>
<tr>
<th>FLIGHT COMPENSATION</th>
<th>COMPENSATION 50% REDUCTION IN LENGTH</th>
<th>LEVELS USING CASH LEVELS COMPENSATION, FINNAIR TRAVEL FOR IN-IF ARRIVAL TO VOUCHER FOR VOLUNTARY DESTINATION IS</th>
</tr>
</thead>
</table>

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INVOLUNTARY ALWAYS USING DELAYED (AND DOUBLE AMTS. FINNAIR TRAVEL DOUBLE AMTS FOR BUYING VOUCHER MARKED (250, 400, 600) FLIGHT TICKETS) AS CASH) WITH FINNAIR TRAVEL VOUCHER

TRIPS LESS EURO 500 EURO 250 LESS THAN 2 HRS 1500 KM
TRIPS 1500- EURO 800 EURO 400 LESS THAN 3 HRS 3500 KM AND ALL INTRA EU IN EXCESS OF 1500 KM
TRIPS MORE EURO 1200 EURO 600 LESS THAN 4 HRS THAN 3500 KM (NON-INTRA EU)

(A) THE COMPENSATION PAYABLE TO THE PASSENGER IS BASED ON THE PASSENGERS LAST DESTINATION ON THE TICKET ACCEPTED FOR CHECK-IN

(B) FINNAIR TRAVEL VOUCHER SHALL BE WRITTEN TO THE AMOUNTS STATED AND PASSENGER SHALL WELL EXPLAINED ABOUT THE USE.

(G) RIGHTS OF PASSENGER IN THE EVENT OF COMMERCIAL FLIGHT CANCELLATION

(1) (WHEN NOT DUE TO EXTRAORDINARY CIRCUMSTANCES AS DEFINED IN PARAGRAPH (A) (4)). WHEN THE FLIGHT IS CANCELLED, THE PASSENGER IS ENTITLED TO THE RIGHTS STATED BELOW AND PASSENGER MAY NOT BE ASKED TO CHOOSE BETWEEN THEM UNDER ANY CIRCUMSTANCES.

(A) RIGHT TO COMPENSATION IT IS MOST IMPORTANT TO NOTE THAT NO COMPENSATION FOR COMMERCIAL FLIGHT CANCELLATION IS PAID, IF THE INFORMATION OF THE FLIGHT CANCELLATION HAS BEEN DELIVERED TO THE PASSENGER;

(I) 2 WEEKS BEFORE THE STANDARD TIME OF
DEPARTURE.

(II) BETWEEN 14 DAYS AND 7 DAYS, IF RE-ROUTED WITH SUCH FLIGHTS THAT THE DEPARTURE TAKES PLACE LESS THAN 2 HOURS BEFORE AND ARRIVAL 4 HOURS AFTER THE ORIGINAL TIMES.

(III) LESS THAN 7 DAYS BEFORE IF PASSENGER IS REROUTED WITH DEPARTURE LESS THAN 1 HOUR BEFORE AND ARRIVAL 2 HOURS AFTER THE ORIGINAL FLIGHT

(B) ALL RESPONSIBLE FOR FINNAIR BOOKINGS ARE INSTRUCTED TO CONTACT THE PASSENGER ACCORDING TO THIS TIMEFRAME AND POSSIBLE COMMERCIAL CANCELLATIONS MADE WELL (2 WEEKS BEFORE THE STANDARD TIME OF DELIVERY) IN ADVANCE IN ORDER TO 70-

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TITLE/APPLICATION - 70 (CONT)

AVOID PAYING THESE PAYMENTS. WHEN AN AGREEMENT FOR ALTERNATIVE ROUTING/FLIGHT HAS BEEN REACHED THE INFO SHALL BE INSERTED INTO THE PNR. ALSO IF THE PASSENGER HAS NOT BEEN REACHED FOR SOME REASON, THAT INFO SHALL BE AVAILABLE IN THE PNR.

(C) IF PASSENGER IS FORCED TO CHANGE TRAVEL PLANS DUE TO KNOWN OVERBOOKING SITUATION OR OTHER COMMERCIAL FLIGHT CANCELLATION AND THE PASSENGER DOES NOT VOLUNTARILY WANT TO CHANGE HIS/HER PLANS, HE/SHE IS ENTITLED TO THE FOLLOWING:

<table>
<thead>
<tr>
<th>FLIGHT LENGTH</th>
<th>COMPENSATION FOR IN-VOLUNTARY</th>
<th>COMPENSATION FOR VOLUNTARY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1500 KM</td>
<td>EURO 500</td>
<td>EURO 250</td>
</tr>
<tr>
<td>1500-3500 KM</td>
<td>EURO 800</td>
<td>EURO 400</td>
</tr>
<tr>
<td>IN EXCESS OF 1500 KM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TRIPS LESS THAN 3500 KM (NON-INTRA EU)</td>
<td>EURO 1200</td>
<td>EURO 600</td>
</tr>
</tbody>
</table>

(A) THE COMPENSATION PAYABLE TO THE PASSENGER IS
Based on the passengers last destination on the ticket accepted for check-in,

(b) payment shall always be made by using Finnair travel voucher, also in case when passenger requests cash.

(c) use of Finnair travel voucher for flight tickets is always the first priority. Only if passenger does not accept the offered amounts and the use of voucher, he is entitled to receive the voucher marked as cash.

(d) the information about the compensation shall always be inserted in the PNR and message sent to customer relations office (HEL/SL69).

(e) Finnair travel voucher audit coupon attached with PNR copy is sent to customer relations office (HEL/SL69).

(2) right to choose between rerouting/reimbursement options:

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Title/Application - 70 (cont)

(a) rerouting to final destination at earliest opportunity under comparable transport conditions.

(b) rerouting to final destination at a later date according to passenger convenience, but subject to availability of space.

(c) reimbursement (as stated) within 7 days of coupons not used and for the parts already made if flight no longer serves any purpose, plus an earliest possible return flight to the first point of departure.

(d) the reimbursement is only made upon affected passenger’s own request and policy is as follows:

(i) outbound passengers: cost of ticket (both ways)

inbound passengers: cost of non-used coupon

transit passengers: cost of non-used coupon

if the flight no longer serves any purpose for the passenger: also cost of the ticket for parts already made and relevant return flight to first point of
DEPARTURE

(II) FOR PACKAGE TOUR PASSENGERS: AS THE FIRST PRIORITY, THE AGREEMENTS BETWEEN FINNAIR LEISURE FLIGHTS AND PACKAGE TOUR OPERATORS SHALL BE FOLLOWED

(III) REIMBURSEMENT IS MADE IN CASH/ELECTRONIC BANK TRANSFER AND ALWAYS IN THE SAME FORM OF PAYMENT (E.G. SAME CREDIT CARD NO.) AS WHEN THE TICKET WAS PURCHASED. WHenever possible this can be made already at the Finnair ticketing, but when not made at the ticketing, a refund application form shall be given to the passenger which he may leave at any Finnair office. The form shall be addressed to passenger refunds Hel-ah/11.

(IV) IF PASSENGER INFORMS OF CHANGE OF PLAN AND Chooses TO BE REIMBURSED IT SHALL Always BE Noted IN THE PNR

(3) RIGHT TO CARE

(A) MEALS AND REFRESHMENTS ARE OFFERED ACCORDING TO THE FINNAIR POLICY (SEE TABLE BELOW) BY USING SERVICE VOUCHER/MEAL CARD (FOR STATIONS ABROAD FINNAIR FORM 254 AND FOR STATIONS IN -72-

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TITLE/APPLICATION - 70 (CONT) FINLAND, FINNAIR FORM 176 AND 177)

(B) 2 TELEPHONE CALLS OR TELEX OR EMAILS OR FAX (1 PHONE CARD PER PAX/FAMILY, WHERE APPLICABLE E.G. IN HEL)

(C) WHEN NECESSARY, HOTEL ACCOMMODATION

INCLUDING

TRANSFERS BETWEEN AIRPORT AND HOTEL

FINNAIR POLICY FOR FINNAIR SCHEDULED FLIGHTS

<table>
<thead>
<tr>
<th>DURATION OF DELAY</th>
<th>MEAL SERVICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>OVER 1 HOUR</td>
<td>COFFEE/SOFT DRINK AND PASTRY</td>
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<td>SANDWICH OR LIGHT MEAL</td>
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FINNAIR POLICY FOR FINNAIR LEISURE FLIGHTS

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<thead>
<tr>
<th>DURATION OF DELAY</th>
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</tr>
<tr>
<td>OVER 4 HOURS</td>
<td>MEAL</td>
</tr>
</tbody>
</table>
(H) RIGHTS OF PASSENGER IN THE EVENT OF LONG DELAY

(1) CHECK THE APPLICABILITY
    (A) NO CARE IF THAT WOULD RESULT IN FURTHER DELAY

    (B) THE RULES ONLY APPLY TO LONG DELAYS AND ONLY COVER THE SITUATION WHEN A FLIGHT IS DELAYED AT DEPARTURE, NOT WHEN A FLIGHT LEAVES ON TIME AND IS SUBSEQUENTLY DELAYED

<table>
<thead>
<tr>
<th>FLIGHT LENGTH</th>
<th>DELAY</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRIPS LESS THAN 1500 KM</td>
<td>HAS TO BE MORE THAN 2 HRS</td>
</tr>
<tr>
<td>TRIPS 1500-3500 KM AND ALL</td>
<td>HAS TO BE MORE THAN 3 HRS</td>
</tr>
<tr>
<td>INTRA EU IN EXCESS OF 1500 KM</td>
<td></td>
</tr>
<tr>
<td>TRIPS MORE THAN 3500 KM</td>
<td>HAS TO BE MORE THAN 4 HRS</td>
</tr>
</tbody>
</table>

(2) IN ALL THESE CASES RIGHT TO CARE
    (A) MEALS AND REFRESHMENTS ARE OFFERED ACCORDING TO THE FINNAIR POLICY (SEE TABLE BELOW) BY USING SERVICE VOUCHER/MEAL CARD (FOR STATION ABROAD FINNAIR FORM 254 AND FOR STATIONS IN FINLAND, FINNAIR FORMS 176 AND 177)
    (B) 2 TELEPHONE CALL/TELEX/EMAIL/FAX (1 PHONE CARD PER PAX/FAMILY, WHERE APPLICABLE E.G. IN HEL)
    (C) WHEN NECESSARY, HOTEL ACCOMMODATION INCLUDING TRANSFERS BETWEEN AIRPORT AND HOTEL.

FINNAIR POLICY FOR FINNAIR SCHEDULED FLIGHTS

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</tr>
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</table>

(3) IF DELAY IMPLIES OVER NIGHT HOTEL ACCOMMODATION INCLUDING TRANSFERS BETWEEN AIRPORT (AND A MEAL WHEN APPLICABLE)

(4) IF DELAY LASTS MORE THAN 5 HOURS
    (A) HOTEL ACCOMMODATION INCLUDING TRANSFERS BETWEEN AIRPORT AND HOTEL WHEN APPLICABLE
    (B) PASSENGER HAS THE RIGHT TO DECIDE NOT TO TRAVEL ON THE DELAYED FLIGHT. IN SUCH CASE PASSENGER HAS THE RIGHT TO BE REIMBURSED
WITHIN 7 DAYS AS FOLLOWS:

(I) OUTBOUND PASSENGERS: COST OF TICKET (BOTH WAYS)

(II) INBOUND PASSENGERS: COST OF NON-USED COUPONS

(III) TRANSIT PASSENGERS: COST OF NON-USED COUPONS

(IV) IF THE FLIGHT NO LONGER SERVES ANY PURPOSE FOR THE PASSENGER: ALSO COST OF THE TICKET FOR PARTS ALREADY MADE AND IF RELEVANT, RETURN FLIGHT TO FIRST POINT OF DEPARTURE

(V) FOR PACKAGE TOUR PASSENGERS: AS THE FIRST PRIORITY, THE AGREEMENTS BETWEEN FINNAIR LEISURE FLIGHTS AND PACKAGE TOUR OPERATORS SHALL BE FOLLOWED

(5) THE REIMBURSEMENT IS ONLY MADE UPON AFFECTED PASSENGER’S REQUEST

(6) REIMBURSEMENT IS MADE IN CASH/ELECTRONIC BANK TRANSFER AND ALWAYS IN THE SAME FORM PAYMENT (E.G. SAME CREDIT CARD NO.) AS WHEN THE TICKET WAS PURCHASED. WHENEVER POSSIBLE THIS CAN BE MADE ALREADY AT THE FINNAIR TICKETING, BUT WHEN NOT MADE AT THE TICKETING, A REFUND APPLICATION FORM SHALL BE GIVEN TO THE PASSENGER WHICH HE/SHE MAY LEAVE AT ANY FINNAIR OFFICE. THE FORM SHALL BE ADDRESSED TO PASSENGER REFUNDS HEL-AG/II.

(7) IF PASSENGER INFORMS OF CHANGE OF PLAN AND CHOOSES TO BE REIMBURSED IT SHALL ALWAYS BE NOTED IN THE PNR.

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TITLE/APPLICATION - 70
 K  REFUNDS

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TITLE/APPLICATION - 70 (CONT)
(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 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 when application therefore is made later than thirty (30) days after the expiry date of the ticket or miscellaneous charges order.

(4) 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 establishes to carrier's satisfaction that he has permission to remain in the country or that he will depart therefrom by another carrier or conveyance.
TITLE/APPLICATION - 70 (CONT)

(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.

(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 - 71

(K) 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 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 PRESCRIBED IN RULE 25.

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
IN VOLUNTARY REFUNDS – 71 (CONT)

THE POINT AT WHICH TRANSPORTATION IS TO RESUME, 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 CARRIER 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:


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

(AA) FIRST CLASS FARES.

(BB) BUSINESS CLASS FARES.

(CC) ECONOMY CLASS, TOURIST CLASS, OR COACH CLASS FARES.

(III) THE SERVICE CHARGE PROVIDED FOR IN RULE
60 HEREIN, WILL NOT BE ASSESSED, AND

ANY

COMMUNICATION EXPENSES PAID BY THE

PASSENGER IN THE ACCORDANCE WITH RULE

60

WILL BE REFUNDED, OR IF SUCH EXPENSE AT

THE TIME HAS NOT BEEN COLLECTED BY

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INVOLUNTARY REFUNDS - 71 (CONT)

CARRIER, ITS COLLECTION WILL BE WAIVED,

EXCEPT AS OTHERWISE PROVIDED IN RULE

25.

VOLUNTARY REFUNDS - 72

K (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, 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.

(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 HAD 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 TO THE PASSENGER'S TICKET BETWEEN THE TIME OF THE INITIAL PAYMENT AND THE DATE OF TRAVEL.

(5) SERVICE CHARGES
AY WILL ASSESS A HANDLING CHARGE OF USD 25.00/CAD 33.00 (OR EQUIVALENT IN LOCAL CURRENCY) FOR REFUNDING AN AY PASSENGER TICKET OR A MISCELLANEOUS CHARGES ORDER OR AN EXCESS BAGGAGE TICKET WHICH IS RECEIVED MORE THAN 5 YEARS AFTER ITS DATE OF ISSUE.

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IN EFFECT ON: 01OCT11

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LOST TICKET, ETC. - 73
K    (F)  LOST TICKET
THE FOLLOWING PROVISIONS WILL GOVERN 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 THAT 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 OR ANY OTHER USE WHATSOEVER.
EXCEPTION: REFUND WILL NOT BE MADE IN LESS THAN FOUR MONTHS AFTER RECEIPT OF PROOF OF LOSS SATISFACTORY TO CARRIER.

(2) REFUND WILL BE MADE ON ONE OF THE FOLLOWING BASES,
WHICHEVER IS APPLICABLE:
(A) IF NO PORTION OF THE TICKET HAS BEEN USED, AND:
   (I) THE PASSENGER HAS NOT PURCHASED A REPLACEMENT TICKET, REFUND WILL BE THE FULL AMOUNT OF THE FARE PAID.
   (II) THE PASSENGER HAS PURCHASED A REPLACEMENT TICKET, THE CARRIER WHICH
ISSUED THE ORIGINAL TICKET WILL REFUND TO THE PASSENGER THE FARE PAID FOR SUCH REPLACEMENT TICKET.

(B) IF A PORTION OF THE TICKET HAS BEEN USED,

AND

(I) THE PASSENGER HAS NOT PURCHASED A REPLACEMENT TICKET, 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 ACTUALLY USED:

(II) THE PASSENGER HAS PURCHASED A REPLACEMENT TICKET, THE CARRIER WHICH ISSUED THE ORIGINAL TICKET WILL REFUND THE FARE PAID FOR SUCH REPLACEMENT TICKET.

(3) THE FOREGOING PROVISIONS SHALL ALSO APPLY TO LOST GFS TEXT MENU RULE CATEGORY TEXT DISPLAY IN EFFECT ON: 01OCT11

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LOST TICKET, ETC. - 73 (CONT)

MISCELLANEOUS CHARGES ORDERS, DEPOSIT RECEIPTS AND

EXCESS BAGGAGE TICKETS.

(4) A SERVICE CHARGE AS INDICATED BELOW WILL BE IMPOSED PER PASSENGER/DOCUMENT FOR HANDLING SUCH REQUEST FOR REFUND OR REPLACEMENT OF A PASSENGER TICKET, MISCELLANEOUS CHARGES ORDER (MCO), EXCESS BAGGAGE TICKET, STATED IN USD/CAD (OR THE EQUIVALENT LOCAL CURRENCY):

<table>
<thead>
<tr>
<th>PASSENGER TICKET/MCO</th>
<th>EXCESS BAGGAGE TICKETS</th>
</tr>
</thead>
<tbody>
<tr>
<td>USD</td>
<td>CAD</td>
</tr>
<tr>
<td>50.00</td>
<td>80.00</td>
</tr>
</tbody>
</table>

NOTE: AY WILL ASSESS THIS HANDLING CHARGE FOR REFUNDING OR REPLACING, WHOLLY OR PARTLY, A LOST, MISSING, MISLAID, STOLEN PASSENGER TICKET, MISCELLANEOUS CHARGES ORDER OR EXCESS BAGGAGE TICKET.

AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0097

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TITLE/APPLICATION - 70

K ACCEPTANCE BAGGAGE

(A) GENERAL CONDITIONS OF ACCEPTANCE

CUSTOMER MAY CARRY SOME BAGGAGE, FREE OF CHARGE, AS STATED IN THE
TICKET AND WHICH IS SUBJECT TO AY CONDITIONS AND
LIMITATIONS LISTED BELOW AND ARE FURTHER AVAILABLE UPON REQUEST
FROM AY. IF THE AMOUNT OF BAGGAGE EXCEEDS THE ALLOWANCE IN THE
TICKET OR IS AN ITEM OF CHARGEABLE SPECIAL BAGGAGE CATEGORY, A
FEE WILL BE COLLECTED AS PER THE EXCESS BAGGAGE CHART IN RULE 100.

(1) INSPECTION BY CARRIER
ALL BAGGAGE IS SUBJECT TO INSPECTION BY THE CARRIER; HOWEVER, THE CARRIER SHALL NOT BE OBLIGATED TO PERFORM INSPECTION. CARRIER WILL REFUSE TO TRANSPORT OR WILL REMOVE AT ANY POINT BAGGAGE THAT THE PASSENGER REFUSES TO SUBMIT FOR INSPECTION.

(2) CARRIER HAS THE RIGHT TO REFUSE TO TRANSPORT BAGGAGE ON ANY FLIGHT OTHER THAN THE ONE CARRYING THE PASSENGER.

(3) CARRIER WILL REFUSE TO ACCEPT PROPERTY FOR TRANSPORTATION THAT IS NOT SUITABLY PACKED TO WITHSTAND ORDINARY HANDLING; WHOSE SIZE, WEIGHT OR CHARACTER RENDERS IT UNSUITABLE FOR TRANSPORTATION ON THE PARTICULAR AIRCRAFT THAT IS TO TRANSPORT IT; THAT WILL DAMAGE OTHER BAGGAGE; THAT CANNOT BE ACCOMMODATED WITHOUT HARMING OR ANNOYING PASSENGERS.

(4) CHECKED BAGGAGE WILL BE CARRIED IN THE SAME AIRCRAFT AS THE PASSENGER UNLESS SUCH CARRIAGE IS DEAMED IMPRACTICAL BY CARRIER, IN WHICH EVENT CARRIER WILL CARRY THE BAGGAGE ON THE NEXT PRECEDING OR SUBSEQUENT FLIGHT ON WHICH SPACE IS AVAILABLE.

(5) UPON DELIVERY TO CARRIER OF THE BAGGAGE TO BE CHECKED, CARRIER WILL INSERT IN THE TICKET THE NUMBER OF PIECES OF THE CHECKED BAGGAGE (WHICH ACT SHALL CONSTITUTE THE ISSUANCE OF THE BAGGAGE CHECK); IN ADDITION, CARRIER SHALL ISSUE FOR IDENTIFICATION PURPOSES ONLY A BAGGAGE TAG FOR EACH PIECE OF BAGGAGE SO DELIVERED AND COVERED BY THE BAGGAGE CHECK. ALL BAGGAGE OR OTHER PROPERTY OF WHICH THE CARRIER ASSUMES CUSTODY AND
FOR WHICH IT ISSUES A CLAIM CHECK SHALL BE DEEMED ACCEPTABLE FOR TRANSPORTATION BY AIR. BAGGAGE

AND

PROPERTY OF WHICH THE CARRIER WILL NOT ASSUME CUSTODY AND WILL NOT ISSUED A CLAIM CHECK WILL ONLY BE ACCEPTED IF THE PASSENGER EXECUTES A RELEASE IN THE FORM SET FORTH IN THE NOTE BELOW:

NOTE: THE RELEASE, TO BE SUPPLIED BY THE CARRIER, WILL BE RELIEVE CARRIER FROM LIABILITY FOR LOSS OF CONTENTS OF, DAMAGE TO, OR DELAY IN DELIVERY OF CHECKED BAGGAGE OF THE TYPES IDENTIFIED IN PARAGRAPH (3) ABOVE WHICH RESULTS SOLELY FROM THE UNSUITABILITY OF SUCH ITEMS AS CHECKED BAGGAGE AND/OR THE INADEQUACY OF THEIR PACKAGING, AND NOT CARRIER FAILURE TO EXERCISE THE ORDINARY STANDARD OF CARE.

(6) MOVEMENT OF BAGGAGE

CHECKED BAGGAGE WILL BE CARRIED IN THE SAME AIRCRAFT AS THE PASSENGER UNLESS SUCH CARRIAGE IS DEEMED IMPRACTICABLE BY CARRIER, IN WHICH EVENT CARRIER WILL MOVE THE BAGGAGE ON THE NEXT PRECEDING OR SUBSEQUENT FLIGHT ON WHICH SPACE IS AVAILABLE.

(7) 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, EXPRESS OR IMPLIED, BY CARRIER TO CARRY SUCH CONTENTS AS WOULD OTHERWISE BE PRECLUDED FROM CARRIAGE.

(B) ACCEPTANCE OF SPECIAL ITEMS AND PETS

SPECIAL ITEMS AND PETS WILL ONLY BE ACCEPTED IN ACCORDANCE WITH THE ADDITIONAL PROVISIONS AND/OR CHARGES SPECIFIED IN RULES 100 (CONDITIONS FOR ACCEPTANCE OF SPECIAL ITEMS).

AREA: ZZ TARIFF: IPRG   CXR: AY   RULE: 0100

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TITLE/APPLICATION - 70

K CONDITIONS AND CHARGES FOR ACCEPTANCE OF SPECIAL ITEMS

(1) THE FOLLOWING ARE SPECIAL ITEMS OR TYPES OF ITEMS THAT WILL BE ACCEPTED AS BAGGAGE BY SPECIFIED CARRIERS SUBJECT TO THE CONDITIONS SHOWN. THE EXCLUSION OF CARRIERS FROM A PARAGRAPH DOES NOT IMPLY THAT THOSE CARRIERS WILL NOT ACCEPT
THE ITEM. UNLESS OTHERWISE INDICATED, THE EXCLUDED CARRIERS WILL ACCEPT THE ITEM SUBJECT TO THE GENERAL TERMS OF ACCEPTANCE IN RULE 97 (ACCEPTANCE OF BAGGAGE). CHARGES PRESCRIBED IN THIS RULE ARE APPLICABLE FROM THE POINT AT WHICH THE ITEM IS ACCEPTED TO THE POINT TO WHICH THE ITEM IS TRANSPORTED.

