

SUPPLEMENT NO. 5
TO NTA(A) 324

SUPPLEMENT NO. 5
TO
C.A.B. NO. 530

(Supplement No. #1, 2, 3, 4 and 5 are
the only effective Supplement)

AIRLINE TARIFF PUBLISHING COMPANY, AGENT
SUPPLEMENT NO. 5 TO
INTERNATIONAL PASSENGER RULES AND FARES
TARIFF NO. IPG-1
CONTAINING LOCAL AND JOINT
RULES, FARES AND CHARGES
APPLICABLE TO THE
TRANSPORTATION OF PASSENGERS
AND BAGGAGE BETWEEN POINTS IN THE
UNITED STATES
AND POINTS IN
AREAS 2/3
AND CONTAINING GENERAL RULES APPLICABLE
TO THE TRANSPORTATION OF PASSENGERS
AND BAGGAGE BETWEEN POINTS IN
CANADA AND POINTS IN AREAS 2/3

CANCELLATION NOTICE

All existing and prospective General and Unpublished Fare Rule provisions/routing for LG are hereby cancelled from this tariff.

Departure from the terms of Sections 221.110 and 221.113 of its Economic Regulations authorized by the Department of Transportation (3).

NOTE: Supplement No. 1 is in effect for C.A.B. No. 530 only.

FOR EXPLANATION OF ABBREVIATIONS, REFERENCE MARKS AND SYMBOLS USED BUT UNEXPLAINED HEREON, SEE IPGT-1, C.A.B. NO. 581, NTA(A) No. 373.

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RULE

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RULE	SECTION I - GENERAL RULES
1	<p><u>DEFINITIONS</u></p> <p>As used herein:</p>
C	<p><u>[N]ADD-ON AMOUNT</u> - (Applicable to IB only) An amount used only to construct an unspecified through fare.</p>
C	<p><u>[N]ADULT</u> - (Applicable to IB only) A person who has reached his/her 12th birthday as of the date of commencement of travel.</p>
C	<p><u>[C]Africa</u> means the area comprising all the countries on the Continent of Africa, other than Algeria, Egypt, Morocco, and Tunisia, but including the following islands: Comoros, Madagascar, Mauritius, Reunion and Seychelles. (Refer also to West Africa).</p>
	<p><u>Arbitrary</u> means an amount published for use only in combination with other fares for the construction of through fares. It is also referred to as "Proportional Fare", "Basing Fare", and "Add-On-Fare".</p>
	<p><u>Area 1</u> means all of the North and South American Continents and the islands adjacent thereto; Greenland, Bermuda, the West Indies and the islands of the Caribbean Sea, the Hawaiian Islands (including Midway and Palmyra).</p>
C	<p><u>Area 2</u> means all of Europe [N](including that part of the Russian Federation in Europe) and the islands adjacent thereto, Iceland, the Azores, all of Africa and the islands adjacent thereto, Ascension Island, and the part of Asia lying west of and including Iran.</p>
C	<p><u>Area 3</u> means all of Asia [N](including Russian Federation East of the Urals) and the islands adjacent thereto except that portion included in Area 2; all of the East Indies, Australia, New Zealand, and the islands adjacent thereto; the islands of the Pacific Ocean except those included in Area 1.</p>
C	<p><u>[N]ASIA</u> - Means the area comprised of the South Asian subcontinent and South East Asia.</p>
C	<p><u>[N]ASSEMBLY POINT</u> - A point in the itinerary where the entire qualifying group assembles and commences transportation as a group.</p>
	<p><u>Australasia</u> means Australia, New Caledonia, New Zealand, New Hebrides, Fiji, Samoa, Cook Islands, Tahiti and the islands adjacent thereto.</p>
	<p><u>Baggage</u>, which is equivalent to luggage, means, such articles, effects and other personal property of a passenger as are necessary or appropriate for wear, use, comfort or convenience in connection with his/her trip. Unless otherwise specified, it shall include both checked and unchecked baggage of the passenger.</p>
C	<p><u>[N]BAGGAGE CHECK</u> - Those portion of the ticket which provide for the carriage of passengers checked baggage and which are issued by carrier as a receipt for passenger's checked baggage.</p>
C	<p><u>[N]BAGGAGE TAG</u> - A document issued by the carrier solely for identification of checked baggage, the baggage (strap) tag portion of which is attached by carrier to a particular article of checked baggage and the baggage (claim) tag portion of which is given to the passenger.</p>
	<p><u>Bankers Buying Rate</u> means the rate at which, for the purpose of the transfer of funds through banking channels (i.e. other than transaction in bank notes, travellers cheques and similar banking instruments), a bank will purchase a given amount of foreign currency in exchange for one unit (or units) of the national currency of the country in which the exchange transaction takes place.</p>
	<p><u>Bankers Selling Rate</u> means the rate at which, for the purpose of the transfer of funds through banking channels (i.e. other than transactions in bank notes, travellers cheques and similar banking instruments), a bank will sell a given amount of foreign currency in exchange for one unit (or units) of the national currency of the country in which the exchange transaction takes place.</p>
	<p><u>Calendar Month</u> Period of time starting with any day in a month, identified by number, and ending with the same day of the following month. When the same day does not occur in the following month this period ends on the last day of that month.</p>
	<p><u>Calendar Week</u> means a period of seven days starting at 12:01 a.m. Sunday and ending at 12:00 p.m. of the following Saturday, provided that when a carrier offers only once a week service between two points, it shall mean a period of eight days commencing with 12:01 A.M. on the day the flight operates.</p>
	<p><u>Caribbean Area</u> means the area comprising of Anguilla, Antigua and Barbuda, Aruba, Bahamas, Barbados, Bermuda, British Virgin Islands, Cayman Islands, Cuba, Dominica, Dominican Republic, French Guiana, Grenada, Guadeloupe, Guyana, Haiti, Jamaica, Martinique, Montserrat, Netherlands Antilles, St. Kitts and Nevis, St. Lucia, St. Vincent and the Grenadines, Suriname, Trinidad and Tobago, Turks and Caicos Islands.</p>
C	<p><u>[C]Carriage</u>, which is equivalent to transportation, means carriage of passengers and/or baggage by air.</p>

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For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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 NO. IPG-1

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RULE	SECTION I - GENERAL RULES
1	<p><u>DEFINITIONS</u> (Continued)</p> <p><u>Carrier</u> means the air carrier issuing the ticket and all air carriers that carry or undertake to carry the passenger and/or his baggage thereunder or perform or undertake to perform any other services related to such air carriage.</p> <p><u>Central Africa</u> means the area comprising Malawi, Zambia and Zimbabwe.</p> <p><u>Central America</u> means the area comprising Belize, Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua and Panama.</p> <p><u>Checked Baggage</u> 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).</p> <p>C <u>[N]Child</u> - (Applicable to IB only) A person who has reached his/her second birthday but not his/her 12th birthday as of the date of commencement of travel.</p> <p>C <u>[N]Circle Trips - Normal Fares:</u> (Applicable to IB only) Travel from a point and return thereto by a continuous, circuitous air route, including journeys comprising two fare components but which do not meet the conditions of the round trip definition; provided that where no reasonable direct scheduled air route is available between two points, a break in the circle between two fare construction points may be travelled by any other means of transportation without prejudice to the circle trip.</p> <p>C <u>[N]Circle Trip - Special Fares:</u> (Applicable to IB only) Travel from a point and return thereto by a continuous, circuitous air route, comprising two international fare components which do not meet the conditions of the round trip definition; provided that where no reasonable direct scheduled air route is available between two points, a break in the circle between two fare construction points may be travelled by any other means of transportation without prejudice to the circle trip.</p> <p><u>Civil Aeronautics Board</u> means Department of Transportation.</p> <p>C <u>[N]Civil Aeronautics Board of the United States of America</u> - Means Department of Transportation.</p> <p>C <u>[N]Combination</u> - When two or more one-way or round trip or half round-trip fares are used and shown separately in a fare calculation.</p> <p><u>Conjunction Ticket</u> means two or more tickets concurrently issued to a passenger and which together constitute a single contract of carriage.</p> <p>C <u>[N]Connection</u> - A connection point means when a passenger is scheduled to depart to the next ticketed point on the date of arrival on the scheduled service of the same or another carrier. If there is no scheduled service to the next ticketed point on the day of arrival, departure within 24 hours shall constitute a connection unless restricted by a specific Rule.</p> <p><u>Consequential Damages</u> 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.</p> <p>C <u>[N]Constructed Fare</u> - Unspecified through fares created by the use of add-on amounts, or two or more fares shown as a single amount in a fare calculation.</p> <p><u>Continental U.S.A. or Continental United States</u> each means the District of Columbia and all states of the United States other than Alaska and Hawaii.</p> <p>C <u>Convention</u> means [N]unless the context requires otherwise, the Convention for the Unification of Certain Rules relating to International Carriage by Air, Signed at Warsaw, October 12, 1929, or that Convention as amended by the Hague Protocol, 1955, or by the convention for the Unification of certain rules for international carriage by air, signed at Montreal, May 28, 1999 (Montreal Convention) whichever may be applicable to carriage hereunder.</p> <p>C <u>[N]CO-Terminal</u> - Means specified cities which may be considered the same point for determination of journey type.</p> <p><u>Country of Commencement of Transportation</u> means the country from which travel on the first international sector takes place.</p> <p><u>Country of Payment</u> means the country where payment is made by the purchaser to the airline or its agent; payment by cheque, credit card or other banking instruments shall be deemed to have been made at the place where such instrument is accepted by the airline or its agent.</p> <p>C <u>[N]Currency of the Country of Origin/Payment</u> - Means the currency in which international fares from that country are denominated.</p> <p><u>Date of Transaction</u> means the date of issuance of the ticket, MCO or PTA.</p>
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RULE	SECTION I - GENERAL RULES
1	<p><u>DEFINITIONS</u> (Continued)</p> <p><u>Days</u> means full calendar days, including Sundays and legal holidays; provided that for the purposes of notification the balance of the day upon which notice is dispatched shall not be counted; and that for purposes of determining duration of validity, the balance of the day upon which the ticket is issued or flight commenced shall not be counted.</p> <p><u>Destination</u> means the ultimate destination of the passenger's journey as shown on the ticket.</p> <p>[N]<u>Deadline</u> - Reservations: The minimum number of days/months before the day of departure by which reservations must be confirmed. <u>Payment</u>: The minimum number of days/months before the day of departure by which full payment must be made. <u>Ticketing</u>: The minimum number of days/months before the day of departure by which ticketing must be completed.</p> <p>[N]<u>D.O.T.</u> - Department of Transportation.</p> <p>[N]<u>Destination</u> - Means the ultimate destination of the passenger's journey as shown on the ticket.</p> <p>[N]<u>Direct Route</u> - Means the shortest route operated by a carrier in both directions between ticketed points at which it exercises traffic rights.</p> <p>[N]<u>Direct Route Fare</u> - The fare over the direct route between two points, when no direct route fare exists between two ticketed points as fare must be established by combination over a ticketed point on the itinerary.</p> <p>[N]<u>Domestic</u> - Travel within a sovereign state (IATA Country Code). <u>Domestic carriage</u> means (except as otherwise specified) carriage in which, according to the contract of carriage, the place of departure, the place of destination or stopover, and the entire transportation are within the sovereign state.</p> <p>[N]<u>Domestic Transfer</u> - A change from the domestic service of one carrier to another domestic service of the same carrier (online transfer) or to the domestic service of another carrier (interline transfer). <u>Double Open Jaw</u> means travel which is essentially of a round trip nature except that the outward point of arrival and the inward point of departure and the outward point of departure and the inward point of arrival are not the same.</p> <p><u>East Africa</u> means the area comprising of Burundi, Eritrea, Djibouti, Ethiopia, Kenya, Rwanda, Somalia, Tanzania, United Republic of and Uganda.</p> <p><u>Eastbound</u> means travel from a point in Area 1 to a point in Area 2 or 3 via the Atlantic Ocean or travel from points in Area 2 or 3 to a point in Area 1 via the Pacific Ocean.</p> <p>[N]<u>Eastern Hemisphere</u> - Means the area comprised of Africa, Asia/Area 3, Europe, and the Middle East for travel via the Atlantic Ocean.</p> <p>[N]<u>IEC Member States</u> - Means the countries of Belgium, Denmark, Federal Republic of Germany, France, Greece, Ireland, Italy, Luxembourg.</p> <p>[N]<u>Economy Class Fare</u> - Means the full fare established for a normal, regular or usual service, the application of which is not dependent upon any specifically limited period of ticket validity or other special circumstances, unless otherwise specified, for the application of the provisions of this tariff, economy fares shall be considered to include all year OW/RT/CT and on-season (Peak) and off-season (Basic) fares for Coach/Economy class travel.</p> <p>[N]<u>Endorsement</u> - The transfer of authority required when a passenger with an international ticket wishes to rebook to a carrier other than the carrier shown on the ticket. Specific guidelines are outlined in Rule 80 (revised routings, failures to carry and missed connections) of this tariff.</p> <p>[N]<u>Educational Establishment</u> - A school, Academy, College or University offering full time educational, vocational or technical courses for a school year and does not include a commercial office, industrial or military establishment or a hospital at which a student is serving an apprenticeship unless such apprenticeship is part of the school curriculum of the educational establishment at which the student is enrolled.</p> <p>[N]<u>End-On Combination</u> - Combination of two or more fares which could be ticketed separately at a fare construction point (not applicable to combination of fares between the same points).</p> <p>[N]<u>EU Member States</u>: Austria, Belgium, Czech Republic, Cyprus, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, UL.</p>
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RULE	SECTION I - GENERAL RULES
1	<p><u>DEFINITIONS</u> (Continued)</p> <p><u>Europe</u> means the area comprised of Albania, Algeria, Andorra, Armenia, Austria, Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, [N]Cyprus, Czech Republic, Denmark, Estonia, [N]Faroe Islands, Finland, France, Georgia, Germany, Gibraltar, Greece, Hungary, Iceland, Ireland (Republic of), Italy, Latvia, [N]Liechtenstein, Lithuania, Luxembourg, Macedonia, [N]FYROM, The Former Yugoslav (Republic of), Malta, Moldova, (Republic of), Monaco, [N]Montenegro, Morocco, Netherlands, Norway, Poland, Portugal (including Azores and Maderia), Romania, [N]Russia (in Europe), [N]San Marino, [N]Serbia, [N]Slovakia, [N]Slovenia, Spain (including Canary Islands), Sweden, Switzerland, Tunisia, Turkey, Ukraine, United Kingdom.</p> <p>[N]<u>Fare Break Points</u> - See fare construction points</p> <p>[C]<u>Fare Component</u> The portion of an itinerary between two consecutive fare break points. If the journey has only one fare component the point of origin and the point of destination of the journey are fare construction points.</p> <p>[N]<u>Fare Construction Points</u> - Means the terminal points of a fare component (These are also termed fare break points).</p> <p><u>Flight Coupon</u> means a portion of the passenger ticket that indicates particular places between which the coupon is good for carriage.</p> <p><u>Foreign Air Transportation</u> means transportation between a point in the United States and a point outside thereof.</p> <p>[N]<u>Freedom Rights</u> (Applicable to IB only)</p> <ol style="list-style-type: none"> (1) Third Freedom - The right to deplane traffic in the foreign country that has been enplaned in the home country of the carrier. (2) Fourth Freedom - The right to enplane traffic in the foreign country that is bound for the home country of the carrier. (3) Fifth Freedom - The right to enplane traffic in one foreign country and to deplane traffic in another foreign country. (4) Sixth Freedom - The right to enplane traffic in one foreign country, transport the traffic via the country of registration, and deplane the traffic in another foreign country. (5) Seventh Freedom - The right to enplane traffic in one foreign country and transport the traffic without transiting the country of registration. <p><u>French Gold Francs</u> means the francs consisting of 65.50 milligrams of gold with a fineness of nine hundred thousandths.</p> <p>[C]<u>Gateway</u> - The last point of departure/First point of arrival within a geographic locale as specified below: (Note there is an implied hierarchy in the following descriptions);</p> <ol style="list-style-type: none"> (1) When travelling between area 1/2/3 the last point of departure/first point of arrival in that area. (2) When travelling between zones within an area, the last point of departure/first point of arrival in that zone. (3) When travelling between countries within a zone, the last point of departure in one country and the first point of arrival in another country. <p>[N]<u>Global Indicator</u> - The global routing applicable to the fare (e.g. EH/AT/TS/PO/SP/AP).</p> <p>[N]<u>Group Organizer</u> - Any person (including a TC member or IATA Sale Agent) who organizes and promotes prepaid pre-arranged group travel.</p> <p><u>Guardian</u> means a legal guardian or a person acting in lieu of parents in the event of death or legal incapacity of parents.</p> <p><u>Gulf</u> (Applicable to GF only) means the area comprising Bahrain, Oman, Qatar and United Arab Emirates.</p> <p>[N]<u>Half Round Trip</u> - (Applicable to IB only) Half of a specified or constructed round.</p> <p><u>Trip Normal Fare</u> - In the absence of a specified or constructed Round trip normal fare. The one-way normal fare is considered to be a half round trip normal fare. If a specified or constructed one-way special fare may be doubled to establish a round trip special fare, the one way special fare is considered to be a half round trip special fare.</p> <p><u>Hospitalization</u> means confinement/admittance to a hospital on an in-patient basis for at least one night. <u>NOTE:</u> Out-patient care does not constitute hospitalization.</p> <p><u>IATA</u> means the International Air Transportation Association.</p> <p>[C]<u>IATA Rate of Exchange</u> (IROE) the rate of exchange notified by IATA to convert local currency fares to NUC and to convert total NUC amounts to the currency of the country of commencement of transportation.</p>
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RULE	SECTION I - GENERAL RULES
1	<p><u>DEFINITIONS</u> (Continued)</p> <p><u>Iberian Peninsula</u> means the area comprised of Gibraltar, Portugal (including Azores and Madeira) and Spain (including Canary Islands).</p> <p><u>Immediate Family</u>, except as otherwise indicated, shall mean: spouse, children, adopted children, sons-in-law, daughters-in-law, grandchildren, brothers, brothers-in-law, sisters, sisters-in-law, parents, fathers-in-law, mothers-in-law and grandparents.</p> <p>C <u>[N]Inclusive Tour</u> - A pre-arranged combination of air transportation and surface arrangements other than solely public transportation.</p> <p>C <u>[N]Indian Subcontinent</u> - Means the area comprising Afghanistan, Bangladesh, India, Nepal, Pakistan and Sri Lanka.</p> <p>C <u>[N]Indirect Route</u> - Any scheduled continuous air route other than direct route.</p> <p>C <u>[N]Infant</u> - A person who has not reached his/her second birthday as of the date of commencement of travel.</p> <p>C <u>[N]Issuing Carrier</u> - The carrier whose tickets will be issued to the passengers.</p> <p><u>Interline Transfer Point</u> means any point at which the passenger transfers from the services of one carrier to the services of another carrier.</p> <p><u>Interline Transportation</u> means transportation on the services of more than one carrier.</p> <p>C <u>[N]Intermediate Fare</u> Means the full fare established for a normal, regular or unusual service, the application of which is not dependent upon any specifically limited period of ticket validity or other special circumstances, unless otherwise specified, for the application of the provisions of this tariff, intermediate fares shall be considered to include all year OW/RT/CT/OJ.</p> <p>C <u>[N]International</u> - Travel between any two or more sovereign States (utilization of IATA country codes).</p> <p><u>International Carriage</u> means (except when the Convention is applicable) carriage in which, according to the contract of carriage, the place of departure and any place of landing are situated in more than one state. As used in this definition, the term "state" includes all territory subject to the sovereignty, suzerainty, mandate, authority or trusteeship thereof. International carriage as defined by the Convention means any carriage in which, according to the contract of carriage, the place of departure and the place of destination, whether or not there be a break in the carriage or a transshipment, are situated either within the territories of two High Contracting Parties to the Convention or within the territory of a single High Contracting Party to the Convention, if there is an agreed stopping place within a territory subject to the sovereignty, suzerainty, mandate or authority of another [C]State even though that [C]State is not a party to the Convention.</p> <p>C <u>[C]International Transportation</u> means any transportation or other services, furnished by any carrier, which are included within the scope of the term "international transportation" as used in the Convention for the Unification of Certain Rules Relating to International Transportation by Air signed at Warsaw, October 12, 1929, or such convention as amended, or Montreal Convention signed at Montreal, May 28, 1999 whichever may be applicable to the transportation hereunder and to which the said Convention applies. For the purpose of determining the applicability of the term international transportation governed by the Montreal Convention, the liability rules set out in the Montreal Convention are fully incorporated herein and shall supersede and prevail over any provisions of this tariff which may be inconsistent with those rules.</p> <p>(1) <u>Agreed Stopping Place</u> All stops between the original place of departure and the place of final destination scheduled by any carrier by air which participates in the transportation between such places, as shown in the schedules or time tables of such carriers shall constitute "agreed stopping places;" but each participating carrier reserves the right to alter the "agreed stopping places" in the case of necessity without thereby depriving the transportation of its international character; and</p> <p>(2) <u>Single Operation</u> Transportation to be performed by several successive carriers by air, arrangements for which are made in advance, is regarded as "a single operation" and shall be deemed to be "one undivided transportation" whether one or more tickets or other documents are issued to cover such transportation, and whether or not all such tickets or documents are issued prior to the commencement of such transportation; but this provision shall not be deemed to contain an exclusive definition of transportation which is regarded by the parties as "a single operation".</p> <p>C <u>[N]International Transfer</u> - A change from the international service of one carrier to another international service of the same carrier (Online Transfer) or to the international service of another carrier (Interline Transfer).</p> <p><u>Interstate Transportation</u> means transportation between a point in any state of the United States and the District of Columbia and a point in any other state of the United States or the District of Columbia.</p> <p><u>Intraline Transportation</u> means transportation solely over the services of a single carrier.</p>

