

GFBM580

GFS TEXT MENU GENERAL RULE LIST

11AUG 08

TYPE "X" OR "L" BELOW OR "A" FOR ALL:

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AREA: PA TARIFF: IPRG

CXR: CX

IN EFFECT ON: 01AUG08

CITY/CTRY:

FILED TO GOVT:

APPROVED ONLY:

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TITLE/APPLICATION - 70

DEFINITIONS

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, FERNANDO POO, MADAGASCAR, MAURITIUS, REUNION, SAO TOME AND PRINCIPE AND SEYCHELLES.

AGREED STOPPING PLACES MEANS THOSE PLACES, EXCEPT THE PLACE OF DEPARTURE AND THE PLACE OF DESTINATION, SET FORTH IN THE TICKET OR SHOWN IN CX'S TIMETABLES AS SCHEDULED STOPPING PLACES ON PASSENGER'S ROUTE.

AIRLINE DESIGNATOR CODE MEANS TWO-CHARACTERS OR THREE LETTERS WHICH IDENTIFY PARTICULAR AIR CARRIERS.

AREA NO. 1 MEANS ALL OF THE NORTH AND SOUTH AMERICAN CONTINENTS; GREENLAND, BERMUDA; CUBA; HAITI; DOMINICAN REPUBLIC; PUERTO RICO; JAMAICA; NETHERLANDS ANTILLES; TRINIDAD AND TOBAGO; BAHAMAS, LEEWARD VIRGIN AND WINDWARD ISLANDS; THE STATE OF HAWAII; MIDWAY AND PALMYRA ISLANDS.

AREA NO. 2 MEANS ALL OF ALBANIA, AUSTRIA, AZORES, BELGIUM, BULGARIA, CANARY ISLANDS, CZECH REPUBLIC, DENMARK, FINLAND, FRANCE, GERMANY, GIBRALTAR, GREECE, HUNGARY, ICELAND, ITALY, LIECHTENSTEIN, LUXEMBOURG, MADEIRA, MALTA, MONACO, NETHERLANDS, NORWAY, POLAND, PORTUGAL, ROMANIA, SAN MARINO, SLOVAKIA, SPAIN, SWEDEN, SWITZERLAND, TANGIER, TURKEY (IN EUROPE AND ASIA), THE RUSSIAN FEDERATION (WEST OF THE URALS), THE UNITED KINGDOM AND YUGOSLAVIA; ALL OF AFRICA, MADAGASCAR, ASCENSION ISLAND; THAT PART OF ASIA LYING WEST OF AND INCLUDING IRAN, ISLAMIC REPUBLIC OF.

AREA NO. 3 MEANS ALL OF ASIA EXCEPT THAT PORTION INCLUDED IN AREA NO. 2 ABOVE; ALL OF THE EAST INDIES; AUSTRALIA; NEW ZEALAND; ALL ISLANDS OF INDONESIA, MALAYSIA, MICRONESIA AND POLYNESIA (EXCEPT MIDWAY AND PALMYRA ISLANDS); GUAM; WAKE ISLAND; NEW CALEDONIA, NORFOLK ISLAND; AND TASMANIA.

AUTHORIZED AGENT MEANS A PASSENGER SALES AGENT WHO HAS BEEN APPOINTED BY CX TO REPRESENT CX IN THE SALE OF AIR TRANSPORTATION OVER CX SERVICES AND, WHEN AUTHORIZED, OVER THE SERVICES OF OTHER AIR CARRIERS.

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.

BAGGAGE CHECK MEANS THOSE PORTIONS OF THE TICKET WHICH PROVIDE FOR THE CARRIAGE OF PASSENGER'S CHECKED BAGGAGE AND

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

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

BANKERS BUYING RATE (BBR) MEANS THE RATE AT WHICH, FOR THE PURPOSE OF THE TRANSFER OF FUNDS THROUGH BANKING CHANNELS (I.E. OTHER THAN TRANSACTONS IN BANK NOTES, TRAVELLERS CHEQUES AND SIMILAR BANKING INSTRUMENTS), A BANK WILL PURCHASE A GIVEN AMOUNT OF FOREIGN CURRENCY IN EXCHANGE FOR ONE UNIT (OR UNITS) OF THE NATIONAL CURRENCY OF THE COUNTRY IN WHICH THE EXCHANGE TRANSACTION TAKES PLACE.

BANKERS SELLING RATE (BSR) 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 INSTRUMENT(S)), 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.

CARIBBEAN AREA MEANS THE AREA COMPRISING ANGUILLA, ANTIGUA AND BARBUDA, ARUBA, BARBADOS, BONAIRE, CAYMAN ISLANDS, CUBA, DOMINICA, DOMINICAN REPUBLIC, GRENADA, GUADELOUPE, HAITI, JAMAICA, MARTINIQUE, SAINT KITTS AND NEVIS, SAINT LUCIA, SAINT MARTIN, SAINT VINCENT AND THE GRENADINES, TRINIDAD AND TOBAGO.

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

CARRIER MEANS ANY OR ALL OF THE PARTICIPATING CARRIERS NAMED IN THIS TARIFF.

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

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 TRIP MEANS TRAVEL FROM ONE POINT AND RETURN THERETO BY A CONTINUOUS, CIRCUITOUS AIR ROUTE; PROVIDED THAT WHERE NO REASONABLY DIRECT SCHEDULED AIR SERVICE 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 MEANS DEPARTMENT OF TRANSPORTATION.

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

CONDITIONS OF CONTRACT MEANS THOSE STATEMENTS CONTAINED

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IN PASSENGER'S TICKET OR TRANSACTION RECORD OR ITINERARY/RECEIPT WHICH INCLUDE A SUMMARY OF THESE CONDITIONS OF CARRIAGE, AND IMPORTANT NOTICE(S).

CONJUNCTION TICKET MEANS A TICKET ISSUED TO A PASSENGER IN CONJUNCTION WITH ANOTHER TICKET 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. MEANS THE 48 CONTIGUOUS FEDERATED STATES AND THE DISTRICT OF COLUMBIA OF THE UNITED STATES OF AMERICA.

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

COUNTRY OF PAYMENT MEANS THE COUNTRY WHERE PAYMENT IS MADE BY THE PURCHASE TO THE CARRIER OR ITS AGENT. PAYMENT BY CHECK, CREDIT CARD OR OTHER BANKING INSTRUMENTS ARE DEEMED TO HAVE BEEN MADE AT THE PLACE WHERE SUCH INSTRUMENT IS ACCEPTED BY THE CARRIER OR ITS AGENT.

CONVENTION MEANS WHICHEVER OF THE FOLLOWING INSTRUMENTS IS APPLICABLE TO THE CONTRACT OF CARRIAGE.

THE CONVENTION FOR THE UNIFICATION OF CERTAIN RULES RELATING TO INTERNATIONAL CARRIAGE BY AIR, SIGNED AT WARSAW, 12 OCTOBER 1929; OR

THE WARSAW CONVENTION AS AMENDED AT THE HAGUE ON 28 SEPTEMBER 1955.

CX'S REGULATIONS MEANS RULES, OTHER THAN THESE CONDITIONS, PUBLISHED BY CX AND IN EFFECT ON DATE OF TICKET ISSUE, GOVERNING CARRIAGE OF PASSENGERS AND/OR BAGGAGE AND SHALL INCLUDE ANY APPLICABLE TARIFFS IN FORCE. DAMAGE INCLUDES DEATH, INJURY, DELAY, LOSS, PARTIAL LOSS OR OTHER DAMAGE OF ANY NATURE ARISING OUT OF OR IN CONNECTION WITH CARRIAGE OR OTHER SERVICES INCIDENTAL THERETO PERFORMED BY CX.

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 PURPOSES OF NOTIFICATION THE BALANCE OF THE DAY UPON WHICH NOTICE IS DISPATCHED SHALL NOT BE COUNTED AND THAT, FOR PURPOSES OF DETERMINING DURATIONS OF VALIDITY, THE BALANCE OF THE DAY UPON WHICH THE TICKET IS ISSUED OR FLIGHT COMMENCED SHALL NOT BE COUNTED.

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

ELECTRONIC COUPON MEANS AN ELECTRONIC FLIGHT COUPON OR OTHER VALUE DOCUMENT HELD IN CX'S DATABASE.

ELECTRONIC TICKET MEANS THE TRANSACTION RECORD OR ITINERARY/RECEIPT ISSUED BY CX OR ON CX'S BEHALF, THE ELECTRONIC COUPONS AND, IF APPLICABLE, A BOARDING DOCUMENT.

EUROPE MEANS THAT AREA COMPRISED OF ALBANIA; ALGERIA; ANDORRA; AUSTRIA; AZORES; BELGIUM; BULGARIA; CANARY ISLANDS; CZECH REPUBLIC; DENMARK; FINLAND; FRANCE; GERMANY; GIBRALTAR; GREECE; HUNGARY; ICELAND; IRELAND; ITALY; LEICHTENSTEIN; LUXEMBOURG; MADEIRA; MALTA; MONACO; MOROCCO; NETHERLANDS; NORWAY; POLAND; PORTUGAL; ROMANIA; SAN MARINO; SLOVAKIA; SPAIN; SWEDEN; SWITZERLAND; TUNISIA; TURKEY (IN EUROPE AND ASIA); UNITED KINGDOM; RUSSIAN FEDERATION (WEST OF THE URALS); AND YUGOSLAVIA.

FLIGHT MEANS A JOURNEY BY AIRCRAFT OR BY OTHER MEANS OF TRANSPORTATION INCLUDING SURFACE TRANSPORTATION.

FLIGHT COUPON MEANS THAT PORTION OF THE TICKET THAT BEARS THE NOTATION "GOOD FOR PASSAGE" OR IN THE CASE OF AN ELECTRONIC TICKET, THE ELECTRONIC COUPON, AND INDICATES THE PARTICULAR PLACES BETWEEN WHICH PASSENGERS ARE ENTITLED TO BE CARRIED.

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

FRENCH GOLD FRANCS MEANS FRANCS CONSISTING OF 65 1/2 MILLIGRAMS OF GOLD WITH A FINENESS OF NINE HUNDRED THOUSANDTHS.

IBERIAN PENINSULA MEANS THE AREA COMPRISED OF SPAIN, PORTUGAL, GIBRALTAR AND THE BALEARIC ISLANDS.

IMMEDIATE FAMILY EXCEPT AS OTHERWISE INDICATED SHALL MEAN SPOUSE, CHILDREN, ADOPTED CHILDREN, SONS-IN-LAW, DAUGHTERS-IN-LAW, GRANDCHILDREN, BROTHERS, BROTHER-IN-LAW, SISTERS, SISTERS-IN-LAW, PARENTS, FATHERS-IN-LAW, MOTHERS-IN-LAW AND GRANDPARENTS.

INTERMEDIATE FARE MEANS THE FULL FARE ESTABLISHED FOR NORMAL, REGULAR OR UNUSUAL SERVICE, THE APPLICATION OF WHICH IS NOT DEPENDENT UPON ANY SPECIFICALLY LIMITED PERIOD OF TICKET VALIDITY OR OTHER SPECIAL CIRCUMSTANCES. UNLESS OTHERWISE SPECIFIED FOR THE APPLICATION OF THE PROVISIONS OF THIS TARIFF INTERMEDIATE FARES SHALL BE CONSIDERED TO INCLUDE ALL YEAR ONE WAY/ROUND TRIP/CIRCLE TRIP/OPEN JAW, BASIC SEASON/PEAK SEASON FOR BUSINESS/AF LE CLUB/EXECUTIVE CABIN/MEDALLION/PREFERENCE CLASS TRAVEL.

INTERNATIONAL CARRIAGE MEANS (EXCEPT WHEN THE WARSAW 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 WARSAW 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 TRANSSHIPMENT, ARE SITUATED EITHER WITHIN THE TERRITORIES OF TWO HIGH CONTRACTING PARTIES, OR WITHIN THE TERRITORY OF A SINGLE HIGH CONTRACTING PARTY, IF THERE IS AN AGREED STOPPING PLACE WITHIN A TERRITORY SUBJECT TO THE SOVEREIGNTY, SUZERAINITY, MANDATE OR AUTHORITY OF ANOTHER STATE, EVEN THOUGH THAT STATE IS NOT A PARTY TO THE CONVENTION.

INTERSTATE TRANSPORTATION MEANS TRANSPORTATION BETWEEN A POINT IN ANY STATE OF THE UNITED STATES OR THE DISTRICT OF COLUMBIA AND A POINT IN ANY OTHER STATE OF THE UNITED STATES OR THE DISTRICT OF COLUMBIA.

ITINERARY/RECEIPT MEANS A DOCUMENT OR DOCUMENTS CX ISSUES PASSENGERS TRAVELING ON ELECTRONIC TICKETS THAT CONTAINS INFORMATION AND NOTICES REQUIRED UNDER THE CONVENTION.

MIDDLE EAST MEANS THE AREA COMPRISED OF BAHRAIN, CYPRUS, EGYPT (ARAB REPUBLIC OF EGYPT), IRAN, ISLAMIC REPUBLIC OF, IRAQ, ISRAEL, JORDAN, KUWAIT, LEBANON, OMAN, QATAR, SAUDI ARABIA, SUDAN, SYRIA, SYRIAN ARAB REPUBLIC, UNITED ARAB EMIRATES (ABU DHABI, AJMAN, DUBAI, FUJAIRAH, RAS-EL-KHAIMAH, SHARJAH, UMM AL QAIWAIN) AND YEMEN, REPUBLIC OF.

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

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

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

NUC MEANS THE NEUTRAL UNIT OF CONSTRUCTION.

ON-LINE TARIFF DATA BASE MEANS THE REMOTELY ACCESSIBLE, ON-LINE VERSION, MAINTAINED BY THE FILER, OF (1) THE ELECTRONICALLY FILED TARIFF DATA SUBMITTED TO THE "OFFICIAL D.O.T. TARIFF DATABASE," AND (2) THE DEPARTMENTAL APPROVALS, DISAPPROVALS AND OTHER ACTIONS, AS WELL AS DEPARTMENTAL NOTATIONS CONCERNING SUCH APPROVALS, DISAPPROVALS OR OTHER ACTIONS, THAT SUBPART W OF THE PROPOSED PART 221 REQUIRES THE FILER TO MAINTAIN IN ITS DATABASE. THE TERM "OFFICIAL D.O.T. TARIFF DATABASE" MEANS THOSE DATA RECORDS (AS SET FORTH IN SECTIONS 221.283 AND 221.286 OF THE RULE) WHICH

WOULD BE IN THE CUSTODY OF, AND MAINTAINED BY THE DEPARTMENT OF TRANSPORTATION.

OPEN-JAW TRIP MEANS TRAVEL WHICH IS ESSENTIALLY OF A ROUND TRIP NATURE BUT THE OUTWARD POINT OF DEPARTURE AND INWARD POINT OF ARRIVAL AND/OR OUTWARD POINT OF ARRIVAL AND INWARD POINT OF DEPARTURE ARE NOT THE SAME.

OVERSEAS TRANSPORTATION MEANS TRANSPORTATION BETWEEN A POINT IN ANY STATE OF THE UNITED STATES OR THE DISTRICT OF COLUMBIA AND A POINT IN A TERRITORY OR POSSESSION OF THE UNITED STATES.

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

PASSENGER COUPON OR PASSENGER RECEIPT MEANS THAT PORTION OF THE TICKET ISSUED BY CX OR ON CX'S BEHALF, WHICH IS SO MARKED AND WHICH ULTIMATELY IS TO BE RETAINED BY PASSENGER.

PREPAID TICKET ADVICE (PTA) MEANS THE NOTIFICATION BY TELETYPE COMMERCIAL WIRE OR MAIL THAT A PERSON IN ONE CITY HAS REQUESTED THE ISSUANCE OF PREPAID TRANSPORTATION TO A PERSON IN ANOTHER CITY.

ROE MEANS RATE OF EXCHANGE.

ROUND TRIP WHICH IS EQUIVALENT TO RETURN JOURNEY, MEANS:

1. TRAVEL FROM ONE POINT TO ANOTHER AND RETURN BY THE SAME AIR ROUTE USED OUTBOUND WHETHER OR NOT THE FARES OUTBOUND AND INBOUND BE THE SAME, OR
2. TRAVEL FROM ONE POINT TO ANOTHER AND RETURN BY AN AIR ROUTE DIFFERENT FROM THAT USED OUTBOUND, FOR WHICH THE SAME NORMAL, THROUGH, ONE WAY FARE IS ESTABLISHED.

SCANDINAVIA MEANS THE AREA COMPRISING DENMARK, NORWAY AND SWEDEN.

SOUTH AMERICA MEANS THE AREA COMPRISING ARGENTINA, BOLIVIA, BRAZIL, CHILE, COLOMBIA, ECUADOR, FRENCH GUIANA, GUYANA, PANAMA, PARAGUAY, PERU, SURINAME, URUGUAY AND VENEZUELA.

SOUTH ASIAN SUBCONTINENT MEANS THE AREA COMPRISED OF AFGHANISTAN, BANGLADESH, BHUTAN, INDIA, MALDIVES NEPAL, PAKISTAN AND SRI LANKA.

SOUTH EAST ASIA MEANS THE AREA COMPRISED OF BRUNEI DARUSSALAM, CAMBOD, CHINA, GUAM, HONG KONG SAR, INDONESIA, PEOPLE'S DEMOCRATIC REPUBLIC OF LAOS, MALAYSIA, MONGOLIA, MYANMAR, PHILIPPINES, SINGAPORE, TAIWAN, PROVINCE OF, THAILAND, RUSSIAN FEDERATION (EAST OF THE URALS) AND VIET NAM.

SOUTH WEST PACIFIC MEANS THAT AREA COMPRISED OF AUSTRALIA, COOK ISLANDS, FIJI, KIRIBATI, NEW CALEDONIA, NEW ZEALAND, PAPUA NEW GUINEA, SAMOA, SOCIETY ISLANDS, SOLOMON ISLANDS, TONGA, TUVALU, VANUATU AND INTERMEDIATE ISLANDS.

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SPECIAL FARE MEANS A FARE OTHER THAN A NORMAL FARE.

SPECIAL DRAWING RIGHTS ARE AN INTERNATIONAL UNIT OF ACCOUNT BASED UPON THE VALUES OF SEVERAL LEADING CURRENCIES. THE CURRENCY VALUES OF THE SPECIAL DRAWING RIGHT FLUCTUATE AND ARE RE-CALCULATED EACH BANKING DAY. THESE VALUES ARE KNOWN TO MOST COMMERCIAL BANKS AND ARE REPORTED REGULARLY IN LEADING FINANCIAL JOURNALS.

STOPOVER MEANS A PLANNED INTERRUPTION OF PASSENGER'S JOURNEY, AT A POINT BETWEEN THE PLACE OF DEPARTURE AND THE PLACE OF DESTINATION, TO WHICH CX HAVE PREVIOUSLY AGREED.

TICKET MEANS EITHER THE DOCUMENT ENTITLED "PASSENGER TICKET AND BAGGAGE CHECK" OR THE ELECTRONIC TICKET, IN EACH CASE ISSUED BY CX OR ON CX'S BEHALF AND INCLUDING CONDITIONS OF CONTRACT, NOTICES AND PASSENGER COUPONS CONTAINED IN IT.

TICKETED POINT MEANS ANY POINT(S) SHOWN IN THE "GOOD FOR PASSAGE" SECTION OF THE TICKET PLUS ANY POINT(S) USED FOR FARE CONSTRUCTION AND SHOWN IN THE "FARE CONSTRUCTION BOX" OF THE TICKET.

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

TRANSACTION RECORD MEANS A DOCUMENT OR DOCUMENTS ISSUED TO PASSENGERS PURCHASING AN ELECTRONIC TICKET BY MEANS OF AN AUTO TELLER MACHINE (ATM).

UNCHECKED BAGGAGE MEANS ANY BAGGAGE OTHER THAN CHECKED BAGGAGE INCLUDING ALL ITEMS BROUGHT BY PASSENGER INTO THE AIRCRAFT CABIN IN ACCORDANCE WITH CX'S REGULATIONS.

UNITED INCHES MEANS THE TOTAL SUM ARRIVED AT BY ADDING THE HEIGHT, LENGTH AND WIDTH.

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 OF FORTY-EIGHT (48) CONTIGUOUS FEDERATED STATES; THE DISTRICT OF COLUMBIA; ALASKA; HAWAII; PUERTO RICO; ST. CROIX AND ST. THOMAS OF THE VIRGIN ISLANDS; AMERICAN SAMOA; THE CANAL ZONE; GUAM, MIDWAY AND WAKE ISLANDS.

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

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TITLE/APPLICATION - 70

STANDARD FORMAT OF ELECTRONIC RULES

RULE TITLE/APPLICATION (CATEGORY 50)

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

ELIGIBILITY (CATEGORY 1)  
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DAY/TIME - 72

DAY/TIME (CATEGORY 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.

SEASONALITY - 73

SEASONALITY (CATEGORY 3)  
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FLIGHT APPLICATION - 74

FLIGHT APPLICATION (CATEGORY 4)  
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ADVANCE RES/TICKETING - 75

ADVANCE RESERVATIONS/TICKETING (CATEGORY 5)

- (1) ADVANCE PURCHASE FARES  
REQUIRES THAT RESERVATIONS BE MADE, AND PAYMENT AND TICKETING BE COMPLETED PRIOR TO COMMENCEMENT OF OUTBOUND TRAVEL. THE NUMBER OF DAYS IN ADVANCE OF DEPARTURE DATE REQUIRED TO FULFILL THESE CONDITIONS

WILL BE SPECIFIED IN EACH ADVANCE PURCHASE FARE RULE.  
ANY VOLUNTARY CHANGES IN RESERVATION(S)/TICKET(S) AFTER  
A TICKET(S) HAS BEEN ISSUED WILL RESULT IN THE  
IMPOSITION OF A CHARGE OR PENALTY BY THE CARRIER  
CONCERNED, AS INDICATED IN CATEGORY 16 OF THE  
APPLICABLE FARE RULE.

- (2) GROUP FARES (INCLUDING GROUP INCLUSIVE TOUR FARES)
- (A) REQUIRES 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 AS FOLLOWS:
    - (I) NON-AFFINITY GROUP FARES: 10 DAYS.
    - (II) AFFINITY OWN USE GROUP FARES: 21 DAYS.
    - (III) GROUP INCLUSIVE TOUR FARES: PRIOR TO DEPARTURE.
  - (B) WHERE APPLICABLE, THIS CATEGORY WILL ALSO INDICATE ANY PAYMENT AND TICKETING DEADLINE FOR ADDED/SUBSTITUTE PASSENGERS IN THE GROUP.
    - (I) NON-AFFINITY GROUP FARES: 10 DAYS.
    - (II) AFFINITY OWN USE GROUP FARES:
      - (AA) TICKETING: 21 DAYS.
      - (BB) PAYMENT: DEPOSIT OF 10 PERCENT OF THE APPLICABLE TOTAL GROUP SHALL BE PAID NOT LESS THAN 30 DAYS PRIOR TO DEPARTURE.
    - (III) GROUP INCLUSIVE TOUR FARES: PRIOR TO DEPARTURE.
  - (C) EACH TICKET SHALL INDICATE BY MEANS OF THE APPROPRIATE TICKETING CODE THAT THE PASSENGER IS A MEMBER OF A TRAVEL GROUP, AND SHOW THE APPLICABLE INCLUSIVE TOUR CODE OR GROUP CODE ASSIGNED BY THE CARRIER, AS THE CASE MAY BE.

MINIMUM STAY - 76

MINIMUM STAY (CATEGORY 6)

- (1) STATED IN DAYS:  
AS USED HEREIN, THE MINIMUM STAY PERIOD MEANS THE NUMBER OF DAYS, COUNTING FROM THE DAY AFTER COMMENCEMENT OF OUTBOUND TRAVEL FOR THE TRANSPACIFIC SECTOR (IN THE CASE OF TRANSPACIFIC FARES) OR BETWEEN CANADA AND MEXICO (IN THE CASE OF WESTERN HEMISPHERE FARES), TO THE EARLIEST DAY RETURN TRAVEL FOR THE TRANSPACIFIC SECTOR (IN THE CASE OF TRANSPACIFIC FARES) OR BETWEEN CANADA AND MEXICO (IN THE CASE OF WESTERN HEMISPHERE FARES), MAY COMMENCE.
- (2) STATED IN MONTHS:  
AS USED HEREIN, THE MINIMUM STAY PERIOD MEANS THE NUMBER OF MONTHS, COUNTING FROM THE DAY OF COMMENCEMENT OF OUTBOUND TRAVEL FOR THE TRANSPACIFIC SECTOR (IN THE CASE OF TRANSPACIFIC FARES) OR BETWEEN CANADA AND MEXICO (IN THE CASE OF WESTERN HEMISPHERE FARES), TO THE EARLIEST DAY RETURN TRAVEL FOR THE TRANSPACIFIC SECTOR (IN THE CASE OF TRANSPACIFIC FARES) OR BETWEEN CANADA AND MEXICO (IN THE CASE OF WESTERN HEMISPHERE FARES), MAY COMMENCE.

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CITY/CTRY:                    FILED TO GOVT:                    APPROVED ONLY:                    BOT:  
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MAXIMUM STAY - 77

MAXIMUM STAY (CATEGORY 7)  
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STOPOVERS - 78

STOPOVERS (CATEGORY 8)  
INTENTIONALLY LEFT BLANK

TRANSFERS - 79

TRANSFERS (CATEGORY 9)  
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PERMITTED COMBINATIONS - 80

PERMITTED COMBINATIONS (CATEGORY 10)  
INTENTIONALLY LEFT BLANK.

BLACKOUT DATES - 81

BLACKOUT DATES (CATEGORY 11)  
INTENTIONALLY LEFT BLANK

SURCHARGES - 82

SURCHARGES (CATEGORY 12)  
INTENTIONALLY LEFT BLANK

ACCOMPANIED TRAVEL - 83

ACCOMPANIED TRAVEL (CATEGORY 13)  
INTENTIONALLY LEFT BLANK

TRAVEL RESTRICTION - 84

TRAVEL RESTRICTIONS (CATEGORY 14)  
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SALES RESTRICTIONS - 85

SALES RESTRICTIONS (CATEGORY 15)  
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PENALTIES - 86

PENALTIES (CATEGORY 16)

- (1) 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) ADVANCE PURCHASE FARES
  - (A) PRIOR TO DEPARTURE
    - (I) 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 (II) AND (III) 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.
    - (II) 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.
    - (III) 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.
  - (B) AFTER DEPARTURE
    - (I) IN THE EVENT OF CANCELLATION BY THE PASSENGER OR FAILURE TO USE CONFIRMED SPACE AS TICKETED AFTER TRAVEL HAS COMMENCED, EXCEPT AS PROVIDED IN (II) BELOW, REFUND WILL BE THE DIFFERENCE BETWEEN THE FARE PAID AND THE APPLICABLE FARE FOR THE TRANSPORTATION USED LESS THE NON-REFUNDABLE AMOUNT SPECIFIED IN THE APPLICABLE RULE.
    - (II) IN THE CASE OF DEATH EN ROUTE OF A MEMBER OF A FAMILY TRAVELING TOGETHER, THE SURVIVING MEMBER(S) WILL BE PERMITTED A REROUTING OF THE BALANCE OF THE JOURNEY WITHOUT PENALTY.
  - (C) AFTER THE TICKET HAS BEEN ISSUED, THE NON-REFUNDABLE 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.
- (3) GROUP FARES (INCLUDING GROUP INCLUSIVE TOUR FARES)
  - (A) PRIOR TO DEPARTURE
    - (I) REFUNDS SHALL BE MADE ONLY TO OR AT THE DIRECTION OF THE PERSON RESPONSIBLE FOR THE TRAVEL ARRANGEMENTS OF THE GROUP.

- (II) 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 (III) 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.
- (III) FULL REFUND WILL BE MADE IN THE CASE OF:
  - (AA) DEATH OR ILLNESS OF THE PASSENGER OR OF A MEMBER OF THE PASSENGER'S IMMEDIATE FAMILY (ATTESTED TO BY AN APPROPRIATE CERTIFICATE);
  - (BB) REPLACED PASSENGER, IF SUBSTITUTIONS ARE PERMITTED IN THE RULE BEING DETAILED;
  - (CC) CANCELLATION OF AFFINITY/NON-AFFINITY/INCENTIVE/OWN USE GROUP TRANSPORTATION BY THE CARRIER.
- (B) AFTER DEPARTURE
  - (I) NORMAL CANCELLATION AND REFUND PROCEDURES WILL APPLY PROVIDED THAT IN THE EVENT OF CANCELLATION OR REROUTING BY A MEMBER OF THE GROUP DUE TO:
    - (AA) DEATH OF THE PASSENGER EN ROUTE, THE DIFFERENCE, IF ANY, BY WHICH THE GROUP FARE PAID EXCEEDS THE APPLICABLE FARE FOR THE PORTIONS ACTUALLY FLOWN BY THE PASSENGER, CALCULATED FROM THE ORIGINAL POINT OF ORIGIN, WILL BE REFUNDED;
    - (BB) A DEATH IN THE IMMEDIATE FAMILY OF A PASSENGER, THE AMOUNT OF THE GROUP FARE PAID BY THE PASSENGER WILL BE APPLIED AS A CREDIT (BUT NOT IN CASH) TOWARDS THE PURCHASE OF TRANSPORTATION AT APPLICABLE FARES FOR THE PORTIONS ACTUALLY FLOWN BY THE PASSENGER, CALCULATED FROM THE ORIGINAL POINT OF ORIGIN. SIMILAR ARRANGEMENTS MAY BE MADE FOR OTHER 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 THE APPLICABLE FARES FOR THE PORTIONS ACTUALLY FLOWN BY THE PASSENGER, CALCULATED FROM THE ORIGINAL POINT OF ORIGIN. SIMILAR ARRANGEMENTS FOR TRANSPORTATION MAY BE MADE FOR OTHER MEMBERS OF THE INCLUSIVE TOUR GROUP WHO BELONG TO THE IMMEDIATE FAMILY OF SUCH PASSENGER.
  - (II) EXCEPT AS PROVIDED ABOVE, IN CASE OF

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

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

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

HIGHER INTERMEDIATE POINT - 87

HIGHER INTERMEDIATE POINT (CATEGORY 17)  
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TICKET ENDORSEMENT - 88

TICKET ENDORSEMENTS (CATEGORY 18)  
INTENTIONALLY LEFT BLANK

DISCOUNTS - 89

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

MISCELLANEOUS PROVISIONS - 90

MISCELLANEOUS PROVISIONS (CATEGORY 23)  
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(CATEGORY 24)  
CURRENTLY NOT AVAILABLE

(CATEGORY 25)  
CURRENTLY NOT AVAILABLE

GROUPS - 91

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) GROUP TRAVEL REQUIREMENTS

(APPLICABLE TO GROUP INCLUSIVE TOUR FARES) UNLESS OTHERWISE SPECIFIED IN THE GOVERNING FARE RULE, ALL MEMBERS OF THE TRAVEL GROUP MUST TRAVEL TOGETHER AS A SINGLE GROUP ON THE SAME FLIGHT(S) FOR THE ENTIRE ITINERARY. SHOULD LACK OF SEATING ACCOMMODATION OR OTHER OPERATING CONDITIONS PREVENT THE GROUP FROM TRAVELING TOGETHER, THE CARRIER MAY TRANSPORT SOME MEMBERS OF THE GROUP ON THE NEXT PRECEDING OR SUCCEEDING FLIGHT ON WHICH SPACE IS AVAILABLE.

(3) ELIGIBILITY

(A) AFFINITY GROUP

(I) THE TRAVEL GROUP SHALL BE FORMED ONLY FROM AFFINITY GROUPS, I.E., MEMBERS OR EMPLOYEES OF THE SAME ASSOCIATION, CORPORATION, COMPANY OR OTHER LEGAL ENTITY (HEREINAFTER REFERRED TO AS THE "ORGANIZATION") WHICH SHALL HAVE PRINCIPAL PURPOSES, AIMS AND OBJECTIVES OTHER THAN TRAVEL, AND SUFFICIENT AFFINITY EXISTING PRIOR TO THE APPLICATION FOR TRANSPORTATION TO DISTINGUISH IT AND SET IT APART FROM THE GENERAL PUBLIC;

(II) WITH RESPECT TO THE FORMATION OF AFFINITY TRAVEL GROUPS:

(AA) SOLICITATION SHALL BE 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 BODY TO WHICH THE ORGANIZATION BELONGS) AND TO ANY OTHER FORM OF SOLICITATION NOT BEING PUBLIC SOLICITATION AS DEFINED IN SUB-CATEGORY (CC) BELOW,

(BB) SOLICITATION SHALL BE EFFECTED ONLY BY OFFICIALS OF THE ORGANIZATION OR MEMBERS OF THE TRAVEL GROUP.

(CC) "PUBLIC SOLICITATION" SHALL BE DEEMED TO EXIST WHEN THE GROUP TRANSPORTATION IS DESCRIBED, REFERRED TO, ANNOUNCED IN ADVERTISEMENTS OR ANY OTHER WRITING OR BY MEANS OF PUBLIC COMMUNICATION, WHETHER PAID OR UNPAID, INCLUDING, BUT NOT LIMITED TO TELEPHONE CAMPAIGNS, RADIO, TELEGRAPH AND TELEVISION;

PROVIDED, HOWEVER, THAT A STATEMENT IN PUBLIC NEWS MEDIA, OTHER THAN ADVERTISEMENT, THAT 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, THE CARRIER OR AN AGENT OR REPRESENTATIVE OF ANY OF THEM, SHALL NOT BE CONSIDERED PUBLIC SOLICITATION.

(DD) THE TRAVEL GROUP SHALL 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; PROVIDED THAT THE MERE ASCERTAINMENT OF THE GROUP FARE AND/OR ITS COLLECTION FROM MEMBERS OF THE TRAVEL GROUP SHALL NOT OF ITSELF BE DEEMED TO CONSTITUTE ENGAGING IN SUCH ACTS; PROVIDED FURTHER THAT IF THE ORGANIZER OF THE TRAVEL GROUP (HEREINAFTER REFERRED TO AS "APPLICANT") EMPLOYS A TRAVEL AGENT TO ASSIST IN THE TRAVEL ARRANGEMENTS, SUCH TRAVEL AGENT SHALL IN NO WAY SOLICIT MEMBERS OF THE TRAVEL GROUP, EXCEPT THAT AFTER THE PARTY TO BE TRANSPORTED IS FORMED THE TRAVEL AGENT MAY CONTACT THE MEMBERS OF SUCH GROUP FOR THE PURPOSES OF ARRANGING OTHER TRAVEL SERVICES IN ADDITION TO ASSISTING IN TRAVEL ARRANGEMENTS.

(EE) EACH MEMBER OF THE TRAVEL GROUP SHALL BE A MEMBER OF THE ORGANIZATION AT THE TIME OF APPLICATION FOR THE GROUP FARE AND SHALL HAVE BEEN SUCH A MEMBER FOR AT LEAST SIX MONTHS IMMEDIATELY PRIOR TO THE DATE ON WHICH THE TRANSPORTATION WILL COMMENCE.

(FF) 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 AND PARENTS OF A MEMBER LIVING IN THE SAME HOUSEHOLD AS THE MEMBER; PROVIDED, HOWEVER, THAT ANY SUCH SPOUSE, DEPENDENT CHILDREN OR PARENTS ARE ACCOMPANIED ON THE FLIGHT BY SUCH MEMBER UNLESS THE MEMBER HAS BEEN COMPELLED TO CANCEL HIS PASSAGE AND ONLY IF SUCH MEMBER'S FARE IS NOT REFUNDED.

(B) OWN USE GROUPS  
THE TRAVEL GROUP SHALL BE FORMED ONLY FOR OWN USE OF ONE PERSON (WHICH EXPRESSION SHALL INCLUDE AN INDIVIDUAL PERSON OR A LEGAL ENTITY SUCH AS AN ASSOCIATION, PARTNERSHIP, COMPANY OR CORPORATION)

(HEREINAFTER REFERRED TO AS "THE PURCHASER");  
PROVIDED THAT SUCH PURCHASER SHALL NOT, WHOLLY OR  
PARTIALLY, DIRECTLY OR INDIRECTLY, SHARE THE COST  
OF THE AIR TRANSPORTATION WITH OTHER PERSONS  
INTERESTED IN OBTAINING SUCH TRANSPORTATION  
INCLUDING THE PASSENGERS CARRIED. NOTWITHSTANDING  
THE FOREGOING, SUCH COST MAY HAVE BEEN RAISED BY  
VOLUNTARY CONTRIBUTIONS; PROVIDED THAT:

- (I) THE VOLUNTARY CONTRIBUTIONS ARE NOT SOLICITED  
NOR 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 BE INCLUDED IN THE TRAVEL GROUP.

(C) INCENTIVE GROUPS

INCENTIVE TRAVEL GROUPS SHALL BE COMPRISED OF  
GROUPS OF EMPLOYEES AND/OR DEALERS AND/OR AGENTS  
(INCLUDING SPOUSES) OF THE SAME BUSINESS FIRM(S),  
CORPORATION(S) OR ENTERPRISE(S) (EXCLUDING  
NON-PROFIT ORGANIZATIONAL TRAVELING UNDER AN  
ESTABLISHED INCENTIVE TRAVEL PROGRAM, WHICH  
REWARDS THE EMPLOYEES, DEALERS AND/OR AGENTS FOR  
PAST WORK OR PROVIDES AN INCENTIVE FOR FUTURE  
ACTIVITIES; PROVIDED THAT:

- (I) THE INCENTIVE TRAVEL PROGRAM SHALL INCLUDE  
AIR TRANSPORTATION, ACCOMMODATION,  
SIGHTSEEING, ENTERTAINMENT AND OTHER FEATURES  
THE COST OF WHICH IS BORNE ENTIRELY BY SUCH  
FIRM/CORPORATION/ENTERPRISE AND NOT PASSED ON  
DIRECTLY OR INDIRECTLY TO THE EMPLOYEES,  
DEALERS OR AGENTS;
- (II) OFFICIALS (AND SPOUSES) OF SUCH FIRM,  
CORPORATION OR ENTERPRISE MAY BE INCLUDED IN  
THE GROUP IF THEY ARE TRAVELING FOR THE  
PURPOSE OF MAKING AWARDS OR OFFICIATING IN  
THE INCENTIVE TRAVEL PROGRAMS;
- (III) EACH MEMBER OF THE INCENTIVE GROUP IS A  
MEMBER OF THE ORGANIZATION AT THE TIME OF  
APPLICATION FOR GROUP FARE.

(4) DOCUMENTATION

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

THERE MUST BE VOUCHERS SPECIFYING SLEEPING  
ACCOMMODATIONS AND ANY SIGHTSEEING OR OTHER  
FEATURES OF THE TOUR. SUCH VOUCHER, INCLUDING  
THOSE FOR GROUND TRANSPORTATION, MUST BE AVAILABLE  
FOR INSPECTION DURING CHECK-IN PRIOR TO  
COMMENCEMENT OF OUTBOUND TRANSPACIFIC TRAVEL.

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

- (I) WRITTEN APPLICATION, IN THE FORM REQUIRED BY  
CX 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 SUB-PARAGRAPH 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 CX.
- (C) GROUP INCLUSIVE TOUR REQUIREMENT
- (I) WRITTEN APPLICATION, IN THE FORM REQUIRED BY CX SHALL PROVIDE THE NAMES AND TOTAL NUMBER OF PASSENGERS AND THE INCLUSIVE TOUR CODE NUMBER, AND BE SIGNED BY THE TOUR OPERATOR OR A PASSENGER SALES AGENT (ALSO REFERRED TO AS THE "TRAVEL ORGANIZER").
  - (II) THE APPLICATION MUST BE SUBMITTED TO THE ISSUING CARRIER (THE CARRIER WHOSE TICKETS ARE TO BE ISSUED) PRIOR TO COMMENCEMENT OF OUTBOUND TRAVEL. THE DEADLINE FOR RECEIPT OF THE APPLICATION IS SPECIFIED IN EACH PARTICULAR GROUP TRAVEL RULE.
  - (III) EXCEPT AS OTHERWISE NOTED, ONLY THOSE PASSENGERS LISTED IN THE WRITTEN APPLICATION MAY BE TRANSPORTED.
  - (IV) PASSENGER 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 SUB-PARAGRAPH GIVING THE NUMBER OF CHANGES AND/OR ADDITIONS PERMITTED AND THE DEADLINE, IF ANY IS INVOLVED.

TOURS - 92

TOURS (CATEGORY 27)

TOUR FEATURES

UNLESS OTHERWISE INDICATED IN A PARTICULAR RULE, THE FARES SHALL APPLY ONLY AS A PART OF AN INCLUSIVE TOUR. IN ADDITION TO AIR TRANSPORTATION, THE INCLUSIVE TOUR MUST INCLUDE IN THE PUBLISHED PRICE AND APPROPRIATE TOUR

LITERATURE, FEATURES OR OPTIONS AS SPECIFIED BELOW WHICH MUST BE PAID FOR PRIOR TO COMMENCEMENT OF THE TOUR.

- (1) SLEEPING ACCOMMODATIONS FOR THE TOTAL DURATION OF THE ROUND, CIRCLE, SINGLE OR OPEN JAW TRIP, IN HOTELS, MOTELS (INCLUDING COMMERCIALY OPERATED MOBILE/IMMOBILE CARAVAN/ TRAILERS), IN COMMERCIALY OPERATED PENSIONS OR TENTS. SLEEPING ACCOMMODATIONS MAY BE PROVIDED ON MEANS OF PUBLIC TRANSPORTATION, PROVIDED THAT SUCH TRANSPORTATION AND SLEEPING ACCOMMODATIONS ARE FEATURED IN APPROVED TOUR LITERATURE.
- (2) A PROGRAM OF ONE OR MORE, OF THE FOLLOWING FOR AT LEAST HALF OF THE NUMBER OF DAYS IN THE TOTAL TRIP.
  - (A) SIGHTSEEING,
  - (B) ENTERTAINMENT FEATURE
  - (C) MOTOR COACH TRIPS,
  - (D) RAIL TRIPS, OR
  - (E) CAR RENTALS (NOT TO INCLUDE THE PURCHASE OF CARS)
- (3) ANY MODIFICATIONS TO APPROVED AIR ITINERARIES SHALL BE SUBJECT TO ONE OF THE FOLLOWING PROVISIONS.
  - (A) (APPLICABLE TO GROUP INCLUSIVE TOUR AND ADVANCE PURCHASE EXCURSION FARES) MODIFICATION TO APPROVED AIR ITINERARIES SHALL BE PERMITTED ONLY WHEN AND TO THE EXTENT MODIFICATION OF THE ITINERARY OF THE ENTIRE TRAVEL GROUP IS NECESSITATED BY CIRCUMSTANCES BEYOND THE CONTROL OF THE TOUR OPERATOR. OTHER REVISIONS TO THE APPROVED AIR ITINERARIES WILL BE CONSIDERED AS CANCELLATION OF PREVIOUSLY CONFIRMED SPACE AND THE PROVISIONS OUTLINED IN RULE 90 (REFUNDS) AND IN THE APPLICABLE FARE RULE SHALL APPLY.
  - (B) (APPLICABLE TO NON-AFFINITY FARES AND AFFINITY, INCENTIVE OR OWN USE GROUP FARES) MODIFICATION TO APPROVED AIR ITINERARIES SHALL NOT BE PERMITTED AND SHALL BE CONSIDERED AS CANCELLATION OF PREVIOUSLY CONFIRMED SPACE. IN SUCH INSTANCE(S), THE PROVISIONS OUTLINED IN RULE 90 (REFUNDS) AND IN THE APPLICABLE FARE RULE SHALL APPLY, PROVIDED THAT, THE ENTIRE TRAVEL GROUP MAY RETURN TO THE POINT OF DEPARTURE AT AN EARLIER DATE THAN INDICATED ON THE APPLICATION ON SERVICES OF THE SAME CARRIER(S) SPECIFIED IN THE APPLICATION.

VISIT ANOTHER COUNTRY - 93

VISIT ANOTHER COUNTRY (CATEGORY 28)  
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DEPOSITS - 94

DEPOSITS (CATEGORY 29)  
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TITLE/APPLICATION - 70

APPLICATION OF TARIFF

(A) GENERAL

- (1) THIS TARIFF SHALL APPLY LOCALLY VIA THE SERVICES OF CX OR JOINTLY VIA THE SERVICES OF CX WITH OTHER PARTICIPATING CARRIERS IN THIS TARIFF.
- (2) RULES STATING ANY LIMITATION ON, OR CONDITION RELATING TO, THE LIABILITY OF CARRIERS FOR PERSONAL INJURY OR DEATH ARE NOT PERMITTED TO BE INCLUDED IN TARIFFS FILED PURSUANT TO THE LAWS OF THE UNITED STATES, EXCEPT TO THE EXTENT PROVIDED IN RULE 55 WITH RESPECT TO TARIFF C.A.B. NO. 528, NTA(A) NO. 322 PUBLISHED BY AIRLINE TARIFF PUBLISHING CO., AGENT. ANY SUCH LIMITATION OR CONDITION IN ANY RULE HEREIN EXCEPT TO THE EXTENT PROVIDED IN RULE 55 IS NOT A PART OF TARIFF C.A.B. NO. 528, NTA(A) NO. 322 FILED WITH THE DEPARTMENT OF TRANSPORTATION. NOTHING IN THIS TARIFF MODIFIES OR WAIVES ANY PROVISION OF THE WARSAW CONVENTION.
- (3) THIS TARIFF SHALL APPLY TO CARRIAGE OF PASSENGERS AND BAGGAGE INCLUDING ALL SERVICES INCIDENTAL THERETO PERFORMED BY CARRIER UNDER LOCAL AND JOINT RATES AND CHARGES OF CARRIER CONTAINED IN TARIFFS WHICH MAKE SPECIFIC REFERENCE TO THIS TARIFF FOR GOVERNING RULES, REGULATIONS AND CONDITIONS OF CARRIAGE.
- (4) FARES AND CHARGES OR MONETARY AMOUNTS SHOWN IN DOLLARS OR CENTS ARE STATED IN TERMS OF U.S. CURRENCY EXCEPT WHERE FARES AND CHARGES OR MONETARY AMOUNTS ARE SPECIFICALLY STATED AS BEING PUBLISHED IN CANADIAN CURRENCY OR OTHER CURRENCY.
- (5) RULES IN THIS TARIFF GOVERN THE APPLICATION OF ALL FARES AND CHARGES PUBLISHED IN TARIFFS WHICH SPECIFICALLY REFER TO AND ARE MADE SUBJECT TO THIS TARIFF WITH SUCH EXCEPTIONS AS MAY BE EXPRESSLY STATED IN SUCH TARIFFS. THESE RULES CONSTITUTE THE CONDITIONS UPON WHICH EACH CARRIER TRANSPORTS OR AGREES TO TRANSPORT AND ARE EXPRESSLY AGREED TO BY THE PASSENGER TO THE SAME EXTENT AS IF SUCH RULES WERE INCLUDED AS CONDITIONS IN THE CONTRACT OF CARRIAGE.
- (6) THE RATES, FARES, CHARGES, CLASSIFICATIONS, RULES, REGULATIONS, PRACTICES AND SERVICES PROVIDED HEREIN AND IN TARIFFS GOVERNED BY THIS TARIFF HAVE BEEN FILED IN EACH COUNTRY IN WHICH FILING IS REQUIRED BY TREATY, CONVENTION OR AGREEMENT ENTERED INTO BETWEEN THAT COUNTRY AND CANADA, IN ACCORDANCE WITH THE PROVISIONS OF THE APPLICABLE TREATY, CONVENTION OR AGREEMENT.
- (7) 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 CX ARE CONSIDERED TO BE PART OF THIS TARIFF.



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LAWFULLY IN EFFECT ON THE DATE OF TICKET  
ISSUANCE (DETERMINED BY THE VALIDATION  
STAMPED OR IMPRINTED ON THE TICKET);

- (2) THE ORIGINATING FLIGHT SHOWN ON THE  
TICKET IS NOT VOLUNTARILY CHANGED AT THE  
PASSENGER'S REQUEST SUBSEQUENT TO THE  
EFFECTIVE DATE OF ANY INCREASE IN THE  
APPLICABLE FARE.

NOTE: THE PROVISIONS OF SUB-PARAGRAPH  
(1) AND (2) ABOVE WILL NOT APPLY  
TO TICKETS ISSUED AT PUBLISHED  
STANDBY FARES.

- (3) THIS PROVISION SHALL APPLY ONLY TO THE  
PASSENGER TO WHOM THE TICKET WAS  
ORIGINALLY ISSUED. FURTHERMORE, THIS  
PROVISION WILL NOT APPLY TO SALES MADE  
OUTSIDE OF THE AREA COMPRISED OF THE  
U.S.A./CANADA/MEXICO FOR TICKETS TO  
BE  
ISSUED IN THE U.S.A./CANADA/MEXICO.

TITLE/APPLICATION - 70

CLASSES OF SERVICE

ON THE FARE PAGES THE FARES ARE DESIGNATED "FIRST CLASS" OR "ECONOMY CLASS" OR "BUSINESS CLASS" OR "SUPER ECONOMY CLASS" OR "EXECUTIVE CLASS".

- (A) "FIRST CLASS" FARES APPLY WHEN TRAVEL IS:
  - (1) ON FLIGHTS OPERATED WITH JET OR PROPELLER AIRCRAFT AND DESIGNATED AS FIRST CLASS FLIGHTS IN THE CARRIER'S SCHEDULE, OR
  - (2) IN THE FIRST CLASS COMPARTMENT OF COMBINATION COMPARTMENTS ON JET OR PROPELLER AIRCRAFT ON FLIGHTS DESIGNATED AS FIRST CLASS AND ECONOMY CLASS FLIGHTS IN THE CARRIER'S SCHEDULE.
- (B) "ECONOMY CLASS" FARES APPLY WHEN TRAVEL IS:
  - (1) ON FLIGHTS OPERATED WITH JET OR PROPELLER AIRCRAFT AND DESIGNATED AS ECONOMY CLASS FLIGHTS IN THE CARRIER'S SCHEDULE, OR
  - (2) IN THE ECONOMY CLASS COMPARTMENT OF COMBINATION COMPARTMENTS ON JET OR ON PROPELLER AIRCRAFT ON FLIGHTS DESIGNATED AS FIRST CLASS AND ECONOMY CLASS FLIGHTS IN THE CARRIER'S SCHEDULE.
- (C) "BUSINESS CLASS" FARES APPLY WHEN TRAVEL IS:  
IN THE BUSINESS CLASS COMPARTMENT OF COMBINATION COMPARTMENTS ON JET FLIGHTS DESIGNATED AS FIRST CLASS, BUSINESS CLASS AND ECONOMY CLASS FLIGHTS ON THE CARRIER'S SCHEDULE.
- (D) "SUPER ECONOMY CLASS" FARES APPLY WHEN TRAVEL IS:  
IN THE SUPER ECONOMY CLASS COMPARTMENT OF COMBINATION COMPARTMENTS ON JET FLIGHTS DESIGNED AS FIRST CLASS, ECONOMY CLASS AND SUPER ECONOMY CLASS.
- (E) "EXECUTIVE CLASS" FARES APPLY WHEN TRAVEL IS:  
IN THE EXECUTIVE CLASS COMPARTMENT OF COMBINATION COMPARTMENTS ON JET FLIGHTS DESIGNATED AS FIRST CLASS, EXECUTIVE CLASS AND ECONOMY CLASS FLIGHTS ON THE CARRIER'S SCHEDULE.

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TITLE/APPLICATION - 70

ELECTRONIC SURVEILLANCE OF PASSENGERS AND BAGGAGE

PASSENGERS AND THEIR BAGGAGE ARE SUBJECT TO INSPECTION WITH  
AN ELECTRONIC DETECTOR WITH OR WITHOUT THE PASSENGER'S  
CONSENT OR KNOWLEDGE.

TITLE/APPLICATION - 70

SURCHARGES

- (1) SECURITY CHARGE
  - (A) A SECURITY SERVICE CHARGE OF HKD33 WILL BE COLLECTED FROM EACH PASSENGER OF ANY AGE GROUP DURING TICKET ISSUANCE WORLDWIDE FOR EACH DEPARTURE OUT OF HONG KONG.
  - (B) THE AMOUNT TO BE CHARGED WILL BE INCORPORATED IN FARE CALCULATION AS IN "Q" SURCHARGE, BY CONVERTING HKD33 INTO NUC USING THE APPLICABLE IATA RATE OF EXCHANGE (IROE).
  - (C) THE SECURITY SERVICE CHARGE WILL APPLY TO PASSENGERS DEPARTING HONG KONG INCLUDING THROUGH PASSENGERS WITH STOPOVER(S) IN HONG KONG.
  - (D) THE SECURITY SERVICE CHARGE HKD33 SHALL APPLY TO ALL TYPES OF PASSENGERS TRANSFERRING OR TRANSITING HK SAR REGARDLESS OF CLASS OF TRAVEL AND THE TYPE OF FARE USED INCLUDING CH/IN/AD/ID/FOC TICKET ETC. THIS CHARGE IS NOT SUBJECT TO ANY EXEMPTION.
  - (E) THE HK SECURITY SERVICE CHARGE IS INTERLINABLE AND APPLICABLE TO INTERLINE SERVICE CHARGE.
  - (F) THE SECURITY SERVICE CHARGE WAS IMPLEMENTED FOR TICKETS ISSUED SINCE APRIL 1, 1993.
- (2) NAVIGATION SURCHARGE FOR TRAVEL TO/FROM CANADA EXCEPT US TRANSBORDER.
  - (A) A NAVIGATION SURCHARGE OF CAD 15.00 PER DIRECTION WILL BE COLLECTED AT THE TIME OF TICKET ISSUANCE FOR TRANSATLANTIC/TRANSPACIFIC/WESTERN HEMISPHERE TRAVEL EXCEPT US TRANSBORDER TO/FROM CANADA. NOTE: THIS IS A NAVIGATION SURCHARGE.
  - (B) THE AMOUNT TO BE CHARGED WILL BE INCORPORATED IN THE FARE CALCULATION SHOWN AS A Q SURCHARGE. THE SURCHARGE MAY BE CONVERTED TO THE APPLICABLE CURRENCY FOR THE COUNTRY OF ORIGIN IN ACCORDANCE WITH THE APPROPRIATE IATA RATE OF EXCHANGE.
  - (C) ADDITIONAL CONDITIONS
    - (1) THE SURCHARGE APPLIES IN ADDITION TO ALL OTHER CHARGES AND IS NOT SUBJECT TO ANY DISCOUNT.
    - (2) THE NAVIGATION SURCHARGE WILL NOT APPLY TO PASSENGERS TRANSITTING CANADA WHERE NO FARE BREAK OCCURS.
    - (3) THE NAVIGATOR SURCHARGE WILL NOT APPLY TO ALL FARES TO/FROM FSP AND YYT/YQY/YHZ/YMQ.

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- (4) CANCELLED
- (5) THE NAVIGATOR SURCHARGE WILL NOT APPLY TO  
ALL FARES TO/FROM JAPAN VIA THE ATLANTIC OR  
PACIFIC.

TITLE/APPLICATION - 70

TRANSPORT OF PERSONS WITH DISABILITIES  
(APPLICABLE FOR TRAVEL TO/FROM CANADA)

(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 GROUND HANDLING WHICH IS NORMALLY NOT EXTENDED TO OTHER PASSENGERS. THIS REQUIREMENT WILL BECOME APPARENT FROM SPECIAL REQUESTS MADE BY THE PASSENGERS AND/OR THEIR FAMILY OR BY A MEDICAL AUTHORITY, OR FROM OBVIOUS ABNORMAL PHYSICAL OR MENTAL CONDITIONS OBSERVED AND REPORTED BY AIRLINE PERSONNEL OR INDUSTRY-ASSOCIATED PERSONS (TRAVEL AGENTS, ETC.)

- (1) AMBULATORY/NON MEDICAL CASE - A PERSON WHO IS ABLE TO MOVE ABOUT WITHIN THE AIRCRAFT UNASSISTED. PASSENGERS WHO ARE ABLE TO REACH THE AIRCRAFT EXIT IN CASE OF AN EMERGENCY. PASSENGERS WITH 'MINOR' PHYSICAL HANDICAPS, E.G. BLIND (BLIND) OR DEAF (DEAF). EXPECTANT MOTHERS IN NORMAL HEALTH IF CONFINEMENT IS NOT EXPECTED FOR AT LEAST 4 WEEKS.
- (2) NON-AMBULATORY/MEDICAL CASE - A PERSON WHO IS INCAPABLE OF SELF-CARE DURING A FLIGHT. PASSENGERS WHOSE CONDUCT, MENTAL STATUS OR PHYSICAL CONDITION MAY RENDER THEM INCAPABLE OF CARING FOR THEMSELVES WITHOUT ASSISTANCE. STCR CASES, I.E. PASSENGERS WHO CANNOT USE THE STANDARD AIRLINE SEAT IN AN UPRIGHT POSITION, AND THUS REQUIRE A STRETCHER. PASSENGERS WHOSE CARRIAGE MIGHT CAUSE UNUSUAL HAZARD OR RISK TO THEMSELVES, TO OTHER PERSONS OR TO THE SAFETY OF THE FLIGHT. EXPECTANT MOTHERS, IF CONFINEMENT IS EXPECTED WITHIN 4 WEEKS. PREMATURE BABIES. EVEN FOR HEALTHY NEW BORN BABIES, AIR TRAVEL IS NOT RECOMMENDED WITHIN THE FIRST 7 DAYS AFTER BIRTH. PASSENGERS ADDICTED TO DRUGS BEING FLOWN BACK TO THEIR PLACE OF ORIGIN.
- (3) SELF-RELIANT - A PERSON WHO IS INDEPENDENT, SELF-SUFFICIENT AND CAPABLE OF TAKING CARE OF ALL PHYSICAL 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 - CX WILL ACCEPT THE DETERMINATION OF A PERSON WITH A DISABILITY AS TO SELF-RELIANCE, APPLICABLE TO/FROM CANADA WHEN THE PASSENGER'S JOURNEY ORIGINATES IN CANADA.
- (6) ASSISTANT (PERSONAL ATTENDANT) - AN ABLE-BODIED PERSON PHYSICALLY CAPABLE OF ASSISTING A DISABLED PASSENGER 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.