COLLECTION OF EXCESS WEIGHT, OVERSIZE AND/OR ADDITIONAL PIECE AND VALUE CHARGES: AT THE PASSENGER'S OPTION, EXCESS WEIGHT, OVERSIZE AND/OR ADDITIONAL PIECES 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 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 THE NEXT STOPOVER POINT OR DESTINATION, AS THE CASE MAY BE.

(A) ANIMALS, LIVE PETS (TO INCLUDE DOGS, CATS, SMALL RODENTS).
(B) BASSINETS AND INFANT CARRYING-SEATS AN INFANT'S BASSINET WILL BE ACCEPTED FOR TRANSPORTATION IN THE PASSENGER COMPARTMENT ONLY WHEN AN ADDITIONAL SEAT IS RESERVED FOR THE INFANT, A TICKET IS PURCHASED, AND THE BASSINET CAN BE PROPERLY SECURED BY THE SEAT BELT.
(C) BICYCLES SEE SPORTING EQUIPMENT BELOW.
(D) BOWLING EQUIPMENT SEE SPORTING EQUIPMENT BELOW.
(E) NOT USED
(F) FIREARMS ADVANCE ARRANGEMENTS MUST BE MADE.
(G) FISHING EQUIPMENT SEE SPORTING EQUIPMENT BELOW.
(H) FRAGILE ITEMS (1) UPON REQUEST, A FRAGILE/BULKY ITEM WILL BE CARRIED AS CABIN-SEAT BAGGAGE SUBJECT TO THE PROVISIONS IN RULE 112 (CABIN-SEAT BAGGAGE AND CHARGES).
(2) FRAGILE AND PERISHABLE ITEMS
THE CLASSES OF ITEMS LISTED BELOW ARE DEEMED BY CARRIER TO BE FRAGILE OR PERISHABLE OR OTHERWISE UNSUITABLE AS CHECKED BAGGAGE AND ARE SUBJECT TO THE CONDITIONS OR ACCEPTANCE SET FORTH IN SUBPARAGRAPH (B) BELOW.

FRAGILE ITEMS:

(A) STATISTICAL, CALCULATING AND OTHER MACHINES (FOR BUSINESS OR HOME USE), SUCH AS CALCULATORS, TYPEWRITERS, AND DICTATION EQUIPMENT.

(B) MUSICAL INSTRUMENTS, SUCH AS GUITARS, VIOLINS, TROMBONES, AND DRUMS.

(C) TELEVISION, RADIO, STEREO AND OTHER ENTERTAINMENT EQUIPMENT, SUCH AS TV SETS, RADIOS, AMPLIFIERS, SPEAKERS, AND TAPE RECORDERS.

(D) ORNAMENTAL BRICABRAC, SUCH AS VASES, FIGURINES, CERAMIC ARTICLES.

(EE) ARTISTIC, SUCH AS PAINTINGS, SCULPTURE, AND ANTIQUE FURNITURE.

(FF) PHOTOGRAPHIC AND CINEMATOGRAPHIC EQUIPMENT, SUCH AS CAMERAS, LENSES, FLASH BULBS AND PROJECTORS.

(GG) RECREATIONAL/SPORTING GOODS, SUCH AS FIREARMS, FISHING RODS, SKIN-DIVING GEAR AND MODEL AIRPLANES.

(HH) PRECISION INSTRUMENTS, SUCH AS MICROSCOPES, OSCILLOSCOPES, METERS, COUNTERS, AND POLYGRAPHS.

(II) GLASSWARE, SUCH AS TERRARIUMS, MIRRORS, CRYSTAL AND CHINA.

(JJ) GLASS CONTAINERS CONTAINING LIQUIDS SUCH AS LIQUORS, WINES, BEER, LIQUORS, AND PERFUMES.

(KK) TOYS, SUCH AS DOLLS, STUFFED ANIMALS AND DOLLHOUSES.

(LL) PAPER, SUCH AS ADVERTISING DISPLAYS, MODELS, SKETCHES, BLUEPRINTS AND MAPS.
(MM) POTTED PLANTS AND FOLIAGE, SUCH AS
BRANCHES AND BLOOMS OF FLOWERS.

(II) PERISHABLE ITEMS
(AA) FRESH OR FROZEN FOODESTUFFS, SUCH AS FRUITS, VEGETABLES, MEATS,
FISH, POULTRY AND BAKERY PRODUCTS.

(BB) FLORAL AND NURSERY STOCK, SUCH AS FLOWER, FRUIT, AND VEGETABLE PLANTS.

(CC) CUT FLOWERS AND FOLIAGE, SUCH AS FLORAL DISPLAYS.

(B) THE ABOVE-LISTED FRAGILE AND PERISHABLE ITEMS WILL BE ACCEPTED IF THEY ARE APPROPRIATELY PACKAGED IN AN ORIGINAL FACTORY SEALED CARTON, CARDBOARD MAILING TUBE, OR CONTAINER OR CASE DESIGNED FOR SHIPPING SUCH ITEMS OR PACKED WITH PROTECTIVE INTERNAL MATERIAL. HOWEVER, FRAGILE AND PERISHABLE ITEMS NOT CONTAINED WITHIN A SUITCASE OR OTHER CONTAINER CUSTOMARILY INTENDED FOR USE IN THE PERSONAL TRANSPORTATION OF CLOTHING WILL BE ACCEPTED WITHOUT THE APPROPRIATE PACKAGING ONLY UPON THE EXECUTION OF A RELEASE FROM LIABILITY.

THE FORM OF SUCH RELEASE IS AS FOLLOW:

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY IN EFFECT ON: 01OCT11

AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0100

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TITLE/APPLICATION - 70 (CONT)
FRAGILE AND UNSUITABLY PACKED - RELEASE APPLIES TO DAMAGE PERISHABLE - RELEASE APPLIES TO SPOILAGE RESULTING FROM DELAY.
ARTICLE/BAGGAGE DESCRIPTION:
IN CONSIDERATION OF CARRIER(S) TRANSPORTING MY PROPERTY (DESCRIBED ABOVE), WHICH IS DEEMED BY GOVERNING TARIFFS TO BE UNSUITABLE FOR TRANSPORTATION AS CHECKED BAGGAGE, I HEREBY RELEASE CARRIER(S) FROM LIABILITY RESULTING SOLELY FROM SUCH UNSUITABILITY (AS DESIGNATED ABOVE BY AN "X").
PASSENGER’S SIGNATURE:

(I) RESTRICTED ARTICLES
ANY ARTICLE LISTED IN THE D.O.T. HAZARDOUS MATERIALS REGULATIONS (49 CFR 171-177); THE INTERNATIONAL CIVIL
AVIATION ORGANIZATION TECHNICAL INSTRUCTIONS FOR THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR AND/OR THE IATA DANGEROUS GOODS REGULATIONS; WILL BE ACCEPTED SUBJECT TO ADVANCE ARRANGEMENTS AND COMPLIANCE WITH THE RESTRICTED ARTICLES TARIFF CITED ABOVE.

(J) SCUBA-DIVING EQUIPMENT
SEE SPORTING EQUIPMENT BELOW.

(K) SNOW-SKIING EQUIPMENT
SEE SPORTING EQUIPMENT BELOW.

(L) SPORTING EQUIPMENT
SPORTING EQUIPMENT ITEMS LISTED BELOW WILL BE ACCEPTED SUBJECT TO THE CONDITIONS OF ACCEPTANCE AND/OR PRESCRIBED CHARGES. CERTAIN ITEMS OF SPORTING EQUIPMENT WILL BE CARRIED FREE BY SOME CARRIERS IN ADDITION TO THE BASIC FREE BAGGAGE ALLOWANCE OR IN LIEU OF ONE PIECE OR MORE OF FREE BAGGAGE.

(1) BICYCLES
BICYCLES WILL BE ACCEPTED SUBJECT TO THE CONDITIONS SPECIFIED BELOW. FOR THE PURPOSE OF THIS PROVISION ONE ITEM OF BICYCLING EQUIPMENT IS DEFINED AS ONE BICYCLE.

Bicycles are not included in the checked baggage allowance, a special baggage fee is always collected. Customer should notify AY of the bike when making the flight reservation. Customer should also ensure that he arrives at the check-in well in advance of the flight’s departure time.

- parallel to the front wheel,
- minimum.

A bicycle must be packed for transport so that the handlebars are turned parallel to the front wheel, the pedals are removed and the air pressure in the tires is reduced to a minimum.

If there are any sharp points on the bicycle, they must be covered with thick plastic or cardboard.

(2) BOWLING EQUIPMENT
ITEMS OF BOWLING EQUIPMENT WILL BE ACCEPTED AS CHECKED BAGGAGE. BOWLING EQUIPMENT WILL BE INCLUDED IN DETERMINING THE FREE BAGGAGE ALLOWANCE

AND, WHEN IN EXCESS, EACH ITEM WILL BE SUBJECT TO THE EXCESS BAGGAGE CHARGE FOR A SINGLE PIECE, WHETHER OR NOT PRESENTED AS A SINGLE PIECE. (FOR THE PURPOSE OF THIS PROVISION ONE ITEM OF BOWLING EQUIPMENT IS DEFINED AS ONE BOWLING BALL, ONE
(3) FISHING EQUIPMENT

Items of fishing equipment will be accepted as checked baggage. The fishing equipment will be included in determining the free baggage allowance and when in excess each item will be subject to the excess baggage charge for a single piece, whether or not presented as a single piece. (For the purpose of this provision one item of fishing equipment is defined as two rods, one reel, one landing net, one pair of fishing boots (all properly encased) and one fishing tackle box.)

(4) SCUBA-DIVING EQUIPMENT

Diving equipment without air tanks is considered one piece of baggage. The fee for diving equipment without air tanks depends on the baggage allowance in the ticket as well as how much other baggage customer is taking with him. Diving equipment is considered special baggage if it includes air tanks – if this is the case, customer will have to pay a special-baggage fee. Air tanks must be fully emptied prior to transportation.

(5) SHOOTING EQUIPMENT (SPORT FIREARMS)

A firearm case is considered one piece of baggage. The fee for a firearm case depends on the baggage allowance in the customer ticket as well as how much other baggage customer is taking with him. There is an additional mandatory handling fee of €25 per passenger. Fee can be prepaid with a Finnair Plus voucher or by contacting our customer service by telephone.

The firearm must be unloaded and appropriately packed. The firearm and ammunition may not be carried in the same container. If you are planning on traveling with a firearm, you must inform us when you make your flight reservation.

(6) SKIING EQUIPMENT

Skiing equipment is considered one piece of baggage. The fee for skiing equipment depends on the baggage allowance in the ticket as well as how much other baggage customer is taking with him. The maximum weight of one set of skiing equipment is 23 kg and the maximum length is 200 cm. Skiing equipment may comprise one ski or snowboard bag, and includes all related equipment, such as skis and poles.

All these items count towards the total weight of the skiing equipment. Ski or snowboard shoes may be packed in a separate shoe bag, but their weight still counts towards the total weight of the skiing equipment, which can be no more than 23 kg.
Ski jumping equipment counts as a large special baggage. Customer may normally take skiing equipment without informing AY beforehand. When travelling in a group of ten or more people who will be taking skiing equipment, AY shall be notified at the time of reservation.

(7) GOLFING EQUIPMENT
Golf equipment is considered one piece of baggage. The fee for golf equipment depends on the baggage allowance in the ticket as well as how much other baggage customer is taking with him. The maximum weight of one set of golf equipment is 23 kg. Golf equipment may comprise a set of golf clubs, one golf bag and one pair of golf shoes – all these items count towards the total weight of the golf equipment.

(8) WINDSURFING BOARDS, SURFBOARDS AND KAYAKS
Windsurfing boards, surfboards and kayaks are not included in the free checked baggage allowance – therefore a special baggage fee shall be paid to transport such items. If planning on travelling with any special equipment, like a surfboard or kayak, customer should notify AY when making the flight reservation. Also ensure that he arrives at the check-in well in advance of the flight’s departure time.

(2) CHARGES FOR EXCESS BAGGAGE AND SPECIAL ITEMS
CHARGES ARE IN EUROS (EUR) (OR THE EQUIVALENT LOCAL CURRENCY)

<table>
<thead>
<tr>
<th>ZONE 1</th>
<th>ZONE 2</th>
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<tr>
<td>Travel within Finland,</td>
<td>Travel within the rest of</td>
<td>Travel to/from IATA</td>
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<td>Azores, Madeira, Canary</td>
<td>or 3: (Europe to Asia,</td>
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<td>Americas v.v)</td>
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Excess-baggage charge for 1 extra bag or 1 bag weighing 23–32 kg. €21*/€30 €28*/€40 €56*/€80

One small piece of special baggage, max. weight 23 kg and max. length 1.5 m – for example, a small item of sports equipment or a musical instrument. €21*/€30 €28*/€40 €56*/€80
instrument.

Golf or ski equipment, max. weight 23 kg and max. length 200 cm.

There is a handling fee of €25 per passenger for the transportation of firearms.

One medium-sized item of special baggage, weight 23–32 kg and/or length 1.51–2 m. For example, a bicycle**, diving equipment or a surfboard.

<table>
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<th>€50</th>
<th>€60</th>
<th>€100</th>
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One large item of special baggage, weight 32–50 kg and/or length over 2 m. For example, a windsurfing board or kayak.

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<tr>
<th></th>
<th>€80</th>
<th>€100</th>
<th>€200</th>
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Pet in the cabin***

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<tr>
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<th>€30</th>
<th>€60</th>
<th>€100</th>
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</table>

Pet in the hold

<table>
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<tr>
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<th>€5/kg, min.</th>
<th>€10/kg, min.</th>
<th>€30/kg, min.</th>
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*The lower of the two prices applies when you pay for your excess-baggage in advance online.

**The fee for tandem bicycles is double that of a conventional bicycle.

(3) EXCESS WEIGHT/OVERSZIE AND/OR ADDITIONAL PIECE AND VALUE CHARGES ON REROUTINGS OR CANCELLATIONS

WHEN A PASSENGER IS REROUTED OR HIS CARRIAGE CANCELLED,

THE PROVISIONS WHICH GOVERN WITH RESPECT TO THE PAYMENT OF ADDITIONAL FARE OR REFUNDING OF FARE SHALL LIKewise GOVERN THE PAYMENT OR THE REFUNDING OF EXCESS WEIGHT CHARGES AND THE PAYMENT OF EXCESS VALUE CHARGES, BUT NO REFUND OF VALUE CHARGES WILL BE MAKE WHEN A PORTION OF
THE CARRIAGE IS COMPLETED.

AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0105

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**TITLE/APPLICATION - 70**

A FREE BAGGAGE ALLOWANCE: CHECKED BAGGAGE

(A) PASSENGER MAY CARRY SOME BAGGAGE, FREE OF CHARGE, AS STATED IN THE FLIGHT TICKET. ACCEPTING THE BAGGAGE IS SUBJECT TO AY'S CONDITIONS AND LIMITATIONS, WHICH ARE AVAILABLE UPON REQUEST FROM AY OR AY'S AUTHORISED AGENTS OR ON AY'S INTERNET SITE.

(B) THE FOLLOWING RULES APPLY TO ALL AY OPERATED FLIGHTS WHERE THE MSC (MOST SIGNIFICANT CARRIER) IN THE TICKET BY IATA RESOLUTION 302 IS AY.

(1) THE MAXIMUM WEIGHT OF A PIECE OF BAGGAGE WHICH IS TRANSPORTED FREE OF CHARGE IS 23 KG (50 LBS.) AND THE MAXIMUM EXTERNAL DIMENSIONS ARE 158 CM OR 62 IN. (HEIGHT PLUS LENGTH PLUS WIDTH). ONE PIECE OF SPECIAL BAGGAGE MAY ALSO BE CONSIDERED AS ONE PIECE OF BAGGAGE, PROVIDED THAT ITS MAXIMUM WEIGHT IS 23 KG AND MAXIMUM LENGTH 1.5 M (59 IN). SPORTING EQUIPMENT, MUSICAL INSTRUMENTS AND ITEMS NOT PACKED IN SUITCASES ARE CONSIDERED AS SPECIAL BAGGAGE.

(2) IN BUSINESS CLASS PASSENGERS MAY HAVE, FREE OF CHARGE, TWO PIECES OF BAGGAGE, MARKED ON THE TICKET AS 2PC. THIS APPLIES TO THE HIGHEST ECONOMY CLASS FARES (BOOKING CLASS Y AND B). OTHER ECONOMY CLASS FARES ALLOW, FREE OF CHARGE, ONE PIECE OF BAGGAGE, MARKED ON THE TICKET AS 1PC.

(3) CHILDREN WITH A RESERVED SEAT ARE ALLOWED THE SAME AMOUNT OF BAGGAGE AS AN ADULT IN THE SAME TRAVEL CLASS AND ONE FOLDABLE PUSHCHAIR OR CHILD RESTRAINT DEVICE (CAR SEAT OR INFANT SEAT). THE CHILD RESTRAINT DEVICE MAY BE TAKEN INTO THE CABIN IF SPACE IS AVAILABLE AND SAFETY REGULATIONS PERMIT IT.

(4) INFANTS WITHOUT A RESERVED SEAT ARE ALLOWED, FREE OF CHARGE,
ONE PIECE OF BAGGAGE WITH A MAXIMUM WEIGHT OF 23 KG AND ONE FOLDABLE PUSHCHAIR OR CHILD RESTRAINT DEVICE (CAR SEAT OR INFANT SEAT). THE CHILD RESTRAINT DEVICE MAY BE TAKEN INTO THE CABIN IF SPACE IS AVAILABLE AND SAFETY REGULATIONS PERMIT IT.

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(5) THE MAXIMUM WEIGHT OF A SINGLE PIECE OF BAGGAGE MUST NOT EXCEED 32 KG OR 70 LBS. EXCESS BAGGAGE FEES ARE ALWAYS CHARGED FOR BAGGAGE WEIGHING 24–32 KG (51–70 LBS).

B FREE BAGGAGE ALLOWANCE: CARRY-ON BAGGAGE
(1) CARRY-ON BAGGAGE ALLOWANCE

Passengers travelling in Business Class; Finnair Plus Platinum, Gold or Silver members;
or Finnair Club members: a total of two pieces of baggage, free of charge, with a maximum combined weight of 10 kg (22 lb), consisting of one bag with maximum external dimensions of 56x45x25 cm (22x18x10 in.), and one briefcase or laptop computer.

Passengers travelling in Economy Class or on oneclass flights, flights within Finland or leisure flights: one piece of baggage, free of charge, only with a maximum weight of 8 kg (17.5 lb), consisting of one bag with maximum external dimensions of 56x45x25 cm (22x18x10 in.).

- Children with a reserved seat are allowed the same amount of carry-on baggage as an adult flying in the same travel class.
- Infants under two years of age without a reserved seat do not have their own carry-on baggage allowance – the carry-on baggage of infants is considered part of their parent’s or guardian’s allowance.
- In certain cases due to the limited space on board we may have to ask our customers to check in their carry-on baggage. This is in the interests of the customer and other passengers’ safety and comfort.

(2) (ADDITIONAL ARTICLES) CARRY-ON BAGGAGE
In addition to the carry-on baggage listed above, passengers travelling in any class may take on board a small handbag, a small camera or binoculars, baby food, reading material, an overcoat, and a necessary mobility aid (such as a cane or elbow crutches).

AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0107

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TITLE/APPLICATION - 70

K DOGS TRAINED TO ASSIST CUSTOMERS WITH REDUCED MOBILITY
(A) CARRIER ACCEPTS FOR TRANSPORTATION, WITHOUT CHARGE, A DOG TRAINED TO ASSIST CUSTOMER WITH REDUCED MOBILITY, PROPERLY HARNESSED, WHEN IT ACCOMPANIES SUCH A CUSTOMER AND
CUSTOMER IS DEPENDENT UPON SUCH DOG. THE DOG WILL BE
PERMITTED TO ACCOMPANY SUCH PASSENGER INTO THE CABIN BUT WILL NOT
BE PERMITTED TO OCCUPY A SEAT.

AREA: ZZ TARIFF: IPRG  CXR: AY  RULE: 0110
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K CHECKED AND CARRY-ON BAGGAGE SUBJECT TO THE CONDITIONS OF RULES 97 (ACCEPTANCE OF
BAGGAGE),

100 (CONDITIONS AND CHARGES FOR ACCEPTANCE OF SPECIAL ITEMS) AND 105 (FREE BAGGAGE ALLOWANCE)
PASSENGERS MAY CHECK BAGGAGE FOR CARRIAGE IN THE CARGO COMPARTMENT OF THE AIRCRAFT AND/OR MAY CARRY BAGGAGE ON BOARD THE AIRCRAFT SUBJECT TO THE PROVISIONS IN PARAGRAPHS (A) BELOW. THE SUITABILITY OF BAGGAGE, AS TO WEIGHT, SIZE AND CHARACTER, TO BE CARRIED IN THE PASSENGER COMPARTMENT OF THE AIRCRAFT WILL BE DETERMINED BY THE CARRIER.

(A) CHECKED BAGGAGE
CARRIER AY WILL CHECK BAGGAGE WHICH IS TENDERED BY A PASSENGER AND WHICH IS ACCEPTABLE UNDER THE TERMS OF RULES 97 (ACCEPTANCE OF BAGGAGE) AND 100 (CONDITIONS AND CHARGES FOR ACCEPTANCE OF SPECIAL ITEMS, UPON PRESENTATION BY A PASSENGER OF A VALID TICKET FOR TRANSPORTATION OVER THE LINES OF THAT CARRIER, SUBJECT TO THE CONDITIONS SPECIFIED BELOW:

(1) BAGGAGE MUST BE CHECKED AT THE CITY OR AIRPORT OFFICE DESIGNATED BY THE CARRIER AND IN ADVANCE OF FLIGHT DEPARTURE TIME AS PRESCRIBED BY THE CARRIER.

(2) THE PASSENGER'S NAME MUST APPEAR ON THE BAGGAGE. AY WILL SUPPLY BAGGAGE IDENTIFICATION LABELS FREE OF CHARGE.

(3) BAGGAGE WILL NOT BE CHECKED:
(A) TO A POINT THAT IS NOT SPECIFIED ON THE PASSENGER'S TICKET.
(B) BEYOND THE PASSENGER'S NEXT POINT OF STOPOVER OR, IF THERE IS NO STOPOVER, BEYOND THE DESTINATION DESIGNATED ON THE TICKET.
(C) BEYOND A POINT AT WHICH THE PASSENGER WANTS

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TITLE/APPLICATION - 70 (CONT)
TRANSPORTATION OVER THE LINES OF THAT CARRIER, SUBJECT TO THE CONDITIONS SPECIFIED BELOW:

(1) BAGGAGE MUST BE CHECKED AT THE CITY OR AIRPORT OFFICE DESIGNATED BY THE CARRIER AND IN ADVANCE OF FLIGHT DEPARTURE TIME AS PRESCRIBED BY THE CARRIER.

(2) THE PASSENGER'S NAME MUST APPEAR ON THE BAGGAGE. AY WILL SUPPLY BAGGAGE IDENTIFICATION LABELS FREE OF CHARGE.

(3) BAGGAGE WILL NOT BE CHECKED:
(A) TO A POINT THAT IS NOT SPECIFIED ON THE PASSENGER'S TICKET.
(B) BEYOND THE PASSENGER'S NEXT POINT OF STOPOVER OR, IF THERE IS NO STOPOVER, BEYOND THE DESTINATION DESIGNATED ON THE TICKET.
(C) BEYOND A POINT AT WHICH THE PASSENGER WANTS
TO RECLAIM THE BAGGAGE OR ANY PORTION THEREOF.