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RULE	SECTION I - GENERAL RULES
1	<u>DEFINITIONS</u> (Continued)
C	[N] <u>Journey</u> - The origin to destination of an entire ticket.
C	[N] <u>Local Combination</u> - Combination of fares between the same points.
	<u>Local Currency</u> fares means fares and related charges expressed in the currency of the country of commencement of travel, as defined in Rule 145, paragraph (A).
	<u>Maximum Outside Linear Dimensions</u> means the sum of the greatest outside length plus the greatest outside depth plus the greatest outside height.
C	[N] <u>Medical Certificate</u> means the following: (a) In the case of illness a note issued by a doctor on (letterhead or prescription pad, (b) In the case of hospitalization - A copy of any document certifying hospitalization issued by the hospital administration involved.
C	<u>Micronesia</u> means the area comprised of [N]Guam, Johnston Island, Marshall Islands, Midway, Caroline Islands, Wake Island, Palau and Mariana Islands.
	<u>Mid-Atlantic</u> means the area comprised of Anguilla, Antigua and Barbuda, Aruba, Bahamas, Barbados, Belize, Bermuda, Bolivia, British Virgin Islands, Cayman Islands, Colombia, Costa Rica, Cuba, Dominica, Dominican Republic, Ecuador, El Salvador, French Guiana, Grenada, Guadeloupe, Guatemala, Guyana, Haiti, Honduras, Jamaica, Martinique, Montserrat, Netherlands Antilles, Nicaragua, Panama, Peru, [N]St. Barthelemy, St. Kitts and Nevis, Saint Lucia, St. Vincent, [N]land the Grenadines, Suriname, Trinidad and Tobago, Turks and Caicos Islands, and Venezuela.
C	<u>Middle East</u> means the area comprised of Bahrain, [X], Egypt, Iran, Iraq, Israel, Jordan,
C	Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Sudan, Syria, United Arab Emirates [N](Comprised of Abu Dhabi, Ajman, Dubai, Fujairah, Ras Al Khaimah, Sharjah, Umm AL Qaiwain) and [X], Yemen [N](Republic of).
	<u>Military Agencies</u> means departments of the Army, Navy, Air Force, the Marine Corps, the Coast Guard, the respective academies of the Army, Navy, Air Force, Coast Guard and the National Guard. The Reserve Officer Training Corps is not included.
C	[C] <u>Minimum Group Size</u> - The minimum number of passengers required to qualify for a fare.
	[N] <u>Minimum Tour Price</u> - The minimum selling price for the tour calculated as the air fare plus an amount for land arrangements.
	<u>Miscellaneous Charges Order</u> means a document issued by a carrier or its agents requesting issue of and appropriate passenger ticket and baggage check or provision of services to the person named in such document.
C	[N] <u>Missionary Certificate</u> - A document issued on official church or other religious institution stationary requesting a missionary fare for the person named in such document and stating that the person is on sabbatical or a mission.
	<u>Month</u> means a period of time starting with any date in a month and ending with the same date in the following month. In the event the same date does not occur in the following month, then this period will end on the last day of that month.
	<u>National</u> means a person who has the citizenship of a country, either by birth or by naturalization.
C	<u>Non-IATA Carrier</u> - Any carrier who is not a member of IATA.
C	[N] <u>Non-TC Member</u> - A member of IATA who has elected not to participate in tariff coordinating conference.
C	[C] <u>Normal Fare</u> means A fare established for intermediate, first or economy class, service and any other fare denominated published as a normal fare. Children's fares and infants fares which are established as a percentage of the fares referred to above are also considered normal fares.
C	[N] <u>North America</u> - Means the area comprising Alaska, Canada, Continental U.S.A. and Mexico.
	<u>North Central Pacific</u> means all routes between points in Canada/U.S.A. on the one hand and points in Area 3 except points in the Southwest Pacific, on the other hand via the Pacific Ocean.
C	[CANCELLED]
	<u>Neutral Unit of Constructions (NUC)</u> means the unit value equivalent of local currency fares, add-ons and related charges derived by converting same using the IATA rate of exchange.
C	[N] <u>One Way subjourney</u> part of a journey wherein travel from one country does not return to such country and to which the fare is assessed as a single pricing unit using a one way fare.

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For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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RULE

SECTION I - GENERAL RULES

- 1 DEFINITIONS (Continued)
- 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.
- Online Transfer Point means any point at which the passenger transfers from one service of a carrier to another service of the same carrier (bearing a different flight number).
- C [C]Open Jaw Trip
- (A) Normal Fares means travel which is essentially of a round trip nature but the outward point of departure and inward point of arrival and/or outward point of arrival and inward point of departure of which are not the same.
- C [N](Applicable to IB only) The fare for a normal fare open jaw pricing unit shall be the sum of half the applicable round trip fares for both international legs of the open jaw, assessed from the country of unit origin. There are 3 types:
- (1) Origin normal fare open jaw
 - (2) Turnaround normal fare open jaw
 - (3) Double normal fare open jaw
- C [N](Applicable to IB only) (B) Special Fares - Travel which is comprised of only 2 international fare components with a surface break which (unless otherwise specified in a special fares Rule) may be between any two points/countries in the area of unit origin and/or turnaround in which the special fare rule applies, and for which the fare is assessed as a single pricing unit using half RT fares. There are 4 types:
- (1) Single open jaw (SOJ)
 - (2) Turnaround open jaw (TOJ)
 - (3) Origin open jaw (OOJ)
 - (4) Open Jaw (OJ)
- If a rule states simply "Open JAW" it permits a single or a double open jaw.
- Other Charges means charges such as taxes, fees, etc. not to be shown in the fare construction box of the ticket excluding excess baggage charges.
- Overseas Transportation - Means transportation between a point in any State of the United States or the District of Columbia and a point in a Territory of possession of the United States.
- C [N]Overwater - When crossing a water mass within area 1 the portion of travel from the last point of departure within the Continental U.S./Canada to the first point of arrival outside Continental U.S./Canada and/or the last point of departure outside the Continental U.S./Canada. This definition applies specifically for the following points:
- Between Continental U.S./CA and Hawaii
 - Between Continental U.S./CA and Alaska
 - Between U.S./CA/Hawaii/Alaska and Puerto Rico/Virgin Islands
 - Between Alaska and Hawaii
- Passenger means any person, except members of the crew, carried or to be carried in an aircraft with the consent of carrier.
- Passenger Coupon means that portion of the passenger ticket constituting the passenger's written evidence of the contract of carriage.
- Passenger Ticket means those portions of the ticket issued by the carrier that provide for the carriage of the passenger.
- C [N]Prepaid Ticket Advice [N](PTA) means the notification between offices of a carrier by teletype, commercial wire or mail that a person in one city has purchased and requested issuance of prepaid transportation to a person in another city.
- C [N]Rebooking - Change of reservation or other changes which do not require ticket reissuance.
- C [N]Reissue - An alteration to a ticket that cannot be accomplished through revalidation that requires the issuance of a new ticket.
- Related Charges means those charges to be shown in the fare construction box of the ticket and excess baggage charges.
- Reroute means to issue a new ticket covering transportation to the same destination as, but via a different routing than, that designated on the ticket, or portion thereof, than held by the passenger, or to honor the ticket, or portion thereof, then held by the passenger for transportation to the same destination as, but via a different routing than, that designated thereon.

