

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

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

TITLE/APPLICATION - 70

K DEFINITIONS
AS USED HEREIN:

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.

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

THROUGH

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

AREA NO. 1 MEANS ALL OF THE NORTH AND SOUTH AMERICAN
CONTINENTS AND THE ISLANDS ADJACENT THERETO, GREENLAND,
BERMUDA, THE WEST INDIES AND THE ISLANDS OF THE CARIBBEAN
SEA, THE HAWAIIAN ISLANDS (INCLUDING MIDWAY AND PALMYRA).
AREA NO. 2 MEANS ALL OF EUROPE (INCLUDING THAT PART OF THE
RUSSIAN FEDERATION IN EUROPE) AND THE ISLANDS ADJACENT
THERETO, ICELAND, THE AZORES, ALL OF AFRICA AND THE ISLANDS
ADJACENT THERETO; ASCENSION ISLAND; THAT PART OF ASIA LYING
WEST OF AND INCLUDING IRAN.

AREA NO. 3 MEANS ALL OF ASIA AND THE ISLANDS ADJACENT
THERETO EXCEPT THAT PORTION INCLUDED IN AREA NO. 2, ALL OF
THE EAST INDIES, AUSTRALIA, NEW ZEALAND, AND THE ISLANDS
ADJACENT THERETO; THE ISLANDS OF THE PACIFIC OCEAN EXCEPT
THOSE INCLUDED IN AREA NO. 1.

AUSTRALASIA MEANS AUSTRALIA, NEW CALEDONIA, NEW ZEALAND;

NEW

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

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

PASSENGER

AS ARE NECESSARY OR APPROPRIATE FOR WEAR, USE, COMFORT OR
CONVENIENCE IN CONNECTION WITH HIS TRIP. UNLESS OTHERWISE
SPECIFIED, IT SHALL INCLUDE BOTH CHECKED AND UNCHECKED
BAGGAGE OF THE PASSENGER.

BANKERS BUYING RATE MEANS THE RATE AT WHICH, FOR THE

PURPOSE

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

AND

SIMILAR BANKING INSTRUMENTS), A BANK WILL PURCHASE A GIVEN

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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 INDENTIFICATION 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, INDENTIFIED 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

AIR

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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)

TAG(S).

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

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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.

ROUND

DOUBLE OPEN JAW MEANS TRAVEL WHICH IS ESSENTIALLY OF A

THE

TRIP NATURE EXCEPT THAT THE OUTWARD POINT OF ARRIVAL AND

DEPARTURE

INWARD POINT OF DEPARTURE AND THE OUTWARD POINT OF

AND THE INWARD POINT OF ARRIVAL ARE NOT THE SAME.

EAST AFRICA MEANS THE AREA COMPRISING BURUNDI, DJIBOUTI, ETHIOPIA, KENYA, RWANDA, SOMALIA, TANZANIA AND UGANDA.

POINT

EASTBOUND MEANS TRAVEL FROM A POINT IN AREA NO. 1 TO A

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, LICHTENSTEIN, LITHUANIA,

LUXEMBOURG,

MADEIRA, MALTA, MONACO, MOROCCO, NETHERLANDS, NORWAY, POLAND, PORTUGAL, REPUBLIC OF MOLDOVA, ROMANIA, RUSSIAN FEDERATION, SAN MARINO, SLOVAKIA, SLOVENIA, SPAIN, SWEDEN,

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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

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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 STITUATED 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 SERVIES, 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 TRANPORTATION 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

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ISSUED DOCUMENTS ARE ISSUED TO COVER SUCH TRANSPORTATION, AND WHETHER OR NOT ALL SUCH TICKETS OR DOCUMENTS ARE

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 ARE 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, COLOMBIA, 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. MARTIN,

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 ISALMIC REPUBLIC OF, IRAQ, ISRAEL, JORDAN, KUWAIT, LEBANON, OMAN, QATAR, SAUDI ARABIA, SUDAN, SYRIAN ARAB REPUBLIC, UNITED ARAB EMIRATES AND REPUBLIC OF YEMEN.

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

ACADEMICS OF THE ARMY, NAVY, AIR FORCE, AND COAST GUARD, AND

THE NATIONAL GUARD. THE RESERVE OFFICER TRAINING CORPS IS NOT INCLUDED.

MILITARY PASSENGER MEANS MILITARY PERSONNEL OF THE U.S.

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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

AROUND THE WORLD. IF THE FARES TO BE USED DIFFER THROUGH
CLASS OF SERVICE/SEASONALITY/MIDWEEK/WEEKEND/CARRIER
VARIATIONS, THE OUTBOUND FARE SHALL BE USED ALSO FOR THE
INBOUND FARE COMPONENT FOR THE PURPOSE OF DETERMINING IF

THE

JOURNEY IS A ROUND TRIP.

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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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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 01OCT11

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

TITLE/APPLICATION - 70 (CONT)

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

NEW

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
BANKS

BANKING DAY. THESE VALUES ARE KNOWN TO MOST COMMERCIAL

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 VICE
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

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TITLE/APPLICATION - 70 (CONT)

OF

DIFFERENT FLIGHT NUMBER OF THE SAME CARRIER, IRRESPECTIVE

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.

TRANSPACIFIC SECTOR MEANS THE PORTION OF TRAVEL COVERED BY

A SINGLE FLIGHT COUPON FROM THE POINT OF DEPARTURE IN AREA

1

TO THE POINT OF ARRIVAL IN AREA 3 AND VICE VERSA.
TRUST TERRITORY MEANS THE AREA COMPRISING 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 CONTIGOUS FEDERATED STATES; THE FEDERAL DISTRICT OF COLUMBIA; ALASKA, HAWAII.
UNITED STATES DEPARTMENT OF DEFENSE MEANS THE U.S.
DEPARTMENTS OF THE ARMY, NAVY, AIR FORCE AND THE U.S.

MARINE

CORPS.
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

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)
INTENTIONALLY LEFT BLANK

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)
INTENTIONALLY LEFT BLANK

FLIGHT APPLICATION - 74

A FLIGHT APPLICATION (CATEGORY 4)
INTENTIONALLY LEFT BLANK

ADVANCE RES/TICKETING - 75

A ADVANCE RESERVATIONS/TICKETING (CATEGORY 5)

- (1) ADVANCE PURCHASE FARES
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 COMMENCE 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.