(D) BEYOND THE POINT TO WHICH ALL APPLICABLE CHARGES HAVE BEEN PAID.

(E) BEYOND A POINT AT WHICH THE PASSENGER IS TO TRANSFER TO A CONNECTING FLIGHT, IF THAT FLIGHT IS SCHEDULED TO DEPART FROM AN AIRPORT DIFFERENT FROM THE ONE AT WHICH THE PASSENGER IS SCHEDULED TO ARRIVE.

(4) LIVE ANIMALS WILL NOT BE CHECKED BEYOND A POINT OF TRANSFER TO ANOTHER CARRIER UNLESS PRIOR CONFIRMATION FROM THE RECEIVING CARRIER HAS BEEN OBTAINED.

(5) FREE BAGGAGE ALLOWANCE FOR 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 SUBSEQUENTLY TRANSFERRED TO A DIFFERENT CLASS OF SERVICE.

(B) CARRY-ON BAGGAGE

WHEN BAGGAGE IS CARRIED ON BOARD THE AIRCRAFT IT MUST BE STORED IN CARRY-ON COMPARTMENTS OF AIRCRAFT SO EQUIPPED OR IT MUST BE RETAINED IN THE PASSENGER'S CUSTODY AND STORED UNDER A SEAT OR IN AN OVERHEAD COMPARTMENT APPROVED FOR THE CARRIAGE OF SUCH BAGGAGE. ALLOWANCES AND ITEMS ACCEPTABLE AS CARRY-ON BAGGAGE ARE DESCRIBED IN RULE 105

AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0112

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TITLE/APPLICATION - 70
K CABIN-SEAT BAGGAGE AND CHARGES

WHEN A PASSENGER REQUESTS THAT AN ITEM OF BAGGAGE BE CARRIED IN THE CABIN AND IT IS DETERMINED BY THE CARRIER THAT THE ITEM IS ACCEPTABLE AS CABIN BAGGAGE BUT IT IS SO FRAGILE AND/OR BULKY AS TO REQUIRE THE USE OF A SEAT(S), THE PROVISIONS SPECIFIED BELOW WILL APPLY:

(A) FOR THE FOLLOWING CARRIERS, THE SEAT MUST BE LOCATED IN THE AIRCRAFT AS INDICATED BELOW:

-88-

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IN EFFECT ON: 01OCT11

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<thead>
<tr>
<th>CARRIER</th>
<th>POSITION</th>
<th>EXCEPTION</th>
<th>REMARKS</th>
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<tr>
<td>AY</td>
<td>SEAT NEXT TO PASSENGER'S SEAT</td>
<td>BAGGAGE MUST NOT EXCEED 75 KGS. (165 POUNDS) PER SEAT.</td>
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</table>

**(B) CHARGES**

CARRIER WILL CHARGE 75 PERCENT OF THE APPLICABLE FULL FARE FOR THAT PORTION OF THE TRIP ON WHICH THE EXTRA SEAT IS USED. THE CABIN-SEAT BAGGAGE WILL NOT BE INCLUDED IN DETERMINING THE FREE BAGGAGE ALLOWANCE OR EXCESS BAGGAGE CHARGES.

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**TITLE/APPLICATION - 70**

**K BAGGAGE REGULATIONS**

**(A) AY REGULATIONS REGARDING BAGGAGE, BOTH CHECKED AND UNCHECKED,**

ARE AS DESCRIBED IN RULES 97, 100, 105, 107, 110 AND 112.

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**TITLE/APPLICATION - 70 (CONT)**

**EXCESS VALUE CHARGES FOR BAGGAGE**

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**TITLE/APPLICATION - 70**

**A FARES**

**(A) GENERAL**

FARES APPLY ONLY FOR CARRIAGE FROM THE AIRPORT AT THE POINT OF ORIGIN TO THE AIRPORT AT POINT OF DESTINATION AND DO NOT INCLUDE GROUND TRANSFER SERVICE BETWEEN AIRPORTS OR BETWEEN AIRPORTS AND CITY CENTERS EXCEPT WHERE RULE 30 SPECIFICALLY PROVIDES THAT SUCH GROUND
TRANSFER SERVICE WILL BE FURNISHED WITHOUT ADDITIONAL CHARGE.


APPLICABLE FARES - 71

A (B) APPLICABLE FARES

(1) EXCEPT AS PROVIDED IN (C)(1) BELOW, WHERE A FARE IS PUBLISHED VIA THE DESIRED ROUTING FROM POINT OF ORIGIN TO POINT OF DESTINATION, SUCH FARE IS APPLICABLE OVER SUCH ROUTE NOTWITHSTANDING THAT IT IS HIGHER OR LOWER THAN THE COMBINATION OF INTERMEDIATE FARES VIA THE SAME ROUTING. FOR THE PURPOSE OF THIS RULE, A PUBLISHED FARE INCLUDES A FARE OBTAINED BY COMBINING A PUBLISHED ARBITRARY AND A PUBLISHED INTERNATIONAL FARE. WHERE NO THROUGH ONE-FACTOR FARE IS PUBLISHED FROM POINT OF ORIGIN TO POINT OF DESTINATION VIA THE ROUTE OF MOVEMENT FOR THE CLASS OF SERVICE AND THE TYPE OF GFS TEXT MENU RULE CATEGORY TEXT DISPLAY IN EFFECT ON: 01OCT11

AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0130

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APPLICABLE FARES - 71 (CONT)

AIRCRAFT USED, THE APPLICABLE FARE FOR SUCH TRANSPORTATION SHALL BE CONSTRUCTED AS PROVIDED BELOW:

ONE CLASS OF SERVICE WHERE THE JOURNEY FROM POINT OF ORIGIN TO POINT OF DESTINATION IS IN ONE CLASS OF SERVICE, THE APPLICABLE FARE SHALL BE THE LOWEST COMBINATION OF FARES VIA THE ROUTE OF MOVEMENT APPLICABLE TO THE TRANSPORTATION USED (NOT APPLICABLE TO WA) BUT IN NO EVENT SHALL SUCH CONSTRUCTED FARE EXCEED THE THROUGH ONE FASTER
FARE APPLICABLE TO OR FROM A MORE DISTANT POINT VIA THE SAME ROUTING.

(2) ALL PUBLISHED FARES GOVERNED BY THIS TARIFF AND ALL FARES CONSTRUCTED IN ACCORDANCE WITH THIS TARIFF ARE APPLICABLE ONLY WHEN IN COMPLIANCE WITH THE PROVISIONS GOVERNING TRAVEL VIA A HIGHER-RATED INTERMEDIATE POINT (PARAGRAPH (C)(3)). MILEAGE ROUTINGS (SEE MAXIMUM PERMITTED MILEAGE TARIFF NO. MPM-1, C.A.B. NO. 424, NTA(A) NO. 239) MAY BE APPLIED TO ANY PUBLISHED OR CONSTRUCTED FARE; HOWEVER, IF A DIAGRAMMATIC OR LINEAR ROUTING IS SPECIFIED IN CONNECTION WITH A FARE, SUCH ROUTING MUST BE OBSERVED FOR THAT PORTION OF THE TRANSPORTATION COVERED BY THAT FARE.


CONSTRUCTION OF FARES - 72

A (C) CONSTRUCTION OF FARES

(1) COMBINING DOMESTIC U.S. FARES WITH INTERNATIONAL FARES

(A) DOMESTIC U.S. NORMAL FARES
A NORMAL FARE APPLICABLE WITHIN THE U.S.A. MAY BE COMBINED END ON END WITH AN INTERNATIONAL FARE TO CONSTRUCT A THROUGH FARE, WHICH IS LESS THAN THE PUBLISHED FARE.
INTERNATIONAL FARE TO CONSTRUCT A THROUGH FARE, WHICH IS LESS THAN THE PUBLISHED FARE FROM POINT OF ORIGIN TO POINT OF DESTINATION, PROVIDED THAT 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 SPECIAL FARE WITHIN THE U.S.A. WILL NOT BE APPLICABLE WHEN THAT FARE IS COMBINED WITH AN INTERNATIONAL INCLUSIVE TOUR FARE HAVING A MINIMUM TOUR PRICE OF THE SAME OR A HIGHER AMOUNT.

(II) PASSENGERS TRAVELLING UNDER A FARE CONSTRUCTED IN (I) ABOVE MAY BE ROUTED VIA ANY GATEWAY CITY REGARDLESS OF THE FARE CONSTRUCTION POINT(S).

(2) COMBINING ARBITRARIES WITH INTERNATIONAL FARES WHEN A THROUGH FARE IS NOT PUBLISHED VIA A DESIRED ROUTING BETWEEN A POINT IN CANADA OR THE U.S.A. AND A POINT IN AREA 2 OR 3, THE FARE FOR SUCH TRANSPORTATION WILL BE CONSTRUCTED BY COMBINING THE CARRIER'S PUBLISHED ARBITRARY AND PUBLISHED INTERNATIONAL FARE FOR THE FARE CLASS APPLICABLE TO THE TRANSPORTATION. PASSENGER MAY BE ROUTED VIA ANY GATEWAY CITY REGARDLESS OF THE FARE CONSTRUCTION POINT(S).

(3) TRAVEL VIA A HIGHER-RATED INTERMEDIATE POINT

(A) NORMAL FARES

(I) A THROUGH NORMAL FARE BETWEEN ORIGIN AND DESTINATION MUST NOT BE LOWER THAN:

(AA) THE NORMAL FARE BETWEEN THE POINT OF ORIGIN AND ANY INTERMEDIATE TICKETED POINT ALONG THE ROUTING;

(BB) THE NORMAL FARE BETWEEN THE DESTINATION AND ANY INTERMEDIATE TICKETED POINT ALONG THE ROUTING;

(CC) THE NORMAL FARE BETWEEN ANY TWO POINTS IN AREA 2 OR AREA 3.

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TICKETED INTERMEDIATE POINTS

ALONG THE ROUTING.

(DD) ALL CONDITIONS OF THE NORMAL FARE BETWEEN ORIGIN AND DESTINATION APPLY.

(EE) WHEN TICKETS ARE ISSUED IN THE COUNTRY OF COMMENCEMENT OF TRAVEL (SITI/SOTI), A HIGHER INTERMEDIATE FARE IS DEEMED TO BE APPLICABLE ONLY IN THE CASE OF INTERMEDIATE TICKETED POINTS AT WHICH A STOPOVER IS MADE.

(FF) FOR THE PURPOSES OF SUB-PARAGRAPH (EE) ABOVE, THE FOLLOWING GEOGRAPHICAL AREAS ARE CONSIDERED ONE COUNTRY:

(1) DENMARK, NORWAY AND SWEDEN
(2) CANADA AND THE U.S.A.

(GG) WHEN TICKETS ARE ISSUED IN THE COUNTRY OF COMMENCEMENT OF TRAVEL (SITI/SOTI), IN WEST AFRICA, HIGHER INTERMEDIATE POINTS IN EACH AFRICA FAKE COMPONENT MUST BE CHECKED AT ALL TICKETED POINTS IN WEST AFRICA EXCEPT WHEN TRAVEL IS VIA ANGOLA, NIGERIA AND/OR ZAIRE, IN WHICH CASE, THE HIGHER INTERMEDIATE POINTS MUST BE CHECKED ONLY IF A STOPOVER IS MADE AT SUCH POINT.

(HH) WHEN COMPARING NORMAL FARES OF THE SAME CLASS OF SERVICE IN ORDER TO DETERMINE IF THERE IS A HIGHER INTERMEDIATE FARE, THE FOLLOWING SEQUENCE SHALL BE FOLLOWED:

(1) FIRST CLASS FARE IS COMPARED WITH FIRST CLASS FARE, IF NO FIRST CLASS FARE, COMPARE WITH INTERMEDIATE CLASS FARE (OR NEXT LOWER CLASS FARE).

(2) INTERMEDIATE CLASS FARE IS COMPARED WITH INTERMEDIATE CLASS FARE, IF NO INTERMEDIATE CLASS FARE, COMPARE WITH THE HIGHEST ECONOMY CLASS FARE.

(3) ECONOMY CLASS FARE IS COMPARED
WITH ECONOMY CLASS FARE.

(II) WHEN THE DIRECT NORMAL FARE FOR A SEGMENT OF AN ITINERARY IS LOWER THAN AN INTERMEDIATE POINT NORMAL FARE, THE -116-

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CONSTRUCTION OF FARES - 72 (CONT)

DIRECT NORMAL FARE MUST BE RAISED TO THE HIGHEST OF ANY SUCH INTERMEDIATE POINT NORMAL FARES.

(III) 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. IF THE ROUTING PASSES THROUGH A HIGHER INTERMEDIATE TICKETED POINT, THE APPROPRIATE FARE TO BE SURCHARGED IS NORMAL FARE BETWEEN THE ORIGIN AND DESTINATION OF THAT SEGMENT WHICH HAS BEEN RAISED TO THE LEVEL OF THE HIGHER INTERMEDIATE TICKETED POINT NORMAL FARE.

(B) SPECIAL FARES

FARES IN THE DIRECTION OF TRAVEL ARE USED WHEN COMPARING NORMAL FARES. HOWEVER, FOR THE LAST FARE COMPONENT INTO THE COUNTRY OF ORIGIN, THE FARE APPlicable TO SUCH FARE COMPONENT FROM THE COUNTRY OF ORIGIN MUST BE USED FOR ROUND TRIP, CIRCLE TRIP OR OPEN JAW TRAVEL TERMINATING IN THE COUNTRY OF ORIGIN.

(I) IF THERE IS NO HIGHER NORMAL FARE BETWEEN:

(AA) POINT OF ORIGIN AND ANY INTERMEDIATE TICKETED POINT; OR
(BB) DESTINATION POINT AND ANY INTERMEDIATE TICKETED POINT THAN THE NORMAL FARE BETWEEN ORIGIN AND DESTINATION, THE SPECIAL FARE (SURCHARGED, IF NECESSARY) BETWEEN ORIGIN AND DESTINATION APPLIES.

(II) IF THERE IS A HIGHER NORMAL FARE BETWEEN:

(AA) POINT OF ORIGIN AND ANY INTERMEDIATE TICKETED POINT; OR
(BB) DESTINATION POINT AND ANY INTERMEDIATE TICKETED POINT THAN THE NORMAL FARE BETWEEN ORIGIN AND...
DESTINATION, THE SPECIAL FARE MUST BE RAISED TO THE LEVEL OF SUCH HIGHER NORMAL FARE (SURCHARGED IF NECESSARY), UNLESS

(CC) THE SAME OR LOWER SPECIAL FARE OF THE SAME TYPE EXISTS BETWEEN SUCH POINTS, IN WHICH CASE THE SPECIAL FARE (SURCHARGED, IF NECESSARY) BETWEEN ORIGIN AND DESTINATION

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CONSTRUCTION OF FARES - 72 (CONT)

APPLIES; OR

(DD) A HIGHER SPECIAL FARE OF THE SAME TYPE EXISTS BETWEEN SUCH POINTS, IN WHICH CASE SUCH HIGHER SPECIAL FARE (SURCHARGED, IF NECESSARY) APPLIES.

(III) IN DEFINING A "FARE OF THE SAME TYPE", THE COMPARISON IS LIMITED TO THE CLASS OF SERVICE AND THE FOLLOWING:

(AA) (1) LATE BOOKING FARES OR (2) APEX FARES OR (3) PEX FARES OR (4) EXCURSION FARES

(BB) (1) GROUP INCLUSIVE TOUR FARES (2) INDIVIDUAL INCLUSIVE TOUR FARES (3) EXCURSION FARES

(CC) (1) GROUP FARES (2) EXCURSION FARES

(IV) IF, FROM THE ORIGIN TICKETED POINT TO ANY INTERMEDIATE TICKETED POINT, THERE IS NO SPECIAL FARE OF THE SAME TYPE AS THE THROUGH SPECIAL FARE, THE FARE MUST NOT BE LESS THAN THE LOWEST OF ANY HIGHER TYPE OF SPECIAL FARE OR NORMAL FARE (IN THE ABSENCE OF A SPECIAL FARE) IN THE SAME CLASS OF SERVICE.

(V) TICKET VALIDITY AND MINIMUM STAY REQUIREMENT NEED NOT BE THE SAME.

(VI) IN CASE THERE IS MORE THAN ONE SPECIAL FARE OF THE SAME TYPE FOR COMPARISON ON ANY GIVEN SECTOR, THE FARE WITH CONDITIONS MOST SIMILAR TO THOSE OF THE SPECIAL FARE BETWEEN THE TERMINAL TICKETED POINTS ARE USED FOR COMPARISON.
(VII) When tickets are issued in the country of commencement of travel, a higher intermediate fare is deemed to be applicable only in the case of intermediate ticketed points at which a stopover is made.

(VIII) For the purposes of sub-paragraph (GG) above, the following geographical areas are considered one country:
   (AA) Denmark, Norway and Sweden.
   (BB) Canada and U.S.A.

(IX) When tickets are issued in country of commencement of travel (SITI/SOTI) in West Africa, higher intermediate points in each fare component must be checked.

(X) All conditions of the special fare between origin and destination apply.

(XI) One way backhaul

When a passenger purchases a one way ticket for transportation via a higher rated intermediate stopover point, the fare for such transportation will be constructed by calculating the round trip fare for transportation from the point of origin to the higher rated stopover intermediate point and subtracting the one way fare for direct (not involving a higher rated intermediate point) transportation between the point of origin and destination.

(4) Round trip fares

(A) Unless otherwise specified, the fare for a round trip journey shall be twice the one way fare applicable to the outbound journey.

(B) Round trip fares which by their own terms are combinable may be used with other fares on
THE BASIS OF HALF THE ROUND TRIP FARE INSTEAD OF THE ONE WAY FARE.

(5) CIRCLE TRIP FARES
(A) THE FARE FOR A CIRCLE TRIP SHALL BE THE LOWEST COMBINATION 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 THAT FOR THE FARE COMPONENT INTO THE COUNTRY OF ORIGIN, THE FARE APPLICABLE TO SUCH COMPONENT FROM THE COUNTRY OF ORIGIN SHALL BE USED.

(B) FOR THE PURPOSE OF THE FOREGOING:
(I) DENMARK, NORWAY AND SWEDEN SHALL BE CONSIDERED AS ONE COUNTRY,
(II) CANADA AND THE U.S.A. SHALL BE CONSIDERED AS ONE COUNTRY.

(C) THE FARE FOR A CIRCLE TRIP SHALL BE NOT LESS THAN THE HIGHEST DIRECT NORMAL OR SPECIAL ROUND TRIP FARE, AS APPROPRIATE, APPLICABLE IN EFFECT ON: 01OCT11

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CONSTRUCTION OF FARES - 72 (CONT)
TO THE LOWEST CLASS OF SERVICE USED FROM THE POINT OF ORIGIN TO ANY STOPOVER POINT ON THE ROUTE OF TRAVEL, INCLUDING ANY SEPARATELY ASSESSED SIDE TRIPS.

(6) OPEN-JAW TRIP FARES
WHEN A TICKET IS PURCHASED PRIOR TO COMMENCEMENT OF CARRIAGE FOR AN OPEN-JAW TRIP, THE FARE FOR SUCH OPEN-JAW TRIP WILL BE CONSTRUCTED AS

FOLLOWS:


(7) FARES FOR OTHER THAN ROUND OR CIRCLE TRIPS
(A) THESE RULES APPLY AS FOLLOWS:
(I) NORMAL ONE WAY FARES;
(II) SPECIAL ONE WAY FARES;
(III) ONE WAY FARES BASED ON A PERCENTAGE OF NORMAL ONE WAY FARES;
(IV) HALF ROUND TRIP NORMAL FARES AS PERMITTED IN PARAGRAPH (C) BELOW.

(B) (APPLICABLE TO SITI/SOTI/SITO/SOTO TRANSACTIONS ONLY)

(I) FARES SHALL BE APPLICABLE IN THE DIRECTION OF 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.

(II) WHEN ONE WAY FARES ARE USED AND TRAVEL IS VIA THE COUNTRY OF ORIGIN, THE FARE FOR THE COMPONENT VIA THE COUNTRY OF ORIGIN SHALL NOT BE LESS THAN THE HIGHEST INTERNATIONAL FARE FROM ANY TICKETED POINT IN THE COUNTRY OF ORIGIN IN THE FARE COMPONENT TO ANY OTHER TICKETED POINT IN SUCH FARE COMPONENT. THIS RULE APPLIES WHETHER OR NOT A STOPOVER IS MADE AT THE POINT(S) IN THE COUNTRY OF ORIGIN.

CONSTRUCTION OF FARES - 72 (CONT)

(III) WHERE A SINGLE OPEN JAW JOURNEY COMPRISSES 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 COMPRESSES, 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 USA, THE SURFACE BREAK MAY BE PERMITTED BETWEEN COUNTRIES IN THE EUROPE SUB-AREA, PROVIDED TRAVEL IN BOTH DIRECTIONS IS VIA THE ATLANTIC.

(IV) 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 FOR THE ENTIRE JOURNEY MUST NOT BE LESS THAN THE ROUND OR CIRCLE TRIP FARE, AS APPLICABLE.

FROM SUCH COMMON POINT(S).

(V) IN THE CASE OF A SINGLE OPEN JAW TRIP WHERE THE OUTWARD POINT OF ARRIVAL AND THE INWARD POINT OF DEPARTURE ARE NOT THE 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 OR CIRCLE TRIP FARE, AS APPLICABLE TO SUCH COMMON POINT(S).

(C) APPLICABLE TO SOTI/SITO/SOTO TRANSACTIONS ONLY THE FOLLOWING ADDITIONAL RULES WILL APPLY: (SEE NOTE)

(I) NORMAL FARES:

(AA) ONLY ONE FARE COMPONENT: THE FARE TO BE CHARGED SHALL NOT BE LESS THAN THE HIGHEST DIRECT NORMAL ONE WAY FARE APPLICABLE IN EITHER DIRECTION FOR THE CLASS OF SERVICE USED BETWEEN ANY TICKETED POINTS WITHIN THE FARE COMPONENT.

(BB) MORE THAN ONE FARE COMPONENT (ONE WAY FARES):

(1) THE FARE TO BE CHARGED SHALL NOT BE LESS THAN THE HIGHEST DIRECT NORMAL ONE WAY FARE APPLICABLE IN EITHER DIRECTION FOR THE LOWEST CLASS OF SERVICE USED BETWEEN ANY TICKETED POINTS WITHIN EACH FAIRE COMPONENT, AND

(2) THE TOTAL FARE FOR THE JOURNEY SHALL NOT BE LESS THAN THE HIGHEST DIRECT NORMAL ONE WAY FARE APPLICABLE IN EITHER DIRECTION.
DIRECTION FOR THE LOWEST CLASS OF SERVICE USED BETWEEN THE TICKETED POINTS ON THE JOURNEY.

(CC) MORE THAN ONE FARE COMPONENT (HALF ROUND TRIP FARES):
(1) THE FARE TO BE CHARGED SHALL NOT BE LESS THAN THE HIGHEST DIRECT NORMAL HALF ROUND TRIP FARE APPLICABLE IN EITHER DIRECTION FOR THE CLASS OF SERVICE USED BETWEEN ANY TICKETED POINTS WITHIN EACH FARE COMPONENT, AND
(2) THE TOTAL FARE FOR THE JOURNEY SHALL NOT BE LESS THAN THE HIGHEST DIRECT NORMAL HALF ROUND TRIP FARE APPLICABLE IN EITHER DIRECTION FOR THE CLASS OF SERVICE USED BETWEEN ANY TICKETED POINTS ON THE JOURNEY.

(II) SPECIAL FARES:
(AA) ONLY ONE FARE COMPONENT:
THE FARE TO BE CHARGED SHALL NOT BE LESS THAN THE HIGHEST ONE WAY DIRECT FARE OF THE SAME TYPE IN EITHER DIRECTION BETWEEN ANY TICKETED POINTS WITHIN THE FARE COMPONENT. IN THE ABSENCE OF A FARE OF THE SAME TYPE, THE NEXT HIGHER ONE WAY FARE SHALL BE USED.