- (7) WHEELCHAIR-BOUND ATHLETE - A NON-AMBULATORY PERSON WITH UPPER BODY AND ARM DEVELOPMENT SUCH AS TO MAKE HIM/HER PHYSICALLY CAPABLE OF EGRESSING AN AIRCRAFT IN AN EMERGENCY WITH MINIMAL ASSISTANCE, AND WHO IS A MEMBER OF A BONA-FIDE SPORTS ORGANIZATION.
- (8) RANDOM SEATING - THE ASSIGNMENT OF ANY PASSENGER SEAT ON THE MAIN DECK OF AN AIRCRAFT EXCEPT A SEAT IN A ROW OF SEATS AT AN EMERGENCY EXIT.
- (9) PLANNED SEATING - THE ASSIGNMENT OF PASSENGER SEATS AT OR NEAR THE END OF AN EVACUATION LINE TO AN EXIT WHICH, IN GENERAL, WILL BE FLOOR LEVEL EXIT.

ACCEPTANCE OF DISABLED - 71

- (B) ACCEPTANCE OF DISABLED PASSENGER
  - (1) CX WILL ACCEPT THE DISABLED PERSON'S DETERMINATION AS TO SELF-RELIANCE.
  - (2) CX WILL ACCEPT FOR CARRIAGE ANY PASSENGER WHOSE MENTAL OR PHYSICAL CONDITION IS SUCH AS TO RENDER HIM/HER INCAPABLE OF CARING FOR HIM/HERSELF WITHOUT ASSISTANCE, PROVIDED:
    - (A) HE/SHE IS ACCOMPANIED BY AN ASSISTANT WHO WILL BE RESPONSIBLE FOR CARING FOR THE PASSENGER EN-ROUTE, AND
    - (B) WITH THE CARE OF SUCH ASSISTANT, HE/SHE WILL NOT REQUIRE ATTENTION OR ASSISTANCE BEYOND THAT USUALLY PROVIDED BY CARRIER'S EMPLOYEES, OR
    - (C) ANY ASSISTANCE REQUIRED BY THE PASSENGER IS OUTLINED IN PARAGRAPH (I) BELOW.
  - (3) DISABLED PASSENGERS WILL BE ACCEPTED FOR TRANSPORTATION AS OUTLINED IN THE FOLLOWING:

DISABILITY

	ASSISTANT REQUIRED
BLIND	NO
DEAF	NO
BLIND AND DEAF	YES
MENTALLY HANDICAPPED/SELF-RELIANT	NO
MENTALLY HANDICAPPED/NON-SELF-RELIANT	YES
AMBULATORY/SELF-RELIANT	NO
AMBULATORY/NON-SELF-RELIANT	YES

NOTE: (APPLICABLE TO THE ABOVE DISABILITY)  
 THE MAXIMUM NO. PER FLIGHT: NO LIMIT  
 (HOWEVER, IF THE NUMBER OF SUCH PASSENGER TO BE CARRIED IN OUR FLIGHT IMPOSE ADDITIONAL REQUIREMENT ON NUMBER OF CABIN CREW, CX RESERVES THE RIGHT TO RESTRICT THE ACCEPTANCE OF SUCH PASSENGERS.)

DISABILITY

	ASSISTANT REQUIRED
NON-AMBULATORY/NON-SELF-RELIANT	YES
NON-AMBULATORY/SELF-RELIANT	YES

- (4) MEDICAL CLEARANCE  
 CX RESERVES THE RIGHT TO REQUIRE A MEDICAL

CLEARANCE FROM THE COMPANY MEDICAL AUTHORITIES IF TRAVEL INVOLVES ANY UNUSUAL RISK OR HAZARD TO THE PASSENGER OR TO OTHER PERSONS (INCLUDING, IN CASES OF PREGNANT PASSENGERS, UNBORN CHILDREN).

SEATING RESTRICTIONS - 72

- (C) SEATING RESTRICTIONS  
 DISABLED PASSENGERS WILL NOT BE PERMITTED TO OCCUPY SEATS IN DESIGNATED EMERGENCY EXIT ROWS, OVER-WING EMERGENCY EXIT ROWS OR WHERE THE VENTRAL STAIR MAY HAVE TO BE USED AS AN EMERGENCY EXIT OR THE UPPER DECK OF AN AIRCRAFT.

RESERVATIONS/CHECK IN - 73

- (D) RESERVATION/CHECK-IN REQUIREMENTS  
 RESERVATIONS AND REQUEST FOR ADDITIONAL SERVICES PER PARAGRAPH (I) OF THIS RULE SHOULD BE MADE AT LEAST 48 HOURS IN ADVANCE OF DEPARTURE, ADVISING THE CARRIER AS TO THE NATURE OF THE DISABILITY AND ASSISTANCE REQUIRED, SO THAT ARRANGEMENTS CAN BE MADE. CX WILL MAKE EVERY EFFORT TO ACCOMMODATE PASSENGERS WHO FAIL TO MAKE RESERVATION 48 HOURS IN ADVANCE.

EXAMPLE OF SPECIFYING LIMIT OF PASSENGER WITH A DISABILITY BY AIRCRAFT TYPE (CX)

- (A) PERSONS WITH DISABILITIES WILL BE ACCEPTED FOR TRANSPORTATION AS OUTLINED IN THE FOLLOWING:

SEATING TYPE	AIRCRAFT	TYPE
	747	B777-300
RANDOM WCHP/WCHC WITHOUT ATTENDANT	6	6
RANDOM WCHP/WCHC EXTRA WITH ATTENDANT	6	4
PLANNED WCHP/WCHC WITHOUT ATTENDANT	6	5
PLANNED WCHP/WCHC EXTRA WITH ATTENDANT	6	5
TOTAL RANDOM/PLANNED SEATING	24	20
MAXIMUM OF WCHC WITH ATTENDANT	5	3
ADDITIONAL NO. OF WCHP ATHLETES	12	10

- (B) CX SHALL IMPOSE NUMERICAL LIMITS ON THE NUMBER OF NON-AMBULATORY PASSENGERS PER AIRCRAFT AS SHOWN BELOW:

SEATING TYPE	AIRCRAFT	TYPE
	737	737C
RANDOM WCHP/WCHC WITHOUT ATTENDANT	3	1
RANDOM WCHP/WCHC EXTRA WITH ATTENDANT	2	2
PLANNED WCHP/WCHC WITHOUT ATTENDANT	2	1
PLANNED WCHP/WCHC EXTRA WITH ATTENDANT	2	1

TOTAL RANDOM/PLANNED SEATING	14	9
MAXIMUM OF WCHC WITH ATTENDANT	2	2
ADDITIONAL NO. OF WCHP ATHLETES	7	5

NOTE 1: THE MAXIMUM NUMBER OF NON-AMBULATORY PASSENGERS SHOWN IN THE TABLES REFERS TO ACCOMPANIED AND UNACCOMPANIED PASSENGERS.

NOTE 2: WCHC PASSENGERS MUST BE ATTENDED AND MUST BE INCLUDED IN COMPUTING THE TOTAL ALLOWABLE IN PLANNED AND RANDOM SEATING.

NOTE 3: PLANNED SEATING WILL BE IN ACCORDANCE WITH TRANSPORT CANADA GUIDELINES AND PUBLISHED IN THE AIRLINE'S TARIFFS.

TOTAL RANDOM/PLANNED SEATING	9	5
MAXIMUM OF WCHC WITH ATTENDANT	2	1
ADDITIONAL NO. OF WCHP ATHLETES	5	3

NON-AMBULATORY/NON-SELF-RELIANT (WCHC)

NON-AMBULATORY/SELF-RELIANT (WCHP)

SEATING TYPE	AIRCRAFT	TYPE
	777-200/ A340-A330	A320

RANDOM WCHP/WCHC WITHOUT ATTENDANT	4	3
RANDOM WCHP/WCHC EXTRA WITH ATTENDANT	3	2
PLANNED WCHP/WCHC WITHOUT ATTENDANT	4	3
PLANNED WCHP/WCHC EXTRA WITH ATTENDANT	3	2

NOTE 4: CX RESERVES THE RIGHTS TO LIMIT THE NUMBER OF NON-AMBULATORY PASSENGERS PER AIRCRAFT.

ACCEPT MOBILITY AIDS - 75

(F) ACCEPTANCE OF MOBILITY AIDS

IN ADDITION TO THE REGULAR FREE BAGGAGE ALLOWANCE PROVIDED IN RULE 115 BAGGAGE. CX WILL ACCEPT THE FOLLOWING ITEMS WHICH MUST BE STOWED IN THE BAGGAGE COMPARTMENT:

- (1) MANUALLY OPERATED WHEELCHAIRS AND WALKERS
- (2) WHEELCHAIRS WITH NON-SPILLABLE BATTERIES WITH TERMINALS DISCONNECTED AND TAPED.
- (3) WHEELCHAIRS WITH SPILLABLE WET CELL BATTERIES ON CERTAIN TYPES OF AIRCRAFT WITH TERMINALS DISCONNECTED AND TAPED PROVIDING THEY CAN BE SECURELY FASTENED IN AN UPRIGHT POSITION AND PROTECTED AGAINST CONTACT WITH OTHER ARTICLES. CX REQUIRES 48 HOUR NOTICE FOR CARRIAGE OF SPILLABLE WET CELL BATTERY OPERATED WHEELCHAIR.
- (4) WHEELCHAIRS WITH SPILLABLE WET CELL BATTERIES
  - (A) ON CONTAINERIZED AIRCRAFT SUCH AS B747/B767/A320 WHEN LOADED IN A LD3 BAGGAGE CONTAINER IN AN UPRIGHT POSITION (AT NO COST TO THE PASSENGER). BATTERIES MUST BE DISCONNECTED AT BOTH TERMINALS, CAPPED TO PREVENT SHORT CIRCUITS AND MUST BE SECURED TO THE WHEELCHAIR WITH NON-CONDUCTIVE MATERIAL;

- (B) WHEELCHAIR IN A NON UPRIGHT POSITION: ON  
NARROW-BODY AIRCRAFT SUCH AS DC9/B727 THE  
BATTERY MUST BE REMOVED AND STORED IN A  
KIMPACK BATTERY KIT WHICH IS AVAILABLE FROM  
  
THE CARRIER AT NO COST TO THE PASSENGER.
- (C) PASSENGERS ARE REQUESTED TO CHECK IN AT LEAST  
1 (ONE) HOUR PRIOR TO FLIGHT DEPARTURE.
- (5) CRUTCHES AND CANES MAY BE RETAINED IN THE  
PASSENGER'S CUSTODY PROVIDED THEY ARE STOWED IN  
ACCORDANCE WITH CARRIER'S SAFETY REGULATIONS.
- (6) IF AN AIRCRAFT'S DESIGN DOES NOT PERMIT THE  
CARRIAGE OF THESE AIDS, CX WILL INFORM THE  
PASSENGER ABOUT ALTERNATIVE TRANSPORTATION  
ARRANGEMENTS AVAILABLE FOR THESE AIDS.
- (7) IN ADDITION TO THE ABOVE, WHERE SPACE PERMITS, CX  
WILL PROVIDE ONE MANUALLY OPERATED FOLDING  
WHEELCHAIR PER FLIGHT TO BE STORED IN THE  
PASSENGER CABIN WITHOUT CHARGE.
- (8) WHERE A MOBILITY AID CANNOT BE CARRIED IN THE  
PASSENGER CABIN, CX WILL PROVIDE ASSISTANCE IN  
DISASSEMBLING AND PACKAGING THE AID, UNPACKING AND  
REASSEMBLING THE AID, AND RETURNING THE AID  
PROMPTLY ON ARRIVAL AT THE PERSON'S DESTINATION,  
ALL WITHOUT CHARGE.
- (9) IF A MOBILITY AID IS DAMAGED OR LOST, CX WILL  
IMMEDIATELY PROVIDE A SUITABLE TEMPORARY  
REPLACEMENT WITHOUT CHARGE. IF A DAMAGED AID CAN  
BE REPAIRED, CX WILL ARRANGE, AT ITS EXPENSE, FOR  
THE PROMPT AND ADEQUATE REPAIR OF THE AID AND  
RETURN IT TO THE PASSENGER AS SOON AS POSSIBLE.  
IF A DAMAGED AID CANNOT BE REPAIRED PROMPTLY AND  
ADEQUATELY, OR IS LOST AND CANNOT BE LOCATED  
WITHIN 96 HOURS AFTER THE PASSENGER'S ARRIVAL, CX  
WILL, AT ITS DISCRETION, REPLACE IT WITH AN  
IDENTICAL ONE TO THE PASSENGER, OR REIMBURSE THE  
PASSENGER FOR THE FULL REPLACEMENT COST OF THE  
AID.
- (10) IF A TEMPORARY REPLACEMENT AID HAS BEEN PROVIDED,  
A PASSENGER SHALL CONTINUE TO HAVE THE USE OF THAT  
AID:
- (A) UNTIL THE TIME THE PASSENGER'S (REPAIRED) AID  
IS RETURNED, OR
- (B) UNTIL A REASONABLE PERIOD FOR THE REPLACEMENT  
OF THE AID HAS ELAPSED, WHERE CX HAS TAKEN  
STEPS TO, AT ITS DISCRETION, REPLACE THE AID  
OR REIMBURSE THE PASSENGER.
- (G) REFUSAL TO TRANSPORT AND SUBSEQUENT REFUND  
CARRIER IS NOT LIABLE FOR ITS REFUSAL TO TRANSPORT ANY  
PASSENGER OR FOR ITS REMOVAL OF ANY PASSENGER IN  
ACCORDANCE WITH THE PRECEDING PARAGRAPHS OF THIS RULE,  
BUT SUCH CARRIER WILL, AT THE REQUEST OF THE PASSENGER,  
REFUND IN ACCORDANCE WITH RULE 90 REFUNDS - (D)  
INVOLUNTARY REFUNDS.

SERVICES TO DISABLED - 77

- (H) SERVICES TO BE PROVIDED TO PERSONS WITH DISABILITIES

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ASSISTANCE WILL BE PROVIDED TO PERSONS WITH  
DISABILITIES AS SHOWN BELOW WHEN REQUESTED AT LEAST 48  
HOURS PRIOR TO DEPARTURE. A REASONABLE EFFORT WILL BE  
MADE TO ACCOMMODATE REQUESTS NOT MADE WITHIN THIS TIME  
LIMIT.

- (A) REGISTRATION AT THE CHECK-IN COUNTER;
  - (B) PROCEEDING TO THE BOARDING AREA, BOARDING,  
DEPLANING, STOWING AND RETRIEVING OF CHECKED AND  
CARRY-ON BAGGAGE;
  - (C) OTHER THAN BY CARRYING, IN MOVING TO/FROM AN  
AIRCRAFT WASHROOM, INCLUDING ASSISTING A PASSENGER  
IN USING AN ONBOARD WHEELCHAIR WHERE ONE IS  
AVAILABLE;
  - (D) SERVING REGULAR AND SPECIAL MEALS WHERE AVAILABLE  
AND PROVIDING LIMITED ASSISTANCE WITH SUCH MEALS,  
INCLUDING CUTTING OF LARGE FOOD PORTIONS, OPENING  
OF PACKAGING, IDENTIFYING OBJECTS;
  - (E) INQUIRING PERIODICALLY DURING FLIGHT ABOUT A  
PASSENGER'S NEEDS;
  - (F) TRANSFERRING A PERSON WITH A DISABILITY BETWEEN  
MOBILITY AIDS, OR BETWEEN A MOBILITY AID AND AN  
AIRCRAFT SEAT;
  - (G) IN PROCEEDING TO THE GENERAL PUBLIC AREA OR, WHERE  
A PERSON WITH A DISABILITY IS CHANGING TO A FLIGHT  
OF ANOTHER CARRIER WITHIN THE SAME TERMINAL, TO A  
REPRESENTATIVE OF THE RECEIVING CARRIER.
- (I) APPLICABLE RULES  
THE FOLLOWING RULES ARE APPLICABLE:  
55 (LIABILITY OF CARRIERS)  
80 (REVISED ROUTINGS, FAILURE TO CARRY AND MISSED  
CONNECTIONS)  
85 (SCHEDULES, DELAYS AND CANCELLATION OF FLIGHTS)  
87 (DENIED BOARDING COMPENSATION)  
90 (REFUNDS - INVOLUNTARY)

TITLE/APPLICATION - 70

REFUSAL TO TRANSPORT - LIMITATIONS OF CARRIAGE

REFUSAL, CANCELLATION - 71

(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;  
NOTE: CARRIER SHALL HAVE THE RIGHT, BUT SHALL NOT BE OBLIGATED, TO REQUIRE POSITIVE IDENTIFICATION OF PERSONS PURCHASING TICKETS AND/OR PRESENTING A TICKET(S) FOR THE PURPOSE OF BOARDING AIRCRAFT.
  - (E) WHEN THE PASSENGER REFUSES TO PERMIT SEARCH OF HIS PERSON OR PROPERTY FOR EXPLOSIVES OR A CONCEALED, DEADLY OR DANGEROUS WEAPON OR ARTICLE;
  - (F) WHEN THE PASSENGER FAILS TO OBSERVE INSTRUCTIONS OF THE CARRIER, CARRIER'S AUTHORIZED OFFICER, OR REPRESENTATIVE.
- (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.
- (4) DETERMINATION OF SELF-RELIANCE  
CX WILL ACCEPT THE DETERMINATION OF A PERSON WITH A DISABILITY AS TO SELF-RELIANCE.

CONDITIONAL ACCEPTANCE - 72

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

NOTE: EXCEPT TO THE EXTENT PROVIDED IN RULE 55  
(LIABILITY OF CARRIERS) WITH RESPECT TO TARIFF  
C.A.B. NO. 528, ISSUED BY AIRLINE TARIFF  
PUBLISHING COMPANY, 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 RULE 25 (REFUSAL TO  
TRANSPORT-LIMITATIONS OF CARRIAGE) 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. 528 ISSUED BY  
AIRLINE TARIFF PUBLISHING COMPANY, AGENT, FILED  
WITH THE DEPARTMENT OF TRANSPORTATION OF THE  
UNITED STATES.

CARRIAGE OF CHILDREN - 73

(C) CARRIAGE OF UNACCOMPANIED CHILDREN

- (1) CHILDREN UNDER 12 YEARS OF AGE WILL BE ACCEPTED  
FOR CARRIAGE UNACCOMPANIED ONLY UNDER THE  
FOLLOWING CONDITIONS:
  - (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) ADVANCE ARRANGEMENTS HAVE BEEN MADE WITH THE  
CARRIER.
- (2) CHILDREN WILL NOT BE ACCEPTED FOR UNACCOMPANIED  
TRANSPORT IF THE CHILD HAS NOT REACHED HIS/HER 6TH  
BIRTHDAY.

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CITY/CTRY: FILED TO GOVT: APPROVED ONLY: BOT:  
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TITLE/APPLICATION - 70

GROUND TRANSFER SERVICE

(A) GENERAL

- (1) EXCEPT AS OTHERWISE PROVIDED 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 OR OMISSIONS OF SUCH AN INDEPENDENT OPERATOR. IN CASES WHERE A CARRIER MAINTAINS AND OPERATES FOR IT PASSENGERS LOCAL TRANSFER SERVICES, THE TERMS, CONDITIONS, RULES AND REGULATIONS OF THE CARRIER, INCLUDING (BUT WITHOUT LIMITATION) THOSE STATED OR REFERRED TO IN THEIR TICKETS, BAGGAGE CHECKS AND BAGGAGE VALUATION AGREEMENTS SHALL BE DEEMED APPLICABLE TO SUCH LOCAL SERVICES. NO PORTION OF THE FARE SHALL BE REFUNDABLE IN THE EVENT LOCAL TRANSFER SERVICES ARE NOT USED.
- (2) IN THE CASE OF SCHEDULED OVERNIGHT STOPS ON THROUGH SERVICE VIA THE SAME OR A COMBINATION OF 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.

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 OR CARRIER.

EN ROUTE GROUND SERVICES - 72

D (APPLICABLE FOR TRANSPORTATION TO/FROM THE U.S.A.)

(B) EN ROUTE GROUND SERVICES

HOTEL ACCOMMODATIONS AND OTHER SERVICES

(1) WHEN REQUESTED BY PASSENGER, CARRIER'S REPRESENTATIVES WILL MAKE APPLICATION ON THEIR BEHALF FOR HOTEL RESERVATIONS, BUT THE AVAILABILITY THEREOF IS NOT GUARANTEED. ALL EXPENSES INCURRED BY CARRIER OR ITS REPRESENTATIVES IN ARRANGING, OR ATTEMPTING TO ARRANGE, FOR RESERVATIONS WILL BE CHARGEABLE TO PASSENGERS EXCEPT AS OTHERWISE PROVIDED IN THIS TARIFF.

D

(2) HOTEL EXPENSES ARE NOT INCLUDED IN PASSENGER FARES, EXCEPT THAT CARRIER MAY ABSORB SUCH EXPENSE UNDER THE FOLLOWING CONDITIONS:

(A) AT ANY SCHEDULED STOPPING POINT ON A SINGLE CARRIER THROUGH FLIGHT, PROVIDED THAT:

(I) THE PASSENGER, BEFORE ARRIVAL AT A STOPPING POINT OF A THROUGH FLIGHT IS TICKETED OR HOLDS CONFIRMED SPACE ONWARDS ON SUCH FLIGHT; AND

(II) SUCH EXPENSES WILL NOT BE ABSORBED BEYOND 24 HOURS AFTER ARRIVAL AT THE STOPPING POINT, UNLESS REQUIRED FOR OPERATIONAL REASONS.

D

(B) AT ANY POINTS WHERE CARRIER'S FLIGHT CONNECTS WITH ANOTHER OF ITS FLIGHTS, OR WITH THE FLIGHT OF ANOTHER CARRIER, PROVIDED THAT:

(I) THE PASSENGER, BEFORE ARRIVAL AT A CONNECTING POINT BETWEEN FLIGHTS OF THE SAME OR ANOTHER CARRIER IS TICKETED ONWARD FROM SUCH POINT, WHETHER ON A CONFIRMED SPACE OR REQUESTED BASIS OR HOLDS CONFIRMED SPACE ONWARD FROM SUCH POINTS;

(II) SUCH EXPENSES SHALL NOT BE ABSORBED BEYOND THE DEPARTURE OF THE NEXT SCHEDULED FLIGHT OF THE CARRIER ON WHICH THE PASSENGER IS TICKETED AND HOLDS

- CONFIRMED SPACE OR BEYOND 24 HOURS AFTER ARRIVAL AT THE CONNECTING POINT, WHICHEVER IS EARLIER,
- D (III) SUCH EXPENSE WILL NOT BE ABSORBED WHERE THERE ARE ONWARD CONNECTING SERVICES OF ANY CARRIER, WITHIN 24 HOURS, TO THE PASSENGER'S DESTINATION OR NEXT CONNECTING OR STOPOVER POINT AS SHOWN ON THE PASSENGER'S TICKET BUT THE PASSENGER DOES NOT DEPART FROM THE CONNECTING POINT WITHIN 24 HOURS; AND
- (VI) WHERE THERE ARE NO SUCH CONNECTING SERVICES OF ANY CARRIER WITHIN 24 HOURS, SUCH EXPENSES WILL ONLY BE ABSORBED UP TO A MAXIMUM PERIOD OF 24 HOURS IRRESPECTIVE OF THE CARRIER ON WHOSE SERVICE THE PASSENGER IS BOOKED FOR ONWARD TRANSPORTATION FROM THE CONNECTING POINT PROVIDED THE PASSENGER DEPARTS ON THE FIRST CONNECTING SERVICE OF THE ONWARD CARRIER SHOWN ON THE TICKET.
- D EXCEPTION 1: CARRIER WILL NOT ABSORB EXPENSES AT CONNECTING POINTS IN THE U.S.A./ MEXICO FOR PASSENGERS ORIGINATING IN, DESTINED TO, OR HAVING A TURNAROUND POINT IN THAT AREA.
- D EXCEPTION 2: CARRIER WILL NOT ABSORB EXPENSES AT CONNECTING POINT IN AREA 1 FOR PASSENGERS TRAVELING ACROSS THE ATLANTIC OCEAN TO/FROM A POINT IN AREA 2 OR TO/FROM A POINT IN AREA 1 OUTSIDE THE U.S.A./MEXICO.
- D EXCEPTION 3: CARRIER WILL NOT ABSORB EXPENSES AT CONNECTING POINTS WITHIN EUROPE FOR PASSENGERS WHOSE TRAVEL IS WHOLLY PERFORMED WITHIN THAT AREA.
- D EXCEPTION 4: CARRIER WILL NOT ABSORB EXPENSES AT CONNECTING POINTS IN AUSTRALIA, NEW ZEALAND OR FIJI FOR PASSENGERS ORIGINATING IN, DESTINED TO, OR HAVING A TURNAROUND POINT IN AUSTRALIA, NEW ZEALAND OR FIJI RESPECTIVELY.
- D EXCEPTION 5: WHEN TRAVEL IS WHOLLY WITHIN AREA 3, CARRIER WILL NOT ABSORB EXPENSES AT CONNECTING POINTS IN THE SOUTHWEST PACIFIC FOR PASSENGER ORIGINATING IN, DESTINED TO, OR HAVING A TURNAROUND POINT IN THE SOUTHWEST PACIFIC.
- D EXCEPTION 6: WHEN TRAVEL IS WHOLLY WITHIN AREA 3, CARRIER WILL NOT ABSORB EXPENSES AT CONNECTING POINTS FOR PASSENGERS TRAVELING ON AN INCLUSIVE TOUR BASED ON A FARE OTHER THAN A NORMAL FARE.
- D EXCEPTION 7: WHEN TRAVEL IS WHOLLY WITHIN AREA 1, CARRIER WILL NOT ABSORB EXPENSES

AT CONNECTING POINTS.

NOTE: FOR THE PURPOSE OF THIS RULE, THE CONNECTING POINT TO WHICH A PASSENGER HOLDS, OR HELD, CONFIRMED SPACE ON A FLIGHT OF ONE CARRIER AND OUT OF WHICH THE PASSENGER HOLDS, OR HELD, CONFIRMED SPACE ON A FLIGHT OF THE SAME CARRIER OR ANOTHER CARRIER SHALL BE DEEMED TO BE A SINGLE CONNECTING POINT WHEN THE RECEIVING CARRIER HAS CONFIRMED RESERVATIONS TO THE DELIVERING CARRIER.

EN ROUTE GROUND SERVICES - 72

- D (C) EXPENSES MAY NOT ABSORBED IF THE PASSENGER IS TICKETED TO STOPOVERS AT THE STOPPING OR CONNECTING POINT.
- (B) EN ROUTE GROUND SERVICES  
HOTEL ACCOMMODATIONS AND OTHER SERVICES
- (1) WHEN REQUESTED BY PASSENGER, CARRIER'S REPRESENTATIVES WILL MAKE APPLICATION ON THEIR BEHALF FOR HOTEL RESERVATIONS, BUT THE AVAILABILITY THEREOF IS NOT GUARANTEED. ALL EXPENSES INCURRED BY CARRIER OR ITS REPRESENTATIVES IN ARRANGING, OR ATTEMPTING TO ARRANGE, FOR RESERVATIONS WILL BE CHARGEABLE TO PASSENGERS EXCEPT AS OTHERWISE PROVIDED IN THIS TARIFF.
- (2) HOTEL EXPENSES ARE NOT INCLUDED IN PASSENGER FARES, EXCEPT THAT CARRIER MAY ABSORB SUCH EXPENSE UNDER THE FOLLOWING CONDITIONS:
- (I) CONNECTING POINT BETWEEN FLIGHTS OF THE SAME OR ANOTHER CARRIER IS TICKETED ONWARD FROM SUCH POINT, WHETHER ON A CONFIRMED SPACE OR REQUESTED BASIS OR HOLDS CONFIRMED SPACE ONWARD FROM SUCH POINTS;
- (II) SUCH EXPENSES SHALL NOT BE ABSORBED BEYOND THE DEPARTURE OF THE NEXT SCHEDULED FLIGHT OF THE CARRIER ON WHICH THE PASSENGER IS TICKETED AND HOLDS CONFIRMED SPACE OR BEYOND 24 HOURS AFTER ARRIVAL AT THE CONNECTING POINT, WHICHEVER IS EARLIER,
- (III) SUCH EXPENSE WILL NOT BE ABSORBED WHERE
- (A) AT ANY SCHEDULED STOPPING POINT ON A SINGLE CARRIER THROUGH FLIGHT, PROVIDED THAT:
- (I) THE PASSENGER, BEFORE ARRIVAL AT A STOPPING POINT OF A THROUGH FLIGHT IS TICKETED OR HOLDS CONFIRMED SPACE ONWARDS ON SUCH FLIGHT; AND
- (II) SUCH EXPENSES WILL NOT BE ABSORBED BEYOND 24 HOURS AFTER ARRIVAL AT THE STOPPING POINT, UNLESS REQUIRED FOR OPERATIONAL REASONS.
- (B) AT ANY POINTS WHERE CARRIER'S FLIGHT CONNECTS WITH ANOTHER OF ITS FLIGHTS, OR WITH THE FLIGHT OF ANOTHER CARRIER, PROVIDED THAT:
- (I) THE PASSENGER, BEFORE ARRIVAL AT A

THERE ARE ONWARD CONNECTING SERVICES OF ANY CARRIER, WITHIN 24 HOURS, TO THE PASSENGER'S DESTINATION OR NEXT CONNECTING OR STOPOVER POINT AS SHOWN ON THE PASSENGER'S TICKET BUT THE PASSENGER DOES NOT DEPART FROM THE CONNECTING POINT WITHIN 24 HOURS; AND  
(VI) WHERE THERE ARE NO SUCH CONNECTING SERVICES OF ANY CARRIER WITHIN 24 HOURS, SUCH EXPENSES WILL ONLY BE ABSORBED UP TO A MAXIMUM PERIOD OF 24 HOURS IRRESPECTIVE OF THE CARRIER ON WHOSE SERVICE THE PASSENGER IS BOOKED FOR ONWARD TRANSPORTATION FROM THE CONNECTING POINT PROVIDED THE PASSENGER DEPARTS ON THE FIRST CONNECTING SERVICE OF THE ONWARD CARRIER SHOWN ON THE TICKET.

EXCEPTION 1: CARRIER WILL NOT ABSORB EXPENSES AT CONNECTING POINTS IN THE U.S.A./ MEXICO OR CANADA FOR PASSENGERS ORIGINATING IN, DESTINED TO, OR HAVING A TURNAROUND POINT IN THAT AREA.

EXCEPTION 2: CARRIER WILL NOT ABSORB EXPENSES AT CONNECTING POINT IN AREA 1 FOR PASSENGERS TRAVELING ACROSS THE ATLANTIC OCEAN TO/FROM A POINT IN AREA 2 OR TO/FROM A POINT IN AREA 1 OUTSIDE THE U.S.A./MEXICO AND/OR CANADA.

EXCEPTION 3: CARRIER WILL NOT ABSORB EXPENSES AT CONNECTING POINTS WITHIN EUROPE FOR PASSENGERS WHOSE TRAVEL IS WHOLLY PERFORMED WITHIN THAT AREA.

EXCEPTION 4: CARRIER WILL NOT ABSORB EXPENSES AT CONNECTING POINTS IN AUSTRALIA, NEW ZEALAND OR FIJI FOR PASSENGERS ORIGINATING IN, DESTINED TO, OR HAVING A TURNAROUND POINT IN AUSTRALIA, NEW ZEALAND OR FIJI RESPECTIVELY.

EXCEPTION 5: WHEN TRAVEL IS WHOLLY WITHIN AREA 3, CARRIER WILL NOT ABSORB EXPENSES AT CONNECTING POINTS IN THE SOUTHWEST PACIFIC FOR PASSENGER ORIGINATING IN, DESTINED TO, OR HAVING A TURNAROUND POINT IN THE SOUTHWEST PACIFIC.

EXCEPTION 6: WHEN TRAVEL IS WHOLLY WITHIN AREA 3, CARRIER WILL NOT ABSORB EXPENSES AT CONNECTING POINTS FOR PASSENGERS TRAVELING ON AN INCLUSIVE TOUR BASED ON A FARE OTHER THAN A NORMAL FARE.

EXCEPTION 7: WHEN TRAVEL IS WHOLLY WITHIN AREA 1, CARRIER WILL NOT ABSORB EXPENSES AT CONNECTING POINTS.

NOTE: FOR THE PURPOSE OF THIS RULE, THE CONNECTING POINT TO WHICH A PASSENGER HOLDS, OR HELD, CONFIRMED SPACE ON A

FLIGHT OF ONE CARRIER AND OUT OF WHICH THE PASSENGER HOLDS, OR HELD, CONFIRMED SPACE ON A FLIGHT OF THE SAME CARRIER OR ANOTHER CARRIER SHALL BE DEEMED TO BE A SINGLE CONNECTING POINT WHEN THE RECEIVING CARRIER HAS CONFIRMED RESERVATIONS TO THE DELIVERING CARRIER.

- (C) EXPENSES MAY NOT ABSORBED IF THE PASSENGER IS TICKETED TO STOPOVERS AT THE STOPPING OR CONNECTING POINT.

ARRANGEMENTS BY CARRIER - 73

- (C) ARRANGEMENTS MADE BY CARRIER  
IN MAKING ARRANGEMENTS FOR HOTEL OR OTHER HOUSING AND BOARD ACCOMMODATION FOR PASSENGER, OR FOR OTHER SERVICES REQUESTED BY PASSENGERS, WHETHER OR NOT THE COST OF SUCH ARRANGEMENTS ARE FOR THE ACCOUNT OF CARRIER, CARRIER ACTS ONLY AS AGENT FOR THE PASSENGER AND CARRIER IS NOT LIABLE FOR LOSS, DAMAGE OR EXPENSE INCURRED BY THE PASSENGER AS A RESULT OF, OR IN CONNECTION WITH, THE USE BY THE PASSENGER OF SUCH ACCOMMODATION OR OTHER SERVICE, OR THE DENIAL OF THE USE THEREOF TO THE PASSENGER BY ANY OTHER PERSON, COMPANY OR AGENCY.



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AREA: PA TARIFF: IPRG CXR: CX RULE: 0040 CAT: 70 EFFECT: 01AUG08 02:52:16  
CITY/CTRY: FILED TO GOVT: APPROVED ONLY: BOT:  
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TITLE/APPLICATION - 70

K TAXES

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

EXCEPTION: TRANSIT TAXES AT CONNECTING POINTS WILL BE BORNE  
BY CARRIER IN CASE OF SCHEDULED OVERNIGHT OR  
OTHER STOPS ON THROUGH SERVICES.

GFBM582                    GFS TEXT MENU RULE CATEGORY TEXT DISPLAY                    13AUG 08  
AREA: PA TARIFF: IPRG      CXR: CX    RULE: 0041 CAT: 70 EFFECT: 01AUG08      02:53:26  
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TITLE APPLICATION - 70

D    INSURANCE SURCHARGE

1. HKD10/ CAD 1.70/ USD 1.20 OR EQUIVALENT PER PASSENGER PER CX FLIGHT COUPON FOR TICKET ISSUED/REISSUED ON/AFTER 04JAN04.
2. SURCHARGE SHOULD BE COLLECTED AT THE TIME OF TICKET ISSUANCE OR REISSUE FOR WORLDWIDE TRAVEL.
3. SURCHARGE SHOULD BE APPLIED TO ALL CX AND INTERLINE TICKET STOCKS.
4. SURCHARGE SHOULD BE APPLIED TO ALL PASSENGERS REGARDLESS OF CLASS OF TRAVEL, TYPE OF FARES AND TYPE OF PASSENGER INCLUDING FFP.
5. EXEMPTION: (A)    INFANT FARE.  
                  (B)    CONCESSIONAL TRAVEL FOR INDUSTRY AND AGENCY EMPLOYEE PAYING LESS THAN 25% OF APPLICABLE FARE.
6. SURCHARGE SHOULD BE REFLECTED IN THE TAX/FEE/CHARGE BOX OF TICKETS UNDER CODE - YR-.
7. SURCHARGE MUST BE COLLECTED WHENEVER CX IS THE TRANSPORTING CARRIER ON THE SECTOR.
8. THIS SURCHARGE IS APPLICABLE FOR TICKET ISSUED OR REISSUED ON/BEFORE 31MAR04.

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

PASSPORTS AND VISAS - 71

- (B) PASSPORTS AND VISAS
- (1) THE PASSENGER MUST PRESENT ALL EXIT, ENTRY AND  
OTHER DOCUMENTS REQUIRED BY LAWS, REGULATIONS,  
ORDERS, DEMANDS OR REQUIREMENTS OF THE COUNTRIES  
CONCERNED. CARRIER WILL REFUSE CARRIAGE TO ANY  
PASSENGER WHO HAS NOT COMPLIED WITH APPLICABLE  
LAWS, REGULATIONS, ORDERS, DEMANDS OR REQUIREMENTS  
OR WHOSE DOCUMENTS ARE NOT COMPLETE. CARRIER IS  
NOT LIABLE TO THE PASSENGER FOR LOSS OR EXPENSE  
DUE TO THE PASSENGER'S FAILURE TO COMPLY WITH THIS  
PROVISION.
  - (2) SUBJECT TO APPLICABLE LAWS AND REGULATIONS, THE  
PASSENGER AGREES TO PAY THE APPLICABLE FARE  
WHENEVER CARRIER, ON GOVERNMENT ORDER, IS REQUIRED  
TO RETURN A PASSENGER AT HIS POINT OF ORIGIN OR  
ELSEWHERE DUE TO THE PASSENGER'S INADMISSIBILITY  
INTO A COUNTRY, WHETHER OF TRANSIT OR OF  
DESTINATION. CARRIER WILL APPLY TO THE PAYMENT OF  
SUCH FARES ANY FUNDS PAID BY THE PASSENGER TO  
CARRIER FOR UNUSED CARRIAGE, OR ANY FUNDS OF THE  
PASSENGER IN THE POSSESSION OF CARRIER. THE FARE  
COLLECTED FOR CARRIAGE TO THE POINT OF REFUSAL OR  
DEPORTATION WILL NOT BE REFUNDED BY CARRIER.

CUSTOMS INSPECTION - 72

- (C) CUSTOMS INSPECTION  
IF REQUIRED, THE PASSENGER MUST ATTEND INSPECTION OF  
HIS BAGGAGE, CHECKED OR UNCHECKED, BY CUSTOMS OR OTHER  
GOVERNMENT OFFICIALS. CARRIER ACCEPTS NO  
RESPONSIBILITY TOWARD THE PASSENGER IF THE LATTER FAILS  
TO OBSERVE THIS CONDITION. IF DAMAGE IS CAUSED TO  
CARRIER BECAUSE OF THE PASSENGER'S FAILURE TO OBSERVE

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THIS CONDITION, THE PASSENGER SHALL INDEMNIFY CARRIER  
THEREFORE.

GOVERNMENT REGULATIONS - 73

- (D) GOVERNMENT REGULATIONS  
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 REFUSED AND IT DOES REFUSE  
TO CARRY A PASSENGER.

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AREA: PA TARIFF: IPRG CXR: CX RULE: 0050 CAT: 70 EFFECT: 01AUG08 02:57:48  
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TITLE/APPLICATION - 70

PRE-PLANNED OXYGEN SERVICE

(APPLICABLE FOR TRANSPORTATION TO/FROM THE U.S.A.)

CARRIER WILL PROVIDE ONLINE IN-FLIGHT OXYGEN SERVICE ON ALL  
FLIGHTS SUBJECT TO THE FOLLOWING CONDITIONS:

- (A) PASSENGER MUST OBTAIN PRIOR PERMISSION FROM THE CX  
COMPANY MEDICAL OFFICER THROUGH THE LOCAL RESERVATIONS  
OFFICE IF OXYGEN MAY NEED TO BE ADMINISTERED DURING  
FLIGHT.
- (B) A COMPANY MEDICAL QUESTIONNAIRE MUST BE COMPLETED BY  
THE PASSENGER'S PHYSICIAN AND AN INDICATION OF THE  
AMOUNT OF OXYGEN TO BE ADMINISTERED MUST BE SHOWN.
- (C) AT LEAST 48 HOURS NOTICE BEFORE THE SCHEDULED DEPARTURE  
TIME OF THE AIRCRAFT OPERATING THE FLIGHT FROM HONG  
KONG IS REQUIRED TO POSITION THE OXYGEN AT THE AIRPORT  
OF THE PASSENGER'S ORIGIN POINT.
- (D) CX WILL ASSESS PER FLIGHT A CHARGE OF USD 105.00/  
CAD 130.00/HKD 820 (OR THE EQUIVALENT OF USD 105.00  
FOR PAYMENT IN OTHER CURRENCY) FOR EACH OXYGEN BOTTLE,  
OR PARTS THEREOF, USED BY EACH PASSENGER.  
THIS CHARGE IS NOT SUBJECT TO ANY DISCOUNT.

PRE-PLANNED OXYGEN SERVICE

CARRIER WILL PROVIDE ONLINE IN-FLIGHT OXYGEN SERVICE ON ALL  
FLIGHTS SUBJECT TO THE FOLLOWING CONDITIONS:

- (A) PASSENGER MUST OBTAIN PRIOR PERMISSION FROM THE CX  
COMPANY MEDICAL OFFICER THROUGH THE LOCAL RESERVATIONS  
OFFICE IF OXYGEN MAY NEED TO BE ADMINISTERED DURING  
FLIGHT.
- (B) A COMPANY MEDICAL QUESTIONNAIRE MUST BE COMPLETED BY  
THE PASSENGER'S PHYSICIAN AND AN INDICATION OF THE  
AMOUNT OF OXYGEN TO BE ADMINISTERED MUST BE SHOWN.
- (C) AT LEAST 48 HOURS NOTICE BEFORE THE SCHEDULED DEPARTURE  
TIME OF THE AIRCRAFT OPERATING THE FLIGHT FROM HONG  
KONG IS REQUIRED TO POSITION THE OXYGEN AT THE AIRPORT  
OF THE PASSENGER'S ORIGIN POINT.
- (D) CX WILL ASSESS PER FLIGHT A CHARGE OF USD 105.00/  
CAD 130.00/HKD 820 (OR THE EQUIVALENT OF USD 105.00  
FOR PAYMENT IN OTHER CURRENCY) FOR EACH OXYGEN BOTTLE,  
OR PARTS THEREOF, USED BY EACH PASSENGER.  
THIS CHARGE IS NOT SUBJECT TO ANY DISCOUNT.  
ANY DISCOUNT.

TITLE/APPLICATION - 70

LIABILITY OF CARRIERS

- (A) SUCCESSIVE CARRIERS  
CARRIAGE TO BE PERFORMED UNDER ONE TICKET OR UNDER A  
TICKET AND ANY CONJUNCTION TICKETS ISSUED IN CONNECTION  
THEREWITH BY SEVERAL SUCCESSIVE CARRIERS IS REGARDED AS  
A SINGLE OPERATION.

LAWS APPLICABLE - 71

- (B) LAWS AND PROVISIONS APPLICABLE
- (1) CARRIAGE HEREUNDER IS SUBJECT TO THE RULES AND  
LIMITATION RELATING TO LIABILITY ESTABLISHED BY  
THE CONVENTION (RULE 1 DEFINITIONS HEREIN) UNLESS  
SUCH CARRIAGE IS NOT "INTERNATIONAL CARRIAGE" AS  
DEFINED BY THE CONVENTION (RULE 1 DEFINITIONS).
- (2) TO THE EXTENT NOT IN CONFLICT WITH THE PROVISIONS  
OF PARAGRAPH (1) ABOVE, ALL CARRIAGE UNDER THIS  
TARIFF AND OTHER SERVICES PERFORMED BY EACH  
CARRIER ARE SUBJECT TO:
- (A) APPLICABLE LAWS (INCLUDING NATIONAL LAWS  
IMPLEMENTING THE CONVENTION OR EXTENDING THE  
RULES OF THE CONVENTION TO CARRIAGE WHICH IS  
NOT "INTERNATIONAL CARRIAGE" AS DEFINED IN  
THE CONVENTION), GOVERNMENT REGULATIONS,  
ORDERS AND REQUIREMENTS:
- (B) PROVISIONS SET FORTH IN THE PASSENGER'S  
TICKET;
- (C) APPLICABLE TARIFFS; AND
- (D) EXCEPT IN TRANSPORTATION BETWEEN A PLACE IN  
THE UNITED STATES AND ANY PLACE OUTSIDE  
THEREOF, AND ALSO BETWEEN A PLACE IN CANADA  
AND ANY PLACE OUTSIDE THEREOF, CONDITIONS OF  
CARRIAGE, REGULATIONS AND TIMETABLES (BUT NOT  
THE TIMES OF DEPARTURE AND ARRIVAL THEREIN  
SPECIFIED) OF CARRIER, WHICH MAY BE INSPECTED  
AT ANY OF ITS OFFICES AND AT AIRPORTS FROM  
WHICH IT OPERATES REGULAR SERVICES.
- (3) CARRIER'S NAME MAY BE ABBREVIATED IN THE TICKET  
AND CARRIER'S ADDRESS SHALL BE THE AIRPORT OF  
DEPARTURE SHOWN OPPOSITE THE FIRST ABBREVIATION OF  
CARRIER'S NAME IN THE TICKET; AND FOR THE PURPOSE  
OF THE CONVENTION, THE AGREED STOPPING PLACES ARE  
THOSE PLACES, EXCEPT THE PLACE OF DEPARTURE AND  
THE PLACE OF DESTINATION SET FORTH IN THE TICKET  
AND ANY CONJUNCTION TICKET ISSUED THEREWITH OR AS  
SHOWN CARRIER'S TIMETABLE AS SCHEDULED STOPPING  
PLACES ON THE PASSENGER'S ROUTE. A LIST GIVING  
THE FULL NAME, AND ITS ABBREVIATION OF EACH  
CARRIER CONCURRING IN THIS TARIFF.

LIMITATION OF LIABILITY - 72

- (C) LIMITATION OF LIABILITY

- (1) (APPLICABLE ON CX ONLY)
- (A) IN ACCORDANCE WITH ARTICLE 22(1) OF THE CONVENTION FOR THE UNIFICATION OF CERTAIN RULES RELATING TO INTERNATIONAL TRANSPORTATION BY AIR SIGNED AT WARSAW, 12 OCTOBER 1929 ("THE CONVENTION") OR THE CONVENTION AS AMENDED BY THE PROTOCOL SIGNED AT THE HAGUE ON 28 SEPTEMBER 1955, CX AGREES THAT, AS TO ALL INTERNATIONAL TRANSPORTATION AS DEFINED IN THE CONVENTION OR THE CONVENTION AS AMENDED BY SAID PROTOCOL, WHICH, ACCORDING TO THE CONTRACT OF CARRIAGE, INCLUDES A POINT IN THE UNITED STATES OF AMERICA AS A POINT OF ORIGIN, POINT OF DESTINATION, OR AGREED STOPPING PLACE, CX SHALL NOT INVOKE THE LIMITATION OF LIABILITY IN ARTICLE 22(1) OF THE CONVENTION AS TO ANY CLAIM FOR RECOVERABLE COMPENSATORY DAMAGES ARISING UNDER ARTICLE 17 OF THE CONVENTION.
- (B) CX SHALL NOT AVAIL ITSELF OF ANY DEFENCE UNDER ARTICLE 20(1) OF THE CONVENTION WITH RESPECT TO THAT PORTION OF SUCH CLAIM WHICH DOES NOT EXCEED 100,000 SPECIAL DRAWING RIGHTS.
- (C) EXCEPT AS OTHERWISE PROVIDED IN PARAGRAPHS (A) AND (B) HEREOF, CX RESERVES ALL DEFENCES AVAILABLE UNDER THE CONVENTION TO ANY SUCH CLAIM. WITH RESPECT TO THIRD PARTIES, CX ALSO RESERVES ALL RIGHTS OF RECOURSE AGAINST ANY OTHER PERSON, INCLUDING WITHOUT LIMITATION, RIGHTS OF CONTRIBUTION AND INDEMNITY.
- (D) NEITHER THE WAIVER OF LIMITS NOR THE WAIVER OF DEFENCES SHALL BE APPLICABLE IN RESPECT OF CLAIMS MADE BY PUBLIC SOCIAL INSURANCE OR SIMILAR BODIES (EXCEPT WITH RESPECT TO ANY SUCH BODIES OF THE UNITED STATES), HOWEVER ASSERTED. SUCH CLAIMS SHALL BE SUBJECT TO THE LIMIT IN ARTICLE 22(1) AND TO THE DEFENCE UNDER ARTICLE 20(1) OF THE CONVENTION.
- NOTE: IN THE UNITED STATES, PARAGRAPH (C) OF RULE 55 SHALL EXPIRE UPON ANY FINAL ACTION OF THE DEPARTMENT OF TRANSPORTATION WHICH DOES NOT MAKE PROVISION FOR TARIFFS IDENTICAL TO THE ABOVE PARAGRAPH (C), OR IN ACCORDANCE WITH ANY ORDER OF THE DEPARTMENT.
- (2) CX AGREES IN ACCORDANCE WITH THE RELEVANT APPLICABLE LAW THAT AS TO ALL CARRIAGE TO WHICH THE CONVENTION DOES NOT APPLY (INCLUDING CARRIAGE WHICH IS NOT INTERNATIONAL CARRIAGE WITHIN THE CONVENTION AND DOMESTIC CARRIAGE).
- (A) CX SHALL NOT INVOKE ANY APPLICABLE LIMIT OF LIABILITY IN DEFENCE OF ANY CLAIM FOR RECOVERABLE COMPENSATORY DAMAGES ARISING OUT OF DEATH, WOUNDING OR OTHER BODILY INJURY OF A PASSENGER WHO HAS ENTERED INTO A CONTRACT OF CARRIAGE WITH CX;
- (B) CX SHALL NOT, WITH RESPECT TO ANY CLAIM

- ARISING OUT OF DEATH, WOUNDING OR OTHER BODILY INJURY OF A PASSENGER WHO HAS ENTERED INTO A CONTRACT OF CARRIAGE WITH CX, AVAIL ITSELF OF ANY DEFENCE BASED ON THE INCORPORATION OF ARTICLE 20(1) OF THE CONVENTION INTO SUCH APPLICABLE LAW PROVIDED SUCH CLAIM DOES NOT EXCEED THE SUM OF 100,000 SPECIAL DRAWING RIGHTS EXCLUSIVE OF REASONABLE LEGAL COSTS.
- (C) EXCEPT AS OTHERWISE PROVIDED IN PARAGRAPHS (C) (1) AND (C) (2) HEREOF, CX DOES NOT WAIVE ANY DEFENCE TO SUCH CLAIMS AS IS AVAILABLE UNDER ARTICLE 20(1) OF THE CONVENTION AND RESERVES ALL DEFENCES AVAILABLE UNDER THE CONVENTION AND UNDER THE RELEVANT APPLICABLE LAW. CX ALSO RESERVE ALL RIGHTS OF RECOURSE AGAINST ANY OTHER PERSON, INCLUDING WITHOUT LIMITATION, RIGHTS OF CONTRIBUTION AND INDEMNITY.
- (3) TO THE EXTENT NOT IN CONFLICT WITH THE FOREGOING AND:
- (A) CX SHALL BE LIABLE ONLY FOR LOSS OR DAMAGE OR DAMAGES ARISING OUT OF THE DEATH, WOUNDING OR OTHER BODILY INJURY OF A PASSENGER OR LOSS OF OR DAMAGE TO BAGGAGE OCCURRING DURING TRANSPORTATION TICKETED UNDER CX'S AIRLINE DESIGNATOR CODE. IF CX ISSUES A TICKET OR CHECKS BAGGAGE FOR TRANSPORTATION UNDER ANOTHER CARRIER'S DESIGNATOR CODE, IT DOES SO ONLY AS AGENT FOR THE OTHER CARRIER. NEVERTHELESS, WITH RESPECT TO CHECKED BAGGAGE THE PASSENGER SHALL HAVE A RIGHT OF ACTION AGAINST THE FIRST OR LAST CARRIER. THE LIABILITY OF EACH CARRIER INVOLVED IN THE PASSENGER'S JOURNEY MUST BE DETERMINED ONLY BY ITS OWN CONDITIONS OF CARRIAGE.
- (B) CX SHALL NOT BE LIABLE FOR ANY LOSS OF OR DAMAGE TO UNCHECKED BAGGAGE UNLESS SUCH LOSS OR DAMAGE IS CAUSED BY CX'S NEGLIGENCE. IF THERE HAS BEEN CONTRIBUTORY NEGLIGENCE ON THE PASSENGER'S PART, CX'S LIABILITY SHALL BE SUBJECT TO THE APPLICABLE LAW RELATING TO CONTRIBUTORY NEGLIGENCE.
- (C) CX SHALL NOT BE LIABLE FOR ANY LOSS OR DAMAGE ARISING FROM ITS COMPLIANCE WITH ANY LAWS OR GOVERNMENT REGULATIONS, ORDERS OR REQUIREMENTS OR FROM THE PASSENGER'S FAILURE TO COMPLY WITH THE SAME.
- (D) EXCEPT IN THE CASE OF ACTS OR OMISSIONS DONE WITH INTENT TO CAUSE DAMAGE OR RECKLESSLY AND WITH KNOWLEDGE THAT DAMAGE WOULD PROBABLY RESULT, CX'S LIABILITY IN THE CASE OF LOSS OF OR DAMAGE TO CHECKED BAGGAGE SHALL BE LIMITED TO 17 SPECIAL DRAWING RIGHTS PER KILOGRAM AND IN THE CASE OF LOSS OF OR DAMAGE TO UNCHECKED BAGGAGE SHALL BE LIMITED TO 332 SPECIAL DRAWING RIGHTS PER PASSENGER, PROVIDED THAT IF IN ACCORDANCE WITH APPLICABLE LAW DIFFERENT LIMITS OF LIABILITY ARE APPLICABLE

- SUCH DIFFERENT LIMITS SHALL APPLY. IF THE WEIGHT OF THE BAGGAGE IS NOT RECORDED ON THE BAGGAGE CHECK, IT IS PRESUMED THAT THE TOTAL WEIGHT OF THE CHECKED BAGGAGE DOES NOT EXCEED THE APPLICABLE FREE BAGGAGE ALLOWANCE FOR THE CLASS OF SERVICE CONCERNED, AS PROVIDED IN CX'S REGULATIONS. IF IN THE CASE OF CHECKED BAGGAGE A HIGHER VALUE IS DECLARED AT THE TIME THE BAGGAGE WAS HANDED OVER TO CX AND ADDITIONAL CHARGES ARE PAID AS REQUIRED, CX'S LIABILITY SHALL BE LIMITED TO SUCH HIGHER DECLARED VALUE, UNLESS THE VALUE DECLARED IS GREATER THAN THE ACTUAL VALUE TO THE PASSENGER AT DELIVERY.
- (E) CX'S LIABILITY SHALL NOT EXCEED THE AMOUNT OF PROVEN DAMAGES AND CX SHALL FURTHERMORE NOT BE LIABLE FOR INDIRECT OR INCONSEQUENTIAL DAMAGES.
  - (F) CX SHALL NOT BE LIABLE FOR INJURY TO THE PASSENGER OR FOR LOSS OF OR DAMAGE TO THE PASSENGER'S BAGGAGE CAUSED BY PROPERTY CONTAINED IN THE PASSENGER'S BAGGAGE. ANY PASSENGER WHOSE PROPERTY CAUSES INJURY TO ANOTHER PERSON OR DAMAGE TO ANOTHER PERSON'S PROPERTY OR TO CX'S PROPERTY SHALL INDEMNIFY CX FOR ALL LOSSES AND EXPENSES INCURRED BY CX AS A RESULT THEREOF.
  - (G) CX SHALL NOT BE LIABLE FOR LOSS OF OR DAMAGE TO FRAGILE OR PERISHABLE ITEMS, ARTWORK, CAMERAS, MONEY, JEWELRY, PRECIOUS METALS, SILVERWARE, NEGOTIABLE PAPERS, SECURITIES, OR OTHER VALUABLES, BUSINESS DOCUMENTS, PASSPORTS AND OTHER IDENTIFICATION DOCUMENTS, OR SAMPLES, WHICH ARE INCLUDED IN PASSENGER'S CHECKED BAGGAGE, WHETHER WITH OR WITHOUT CX'S KNOWLEDGE.
  - (H) IF THE PASSENGER'S AGE OR MENTAL OR PHYSICAL CONDITION IS SUCH AS TO INVOLVE ANY HAZARD OR RISK TO HIMSELF/HERSELF, CX SHALL NOT BE LIABLE FOR ANY ILLNESS, INJURY OR DISABILITY, INCLUDING DEATH, ATTRIBUTABLE TO SUCH CONDITION OR FOR THE AGGRAVATION OF SUCH CONDITION.
  - (I) ANY EXCLUSION OR LIMITATION OF CX'S LIABILITY SHALL APPLY TO AND BE FOR THE BENEFIT OF CX'S AGENTS, EMPLOYEES AND REPRESENTATIVES AND ANY PERSON WHOSE AIRCRAFT IS USED BY CX AND SUCH PERSON'S AGENTS, EMPLOYEES AND REPRESENTATIVES. THE TOTAL AMOUNT RECOVERABLE FROM CX AND FROM SUCH AGENTS, EMPLOYEES, REPRESENTATIVES AND PERSONS SHALL NOT EXCEED THE AMOUNT OF CX'S LIMIT OF LIABILITY.
- (4) UNLESS SO EXPRESSLY PROVIDED NOTHING HEREIN CONTAINED SHALL WAIVE ANY EXCLUSION OR LIMITATION OF CX'S LIABILITY UNDER THE CONVENTION OR APPLICABLE LAWS.