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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)
INTENTIONALLY LEFT BLANK

PERMITTED COMBINATIONS - 80

A PERMITTED COMBINATIONS (CATEGORY 10)
INTENTIONALLY LEFT BLANK

BLACKOUT DATES - 81

A BLACKOUT DATES (CATEGORY 11)
INTENTIONALLY LEFT BLANK

SURCHARGES - 82

A SURCHARGES (CATEGORY 12)
INTENTIONALLY LEFT BLANK

ACCOMPANIED TRAVEL - 83

A ACCOMPANIED TRAVEL (CATEGORY 13)

INTENTIONALLY LEFT BLANK
TRAVEL RESTRICTIONS - 84
A TRAVEL RESTRICTIONS (CATEGORY 14)
INTENTIONALLY LEFT BLANK
SALES RESTRICTIONS - 85
A SALES RESTRICTIONS (CATEGORY 15)
INTENTIONALLY LEFT BLANK

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
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PENALTIES - 86

A PENALTIES (CATEGORY 16)
(1) ROUTING/REROUTING
REROUTING OF ADVANCE PURCHASE AND GROUP FARE

PASSENGERS

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 APPLICABLE 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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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.

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

(II) AFTER DEPARTURE

(AA) NORMAL CANCELLATION AND REFUND

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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

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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

AGENT DISCOUNTS (CATEGORY 21)
INTENTIONALLY LEFT BLANK
ALL OTHER DISCOUNTS (CATEGORY 22)
INTENTIONALLY LEFT BLANK

MISC PROVISIONS - 90

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

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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

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GROUPS - 91 (CONT)

ORGANIZATION BELONGS) AND TO ANY OTHER FORM OF SOLICITATION NOT DEFINED AS PUBLIC SOLICITATION IN (VII) BELOW.

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

MEMBERS

OF THE TRAVEL GROUP.

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

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

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GROUPS - 91 (CONT)

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

FUTURE REWARDS THE EMPLOYEE, DEALERS AND AGENTS FOR PAST WORK OR PROVIDES AN INCENTIVE FOR

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

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

GROUPS - 91 (CONT)

FEATURES OF THE TOUR. SUCH VOUCHER, INCLUDING THOSE FOR GROUND TRANSPORTATION, MUST BE

AVAILABLE

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

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

- (I) WRITTEN APPLICATION, IN THE FORM REQUIRED BY AY SHALL PROVIDE A FULL DESCRIPTION OF THE TRAVEL DESIRED, THE NAMES AND TOTAL NUMBER

OF

PASSENGERS, AND, WHERE APPLICABLE, THE AFFINITY/INCENTIVE/OWN USE PROVISION UNDER WHICH THE TRAVEL IS BEING REQUESTED, AND

MUST

BE SIGNED BY THE APPLICANT (THE PERSON RESPONSIBLE FOR THE TRAVEL ARRANGEMENTS OF THE GROUP).

- (II) THE APPLICATION MUST BE SUBMITTED TO THE ISSUING CARRIER (THE CARRIER WHOSE TICKETS

ARE TO BE ISSUED) PRIOR TO COMMENCEMENT OF
OUTBOUND TRAVEL. THE DEADLINE FOR RECEIPT

OF

THE APPLICATION IS SPECIFIED IN EACH
PARTICULAR GROUP TRAVEL RULE.

(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

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GROUPS - 91 (CONT)

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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DEPSOITS - 94

- A DEPOSITS (CATEGORY 29)
INTENTIONALLY LEFT BLANK

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

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
THERE TO, 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 THEREWITH.
 - (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

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
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AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0005

TITLE/APPLICATION - 70 (CONT)

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

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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

TO INCREASE IN FARES/CHARGES APPLICABLE

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

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 IN EFFECT ON: 01OCT11

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

FARES IN EFFECT - 73 (CONT)

UPON PASSENGER, THE MUTUALLY AGREED
TELEMAIL INVOICING DATE IF PAYMENT
ISSUING IS MADE BY CHECK, OR TICKET
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;
IN (E) SALE OCCURS AND TICKET IS ISSUED
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
CONVERSION CHARGES, SUCH PROPORTIONATE FARES AND CHARGES WILL BE
DETERMINED IN ACCORDANCE WITH THE PERCENTAGE

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

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.

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AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0006

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 AFTER 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

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AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0006

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.

PROVIDED

(C) SEPARATE CHECK-IN FACILITIES WILL BE

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

AIRCRAFT

(A) THE ECONOMY CLASS COMPARTMENT OF THE

WILL BEGIN IMMEDIATELY BEHIND THE EXECUTIVE CLASS COMPARTMENT AND WILL EXTEND TO THE AFTER 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).

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

TITLE/APPLICATION - 70

SPECIAL AIRPORT LOUNGE FACILITIES

(A) AY MAINTAINS AND OPERATES LOUNGES WHICH PROVIDE

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

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

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.

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AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0020

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

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TITLE/APPLICATION - 70 (CONT)

ASSISTANCE FROM EMPLOYEES OF THE CARRIER.

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

DISABILITY	ASSISTANT REQUIRED	MAXIMUM NO. PER FLIGHT
BLIND	NO	NO LIMIT
DEAF	NO	NO LIMIT
BLIND AND DEAF	YES	NO LIMIT
MENTALLY HANDICAPPED/ SELF-RELIANT	NO	NO LIMIT
MENTALLY HANDICAPPED/ NON-SELF-RELIANT	YES	NO LIMIT
AMBULATORY/ SELF-RELIANT	NO	NO LIMIT
AMBULATORY/ NON-SELF-RELIANT	YES	NO LIMIT
NON-AMBULATORY/ NON-SELF-RELIANT	YES	ON REQUEST BASIS
NON-AMBULATORY/ SELF-RELIANT	YES	ON REQUEST BASIS

(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 HRE

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).

AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0022

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
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TITLE/APPLICATION - 70 (CONT)
ANY DISCOUNTS.
IN (3) THE AMOUNT OF THE INSURANCE SURCHARGE IS EUR 4 OR
EQUIVALENT FOR EACH AY SECTOR, EXCEPT FOR SALES
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.
//YR//IN (5) THE INSURANCE SURCHARGE IS TO BE SHOWN AS
THE TAX/FEES/CHARGES BOX OF THE TICKET.
(6) THE INSURANCE SURCHARGE IS NOT INTERLINEABLE, NOT
COMMISSIONABLE AND THE AMOUNT WILL ACCRUE TO AY.
AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0023

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

TITLE/APPLICATION - 70

A REFUSAL TO TRANSPORT - LIMITATION OF CARRIER

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REFUSAL, CANCELLATION - 71

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,

REGULATIONS

OR ORDERS OF ANY STATE OR COUNTRY TO BE

FLOWN

FROM, INTO OR OVER;

(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;

(D) WHEN THE PASSENGER REFUSES ON REQUEST TO PRODUCE POSITIVE IDENTIFICATION.