(BB) MORE THAN ONE FARE COMPONENT:
(1) THE ABOVE RULE SHALL APPLY TO EACH FARE COMPONENT, AND
(2) 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.
ABSENCE OF A FARE OF THE SAME TYPE THE NEXT HIGHER ONE WAY FARE SHALL BE USED.

(3) AS USED HEREIN "FARE OF THE SAME TYPE" SHALL BE AS DEFINED IN PARAGRAPH (C)(3)(B)(III) ABOVE.

NOTE: THE PROVISIONS OF THIS PARAGRAPH ARE SHOWN FOR INFORMATIONAL PURPOSES AND DO NOT CONSTITUTE A POINT OF C.A.B. NO. 436.

(III) EXCEPTION: THE PROVISIONS OF THIS RULE SHALL NOT APPLY AS FOLLOWS:

(AA) FOR TRANSPORTATION WHOLLY WITHIN AREA ONE,

(BB) FOR SALES MADE IN AREA ONE FOR TRANSPORTATION COMMENCING IN AREA ONE,

(CC) FOR SALES MADE IN CANADA, U.S.A. AND IN U.S. TERRITORIES FOR TRANSPORTATION TO CANADA, U.S.A. AND U.S. TERRITORIES,

(DD) WHEN TRAVEL ORIGINATING IN BENIN, BURKINA FASO, CAMEROON, CENTRAL AFRICAN REPUBLIC, CHAD, CONGO, COTE D'IVOIRE, EQUATORIAL GUINEA, GHANA, LIBERIA, MALI, NIGER, SENEGAL OR TOGO AND IS SOLD IN ANOTHER OF THESE COUNTRIES.

(IV) FOR THE PURPOSE OF THIS RULE, THE FARES TO BE USED SHALL BE THOSE APPLICABLE ON THE DATE OF COMMENCEMENT OF OUTBOUND INTERNATIONAL TRAVEL.

(D) FOR THE PURPOSE OF THIS RULE:

(I) CANADA AND THE U.S.A. SHALL BE CONSIDERED AS ONE COUNTRY

(II) DENMARK, NORWAY AND SWEDEN SHALL BE CONSIDERED AS ONE COUNTRY.

(8) TRAVEL VIA DIFFERENT CLASSES OF SERVICE

(A) A THROUGH FARE WHICH PROVIDES FOR A COMBINATION OF DIFFERENT CLASSES OF SERVICE SHALL BE THE LOWEST FARE RESULTING FROM THE FOLLOWING:

(I) THE COMBINATION OF SECTOR FARES FOR THE CLASS OF SERVICE USED.
CONSTRUCTION OF FARES - 72 (CONT)

(II) THE APPLICABLE THROUGH FARE FOR THE LOWEST CLASS OF SERVICE USED PLUS A DIFFERENTIAL FOR EACH PORTION WHERE A HIGHER CLASS OF SERVICE IS USED; SUCH DIFFERENTIAL BEING THE DIFFERENCE BETWEEN THE ONE WAY OR HALF ROUND TRIP FARES FOR THE LOWEST CLASS OF SERVICE USED FOR THE PORTION(S) CONCERNED AND THE CORRESPONDING ONE WAY OR HALF ROUND TRIP HIGHER CLASS FARE.

(III) THE THROUGH FARE FOR THE HIGHEST CLASS OF SERVICE USED.

(B) THE APPLICATION OF PARAGRAPH (A) ABOVE SHALL NOT BE USED TO CIRCUMVENT ANY STOPOVER OR TRANSFER RESTRICTIONS APPLICABLE TO THE THROUGH FARE FOR THE LOWEST CLASS OF SERVICE USED.

(C) CLASS DIFFERENTIALS AS DESCRIBED IN PARAGRAPH (A) ABOVE.

(A) MAY NOT BE ADDED TO SPECIAL FARES;

(II) MUST BE ASSESSED WITHIN EACH FARE COMPONENT;

(III) MUST BE ASSESSED IN THE DIRECTION OF TRAVEL EXCEPT THAT FOR TRAVEL INTO THE COUNTRY OF ORIGIN, ASSESS THE CLASS DIFFERENTIAL FROM THE COUNTRY OF ORIGIN.

TITLE/APPLICATION - 70

STOPOVERS

(A) STOPOVERS MUST BE ARRANGED WITH THE CARRIER IN ADVANCE AND SPECIFIED ON THE TICKET.

(B) STOPOVERS WILL BE PERMITTED AT ANY POINT WHICH CAN BE INCLUDED IN AN ITINERARY CONSTRUCTED EITHER BY THE USE OF A MILEAGE ROUTING OR AS SPECIFIED IN THE PUBLISHED ROUTING, UNLESS SUCH STOPOVER IS PROHIBITED BY THE CARRIER'S TARIFF OR GOVERNMENT REGULATIONS.

(C) STOPOVER PROVISIONS FOR SPECIAL FARES (APPLICABLE TO ALL FARES FOR WHICH STOPOVERS OTHER THAN AT THE POINT OF TURNAROUND ARE PROHIBITED OR RESTRICTED) WHEN TRAVEL AT A THROUGH FARE IS INTERRUPTED BY SURFACE TRAVEL, EITHER AT INTERMEDIATE POINTS OR AT THE POINT OF TURNAROUND, THE POINTS OF DISEMBARKATION AND REEMBARKATION OF THE INTERRUPTED...
TITLE/APPLICATION - 70 (CONT)
PORTION OF TRAVEL WILL BE CONSIDERED TOGETHER AS ONE
STOPOVER OR THE ONE POINT OF TURNAROUND.
(D) ONLY ONE STOPOVER IS PERMITTED AT ANY SINGLE POINT ON
THE ITINERARY OF A JOURNEY TRAVELLED AT A ONE WAY OR
HALF A ROUND TRIP FARE.
(1) THE ORIGIN AND DESTINATION OR POINT OF
TURNAROUND, AS THE CASE MAY BE, MAY NOT BE INCLUDED IN SUCH
ITINERARY MORE THAN ONCE, REGARDLESS AS TO
WHETHER
OR NOT A STOPOVER IS MADE AT SUCH POINT.
(2) (NOT APPLICABLE TO TRAVEL WHICH ORIGINATES OR
TERMINATES IN NIGERIA.) IF TRAVEL INVOLVES A
SIDE
TRIP TO/FROM OR VIA THE COUNTRY OF ORIGIN, FOR
WHICH A SEPARATE FARE IS ASSESSED, SUCH SIDE TRIP
MUST BE TICKETED SEPARATELY.

TITLE/APPLICATION - 70
ROUTINGS
(A) APPLICATION
FARES GOVERNED BY THIS TARIFF APPLY ONLY VIA THE
ROUTINGS SPECIFIED IN CONNECTION WITH SUCH FARES.
(B) ROUTINGS
(1) ROUTINGS ARE APPLICABLE IN EITHER DIRECTION.
(2) ANY ROUTING PUBLISHED BETWEEN TWO POINTS SHALL
APPLY VIA ANY NONSTOP OR LOCAL SERVICE OF THE
SPECIFIED CARRIER PROVIDED CARRIAGE IS IN A
GENERALLY CONTINUOUS DIRECTION.
(3) IF MORE THAN ONE ROUTING IS APPLICABLE VIA THE
SAME FARE, THE PASSENGER, PRIOR TO THE ISSUANCE
OF
THE TICKET, MAY SPECIFY THE ROUTING. IF NO
ROUTING IS SPECIFIED BY THE PASSENGER, THE
CARRIER
WILL DETERMINE THE ROUTING.

TITLE/APPLICATION - 70
K CHILDREN'S AND INFANTS' FARES
(APPLICABLE FOR TRANSPORTATION TO/FROM THE U.S.A.)
(A) ACCOMPANIED CHILDREN AND INFANTS
FARES FOR ACCOMPANIED INFANTS AND CHILDREN WILL BE
CHARGED ACCORDING TO THE CHART BELOW, PROVIDED:
(1) INFANTS UNDER 2 YEARS OF AGE ARE ACCOMPANIED BY A
PASSENGER 12 YEARS OF AGE OR OVER PAYING THE
APPLICABLE ADULT FARE;

(2) ONLY ONE INFANT IS PERMITTED TO ACCOMPANY EACH PASSENGER PAYING THE APPLICABLE ADULT FARE IN ORDER TO APPLY THE CHARGE IN COLUMN 3;

(3) CHILDREN 2 YEARS OF AGE OR OVER BUT UNDER 12 YEARS OF AGE ARE ACCOMPANIED BY A PASSENGER 12 YEARS OF AGE OR OVER PAYING THE APPLICABLE ADULT FARE.

(4) PERCENTAGE SHOWN SHALL BE APPLIED TO THE APPLICABLE ADULT FARE. FOR TRANSATLANTIC CARRIAGE:

(A) ACCOMPANIED INFANTS UNDER 2 YEARS OF AGE NOT OCCUPYING A SEAT WILL BE CHARGED 10 PERCENT.

(B) ACCOMPANIED INFANTS UNDER 2 YEARS OF AGE OCCUPYING A SEAT WILL BE CHARGED 50 PERCENT.

(C) ACCOMPANIED CHILDREN 2 YEARS OF AGE OR OVER BUT UNDER 12 WILL BE CHARGED 50 PERCENT.

(B) (1) UNACCOMPANIED CHILDREN, UNDER 5 YEARS OF AGE APPLICABLE BETWEEN POINTS IN THE U.S. AND POINTS IN AREA 2 AND AREA 3. UNACCOMPANIED CHILDREN UNDER 5 YEARS OF AGE WILL BE CHARGED 50 PERCENT OF THE APPLICABLE ADULT FARE. IN ADDITION, AY WILL ASSESS A CHARGE OF 50 PERCENT OF THE APPLICABLE ONE WAY FARE FOR THE ACCOMPANYING FLIGHT ATTENDANT.

(2) UNACCOMPANIED CHILDREN BETWEEN 5 AND 11 YEARS OF AGE UNACCOMPANIED CHILDREN WHO HAVE REACHED THEIR 5TH BIRTHDAY BUT HAVE NOT REACHED THEIR 12TH BIRTHDAY WILL BE CHARGED 50 PERCENT OF THE APPLICABLE ADULT FARE.

EXCEPTION: UP TO TEN UNACCOMPANIED CHILDREN ON ANY MD11 FLIGHT WILL BE ACCEPTED AT 50 PERCENT OF THE APPLICABLE ADULT FARE. IF THE NUMBER OF CHILDREN EXCEEDS TEN, THE COST FOR EACH IN EXCESS WILL BE 50 PERCENT OF THE APPLICABLE ONE-WAY ADULT FARE FOR THE ACCOMPANYING FLIGHT ATTENDANT.

(C) THE AGE LIMITS REFERRED TO IN THIS RULE SHALL BE THOSE IN EFFECT ON THE DATE OF COMMENCEMENT OF CARRIAGE.

(D) OTHER CONDITIONS FOR ACCOMPANIED/UNACCOMPANIED CHILDREN

(1) UNLESS OTHERWISE SPECIFIED IN AN APPLICABLE FARE
RULE, CHILDREN'S AND INFANTS' DISCOUNTS APPLY TO ANY CHARGE OR SURCHARGE AND ANY CANCELLATION OR REFUND FEE.

(2) "ADULT PASSENGER" AS USED HEREIN, SHALL MEAN A PASSENGER 12 YEARS OF AGE AND OLDER.

(3) WHEN RULE 200 IS NOT APPLICABLE TO A FARE, AS INDICATED IN PARAGRAPH (G) OF A FARE-RULE, THE FULL ADULT FARE WILL APPLY INSTEAD OF THE DISCOUNTED FARES STATED IN THIS RULE; PROVIDED THAT THE PASSENGER QUALIFIES FOR SUCH AIRFARE IN ACCORDANCE WITH THE OTHER PROVISIONS OF THE FARE-RULE. WHEN THE APPLICATION OF RULE 200 IS MODIFIED BY THE APPLICABLE FARE-RULE IN PARAGRAPH (G), THAT MODIFICATION WILL BE APPLICABLE TO UNACCOMPANIED AS WELL AS ACCOMPANIED CHILDREN IN RULE 200; FOR EXAMPLE, WHEN THE EXCEPTION FOR CHILDREN (2 THROUGH 11 YEARS OLD) IS GIVEN AS 67 PERCENT, THE "PERCENT OF THE APPLICABLE ADULT FARE" IN RULE 200 PARAGRAPHS (B)(C) AND (D) WILL BE 67 PERCENT INSTEAD OF THE 50 PERCENT SHOWN IN RULE 200, AND INFANTS (UNDER 2 YEARS OLD) PAYING THE CHILDREN'S FARE AS IN PARAGRAPH (A)(2) OF RULE 200 WILL PAY 67 PERCENT, NOT 50 PERCENT, OF THE APPLICABLE ADULT FARE.

K CHILDREN'S AND INFANTS' FARES

(A) ACCOMPANIED CHILDREN AND INFANTS

FARES FOR ACCOMPANIED INFANTS AND CHILDREN WILL BE CHARGED ACCORDING TO THE CHART BELOW, PROVIDED:

(1) INFANTS UNDER 2 YEARS OF AGE ARE ACCOMPANIED BY A PASSENGER 12 YEARS OF AGE OR OVER PAYING THE APPLICABLE ADULT FARE;

(2) ONLY ONE INFANT IS PERMITTED TO ACCOMPANY EACH PASSENGER PAYING THE APPLICABLE ADULT FARE IN ORDER TO APPLY THE CHARGE IN COLUMN 3;

(3) CHILDREN 2 YEARS OF AGE OR OVER BUT UNDER 12 YEARS OF AGE ARE ACCOMPANIED BY A PASSENGER 12 YEARS OF AGE OR OVER PAYING THE APPLICABLE ADULT FARE.

(4) PERCENTAGE SHOWN SHALL BE APPLIED TO THE APPLICABLE ADULT FARE. FOR TRANSATLANTIC CARRIAGE:

(A) ACCOMPANIED INFANTS UNDER 2 YEARS OF AGE NOT OCCUPying A SEAT WILL BE CHARGED 10 PERCENT.

(B) ACCOMPANIED INFANTS UNDER 2 YEARS OF AGE OCCUPying A SEAT WILL BE CHARGED 50 PERCENT.

(C) ACCOMPANIED CHILDREN 2 YEARS OF AGE OR OVER
BUT UNDER 12 WILL BE CHARGED 50 PERCENT.

(B) (1) UNACCOMPANIED CHILDREN, UNDER 5 YEARS OF AGE
APPLICABLE BETWEEN POINTS IN THE U.S./CANADA AND
POINTS IN AREA 2 AND AREA 3. UNACCOMPANIED
CHILDREN UNDER 5 YEARS OF AGE WILL BE CHARGED 50
PERCENT OF THE APPLICABLE ADULT FARE. IN
ADDITION, AY WILL ASSESS A CHARGE OF 50 PERCENT
OF THE APPLICABLE ONE WAY FARE FOR THE ACCOMPANYING
FLIGHT ATTENDANT.

(2) UNACCOMPANIED CHILDREN BETWEEN 5 AND 11 YEARS OF
AGE
UNACCOMPANIED CHILDREN WHO HAVE REACHED THEIR 5TH
BIRTHDAY BUT HAVE NOT REACHED THEIR 12TH BIRTHDAY
WILL BE CHARGED 50 PERCENT OF THE APPLICABLE
ADULT FARE.

EXCEPTION: UP TO TEN UNACCOMPANIED CHILDREN ON
ANY MD11 FLIGHT WILL BE ACCEPTED AT
50 PERCENT OF THE APPLICABLE ADULT
FARE. IF THE NUMBER OF CHILDREN
EXCEEDS TEN, THE COST FOR EACH IN
EXCESS WILL BE 50 PERCENT OF THE
APPLICABLE ONE-WAY ADULT FARE FOR
THE ACCOMPANYING FLIGHT ATTENDANT.

(C) THE AGE LIMITS REFERRED TO IN THIS RULE SHALL BE THOSE
IN EFFECT ON THE DATE OF COMMENCEMENT OF CARRIAGE.

(D) OTHER CONDITIONS FOR ACCOMPANIED/UNACCOMPANIED
CHILDREN

(1) UNLESS OTHERWISE SPECIFIED IN AN APPLICABLE FARE
RULE, CHILDREN’S AND INFANTS' DISCOUNTS APPLY TO
ANY CHARGE OR SURCHARGE AND ANY CANCELLATION OR
REFUND FEE.

(2) "ADULT PASSENGER" AS USED HEREIN, SHALL MEAN A
PASSENGER 12 YEARS OF AGE AND OLDER.

(3) WHEN RULE 200 IS NOT APPLICABLE TO A FARE, AS
INDICATED IN PARAGRAPH (G) OF A FARE-RULE, THE
FULL ADULT FARE WILL APPLY INSTEAD OF THE
DISCOUNTED FARES STATED IN THIS RULE; PROVIDED
THAT THE PASSENGER QUALIFIES FOR SUCH AIRFARE IN
ACCORDANCE WITH THE OTHER PROVISIONS OF THE
FARE-RULE. WHEN THE APPLICATION OF RULE 200 IS
MODIFIED BY THE APPLICABLE FARE-RULE IN PARAGRAPH
(G), THAT MODIFICATION WILL BE APPLICABLE TO
UNACCOMPANIED AS WELL AS ACCOMPANIED CHILDREN IN
RULE 200; FOR EXAMPLE, WHEN THE EXCEPTION FOR
CHILDREN (2 THROUGH 11 YEARS OLD) IS GIVEN AS 67 PERCENT, THE "PERCENT OF THE APPLICABLE ADULT FARE" IN RULE 200 PARAPRAGHS (B) (C) AND (D) WILL BE 67 PERCENT INSTEAD OF THE 50 PERCENT SHOWN IN RULE 200, AND INFANTS (UNDER 2 YEARS OLD) PAYING THE CHILDREN'S FARE AS IN PARAGRAPH (A) (2) OF RULE 200 WILL PAY 67 PERCENT, NOT 50 PERCENT, OF THE APPLICABLE ADULT FARE.

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TITLE/APPLICATION - 70

FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS

(A) GENERAL AGENTS AND GENERAL SALES AGENTS

(1) WHEN TRANSPORTATION IS FOR THE PURPOSE OF THE CARRIER'S BUSINESS, TRANSPORTATION MAY BE ISSUED FREE OF CHARGE BY CARRIER FOR CARRIAGE OVER ITS OWN LINES.

(2) WHEN TRANSPORTATION IS FOR THE PURPOSE OF VACATION:

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TITLE/APPLICATION - 70 (CONT)

(A) TRANSPORTATION MAY BE ISSUED FREE OF CHARGE TO AGENCY OFFICIALS OR EMPLOYEES (INCLUDING MEMBERS OF THEIR IMMEDIATE FAMILIES), BY CARRIER FOR CARRIAGE OVER ITS OWN LINES. FREE TRANSPORTATION FOR VACATION PURPOSES CANNOT EXCEED ONE TRIP PER PERSON PER CALENDAR YEAR.

(B) IN ORDER TO OBTAIN THE PERSONAL VACATION TRANSPORTATION THE FOLLOWING CONDITIONS WILL APPLY:

(I) THE APPOINTMENT OF THE GENERAL AGENCY MUST HAVE BEEN IN EFFECT CONTINUOUSLY FOR AT LEAST TWELVE MONTHS PRIOR TO THE ISSUANCE OF THE FREE TRANSPORTATION;

AND

(II) APPLICATION MUST BE MADE IN WRITING BY THE GENERAL AGENT OR A SENIOR OFFICIAL OF THE GENERAL AGENCY TO THE CARRIER THAT IS TO FURNISH THE TRANSPORTATION, SETTING FORTH IN DETAIL ALL THE INFORMATION NECESSARY TO ESTABLISH ELIGIBILITY FOR SUCH TRANSPORTATION. APPROVAL OF SUCH TRANSPORTATION MUST BE GIVEN BY AN AUTHORIZED OFFICIAL OF THE CARRIER THAT IS FURNISHING THE FREE TRANSPORTATION.
(B) PASSENGER SALES AGENTS LOCATED OUTSIDE THE UNITED STATES

(1) GENERAL APPLICATION

OWNERS, OFFICERS, DIRECTORS AND EMPLOYEES OF AN AUTHORIZED PASSENGER SALES AGENCY OF THE CARRIER, WILL BE ALLOWED TRANSPORTATION OVER THE LINES OF EACH SUCH CARRIER ON THE FOLLOWING BASIS:

(A) REDUCED FARE TRANSPORTATION AT 25 PERCENT OF THE APPLICABLE FARE: NORMAL FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES WILL APPLY;

(B) NOT MORE THAN TWO TRIPS PER CALENDAR YEAR PER AUTHORIZED AGENCY OFFICE LOCATION;

(C) THE OUTWARD PORTION OF TRAVEL MUST BE COMMENCED DURING THE CALENDAR YEAR IN WHICH THE TICKET IS ISSUED AND ALL TRAVEL MUST BE COMPLETED WITHIN THREE (3) MONTHS FROM DATE OF ISSUANCE;

(D) OWNERS, OFFICERS, DIRECTORS OR EMPLOYEES OF THE PASSENGER'S SALES AGENCY MAY POOL THE TOTAL NUMBER OF TICKETS THAT CARRIER WILL GRANT PURSUANT TO SUBPARAGRAPHS (A) AND (B) ABOVE WITHIN EACH COUNTRY.

(2) ELIGIBILITY

(A) REDUCED FARE TRANSPORTATION MAY BE GRANTED PROVIDED THAT THE AGENT HAS BEEN ON THE IATA APPROVED LIST OF AGENTS CONTINUOUSLY FOR AT LEAST ONE YEAR IMMEDIATELY PRIOR TO THE ISSUANCE OF THE TRANSPORTATION.

(B) THE REDUCED FARE TRANSPORTATION MAY BE GRANTED WHETHER OR NOT THERE IS A STANDARD IATA SALES AGENCY AGREEMENT BETWEEN EACH CARRIER PARTICIPATING IN THE TRANSPORTATION AND THE AGENT, PROVIDED THAT A STANDARD IATA SALES AGENCY AGREEMENT EXISTS BETWEEN THE CARRIER ISSUING THE TICKET AND THE AGENT.

(3) SPOUSES

THE SPOUSE OF A PERSON ELIGIBLE UNDER PARAGRAPH (1) WILL BE ALLOWED:

(A) REDUCED FARE TRANSPORTATION AT 50 PERCENT OF THE APPLICABLE FARE;

(B) NOT MORE THAN ONE TRIP PER CALENDAR YEAR FOR EACH SPOUSE VIA EACH CARRIER;

(C) THE SPOUSE MUST ACCOMPANY THE ELIGIBLE PERSON ON THE SAME AIRCRAFT TO THE POINT OF
TURNAROUND.

(4) APPLICATION FOR TRANSPORTATION
IN ORDER TO OBTAIN THE FOREGOING TRANSPORTATION,
APPLICATION SHALL BE MADE BY A RESPONSIBLE
OFFICIAL OF THE PASSENGER SALES AGENCY IN WRITING
TO THE CARRIER THAT IS TO ISSUE THE TICKET. SUCH
APPLICATION SHALL INCLUDE THE POINT OF ORIGIN,
STOPOVER POINTS, POINT OF DESTINATION, CARRIER
AND FLIGHT TO BE USED ON EACH PORTION OF THE
TRANSPORTATION AND DATES OF TRAVEL.