GRATUITOUS TRANSPORTATION - 73

(D) GRATUITOUS TRANSPORTATION

(1) GRATUITOUS TRANSPORTATION BY CARRIER OF PERSONS AS HEREINAFTER DESCRIBED SHALL BE GOVERNED BY ALL THE PROVISIONS OF THIS RULE, EXCEPT SUBPARAGRAPHS (2) AND (3) WHICH FOLLOW, AND BY ALL OTHER APPLICABLE RULES OF THIS TARIFF.

(A) TRANSPORTATION OF PERSONS INJURED IN AIRCRAFT 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.

(D) TRANSPORTATION OF PERSONS WHICH IS SUBJECT TO THE CONVENTION.

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

(2) EXCEPT IN RESPECT OF GRATUITOUS TRANSPORTATION OF PERSONS DESCRIBED IN PARAGRAPH (D)(1) ABOVE, CARRIER IN FURNISHING GRATUITOUS TRANSPORTATION SHALL NOT BE LIABLE (THE PROVISIONS OF RULES 55 (C) TO THE CONTRARY NOTWITHSTANDING) UNDER ANY CIRCUMSTANCES WHETHER OF ITS OWN NEGLIGENCE OR THAT OF ITS OFFICERS, AGENTS, REPRESENTATIVES OR EMPLOYEES, OR OTHERWISE, AND THE PERSON USING SUCH FREE TRANSPORTATION, ON BEHALF OF HIMSELF, HIS HEIRS, LEGAL REPRESENTATIVES, DEFENDANTS AND OTHER PARTIES IN INTEREST, AND THEIR REPRESENTATIVES, ASSIGNEES, RELEASES AND AGREES TO IDEMNIFY CARRIER, ITS OFFICERS, AGENTS, REPRESENTATIVES AND EMPLOYEES FROM ALL LIABILITY (INCLUDING COST AND EXPENSES), FOR ANY AND ALL DELAY, AND FOR FAILURE TO COMPLETE PASSAGE, AND FROM ANY AND ALL LOSS OR DAMAGE TO THE PROPERTY OF SUCH PERSON.

(3) EXCEPT IN RESPECT OF GRATUITOUS TRANSPORTATION OF PERSONS DESCRIBED IN PARAGRAPH (D)(1) ABOVE, CARRIER IN FURNISHING GRATUITOUS TRANSPORTATION SHALL NOT BE LIABLE (THE PROVISIONS OF RULES 55 (C) TO THE CONTRARY NOTWITHSTANDING) UNDER ANY CIRCUMSTANCES WHETHER OF ITS OWN NEGLIGENCE OR THAT OF ITS OFFICERS, AGENTS, REPRESENTATIVES OR EMPLOYEES, OR OTHERWISE, AND THE PERSON USING SUCH FREE TRANSPORTATION, ON BEHALF OF HIMSELF, HIS HEIRS, LEGAL REPRESENTATIVES, DEFENDANTS AND OTHER PARTIES IN INTEREST, AND THEIR REPRESENTATIVES, ASSIGNEES, RELEASES AND AGREES TO IDEMNIFY CARRIER, ITS OFFICERS, AGENTS, REPRESENTATIVES AND EMPLOYEES FROM ALL LIABILITY (INCLUDING COST AND EXPENSES) FOR ANY AND ALL DEATH OR INJURY, TO SUCH PERSON (SEE NOTE).

NOTE: EXCEPT TO THE EXTENT PROVIDED IN RULE 55

WITH RESPECT TO TARIFF C.A.B. NO. 528,  
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 RULE 55 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. 528, ISSUED BY  
AIRLINE TARIFF PUBLISHING CO., AGENT, FILED  
WITH THE DEPARTMENT OF TRANSPORTATION.

TIME LIMITATIONS, CLAIMS - 74

(E) TIME LIMITATIONS ON CLAIMS AND ACTIONS

- (1) NO ACTION SHALL LIE IN THE CASE OF DAMAGE TO BAGGAGE UNLESS THE PERSON ENTITLED TO DELIVERY COMPLAINS TO AN OFFICE OF CARRIER FORTHWITH AFTER THE DISCOVERY OF THE DAMAGE, AND, AT THE LATEST, WITHIN 7 DAYS FROM THE DATE OF RECEIPT; AND IN THE CASE OF DELAY OR LOSS, UNLESS THE COMPLAINT IS MADE AT THE LATEST WITHIN 21 DAYS FOR ALL CARRIERS FROM THE DATE ON WHICH THE BAGGAGE HAS BEEN PLACED AT HIS DISPOSAL (IN THE CASE OF DELAY) OR SHOULD HAVE BEEN PLACED AT HIS DISPOSAL (IN THE CASE OF LOSS). EVERY COMPLAINT MUST BE IN WRITING AND DISPATCHED WITHIN THE TIMES AFORESAID. WHERE CARRIAGE IS NOT "INTERNATIONAL CARRIAGE" AS DEFINED IN THE CONVENTION, FAILURE TO GIVE NOTICE SHALL NOT BE A BAR TO SUIT WHERE CLAIMANT PROVES THAT:
  - (A) IT WAS NOT REASONABLY POSSIBLE FOR HIM TO GIVE SUCH NOTICE, OR
  - (B) THAT NOTICE WAS NOT GIVEN DUE TO FRAUD ON THE PART OF CARRIER, OR
  - (C) THE MANAGEMENT OF CARRIER HAD KNOWLEDGE OF DAMAGE TO PASSENGER'S BAGGAGE.
- (2) ANY RIGHT TO DAMAGES AGAINST CARRIER SHALL BE EXTINGUISHED UNLESS AN ACTION IS BROUGHT WITHIN 2 YEARS RECKONED FROM THE DATE OF ARRIVAL AT THE DESTINATION OR FROM THE DATE ON WHICH THE AIRCRAFT OUGHT TO HAVE ARRIVED, OR FROM THE DATE ON WHICH THE CARRIAGE STOPPED.

OVERRIDING LAW - 75

(F) OVERRIDING LAW MODIFICATION AND WAIVER

- (1) OVERRIDING LAW  
INSOFAR AS ANY PROVISION CONTAINED OR REFERRED TO IN THE TICKET OR IN THIS TARIFF MAY BE CONTRARY TO MANDATORY LAW, GOVERNMENT REGULATIONS, ORDERS, OR REQUIREMENTS, SUCH PROVISION SHALL REMAIN APPLICABLE TO THE EXTENT THAT IT IS NOT OVER-RIDDEN THEREBY. THE INVALIDITY OF ANY PROVISION SHALL NOT AFFECT ANY OTHER PART.
- (2) MODIFICATION AND WAIVER

GFBM582                    GFS TEXT MENU RULE CATEGORY TEXT DISPLAY                    13AUG 08  
AREA: PA TARIFF: IPRG      CXR: CX    RULE: 0055 CAT: 70 EFFECT: 01AUG08    03:03:15  
CITY/CTRY:                    FILED TO GOVT:                    APPROVED ONLY:                    BOT:  
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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.

TITLE/APPLICATION - 70

DOGS TRAINED TO LEAD THE BLIND/TO DIRECT EXPLOSIVES/TO  
ASSIST THE DEAF/FOR SEARCH AND RESCUE

THE PROVISIONS OF THIS RULE FOR THE CARRIAGE OF DOGS TRAINED  
TO DETECT EXPLOSIVES OR TO SEARCH AND RESCUE DO NOT APPLY  
TO/FROM JAPAN.

- (A) CARRIER ACCEPTS FOR TRANSPORTATION, WITHOUT CHARGE, A DOG TRAINED TO LEAD THE BLIND, PROPERLY HARNESSSED, WHEN IT ACCOMPANIES A PASSENGER WITH IMPAIRED VISION DEPENDENT UPON SUCH DOG. THE DOG WILL BE PERMITTED TO ACCOMPANY SUCH PASSENGER INTO THE CABIN, BUT WILL NOT BE PERMITTED TO OCCUPY A SEAT.
- (B) CARRIER ACCEPTS FOR TRANSPORTATION, WITHOUT CHARGE, A DOG TRAINED TO ASSIST THE DEAF, PROPERLY HARNESSSED WHEN IT ACCOMPANIES A PASSENGER WITH IMPAIRED HEARING DEPENDENT UPON SUCH DOG. THE DOG WILL BE PERMITTED TO ACCOMPANY SUCH PASSENGER INTO THE CABIN, BUT WILL NOT BE PERMITTED TO OCCUPY A SEAT.
- (C) CARRIER ACCEPTS FOR TRANSPORTATION, WITHOUT CHARGE, A DOG ACCOMPANIED BY ITS TRAINER WHEN EN ROUTE TO THE DOMICILE OF THE OWNER OR FOR COMPLETION OF SPECIAL TRAINING TO ASSIST THE DEAF OR BLIND, TO DETECT EXPLOSIVES, OR FOR SEARCH AND RESCUE. THE DOG WILL BE PERMITTED TO ACCOMPANY SUCH PASSENGER INTO THE CABIN, BUT WILL NOT BE PERMITTED TO OCCUPY A SEAT.
- (D) DOGS, AS DESCRIBED ABOVE, WILL NOT BE CARRIED UNLESS PROPER PERMITS ARE OBTAINED FOR ENTRY INTO THE COUNTRY OR TERRITORY OF DESTINATION AND COUNTRIES OR TERRITORIES OF TRANSIT WHERE SUCH PERMITS ARE REQUIRED AND ONLY IF THE EVIDENCE OF POSSESSION OF SUCH PERMITS IS PRESENTED PRIOR TO RESERVATIONS BEING MADE. IF ANY COUNTRY OR TERRITORY ON THE ROUTE PROHIBITS THE ENTRY OF DOGS, CARRIAGE WILL BE REFUSED. IT SHOULD BE UNDERSTOOD ALSO THAT UNDER CERTAIN OPERATING CONDITIONS SUCH AS LONG NONSTOP FLIGHTS OR ON CERTAIN TYPES OF AIRCRAFT IT IS IMPRACTICABLE TO CARRY A DOG IN THE PASSENGER COMPARTMENTS AND UNDER SUCH CONDITIONS CARRIAGE WILL BE REFUSED.
- (E) CX WILL NOT BE RESPONSIBLE IN THE EVENT ANY SUCH DOG IS REFUSED ENTRY INTO PASSAGE THROUGH ANY COUNTRY OR TERRITORY. THE OWNER ASSUMES ALL RISK OF INJURY TO, SICKNESS, OR DEATH OF SUCH ANIMAL.
- (F) CX WILL DETERMINE WHERE PASSENGERS AND DOGS ACCEPTED UNDER THIS RULE WILL BE SEATED, FOR THE SAFETY AND COMFORT OF OTHER PASSENGERS.

GFBM582                    GFS TEXT MENU RULE CATEGORY TEXT DISPLAY                    13AUG 0  
AREA: PA TARIFF: IPRG      CXR: CX    RULE: 0058 CAT: 70 EFFECT: 01AUG08    03:15:2  
CITY/CTRY:                    FILED TO GOVT:                    APPROVED ONLY:                    BOT:  
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TITLE/APPLICATION - 70

FUEL SURCHARGE (APPLICABLE TO/FROM USA ONLY)

- (A) HKD 710/CAD 89.70/USD 91.00 OR EQUIVALENT PER PASSENGER PER CX FLIGHT COUPON FOR TICKETS ISSUED/REISSUED ON/AFTER 01JUN08 TILL 31JUL08.
- (B) HKD 924/CAD 118.70/USD 118.50 OR EQUIVALENT PER PASSENGER PER CX FLIGHT COUPON FOR TICKETS ISSUED/REISSUED ON/AFTER 01AUG08.
- (C) SURCHARGE SHOULD BE COLLECTED AT THE TIME OF TICKET ISSUANCE OR REISSUE FOR WORLDWIDE TRAVEL.
- (D) SURCHARGE SHOULD BE APPLIED TO ALL CX AND INTERLINE TICKET STOCKS.
- (E) SURCHARGE SHOULD BE APPLIED TO ALL PASSENGERS REGARDLESS OF CLASS OF TRAVEL, TYPE OF FARES AND TYPE OF PASSENGER INCLUDING FFP.
- (F) SURCHARGE SHOULD BE REFLECTED IN THE TAX/FEE/CHARGE BOX OF TICKETS UNDER CODE - YR-.
- (G) SURCHARGE MUST BE COLLECTED WHENEVER CX IS THE TRANSPORTING CARRIER ON THE SECTOR.

GFBM582 GFS TEXT MENU RULE CATEGORY TEXT DISPLAY 13AUG 08  
AREA: PA TARIFF: IPRG CXR: CX RULE: 0059 CAT: 70 EFFECT: 01AUG08 03:16:44  
CITY/CTRY: FILED TO GOVT: APPROVED ONLY: BOT:  
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SURCHARGE - 70

FUEL SURCHARGE (APPLICABLE TO/FROM CANADA ONLY)

- (A) HKD 710/CAD 89.70/USD 91.00 OR EQUIVALENT PER PASSENGER PER CX FLIGHT COUPON FOR TICKETS ISSUED/REISSUED ON/AFTER 01JUN08 TILL 31JUL08.
- (B) HKD 924/CAD 118.70/USD 118.50 OR EQUIVALENT PER PASSENGER PER CX FLIGHT COUPON FOR TICKETS ISSUED/REISSUED ON/AFTER 01AUG08.
- (C) SURCHARGE SHOULD BE COLLECTED AT THE TIME OF TICKET ISSUANCE OR REISSUE FOR WORLDWIDE TRAVEL.
- (D) SURCHARGE SHOULD BE APPLIED TO ALL CX AND INTERLINE TICKET STOCKS.
- (E) SURCHARGE SHOULD BE APPLIED TO ALL PASSENGERS REGARDLESS OF CLASS OF TRAVEL, TYPE OF FARES AND TYPE OF PASSENGER INCLUDING FFP.
- (F) SURCHARGE SHOULD BE REFLECTED IN THE TAX/FEE/CHARGE BOX OF TICKETS UNDER CODE - YR-.
- (G) SURCHARGE MUST BE COLLECTED WHENEVER CX IS THE TRANSPORTING CARRIER ON THE SECTOR.
- (H) THIS SURCHARGE IS APPLICABLE FOR TICKETS ISSUED OR REISSUED ON/BEFORE 31OCT08.

TITLE/APPLICATION - 70

RESERVATIONS

(A) GENERAL

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

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. A RESERVATION FOR 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 INTO THE CARRIER'S COMPUTER. IN THE EVENT THAT THE NUMBER OF PERSONS PRESENTING CONFIRMED RESERVATIONS FOR CARRIAGE ON A FLIGHT EXCEEDS THE NUMBER OF SEATS AVAILABLE THESE PASSENGERS WITH CONFIRMED RESERVATIONS WHO ARE NOT ACCOMMODATED WILL BE SUBJECT TO RULE 87 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 PASSENGERS AT AIRPORTS

THE PASSENGER MUST PRESENT HIMSELF AT THE AIRPORT OF DEPARTURE FOR CHECK-IN AT LEAST 90 MINUTES PRIOR TO THE SCHEDULED DEPARTURE TIME OF THE FLIGHT ON WHICH HE/SHE

HOLDS A RESERVATION. IF THE PASSENGER FAILS TO ARRIVE AT SUCH AIRPORT OF DEPARTURE BY THE ESTABLISHED TIME LIMIT OR APPEARS IMPROPERLY DOCUMENTED AND NOT READY TO TRAVEL, CARRIER(S) WILL CANCEL SPACE RESERVED FOR HIM/HER. DEPARTURE WILL NOT BE DELAYED FOR PASSENGERS WHO ARRIVE AT AIRPORTS OF DEPARTURE TOO LATE FOR SUCH FORMALITIES TO BE COMPLETED BEFORE SCHEDULED DEPARTURE TIME. CARRIER(S) IS NOT LIABLE TO THE PASSENGER FOR LOSS OR EXPENSE DUE TO PASSENGER'S FAILURE TO COMPLY WITH THIS PROVISION.

COMMUNICATION COSTS - 75

- (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, 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.

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.
- (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 PHILIPPINES FOR INTERNATIONAL TRANSPORTATION OF PASSENGERS ORIGINATING IN PHILIPPINES SHALL NOT BE VALID FOR SUCH TRANSPORTATION. (SEE NOTES 1 AND 2 BELOW)  
NOTE 1: FOR THE PURPOSE OF THIS RULE, A PASSENGER TRAVELING ABROAD FROM PHILIPPINES SHALL BE DEEMED ORIGINATING IN PHILIPPINES IF:  
  - (A) HE IS A RESIDENT OF PHILIPPINES; OR
  - (B) HIS TRAVEL ABROAD FROM PHILIPPINES IS SUBJECT TO THE PAYMENT OF THE TRAVEL TAX IMPOSED UNDER PD1183, AS AMENDED; OR
  - (C) THE FIRST LEG OF HIS ACTUAL TRIP STARTS IN PHILIPPINES AS VERIFIED BY THE ABSENCE OF THE CORRESPONDING IMMIGRATION ENTRY ON HIS PASSPORT SUBSEQUENT TO THE DATE OF ISSUANCE OR THE AIRLINE TICKET ABROAD.  
NOTE 2: FOR THE PURPOSE OF THIS RULE, AN AIRLINE TICKET IS DEEMED ISSUED OUTSIDE THE PHILIPPINES IF IT SHOWS ON ITS FACE THAT IT HAS BEEN ISSUED OUTSIDE THE PHILIPPINES.
- (5) FLIGHT COUPONS WILL BE HONORED ONLY IN THE ORDER IN WHICH THEY ARE ISSUED, AND ONLY IF ALL UNUSED FLIGHT COUPONS AND PASSENGER COUPONS ARE PRESENTED TOGETHER. THE FARE PAID SHALL ONLY BE APPLICABLE WHEN INTERNATIONAL TRAVEL ACTUALLY COMMENCES IN THE COUNTRY OF THE POINT OF ORIGIN SHOWN ON THE TICKET, THAT IS, IF INTERNATIONAL TRAVEL ACTUALLY COMMENCES IN A DIFFERENT COUNTRY, THE FARE MUST BE REASSESSED FROM SUCH COUNTRY. FOR EXAMPLE, IF THE TICKET WAS ISSUED AT THE HONG KONG DOLLAR FARE FOR TRAVEL HONG KONG-TOKYO-LOS ANGELES AND THE PASSENGER ACTUALLY COMMENCES TRAVEL IN TOKYO INSTEAD OF HONG KONG, THE FARE MUST BE REASSESSED AT THE TOKYO-LOS ANGELES JAPANESE YEN FARE LEVEL.
- (6) AN ELECTRONIC TICKET (E-TICKET/ET) IS THE RECORD OF AGREEMENT MAINTAINED AND PROCESSED WITHIN THE CARRIER'S ELECTRONIC RESERVATION SYSTEM. A

WRITTEN RECEIPT IS PROVIDED TO THE PURCHASER OF THE ELECTRONIC TICKET WHICH CONTAINS A REFERENCE FOR RETRIEVING THE RECORD WITHIN THE CARRIER'S RESERVATION SYSTEM AND SUMMARY OF THE TICKET INFORMATION.

- (7) THE CARRIER MAY MANDATE THE ISSUANCE OF AN ELECTRONIC TICKET (ET), REGARDLESS OF MARKET, CARRIER, FORM OF PAYMENT, AND CUSTOMER TYPE (INCLUDING FREQUENT FLYER MEMBERS).
- (8) CX OR ITS AUTHORIZED AGENT WILL ASSESS A HKD 250.00 NON-REFUNDABLE SERVICE CHARGE FOR TICKET SALES IN HK AND PAPER TICKET REQUEST ALSO IN HK. THIS APPLIES WHEN A PASSENGER VOLUNTARILY REQUESTS A PAPER TICKET FOR ALL E-TICKET ELIGIBLE ITINERARIES. THE NON-REFUNDABLE SERVICE CHARGE APPLIES FOR INITIAL TICKETING AND EXCHANGE TRANSACTIONS AS WELL AS WHEN A PASSENGER VOLUNTARILY REQUESTS THE CONVERSION OF AN E-TICKET TO PAPER.  
EXCEPTION: ID/AD/FOC TICKET.

VALIDITY FOR CARRIAGE - 71

(B) VALIDITY

(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 OF 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) PERIOD OF VALIDITY

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

- (A) FOR NO LONGER THAN SEVEN DAYS BEYOND THE ORIGINAL LIMIT WHEN A PASSENGER WHO HOLDS A TICKET VALID FOR ONE YEAR IS UNABLE TO OBTAIN SPACE AT TIME OF APPLICATION TO CARRIER.
- (B) FOR NO LONGER THAN THIRTY DAYS BEYOND THE ORIGINAL LIMIT WHEN CARRIER IS UNABLE TO PROVIDE PREVIOUSLY CONFIRMED SPACE; OR A FLIGHT IS CANCELLED OR POSTPONED DURING THE PERIOD OF VALIDITY; A SCHEDULED STOP WHICH IS EITHER A STOPOVER OR DESTINATION FOR THE PASSENGER IS OMITTED; CARRIER SUBSTITUTES A DIFFERENT CLASS OF SERVICE, OR CAUSES A PASSENGER TO MISS A CONNECTION, OR FAILS TO OPERATE A FLIGHT REASONABLY ACCORDING TO SCHEDULE.
- (C) UNTIL THE DATE WHEN THE PASSENGER WHO IS PREVENTED FROM TRAVELING WITHIN THE PERIOD OF VALIDITY OF HIS TICKET BY REASON OF ILLNESS, BECOMES FIT TO TRAVEL ACCORDING TO A MEDICAL CERTIFICATE, OR UNTIL THE FIRST SERVICE OF THE CLASS FOR WHICH THE FARE HAS BEEN PAID ON THE CARRIER ON WHICH SPACE IS AVAILABLE AFTER SUCH DATE FROM THE POINT WHERE THE JOURNEY IS RESUMED OR FROM THE LAST CONNECTING POINT. PROVIDED THAT WHEN THE FLIGHT COUPONS REMAINING IN A TICKET HAVING A ONE YEAR VALIDITY INVOLVE ONE OR MORE STOPOVERS, THE VALIDITY OF SUCH TICKET WILL BE EXTENDED FOR NOT MORE THAN 3 MONTHS FROM THE DATE SHOWN ON SUCH CERTIFICATE. IN SUCH CIRCUMSTANCES CARRIER WILL EXTEND SIMILARLY THE PERIOD OF VALIDITY OF TICKETS OF PERSONS TRAVELING WITH AN INCAPACITATED PASSENGER.
- (D) FOR NO LONGER THAN 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.

COUPON SEQUENCE - 72

- (C) COUPON SEQUENCE AND PRODUCTION OF THE TICKET 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.

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.

NONTRANSFERABILITY - 74

(E) NON-TRANSFERABILITY

- (1) A TICKET IS NOT TRANSFERABLE, BUT CARRIER SHALL NOT BE LIABLE TO THE PERSON ENTITLED TO BE TRANSPORTED OR TO THE PERSON ENTITLED TO RECEIVE SUCH REFUND FOR HONORING OR REFUNDING SUCH TICKET WHEN PRESENTED BY SOMEONE OTHER THAN THE PERSON ENTITLED TO BE TRANSPORTED THEREUNDER OR TO A REFUND IN CONNECTION THEREWITH.
- (2) IF A TICKET IS IN FACT USED BY ANY PERSON OTHER THAN THE PERSON TO WHOM IT WAS ISSUED, WITH OR WITHOUT THE KNOWLEDGE AND CONSENT OF THE PERSON TO WHOM IT WAS ISSUED. CARRIER WILL NOT BE LIABLE FOR THE DESTRUCTION, DAMAGE, OR DELAY OF SUCH UNAUTHORIZED PERSON'S 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 WITH RESPECT TO TARIFF C.A.B. NO. 528 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 528 ISSUED BY AIRLINE TARIFF PUBLISHING, CO. AGENT, FILED WITH THE DEPARTMENT OF TRANSPORTATION.

PREPAID TICKET ADVICE - 75

(F) PREPAID TICKET ADVICE

(1) GENERAL

TICKETS MAY BE PURCHASED BY MEANS OF A PREPAID TICKET ADVICE (PTA), HOWEVER UNLESS OTHERWISE PROVIDED, PAYMENT FOR A PTA WILL NOT CONSTITUTE TICKET ISSUANCE, THE TICKETING TIME LIMIT REQUIREMENT, WHEN SPECIFIED IN THE RULE GOVERNING THE APPLICABLE FARE WILL BE MET ONLY WHEN THE TICKET ITSELF IS ISSUED.

(2) SERVICE CHARGE

THE CARRIER WILL IMPOSE A SERVICE CHARGE OF USD 75.00 (USA) AND CAD 54.00 (CANADA) FOR EACH PREPAID TICKET ADVICE (PTA) ISSUED. THIS SERVICE CHARGE IS NOT SUBJECT TO ANY DISCOUNT AND CANNOT

WAIVER MIN/MAX STAY REQ. - 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 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) (APPLICABLE BETWEEN POINTS IN AREA 1 AND AREA 3 OTHER THAN SOUTHWEST PACIFIC VIA THE PACIFIC OCEAN) WHEN A TICKET IS SOLD AT A SPECIAL FARE CONTAINING A MINIMUM STAY REQUIREMENT, THE MINIMUM STAY REQUIREMENT WILL BE WAIVED WHEN THE PASSENGER BY REASON OF ILLNESS, SUBSTANTIATED BY A MEDICAL CARRIER ISSUING THE PTA. CERTIFICATE ATTESTING TO THE ILLNESS OF SUCH PASSENGER AFTER PASSENGER'S COMMENCEMENT OF TRAVEL, DESIRES, TO COMMENCE RETURN TRAVEL PRIOR TO THE MINIMUM STAY PERIOD. THE PASSENGER WILL BE PERMITTED TO RETURN AT THE SPECIAL FARE ORIGINALLY PURCHASED AT THE COMMENCEMENT OF TRAVEL FROM THE POINT OF ORIGIN. THE TICKET MUST BE ENDORSED "EARLY RETURN ACCOUNT ILLNESS OF (NAME OF

PASSENGER)". A COPY OF THE MEDICAL CERTIFICATE  
MUST BE RETAINED IN THE CARRIER'S FILES FOR A  
MINIMUM PERIOD OF TWO YEARS.

NOTE: THE SAME PROVISIONS WILL APPLY TO IMMEDIATE  
FAMILY MEMBER(S) ACCOMPANYING THE  
PASSENGER.

ACCEPTANCE OF TICKETS - 77

(H) ACCEPTANCE OF TICKETS

- (1) ALL AIRLINES OPERATING TO/FROM OR THROUGH THE PHILIPPINES, INCLUDING OFF-LINE CARRIERS WITH SALES OFFICES AND/OR GENERAL SALES AGENTS IN THE PHILIPPINES, ARE HEREBY PROHIBITED FROM IMPORTING INTO THE PHILIPPINES AIRLINE TICKETS ISSUED OUTSIDE THE PHILIPPINES FOR INTERNATIONAL AIR TRANSPORTATION OF PASSENGERS ORIGINATING IN THE PHILIPPINES.
- (2) ALL AIRLINES OPERATING TO, FROM AND/OR THROUGH THE PHILIPPINES SHALL ASCERTAIN WHETHER OR NOT THE TICKETS FOR INTERNATIONAL AIR TRANSPORTATION OF PASSENGERS ORIGINATING IN THE PHILIPPINES, PRESENTED BY SUCH PASSENGERS AT THE AIRLINE CHECK-IN COUNTERS AT THE MANILA INTERNATIONAL AIRPORT, HAVE BEEN ISSUED OUTSIDE THE PHILIPPINES. IF SO, SAID AIRLINES SHALL NOT HONOR SUCH TICKETS.

(I) HANDLING AND ACCEPTANCE OF FCU TICKETS WITH THE IMPLEMENTATION OF NEW CURRENCY SYSTEM

- (1) ISSUANCE OF TICKETS  
THE FARE CALCULATION USING NUC OF THE NEW CURRENCY SYSTEM SHALL BE USED.
- (2) VALIDITY AND ACCEPTANCE OF FCU TICKETS
  - (A) FCU TICKETS ISSUED ON/BEFORE JUNE 30, 1989, SHALL CONTINUE TO BE ACCEPTED IF PASSENGER PRESENTS FOR TRAVEL AFTER JUNE 30, 1989.
  - (B) TOTALLY UNUSED FCU TICKETS PRESENTED AFTER JUNE 30, 1989 FOR REWRITING ARE REQUESTED TO BE REFUNDED AND NEW TICKET SHALL BE ISSUED UNDER THE NEW CURRENCY SYSTEM CALCULATION.
  - (C) PARTIALLY USED FCU TICKETS PRESENTED AFTER JUNE 30, 1989 FOR REWRITING WOULD BEAR A MAXIMUM ONE YEAR VALIDITY FROM DATE OF ORIGINAL ISSUE FOR NORMAL FIRST/BUSINESS/ECONOMY CLASS FARES OR UPON THE EXPIRY OF THE VALIDITY OF THE PROMOTIONAL OR SPECIAL FARES WHICHEVER COMES FIRST. THE LAST DATE FOR ACCEPTANCE OF NORMAL FCU TICKETS FOR REWRITING SHALL BE JUNE 30, 1990.
  - (D) REFUND FOR TOTALLY UNUSED OR PARTIALLY USED FCU TICKETS ISSUED ON/BEFORE JUNE 30, 1989 SHALL BE BASED ON FCU CALCULATION.
  - (E) IF THE TICKET VALIDITY HAS EXPIRED, REISSUANCE OR REROUTING IS NOT PERMITTED. THE FCU TICKET CAN BE REFUNDED IF ANY, ACCORDING TO THE APPLICABLE FARE CONDITIONS OF THE CARRIER'S TARIFF PUBLICATIONS, BASED ON THE FCU CALCULATION OF THE ORIGINAL TICKET. THE REFUNDED AMOUNT CAN BE ACCEPTED

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AS PARTIAL PAYMENT FOR A NEW TICKET ASSESSED  
UNDER THE NEW CURRENCY SYSTEM.

ACCEPTANCE OF MCO - 78

(J)    ACCEPTANCE OF MCO

- (1)    MCOS SHALL BE ACCEPTED AS PAYMENT OF A TICKET.
- (2)    WHEN MCO(S) IS PRESENTED FOR PAYMENT OF A TICKET  
AND THE MCO IS ISSUED OUTSIDE THE COUNTRY OF  
COMMENCEMENT OF JOURNEY OF THE TICKET, THE  
TRANSACTION OF THE TICKET SHALL BE CONSIDERED AS  
BEING SOLD OUTSIDE THE COUNTRY OF ORIGIN, I.E. THE  
COUNTRY OF THE ORIGINAL ISSUE OF THE MCO SHALL BE  
CONSIDERED AS THE COUNTRY OF PAYMENT OF A NEW  
TICKET.
- (3)    IN THE CASE OF MCO PAYING FOR ADDITIONAL  
COLLECTION DUE TO REROUTING, MCO ISSUED IN THE  
SAME COUNTRY OF COMMENCEMENT OF TRANSPORTATION IN  
THE SAME CURRENCY OF COUNTRY OF COMMENCEMENT SHALL  
BE HONOURED AS PAYMENT IN COUNTRY OF COMMENCEMENT.  
THE ADDITIONAL AMOUNT SHALL BE DEDUCTED FROM THE  
SAID MCO AND ANY ADDITIONAL AMOUNT SHALL BE  
COLLECTED IN THE CURRENCY OF COUNTRY OF PAYMENT AT  
LOCAL BANKERS' SELLING RATE.

TITLE/APPLICATION - 70

CURRENCY OF PAYMENT

EXCEPT AS OTHERWISE PROVIDED BELOW, FARES AND CHARGES ARE PAYABLE IN ANY CURRENCY ACCEPTABLE TO CARRIER. WHEN PAYMENT IS MADE IN CURRENCY OTHER THAN THE CURRENCY IN WHICH THE FARE IS PUBLISHED SUCH PAYMENT WILL BE MADE AT THE RATE OF EXCHANGE ESTABLISHED FOR SUCH PURPOSE BY CARRIER, THE CURRENT STATEMENT OF WHICH IS AVAILABLE FOR INSPECTION BY THE PASSENGER AT CARRIER'S OFFICE WHERE THE TICKET IS PURCHASED. THE PROVISIONS OF THIS PARAGRAPH ARE SUBJECT TO APPLICABLE EXCHANGE LAWS AND GOVERNMENT REGULATIONS.

- (A) PAYMENT OF FARES IN THE COUNTRY OF COMMENCEMENT OF TRAVEL, SHALL BE MADE IN THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRAVEL.
- (B) PAYMENT OF FARES OUTSIDE THE COUNTRY OF COMMENCEMENT OF TRAVEL, SHALL BE MADE BY CONVERTING THE TOTAL AMOUNT OF FARES EXPRESSED IN THE COUNTRY OF COMMENCEMENT OF TRAVEL, INTO THE CURRENCY OF THE COUNTRY OF PAYMENT AT THE APPLICABLE BANKER'S SELLING RATE IN EFFECT ON THE DATE OF TRANSACTION.
- (C) (1) WHEN A TRANSPORTATION DOCUMENT IS PRESENTED FOR EITHER REROUTING OR REFUND AT:
  - (A) POINTS IN THE U.S.A.; OR
  - (B) POINTS OUTSIDE THE U.S.A. COVERING TRAVEL ORIGINATING AND PAID FOR IN THE U.S.A.; AND
- (2) THE DIFFERENCE BETWEEN THE VALUE OF THE REVISED JOURNEY AND THE VALUE OF THE ORIGINAL TRANSPORTATION DOCUMENT SHALL BE CALCULATED IN THE CURRENCY OF THE COUNTRY IN WHICH TRAVEL COMMENCED; AND
  - (A) IF THE VALUE OF THE REVISED JOURNEY EXCEEDS THE VALUE OF THE ORIGINAL TRANSPORTATION DOCUMENT, THE DIFFERENCE IN VALUE SHALL CONSTITUTE AN ADDITIONAL COLLECTION AND IT SHALL BE CONVERTED FROM THE CURRENCY IN WHICH CALCULATED INTO THE CURRENCY BEING COLLECTED FROM THE PASSENGER OR PURCHASER AT THE LOCAL BANKERS' SELLING RATE OF EXCHANGE IN EFFECT AT THE TIME OF SUCH TRANSACTION; OR
  - (B) IF THE VALUE OF THE ORIGINAL TRANSPORTATION DOCUMENT EXCEEDS THE VALUE OF THE REVISED JOURNEY, THE DIFFERENCE IN VALUE SHALL CONSTITUTE A REFUND AND IT SHALL BE CONVERTED FROM THE CURRENCY IN WHICH CALCULATED INTO THE CURRENCY BEING REFUNDED TO THE PASSENGER OR PURCHASER AT THE LOCAL BANKERS' RATE OF EXCHANGE IN EFFECT AT THE TIME OF SUCH TRANSACTION.

NOTE: CARRIER WILL PAY THE REFUND IN THE SAME FORM (I.E., CASH, CHECK, CREDIT CARD, ETC.) THAT WAS USED IN PURCHASING THE ORIGINAL TRANSPORTATION DOCUMENT. CARRIER, IN MAKING THE REFUND, WILL OBSERVE ANY REFUND RESTRICTION THAT MAY BE PUBLISHED IN

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THE APPLICABLE RULES GOVERNING THE  
ORIGINAL TRANSPORTATION DOCUMENT.  
FURTHER, CARRIER WILL OBSERVE A  
GOVERNMENT OR CARRIER RESTRICTION  
IMPOSED ON THE CONVERSION AND REFUND  
OF CURRENCIES OUTSIDE THE COUNTRY  
WHOSE CURRENCY WAS ORIGINALLY  
COLLECTED.

TITLE/APPLICATION - 70

REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS

PSGR. REQUESTED CHANGES - 71

(A) CHANGES REQUESTED BY PASSENGER

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

(A) SUCH CARRIER ISSUED THE ORIGINAL TICKET/MCO;  
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 CHARGES 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 HIS REQUEST FOR SUCH CHANGE, THE REISSUING CARRIER SHALL OBTAIN SUCH ISSUING CARRIER'S ENDORSEMENT; OR

(C) SUCH CARRIER HAS RECEIVED WRITTEN OR TELEGRAPHIC AUTHORITY TO DO SO FROM THE CARRIER ENTITLED, UNDER (A) OR (B) ABOVE, TO EFFECT THE CHANGE.

(2) WHEN THE REROUTING RESULTS IN A CHANGE OF FARE, THE NEW FARE AND CHARGES SHALL BE CONSTRUCTED AS FOLLOWS:

(A) (NOT APPLICABLE TO/FROM POINTS IN THE U.S.A.) IF THE DESTINATION IS UNCHANGED, THE NEW FARE SHALL BE CONSTRUCTED FROM THE LAST FARE CONSTRUCTION POINT PRECEDING THE POINT AT WHICH THE REROUTING TAKES PLACE, AS SHOWN ON THE TICKET SUBMITTED FOR REROUTING, TO THE FARE CONSTRUCTION POINT SHOWN ON THE TICKET SUBMITTED FOR REROUTING, BEYOND WHICH THE ORIGINAL FARE CONSTRUCTION REMAINS APPLICABLE:

NOTE: FOR THE PURPOSE OF THIS RULE, FARE CONSTRUCTION POINT, AS USED HEREIN, MEANS THE POINT TO WHICH THE PREVIOUS FARE WAS CALCULATED.

(B) (NOT APPLICABLE TO/FROM POINTS IN THE U.S.A.) IF THE DESTINATION IS CHANGED, THE NEW FARE SHALL BE CONSTRUCTED FROM THE LAST FARE

CONSTRUCTION POINT PRECEDING THE POINT AT WHICH THE REROUTING TAKES PLACE, AS SHOWN ON THE TICKET SUBMITTED FOR REROUTING, TO THE NEW DESTINATION;

NOTE 1: THE POINTS OF ORIGIN AND DESTINATION, AS WELL AS THE POINT OF OUTWARD DESTINATION IN THE CASE OF A ROUND TRIP TICKET, SHALL ALSO BE THE FARE CONSTRUCTION POINTS, AND THE FARES AND CHARGES TO BE USED FOR THE CONSTRUCTION OF THE NEW FARE SHALL BE THOSE WHICH WOULD HAVE BEEN APPLICABLE AS OF THE DATE OF COMMENCEMENT OF CARRIAGE.

NOTE 2: FOR THE PURPOSE OF THIS RULE, FARE CONSTRUCTION POINT, AS USED HEREIN, MEANS THE POINT TO WHICH THE PREVIOUS FARE WAS CALCULATED.

- (C) (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 OR ORIGIN.
- (D) ADDITIONAL PASSAGE AT THE THROUGH FARE AND CHARGES SHALL NOT BE PERMITTED UNLESS REQUEST THEREFORE HAS BEEN MADE PRIOR TO ARRIVAL AT THE DESTINATION NAMED ON THE ORIGINAL TICKET OR MISCELLANEOUS CHARGES ORDER; AND, AFTER CARRIAGE HAS COMMENCED:
- (I) A ONE WAY TICKET SHALL NOT BE CONVERTED INTO A ROUND, CIRCLE OR OPEN JAW TRIP TICKET AT THE ROUND, CIRCLE OR OPEN JAW TRIP DISCOUNT FOR ANY PORTION ALREADY FLOWN. DISCOUNT WILL BE APPLIED ONLY TO ANY REROUTED PORTION OF THE TRIP AND ONLY FROM THE POINT OF REROUTING, NOT BASED ON ANY PORTION OF THE TRIP ALREADY FLOWN.
- (II) A ROUND, CIRCLE OR DISCOUNTED OPEN JAW TRIP TICKET CAN BE CONVERTED INTO ANY OTHER ONE OF THESE CATEGORIES PROVIDED THAT THE REQUEST THEREFORE IS MADE PRIOR TO ARRIVAL AT THE DESTINATION NAMED ON THE ORIGINAL TICKET OR MISCELLANEOUS CHARGES ORDER.
- (3) ANY DIFFERENCE BETWEEN THE FARES AND CHARGES APPLICABLE UNDER 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 FARE FOR THE NEW JOURNEY SHALL BE ASSESSED IN THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION, USING THE FARES AND RATE OF EXCHANGE APPLICABLE AT THE TIME OF COMMENCEMENT OF

- THE ORIGINAL TRAVEL. THE DIFFERENCE BETWEEN THE NEW AND OLD FARE SHALL BE CONVERTED TO THE CURRENCY OF THE COUNTRY OF COLLECTION IN WHICH THE ADDITIONAL AMOUNT IS TO BE PAID AT THE BANKERS' SELLING RATE AT THE TIME OF REROUTING.
- (5) THE COMPUTATION OF THE FARE FOR THE NEW ITINERARY IS SUBJECT TO THE FARE CONSTRUCTION RULES AS APPLICABLE ON THE SALES AND TICKET ISSUANCE OF THE ORIGINAL TICKET AS PROVIDED IN RULE 130.
  - (6) 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.
  - (7) TIME LIMITS ON CANCELLATIONS AND CHARGES FOR LATE CANCELLATIONS WILL BE APPLICABLE TO REVISED ROUTINGS REQUESTED BY PASSENGER.
  - (8) SERVICE CHARGES  
EXCEPT AS OTHERWISE PROVIDED, FOR SPECIFIC FARE TYPES OR EXCEPT AS INDICATED BELOW AT ANY TIME AFTER COMMENCEMENT OF TRAVEL FROM THE POINT OF ORIGIN INDICATED ON THE TICKET, A SERVICE CHARGE OF USD 25.00 WILL BE ASSESSED IN ANY CASE WHERE THE PASSENGER REQUESTS:
    - (A) A CHANGE OF ROUTING, A CHANGE IN RESERVATIONS ALREADY SHOWN AS CONFIRMED ON THE TICKET, OR A CHANGE IN THE CLASS OF SERVICE, WHICH REQUIRES REISSUANCE OF THE TICKET.
    - (B) IN THE EVENT THESE CHANGES ARE PERFORMED BY A PASSENGER SALES AGENT, THIS SERVICE CHARGE WILL ACCRUE TO SUCH AGENT.EXCEPTION: THIS SERVICE CHARGE WILL NOT APPLY:
    - (1) IN CONNECTION WITH FIRST CLASS OR NORMAL ECONOMY CLASS FARES/Y1.
    - (2) WHEN A PASSENGER UPGRADES FROM A LOWER FARE TO FIRST CLASS OR NORMAL ECONOMY CLASS FARE.

INVOLUNTARY RTG. CHANGES - 72

- (B) INVOLUNTARY REVISED ROUTINGS (SEE ALSO RULE 87 (DENIED BOARDING COMPENSATION))  
IN THE EVENT CARRIER CANCELS A FLIGHT, FAILS TO OPERATE ACCORDING TO SCHEDULES, SUBSTITUTES A DIFFERENT TYPE OF EQUIPMENT OR DIFFERENT CLASS OF SERVICE, OR IS UNABLE TO PROVIDE PREVIOUSLY CONFIRMED SPACE, OR THE PASSENGER IS REFUSED PASSAGE OR REMOVED, IN ACCORDANCE WITH RULE 25 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; AN  
IF THE FARE, EXCESS BAGGAGE CHARGES AND ANY  
APPLICABLE SERVICE CHARGES FOR THE REVISED ROUTE  
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.

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 AN  
ECONOMY/TOURIST/COACH/THRIFT CLASS FLIGHT AND IS  
ENTITLED TO A FARE REFUND.

TITLE/APPLICATION - 70

SCHEDULES, DELAYS AND CANCELLATIONS

(A) SCHEDULES

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

(B) CANCELLATIONS

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

- (A) BECAUSE OF ANY FACT BEYOND ITS CONTROL (INCLUDING, BUT WITHOUT LIMITATION, 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 OR REQUIREMENT DUE, DIRECTLY OR INDIRECTLY, TO SUCH FACT; OR
- (B) BECAUSE OF ANY FACT NOT 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 THE 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.

(C) CHANGE IN SCHEDULE

IN THE EVENT A PASSENGER WILL BE DELAYED BECAUSE

OF A CHANGE IN CATHAY PACIFIC SCHEDULE, CATHAY PACIFIC  
WILL ARRANGE TO:

- (1) TRANSPORT THE PASSENGER OVER ITS OWN LINES TO THE  
DESTINATION, NEXT STOPOVER POINT OR TRANSFER POINT  
SHOWN ON ITS PORTION OF THE TICKET, WITHOUT  
STOPOVER AT NO ADDITIONAL COST TO THE PASSENGER.
- (2) WHEN A SCHEDULE CHANGE RESULTS IN THE CANCELLATION  
OF CARRIER SERVICE AT A CITY, CARRIER WILL REROUTE  
PASSENGERS HOLDING CONFIRMED RESERVATIONS ON THE  
CARRIER TO/FROM SUCH CITY, OVER THE LINES OF ONE  
OR MORE OTHER CARRIERS AT NO ADDITIONAL COST TO  
THE PASSENGER.
- (3) THE CANCELLATION OF THE CARRIERS' SINGLE-PLANE AND  
CONNECTING SERVICE BETWEEN TWO CITIES, AND NO  
ALTERNATIVE SERVICE ACCEPTABLE TO THE PASSENGERS  
AVAILABLE OVER THE LINES OF THE CARRIER, THE  
CARRIER WILL REROUTE PASSENGERS HOLDING CONFIRMED  
RESERVATIONS AND TICKETS ON THE CARRIER BETWEEN  
SUCH CITIES OVER THE LINES OF ONE OR MORE OTHER  
CARRIERS AT NO ADDITIONAL COST TO THE PASSENGER,  
PROVIDED THAT SUCH NEW ROUTING IS APPLICABLE VIA  
PUBLISHED LOCAL OR JOINT FARES.
- (4) ENDORSE THE UNUSED TICKET, FOR THE PURPOSE OF  
REROUTE, OVER TO ANOTHER CARRIER.
- (5) REFUND IN ACCORDANCE WITH RULE 90 (REFUNDS).

EXCEPTION: CARRIER SHALL HAVE NO OBLIGATION TO ACCEPT  
ANOTHER CARRIER'S TICKET WHICH DOES NOT  
REFLECT A CONFIRMED RESERVATION ON THE  
CARRIER, UNLESS THE ISSUING CARRIER  
REISSUES THE TICKET FOR ANY CHANGES IN  
ROUTING. IN THE EVENT SUCH CARRIER IS NOT  
AVAILABLE TO DO SO, THE CARRIER RESERVES  
THE RIGHT TO REROUTE PASSENGERS ONLY OVER  
ITS OWN LINES BETWEEN THE POINTS NAMED ON  
THE ORIGINAL TICKET.

TITLE/APPLICATION - 70

DENIED BOARDING COMPENSATION

WHEN THE CARRIER IS UNABLE TO PROVIDE PREVIOUSLY CONFIRMED SPACE DUE TO MORE PASSENGERS HOLDING CONFIRMED RESERVATIONS AND TICKETS ON A FLIGHT THAN THERE ARE AVAILABLE SEATS ON THAT FLIGHT, THE CARRIER WILL TAKE THE ACTIONS SPECIFIED IN THE PROVISIONS OF THIS RULE.

(A) DEFINITIONS

FOR THE PURPOSE OF THIS RULE, DEFINITIONS, OF THE FOLLOWING TERMS ARE AS INDICATED.

- (1) AIRPORT MEANS THE AIRPORT AT WHICH THE DIRECT OR CONNECTING FLIGHT, ON WHICH THE PASSENGER HOLDS CONFIRMED RESERVED SPACE, IS PLANNED TO ARRIVE OR SOME OTHER AIRPORT SERVING THE SAME METROPOLITAN AREA, PROVIDED THAT TRANSPORTATION TO THE OTHER AIRPORT IS ACCEPTED (I.E., USED) BY THE PASSENGER.
- (2) ALTERNATIVE TRANSPORTATION MEANS AIR TRANSPORTATION (BY AN AIRLINE LICENSED BY THE DEPARTMENT OF TRANSPORTATION) OR OTHER TRANSPORTATION USED BY THE PASSENGER WHICH, AT THE TIME THE ARRANGEMENT IS MADE, IS PLANNED TO ARRIVE AT THE PASSENGER'S NEXT SCHEDULED STOPOVER (OF 4 HOURS OR LONGER) OR FINAL DESTINATION NO LATER THAN 4 HOURS AFTER THE PASSENGER'S ORIGINALLY SCHEDULE ARRIVAL TIME.
- (3) CARRIER MEANS (A) A DIRECT AIR CARRIER, EXCEPT A HELICOPTER OPERATOR, HOLDING A CERTIFICATE ISSUED BY THE DEPARTMENT OF TRANSPORTATION PURSUANT TO 49 U.S.C. 41738, OR AN EXEMPTION FROM 49 U.S.C. 41102, AUTHORIZING THE SCHEDULED TRANSPORTATION OF PERSONS; OR (B) A FOREIGN AIR CARRIER HOLDING A PERMIT ISSUED BY THE DEPARTMENT PURSUANT TO 49 U.S.C. 41302, OR AN EXEMPTION FROM THAT PROVISION, AUTHORIZING THE SCHEDULE FOREIGN AIR TRANSPORTATION OF PERSONS.
- (4) COMPARABLE AIR TRANSPORTATION MEANS TRANSPORTATION PROVIDED TO PASSENGER AT NO EXTRA COST BY A CARRIER AS DEFINED ABOVE.
- (5) CONFIRMED RESERVED SPACE MEANS SPACE ON A SPECIFIC DATE AND ON A SPECIFIC FLIGHT AND CLASS OF SERVICE OF A CARRIER WHICH HAS BEEN REQUESTED BY A PASSENGER AND WHICH THE CARRIER OR IT'S AGENT HAS VERIFIED, BY APPROPRIATE NOTATION ON THE TICKET OR IN ANY OTHER MANNER PROVIDED THEREFORE BY THE CARRIER AS BEING RESERVED FOR THE ACCOMMODATION OF THE PASSENGER.
- (6) STOPOVER MEANS A DELIBERATE INTERRUPTION OF A JOURNEY BY THE PASSENGER, SCHEDULED TO EXCEED FOUR HOURS, AT A POINT BETWEEN THE PLACE OF DEPARTURE AND THE PLACE OF FINAL DESTINATION.
- (7) THE SUM OF THE VALUES OF THE REMAINING FLIGHT COUPONS MEANS THE SUM OF THE APPLICABLE ONE WAY FARES INCLUDING ANY SURCHARGES AND AIR TRANSPORTATION TAXES, LESS ANY APPLICABLE DISCOUNTS.
- (8) TICKETING LIFTING POINT/BOARDING AREA MEANS THE

POINT WHERE THE PASSENGER'S FLIGHT COUPON IS  
LIFTED AND RETAINED BY THE CARRIER.

- (B) REQUEST FOR VOLUNTEERS (FOR FLIGHT DEPARTURE FROM USA)  
WHEN THE CARRIER JUDGES THAT ALL PASSENGERS HOLDING  
PREVIOUSLY CONFIRMED SPACE AND TICKETS ON A FLIGHT  
CANNOT BE ACCOMMODATED ON A GIVEN FLIGHT, THE FOLLOWING  
PROCEDURE SHALL APPLY:  
A NOTICE (AS SHOWN BELOW) WILL BE DISPLAYED AT ALL  
AIRPORT TICKET/CHECK-IN COUNTERS AND BOARDING LOCATIONS  
FOR THAT FLIGHT, SOLICITING PASSENGERS TO VOLUNTEER FOR  
DENIED BOARDING.

OVERBOOK OF FLIGHTS

AIRLINE FLIGHTS MAY BE OVERBOOKED AND THERE IS A SLIGHT  
CHANCE THAT A SEAT WILL NOT BE AVAILABLE ON A FLIGHT  
FOR WHICH A PERSON HAS A CONFIRMED RESERVATION. IF THE  
FLIGHT IS OVERBOOKED, NO ONE WILL BE DENIED A SEAT  
UNTIL AIRLINE PERSONNEL, FIRST ASK FOR VOLUNTEERS  
WILLING TO GIVE UP THEIR RESERVATION IN EXCHANGE FOR  
COMPENSATION OF THE AIRLINE'S CHOOSING. IF THERE ARE  
NOT ENOUGH VOLUNTEERS, THE AIRLINE WILL DENIED BOARDING  
TO OTHER PERSONS IN ACCORDANCE WITH ITS PARTICULAR  
BOARDING PRIORITY. WITH FEW EXCEPTIONS, PERSONS DENIED  
BOARDING INVOLUNTARILY ARE ENTITLED TO COMPENSATIONS.  
THE COMPLETE RULES FOR THE PAYMENT OF COMPENSATION AND  
BOARDING PRIORITY ARE AVAILABLE AT ALL CATHAY PACIFIC  
AIRPORT TICKET COUNTERS AND BOARDING LOCATIONS. PLEASE  
CONTACT OUR STAFF FOR ASSISTANT.

- (C) INVOLUNTARY DENIED BOARDING PROCEDURE (FOR FLIGHT  
DEPARTURE FROM USA)
- (1) COMPENSATION FOR DENIED BOARDING  
IF YOU HAVE BEEN DENIED A RESERVED SEAT ON CATHAY  
PACIFIC AIRWAYS, YOU ARE PROBABLY ENTITLED TO  
MONETARY COMPENSATION. THIS NOTICE EXPLAINS THE  
AIRLINES OBLIGATION AND THE PASSENGER'S RIGHTS IN  
THE CASE OF AN OVERSOLD FLIGHT, IN ACCORDANCE WITH  
REGULATIONS OF THE U.S. CIVIL AERONAUTICS BOARD.
- (2) VOLUNTEERS AND BOARDING PRIORITIES  
IF A FLIGHT IS OVERSOLD (MORE PASSENGERS HOLD  
CONFIRMED RESERVATIONS THAN THERE ARE SEATS  
AVAILABLE), NO ONE MAY BE DENIED BOARDING AGAINST  
HIS OR HER WILL UNTIL AIRLINE PERSONNEL FIRST ASK  
FOR VOLUNTEERS WHO WILL GIVE UP THEIR RESERVATION  
WILLINGLY, IN EXCHANGE FOR A VOLUNTEER PAYMENT OF  
USD \$200 OR USD \$400 IF "ALTERNATIVE  
TRANSPORTATION" CANNOT BE ARRANGED WITHIN OR  
BEYOND 4 HOURS RESPECTIVELY.. IF THERE ARE NOT  
ENOUGH VOLUNTEERS, OTHER PASSENGERS MAY BE DENIED  
BOARDING INVOLUNTARILY IN ACCORDANCE WITH THE  
FOLLOWING BOARDING PRIORITY OF CATHAY PACIFIC  
AIRWAYS:
- (A) LOCAL BOARDING PASSENGERS, HOLDING CONFIRMED  
SPACE SOLELY ON THE OVERSOLD SECTOR OF THE  
FLIGHT, WHO ARRIVE AT THE CHECK-IN LOCATION  
WHERE BOARDING PASSES ARE DISTRIBUTED AFTER  
ALL BOARDING PASSES HAVE BEEN ASSIGNED.
- (B) OTHER LOCAL BOARDING PASSENGERS, HOLDING  
CONFIRMED RESERVED SPACE TO A POINT BEYOND  
THE OVERSOLD SECTOR, WHO ARRIVE AT THE  
CHECK-IN LOCATION WHERE BOARDING PASSES ARE

DISTRIBUTED AFTER ALL BOARDING PASSES HAVE BEEN ASSIGNED.

- (C) LOCAL BOARDING DIPLOMATIC COURIERS.
  - (D) TRANSIT RESERVED PASSENGERS.
  - (E) TRANSIT DIPLOMATIC COURIERS.
  - (F) CATHAY PACIFIC CREW MEMBERS TRAVELLING ON A FIRM BASIS FOR OPERATIONAL REASONS.
- (3) COMPENSATION IF INVOLUNTARY DENIED BOARDING IF YOU ARE DENIED BOARDING INVOLUNTARILY, YOU ARE ENTITLED TO A PAYMENT OF "DENIED BOARDING COMPENSATION" FROM THE AIRLINE UNLESS
- (A) YOU HAVE NOT PRESENTED YOURSELF FOR CHECK-IN AT THE AIRPORT BEFORE THE SPECIFIED CHECK-IN CLOSING TIME; OR
  - (B) YOU HAVE NOT FULLY COMPLIED WITH THE AIRLINE'S TICKETING, CHECK-IN, AND RECONFIRMATION REQUIREMENTS, OR YOU ARE NOT ACCEPTABLE FOR TRANSPORTATION UNDER THE AIRLINE'S USUAL RULES AND PRACTICES; OR
  - (C) YOU ARE DENIED BOARDING BECAUSE THE FLIGHT IS CANCELLED; OR
  - (D) YOU ARE DENIED BOARDING BECAUSE A SMALLER CAPACITY AIRCRAFT WAS SUBSTITUTED FOR SAFETY OR OPERATIONAL REASONS; OR
  - (E) YOU ARE OFFERED ACCOMMODATIONS IN A SECTION OF THE AIRCRAFT OTHER THAN SPECIFIED ON YOUR TICKET, AT NO EXTRA CHARGE, (A PASSENGER SEATED IN A SECTOR FOR WHICH A LOWER FARE IS CHARGED MUST BE GIVEN AN APPROPRIATE REFUND); OR
  - (F) THE AIRLINE IS ABLE TO PLACE YOU ON ANOTHER FLIGHT OR FLIGHTS THAT ARE PLANNED TO REACH YOUR FINAL DESTINATION WITHIN ONE HOUR OF THE SCHEDULED ARRIVAL OF YOUR ORIGINAL FLIGHT.