NOT

NOTE: CARRIER SHALL HAVE THE RIGHT, BUT SHALL

BE OBLIGATED, TO REQUIRE POSITIVE IDENTIFICATION OF PERSONS PURCHASING TICKETS AND/OR PRESENTING A TICKET(S) FOR THE PURPOSE OF BOARDING AIRCRAFT.

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

A

CONCEALED, DEADLY OR DANGEROUS WEAPON OR ARTICLE.

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

(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

THE
LIABLE

(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 EXPRESS CONDITION THAT CARRIER SHALL NOT BE FOR ANY INJURY, ILLNESS OR DISABILITY, OR ANY AGGRAVATION OR CONSEQUENCE THEREOF, INCLUDING

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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

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CARRIAGE OF CHILDREN - 73 (CONT)

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.

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

TITLE/APPLICATION - 70

GROUND TRANSFER SERVICE

(A) GENERAL

(1) EXCEPT AS OTHERWISE SPECIFIED BELOW, CARRIER DOES NOT MAINTAIN, OPERATE, OR PROVIDE GROUND TRANSFER SERVICE BETWEEN AIRPORTS OR BETWEEN AIRPORTS AND TOWN CENTERS. EXCEPT WHERE GROUND TRANSFER SERVICE IS DIRECTLY OPERATED BY CARRIER, IT IS AGREED THAT ANY SUCH SERVICE IS PERFORMED BY INDEPENDENT OPERATORS WHO ARE NOT AND SHALL NOT

BE

DEEMED TO BE AGENTS OR SERVANTS OF CARRIER. ANYTHING DONE BY AN EMPLOYEE, AGENT OR REPRESENTATIVE OF CARRIER IN ASSISTING THE PASSENGER TO MAKE ARRANGEMENTS FOR SUCH GROUND

TRANSFER SERVICE SHALL IN NO WAY MAKE 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
TO VALUATION AGREEMENTS SHALL BE DEEMED APPLICABLE
SHALL SUCH LOCAL SERVICES. NO PORTION OF THE FARE
SERVICES BE REFUNDABLE IN THE EVENT LOCAL TRANSFER
ARE NOT USED.

- (2) IN THE CASE OF SCHEDULED OVERNIGHT STOPS ON
THROUGH SERVICE VIA THE SAME OR A COMBINATION OF

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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

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

OTHERWISE

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.

FOR

PASSENGERS ORIGINATING IN,

DESTINED

TO OR HAVING THEIR POINT OF TURNAROUND IN THAT AREA.

EXCEPTION 2: EASTBOUND ACROSS THE ATLANTIC,

THIS

RULE APPLIES ONLY TO PASSENGERS

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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

TO THE DELIVERY CARRIER.

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.

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

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.

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

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,

REQUIREMENTS, OR INSTRUCTIONS, WHETHER GIVEN ORALLY,

IN

WRITING, OR OTHERWISE, OR FOR THE CONSEQUENCES TO ANY PASSENGER RESULTING FROM HIS FAILURE TO OBTAIN SUCH DOCUMENTS OR TO COMPLY WITH SUCH LAWS, REGULATIONS, ORDERS, DEMANDS, REQUIREMENTS, OR INSTRUCTIONS.

PASSPORTS AND VISAS - 71

(B) PASSPORTS AND VISAS

(1) 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

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PASSPORTS AND VISAS - 71 (CONT)

NOT COMPLETE. 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.

ANY CARRIER MAY APPLY TO THE PAYMENT OF SUCH FARES 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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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY IN EFFECT ON: 01OCT11

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

TITLE/APPLICATION - 70

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

AS A SINGLE OPERATION.

LAWS APPLICABLE - 71

K (B) LAWS AND PROVISIONS APPLICABLE (1) (A) THE CARRIER SHALL AVAIL ITSELF OF THE LIMITATION OF LIABILITY PROVIDED IN THE CONVENTION FOR THE UNIFICATION OF CERTAIN RULES RELATING TO INTERNATIONAL CARRIAGE BY AIR, SIGNED AT WARSAW, OCTOBER 12TH, 1929,

OR PROVIDED IN THE SAID CONVENTION AS AMENDED

BY

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
IN

THE CONTRACT OF CARRIAGE, INCLUDES A POINT

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

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LAWS APPLICABLE - 71 (CONT)

PERFORMED
FOR
OTHER

CONVENTION OR IN THE SAID PROTOCOL,
BY IT, AGREES THAT THE LIMIT OF LIABILITY
EACH PASSENGER FOR DEATH OR WOUNDING OR

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.

- (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

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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-SHIPING 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

PART 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,

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TIME LIMITATIONS, CLAIMS - 73 (CONT)

IN WITHIN SEVEN DAYS FROM THE DATE OF RECEIPT; AND

MADE THE CASE OF DELAY, OR LOSS, COMPLAINT MUST BE

PLACED AT THE LATEST WITHIN 21 DAYS FROM THE DATE ON WHICH THE BAGGAGE HAS BEEN PLACED AT HIS DISPOSAL (IN THE CASE OF DELAY), OR SHOULD HAVE BEEN

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.

THE (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

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

OVERRIDING LAW - 74

A (E) OVERRIDING LAW

PARTIES, 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

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.

AIRCRAFT

(A) TRANSPORTATION OF PERSONS INJURED IN

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

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.

TO

(D) TRANSPORTATION OF PERSONS WHICH IS SUBJECT

THE CONVENTION.

OF

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

CARRIER'S BUSINESS.

(2) EXCEPT IN RESPECT OF GRATUITOUS TRANSPORTATION OF PERSONS DESCRIBED IN PARAGRAPH (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

ASSIGNEES, IN INTEREST, AND THEIR REPRESENTATIVES,
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

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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

MADE THE RESERVATION WAS CONFIRMED. HOWEVER, IF AIRPORT TICKETING WAS AGREED UPON, IT MUST BE

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

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CONDITIONS OF RES. - 71 (CONT)

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

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VALIDITY FOR CARRIAGE - 71 (CONT)

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

ON THE CLASS FOR WHICH THE FARE HAS BEEN PAID
AFTER THE CARRIER ON WHICH SPACE IS AVAILABLE
IS SUCH DATE FROM THE POINT WHERE THE JOURNEY
RESUMED OR FROM THE LAST CONNECTING POINT.
ON 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
WITH VALIDITY OF TICKETS OF PERSONS TRAVELING
AN INCAPACITATED PASSENGER. RULES GOVERNING
SPECIAL AND PROMOTIONAL FARES WHICH
SPECIFICALLY EXCLUDE THE APPLICATION OF RULE
ARE 65 (TICKETS-EXTENSION OF TICKET VALIDITY)
AFTER 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
OF 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

TO WITHOUT THE KNOWLEDGE AND CONSENT OF THE PERSON
FOR WHOM IT WAS ISSUED, CARRIER WILL NOT BE LIABLE

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
THAN THE PERSON TO WHOM IT WAS ISSUED, WITH OR
WITHOUT THE KNOWLEDGE AND CONSENT OF THE PERSON

TO WHOM IT WAS ISSUED, CARRIER WILL NOT BE LIABLE
FOR

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

NOTE: EXCEPT TO THE EXTENT PROVIDED IN RULE 55
(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
CONSTITUTE TICKETING, PROVIDED IT IS

ISSUED

WITHIN TARIFF DEADLINES AND RESERVATIONS
REQUIREMENTS ARE MET AND SHOWN IN THE PTA.