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RULE

SECTION I - GENERAL RULES

- 1 DEFINITIONS (Continued)
- Resident means a person normally living in a country; provided that a more restricted definition may form part of an agreement reached locally.
- C [N]Revalidation - The authorized stamping or writing upon of the passenger ticket evidencing that it has been officially altered by the carrier, there can be no change to origin, destination, stopover point, or fare.
- C [N]Round The World (RTW) - Travel from the point of origin and return thereto which involves only one crossing of the Atlantic Ocean and only crossing of the Pacific Ocean.
- C Round Trip [N]journey entirely by air from a point of origin to another point and return to the point of origin, comprising two fare components only, for which the applicable normal half round trip fare for each component. Measured from the point of origin, is the same for the routing travelled; provided that this definition shall not apply to journeys for which the same all year through one way fare is established between two points, in either direction around the world. If the fares to be used differ through class of service/seasonality/midweek-weekend/carrier variations, the outbound fare shall be used also for the inbound fare component for the purposes of determining if the journey is around trip.
- Routing means the carrier(s) and/or the cities and/or class of service and/or type of aircraft (jet or propeller) via which transportation is provided between two points.
- Scandinavia means the area comprising of Denmark, Norway and Sweden.
- School Year means a period of 12 consecutive months less whatever interruptions for vacations are normally granted by the education establishment at which the student is enrolled; provided that where the official scholastic year is less than 12 months, "School Year" shall mean not less than 6 months period less whatever interruptions for vacations are normally granted at the educational establishment at which the student is enrolled.
- C [N]Sector - (Applicable to IB) A portion of a journey covered by a single flight coupon.
- C [N]Shortest Operated Mileage (SOM) - (Applicable to IB) The shortest distance using non-stop sector mileages between any pairs of points.
- : [N]Side Trip - (Applicable to IB) Travel from and/or to an enroute fare component.
- C [N]Side Trip Combination - (Applicable to IB) The combination of a pricing unit at an en-route point of a fare component.
- C [C]Single Open Jaw Trip (Applicable to IB) means travel which is essentially of a round trip nature except that:
(1) The outward point of arrival and inward point of departure are not the same; or
(2) The outward point of departure and inward point of arrival are not the same.
- C [C]SITI - The sale and ticket issuance are both in the country of commencement of transportation, SITI will also apply to tickets;
(1) Both sold and issued in Scandinavia for travel originating in Scandinavia.
(2) Both sold and issued in the area comprised of Canada and the U.S.A. for travel originating in Canada or the U.S.A.
- C [C]SITO - The sale is made in the country of commencement of transportation and the ticket issuance is outside the country of commencement of transportation. SITO will also apply for tickets;
(1) Sold in Scandinavia but issued outside Scandinavia.
(2) Sold outside Canada or the U.S.A. but issued in Canada or the U.S.A. for travel originating in Canada or the U.S.A.
- C [C]SOTI - The sale is made outside the country of commencement of transportation and the ticket issuance is in the country of commencement of transportation. SOTI will also apply for tickets:
(1) Sold outside Scandinavia but issued in Scandinavia. For travel originating Scandinavia.
(2) Sold outside Canada or the U.S.A. but issued in Canada or the U.S.A. for travel originating in Canada or the U.S.A.
- C [C]SOTO - Means sale outside and ticket issuance are both outside the country of commencement of transportation.
- C South America means the area comprising of Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, [N]Guiana, [N]Guyana, Panama, Paraguay, Peru, [N]Suriname, Uruguay and Venezuela.
- C [C]South Asian Subcontinent means the area comprised of Afghanistan, Bangladesh, Bhutan, India, (including Andaman Islands), Maldiv Island, Nepal, Pakistan and Sri Lanka.

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RULE	SECTION I - GENERAL RULES
1	<u>DEFINITIONS</u> (Continued)
C	<p>[C]<u>South East Asia</u> means Brunei, Darussalem, Cambodia, China (excluding Hong Kong SAR and Macao SAR), Chinese Taipei, Guam, Hong Kong, SAR (China), Indonesia, Kazakhstan, Kyrgyzstan, LAO (Peoples Democratic republic) Macao SAR (China), Malaysia, Marshall Island, Micronesia (includes Caroline Islands, except Palau Islands Group), Mongolia, Myanmar, Northern Mariana Islands, Palau, Philippines, Russia (in Asia) Singapore, Tajikistan, Thailand, Timor, Leste, Turkmenistan, Uzbekistan and Viet Nam.</p>
	<p><u>Southern Africa</u> means points within Africa comprised of Botswana, Lesotho, Mozambique, Namibia, South Africa and Swaziland.</p>
C	<p>[C]<u>Southwest Pacific</u> means that area comprised of Australia, Christmas Islands, Cook Islands, Fiji Islands, French Polynesia, Kiribai (Canton and Enderbury Islands), Nauru, New Caledonia (Including Loyalty Islands), New Zealand, Niue, Papua New Guinea, Independent State of, Solomon Islands, Tonga, Tuvalu, Vanuatu and Futuna Islands.</p>
	<p><u>Special Drawing Right</u> means a special unit of currency, the currency values of which fluctuate and are recalculated each banking day. These values are known to most commercial banks and are reported in some newspapers and in the IMF Survey, published weekly by the International Monetary Fund, Washington, D.C. 20431.</p>
	<p><u>Special Fare</u> means a fare other than a normal fare.</p>
C	<p>[N]<u>Specified Fare</u> - (Applicable to IB) A fare that is not constructed by use of an arbitrary.</p>
C	<p><u>Stopover</u> [N](Applicable to IB only) When a passenger arrives at an intermediate point and is not scheduled to depart within 24 hours of arrival.</p>
C	<p>(1) (Not applicable to INIB and OA) A stopover is equivalent to a break of journey, and means a deliberate interruption of a journey by the passenger, agreed to in advance by the carrier, at a point between the place of departure and the place of destination. (2) (Applicable to OA, not applicable to IB only from the U.S.A. to Area 2 and Area 3 for online travel only) A stopover takes place when a passenger breaks the journey at an intermediate point and is not scheduled to depart on the day of arrival; or within 24 hours of arrival if there is no connection on the day of arrival. If there is no OA connecting departure scheduled on the date of arrival, departure on an OA flight the following day shall not be deemed a stopover.</p>
	<p>[N]<u>Sunday Return Rule</u> - (Applicable to IB only) Return travel from the last stopover point outside the country of origin is not permitted before 00:01 hours on Sunday following the day of arrival at the first stopover point outside the country of origin.</p>
C	<p>[N]<u>Through Fare</u> - (Applicable to IB only) A fare applicable for travel between two consecutive fare construction points via an intermediate point.</p>
	<p><u>Ticket</u> means the "Passenger Ticket and Baggage Check," including all flight, passenger and other coupons therein, issued by carrier, which provide for the carriage of the passenger and his/her baggage.</p>
C	<p><u>Ticketed Point</u> [N](applicable to IB only) means points shown in the 'good for passage' section of the passenger ticket.</p>
C	<p>[N](not applicable to IB) plus any other point(s) used for fare construction and shown in the fare construction box of the passenger ticket; provided that two flight numbers of two carriers such as for an interchange flight will not be permitted on one flight coupon.</p>
C	<p>[N]<u>Ticketed Point Mileage</u> - (Applicable to IB) The distance between pairs of points published in the ticketed point mileage manual using non-stop sector mileages.</p>
C	<p>[N]<u>Tour Conductor</u> - (Applicable to IB only) An individual who is in charge of and/or who personally escorts a group of at least 10 passengers for all or part of the itinerary.</p>
C	<p>[N]<u>To Validate</u> (Applicable to IB only) Means to stamp or write on the passenger ticket an indication that the passenger ticket has been officially issued by carrier.</p>
C	<p>[N]<u>Traffic Document</u> (Applicable to IB only) Ticket, MCO or any other accountable passenger traffic document.</p>
C	<p>[C]<u>Transatlantic Sector</u> means transportation between Area 1 and Area 2/3 via Atlantic Ocean.</p>
C	<p>[C]<u>Transfer</u> means a change for the service of one carrier to another service of the same carrier (online transfer) or to the service of another carrier (interline transfer).</p>
	<p><u>Transfer Point</u> means any point at which the passenger transfers from the services of one carrier to another service of the same carrier (bearing a different flight number) or to the service of another carrier.</p>

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RULE	SECTION I - GENERAL RULES
1	<p><u>DEFINITIONS</u> (Continued)</p> <p><u>Transit Point</u> means any stop at an intermediate point on the route to be travelled (whether or not a change of planes is made) which does not fall within the definition of a stopover.</p>
C	<p>[N]<u>Transoceanic</u> - (Applicable to IB) Transatlantic and/or Transpacific travel.</p> <p><u>Transpacific Sector</u> means the portion of travel covered by a single flight coupon from the point of departure in Area 1 to the point of arrival in Area 3 and vice versa.</p> <p><u>Trust Territory</u> means the area comprising of the Caroline Islands, Mariana Islands and Marshall Islands.</p> <p><u>Unchecked Baggage</u> which is equivalent to hand luggage, is baggage other than checked baggage.</p>
C	<p>[N]<u>United Inches</u> (Applicable to IB) means the total sum arrived at by adding the height, length and width.</p> <p><u>United Kingdom or U.K.</u> means the area comprising of England, Scotland, Wales and Northern Ireland.</p> <p><u>"United States of America"</u> or the "United States" or the "U.S.A." each means, unless otherwise specified, the area comprising the 48 contiguous Federated States; The Federal District of Columbia; Alaska, Hawaii, Puerto Rico, the U.S. Virgin Islands; American Samoa; The Canal Zone; Guam; Midway and Wake Islands.</p> <p><u>United States Department of Defense</u> means the U.S. Departments of the Army, Navy, Air Force and the U.S. Marine Corps.</p> <p><u>Validate</u> means to stamp or write on the passenger ticket an indication that the passenger ticket has been officially issued by carrier.</p>

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RULE	SECTION I - GENERAL RULES
<p>1</p> <p>C</p> <p>C</p> <p>C</p> <p>C</p> <p>C</p>	<p><u>DEFINITIONS</u> (Continued)</p> <p>[N]Via - (Applicable to IB) Used in conjunction with carrier two-letter abbreviation(s), means "Applicable to" the carrier(s) specified when carriage is performed by such carrier(s).</p> <p>[CANCELLED]</p> <p><u>West Africa</u> means the area comprised of Angola, Benin, Burkina Faso, Cameroon, Cape Verde [N](Republic of), Cameroon, Central African Republic, Chad, Congo, Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Cote D'Ivoire, Liberia, Mali, Mauritania, Niger, Nigeria, Sao Tome [X], Senegal, Sierra Leone, Togo and Zaire.</p> <p><u>Westbound</u> means travel from a point in Area 2 or 3 to a point in Area 1 via the Atlantic Ocean or travel from a point in Area 1 to a point in Area 2 or 3 via the Pacific Ocean.</p> <p>[N]<u>West Coast</u> - (Applicable to IB) means, except as otherwise indicated, Los Angeles, California; Portland, Oregon; San Francisco, California; Seattle, Washington; and Vancouver, British Columbia. <u>EXCEPTION:</u> (Applicable to transpacific arbitraries of this tariff only) west coast means Los Angeles, California, Portland, Oregon; San Francisco, California; and Seattle, Washington.</p> <p><u>Western Hemisphere</u> means the United States of America, Canada, Greenland, Mexico, Central and South America, Bermuda, Bahamas and the islands of the Caribbean Sea.</p>
<p>For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.</p>	
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RULE	SECTION I - GENERAL RULES
2	<p><u>STANDARD FORMAT OF ELECTRONIC RULES</u></p> <p><u>RULE TITLE/APPLICATION (Category **)</u> 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.</p> <p><u>ELIGIBILITY (Category 1)</u> Intentionally Left Blank</p> <p><u>DAY/TIME (Category 2)</u> (Not applicable to OK) <u>Midweek/Weekend Fare Application</u> - Fares designated as Midweek apply for travel on [N]International flights operating on Mondays, Tuesdays, Wednesdays and Thursdays. Fares designated as Weekend apply for travel on [N]International flights operating on Fridays, Saturdays and Sundays. The statement "normal provisions apply" will appear in this category unless an exception exists, in which case, the appropriate Midweek/Weekend periods will be specified in the applicable fare rule.</p> <p><u>SEASONALITY (Category 3)</u> Intentionally Left Blank</p> <p><u>FLIGHT APPLICATION (Category 4)</u> Intentionally Left Blank</p> <p><u>ADVANCE RESERVATIONS/TICKETING (Category 5)</u></p> <p>(1) <u>Advance Purchase Fares</u> 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.</p> <p>(2) <u>Group Fares (including Group Inclusive Tour fares)</u></p> <p>(a) Require that reservations be made, and tickets for all members of the group be issued and paid for prior to commencement of outbound travel. The number of days in advance of departure date required to fulfill these conditions will be specified in each group fare rule.</p> <p>[C](b) (Applicable to IB only) Where applicable, this category will indicate any payment and ticket deadline for added/substitute passenger in the group.</p> <p>(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.</p>
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RULE	SECTION I - GENERAL RULES
<p>2</p> <p>C</p> <p>C</p> <p>C</p> <p>C</p> <p>C</p> <p>C</p> <p>C</p>	<p><u>STANDARD FORMAT OF ELECTRONIC RULES</u> (Continued)</p> <p><u>MINIMUM STAY (Category 6)</u> [N](Applicable to IB only) The number of days, counting from the day after commencement of outbound transatlantic/transpacific travel to the earliest day return may commence from the last stopover point (including for this purpose the point of turnaround). When no minimum stay period is stated in a rule, return travel may commence at any time within the period of validity of the fare.</p> <p>[NJ]<u>MAXIMUM STAY (Category 7)</u> (Applicable to IB only) The number of days, counting from the day after departure or; within Eastern Hemisphere the number of months, counting from the day after departure or; all other journeys; the number of months counting from the day after departure or if shown as one year, 365 days counting from the day after departure to the last day travel may commence from the last stopover point (including for this purpose, the point of turnaround).</p> <p>[C]<u>STOPOVERS (Category 8)</u> Not applicable to IB) En route stopovers shall be permitted free of charge.</p> <p>[N](Applicable to IB only) Unless otherwise specified in the governing fare rules, enroute stopovers shall be permitted free of charge.</p> <p><u>TRANSFERS (Category 9)</u> (Applicable to SV,) Transfers are not permitted on fares restricted on SV only.</p> <p><u>PERMITTED COMBINATIONS (Category 10)</u> [C](Applicable to IB only) Any fare may be combined with any other fare that permits combination provided all conditions of the fares are met. Travel need not be via fare construction points unless otherwise specified in either fare rule.</p> <p><u>BLACKOUT DATES (Category 11)</u> Intentionally Left Blank</p> <p><u>SURCHARGES (Category 12)</u> Intentionally Left Blank</p> <p><u>ACCOMPANIED TRAVEL (Category 13)</u> Intentionally Left Blank</p> <p><u>TRAVEL RESTRICTIONS (Category 14)</u> Intentionally Left Blank</p> <p><u>SALES RESTRICTIONS (Category 15)</u> Intentionally Left Blank</p>
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RULE	SECTION I - GENERAL RULES
2	<p><u>STANDARD FORMAT OF ELECTRONIC RULES</u> (Continued)</p> <p><u>PENALTIES (Category 16)</u> [C]Penalties Part A (Not applicable to IB)</p> <p>(1) <u>Rerouting of Advance Purchase and Group Fare Passengers</u> Unless otherwise specified, voluntary reroutings are not permitted but will be subject to the provisions specified in the category of the fare rule.</p> <p>(2) <u>Advance Purchase Fares</u></p> <p>(a) <u>Prior to Departure</u></p> <p>(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.</p> <p>(ii) Full refund will be made in the event of:</p> <p>(aa) death or illness of the prospective passenger or a member of the passenger's immediate family (attested to by an appropriate certificate);</p> <p>(bb) an increase in the advance purchase fare after a ticket has been issued, and the passenger desires to cancel.</p> <p>(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.</p> <p>(b) <u>After Departure</u></p> <p>(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 fare for the transportation used less the non-refundable amount specified in the applicable rule.</p> <p>(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.</p> <p>(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.</p> <p>(3) <u>Group Fares (Including G.I.T. fares)</u></p> <p>(a) <u>Prior to Departure</u></p> <p>(i) Refunds shall be made only to or at the direction of the person responsible for the travel arrangements of the group.</p> <p>(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.</p> <p>(iii) Full refund will be made in the case of:</p> <p>(aa) death or illness of the passenger or of a member of the passenger's immediate family (attested to by an appropriate certificate);</p> <p>(bb) replaced passenger, if substitutions are permitted in the rule being detailed;</p> <p>(cc) cancellation of affinity/non-affinity/incentive/own use group transportation by the carrier.</p> <p>(b) <u>After Departure</u></p> <p>Normal cancellation and refund procedures will apply provided that in the event of cancellation or rerouting by a member of the group due to:</p> <p>(i) 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;</p> <p>(ii) 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;</p> <p>(iii) a passenger being unable to complete or continue his/her journey with the group due to illness, which must be substantiated by a medical certificate, the amount of the group fare paid will be applied as a credit towards the purchase of transportation at applicable fares for the portions actually flown by the passenger, calculated from the original point of origin. Similar arrangements for transportation may be made for other members of the inclusive tour group who belong to the immediate family of such passenger.</p>
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RULE