THE INFORMATION OF CHECK-IN CLOSING TIME IS AVAILABLE FROM THE CATHAY PACIFIC TICKET OFFICE, AIRPORT OFFICE, TRAVEL PUBLICATIONS SUCH AS PASSENGER ITINERARY RECEIPTS, SYSTEM TIMETABLE AND WWW.CATHAYPACIFIC.COM

- (4) AMOUNT OF DENIED BOARDING COMPENSATION PASSENGERS WHO ARE ELIGIBLE FOR DENIED BOARDING COMPENSATION MUST BE OFFERED A PAYMENT EQUAL TO THE SUM OF THE FACE VALUE OF THEIR TICKET COUPONS, WITH A USD \$400 MAXIMUM. HOWEVER, IF THE AIRLINE CANNOT ARRANGE 'ALTERNATIVE TRANSPORTATION' (SEE BELOW) FOR THE PASSENGER, THE COMPENSATION IS DOUBLED (USD \$800 MAXIMUM). THE 'VALUE' OF A TICKET COUPON IS THE ONE-WAY FARE FOR THE FLIGHT SHOWN ON THE COUPON, INCLUDING ANY SURCHARGE AND AIR TRANSPORTATION TAX, MINUS ANY APPLICABLE DISCOUNT. ALL FLIGHT COUPONS, INCLUDING CONNECTING FLIGHTS, TO THE PASSENGER'S FINAL DESTINATION OR FIRST 4-HOUR STOPOVER ARE USED TO COMPUTE THE COMPENSATION. "ALTERNATIVE TRANSPORTATION" IS AIR TRANSPORTATION (BY AN AIRLINE LICENSED BY THE D.O.T. OR OTHER TRANSPORTATION USED BY THE PASSENGER WHICH, AT THE TIME THE ARRANGEMENT IS MADE, IS PLANNED TO ARRIVE AT THE PASSENGER'S NEXT SCHEDULED STOPOVER (OF 4

HOURS OR LONGER) OR FINAL DESTINATION NO LATER THAN 2 HOURS (FOR FLIGHTS WITHIN U.S. POINTS, INCLUDING TERRITORIES AND POSSESSION) OR 4 HOURS (FOR INTERNATIONAL FLIGHTS) AFTER THE PASSENGER'S ORIGINALLY SCHEDULED ARRIVAL TIME.

- (5) METHOD OF PAYMENT  
THE AIRLINE MUST GIVE EACH PASSENGER WHO QUALIFIES FOR DENIED BOARDING COMPENSATION A PAYMENT BY CASH OR CHECK FOR THE AMOUNT SPECIFIED ABOVE, ON THE DAY AND PLACE THE INVOLUNTARY DENIED BOARDING OCCURS. HOWEVER, IF THE AIRLINE ARRANGES ALTERNATIVE TRANSPORTATION FOR THE PASSENGER'S CONVENIENCE THAT DEPARTS BEFORE THE PAYMENT CAN BE MADE, THE PAYMENT WILL BE SENT TO THE PASSENGER WITHIN 24 HOURS. THE AIR CARRIER MAY OFFER FREE TICKETS IN PLACE OF THE CASH PAYMENT. THE PASSENGER MAY, HOWEVER, INSIST ON THE CASH PAYMENT, OR REFUSE ALL COMPENSATION AND BRING PRIVATE LEGAL ACTION.
- (6) PASSENGER'S OPTIONS  
ACCEPTANCE OF THE COMPENSATION MAY RELIEVE CATHAY PACIFIC AIRWAYS FROM ANY FURTHER LIABILITY TO THE PASSENGER CAUSED BY ITS FAILURE TO HONOUR THE CONFIRMED RESERVATION. HOWEVER, THE PASSENGER MAY DECLINE THE PAYMENT AND SEEK TO RECOVER DAMAGES IN A COURT OF LAW OR IN SOME OTHER MANNER.
- (D) REQUEST FOR VOLUNTEERS (FOR FLIGHT DEPARTURE FROM CANADA)  
WHEN THE CARRIER JUDGES THAT ALL PASSENGERS HOLDING PREVIOUSLY CONFIRMED SPACE AND TICKETS ON A FLIGHT CANNOT BE ACCOMMODATED ON A GIVEN FLIGHT, THE FOLLOWING PROCEDURE SHALL APPLY:
- (1) IN PRINCIPLE, PASSENGER MAY NOT BE DENIED TO BOARD AGAINST HIS/HER WILL, UNLESS CATHAY PACIFIC AIRWAYS PERSONNEL FIRST ASK FOR VOLUNTEERS WHO WILL GIVE UP THEIR RESERVATION WILLINGLY. PASSENGER WILL BE APPROACHED TO GIVE UP THEIR SEAT AS SOON AS CHECK-IN STARTS.
- (2) A VOLUNTEER LETTER (AS SHOWN BELOW) WILL BE GIVEN TO VOLUNTEER. DEAR VALUED CUSTOMER, WE WISH TO ADVISE THAT FLIGHT (NUMBER) DEPARTING FOR (AIRPORT) IS OVERBOOKED TODAY, AND AS A RESULT WE MAY NOT BE ABLE TO ACCOMMODATE ALL PASSENGERS. IF YOUR PLANS ALLOW, WE WOULD ASK THAT YOU CONSIDER GIVING UP YOUR SEAT AND TRAVELLING ON AN ALTERNATIVE FLIGHT. IN THE EVENT THAT YOU CHOOSE TO VOLUNTEER, WE ASK THAT YOU RETURN TO CHECK-IN COUNTER (NUMBER) AT (TIME), AT WHICH TIME OUR STAFF WILL BE ABLE TO ADVISE YOU OF THE SITUATION. IF WE ARE ABLE TO ACCEPT YOU ON THE ORIGINALLY BOOKED FLIGHT, WE WILL OFFER YOU, AS A TOKEN OF OUR APPRECIATION, A SERVICES VOUCHER FOR (AMOUNT), WHICH MAY BE USED TO MAKE AN INFLIGHT PURCHASE. IN THE EVENT THAT WE HAVE TO ASK YOU TO TRAVEL ON AN ALTERNATIVE FLIGHT, YOU WILL BE ELIGIBLE TO RECEIVE A DENIED BOARDING COMPENSATION AMOUNTING TO (AMOUNT) IN CASH. ALTERNATIVELY, YOU MAY SELECT A GOODWILL VOUCHER FOR (AMOUNT), WHICH IS GOOD FOR CATHAY PACIFIC TRAVEL RELATED SERVICES.

SHOULD YOU REQUIRE FURTHER ASSISTANCE OR IF YOU HAVE ANY QUESTIONS OR CONCERNS, PLEASE DO NOT HESITATE TO CONTACT A MEMBER OF OUR AIRPORT SERVICES TEAM, WHO WILL BE MORE THAN HAPPY TO HELP YOU IN ANY WAY THEY CAN. WE APPRECIATE YOUR UNDERSTANDING AND WOULD LIKE TO THANK YOU FOR YOUR KIND ASSISTANCE.

- (E) INVOLUNTARY DENIED BOARDING PROCEDURE (FOR FLIGHT DEPARTURE FROM CANADA)
- (1) VOLUNTEERS AND BOARDING PRIORITIES  
IF A FLIGHT IS OVERSOLD (MORE PASSENGERS HOLD CONFIRMED RESERVATIONS THAN THERE ARE SEATS AVAILABLE), NO ONE MAY BE DENIED BOARDING AGAINST HIS OR HER WILL UNTIL AIRLINE PERSONNEL FIRST ASK FOR VOLUNTEERS WHO WILL GIVE UP THEIR RESERVATION WILLINGLY, IF THERE ARE NOT ENOUGH VOLUNTEERS, OTHER PASSENGERS MAY BE DENIED BOARDING INVOLUNTARILY IN ACCORDANCE WITH THE FOLLOWING BOARDING PRIORITY OF CATHAY PACIFIC AIRWAYS:
- (A) LOCAL BOARDING PASSENGERS HOLDING CONFIRMED SPACE SOLELY ON THE OVERSOLD SECTOR OF THE FLIGHT, WHO ARRIVE AT THE CHECK-IN LOCATION WHERE BOARDING PASSES ARE DISTRIBUTED AFTER ALL BOARDING PASSES HAVE BEEN ASSIGNED.
  - (B) OTHER LOCAL BOARDING PASSENGERS, HOLDING CONFIRMED RESERVED SPACE TO A POINT BEYOND THE OVERSOLD SECTOR, WHO ARRIVE AT THE CHECK-IN LOCATION WHERE BOARDING PASSES ARE DISTRIBUTED AFTER ALL BOARDING PASSES HAVE BEEN ASSIGNED.
  - (C) LOCAL BOARDING DIPLOMATIC COURIERS.
  - (D) TRANSIT RESERVED PASSENGERS.
  - (E) TRANSIT DIPLOMATIC COURIERS.
  - (F) CATHAY PACIFIC CREW MEMBERS TRAVELLING ON A FIRM BASIS FOR OPERATIONAL REASONS.
- (2) COMPENSATION IF INVOLUNTARY DENIED BOARDING  
IF YOU ARE DENIED BOARDING INVOLUNTARILY, YOU ARE ENTITLED TO A PAYMENT OF "DENIED BOARDING COMPENSATION" FROM THE AIRLINE UNLESS
- (A) YOU HAVE NOT PRESENTED YOURSELF FOR CHECK-IN AT THE AIRPORT BEFORE THE SPECIFIED CHECK-IN CLOSING TIME; OR
  - (B) YOU HAVE NOT FULLY COMPLIED WITH THE AIRLINE'S TICKETING, CHECK-IN, AND RECONFIRMATION REQUIREMENTS, OR YOU ARE NOT ACCEPTABLE FOR TRANSPORTATION UNDER THE AIRLINE'S USUAL RULES AND PRACTICES; OR
  - (C) YOU ARE DENIED BOARDING BECAUSE THE FLIGHT IS CANCELLED; OR
  - (D) YOU ARE DENIED BOARDING BECAUSE A SMALLER CAPACITY AIRCRAFT WAS SUBSTITUTED FOR SAFETY OR OPERATIONAL REASONS; OR
  - (E) YOU ARE OFFERED ACCOMMODATIONS IN A SECTION OF THE AIRCRAFT OTHER THAN SPECIFIED ON YOUR TICKET, AT NO EXTRA CHARGE, (A PASSENGER SEATED IN A SECTOR FOR WHICH A LOWER FARE IS CHARGED MUST BE GIVEN AN APPROPRIATE REFUND); OR
  - (F) THE AIRLINE IS ABLE TO PLACE YOU ON ANOTHER

FLIGHT OR FLIGHTS THAT ARE PLANNED TO REACH  
YOUR FINAL DESTINATION WITHIN ONE HOUR OF THE  
SCHEDULED ARRIVAL OF YOUR ORIGINAL FLIGHT.

THE INFORMATION OF CHECK-IN CLOSING TIME IS  
AVAILABLE FROM THE CATHAY PACIFIC TICKET OFFICE,  
AIRPORT OFFICE, TRAVEL PUBLICATIONS SUCH AS  
PASSENGER ITINERARY RECEIPTS, SYSTEM TIMETABLE AND  
WWW.CATHAYPACIFIC.COM

- (3) AMOUNT OF DENIED BOARDING COMPENSATION  
ADULT PASSENGERS WHO ARE ELIGIBLE FOR DENIED  
BOARDING COMPENSATION MUST BE OFFERED A PAYMENT  
EQUAL TO HKD 600/HKD 800/HKD 1500 (CAD 77/CAD  
103/CAD 192) FOR FIRST/BUSINESS/ECONOMY CLASS  
RESPECTIVELY. HOWEVER, IF THE AIRLINE CANNOT  
ARRANGE THE ALTERNATIVE TRANSPORTATION FOR THE  
PASSENGER, THE COMPENSATION IS HKD 1500/HKD 4000  
(CAD 192/CAD 256/CAD 385) FOR  
FIRST/BUSINESS/ECONOMY CLASS RESPECTIVELY. ALL  
FLIGHT COUPONS, INCLUDING CONNECTING FLIGHTS, TO  
THE PASSENGER'S FINAL DESTINATION OR FIRST 4-HOUR  
STOPOVER ARE USED TO COMPUTE THE COMPENSATION.  
CHILD AND INFANT WOULD RECEIVE 50% AND 10% FROM  
THE ADULT COMPENSATION RESPECTIVELY. FOR  
VOLUNTEER WHO FINALLY ACCEPT ON THE FLIGHT,  
SERVICE VOUCHER AT USD 100 (CAD 100) WILL BE  
OFFERED AS A TOKEN OF APPRECIATION.
- (4) METHOD OF PAYMENT  
THE AIRLINE MUST GIVE EACH PASSENGER WHO QUALIFIES  
FOR DENIED BOARDING COMPENSATION A PAYMENT BY CASH  
OR CHECK, OR SERVICE VOUCHER IN CASE OF VOLUNTEER  
WHO FINALLY ACCEPTS ON THE FLIGHT, ON THE DAY AND  
PLACE THE INVOLUNTARY DENIED BOARDING OCCURS.  
HOWEVER, IF THE AIRLINE ARRANGES ALTERNATIVE  
TRANSPORTATION FOR THE PASSENGER'S CONVENIENCE  
THAT DEPARTS BEFORE THE PAYMENT CAN BE MADE, THE  
PAYMENT WILL BE SENT TO THE PASSENGER WITHIN 24  
HOURS. THE AIR CARRIER MAY OFFER FREE TICKETS IN  
PLACE OF THE CASH PAYMENT. THE PASSENGER MAY,  
HOWEVER, INSIST ON THE CASH PAYMENT, OR REFUSE ALL  
COMPENSATION AND BRING PRIVATE LEGAL ACTION.
- (5) PASSENGER'S OPTIONS  
ACCEPTANCE OF THE COMPENSATION MAY RELIEVE CATHAY  
PACIFIC AIRWAYS FROM ANY FURTHER LIABILITY TO THE  
PASSENGER CAUSED BY ITS FAILURE TO HONOR THE  
CONFIRMED RESERVATION. HOWEVER, THE PASSENGER MAY  
DECLINE THE PAYMENT AND SEEK TO RECOVER DAMAGES IN  
A COURT OF LAW OR IN SOME OTHER MANNER.
- (F) TRANSPORTATION FOR PASSENGER DENIED BOARDING  
WHEN THE CARRIER IS UNABLE TO PROVIDE PREVIOUSLY  
CONFIRMED SPACE THE CARRIER CAUSING THE PASSENGER TO BE  
DELAYED WILL PROVIDE TRANSPORTATION TO PERSONS WHO HAVE  
BEEN DENIED BOARDING, WHETHER VOLUNTARILY OR  
INVOLUNTARILY, IN ACCORDANCE WITH PROVISIONS BELOW.
- (1) CARRIER WILL TRANSPORT THE PASSENGER WITHOUT  
STOPOVER ON ITS NEXT FLIGHT ON WHICH SPACE IS  
AVAILABLE AT NO ADDITIONAL COST TO THE PASSENGER.
- (2) IF THE CARRIER CAUSING SUCH DELAY IS UNABLE TO  
PROVIDE ONWARD TRANSPORTATION ACCEPTABLE TO THE  
PASSENGER, ANY OTHER CARRIER OR COMBINATION OF

GFBM582 GFS TEXT MENU RULE CATEGORY TEXT DISPLAY 13AUG 08  
AREA: PA TARIFF: IPRG CXR: CX RULE: 0087 CAT: 70 EFFECT: 01AUG08 03:43:54  
CITY/CTRY: FILED TO GOVT: APPROVED ONLY: BOT:  
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CARRIER'S AT THE REQUEST OF THE PASSENGER, WILL  
TRANSPORT THE PASSENGER WITHOUT STOPOVER ON ITS  
(THEIR) NEXT FLIGHT(S) IN THE SAME CLASS OF  
SERVICE AS THE PASSENGER'S ORIGINAL OUTBOUND  
FLIGHT, OR IF SPACE IS AVAILABLE ON A FLIGHT(S) OF  
A DIFFERENT CLASS OF SERVICE ACCEPTABLE TO THE  
PASSENGER, SUCH FLIGHT(S) WILL BE USED WITHOUT  
STOPOVER AT NO ADDITIONAL COST TO THE PASSENGER  
ONLY IF IT (THEY) WILL PROVIDE AN EARLIER ARRIVAL  
AT THE PASSENGER'S DESTINATION, NEXT STOPOVER  
POINT, OR TRANSFER POINT.

TITLE/APPLICATION - 70

REFUNDS

(A) GENERAL

(1) IN CASE OF REFUND, WHETHER DUE TO FAILURE OF CARRIER TO PROVIDE THE ACCOMMODATION CALLED FOR BY THE TICKET, OR TO VOLUNTARY CHANGE OF ARRANGEMENTS BY THE PASSENGER, THE CONDITIONS AND AMOUNT OF REFUND WILL BE GOVERNED BY CARRIER'S TARIFFS.

(2) EXCEPT AS OTHERWISE PROVIDED IN PARAGRAPH (F) OF THIS RULE, REFUND BY CARRIER FOR AN UNUSED TICKET OR PORTION THEREOF OR MISCELLANEOUS CHARGES ORDER WILL BE MADE TO THE PERSON NAMED AS THE PASSENGER IN SUCH TICKET OR MISCELLANEOUS CHARGES ORDER UNLESS AT THE TIME OF PURCHASE THE PURCHASER DESIGNATES ON THE TICKET OR MISCELLANEOUS CHARGES ORDER ANOTHER PERSON TO WHOM REFUND SHALL BE MADE IN WHICH EVENT REFUND WILL BE MADE TO PERSONS SO DESIGNATED, AND ONLY UPON DELIVERY OF THE PASSENGER COUPON AND ALL UNUSED FLIGHT COUPONS OF THE TICKET OR MISCELLANEOUS CHARGES ORDER. A REFUND MADE IN ACCORDANCE WITH THIS PROCEDURE TO A PERSON REPRESENTING HIM AS THE PERSON NAMED OR DESIGNATED IN THE TICKET OR MISCELLANEOUS CHARGES ORDER WILL BE CONSIDERED A VALID REFUND AND CARRIER WILL NOT BE LIABLE TO THE TRUE PASSENGER FOR ANOTHER REFUND EXCEPT AS LISTED BELOW:

(A) TICKET REFUND WILL BE MADE FOR TICKETS ISSUED AS DESCRIBED IN COLUMN A AND ONLY TO THE PURCHASER DESCRIBED IN COLUMN B BELOW:

COLUMN A	COLUMN B
IN EXCHANGE FOR A PREPAID TICKET ADVICE	THE PURCHASER OF THE PREPAID TICKET ADVICE
UNDER A UNIVERSAL AIR TRAVEL PLAN	THE SUBSCRIBER AGAINST WHOSE ACCOUNT THE TICKET WAS CHARGED
AGAINST A TRANSPORTATION REQUEST ISSUED BY A GOVERNMENT AGENCY, OTHER THAN A U.S. GOVERNMENT AGENCY	THE GOVERNMENT AGENCY THAT ISSUED THE TRANSPORTATION REQUEST
AGAINST A U.S. GOVERNMENT TRANSPORTATION REQUEST	THE U.S. GOVERNMENT AGENCY THAT ISSUED THE U.S. GOVERNMENT TRANSPORTATION

REQUEST WITH A CHECK  
PAYABLE TO THE  
"TREASURER OF THE  
UNITED STATES".

TICKETS FOR THE ACCOUNT  
TRANSPORTATION OF THE PERSON TO  
ISSUED AGAINST WHOM SUCH  
A CREDIT CARD CREDIT CARD  
HAS BEEN  
ISSUED

- (B) IF, AT THE TIME OF APPLICATION FOR REFUND, EVIDENCE IS SUBMITTED THAT A COMPANY PURCHASED THE TICKET ON BEHALF OF ITS EMPLOYEE OR THE TRAVEL AGENT HAS BEEN REFUNDED TO ITS CLIENT, SUCH REFUND WILL BE MADE DIRECTLY TO THE EMPLOYEE'S COMPANY OR THE TRAVEL AGENT.
- (3) CARRIER WILL REFUSE TO REFUND WHEN APPLICATION THEREFORE IS MADE LATER THAN 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 ESTABLISHED TO CARRIER'S SATISFACTION THAT HE HAS PERMISSION TO REMAIN IN THE COUNTRY OR THAT HE WILL DEPART THEREFROM BY ANOTHER CARRIER OR CONVEYANCE.
- (B) CURRENCY  
ALL REFUNDS WILL BE SUBJECT TO GOVERNMENT LAWS, RULES, REGULATIONS OR ORDERS OF THE COUNTRY IN WHICH THE TICKET WAS ORIGINALLY PURCHASED AND OF THE COUNTRY IN WHICH THE REFUND IS BEING MADE. SUBJECT TO THE FOREGOING PROVISIONS, REFUNDS WILL BE MADE IN THE CURRENCY IN WHICH THE FARE WAS PAID, OR IN LAWFUL CURRENCY OF THE COUNTRY OF THE CARRIER MAKING THE REFUND OR OF THE COUNTRY WHERE THE REFUND IS MADE, OR IN THE CURRENCY OF THE COUNTRY IN WHICH THE TICKET WAS PURCHASED, IN AN AMOUNT EQUIVALENT TO THE AMOUNT DUE IN THE CURRENCY IN WHICH THE FARE OR FARES FOR THE FLIGHT COVERED BY THE TICKET AS ORIGINALLY ISSUED WAS COLLECTED.
- (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

- (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 SCHEDULES STOP, OR REMOVAL OR REFUSAL TO CARRY UNDER CONDITIONS PRESCRIBED IN RULE 25, PARAGRAPH

(A). INVOLUNTARY REFUNDS WILL BE COMPUTED AS FOLLOWS:

- (1) WHEN NO PORTION OF THE TRIP HAS BEEN MADE, THE AMOUNT OF REFUND WILL BE EQUAL TO THE FARE PAID.
- (2) WHEN A PORTION OF THE TRIP HAS BEEN MADE, THE AMOUNT OF REFUND WILL BE:

(A) EITHER AN AMOUNT EQUAL TO THE ONE WAY FARE LESS THE SAME RATE OF DISCOUNT, IF ANY, THAT WAS APPLIED IN COMPUTING THE ORIGINAL ONE WAY FARE (OR ON ROUND OR CIRCLE TRIP TICKETS, ONE-HALF OF THE ROUND TRIP FARE) AND CHARGES APPLICABLE TO THE UNUSED TRANSPORTATION FROM THE POINT OF TERMINATION TO THE DESTINATION OR STOPOVER POINT NAMED ON THE TICKET OR TO THE POINT AT WHICH TRANSPORTATION IS TO BE RESUMED, VIA:

(I) THE ROUTING SPECIFIED ON THE TICKET, IF THE POINT OF TERMINATION WAS ON SUCH ROUTING; OR

(II) THE ROUTING OF ANY CARRIER OPERATING BETWEEN SUCH POINTS, IF THE POINT OF TERMINATION WAS NOT ON THE ROUTING SPECIFIED ON THE TICKET; IN SUCH CASE THE AMOUNT OF REFUND WILL BE BASED ON THE LOWEST FARE APPLICABLE BETWEEN SUCH POINTS; OR

(B) THE DIFFERENCE BETWEEN THE FARE PAID AND THE FARE FOR THE TRANSPORTATION USED, WHICHEVER IS HIGHER.

EXCEPTION: WHEN A PASSENGER HOLDING A TICKET FOR CARRIAGE FOR A HIGHER CLASS OF SERVICE BETWEEN AN ORIGIN AND A DESTINATION IS REQUIRED BY CARRIER TO USE A LOWER CLASS OF SERVICE FOR ANY PORTION OF SUCH CARRIAGE, THE AMOUNT OF REFUND WILL BE AS FOLLOWS:

(1) FOR ONE WAY TICKETS: THE DIFFERENCE BETWEEN THE FARE FOR THE HIGHER CLASS OF SERVICE AND THE FARE FOR THE LOWER CLASS OF SERVICE BETWEEN THE POINTS WHERE THE LOWER CLASS SERVICE IS USED;

(2) 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:

- (A) FIRST CLASS FARES  
APPLICABLE ON JET  
AIRCRAFT.
- (B) FIRST CLASS FARES  
APPLICABLE ON  
PROPELLER AIRCRAFT.
- (C) ONE CLASS STANDARD  
SERVICE FARES.
- (D) ECONOMY CLASS,  
TOURIST CLASS, OR  
COACH CLASS FARES  
APPLICABLE ON JET  
AIRCRAFT.
- (E) ECONOMY CLASS,  
TOURIST CLASS, OR  
COACH CLASS FARES  
APPLICABLE ON  
PROPELLER AIRCRAFT.
- (F) THRIFT CLASS FARES  
APPLICABLE ON JET  
AIRCRAFT.
- (G) THRIFT CLASS FARES  
APPLICABLE ON  
PROPELLER AIRCRAFT.

THE TERM "JET AIRCRAFT" AS  
USED ABOVE MEANS A-300,  
BAC-111, B-707, B-720,  
B-720B, B-727, B-737,  
B-747, CARAVELLE, CONVAIR  
600, CONVAIR 880, CONVAIR  
990, COMET 4, COMET 4-C,  
DC-8, DC-9, DC-10,  
ILLYUSHIN IL-62, L-1011,  
TUPOLEV TU-114 AND VC-10.

- (3) THE SERVICE CHARGE PROVIDED FOR IN RULE 60  
(RESERVATIONS) HEREIN, WILL NOT BE ASSESSED, AND  
ANY COMMUNICATION EXPENSES PAID BY THE PASSENGER  
IN ACCORDANCE WITH RULE 60 WILL BE REFUNDED, OR IF  
SUCH EXPENSE AT THE TIME HAS NOT BEEN COLLECTED BY  
CARRIER, ITS COLLECTION WILL BE WAIVED.

VOLUNTARY REFUNDS - 72

(APPLICABLE FOR TRANSPORTATION TO/FROM THE U.S.A.)

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

IN PARAGRAPH (D) OF THIS RULE. VOLUNTARY REFUNDS SHALL BE COMPUTED AS FOLLOWS:

- (1) IF NO PORTION OF THE TICKET HAS BEEN USED, REFUND WILL BE THE FULL AMOUNT OF THE FARE PAID, LESS ANY APPLICABLE SERVICE CHARGE AND COMMUNICATION EXPENSES, (SEE RULES 60 (RESERVATIONS) AND 65 (TICKETS)); OR
- (2) IF A PORTION OF A TICKET HAS BEEN USED, REFUND WILL BE MADE IN AN AMOUNT EQUAL TO THE DIFFERENCE, IF ANY, BETWEEN THE FARE PAID AND THE APPLICABLE FARE BETWEEN THE POINTS BETWEEN WHICH THE TICKET HAS BEEN USED, LESS ANY APPLICABLE SERVICE CHARGE AND COMMUNICATION EXPENSES. (SEE RULES 60 (RESERVATIONS) AND 65 (TICKETS)).  
EXCEPTION: CX ASSUMES NO OBLIGATION TO ISSUE VOLUNTARY REFUNDS IN ACCORDANCE WITH 1 AND 2 ABOVE UNLESS SUCH TICKET WAS ISSUED ON CX TICKET STOCK. THE TERM "TICKET STOCK" MEANS TICKETS PRINTED WITH CX CARRIER CODE (160) AS PART OF THE TICKET SERIAL NUMBER.
- (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) THE REFUND AMOUNT SHALL BE ASSESSED IN THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION. BUT WHEN REFUNDED IN ANOTHER CURRENCY, THE BANK RATE APPLICABLE ON THE DATE OF THE REFUND TRANSACTION IS USED TO CONVERT THE REFUNDED AMOUNT TO THE CURRENCY OF REFUND. IF THE ORIGINAL PAYMENT WAS MADE IN A CURRENCY OTHER THAN THE LOCAL CURRENCY, ANY REFUND IN THE SAME CURRENCY AS ORIGINALLY TENDERED SHALL BE AT THE SAME RATE OF EXCHANGE USED FOR THE ORIGINAL PAYMENT.
- (5) A PENALTY FOR VOLUNTARY CANCELLATION SHALL NOT APPLY AND THE TOTAL AMOUNT PAID SHALL BE REFUNDED IF SUCH CANCELLATION IS MADE AFTER AN INCREASE IN THE FARE IS MADE APPLICABLE BETWEEN THE TIME OF THE INITIAL PAYMENT AND THE DATE OF TRAVEL.
- (6) SERVICE CHARGES  
(APPLICABLE ONLY TO TICKET REFUND TRANSACTIONS EFFECTIVE IN THE U.S.A./MEXICO.)  
EXCEPT AS OTHERWISE PROVIDED FOR SPECIFIC FARE TYPES, AT ANY TIME AFTER COMMENCEMENT OF TRAVEL FROM THE POINT OF ORIGIN INDICATED ON THE TICKET, A SERVICE CHARGE OF USD 25.00 WILL BE ASSESSED IN ANY CASE WHERE THE PASSENGER REQUESTS A REFUND OF ANY UNUSED PORTIONS OF A TICKET. IN THE EVENT THE REFUND IS EFFECTED BY A PASSENGER SALES AGENT, THIS SERVICE CHARGE WILL ACCRUE TO SUCH AGENT.

EXCEPTION: THIS SERVICE CHARGE APPLIES IN CONNECTION WITH SPECIAL ECONOMY CLASS (Y2) FARES GOVERNED BY RULE 5200 (SPECIAL ECONOMY CLASS FARES) PUBLISHED IN NTA(A) NO. 322, C.A.B. NO. 528 PUBLISHED BY AIRLINE TARIFF PUBLISHING CO., AGENT.

- (7) REFUND CHARGES  
(APPLICABLE ONLY TO REFUND TRANSACTIONS EFFECTIVE IN HONG KONG FOR TOTALLY UNUSED TICKETS ISSUED IN HONG KONG)
- (A) A REFUND CHARGE OF HKD 125 WILL BE ASSESSED IN ANY CASE WHERE THE PASSENGER REQUESTS A REFUND OF ANY TOTALLY UNUSED TICKET PURCHASED AND REFUNDED DIRECTLY WITH THE AIRLINE.
- (B) A REFUND CHARGE OF HKD 250 WILL BE ASSESSED IN ANY CASE WHERE THE PASSENGER REQUESTS A REFUND OF ANY TOTALLY UNUSED TICKET PURCHASED AND REFUNDED DIRECTLY WITH THE AGENT. THIS AMOUNT (HKD 250) WILL BE SPLIT BETWEEN AIRLINE AND AGENT.
- (E) VOLUNTARY REFUNDS  
FOR THE PURPOSE OF THIS PARAGRAPH, THE TERM "VOLUNTARY REFUND" SHALL MEAN ANY REFUND OF A TICKET OR PORTION THEREOF OTHER THAN AN INVOLUNTARY REFUND, AS DESCRIBED IN PARAGRAPH (D) OF THIS RULE. VOLUNTARY REFUNDS SHALL BE COMPUTED AS FOLLOWS:
- (1) IF NO PORTION OF THE TICKET HAS BEEN USED, REFUND WILL BE THE FULL AMOUNT OF THE FARE PAID, LESS ANY APPLICABLE SERVICE CHARGE AND COMMUNICATION EXPENSES, (SEE RULES 60 (RESERVATIONS) AND 65 (TICKETS)); OR
- (2) IF A PORTION OF A TICKET HAS BEEN USED, REFUND WILL BE MADE IN AN AMOUNT EQUAL TO THE DIFFERENCE, IF ANY, BETWEEN THE FARE PAID AND THE APPLICABLE FARE BETWEEN THE POINTS BETWEEN WHICH THE TICKET HAS BEEN USED, LESS ANY APPLICABLE SERVICE CHARGE AND COMMUNICATION EXPENSES. (SEE RULES 60 (RESERVATIONS) AND 65 (TICKETS)).
- EXCEPTION: CX ASSUMES NO OBLIGATION TO ISSUE VOLUNTARY REFUNDS IN ACCORDANCE WITH 1 AND 2 ABOVE UNLESS SUCH TICKET WAS ISSUED ON CX TICKET STOCK. THE TERM "TICKET STOCK" MEANS TICKETS PRINTED WITH CX CARRIER CODE (160) AS PART OF THE TICKET SERIAL NUMBER.
- (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) THE REFUND AMOUNT SHALL BE ASSESSED IN THE

CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION. BUT WHEN REFUNDED IN ANOTHER CURRENCY, THE BANK RATE APPLICABLE ON THE DATE OF THE REFUND TRANSACTION IS USED TO CONVERT THE REFUNDED AMOUNT TO THE CURRENCY OF REFUND. IF THE ORIGINAL PAYMENT WAS MADE IN A CURRENCY OTHER THAN THE LOCAL CURRENCY, ANY REFUND IN THE SAME CURRENCY AS ORIGINALLY TENDERED SHALL BE AT THE SAME RATE OF EXCHANGE USED FOR THE ORIGINAL PAYMENT.

- (5) A PENALTY FOR VOLUNTARY CANCELLATION SHALL NOT APPLY AND THE TOTAL AMOUNT PAID SHALL BE REFUNDED IF SUCH CANCELLATION IS MADE AFTER AN INCREASE IN THE FARE IS MADE APPLICABLE BETWEEN THE TIME OF THE INITIAL PAYMENT AND THE DATE OF TRAVEL.
- (6) SERVICE CHARGES  
(APPLICABLE ONLY TO TICKET REFUND TRANSACTIONS EFFECTIVE IN THE U.S.A./MEXICO AND NOT APPLICABLE WHEN SUCH TRANSACTIONS ARE PERFORMED IN CANADA.) EXCEPT AS OTHERWISE PROVIDED FOR SPECIFIC FARE TYPES, AT ANY TIME AFTER COMMENCEMENT OF TRAVEL FROM THE POINT OF ORIGIN INDICATED ON THE TICKET, A SERVICE CHARGE OF USD 25.00 WILL BE ASSESSED IN ANY CASE WHERE THE PASSENGER REQUESTS A REFUND OF ANY UNUSED PORTIONS OF A TICKET. IN THE EVENT THE REFUND IS EFFECTED BY A PASSENGER SALES AGENT, THIS SERVICE CHARGE WILL ACCRUE TO SUCH AGENT.  
EXCEPTION: THIS SERVICE CHARGE APPLIES IN CONNECTION WITH SPECIAL ECONOMY CLASS (Y2) FARES GOVERNED BY RULE 5200 (SPECIAL ECONOMY CLASS FARES) PUBLISHED IN NTA(A) NO. 322, C.A.B. NO. 528 PUBLISHED BY AIRLINE TARIFF PUBLISHING CO., AGENT.
- (7) REFUND CHARGES  
(APPLICABLE ONLY TO REFUND TRANSACTIONS EFFECTIVE IN HONG KONG FOR TOTALLY UNUSED TICKETS ISSUED IN HONG KONG)
- (A) A REFUND CHARGE OF HKD 125 WILL BE ASSESSED IN ANY CASE WHERE THE PASSENGER REQUESTS A REFUND OF ANY TOTALLY UNUSED TICKET PURCHASED AND REFUNDED DIRECTLY WITH THE AIRLINE.
- (B) A REFUND CHARGE OF HKD 250 WILL BE ASSESSED IN ANY CASE WHERE THE PASSENGER REQUESTS A REFUND OF ANY TOTALLY UNUSED TICKET PURCHASED AND REFUNDED DIRECTLY WITH THE AGENT. THIS AMOUNT (HKD 250) WILL BE SPLIT BETWEEN AIRLINE AND AGENT.

LOST TICKET, ETC. - 73

- (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

GFBM582                    GFS TEXT MENU RULE CATEGORY TEXT DISPLAY                    13AUG 08  
AREA: PA TARIFF: IPRG       CXR: CX    RULE: 0090 CAT: 70 EFFECT: 01AUG08    23:19:37  
CITY/CTRY:                    FILED TO GOVT:                    APPROVED ONLY:                    BOT:

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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 OF ANY OTHER USE WHATSOEVER.

NOTE 1: CARRIER WILL NOT REFUND LOST TICKETS LESS THAN 90 DAYS AFTER WRITTEN NOTICE HAS BEEN RECEIVED.

NOTE 2: WRITTEN REQUEST FOR REFUND OF LOST TICKET MUST BE MADE NOT LATER THAN ONE MONTH AFTER EXPIRATION DATE OF THE LOST TICKET.

- (2) THE FOREGOING PROVISIONS SHALL ALSO APPLY TO LOST MISCELLANEOUS CHARGES ORDER, DEPOSIT RECEIPTS, EXCESS BAGGAGE TICKETS AND DISCOVERY TOUR EXCHANGE ORDER.
- (3) A SERVICE CHARGE OF USD 50.00/HKD 400 (OR EQUIVALENT) WILL BE IMPOSED PER PASSENGER/DOCUMENT FOR HANDLING SUCH REQUEST FOR REFUND OR REPLACEMENT OF A LOST TICKET.

GFBM582 GFS TEXT MENU RULE CATEGORY TEXT DISPLAY 13AUG  
AREA: PA TARIFF: IPRG CXR: CX RULE: 0105 CAT: 70 EFFECT: 01AUG08 23:27:  
CITY/CTRY: FILED TO GOVT: APPROVED ONLY: BOT:  
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TITLE/APPLICATION - 70

ACCEPTANCE OF PETS AND ANIMALS

- (A) GENERAL CONDITIONS OF ACCEPTANCE
  - (1) THE CARRIER WILL ACCEPT CERTAIN LIVE ANIMALS FOR TRANSPORTATION SUBJECT TO THE CONDITIONS OF PARAGRAPHS (A) (2), (3), (4) AND (5) BELOW.
  - (2) ADVANCE ARRANGEMENTS MUST BE MADE.
  - (3) THE ANIMAL MUST BE HARMLESS, INOFFENSIVE, ODORLESS AND REQUIRE NO ATTENTION DURING TRANSIT.
  - (4) THE ANIMAL MUST BE CONFINED IN A CAGE OR CONTAINER SUBJECT TO INSPECTION AND APPROVED BY THE CARRIER PRIOR TO ACCEPTANCE.
  - (5) THE PASSENGER MUST MAKE ALL ARRANGEMENTS AND ASSUME FULL RESPONSIBILITY FOR COMPLYING WITH ANY APPLICABLE LAWS, CUSTOMS AND/OR OTHER GOVERNMENTAL REGULATIONS, REQUIREMENTS OR RESTRICTIONS OF THE COUNTRY, STATE OR TERRITORY TO WHICH THE ANIMAL IS BEING TRANSPORTED.
- (B) CONTAINERS  
THE MAXIMUM OUTSIDE LINEAN DIMENSIONS OF THE CONTAINER MAY NOT EXCEED 115 INCHES AND THE COMBINED WEIGHT OF THE CONTAINER AND THE ANIMAL(S) MAY NOT EXCEED 100 LBS.
- (C) CHARGES  
THE ANIMAL AND ITS CONTAINER WILL NOT BE INCLUDED IN DETERMINING THE FREE BAGGAGE ALLOWANCE AND WILL ALWAYS BE CHARGED AT A RATE OF USD 30.00/CAD 40.00 PER CARRIER ON WHICH THE ANIMAL IS TRANSPORTED.
- (D) STORAGE CHARGES  
IF THE ANIMAL IS NOT CALLED FOR WITHIN 6 HOURS AFTER ARRIVAL AT DESTINATION, A STORAGE CHARGE OF USD 10.00/CAD 13.00 PER DAY, OR FRACTION THEREOF WILL BE ASSESSED.

TITLE/APPLICATION - 70

BAGGAGE

CHECKED BAGGAGE - 71

(A) CHECKED BAGGAGE

- (1) NOTHING CONTAINED IN THIS TARIFF SHALL ENTITLE A PASSENGER TO HAVE HIS BAGGAGE CHECKED ON A JOURNEY FOR WHICH CARRIER DOES NOT OFFER FACILITIES FOR CHECKING OF BAGGAGE.
- (2) UPON DELIVERY TO CARRIER OF THE BAGGAGE TO BE CHECKED, CARRIER WILL INSERT IN THE TICKET THE NUMBER OF PIECES AND WEIGHT OF THE CHECKED BAGGAGE (WHICH ACT SHALL CONSTITUTE THE ISSUANCE OF THE BAGGAGE CHECK); IN ADDITION CARRIER WILL ISSUE FOR IDENTIFICATION PURPOSES ONLY, A BAGGAGE (CLAIM) TAG FOR EACH PIECE OF BAGGAGE SO DELIVERED AND COVERED BY THE BAGGAGE CHECK. ALL CHECKED BAGGAGE MUST BE PROPERLY PACKED IN SUITCASES OR SIMILAR CONTAINERS IN ORDER TO ENSURE SAFE CARRIAGE WITH ORDINARY CARE IN HANDLING. FRAGILE OR PERISHABLE ARTICLES, MONEY, JEWELRY, SILVERWARE, NEGOTIABLE PAPERS, SECURITIES OR OTHER VALUABLES WILL NOT BE ACCEPTED AS CHECKED BAGGAGE.
- (3) CARRIER WILL NOT ACCEPT A PASSENGER'S BAGGAGE FOR CHECKING UNLESS THE PASSENGER'S NAME IS ON THE OUTSIDE OF SUCH BAGGAGE. CARRIER SHALL MAKE BAGGAGE IDENTIFICATION LABELS AVAILABLE AT NO COST TO THE PASSENGERS.

(B) MOVEMENT OF BAGGAGE

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

INSPECTION BY CARRIER - 72

(C) INSPECTION BY CARRIER

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

UNSUITABLE BAGGAGE - 73

(D) DANGEROUS, DAMAGEABLE OR UNSUITABLE BAGGAGE

PASSENGER MUST NOT INCLUDE IN HIS/HER BAGGAGE ARTICLES WHICH ARE LIKELY TO ENDANGER THE AIRCRAFT, PERSONS, OR

PROPERTY, WHICH ARE LIKELY TO BE DAMAGED BY AIR CARRIAGE OR WHICH ARE UNSUITABLY PACKED, OR THE CARRIAGE OF WHICH IS FORBIDDEN BY ANY APPLICABLE LAWS, REGULATIONS OR ORDERS OF ANY STATE TO BE FLOWN FROM, INTO, OR OVER. IF THE WEIGHT, SIZE OR CHARACTER OF BAGGAGE RENDERS IT UNSUITABLE FOR CARRIAGE ON THE AIRCRAFT, CARRIER, PRIOR TO OR AT ANY STAGE OF THE JOURNEY, WILL REFUSE TO CARRY THE BAGGAGE.

THE FOLLOWING ARTICLES WILL BE CARRIED AS BAGGAGE ONLY WITH THE PRIOR CONSENT OF, AND ARRANGEMENT WITH CARRIER, IN ACCORDANCE WITH CARRIER'S REGULATIONS:

(1) FIREARMS

- (A) FIREARMS WILL BE ACCEPTED ONLY WHEN UNLOADED AND SUITABLY PACKED AND WHEN CHECKED FOR CARRIAGE IN THE BAGGAGE OR OTHER COMPARTMENT OF THE AIRCRAFT NOT ACCESSIBLE TO THE PASSENGER.
- (B) AT THE TIME OF CHECK-IN, FIREARM(S) WILL BE SURRENDERED AND THE PASSENGER WILL BE REQUIRED TO MAKE A WRITTEN OR VERBAL DECLARATION THAT THE FIREARM(S) AS SURRENDERED IS SAFE FOR TRANSPORTATION.
- (C) WHEN FIREARMS USED FOR SPORT PURPOSES ARE CARRIED ON THE AIRCRAFT, ENTRY PERMITS SHALL BE IN THE POSSESSION OF THE PASSENGER FOR THE COUNTRY OR COUNTRIES OF TRANSIT AND DESTINATION.

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

- (A) SMALL ARMS AMMUNITIONS SHALL BE ACCEPTED ONLY FOR CARRIAGE IN THE BAGGAGE/CARGO COMPARTMENTS OF THE AIRCRAFT AND ONLY WITH PRIOR APPROVAL.
- (B) SMALL ARMS AMMUNITION FOR SPORTING PURPOSES IN QUANTITIES NOT EXCEEDING 5 KILOGRAMS (11 LBS.) GROSS WEIGHT PER PASSENGER, SECURELY PACKAGED FOR PERSONAL USE, EXCLUDING THOSE WITH EXPLOSIVE OR INCENDIARY PROJECTILES.

(3) LIQUIDS

- (4) LIVE ANIMALS, INCLUDING BIRDS AND REPTILES, OTHER THAN PETS, DOGS TRAINED TO LEAD THE BLIND AND DOGS TRAINED TO ASSIST THE DEAF.

(5) PETS

ACCEPTABILITY

PETS, INCLUDING DOGS, CATS AND BIRDS, WHEN PROPERLY CRATED IN LEAKPROOF CONTAINERS AND ACCOMPANIED BY VALID HEALTH AND RABIES VACCINATION CERTIFICATES, ENTRY PERMITS AND OTHER DOCUMENTS REQUIRED BY COUNTRIES OF ENTRY OR TRANSIT, WILL BE ACCEPTED FOR CARRIAGE AT THE OWNER'S RISK, AND SUBJECT TO REQUIREMENTS OF CARRIER. CARRIER MAY LIMIT THE NUMBER AND TYPE OF PETS, REFUSE TO CARRY PETS IN ANY ONE AIRCRAFT EITHER IN THE BAGGAGE OR CARGO COMPARTMENTS OR IN THE PASSENGER CABIN, OR REFUSE TO CARRY PET(S) IF IT REQUIRES ATTENTION IN TRANSIT. (SEE RULE 115(E)(3)).

EXCEPTION 1: CARRIER WILL ACCEPT PETS FOR

CARRIAGE ONLY IN CARGO COMPARTMENTS  
OR IN ALL CARGO AIRCRAFT.

EXCEPTION 2: CARRIER WILL NOT ACCEPT PETS, EXCEPT  
DOGS TRAINED TO LEAD THE BLIND AND  
DOGS TRAINED TO ASSIST THE DEAF, AS  
BAGGAGE ON FLIGHTS TO OR THROUGH  
HONG KONG.

- (6) PHOTOFLASH BULBS  
WHEN APPROPRIATELY MARKED AND CONTAINED IN THE  
ORIGINAL PACKAGE OF THE MANUFACTURER.
- (7) RESTRICTED ARTICLES
  - (A) COMPRESSED GASES, FLAMMABLE, NON-FLAMMABLE  
AND POISONOUS; CORROSIVES SUCH AS ACIDS AND  
WET BATTERIES; FLAMMABLE LIQUIDS AND SOLIDS  
(SUCH AS MATCHES, LIGHTER FUELS, RUBBING  
ALCOHOL); OXIDIZING MATERIALS; POISONS;  
RADIOACTIVE MATERIALS; AND OTHER RESTRICTED  
ARTICLES (SUCH AS MATERIALS, OFFENSIVE OR  
IRRITATING MATERIALS).
  - (B) BRIEF CASES AND ATTACHE CASES WITH INSTALLED  
ALARM DEVICES; ETIOLOGIC AGENTS AND NOXIOUS  
MATERIALS.
- (8) POWER DRIVEN WHEELCHAIRS  
POWER DRIVEN WHEELCHAIRS SHALL BE ACCEPTED  
PROVIDED:
  - (A) WHEELCHAIR IS DRIVEN BY DRY CELL BATTERIES OR  
NON-SPILLABLE  
TYPES OF BATTERIES.
  - (B) WHEELCHAIR IS DRIVEN BY WET CELL BATTERIES  
WHICH ARE NOT OF A NON-SPILLABLE TYPE AND  
BATTERY IS REMOVED FROM WHEELCHAIR AND NOT  
CARRIED ON AIRCRAFT.

FREE BAGGAGE ALLOWANCE - 74

- (E) FREE BAGGAGE ALLOWANCE FOR PASSENGERS OTHER THAN  
CHILDREN
  - (1) COMBINED SERVICES
    - (A) FOR THROUGH JOURNEYS WHERE THE PASSENGER  
TRAVELS PARTLY ON FIRST CLASS SERVICES, AND  
PARTLY ON BUSINESS/TOURIST/COACH/ECONOMY OR  
THRIFT CLASS SERVICE, THE FREE BAGGAGE  
ALLOWANCE FOR EACH PORTION OF THE TRIP SHALL  
BE THAT APPLICABLE TO THE CLASS OF SERVICE  
FOR WHICH THE FARE IS PAID.
    - (B) WHEN A PASSENGER WHO HAS PAID THE FIRST CLASS  
FARE TRAVELS ON BUSINESS/TOURIST/  
COACH/ECONOMY OR THRIFT CLASS SERVICE, THE

FREE BAGGAGE ALLOWANCE - 74

- (E) FREE BAGGAGE ALLOWANCE FOR PASSENGERS OTHER THAN  
CHILDREN
  - (1) COMBINED SERVICES
    - (A) FOR THROUGH JOURNEYS WHERE THE PASSENGER  
TRAVELS PARTLY ON FIRST CLASS SERVICES, AND  
PARTLY ON BUSINESS/TOURIST/COACH/ECONOMY OR

THRIFT CLASS SERVICE, THE FREE BAGGAGE ALLOWANCE FOR EACH PORTION OF THE TRIP SHALL BE THAT APPLICABLE TO THE CLASS OF SERVICE FOR WHICH THE FARE IS PAID.

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

(2) HAND CARRIED BAGGAGE

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

- (A) A HANDBAG, POCKETBOOK OR PURSE WHICH IS APPROPRIATE TO NORMAL TRAVELING DRESS AND WHICH IS NOT BEING USED AS A CONTAINER FOR THE TRANSPORTATION OF ARTICLES REGARDED AS BAGGAGE;
- (B) AN OVERCOAT, WRAP OR BLANKET;
- (C) AN UMBRELLA OR WALKING STICK;
- (D) A SMALL CAMERA AND A PAIR OF BINOCULARS;
- (E) A REASONABLE AMOUNT OF READING MATTER FOR THE FLIGHT;
- (F) INFANT'S FOOD FOR CONSUMPTION IN FLIGHT;
- (G) INFANT'S CARRYING BASKET OR BASSINET;
- (H) A FULLY COLLAPSIBLE INVALID'S WHEEL CHAIR AND/OR A PAIR OF CRUTCHES, AND/OR BRACES OR OTHER PROSTHETIC DEVICE FOR THE PASSENGER'S USE; PROVIDED THAT THE PASSENGER IS DEPENDENT UPON THEM.
- (I) ONE PIECE OF HAND BAGGAGE SUITABLE FOR PLACING IN CLOSED OVERHEAD RACK OR UNDER PASSENGER'S SEAT, PROVIDED THAT THE MAXIMUM DIMENSIONS (THE SUM OF THE THREE DIMENSIONS) DO NOT EXCEED 45 INCHES (115 CMS.).
- (J) ANY OTHER ARTICLES, INCLUDING OVERNIGHT BAGS, BRIEF CASES, TYPEWRITER, PERSONAL RADIOS, VANITY OR COSMETIC CASES, HAT BOXES, LARGE CAMERAS AND READING MATTER WHICH CANNOT REASONABLY BE READ DURING THE FLIGHT WILL NOT BE CARRIED FREE UNLESS THEY ARE INCLUDED IN THE FREE BAGGAGE ALLOWANCE.

EXCEPTION: (APPLICABLE ONLY FROM/TO CANADA). ANY OTHER ARTICLES SHALL NOT BE CARRIED FREE IN ADDITION TO THE FREE ALLOWANCE AND CARRIERS SHALL LIMIT THE ACCEPTANCE OF SUCH OTHER ARTICLES FOR CARRIAGE IN THE PASSENGER CABIN TO CONFORM WITH SECURITY REGULATIONS AND/OR INTERLINE LIMITATIONS.

(3) DOGS ACCOMPANYING PASSENGERS

- (A) A DOG TRAINED TO LEAD THE BLIND WILL BE CARRIED FREE OF CHARGE IN ADDITION TO THE NORMAL FREE BAGGAGE ALLOWANCE PROVIDED THAT

SUCH A DOG ACCOMPANIES A PASSENGER WITH IMPAIRED VISION DEPENDENT UPON IT, AND IS PROPERLY HARNESSSED AND MUZZLED, AND DOES NOT OCCUPY A SEAT. HOWEVER, SUCH DOGS WILL NOT BE CARRIED UNLESS PROPER PERMITS ARE OBTAINED FOR ENTRY INTO THE COUNTRY OR TERRITORY OF DESTINATION AND COUNTRIES OR TERRITORIES OF TRANSIT WHERE SUCH PERMITS ARE REQUIRED AND ONLY IF THE EVIDENCE OF POSSESSION OF SUCH PERMITS ARE PRESENTED PRIOR TO RESERVATIONS BEING MADE. IF ANY COUNTRY OR TERRITORY ON THE ROUTE PROHIBITS THE ENTRY OF DOGS, CARRIAGE WILL BE REFUSED. UNDER CERTAIN OPERATING CONDITIONS SUCH AS LONG NON-STOP FLIGHTS OR ON CERTAIN TYPES OF AIRCRAFT IT IS IMPRACTICAL TO CARRY A DOG IN THE PASSENGER COMPARTMENTS AND UNDER SUCH CONDITIONS CARRIAGE WILL BE REFUSED. CARRIER WILL NOT BE RESPONSIBLE IN THE EVENT ANY SUCH DOG IS REFUSED ENTRY INTO OR PASSAGE THROUGH ANY COUNTRY OR TERRITORY. THE OWNER ASSUMES ALL RISK OF INJURY TO OR SICKNESS OR DEATH OF SUCH ANIMAL.

(B) A DOG TRAINED TO ASSIST THE DEAF  
A DOG TRAINED TO ASSIST THE DEAF WILL BE CARRIED FREE OF CHARGE IN ADDITION TO THE NORMAL FREE BAGGAGE ALLOWANCE PROVIDED THAT SUCH A DOG ACCOMPANIES A PASSENGER WITH IMPAIRED HEARING DEPENDING UPON SUCH A DOG AND THAT SUCH PASSENGER'S IMPAIRED HEARING SHALL BE EVIDENCED BY A MEDICAL CERTIFICATE. HOWEVER, SUCH DOGS WILL NOT BE CARRIED UNLESS PROPER PERMITS ARE OBTAINED FOR ENTRY INTO THE COUNTRY OR TERRITORY OF DESTINATION AND COUNTRIES OR TERRITORIES OF TRANSIT WHERE SUCH PERMITS ARE PRESENTED PRIOR TO THE RESERVATION BEING MADE. IF ANY COUNTRY OR TERRITORY ON THE ROUTE PROHIBITS THE ENTRY OF DOGS, CARRIAGE WILL BE REFUSED. UNDER CERTAIN OPERATING CONDITIONS SUCH AS LONG NON-STOP FLIGHTS OR ON CERTAIN TYPES OF AIRCRAFT CARRIAGE WILL BE REFUSED, CX WILL NOT BE RESPONSIBLE IN THE EVENT ANY SUCH DOG IS REFUSED ENTRY INTO OR PASSAGE THROUGH ANY COUNTRY OR TERRITORY. THE OWNER ASSUMES ALL RISK OR INJURY TO OR SICKNESS OR DEATH OF SUCH ANIMAL.

- (4) ACCOMPANIED PETS  
ACCOMPANIED PETS, WHEN ACCEPTED, INCLUDING THE CONTAINERS CARRIED, WILL NOT BE INCLUDED IN THE FREE BAGGAGE ALLOWANCE OF THE PASSENGER, AND THE PASSENGER WILL BE ASSESSED THE APPLICABLE EXCESS BAGGAGE WEIGHT CHARGE.
- (5) BICYCLES  
BICYCLES WILL BE INCLUDED IN THE FREE BAGGAGE ALLOWANCE OF THE PASSENGER.
- (6) 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.

- (F) FREE BAGGAGE ALLOWANCE FOR CHILDREN
- (1) CHILDREN FOR WHOM THE FARE IS 10 PERCENT OF THE NORMAL ADULT FARE, WILL BE PERMITTED A FREE ALLOWANCE OF ONE CHECKED BAG NOT EXCEEDING 45 INCHES (115 CMS.) IN SIZE PLUS ONE FULLY COLLAPSIBLE CHILD'S PUSHCHAIR/STROLLER.
  - (2) CHILDREN FOR WHOM THE FARE IS 50 PERCENT OR MORE OF THE NORMAL ADULT FARE WILL BE GRANTED FREE BAGGAGE ALLOWANCE ON THE SAME BASIS AS A PASSENGER PAYING THE ADULT FARE AND SUBJECT TO THE SAME EXCEPTIONS AS SET FORTH IN PARAGRAPH (E) ABOVE.
- (G) COMBINATION OF FREE BAGGAGE ALLOWANCES WHERE TWO OR MORE PASSENGERS TRAVELING AS ONE PARTY TO A COMMON DESTINATION OR POINT OF STOPOVER BY THE SAME FLIGHT, PRESENT THEMSELVES AND THEIR BAGGAGE FOR TRAVELING AT THE SAME TIME AND PLACE, THEY SHALL BE PERMITTED A TOTAL FREE BAGGAGE ALLOWANCE EQUAL TO THE COMBINATION OF THEIR INDIVIDUAL FREE BAGGAGE ALLOWANCES.