OF AN OPEN PTA WILL NOT CONSTITUTE ISSUANCE

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,

SRI LANKA RESPECTIVELY FOR TRAVEL COMMENCING IN HUNGARY, PHILIPPINES, OR SRI LANKA, RESPECTIVELY.

AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0075

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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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
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AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0075

TITLE/APPLICATION - 70 (CONT)

- 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

SUCH CANADIAN FUNDS. FOR CURRENCIES NOT QUOTED IN

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AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0075

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.

AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0080

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

DESIGNATED IN THE "VIA CARRIER" BOX, OF THE
UNUSED FLIGHT COUPON OR MISCELLANEOUS

CHANGES

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AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0080

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

ALREADY

BASED ON ANY PORTION OF THE TRIP

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.

A

- (4) THE EXPIRATION DATE OF ANY NEW TICKET ISSUED FOR 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.

LATE

- (5) TIME LIMITS ON CANCELLATIONS, AND CHARGES FOR 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

ALREADY

BASED ON ANY PORTION OF THE TRIP

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.

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PSGR. REQUESTED CHANGES - 71 (CONT)

LATE

- (5) TIME LIMITS ON CANCELLATIONS, AND CHARGES FOR

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.)

INVOLUNTARY RTG. CHANGES - 72

OPERATE

- (B) INVOLUNTARY REVISED ROUTINGS IN THE EVENT CARRIER CANCELS A FLIGHT, FAILS TO

OF

ACCORDING TO SCHEDULES, SUBSTITUTES A DIFFERENT TYPE

PASSENGER

EQUIPMENT OR DIFFERENT CLASS OF SERVICE, OR IS UNABLE TO PROVIDE PREVIOUSLY CONFIRMED SPACE, OR THE

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.

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FREE BAGGAGE ALLOWANCE - 73

- (D) FREE BAGGAGE ALLOWANCE
AN INVOLUNTARILY REROUTED PASSENGER SHALL BE ENTITLED TO RETAIN THE FREE BAGGAGE ALLOWANCE APPLICABLE FOR

THE

TYPE OF SERVICE ORIGINALLY PAID FOR. THIS PROVISION SHALL APPLY EVEN THOUGH THE PASSENGER MAY BE TRANSFERRED FROM A FIRST CLASS FLIGHT TO BUSINESS/ECONOMY/TOURIST/COACH CLASS FLIGHT OR FROM A BUSINESS CLASS FLIGHT TO AN ECONOMY/TOURIST/COACH

CLASS

FLIGHT, AND IS ENTITLED TO A FARE REFUND.

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

TITLE/APPLICATION - 70

SCHEDULES, DELAYS AND CANCELLATIONS

- (A) SCHEDULES
THE TIMES SHOWN IN TIMETABLES OR ELSEWHERE ARE

THE APPROXIMATE AND NOT GUARANTEED, AND FORM NO PART OF 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

MAJEURE, STRIKES, RIOTS, CIVIL COMMOTIONS, EMBARGOES, WARS, HOSTILITIES, DISTURBANCES, OR UNSETTLED INTERNATIONAL CONDITIONS), ACTUAL, THREATENED OR REPORTED, OR BECAUSE

OF

ANY DELAY, DEMAND, CONDITIONS, CIRCUMSTANCE

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TITLE/APPLICATION - 70 (CONT)

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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TITLE/APPLICATION - 70 (CONT)

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,

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TITLE/APPLICATION - 70 (CONT)

BAGGAGE AND AIRCRAFT OR AIRPORT SECURITY MEASURES)

- (D) UNEXPECTED FLIGHT SAFETY SHORTCOMINGS

RELATED (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
DELAYS, (F) AIR TRAFFIC MANAGEMENT DECISIONS (ATC
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

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FOR

AVAILABLE IT SHALL BE USED WHEN SEEKING FOR
POSSIBLE VOLUNTEERS. IF THE EFFICIENT CALLING

BY

VOLUNTEERS HAS NOT RESULTED IN FINDING ANY
VOLUNTEERS, A CLEAR AND EFFICIENT CALL FOR
VOLUNTEERS SHALL STILL BE PERFORMED AT THE GATE

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

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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 WICH 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	COMPENSATION LEVELS FOR VOLUNTEERS (WHEN A COMMON AGREEMENT HAS BEEN REACHED) ALWAYS USING TRAVEL VOUCHER FOR FLIGHT TICKETS
TRIPS LESS THAN 1500 KM	EURO 125
TRIPS 1500-3500 KM AND ALL INTRA EU IN EXCESS OF 1500 KM	EURO 200
TRIPS MORE THAN 3500 KM (NON-INTRA EU)	EURO 300

- (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

EC REGULATION).

- (2) 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

FLIGHT	COMPENSATION	COMPENSATION	50% REDUCTION IN
LENGTH	LEVELS USING	CASH LEVELS	COMPENSATION,
	FINNAIR TRAVEL	FOR IN-	IF ARRIVAL TO
	VOUCHER FOR	VOLUNTARY	DESTINATION IS

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TITLE/APPLICATION - 70 (CONT)

	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 DAPARTURE 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

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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:

FLIGHT LENGTH	COMPENSATION LEVELS USING FINNAIR TRAVEL VOUCHER FOR INVOLUNTARY (DOUBLE AMTS. FOR BUYING FLIGHT TICKETS)	COMPENSATION CASH LEVELS FOR IN- VOLUNTARY ALWAYS USING FINNAIR TRAVEL VOUCHER MARKED AS CASH)	50% REDUCTION IN COMPENSATION, IF ARRIVAL TO DESTINATION IS DELAYED (AND DOUBLE AMTS (250, 400, 600) WITH FINNAIR TRAVEL VOUCHER LESS THAN 2 HRS
TRIPS LESS 1500 KM	EURO 500	EURO 250	LESS THAN 2 HRS
TRIPS 1500- 3500 KM AND ALL INTRA EU IN EXCESS OF 1500 KM	EURO 800	EURO 400	LESS THAN 3 HRS
TRIPS MORE THAN 3500 KM (NON-INTRA EU)	EURO 1200	EURO 600	LESS THAN 4 HRS