SECTION I - GENERAL RULES

2 STANDARD FORMAT OF ELECTRONIC RULES (Continued)C PENALTIES (Category 16) (Continued)[C] Penalties Part A (Not applicable to IB) (Continued)(4) Group Fares (Including G.I.T. fares) (Continued)(b) After Departure (Continued)

(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.

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For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: March 22, 2011

EFFECTIVE: May 6, 2011

RULE	SECTION I - GENERAL RULES
2 C	<p><u>STANDARD FORMAT OF ELECTRONIC RULES</u> (Continued)</p> <p><u>PENALTIES (Category 16)</u> (Continued)</p> <p>[N] Penalties Part B (Applicable to IB only)</p> <p>(1) This paragraph describes any cancellation and refund restrictions/penalties that apply prior to departure and/or after departure.</p> <p>(2) Except as otherwise provided in a specific fare rule, Rule 80 (Revised Routings, failure to carry and missed connections) or with Rule 90 (refunds), cancellations and refunds shall be in accordance with this Rule.</p> <p>(3) Refund restricted/subject to penalties fares.</p> <p>(a) Prior to departure</p> <p>(i) Full refund will be made in the event of death or hospitalization of passenger or a member of his immediate family, as substantiated by a medical certificate.</p> <p>(ii) If, after issuance of the ticket, schedule changes Rule 80 (Revised Routings, failure to carry and missed connections) by IB create alterations to the ticketed itinerary which are unacceptable to the passenger, the passenger may cancel or have the ticket reissued in accordance with applicable tariffs, without incurring a penalty.</p> <p>(iii) In the event of cancellation or failure to use confirmed space as ticketed (no show) for any reason other than those outlined in Rule 90 (Refunds) or in paragraph (i) and (ii) above, the passenger will forfeit the amount stated in the specific Rule, where applicable</p> <p>(iv) Credit towards further transportation in the event of failure to use confirmed space as ticketed, the full amount of the fare paid can be used as a credit toward the upgrade to any other type of fare subject to the provisions of such fare and provided that such fare does not restrict the upgrade.</p> <p>(b) After Departure</p> <p>(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 fare for the transportation used less the non-refundable amount specified in the applicable Rule.</p> <p>(ii) in the case of death en route of a member of a family travelling together, the surviving member(s) will be permitted a rerouting of the balance of the journey without penalty.</p> <p>(c) (After the ticket has been issued, the non-refundable/subject to penalties portion of the fare shall not be used as credit towards payment of any other fares. However, a refund restricted fare ticket may be upgraded to another fare only as specified in the applicable fare rule, subject to all conditions of the new fare, in which case the original non-refundable amount/subject to penalties amount shall still be non-refundable/subject to penalties. The "non-refundable or subject to penalties" entry shall continue to be carried in the "form of payment" box of the new ticket and any subsequent reissues.</p> <p>(4) Group Fares (Including group Inclusive Tour Fares)</p> <p>(a) Prior to Departure</p> <p>(i) Refunds shall be made only to or at the direction of the person responsible for the travel arrangements of the group.</p> <p>(ii) In the event of voluntary cancellation by the group or member of the group less than the number of the days stated in the Rule prior to commencement of outbound travel except as provided in (iii) below, a portion of the 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.</p> <p>(iii) Full refund will be made in the case of:</p> <p>(aa) Death or hospitalization of the passenger or of a member of the passenger's immediate family as substantiated by a medical certificate.</p> <p>(bb) replaced passenger, if substitutions are permitted in the rule being detailed;</p> <p>(cc) Cancellation of affinity/non-affinity/incentive/own use group transportation by the carrier.</p>

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For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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RULE	SECTION I - GENERAL RULES
2 C	<p><u>STANDARD FORMAT OF ELECTRONIC RULES</u> (Continued)</p> <p><u>PENALTIES (Category 16)</u> (Continued)</p> <p>(4) <u>Group Fares (Including G.I.T. fares)</u> (Continued)</p> <p>[C] <u>Penalties Part B (Applicable to IB only)</u> (Continued)</p> <p>(b) <u>After Departure</u></p> <p>(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:</p> <p>(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;</p> <p>(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;</p> <p>(cc) A passenger being unable to complete or continues his/her journey with the group due to illness, which must be substantiated by a medical certificate, the amount of the group fare paid will be applied as a credit towards the purchase of transportation at applicable fares for the portions actually flown by the passenger, calculated from the original point of origin. Similar arrangements for transportation may be made for other members of the inclusive tour group who belong to the immediate family of such passenger.</p> <p>(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.</p> <p>(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.</p> <p>(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.</p> <p><u>HIGHER INTERMEDIATE POINT (Category 17)</u> Intentionally Left Blank</p> <p><u>TICKET ENDORSEMENTS (Category 18)</u> Intentionally Left Blank</p> <p><u>CHILDREN DISCOUNTS (Category 19)</u> (Applicable to IB only) Except as otherwise indicated, Rule 200 (Children's and Infants' Fares) is applicable to fares governed by this rule.</p> <p><u>TOUR CONDUCTOR DISCOUNTS (Category 20)</u> Intentionally Left Blank</p> <p><u>AGENT DISCOUNTS (Category 21)</u> Intentionally Left Blank</p> <p><u>ALL OTHER DISCOUNTS (Category 22)</u> Intentionally Left Blank</p> <p><u>MISCELLANEOUS PROVISIONS (Category 23)</u> Intentionally Left Blank</p> <p><u>(Category 24)</u> Currently Not Available</p> <p><u>(Category 25)</u> Currently Not Available</p> <p><u>GROUPS (Category 26)</u></p> <p>(1) <u>Group Size</u> 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.</p>
	(Continued on next page)
For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.	
ISSUED: March 22, 2011	EFFECTIVE: May 6, 2011

RULE	SECTION I - GENERAL RULES
2	<p><u>STANDARD FORMAT OF ELECTRONIC RULES</u> (Continued)</p> <p><u>GROUPS (Category 26)</u> (Continued)</p> <p>(2) <u>Eligibility</u></p> <p>(a) <u>Affinity Group Requirements</u></p> <p>(i) The travel group must be formed only from Affinity Groups, i.e., member (or employee) of the same association, corporation, company or other legal entity (referred to as the "Organization").</p> <p>(ii) The principal purposes, aims and objectives of the Organization, must be other than travel.</p> <p>(iii) Sufficient affinity must exist prior to the application for transportation in order to distinguish and set the group apart from the general public.</p> <p>(iv) Each member of the travel group must be a member of the Organization at the time of application for the group fares discount and must have been a member for at least six months immediately prior to the date of commencement of travel.</p> <p>(v) The travel group may include the spouse and dependent children of a member of the Organization from which the party to be transported is drawn. In addition, parents living in the same household as a member may be included. However, any such spouse, dependent children or parents must be accompanied on the flight by such member, unless the member has been compelled to cancel his passage.</p> <p>(vi) <u>Limitation of Solicitation</u></p> <p>With respect to the formation of Affinity Groups:</p> <p>(aa) Solicitation is limited to personal letters, circulars and telephone calls addressed to members of the Organization, to group publications intended solely for members of the Organization (or for members of the federation or organization to which the Organization belongs) and to any other form of solicitation not defined as public solicitation in [C](vii) below.</p> <p>(bb) Solicitation must be effected only by officials of the Organization or members of the travel group.</p> <p>(cc) The travel group must not be gathered directly or indirectly by a person engaged in soliciting or selling transportation services or providing or offering to provide transportation to the general public. However, the mere ascertainment of the group fare and/or its collection from members of the travel group will not of itself be considered as engaging in such acts.</p> <p>(dd) If the organizers of the travel group employ a travel agent to assist in the travel arrangements, he must in no way solicit members of the travel group. However, after the party to be transported is formed, the travel agent may contact members of the group for the purposes of arranging other travel services in addition to assisting in travel arrangements.</p> <p>(vii) <u>Definition of "Public Solicitation"</u></p> <p>Public solicitation will be considered to exist when the group transportation is described, referred to, announced in advertisements or any other writing or means of public communication, whether paid or unpaid, including but not limited to, telephone campaigns, radio, telegraph and television. However, a statement in public news media other than advertisement, which could not reasonably be construed as calculated or likely to induce travel as a member of the travel group and which has not been initiated by the Organization, any member of the travel group carrier or an agent or representative of any of them, will not be considered public solicitation.</p>

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.or unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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RULE	SECTION I - GENERAL RULES
2	<p>STANDARD FORMAT OF ELECTRONIC RULES (Continued)</p> <p>GROUPS (Category 26) (Continued)</p> <p>(2) <u>Eligibility</u></p> <p>(b) <u>Incentive/Own Use Group Requirements</u> The travel group shall be formed only for own use of one person or a legal entity, such as an association, partnership, company or corporation (referred to as the "Purchaser"). Such Purchaser may not, wholly or partially, directly or indirectly, share the cost of the air transportation with other persons interested in obtaining such transportation, including the passengers carried. However, such cost may be raised by voluntary contributions if:</p> <ul style="list-style-type: none"> (i) the voluntary contributions are not solicited/obtained solely from the passengers to be carried; (ii) participation in the travel group is not limited to those actually contributing; (iii) the minimum amount of each person's contribution has not been prescribed by the Purchaser; and (iv) each person to be included in the travel group is selected by the Purchaser and for reasons other than such person's request that he/she be included in the travel group. <p>(c) <u>Incentive Group Requirements</u></p> <ul style="list-style-type: none"> (i) Incentive Groups mean groups of employees and/or dealers and/or agents (including their spouses) of the same business firm(s), corporation(s) or enterprise(s) (excluding non-profit organizations), also referred to as the "organization", travelling under an established Incentive Travel Program which rewards the employee, dealers and agents for past work or provides an incentive for future activities. (ii) The Incentive Travel Program is to include air transportation, accommodations, sightseeing, entertainment and other features the cost of which is borne entirely by the business firm, corporation or enterprise and not passed on directly or indirectly to the employees, dealers or agents. (iii) Officials (and their spouses) of such business firms, corporations or enterprises may also be included in the group if they are travelling for the purpose of making awards or officiating in the Incentive Travel Program. (iv) Each member of the Incentive Group must be a member of the Organization at the time of application for the group fare.