EXCESS/OVERSIZE/OVERWEIGHT - 75

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

EXCESS VALUE CHARGES - 76

- (I) EXCESS VALUE CHARGES
- EXCEPT AS OTHERWISE PROVIDED IN PARAGRAPH (J) BELOW, A PASSENGER MAY DECLARE A VALUE IN EXCESS OF USD 20.00, CAD 20.00 (250 FRENCH GOLD FRANCS) OR ITS EQUIVALENT PER KILOGRAM IN THE CASE OF CHECKED BAGGAGE. WHEN SUCH DECLARATIONS ARE MADE, CHARGES FOR THE ENTIRE VALUE OF SUCH BAGGAGE OR PROPERTY WILL BE ASSESSED BY OR ON BEHALF OF CARRIER AND APPLICABLE ONLY TO THE PORTION(S) OF THE JOURNEY FLOWN ENTIRELY BY CX AT THE RATE USD 0.50, CAD 0.50 PER EACH USD 100.00, CAD 100.00 OR

FRACTION THEREOF; PROVIDED HOWEVER, THAT SUCH HIGHER DECLARED VALUE SHALL NOT APPLY TO MONEY, JEWELRY, SILVERWARE, NEGOTIABLE PAPERS, SECURITIES, BUSINESS DOCUMENTS, SAMPLES, PAINTINGS ANTIQUES, ARTIFACTS, MANUSCRIPTS, IRREPLACEABLE BOOKS OR PUBLICATIONS, CAMERAS OR OTHER PHOTOGRAPHIC OR MOVIE EQUIPMENT, AND WORKING PAPERS, I.E., WORKING FILES, STUDIES, REFERENCE MATERIAL, CORRESPONDENCE, THESES, OR OTHER SIMILAR VALUABLES WHEN SUCH VALUABLES ARE INCLUDED IN BAGGAGE CHECKED OR OTHERWISE DELIVERED INTO THE CUSTODY OF THE CARRIER.

(J) VALUATION LIMIT OF BAGGAGE

NO BAGGAGE OF ANY ONE PASSENGER HAVING A DECLARED VALUE IN EXCESS OF USD/CAD 2500.00 WILL BE ACCEPTED FOR CARRIAGE, UNLESS SPECIAL ARRANGEMENT THEREFORE HAS BEEN MADE IN ADVANCE BETWEEN THE PASSENGER AND THE CARRIERS CONCERNED.

EXCEPTION: CARRIER WILL NOT ACCEPT DECLARATION OF VALUE IN EXCESS OF USD 2000.00 PER PASSENGER WHEN TOTAL WEIGHT OF BAGGAGE IS WITHIN 20 KILOGRAMS (44 POUNDS) AND USD 100.00 PER KILOGRAM (2.2 POUNDS) IF TOTAL WEIGHT OF BAGGAGE EXCEEDS 20 KILOGRAMS (44 POUNDS).

BAGGAGE - 77

(K) COLLECTION OF EXCESS VALUE CHARGES

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

EXCEPTION: EXCESS VALUE CHARGES WILL BE PAYABLE ONLY TO THE POINT TO WHICH THE BAGGAGE IS CHECKED OR TO THE POINT OF TRANSFER TO ANOTHER CARRIER IF SUCH POINT PRECEDES OF THE POINT TO WHICH BAGGAGE IS CHECKED.

(L) PAYMENT OF CHARGES

CARRIER WILL NOT BE OBLIGATED TO CARRY BAGGAGE UNTIL THE PASSENGER HAS PAID ALL APPLICABLE CHARGES OR HAS COMPLIED WITH CREDIT ARRANGEMENTS ESTABLISHED BY CARRIER.

(M) 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 FARES OR THE REFUNDING OF FARES 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 MADE WHEN A PORTION OF THE CARRIAGE HAS BEEN COMPLETED.

CHECKING OF BAGGAGE - 78

- (N) CHECKING OF BAGGAGE BY CARRIER  
EXCEPT AS OTHERWISE PROVIDED IN THIS RULE, EACH PARTICIPATING CARRIER WILL, UPON PRESENTATION BY A FARE PAYING PASSENGER OF A VALID TICKET COVERING TRANSPORTATION OVER THE LINES OF SUCH CARRIER, OR OVER THE LINES OF SUCH CARRIER AND ONE OR MORE OTHER PARTICIPATING CARRIERS, CHECK PERSONAL PROPERTY WHICH IS TENDERED BY THE PASSENGER FOR TRANSPORTATION AS BAGGAGE, WHEN TENDERED AT THE CITY OR AIRPORT OFFICE DESIGNATED BY THE CARRIER, AND WITHIN THE TIMES PRESCRIBED BY SUCH CARRIER; BUT NO PARTICIPATING CARRIER WILL CHECK PROPERTY SO TENDERED:
- (1) BEYOND THE DESTINATION, OR NOT ON THE ROUTING, DESIGNATED ON SUCH TICKET.
  - (2) BEYOND A POINT OF STOPOVER.
  - (3) BEYOND A POINT OF TRANSFER TO ANY OTHER CARRIER, IF THE PASSENGER HAS DECLARED A VALUATION IN EXCESS OF THE AMOUNTS SPECIFIED IN PARAGRAPH (I) OF THIS RULE EXCEPT BETWEEN POINTS WHERE THROUGH INTERLINE SERVICE IS PROVIDED WITHOUT CHANGE OF AIRCRAFT BY TWO OR MORE PARTICIPATING CARRIERS AND PROVIDED FURTHER THAT CX WILL CHECK SUCH BAGGAGE BEYOND THE POINT OF TRANSFERS TO INTERNATIONAL CARRIERS.
  - (4) BEYOND A POINT WHICH THE PASSENGER HOLDS NO RESERVATION.
  - (5) BEYOND A POINT AT WHICH THE PASSENGER IS TO TRANSFER TO A CONNECTING FLIGHT, AND SUCH FLIGHT IS SCHEDULED TO DEPART FROM A DIFFERENT AIRPORT THAN THAT AT WHICH THE PASSENGER IS SCHEDULED TO ARRIVE AT SUCH POINT.
  - (6) BEYOND A POINT AT WHICH THE PASSENGER DESIRES TO RESUME POSSESSION OF SUCH PROPERTY OR ANY PORTION THEREOF; OR
  - (7) BEYOND A POINT BEYOND WHICH ALL APPLICABLE CHARGES HAVE NOT BEEN PAID.
  - (8) (APPLICABLE ONLY FOR THROUGH TRANSPORTATION.) TO A POINT TO WHICH THE PASSENGER HOLDS NO RESERVATION, UNLESS THE PASSENGER'S NAME OR INITIALS ARE ON THE OUTSIDE OF SUCH BAGGAGE.

DELIVERY OF CHECKED BAG - 79

- (O) DELIVERY OF CHECKED BAGGAGE BY CARRIER
- (1) CHECKED BAGGAGE WILL BE DELIVERED TO THE BEARER OF THE BAGGAGE CHECK UPON PAYMENT OF ALL UNPAID SUMS DUE CARRIER UNDER CONTRACT OF CARRIAGE AND UPON RETURN TO CARRIER OF THE BAGGAGE (CLAIM) TAG(S) ISSUED IN CONNECTION WITH SUCH BAGGAGE. CARRIER IS UNDER NO OBLIGATION TO ASCERTAIN THAT THE BEARER OF THE BAGGAGE CHECK AND BAGGAGE (CLAIM) TAG IS ENTITLED TO DELIVERY OF THE BAGGAGE, AND CARRIER IS NOT LIABLE FOR ANY LOSS, DAMAGE OR EXPENSE ARISING OUT OF OR IN CONNECTION WITH SUCH

DELIVERY OF THE BAGGAGE. EXCEPT AS OTHERWISE PROVIDED IN SUB-PARAGRAPH (3) HEREIN, DELIVERY WILL BE MADE AT THE DESTINATION SHOWN IN THE BAGGAGE CHECK.

- (2) IF THE PROVISIONS OF SUBPARAGRAPH (1) ABOVE, ARE NOT COMPLIED WITH BY A PERSON CLAIMING THE BAGGAGE, CARRIER WILL DELIVER THE BAGGAGE ONLY ON CONDITION THAT SUCH PERSON ESTABLISHES TO CARRIER'S SATISFACTION HIS RIGHTS THERETO, AND IF REQUIRED BY CARRIER, SUCH PERSON SHALL FURNISH ADEQUATE SECURITY TO INDEMNIFY CARRIER FOR ANY LOSS, DAMAGE OR EXPENSE WHICH MAY BE INCURRED BY CARRIER AS A RESULT OF SUCH DELIVERY.
- (3) AT THE REQUEST OF THE BEARER OF THE BAGGAGE CHECK AND BAGGAGE (CLAIM) TAG(S), CHECKED BAGGAGE WILL BE DELIVERED AT THE PLACE OF DEPARTURE OR AN INTERMEDIATE STOPPING PLACE UPON THE SAME CONDITION PROVIDED FOR IN SUB-PARAGRAPH (1) HEREOF, UNLESS PRECLUDED BY GOVERNMENT REGULATIONS, OR UNLESS TIME AND CIRCUMSTANCES DO NOT PERMIT. IN DELIVERING BAGGAGE AT THE PLACE OF DEPARTURE OR AT ANY INTERMEDIATE STOPPING PLACE, CARRIER SHALL BE UNDER NO OBLIGATION TO REFUND ANY CHARGES PAID.
- (4) ACCEPTANCE OF BAGGAGE BY THE BEARER OF THE BAGGAGE CHECK AND BAGGAGE (CLAIM) TAG(S) WITHOUT WRITTEN COMPLAINT AT THE TIME OF DELIVERY IS PRESUMPTIVE EVIDENCE THAT THE BAGGAGE HAS BEEN DELIVERED IN GOOD CONDITION AND IN ACCORDANCE WITH THE CONTRACT OF CARRIAGE.

FREE BAGGAGE ALLOWANCE - 80

- (P) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES SUBJECT TO THE PROVISIONS OF PARAGRAPHS (E) OF THIS RULE, THE FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES WILL BE:
  - (1) FREE BAGGAGE ALLOWANCE FOR PASSENGERS OTHER THAN CHILDREN
    - (A) FOR FIRST CLASS/MARCO POLO BUSINESS CLASS SERVICE
      - (I) TWO PIECES OF BAGGAGE OF WHICH THE SUM OF THE GREATEST OUTSIDE LINEAR DIMENSIONS OF EACH BAG DOES NOT EXCEED 62 INCHES, AND PROVIDED THE WEIGHT OF EACH BAG DOES NOT EXCEED 70 LBS. (32 KGS.)
      - (II) ONE OR MORE ADDITIONAL PIECES OF BAGGAGE (MEASURED TOGETHER IF MORE THAN ONE PIECE) OF WHICH THE SUM OF THE GREATEST OUTSIDE LINEAR DIMENSIONS DOES NOT EXCEED 45 INCHES, EXCEPT WHERE ACTUAL UNDERSEAT SPACE FACILITIES REQUIRE A BAG OF LESSER SIZE. SUCH ADDITIONAL PIECE(S) MUST BE CARRIED ON BOARD THE AIRCRAFT BY THE PASSENGER.

- (B) ECONOMY/EXECUTIVE/TOURIST/COACH CLASS SERVICE
  - (I) TWO PIECES OF BAGGAGE OF WHICH THE SUM OF THE GREATEST OUTSIDE LINEAR DIMENSIONS OF EACH BAG DOES NOT EXCEED 62 INCHES, AND PROVIDED THE WEIGHT OF EACH BAG DOES NOT EXCEED 50 LBS. (23KGS)
  - (II) ONE OR MORE ADDITIONAL PIECES OF BAGGAGE (MEASURED TOGETHER IF MORE THAN ONE PIECE) OF WHICH THE SUM OF THE GREATEST OUTSIDE LINEAR DIMENSIONS DOES NOT EXCEED 45 INCHES, EXCEPT WHERE ACTUAL UNDERSEAT SPACE FACILITIES REQUIRE A BAG.
- (C) OTHER SPECIAL PIECES OF BAGGAGE
  - (I) IN LIEU OF THE PIECES OF BAGGAGE PROVIDED FOR IN (A) OR (B) ABOVE, ANY ARTICLES LISTED BELOW, REGARDLESS OF THE ACTUAL DIMENSIONS WILL BE CONSIDERED TO BE A PIECE OF BAGGAGE WHOSE OUTSIDE LINEAR DIMENSIONS, ARE 53 INCHES:
    - (AA) ONE SLEEPING BAG OR BEDROLL;
    - (BB) ONE RUCKSACK/KNAPSACK/BACKPACK;
    - (CC) ONE PAIR OF SNOW SKIS WITH ONE PAIR OF SKI POLES AND ONE PAIR OF SKI BOOTS;
    - (DD) ONE GOLF BAG CONTAINING GOLF CLUBS AND ONE PAIR OF GOLF SHOES;
    - (EE) ONE DUFFEL-TYPE BAG OR B-4-TYPE BAG (SEE NOTE).
    - (FF) ONE PACKED BICYCLE (SINGLE SEAT TOURING OR RACING BICYCLE, NON-MOTORIZED) PROVIDED THAT THE HANDLEBARS ARE FIXED SIDEWAYS AND THE PEDALS ARE REMOVED.
    - (GG) SUITABLY PACKED FISHING EQUIPMENT CONSISTING OF TWO RODS, ONE REAL, ONE LANDING NET, ONE PAIR OF FISHING BOOTS AND ONE FISHING TACKLE BOX.
  - NOTE: "DUFFEL BAG" MEANS A CANVAS CYLINDRICAL-SHAPED BAG, FOLDED AND FASTENED AT ONE END; "SEA BAG" MEANS A CANVAS CYLINDRICAL-SHAPED BAG CLOSED AT ONE END BY MEANS OF DRAW ROPES, AND "B-4 BAG" MEANS A SUITCASE-TYPE OF HANDBAG MADE OF CANVAS WITH LEATHER AND METAL BINDINGS AND FITTINGS AND WITH EXPANDABLE CANVAS COMPARTMENTS ON THE TWO SIDES OF THE BAG.
  - (II) IN LIEU OF THE PIECES OF BAGGAGE PROVIDED FOR IN (A) OR (B), ANY PORTABLE MUSICAL INSTRUMENT NOT EXCEEDING 39 INCHES IN LENGTH WILL BE CONSIDERED TO BE ONE PIECE OF BAGGAGE AT 39 INCHES.
- (2) FREE BAGGAGE ALLOWANCE FOR CHILDREN
  - (A) CHILDREN CARRIED FREE OF CHARGE WILL BE GRANTED NO FREE BAGGAGE ALLOWANCE.

- (B) CHILDREN PAYING 10 PERCENT OF THE NORMAL ADULT FARE WILL BE ALLOWED ONE PIECE OF CHECKED BAGGAGE WHOSE SUM OF THE THREE DIMENSIONS DOES NOT EXCEED 45 INCHES PLUS ONE CHECKED FULLY COLLAPSIBLE CHILD'S STROLLER OR PUSH-CHAIR.
- (C) CHILDREN PAYING 50 PERCENT OR MORE OF THE NORMAL ADULT FARE WILL BE GRANTED FREE BAGGAGE ALLOWANCE ON THE SAME BASIS AS A PASSENGER PAYING THE ADULT FARE.
- (3) EXCESS BAGGAGE CHARGES
  - (A) BAGGAGE IN EXCESS OF THAT PROVIDED ABOVE WILL BE ACCEPTED ONLY UPON PAYMENT OF THE CHARGES LISTED BELOW IN THE FOLLOWING MANNER:
    - (I) EACH PIECE OF BAGGAGE IN EXCESS OF THE NUMBER PROVIDED FOR ABOVE WILL BE ASSESSED THE APPLICABLE CHARGE LISTED IN SUBPARAGRAPH (E) BELOW.
    - (II) EACH PIECE OF BAGGAGE WHOSE SUM OF THE THREE DIMENSIONS EXCEEDS THOSE PERMITTED ABOVE BUT DOES NOT EXCEED 80 INCHES OR THE WEIGHT OF WHICH DOES NOT EXCEED 70 LBS. (32 KGS.) WILL BE ASSESSED THE APPLICABLE CHARGE LISTED IN SUBPARAGRAPH (E) BELOW.
    - (III) EACH PIECE OF BAGGAGE BOTH IN EXCESS OF THE NUMBER PERMITTED ABOVE AND WHOSE DIMENSIONS EXCEED THE DIMENSIONS PERMITTED ABOVE BUT DOES NOT EXCEED 80 INCHES WILL BE ASSESSED 200 PERCENT OF THE APPLICABLE CHARGE LISTED IN SUBPARAGRAPH (E) BELOW.
    - (IV) EACH PIECE OF BAGGAGE WHOSE SUM OF THE THREE DIMENSIONS EXCEEDS 80 INCHES, AND/OR WHOSE WEIGHT EXCEEDS 32 KGS, WILL BE CARRIED AS ACCOMPANIED BAGGAGE ONLY IF ADVANCE ARRANGEMENTS ARE MADE WITH CARRIER. SUCH BAGGAGE SHALL BE WEIGHED AND IT SHALL BE ASSESSED 300 PERCENT OF THE APPLICABLE CHARGE LISTED IN SUBPARAGRAPH (E) BELOW FOR THE FIRST 45 KGS. OR FRACTION THEREOF. EACH ADDITIONAL 10 KGS. (22 LBS.) OR FRACTION THEREOF OVER 45 KGS. (99 LBS.) ONE ADDITIONAL EXCESS CHARGE WILL BE MADE E.G. 50 KGS. (110 LBS.) - 4 CHARGES, 65 KGS. (143 LBS) - 5 CHARGES ETC.
    - (V) FOR BAGGAGE UP TO AND INCLUDING 70 LBS. (32 KGS.) THE CHARGE FOR EACH BAG (PIECE) WITHIN THE FREE ALLOWANCE WHOSE WEIGHT EXCEEDS 50 LBS. (23KGS.) SHALL BE AS FOLLOWS:
      - NOTE: USD/CAD 25.00 OR EQUIVALENT IN LOCAL CURRENCY AT THE BANKERS RATE OF EXCHANGE SHALL APPLY.
  - (B) SPORTING EQUIPMENT WILL BE ASSESSED THE CHARGES PUBLISHED BELOW FOR EACH ITEM OF SPORTING EQUIPMENT LISTED:
    - (I) GOLFING EQUIPMENT CONSISTING OF ONE

GOLF BAG (CONTAINING GOLF CLUBS) AND ONE PAIR OF GOLF SHOES WILL BE INCLUDED IN DETERMINING THE FREE BAGGAGE ALLOWANCE AND IF IN EXCESS WILL BE ASSESSED 50 PERCENT OF THE APPLICABLE CHARGE LISTED IN SUBPARAGRAPH (E) BELOW. HOWEVER, ONLY ONE SET OF GOLFING EQUIPMENT WILL BE INCLUDED IN THE FREE BAGGAGE ALLOWANCE. ANY SETS OF GOLFING EQUIPMENT IN EXCESS OF ONE WILL NOT BE INCLUDED IN THE FREE BAGGAGE ALLOWANCE AND WILL BE ASSESSED THE APPLICABLE CHARGE LISTED IN SUBPARAGRAPH (E) BELOW.

(II) SNOW SKIING EQUIPMENT CONSISTING OF ONE PAIR OF SNOW SKIS, ONE PAIR OF SKI POLES AND ONE PAIR OF SKI BOOTS WILL BE INCLUDED IN DETERMINING THE FREE BAGGAGE ALLOWANCE AND IF IN EXCESS WILL BE ASSESSED 25 PERCENT OF THE APPLICABLE CHARGE LISTED IN SUBPARAGRAPH (E) BELOW. HOWEVER, ONLY ONE SET OF SNOW SKIING EQUIPMENT WILL BE INCLUDED IN THE FREE BAGGAGE ALLOWANCE. ANY SETS OF SNOW SKIING EQUIPMENT IN EXCESS OF ONE WILL NOT BE INCLUDED IN THE FREE BAGGAGE ALLOWANCE AND WILL BE ASSESSED THE APPLICABLE CHARGE LISTED IN SUBPARAGRAPH (E) BELOW.

(III) ONE BICYCLE (SINGLE SEAT TOURING OR RACING BICYCLE, NON-MOTORIZED, PROVIDED THE HANDLEBARS ARE FIXED SIDEWAYS AND PEDALS REMOVED) WILL BE INCLUDED IN DETERMINING THE FREE BAGGAGE ALLOWANCE AND IF IN EXCESS WILL BE ASSESSED THE APPLICABLE CHARGE LISTED IN SUBPARAGRAPH (E) BELOW REGARDLESS OF THE ACTUAL DIMENSIONS.

(C) ACCOMPANIED PETS IN A CONTAINER, SUBJECT TO THE CONDITIONS OF ACCEPTANCE STATED IN THIS RULE WILL NOT BE INCLUDED IN DETERMINING THE FREE BAGGAGE ALLOWANCE AND WILL BE ASSESSED THE APPLICABLE CHARGE LISTED IN SUBPARAGRAPH (E) BELOW.

EXCEPTION: THE ASSESSMENT SHALL BE 200 PERCENT OF THE APPLICABLE CHARGE LISTED IN SUBPARAGRAPH (E) BELOW.

(D) BULKY BAGGAGE BULKY BAGGAGE RETAINED IN THE PASSENGER'S CUSTODY OTHER THAN ARTICLES LISTED IN (B) ABOVE.

SUBJECT TO ADVANCE ARRANGEMENTS, EACH PASSENGER MAY CARRY ON BOARD THE AIRCRAFT BAGGAGE OF SUCH BULKY OR FRAGILE NATURE AS TO REQUIRE THE BLOCKING OUT OR USE OF A SEAT(S):

- (I) MAXIMUM WEIGHT  
A MAXIMUM WEIGHT OF 75 KGS. (165 LBS.)

PER SEAT IS PERMITTED, PROVIDED THAT THE WEIGHT OF SUCH BAGGAGE SHALL NOT BE INCLUDED IN DETERMINING THE PASSENGER'S FREE BAGGAGE ALLOWANCE OR EXCESS BAGGAGE CHARGES.

(II)

CHARGES  
 THE CHARGE PER SEAT SHALL BE THE APPLICABLE CHARGE LISTED IN SUBPARAGRAPH (E) BELOW OR A MINIMUM CHARGE EQUAL TO 75 PERCENT OF THE NORMAL ONE WAY ADULT FARE FOR THE CLASS OF SERVICE USED BY THE PASSENGER BETWEEN THE POINTS BETWEEN WHICH THE BAGGAGE IS TO BE TRANSPORTED.  
 EXCEPTION: THE CHARGE PER SEAT SHALL BE EQUAL TO 75 PERCENT OF THE FULL ONE WAY ADULT FARE FOR THE CLASS OF SERVICE USED BY THE PASSENGER BETWEEN THE POINTS BETWEEN WHICH THE BAGGAGE IS TO BE TRANSPORTED.

(E) THE CHARGE FOR EACH PIECE OF EXCESS OR OVERSIZE BAGGAGE WILL BE AS INDICATED BELOW:  
 (I) TRANSPACIFIC: BETWEEN TC3 (EXCL. JAPAN) AND TC1 (EXCL. USA/MEXICO)

	VANCOUVER	OTHER CANADIAN CITIES	POINTS IN CENTRAL AMERICA/ PANAMA	POINTS IN BOLIVIA/ COLOMBIA/ ECUADOR/ GUYANA/ PERU/ SURINAME VENEZUELA
AFGHANISTAN	FROM -	-	-	-
	TO CAD 175	CAD 200	-	-
AUSTRALIA	FROM AUD 119	AUD 128	-	-
(NOTE 1)	TO CAD 150	CAD 175	-	-
BNE/CNS/SYD	FROM AUD 108	AUD 118	-	-
	TO CAD 150	CAD 175	-	-
BANGLADESH	FROM USD 133	USD 152	USD 174	USD 181
	TO CAD 175	CAD 200	USD 174	USD 181
BRUNEI	FROM BND 220	BND 240	BND 250	BND 260
	TO CAD 160	CAD 185	USD 174	USD 181
CAMBODIA	FROM USD 120	USD 135	USD 174	USD 181
	TO CAD 160	CAD 185	USD 174	USD 181
CHINA	FROM CNY 870	CNY 1020	CNY 1380	CNY 1440
	TO CAD 142	CAD 167	USD 165	USD 172
FIJI	FROM FJD 82	FJD 90	-	-
	TO CAD 115	CAD 140	-	-
HONG KONG	FROM HKD 860	HKD 1100	HKD 1280	HKD 1330
SAR	TO CAD 142	CAD 167	HKD 165	HKD 172
INDIA	FROM INR 4320	INR 4605	INR 6200	INR 6450
	TO CAD 175	CAD 200	USD 174	USD 181
INDONESIA	FROM USD 120	USD 135	USD 174	USD 181
	TO CAD 160	CAD 185	CAD 174	USD 181
KOREA,	FROM KRW 94000	KRW 116000	KRW 125000	KRW 13000
REPUBLIC OF	TO CAD 131	CAD 156	USD 145	USD 152

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LAOS,	FROM	USD 120	USD 135	USD 174	USD 181
PEOPLE'S	TO	CAD 160	CAD 185	USD 174	USD 181
DEMOCRATIC					
REPUBLIC OF					
MACAU	FROM	MOP 830	MOP 930	MOP 1320	MOP 1380
	TO	CAD 142	CAD 167	USD 165	USD 172
MALAYSIA	FROM	MYR 320	MYR 360	MYR 440	MYR 460
	TO	CAD 160	CAD 185	USD 174	USD 181
MYANMAR	FROM	MMK 740	MMK 820	MMK 1020	MMK 1060
	TO	CAD 160	CAD 185	USD 174	USD 181

FRENCH GUIANA

POINTS IN  
 ARGENTINA/  
 BRAZIL/  
 CHILE/  
 PARAGUAY/  
 URUGUAY

AFGHANISTAN	FROM	-	-
	TO	-	-
AUSTRALIA	FROM	-	-
(NOTE 1)	TO	-	-
BNE/CNS/SYD	FROM	-	-
	TO	-	-
BANGLADESH	FROM	USD 181	USD 225
	TO	FRF 935	USD 225
BRUNEI	FROM	BND 260	BND 319
	TO	FRF 935	USD 225
CAMBODIA	FROM	USD 181	USD 225
	TO	FRF 835	USD 225
CHINA	FROM	CNY 1440	CNY 1680
	TO	FRF 890	USD 215
FIJI	FROM	-	-
	TO	-	-
HONG KONG	FROM	HKD 1330	HKD 1590
SAR	TO	FRF 890	USD 215
INDIA	FROM	INR 6450	INR 8000
	TO	FRF 935	USD 225
INDONESIA	FROM	USD 181	USD 225
		USD 935	USD 225
KOREA, REP.	FROM	KRW 130000	KRW 150000
OF	TO	FRF 785	USD 193
LAOS,	FROM	USD 181	USD 225
PEOPLE'S	TO	USD 935	USD 225
DEMOCRATIC			
REP. OF			
MACAU	FROM	MOP 1380	MOP 1640
	TO	FRF 890	USD 215
MALAYSIA	FROM	MYR 460	MYR 560
	TO	FRF 935	USD 225
MYANMAR	FROM	MMK 1060	MMK 1310
	TO	FRF 935	USD 225

VANCOUVER OTHER  
 CANADIAN  
 POINTS

POINTS IN  
 CENTRAL  
 AMERICA/  
 PANAMA  
 POINTS IN  
 BOLIVIA/  
 COLOMBIA/  
 ECUADOR/  
 GUYANA/  
 PERU/

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						SURINAME/ VENEZUELA
NEPAL	FROM	USD 133	USD 152	USD 174	USD 181	
	TO	CAD 175	CAD 200	USD 174	USD 181	
NEW CALEDONIA	FROM	NZD 140	NZD 153	-	-	
	TO	CAD 125	CAD 150	-	-	
NEW ZEALAND	FROM	NZD 140	NZD 153	-	-	
	TO	CAD 125	CAD 150	-	-	
PAKISTAN	FROM	PKR 3248	PKR 3584	PKR 6170	PKR 6440	
	TO	CAD 175	CAD 200	USD 174	USD 181	
PAPUA NEW GUINEA	FROM	AUD 119	AUD 128	-	-	
	TO	CAD 115	CAD 140	-	-	
PHILIPPINES	FROM	USD 150	USD 165	USD 165	USD 172	
	TO	CAD 200	CAD 225	USD 165	USD 172	
SINGAPORE	FROM	SGD 220	SGD 240	SGD 250	SGD 260	
	TO	CAD 160	CAD 185	USD 174	USD 181	
SRI LANKA	FROM	-	-	LKR 9710	LKR 10100	
	TO	CAD 175	CAD 200	USD 174	USD 181	
TAHITI	FROM	USD 83	USD 92	-	-	
	TO	CAD 115	CAD 140	-	-	
TAIWAN, PROVINCE OF	FROM	TWD 3000	TWD 3500	TWD 4600	TWD 4800	
	TO	CAD 142	CAD 167	USD 165	USD 172	
THAILAND	FROM	THB 3760	THB 4365	THB 5335	THB 5580	
	TO	CAD 160	CAD 185	USD 174	USD 181	
VIET NAM	FROM	USD 120	USD 135	USD 174	USD 181	
	TO	CAD 160	CAD 185	USD 174	USD 181	
S.W.P.	FROM	USD 83	USD 92	-	-	
(NOTE 2)	TO	CAD 115	CAD 140	-	-	

						FRENCH GUIANA	POINTS IN ARGENTINA BRAZIL/CHILE/ PARAGUAY/URUGUAY
NEPAL	FROM		USD 181				USD 225
	TO		FRF 935				USD 225
NEW CALEDONIA	FROM		-				-
	TO		-				-
NEW ZEALAND	FROM		-				-
	TO		-				-
PAKISTAN	FROM		PKR 6440				PKR 8000
	TO		FRF 935				USD 225
PAPUA NEW GUINEA	FROM		-				-
	TO		-				-
PHILIPPINES	FROM		USD 172				USD 215
	TO		FRF 890				USD 215
SINGAPORE	FROM		SGD 260				SGD 320
	TO		FRF 935				USD 225
SRI LANKA	FROM		LKR 10100				LKR 12600
	TO		FRF 935				USD 225
TAHITI	FROM		-				-
	TO		-				-
TAIWAN	FROM		TWD 4800				TWD 5940
PROVINCE OF	TO		FRF 890				USD 215
THAILAND	FROM		THB 5580				THB 6940
	TO		FRF 935				USD 225
VIET NAM	FROM		USD 181				USD 225
	TO		FRF 935				USD 225
S.W.P.	FROM		-				-
(NOTE 2)	TO		-				-

NOTE 1: AUSTRALIA EXCLUDE BNE/BRISBAND,  
 CNS/CAINES, SYD/SYDNEY.  
 NOTE 2: ALL OTHER COUNTRIES IN THE SOUTH  
 WEST PACIFIC NOT SPECIFIED ABOVE.

DEFINITIONS FOR REFERENCES:

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

NORTH AMERICA - ALASKA (US), CANADA (CA), CONTINENTAL USA  
 (US), MEXICO (MX), SAINT PIERRE AND  
 MIQUELON.

CENTRAL AMERICA - BELIZE (BZ), COSTA RICA (CR), EL SALVADOR  
 (SV), GUATEMALA (GT), HONDURAS (HN),  
 NICARAGUA (NI).

SOUTH AMERICA - ARGENTINA (AR), BOLIVIA (BO), BRAZIL (BR),  
 CHILE (CL), COLOMBIA (CO), ECUADOR (EC),  
 FRENCH GUIANA (GF), GUYANA (GY), PANAMA  
 (PA), PARAGUAY (PY), PERU (PE), SURINAME  
 (SR), URUGUAY (UY), VENEZUELA (VE).

NORTHERN SOUTH AMERICA - BOLIVIA (BO), COLOMBIA (CO),  
 ECUADOR (EC), PERU (PE), VENEZUELA (VE)

CONTINENTAL USA - THE 48 CONTIGUOUS STATES AND THE DISTRICT  
 OF COLUMBIA (THIS DOES NOT INCLUDE  
 ALASKA, HAWAII, PUERTO RICO AND THE US  
 VIRGIN ISLANDS).

UNITED STATES - THE 50 STATES AND THE DISTRICT OF COLUMBIA  
 (US), PUERTO RICO (US), VIRGIN ISLAND (US).

(II) TRANSPACIFIC: BETWEEN TC3/MIDDLE EAST  
 AND USA/MEXICO, FROM LOS ANGELES TO  
 JOHANNESBURG

	LAX/PDX/ SFO/SEA	POINTS IN HAWAII ISLANDS	PUERTO RICO, VIRGIN	POINTS IN GUAM/ SAIPAN	OTHER U.S. POINTS AND MEXICO
	USD	USD	USD	USD	USD
AUSTRALIA BETWEEN/ (NOTE 1) AND	105	93	112	-	112
BRISBANE/ SYDNEY AND	99	87	106	-	106
BRUNEI BETWEEN/ AND	109	96	106	-	117
CAMBODIA BETWEEN/ AND	109	96	117	61	117
CHINA BETWEEN/ AND	89	75	96	41	96
HONG KONG BETWEEN/ SAR AND	110	75	96	41	130
INDIA BETWEEN/ AND	121	109	129	81	129
INDONESIA BETWEEN/	109	96	117	61	117

	AND					
OKINAWA	FROM JPY23300	JPY19800	JPY32000	JPY25600	JPY25600	
	TO CAD100	CAD84	CAD145	CAD109	CAD109	
						EXCEPT
						MEXICO 115
OTHER	FROM JPY 19800	JPY16200	JPY32000	JPY22000	JPY22000	
JAPANESE	TO USD100	USD 69	USD130	USD94	USD94	
POINTS						EXCEPT
						MEXICO 115
KOREA, FROM	KRW94000*	KRW79000	KRW139000	KRW116000	KRW116000	
REPUBLIC						
OF	TO USD 89	USD 75	USD 96	USD 41	USD 96	
MALAYSIA	BETWEEN/	109	96	117	61	117
	AND					
MALE	BETWEEN/	121	109	129	-	129
	AND					
MIDDLE	BETWEEN/	110	110	110	-	110
EAST	AND					
NEPAL	BETWEEN/	121	109	129	-	129
	AND					
NEW	BETWEEN/	86	74	93	-	93
CALEDONIA	AND					
NEW	BETWEEN/	86	74	93	-	93
ZEALAND	AND					
PAKISTAN	BETWEEN/	121	109	129	-	129
AND						
PAPUA NEW	BETWEEN/	105	93	112	-	112
GUINEA	AND					
PHILI-	BETWEEN/	150	125	160	41	160
PPINES	AND					
SINGAPORE	BETWEEN/	109	96	117	61	117
	AND					
JOHANNES-	TO	115	-	-	-	-
BURG						
(NOTE 3)						
SRI LANKA	BETWEEN/	121	109	129	-	129
	AND					
TAIWAN,	BETWEEN/	89	75	96	41	96
PROVINCE	AND					
OF						
THAILAND	BETWEEN	109	96	117	61	117
	AND					EXCEPT TO
						MEXICO
						THB 5815
VIETNAM	BETWEEN/	109	96	117	61	117
	AND					
S.W.P.	BETWEEN/	74	62	81	-	81
(NOTE 3)	AND					

\*RATE TO LOS ANGELES ALSO APPLIES TO ANCHORAGE  
 NOTE 1: AUSTRALIA EXCLUDE BRISBANE, SYDNEY.  
 NOTE 2: ALL OTHER COUNTRIES IN THE SOUTH WEST PACIFIC NOT SPECIFIED ABOVE.  
 NOTE 3: CHARGES APPLICABLE FROM LOS ANGELES ONLY.

(III) TRANSPACIFIC: TC1 AND JAPAN

LOCAL	OKINAWA	OTHER POINTS
CURR.		IN JAPAN

VANCOUVER	FROM	CAD	125	125
	TO	JPY	23300	19800
OTHER CANADIAN	FROM	CAD	150	150
POINTS	TO	JPY	25600	22000
POINTS IN	FROM	USD	130	130
CARIBBEAN	TO	JPY	32000	28400
POINTS IN	FROM	USD	145	145
AMERICA/PANAMA	TO	JPY	32000	28400
POINTS IN	FROM	USD	152	152
BOLIVIA/	TO	JPY	33600	30000
COLOMBIA/GUYANA/ PERU/SURINAME/ VENEZUELA				
FRENCH GUIANA	FROM	FRF	785	785
	TO	JPY	33600	30000
POINTS IN	FROM	USD	193	193
ARGENTINA	TO	JPY	38400	34800
BRAZIL/CHILE/ PARAGUAY/URUGUAY				

(IV) TRANSBORDER: BETWEEN CANADA AND U.S.A.

1. PIECES EXCEEDING THE FREE BAGGAGE ALLOWANCE WILL BE CHARGED AS SHOWN BELOW:

NUMBER OF EXCESS PIECES	CHARGES
1 - 3 EXCESS PIECES	CAD59/USD45 PER PIECE
4 - 6 EXCESS PIECES	CAD59/USD45 PER EXCESS PIECE FOR THE FIRST 3 PIECES, PLUS CAD85/USD65 PER PIECE FOR THE 4TH-6TH PIECES.
7 OR MORE EXCESS PIECES	CAD59/USD45 PER EXCESS PIECE FOR THE FIRST 3 PIECES, PLUS CAD85/USD65 PER PIECE FOR THE 4TH-6TH PIECES PLUS CAD169/USD 130 FOR THE 7TH AND ANY ADDITIONAL PIECES.

NOTE: IN ADDITION, EACH BAG MUST BE WITHIN SIZE AND WEIGHT ALLOWANCES. IF A BAG DOES NOT CONFORM TO THESE ALLOWANCE, SEE PROVISIONS IN 2. AND 3. BELOW.

2. OVERWEIGHT PIECES:

A. WHEN EXCESS PIECES ARE INVOLVED, A CAD59/USD45 CHARGE WILL BE ASSESSED FOR EACH PIECE OF CHECKED BAGGAGE EXCEEDING 50 LBS. THESE CHARGES ARE IN ADDITION TO THE EXCESS PIECE CHARGE LISTED IN 1. ABOVE.

B. NO BAG WEIGHING OVER 100 LBS. SHALL BE ACCEPTED UNDER ANY CIRCUMSTANCES.

3. OVERSIZE PIECES:

A. THE CHARGE FOR EACH PIECE OF CHECKED BAGGAGE THAT EXCEEDS THE MAXIMUM OUTSIDE LINEAR DIMENSIONS OF 62 INCHES SHALL BE CAD59/USD45. THESE CHARGES ARE IN ADDITION TO THE EXCESS PIECE OR WEIGHT CHARGES LISTED IN 1. AND 2. ABOVE.

B. NO PIECE OF BAGGAGE WITH OUTSIDE

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LINEAR DIMENSIONS EXCEEDING 115 INCHES  
SHALL BE ACCEPTED UNDER ANY  
CIRCUMSTANCES.

3.    OVERSIZE PIECES:
  - A.    THE CHARGE FOR EACH PIECE OF CHECKED BAGGAGE THAT EXCEEDS THE MAXIMUM OUTSIDE LINEAR DIMENSIONS OF 62 INCHES SHALL BE CAD59/USD45. THESE CHARGES ARE IN ADDITION TO THE EXCESS PIECE OR WEIGHT CHARGES LISTED IN 1. AND 2. ABOVE.
  - B.    NO PIECE OF BAGGAGE WITH OUTSIDE LINEAR DIMENSIONS EXCEEDING 115 INCHES SHALL BE ACCEPTED UNDER ANY CIRCUMSTANCES.

TITLE/APPLICATION - 70

FARE CONSTRUCTION

(A) GENERAL

EXCEPT AS PROVIDED IN PARAGRAPH (J) PUBLISHED FARES APPLY ONLY FOR CARRIAGE FROM THE AIRPORT AT THE POINT OF ORIGIN TO THE AIRPORT AT THE POINT OF DESTINATION. ALL FARES ARE ESTABLISHED IN THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRAVEL. FOR ASSISTANCE IN FARE COMPUTATION AND FARE CONSTRUCTION, NEUTRAL UNIT OF CONSTRUCTION (NUC) IS ESTABLISHED AGAINST ALL LOCAL SELLING FARES AND PUBLISHED ARBITRARIES. WHERE CX TICKET STOCK OR A CX FARE HAS BEEN USED, ALL RELEVANT GOVERNING RULES OR FARE RULES UNDER THIS TARIFF MUST BE USED.

PRECEDENCE OF FARES - 71

(B) PRECEDENCE OF FARES

UNLESS OTHERWISE PROVIDED IN CARRIER'S TARIFFS, A PUBLISHED FARE TAKES PRECEDENCE OVER THE COMBINATION OF INTERMEDIATE FARES APPLICABLE TO THE SAME CLASS BETWEEN THE SAME POINTS VIA THE SAME ROUTING. THE PRECEDENCE OF PUBLISHED FARE CHECK IS TO BE MADE FOR ALL TYPES OF JOURNEYS WHEREBY COMBINATIONS OF SECTOR FARES SHOULD NOT UNDERCUT THE DIRECT PUBLISHED FARE OR ADD-ON CONSTRUCTED FARE.

(1) MILEAGE PRINCIPLE

- (A) GENERAL - TOTAL TICKETED POINT MILEAGE (TPM) SHALL BE COMPARED WITH THE MAXIMUM PERMITTED MILEAGE (MPM) FOR THE COMPONENT.
- (B) "MAXIMUM PERMITTED MILEAGE (MPM)" IS THE MAXIMUM DISTANCE A PASSENGER MAY TRAVEL AT A ONE WAY OR HALF ROUND TRIP FARE BETWEEN THE TERMINAL POINTS OF A FARE COMPONENT.
- (C) "TICKETED POINT MILEAGE (TPM)" SHOWS MILEAGE BETWEEN TWO CONSECUTIVE TICKETED POINTS OF THE PASSENGER'S ROUTING.
- (D) ROUTING WITHIN MPM - WHERE THE SUM OF THE TPMS DOES NOT EXCEED THE COMPARABLE MPM, APPLY THE APPLICABLE DIRECT ROUTE FARE. SUCH COMPARISON MUST BE MADE USING TPMS, MPMS AND FARES WITH THE SAME GLOBAL INDICATOR PROVIDED THAT, TO ASCERTAIN THE APPLICABLE MPM BETWEEN TC2 AND TC3, THE SECTOR FLOWN BETWEEN TC2 AND TC3 SHALL DETERMINE THE GLOBAL INDICATOR; IF WITHIN A FARE COMPONENT THERE IS MORE THAN ONE SECTOR THAT TRANSITS BETWEEN TC2 AND TC3 THE SECTOR ATTRACTING THE HIGHEST TPM WILL BE USED TO DETERMINE THE MPM.
- (E) ROUTINGS EXCEEDING MPM - WHERE THE SUM OF THE TPMS IS IN EXCESS OF THE MPM BY:
  - THE FARE SHALL NOT BE LESS

OVER	UP TO AND INCLUDING	THAN THE DIRECT ROUTE FARE PLUS
	5%	5%
5%	10%	10%
10%	15%	15%
15%	20%	20%
20%	25%	25%

OVER 25%                      LOWEST COMBINATION

MPMS SHALL BE ROUNDED DOWN TO THE NEXT LOWER WHOLE MILE. EXAMPLE: ROUTING HONG KONG SAR - BANGKOK - SINGAPORE - KUALA LUMPUR HAS CUMULATIVE TPMS OF 2143, MPM FOR DIRECT FARE HONG KONG SAR TO KUALA LUMPUR IS 1887.

ACCORDING TO ABOVE TABLE, THE ROUTING FALLS INTO THE RANGE OF 10%-15% SURCHARGE. THE MPM WITH 15% IS HENCE MULTIPLIED BY 115% ROUNDED DOWN TO THE NEXT LOWER WHOLE MILE 2170. THERE ARE 27 ADDITIONAL MILES (2170-2143) TO TRAVEL WITHIN THE 15% SURCHARGED MPM.

- (F) MPM DEDUCTIONS OR EXTRA MILEAGE SURCHARGE (EMS) - MILEAGES MUST BE DEDUCTED FROM THE MPM BEFORE THE COMPARISON WITH THE SUM OF TPMS IS MADE. THESE MPM REDUCTIONS ONLY APPLY WHEN THE FARE COMPONENT AND THE GLOBAL INDICATOR COINCIDE WITH THE SPECIFIC PROVISIONS.

BETWEEN	AND	GLOBAL INDICATOR	DEDUCT
EUROPE	JAPAN/KOREA	EH - NOTE-1	1000 MILES

NOTE- WHEN TRANSPORTATION IS PERFORMED ON ONE SINGLE FLIGHT COUPON BETWEEN EUROPE AND CHINA EXCLUDING HONG KONG SAR AND ANOTHER SINGLE FLIGHT COUPON BETWEEN CHINA EXCLUDING HONG KONG SAR AND JAPAN/KOREA.

- (G) TPM EXCEPTIONS  
(1) TPM DEDUCTIONS OR EXTRA MILEAGE ALLOWANCE (EMA) - MILEAGES MUST BE DEDUCTED FROM THE TOTAL TPM BEFORE COMPARISON WITH THE MPM IS MADE
- TPM DEDUCTIONS ONLY APPLY WHEN THE FARE COMPONENT INCLUDES INTERMEDIATE TICKETED POINTS SHOWN IN THE ROUTING SPECIFIED; PROVIDED ADDITIONAL INTERMEDIATE TICKETED POINTS MAY BE ADDED TO THE ROUTING.
  - ONLY ONE TPM DEDUCTION PER FARE COMPONENT IS PERMITTED
  - SEE TABLE BELOW

TC3	BETWEEN	AND	MILES	APPLICABLE ROUTING
TC3 EXCEPT WHEN TRAVEL IS WHOLLY WITHIN AFGHANISTAN, BANGLADESH, BHUTAN, MALDIVES, PAKISTAN, INDIA, NEPAL, AND SRI LANKA	TC3	700	VIA BOTH MUMBAI AND DELHI; OR TO/FROM MUMBAI VIA DELHI; OR TO/FROM DELHI VIA MUMBAI; OR VIA BOTH ISLAMABAD AND KARACHI; OR	

TC23 BETWEEN	AND	MILES	APPLICABLE ROUTING
			TO/FROM KARACHI VIA ISLAMABAD; OR TO/FROM ISLAMABAD VIA KARACHI
EUROPE	JAPAN, KOREA, SOUTH ASIAN SUBCONTINENT	700	VIA BOTH MUMBAI AND DELHI; OR TO/FROM MUMBAI VIA DELHI; OR TO/FROM DELHI VIA MUMBAI; OR
			VIA BOTH ISLAMABAD AND KARACHI; OR TO/FROM KARACHI VIA ISLAMABAD; OR TO/FROM ISLAMABAD VIA KARACHI
GREECE	SOUTH EAST ASIA	700	VIA BOTH MUMBAI AND DELHI
MIDDLE EAST	TC3 (EXCEPT SOUTHEAST PACIFIC	700	VIA BOTH MUMBAI AND DELHI; OR TO/FROM MUMBAI VIA DELHI; OR
			TO/FROM DELHI VIA MUMBAI; OR VIA BOTH ISLAMABAD AND KARACHI; OR TO/FROM KARACHI VIA ISLAMABAD; OR TO/FROM ISLAMABAD VIA KARACHI
TC31 NORTH/ CENTRAL PACIFIC			
USA (EXCEPT HAWAII)/	TC3	800	VIA A POINT(S) IN HAWAII
	(2) SURFACE SECTOR TPMS - ANY INTERMEDIATE SECTOR(S) TRAVELED BY SURFACE WITHIN A FARE COMPONENT MUST BE INCLUDED IN THE SUM OF TPMS, EXCEPT FOR INTERMEDIATE SECTORS STATED IN THE CARRIERS' TARIFF IN THE ABSENCE OF TPM FOR AN INTERMEDIATE SECTOR (SURFACE TRANSPORTATION), A TPM SHALL BE ESTABLISHED BY A COMBINATION OF TPMS. IN ASSESSING TOTAL TPMS OF A FARE COMPONENT, FOLLOWING SECTORS MAY BE IGNORED:		
	BETWEEN HONG KONG SAR	AND MACAU SAR (MFM)	
	HONG KONG SAR HONG KONG SAR	ZHUHAI (ZUH) SHENZHEN (SZX)	

(3) SOUTH ATLANTIC TPMS

(A) TC12 - FOR TRANSPORTATION BETWEEN ARGENTINA, BRAZIL, CHILE, PARAGUAY, URUGUAY AND EUROPE, MIDDLE EAST WHERE A PASSENGER TRAVELS ON A DIRECT SERVICE FROM A POINT IN ARGENTINA, BRAZIL, CHILE, PARAGUAY, URUGUAY TO MIAMI OR MONTREAL OR NEW YORK OR TORONTO AND ON A DIRECT SERVICE FROM MIAMI OR MONTREAL OR NEW YORK OR TORONTO TO A POINT IN EUROPE, MIDDLE EAST OR VICE VERSA, THE MILEAGE FOR THESE TWO SECTORS SHALL BE DEEMED TO BE EQUAL TO THE TICKETED POINT MILEAGE BETWEEN THE LAST POINT OF DEPARTURE IN ARGENTINA, BRAZIL, CHILE, PARAGUAY, URUGUAY TO THE FIRST POINT OF ARRIVAL IN EUROPE, MIDDLE EAST OR VICE VERSA

(B) TC123 - FOR TRANSPORTATION BETWEEN ARGENTINA, BRAZIL, CHILE, PARAGUAY, URUGUAY AND TC3 WHERE A PASSENGER TRAVELS ON A DIRECT SERVICE FROM A POINT IN ARGENTINA, BRAZIL, CHILE, PARAGUAY, URUGUAY TO ATLANTA OR MIAMI OR MONTREAL OR NEW YORK OR TORONTO OR WASHINGTON AND ON A DIRECT SERVICE FROM ATLANTA OR MIAMI OR MONTREAL OR NEW YORK OR TORONTO OR WASHINGTON TO A POINT IN TC3 VICE VERSA, THE MILEAGE FOR THESE TWO SECTORS SHALL BE DEEMED TO BE EQUAL TO THE TICKETED POINT MILEAGE BETWEEN THE LAST POINT OF DEPARTURE IN ARGENTINA, BRAZIL, CHILE, PARAGUAY, URUGUAY TO THE FIRST POINT OF ARRIVAL IN TC3 OR VICE VERSA

NOTE: IF A TICKETED POINT MILEAGE IS NOT PUBLISHED FOR THESE SECTORS, CALCULATE THE MILEAGE BY DIVIDING THE MAXIMUM PERMITTED MILEAGE BY 1.20. THE FOLLOWING EXAMPLES ARE SHOWN TO ILLUSTRATE THE APPLICATION OF THE ABOVE

EXAMPLE 1:

VIE-FRA-NYC-RIO-BUE  
MAXIMUM PERMITTED MILEAGE  
VIE-BUE IS 8833; TICKETED  
POINT MILEAGES ARE

TPM

VIE-FRA	385
(FRA-NYC	
(NYC-RIO)	5948
RIO-BUE	1232
TOTAL	7565

- NO MILEAGE SURCHARGE  
APPLICABLE

- TPMS FOR FRA-NYC (3851) AND  
 NYC-RIO (4816) ARE NOT  
 CONSIDERED

EXAMPLE 2:

MVD-SCL-YTO-AMS-PAR-FRA-ZRH-ROM  
 -ATH-RUH

MAXIMUM PERMITTED MILEAGE  
 MVD-RUH IS 10948; TICKETED  
 POINT MILEAGES ARE

	TPM	
MVD-SCL	849	
(SCL-YTO		
YTO-AMS)	7568	
AMS-PAR	261	
PAR-FRA	289	
FRA-ZRH	178	
ZRH-ROM	435	
ROM-ATH	657	
ATH-RUH	1627	
TOTAL	11864	

- A 10% MILEAGE SURCHARGE  
 APPLICABLE  
 - TPMS FOR SCL-YTO (5370) AND  
 YTO-AMS (3720) ARE NOT  
 TOTAL 12385  
 - RIO-KHI TPM IS NOT  
 PUBLISHED, THE MILEAGE 9018  
 IS CALCULATED BY DIVIDING  
 THE MPM RIO-KHI 10821 BY  
 1.20  
 - NO MILEAGE SURCHARGE  
 APPLICABLE  
 - TPMS FOR RIO-NYC (4816) AND  
 NYC-KHI (7292) ARE NOT  
 CONSIDERED

(2) SPECIFIED ROUTINGS WHEN THE FARE COMPONENT  
 COINCIDES WITH THE PUBLISHED SPECIFIED ROUTINGS,  
 THE DIRECT ROUTE FARE APPLIES DISREGARDING THE SUM  
 OF THE TPMS MAY EXCEED THE COMPARABLE MPM FOR SUCH  
 SPECIFIED ROUTINGS. FURTHERMORE, HIGHER  
 INTERMEDIATE FARES MAY BE IGNORED, PROVIDED THAT  
 AN INTERMEDIATE POINT(S) MAY BE OMITTED IF A MORE  
 DIRECT ROUTING IS USED AND NO ADDITIONAL POINT(S)  
 IS ADDED.

KEY TO SYMBOLS

"-" MEANS "AND/OR"

"/" MEANS "OR"

WITH TC3

BETWEEN	AND	VIA
CALCUTTA	HONG KONG SAR/TAIPEI	BANGKOK
HONG KONG SAR	KARACHI	MANILA
HONG KONG SAR	KATHMANDU	BANGKOK
HONG KONG SAR	KUALA LUMPUR	KOTA
		KINABALU/
		MANILA
HONG KONG SAR	SINGAPORE	MANILA
KOTA KINABALU	TAIPEI	HONG KONG
		SAR

NOTE: THE FARE SHALL BE THE KARACHI TO MANILA OR  
 MANILA TO KARACHI FARE, AS APPLICABLE

(3) LOWEST COMBINATION PRINCIPLE THE LOWEST

COMBINATION OF FARES OVER A TICKETED POINT ON THE ITINERARY APPLY EXCEPT AS PROVIDED IN RULES FOR THE COMBINATION OF FARES USA BELOW:  
"COMBINATION OF FARES USA: NOTHING PRECLUDES THE COMBINATION OF INTERNATIONAL FARES AND NORMAL/SPECIAL FARES WITHIN USA PROVIDED THAT ANY CONDITION ATTACHED TO SUCH FARES ARE COMPLIED WITH; STAND-BY FARES MUST NOT BE SO COMBINED."

LIMITATION OF DIRECT TVL - 72

(C) LIMITATION OF DIRECT TRAVEL

A FARE COMPONENT MUST NOT INCLUDE MORE THAN ONE DEPARTURE FROM FARE COMPONENT ORIGIN OR MORE THAN ONE ARRIVAL AT FARE COMPONENT DESTINATION OR MORE THAN ONE STOPOVER AT ANY ONE INTERMEDIATE TICKETED POINT.

(1) (APPLICABLE FOR TRAVEL VIA THE ATLANTIC OCEAN BETWEEN POINTS IN AREA 2 OR 3) SIDE TRIPS MAY BE INCLUDED IN MILEAGE CALCULATIONS FOR THROUGH ONE-WAY OR HALF ROUND-TRIP FARES BETWEEN POINTS IN AREA 1 AND POINTS IN AREA 2 OR 3, PROVIDED ONLY ONE STOPOVER IS MADE AT ANY INTERMEDIATE TICKETED POINT.

(2) FOR A JOURNEY ORIGINATING IN EUROPE (NOT APPLICABLE TO TRAVEL WHOLLY WITHIN EUROPE) A FARE MUST NOT INCLUDE MORE THAN ONE INTERNATIONAL DEPARTURE AND ONE INTERNATIONAL ARRIVAL AT ANY TICKETED POINT IN THE COUNTRY WHERE TRAVEL ORIGINATES. IF THE COUNTRY OF ORIGIN IS TRANSITED TO/FROM ANOTHER POINT IN EUROPE, STOPOVERS WILL NOT BE PERMITTED IN SUCH COUNTRY.

EXAMPLE 1: AMS-TYO-AMS-LON-AMS WITH A STOPOVER IN AMS BETWEEN TYO AND LON AT A THROUGH

FARE TYO-LON IS NOT PERMITTED.  
(COUNTRY OF ORIGIN IS TRANSITED TO ANOTHER POINT IN EUROPE)

EXAMPLE 2: LON-ATL-LON-TYO WITH A STOPOVER IN LON BETWEEN ATL AND TYO AT A THROUGH FARE

ATL-TYO IS PERMITTED (COUNTRY OF ORIGIN IS NOT TRANSITED TO/FROM ANOTHER POINT IN EUROPE)

(3) A JOURNEY ON A TICKET OR CONJUNCTION TICKET, AT THE TIME OF ORIGINAL ISSUE OR WHEN REISSUED, MUST NOT INCLUDE MORE THAN FOUR INTERNATIONAL ARRIVALS AND FOUR INTERNATIONAL DEPARTURE IN ANY ONE COUNTRY; EXCEPT IN EUROPE NOT MORE THAN THREE INTERNATIONAL ARRIVALS AND THREE INTERNATIONAL DEPARTURES IN ONE COUNTRY IN EUROPE. FOR THE COUNTRIES OF ARRIVALS AND DEPARTURES, SURFACE SECTORS ARE CONSIDERED TO BE FLOWN

(4) (APPLICABLE FOR TRAVEL ON A FARE COMPONENT VIA THE PACIFIC OCEAN BETWEEN AREA 1 AND AREA 3, OR VIA THE PACIFIC PORTION OF ROUND THE WORLD FARES) SIDE TRIPS MAY NOT BE INCLUDED IN MILEAGE CALCULATIONS FOR THROUGH ONE-WAY OR HALF ROUND-TRIP FARES. THE FARE FOR SUCH SIDE TRIP MUST BE COMPUTED SEPARATELY AND ADDED TO THE THROUGH FARE.