(A) THE COMPENSATION PAYABLE TO THE PASSENGER IS

FINNAIR

BASED ON THE PASSENGERS LAST DESTINATION ON THE TICKET ACCEPTED FOR CHECK-IN
(B) PAYMENT SHALL ALWAYS BE MADE BY USING

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 REROUTING/REIMBURSEMENT OPTIONS:

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TITLE/APPLICATION - 70 (CONT)

(A) REROUTING TO FINAL DESTINATION AT EARLIEST OPPOTUNITY 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

IF

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

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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	
DURATION OF DELAY	MEAL SERVICE
OVER 1 HOUR	COFFEE/SOFT DRINK AND PASTRY
OVER 2 HOURS	SANDWICH OR LIGHT MEAL
OVER 4 HOURS	MEAL
FINNAIR POLICY FOR FINNAIR LEISURE FLIGHTS	
DURATION OF DELAY	TYPE OF MEAL SERVICE
OVER 2 HOURS	COFFEE/SOFT DRINK AND PASTRY OR SANDWICH
OVER 4 HOURS	MEAL

- (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

FLIGHT LENGTH	DELAY
TRIPS LESS THAN 1500 KM	HAS TO BE MORE THAN 2 HRS
TRIPS 1500-3500 KM AND ALL INTRA EU IN EXCESS OF 1500 KM	HAS TO BE MORE THAN 3 HRS
TRIPS MORE THAN 3500 KM (NON INTRA EU)	HAS TO BE MORE THAN 4 HRS

- (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	
DURATION OF DELAY	MEAL SERVICE
OVER 1 HOUR	COFFEE/SOFT DRINK AND PASTRY
OVER 2 HOURS	SANDWICH OR LIGHT MEAL
OVER 4 HOURS	MEAL

FINNAIR POLICY FOR FINNAIR LEISURE FLIGHTS	
DURATION OF DELAY	TYPE OF MEAL SERVICE

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 TITLE/APPLICATION - 70 (CONT)

OVER 2 HOURS	COFFE/SOFT DRINK AND PASTRY OR SANDWICH
OVER 4 HOURS	MEAL

- (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
IF

THE TICKET FOR PARTS ALREADY MADE AND
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.

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(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 (D) INVOLUNTARY REFUNDS

SEE ALSO RULE 80 (INVOLUNTARY REVISED ROUTINGS) AND RULE 87 (DENIED BOARDING COMPENSATION).

FOR THE PURPOSE OF THIS PARAGRAPH, THE TERM 'INVOLUNTARY REFUND' SHALL MEAN ANY REFUND TO A PASSENGER WHO IS PREVENTED FROM USING THE CARRIAGE PROVIDED FOR IN HIS TICKET BECAUSE OF CANCELLATION OF FLIGHT, INABILITY OF CARRIER TO PROVIDE PREVIOUSLY CONFIRMED SPACE, SUBSTITUTION OF A DIFFERENT TYPE OF 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

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INVOLUNTARY 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:

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

CLASS

OF SERVICE BETWEEN THE POINTS WHERE THE
LOWER CLASS SERVICE IS USED;

- (II) FOR ROUND TRIP, CIRCLE TRIP OR OPEN-JAW
TICKETS: THE DIFFERENCE BETWEEN 50
PERCENT OF THE ROUND TRIP FARE FOR THE
HIGHER CLASS OF SERVICE AND 50 PERCENT
OF THE ROUND TRIP FARE FOR THE LOWER
CLASS OF SERVICE BETWEEN THE POINTS
WHERE THE LOWER CLASS OF SERVICE IS
USED.

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

- (AA) FIRST CLASS FARES.
- (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
60 PASSENGER IN THE ACCORDANCE WITH RULE
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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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

SUCH ISSUED THE ORIGINAL TICKET WILL REFUND TO THE PASSENGER THE FARE PAID FOR

REPLACEMENT TICKET.

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

MADE (I) THE PASSENGER HAS NOT PURCHASED A REPLACEMENT TICKET, REFUND WILL BE

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 -79-

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LOST TICKET, ETC. - 73 (CONT)

AND MISCELLANEOUS CHARGES ORDERS, DEPOSIT RECEIPTS

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):

PASSENGER		EXCESS BAGGAGE	
TICKET/MCO		TICKETS	
USD	CAD	USD	CAD
50.00	80.00	50.00	80.00

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

TITLE/APPLICATION - 70

K ACCEPTANCE BAGGAGE

(A) GENERAL CONDITIONS OF ACCEPTANCE

CUSTOMER MAY CARRY SOME BAGGAGE, FREE OF CHARGE, AS

STATED IN THE

LIMITATIONS
FROM AY.
TICKET OR
FEE WILL BE

TICKET AND WHICH IS SUBJECT TO AY CONDITIONS AND
LISTED BELOW AND ARE FURTHER AVAILABLE UPON REQUEST
IF THE AMOUNT OF BAGGAGE EXCEEDS THE ALLOWANCE IN THE
IS AN ITEM OF CHARGEABLE SPECIAL BAGGAGE CATEGORY, A
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
TRANSPORTATION
BE

CHARACTER RENDERS IT UNSUITABLE FOR

ON THE PARTICULAR AIRCRAFT THAT IS TO TRANSPORT
IT; THAT WILL DAMAGE OTHER BAGGAGE; THAT CANNOT

ACCOMMODATED WITHOUT HARMING OR ANNOYING
PASSENGERS.

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(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 FROMT HE UNSUITABILITY OF
SUCH ITEMS AS CHECKED BAGGAGE AND/OR THE
INADEQUACY OF THEIR PACKAGING, AND NOT

FROM

CARRIER FAILURE TO EXERCISE THE ORIDINARY
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).

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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

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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

(A) 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.

(I) FRAGILE ITEMS:

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

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

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

(DD) ORNAMENTAL BRICABRAC, SUCH AS VASES, FIGURINES, CERAMIC

ARTICLES

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AND TROPHIES.

(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 DOLLWS, STUFFED ANIMALS AND DOLLHOUSES.

(LL) PAPER, SUCH AS ADVERTISING DISPLAYS, MODELS, SKETCHES, BLUEPRINTS AND MAPS.

AS (MM) POTTED PLANTS AND FOLIAGE, SUCH
 BRANCHES AND BLOSSOMS OF FLOWERS.
 (II) PERISHABLE ITEMS
 (AA) FRESH OR FROZEN FOODSTUFFS, 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:

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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.