(C) PASSENGER SALES AGENTS LOCATED IN THE UNITED STATES

(1) APPLICATION

(A) OWNERS, OFFICERS, DIRECTORS AND EMPLOYEES OF
AN AUTHORIZED PASSENGER SALES AGENCY OF THE
CARRIERS WILL BE ALLOWED TRANSPORTATION OVER
THE LINES OF SUCH CARRIERS ON THE FOLLOWING
BASIS:

(I) REDUCED FARE TRANSPORTATION OF 25
PERCENT OF THE APPLICABLE FARE. NORMAL
FREE BAGGAGE ALLOWANCE AND EXCESS
BAGGAGE CHARGES WILL APPLY;

(II) NOT MORE THAN TWO TRIPS PER CALENDAR
YEAR FOR EACH QUALIFIED PERSON AT EACH
APPROVED LOCATION WILL BE PERMITTED
PROVIDED THAT NO CARRIER WILL HONOR
MORE THAN TWO SUCH REDUCED FARE TICKETS PER
APPROVED LOCATION PER CALENDAR YEAR;
PROVIDED FURTHER THAT THE CARRIER MAY
POOL AMONG THE QUALIFIED PERSONNEL OF
THE AGENT THE TOTAL NUMBER OF TICKETS
THAT THE CARRIER IS ENTITLED TO GRANT
WITHIN THE UNITED STATES;

(III) THE OUTWARD PORTION OF TRAVEL MUST BE
COMMENCED DURING THE CALENDAR YEAR IN
WHICH THE TICKET IS ISSUED AND ALL
TRAVEL SHALL BE COMPLETED WITHIN THREE
MONTHS FROM THE DATE OF ISSUANCE OF
TICKET;

(IV) OWNERS, OFFICERS, DIRECTORS OR
EMPLOYEES

OF THE PASSENGER SALES AGENCY MAY POOL
THE TOTAL NUMBER OF TICKETS THAT
CARRIER(S) WILL GRANT PURSUANT TO
SUBPARAGRAPHS (I) AND (II) ABOVE,
THE UNITED STATES.

(V) OFFICIALS AND EMPLOYEES OF THE


(B) SPOUSES THE SPOUSE OF A PERSON ELIGIBLE UNDER PARAGRAPH (1)(A) WILL BE ALLOWED:

(I) REDUCED FARE TRANSPORTATION AT 50 PERCENT OF THE APPLICABLE FARE;

(II) NOT MORE THAN ONE TRIP PER CALENDAR YEAR FOR EACH SPOUSE VIA EACH CARRIER;

(III) THE SPOUSE MUST ACCOMPANY THE ELIGIBLE PERSON ON THE SAME AIRCRAFT TO THE POINT OF TURNAROUND.

(2) ELIGIBILITY

(A) REDUCED FARE TRANSPORTATION WILL BE GRANTED BY THE CARRIER(S) AS INDICATED ABOVE PROVIDED THE AGENT HAS BEEN ON THE IATA APPROVED LIST OF AGENTS CONTINUOUSLY FOR AT LEAST ONE YEAR IMMEDIATELY PRIOR TO THE DATE OF APPLICATION FOR SUCH REDUCED FARE TRANSPORTATION AND PROVIDED THE PASSENGER HAS BEEN IN THE

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SERVICE OF THE AGENT CONTINUOUSLY AND WITHOUT INTERRUPTION FOR A PERIOD OF NOT LESS THAN ONE YEAR IMMEDIATELY PRIOR TO THE DATE OF APPLICATION FOR SUCH REDUCED FARE TRANSPORTATION.

EXCEPTION: A PERSON PREVIOUSLY ELIGIBLE FOR REDUCED RATE TRANSPORTATION IN
THE EMPLOY OF ANOTHER APPROVED LOCATION OR AGENT, MAY BE GRANTED SUCH TRANSPORTATION AFTER THREE MONTHS SERVICE WITH ANOTHER APPROVED LOCATION OR AGENT PROVIDED THE NEW EMPLOYMENT IS TAKEN UP IMMEDIATELY UPON TERMINATION OF THE OLD.

(B) THE REDUCED FARE TRANSPORTATION WILL BE GRANTED WHETHER OR NOT THERE IS A STANDARD IATA SALES AGENCY AGREEMENT BETWEEN EACH CARRIER PARTICIPATING IN THE TRANSPORTATION AND THE AGENT; PROVIDED THAT A STANDARD IATA SALES AGENCY AGREEMENT EXISTS BETWEEN THE CARRIER ISSUING THE TICKET AND THE AGENT.

(3) APPLICATION FOR TRANSPORTATION

(A) ON OR BEFORE DECEMBER 1 OF EACH YEAR, PASSENGER SALES AGENTS DESIRING TO ESTABLISH ELIGIBILITY FOR THE FOREGOING TRANSPORTATION FOR THE NEXT CALENDAR YEAR SHALL SUBMIT THE NAMES OF AGENCY PERSONNEL ELIGIBLE OR TO BECOME ELIGIBLE DURING THE SUBSEQUENT CALENDAR YEAR FOR REDUCED FARE TRANSPORTATION TO THE SECRETARY, TRAFFIC CONFERENCE 1 OF THE INTERNATIONAL AIR TRANSPORT ASSOCIATION.

(B) THE SECRETARY OF TRAFFIC CONFERENCE 1 SHALL FURNISH EACH AGENT WITH ONE EDUCATIONAL TRAVEL DEVELOPMENT TRIP AUTHORIZATION FOR EACH PERMISSIBLE TRIP.

(C) IN ORDER TO OBTAIN THE FOREGOING TRANSPORTATION APPLICATION SHALL BE MADE BY A RESPONSIBLE OFFICIAL OF THE PASSENGER SALES AGENCY IN WRITING TO THE CARRIER THAT IS TO ISSUE THE TICKET. THE APPLICATION MUST BE COUNTERSIGNED BY THE PERSON(S) WHO WILL MAKE THE TRIP(S). SUCH APPLICATION SHALL BE ACCOMPANIED BY THE TRIP AUTHORIZATION, REFERRED TO IN PARAGRAPH (3)(B) ABOVE AND MUST BE RECEIVED BY THE CARRIER AT LEAST 14 DAYS PRIOR TO COMMENCEMENT OF TRAVEL.

(D) CARGO SALES AGENTS LOCATED OUTSIDE THE UNITED STATES AND CANADA

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TITLE/APPLICATION - 70 (CONT)

(1) APPLICATION
SOLE PROPRIETORS, PARTNERS, OFFICERS, DIRECTORS
AND EMPLOYEES OF AN AUTHORIZED CARGO SALES AGENCY
OF THE CARRIER WILL BE ALLOWED INTERNATIONAL
TRANSPORTATION OVER THE LINES OF EACH SUCH
CARRIER

ON THE FOLLOWING BASIS:

(A) REDUCED FARE TRANSPORTATION AT 25 PERCENT OF
THE APPLICABLE FARE.

NOTE: NOT MORE THAN TWO (2) TICKETS PER
CALENDAR YEAR FOR EACH AGENT
REGISTERED FOR A SPECIFIC COUNTRY;
PROVIDED THAT A MAXIMUM OF 40
ADDITIONAL TICKETS MAY BE ISSUED PER
CALENDAR YEAR FOR EACH REGISTERED
AGENT FOR A SPECIFIC COUNTRY AS
FOLLOWS: TWO TICKETS MAY BE ISSUED
FOR

EACH 100 PERCENT OF COMMISSIONABLE
SALES OR PART THEREOF OVER AND ABOVE
THE NATIONAL AVERAGE FOR THE SPECIFIC
COUNTRY IN WHICH THE AGENT IS
REGISTERED.

(B) THE OUTWARD PORTION OF TRAVEL MUST COMMENCE
DURING THE CALENDAR YEAR IN WHICH THE TICKET
IS ISSUED AND ALL TRAVEL MUST BE COMPLETED
WITHIN THREE MONTHS FROM DATE OF ISSUANCE.

(C) SOLE PROPRIETORS, PARTNERS, OFFICERS,
DIRECTORS AND EMPLOYEES OF THE CARGO SALES
AGENCY MAY POOL THE TOTAL NUMBER OF TICKETS
THAT CARRIER WILL GRANT PURSUANT TO
SUBPARAGRAPH (A) ABOVE WITHIN EACH COUNTRY.

(2) ELIGIBILITY

(A) REDUCED FARE TRANSPORTATION WILL BE GRANTED
PROVIDED THAT THE AGENT HAS BEEN ON THE IATA
APPROVED LIST OF AGENTS CONTINUOUSLY FOR AT
LEAST ONE YEAR IMMEDIATELY PRIOR TO THE DATE
OF APPLICATION FOR SUCH REDUCED FARE
TRANSPORTATION; PROVIDED THAT A PERIOD OF
NOT

LESS THAN THREE MONTHS SHALL BE THE
QUALIFYING PERIOD IF THE AGENT WAS
PREVIOUSLY

ELIGIBLE FOR REDUCED FARE TRANSPORTATION IN
THE SERVICE OF ANOTHER IATA CARGO AGENT
IMMEDIATELY PRIOR TO HIS PRESENT EMPLOYMENT
AND THIS IS SO CERTIFIED IN WRITING BY THE
IATA CARGO AGENT MAKING THE APPLICATION.

(B) REDUCED FARE TRANSPORTATION MAY ALSO BE
GRANTED TO THE SPOUSE OF SUCH ELIGIBLE AGENT
TRAVELING PROVIDED THAT;

(I) THE SPOUSE TRAVELS TOGETHER WITH THE
ELIGIBLE PERSON FROM THE POINT OF
ORIGIN

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TO THE POINT OF DESTINATION (IN THE CASE OF ONE WAY TRIPS) OR TO THE POINT OF TURNAROUND (IN THE CASE OF ROUND TRIPS) OR TO THE HIGHEST RATED POINT (IN THE CASE OF CIRCLE TRIPS).

(II) THE DISCOUNT GRANTED IS NO GREATER THAN 50 PERCENT OF THE APPLICABLE FARE AND IN NO EVENT SHALL SUCH SPOUSE RECEIVE MORE THAN ONE TICKET PER YEAR.

(C) THE REDUCED FARE TRANSPORTATION WILL BE GRANTED WHETHER OR NOT THERE IS A STANDARD IATA CARGO AGENCY AGREEMENT BETWEEN EACH CARRIER PARTICIPATING IN THE TRANSPORTATION AND THE AGENT, PROVIDED THAT A STANDARD IATA CARGO AGENCY AGREEMENT EXISTS BETWEEN THE CARRIER ISSUING THE TICKET AND THE AGENT.

(3) APPLICATION FOR TRANSPORTATION
IN ORDER TO OBTAIN THE FOREGOING TRANSPORTATION, APPLICATION SHALL BE MADE BY AN OWNER OR OFFICER OF THE CARGO SALES AGENCY IN WRITING TO THE CARRIER THAT IS TO ISSUE THE TICKET. SUCH APPLICATION SHALL INCLUDE THE POINT OF ORIGIN, STOPOVER POINTS, POINT OF DESTINATION, CARRIER AND FLIGHT TO BE USED ON EACH PORTION OF THE TRANSPORTATION AND DATES OF TRAVEL.

(4) ADDITIONAL FREE AND REDUCED FARE TRANSPORTATION
(A) ATTENDANCE AT OFFICIAL IATA/FIATA MEETINGS
ON JOINT TRAINING PROGRAM
REDUCED FARE INTERNATIONAL TRANSPORTATION AT 25 PERCENT OF THE APPLICABLE FARE TO AND FROM THE POINT WHERE THE MEETING IS BEING HELD WILL BE PROVIDED BY CARRIER TO THE PERSON WHO REPRESENTS FIATA IN AN OFFICIAL CAPACITY AT SUCH MEETING. THIS REDUCED FARE TRANSPORTATION WILL BE IN ADDITION TO THAT PROVIDED IN (1) ABOVE. IN ORDER TO OBTAIN THE TRANSPORTATION, APPLICATION SHALL BE MADE IN WRITING TO THE CARRIER. THE AGENT SHALL ATTACH TO THE APPLICATION A CERTIFICATION BY THE DIRECTOR OF THE AIR FREIGHT INSTITUTE OF FIATA THAT THE PERSON IS ATTENDING SUCH
MEETING AS AN OFFICIAL REPRESENTATIVE OF
FIATA, SHOWING THE DATE, PLACE AND PURPOSE
OF
SUCH MEETING.

(B) TRAINING COURSES FOR CARGO AGENTS
CARRIERS MAY INDIVIDUALLY OR JOINTLY PROVIDE
PROGRAMMED CARGO TRAINING COURSES FOR
INSTRUCTIONS OF EMPLOYEES OF THEIR CARGO
AGENTS:

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(I) TRANSPORTATION
CARRIER(S) PROVIDING THE TRAINING WILL
GRANT FREE TRANSPORTATION TO THE
INDIVIDUAL(S) TO BE TRAINED ON ITS OWN
SERVICES BETWEEN THE INDIVIDUAL'S
DOMICILE AND THE TRAINING LOCATION. IF
THE ORGANIZING CARRIER CANNOT PROVIDE
THE TRANSPORTATION WITHIN THE TIME
LIMITS SPECIFIED BELOW, HE MAY REROUTE
THE PASSENGER ON THE SERVICES OF
ANOTHER

CARRIER OR, IF NO AIR SERVICES ARE
AVAILABLE, BY SURFACE TRANSPORTATION.
THE ORGANIZING CARRIER MAY ABSORB THE
SURFACE AND/OR OFF-LINE AIR
TRANSPORTATION PROVIDED IT DOES NOT
EXCEED THE VALUE OF THE NORMAL ECONOMY
CLASS FARE AND, PROVIDED FURTHER THAT
WHERE AIR TRANSPORTATION OVER THE
SERVICES OF ANOTHER CARRIER IS USED
SUCH
CARRIER MAY ABSORB THE COST OF SUCH
TRANSPORTATION.

(II) ARRIVAL AND DEPARTURE
THE EMPLOYEE TO BE TRAINED MUST REACH
THE AIRPORT OF THE SPECIFIED TRAINING
LOCATION NOT MORE THAN 24 HOURS PRIOR
TO
THE COMMENCEMENT OF A FULL TIME
TRAINING
COURSE, EXCEPT THAT IF THE EMPLOYEE'S
JOURNEY EXCEEDS 4000 MILES HE MUST
REACH
THE SPECIFIED TRAINING LOCATION AIRPORT
NOT MORE THAN 48 HOURS PRIOR TO
COMMENCEMENT OF THE COURSE. THE RETURN
JOURNEY MUST COMMENCE WITHIN 24 HOURS
AFTER COMPLETION OF THE COURSE.
(III) STOPOVERS
STOPOVERS ARE PERMITTED ONLY ON THE
RETURN JOURNEY PROVIDED THE AGENT PAYS
25 PERCENT OF THE APPLICABLE FARE FOR
THE PORTION OF TRANSPORTATION FROM THE
FIRST STOPOVER POINT TO THE LAST POINT
OF DEPARTURE OF THE OUTWARD JOURNEY.

(IV) ALL CARGO CARRIERS
THE ORGANIZING CARRIER MAY GRANT TO AN
ACTIVE ALL-CARGO CARRIER THE SAME FREE
TRANSPORTATION SPECIFIED IN (B)(I)
ABOVE
FOR THE PURPOSE OF PROVIDING
INSTRUCTIONS TO SUCH ALL-CARGO
CARRIER'S
AGENTS.

(C) SIZE OF GROUP ELIGIBILITY OF TRAINEES
(I) THE INSTRUCTION MUST BE A FULL TIME
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TRAINING COURSE FOR A MINIMUM OF EIGHT
TRAINEES. THE EMPLOYEES TO BE TRAINED
MUST HAVE BEEN EMPLOYED BY AN IATA
CARGO
AGENT FOR NOT LESS THAN THREE
CONSECUTIVE MONTHS PRIOR TO DATE OF
COMMENCEMENT OF TRAVEL AND, FURTHER,
THE
AGENT WITH WHOM THEY ARE EMPLOYED MUST
HAVE BEEN AN IATA CARGO AGENT FOR AT
LEAST 12 MONTHS PRIOR TO THE DATE OF
COMMENCEMENT OF TRAVEL; PROVIDED THAT
ONLY IATA CARGO AGENTS WHO ARE NOT
UNDER
NOTICE OF DEFAULT AT THE TIME OF
DEPARTURE MAY BE ELIGIBLE.

(II) IF AT ANY TIME PRIOR TO COMMENCEMENT OF
TRAVEL THERE IS A CHANGE AFFECTING THE
ELIGIBILITY OF THE IATA CARGO AGENT OR
PERSON SELECTED FOR TRAVEL (I.E., THE
AGENT COMES UNDER NOTICE OF DEFAULT OR
THE PERSON SELECTED LEAVES THE EMPLOY
OF
THE AGENT) THE AGENT SHALL IMMEDIATELY
SO NOTIFY THE ISSUING CARRIER TO WHOM
IT
SHALL ALSO IMMEDIATELY RETURN THE
TICKET; PROVIDED THAT THE CARRIER SHALL
BE RESPONSIBLE FOR CANCELING THE FREE
OR REDUCED FARE TRANSPORTATION ONLY IF IT KNOWS OR REASONABLY SHOULD HAVE KNOWN OF THE CHANGED ELIGIBILITY.

(III) NOTWITHSTANDING SUBPARAGRAPH (I) ABOVE, IN THE EVENT THAT PURSUANT TO SUBPARAGRAPH (II) ABOVE A GROUP ORGANIZED IN ACCORDANCE WITH THIS RULE IS REDUCED TO LESS THAN EIGHT PERSONS, THE REMAINING MEMBERS OF THE GROUP SHALL BE PERMITTED TO TRAVEL.

(D) DURATION, DAILY INSTRUCTIONS
The duration of the training course shall be not less than three nor more than five consecutive days on each of which there shall be not less than six hours of instruction per day. This may include instruction conducted at the carrier's cargo terminal facilities at the specified training location.

(E) PROGRAM, NAMES OF TRAINEES
A copy of the course program outlining the syllabus, the training location, the commencement and termination dates of the course, the names of the trainees attending each course and names of such trainees' employers shall be retained by the organizing carrier for 12 months subsequent to the date of commencement of the course.

(F) ABSORPTION OF EXPENSES
Carrier(s) will arrange and pay for the expenses of such persons attending the training course as follows:


(II) EN ROUTE: HOTEL AND MEAL EXPENSES, GROUND TRANSPORTATION, AIRPORT SERVICE
CHARGES AND TRANSIT FARES.

(G) SPECIAL ONE DAY COURSES
CARRIERS MAY ALSO ESTABLISH SPECIAL ONE DAY
COURSES WHICH SHALL BE SUBJECT TO THE ABOVE
PROVISIONS EXCEPT THAT:
(I) THERE SHALL BE NOT LESS THAN FOUR HOURS
OF INSTRUCTIONS; AND
(II) THE ABSORPTION OF EXPENSES SHALL BE
LIMITED TO THE DAY OF INSTRUCTIONS;
PROVIDED THAT WHERE THE
ARRIVAL/DEPARTURE DOES NOT PERMIT THE
USE OF THE CARRIER’S OWN SERVICES ON
THE
SAME DAY, EXPENSES MAY ALSO BE ABSORBED
FOR ONE NIGHT.

(5) BAGGAGE
NORMAL FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE
AND VALUE CHARGES WILL APPLY.

(E) CARGO AND SALES AGENTS LOCATED IN THE UNITED STATES OR
CANADA
(1) APPLICATION
SOLE PROPRIETORS, PARTNERS, OFFICERS, DIRECTORS
AND SALES/TRAFFIC MANAGEMENT EMPLOYEES OF AN
AUTHORIZED CARGO SALES AGENCY OF THE CARRIERS
WILL
BE ALLOWED INTERNATIONAL REDUCED FARE
TRANSPORTATION AT 25 PERCENT OF THE APPLICABLE
FARE OVER THE LINES OF SUCH CARRIERS ON THE
FOLLOWING BASIS:
(A) NOT MORE THAN TWO TRIPS PER CALENDAR YEAR
FOR
EACH REGISTERED AGENT, PROVIDED THAT A
MAXIMUM OF 40 ADDITIONAL TICKETS MAY BE
ISSUED PER CALENDAR YEAR FOR EACH REGISTERED
AGENT AS FOLLOWS: FOUR TICKETS MAY BE
ISSUED
FOR EACH 100 PERCENT OF COMMISSIONABLE SALES
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OR PART THEREOF OVER AND ABOVE THE NATIONAL
AVERAGE.

(B) THE OUTWARD PORTIONS OF TRAVEL MUST COMMENCE
DURING THE CALENDAR YEAR IN WHICH THE TICKET
IS ISSUED AND ALL TRAVEL MUST BE COMPLETED
WITHIN THREE MONTHS FROM DATE OF ISSUANCE.

(C) SOLE PROPRIETORS, PARTNERS, OFFICERS,
DIRECTORS AND SALES/TRAFFIC MANAGEMENT
EMPLOYEES OF THE CARGO SALES AGENCY MAY POOL
THE TOTAL NUMBER OF TICKETS THAT CARRIER(S)
WILL GRANT PURSUANT TO THE ABOVE PROVISIONS, WITHIN EACH COUNTRY.

(2) ELIGIBILITY
(A) REDUCED FARE TRANSPORTATION WILL BE GRANTED PROVIDED THAT THE AGENT HAS BEEN ON THE IATA APPROVED LIST OF AGENTS CONTINUOUSLY FOR AT LEAST ONE YEAR IMMEDIATELY PRIOR TO THE DATE OF APPLICATION FOR SUCH REDUCED FARE TRANSPORTATION; PROVIDED THAT A PERIOD OF NOT LESS THAN THREE MONTHS SHALL BE THE QUALIFYING PERIOD IF THE AGENT WAS PREVIOUSLY ELIGIBLE FOR REDUCED FARE TRANSPORTATION IN THE SERVICE OF ANOTHER IATA CARGO AGENT IMMEDIATELY PRIOR TO HIS PRESENT EMPLOYMENT AND THIS IS SO CERTIFIED IN WRITING BY THE IATA CARGO AGENT MAKING THE APPLICATION.
(B) REDUCED FARE TRANSPORTATION WILL ALSO BE GRANTED TO THE SPOUSE OF SUCH ELIGIBLE AGENT TRAVELING PROVIDED THAT;
(I) THE SPOUSE TRAVELS TOGETHER WITH THE ELIGIBLE PERSON FROM THE POINT OF ORIGIN TO THE POINT OF DESTINATION (IN THE CASE OF ONE WAY TRIPS) OR TO THE POINT OF TURNAROUND (IN THE CASE OF ROUND TRIPS) OR TO THE HIGHEST RATED POINT (IN THE CASE OF CIRCLE TRIPS).
(II) THE DISCOUNT GRANTED IS 50 PERCENT OF THE APPLICABLE FARE AND IN NO EVENT SHALL SUCH SPOUSE RECEIVE MORE THAN ONE TICKET PER YEAR.
(III) THE TRANSPORTATION SHALL NOT BE CHARGED AGAINST THE AGENCY'S ANNUAL ALLOTMENT NOTED ABOVE.
(C) THE REDUCED-FARE TRANSPORTATION WILL BE GRANTED WHETHER OR NOT THERE IS A STANDARD IATA CARGO AGENCY AGREEMENT BETWEEN EACH CARRIER PARTICIPATING IN THE TRANSPORTATION AND THE AGENT, PROVIDED THAT A STANDARD IATA CARGO AGENCY AGREEMENT EXISTS BETWEEN THE CARRIER ISSUING THE TICKET AND THE AGENT.

(3) APPLICATION FOR TRANSPORTATION
(A) THE SECRETARY OF TRAFFIC CONFERENCE 1 SHALL FURNISH EACH CARGO SALES AGENT WITH TWO
EDUCATIONAL AND MARKET DEVELOPMENT TRIP AUTHORIZATIONS FOR EACH APPROVED LOCATION.

(B) IN ORDER TO OBTAIN THE FOREGOING TRANSPORTATION, APPLICATION SHALL BE MADE BY AN OWNER OR OFFICER OF THE CARGO SALES AGENCY IN WRITING TO THE CARRIER THAT IS TO ISSUE THE TICKET. SUCH APPLICATION, TOGETHER WITH AN EDUCATIONAL AND MARKET DEVELOPMENT TRIP AUTHORIZATION, MUST BE RECEIVED BY THE CARRIER AT LEAST 14 DAYS PRIOR TO COMMENCEMENT OF TRAVEL.