- (D) COMBINING DOMESTIC U.S. SPECIAL FARES WITH INTERNATIONAL FARES
- (1) A SPECIAL FARE APPLICATION 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 THE POINT OF ORIGIN TO THE 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 THE FARE IS COMBINED WITH AN INTERNATIONAL INCLUSIVE TOUR FARE HAVING A MINIMUM TOUR PRICE OF THE SAME OR A HIGHER AMOUNT.
  - (2) MILEAGE ROUTINGS SET FORTH IN THE MPM TARIFF MAY BE APPLIED TO A FARE CONSTRUCTED UNDER PARAGRAPH (A) ABOVE, EITHER FOR THE ENTIRE JOURNEY BETWEEN THE POINT IN THE U.S.A. AND THE POINT IN AREA 2 OR 3/OR BETWEEN THE GATEWAY POINT AND THE POINT IN AREA 2 OR WHEN THE INTERNATIONAL FARE USED IS PUBLISHED WITH A MILEAGE ROUTING.
  - (3) WHEN TRAVEL IS VIA A HIGHER RATED INTERMEDIATE POINT, THE APPLICABLE FARE FOR THE ITINERARY WILL BE THE HIGHEST OF THE FARES APPLICABLE BETWEEN SUCH INTERMEDIATE POINT AND:
    - (A) THE POINT OF ORIGIN OF THE ITINERARY
    - (B) THE POINT OF DESTINATION OF THE ITINERARY, OR
    - (C) ANOTHER INTERMEDIATE POINT OF THE ITINERARY.
  - (4) NOTWITHSTANDING PARAGRAPH (B) ABOVE, WHEN A PASSENGER PURCHASES A ONE WAY TICKET FOR TRANSPORTATION VIA A HIGHER RATED INTERMEDIATE POINT, THE FARE FOR SUCH TRANSPORTATION WILL BE CONSTRUCTED BY CALCULATING THE ROUND TRIP FARE FOR TRANSPORTATION VIA THE HIGHER RATED INTERMEDIATE POINT AND SUBTRACTING THEREFROM THE ONE WAY FARE FOR DIRECT (NOT INVOLVING A HIGHER RATED INTERMEDIATE POINT) TRANSPORTATION BETWEEN THE POINTS INVOLVED.

CONSTRUCTION RULE/JOURNEY - 74

- (E) CONSTRUCTION RULES FOR JOURNEYS
- (1) THE FARE FOR A JOURNEY (EXCLUDING SIDE TRIPS ASSESSED SEPARATELY) SHALL BE THE LOWEST OF:
    - (A) A SINGLE PRICING UNIT FOR THE JOURNEY, OR
    - (B) ANY SERIES OF END-ON-END COMBINED PRICING UNITS WHICH COLLECTIVELY COMPRISE THE JOURNEY BEING TRAVELED.
  - (2) (A) IF THE ROUTING OF THE JOURNEY IS DETERMINED AS FULFILLING THE DEFINITION OF A ROUND TRIP, CIRCLE TRIP OR NORMAL/SPECIAL FARE OPEN JAW TRIP, THE PRICING UNIT(S) MUST BE ASSESSED AS A ROUND TRIP, CIRCLE TRIP OR NORMAL/SPECIAL FARE OPEN JAW TRIP AS APPLICABLE AND MUST USE HALF ROUND TRIP FARES; THE USE OF ONE WAY FARES IS NOT PERMITTED. FOR END ON

COMBINATION OF NORMAL AND SPECIAL FARES,  
COMPLETELY SEPARATE THE SPECIAL AND NORMAL  
FARE AND ASSESS THE NORMAL FARE SUBJOURNEY  
ACCORDING TO THE FLOW CHART.

NOTE: IN THE ABSENCE OF A PUBLISHED RT  
FARE, A PUBLISHED ONE WAY FARE WILL  
BE CONSIDERED AS 1/2 RT.

EXAMPLE: TRAVEL LON-MIL-STO-LON  
CONSTRUCTION LON-MIL 1/2 RT)  
MIL-STO 1/2 RT)1 PRICING  
UNIT  
LON-STO 1/2 RT)

- OW FARES NOT PERMITTED AS TRAVEL IS  
CONTINUOUS, CIRCUITOUS AND RETURNS TO SAME  
POINT

- LAST FARE COMPONENT IS ASSESSED FROM  
COUNTRY OF ORIGIN.

- (B) IF THERE IS A COMMON POINT/COUNTRY ON THE  
ROUTING, THE JOURNEY MAY BE BROKEN INTO MORE  
THAN ONE PRICING UNIT PROVIDED THESE MUST BE  
FOR RETURN SUBJOURNEYS USING HALF ROUND TRIP  
FARES.

EXAMPLE: TRAVEL HEL-BKK-TYO-SEL-TYO-BKK-HEL  
CONSTRUCTION COULD BE:

HEL-BKK RT 1 PRICING UNIT  
BKK-TYO RT 1 PRICING UNIT  
TYO-SEL RT 1 PRICING UNIT

OR

HEL-TYO RT 1 PRICING UNIT  
TYO-SEL RT 1 PRICING UNIT

OR

HEL-BKK RT 1 PRICING UNIT  
BKK-SEL RT 1 PRICING UNIT

- (C) (I) A RETURN SUBJOURNEY ONLY OCCURS IF THE  
FARE IS BROKEN MORE THAN ONCE AT THE  
COMMON POINT/COUNTRY. THE FARE FOR  
TRAVEL BETWEEN SUCH FARE BREAK POINTS  
MUST BE PRICED AS A ROUND TRIP, CIRCLE  
TRIP OR NORMAL/SPECIAL FARE OPEN JAW, AS  
APPLICABLE AND MUST USE HALF ROUND TRIP  
FARES.

EXAMPLE: TRAVEL NYC-LON-JNB-MAN-NYC  
CONSTRUCTION COULD BE:

NYC-LON 1/2 RT)  
NYC-MAN 1/2 RT)1  
PRICING UNIT  
LON-JNB 1/2 RT)  
MAN-JNB 1/2 RT)1  
PRICING UNIT

- BOTH SUBJOURNEYS FALL WITHIN THE  
DEFINITION OF OPEN JAW

- NOTE: THE ABOVE JOURNEY COULD ALSO BE  
CONSTRUCTED AS NYC-JNB RT

- (II) IF TRAVEL BETWEEN SUCH FARE BREAK POINTS  
WOULD REQUIRE THE USE OF ONE WAY FARES,  
THE CONSTRUCTION IS NOT PERMITTED.

EXAMPLE: TRAVEL NYC-LON-RIO-JNB-MAN-NYC  
CONSTRUCTION COULD NOT BE

NYC-LON 1/2 RT)  
NYC-MAN 1/2 RT)

LON-RIO OW) NOT PERMITTED  
RIO-JNB OW)  
MAN-JNB OW)

- TRAVEL LON-RIO-JNB-MAN DOES NOT MEET THE DEFINITION OF NORMAL FARE OPEN JAW AS THERE ARE MORE THAN TWO INTERNATIONAL FARE COMPONENTS.

- USE OF OW FARES IS NOT PERMITTED AS THE JOURNEY IS A CIRCLE TRIP

- THE TOTAL JOURNEY FALLS WITH THE DEFINITION OF CT AND THE ONLY PERMISSIBLE CONSTRUCTION BASED ON THE ITINERARY IS AS A SINGLE PRICING UNIT.

- (D) FARES SHALL BE ASSESSED IN THE DIRECTION OF TRAVEL, EXCEPT THAT THE FARE COMPONENT INTO THE COUNTRY OF PRICING UNIT ORIGIN SHALL BE ASSESSED IN THE DIRECTION FROM SUCH COUNTRY, I.E. NOT IN THE DIRECTION OF TRAVEL.

EXCEPTION: FARE COMPONENTS BETWEEN CANADA AND USA AND BETWEEN DENMARK, NORWAY, SWEDEN SHALL BE ASSESSED IN THE DIRECTION OF TRAVEL EXCEPT FOR ROUND TRIP PRICING UNITS.

EXAMPLE: TRAVEL ATL-LON-JNB-LON-ATL  
CONSTRUCTION COULD BE

ATL-JNB RT 1 PRICING UNIT  
OR

ATL-LON RT 1 PRICING UNIT  
LON-JNB RT 1 PRICING UNIT  
TOTAL OF 2 PRICING  
UNITS

- COMPONENT JNB-LON MUST BE IN THE DIRECTION FROM LON TO JNB AS THE UNITED KINGDOM IS THE COUNTRY OF THE PRICING UNIT ORIGIN.

- (3) (A) IF THE ROUTING OF THE JOURNEY IS DETERMINED AS FULFILLING THE DEFINITION OF A NORMAL/SPECIAL FARE OPEN JAW TRIP AS DEFINED IN RULE 1, THE PRICING UNIT SHALL BE ASSESSED AS TWO HALF ROUND TRIP FARES PROVIDED THAT IF THERE IS A COMMON POINT(S) OR OTHER POINTS IN EITHER THE COUNTRY OF ORIGIN, THE COUNTRY OF TURNAROUND OR BOTH, THE FARE MAY ALSO BE ASSESSED AS A RETURN SUBJOURNEY FROM/TO THE COMMON POINT(S) OR OTHER POINTS AND ONE WAY SUBJOURNEY(S) FOR THE DOMESTIC SECTOR(S).
- (B) IN THE CASE OF THE ALTERNATIVE PRICING OPTION, THE ONE WAY PRICING UNIT MUST BE ASSESSED USING ONE WAY FARES AND THE RETURN SUBJOURNEY MUST BE ASSESSED USING HALF ROUND TRIP FARES.
- (C) FARES SHALL BE ASSESSED IN THE DIRECTION OF TRAVEL, EXCEPT THAT THE FARE COMPONENT INTO THE COUNTRY OF PRICING UNIT ORIGIN SHALL BE IN THE DIRECTION FROM SUCH COUNTRY, I.E. NOT IN THE DIRECTION OF TRAVEL.
- EXCEPTION: FARE COMPONENTS BETWEEN CANADA AND USA AND BETWEEN DENMARK, NORWAY, SWEDEN SHALL BE ASSESSED IN THE DIRECTION OF TRAVEL UNLESS THE

FARE BEING USED BETWEEN THESE POINTS IS A RT FARE.

EXAMPLE 1: TRAVEL EDI-LON-ATL-LON  
CONSTRUCTION COULD BE:  
EDI-ATL 1/2 RT)  
LON-ATL 1/2 RT) 1 PRICING  
UNIT

OR

EDI-LON OW 1 PRICING UNIT  
LON-ATL RT 1 PRICING UNIT  
WHICHEVER IS LOWER

EXAMPLE 2: TRAVEL BER-FRA-ATL-ORL  
/-ATL-FRA  
CONSTRUCTION COULD BE  
BER-ORL 1/2 RT)  
FRA-ATL 1/2 RT) 1 PRICING  
UNIT

OR

BER-FRA OW 1 PRICING  
UNIT  
FRA-ATL RT 1 PRICING  
UNIT  
ATL-ORL OW 1 PRICING  
UNIT

OR

BER-FRA OW 1 PRICING  
UNIT  
FRA-ORL 1/2 RT)  
FRA-ATL 1/2 RT) 1 PRICING  
UNIT

OR

BER-ATL 1/2 RT)  
FRA-ATL 1/2 RT) 1 PRICING  
UNIT  
ATL-ORL OW 1 PRICING  
UNIT

WHICHEVER IS LOWER

(4) (A) IF THE ROUTING OF A JOURNEY DOES NOT FULFILL THE DEFINITION OF A ROUND TRIP, CIRCLE TRIP OR NORMAL/SPECIAL FARE OPEN JAW TRIP, IT SHALL BE ASSESSED AS FOLLOWS, SUBJECT TO THE ROUTING:

- (I) AS A ONE WAY JOURNEY
- (II) AS A SERIES OF ONE WAY SUBJOURNEYS
- (III) AS A ROUND TRIP, OR CIRCLE TRIP JOURNEY WITH THE SURFACE SECTOR ASSUMED FLOWN.
- (IV) IF THERE IS A COMMON POINT/COUNTRY, THE JOURNEY MAY BE ASSESSED AS A MIX OF ONE WAY SUBJOURNEY AND A RETURN SUBJOURNEY (SUBJECT TO PARAGRAPHS (2) (C) AND (2) (D) ABOVE)

EXAMPLE: TRAVEL ATL-PAR  
CONSTRUCTION ATL-PAR OW 1 PRICING  
UNIT

EXAMPLE: TRAVEL NYC-FRA-BKK-ROM  
CONSTRUCTION COULD BE:  
NYC-FRA) OW 1 PRICING  
UNIT  
FRA-BKK OW 1 PRICING  
UNIT  
BKK-ROM OW 1 PRICING  
UNIT

UNIT

OR

NYC-BKK	OW	1 PRICING UNIT
BKK-ROM	OW	1 PRICING UNIT

- THERE IS NO RETURN TO THE COUNTRY OF ORIGIN, SO FARES ARE IN DIRECTION OF TRAVEL

EXAMPLE: TRAVEL ATL-FRA /-TLV-FRA-ATL  
CONSTRUCTION COULD BE:

ATL-FRA	OW	1 PRICING UNIT
ATL-TLV	OW	1 PRICING UNIT

OR

ATL-FRA	RT	1 PRICING UNIT
TLV-FRA	OW	1 PRICING UNIT

OR

ATL-TLV	RT	1 PRICING UNIT
---------	----	----------------

(B) IN THE CASE OF (I), (II) AND THE ONE WAY SUBJOURNEY IN (IV) ABOVE, THE JOURNEY/SUBJOURNEY MUST BE ASSESSED USING ONE WAY FARES; THE USE OF HALF ROUND TRIP FARES IS NOT PERMITTED.

(C) FARES SHALL BE ASSESSED IN THE DIRECTION OF TRAVEL, EXCEPT THAT WHEN A PRICING UNIT FOR A ONE WAY SUBJOURNEY TERMINATES IN A COUNTRY FROM WHICH A PREVIOUS PRICING UNIT HAS BEEN ASSESSED, THE PRICING UNIT FOR THE ONE WAY SUBJOURNEY INTO SUCH COUNTRY SHALL BE ASSESSED FROM SUCH COUNTRY (I.E. NOT IN THE DIRECTION OF TRAVEL).

EXAMPLE: TRAVEL ATL-LON-STO-LIS-GLA  
CONSTRUCTION:

ATL-LON	OW	1 PRICING UNIT
LON-STO	OW	1 PRICING UNIT
STO-LIS	OW	1 PRICING UNIT
GLA-LIS	OW	1 PRICING UNIT

- FARE COMPONENT LIS-GLA MUST BE IN THE DIRECTION OF GLA-LIS BECAUSE THE TERMINATION POINT (GLA) IS IN THE SAME COUNTRY FROM WHICH A PREVIOUS PRICING UNIT (LON-STO) IS ASSESSED.

ROUTING - 75

(F) ROUTING  
UNLESS OTHERWISE PROVIDED IN CARRIER(S) TARIFFS, FARES APPLY IN EITHER DIRECTION AND ONLY TO THE SERVICE AND ROUTINGS OF CARRIER(S) PUBLISHED IN CONNECTION THEREWITH; PROVIDED THAT ROUTINGS VIA A POINT FOR WHICH A HIGHER FARE IS APPLICABLE WILL NOT BE PERMITTED

UNLESS SUCH HIGHER FARE IS ASSESSED. IF THERE IS MORE THAN ONE ROUTING AT THE SAME FARE, THE PASSENGER, PRIOR TO ISSUANCE OF THE TICKET, MAY SPECIFY THE ROUTING, AND IN RESPECT TO ANY OPEN DATE PORTION OF SUCH TICKET, MAY SPECIFY OPTIONAL ROUTINGS. IF NO ROUTING IS SPECIFIED, CARRIER MAY DETERMINE THE ROUTING.

EXCEPTION 1: (FOR TRANSPORTATION WHOLLY BETWEEN POINTS IN AREA 1 (EXCEPT CANADA) AND POINTS IN AREA 3: APPLICABLE LOCALLY OR JOINTLY). THE HIGHER FARE SHALL ONLY BE ASSESSED IF THE PASSENGER MAKES A STOPOVER AT THE INTERMEDIATE POINT FOR WHICH A HIGHER FARE IS PUBLISHED.

EXCEPTION 2: (APPLICABLE FOR TRANSPORTATION WHOLLY BETWEEN POINTS IN CANADA AND POINTS IN AREA 3). ROUTINGS ARE PUBLISHED IN ONE DIRECTION ONLY, BUT APPLY FOR CARRIAGE IN EITHER DIRECTION, UNLESS OTHERWISE SPECIFIED; AND ONLY TO THE FARES PUBLISHED IN CONNECTION THEREWITH. AN INTERMEDIATE POINT(S) SPECIFIED ALONG THE ROUTING MAY BE OMITTED PROVIDED THAT SUCCESSIVE SEGMENTS ARE FLOWN NON-STOP ON A SINGLE CARRIER NAMED IN THE RESPECTIVE SEGMENTS ALONG THE PUBLISHED ROUTING. THE HIGHER FARE SHALL ONLY BE ASSESSED IF THE PASSENGER MAKES A STOPOVER AT THE INTERMEDIATE POINT FOR WHICH A HIGHER FARE IS PUBLISHED.

#### ONE WAY FARES - 76

##### (G) ONE WAY FARES

###### (1) GENERAL

WHEN A ONE WAY TRIP TICKET IS PURCHASED PRIOR TO COMMENCEMENT OF CARRIAGE, THE FARES FOR THE ONE WAY TRIP SHALL BE APPLIED IN THE DIRECTION OF TRAVEL.

###### (2) FARE CALCULATION

THE ONE WAY FARE SHALL NOT BE LESS THAN THE FARE CALCULATIONS AS FOLLOWS:

- (A) PRECEDENCE OF PUBLISHED FARE CHECK AS PROVIDED IN PARAGRAPH (B) ABOVE,
- (B) ONE WAY BACKHAUL FARE CHECK AS PROVIDED IN PARAGRAPH (N) BELOW,
- (C) DIRECTIONAL MINIMUM CHECK 1 FOR EACH FARE COMPONENT AS PROVIDED IN PARAGRAPH (O) BELOW, AND
- (D) DIRECTIONAL MINIMUM CHECK 2 WHERE THE HIGHEST APPLICABLE FARE BETWEEN ANY TWO TICKETED POINTS OF THE WHOLE ITINERARY AS PROVIDED IN PARAGRAPH (O) BELOW.

#### ROUND TRIP FARES - 77

##### (H) ROUND TRIP FARES

###### (1) GENERAL

WHEN A ROUND TRIP TICKET IS PURCHASED PRIOR TO

COMMENCEMENT OF CARRIAGE, THE FARE FOR A ROUND TRIP WILL BE THE ROUND TRIP FARE PUBLISHED IN THE APPLICABLE TARIFF(S) OF CARRIER VIA THE DESIRED ROUTING AND FOR THE CLASS OF SERVICE USED.

- (2) APPLICATION OF COMBINED SERVICES AND/OR SPECIAL SHORT LIMIT VALIDITY  
WHEN ROUND TRIP, FIRST CLASS, BUSINESS CLASS, TOURIST/COACH, ECONOMY, THRIFT OR SPECIAL SHORT LIMIT FARES ARE APPLICABLE BETWEEN THE SAME POINTS, ROUND TRIP PASSENGERS WILL BE CHARGED THE SUM OF 50 PERCENT OF THE ROUND TRIP FARES APPLICABLE TO THE CLASSES OF SERVICE USED, PROVIDED THAT:
  - (A) SUCH FARES, WHICH BY THEIR TERMS ARE COMBINABLE WITH OTHER FARES, SHALL NOT BE USED IN CONSTRUCTION OF ROUND TRIP FARES; AND
  - (B) THE SHORTEST VALIDITY PERIOD APPLICABLE TO ANY SUCH FARE USED SHALL APPLY TO THE ENTIRE ROUND TRIP.
- (3) FARE CALCULATION
  - (A) FOR THE OUTBOUND COMPONENT, USE THE ONE WAY FARE OR 50 PERCENT OF THE ROUND TRIP FARE AS APPLICABLE IN THE DIRECTION OF TRAVEL. FOR THE LAST FARE COMPONENT INTO THE COUNTRY OF ORIGIN, ONE WAY FARE OR 50 PERCENT OF THE ROUND TRIP FARE AS APPLICABLE SHALL BE APPLIED FROM THE COUNTRY OF ORIGIN TOWARDS THE TURNAROUND POINT.
  - (B) THE ROUND TRIP FARE IS SUBJECT TO THE PRECEDENCE OF PUBLISHED FARE CHECK AS PROVIDED IN PARAGRAPH (B) ABOVE.

CIRCLE TRIP FARES - 78

- (I) CIRCLE TRIP FARES  
WHEN A CIRCLE TRIP TICKET IS PURCHASED PRIOR TO COMMENCEMENT OF CARRIAGE, THE FARE FOR SUCH CIRCLE TRIP SHALL BY THE SUM OF 50 PERCENT OF THE APPLICABLE ROUND TRIP FARES FOR THE CLASS OF SERVICE TO BE USED FOR THE RESPECTIVE SECTIONS OF CARRIAGE, CONSTRUCTED FROM POINT OF ORIGIN VIA THE DESIRED ROUTING, THAT PRODUCES THE LOWEST FARE FOR THE CIRCLE TRIP; PROVIDED THAT:
  - (1) FARES WHICH BY THEIR TERMS ARE NOT COMBINABLE WITH OTHER FARES, SHALL NOT BE USED IN THE CONSTRUCTION OF CIRCLE TRIP FARES; AND
  - (2) THE FARE CONSTRUCTED WITH COMBINATIONS OF SECTOR FARES SHOULD NOT UNDERCUT THE DIRECT PUBLISHED FARE OR ADD-ON CONSTRUCTED FARE AS PROVIDED IN PARAGRAPH (B) ABOVE.
  - (3) IF THE FARE FOR A CIRCLE TRIP TRAVELLED IN ONE CLASS OF SERVICE CONSTRUCTED AS SPECIFIED ABOVE IS LESS THAN THE HIGHEST DIRECT ROUTE ROUND TRIP FARE APPLICABLE TO THE SAME CLASS OF SERVICE BETWEEN ANY TWO POINTS ON THE CIRCLE TRIP ROUTE, INCLUDING POINTS WITHIN THE SIDE TRIP, SUCH HIGHEST DIRECT ROUTE ROUND TRIP FARE SHALL APPLY; AND  
EXCEPTION: THIS PROVISION SHALL NOT APPLY TO CIRCLE TRIP FARES CONSTRUCTED FOR CARRIAGE COMPLETELY AROUND THE WORLD

IN THE SAME GENERAL DIRECTION.

- (4) THE FARE FOR A CIRCLE TRIP TRAVELLED PARTLY IN ONE CLASS OF SERVICE AND PARTLY IN ANOTHER CLASS OF SERVICE SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PROVISIONS SHOWN HEREIN.
- (5) THE SHORTEST VALIDITY PERIOD APPLICABLE TO ANY FARE USED SHALL APPLY TO THE ENTIRE CIRCLE TRIP.
- (6) THE LAST FARE COMPONENT USED INBOUND TO THE COUNTRY OF ORIGIN MUST BE THE FARE APPLICABLE TO SUCH COMPONENT FROM THE COUNTRY OF ORIGIN.

OPEN JAW TRIP FARES - 79

(J) OPEN-JAW TRIP FARES

WHEN A TICKET IS PURCHASED PRIOR TO COMMENCEMENT OF CARRIAGE FOR AN OPEN-JAW TRIP, THE FARE FOR SUCH AN OPEN-JAW TRIP SHALL BE CONSTRUCTED AS FOLLOWS:

- (1) ONE WAY FARE SHALL BE USED ON JOURNEYS WHEN:
  - (A) THE OUTWARD POINT OF ARRIVAL AND INWARD POINT OF DEPARTURE ARE NOT IN THE SAME COUNTRY;
  - (B) THE OUTWARD POINT OF DEPARTURE AND INWARD POINT OF ARRIVAL ARE NOT IN THE SAME COUNTRY;
  - (C) BOTH THE OUTWARD POINTS OF ARRIVAL AND DEPARTURE AND THE INWARD POINTS OF ARRIVAL AND DEPARTURE ARE NOT IN THE SAME COUNTRY;  
PROVIDED THAT:
    - (I) SUCH FARE SHALL NOT UNDERCUT THE DIRECT PUBLISHED FARE OR ADD-ON CONSTRUCTED FARE AS PROVIDED IN PARAGRAPH (C) ABOVE.
    - (II) SUCH FARE SHALL NOT BE LESS THAN THE ONE WAY BACKHAUL FARE BASED ON ALL STOPOVER POINTS AS PROVIDED IN PARAGRAPH (N) BELOW.
    - (III) IF SUCH FARE IS CONSTRUCTED BY USING ONE WAY FARES, SUCH FARE MAY NOT BE LESS THAN THE DIRECTIONAL MINIMUM FARE CHECKS AS PROVIDED IN PARAGRAPH (O) BELOW.
    - (IV) SUCH FARE SHALL BE SUBJECTED TO OPEN-JAW MINIMUM FARE CHECK AS PROVIDED IN PARAGRAPH (O) BELOW.
- (2) 50 PERCENT OF THE ROUND TRIP FARE SHALL BE USED ON

JOURNEYS WHEN:

- (A) THE OUTWARD POINT OF ARRIVAL AND INWARD POINT OF DEPARTURE ARE IN THE SAME COUNTRY;
- (B) THE OUTWARD POINT OF DEPARTURE AND INWARD POINT OF ARRIVAL ARE IN THE SAME COUNTRY;
- (C) BOTH THE OUTWARD POINTS OF ARRIVAL AND DEPARTURE AND THE INWARD POINTS OF ARRIVAL AND DEPARTURE ARE IN THE SAME COUNTRY;  
PROVIDED THAT:
  - (I) SUCH FARE SHALL NOT UNDERCUT THE DIRECT PUBLISHED FARE OR ADD-ON CONSTRUCTED FARE AS PROVIDED IN PARAGRAPH (C) ABOVE.
  - (II) SUCH FARE SHALL BE SUBJECTED TO OPEN-JAW MINIMUM FARE CHECK AS PROVIDED IN PARAGRAPH (O) BELOW.

- (K) ROUND AND CIRCLE TRIP FARES PARTLY VIA CARRIER
- (1) ENTIRELY VIA AIR  
WHEN A TICKET IS PURCHASED PRIOR TO COMMENCEMENT OF CARRIAGE FOR A ROUND OR CIRCLE TRIP WHICH IS PARTLY VIA THE SERVICES OF CARRIER AND PARTLY VIA THE SERVICES OF OTHER SCHEDULED AIR CARRIER(S), THE FARE FOR EACH SECTION OF CARRIAGE VIA CARRIER WILL BE 50 PERCENT OF THE APPLICABLE ROUND TRIP FARE FOR SUCH SECTION OF THE ROUND OR CIRCLE TRIP, AS THE CASE MAY BE.
- (2) PARTLY VIA AIR AND PARTLY VIA SEA
- (A) WHEN TICKETS ARE PURCHASED PRIOR TO COMMENCEMENT OF CARRIAGE FOR A ROUND TRIP OR CIRCLE TRIP FOR COMBINED AIR AND SEA TRAVEL, THE AIR FARE FOR EACH ONE-WAY SECTION OF THE AIR JOURNEY WILL BE 50 PERCENT OF ALL-YEAR ROUND TRIP FARE PUBLISHED IN TARIFFS GOVERNED BY THIS TARIFF AND APPLICABLE BETWEEN THE POINTS AND VIA THE CLASS OF SERVICE USED. A BREAK IN THE ROUND TRIP OR CIRCLE TRIP IS PERMITTED TO ALLOW PASSENGERS TO MAKE THEIR OWN WAY BY ANY MEANS OF TRANSPORTATION BETWEEN AIRPORTS AND ADJACENT SEAPORTS.
- (B) THE FARES SPECIFIED ABOVE WILL APPLY ONLY VIA THE ROUTINGS PUBLISHED IN CONNECTION WITH THE ALL-YEAR FARES IN TARIFFS MAKING REFERENCE TO THIS TARIFF FOR GOVERNING PROVISIONS, EXCEPT THAT WHEN AN EXCURSION FARE IS USED AS PROVIDED IN THE EXCEPTION ABOVE, THE ROUTING PUBLISHED IN CONNECTION WITH SUCH EXCURSION FARE WILL APPLY.

SIDE TRIP - 81

- (L) SIDE TRIP  
WHEN A FARE FOR A SIDE TRIP IS CHARGED SEPARATELY, ALL PROVISIONS OF THIS RULE, AS APPLICABLE, SHALL APPLY FROM THE POINT OF ORIGIN OF SUCH FARE COMPONENT(S).  
EXCEPTION: COMBINATION OF ONE WAY NORMAL PRICING UNITS WITH INTERNATIONAL SIDE TRIP ONE WAY PRICING UNITS TO OR VIA THE COUNTRY OF COMMENCEMENT OF

HIGHER INTERMEDIATE PT - 82

- (M) HIGHER INTERMEDIATE POINT FARES CHECK (HIP)
- (1) NORMAL FARE HIP
- (A) IF IN ANY ROUTING OTHERWISE PERMISSIBLE AT THE DIRECT ROUTE NORMAL FARE THERE IS A DIRECT ROUTE NORMAL FARE(S) OF THE SAME CLASS OF SERVICE BETWEEN ANY TWO STOPOVER POINTS WHICH IS HIGHER THAN THE DIRECT ROUTE NORMAL FARE BETWEEN THE FARE CONSTRUCTION POINTS, THE FARE SHALL NOT BE LESS THAN THE HIGHEST FARE REFERRED TO ABOVE (HIGHER INTERMEDIATE FARE). IN THE CASE OF FARES WHICH ARE ESTABLISHED BY SEASONALITY (INCLUDING BLACKOUT DATES) OR DAY OF WEEK OR FLIGHT APPLICATION, THE CHECK WILL BE BASED ON THE APPLICABLE FARE (BY SEASONALITY INCLUDING BLACKOUT DATES, OR BY DAY OF WEEK OR BY

FLIGHT APPLICATION)

- (B) IF IN ANY INDIRECT ROUTING OTHERWISE PERMISSIBLE AT THE DIRECT ROUTE NORMAL FARE PLUS A PERCENTAGE, THERE IS A DIRECT ROUTE NORMAL FARE(S) OF THE SAME CLASS OF SERVICE BETWEEN ANY TWO STOPOVER POINTS WHICH IS HIGHER THAN THE DIRECT ROUTE NORMAL FARE BETWEEN THE FARE CONSTRUCTION POINTS, THE FARE FOR THE INDIRECT ROUTE SHALL BE NOT LESS THAN THE HIGHEST FARE REFERRED TO ABOVE (HIGHER INTERMEDIATE FARE), AND THE SURCHARGE PERCENTAGE APPLICABLE TO THE THROUGH FARE SHALL BE APPLIED TO SUCH HIGHER INTERMEDIATE FARE.
- (C) WHEN THERE IS NO DIRECT ROUTE FARE BETWEEN TWO TICKETED POINTS, A FARE MUST BE CONSTRUCTED OVER A TICKETED POINT IN ORDER TO APPLY THE PROVISIONS OF PARAGRAPHS A) AND B) ABOVE.  
EXAMPLE: TRAVEL AAA-BBB-CCC-DDD-CCC-EEE-AAA (THE FARE CONSTRUCTION POINTS ARE AAA-DDD WHILE NO DIRECT ROUTE FARE A-C IS AVAILABLE) HIP CHECK AAA-CCC CONSTRUCTED OVER A TICKETED POINT WILL BE OUTBOUND (AAA-BBB-CCC-DDD): AAA-BBB(50) LESS BBB-CCC(40) GREATER 90, INBOUND (DDD-CCC-EEE-AAA): AAA-EEE (50) GREATER EEE-CCC(90) LESS 140, THE CONSTRUCTED FARE SHALL BE CONSIDERED A 'DIRECT ROUTE FARE' AND MUST BE SHOWN ON THE TICKET AS 'C/'.
- (D) WHEN COMPARING NORMAL FARES OF THE 'SAME CLASS OF SERVICE' IN ORDER TO DETERMINE IF THERE IS A HIGHER INTERMEDIATE FARE, THE FOLLOWING SEQUENCE SHALL BE FOLLOWED:
- (1) SLEEP SEAT FARE IS COMPARED WITH SLEEPER SEAT FARE; IF NO SLEEPER SEAT FARE, COMPARE WITH FIRST CLASS FARE
  - (2) FIRST CLASS FARE IS COMBINED WITH FIRST CLASS FARE; IF NO FIRST CLASS FARE, COMPARE WITH INTERMEDIATE CLASS FARE (OR NEXT LOWER CLASS FARE).
  - (3) INTERMEDIATE CLASS FARE IS COMPARED WITH INTERMEDIATE CLASS FARE; IF NO INTERMEDIATE CLASS FARE, COMPARE WITH ECONOMY CLASS FARE; PROVIDED THAT WHERE MORE THAN ONE ECONOMY CLASS FARE IS PUBLISHED COMPARE WITH THE HIGHEST ECONOMY CLASS FARE.
  - (4) ECONOMY CLASS FARE IS COMPARED WITH ECONOMY CLASS FARE
- (E) WHEN COMPARING NORMAL FARES IN ACCORDANCE WITH THE FOREGOING, THE COMPARISON SHALL BE MADE IN THE SAME DIRECTION AS THE FARE COMPONENT. WHEN USING HALF ROUND TRIP FARES THE COMPARISON SHALL BE MADE USING HALF ROUND TRIP FARES. WHEN USING ONE WAY FARES THE COMPARISON SHALL BE MADE USING ONE WAY FARES
- (F) WHEN MORE THAN ONE NORMAL FARE IS PUBLISHED FOR THE CARRIER AND THE CLASS OF SERVICE USED THE LOWER/LOWEST LEVEL MAY BE USED SUBJECT TO ANY STOPOVER, TRANSFER, SEASONALITY,

DAY-OF-WEEK LIMITATIONS OF THE LOWER/LOWEST FARE (EXCLUDING APPLICATION OF STOPOVER CHARGES).

- (G) FOR THE PURPOSE OF THE HIGHER INTERMEDIATE FARE CHECK, WHEN THE TICKET SHOWS NO STOPOVER AT BOTH THE UNIT ORIGIN AND THE UNIT DESTINATION POINT OF A SIDE TRIP WHICH HAS BEEN CHARGED SEPARATELY (DUE TO TRANSFER CONNECTIONS ON BOTH OCCASIONS) A STOPOVER SHALL BE CONSIDERED TO BE TAKEN AT SUCH POINT UNLESS THE TIME INTERVAL BETWEEN THE ARRIVAL IMMEDIATELY PRECEDING THE SIDE TRIP AND THE DEPARTURE IMMEDIATE FOLLOWING THE SIDE TRIP DOES NOT CONSTITUTE A STOPOVER.
  - (H) NOTWITHSTANDING THE ABOVE,
    - (1) FOR JOURNEY ORIGINATION IN WEST AFRICA HIGHER INTERMEDIATE POINTS IN EACH FARE COMPONENT SHALL BE CHECKED AT ALL TICKETED POINTS IN WESTERN AFRICA.
    - (2) FOR JOURNEYS WHOLLY BETWEEN KILIMANJARO AND NAIROBI, THE HIP CHECK IN EACH FARE COMPONENT SHALL BE APPLIED ON ALL TICKETED POINTS.
    - (3) FOR JOURNEYS ORIGINATION IN MALAWI, THE HIP CHECK IN EACH FARE COMPONENT SHALL BE APPLIED ON ALL TICKETED POINTS IN MALAWI.
    - (4) EXCEPT TC12 MID AND SOUTH ATLANTIC: WHEN TRAVEL ORIGINATES IN THE REPUBLIC OF YEMEN, ADDITIONAL HIP CHECKS SHALL APPLY AT ANY INTERMEDIATE TICKETED POINTS IN THE REPUBLIC OF YEMEN WHETHER OR NOT A STOPOVER IS TAKEN.
  - (I) DAY-OF-WEEK APPLICATION: IN ESTABLISHING THE DAY-OF-WEEK FARE LEVEL TO BE USED FOR THE HIP CHECK THE RULE FOR THE APPLICATION OF THE DAY-OF-WEEK FARES SHALL BE APPLIED SOLELY TO THE SECTOR(S) FOR WHICH THE CHECK IS BEING MADE. THE DAY OF TRAVEL ON SUCH SECTOR(S) SHALL BE USED TO DETERMINE THE DAY OF WEEK FARE LEVEL TO BE USED FOR THE HIP CHECK.
- (2) SPECIAL FARE HIP
- (A) HAVING ESTABLISHED AN APPLICABLE SPECIAL FARE FOR A PRICING UNIT, SUCH SPECIAL FARE MAY BE APPLIED SUBJECT TO THE FOLLOWING
    - (I) PRICE THE FARE AS NORMAL FARE
    - (II) ESTABLISHED THE LOWEST APPLICABLE LEVEL
      - (AA) IF THERE IS NO HIP BETWEEN EITHER FARE CONSTRUCTION POINT OF THE SPECIAL FARE AND IN INTERMEDIATE TICKETED POINT, THE SPECIAL FARE MAY BE APPLIED.
      - (BB) IF THERE IS A HIP BETWEEN EITHER FARE CONSTRUCTION FARE POINT OF THE SPECIAL FARE AND AN INTERMEDIATE TICKETED POINT, THE SPECIAL FARE SHALL BE NOT LESS THAN SUCH HIGHER FARE, EXCEPT,
        - (1) IF THERE IS A SPECIAL FARE OF THE SAME TYPE AT THE SAME LEVEL OR A LOWER LEVEL ON THE

SECTOR FOR WHICH THE NORMAL FARE APPLIES, THE SPECIAL FARE FOR THE COMPONENT MAY BE APPLIED, OR

- (2) IF THERE IS A SPECIAL FARE OF THE SAME TYPE AT A HIGHER LEVEL ON THE SECTOR FOR WHICH THE HIGHER NORMAL FARE APPLIES, THE SPECIAL FARE FOR THE COMPONENT SHALL BE NOT LESS THAN SUCH HIGHER SPECIAL FARE, OR
- (3) IF THERE IS NO SPECIAL FARE OF THE SAME TYPE ON THE SECTOR FOR WHICH THE HIGHER NORMAL FARE APPLIES, THE FARE SHALL BE NOT LESS THAN THE LOWEST OF ANY HIGHER TYPE OF SPECIAL FARE WITHIN THE SAME COLUMN SHOWN IN PARAGRAPH 4)
- (4) IN DEFINING A 'FARE OF THE SAME TYPE', THE COMPARISON SHALL BE LIMITED TO THE CLASS OF SERVICE AND

COLUMN 1  
LATE BOOKING FARE,  
OR  
APEX FARE,  
  
OR  
PEX FARE,  
OR  
EXCURSION FARE

COLUMN 2  
GIT FARE,  
OR  
INDIVIDUAL  
IT FARE,  
OR  
EXCURSION FARE

COLUMN 3  
PUBLIC GROUP FARE,  
OR  
EXCURSION FARE

- (5) IF THERE IS MORE THAN ONE SPECIAL FARE OF THE SAME TYPE ON THE SECTOR FOR WHICH THE HIGHER NORMAL FARE APPLIES, THE FARE WITH CONDITIONS MOST SIMILAR TO THOSE OF THE SPECIAL FARE FOR THE COMPONENT SHALL BE USED FOR COMPARISON.

- (B) ALL CONDITIONS ATTACHED TO THE SPECIAL FARE FOR THE COMPONENT APPLY
- (C) NOTWITHSTANDING THE ABOVE, WHEN TICKETS ARE ISSUED IN THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION, A HIGHER INTERMEDIATE FARE SHALL BE DEEMED TO BE APPLICABLE ONLY IN THE CASE OF INTERMEDIATE TICKETED POINTS AT WHICH A STOPOVER IS MADE; FOR THE PURPOSE OF THE FOREGOING EC MEMBER STATES SHALL BE CONSIDERED AS ONE COUNTRY, PROVIDED THAT:
  - (I) TRAVEL IS WHOLLY WITHIN THE EUROPE SUB-AREA AND ALL FARE CONSTRUCTION POINTS ARE IN EC MEMBER STATES.
  - (II) TRAVEL MUST COMMENCE IN THE COUNTRY OF THE POINT OF ORIGIN SHOWN ON THE TICKET
- (D) WHEN COMPARING SPECIAL FARES IN ACCORDANCE WITH THIS PARAGRAPH, COMPARISON SHALL BE MADE IN THE SAME DIRECTION AS THE FARE COMPONENT. WHEN USING HALF ROUND TRIP FARES THE COMPARISON SHALL BE MADE USING HALF ROUND

TRIP FARE. WHEN USING ONE WAY FARES THE COMPARISON SHALL BE MADE USING ONE WAY FARES.

- (E) FOR THE PURPOSE OF THE HIGHER INTERMEDIATE FARE CHECK, WHEN THE TICKET SHOWS NO STOPOVER AT BOTH THE UNIT ORIGIN AND THE UNIT DESTINATION POINT OF A SIDE TRIP WHICH HAS BEEN CHARGED SEPARATELY (DUE TO TRANSFER CONNECTIONS ON BOTH OCCASIONS) A STOPOVER SHALL BE CONSIDERED TO BE TAKEN AT SUCH POINT UNLESS THE TIME INTERVAL BETWEEN THE ARRIVAL IMMEDIATELY PRECEDING THE SIDE TRIP AND THE DEPARTURE IMMEDIATELY FOLLOWING THE SIDE TRIP DOES NOT CONSTITUTE A STOPOVER.
- (F) NOTWITHSTANDING THE ABOVE,
  - (1) FOR JOURNEY ORIGINATION IN WEST AFRICA HIGHER INTERMEDIATE POINTS IN EACH FARE COMPONENT SHALL BE CHECKED AT ALL TICKETED POINTS IN WEST AFRICA
  - (2) FOR JOURNEYS WHOLLY BETWEEN KILIMANJARO AND NAIROBI, THE HIP CHECK IN EACH FARE COMPONENT SHALL BE APPLIED ON ALL TICKETED POINTS.
  - (3) FOR JOURNEYS ORIGINATION IN MALAWI, THE HIP CHECK IN EACH FARE COMPONENT SHALL BE APPLIED ON ALL TICKETED POINTS IN MALAWI.

ONEWAY BACKHAUL FARE - 83

- (N) ONE WAY BACKHAUL FARE  
WHEN ON A ONE WAY JOURNEY, AND OPEN JAW TRIP USING ONE WAY FARE, TRAVEL IS VIA A HIGHER RATED INTERMEDIATE STOPOVER POINT, THE FARE FOR SUCH FARE COMPONENT IS ASSESSED EITHER:
    - (1) THE APPLICABLE FARE BETWEEN THE FARE CONSTRUCTION POINTS; OR
    - (2) THE FARE FROM THE ORIGIN FARE CONSTRUCTION POINT OF THE FARE COMPONENT:
      - (A) TO THE HIGHEST RATED INTERMEDIATE STOPOVER POINTS
      - (B) PLUS THE DIFFERENCE BETWEEN SUCH FARE AND THE DIRECT ROUTE FARE BETWEEN THE FARE CONSTRUCTION POINTS.  
WHICHEVER PRODUCES THE HIGHER AMOUNT.
- NOTE: HIDDEN BACKHAUL CHECK NEED NOT BE APPLIED.

DIRECTIONAL MIN FARE CK - 84

- (O) DIRECTIONAL MINIMUM FARE CHECKS
  - (1) THE CHECK APPLIES TO ONE WAY OR OPEN-JAW PRICING UNIT TO/FROM/VIA JAPAN.
    - (A) ONE WAY PU: THE DIRECT ROUTE ONE WAY FARE FOR THE HIGHEST RATED PAIR OF POINTS APPLICABLE IN EITHER DIRECTION FOR CLASS OF SERVICE USED BETWEEN ANY TICKETED POINTS WITHIN THE FARE COMPONENT
    - (B) NORMAL OPEN JAW PU: THE DIRECT ROUTE OF HALF ROUND TRIP FARE FOR THE HIGHEST RATED PAIR OF

- POINTS APPLICABLE IN EITHER DIRECTION FOR THE CLASS OF SERVICE USED BETWEEN ANY TICKETED POINTS WITHIN EACH FARE COMPONENT.
- (C) EXCEPTION: THIS RULE SHALL NOT APPLY WHEN THE TRAFFIC DOCUMENT IS ISSUED IN THE COUNTRY FROM WHICH THE JOURNEY COMMENCES (SCANDINAVIA IS CONSIDERED AS ONE COUNTRY)
  - (D) PROVIDED THAT, IN CASE OF ELECTRONIC TICKETS, THE TRAFFIC DOCUMENT WILL BE DEEMED TO BE ISSUED IN THE COUNTRY IN WHICH THE ELECTRONIC RECORD IS ESTABLISHED.
- (2) SPECIAL ONE WAY FARES  
WHEN APPLYING THE RULE IN (1) ABOVE THE FARES TO BE USED SHALL BE ONE WAY DIRECT ROUTE FARES OF THE SAME TYPE. IN THE ABSENCE OF A FARE OF THE SAME TYPE, THE NEXT HIGHER ONE WAY FARE SHALL BE USED.
- (3) APPLICABLE FARES
- (A) THE FARES TO BE USED SHALL BE THOSE APPLICABLE ON THE DATE OF COMMENCEMENT OF THE OUTBOUND TRANSPORTATION; OR IN THE CASE OF SEASONAL FARES, THOSE APPLICABLE ON THE DATE WHICH DETERMINES THE SEASONAL LEVEL TO BE USED, THE LOWER/LOWEST LEVEL MAY BE USED.
  - (B) WHERE MORE THAN ONE NORMAL FARE IS PUBLISHED FOR THE CARRIER AND THE CLASS OF SERVICE USED, THE LOWER/LOWEST LEVEL MAY BE USED.
- (4) APPLICATION OF 1), 2) AND 3) WILL NOT APPLY WHEN,
- (A) FOR TRAFFIC DOCUMENTS ISSUED IN TC1 FOR JOURNEYS COMMENCING IN TC1
  - (B) FOR TRAFFIC DOCUMENTS ISSUED IN CANADA, USA/US TERRITORIES FOR JOURNEYS TO CANADA, USA/US TERRITORIES
  - (C) WHEN THE JOURNEY ORIGINATES IN BENIN, BURKINA FASO, CAMEROON, CENTRAL AFRICAN REPUBLIC, CHAD, CONGO (BRAZZAVILLE) COTE D' LOVIRE, EQUATORIAL GUINEA, GABON, GUINEA BISSAU, MALI, NIGER, SENEGAL OR TOGO AND THE TRAFFIC DOCUMENT IS ISSUED IN THESE COUNTRIES.

CIRCLE TRIP MINIMUM - 85

- (P) CIRCLE TRIP MINIMUM (CTM)
- NOTE 1: WHEN THERE ARE ROUND TRIP FARES FROM THE POINT OF UNIT ORIGIN TO ANY STOPOVER POINT WHICH DIFFER ACCORDING TO CARRIER(S) USED OUTBOUND AND INBOUND, THE FARE TO BE USED FOR THE CHECK SHALL BE THE LOWER OF SUCH ROUND TRIP FARES.
- NOTE 2: WHERE MORE THAN ONE NORMAL FARE IS PUBLISHED FOR THE CARRIER AND THE CLASS OF SERVICE USED, THE LOWER/LOWEST LEVEL MAY BE USED SUBJECT TO SEASONALITY (INCLUDING BLACKOUT DATES) AND DAY OF WEEK APPLICATION FOR THE MINIMUM CHECK.
- (A) ONE CLASS OF SERVICE  
THE FARE FOR A CIRCLE TRIP (EXCLUDING SIDE TRIPS FOR WHICH A SEPARATE FARE HAS BEEN ASSESSED) TRAVELED IN ONE CLASS OF SERVICE MUST NOT BE LESS THAN THE DIRECT ROUTE NORMA

OR SPECIAL ROUND TRIP FARE FOR THE HIGHEST RATED PAIR OF POINTS APPLICABLE TO THE CLASS OF SERVICE USED FROM THE POINT OF ORIGIN TO ANY \*STOPOVER\* POINT ON THE ROUTE OF TRAVEL.

NOTE: WHEN SPECIAL FARES ARE USED, THE COMPARISON SHALL BE AS PROVIDED IN PARAGRAPH (M) (1) (B) OF THIS RULE; PROVIDED THAT WHEN NO DIRECT ROUTE SPECIAL ROUND TRIP FARE IS AVAILABLE FROM THE POINT OF UNIT ORIGIN TO ANY HIGHER RATED NORMAL FARE STOPOVER POINT, THE TOTAL FARE SHALL NOT BE LESS THAN THE DIRECT ROUTE NORMAL ECONOMY CLASS FARE FROM THE POINT OF UNIT ORIGIN TO SUCH POINT.

(B) DIFFERENT CLASS OF SERVICE

THE FARE FOR A CIRCLE TRIP (EXCLUDING SIDE TRIPS FOR WHICH A SEPARATE FARE HAS BEEN ASSESSED) INVOLVING DIFFERENT CLASSES OF SERVICE MUST NOT BE LESS THAN THE DIRECT ROUTE NORMAL FARE FOR THE HIGHEST RATED PAIR OF POINTS APPLICABLE TO THE LOWEST CLASS OF SERVICE USED IN THE FARE CONSTRUCTION FROM THE POINT OF UNIT ORIGIN TO ANY INTERMEDIATE \*STOPOVER\* POINT ON THE ROUTE OF TRAVEL.

CLASS DIFFERENTIALS ARE ADDED AFTER DETERMINATION OF THE CIRCLE TRIP MINIMUM.

EXCEPTION 1: THE CIRCLE TRIP MINIMUM CHECK NEED NOT BE APPLIED TO POINTS ON A JOURNEY WHICH HAVE BEEN DISREGARDED UNDER EXCEPTIONS TO THE HIGHER INTERMEDIATE POINT RULE.

EXCEPTION 2: FOR SPECIAL FARES ONLY: THE FOREGOING PROVISIONS NEED NOT BE APPLIED FOR POINTS WHICH HAVE PASSED THE HIP CHECK AND HAVE NOT QUALIFIED TO BE A HIP POINT.

COMMON TKT PT MINIMUM - 86

(Q) COMMON TICKETED POINT MINIMUM (CPM) (APPLICABLE TO NORMAL FARE OPEN JAWS)

NOTE: FOR THE PURPOSE OF THIS PARAGRAPH CANADA AND THE U.S.A. WILL BE CONSIDERED ONE COUNTRY AND DENMARK, NORWAY, AND SWEDEN WILL BE CONSIDERED ONE COUNTRY.

WHERE TRAVEL FROM ONE COUNTRY AND RETURN THERETO IS COMPRISED OF NOT MORE THAN 2 INTERNATIONAL FARE COMPONENTS AND HAS THE SURFACE BREAK IN THE COUNTRY OF UNIT ORIGIN, THE COUNTRY OF UNIT TURNAROUND OR BOTH, HALF ROUNDTrip NORMAL FARES SHALL BE USED FOR EACH COMPONENT SUBJECT TO THE FOLLOWING MINIMUM CHECKS.

EXCEPTION: FOR TRAVEL ORIGINATING IN CANADA OR THE U.S.A., THE SURFACE SECTOR IS PERMITTED BETWEEN DIFFERENT EUROPEAN COUNTRIES, PROVIDED THAT TRANSATLANTIC FARES ARE USED IN BOTH DIRECTIONS.

(A) IF THERE IS A SURFACE SECTOR IN THE COUNTRY

OF UNIT ORIGIN AND THERE IS A COMMON TICKETED POINT IN THE COUNTRY OF UNIT ORIGIN IN BOTH DIRECTIONS, THE FARE MUST NOT BE LESS THAN THE HIGHEST APPLICABLE RT/CT FARE FROM THE COMMON POINT(S).

- (B) IF THERE IS A SURFACE SECTOR IN THE COUNTRY OF UNIT TURNAROUND AND THERE IS A COMMON TICKETED POINT IN THE COUNTRY OF UNIT TURNAROUND IN BOTH DIRECTIONS, THE FARE FOR THE ENTIRE JOURNEY MUST NOT BE LESS THAN THE HIGHEST APPLICABLE RT/CT FARE TO THE COMMON POINT(S).
- (C) IF THERE IS A COMMON TICKET POINT IN THE COUNTRY OF UNIT ORIGIN AND THE COUNTRY OF UNIT TURNAROUND IN BOTH DIRECTIONS, THE FARE FOR THE ENTIRE JOURNEY MUST NOT BE LESS THAN THE HIGHEST APPLICABLE RT/CT FARE WHICH WOULD APPLY FOR TRAVEL TO/FROM SUCH COMMON POINTS.
- (D) IN APPLYING THE ABOVE, THE COMMON POINT CHECK SHALL ONLY APPLY TO A COMMON POINT(S) IN THE COUNTRY OF ORIGIN AND/OR THE COUNTRY OF A TERMINAL POINT OF A FARE COMPONENT, IT SHALL NOT APPLY TO INTERMEDIATE COMMON POINTS IN OTHER COUNTRIES.

EXAMPLE: TRAVEL ATL-LON-ZRH/-ROM-ZRH-LON-ATL  
THE COMMON POINT CHECK WOULD BE APPLIED TO ATL-ZRH, BUT NOT APPLIED TO ATL-LON AS LON IS NOT IN THE COUNTRY OF A TERMINAL POINT OF A FARE COMPONENT.

EXCEPTION: THE ABOVE COMMON TICKETED POINT MINIMUM CHECKS ARE NOT APPLICABLE WHEN THE COMMON TICKETED POINT(S) OCCUR WITHIN THE CONTINENTAL U.S.A. AND CX IS THE TRANSATLANTIC/TRANSPACIFIC CARRIER IN BOTH DIRECTIONS.

MIN CHECK (RSC) NOT CANADA - 87

- (R) MINIMUM CHECK - CONSECUTIVE RT NORMAL FARE PRICING UNITS (RSC) (NOT APPLICABLE FOR TRAVEL TO/FROM CANADA)
  - (1) RETURN SUBJOURNEYS:
    - (A) IF THE JOURNEY CONTAINS ANY CONSECUTIVE NORMAL FARE PRICING UNITS FOR RETURN SUBJOURNEYS, A MINIMUM CHECK WILL BE APPLIED WHEREBY THE TOTAL FARE ASSESSED FOR SUCH CONSECUTIVE PRICING UNITS (EXCLUDING ANY SIDE TRIPS CHARGED SEPARATELY) SHALL NOT BE LESS THAN THE DIRECT ROUTE NORMAL RT FARE APPLICABLE TO THE CLASS OF SERVICE USED TO ASSESS THE FARE FROM THE UNIT ORIGIN OF THE FIRST OF SUCH CONSECUTIVE PRICING UNITS TO THE HIGHEST RATED STOPOVER POINT IN SUCH CONSECUTIVE PRICING UNITS.

EXAMPLE: TRAVEL  
JFK-ROM-ATH-TYO-SIN-ATH-ROM-JFK  
CONSTRUCTION COULD BE:  
JFK-ROM RT 1 PRICING UNIT

ROM-ATH RT 1 PRICING UNIT  
 ATH-TYO 1/2 RT)  
 TYO-SIN 1/2 RT) 1 PRICING UNIT  
 ATH-SIN 1/2 RT)  
 - 3 CONSECUTIVE PRICING UNITS (RT +  
 RT + CT)  
 - ALL ARE STOPOVER POINTS  
 - FROM UNIT ORIGIN OF THE FIRST  
 STOPOVER POINT, JFK-SIN BEING THE  
 HIGHEST DIRECT ROUTE ROUND TRIP  
 FARE FROM NEW YORK.  
 - MINIMUM CHECK - THE TOTAL FARE  
 FOR THESE CONSECUTIVE PRICING  
 UNITS MUST NOT BE LESS THAN  
 JFK-SIN RT FARE (WHICH IS THE  
 HIGHEST FARE).

EXCEPTIONS:

(I) IF THE FIRST PRICING UNIT IS FOR AN  
 ORIGIN OPEN JAW TRIP, THE DIRECT ROUTE  
 RT FARE SHALL BE ASSESSED AS THE SUM OF  
 HALF THE DIRECT ROUTE RT FARE FROM THE  
 UNIT ORIGIN OF SUCH OPEN JAW PRICING  
 UNIT AND HALF THE DIRECT ROUTE RT FARE  
 FROM THE UNIT DESTINATION OF SUCH OPEN  
 JAW PRICING UNIT TO EACH STOPOVER POINT  
 IN SUCH CONSECUTIVE PRICING UNITS.

EXAMPLE: TRAVEL

JFK-BRU-NBO-JNB-NBO-BRU-ATL

CONSTRUCTION COULD BE:

JFK-BRU 1/2 RT)  
 ATL-BRU 1/2 RT) 1 PRICING UNIT  
 BRU-NBO RT 1 PRICING UNIT  
 NBO-JNB RT 1 PRICING UNIT

- MINIMUM CHECK: TOTAL FARE FOR THE  
 PRICING UNITS MUST NOT BE LESS THAN  
 THE SUM OF 1/2 RTS JFK-BRU + ATL-BRU  
 - OR - JFK-NBO + ATL-NBO - OR -  
 JFK-JNB + ATL-JNB, WHICHEVER IS THE  
 HIGHEST.

(II) IF THE LAST PRICING UNIT IS FOR A  
 TURNAROUND OPEN JAW TRIP, THE DIRECT  
 ROUTE RT FARE TO STOPOVER/TERMINAL  
 POINTS IN THE OPEN JAW PRICING UNIT  
 SHALL BE ASSESSED AS THE SUM OF HALF THE  
 DIRECT ROUTE ROUND TRIP FARES FROM THE  
 UNIT ORIGIN OF THE FIRST CONSECUTIVE  
 PRICING UNIT TO THE HIGHEST RATED  
 STOPOVER/TERMINAL POINT IN THE OPEN JAW  
 PRICING UNIT ON THE OUTBOUND COMPONENT  
 AND HALF THE DIRECT ROUTE RT FARE FROM  
 THE UNIT ORIGIN OF THE FIRST CONSECUTIVE  
 PRICING UNIT TO THE HIGHEST RATED  
 STOPOVER/TERMINAL POINT IN THE OPEN JAW  
 PRICING UNIT ON THE INBOUND COMPONENT.