[baggage fee](#)
flight reservation.
of the flight's departure time.

Bicycles are not included in the checked baggage allowance, a [special-](#)
is always collected. Customer should notify AY of the bike when making the
Customer should also ensure that he arrives at the check-in well in advance

- parallel to the front wheel,
minimum.
plastic or cardboard.

A bicycle must be packed for transport so that the handlebars are turned
the pedals are removed and the air pressure in the tires is reduced to a
If there are any sharp points on the bicycle, they must be covered with thick

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TITLE/APPLICATION - 70 (CONT)

- (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

BOWLING BAG AND ONE PAIR OF BOWLING SHOES.)

- (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 prepaid with a [Finnair Plus voucher](#) or by contacting our customer service

can be

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

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TITLE/APPLICATION - 70 (CONT)

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- ticket as
The fee for skiing equipment depends on the baggage allowance in the 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. Customer should 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)

	ZONE 1	ZONE 2	ZONE 3
	Travel within Finland, Scandinavia, The Baltic countries, St. Petersburg	Travel within the rest of IATA Traffic Conference sub-area Europe (incl. Azores, Madeira, Canary Islands, North Africa) and Middle East	Travel to/from IATA Traffic Conference area 2 to 1 or 3: (Europe to Asia, Africa, Americas v.v.) and travel between 1 and 3 (Asia to Americas v.v)
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	€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.

€50	€60	€100
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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.

€80	€100	€200
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Pet in the cabin*** €30 €60 €100

Pet in the hold €5/kg, min. €10/kg, min. €30/kg, min.
€30 €60 €100

*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/OVERSIZE 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

TITLE/APPLICATION - 70
A FREE BAGGAGE ALLOWANCE: CHECKED BAGGAGE
(A) PASSENGER MAY CARRY SOME BAGGAGE, FREE OF CHARGE, AS
STATED IN IN THE FLIGHT TICKET. ACCEPTING THE BAGGAGE IS SUBJECT
TO AY'S CONDITIONS AND LIMITATIONS, WHICH ARE
AGENTS AVAILABLE UPON REQUEST FROM AY OR AY'S AUTHORISED
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, BAGGAGE MAY ALSO BE CONSIDERED AS ONE PIECE OF
MUSICAL PROVIDED THAT ITS MAXIMUM WEIGHT IS 23 KG AND
MAXIMUM LENGTH 1.5 M (59 IN). SPORTING EQUIPMENT,
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.
SAME (3) CHILDREN WITH A RESERVED SEAT ARE ALLOWED THE
AMOUNT OF BAGGAGE AS AN ADULT IN THE SAME TRAVEL
CLASS AND ONE FOLDABLE PUSHCHAIR OR CHILD
CABIN RESTRAINT DEVICE (CAR SEAT OR INFANT SEAT). THE
CHILD RESTRAINT DEVICE MAY BE TAKEN INTO THE
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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TITLE/APPLICATION - 70 (CONT)

(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 one-class 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

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 HARNESSSED, WHEN IT ACCOMPANIES SUCH A

CUSTOMER AND

PERMITTED TO CUSTOMER IS DEPENDENT UPON SUCH DOG.THE DOG WILL BE
BE ACCOMPANY SUCH PASSENGER INTO THE CABIN BUT WILL NOT
BE PERMITTED TO OCCUPY A SEAT.

AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0110

TITLE/APPLICATION - 70

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

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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 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

 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:

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TRANSFER SERVICE WILL BE FURNISHED WITHOUT ADDITIONAL CHARGE.

NOTE: THE FARE PAID SHALL ONLY BE APPLICABLE WHEN INTERNATIONAL TRAVEL COMMENCES IN THE

COUNTRY

OF THE POINT OF ORIGIN SHOWN ON THE TICKET, I.E. IF INTERNATIONAL TRAVEL ACTUALLY COMMENCES OUTSIDE THE COUNTRY OF THE

TICKETED

POINT OF ORIGIN, THE FARE MUST BE REASSESED FROM THE POINT WHERE INTERNATIONAL TRAVEL ACTUALLY BEGAN. FOR EXAMPLE: IF A TICKET

IS

PURCHASED AT THE DRACHMA FARE FOR TRAVEL ATHENS-HELSINKI-MONTREAL AND THE PASSENGER ACTUALLY COMMENCES TRAVEL IN HELSINKI

INSTEAD

OF ATHENS, THE FARE MUST BE REASSESED AT THE HELSINKI-MONTREAL FIM HELSINKI LEVEL.

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

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APPLICABLE FARES - 71 (CONT)

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

POINT

ONE CLASS OF SERVICE WHERE THE JOURNEY FROM

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
RATED
NO.

THE PROVISIONS GOVERNING TRAVEL VIA A HIGHER-
INTERMEDIATE POINT (PARAGRAPH (C) (3)). MILEAGE
ROUTINGS (SEE MAXIMUM PERMITTED MILEAGE TARIFF

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.

- (3) FOR TRAVEL BETWEEN A POINT IN THE U.S.A. AND A
POINT IN AREA 2 WHEN VIA THE HIGHER RATED
INTERMEDIATE POINT OF HELSINKI FINLAND, THE FARE
FOR SUCH TRAVEL WILL BE THE FARE BETWEEN THE

POINT

OF ORIGIN AND THE POINT OF DESTINATION, PROVIDED
THAT NO STOPOVER IS MADE AT THE HIGHER RATED
INTERMEDIATE POINT OF HELSINKI, FINLAND AND THE
PASSENGER'S BAGGAGE IS THROUGH CHECKED BEYOND
HELSINKI, FINLAND. THIS FACILITY ONLY APPLIES
WHEN AY FLIGHTS ARE UTILIZED ON EACH LEG OF THE
ITINERARY. THIS FACILITY DOES NOT APPLY FOR
TRAVEL BETWEEN U.S.A. AND BELGIUM, NETHERLANDS,
LUXEMBOURG, U.K., IRELAND, FRANCE, SPAIN AND
PORTUGAL.

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

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CONSTRUCTION OF FARES - 72 (CONT)

INTERNATIONAL THROUGH FARE FROM POINT OF
ORIGIN TO POINT OF DESTINATION, PROVIDED
TRAVEL IS VIA THE FARE CONSTRUCTION POINTS.

(B) DOMESTIC U.S. SPECIAL FARES

- (I) A SPECIAL FARE APPLICABLE WITHIN THE
U.S.A. MAY BE COMBINED WITH AN

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

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CONSTRUCTION OF FARES - 72 (CONT)

ALONG TICKETED INTERMEDIATE POINTS

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 FARE 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.

THE (HH) WHEN COMPARING NORMAL FARES OF

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.