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RULE	SECTION I - GENERAL RULES
2	<p><u>STANDARD FORMAT OF ELECTRONIC RULES</u> (Continued)</p> <p><u>GROUPS (Category 26)</u> (Continued)</p> <p>(3) <u>Documentation</u></p> <p>(a) <u>General Requirements For All Individual And Group Inclusive Tours</u> There must be vouchers specifying sleeping accommodations and any sightseeing or other features of the tour. Such voucher, including those for ground transportation, must be available for inspection during check-in prior to commencement of outbound transatlantic travel.</p> <p>(b) <u>Affinity/Incentive/Non-Affinity/Own Use Group Requirement</u></p> <p>(i) Written application, in the form required by carrier shall provide a full description of the travel desired, the names and total number of passengers, and, where applicable, the affinity/incentive/own use provision under which the travel is being requested, and must be signed by the applicant (the person responsible for the travel arrangements of the group).</p> <p>(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.</p> <p>(iii) Except as otherwise noted, only those passengers listed in the written application may be transported.</p> <p>(iv) <u>Passenger Substitution/Additions</u> - If name changes and/or additions to the list of participants in the travel group may be made after the written application has been submitted, a statement will appear in this category giving the number of changes and/or additions permitted and the deadline, if any is involved.</p> <p>(v) Each travel group shall be identified by a definite number (group code) assigned by carrier.</p> <p>(c) <u>Group Inclusive Tour Requirement</u> (Not required for tours initiated by carrier.)</p> <p>(i) Written application, in the form required by carrier, shall provide the names and total number of passengers and the inclusive tour code number, and be signed by the tour operator or a passenger sales agent (also referred to as the "Travel Organizer").</p> <p>(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.</p> <p>(iii) Except as otherwise noted, only those passengers listed in the written application may be transported.</p> <p>(iv) <u>Passenger Substitutions/Additions</u> - If name changes and/or additions to the list of participants in the travel group may be made after the written application has been submitted, a statement will appear in this category giving the number of changes and/or additions permitted and the deadline, if any is involved.</p> <p><u>TOURS (Category 27)</u></p> <p>(1) <u>Individual and Group Inclusive Tour Fare Requirements</u></p> <p>(a) Except as otherwise noted, the INDIVIDUAL INCLUSIVE TOUR must include in its published price and appropriate literature, in addition to air transportation, the cost of sleeping or hotel accommodations [X], plus any other facilities or attractions such as airport transfers, sightseeing, motorcoach trips, and car rentals.</p> <p>(b) Except as otherwise noted, the GROUP INCLUSIVE TOUR must include in its published price and appropriate literature, in addition to air transportation, the cost of airport transfers and sleeping or hotel accommodations for the total duration of the trip, plus other facilities or attractions such as sightseeing, motorcoach trips, and car rentals.</p> <p>(c) Tours must be paid for in full prior to commencement of travel, and price of tour features and facilities may not be less than the amount specified in this Category, of the particular [N]fare rule.</p> <p>(2) <u>Minimum Tour Price</u> The term "Minimum Tour Price" (MTP) shall be understood to mean the minimum selling price of the tour per passenger.</p> <p><u>VISIT ANOTHER COUNTRY (Category 28)</u> Intentionally Left Blank</p> <p><u>DEPOSITS (Category 29)</u> Intentionally Left Blank</p>

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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RULE

SECTION I - GENERAL RULES

5

APPLICATION OF TARIFF

C

(A) **GENERAL** (Not applicable to IB)

- (1) This tariff shall apply locally via the services of AT, BG, GF, HY, [X], KU, LY, LO, MA, MS, OA, OK, PK, RJ, RO, SU, SV, or jointly via the services of these carriers with the other participating carriers in this tariff.
- (2) This tariff shall apply locally via the services of LY and to joint transportation via LY in conjunction with other participating carriers in this tariff.
EXCEPTION: (Not applicable for transportation to/from Canada) For that portion of foreign air transportation via KE, the governing rules of KE as found in INTERNATIONAL PASSENGER RULES AND FARES TARIFF No. KE-1, C.A.B. 560, and all supplement to, and revisions, and successive issues of said publication will apply.
- (3) 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 (LIABILITY OF CARRIERS) with respect to Tariff NTA(A) No. 324 C.A.B. No. 530 issued by Airline Tariff Publishing Company, Agent. Any such limitation or condition in any rule herein except to the extent provided in Rule 55 (LIABILITY OF CARRIERS) is not a part of Tariff NTA(A) No. 324, C.A.B. No. 530 filed with the Department of Transportation. Nothing in this tariff modifies or waives any provision of the Warsaw Convention.
 (Applicable to LY only) For the purpose of International Carriage Governed by the Unification of Certain Rules for International Carriage by Air, signed at Montreal, May 28, 1999 ("Montreal Convention"), the liability rules set out in the Montreal Convention are fully incorporated herein and shall supersede and prevail over any provisions of this tariff which may be inconsistent with those rules.
- (4) 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.
- (5) 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.
- (6) Rules in this tariff govern the application of all fares and charges published in tariffs which specifically refer to and are 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.
- (7) The rates, 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.
- (8) (Not applicable to HY). 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 AT, BG, [X], KU, LY, LO, MA, MS, OA, OK, PK, RJ, RO, SU, SV, and all carriers participating in the U.S. Industry section are considered to be part of TARIFF-1, D.O.T. No. 531.
EXCEPTION: For Fares Published by Rule, refer to the following chart for application in C.A.B. No. 531, NTA(A) 324.

C

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<u>CARRIER</u>	<u>PAGE NO.</u>	<u>CARRIER</u>	<u>PAGE NO.</u>
AT	AT-97	MS	MS-53
BG	BG-24	OA	OA-123
GF	GF-40	OK	OK-51
[X]	[X]	PK	PK-95
KU	KU-55	RJ	RJ-119
LY	LY-73	RO	RO-29
LO	LO-23	SU	SU-17
MA	MA-19	SV	SV-27

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ISSUED: February 11, 2011

EFFECTIVE: March 28, 2011

RULE	SECTION I - GENERAL RULES
5 C	<p><u>APPLICATION OF TARIFF</u></p> <p>(B) <u>SCOPE OF APPLICATION</u> [N](Applicable to IB)</p> <p>(1) <u>General Provisions</u></p> <p>(a) The conditions of the contract of carriage are the conditions to which the passenger's ticket refers subject to the provisions of paragraph 2 and 4 below. These general conditions of carriage apply to all flights, or portion of flights, for which the Iberia designator code appears in the "carrier" box of the ticket or of the corresponding coupon.</p> <p>(b) These general conditions of carriage also apply to free or reduced-fare carriage, except as otherwise provided for in the contract of carriage or in any other contractual document that links Iberia to the passenger.</p> <p>(c) All carriage is subject to the general conditions of carriage and to the carrier's fare regulations in force when the ticket is issued or, if said date cannot be determined when the carrier covered by the first ticket flight coupon starts.</p> <p>(d) These general conditions of carriage have been drawn up pursuant to the Montreal Convention of May 28, 1999 and the European law in force.</p> <p>(2) <u>Charters</u> If the carriage is permitted pursuant to a charter contract, these conditions shall only apply to the extent that they are attached to, incorporated in or mentioned by reference or otherwise, in the charter contract or in the ticket.</p> <p>(3) <u>Code Shares</u> Certain flights or air service provided by the carrier are liable to fall under a code share agreement with other air carriers. In these cases, a carrier other than that indicated on the ticket (and with which the passenger may possibly have made their reservation) may operate the air service concerned. If such arrangement apply, the passenger that be informed of the identity of said carrier, at the time of reservation or at the latest during check-in. These conditions of the contract of carriage are also valid for this type of carriage.</p> <p>(4) <u>Predominance of the Law</u> These general conditions of carriage are applicable to the extent that they are not contrary to the law in force or to the filed fares, in which case, said law or said fares shall prevail. Any invalidation of one or more provisions of these general conditions of carriage shall not have any effect on the validity of the other provisions.</p> <p>(C) <u>GRATUITOUS CARRIAGE</u> with respect to gratuitous carriage, carrier reserves the right to exclude the application of all or any part of this tariff.</p> <p>(D) <u>CHANGE WITHOUT NOTICE</u> Except as may be required by applicable laws, government regulations, orders and requirements, Carrier's rules, regulations and conditions of carriage are subject to change without notice; provided, that no such change shall apply to a contract of carriage after the carriage has commenced.</p>

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For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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RULE	SECTION I - GENERAL RULES
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5	<p><u>APPLICATION OF TARIFF</u> (Continued)</p> <p>(E) When rules or provisions in this tariff or tariffs governed hereby provide for the application of fares and charges based upon percentages of other fares and charges, such proportionate fares and charges will be determined in accordance with the Percentage Conversion Instructions in this tariff.</p>
C	<p>(F) <u>EFFECTIVE RULES, FARES AND CHARGES</u> [N](Not applicable to IB) Except as otherwise provided herein, the applicable rules, fares and charges for carriage of passengers and/or baggage are those duly published by Carrier and shall be those in effect on the date of commencement of carriage covered by the first flight coupon of the ticket. When the fares or charges collected are not the applicable fares or charges, the difference will be refunded to or collected from the passenger, as may be appropriate.</p> <p><u>EXCEPTION 1:</u> (Applicable to PK only and only to sale and tickets issued in the U.S.A. for PK local and joint transportation originating in the U.S.A.) No increase will be collected in cases where the ticket has been issued prior to the effective date of a tariff containing an increase in the applicable fare, affected through a change in fare level, a change in conditions governing the fare, or cancellation of the fare itself, provided:</p> <ul style="list-style-type: none"> (a) The originating flight coupon of the ticket was issued for a specific flight at the fare contained in a tariff lawfully in effect on the date of ticket issuance (determined by the validation stamped or imprinted on the ticket); (b) 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; (c) 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 the U.S.A. for tickets to be issued in the U.S.A. <p><u>EXCEPTION 2:</u> (Applicable to LY only for transportation which originates in the U.S.A.) No increase in fares/charges applicable to carriage of passengers will be collected, or more restrictive conditions of such carriage imposed, in the event of an increase in fares or charges occurs between the time of initial ticket purchase and the effective date of any subsequent tariff containing such an increase and/or more restrictive conditions of carriage provided:</p> <ul style="list-style-type: none"> (a) LY is the transatlantic carrier used eastbound; (b) Tickets are duly issued on LY ticket stock of tickets issued on the "Air Traffic Conference Standard Ticket Stock". The terms: <ul style="list-style-type: none"> (i) "tickets issued on LY ticket stock" means tickets which are imprinted with the LY carrier code (114) in the ticket serial number and which are issued and validated with an LY or by an IATA approved agent (holding LY ticket stock) official validator; (ii) "tickets issued on the Air Traffic Conference Standard stock: means tickets which are the only type of air tickets, Air Traffic Conference appointed agents are authorized to use with carriers participating in the standard ticket plan and validated with the LY official plate which shows the LY code (114) and full name of the carrier "EL AL ISRAEL AIRLINES LTD" as well as the official validation of the agent. (c) The ticket is issued with confirmed reservations from the point of origination in the U.S.A. to the first point of stopover in Area 2 or 3 at the fares/charges being sold on the date of ticket issuance for the date of commencement of travel. Standby tickets are issued at the fare in effect on the date of ticket issuance for the season requested by the passenger. The date of ticket issuance is determined by the validation stamped or imprinted on the ticket; (d) Neither confirmed, ticketed reservations are changed, nor tickets reissued, at the passenger's request; <p><u>EXCEPTION 3:</u> (Applicable to OK only for local and joint transportation when OK is the carrier between the U.S.A./Canada and Area 2 and 3) (Applicable to MA for travel between the U.S.A. and Area 2 only) No increase will be collected in cases when the ticket has been issued prior to the effective date of a tariff containing an increase in the applicable fare, effected through a change in fare level, change in conditions governing the fare, or a cancellation of the fare itself, (see NOTE below) provided:</p> <ul style="list-style-type: none"> (a) The originating flight coupon of the ticket was issued for a specific flight contained in a tariff lawfully in effect on the date of ticket issuance (determined by the validation stamped or imprinted on the ticket); (b) 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; (c) These provisions shall apply only to the passenger to whom the ticket was originally issued. <p><u>NOTE:</u> Purchase of Prepaid Ticket Advice (PTA) will constitute purchase and issuance of a ticket for the purpose of this rule.</p>

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For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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RULE	SECTION I - GENERAL RULES
5	<p><u>APPLICATION OF TARIFF</u> (Continued)</p> <p>(F) <u>EFFECTIVE RULES, FARES AND CHARGES</u> (Continued)</p> <p><u>EXCEPTION 4:</u> (Applicable to OA only)</p> <p>(a) (Applicable only to sales and tickets issued in the U.S.A. for local and joint transportation originating in the U.S.A.) No increase will be collected in cases where the ticket has been issued prior to the selling date of a tariff containing an increase in the applicable fare, effected through a change in fare level, a change in conditions governing the fare, or a cancellation of the fare itself provided:</p> <p>(i) The originating flight coupon of the ticket was issued for a specific flight at the fare contained in a tariff lawfully in effect on the date of ticket issuance (determined by the validation on the ticket);</p> <p>(ii) The originating flight shown on the ticket is not voluntarily changed at the passenger's request subsequent to the selling date of any increase in the applicable fare;</p> <p>NOTE: The provisions of sub-paragraph (i) and (ii) above will not apply to the tickets issued at published standby fares;</p> <p>(iii) That if the passenger holds reservations on a flight(s) from an interior point in the U.S.A. to the transatlantic gateway and because of a schedule change that (those) flight(s) is (are) subsequently cancelled and a new flight(s) rebooked to protect the connection as long as the confirmed outbound transatlantic flight is not changed;</p> <p>(iv) This provision shall apply only when OA is the transatlantic carrier outbound and only to the passenger to whom the ticket was originally issued.</p> <p>(v) This provision will not apply if any voluntary changes are made by the passenger to any confirmed reservations shown on the ticket or if the ticket is reissued at the passengers request; or to sales made outside the U.S.A. for tickets to be issued in the U.S.A.</p> <p>For the purpose of this rule, the selling date will be the effective date of the tariff.</p> <p>(b) (Applicable only for groups of 20 or more passengers originating in the U.S.A. whereas MCO's are issued in the U.S.A. and travelling via services or pool partners to points in Area 2/3) No increase in the fare will be collected in cases where an MCO has been issued for 10 percent of the applicable fare in effect for all passengers and is paid to OA prior to the effective date of a tariff containing an increase in the applicable fare, effected through a change in fare level, a change in conditions governing the fare or a cancellation of the fare itself provided, the fare in effect at the time of the MCO deposit will be guaranteed for a period of 18 months from date of the MCO deposit.</p> <p><u>EXCEPTION 5:</u> [CANCELLED]</p>
C	
(Continued on next page)	
For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.	
ISSUED: February 11, 2011	EFFECTIVE: March 28, 2011