EXAMPLE: TRAVEL

BRU-NBO-LUN-DUR-XXX-CPT-JNB-LUN-NBO-BRU

CONSTRUCTION COULD BE:

BRU-NBO RT 1 PRICING UNIT  
 NBO-LUN RT 1 PRICING UNIT  
 LUN-DUR 1/2 RT)  
 LUN-CPT 1/2 RT) 1 PRICING

UNIT

- MINIMUM CHECK: TOTAL FARE FOR THE PRICING UNITS MUST NOT BE LESS THAN THE BRU-NBO RT - OR - BRU-LUN RT - OR - THE SUM OF 1/2 RTS BRU-DUR + BRU-CPT, WHICHEVER IS THE HIGHEST.

(III) IF BOTH THE FIRST AND LAST CONSECUTIVE PRICING UNITS ARE FOR ORIGIN/TURNAROUND OPEN JAW TRIPS, THEN BOTH (I) AND (II) ABOVE SHALL APPLY.

(B) WHERE MORE THAN ONE NORMAL FARE IS PUBLISHED FOR THE CARRIER AND THE CLASS OF SERVICE USED, THE LOWER/LOWEST LEVEL MAY BE USED SUBJECT TO SEASONALITY (INCLUDING BLACKOUT DATES) OR DAY OF WEEK APPLICATION.

(C) WHEN THERE ARE ROUND TRIP FARES FROM THE POINT OF ORIGIN TO ANY STOPOVER POINT WHICH DIFFER ACCORDING TO CARRIER(S) USED ON THE OUTBOUND AND INBOUND JOURNEYS, THE FARE TO BE USED FOR THE CHECK SHALL BE THE LOWER OF SUCH ROUND TRIP FARES.

(2) MIXTURE OF RETURN SUBJOURNEYS AND ONE WAY SUBJOURNEYS

WHEN A JOURNEY COMPRISES PRICING UNITS WHICH ARE A MIXTURE OF PRICING UNITS FOR RETURN SUBJOURNEYS AND PRICING UNITS FOR ONE WAY SUBJOURNEYS, NO OVERALL CHECKS WILL BE APPLIED. HOWEVER, IF THERE ARE TWO OR MORE CONSECUTIVE RETURN SUBJOURNEY NORMAL FARE PRICING UNITS THEN THE MINIMUM FARE CHECK WILL BE APPLIED FOR SUCH PRICING UNITS (I.E. IF THERE ARE TWO OR MORE CONSECUTIVE PRICING UNITS FOR RETURN SUBJOURNEYS, THE MINIMUM CHECK WILL BE APPLIED FROM THE UNIT ORIGIN OF THE FIRST OF SUCH PRICING UNITS TO ALL STOPOVER POINTS WITHIN THE CONSECUTIVE PRICING UNIT(S))

EXAMPLE: TRAVEL ATL-PAR-AMS-HKG-TYO-HKG-AMS  
CONSTRUCTION COULD BE

ATL-PAR OW 1 PRICING UNIT  
PAR-AMS OW 1 PRICING UNIT  
AMS-HKG RT 1 PRICING UNIT  
HKG-TYO RT 1 PRICING UNIT

- NO MINIMUM CHECK APPLIES ON THE CONSECUTIVE OWS ATL-PAR AND PAR-AMS; THE RT

MINIMUM CHECK APPLIES ON THE CONSECUTIVE RTS AMS-HKG AND HKG-TYO.

EXAMPLE: TRAVEL ATL-PAR-HKG-TYO-HKG XXX  
PAR-ATL

CONSTRUCTION COULD BE  
ATL-PAR RT 1 PRICING UNIT  
PAR-HKG OW 1 PRICING UNIT  
HKG-TYO RT 1 PRICING UNIT

- NO CHECK ACROSS THE PRICING UNITS SINCE THERE ARE NO CONSECUTIVE RT PRICING UNITS

(A) IF TWO OR MORE PRICING UNITS FOR RETURN SUBJOURNEYS HAVE A COMMON FARE CONSTRUCTION POINT BUT ARE SEPARATED BY A PRICING UNIT FOR A ONE WAY SUBJOURNEY, THE MIMIMUM CHECK SHALL BE APPLIED FROM THE UNIT ORIGIN OF THE FIRST OF SUCH PRICING UNITS TO ALL STOPOVER POINTS IN THE OTHER CONTIGUOUS/CONSECUTIVE PRICING

UNIT(S) .

EXAMPLE: TRAVEL JNB-ATL-IST XXX  
ATH-STO-ATH-JNB

CONSTRUCTION COULD BE

JNB-ATH RT 1 PRICING UNIT

ATH-IST OW 1 PRICING UNIT

ATH-STO RT 1 PRICING UNIT

- AS ATH IS A COMMON POINT ON 2  
CONTIGUOUS RT PRICING UNITS, MINIMUM  
CHECK IS

APPLIED JNB-ATH, JNB-STO.

CLASS DIFFERENTIAL CALC - 88

(S) CLASS DIFFERENTIALS CALCULATION

- (1) THE FARE SHALL BE DETERMINED IN THE LOWER CLASS OF THE ENTIRE JOURNEY AND PLUS THE CLASS DIFFERENTIAL FOR THE SECTORS TRAVELLED IN THE HIGHER CLASS OF SERVICE.
- (2) THE CLASS DIFFERENTIAL IS SUBJECT TO THE NORMAL MILEAGE PROVISIONS AND MUST BE INCREASED ACCORDINGLY WHEN THE DISTANCE TRAVELLED IN THE HIGHER CLASS OF SERVICE EXCEEDS THE MAXIMUM PERMITTED MILEAGE (MPM) FOR THE SECTORS CONCERNED.
- (3) THE CLASS DIFFERENTIALS SHALL BE ASSESSED:
  - (A) IN THE SAME DIRECTION AS THE FARE COMPONENT USED;
  - (B) WITHIN EACH FARE COMPONENT.
- (4) CLASS DIFFERENTIAL CALCULATION IS ONLY SUBJECT TO THE HIP CHECK, NO FURTHER MINIMUM CHECK APPLIES.

GROUND TRANSFERS - 89

(T) GROUND TRANSFERS

PUBLISHED FARES DO NOT INCLUDE GROUND TRANSFER SERVICE BETWEEN AIRPORTS AND BETWEEN AIRPORT AND TOWN CENTERS UNLESS CARRIER'S TARIFFS SPECIFICALLY PROVIDE THAT SUCH GROUND TRANSFER SERVICE WILL BE FURNISHED WITHOUT ADDITIONAL CHARGE. (SEE RULE 30 HEREIN)

EXTRA MILEAGE ALLOWANCE - 90

(U) BETWEEN AREAS 1 AND 3 VIA THE PACIFIC - EXTRA  
MILEAGE ALLOWANCE CARRIER EXCEPTIONS

BETWEEN	AND	VIA	TPM DEDUCTION
YVR	SIA/HGH/NGB	HKG	300 (NOTE 1)
YVR	NKG	HKG	400 (NOTE 1)
YVR	SHA	HKG	500 (NOTE 1)
YVR	TSN/TAO	HKG	900 (NOTE 1)
YVR	DLC	HKG	1200 (NOTE 1)
YVR	BJS	HKG	1300 (NOTE 1)
YVR	SHE	HKG	1400 (NOTE 1)
CANADA (EXCEPT YVR/ YTO)	SIA/HGH/NGB	HKG AND YVR	300 (NOTE 1)
CANADA (EXCEPT YVR/	NKG	HKG AND YVR	400 (NOTE 1)

YTO)			
CANADA (EXCEPT YVR/ YTO)	SHA	HKG AND YVR	500 (NOTE 1)
CANADA (EXCEPT YVR/ YTO)	TSN/TAO	HKG AND YVR	900 (NOTE 1)
CANADA (EXCEPT YVR/ YTO)	DLC	HKG AND YVR	1200 (NOTE 1)
CANADA (EXCEPT YVR/ YTO)	BJS	HKG AND YVR	1300 (NOTE 1)
CANADA (EXCEPT YVR/ YTO)	SHE	HKG AND YVR	1400 (NOTE 1)
YTO	SHA	HKG	100 (NOTE 2)
YTO	TSN/TAO	HKG	500 (NOTE 2)
YTO	BJS	HKG	700 (NOTE 2)
BETWEEN	AND	VIA	TPM DEDUCTION
YTO	DLC	HKG	800 (NOTE 2)
YTO	SHE	HKG	1000 (NOTE 2)
CANADA (EXCEPT YVR/ YTO)	SHA	HKG AND YTO	100 (NOTE 2)
CANADA (EXCEPT YVR/ YTO)	TSN/TAO	HKG AND YTO	500 (NOTE 2)
CANADA (EXCEPT YVR/ YTO)	BJS	HKG AND YTO	700 (NOTE 2)
CANADA (EXCEPT YVR/ YTO)	DLC	HKG AND YTO	800 (NOTE 2)
CANADA (EXCEPT YVR/ YTO)	SHE	HKG AND YTO	1000 (NOTE 2)
YVR	SEL	HKG	390 (NOTE 1)
LAX	HGH/NGB	HKG	100 (NOTE 3)
LAX	NKG	HKG	200 (NOTE 3)
LAX	SHA	HKG	300 (NOTE 3)
LAX	TSN/TAO	HKG	700 (NOTE 3)
LAX	DLC	HKG	1000 (NOTE 3)
LAX	BJS	HKG	1100 (NOTE 3)
LAX	SHE	HKG	1200 (NOTE 3)
USA (EXCEPT LAX/SFO/ NYC)	HGH/NGB	HKG AND LAX	100 (NOTE 3)
USA (EXCEPT LAX/SFO/ NYC)	NKG	HKG AND LAX	200 (NOTE 3)
USA (EXCEPT LAX/SFO NYC)	SHA	HKG AND LAX	300 (NOTE 3)
USA (EXCEPT LAX/SFO NYC)	TSN/TAO	HKG AND LAX	700 (NOTE 3)
USA (EXCEPT LAX/SFO NYC)	DLC	HKG AND LAX	1000 (NOTE 3)
USA (EXCEPT LAX/SFO NYC)	BJS	HKG AND LAX	1100 (NOTE 3)
USA (EXCEPT LAX/SFO NYC)	SHE	HKG AND LAX	1200 (NOTE 3)
SFO	SIA/HGH	HKG	100 (NOTE 4)
SFO	NKG/NGB	HKG	200 (NOTE 4)
SFO	SHA	HKG	400 (NOTE 4)
SFO	TSN/TAO	HKG	800 (NOTE 4)
SFO	DLC/BJS	HKG	1100 (NOTE 4)
SFO	SHE	HKG	1200 (NOTE 4)
BETWEEN	AND	VIA	TPM DEDUCTION
USA (EXCEPT LAX/SFO/ NYC)	SIA/HGH	HKG AND SFO	100 (NOTE 4)

USA (EXCEPT LAX/SFO/ NYC)	NKG/NGB	HKG AND SFO 200 (NOTE 4)
USA (EXCEPT LAX/SFO NYC)	SHA	HKG AND SFO 400 (NOTE 4)
USA (EXCEPT LAX/SFO NYC)	TSN/TAO	HKG AND SFO 800 (NOTE 4)
USA (EXCEPT LAX/SFO NYC)	DLC/BJS	HKG AND SFO 1100 (NOTE 4)
USA (EXCEPT LAX/SFO NYC)	SHE	HKG AND SFO 1200 (NOTE 4)
NYC	SIA	HKG 100 (NOTE 5)
NYC	SHA/TSN	HKG 500 (NOTE 5)
NYC	DLC	HKG 800 (NOTE 5)
NYC	SHE	HKG 900 (NOTE 5)
NYC	BJS	HKG 1200 (NOTE 5)
USA (EXCEPT LAX/SFO/ NYC)	SIA	HKG AND NYC 100 (NOTE 5)
USA (EXCEPT LAX/SFO/ NYC)	SHA/TSN	HKG AND NYC 500 (NOTE 5)
USA (EXCEPT LAX/SFO NYC)	DLC	HKG AND NYC 800 (NOTE 5)
USA (EXCEPT LAX/SFO NYC)	SHE	HKG AND NYC 900 (NOTE 5)
USA (EXCEPT LAX/SFO NYC)	BJS	HKG AND NYC 1200 (NOTE 5)

NOTES:

1. APPLICABLE ONLY WHEN TRAVEL IS VIA NORTH/CENTRAL PACIFIC AND CX IS THE TRANSPACIFIC CARRIER BETWEEN HKG AND YVR
2. APPLICABLE ONLY WHEN TRAVEL IS VIA NORTH/CENTRAL PACIFIC AND CX IS THE TRANSPACIFIC CARRIER BETWEEN HKG AND YTO
3. APPLICABLE ONLY WHEN TRAVEL IS VIA NORTH/CENTRAL PACIFIC AND CX IS THE TRANSPACIFIC CARRIER BETWEEN HKG AND LAX
4. APPLICABLE ONLY WHEN TRAVEL IS VIA NORTH/CENTRAL PACIFIC AND CX IS THE TRANSPACIFIC CARRIER BETWEEN HKG AND SFO
5. APPLICABLE ONLY WHEN TRAVEL IS VIA NORTH/CENTRAL PACIFIC AND CX IS THE TRANSPACIFIC CARRIER BETWEEN HKG AND NYC

GFBM582 GFS TEXT MENU RULE CATEGORY TEXT DISPLAY 27AUG 08  
AREA: PA TARIFF: IPRG CXR: CX RULE: 0135 CAT: 70 EFFECT: 01AUG08 03:03:06  
CITY/CTRY: FILED TO GOVT: APPROVED ONLY: BOT:  
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TITLE/APPLICATION - 70

\_ STOPOVERS

- (A) EXCEPT AS OTHERWISE PROVIDED IN THIS RULE, STOPOVERS WITHIN THE VALIDITY PERIOD OF THE TICKET WILL BE PERMITTED AT ANY SCHEDULED STOP UNLESS CARRIER'S TARIFFS OR GOVERNMENT REGULATIONS DO NOT PERMIT A STOPOVER AT ANY SUCH STOP.
- (B) STOPOVERS MUST BE ARRANGED WITH CARRIER IN ADVANCE AND SPECIFIED ON THE TICKET.

TITLE/APPLICATION - 70

K CURRENCY APPLICATIONS

LOCAL CURRENCY FARES AND CHARGES

(1) FARES AND RELATED CHARGES ARE EXPRESSED IN THE LOCAL CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION (COC), EXCEPT THOSE COUNTRIES LISTED BELOW WHICH ARE EXPRESSED IN US DOLLARS:

	AFGHANISTAN	LEBANON
	ALBANIA	LIBERIA
	AMERICAN SAMOA	CANCELLED
	ANGOLA	MACEDONIA, THE FORMER
	ANGUILLA	YUGOSLAV REPUBLIC OF
K	ANTIGUA AND BARBUDA	MADAGASCAR
	ARGENTINA	MALAWI
	ARMENIA	MALDIVES
	AZERBAIJAN	MARIANA ISLANDS
	BAHAMAS	MARSHALL ISLANDS
	BANGLADESH	MEXICO
	BARBADOS	MOLDOVA,
	BELARUS	REPUBLIC OF
	BELIZE	MONGOLIA
	BERMUDA	MONTSERRAT
	BOLIVIA	NEPAL
	BOSNIA AND HERZEGOVINA	NICARAGUA
	BRAZIL	NIGERIA
	BRITISH VIRGIN ISLANDS	PALAU
K	BULGARIA	PANAMA
	BURUNDI	PARAGUAY
	CAMBODIA	PERU
	CAPE VERDE	PHILIPPINES
	CAROLINE ISLANDS	<{CANCELLED}
	CAYMAN ISLANDS	ROMANIA
	CHILE	RUSSIAN
	COLOMBIA	FEDERATION
	COSTA RICA	RWANDA
	CROATIA	SAINT KITTS
	CUBA	AND NEVIS
	DOMINICA	SAINT LUCIA
	DOMINICAN	SAINT VINCENT AND
	REPUBLIC	THE GRENADINES
K	ECUADOR	SAO TOME AND
	EL SALVADOR	PRINCIPE
	ERITREA	SIERRA LEONE
	ETHIOPIA	SOMALIA
	GAMBIA	SURINAM
	GEORGIA	TAJIKISTAN
	GHANA	TANZANIA, UNITED
	GRENADA	REPUBLIC OF
	GUATEMALA	TRINIDAD AND
	GUINEA	TOBAGO
	GUINEA-	TURKEY
	BISSAU	TURKMENISTAN
	GUYANA	TURKS AND
	HAITI	CAICOS ISLANDS

- K HONDURAS UGANDA
- INDONESIA UKRAINE
- ISRAEL URUGUAY
- JAMAICA U.S. AND U.S.
- KENYA TERRITORIES
- KYRGYZSTAN UZBEKISTAN
- LAOS, PEOPLE'S VENEZUELA
- DEMOCRATIC VIET NAM
- REPUBLIC OF YEMEN, REPUBLIC OF
- YUGOSLAVIA
- ZAIRE
- ZAMBIA

(2) ALL DOMESTIC ADD-ONS SHALL BE ESTABLISHED IN THE CURRENCY OF THE COUNTRY CONCERNED, OR WHERE AGREED, IN U.S. DOLLARS.

- K COMBINATION OF LOCAL CURRENCY FARES TO COMBINE TWO OR MORE LOCAL CURRENCY FARES, CONVERT ALL LOCAL CURRENCY FARES INTO THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.
- STEP 1: (A) ESTABLISH THE NUC AMOUNT FOR EACH LOCAL CURRENCY FARE BY DIVIDING THE LOCAL CURRENCY FARE BY THE APPLICABLE IATA RATE OF EXCHANGE (ROE) SHOWN IN THE CURRENCY CONVERSION TABLE BELOW FOR THE COUNTRY IN WHICH THE CURRENCY IS DENOMINATED.
- (B) CALCULATE THE RESULTANT AMOUNT TO TWO DECIMALS PLACES, IGNORING ANY FURTHER DECIMAL PLACES.
- K STEP 2: ADD THE RESULTANT NUC AMOUNTS FOR THE SECTORS INVOLVED.
- STEP 3: (A) ESTABLISH THE THROUGH LOCAL CURRENCY FARE BY MULTIPLYING THE TOTAL NUC AMOUNTS (DERIVED FROM STEPS 1, 2, AND 3 ABOVE) BY THE IATA RATE OF EXCHANGE (ROE) SHOWN IN THE CURRENCY CONVERSION TABLE BELOW FOR THE COUNTRY OF COMMENCEMENT OF TRAVEL.
- (B) CALCULATE THE RESULTANT AMOUNT OF ONE DECIMAL PLACE BEYOND THE NUMBER OF DECIMAL PLACES SHOWN NEXT TO THE LOCAL CURRENCY IN THE CONVERSION TABLE BELOW, IGNORING ANY FURTHER DECIMAL PLACES.
- (C) ROUND UP TO THE NEXT HIGHER ROUNDING UNIT SHOWN NEXT TO THE LOCAL CURRENCY IN THE CURRENCY CONVERSION TABLE, UNLESS OTHERWISE INDICATED.
- K

OTHER CHARGES

OTHER CHARGES ESTABLISHED IN LOCAL CURRENCY AMOUNTS TO BE SHOWN ON THE TICKET SHALL BE CONVERTED TO THE CURRENCY OF THE COUNTRY OF SALE USING THE BANKERS' SELLING RATE USING THE ROUNDING UNITS SHOWN NEXT TO OTHER CHARGES IN THE CURRENCY CONVERSION TABLE.

PTAS AND MCOS FOR UNSPECIFIED TRANSPORTATION  
 PTAS AND MCOS FOR UNSPECIFIED TRANSPORTATION WHEN HONORED FOR PAYMENT OF AIR TRANSPORTATION SHALL BE SUBJECT TO THE PROVISIONS OF RULE 75 (CURRENCY OF PAYMENT). THE COUNTRY OF PAYMENT OF THE PTA OR MCO SHALL BE CONSIDERED THE COUNTRY OF ORIGINAL ISSUE.

- K CURRENCY TABLE  
 FOR IATA RATE OF EXCHANGE (ROE) CURRENCY CONVERSION TABLE

SEE PAGES 259-275.  
 LOCAL CURRENCY ROUNDING TABLE  
 FOR THOSE COUNTRIES WHERE FARES ARE EXPRESSED IN USD AND THE  
 USD IS NOT THE LOCAL CURRENCY; SEE PAGES 276-282.

CURRENCY TABLE

	ABU DHABI			
	(SEE UNITED ARAB EMIRATES)			
	AFGHANISTAN			
	US DOLLAR	USD	ROE:1.0	NOTE 1
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
	ALBANIA			
K	US DOLLAR	USD	ROE:1.0	NOTE 1
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
R	EURO	EUR	ROE:.642811000	NOTE 1
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.01
	ALGERIA			
R	ALGERIAN DINAR	DZD	ROE:63.3539800	NOTE 1
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 1
	AMERICAN SAMOA			
	US DOLLAR	USD	ROE:1.0	NOTE 1,6
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
	ANGOLA			
	US DOLLAR	USD	ROE:1.0	NOTE 1
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
	ANGUILLA			
K	US DOLLAR	USD	ROE:1.0	NOTE 1
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
	ANTIGUA AND BARBUDA			
	US DOLLAR	USD	ROE:1.0	NOTE 1
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
	ARGENTINA			
	US DOLLAR	USD	ROE:1.0	NOTE 1
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
	ARMENIA			
	US DOLLAR	USD	ROE:1.0	NOTE 1
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
	ARUBA			
	ARUBAN GUILDER	AWG	ROE:1.79000000	NOTE -
K	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 1
	AUSTRALIA			
	AUSTRALIAN DOLLAR	AUD	ROE:1.04442100	NOTE -
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
	AUSTRIA			
	SCHILLING	ATS	ROE:12.5189900	NOTE -
	ROUND UP: LOCAL CURRENCY - 10			OTHER CHARGES - 10
	EURO	EUR	ROE:.642811000	NOTE 1
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.01
	AZERBAIJAN			
	US DOLLAR	USD	ROE:1.0	NOTE 1
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
	BAHAMAS			
K	US DOLLAR	USD	ROE:1.0	NOTE 1
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
	BAHRAIN			
	BAHRAINI DINAR	BHD	ROE:0.37610000	NOTE -
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 1
	BANGLADESH			

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		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
		BARBADOS			
		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
		BELARUS			
		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
K		BELGIUM			
		BELGIAN FRANC	BEF	ROE:36.7008560	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 1
R		EURO	EUR	ROE:.642811000	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.01
		BELIZE			
		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.
		BENIN			
K		BHUTAN			
I		NGULTRUM	BTN	ROE:42.7920000	NOTE -
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 1
		BOLIVIA			
		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
		BOSNIA AND HERZEGOVINA			
		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
R		EURO	EUR	ROE:.642811000	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.01
		BOTSWANA			
I		PULA	BWP	ROE:6.55482700	NOTE -
K		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
		BRAZIL			
		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
		BRITISH VIRGIN ISLANDS			
		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
		BRUNEI DARUSSALAM			
R		BRUNEI DOLLAR	BND	ROE:1.36546000	NOTE -
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 1
		BULGARIA			
		US DOLLAR	USD	ROE:1.0	NOTE 1
K		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
R		EURO	EUR	ROE: .642811000	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.01
		BURKINA FASO			
R		CFA FRANC	XOF	ROE:421.656623	NOTE -
		ROUND UP: LOCAL CURRENCY - 100			OTHER CHARGES - 100
		BURUNDI			
		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
		CAMBODIA			
		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 1.0
		CAMEROON			

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K  R   CFA FRANC           XAF  ROE:421.656623      NOTE -
      ROUND UP: LOCAL CURRENCY - 100  OTHER CHARGES - 100
      CANADA
      I   CANADIAN DOLLAR   CAD  ROE:1.01944000      NOTE 1,6
      ROUND UP: LOCAL CURRENCY - 1    OTHER CHARGES - 0.1
      CAPE VERDE
      US DOLLAR           USD  ROE:1.0                NOTE 1
      ROUND UP: LOCAL CURRENCY - 1    OTHER CHARGES - 0.1
      CAROLINE ISLANDS
      US DOLLAR           USD  ROE:1.0                NOTE 1
      ROUND UP: LOCAL CURRENCY - 1    OTHER CHARGES - 0.1
      CAYMAN ISLANDS
      US DOLLAR           USD  ROE:1.0                NOTE 1
      ROUND UP: LOCAL CURRENCY - 1    OTHER CHARGES - 0.1
K   CENTRAL AFRICAN
      REPUBLIC
      R   CFA FRANC           XAF  ROE:421.656623      NOTE -
      ROUND UP: LOCAL CURRENCY - 100  OTHER CHARGES - 100
      CHAD
      R   CFA FRANC           XAF  ROE:421.656623      NOTE -
      ROUND UP: LOCAL CURRENCY - 100  OTHER CHARGES - 100
      CHILE
K   ISLANDS
      AUSTRALIAN
      R   DOLLAR             AUD  ROE:1.04442100      NOTE -
      ROUND UP: LOCAL CURRENCY - 1    OTHER CHARGES - 0.1
      CHRISTMAS ISLAND
      AUSTRALIAN
      R   DOLLAR             AUD  ROE:1.04442100      NOTE -
      ROUND UP: LOCAL CURRENCY - 1    OTHER CHARGES - 0.1
      COLOMBIA
      US DOLLAR           USD  ROE:1.0                NOTE 1
      ROUND UP: LOCAL CURRENCY - 1    OTHER CHARGES - 0.1
      COMOROS
      COMORO
      R   FRANC             KMF  ROE:316.242467      NOTE 1
K   ROUND UP: LOCAL CURRENCY - 100  OTHER CHARGES - 50
      CONGO (BRAZZAVILLE)
      R   CFA FRANC           XAF  ROE:421.656623      NOTE -
      ROUND UP: LOCAL CURRENCY - 100  OTHER CHARGES - 100
      CONGO (KINSHASA)
      US DOLLAR           USD  ROE:1.0                NOTE 1
      ROUND UP: LOCAL CURRENCY - 1    OTHER CHARGES - 0.1
      COOK ISLANDS
      NEW ZEALAND
      I   DOLLAR             NZD  ROE:1.30355300      NOTE -
      ROUND UP: LOCAL CURRENCY - 1    OTHER CHARGES - 0.1
      COSTA RICA
      US DOLLAR           USD  ROE:1.0                NOTE 1
      ROUND UP: LOCAL CURRENCY - 1    OTHER CHARGES - 0.1
K   COTE D'IVOIRE
      R   CFA FRANC           XOF  ROE:421.656623      NOTE -
      ROUND UP: LOCAL CURRENCY - 100  OTHER CHARGES - 100
      CROATIA
      US DOLLAR           USD  ROE:1.0                NOTE 1
      ROUND UP: LOCAL CURRENCY - 1    OTHER CHARGES - 0.1
      R   EURO             EUR  ROE:.642811000      NOTE 1
      ROUND UP: LOCAL CURRENCY - 1    OTHER CHARGES - 0.01
      CUBA
  
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		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
		CYPRUS			
		CYPRUS POUND	CYP	ROE:0.40190000	NOTE -
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.05
K		CZECH			
		REPUBLIC			
R		CZECH KORUNA	CZK	ROE:15.8114000	NOTE -
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 1
		DENMARK			
R		DANISH KRONE	DKK	ROE:4.79505000	NOTE -
		ROUND UP: LOCAL CURRENCY - 5			OTHER CHARGES - 1
		DJIBOUTI			
I		DJIBOUTI FRANC	DJF	ROE:176.006000	NOTE -
		ROUND UP: LOCAL CURRENCY - 100			OTHER CHARGES - 100
		DOMINICA			
		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
		DOMINICAN			
K		REPUBLIC			
		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
		DUBAI (SEE UNITED ARAB EMIRATES)			
		ECUADOR			
		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
		EGYPT			
R		EGYPTIAN POUND	EGP	ROE:5.34915000	NOTE -
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 1
		EL SALVADOR			
		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
		EQUATORIAL GUINEA			
K	R	CFA FRANC	XAF	ROE:421.656623	NOTE -
		ROUND UP: LOCAL CURRENCY - 100			OTHER CHARGES - 100
		ERITREA			
		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
		ESTONIA			
R		ESTONIAN KROON	EEK	ROE:10.0578130	NOTE 1
		ROUND UP: LOCAL CURRENCY - 5			OTHER CHARGES - 0.1
		ETHIOPIA			
		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - .			OTHER CHARGES - 0.1
		FALKLAND ISLANDS			
I		FALKLAND ISLANDS POUND	FKP	ROE:0.51023900	NOTE
					1
K		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
		FIJI			
R		FIJI DOLLAR	FJD	ROE:1.48886600	NOTE -
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
		FINLAND			
		MARKKA	FIM	ROE:5.40936800	NOTE 7
		ROUND UP: LOCAL CURRENCY - 5			OTHER CHARGES - 1
R		EURO	EUR	ROE:.642811000	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.01
		FRANCE			
		FRENCH FRANC	FRF	ROE:5.96783400	NOTE -
		ROUND UP: LOCAL CURRENCY - 5			OTHER CHARGES - 1

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R	EURO	EUR	ROE:.642811000	NOTE 1
	ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01			
K	FRENCH GUIANA			
	FRENCH FRANC	FRF	ROE:5.96783400	NOTE -
	ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1			
R	EURO	EUR	ROE:.642811000	NOTE 1
	ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01			
	FRENCH POLYNESIA			
R	CFP FRANC	XPF	ROE:76.7077750	NOTE -
	ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1			
	GABON			
R	CFA FRANC	XAF	ROE:421.656623	NOTE -
	ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100			
	GAMBIA			
	US DOLLAR	USD	ROE:1.0	NOTE 1
	ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1			
K				ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
	GREECE			
	DRACHMA	GRD	ROE:310.011100	NOTE 8
	ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 10			
	GREENLAND			
R	DANISH KRONE	DKK	ROE:4.79505000	NOTE -
	ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1			
	GRENADA			
	US DOLLAR	USD	ROE:1.0	NOTE 1
	ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1			
	GUADELOUPE			
	FRENCH FRANC	FRF	ROE:5.96783400	NOTE 1
	ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1			
R	EURO	EUR	ROE:.642811000	NOTE 1
K				ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
	GUATEMALA			
	US DOLLAR	USD	ROE:1.0	NOTE 1
	ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1			
	GUINEA			
	US DOLLAR	USD	ROE:1.0	NOTE 1
	ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1			
	GUINEA-BISSAU			
R	CFA FRANC	XOF	ROE:421.656623	NOTE 1
	ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1			
	GUYANA			
	US DOLLAR	USD	ROE:1.0	NOTE 1
	ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1			
	HAITI			
K	US DOLLAR	USD	ROE:1.0	NOTE 1
	ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1			
	HONDURAS			
	US DOLLAR	USD	ROE:1.0	NOTE 1
	ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1			
	HONG KONG			
I	HONG KONG DOLLAR	HKD	ROE:7.80866000	NOTE 1
	ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 1			
	HUNGARY			
R	FORINT	HUF	ROE:157.428000	NOTE -
	ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 10			
	ICELAND			
I	ICELAND KRONE	ISK	ROE:76.4550000	NOTE -
	ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 10			
K	INDIA			

I	INDIAN RUPEE	INR	ROE:42.7920000	NOTE -
	ROUND UP: LOCAL CURRENCY - 5			OTHER CHARGES - 1
	INDONESIA			
	US DOLLAR	USD	ROE:1.0	NOTE 1
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
	IRAN, ISLAMIC			
	REPUBLIC OF			
I	IRANIAN RIAL	IRR	ROE:9261.80000	NOTE -
	ROUND UP: LOCAL CURRENCY - 100			OTHER CHARGES - 100
	IRAQ			
	IRAQI DINAR	IQD	ROE:1462.50000	NOTE -
	ROUND UP: LOCAL CURRENCY - 0.1			OTHER CHARGES - 0.05
	IRELAND			
K	IRISH POUND	IEP	ROE:0.71651800	NOTE -1
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
R	EURO	EUR	ROE:.642811000	NOTE 1
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.01
	ISRAEL			
	US DOLLAR	USD	ROE:1.0	NOTE 1
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
	ITALY			
	ITALIAN LIRA	ITL	ROE:1761.59998	NOTE -
	ROUND UP: LOCAL CURRENCY - 1000			OTHER CHARGES - 1000
R	EURO	EUR	ROE:.642811000	NOTE 1
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.01
	JAMAICA			
	US DOLLAR	USD	ROE:1.0	NOTE 1
K	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
	JAPAN			
I	YEN	JPY	ROE:105.879000	NOTE 3
	ROUND UP: LOCAL CURRENCY - 100			OTHER CHARGES - 10
	JORDAN			
R	JORDANIAN DINAR	JOD	ROE:0.70810000	NOTE -
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.05
	KAZAKHSTAN			
R	TENGE	KZT	ROE:120.671000	NOTE 1
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
	KENYA			
	US DOLLAR	USD	ROE:1.0	NOTE 1
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
	KIRIBATI			
K	AUSTRALIAN			
R	DOLLAR	AUD	ROE:1.04442100	NOTE -
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
	KOREA,			
	DEMOCRATIC			
	PEOPLE'S			
	REPUBLIC OF			
	NORTH KOREAN			
	WON	KPW	ROE:141.970000	NOTE -
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 1
	KOREA,			
	REPUBLIC OF			
I	KOREAN WON	KRW	ROE:1025.90000	NOTE -
	ROUND UP: LOCAL CURRENCY - 100			OTHER CHARGES - 100
K	KUWAIT			
R	KUWAIT DINAR	KWD	ROE:0.26539200	NOTE -
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.05
	KYRGYZSTAN			

		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
		LAOS, PEOPLE'S			
		DEMOCRATIC			
		REPUBLIC OF			
		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
		LATVIA			
R		LATVIAN LAT	LVL	ROE:.451770000	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
K		LEBANON			
		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
		LESOTHO			
R		LOTI	LSL	ROE:7.84812000	NOTE -
		ROUND UP: LOCAL CURRENCY - 10			OTHER CHARGES - 0.1
		LIBERIA			
		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
		LIBYAN ARAB			
		JAMAHIRIYA			
R		LIBYAN DINAR	LYD	ROE:1.18650000	NOTE -
		ROUND UP: LOCAL CURRENCY - 0.1			OTHER CHARGES - 0.05
		LITHUANIA			
K	R	LITAS	LTL	ROE:2.21949900	NOTE 4
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
		LUXEMBOURG			
		LUXEMBOURG			
		FRANC	LUF	ROE:36.7008560	NOTE -
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 1
R		EURO	EUR	ROE:.642811000	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.01
		MACAU			
I		PATACA	MOP	ROE:8.04292000	NOTE -
		ROUND UP: LOCAL CURRENCY - 10			OTHER CHARGES - 1
		MACEDONIA, THE			
		FORMER YUGOSLAV			
		REPUBLIC OF			
K		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
R		EURO	EUR	ROE:.642811000	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.01
		MADAGASCAR			
		US DOLLAR	USD	ROE:1.0	NOTE -
		ROUND UP: LOCAL CURRENCY - 100			OTHER CHARGES - 50
		MALAWI			
		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
		MALAYSIA			
		MALAYSIAN			
I		RINGGIT	MYR	ROE:3.25790000	NOTE -
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 1
K		MALDIVES			
		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
		MALI			
R		CFA FRANC	XOF	ROE:421.656623	NOTE -
		ROUND UP: LOCAL CURRENCY - 100			OTHER CHARGES - 100
		MALTA			

		MALTESE LIRA	MTL	ROE:0.29256800	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1	
		MARIANA ISLANDS			
		US DOLLAR	USD	ROE:1.0	NOTE 1,6
		ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1	
		MARSHALL ISLANDS			
		US DOLLAR	USD	ROE:1.0	NOTE 1,6
K		ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1	
		MARTINIQUE			
		FRENCH FRANC	FRF	ROE:5.96783400	NOTE -
		ROUND UP: LOCAL CURRENCY - 5		OTHER CHARGES - 1	
R		EURO	EUR	ROE:.642811000	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.01	
		MAURITANIA			
R		OUGUIYA	MRO	ROE:237.300000	NOTE -
		ROUND UP: LOCAL CURRENCY - 20		OTHER CHARGES - 10	
		MAURITIUS			
I		MAURITIUS RUPEE	MUR	ROE:27.4700000	NOTE -
		ROUND UP: LOCAL CURRENCY - 5		OTHER CHARGES - 1	
		MAYOTTE			
		FRENCH FRANC	FRF	ROE:5.96783400	NOTE -
K		ROUND UP: LOCAL CURRENCY - 5		OTHER CHARGES - 1	
R		EURO	EUR	ROE:.642811000	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.01	
		MEXICO			
		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1	
		MOLDOVA,			
		REPUBLIC OF			
		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1	
		MONACO			
		FRENCH FRANC	FRF	ROE:5.96783400	NOTE -
		ROUND UP: LOCAL CURRENCY - 5		OTHER CHARGES - 1	
R		EURO	EUR	ROE:.642811000	NOTE 1
K		ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.01	
		MONGOLIA			
		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1	
		MONTserrat			
		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1	
		MOROCCO			
R		MOROCCAN DIRHAM	MAD	ROE:7.36713000	NOTE -
		ROUND UP: LOCAL CURRENCY - 5		OTHER CHARGES - 1	
		MOZAMBIQUE			
I		METICAL	MZM	ROE:24131.0000	NOTE -
		ROUND UP: LOCAL CURRENCY - 10000		OTHER CHARGES - 10000	
		MYANMAR			
K		KYAT	MMK	ROE:6.44500000	NOTE -
		ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1	
		NAMIBIA			
I		NAMIBIAN DOLLAR	NAD	ROE:7.84812000	NOTE 5
		ROUND UP: LOCAL CURRENCY - 10		OTHER CHARGES - 1	
		NAURU			
		AUSTRALIAN			
R		DOLLAR	AUD	ROE:1.04442100	NOTE -
		ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1	
		NEPAL			

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		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
		NETHERLANDS			
		NETHERLANDS			
K		GUILDER	NLG	ROE:2.00491400	NOTE 4
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 1
	R	EURO	EUR	ROE:.642811000	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.01
		NETHERLANDS			
		ANTILLES			
		NETHERLANDS			
		ANTILLEAN			
		GUILDER	ANG	ROE:1.79000000	NOTE -
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 1
		NEW CALEDONIA			
	R	CFP FRANC	XPF	ROE:76.7077750	NOTE -
		ROUND UP: LOCAL CURRENCY - 100			OTHER CHARGES - 10
		NEW ZEALAND			
K		NEW ZEALAND			
	I	DOLLAR	NZD	ROE:1.30355300	NOTE -6
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
		NICARAGUA			
		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
		NIGER			
	R	CFA FRANC	XOF	ROE:421.656623	NOTE -
		ROUND UP: LOCAL CURRENCY - 100			OTHER CHARGES - 100
		NIGERIA			
		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
		NIUE			
		NEW ZEALAND			
K	I	DOLLAR	NZD	ROE:1.30355300	NOTE -
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
		NORWAY			
	R	NORWEGIAN KRONE	NOK	ROE:5.11687000	NOTE -
		ROUND UP: LOCAL CURRENCY - 5			OTHER CHARGES - 1
		OCCUPIED PALESTINIAN TERRITORY			
		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
		OMAN			
		RIAL OMANI	OMR	ROE:0.38450000	NOTE -
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 1
		PAKISTAN			
	I	PAKISTAN RUPEE	PKR	ROE:67.5710000	NOTE -
		ROUND UP: LOCAL CURRENCY - 10			OTHER CHARGES - 1
K		PALAU			
		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
		PANAMA			
		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
		PAPUA NEW GUINEA			
	R	KINA	PGK	ROE:2.65378800	NOTE -
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
		PARAGUAY			
		US DOLLAR	USD	ROE:1.0	NOTE 1
		ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
		PERU			

K US DOLLAR USD ROE:1.0 NOTE 1  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
 PHILIPPINES  
 US DOLLAR USD ROE:1.0 NOTE 1  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
 POLAND  
 R PLN PLN ROE:2.17273000 NOTE 1  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
 PORTUGAL  
 PORTUGUESE  
 ESCUDO PTE ROE:182.396612 NOTE -  
 ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100  
 R EURO EUR ROE:.642811000 NOTE 1  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01  
 QATAR  
 K QATARI RIAL QAR ROE:3.64000000 NOTE -  
 ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 10  
 REUNION  
 FRENCH FRANC FRF ROE:5.96783400 NOTE -  
 ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1  
 R EURO EUR ROE:.642811000 NOTE 1  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01  
 ROMANIA  
 US DOLLAR USD ROE:1.0 NOTE 1  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
 R EURO EUR ROE: .642811000 NOTE 1  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01  
 RUSSIAN  
 K FEDERATION  
 US DOLLAR USD ROE:1.0 NOTE 1  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
 R EURO EUR ROE: .642811000 NOTE 1  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01  
 RWANDA  
 US DOLLAR USD ROE:1.0 NOTE 1  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
 SAINT KITTS AND  
 NEVIS  
 US DOLLAR USD ROE:1.0 NOTE 1  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
 SAINT LUCIA  
 K US DOLLAR USD ROE:1.0 NOTE 1  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
 SAINT PIERRE AND  
 MIQUELON  
 FRENCH FRANC FRF ROE:5.96783400 NOTE -  
 ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1  
 R EURO EUR ROE:.642811000 NOTE 1  
 ROUND UP: LOCAL CURRENCY - 0.01 OTHER CHARGES - 0.01  
 SAINT VINCENT AND  
 THE GRENADINES  
 US DOLLAR USD ROE:1.0 NOTE 1  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
 SAMOA  
 I TALA WST ROE:2.40506000 NOTE -  
 K ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
 SAO TOME AND

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PRINCIPE  
 US DOLLAR USD ROE:1.0 NOTE 1  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

SAUDI ARABIA  
 I SAUDI RIYAL SAR ROE:3.75035000 NOTE -  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

SENEGAL  
 R CFA FRANC XOF ROE:421.656623 NOTE -1  
 ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100

SEYCHELLES  
 SEYCHELLES  
 R RUPEE SCR ROE:8.00368000 NOTE -  
 K ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

SHARJAH (SEE UNITED ARAB EMIRATES)

SIERRA LEONE  
 US DOLLAR USD ROE:1.0 NOTE 1  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

SINGAPORE  
 SINGAPORE  
 R DOLLAR SGD ROE:1.36546000 NOTE -  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

SLOVAKIA  
 R SLOVAK KORUNA SKK ROE:19.4976000 NOTE -  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

SLOVENIA  
 K SLOVENIAN TOLAR SIT ROE:181.555000 NOTE -  
 ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 1

SOLOMON ISLANDS  
 SOLOMON ISLANDS  
 I DOLLAR SBD ROE:7.56554100 NOTE -  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

SOMALIA  
 US DOLLAR USD ROE:1.0 NOTE 1  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

SOUTH AFRICA  
 R RAND ZAR ROE:7.84812000 NOTE 5  
 ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 1

SPAIN  
 SPANISH PESETA ESP ROE:151.376396 NOTE -  
 ROUND UP: LOCAL CURRENCY - 50 OTHER CHARGES - 5  
 K R EURO EUR ROE:.642811000 NOTE 1  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01

SRI LANKA  
 I SRI LANKA RUPEE LKR ROE:107.876000 NOTE -  
 ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 1

SUDAN  
 SUDANESE DINAR SDG ROE:230.000000 NOTE -  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

SURINAM  
 US DOLLAR USD ROE:1.0 NOTE 1  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

SWAZILAND  
 R LILANGENI SZL ROE:7.84812000 NOTE 1  
 ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 1

SWEDEN  
 K R SWEDISH KRONE SEK ROE:5.99775000 NOTE -  
 ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1

SWITZERLAND  
 I SWISS FRANC CHF ROE:1.03614000 NOTE -

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                  ROUND UP: LOCAL CURRENCY - 1                    OTHER CHARGES - 0.5  
 SYRIAN ARAB  
 REPUBLIC  
                   SYRIAN POUND                    SYP    ROE:50.9900000                    NOTE -  
                   ROUND UP: LOCAL CURRENCY - 1                    OTHER CHARGES - 1  
 TAIWAN, PROVINCE OF  
 NEW TAIWAN  
 R                    DOLLAR                    TWD    ROE:30.3424000                    NOTE -  
                   ROUND UP: LOCAL CURRENCY - 1                    OTHER CHARGES - 1  
 K                    TAJIKISTAN  
                   US DOLLAR                    USD    ROE:1.0                    NOTE 1  
                   ROUND UP: LOCAL CURRENCY - 1                    OTHER CHARGES - 0.1  
 TANZANIA, UNITED  
 REPUBLIC OF  
                   US DOLLAR                    USD    ROE:1.0                    NOTE 1  
                   ROUND UP: LOCAL CURRENCY - 1                    OTHER CHARGES - 0.1  
 THAILAND  
 I                    BAHT                    THB    ROE:33.0160000                    NOTE -  
                   ROUND UP: LOCAL CURRENCY - 5                    OTHER CHARGES - 5  
 TOGO  
 R                    CFA FRANC                    XOF    ROE:421.656623                    NOTE -  
                   ROUND UP: LOCAL CURRENCY - 100                    OTHER CHARGES - 100  
 TONGA  
 K                    R                    PA'ANGA                    TOP    ROE:1.79642400                    NOTE -  
                   ROUND UP: LOCAL CURRENCY - 1                    OTHER CHARGES - 0.1  
 TRINIDAD  
 AND TOBAGO  
                   US DOLLAR                    USD    ROE:1.0                    NOTE 1  
                   ROUND UP: LOCAL CURRENCY - 1                    OTHER CHARGES - 0.1  
 TUNISIA  
 R                    TUNISIAN DINAR                    TND    ROE:1.17569000                    NOTE -  
                   ROUND UP: LOCAL CURRENCY - 0.5                    OTHER CHARGES - 0.5  
 TURKEY  
                   US DOLLAR                    USD    ROE:1.0                    NOTE 1  
                   ROUND UP: LOCAL CURRENCY - 1                    OTHER CHARGES - 0.1  
 TURKMENISTAN  
                   US DOLLAR                    USD    ROE:1.0                    NOTE 1  
 K                    R                    ROUND UP: LOCAL CURRENCY - 1                    OTHER CHARGES - 0.1  
 TURKS AND  
 CAICOS ISLANDS  
                   US DOLLAR                    USD    ROE:1.0                    NOTE 1,6  
                   ROUND UP: LOCAL CURRENCY - 1                    OTHER CHARGES - 0.1  
 TUVALU  
 AUSTRALIAN  
 R                    DOLLAR                    AUD    ROE:1.04442100                    NOTE -  
                   ROUND UP: LOCAL CURRENCY - 1                    OTHER CHARGES - 0.1  
 UGANDA  
                   US DOLLAR                    USD    ROE:1.0                    NOTE 1  
                   ROUND UP: LOCAL CURRENCY - 1                    OTHER CHARGES - 0.1  
 UKRAINE  
 K                    R                    US DOLLAR                    USD    ROE:1.0                    NOTE 1  
                   ROUND UP: LOCAL CURRENCY - 1                    OTHER CHARGES - 0.1  
 UNITED ARAB EMIRATES  
 (COMPRISED OF  
 ABU DHABI, AJMAN,  
 DUBAI, FUJAIRAH,  
 RAS-EL-KHAIMAH,  
 SHARJAH,  
 UMM AL QAIWAIN)

I UAE DIRHAM AED ROE:3.67299000 NOTE 1  
 ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 10  
 UNITED KINGDOM  
 I POUND STERLING GBP ROE:0.51023900 NOTE 1  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
 UNITED STATES  
 K DOLLAR USD ROE:1.0 NOTE 1  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
 URUGUAY  
 US DOLLAR USD ROE:1.0 NOTE 1  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
 UZBEKISTAN  
 US DOLLAR USD ROE:1.0 NOTE 1  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
 VANUATU  
 R VATU VUV ROE:95.0590000 NOTE -  
 ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 10  
 VENEZUELA  
 US DOLLAR USD ROE:1.0 NOTE 1  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
 K VIET NAM  
 US DOLLAR USD ROE:1.0 NOTE 1  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
 WALLIS AND  
 FUTUNA ISLANDS  
 R CFP FRANC XPF ROE:76.7077750 NOTE -  
 ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 10  
 YEMEN,  
 REPUBLIC OF  
 YEMINI RIAL YER ROE:198.000000 NOTE -  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
 YUGOSLAVIA  
 US DOLLAR USD ROE:1.0 NOTE 1  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
 K ZAMBIA  
 US DOLLAR USD ROE:1.0 NOTE 1  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1  
 ZIMBABWE  
 ZIMBABWE DOLLAR USD ROE:1.0 NOTE 1  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

NOTES:

1. ROUNDING OF FARES AND OTHER CHARGES SHALL BE TO THE NEAREST ROUNDING UNIT.
2. ROUNDING OF LOCAL CURRENCY FARES SHALL BE ACCOMPLISHED BY DROPPING AMOUNTS LESS THAN 50 PENCE AND INCREASING AMOUNTS OF 50 PENCE OR MORE.
3. CHANGES TO PROMOTIONAL FARES IN JAPANESE YEN SHALL BE CALCULATED TO JPY 1 AND ROUNDED UP TO JPY 1000.