COMPARED (3) ECONOMY CLASS FARE IS

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
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CONSTRUCTION OF FARES - 72 (CONT)

THE

DIRECT NORMAL FARE MUST BE RAISED TO

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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IN EFFECT ON: 01OCT11

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

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

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CONSTRUCTION OF FARES - 72 (CONT)

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.

(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

THROUGH

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

INSTEAD THE BASIS OF HALF THE ROUND TRIP FARE

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

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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:

(A) WHEN THE POINT OF DEPARTURE AND FINAL DESTINATION ARE THE SAME, THE SUM OF 50 PERCENT OF THE APPLICABLE ROUND-TRIP FARE FROM THE POINT OF DEPARTURE TO EACH OUTER POINT OF THE OPEN-JAW, AND

(B) WHERE THE POINTS OF DEPARTURE AND FINAL DESTINATION ARE NOT THE SAME, THE SUM OF 50 PERCENT OF THE APPLICABLE ROUND-TRIP FARE FROM THE POINT OF DEPARTURE TO THE OUTER POINT OF THE OUTWARD SECTION PLUS 50 PERCENT OF THE ROUND-TRIP FARE FROM THE POINT OF DESTINATION TO THE OUTER POINT OF THE

INBOUND

SECTION.

(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.

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CONSTRUCTION OF FARES - 72 (CONT)

- (III) WHERE A SINGLE OPEN JAW JOURNEY COMPRISES NOT MORE THAN TWO INTERNATIONAL FARE COMPONENTS AND HAS A SURFACE BREAK IN ONE COUNTRY, EITHER AT DESTINATION OR ORIGIN, AND WHERE A DOUBLE OPEN JAW COMPRISES, 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

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CONSTRUCTION OF FARES - 72 (CONT)

NOT BE LESS THAN THE HIGHEST DIRECT NORMAL ONE WAY FARE APPLICABLE TO EITHER

DIRECTION

FOR THE LOWEST 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 ONE WAY FARE APPLICABLE IN EITHER

CLASS

DIRECTION FOR THE LOWEST

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

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CONSTRUCTION OF FARES - 72 (CONT)

THE SAME TYPE IN EITHER
DIRECTION BETWEEN ANY

TICKETED

THE

POINTS IN THE JOURNEY. IN

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,

GABON,

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.

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AREA: ZZ TARIFF: IPRG

CXR: AY RULE: 0130

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.
 - (I) 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.

AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0135

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

RESTRICTED

AT THE POINT OF TURNAROUND ARE PROHIBITED OR

(IN NUMBER.) 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

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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.

TURNAROUND,
(1) THE ORIGIN AND DESTINATION OR POINT OF

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.

AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0140

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.

AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0200

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

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TITLE/APPLICATION - 70 (CONT)

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

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TITLE/APPLICATION - 70 (CONT)

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
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TITLE/APPLICATION - 70 (CONT)

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.

AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0205

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

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TITLE/APPLICATION - 70 (CONT)

(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

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TITLE/APPLICATION - 70 (CONT)

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;

EMPLOYEES

- (IV) OWNERS, OFFICERS, DIRECTORS OR

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

WITHIN

PASSENGER

THE UNITED STATES.
(V) OFFICIALS AND EMPLOYEES OF THE

SALES AGENCY WHO ARE EMPLOYED OR STATIONED AT AN AGENCY OFFICE LOCATION IN THE CONTINENTAL U.S.A. MAY MAKE STOPOVERS AT ANY INTERMEDIATE POINT ON THE ROUTING APPLICABLE TO THE FARE USED PROVIDED THAT THE TOTAL ELAPSED GROUND TIME OF ALL STOPOVERS WITHIN THE CONTINENTAL U.S.A. SHALL NOT EXCEED ONE-THIRD OF THE TOTAL TIME SPENT OUTSIDE THE CONTINENTAL U.S.A. AND IN

NO

EVENT SHALL THE TOTAL ELAPSED GROUND TIME OF ALL STOPOVERS WITHIN THE CONTINENTAL U.S.A. EXCEED 168 HOURS (SEVEN DAYS).

(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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TITLE/APPLICATION - 70 (CONT)

WITHOUT SERVICE OF THE AGENT CONTINUOUSLY AND

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

GRANTED

THE EMPLOY OF ANOTHER APPROVED LOCATION OR AGENT, MAY BE

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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TITLE/APPLICATION - 70 (CONT)

CASE TO THE POINT OF DESTINATION (IN THE
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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TITLE/APPLICATION - 70 (CONT)

- (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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TITLE/APPLICATION - 70 (CONT)

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 CANCELLING 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

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TITLE/APPLICATION - 70 (CONT)

- 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:
- (I) AT THE POINT OF INSTRUCTIONS: HOTEL AND MEAL EXPENSES, LOCAL TAXES, GROUND TRANSPORTATION BETWEEN THE DESTINATION AIRPORT AND THE HOTEL AND BETWEEN THE HOTEL AND THE SPECIFIED TRAINING LOCATION, ALSO, BETWEEN THE SPECIFIED TRAINING LOCATION HOTEL/CARGO TERMINAL FACILITIES AND ENTERTAINMENT.
- (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:

FOR

- (A) NOT MORE THAN TWO TRIPS PER CALENDAR YEAR

ISSUED

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

FOR EACH 100 PERCENT OF COMMISSIONABLE SALES

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TITLE/APPLICATION - 70 (CONT)

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

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TITLE/APPLICATION - 70 (CONT)

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.

AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0210

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 CONDUCTOR WILL BE ISSUED FOR EACH 15 PASSENGERS 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.

TOUR

IN

- (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

ALSO THAT WILL ARRANGE THE TRANSPORTATION AND MUST

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TITLE/APPLICATION - 70 (CONT)
OF INCLUDE A DESCRIPTION OF THE PROPOSED ITINERARY
THE GROUP WITH ALL PERTINENT INFORMATION
DESCRIBING THE GROUP IF NOT FULLY SET FORTH IN
THE ADVERTISING MATTER SUBMITTED.
AS (2) TRAVEL AS A GROUP
THE PASSENGERS INCLUDED IN THE TOUR MUST TRAVEL
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
HIS

POINT,

DEPARTURE POINT AND THE ASSEMBLY

THE

SUBJECT TO THE FOLLOWING CONDITIONS:

(A) THE TOUR CONDUCTOR AND ALL PASSENGERS TRAVEL TOGETHER FROM

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)

OF

PRIOR TO THE SCHEDULED DEPARTURE

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
POINT ONWARDS, 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

THE

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.

AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0500

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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AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0500

TITLE/APPLICATION - 70 (CONT)

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

AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0600

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.