(4) BAGGAGE
NORMAL FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE AND VALUE CHARGES WILL APPLY.

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TITLE/APPLICATION - 70
FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS

(A) GENERAL
SUBJECT TO THE PROVISIONS AND CONDITIONS OF THIS RULE AN INDIVIDUAL TOUR CONDUCTOR WILL BE CARRIED AT THE APPROPRIATE FARE REDUCTION SHOWN IN (C) BELOW FROM THE APPLICABLE ADULT FARE BETWEEN THE POINTS AND VIA THE ROUTING TO BE USED BY THE TOUR CONDUCTOR.

(B) DEFINITIONS
FOR THE PURPOSE OF THIS RULE:
(1) INITIAL CARRIER MEANS THE CARRIER PERFORMING THE INITIAL TRANSPORTATION UNDER THE TOUR ITINERARY OR THE CARRIER SELLING AND ISSUING THE TRANSPORTATION ON BEHALF OF THE CARRIER(S) PARTICIPATING IN THE TOUR ITINERARY. THE INITIAL CARRIER SHALL DETERMINE WHETHER THE GROUP TRAVELING HEREUNDER Qualifies IN ACCORDANCE WITH THIS RULE AND WHETHER TOUR CONDUCTORS' TRANSPORTATION AT FREE OR REDUCED FARES MAY BE ISSUED IN ACCORDANCE HEREWITH.

(2) TRAVEL AGENT MEANS AN AGENT DULY APPOINTED BY THE CARRIER TO SELL AIR PASSENGER TRANSPORTATION OVER ITS LINES.

(3) TRAVEL ORGANIZER MEANS A PERSON WHOM WITH THE APPROVAL AND CONSENT OF THE CARRIER, ORGANIZES AND

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TITLE/APPLICATION - 70 (CONT)
ARRANGES AN ADVERTISED GROUP TOUR FOR A GROUP OF PASSENGERS.

(4) ADVERTISED GROUP TOUR MEANS A TOUR INVOLVING A ROUND TRIP OR CIRCLE TRIP IN WHOLE OR IN PART ON THE LINES OF ONE OR MORE CARRIERS WHICH IS ADVERTISED AND DESCRIBED, INCLUDING DESCRIPTIVE COPY COVERING HOTEL ACCOMMODATIONS AND OTHER FACILITIES AND ATTRACTIONS AVAILABLE AT STOPOVER POINTS INCLUDED IN THE TOUR, IN LITERATURE CIRCULATED FOR THE PURPOSE OF PROMOTING THE SALE OF THE TOUR.

(5) TOUR CONDUCTOR MEANS AN INDIVIDUAL WHO IS IN CHARGE OF, GUIDES THE ADVERTISED GROUP TOUR IN PERSON, AND ACCOMPANIES A GROUP OF PASSENGERS TRAVELING TOGETHER ON AN ADVERTISED GROUP TOUR OVER ALL OR A PORTION OF THEIR ITINERARY FOR THE PURPOSE OF SUPERVISING THE TRAVEL ARRANGEMENTS OF AND GUIDING THE GROUP.

(6) PASSENGER MEANS A PASSENGER PAYING THE ADULT FARE OR THE EQUIVALENT OF ONE ADULT FARE, SUCH AS TWO HALF FARES.

(7) FREE OR REDUCED FARE TRANSPORTATION MEANS TRANSPORTATION ISSUED TO A TOUR CONDUCTOR FREE OR AT THE REDUCED FARE ACCORDING TO THIS RULE.

(8) ROUND TRIP AND CIRCLE TRIP SHALL INCLUDE TRANSPORTATION PARTLY BY AIR AND PARTLY BY SURFACE MEANS.

(C) NUMBER OF BOOKED PASSENGERS REQUIRED FOR TOUR CONDUCTORS' TRANSPORTATION WHERE THE GROUP OF PASSENGERS ON THE ADVERTISED GROUP TOUR, WHOSE PASSAGE HAS BEEN BOOKED AND FULLY PAID FOR, CONSISTS OF:

(1) 15 OR MORE PASSENGERS--ONE FREE PASSAGE FOR A TOUR CONDUCTOR WILL BE ISSUED FOR EACH 15 PASSENGERS IN THE GROUP.

(2) NOT LESS THAN 10 NOR MORE THAN 14 PASSENGERS--THE FARE FOR THE TOUR CONDUCTOR WILL BE 50 PERCENT OF THE APPLICABLE NORMAL OR SPECIAL FARE.

(D) APPLICATION FOR AND ISSUANCE OF TRANSPORTATION

(1) WRITTEN APPLICATION TRANSPORTATION WILL NOT BE ISSUED TO TOUR CONDUCTORS UNLESS APPLICATION IS MADE IN WRITING BY THE TRAVEL AGENT OR THE TRAVEL ORGANIZER TO THE INITIAL CARRIER ACCOMPANIED BY A SAMPLE OR FACSIMILE OF ALL MATTER ADVERTISING THE TOUR. SUCH WRITTEN APPLICATION SHALL DESIGNATE THE NAME OF THE TOUR CONDUCTOR. WRITTEN APPLICATION MUST BE DIRECTED TO THE OFFICE OF THE INITIAL CARRIER.
THAT WILL ARRANGE THE TRANSPORTATION AND MUST

ALSO

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TITLE/APPLICATION - 70 (CONT)

INCLUDE A DESCRIPTION OF THE PROPOSED ITINERARY

OF

THE GROUP WITH ALL PERTINENT INFORMATION

DESCRIBING THE GROUP IF NOT FULLY SET FORTH IN

THE

ADVERTISING MATTER SUBMITTED.

(2) TRAVEL AS A GROUP

THE PASSENGERS INCLUDED IN THE TOUR MUST TRAVEL

AS

AN ORGANIZED TOURING GROUP AND FOR THAT PURPOSE

THE INITIAL CARRIER MUST APPROVE THE ITINERARY OF

THE VARIOUS PASSENGERS FORMING THE GROUP AND

COORDINATE THEIR TRANSPORTATION UNDER THE

ADVERTISED GROUP TOUR. ALL MEMBERS OF THE GROUP

WILL TRAVEL TOGETHER OVER ALL OR A SUBSTANTIAL

PORTION OF THE ITINERARY. ALL MEMBERS OF THE

GROUP SHALL WITH RESPECT TO THE AIR PORTION OF

THE

TOUR, COMMENCE TRANSPORTATION ON THE SAME

AIRPLANE

AND SHALL, IF ROUND TRIP PASSENGERS, TRAVEL

TOGETHER TO THE POINT OF TURNAROUND, AND IF

CIRCLE

TRIP PASSENGERS, TRAVEL TOGETHER TO THE FIRST

POINT OF STOPOVER, AND IF OPEN JAW TRIP

PASSENGERS, TRAVEL TOGETHER OVER THE OUTBOUND

PORTION OF THE ROUTING; PROVIDED THAT WHERE LACK

OF SEATING ACCOMMODATION OR WHERE OTHER OPERATING

CONDITIONS PREVENT PASSENGERS FROM COMMENCING

TRANSPORTATION ON THE FLIGHT SCHEDULED, THE

CARRIER WILL TRANSPORT SOME MEMBERS OF THE GROUP

ON ITS NEXT PRECEDING OR SUCCEEDING FLIGHT ON

WHICH SPACE IS AVAILABLE, OR ON SUCH FLIGHT OF

ANOTHER CARRIER.

EXCEPTION: WHERE PASSENGERS ARE TRANSPORTED OVER

THE LINES OF ONE OR MORE CARRIERS FROM

MORE THAN ONE DEPARTURE POINT WITHIN A

COUNTRY TO AN ASSEMBLY POINT FOR THE

PURPOSE OF AN ADVERTISED GROUP TOUR,

THE PASSENGERS WILL BE CONSIDERED TO

BE

TRAVELING TOGETHER AND THE TOUR

CONDUCTOR WILL BE ACCORDED FREE OR

REDUCED FARE TRANSPORTATION BETWEEN
DEPARTURE POINT AND THE ASSEMBLY POINT,

SUBJECT TO THE FOLLOWING CONDITIONS:

(A) THE TOUR CONDUCTOR AND ALL PASSENGERS TRAVEL TOGETHER FROM THE ASSEMBLY POINT TO THE POINT OF TURNAROUND, IF A ROUND TRIP, OR TO THE FIRST POINT OF STOPOVER IF A CIRCLE TRIP;

(B) ALL SUCH PASSENGERS AND THE TOUR CONDUCTOR TRAVEL BETWEEN THE DEPARTURE POINTS AND THE ASSEMBLY POINT WITHIN A PERIOD OF SEVEN DAYS.

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TITLE/APPLICATION - 70 (CONT)
PRIOR TO THE SCHEDULED DEPARTURE OF THE ENTIRE GROUP FROM THE ASSEMBLY POINT;

(C) AT LEAST ONE PASSENGER OF THE GROUP TRAVELS FROM THE SAME DEPARTURE POINT AS THE TOUR CONDUCTOR TO THE ASSEMBLY POINT ON THE SERVICES OF THE CARRIER TRANSPORTING THE TOUR CONDUCTOR;

(D) WHERE THE TOTAL NUMBER OF PASSENGERS TRAVELING BETWEEN ONE OR MORE DEPARTURE POINTS AND THE ASSEMBLY POINT IS 10 OR MORE BUT LESS THAN 15 THE TOUR CONDUCTOR WILL RECEIVE A REDUCTION OF 50 PERCENT OF THE APPLICABLE FARE,

AND

WHERE THE TOTAL NUMBER OF PASSENGERS TRAVELLING BETWEEN ONE OR MORE DEPARTURE POINTS AND THE ASSEMBLY POINT IS 15 OR MORE, ONE FREE TRANSPORTATION PASSAGE FOR A TOUR CONDUCTOR WILL BE ISSUED FOR EACH 15 PASSENGERS; PROVIDED THAT:

(I) IF THE TOUR CONDUCTOR TRAVELS FROM A DEPARTURE POINT TO THE ASSEMBLY POINT ON THE SERVICES OF THE CARRIER TRANSPORTING
THE GROUP FROM THE ASSEMBLY POINTWARDS, THE QUALIFYING NUMBER OF PASSENGERS REFERRED TO ABOVE MAY TRAVEL FROM THE DEPARTURE POINTS TO THE ASSEMBLY POINT ON THE SERVICES OF ANY CARRIER, SUBJECT TO THE PROVISIONS OF (C) ABOVE.

(II) IF THE TOUR CONDUCTOR TRAVELS FROM A DEPARTURE POINT TO THE ASSEMBLY POINT ON THE SERVICES OF THE CARRIER WHO DOES NOT TRANSPORT THE GROUP FROM THE ASSEMBLY POINT ONWARDS, THE QUALIFYING NUMBER OF PASSENGERS REFERRED TO ABOVE SHALL TRAVEL FROM THE DEPARTURE POINTS TO THE ASSEMBLY POINT ON THE SERVICES OF SUCH CARRIER, SUBJECT TO THE PROVISIONS OF (C) ABOVE.

(3) ISSUANCE OF TICKET

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TITLE/APPLICATION - 70 (CONT)

UPON DETERMINATION THAT THE APPLICATION MEETS THE REQUIREMENTS OF THIS RULE, THE INITIAL CARRIER WILL ADVISE THE AGENT OR ORGANIZER THAT THE TOUR CONDUCTOR'S TRANSPORTATION -- EITHER FREE OR AT THE REDUCED FARE, AS THE CASE MAY BE -- WILL BE ISSUED. IN CASES WHERE TWO OR MORE CARRIERS MAY HAVE ARRANGEMENTS BETWEEN THEM FOR THE ISSUANCE OF TOUR CONDUCTORS' TRANSPORTATION, THE INITIAL CARRIER WILL ISSUE SUCH TRANSPORTATION ON ALL SUCH CARRIERS.

(4) AUTHORIZATION

IN OBTAINING APPROVAL TO ACCEPT FREE OR REDUCED FARE TRANSPORTATION OF A TOUR CONDUCTOR AS PROVIDED HEREIN, WRITTEN APPROVAL MUST BE GIVEN BY AN AUTHORIZED OFFICIAL OF THE CARRIER(S) FURNISHING THE TRANSPORTATION.

(E) BAGGAGE, MEALS AND TRANSFERS

FREE BAGGAGE ALLOWANCE FOR A TOUR CONDUCTOR WILL BE
SAME AS IF HE WERE TRAVELING AT THE NORMAL ADULT FARE.

THE REDUCTION FOR A TOUR CONDUCTOR IS APPLICABLE ONLY TO AIR TRANSPORTATION AND WILL INCLUDE MEALS, HOTEL ACCOMMODATIONS, AND GROUND TRANSFERS ONLY WHERE INCLUDED IN THE NORMAL AIR FARE. IN NO CASE WILL THE REDUCTION APPLY TO ANY OTHER CHARGES OR SERVICES, SUCH AS CHARGES FOR EXCESS BAGGAGE.

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TITLE/APPLICATION - 70

PASSENGERS ON STRETCHERS

CARRIER WILL CARRY A PASSENGER ON A STRETCHER SUBJECT TO ADVANCE ARRANGEMENTS, WHEN SPACE AND APPROPRIATE EQUIPMENT FOR MOUNTING WITHIN THE AIRCRAFT ARE AVAILABLE, PROVIDED THAT:

(A) THE STRETCHER PASSENGER WILL PAY THE APPLICABLE NORMAL C CLASS FARE PLUS THE APPLICABLE NORMAL FARE FOR THE ATTENDANT ACCOMPANYING THE STRETCHER PASSENGER.

(B) IN ADDITION TO THE PASSENGER’S OWN TICKET AND THE ESCORT’S TICKET, THE FOLLOWING FARES MUST BE PAID.

(1) ON INTERCONTINENTAL FLIGHTS 4 NORMAL ONE WAY C CLASS FARES (TOTAL 5 FARES).

(2) ON EUROPEAN FLIGHTS 4 NORMAL ONE WAY Y CLASS FARES.

(C) THE NORMAL FREE BAGGAGE ALLOWANCE WILL APPLY TO EACH FARE PAID.

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TITLE/APPLICATION - 70 (CONT)

(D) THE COST OF AMBULANCES, HOSPITALIZATION AND OTHER GROUND EXPENSES WILL BE BORNE BY THE STRETCHER PASSENGER.

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TITLE/APPLICATION - 70

ATTENDANT ACCOMPANYING AIR CARGO SHIPMENT

(A) SUBJECT TO ADVANCE ARRANGEMENTS, CARRIER WILL TRANSPORT

ATTENDANTS AND THEIR PERSONAL BAGGAGE ON ALL-CARGO AIRCRAFT OR IN THE CARGO COMPARTMENT OF A MIXED CARGO-PASSENGER AIRCRAFT FOR THE PURPOSE OF ACCOMPANYING CONSIGNMENTS WHEN NECESSARY FOR THE PROTECTION OF THE CONSIGNMENT, OTHER CARGO, THE AIRCRAFT, OR ITS CREW. THE FARES AND RULES GOVERNING THE TRANSPORTATION OF SUCH ATTENDANT ARE IN ALL OTHER RESPECTS THE SAME AS THOSE FOR ANY OTHER PASSENGERS EXCEPT AS NOTED BELOW.
(B) THE FARE FOR SUCH ATTENDANT'S TRANSPORTATION WILL BE AS

FOLLOWS:

(1) FOR ONE-WAY TRANSPORTATION 95 PERCENT OF THE
ALL-YEAR EXECUTIVE/BUSINESS/ECONOMY CLASS ONE-WAY
FARE APPLICABLE BETWEEN THE POINTS BETWEEN WHICH
THE ATTENDANT IS TRANSPORTED TO ACCOMPANY THE
CONSIGNMENT.

(2) FOR ROUND TRIP TRANSPORTATION, 95 PERCENT OF THE
ALL-YEAR EXECUTIVE/BUSINESS/ECONOMY CLASS ROUND
TRIP FARE APPLICABLE BETWEEN THE POINTS BETWEEN
WHICH THE ATTENDANT IS TRANSPORTED TO ACCOMPANY
THE CONSIGNMENT.

(C) THE NORMAL FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE
CHARGES WILL APPLY.

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APPLICATION - 70

A  SPOUSE FARES

APPLICATION - 71

K (A) APPLICATION

(1) FARES MAKING REFERENCE TO THIS RULE ARE ROUND
TRIP/OPEN JAW FARES. THEY APPLY TO BUSINESS
CLASS TRANSPORTATION FROM NEW YORK/-
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APPLICATION - 71 (CONT)

SAN FRANCISCO TO POINTS IN FINLAND.

EXCEPTION: THE SPOUSE FARE WILL ALSO APPLY FOR
TRAVEL ON A ONE WAY BASIS FROM THE
U.S.A. TO FINLAND WHEN TICKETS ARE
PURCHASED IN THE U.S.A. AT 50 PERCENT
OF THE ONE WAY APPLICABLE BUSINESS
CLASS FARE.

(2) THESE FARES SHALL APPLY ONLY WHEN TICKETS ARE
PURCHASED AT SUCH FARES PRIOR TO COMMENCEMENT OF
TRAVEL.

(3) FARES TO BE CHARGED

(A) THE HUSBAND OR WIFE SHALL PAY THE APPLICABLE
ROUND TRIP NORMAL BUSINESS CLASS FARE;

(B) THE ACCOMPANYING SPOUSE SHALL PAY 50 PERCENT
OF THE APPLICABLE ROUND TRIP BUSINESS CLASS
FARE.

(4) PASSENGERS MUST TRAVEL ON DIRECT AY FLIGHTS
BETWEEN NEW YORK/SAN FRANCISCO AND
HELSINKI, FINLAND.

(5) BETWEEN HEL AND MHQ/TMP/TKU, TRAVEL IS PERMITTED
VIA THE SERVICES OF AY/KF/AF.

COMBINATIONS - 72
A (B) COMBINATIONS
THESE FARE MAY BE COMBINED ONLY WITH DOMESTIC FARES IN
THE U.S.A. AND FINLAND.

PERIOD OF VALIDITY - 73
A (C) PERIOD OF VALIDITY
THESE FARES APPLY ALL YEAR.

LENGTH OF STAY - 74
A (D) LENGTH OF STAY
(1) MINIMUM STAY: NONE.
(2) MAXIMUM STAY:
  (A) EASTBOUND TRAVEL: L YEAR.
  (B) WESTBOUND TRAVEL: L MONTH.

STOPOVERS - 75
A (E) STOPOVERS
EN ROUTE STOPOVERS ARE NOT PERMITTED.

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TOUR REQUIREMENTS - 76
A (F) TOUR REQUIREMENTS
THESE FARES MAY NOT BE USED FOR INCLUSIVE TOUR PURPOSES.

RESERVATIONS/TICKETING - 77
A (G) RESERVATIONS AND TICKETING
THE FARE BASIS TICKETING CODE FOR FARES GOVERNED BY
THIS RULE IS CSH FOR HEAD OF FAMILY AND CST50 FOR
SPOUSE TRAVELING AT DISCOUNT.

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)
  680 (FINNAIR SENIOR CITIZEN DISCOUNT FARES FROM
  THE U.S.A. TO FINLAND)

OTHER CONDITIONS - 79
A (I) OTHER CONDITIONS
(1) DOCUMENTATION: AT THE TIME OF CHECK-IN,
  PASSPORTS MUST BE PRODUCED TO
  ESTABLISH ELIGIBILITY OF SPOUSE
  FARES.

(2) TRAVEL TOGETHER: THE HUSBAND AND WIFE MUST TRAVEL
  TOGETHER ON THE OUTBOUND JOURNEY
  ONLY.

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TITLE - 70
A FINNAIR SENIOR CITIZEN DISCOUNT FARES FROM THE U.S.A.
APPLICATION - 71
K (A) APPLICATION
(1) THE PROVISIONS OF THIS RULE APPLY FOR TRAVEL FROM AY GATEWAYS (ATL/BOS/CHI/MIA/NYC/SFO/WAS) TO AY "ON-LINE" DESTINATIONS IN AREA 2/3.

(2) THE PROVISIONS OF THIS RULE APPLY TO SENIOR CITIZEN PASSENGERS WHO ARE AT LEAST 62 YEARS OF AGE AND TO A COMPANION PASSENGER OF ANY AGE WHO IS ACCOMPANIED BY THE SENIOR CITIZEN PASSENGER.

(3) ALL TRAVEL AT THESE FARES MUST BE VIA AY SCHEDULED SERVICES.

(4) DISCOUNTS PROVIDED UNDER THIS RULE WILL NOT APPLY TO PUBLISHED ROUND TRIP FARES UNLESS AY IS USED FOR BOTH OUTBOUND AND INBOUND TRANSATLANTIC FLIGHTS.

FARES - 72

A (B) FARES

(1) PASSENGERS TICKETED AT FARES GOVERNED BY THIS RULE RECEIVE A 10 PERCENT FARE DISCOUNT OFF OF AY LOCAL FARES PUBLISHED WITH AIRLINE TARIFF PUBLISHING COMPANY, AGENT, EXCEPT AS PROVIDED IN PARAGRAPH (B)(2) BELOW. THE DISCOUNT WILL APPLY TO FARES ON FILE IN TAF-4 UNDER THE FOLLOWING RULES: 2000 2040, 2080, 2200, 2300, 3200, 3300, 3560, 3600, 3625 AND 3840.

(2) THE DISCOUNT WILL NOT APPLY TO THE FOLLOWING FARES:
AY FREQUENT FLYER FARES, AGENCY/INDUSTRY DISCOUNTS, JOINT FARES, ROUND-THE-WORLD FARES, AND SPECIAL STATUS FARES (E.G. CHILDREN'S/FAMILY PLAN/GROUP/TOUR BASING AND OTHER SENIOR CITIZEN FARES) AND FARES WHICH PROHIBIT SENIOR CITIZEN DISCOUNT FARES BY RULE.

(3) PASSENGERS MUST ADHERE TO ALL CONDITIONS/PROVISIONS OF THE APPROPRIATE GOVERNING RULE OF THE FARE ON WHICH THEY ARE TRAVELING. BOTH PASSENGERS MUST BE TRAVELING AT THE SAME FARE.

RESERVATIONS/TICKETING - 73

A (C) RESERVATIONS AND TICKETING

(1) TICKETS MUST BE NOTED WITH SPECIFIC TICKET
DESIGNATORS FOR BOTH SENIOR CITIZEN AND COMPANION.

THE DESIGNATOR WILL BE THE APPROPRIATE FARE BASIS CODE FOR THE FARES USED FOLLOWED BY "CD10"

EXAMPLE: YHWAP3M/CD10.

(2) SENIOR CITIZEN AND SENIOR CITIZEN COMPANION TICKETS MUST BE ISSUED AT THE SAME TIME.

SPECIAL CONDITIONS - 74
A (D) SPECIAL CONDITIONS
(1) SENIOR CITIZEN COMPANION PASSENGER MAY RECEIVE THE 10 PERCENT FARE DISCOUNT ONLY IF ACCOMPANIED BY A SENIOR CITIZEN PASSENGER RECEIVING THE SAME 10 PERCENT FARE DISCOUNT FOR THE ENTIRE TRIP.

(2) ONLY ONE SENIOR CITIZEN COMPANION IS PERMITTED PER TRIP. HOWEVER, A DIFFERENT COMPANION MAY BE SELECTED FOR EACH TRIP.

(3) SENIOR CITIZEN PASSENGER MUST SHOW PROOF OF AGE IN A FORM ACCEPTABLE TO AY AT THE TIME OF TICKETING AND MAY ALSO BE REQUIRED TO SHOW SIMILAR PROOF OF AGE AT BOARDING TIME.

RESERVATIONS/TICKETING - 75
A (E) RESERVATION BOOKING DESIGNATOR CODES SENIOR CITIZEN DISCOUNTS, WHEN APPLICABLE, USE THE RESERVATION BOOKING DESIGNATORS WHICH ARE ACCORDING TO THE BASE FARE.