K IS TENDERED IN THE LOCAL CURRENCY, THE AMOUNTS SHALL BE ROUNDED UP TO NEXT UNIT AS PER THE FOLLOWING TABLE, UNLESS OTHERWISE SHOWN:

AFGHANISTAN  
 AFGHANI AFA NOTE -  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1  
 ALBANIA  
 LEK ALL NOTE -  
 ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1  
 ANGOLA  
 KWANZA AOK NOTE -

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	ROUND UP: LOCAL CURRENCY - 1000000	OTHER CHARGES - 0.1
	KWANZA	
	REAJUSTADO                    AOR	NOTE -
K	ROUND UP: LOCAL CURRENCY - 100	OTHER CHARGES - 100
	ANGUILLA	
	EC DOLLAR                    XCD	NOTE 3
	ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
	ANTIGUA AND BARBUDA	
	EC DOLLAR                    XCD	NOTE -
	ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
	ARGENTINA	
	ARGENTINE PESO                ARS	NOTE 1,3
	ROUND UP: LOCAL CURRENCY - 1000	OTHER CHARGES - 1000
	ARMENIA	
	ARMENIAN DRAM                AMD	NOTE -
K	ROUND UP: LOCAL CURRENCY - 100	OTHER CHARGES - 10
	AZERBAIJAN	
	AZERBAIJANIAN	
	MANAT                        AZM	NOTE -
	ROUND UP: LOCAL CURRENCY - 100	OTHER CHARGES - 10
	BAHAMAS	
	BAHAMIAN DOLLAR                BSD	NOTE -
	ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
	BANGLADESH	
	TAKA                        BDT	NOTE -
	ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 1
	BARBADOS	
	BARBADOS DOLLAR                BBD	NOTE -
	ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
K	BELARUS	
	BELARUSSIAN	
	RUBLE                        BYB	NOTE -
	ROUND UP: LOCAL CURRENCY - 100	OTHER CHARGES - 10
	BELIZE	
	BELIZE DOLLAR                BZD	NOTE 1
	ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
	BERMUDA	
	BERMUDIAN	
	DOLLAR                        BMD	NOTE 3
	ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
	BOLIVIA	
	BOLIVIANO                    BOB	NOTE 1
	ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
K	BOSNIA AND HERZEGOVINA	
	DINAR                        BAD	NOTE -
	ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 1
	BRAZIL	
	BRAZILIAN REAL                BRL	NOTE 1,2
	ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 1
	BURUNDI	
	BURUNDI FRANC                BIF	NOTE -
	ROUND UP: LOCAL CURRENCY - 10	OTHER CHARGES - 5
	BULGARIA	
	LEV                        BGL	NOTE -
	ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 1
	CAMBODIA	

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K	RIEL	KHR	NOTE -
	ROUND UP: LOCAL CURRENCY - 10		OTHER CHARGES - 10
	CAPE VERDE		
	CAPE VERDE		
	ESCUDO	CVE	NOTE -
	ROUND UP: LOCAL CURRENCY - 100		OTHER CHARGES - 100
	CAYMAN ISLANDS		
	CAYMAN ISLAND		
	DOLLAR	KYD	NOTE 3
	ROUND UP: LOCAL CURRENCY - 0.1		OTHER CHARGES - 0.1
	CHILE		
	CHILEAN PESO	CLP	NOTE 1
	ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
K	COLOMBIA		
	COLOMBIAN PESO	COP	NOTE 1
	ROUND UP: LOCAL CURRENCY - 100		OTHER CHARGES - 100
	COSTA RICA		
	COSTA RICAN		
	COLON	CRC	NOTE 1
	ROUND UP: LOCAL CURRENCY - 10		OTHER CHARGES - 10
	CROATIA		
	CROATIAN KUNA	HRK	NOTE 3
	ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
	CUBA		
	CUBAN PESO	CUP	NOTE -
	ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
	DOMINICA		
K	EC DOLLAR	XCD	NOTE -
	ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
	DOMINICAN REPUBLIC		
	DOMINICAN PESO	DOP	NOTE -
	ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
	ECUADOR		
	SUCRE	ECS	NOTE 1,3
	ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
	EL SALVADOR		
	EL SALVADOR		
	COLON	SVC	NOTE -
	ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
	ERITREA		
K	ETHIOPIAN BIRR	ETB	NOTE -
	ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
	ESTONIA		
	KROON	EEK	NOTE -
	ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
	ETHIOPIA		
	ETHIOPIAN BIRR	ETB	NOTE -
	ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
	GAMBIA		
	DALASI	GMD	NOTE -
	ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
	GEORGIA		
	LARI	GEL	NOTE -
	ROUND UP: LOCAL CURRENCY - 100		OTHER CHARGES - 10
K	GHANA		
	CEDI	GHC	NOTE -
	ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1

	GRENADA			
	EC DOLLAR	XCD		NOTE -
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
	GUATEMALA			
	QUETZAL	GTQ		NOTE 3
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
	GUINEA			
	GUINEA FRANC	GNF		NOTE -
	ROUND UP: LOCAL CURRENCY - 100			OTHER CHARGES - 100
	GUYANA			
	GUYANA DOLLAR	GYD		NOTE -
K	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
	HAITI			
	GOURDE	HTG		NOTE -
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.5
	HONDURAS			
	LEMPIRA	HNL		NOTE 1
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.2
	INDONESIA			
	RUPIAH	IDR		NOTE -
	ROUND UP: LOCAL CURRENCY - 100			OTHER CHARGES - 100
	ISRAEL			
	SHEKEL	ILS		NOTE 3
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 1
	JAMAICA			
K	JAMAICAN DOLLAR	JMD		NOTE -
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
	KAZAKHSTAN			
	KAZAKHSTAN			
	TENGE	KZT		NOTE -
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
	KENYA			
	KENYAN SHILLING	KES		NOTE -
	ROUND UP: LOCAL CURRENCY - 5			OTHER CHARGES - 5
	KYRGYZSTAN			
	SOM	KGS		NOTE -
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - .1
	LAOS, PEOPLE'S			
	DEMOCRATIC			
K	REPUBLIC OF			
	KIP	LAK		NOTE -
	ROUND UP: LOCAL CURRENCY - 10			OTHER CHARGES - 10
	LATVIA			
	LATVIAN LATS	LVL		NOTE -
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
	LEBANON			
	LEBANESE POUND	LBP		NOTE -
	ROUND UP: LOCAL CURRENCY - 100			OTHER CHARGES - 100
	LIBERIA			
	LIBERIAN DOLLAR	LRD		NOTE -
	ROUND UP: LOCAL CURRENCY - 100			OTHER CHARGES - 100
	LITHUANIA			
	LITHUANIAN LITAS	LTL		NOTE -
K	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
	MACEDONIA, THE			
	FORMER YUGOSLAV			
	REPUBLIC OF			
	DENER	MKD		NOTE 3
	ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 1

	MADAGASCAR			
	MALAGASY FRANC	MGF		NOTE -
	ROUND UP: LOCAL CURRENCY	-1000	OTHER CHARGES	- 50
	MALAWI			
	KWACHA	MWK		NOTE -
	ROUND UP: LOCAL CURRENCY	- 1	OTHER CHARGES	- 0.1
	MALDIVES			
	RUFUYAA	MVR		NOTE 1
K	ROUND UP: LOCAL CURRENCY	- 1	OTHER CHARGES	- 1
	MEXICO			
	MEXICAN			
	PESO	MXN		NOTE -
	ROUND UP: LOCAL CURRENCY	- 1	OTHER CHARGES	- 1
	MOLDOVA,			
	REPUBLIC OF			
	MOLDOVAN LEU	MDL		NOTE -
	ROUND UP: LOCAL CURRENCY	- 1	OTHER CHARGES	- 0.1
	MONGOLIA			
	TUGRIK	MNT		NOTE -
	ROUND UP: LOCAL CURRENCY	- -	OTHER CHARGES	- -
	MONTserrat			
	EC DOLLAR	XCD		NOTE 3
K	ROUND UP: LOCAL CURRENCY	- 1	OTHER CHARGES	- 0.1
	NEPAL			
	NEPALESE RUPEE	NPR		NOTE -
	ROUND UP: LOCAL CURRENCY	- 1	OTHER CHARGES	- 1
	NICARAGUA			
	CORDOBA ORO	NIO		NOTE 1
	ROUND UP: LOCAL CURRENCY	- 1	OTHER CHARGES	- 1
	NIGERIA			
	NAIRA	NGN		NOTE -
	ROUND UP: LOCAL CURRENCY	- 1	OTHER CHARGES	- 0.1
	PANAMA			
	BALBOA	PAB		NOTE -
	ROUND UP: LOCAL CURRENCY	- 1	OTHER CHARGES	- 0.1
	PARAGUAY			
	K	GUARANI	PYG	NOTE 1
	ROUND UP: LOCAL CURRENCY	- 1000	OTHER CHARGES	- 1000
	PERU			
	NUEVO SOL	PES		NOTE -
	ROUND UP: LOCAL CURRENCY	- 0.1	OTHER CHARGES	- 0.1
	PHILIPPINES			
	PHILIPPINE PESO	PHP		NOTE -
	ROUND UP: LOCAL CURRENCY	- 1	OTHER CHARGES	- 1
	POLAND			
	ZLOTY	PLN		NOTE -
	ROUND UP: LOCAL CURRENCY	- 1	OTHER CHARGES	- 0.1
	ROMANIA			
	LEU	ROL		NOTE -
	ROUND UP: LOCAL CURRENCY	- 1	OTHER CHARGES	- 1
K	ROUND UP: LOCAL CURRENCY	- 1	OTHER CHARGES	- 0.1
	SAINT VINCENT AND			
	THE GRENADINES			
	EC DOLLAR	XCD		NOTE -
	ROUND UP: LOCAL CURRENCY	- 1	OTHER CHARGES	- 0.1
	SAO TOME AND			
	PRINCIPE			
	DOBRA	STD		NOTE -
	ROUND UP: LOCAL CURRENCY	- 10	OTHER CHARGES	- 10

	SIERRA LEONE			
	LEONE	SLL		NOTE -
	ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1	
	SOMALIA			
	SOMALI SHILLING	SOS		NOTE -
K	ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1	
	SURINAM			
	SURINAM GUILDER	SRG		NOTE -
	ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1	
	TAJIKISTAN			
	TASIK RUBLE	TJR		NOTE -
	ROUND UP: LOCAL CURRENCY - 100		OTHER CHARGES - 10	
	TANZANIA, UNITED REPUBLIC OF			
	TANZANIAN SHILLING	TZS		NOTE -
	ROUND UP: LOCAL CURRENCY - 10		OTHER CHARGES - 10	
	TRINIDAD AND TOBAGO			
K	TRINIDAD AND TOBAGO DOLLAR	TTD		NOTE -
	ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1	
	TURKEY			
	TURKISH LINA	TRL		NOTE -
	ROUND UP: LOCAL CURRENCY - 1000		OTHER CHARGES - 100	
	TURKMENISTAN			
	TURKMENISTAN MANAT	TMM		NOTE -
	ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1	
	UGANDA			
	UGANDA SHILLING	UGX		NOTE -
K	ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1	
	UKRAINE			
	HRYVNIA	UAH		NOTE -
	ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1	
	URUGUAY			
	URUGUAYO PESO	UYU		NOTE -1,3
	ROUND UP: LOCAL CURRENCY - 100		OTHER CHARGES - 100	
	UZBEKISTAN			
	UZBEKISTAN SUM	UZS		NOTE -
	ROUND UP: LOCAL CURRENCY - 100		OTHER CHARGES - 10	
	VENEZUELA			
	BOLIVAR	VEB		NOTE -
	ROUND UP: LOCAL CURRENCY - 10		OTHER CHARGES - 10	
	VIET NAM			
K	DONG	VND		NOTE -
	ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1	
	YEMEN, REPUBLIC OF			
	YEMENI RIAL	YER		NOTE -
	ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1	
	YUGOSLAVIA			
	NEW DINAR	YUM		NOTE 4
	ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1	
	ZAIRE			
	NEW ZAIRE	ZRN		NOTE -
	ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.05	



TITLE/APPLICATION - 70

CHILDREN'S AND INFANTS' FARES

- (A) ACCOMPANIED AND UNACCOMPANIED INFANTS UNDER TWO YEARS OF AGE
- (1) ACCOMPANIED: WHEN ACCOMPANIED BY AN ADULT PASSENGER (SEE NOTE), CHILDREN WHO ARE LESS THAN TWO YEARS OF AGE ON THE DATE OF COMMENCEMENT OF OUTWARD TRAVEL WILL BE ASSESSED FARES AS FOLLOWS:
- NOTE: "ADULT PASSENGER", AS USED HEREIN SHALL MEAN A PASSENGER 12 YEARS OF AGE OR OLDER.
- EXCEPTION: PERSON(S) UNDER 15 YEARS OF AGE WILL NOT BE ACCEPTED AS ESCORTS AND PERSON(S) OVER 15 AND UNDER 18 YEARS OF AGE WILL ONLY BE ACCEPTED AS ESCORTS SUBJECT TO CX APPROVAL.
- (A) INFANT DOES NOT OCCUPY A SEAT: THE CHARGE IS 10 PERCENT OF THE APPLICABLE ADULT FARE UNLESS OTHERWISE SPECIFIED IN APPLICABLE FARE RULE.
- EXCEPTION: INFANTS WHO WILL REACH THEIR SECOND BIRTHDAY DURING THE JOURNEY WILL, IN ACCORDANCE WITH SAFETY REGULATIONS, BE REQUIRED TO OCCUPY A SEAT, PAYING THE CHILD'S OR LOWEST APPLICABLE FARE, FOR THOSE SECTORS TO BE TRAVELLED AFTER REACHING TWO YEARS OF AGE. WHEN A SEPARATE SEAT IS REQUESTED OR REQUIRED ON A PORTION OF THE ITINERARY, THE TICKET MAY BE PROCESSED AS:
- (1) REASSESS THE AFFECTED CX OPERATED FLIGHT (INCLUDING CODESHARE AND JOINT VENTURE) OR
- (2) ONE WAY SECTOR FARE DIFFERENCE ON THE AFFECTED CX OPERATED FLIGHT (INCLUDING CODESHARE AND JOINT VENTURE) BY ACTUAL TRAVEL DIRECTION AND APPLICABLE

- TAX/FEE/CHARGES. THE FARE LEVEL SHOULD BE BASED ON ACTION DATE OR
- (3) PURCHASE NEW TICKET ON AFFECTED CX OPERATED FLIGHT (INCLUDING CODESHARE AND JOINT VENTURE) AND REFUND THE ORIGINAL TICKET IF APPLICABLE.
  - (B) INFANT OCCUPIES A SEAT OR MORE THAN ONE INFANT TRAVELS WITH ONE ADULT: THE CHARGE SHALL BE THE SAME AS ACCOMPANIED CHILD AS LISTED IN (B) (1).
- (2) UNACCOMPANIED: INFANTS UNDER 2 YEARS OF AGE MUST PROVIDE THEIR OWN ESCORT AND THEREFORE, WILL PAY THE INFANT FARE ACCORDING TO (A) (1) ABOVE.
- (B) ACCOMPANIED AND UNACCOMPANIED CHILDREN TWO YEARS OF AGE OR OVER, BUT UNDER 12 YEARS OF AGE
- (1) ACCOMPANIED: THE FARE FOR CHILDREN WHO HAVE REACHED THEIR 2ND BIRTHDAY BUT HAVE NOT REACHED THEIR 12TH BIRTHDAY ON THE DATE OF COMMENCEMENT OF THE OUTBOUND TRAVEL WILL BE CHARGED 75 PERCENT OF THE APPLICABLE ADULT FARE UNLESS OTHERWISE SPECIFIED IN APPLICABLE FARE RULE.
  - (2) UNACCOMPANIED: (A) CHILDREN UNDER 6 YEARS OF AGE MUST PROVIDE THEIR OWN ESCORT AND THEREFORE WILL PAY THE CHILD FARE ACCORDING TO (B) (1) ABOVE.  
(B) CHILDREN WHO HAVE REACHED THEIR 6TH BIRTHDAY, BUT HAVE NOT REACHED THEIR 12TH BIRTHDAY ON THE DATE OF COMMENCEMENT OF THEIR OUTBOUND TRAVEL WILL BE CHARGED 100 PERCENT OF THE APPLICABLE ADULT FARE UNLESS OTHERWISE SPECIFIED IN APPLICABLE FARE RULE.
  - (C) IN ADDITION TO (B) (2) (B) ABOVE, THERE WILL BE A SERVICE FEE APPLICABLE TO THE UNACCOMPANIED CHILDREN FOR THE EXTRA HANDLING SERVICE FOR EACH SECTOR. SERVICE FEE APPLIES TO ALL CX DESIGNATED FLIGHTS AS FOLLOWS:
    - BETWEEN HKG AND SOUTH WEST PACIFIC/NORTH AMERICA/EUROPE/MIDDLE EAST/AFRICA/SOUTH ASIAN SUB-CONTINENT, BETWEEN BKK AND DXB, HKD 400/

GFBM582                    GFS TEXT MENU RULE CATEGORY TEXT DISPLAY                    27AUG 08  
AREA: PA TARIFF: IPRG      CXR: CX    RULE: 0200 CAT: 70 EFFECT: 01AUG08    03:16:43  
CITY/CTRY:                    FILED TO GOVT:                    APPROVED ONLY:                    BOT:  
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CAD 67/USD 50 (OR EQUIVALENT)  
-BETWEEN DESTINATIONS NOT  
LISTED IN THE ABOVE, HKD 160/  
CAD 27/USD 20 (OR EQUIVALENT)

- (C) UNACCOMPANIED YOUNG TRAVELLER TWELVE (12) YEARS OF AGE OR OVER. WHEN REQUESTED, EXTRA HANDLING SERVICE (SAME AS UNACCOMPANIED SERVICE) WILL BE PROVIDED AT A SERVICE FEE LISTED IN (B) (2) (C).
- (D) OTHER CONDITIONS FOR ACCOMPANIED/UNACCOMPANIED CHILDREN UNLESS OTHERWISE SPECIFIED IN AN APPLICABLE FARE RULE, AND CHILDREN'S AND INFANTS' DISCOUNT APPLY TO ANY CHARGE OR SURCHARGE AND ANY CANCELLATION OR REFUND FEE.

TITLE/APPLICATION - 70

FREE REDUCED AND REDUCED RATE TRANSPORTATION FOR AGENTS

(A) GENERAL AGENTS AND GENERAL SALES AGENTS

A GENERAL AGENT, OR A GENERAL SALES AGENT, DULY APPOINTED BY ANY ONE OF THE PARTICIPATING CARRIERS, AND OFFICIALS AND EMPLOYEES (INCLUDING MEMBERS OF THEIR IMMEDIATE FAMILIES) OF SUCH A GENERAL AGENCY, WILL BE ALLOWED FREE OR REDUCED FARE TRANSPORTATION OVER THE LINES OF ONE OR MORE OF THE CARRIERS SO REPRESENTED BY THE AGENT, UNDER THE FOLLOWING CONDITIONS:

- (1) WHEN TRANSPORTATION IS FOR THE PURPOSE OF CARRIER'S BUSINESS: TRANSPORTATION WILL BE ISSUED FREE OF CHARGE TO THE GENERAL AGENT, GENERAL AGENCY OFFICIALS AND EMPLOYEES WHEN SUCH TRANSPORTATION IS ON THE CARRIER'S BUSINESS;
- (2) WHEN TRANSPORTATION IS FOR THE PURPOSE OF VACATION: TRANSPORTATION WILL BE ISSUED FREE OF CHARGE TO THE GENERAL AGENT OR TO GENERAL AGENCY OFFICIALS OR EMPLOYEES (INCLUDING MEMBERS OF THEIR IMMEDIATE FAMILIES) BY THE CARRIERS WHEN TRANSPORTATION IS FOR THE PURPOSE OF PERSONAL VACATION OF THE GENERAL AGENT OR AN OFFICIAL OR EMPLOYEE OF A GENERAL AGENCY, BUT NOT TO EXCEED ONE TRIP PER PERSON PER CALENDAR YEAR:  
EXCEPTION: REDUCED FARE TRANSPORTATION AT 25 PERCENT ON A CONFIRMED BASIS MAY BE GRANTED ON THE APPLICABLE AIR FARE FOR THE CLASS OF SERVICE USED (UNLESS PRECLUDED BY THE FARE RULE).  
DISCOUNTS SHALL NOT APPLY TO SPECIAL IATA INCLUSIVE TOUR BASING FARES, OR TO A DISCOUNTED AIR/SEA FARE. WHERE THE CHARGE FOR TRANSPORTATION CONSISTS OF A FARE AND A "WEEKEND", "STOPOVER" OR "PEAK" SURCHARGE, THE DISCOUNT SHALL BE BASED ON THE FARE AND ON SUCH SURCHARGE. THE DISCOUNT SHALL NOT APPLY TO ANY OTHER CHARGE, SUCH AS AN EXCESS BAGGAGE CHARGE OR SLEEPER SURCHARGE.
- (3) ELIGIBILITY: TO BE ELIGIBLE FOR THE REDUCTIONS SPECIFIED ABOVE, THE GENERAL AGENT, THE OFFICIAL OR EMPLOYEE OF THE GENERAL AGENCY MUST DEVOTE ALL, OR SUBSTANTIALLY ALL, OF HIS TIME TO THE BUSINESS OF THE CARRIER; AND WITH RESPECT TO SUB-PARAGRAPH (2) ABOVE, THE APPOINTMENT OF THE GENERAL AGENCY MUST HAVE BEEN IN EFFECT CONTINUOUSLY FOR AT LEAST 12 MONTHS PRIOR TO THE COMMENCEMENT OF THE REDUCED FARE TRANSPORTATION.
- (4) APPLICATION FOR FARE REDUCTIONS: IN ORDER TO OBTAIN THE ABOVE FARE REDUCTIONS, APPLICATION MUST BE MADE IN WRITING BY THE GENERAL AGENT OR A SENIOR OFFICIAL OF THE GENERAL AGENCY TO THE CARRIER WHICH IS TO FURNISH THE TRANSPORTATION.

TRANSPORTATION WILL NOT BE ISSUED UNTIL APPROVAL HAS BEEN GIVEN BY AN AUTHORIZED OFFICIAL OF THE CARRIER WHICH IS FURNISHING THE TRANSPORTATION.

(B) PASSENGER SALES AGENTS LOCATED OUTSIDE THE UNITED STATES

(1) 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 3 MONTHS FROM DATE OF ISSUANCE;
- (D) OWNERS, OFFICERS, DIRECTORS OR EMPLOYEES OF THE PASSENGER SALES AGENCY MAY POOL THE TOTAL NUMBER OF TICKETS WHICH CARRIER WILL GRANT PURSUANT TO SUBPARAGRAPHS (A) AND (B) ABOVE WITHIN EACH COUNTRY.
- (E) A QUALIFIED JOINT PASSENGER AND CARGO AGENT MAY BE GRANTED BOTH APPLICABLE DISCOUNTS UP TO A MAXIMUM OF FOUR TICKETS PER APPROVED LOCATION PER CALENDAR YEAR.

(2) 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.

(3) ELIGIBILITY

(A) REDUCED FARE TRANSPORTATION WILL BE GRANTED PROVIDED THAT THE AGENT HAS BEEN ON THE IATA

AND/OR CARRIER APPROVED LIST OF AGENTS CONTINUOUSLY FOR AT LEAST ONE YEAR IMMEDIATELY PRIOR TO THE ISSUANCE OF THE TRANSPORTATION.

(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.

(4) APPLICATION FOR TRANSPORTATION: IN ORDER TO OBTAIN THE FOREGOING TRANSPORTATION, APPLICATION SHALL BE MADE IN WRITING TO THE CARRIER WHICH IS TO ISSUE THE TICKET BY A RESPONSIBLE OFFICIAL OF THE PASSENGER SALES AGENCY. 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: 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:
    - (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 FOR EACH QUALIFIED PERSON AT EACH APPROVED LOCATION WILL BE PERMITTED PROVIDED THAT NO CARRIER WILL HONOR MORE THAN TWO SUCH REDUCED FARE TICKETS PER APPROVED LOCATION PER CALENDAR YEAR; PROVIDED FURTHER THAT THE CARRIER MAY POOL AMONG THE QUALIFIED PERSONNEL OF THE AGENT THE TOTAL NUMBER OF TICKETS WHICH THE CARRIER IS ENTITLED TO GRANT WITHIN THE UNITED STATES;
    - (C) 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;
    - (D) OWNERS, OFFICERS, DIRECTORS OR EMPLOYEES OF THE PASSENGER SALES AGENCY MAY POOL THE TOTAL NUMBER OF TICKETS WHICH CARRIER(S) WILL GRANT PURSUANT TO SUBPARAGRAPHS (A) AND (B) ABOVE, WITHIN THE UNITED STATES.
  - (2) SPOUSES: THE SPOUSE OF A PERSON ELIGIBLE UNDER PARAGRAPH (1) ABOVE 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; AND
    - (C) THE SPOUSE MUST ACCOMPANY THE ELIGIBLE PERSON ON THE SAME AIRCRAFT TO THE POINT OF TURNAROUND.
  - (3) ELIGIBILITY
    - (A) REDUCED FARE TRANSPORTATION WILL BE GRANTED BY THE CARRIER(S) AS INDICATED ABOVE PROVIDED THE AGENT HAS BEEN ON THE IATA AND/OR CARRIER 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 SERVICE OF THE AGENT CONTINUOUSLY AND WITHOUT INTERRUPTION FOR A PERIOD OF NOT LESS THAN ONE YEAR IMMEDIATELY PRIOR TO THE DATE OF APPLICATION FOR SUCH REDUCED FARE TRANSPORTATION.  
EXCEPTION: A PERSON PREVIOUSLY ELIGIBLE FOR REDUCED RATE TRANSPORTATION IN THE EMPLOY OF ANOTHER APPROVED

LOCATION OR AGENT, MAY BE GRANTED SUCH TRANSPORTATION AFTER THREE MONTHS SERVICE WITH ANOTHER APPROVED LOCATION OR AGENT PROVIDED THE NEW EMPLOYMENT IS TAKEN UP IMMEDIATELY ON 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.
- (4) 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 IN WRITING TO THE CARRIER WHICH IS TO ISSUE THE TICKET BY A RESPONSIBLE OFFICIAL OF THE PASSENGER SALES AGENCY, AND COUNTERSIGNED BY THE PERSON(S) WHO WILL MAKE THE TRIP(S). SUCH APPLICATION SHALL BE ACCOMPANIED BY THE TRIP AUTHORIZATION AS RECEIVED IN (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:
  - (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. NOT MORE THAN 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. EXCEPTION: REDUCED FARE TRANSPORTATION AT 25 PERCENT ON A CONFIRMED BASIS MAY

BE GRANTED ON THE APPLICABLE AIR FARE FOR THE CLASS OF SERVICE USED (UNLESS PRECLUDED BY THE FARE RULE). DISCOUNTS SHALL NOT APPLY TO SPECIAL IATA INCLUSIVE TOUR BASING FARES, OR TO A DISCOUNTED AIR/SEA FARE. WHERE THE CHARGE FOR TRANSPORTATION CONSISTS OF A FARE AND A "WEEKEND", "STOPOVER" OR "PEAK" SURCHARGE, DISCOUNT SHALL NOT APPLY TO ANY OTHER CHARGE, SUCH AS AN EXCESS BAGGAGE CHARGE OR SLEEPER SURCHARGE.

- (B) 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 3 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 WHICH CARRIER WILL GRANT PURSUANT TO SUBPARAGRAPH (A) AND (B) ABOVE WITHIN EACH COUNTRY.
  - (D) A QUALIFIED JOINT PASSENGER AND CARGO AGENT MAY BE GRANTED BOTH APPLICABLE DISCOUNTS UP TO A MAXIMUM OF FOUR TICKETS PER APPROVED LOCATION PER CALENDAR YEAR.
- (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 AND/OR CARRIER APPOINTED CARGO AGENT IMMEDIATELY PRIOR TO HIS PRESENT EMPLOYMENT AND THIS IS SO CERTIFIED IN WRITING BY IATA AND/OR CARRIER APPOINTED 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 TO THE POINT OF DESTINATION (IN THE CASES 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 IN WRITING TO THE CARRIER WHICH IS TO ISSUE THE TICKET BY AN OWNER OR OFFICER OF THE CARGO SALES AGENCY. 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. WHERE THE AGENT IS IATA APPROVED THE STANDARD IATA APPLICATION FORM SHALL BE USED.
- (E) CARGO SALES AGENTS LOCATED IN THE UNITED STATES OR CANADA:
  - (1) APPLICATION: SOLE PROPRIETORS, PARTNERS, OFFICERS, DIRECTORS AND SALES/TRAFFIC MANAGEMENT EMPLOYEES OF AN AUTHORIZED CARGO SALES AGENCY OF THE CARRIERS WILL BE ALLOWED INTERNATIONAL REDUCED FARE TRANSPORTATION AT 25 PERCENT OF THE APPLICABLE FARE OVER THE LINES OF SUCH CARRIERS ON THE FOLLOWING BASIS:
    - (A) NOT MORE THAN TWO TRIPS PER CALENDAR YEAR FOR EACH REGISTERED AGENT; PROVIDED THAT A MAXIMUM OF 40 ADDITIONAL TICKETS MAY BE ISSUED PER CALENDAR YEAR FOR EACH REGISTERED AGENT AS FOLLOWS: 6 TICKETS MAY BE ISSUED FOR EACH 100 PERCENT OF COMMISSIONABLE SALES OR PART THEREOF OVER AND ABOVE THE NATIONAL AVERAGE.
    - (B) 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 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 WHICH CARRIER(S) WILL GRANT PURSUANT TO SUBPARAGRAPHS (A) AND (B) 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 NO LESS THAN 3 MONTHS SHALL BE THE QUALIFYING PERIOD IF THE AGENT WAS PREVIOUSLY ELIGIBLE FOR REDUCED FARE TRANSPORTATION IN THE SERVICE OF ANOTHER IATA AND/OR CARRIER APPOINTED CARGO AGENT IMMEDIATELY PRIOR TO HIS PRESENT EMPLOYMENT AND THIS IS SO CERTIFIED IN WRITING BY THE IATA AND/OR

CARRIER APPOINTED 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, TO THE POINT OF DESTINATION (IN THE CASE OF ONE WAY TRIPS) OR TO THE POINT OF TURNAROUND (IN THE CASE OF ROUND TRIPS) OR TO THE HIGHEST RATED POINT (IN THE CASE OF CIRCLE TRIPS).
  - (II) THE DISCOUNT GRANTED IS NO GREATER THAN 50 PERCENT OF THE APPLICABLE FARE AND IN NO EVENT SHALL SUCH SPOUSE RECEIVE MORE THAN ONE TICKET PER YEAR.
  - (III) THE TRANSPORTATION SHALL NOT BE CHARGED AGAINST THE AGENCY'S ANNUAL ALLOTMENT NOTED UNDER (1)(C) ABOVE.
- (C) THE REDUCED FARE TRANSPORTATION WILL BE GRANTED WHETHER OR NOT THERE IS A STANDARD IATA CARGO AGENCY AGREEMENT BETWEEN EACH CARRIER PARTICIPATING IN THE TRANSPORTATION AND THE AGENT, PROVIDED THAT A STANDARD IATA CARGO AGENCY AGREEMENT EXISTS BETWEEN THE CARRIER ISSUING THE TICKET AND THE AGENT.
- (3) APPLICATION FOR TRANSPORTATION:
  - (A) THE SECRETARY OF TRAFFIC CONFERENCE 1 SHALL FURNISH EACH CARGO SALES AGENT WITH TWO EDUCATIONAL AND MARKET DEVELOPMENT TRIP AUTHORIZATIONS FOR EACH APPROVED LOCATION.
  - (B) IN ORDER TO OBTAIN THE FOREGOING TRANSPORTATION, APPLICATION SHALL BE MADE IN WRITING TO THE CARRIER WHICH IS TO ISSUE THE TICKET BY AN OWNER OR OFFICER OF THE CARGO SALES AGENCY. 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.

TITLE/APPLICATION - 70

FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS

(A) GENERAL

SUBJECT TO THE PROVISIONS AND CONDITIONS OF THIS RULE, AN INDIVIDUAL (HEREINAFTER CALLED "TOUR CONDUCTOR") WILL BE CARRIED BY THE PARTICIPATING AIR CARRIERS AT THE APPROPRIATE FARE REDUCTION FROM THE APPLICABLE ADULT AIR FARE EFFECTIVE BETWEEN THE POINTS AND VIA THE ROUTING TO BE USED BY THE TOUR CONDUCTOR.

(B) DEFINITIONS: AS USED HEREIN

- (1) THE TERM "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 CONDUCTOR'S TRANSPORTATION AT FREE OR REDUCED FARES MAY BE ISSUED IN ACCORDANCE HEREWITH. ]
- (2) THE TERM "TRAVEL AGENT" MEANS AN AGENT DULY APPOINTED BY THE CARRIER TO SELL AIR PASSENGER TRANSPORTATION OVER ITS LINES.
- (3) THE TERM "TRAVEL ORGANIZER" MEANS A PERSON WHO, WITH THE APPROVAL AND CONSENT OF THE CARRIER, ORGANIZES AND ARRANGES AN ADVERTISED GROUP TOUR FOR A GROUP OF PASSENGERS.
- (4) THE TERM "ADVERTISED GROUP TOUR" MEANS A TOUR INVOLVING A ROUND 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 POINT INCLUDED IN THE TOUR IN LITERATURE CIRCULATED FOR THE PURPOSE OF PROMOTING THE SALE OF THE TOUR. THE COST OF THE ADVERTISED GROUP TOUR MUST BE PAID IN FULL, PRIOR TO COMMENCEMENT OF TRAVEL. HOWEVER, SPECIAL GROUPS SUCH AS AMATEUR OR PROFESSIONAL GROUPS WHOSE PRINCIPAL PURPOSE OF TRAVEL IS TO APPEAR IN SPECIFIC ENGAGEMENTS BEFORE THE PUBLIC DO NOT QUALIFY FOR THE "ADVERTISED GROUP TOUR" AS DEFINED HEREIN.
- (5) THE TERM "TOUR CONDUCTOR" MEANS AN INDIVIDUAL WHO IS IN CHARGE OF OR 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) THE TERM "PASSENGER" MEANS A PASSENGER PAYING THE ADULT FARE OR THE EQUIVALENT OF ONE ADULT FARE, SUCH AS TWO HALF FARES.

- (7) THE TERM "FREE OR REDUCED FARE TRANSPORTATION" MEANS TRANSPORTATION ISSUED TO A TOUR CONDUCTOR FREE OR AT THE REDUCED FARE ACCORDING TO THIS RULE.
- (8) THE TERM "ROUND TRIP" AND "CIRCLE TRIP" SHALL INCLUDE TRANSPORTATION PARTLY BY AIR AND PARTLY BY SURFACE MEANS.
- (C) NUMBER OF BOOKED PASSENGERS REQUIRED FOR TOUR CONDUCTOR TRANSPORTATION  
WHERE THE GROUP OF PASSENGERS ON THE ADVERTISED TOUR, WHOSE PASSAGE HAS BEEN BOOKED AND FULLY PAID FOR CONSISTS OF:
- (1) FIFTEEN (15) OR MORE PASSENGERS, ONE FREE PASSAGE FOR A TOUR CONDUCTOR WILL BE ISSUED FOR EACH 15 PASSENGERS IN THE GROUP.
- (2) NOT LESS THAN 10 NOR MORE THAN 14 PASSENGERS, A REDUCTION OF 50 PERCENT OF THE FARE WILL BE GRANTED FOR THE TOUR CONDUCTOR.
- (D) APPLICATION FOR AND ISSUANCE OF TRANSPORTATION
- (1) TRANSPORTATION WILL NOT BE ISSUED TO TOUR CONDUCTOR UNLESS APPLICATION IS MADE IN WRITING BY THE TRAVEL AGENT OR THE TRAVEL ORGANIZER TO THE INITIAL CARRIER ACCOMPANIED BY THE 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 WHICH WILL ARRANGE THE TRANSPORTATION AND MUST ALSO INCLUDE A DESCRIPTION OF THE PURPOSE ITINERARY OF THE GROUP WITH ALL PERTINENT INFORMATION DESCRIBING THE GROUP IF NOT FULLY SET FORTH IN THE ADVERTISING MATTER SUBMITTED.
- (2) THE PASSENGERS INCLUDED IN THE TOUR MUST TRAVEL AS AN ORGANIZED TOURING GROUP, AND FOR THAT PURPOSE THE INITIAL CARRIER MUST APPROVE THE ITINERARY OF THE VARIOUS PASSENGERS FORMING THE GROUP AND COORDINATE THEIR TRANSPORTATION UNDER THE ADVERTISED GROUP TOUR. ALL MEMBERS OF THE GROUP SHALL WITH RESPECT TO THE AIR PORTION OF THE TOUR, COMMENCE TRANSPORTATION ON THE SAME AIRPLANE AND SHALL,
- (A) IF ROUND TRIP PASSENGERS, TRAVEL TOGETHER TO THE POINT OF TURNAROUND.
- (B) IF CIRCLE TRIP PASSENGERS, TRAVEL TOGETHER TO THE FIRST POINT OF STOPOVER.
- 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 THE NEXT PRECEDING OR SUCCEEDING FLIGHT ON WHICH SPACE IS AVAILABLE OR ON SUCH FLIGHT OF ANOTHER CARRIER.
- EXCEPTION: WHERE THE 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 DEPARTURE POINT AND THE ASSEMBLY POINT, SUBJECT TO THE FOLLOWING CONDITIONS.

- (1) THE TOUR CONDUCTOR AND ALL PASSENGERS TRAVEL TOGETHER FROM THE ASSEMBLY POINT TO THE POINT OF TURNAROUND, IF A ROUND TRIP, OR TO THE FIRST POINT OF STOPOVER IF A CIRCLE TRIP;
- (2) ALL SUCH PASSENGERS AND THE TOUR CONDUCTOR TRAVEL BETWEEN THE DEPARTURE POINTS AND THE ASSEMBLY POINT WITHIN A PERIOD OF SEVEN DAYS PRIOR TO THE SCHEDULED DEPARTURE OF THE ENTIRE GROUP FROM THE ASSEMBLY POINT;
- (3) 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.
- (4) 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 TRAVELING 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:
  - (A) 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 PROVISION OF (C) ABOVE.
  - (B) IF THE TOUR CONDUCTOR TRAVELS FROM A DEPARTURE POINT TO THE ASSEMBLY POINT ON THE SERVICES OF A CARRIER WHO DOES NOT TRANSPORT THE GROUP FROM THE ASSEMBLY POINT ONWARDS, THE QUALIFYING NUMBER OF PASSENGERS REFERRED TO ABOVE

SHALL ALL TRAVEL FROM THE  
DEPARTURE POINTS TO THE  
ASSEMBLY POINT ON THE  
SERVICES OF SUCH CARRIER,  
SUBJECT TO THE PROVISION OF  
(C) ABOVE.

- (3) 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 BY EACH CARRIER IN THE ITINERARY, AND THE INITIAL CARRIER WILL NOTIFY EACH CARRIER WHICH HAS INDICATED THAT IT WILL PARTICIPATE. 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) IN OBTAINING APPROVAL TO ACCEPT FREE OR REDUCED FARE TRANSPORTATION OF A TOUR CONDUCTOR AS PROVIDED HEREIN, WRITTEN AUTHORIZATION MUST BE GIVEN BY ONE OF THE AUTHORIZED OFFICIALS 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 OF SERVICES SUCH AS CHARGES FOR EXCESS BAGGAGE.



GFBM582 GFS TEXT MENU RULE CATEGORY TEXT DISPLAY 27AU  
AREA: PA TARIFF: IPRG CXR: CX RULE: 0500 CAT: 70 EFFECT: 01AUG08 04:0  
CITY/CTRY: FILED TO GOVT: APPROVED ONLY: BOT:  
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TITLE/APPLICATION - 70

PASSENGERS ON STRETCHERS

A PASSENGER TRAVELLING ON A STRETCHER NORMALLY WILL BE ACCEPTED FOR CARRIAGE BY CX SUBJECT TO PRIOR ARRANGEMENTS BEING MADE AND THE AVAILABILITY OF SPACE AND THE APPROPRIATE EQUIPMENT.

(1) CHARGE

FOR PASSENGER ON STRETCHER:

EIGHT TIMES OF CX'S APPLICABLE ADULT NORMAL ECONOMY ONE WAY FARES (SUBJECT TO SEASONALITY, DATE OF WEEK IF ANY)

FOR ATTENDANT:

THE APPLICABLE ADULT FARE.

(2) BAGGAGE ALLOWANCE

THE TOTAL FREE BAGGAGE ALLOWANCE WILL BE THAT APPLICABLE TO THE NUMBER OF FARE PAID BUT EACH PASSENGER WILL BE ALLOWED TO CARRY ONLY A SINGLE ENTITLEMENT OF HAND BAGGAGE.

(3) TICKETING

1. IN THE "FARE CALCULATION" COLUMN, ENTER THE TOTAL AMOUNT TO BE CHARGED
2. IN THE "ENDORSEMENTS" BOX, ENTER "STRETCHER CASE".
3. IN THE "FARE" AND "TOTAL" BOXES, ENTER THE TOTAL FARE.

GFBM582                    GFS TEXT MENU RULE CATEGORY TEXT DISPLAY                    27AUG 08  
AREA: PA TARIFF: IPRG        CXR: CX    RULE: 0550 CAT: 70 EFFECT: 01AUG08    04:19:38  
CITY/CTRY:                    FILED TO GOVT:                    APPROVED ONLY:                    BOT:  
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TITLE/APPLICATION - 70

PASSENGERS OCCUPYING TWO SEATS

CARRIER WILL, UPON REQUEST AND ADVANCE ARRANGEMENT PERMIT THE EXCLUSIVE USE OF TWO SEATS BY A PASSENGER, SUBJECT TO PAYMENT OF TWO APPLICABLE FARES. FOR THE POINTS BETWEEN WHICH THE TWO SEATS WILL BE USED. THE FREE BAGGAGE ALLOWANCE FOR SUCH PASSENGER WILL BE TWICE THE NORMAL ALLOWANCE.

THE APPLICABLE FARE FOR THE ADDITIONAL SEAT IS THE FARE THAT WOULD HAVE BEEN CHARGED TO A PASSENGER OCCUPYING SUCH SEAT FOR THAT JOURNEY AT THE TIME OF BOOKING THE ADDITIONAL SEAT. INCLUSIVE TOUR, CHILD OR OTHER REBATED FARES (SUCH AS SPOUSE, AGENT OR SHIP'S CREW) MAY NOT BE USED.

GFBM582                    GFS TEXT MENU RULE CATEGORY TEXT DISPLAY                    27AUG  
AREA: PA TARIFF: IPRG      CXR: CX    RULE: 0600 CAT: 70 EFFECT: 01AUG08    04:21:  
CITY/CTRY:                    FILED TO GOVT:                    APPROVED ONLY:                    BOT:  
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TITLE/APPLICATION - 70

ATTENDANT ACCOMPANYING AIR CARGO SHIPMENTS

SUBJECT TO ADVANCE ARRANGEMENTS, CARRIER WILL TRANSPORT ATTENDANTS AND THEIR PERSONAL BAGGAGE IN 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 RESPECT THE SAME AS THOSE FOR ANY OTHER PASSENGER EXCEPT AS NOTED BELOW.

- (A) THE FARE FOR SUCH ATTENDANT'S TRANSPORTATION WILL BE AS FOLLOWS:
- (1) FOR ONE WAY TRANSPORTATION, 95 PERCENT OF THE ALL-YEAR 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 ECONOMY CLASS ROUND TRIP FARE APPLICABLE BETWEEN THE POINTS BETWEEN WHICH THE ATTENDANT IS TRANSPORTED TO ACCOMPANY THE CONSIGNMENT.
- (B) THE FREE BAGGAGE ALLOWANCE WILL BE 44 LBS. (20 KG) AND NORMAL EXCESS WEIGHT CHARGES WILL APPLY.
- (C) CARRIER WILL APPOINT ONE OF ITS EMPLOYEES TO ACT AS AN ATTENDANT, IF SUCH AN EMPLOYEE IS AVAILABLE, IF SO REQUESTED BY THE SHIPPER PRIOR TO ACCEPTANCE OF THE CONSIGNMENT SUBJECT TO THE FOLLOWING CHARGE:
- A CHARGE OF \$250.00 WILL BE ASSESSED IN ADDITION TO THE FARES SPECIFIED IN PARAGRAPH (1) ABOVE FOR EACH DIRECTION FOR WHICH THE EMPLOYEE ACTING AS AN ATTENDANT ACCOMPANIES THE CARGO SHIPMENT.

GFBM582 GFS TEXT MENU RULE CATEGORY TEXT DISPLAY 27AUG 08  
AREA: PA TARIFF: IPRG CXR: CX RULE: 0700 CAT: 70 EFFECT: 01AUG08 04:28:28  
CITY/CTRY: FILED TO GOVT: APPROVED ONLY: BOT:  
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TITLE - 70

BOOKING AND TICKETING SERVICE FEE (APPLICABLE TO US ONLY)

A SERVICE FEE FOR REBOOKING AND REISSUE WILL BE APPLY TO THE SERVICE REQUEST ON OR AFTER 01FEB07 WHEN CX RESERVATION, TICKETING AND AIRPORT OFFICES IN US ARE CONTACTED TO MAKE VOLUNTARY CHANGES ON BOOKINGS OR TICKETS.

THE APPLICABLE IS AS FOLLOWS:

- (1) USD 39 PER PERSON PER TRANSACTION FOR VOLUNTARY CHANGES ON BOOKINGS/TICKETS MADE THROUGH CX RESERVATION, TICKETING AND AIRPORT OFFICES.
- (2) APPLIES TO NON-CX OR NON-KA TICKET STOCK REGARDLESS OF ISSUE PLACE.
- (3) APPLIES TO ANY TYPES OF FARES REGARDLESS THE CLASS OF TRAVEL EXCEPT NON-FARE PAID TICKET.
- (4) APPLIES TO ALL CATEGORIES OF PASSENGER EXCEPT ID/AD.
- (5) COLLECTS ON TOP OF ANY APPLICABLE SURCHARGE/PENALTY WITHIN THE FARE CONDITION.
- (6) MCO MAY BE ISSUED FOR THE COLLECTION WITH OC CODE.
- (7) NON-REFUNDABLE.
- (8) THIS SERVICE FEE IS NOT INTERLINABLE.

GFBM582                    GFS TEXT MENU RULE CATEGORY TEXT DISPLAY                    27AUG 08  
AREA: PA TARIFF: IPRG       CXR: CX    RULE: 0750 CAT: 70 EFFECT: 01AUG08    04:30:42  
CITY/CTRY:                    FILED TO GOVT:                    APPROVED ONLY:                    BOT:  
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TITLE/APPLICATION - 70

BOOKING AND TICKETING SERVICE FEE (APPLICABLE TO CANADA ONLY)

A SERVICE FEE FOR REBOOKING AND REISSUE WILL BE APPLIED TO THE SERVICE REQUEST ON OR AFTER 01FEB07 WHEN CX RESERVATION, TICKETING AND AIRPORT OFFICES IN US/CANADA ARE CONTACTED TO MAKE VOLUNTARY CHANGES ON BOOKINGS OR TICKETS.

THE APPLICATION IS AS FOLLOWS:

- (1) USD 39/CAD 45 PER PERSON PER TRANSACTION FOR VOLUNTARY CHANGES ON BOOKINGS/TICKETS MADE THROUGH CX RESERVATION, TICKETING AND AIRPORT OFFICES.
- (2) APPLIES TO NON-CX OR NON-KA TICKET STOCK REGARDLESS OF ISSUE PLACE.
- (3) APPLIES TO ANY TYPES OF FARES REGARDLESS OF THE CLASS OF TRAVEL EXCEPT NON-FARE PAID TICKET.
- (4) APPLIES TO ALL CATEGORIES OF PASSENGER EXCEPT ID/AD.
- (5) COLLECTS ON TOP OF ANY APPLICABLE SURCHARGE/PENALTY WITHIN THE FARE CONDITION.
- (6) MCO MAY BE ISSUED FOR THE COLLECTION WITH OC CODE.
- (7) NON-REFUNDABLE.
- (8) THIS SERVICE FEE IS NOT INTERLINABLE.

TITLE/APPLICATION - 70

SEAMEN'S FARES

(A) APPLICATION

(1) SUBJECT TO THE PROVISIONS OF THIS RULE, BONA FIDE SEAMEN WILL BE AFFORDED A DISCOUNT (AS STATED IN THE CHART BELOW) BASED ON THE APPLICABLE ECONOMY CLASS FARE GOVERNED BY RULES 5000/5020/5021/{X}. ALL TRAVEL MUST BE IN THE ECONOMY CLASS SECTION OF THE CARRIERS' AIRCRAFT.

(2) THE PERMITTED DISCOUNT APPLIES ONLY TO THE APPLICABLE PUBLISHED ECONOMY ONEWAY FARE (EITHER PUBLISHED ON A THROUGH BASIS OR CONSTRUCTED USING THE APPROPRIATE ARBITRARY). THIS DISCOUNT DOES NOT APPLY TO ANY OTHER FARE SOLD IN COMBINATION WITH THESE FARES.

(A) APPLICABLE FOR MERCHANT MARINES OF BELGIUM.

(I) PASSENGERS ELIGIBLE FOR THESE FARES ARE SEAMEN OF BELGIAN, LUXEMBOURG SHIPPING COMPANY WHO ARE ENGAGED AS CREW MEMBERS OF A BELGIUM, LUXEMBOURG VESSEL.

(II) TRAVEL IS PERMITTED BETWEEN POINTS IN CANADA/U.S.A. AND POINTS IN TC3.

(III) AMOUNT OF FULL FARE TO BE ASSESSED 75 PERCENT.

(B) APPLICABLE FOR MERCHANT MARINES OF FRANCE.

(I) PASSENGERS ELIGIBLE FOR THESE FARES ARE SEAMEN EMPLOYED ON BOARD A SHIP OF THE FRENCH MERCHANT MARINE.

(II) TRAVEL IS PERMITTED BETWEEN POINTS IN CANADA/U.S.A. AND POINTS IN TC3 EXCEPT TO/FROM AUSTRALIA.

(III) AMOUNT OF FULL FARE TO BE ASSESSED 75 PERCENT.

(C) APPLICABLE FOR MERCHANT MARINES OF GERMANY.

(I) PASSENGERS ELIGIBLE FOR THESE FARES ARE SEAMEN OF THE GERMAN MERCHANT MARINE.

(II) TRAVEL IS PERMITTED BETWEEN POINTS IN CANADA/U.S.A. AND POINTS IN TC3.

(III) AMOUNT OF FULL FARE TO BE ASSESSED 75 PERCENT.

(D) APPLICABLE FOR MERCHANT MARINES OF LIBERIA.

(I) PASSENGERS ELIGIBLE FOR THESE FARES ARE SEAMEN OF THE LIBERIAN MERCHANT MARINE TRAVELLING ON DUTY TO OR FROM A LIBERIAN SHIP.

(II) TRAVEL IS PERMITTED BETWEEN POINTS IN CANADA/U.S.A. AND POINTS IN TC2.

(III) AMOUNT OF FULL FARE TO BE ASSESSED 75 PERCENT.

(E) APPLICABLE FOR MERCHANT MARINES OF MALAYSIA.

(I) PASSENGERS ELIGIBLE FOR THESE FARES ARE SEAMEN EMPLOYED ON BOARD SHIP REGISTERED

- IN MALAYSIA.
- (II) TRAVEL IS PERMITTED BETWEEN POINTS IN CANADA/U.S.A. AND POINTS IN TC3.
  - (III) AMOUNT OF FULL FARE TO BE ASSESSED 75 PERCENT.
- (F) APPLICABLE FOR MERCHANT MARINES OF THE NETHERLANDS.
- (I) PASSENGERS ELIGIBLE FOR THESE FARES ARE:
    - (AA) SEAMEN WHO WORK ABOARD A DUTCH SHIP.
    - (BB) MEDICAL PERSONNEL ACCOMPANYING ELIGIBLE SEAMEN WHEN SUCH SEAMEN ARE WHEN INCAPACITATED.
    - (CC) TRAVEL MUST BE TO OR FROM A DUTCH SHIP AND MUST BE REQUESTED BY THE SHIPPING COMPANY CONCERNED.
  - (II) TRAVEL IS PERMITTED BETWEEN POINTS IN CANADA/U.S.A. AND TC3.
  - (III) AMOUNT OF FULL FARE TO BE ASSESSED 75 PERCENT.
- (G) APPLICABLE FOR MERCHANT MARINES OF SOUTH KOREA.
- (I) PASSENGERS ELIGIBLE FOR THESE FARES ARE STRICTLY TO CREW MEMBERS (INCLUDING OFFICERS) OF KOREAN SHIPS WHO ARE TRAVELLING FOR THE PURPOSE OF DUTY ON SHIP OR BEING REPATRIATED.
  - (II) TRAVEL IS PERMITTED BETWEEN POINTS IN CANADA/U.S.A. AND POINTS IN TC3.
  - (III) AMOUNT OF FULL FARE TO BE ASSESSED 75 PERCENT.
- (H) APPLICABLE FOR MERCHANT MARINES OF PANAMA.
- (I) PASSENGERS ELIGIBLE FOR THESE FARES:
    - (AA) SEAMEN OF THE PANAMANIAN MERCHANT MARINE.
    - (BB) EMPLOYEES OF THE "DIRECTION CONSULARY DE NAVES."
    - (CC) PERSONS TRAVELING ON BEHALF OF THE "DIRECTION CONSULARY DE NAVES."
    - (DD) ANY DOCTOR, NURSE OR ATTENDANT WHO MUST ACCOMPANY SUCH PASSENGERS.
  - (II) TRAVEL IS PERMITTED BETWEEN POINTS IN CANADA/U.S.A. AND POINTS IN TC3.
  - (III) AMOUNT OF FULL FARE TO BE ASSESSED 75 PERCENT.
- (I) APPLICABLE FOR MERCHANT MARINES OF SWITZERLAND.
- (I) PASSENGERS ELIGIBLE FOR THESE FARES:
    - (AA) OFFICERS AND CREW MEMBERS OF THE SWISS OCEAN GOING MARINE.
    - (BB) PERSONS EMPLOYED ON BOARD BY THE OWNERS OF THE SHIP.
    - (CC) DOCTORS AND NURSES ACCOMPANYING SICK SEAMEN.
    - (DD) PERSONS TRAVELLING TO OR FROM AN ASSIGNMENT ON A SWISS SHIP.
  - (II) TRAVEL IS PERMITTED BETWEEN POINTS IN CANADA/U.S.A. AND POINTS IN TC3.
  - (III) AMOUNT OF FULL FARE TO BE ASSESSED 75 PERCENT.

- (J) APPLICABLE FOR MERCHANT MARINES OF UNITED KINGDOM.
  - (I) PASSENGERS ELIGIBLE FOR THESE FARES ARE SEAMEN OF BRITISH MERCHANT MARINE ENGAGED AS CREW MEMBERS OF SHIPS REGISTERED IN THE UNITED KINGDOM OR BRITISH TERRITORIES OVERSEAS TRAVELING ON DUTY.
  - (II) TRAVEL IS PERMITTED BETWEEN POINTS IN CANADA/U.S.A. AND POINTS IN TC3.
  - (III) AMOUNT OF FULL FARE TO BE ASSESSED 75 PERCENT.
- (K) APPLICABLE FOR MERCHANT MARINES OF ANY COUNTRY NOT LISTED ABOVE.
  - (I) PASSENGERS ELIGIBLE FOR THESE FARES ARE PERSONS WHO HAVE AN ACTIVE SEAGOING DUTY, AND WORK ON BOARD A SHIP BELONGING TO A MERCHANT MARINE AND ARE JOINING OR ARE BEING REPATRIATED FROM SUCH SHIP.
  - (II) TRAVEL IS PERMITTED BETWEEN POINTS IN CANADA/U.S.A. AND POINTS IN TC3.
  - (III) AMOUNT OF FULL FARE TO BE ASSESSED 75 PERCENT.
- (B) THESE FARES APPLY ONLY WHEN TICKETS ARE PURCHASED PRIOR TO DEPARTURE OF TRAVEL FROM THE POINT OF ORIGIN.
- (C) SEASONALITY  
THE SEASONALITY OF THE FARE USED WILL APPLY.
- (D) LENGTH OF STAY  
THE MINIMUM AND MAXIMUM STAY PROVISIONS OF THE APPLICABLE ECONOMY CLASS OR EXECUTIVE CLASS FARE WILL APPLY.
- (E) STOPOVERS  
ENROUTE STOPOVERS WILL NOT BE PERMITTED AT THESE FARES.
- (F) PAYMENT AND TICKETING
  - (1) TICKETS AT THESE FARES WILL ONLY BE ISSUED UPON SURRENDERING A WRITTEN APPLICATION FOR TRANSPORTATION FROM THE STEAMSHIP COMPANY, ITS AGENT, OR SHIP'S CAPTAIN, GIVING A COMPLETE DESCRIPTION OF THE TRANSPORTATION REQUIRED TO INCLUDE:
    - (A) THE PLACE OF ORIGIN AND DESTINATION;
    - (B) THE NUMBER, NAME(S) AND STATUS OF THE PASSENGER(S);
    - (C) THE NAME OF THE STEAMSHIP COMPANY;
    - (D) THE NAME OF THE VESSEL AND PORT OF REGISTRY;  
AND
    - (E) THE DATE OF COMMENCEMENT OF TRANSPORTATION.  
THE APPLICATION MUST CERTIFY THAT THE SEAMEN IS TRAVELING FOR DUTY PURPOSES OR IN CONNECTION WITH THE STEAMSHIP COMPANY'S REQUIREMENT, AND MAY BE SIGNED BY DELEGATED GOVERNMENT AUTHORITIES SUCH AS EMBASSIES AND CONSULATES. PAYMENT FOR THESE FARES MUST BE MADE BY THE STEAMSHIP COMPANY, ITS AGENT OR THE SHIP'S CAPTAIN.
  - (2) TICKETS ISSUED FOR SEAMEN'S FARE DISCOUNTS SHALL CONTAIN THE TICKET DESIGNATOR "SC25 OR SC35".  
EXCEPTION: TICKETS ISSUED FOR DISCOUNTS GRANTED TO PANAMANIAN SEAMEN TRAVELING VIA THE PACIFIC AND TO MERCHANT MARINE OF FINLAND SHALL CONTAIN THE TICKET

DESIGNATOR "SC25 OR SC35"

- (G) COMBINATIONS  
THESE FARES MAY BE COMBINED WITH OTHER FARES, WHICH BY THEIR OWN TERMS PERMIT SUCH COMBINATION. THE DISCOUNTS OUTLINED HEREIN APPLY ONLY TO THE THROUGH INTERNATIONAL FARE WHERE CX IS THE TRANSOCEANIC CARRIER. THE DISCOUNTS FOR OTHER FARE SECTORS MUST BE DETERMINED FROM THE APPLICABLE GOVERNING TARIFF SOURCE.  
EXCEPTION: IN CASE OF END-ON COMBINATION, STOPOVERS NOT PERMITTED PASSENGERS AND BAGGAGE MUST BE THROUGH BOOKED AND CHECKED.
- (H) VOLUNTARY REROUTING  
VOLUNTARY REROUTING IS NOT PERMITTED.  
EXCEPTION: A CHANGE OF DATE WILL BE PERMITTED WHEN REQUESTED BY THE SHIPPING COMPANY OR ITS AGENT. NO CHANGES WILL BE PERMITTED TO THE ORIGIN AND/OR DESTINATION CITIES.
- (I) INVOLUNTARY REROUTING  
NORMAL INVOLUNTARY REROUTING PROVISIONS WILL APPLY.
- (J) CANCELLATION AND REFUNDS  
REFUNDS WILL BE MADE ONLY TO OR AT THE DIRECTION OF THE STEAMSHIP COMPANY CONCERNED.
- (K) DISCOUNTS  
THE FOLLOWING RULES ARE NOT APPLICABLE:  
200 (CHILDREN'S AND INFANT'S FARES)  
205 (FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS)  
210 (FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS)
- (L) ADDITIONAL CONDITIONS
- (1) CAPACITY LIMITATIONS  
CATHAY PACIFIC AIRWAYS SHALL LIMIT THE NUMBER OF PASSENGERS CARRIED ON ANY ONE FLIGHT AT FARES GOVERNED BY THIS RULE AND SEATS WILL NOT NECESSARILY BE AVAILABLE ON ALL FLIGHTS. THE NUMBER OF SEATS WHICH CATHAY PACIFIC AIRWAYS SHALL MAKE AVAILABLE ON A GIVEN FLIGHT WILL BE DETERMINED BY THE CARRIER'S BEST JUDGEMENT AS TO THE ANTICIPATED TOTAL PASSENGER LOAD ON EACH FLIGHT.
  - (2) BAGGAGE ALLOWANCE  
THE FREE BAGGAGE ALLOWANCE IS THE APPLICABLE FIRST CLASS BAGGAGE ALLOWANCE.

TITLE/APPLICATION - 70

STUDENT DISCOUNTS

(A) APPLICATION

- (1) SUBJECT TO THE PROVISIONS OF THIS RULE, BONA FIDE STUDENT WILL BE AFFORDED A DISCOUNT OF 25 PERCENTAGE BASED ON THE APPLICABLE ECONOMY CLASS FARES TO/FROM USA/CANADA GOVERNED BY RULES 5000/5020/5021. THIS DISCOUNT CAN BE USED TO CREATE ONEWAY/ROUND TRIP/CIRCLE TRIP/OPEN JAW/ORIGIN SINGLE OPEN JAW JOURNEYS. ALL TRAVEL MUST BE IN THE ECONOMY CLASS SECTION OF THE CARRIER'S AIRCRAFT.
- (2) STUDENT - PERSONS WHO HAVE REACHED THEIR 12TH BUT NOT THEIR 26TH BIRTHDAY AT TIME OF DEPARTURE AND ARE ENROLLED IN A FULL TIME COURSE FOR A SCHOOL YEAR AT AN EDUCATIONAL ESTABLISHMENT
- (3) DOCUMENTATION - A CERTIFICATE ISSUED BY AN EDUCATIONAL ESTABLISHMENT IS REQUIRED AND MUST BE PRESENTED AT THE TIME OF TICKETING.
- (4) THE PERMITTED DISCOUNT APPLIED ONLY TO THE APPLICABLE PUBLISHED ECONOMY FARE (EITHER PUBLISHED ON A THROUGH BASIS OR CONSTRUCTED USING THE APPROPRIATE ARBITRARY). THIS DISCOUNT DOES NOT APPLY TO ANY OTHER FARE SOLD IN COMBINATION WITH THESE FARES.
- (5) DISCOUNT IS ONLY AVAILABLE FOR TRAVEL BETWEEN THE RESIDENCE AND THE COUNTRY ABROAD IN WHICH THE STUDENT IS ENROLLED AT AN EDUCATIONAL ESTABLISHMENT.

- (B) THESE FARES APPLY ONLY WHEN TICKETS ARE PURCHASED PRIOR TO DEPARTURE OF TRAVEL FROM THE POINT OF ORIGIN.

SEASONALITY - 71

(C) SEASONALITY

THE SEASONALITY OF THE FARE USED WILL APPLY.

LENGTH OF STAY - 72

(D) LENGTH OF STAY

THE MINIMUM AND MAXIMUM STAY PROVISIONS OF THE APPLICABLE ECONOMY CLASS OR EXECUTIVE CLASS FARE WILL APPLY.

STOPOVERS - 73

(E) STOPOVERS

ENROUTE STOPOVERS WILL NOT BE PERMITTED AT THESE FARES.

PAYMENT AND TICKETING - 74

(F) PAYMENT AND TICKETING

- (1) TICKETS AT THESE FARES WILL ONLY BE ISSUED UPON SURRENDERING THE DOCUMENTATION.
- (2) TICKETS ISSUED FOR STUDENT'S FARE DISCOUNTS SHALL CONTAIN THE TICKET DESIGNATOR "SD25".

COMBINATIONS - 75

- (G) COMBINATIONS  
THESE FARES MAY BE COMBINED WITH DOMESTIC FARES ONLY. THE DISCOUNTS OUTLINED HEREIN APPLY ONLY TO THE THROUGH INTERNATIONAL FARE WHERE CX IS THE TRANSOCEANIC CARRIER. THE DISCOUNTS FOR OTHER FARE SECTORS MUST BE DETERMINED FROM THE APPLICABLE GOVERNING TARIFF SOURCE. EXCEPTION: IN CASE OF END-ON COMBINATION, STOPOVERS NOT PERMITTED AND PASSENGERS AND BAGGAGE MUST BE THROUGH BOOKED AND CHECKED.

REROUTING - 76

- (H) VOLUNTARY REROUTING  
VOLUNTARY REROUTING IS PERMITTED.
- (I) INVOLUNTARY REROUTING  
NORMAL INVOLUNTARY REROUTING PROVISIONS WILL APPLY.

CANCELLATION/REFUNDS - 77

- (J) CANCELLATION AND REFUNDS  
NO RESTRICTION

DISCOUNTS - 78

- (K) DISCOUNTS  
THE FOLLOWING RULES ARE NOT APPLICABLE:  
200 (CHILDREN'S AND INFANT'S FARES)  
205 (FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS)  
210 (FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS)

CAPACITY LIMITATIONS - 79

- (L) ADDITIONAL CONDITIONS  
CAPACITY LIMITATIONS  
CATHAY PACIFIC AIRWAYS SHALL LIMIT THE NUMBER OF PASSENGERS CARRIED ON ANY ONE FLIGHT AT FARES GOVERNED BY THIS RULE AND SEATS WILL NOT NECESSARILY BE AVAILABLE ON ALL FLIGHTS. THE NUMBER OF SEATS WHICH CATHAY PACIFIC AIRWAYS SHALL MAKE AVAILABLE ON A GIVEN FLIGHT WILL BE DETERMINED BY THE CARRIER'S BEST JUDGMENT AS TO THE ANTICIPATED TOTAL PASSENGER LOAD ON EACH FLIGHT.