Airline Tariff Publishing Company, Agent
INTERNATIONAL PASSENGER RULES AND FARES TARIFF
NO. IPG-1

4th Revised Page 34
Cancels 3rd Revised Page 34

RULE	SECTION I - GENERAL RULES
5 c	<p><u>APPLICATION OF TARIFF</u> (Continued)</p> <p>(E) <u>EFFECTIVE RULES, FARES AND CHARGES</u> (Continued)</p> <p>+(N) <u>EXCEPTION 6:</u> (Applicable to WO only for transportation which originates in the U.S.A.) No increase in fares/charges applicable to carriage of passengers will be collected, or more restrictive conditions of such carriage imposed, in the event of an increase in fares or charges occurs between the time of initial ticket purchase and the effective date of any subsequent tariff containing such an increase and/or more restrictive conditions of carriage provided:</p> <p>(a) WO is the transatlantic carrier used eastbound;</p> <p>(b) Tickets are duly issued on WO ticket stock of tickets issued on the "Air Traffic Conference Standard Ticket Stock". The terms:</p> <p>(i) "tickets issued on WO ticket stock" means tickets which are imprinted with the WO carrier code (114) in the ticket serial number and which are issued and validated with an WO or by an IATA approved agent (holding WO ticket stock) official validator;</p> <p>(ii) "tickets issued on the Air Traffic Conference Standard stock" means tickets which are the only type of air tickets, Air Traffic Conference appointed agents are authorized to use with carriers participating in the standard ticket plan and validated with the WO official plate which shows the WO code (114) and full name of the carrier "WORLD AIRWAYS, INC." as well as the official validation of the agent.</p> <p>(c) The ticket is issued with confirmed reservations from the point of origination in the U.S.A. to the first point of stopover in Area 2 or 3 at the fares/charges being sold on the date of ticket issuance for the date of commencement of travel. Standby tickets are issued at the fare in effect on the date of ticket issuance for the season requested by the passenger. The date of ticket issuance is determined by the validation stamped or imprinted on the ticket;</p> <p>(d) Neither confirmed, ticketed reservations are changed, nor tickets reissued, at the passenger's request</p> <p><u>EXCEPTION 7:</u> (Applicable to RJ only)</p> <p>(a) (Applicable only to sales and tickets issued in the U.S.A. for local and joint transportation originating in the U.S.A.) No increase will be collected in cases where the ticket has been issued prior to the effective date of a tariff containing an increase in the applicable fare, effected through a change in fare level, a change in conditions governing the fare, or a cancellation of the fare itself provided:</p> <p>(i) The originating flight coupon of the ticket was issued for a specific flight at the fare contained in a tariff lawfully in effect on the date of ticket issuance (determined by the validation on the ticket);</p> <p>(ii) 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;</p> <p><u>NOTE:</u> The provisions of sub-paragraph (i) and (ii) above will not apply to the tickets issued at published standby fares;</p> <p>(iii) This provision shall apply only to the passenger to whom the ticket was originally issued.</p> <p>(b) (Applicable only to groups of passengers for transportation originating in the U.S.A. and whose tickets are paid for and issued in the U.S.A.) No increase will be collected in cases when an MCO has been issued prior to the effective date of a tariff containing an increase in an applicable fare effected through a change in the fare level, a change in conditions governing the fare or a cancellation of the fare itself, provided:</p> <p><u>NOTE:</u> For the purpose of this rule, the term MCO is a Miscellaneous Charge Order.</p> <p>(i) An MCO is issued in exchange for full payment for the transportation of groups of 20 or more passengers at fares lawfully in effect at the time of issuance, for whom reservations covering the entire round or circle trip journey have been made and confirmed. The MCO must reflect the number of passengers in the group, the itinerary including flights, dates, and the Fare Code of the fares used. No changes shall be made in the number of passengers for whom payment has been made or in the itinerary of the group subsequent to the effective date of any increase in the applicable fares.</p> <p>(ii) A contract is executed between a group organizer and RJ entered into for groups of 40 or more passengers. A deposit payment of 25 percent of the applicable fare must be made; the applicable fare being either (aa) or (bb) below, whichever produces the lower fare.</p> <p>(aa) The fare in effect on the date the tickets are issued or;</p> <p>(bb) The fare in effect on the date the organizer and RJ entered into the contractual agreement. Such contractual agreement shall not exceed 12 months.</p>
(Continued on next page)	
For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.	
ISSUED: June 13, 1994	EFFECTIVE: August 12, 1994 (Except as Noted)

RULE SECTION I - GENERAL RULES

5 APPLICATION OF TARIFF (Continued)

(E) EFFECTIVE RULES, FARES AND CHARGES (Continued)

EXCEPTION 8: (Applicable to CV, T(NIGF, KU and MA only and applicable only to sales and tickets issued in the U.S.A. for local and joint transportation originating in the U.S.A.) No increase will be collected in cases where the ticket has been issued prior to the effective date of a tariff containing an increase in the applicable fare, effected through a change in fare level, a change in conditions governing the fare, or a cancellation of the fare itself provided:

- (a) The originating flight coupon of the ticket was issued for a specific flight at the fare contained in a tariff lawfully in effect on the date of ticket issuance (determined by the validation on the ticket);
- (b) 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 (i) and (ii) above will not apply to the tickets issued at published standby fares;

(c) This provision shall apply only to the passenger to whom the ticket was originally issued.

EXCEPTION 9: (Applicable to AT only for sales and tickets issued in the U.S.A. for AT local and joint transportation originating in the U.S.A.) No increase will be collected in cases where the ticket has been issued prior to the effective date of a tariff containing an increase in the applicable fare, effective through a change in the fare level, a change in conditions governing the fare, or a cancellation of the fare itself, provided:

- (a) The originating flight coupon of the ticket was issued for a specific flight at the fare contained in a tariff lawfully in effect on the date of ticket issuance (determined by the validation on the ticket);
- (b) 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;
- (c) 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 the U.S.A. for tickets to be issued in the U.S.A. This will also apply to groups, at any fare, for tickets issued after effective date but in exchange of an MCO covering full payment/deposit prior to the effective date of the fare.

EXCEPTION 10: (Applicable to MS only)

- (a) (Applicable only to sales and tickets issued in the U.S.A. and for local and joint transportation originating in the U.S.A.) No increase will be collected in cases where the ticket has been issued prior to the effective date of a tariff containing an increase in the applicable fare effected through a change in fare level, a change in conditions governing the fare or a cancellation of the fare itself, provided:
 - (i) the originating flight coupon of the tickets was issued for a specific flight at the fare contained in a tariff lawfully in effect on the date of ticket issuance (determined by the validation on the ticket);
 - (ii) 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 paragraphs (1) and (2) above will not apply to tickets issued at published standby fares..

- (iii) this provision shall apply only to the passenger to whom the ticket was originally issued.

- (b) (Applicable only to groups of passengers for transportation originating in the U.S.A. and whose tickets are paid for and issued in the U.S.A.) No increase will be collected in cases when an MCO has been issued prior to the effective date of a tariff containing an increase in an applicable fare effected through a change in the fare level, a change in conditions governing the fare or a cancellation of the fare itself, provided an MCO is issued in exchange for full payment for the transportation of groups of 20 or more passengers at fares lawfully in effect at the time of issuance, for whom reservations covering the entire round or circle trip journey have been made and confirmed. The MCO must reflect the number of passengers in the group, the itinerary including flights and dates, the Fare Code of the fares used. No changes shall be made in the number of passengers for whom payment has been made or in the itinerary of the group subsequent to the effective date of any increase in the applicable fares.
NOTE: For the purpose of this Rule, the term "MCO" is a miscellaneous charges order.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: March 17, 1999 EFFECTIVE: May 16, 1999 (Except as Noted)

+ - Effective March 18, 1999 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 48167.

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 Cancels 4th Revised Page 36

RULE

SECTION I - GENERAL RULES

- 5 APPLICATION OF TARIFF (Continued)
- (F) EFFECTIVE RULES, FARES AND CHARGES (Continued)
- EXCEPTION 11: (Applicable to LO only and only to sales and tickets issued in the U.S.A. for LO local and joint transportation originating in the U.S.A.) No increase will be collected in cases where the ticket had been issued prior to the selling date of a tariff containing an increase in the applicable fare, effected through a change in fare level, a change in conditions governing the fare, or a cancellation of the fare itself, provided:
- (a) The originating flight coupon of the ticket was issued for a specified flight at the fare contained in a tariff lawfully in effect on the date of ticket issuance (determined by the validation on the ticket);
 - (b) the originating flight shown on the ticket is not voluntarily changed at the passenger's request subsequent to the selling date of any increase in the applicable fare;
- NOTE: The provisions of paragraphs (a) and (b) above will not apply to tickets issued at published standby fares.
- (c) 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 the U.S.A. for tickets to be issued in the U.S.A.
- C EXCEPTION 12: [CANCELLED]
- C (G) [N](Applicable to IB only)
 Except as otherwise provided for, fares apply solely to the carriage from the airport at the point of departure to the airport at the point of arrival. Fares does not include ground carriage between airports and between airports and town terminals. The fare shall be calculated to accordance with the fares in force on the ticket purchase date, for a journey scheduled on the dates and for the itinerary shown on said ticket. Any change in itinerary or journey date may have an impact on the applicable fare.
 The applicable fares are those published by the carrier or calculated thereby, in accordance with the fare the applicable fares are those published by the carrier or calculated thereby, in accordance with the fare display.
 Except as otherwise provided for the contract of carriage or in any other contractual document, the fares shall apply exclusively to the journey provided for in said contract or in said document.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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Airline Tariff Publishing Company, Agent
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NO. IPG-1

1st Revised Page 36-A
Cancels Original Page 36-A

RULE	SECTION I - GENERAL RULES
5 C	<p><u>APPLICATION OF TARIFF</u> (Continued)</p> <p>(G) [NI(Applicable to IB only)] (Continued) Exception: (Applicable for transportation originating in Canada or the U.S.A.) no increase will be collected in cases where the ticket has been issued prior to the effective date of a tariff containing an increase in the applicable fare, effected through a change in the fare level. A change in conditions covering the fare, or a cancellation of the fare itself, provided:</p> <ol style="list-style-type: none"> (1) The originating flight coupon of the ticket was issued for a specific flight at the fare contained in a tariff lawfully in effect on the date of ticket issuance (determined by the validation on the ticket); (2) The originating transatlantic flight shown on the ticket is not voluntarily changed at the passenger's request subsequent to the effective date of any increase in the applicable fare; (3) This provisions will apply only to the passenger to whom the ticket was originally issued. Furthermore, these provision will not apply to sales made outside the U.S.A. or Canada for tickets to be issued in the U.S.A. or Canada. These provisions will also apply to groups at any fare for tickets issued after the effective date but in exchange of an MCO covering full payment/deposit prior to the effective date of the fare. (4) The ticket must be issued on IB ticket stock or validated on IB and reflect confirmed reservations from the point of origin to the first point of stopover outside the IATA traffic conference area (i.e. Area 1, Area 2, Area 3) where travel begins. (5) IB must provide transatlantic, international carriage in at least one direction. When travel originates outside of Area 1, IB must be the first carrier indicated on the passenger's ticket. <u>Successive Carriers</u> <ol style="list-style-type: none"> (a) Carriage performed by several successive carriers, under a single ticket or a conjunction ticket, is deemed to constitute, for the application of the convention, a single carriage operation, where envisaged by the parties as being a single operation. (b) Where the carrier has issued the ticket or is the carrier designated first on the ticket or on a conjunction ticket issued for successive carriage, the carrier shall only be liable for the portion of the carriage performed using its own resources. (c) In the event of the destruction, loss, damage or delay of their baggage, passengers or their beneficiaries may file a claim against the carrier that performed the carriage during which the accident or the delay occurred. Passengers may also file a claim against the first and last carrier. <p>(H) <u>PERCENTAGE OF FARES OR CHARGES</u> When rules or provisions in this tariff, or tariffs governed hereby, provide for the application of fares and charges based upon percentages of other fares and charges, such proportionate fares and charges will be determined in accordance with the Percentage Conversion Instructions published in this tariff.</p> <p>(I) Reference to tariffs, pages, rules, items and notes are continuous and include revisions, supplements thereto and reissues thereof.</p> <p>(J) 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.</p> <p>(K) Local and joint fares published in individual carrier sections of C.A.B. No. 531, International Passenger Rules and Fares Tariff No. TARG-1, on behalf of the carriers listed in Paragraph (A) above, will take precedence over fares published in the Industry Fares section of that tariff. Except as otherwise provided, fares are published in the Industry Fares section of C.A.B. No. 531, International Passenger Rules and Fares Tariff No. TARG-1, on behalf of the carriers listed in Paragraph (A) above, and provided that such fares shall not apply to those direct service markets, i.e., those markets served on a non-stop or single-flight-number basis of said carriers, which are published in each carrier's individual fares section. Additionally, fares to/from a country published in the Industry Fares section of C.A.B. No. 531, International Passenger Rules and Fares Tariff No. TARG-1, shall not apply, if a carrier publishes any fares to/from the same country in their individual carrier section of that tariff.</p>
For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.	
ISSUED: February 11, 2011	EFFECTIVE: March 28, 2011

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1st Revised Page 36-B
Cancels Original Page 36-B

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For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: February 11, 2011