OTHER CONDITIONS - 76
A (F) OTHER CONDITIONS THE DISCOUNT DOES NOT APPLY TO SPECIAL CHARGES SUCH AS EXCESS, SPECIAL ITEM BAGGAGE, OR DEPARTURE TAXES.

TITLE - 70
A FINNAIR PLUS
AY PLUS MEMBERSHIP - 71
A (A) FINNAIR PLUS MEMBERSHIP
(1) FINNAIR PLUS MEMBERSHIP IS FREE OF CHARGE. MEMBERSHIP IS PERSONAL AND OPEN TO EVERYONE OVER THE AGE OF TWO (2). PERSONS UNDER 18 YEARS OF AGE MUST HAVE THE CONSENT OF THEIR PARENT OR GUARDIAN TO JOIN THE PROGRAM AND TO REDEEM AWARDS.

(2) YOU CAN JOIN THE BONUS PROGRAM BY COMPLETING AND
SIGNING THE FINNAIR PLUS APPLICATION FORM. A TICKET COPY FOR A FINNAIR SCHEDULE FLIGHT TAKEN WITHIN 30 DAYS FROM THE ENROLLMENT SHOULD BE ENCLOSED WITH THE APPLICATION. POINTS AWARDED FOR THE FLIGHT DON’T APPLY WHEN MOVING UP TO SILVER AND GOLD LEVELS.

(3) THIS IS A FINNAIR PLUS PLAN FOR INDIVIDUALS; NO JOINT MEMBERSHIPS ARE ALLOWED FOR COMPANIES, ORGANIZATIONS, OR ASSOCIATIONED.

(4) FINNAIR OYJ WILL SEND A PERSONAL FINNAIR PLUS MEMBERSHIP NUMBER AND CARD AS PROOF OF REGISTRATION AND OPEN A PERSONAL FINNAIR PLUS POINT ACCOUNT FOR EACH MEMBER.  MEMBERSHIP BEGINS ONCE THE APPLICANT HAS BEEN REGISTERED IN THE FINNAIR PLUS PROGRAM. FINNAIR OYJ WILL ASSIGN A PERSONAL MEMBERSHIP NUMBER AND A MEMBERSHIP CARD WHICH WILL BE MAILED TO THE MEMBER.

(5) THE FINNAIR PLUS CARD REMAINS THE PROPERTY OF FINNAIR OYJ AND MUST BE RETURNED ON REQUEST OR WHEN MEMBERSHIP EXPIRES. MEMBERSHIP MAY BE DISCONTINUED AT ANY TIME BY WRITTEN NOTIFICATION TO THE FINNAIR PLUS SERVICE CENTER. FINNAIR MAY ALSO REVOKE MEMBERSHIP AS A RESULT OF MISUSE. MISUSE INCLUDES, BUT IS NOT LIMITED TO, BREACH OF ANY OF THE RULES, APPEARING HERE, FORGING, ALTERING, SELLING OR UNAUTHORIZED TRANSFER OF DOCUMENTS EACH AS FLIGHT TICKETS OR AWARD VOUCHERS TO THIRD PERSONS.

COLLECTING POINTS - 72  
K  (B) COLLECTING POINTS  
(1) FLIGHTS  
IF THE JOURNEY INVOLVES A CHANGE OF AIRCRAFT AND THE FLIGHT NUMBER CHANGES, POINTS ARE AWARDED ON THE BASIS OF EACH FLIGHT DISTANCE.

(B) MEMBERS CAN COLLECT FINNAIR PLUS POINTS ONLY FOR FLIGHTS MADE AFTER MEMBERSHIP BEGINS, WITH THE EXCEPTION OF A SCHEDULED FINNAIR FLIGHT MADE WITHIN 30 DAYS BEFORE APPLICATION. POINTS AWARDED FOR THESE FLIGHTS DON'T APPLY WHEN MOVING UP TO SILVER AND GOLD LEVELS. ONLY ONE ROUND-TRIP FLIGHT IS ACCEPTED AND A COPY OF THE PASSENGER RECEIPT MUST BE ENCLOSED WITH THE MEMBERSHIP APPLICATION FORM.

(C) POINTS WILL REMAIN VALID FOR TWO (2) YEARS FROM THE DATE THE FLIGHT WAS TAKEN. POINTS COLLECTED AFTER APRIL 1, 1996 REMAIN VALID FOR FIVE (5) YEARS FROM THE DATE OF THE FLIGHT. THE AWARDS MUST BE RESERVED PRIOR TO THE EXPIRING DATE. OLD, UNUSED POINTS WILL EXPIRES AUTOMATICALLY. THE EXPIRATION OF THE

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COLLECTING POINTS - 72 (CONT)

POINTS IS STATED IN THE STATEMENT MAILED TO THE MEMBER.

(D) POINTS ARE AWARDED FOR ALL FINNAIR (AY) SCHEDULED FLIGHTS FOR WHICH A MEMBER HAS PAID THE PUBLISHED FARE. THE FINNAIR CARRIER CODE (AY) MUST APPEAR ON THE TICKET. POINTS ARE ALSO AWARDED FOR FINNAIR LEISURE FLIGHTS (AY 1001 - 3000) ACCORDING TO A SEPARATE SCHEME. OTHER CHARTER FLIGHTS ARE NOT INCLUDED; FINNAIR RESERVES THE RIGHT TO CHANGE ANY FLIGHTS INCLUDED IN THE PROGRAM AT ANY TIME.

(E) POINTS ARE AWARDED FOR FLIGHTS TAKEN WITH PARTICIPATING CARRIERS UNDER THE SAME CONDITIONS MENTIONED IN A,B,D. HOWEVER, THE CARRIER CODE MUST APPEAR ON THE TICKET AND/OR THE FLIGHT MUST BE OPERATED BY THE PARTICIPATING CARRIER ON THE PARTICIPATING CARRIER'S AIRCRAFT. CARRIERS WORKING IN COOPERATION WITH FINNAIR PLUS MAY EXCLUDE CERTAIN FLIGHTS FROM THE PROGRAM, IN WHICH
CASE NO POINTS AND/OR AWARDS WILL BE GIVEN FOR THOSE ROUTES. POINTS AWARDED FOR THOSE FLIGHTS DON'T APPLY WHEN MOVING UP TO SILVER AND GOLD LEVELS.

(F) ON INTERNATIONAL FLIGHTS, MEMBERS WILL COLLECT THE BASE POINTS WHEN FLYING ECONOMY CLASS, DOUBLE POINTS ARE AWARDED FOR BUSINESS CLASS AND TRIPLE POINTS FOR FIRST CLASS.

THE NUMBER OF POINTS IS BASED ON THE FARE PAID AND THE CLASS OF SERVICE MARKED ON THE TICKET. IN VOLUNTARY UPGRADES OR DOWNGRADES DO NOT AFFECT THE NUMBER OF POINTS TO BE AWARDED. IF A FINNAIR FLIGHT IS CANCELLED FOR TECHNICAL REASONS, POINTS WILL BE AWARDED PROVIDED THAT THE PASSENGER HAS AN ISSUED TICKET WITH A CONFIRMED SEAT FOR THE FLIGHT IN QUESTION. IN CASE OF FORCE MAJEURE SUCH AS A FLIGHT, CANCELLATION DUE TO THE WEATHER OR FOR OTHER REASONS BEYOND FINNAIR'S CONTROL, NO POINTS WILL BE AWARDED.

(G) POINTS AWARDED ARE PERSONAL AND HAVE NO MONETARY REDEMPTION VALUE. POINTS CAN BE AWARDED ONLY TO THE ACCOUNT OF THE PERSON USING THE SERVICE. THE PERSON PAYING FOR THE FLIGHT OF SERVICE IS NOT ENTITLED TO POINTS UNLESS HE/SHE HAS USED THE SERVICE, AND THEN POINTS ACCRUE ONLY FOR THAT PERSON'S SHARE OF THE FLIGHT OR SERVICE. FINNAIR PLUS POINTS CANNOT BE TRANSFERRED TO ANOTHER PERSON'S ACCOUNT NOR COMBINED WITH ANOTHER PERSON'S ACCOUNT. FOR ANY SERVICE, POINTS CAN ONLY BE COLLECTED FOR ONE BONUS PROGRAM AT A TIME. POINTS CANNOT BE TRANSFERRED FROM A FINNAIR PLUS ACCOUNT TO ANOTHER BONUS PROGRAM NOR COMBINED WITH ANOTHER BONUS PROGRAM.

(H) NO POINTS ARE AWARDED FOR FLIGHTS OR SERVICE WHICH A MEMBER RECEIVES AS A BENEFIT THROUGH SOME OTHER BONUS PROGRAM. SIMILARLY, NO POINTS ARE AWARDED FOR FREE, CONTRACT,
BARTER OR TRAVEL INDUSTRY REDUCED-RATE FLIGHTS. FOR CHILD FARE, POINTS WILL BE AWARDED ACCORDING TO THE CLASS OF SERVICE. NO POINTS ARE AWARDED FOR FLIGHTS FLOWN BY CHILDREN UNDER THE AGE OF TWO.

(I) FINNAIR OYJ WILL SEND FINNAIR PLUS MEMBERS STATEMENT AT LEAST ONCE A YEAR IF THERE HAS BEEN ACTIVITY ON THE ACCOUNT. THE STATEMENT WILL SHOW THE NUMBER OF APPROVED POINTS.

(J) POINTS FOR FLIGHTS TAKEN WILL BE CREDITED TO THE FINNAIR PLUS ACCOUNT ONLY ON THE BASIS OF A USED TICKET. NO POINTS WILL BE AWARDED FOR OUT OF DATE, REDEEMED, UNUSED, OR CANCELLED TICKETS, OR FOR TICKETS WHICH HAVE BEEN CHANGED TO AN AIRLINE NOT PART OF THIS BONUS PROGRAM. POINTS AWARDED FOR APPROVED TICKETS ARE AUTOMATICALLY CREDITED TO THE MEMBER'S ACCOUNT AFTER THE FLIGHT IF THE MEMBERSHIP NUMBER HAS BEEN GIVEN AT THE TIME OF RESERVATION OR CHECK-IN AND IS ADDED TO THE RESERVATION SYSTEM. FOR DOMESTIC FLIGHTS IN FINLAND AND SWEDEN THE FINNAIR PLUS CARD MUST BE PRESENTED AT THE GATE. WHEN THE MEMBERSHIP NUMBER IS GIVEN AT THE TIME OF RESERVATION OR CHECK-IN, THE POINTS ARE CREDITED TO THE ACCOUNT WITHIN APPROXIMATELY EIGHT (8) WEEKS. IF THE MEMBERSHIP NUMBER IS NOT GIVEN AS ABOVE, POINTS CAN STILL BE AWARDED IF THE MEMBER SENDS A COPY OF THE FLIGHT TICKET AND THE ORIGINAL BOARDING PASSES TO THE FINNAIR PLUS SERVICE CENTER. RETROACTIVE CREDIT CAN BE ACCEPTED FOR THE FINNAIR FLIGHTS MADE DURING THE PAST 12 MONTHS AS LONG AS THE PASSENGER HAS BEEN A VALID FINNAIR PLUS MEMBER BEFORE THE FLIGHT. THE ACCEPTANCE PERIOD VARIES BETWEEN SIX (6) AND TWELVE (12) MONTHS FOR DIFFERENT PARTNERS. WHEN LEAVING FOR A FINNAIR LEISURE FLIGHT THE MEMBERSHIP CARD MUST BE PRESENTED AT THE CHECK-IN IN FINLAND. NO POINTS WILL
BE CREDITED RESTROACTIVELY. A RETURN LEISURE FLIGHT COUNTS AS ONE WAY TRIP FOR THE TRACKING PERIOD.

(2) OTHER PARTNERS
(A) FINNAIR OYJ HAS AGREED ON COOPERATION IN THE FINNAIR PLUS PROGRAM WITH THE PARTNERS MENTIONED BELOW. IT IS POSSIBLE THAT PARTNERSHIP AGREEMENTS MAY CHANGE IN WHICH CASE THE INFORMATION HERE IS NOT BINDING ON EITHER PARTY IN ANY WAY IN RELATION TO THE MEMBER. IF THE RULES DESCRIBED HERE HAVE CHANGED, FINNAIR PLUS MEMBERS ARE NOT ENTITLED TO ANY POINTS OR AWARDS IF THE PARTNERSHIP AGREEMENT PERTAINING TO THEM HAS CHANGED. FINNAIR OYJ WILL DO ITS BEST TO ENSURE THAT CUSTOMERS ARE KEPT UP TO DATE ON INFORMATION CONCERNING FINNAIR PLUS SERVICE.
(B) FINNAIR'S PARTNER RESERVE THE RIGHT TO REFUSE TO AWARD POINTS FOR SPECIALLY PRICED OFFERS OR TO AWARD ONLY PART OF THE NORMAL NUMBER OF POINTS. SOME OF THE PARTNERS DON'T AWARD ANY POINTS.

REDEEMING/USING AWARDS - 73

K (C) REDEEMING AND USING AWARDS
(1) ALL FINNAIR PLUS FLIGHT AWARDS ARE BOOKED THROUGH THE FINNAIR PLUS SERVICE CENTER. AWARDS CAN BE REDEEMED AT A FINNAIR OFFICE. AWARDS ARE VALID TWELVE (12) MONTHS AFTER THE POINTS HAVE BEEN DEDUCTED FROM THE ACCOUNT.

(2) FLIGHT AWARDS CAN BE REDEEMED FOR SCHEDULED FLIGHTS OPERATED BY FINNAIR OR FINNAIR PLUS PARTNER. THE NUMBER OF SEATS AVAILABLE FOR THE RESERVED CLASS OF AWARD FLIGHTS IS LIMITED. SHOULD THE FLIGHT OPERATE IN COOPERATION WITH SOME OTHER AIRLINE, AWARDS CAN BE BOOKED ONLY FROM THE SEAT QUOTA OF THE PARTNER AIRLINES.

(3) BOOKING FOR AWARD FLIGHTS SHALL BE MADE BETWEEN 14 AND 360 DAYS PRIOR TO THE INTENDED DEPARTURE DATE.

FINNAIR RESERVES THE RIGHT TO CHARGE FIM 250, OR THE EQUIVALENT IN ANY OTHER CURRENCY, TO COVER EXPRESS DELIVERY COSTS FOR BOOKING MADE LESS THAN 14 DAYS PRIOR TO DEPARTURE. AY CANNOT GUARANTEE TO ACCEPT BOOKINGS MADE LESS THAN SEVEN (7) DAYS PRIOR TO DEPARTURE.

(4) AWARDS CAN BE REDEEMED ONLY AFTER THE NUMBER OF POINTS REQUIRED FOR THE AWARD CONCERNED HAVE BEEN 177-
REDEEMING/USING AWARDS - 73 (CONT)

CREDITED TO THE ACCOUNT. WHEN AN AWARD IS REDEEMED, THE APPROPRIATE NUMBER OF POINTS WILL BE DEDUCTED FROM THE MEMBER'S ACCOUNT. AWARDS CANNOT BE EXCHANGED FOR MONEY, NOR CAN TWO OVERLAPPING AWARDS BE USED. SHOULD A MEMBER SELL OR UNLAWFULLY TRANSFER HIS OR HER AWARD, THE AWARD WILL BE INVALIDATED ALONG WITH MEMBERSHIP AND ANY REMAINING POINTS. NO CREDIT WILL BE GIVEN FOR LOST OR STOLEN TICKETS OR VOUCHERS.

(5) AN AWARD CAN BE GIVEN TO A PERSON WHO IS A MEMBER OF THE SAME HOUSEHOLD. HIS/HER NAME MUST BE REPORTED TO THE FINNAIR PLUS SERVICE CENTER WHEN BOOKING THE AWARD. UNLESS OTHERWISE AGREED, ALL AWARD DOCUMENTS WILL BE SENT TO THE ADDRESS REGISTERED FOR THAT MEMBER. AY RESERVES THE RIGHT TO CHARGE FIM 250, OR THE EQUIVALENT SUM IN ANY OTHER CURRENCY, FOR ANY DOCUMENTS SENT BY EXPRESS MAIL.

(6) POINTS FOR UNUSED AWARDS WILL BE RE-CREDITED TO THE MEMBER'S ACCOUNT ONLY IF THE RESERVATION HAS BEEN CANCELLED AT LEAST THREE (3) DAYS PRIOR TO DEPARTURE. CANCELLATIONS OR CHANGES TO A BOOKING AFTER A TICKET HAS BEEN ISSUED ARE SUBJECT TO A CHARGE OF FIM 250 OR THE EQUIVALENT SUM IN ANY OTHER CURRENCY. IF THE AWARD IS ONE OFFERED BY FINNAR PLUS PARTNERS, THE CANCELLATION CONDITIONS OF THE COMPANY CONCERNED WILL BE OBSERVED, OR IN THE CASE OF PACKAGE TOUR AWARDS, THE GENERAL TERMS AND CONDITIONS GOVERNING PACKAGE TOURS WILL BE OBSERVED. PARTNERS HAVE THE RIGHT TO LIMIT THE NUMBER OF AWARDS OR TO REFUSE TO ALLOW AWARDS AT CERTAIN PERIODS. THE VALIDITY OF THE PACKAGE TOUR BROCHURE DETERMINES THE VALIDITY OF AWARDS DURING THE SUMMER AND WINTER SEASON.

(7) FINNAIR PLUS FLIGHT AWARDS ARE FLIGHTS ON FINNAIR OR OTHER PARTICIPATING AIRLINES, AND UPGRADES TO A HIGHER PASSENGER CLASS.

(8) THE AWARD TICKET FOR A SCHEDULED FLIGHT IS VALID FOR 12 MONTHS AFTER IT HAS BEEN ISSUED, AND THE RETURN FLIGHT MUST TAKE PLACE WITHIN THIS TIME. NO CREDIT WILL BE GIVEN FOR ANY AWARD TICKET UNUSED IN FULL OR IN PART.
ALL FLIGHT AWARDS ARE ROUND TRIPS. IT IS POSSIBLE TO RETURN FROM ANOTHER DESTINATION, BUT THE HIGHER POINT AMOUNT WILL BE DEDUCTED FOR THE FLIGHT. THE TRIP CANNOT BE INTERRUPTED AT AN INTERMEDIATE STOPOVER, BUT MUST CONTINUE ON THE NEXT AVAILABLE FLIGHT. ON INTERCONTINENTAL FLIGHTS, HOWEVER, ONE INTERMEDIATE STOPOVER IS PERMITTED.

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REDEEMING/USING AWARDS - 73 (CONT)

(10) PASSENGERS MUST HAVE CONFIRMED RESERVATIONS FOR ALL PARTS OF AN AWARD FLIGHT. AWARDS REDEEMED FOR SCHEDULED FLIGHTS CANNOT BE COMBINED WITH ANY OTHER FARE TYPE OR DISCOUNT, NOR CAN THEY BE USED AS PARTIAL PAYMENT FOR ANY OTHER PURPOSES, WITH THE EXCEPTION DESCRIBED ABOVE.

(11) FOR AN UPGRADE AWARD ON A FLIGHT BY FINNAIR OR ONE OF THE PARTICIPATING AIRLINES, MEMBR MUST HAVE A CONFIRMED RESERVATION AND FLIGHT TICKET TO WHICH THE FINNAIR PLUS SERVICE CENTER CAN ATTACH THE AWARD. UPGRADE AWARDS CAN BE GIVEN ONLY FOR TICKETS ISSUED AT PUBLISHED FARES. THE ORIGINAL RESTRICTIONS ON THE TICKET ARE VALID IN SPITE OF THE UPGRADE. PASSENGERS ON AWARD FLIGHTS MUST HAVE A RESERVATION CONFIRMED BY THE CARRIER. SEATS ARE LIMITED BUT FINNAIR ALWAYS TRIES TO CONFIRM FLIGHTS AS DESIRED, UNLESS A HEAVY BOOKING SITUATION PREVENTS IT. AN UPGRADE AWARD CAN BE USED TO UPGRADE ONLY ONE CLASS AT A TIME.

(12) MEMBERS ARE RESPONSIBLE FOR PAYING AIRPORT TAXES, PASSENGER CHARGES AND ANY OTHER SUCH OFFICIAL CHARGES. THE TAXATION PRACTICE RELATING TO AWARDS IS IN ACCORDANCE WITH LOCAL LEGILATION AT ANY GIVEN TIME AND FINNAIR CANNOT BE HELD RESPONSIBLE FOR ANY TAXES OR OTHER COSTS INCURRED BY MEMBERS.

OTHER CONDITIONS - 74

A (D) OTHER CONDITIONS

(1) THE FINNAIR PLUS SERVICE CENTER SHALL BE NOTIFIED IMMEDIATELY OF ANY LOST FINNAIR PLUS CARDS. A NEW MEMBERSHIP CARD WILL BE ISSUED AS SOON AS POSSIBLE.
AFTER SUCH NOTIFICATION HAS BEEN RECEIVED.

(2) FINNAIR OYJ RESERVES THE RIGHT TO CHANGE AND INTERPRET ALL RULES REGARDING THE FINNAIR PLUS PROGRAM. ALL DECISIONS MADE BY FINAIR ARE BINDING

IN EACH INDIVIDUAL CASE. THE GROUNDS ON WHICH POINTS ARE TO BE EARNED AND USED MAY BE CHANGED WITHOUT WARNING AS LONG AS THE PROGRAM CONTINUES. FINNAIR SHALL NOT BE HELD RESPONSIBLE FOR ANY COMPLAINTS ARISING FROM THE GOODS OR SERVICES OF ITS PARTNERS, AND EACH COMPANY SHALL BE RESPONSIBLE FOR ITS OWN GOODS AND SERVICES.

(3) FINNAIR SHALL NOT BE HELD RESPONSIBLE TO MEMBERS FOR ANY ACTIONS ARISING FROM OFFICIAL LEGISLATION OR THE LIKE IN ANY COUNTRY, AS A RESULT OF WHICH THE RULES OF THE FINNAIR PLUS PROGRAM MAY BE CHANGED. SHOULD ANY SUCH CHANGES RESULT IN A MEMBER LOSING POINTS, FINNAIR SHALL IN NO WAY BE OBLIGED TO COMPENSATE FOR THOSE POINTS.

(4) FINNAIR MAY DISCONTINUE THE FINNAIR PLUS PROGRAM OR REPLACE IT WITH ANOTHER PROGRAM BY INFORMING MEMBER IN WRITING AT LEAST SIX (6) MONTHS BEFORE DISCONTINING THE PROGRAM. POINTS REMAIN VALID FOR SIX (6) MONTHS AFTER ANY SUCH NOTICE HAS BEEN SENT, AFTER WHICH ALL POINTS WILL BE INVALIDATED AND NO COMPENSATION SHALL BE ARRANGED IN RESPECT OF POINTS AND AWARDS.

(5) ENDEAVORS WILL BE MADE TO CLARIFY ALL UNCERTAINTIES ARISING FROM THE PROGRAM IN GOOD FAITH BETWEEN FINNAIR AND THE CUSTOMER. THE RULES AND OPERATION OF THE FINNAIR PLUS PROGRAM ARE SUBJECT TO THE LAWS ON FINLAND, AND ANY DISPUTES WILL BE ADJUDICATED IN A FINNISH COURT.

SCHEDULE OF TRAVEL AWARDS - 75

A (E) SCHEDULE OF TRAVEL AWARDS

(1) THE CHART BELOW INDICATES THE MILEAGE LEVELS NEEDED FOR EARNING TRAVEL AWARDS ON AY TO HELSINKI, ANY CITY WITHIN FINLAND, OR BEYOND HELSINKI TO OTHER POINTS IN THE AY SYSTEM. (PLEASE NOTE THAT WHILE MILEAGE CREDITS MAY BE EARNED FOR TRAVEL ON AY; TO MOSCOW AND LENINGRAD, TRAVEL AWARDS TO THESE TWO CITIES ARE NOT AVAILABLE.)