AS

(B) THE FARE FOR SUCH ATTENDANT'S TRANSPORTATION WILL BE

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.

AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0670

TITLE - 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.

AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0680

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

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AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0680

APPLICATION - 71 (CONT)

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

COMPANION.

DESIGNATORS FOR BOTH SENIOR CITIZEN AND

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

SUFFIX.

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

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SPECIAL CONDITIONS - 74 (CONT)

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.

AREA: ZZ TARIFF: IPRG CXR: AY RULE: 0941

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

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AY PLUS MEMBERSHIP - 71 (CONT)

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

(A) THE BASIC UNIT OF THE FINNAIR PLUS PROGRAM

IS

ONE POINT. THE NUMBER OF POINTS AWARDED DEPENDS ON THE DISTANCE BETWEEN THE ORIGIN AND THE DESTINATION, THE CLASS OF SERVICE,

OR

A MINIMUM NUMBER OF POINTS AS OUTLINED IN

THE

PROGRAM. FOR NON-STOP AND DIRECT FLIGHTS, POINTS ARE AWARDED ACCORDING TO THE ORIGIN AND THE DESTINATION INDICATED ON THE TICKET.

IF THE JOURNEY INVOLVES A CHANGE OF AIRCRAFT AND THE FLIGHT NUMBR 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. INVOLUNTARY 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

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COLLECTING POINTS - 72 (CONT)

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 BANEFIT THROUGH SOME OTHER BONUS PROGRAM. SIMILARLY, NO POINTS ARE AWARDED FOR FREE, CONTRACT,

AWARD,

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

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COLLECTING POINTS - 72 (CONT)

AT THE CHECK-IN IN FINLAND. NO POINTS WILL

FINNAIR
THE

BE CREDITED RESTROACTIVELY. A RETURN
LEISURE FLIGHT COUNTS AS ONE WAY TRIP FOR
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 PARTNERE 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
AND 360 DAYS PRIOR TO THE INTENDED DEPARTURE

14

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

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REDEEMING/USING AWARDS - 73 (CONT)

BE
AWARD
RIGHT
THE
TOUR
A

CREEDITED TO THE ACCOUNT. WHEN AN AWARD IS REDEEMED, THE APPROPRIATE NUMBER OF POINTS WILL DEDUCTED FROM THE MEMBER'S ACCOUNT. AWARDS CANNOT BE EXCHANGED FOR MEONEY, NOR CAN TWO OVERLAPPING AWARDS BE USED. SHOULD A MEMBER SELL OR UNLAWFULLY TRANSFER HIS OR HER AWARD, THE 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 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.

POSSIBLE
HIGHER
THE
ONE

(9) ALL FLIGHT AWARDS ARE ROUND TRIPS. IT IS
TO RETURN FROM ANOTHER DESTINATION, BUT THE
POINT AMOUNT WILL BE DEDUCTED FOR THE FLIGHT.
TRIP CANNOT BE INTERRUPTED AT AN INTERMEDIATE
STOPOVER, BUT MUST CONTINUE ON THE NEXT AVAILBLE
FLIGHT. ON INTERCONTINENTAL FLIGHTS, HOWEVER,
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 FINNAIR 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

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OTHER CONDITIONS - 74 (CONT)

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.)

MILEAGE LEVEL AWARDS FROM NORTH AMERICA TO
HELSEINKI AND BEYOND

FROM	10,000	ONE FREE ROUND-TRIP UPGRADE*
		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
RENTAL	20,000	IN HELSINKI. 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.
COACH/TOURIST	50,000	ONE FREE ROUND-TRIP CLASS TICKET TO FINLAND.
COACH/TOURIST	60,000	ONE FREE ROUND-TRIP CLASS TICKET TO ANY CITY LISTED IN GROUP A BELOW.
COACH/TOURIST	70,000	ONE FREE ROUND-TRIP CLASS TICKET TO ANY CITY LISTED IN GROUP B BELOW.
COACH/TOURIST	80,000	ONE FREE ROUND-TRIP 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.
COACH/TOURIST	150,000	ONE FREE ROUND-TRIP CLASS TICKET TO ANY CITY LISTED IN GROUP D BELOW.
	160,000	TWO FREE ROUND-TRIP EXECUTIVE CLASS TICKETS TO FINLAND.
	200,000	ONE-FREE 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

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SCHEDULE OF TRAVEL AWARDS - 75 (CONT)
AWARDS.

CITY GROUP AWARD DESTINATIONS		
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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TITLE - 70

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.

COLUMN 1 (COUNTRY)	COLUMN 2 (FARE TYPE)	COLUMN 3 (BETWEEN)	COLUMN 4 (AND)
BELGIUM	OW/RT ECONOMY	POINTS IN U.S.A	POINTS IN AREAS 2 AND 3

DENMARK/
NORWAY/
SWEDEN
FINLAND

POINTS IN
FINLAND OR
COUNTRY OF
RESIDENCE

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APPLICATION - 71 (CONT)

FRANCE		POINTS IN AREAS 2 AND 3
GERMANY	OW ECONOMY	
IRELAND		
ISRAEL	OW/RT ECONOMY	TEL-AVIV, ISRAEL
ITALY		POINTS IN AREAS 2 AND 3
LIBERIA		
MALAYSIA		
NETHERLANDS		
PANAMA		
SINGAPORE		
SWITZERLAND		
UNITED KINGDOM		

BETWEEN/U.S.A.

EXCEPTION 1: (APPLICABLE ONLY

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

ATLANTIC (EXCEPT BETWEEN TC1 AND AFRICA); TC23/TC123 FROM JAPAN, KOREA, PHILIPPINES TO EUROPE, MIDDLE EAST; TC31; TC123 NORTH ATLANTIC: WHERE MORE THAN ONE LEVEL OF NORMAL ECONOMY CLASS FARE EXISTS, THE PERCENTAGE MAY BE APPLIED ON THE LOWER/LOWEST LEVEL.

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

THEIR

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

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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 REPARTRIATED.

(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 SHIPP OWNER.
- (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

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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 QUALITY 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

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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) SWISS
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.

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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

GERMAN/GREEK/IRISH/ISRAELI/

NETHERLANDS/NORWEIGIAN/

PANAMANIAN/SPAIN/SWEDISH/SWISS

LIBERIAN/MALASIAN/SINGAPORE/

UNITED KINGDOM

ITALIAN

FREE BAGGAGE

ALLOWANCE

40 KILOGRAMS

(88 POUNDS),

AND NORMAL

CHARGES FOR

EXCESS WILL

APPLY.

30 KILOGRAMS

(66 POUNDS)

FIRST CLASS

PIECE CONCEPT