EFFECTIVE: March 28, 2011

RULE	SECTION I - GENERAL RULES
6	<p><u>CLASSES OF SERVICE</u></p> <p>(A) <u>FIRST CLASS</u> (1) Fares apply when travel is in the First Class compartment of combination compartment flights operated with jet aircraft.</p> <p>(B) <u>ECONOMY CLASS</u> (1) Fares apply when travel is on flights designated as Economy Class flights in the carrier's schedule or in the Economy Class compartment of combination compartment flights operated with jet aircraft. <u>EXCEPTION 1:</u> (Applicable to LZ only) Economy "M" Class fares are discounted Economy Class fares applicable under special conditions. <u>EXCEPTION 2:</u> (Applicable to GF and CY only) Economy T class fares are discounted economy class fares applicable under special conditions. Economy T class is nested from the normal Y class. The booked T class passengers will be seated in the normal Y class cabin with the same compartment services and amenities.</p> <p>(2) <u>Conditions of Service</u> (a) Economy "M" Class section will be located immediately behind the Business Class section. The number of seats in this section is either 219 or 226. †(N)EXCEPTION 1: (Applicable to IB only) "M" class section is same as "L" class. (b) The non-smokers will be seated in the front part of the compartment and the smokers in the rear rows. (c) The passengers seated in Economy "M" Class will be afforded in-flight amenities such as complimentary Bulgarian alcoholic drinks and use of headsets for audio/visual entertainment. (d) <u>Carriage of Unaccompanied Children</u> Children at least five years of age but under eight years of age will be accepted for unaccompanied carriage upon advanced arrangements and will be charged the normal applicable adult fare. <u>EXCEPTION:</u> (Applicable to LZ only) Children under five years of age will not be accepted for unaccompanied carriage.</p> <p>(3) <u>Description/Conditions of Service (Applicable to IB only)</u> The Economy Class section will be located immediately behind the First Class compartment, except on aircraft operating with Preferred Class section where the Economy class section will then begin immediately after the Preferred Class section. Passengers seated in the Economy Class section will (when flight times permit) be afforded in-flight amenities such as complimentary beverages (excluding cocktails) and will be offered headsets for rental for audio/visual entertainment (where such feature is provided in-flight).</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: June 13, 1997	EFFECTIVE: August 12, 1997	(Except as Noted)
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RULE	SECTION I - GENERAL RULES
6	<p><u>CLASSES OF SERVICE</u> (Continued)</p> <p>(C) <u>BUSINESS CLASS</u></p> <p>(1) (Applicable to RJ only)</p> <p>(a) For travel between New York and Amman/Agaba, Jordan and Damascus, Syria) Business Class or Class "C" fares will apply when travel is in the Business Class section of combination compartment flights designated as First Class, Business Class, and Economy Class in the carriers schedule.</p> <p>(b) <u>Description/Conditions of Service</u></p> <p>(i) The Business Class section will be located in the upper deck lounge.</p> <p>(ii) Passengers seated in the Business Class Section will be afforded in-flight amenities such as complimentary beverages (including cocktails) and the complimentary use of headsets for audio/visual entertainment (where such feature is provided in-flight).</p> <p>(2) (Applicable to LZ only) Business Class or "C" Class fares are Normal Economy Class fares.</p> <p>(a) The Business Class section will be located in the front part of the aircraft. The compartment will be extended rearward in the aircraft to the point at which the seating for passengers travelling at Economy Class "H" fares begins. The number of seats in this section is 21.</p> <p>(b) Separate check-in facilities will be provided for passengers travelling in Business Class.</p> <p>(c) Passengers seated in the Business Class section will be afforded in flight amenities such as complimentary alcoholic beverages and complimentary use of headsets for audio/visual entertainment.</p> <p>(3) (Applicable to GF and CY only) Business class or Class "J" Fares.</p> <p>(a) The Business class compartment is located between the First and Economy class compartments. The Business class and Fare Code is J.</p> <p>(b) The AA/GF code share passengers with C class tickets will be booked and travel in business J Class code compartment.</p> <p>(D) <u>EXECUTIVE CLASS OR CLASS "C" FARES (APPLICABLE TO IB ONLY)</u></p> <p>(1) Preference Class or Class "C" fares will apply when travel is in the Preference Class section of combination compartment flights designated as First Class, Preference Class and Economy Class in the carrier's schedule.</p> <p>(2) <u>Description/Conditions of Service</u></p> <p>(a) The Preference Class section will be located immediately behind the First Class compartment on DC-10 and DC-8, and in the first rows of cabin "C" on B-747 and will extend rearward in the aircraft to that point at which seating for passengers traveling at Economy Class fares begins. Whenever load factor permits each passenger will have an empty seat next to him/her.</p> <p>(b) Separate check-in facilities will be provided for passengers having paid Preference Class fare when airport space and staffing permits. In addition, Preference Class passengers will be afforded the First Class free baggage allowance. Passengers seated in Preference Class section will be afforded in-flight amenities such as complimentary beverage (including cocktails), complimentary use of headsets for audio/visual entertainment (when such feature is provided in flights).</p> <p>(c) Preference Class service will be offered/available only on the transatlantic flights between the last point of departure in the United States/Spain to the first point of disembarkation in Spain/United States.</p> <p>+ [NOTE: Preference Class is same as First Class and Gran Class is same as Business Class.</p> <p>(E) <u>BUSINESS CLASS (APPLICABLE TO LY ONLY)</u></p> <p>Fares apply when travel is in the Business Class compartment of combination compartment flights operated with jet aircraft.</p>

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: June 13, 1997	EFFECTIVE: August 12, 1997	(Except as Noted)
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 NO. IPG-1

2nd Revised Page 39-A
 Cancels 1st Revised Page 39-A

RULE	SECTION I - GENERAL RULES
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15	<p><u>ELECTRONIC SURVEILLANCE OF PASSENGERS AND BAGGAGE</u> Passengers and their baggage are subject to inspection with an electronic detector with or without the passengers' consent or knowledge.</p>
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18	<p><u>FUEL SURCHARGE</u> (Applicable to RJ only)</p> <p>C (A) For travel between USA and Jordan For each paying passenger (apply to adult and child) a surcharge of USD +I117.00 will be assessed on each fare component/fare breakdown.</p> <p>C (B) For travel between USA and The Middle East/Europe/Africa/Area 3 For each paying passenger (apply to adult and child) a surcharge OF USD +I120.00 will be assessed on each fare component/fare breakdown.</p> <p>NOTES: The fuel surcharge does not apply to free tickets, infant tickets and fully domestic tickets within Jordan. The fuel surcharge must be shown in the fare calculation line as "Q" and it is not commissionable and it is inter-lineable.</p>
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T - Effective March 16, 2005 for transportation to/from USA only.

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: March 15, 2005	EFFECTIVE: April 29, 2005	(Except as Noted)
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RULE

SECTION I - GENERAL RULES

20 CARRIAGE OF PHYSICALLY HANDICAPPED PASSENGERS (Applicable to AT, TK, OA, LO, OK, PK, RJ only)

- (A) (Applicable to TK and MA only) Subject to the provisions of Rules 25 (REFUSAL TO TRANSPORT-LIMITATIONS OF CARRIAGE) and 500 (PASSENGERS ON STRETCHERS) and provided that advance arrangements are made with the carrier not less than 24 hours prior to the intended departure of the passenger, carrier will accept for transportation on any one flight the following maximum number of incapacitated or handicapped passengers, provided:
- (1) The passenger is accompanied by an attendant who will be responsible for caring for him/her en route; and
 - (2) With the care of such attendant, will not require unreasonable attention or assistance from employees of the carrier.

AIRCRAFT TYPE	MAXIMUM NUMBER OF INCAPACITATED/HANDICAPPED PASSENGERS PER FLIGHT
A-310	4

NOTE: For the purpose of this rule, incapacitated or handicapped passengers are passengers who would require assistance to evacuate the aircraft during an emergency.

- (B) (Applicable to MO only) A person with disabilities has the right to determine his or her self reliance.

(C) TRANSPORT OF DISABLED PASSENGERS (Applicable to AT/OA/LO/PK/RJ only for transportation to/from Canada only)

(1) Definitions

Passengers shall be considered disabled when their physical, medical, or mental condition requires individual attention on enplaning, deplaning, during flight, in an emergency evacuation or during group handling which is normally not extended to their passengers.

- (a) Ambulatory: a person who is able to move about within the aircraft unassisted.
- (b) Non-ambulatory: a person who is not able to move within the aircraft unassisted.
- (c) Self-reliant: a person who is independent, self-sufficient and capable of taking care of all physician needs during flight, and who requires no special or unusual on-board attention beyond that afforded to the general public. Except that assistance in boarding and deplaning may be required.
- (d) Non-self-reliant: a person who is incapable of self-care during a flight.
- (e) Determination of self-reliance: The carrier will accept the disabled person's determination as to self-reliance.
- (f) 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.

(2) Acceptance of Disabled Passengers

- (a) The carrier will accept the disabled person's determination as to self-reliance.
- (b) Carrier will refuse to transport or will remove at any point, any passenger whose mental or physical conditions is such as to render him incapable of caring for himself/herself without assistance, unless:
 - (i) he/she is unaccompanied by an attendant who will be responsible for caring for him en route, and;
 - (ii) with the care of such attendant, he/she will not require unreasonable attention or assistance from employees of the carrier.
- (c) Disabled passengers will be accepted for transportation as outlined in the following:

DISABILITY	ASSISTANT REQUIRED	MAXIMUM NO. PER FLIGHT
Blind	No	No limit
Deaf	No	No limit
Blind and Deaf	Yes	No limit
Mentally Handicapped/ Self-reliant	No	No limit
Mentally Handicapped/ Non-self-reliant	Yes	No limit
Ambulatory/ Self-Reliant	No	No limit
Ambulatory/ Non-self-reliant	Yes	No limit
Non-ambulatory/ Non-self-reliant	Yes	On request basis
Non-ambulatory/ Self-reliant	Yes	On request basis

NOTE: Issued in lieu of 13th Revised Page 40-A dated March 18, 1999 and 12th Revised Page 40-A dated November 3, 1998, both rejected by CTA, cancels 13th Revised Page 40-A dated October 29, 1998.

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: August 8, 2007

EFFECTIVE: September 22, 2007

RULE	SECTION I - GENERAL RULES
25	<p><u>REFUSAL TO TRANSPORT - LIMITATIONS OF CARRIAGE</u></p> <p>(A) <u>REFUSAL, CANCELLATION OR REMOVAL</u></p> <p>(1) (Not applicable to TK/MA only)</p> <p>(a) Carrier will refuse to carry, cancel the reserved space of, or remove en route any passenger:</p> <p>(i) When such action is necessary for reasons of safety;</p> <p>(ii) 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;</p> <p>(iii) (Not applicable to OA/RO) When the conduct, age, status or mental or physical condition of the passenger is such as to:</p> <p>(aa) Require special assistance of carrier;</p> <p>(bb) Cause discomfort or make himself objectionable to other passengers; or</p> <p>(cc) Involve any hazard or risk to himself or to other persons or to property.</p> <p>(iv) (Applicable to OA/RO and RJ only) When the conduct, age, status or mental or physical condition of the passenger is such as to:</p> <p>(aa) Whose conduct is disorderly, abusive or violent;</p> <p>(bb) Who appears to be intoxicated or under the influence of drugs;</p> <p>(cc) Who attempts to interfere with any members of the flight crew in the pursuit of their duties;</p> <p>(dd) Who is known to have a contagious disease;</p> <p>(ee) Who has an offensive odor, such as from a draining wound;</p> <p>(ff) Who is mentally deranged;</p> <p>(gg) Who is unable to sit in a seat with the seat belt fastened; or</p> <p>(hh) Who is unescorted and is incapable of taking care of his physical needs in flight.</p> <p>(v) When the passenger refuses on request to produce positive identification.</p> <p>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.</p> <p>(vi) When the passenger refuses to permit search of his person or property for explosives or a concealed, deadly or dangerous weapon or article.</p> <p>(b) (Applicable to LY/OA/LO/PK/IB/SU/AT/RJ/DK only) Carrier will accept the determination of a person with disability as to self reliance.</p> <p>(c) +CANCELLED</p> <p>(d) +CANCELLED</p> <p>(e) +CANCELLED</p> <p>(f) +CANCELLED</p> <p>(g) +CANCELLED</p> <p>(h) (Applicable to GF only) A passenger who fails to observe the instructions of the officials of GF.</p> <p>(i) If question arises of any aircraft being overloaded, carrier shall decide which passengers or articles will be carried.</p> <p>(j) Subject to the provisions of Rule 87, (<u>DENIED BOARDING COMPENSATION</u>), 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 (<u>REFUNDS</u>).</p> <p>(k) +CANCELLED</p> <p>(l) +CANCELLED</p> <p>(m) +CANCELLED</p> <p>(n) RO will accept the determination of a person with disabilities as to self-reliance.</p> <p>(o) (Applicable to BG only) BG will accept the determination of a person with a disability as to self-reliance.</p> <p>(2) (Applicable to TK/MA/RO only) Carrier will refuse to transport, or will remove any passenger at any point for any of the following reasons:</p> <p>(a) <u>Government Request or Regulations</u> - Whenever such action is necessary to comply with any government regulation, or to comply with any governmental request for emergency transportation in connection with the national defense, or whenever such action is necessary or advisable by reason of weather or other conditions beyond its control (including but without limitation, acts of God, force majeure, strikes, civil commotions, embargoes, wars, hostilities or disturbances) actual, threatened or reported.</p> <p>(b) <u>Search of Passenger or Property</u> - When a passenger refuses to permit search of his person or property for explosives or a concealed, deadly or dangerous weapon or article.</p> <p>(c) <u>Across International Boundaries</u> - When a passenger is traveling across any international boundary if:</p> <p>(i) The travel documents of such passenger are not in order;</p> <p>(ii) For any reason, such passenger's embarkation from, transit through, or entry into any country from, through, or to which such passenger desires transportation would be unlawful; or</p> <p>(iii) Such passenger fails or refuses to comply with the rules and regulations of the carrier.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: June 24, 1999	EFFECTIVE: August 23, 1999	(Except as Noted)
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5304o t - Effective June 25, 1999 (except to/from Canada) and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 46702.