<table>
<thead>
<tr>
<th>MILEAGE LEVEL</th>
<th>AWARDS FROM NORTH AMERICA TO HELSINKI AND BEYOND</th>
</tr>
</thead>
<tbody>
<tr>
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<td></td>
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</tbody>
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OTHER CONDITIONS - 74 (CONT)

OBLIGED TO COMPENSATE FOR THOSE POINTS.
10,000

ONE FREE ROUND-TRIP UPGRADE*

FROM

10,000

COACH/TOURIST CLASS TO EXECUTIVE CLASS; OR ONE FREE NIGHT AT THE INTER-CONTINENTAL, MARSKI OR KALASTAJATORPPA IN HELSINKI FOR ONE, INCLUDING ROUND-TRIP TRANSPORTATION BETWEEN AIRPORT AND HOTEL, BREAKFAST, LUNCH OR DINNER AT HOTEL, AND A MORNING SAUNA; OR ONE DAY FREE CAR RENTAL

20,000

IN HELSINKI.

20,000

TWO-DAY HOLIDAY IN HELSINKI FOR TWO AT THE INTER-CONTINENTAL, INCLUDING ROUND-TRIP TRANSPORTATION BETWEEN AIRPORT AND HOTEL, BREAKFAST DAILY, LUNCH OR DINNER AT HOTEL AND A MORNING SAUNA.

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SCHEDULE OF TRAVEL AWARDS - 75 (CONT)

30,000

THREE-DAY ROUND-TRIP CRUISE FOR TWO BETWEEN HELSINKI AND STOCKHOLM INCLUDING TWO NIGHTS ACCOMMODATIONS ON SILJA LINE

WITH

DINNER AND BREAKFAST ON BOARD, AND ONE NIGHT AT THE INTER-CONTINENTAL HOTEL IN HELSINKI.

50,000

ONE FREE ROUND-TRIP COACH/TOURIST

60,000

CLASS TICKET TO FINLAND.

ONE FREE ROUND-TRIP COACH/TOURIST

70,000

CLASS TICKET TO ANY CITY LISTED IN GROUP A BELOW.

ONE FREE ROUND-TRIP COACH/TOURIST

80,000

CLASS TICKET TO ANY CITY LISTED IN GROUP C BELOW; OR ONE FREE EXECUTIVE CLASS TICKET TO FINLAND.
90,000 ONE FREE ROUND-TRIP EXECUTIVE CLASS TICKET TO ANY CITY LISTED IN GROUP A BELOW.

100,000 ONE FREE ROUND-TRIP EXECUTIVE CLASS TICKET TO ANY CITY LISTED IN GROUP B BELOW.

110,000 ONE FREE ROUND-TRIP EXECUTIVE CLASS TICKET TO ANY CITY LISTED IN GROUP C BELOW.

150,000 ONE FREE ROUND-TRIP COACH/TOURIST CLASS TICKET TO ANY CITY LISTED IN GROUP D BELOW.

160,000 TWO FREE ROUND-TRIP EXECUTIVE CLASS TICKETS TO FINLAND.

200,000 ONE ROUND-TRIP EXECUTIVE CLASS TICKET TO ANY CITY LISTED IN GROUP D BELOW.

*UPGRADES TO HELSINKI ARE INCLUDED IN CONJUNCTION WITH AY FLIGHTS TO OTHER CITIES WITHIN FINLAND, AND TO ANY DESTINATION ON FLIGHTS FROM HELSINKI TO CITY GROUP A, B, C, OR D AS INDICATED IN THE ABOVE AWARDS.

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SCHEDULE OF TRAVEL AWARDS - 75 (CONT) AWARDS.

GROUP A GROUP B GROUP C
COPENHAGEN, AMSTERDAM, BERLIN, ATHENS, CAIRO,
GOTHENBURG, BUDAPEST, BRUSSELS, ISTANBUL, LISBON
LENINGRAD, FRANKFURT, GENEVA, MADRID, MILAN,
MALMO, MOSCOW, HAMBURG, LONDON, ROME
MURMANSK, OSLO, MUNICH, PARIS,
STOCKHOLM, PRAGUE, STUTTGART,
TALLINN VIENNA, WARSAW, ZURICH

GROUP D
BANGKOK, BEIJING,
SINGAPORE, TOKYO

(2) ALL TRAVEL AWARD TRIPS MUST ORIGINATE IN THE U.S.A./CANADA.

(3) ALL TRAVEL AWARDS ARE ISSUED ON A ROUND TRIP BASIS BETWEEN THE U.S.A./CANADA AND FINLAND. IF THE TRIP IS TAKEN ONE-WAY ONLY, THE AWARD WILL BE DEEMED FULLY USED AND NO CREDIT FOR ANY UNUSED PORTION WILL BE GIVEN.

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**A** SEAMEN'S FARES

**APPLICATION** - 71

**A** (A) APPLICATION

BONA FIDE MEMBERS OF THE MERCHANT MARINES OF THE COUNTRY LISTED IN COLUMN 1 BELOW WILL BE ASSESSED 75 PERCENT OF THE APPLICABLE ONE WAY/ROUND TRIP FARE AS INDICATED IN COLUMN 2 BELOW, FOR TRAVEL BETWEEN THE POINTS LISTED IN COLUMNS 3 AND 4 BELOW.

<table>
<thead>
<tr>
<th>COLUMN 1 (COUNTRY)</th>
<th>COLUMN 2 (FARE TYPE)</th>
<th>COLUMN 3 (BETWEEN)</th>
<th>COLUMN 4 (AND)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BELGIUM</td>
<td>OW/RT ECONOMY</td>
<td>POINTS IN U.S.A</td>
<td>AREAS 2 AND 3</td>
</tr>
<tr>
<td>DENMARK/</td>
<td></td>
<td>POINTS IN FINLAND</td>
<td></td>
</tr>
<tr>
<td>NORWAY/</td>
<td></td>
<td>COUNTRY OF RESIDENCE</td>
<td></td>
</tr>
<tr>
<td>SWEDEN</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FINLAND</td>
<td></td>
<td></td>
<td>FINLAND OR COUNTRY OF RESIDENCE</td>
</tr>
</tbody>
</table>

**APPLICATION** - 71 (CONT)

**FRANCE**

POINTS IN AREAS 2 AND 3

**GERMANY**

OW ECONOMY

**IRELAND**

**ISRAEL**

OW/RT ECONOMY

**ITALY**

POINTS IN AREAS 2 AND 3

**LIBERIA**

**MALAYSIA**

**NETHERLANDS**

**PANAMA**

**SINGAPORE**

**SWITZERLAND**

**UNITED KINGDOM**

**EXCEPTION 1:** (APPLICABLE ONLY BETWEEN/U.S.A.

AND FINLAND.) MEMBERS OF THE FINNISH MERCHANT MARINES WILL BE ASSESSED 65 PERCENT OF THE OW ECONOMY FARE.

**EXCEPTION 2:** TC1, TC3 FROM JAPAN, KOREA, PHILIPPINES; TC12 NORTH
PERIOD OF VALIDITY - 72
A (B) PERIOD OF VALIDITY
THESE FARES APPLY ALL YEAR.

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STOPOVERS - 73
A (C) STOPOVERS
EN ROUTE STOPOVERS ARE NOT PERMITTED.

EXCEPTION: (APPLICABLE TO DENMARK/NORWAY/SWEDEN)
STOPOVERS ARE PERMITTED IN DENMARK, NORWAY
AND SWEDEN RESPECTIVELY, FOR TRAVEL TO/FROM
POINTS IN THE RESPECTIVE COUNTRY;
ADDITIONALLY, STOPOVERS SPECIFIED IN THE
REQUISITION/CERTIFICATE APPLICABLE ARE
PERMITTED.

ELIGIBILITY - 74
A (D) ELIGIBILITY
THE FOLLOWING PERSONNEL WHO ARE MEMBERS OF THE
MERCHANT
MARINES NAMED BELOW ARE ELIGIBLE FOR THE FARES
SPECIFIED IN PARAGRAPH 1:
(1) BELGIAN
MEMBERS OF THE BELGIAN MERCHANT MARINE WORKING
ABOARD A BELGIAN SHIP WHO APPEAR ON THE CREW
LIST.

THE REDUCED FARES ALSO APPLY TO SPOUSE AND/OR
CHILDREN (BETWEEN 12TH AND 22ND BIRTHDAY) OF
MEMBERS OF THE BELGIAN MERCHANT MARINE, FOR
TRAVEL
BETWEEN THEIR PLACE OF RESIDENCE AND THE PORT OR
CALL WHEN THEY ARE TRAVELLING TO JOIN THE SEAMEN
AT A PORT OF RETURNING HOME FROM VISITING AT A
PORT.

(2) DANISH, NORWEGIAN AND SWEDISH
SEAMEN OF THE DANISH, NORWEGIAN AND SWEDISH
MERCHANT MARINES AND MEMBERS OF THEIR IMMEDIATE
FAMILY, NAMELY: SPOUSE, AND CHILDREN WHO HAVE
REACHED THEIR 12TH BUT NOT THEIR 22ND BIRTHDAY
(AND ANY DOCTOR, NURSE OR ATTENDANT WHO MUST
ACCOMPANY THEM).

(3) FINNISH
SEAMEN OF THE FINNISH MERCHANT MARINE AND MEMBERS OF THEIR IMMEDIATE FAMILY, NAMELY: SPOUSE, AND CHILDREN WHO HAVE REACHED THEIR 12TH BUT NOT 22ND BIRTHDAY (AND ANY DOCTOR, NURSE OR ATTENDANT WHO MUST ACCOMPANY THEM.)

(4) FRENCH SEAMEN OF THE FRENCH MERCHANT MARINE.

(5) GERMAN SEAMEN OF THE GERMAN MERCHANT MARINE.

(6) IRISH SEAMEN (INCLUDING SHIP'S OFFICERS) WHO ARE TRAVELLING TO RESUME THEIR DUTIES ON A SHIP OR TRAVELING TO THEIR HOMES FROM THEIR SHIP.

(7) ISRAELI SEAMEN OF THE ISRAELI MERCHANT MARINE AND MEMBERS OF THEIR IMMEDIATE FAMILY, NAMELY: SPOUSE, AND CHILDREN WHO HAVE REACHED THEIR 12TH BUT NOT 22ND BIRTHDAY (AND ANY DOCTOR, NURSE OR ATTENDANT WHO MUST ACCOMPANY THEM.)

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ELIGIBILITY - 74 (CONT)

OF THEIR IMMEDIATE FAMILY, NAMELY: SPOUSE AND CHILDREN. THESE FARES ALSO APPLY TO SEAMEN TRAVELING ON BEHALF OF THE SHIPPING COMPANY.

(8) ITALIAN SEAMEN (OF ANY RANK) OF THE ITALIAN MERCHANT MARINE WHO ARE ITALIAN NATIONALS OR ITALIAN RESIDENTS. THEY MUST BE UNDER REGULAR CONTRACT TO A SHIPPING COMPANY AND BE TRAVELING TO OR FROM THEIR SHIP, IN CONNECTION WITH A FURLough, SHORE LEAVE, TRANSFER TO ANOTHER SHIP, TERMINATION OF CONTRACT, REPATRIATION, SICKNESS OR DISABILITY.

(9) LIBERIAN SEAMEN (INCLUDING SHIP'S OFFICERS) WHO ARE TRAVELING TO RESUME THEIR DUTIES ON A SHIP, OR TRAVELING TO THEIR HOMES FROM THEIR SHIPS.

(10) MALAYSIAN SEAMEN/CREW MEMBERS EMPLOYED ON BOARD SHIPS REGISTERED IN MALAYSIA.

(11) NETHERLANDS SEAMEN (INCLUDING SHIP'S OFFICERS) OR MEDICAL PERSONNEL ACCOMPANYING SUCH PERSONS WHEN SICK OR INCAPACITATED.

(12) PANAMANIAN SEAMEN OF ANY NATIONALITY WHO WORK ON SHIPS OF THE MERCHANT MARINE OF PANAMA, PERSONNEL BELONGING TO THE DIRECCION CONSULAR Y DE NAVES, OR PERSONS WHO HAVE TO MARK A JOURNEY ON BEHALF OF THE DIRECCION CONSULAR Y DE NAVES, AND PARTICULARLY THE MERCHANT
MARINE OF PANAMA AND ANY DOCTOR, NURSE OR ATTENDANT WHO MUST ACCOMPANY SUCH PASSENGERS.

(13) SINGAPORE
SEAMEN OF THE SINGAPORE MERCHANT MARINE.

(14) SWISS
SEAMEN OF THE SWISS MERCHANT MARINE (AND DOCTORS AND NURSES WHO MUST ACCOMPANY THEM) WHO ARE TRAVELLING TO TAKE UP THEIR DUTY POSTS ON SHIPS, OR ARE BEING REPATRIATED.

(15) UNITED KINGDOM
SEAMEN OF THE UNITED KINGDOM MERCHANT MARINE.

COMBINATIONS - 75
A (E) COMBINATIONS
COMBINATION WITH DOMESTIC FARES WITHIN THE COUNTRIES OF ORIGIN AND DESTINATION IS PERMITTED.

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DOCUMENTATION - 76
A (F) DOCUMENTATION
DOCUMENTATION, AS SHOWN BELOW, WILL BE REQUIRED OF BONA FIDE MEMBERS OF EACH MERCHANT MARINE.

(1) BELGIAN
APPLICATION FOR TRANSPORTATION UNDER THIS RULE MUST BE ACCOMPANIED BY A CERTIFICATE ISSUED BY THE STEAMSHIP COMPANY OR ITS REPRESENTATIVE, OR A SHIP'S CAPTAIN, CERTIFYING THAT THE BENEFICIARY IS EMPLOYED ON A SHIP OF THE BELGIAN MERCHANT MARINE AND THAT TRAVEL IS IN CONNECTION WITH THE STEAMSHIP COMPANY'S REQUIREMENTS. THE SEAMAN WILL BE REQUIRED TO PRESENT HIS SEAMAN'S DISCHARGE BOOK AT THE TIME THE TICKET IS ISSUED. FOR SPOUSE AND/OR CHILDREN THE REDUCTION WILL ONLY APPLY UPON PRESENTATION OF A CERTIFICATE FROM THE SHIPPING COMPANY SHOWING:
(A) THE PASSENGER(S) ARE THE SAME SPOUSE AND/OR THE CHILDREN (BETWEEN THE 12TH AND 22ND BIRTHDAY) OF THE SEAMAN, AND
(B) THE PORT OF CALL AND THE PLACE OF RESIDENCE OF THE SPOUSE/CHILDREN.

(2) DANISH, NORWEGIAN AND SWEDISH
SEAMAN OF THE ABOVE MERCHANT MARINES MUST BE IN POSSESSION OF A WRITTEN APPLICATION FROM THE RESPECTIVE CONSULATE OR MERCANTILE MARINE OFFICE
GIVING:
(A) A COMPLETE DESCRIPTION OF THE TRANSPORTATION REQUIRED;
(B) THE PLACE OF ORIGIN AND DESTINATION;
(C) THE NUMBER AND NAME(S) OF PASSENGER(S);
(D) THE NAME OF THE COMPANY BY WHICH EMPLOYED;
(E) THE DATE OF COMMENCEMENT OF THE TRANSPORTATION.

(3) FRENCH
THE SHIPOWNER, HIS REPRESENTATIVE OR THE CAPTAIN OF THE SHIP MUST SUBMIT A CERTIFICATE, CERTIFYING THAT THE SEAMAN IS EMPLOYED ON A SHIP ON THE FRENCH MERCHANT MARINE AND THAT HIS TRAVEL IS FOR THE REQUIREMENTS OF THE SHIPOWNER.

(4) FINNISH AND UNITED KINGDOM
THE DISCOUNTS SHALL BE GRANTED ONLY UPON A WRITTEN APPLICATION FROM THE STEAMSHIP COMPANY CONCERNED, ITS AGENTS OR THE SHIP'S CAPTAIN CERTIFYING THAT THE TRAVEL REQUESTED IS FOR DUTY PURPOSES AND GIVING FULL DETAILS OF THE TRANSPORTATION REQUIRED, INCLUDING PLACE OF ORIGIN, PLACE OF DESTINATION, NAME AND STATUS OF PASSENGER(S), NAME OF VESSEL, PORT OF REGISTRY, NAME OF STEAMSHIP COMPANY AND DATE OF COMMENCEMENT OF THE TRANSPORTATION.

(5) GERMAN
THE CAPTAIN OF THE VESSEL, AN AGENT OR REPRESENTATIVE OF THE SHIPPING COMPANY, A GERMAN MARITIME OFFICER OR CONSULATE, OR THE FEDERAL MINISTRY OF TRANSPORT MUST SUBMIT A SIGNED APPLICATION.

(6) GREEK, LIBERIAN AND NETHERLANDS
THE STEAMSHIP COMPANY OR ITS AGENT MUST SUBMIT IN WRITING A STATEMENT CERTIFYING THAT THE SEAMAN IS TRAVELING TO MAN A SHIP OR IS BEING REPATRIATED.

(7) IRISH
THE STEAMSHIP COMPANY OR ITS AGENT, OR THE SHIP'S CAPTAIN MUST SUBMIT AN APPLICATION IN WRITING, CERTIFYING THAT THE SEAMAN IS TRAVELING ON DUTY, AND GIVING FULL DETAILS OF THE TRANSPORTATION REQUIRED, INCLUDING ORIGIN AND DESTINATION, NAME AND STATUS OF PASSENGER(S), NAME OF VESSEL AND STEAMSHIP COMPANY.

(8) ISRAELI
THE SHIPOWNER, HIS REPRESENTATIVE, CAPTAIN OF THE
SHIP, OR ISRAELI CONSULATE MUST SUBMIT A WRITTEN APPLICATION CERTIFYING THAT THE SEAMAN IS SERVING IN THE ISRAELI MERCHANT MARINE.

(9) ITALIAN
SUCH TRANSPORTATION WILL BE GRANTED UPON WRITTEN APPLICATION SUBMITTED BY THE SHIPPING COMPANY OR ITS AGENT OR THE CAPTAIN OF THE VESSEL OR BY ITALIAN DIPLOMATIC, CONSULAR, MILITARY OR PORT AUTHORITIES.

(10) MALASIAN
THE SHIPPING COMPANY ON THE SHIP'S CAPTAIN MUST SIGN A DECLARATION CERTIFYING THAT THE SEAMAN FULFILLS THE ELIGIBILITY REQUIREMENTS.

(11) NEW ZEALAND
APPLICATION FOR TRANSPORTATION MUST BE ACCOMPANIED BY A CERTIFICATE ISSUED BY THE STEAMSHIP COMPANY OR ITS REPRESENTATIVE OR A SHIP'S CAPTAIN, CERTIFYING THAT TRAVEL IS FOR DUTY PURPOSES AND GIVING FULL DETAILS OF TRAVEL REQUESTED INDICATING PLACES OR ORIGIN AND DESTINATION, NAME(S) AND STATUS OF PASSENGER(S), NAME OF VESSEL, NAME OF SHIPPING COMPANY AND DATE OF COMMENCEMENT OF TRAVEL.

(12) PANAMANIA
IN ORDER TO QUALIFY FOR THE ABOVE SPECIAL FARES, THE PASSENGER(S) AND EACH DOCTOR, NURSE OR ATTENDANT WHEN REQUIRED TO ACCOMPANY SUCH PASSENGER, MUST BE IN POSSESSION OF A WRITTEN APPLICATION GIVING: A COMPLETE DESCRIPTION OF THE TRANSPORTATION REQUIRED, NAME AND RANK OF SEAMAN, NAME OF SHIP OWNER AND POINT OF REGISTRY, AND A STATEMENT THAT THE JOURNEY IS FOR DUTY PURPOSES, WHICH MUST BE SUBMITTED BY THE SHIPPING COMPANY, ITS AGENT OR THE SHIP'S CAPTAIN.

(13) SINGAPORE
THE DISCOUNT SHALL BE GRANTED ONLY WHEN APPLICATION FOR TRANSPORTATION UNDER THIS RULE IS ACCOMPANIED BY A CERTIFICATE ISSUED BY THE NATIONAL MARITIME BOARD OF SINGAPORE, THE SHIPPING COMPANY CONCERNED, ITS AGENTS, OR THE CAPTAIN OF THE SHIP CERTIFYING THAT THE SEAMAN IS EMPLOYED BY A SHIP REGISTERED IN SINGAPORE AND THAT TRAVEL IS
IN CONNECTION WITH THE SHIPPING COMPANY'S REQUIREMENTS.

(14) SUCH TRANSPORTATION WILL ONLY BE ISSUED BY CARRIER SUBJECT TO CONFIRMATION ISSUED AND SIGNED BY THE SWISS SHIPPING COMPANY OR BY THE SHIP'S CAPTAIN. THIS IS DONE BY MEANS OF A FORM ON HAND AT ALL SWISS SHIPPING COMPANIES AND ON ALL SWISS VESSELS.

RESERVATIONS/TICKETING - 77
A (G) PAYMENT, TICKETING AND RESERVATIONS
(1) PAYMENT FOR FARES FOR DANISH/NORWEGIAN AND SWEDISH MERCHANT MARINES MUST BE MADE BY THE TREASURY OR JOINTLY BY THE TREASURY AND SHIPOWNER, OR BY THE SHIPOWNER, OR BY THE SEAMAN.
(2) PAYMENT FOR FARES FOR FINNISH/IRISH/UNITED KINGDOM/U.S.A./MERCHANT MARINES MUST BE MADE BY THE SHIPPING COMPANY CONCERNED, ITS AGENT OR THE SHIP'S CAPTAIN.
(3) PAYMENT FOR FARES FOR FRENCH/GERMAN/GREEK/ITALIAN/LIBERIAN/MALASIAN/MOROCCAN/NETHERLANDS MERCHANT MARINES MUST BE MADE BY THE SHIPPING COMPANY OR AGENT.
(4) PAYMENT FOR FARES FOR THE SWISS MERCHANT MARINES MUST BE MADE BY THE SHIPPING COMPANY CONCERNED, ITS AGENT, THE SHIP'S CAPTAIN OR BY THE SEAMAN CONCERNED.
(5) PAYMENT FOR FARES FOR ISRAELI/PANAMANIAN/SINGAPORE MERCHANT MARINES MUST BE MADE BY THE SHIPPING COMPANY CONCERNED.
(6) PAYMENT FOR FARES FOR BELGIAN MERCHANT MARINES MUST BE MADE BY THE SHIPPING COMPANY CONCERNED, ITS AGENT, OR THE PASSENGER.

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 01OCT11

AREA: ZZ TARIFF: IPRG CXR: AY RULE: 1000

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ROUTING/REROUTING - 78
A (H) ROUTING/REROUTING PROVISIONS
(1) INVOLUNTARY REROUTING-NORMAL RULES APPLY, BUT ONLY THE SERVICES OF AIRLINES AUTHORIZED TO GRANT THE SPECIAL FARES MAY BE USED.
(2) VOLUNTARY REROUTING - NOT PERMITTED.

CHILDREN'S/INFANTS'FARES - 79
A (I) CHILDREN'S AND INFANTS' FARES
RULE 200 (CHILDREN'S AND INFANTS' FARES) IS NOT APPLICABLE
EXCEPTION: (APPLICABLE TO ISRAELI MERCHANT MARINE FARES)

RULE 200 (CHILDREN'S AND INFANTS' FARES) IS APPLICABLE.

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)

OTHER CONDITIONS - 81
A (K) OTHER CONDITIONS
FREE BAGGAGE ALLOWANCE
FOR TRAVEL AT THE FOLLOWING MERCHANT MARINE FARES:
BELGIAN/DANISH/FINNISH/FRENCH: 40 KILOGRAMS
GERMAN/GREEK/IRISH/ISRAELI/Israeli: (88 POUNDS),
NETHERLANDS/NORWEIGIAN/ Panamanian: AND NORMAL
PANAMANIAN/SPAIN/SWEDISH/SWISS: EXCESS CHARGES FOR
LIBERIAN/MALASIAN/SINGAPORE/ 30 KILOGRAMS
UNITED KINGDOM: (66 POUNDS)
ITALIAN: FIRST CLASS
PIECE CONCEPT