RULE	SECTION I - GENERAL RULES
25	<p>REFUSAL TO TRANSPORT - LIMITATIONS OF CARRIAGE (Continued)</p> <p>(A) REFUSAL, CANCELLATION OR REMOVAL (Continued)</p> <p>(2) (Continued)</p> <p>(d) Passenger's Conduct In the following categories refusal or removal of passenger may be necessary for the comfort and safety of themselves or other passengers: (i) persons whose conduct is disorderly, abusive or violent. (ii) persons who are barefoot. (iii) persons who are unable to sit in the seat with the seatbelt fastened. (iv) persons who appear to be intoxicated or under the influence of drugs. (v) persons who have an obvious contagious disease. (vi) persons who have an offensive odor such as from a draining wound. (vii) persons who are mentally deranged or mentally incapacitated. However, the carrier will accept escorted mental patients under the following conditions: (aa) The requesting medical authority furnishes assurance, in writing, that an escorted mental patient can be transported safely. (bb) Only one escorted mental patient will be permitted on a flight. (cc) Request for carriage is made at least 48 hours before scheduled departure. (dd) Acceptance is for online travel only. (ee) The escort must accompany the escorted passenger at all times. (viii) persons who wear or have about their person concealed or unconcealed deadly or dangerous weapons; provided, however, that carrier will carry passengers who meet the qualifications and conditions established in F.A.R. 108.11. (ix) manacled persons in custody of law enforcement personnel or persons who have resisted or may reasonably be believed to be capable of resisting escorts. (e) Carrier may refuse to transport or may remove at any point any passenger whose behavior is interfering or has interfered with the safety or comfort of any other passenger or any crew member. Passengers shall discontinue any such behavior immediately upon the request of a crew member. (f) Recourse of Passenger The sole recourse of any person so refused carriage or removed en route for any reason specified in the foregoing paragraphs or in Rule 20 (CARRIAGE OF PHYSICALLY HANDICAPPED PASSENGERS) shall be recovery of the refund value of the unused portion of his ticket from the carrier so refusing or removing, as provided in Rule 90 (REFUNDS). (g) (Applicable to MA only) MA will accept the determination of a person with a disability as to self-reliance. (h) (Applicable to TK only) TK will accept the determination of a person with a disability as to self-reliance. +[N](i) RO will accept the determination of a person with disabilities as to self-reliance.</p> <p>(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), 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 - LIMITATION OF CARRIAGE) is included herein as part of the tariff filed with governments other than the United States and not as part of IPC-1 Tariff C.A.B. No. 530, filed with the Department of Transportation of the United States. EXCEPTION: Determination of self-reliance - Aeroflot (SU) will accept the determination of a person with a disability as to self-reliance.</p> <p>(1) (Applicable to AT/†(N)IRO) Transportation may be refused to handicapped and other persons described below who have not provided carrier with adequate advance notification with respect to an accurate description of their disability or medical condition prior to flight departure. Additional terms of acceptance are as follows: (a) Blind or Deaf Persons who have no other disablement described herein shall be accepted whether or not they are accompanied. Blind passengers who are also deaf must be accompanied. (b) Quadruplegics and other nonambulatory persons similarly impaired in both arm and legs must be accompanied. (c) Nonambulatory Passengers including paraplegics and leg amputees, who are not disabled in arms, may be accepted unaccompanied. Nonambulatory passengers who cannot communicate with a cabin attendant on the flight must be accompanied. EXCEPTION: †[N](Not applicable to RO) Carrier will accept for transportation on any one flight the following maximum numbers of nonambulatory (See NOTE) passengers who are not escorted by an able-bodied attendant who can reasonably be expected to provide assistance to an exit in the event of an emergency and provide predeparture evacuation information to the passenger being accompanied. Additionally, nonambulatory passengers may be accepted providing advance special arrangements are made with the carrier. Carriage will be subject to the capacity limitations and terms of acceptance provided herein:</p>
	(Continued on next page)
	For Rule 25(B)(1) EXCEPTION shown in effect hereon, see 11th Revised Page 42-A.
	For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.
ISSUED: June 11, 1999	EFFECTIVE: August 10, 1999 (Except as Noted)

† - Effective July 26, 1999 and issued in conjunction with EFA No. 11JUN99-B98 filed with the NTA(A).

RULE

SECTION I - GENERAL RULES

25 REFUSAL TO TRANSPORT - LIMITATIONS OF CARRIAGE (Continued)

(B) CONDITIONAL ACCEPTANCE FOR CARRIAGE (Continued)

(1) (Continued)

AT AIRCRAFT	MAXIMUM NUMBER OF NONAMBULATORY PASSENGERS TO BE CARRIED ON ANY ONE AT FLIGHT
B-727	3
B-737	2
B-757	3
B-747	5
B-747-S	4

NOTE: For the purpose of this rule, nonambulatory passengers are passengers who are unable to walk without crutches and who cannot board, move about the aircraft and deplane unassisted. A passenger who is able to walk without crutches and who can board, move about the aircraft and deplane unassisted is not considered to be nonambulatory, regardless of the degree of impairment. A child is not considered as a nonambulatory passenger unless the child has a restricted physical handicap, other than age.

- (2) (Applicable to TK/MA only) The maximum number of nonambulatory passengers to be carried on any one flight for the A-310 aircraft to be operated by TK is four (4).
- (3) (Applicable to GF only) Blind, deaf and dumb passengers are accepted on GF flights without medical clearance. Such clearance is only required for temporary blind persons. Up to 4 blind persons are accepted without escorts.
 - (a) Five passengers require one escort.
 - (b) Six to ten passengers require two escorts.
 - (c) Eleven to thirty passengers require three escorts.
 - (d) The maximum number of blind passenger accepted is thirty.
- (4) (Applicable to RO only) No limit as to maximum number. Subject to space availability.

C

(C) CARRIAGE OF UNACCOMPANIED CHILDREN

- (1) (Not applicable to INJAT/GF/TK/MA) Children under twelve 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 bypass the destination due to weather conditions.
 - (c) (Applicable to RO only) The responsible adult accompanying the minor will remain at the airport until takeoff.

NOTE: RO will accept unaccompanied children 5 years up to 12 years for online carriage. For interline carriage, children will be accepted.

C

- (2) (Not applicable to INJAT/GF/TK/MA/RO) Children under five years of age will not be accepted unless advance arrangements have been made with the carrier.

EXCEPTION: (Applicable to RO only) Children under five years of age will not be accepted for unaccompanied carriage. Children at least five years of age but under eight years of age will be accepted for unaccompanied carriage on the services of carrier subject to the provisions of (1) above. Children at least eight years of age but under twelve years of age will be accepted for unaccompanied carriage only on the services of carrier without the restrictions of (1) above.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: October 3, 2008

EFFECTIVE: November 17, 2008

RULE	SECTION I - GENERAL RULES
25	REFUSAL TO TRANSPORT - LIMITATIONS OF CARRIAGE (Continued)
	(C) <u>CARRIAGE OF UNACCOMPANIED CHILDREN</u> (Continued)
	(3) (Applicable to RO only)
	(a) Children under eight years of age will not be accepted for unaccompanied carriage. Children at least eight years of age but not twelve years of age will be accepted for unaccompanied carriage on the services of carrier at the fare provided by Rule 200 of the tariff provided: Children 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 written evidence title "Handling Advice for Unaccompanied Minors" is presented, and the child will be met at the airport of destination by another parent, guardian or responsible adult upon deplaning. A child shall be considered unaccompanied if not accompanied by a fare-paying adult at least 12 years of age.
C	[N](4) (Applicable to AT only) Children under twelve (12) years of age at the time of departure shall not be accepted for carriage unaccompanied, except that:
	(a) Children under twelve (12), but over the age of eight (8) at the time of departure may travel unaccompanied on condition that a release signed by one of the parents or guardian is provided to the carrier.
	(b) Children under the age of eight (8) at the time of departure may not travel alone and must therefore be accompanied by another passenger aged fifteen (15) years or older at the time of departure. Where the accompanying passenger is not the parent or guardian of the minor child, a signed declaration indicating that he/she accepts responsibility for the child during the whole flight shall be required.
	(c) Notwithstanding the above, children under the age of eight (8), but over the age of four (4) at the time of departure, may travel unaccompanied if prior arrangements have been made at the time of booking for the flight for the Carrier to provided UM (Unaccompanied Minor) service to the child, as per the conditions outlined below. Nothing in this Rule shall be construed as requiring the Carrier to provide UM service, but the Carrier shall endeavour to provide such service where all requirements have been met to the satisfaction of the Carrier.
	(d) In all cases, children under the age of twelve (12) who may be eligible under this Rule for unaccompanied travel will be accepted for carriage unaccompanied only if 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 taken under the supervision of the Carrier 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.
C	[N](5) (Applicable to AT only) Carrier shall agree to provide UM service to a minor under the age of eight (8), but over the age of four (4) at the time of departure if, and only if:
	(a) Carriage is to be performed on a DIRECT ROUTE (i.e. there is no correspondence) and the flight on which space is held is not expected to terminate short or bypass the destination due to weather conditions.
	(b) No more than four (4) UM are scheduled to travel on the relevant flight.
C	[N](6) (Applicable to AT only) UM Service consists of supervision by the Carrier's personnel of the UM child, from check-in until the child is delivered into the care of local authorities or the designated parent, guardian or responsible adult, upon deplaning. For this purpose, UM children are provided at the time of check-in with an ID (identification) pouch and the parent, guardian or responsible adult who has accompanied the child to the airport shall fill out a "UM Travel Form", which must be signed at destination by the designated parent, guardian or responsible adult, after presenting personal identification.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: October 3, 2008

EFFECTIVE: November 17, 2008

RULE

SECTION I - GENERAL RULES

30

GROUND TRANSFER SERVICE

(A) GENERAL

(1) Except as otherwise provided below, carrier does not maintain, operate or provide ground transfer service between airports and town centers. Except where ground transfer service is directly operated by carrier, it is agreed that any such service is performed by independent operators who are not and shall not be deemed to be agents or servants of carrier. Anything done by an employee, agent, or representative of carrier in assisting the passenger to make arrangements for such ground transfer service shall in no way make a carrier liable for the acts or omissions of such an independent operator. In cases where a carrier maintains and operates for its' passengers local transfer services, the terms, conditions, rules and regulations of the carrier, including (but without limitation) those stated or referred to in their tickets, baggage checks and baggage valuation agreements shall be deemed applicable to such local services. No portion of the fare shall be refundable in the event local transfer services are not used.

(2) [N](Not applicable to IB) 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 (Not applicable to GF, OK and RO.)

(1) Ground transfer service between airports and the town centers served is not included in the fare.

(2) [N](Not applicable to IB) Ground transfer service between airports serving the same city is provided at the following points at no additional charge.

CITY	<u>GROUND TRANSPORTATION SERVICE WILL BE PROVIDED</u>
(a) New York, N.Y. U.S.A. (Not applicable to BG/PK) Between John F. Kennedy International and La Guardia	For the passengers making connections with other air services within the U.S.A. which are scheduled to depart not more than 12 hours after passenger's arrival on the carriers transatlantic flights.
(b) (Applicable to BG/PK only) Between John F. Kennedy and La Guardia.	For passengers making connections from or to PK transatlantic flights.

(C) AT POINTS IN EUROPE AND MIDDLE EAST (Not applicable to GF, OK and RO)

(1) [N](Not applicable to IB) Ground transfer service between airports and the town centers is included in the fare only at Prague, Czech Republic.

EXCEPTION: (Not applicable to PK) Free ground transportation service is not provided to passengers traveling at standby fares as published in International Passenger Rules and Fares Tariff No. TARIFF-1, C.A.B. No. 531.

[N](2) (Applicable to IB) Ground transfer service between airports and the town centers served is not included in the fare.

(D) AT POINTS IN AREA NO. 2 EXCEPT EUROPE AND MIDDLE EAST (Not applicable to GF, OK and RO)

(1) [N](Not applicable to IB) Ground transfer service between airports and the town centers served is included in the fare and will be furnished without additional charge at all scheduled stops, except at the following points:

Dakar, Senegal	Monrovia, Liberia
Kinshasa, Zaire	Points in South Africa

[N](2) (Applicable to IB) Ground transfer service between airports and the town centers served is not included in the fare.

(E) AT POINTS IN AREA NO. 3 (Not applicable to BG, GF, OK and RO)

(1) [N](Not applicable to IB) Ground transfer service between airports and town centers served is included in the fare only at points in Myanmar, Ceylon, India (except Delhi), Indonesia, Malaysia, Pakistan and Singapore.

[N](2) (Applicable to IB) Ground transfer service between airports and the town centers served is not included in the fare.

(F) AT POINTS IN THE MIDDLE EAST (Applicable to GF and to/from AUH and MCR only)

Ground transportation is provided free of charge for first class passengers connecting to GF long haul flights.

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: March 9, 2011

EFFECTIVE: April 23, 2011

RULE	SECTION I - GENERAL RULES
35	<p><u>PASSENGER EXPENSES EN ROUTE</u></p> <p>(A) <u>INFLIGHT SERVICES</u> <u>MEALS</u></p> <p>(1) (Not applicable to LY) Meals, if served, will be free of charge, unless otherwise specified in the published tariffs of carrier.</p> <p>(2) (Applicable to LY only.) Meals, if served, will be free of charge, unless specified in the published tariffs of carrier. Meals are not served on all flights. If served, the carrier will try to provide the choice of meals requested by the passenger, but does not guarantee it.</p> <p>(B) <u>EN ROUTE GROUND SERVICES</u> <u>HOTEL ACCOMMODATIONS AND OTHER SERVICES</u></p> <p>(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.</p> <p>(2) Except as provided below, hotel expenses are not included in passenger fares, (NI(Not applicable to IB) and in the case of scheduled overnight or other stops on through services, the cost of hotel accommodations may be borne by carrier.</p> <p>(3) (Applicable to RJ/OK only.) Fares include all meals and hotel accommodation when provided by the carriers from departure until arrival at airport of destination. Such hotel accommodation is not assumed beyond the time of the first reasonably scheduled connection after arrival at the connecting point but not in excess of 24 hours.</p> <p>(4) (Applicable to SV only) Saudia will not bear en-route expenses when the one-way fare applicable to the portion flown on its services is less than NUC 550 for all Normal F/C and J/C fares and NUC 450 for all other Y/C fares. However, notwithstanding the above, Saudia may absorb en-route expenses for passengers travelling on journeys wholly performed on Saudia services.</p> <p>(5) (Applicable to SV only) Saudia will not bear en-route expenses for passenger(s) holding all reduced rate tickets "TD, AD, IT individuals or group" (except when otherwise stated in the related resolutions or conditions) and for passengers holding CT, RTW, YZ Seamans tickets (except for unaccompanied minor).</p> <p>(6) (Applicable to SV only) Saudia will not bear hotel, meal or ground transportation expenses where connecting time is less than six hours.</p> <p>(C) <u>ARRANGEMENTS MADE BY CARRIERS</u></p> <p>(1) In making arrangements for hotel or other housing and board accommodation for passengers, or for other services requested by passengers, whether or not the cost of such arrangements are for the account of carrier, carrier acts only as agent for the passenger and carrier is not liable for loss, damage or expense incurred by the passenger as a result of, or in connection with, the use by the passenger of such accommodation or other service, or the denial of the use thereof to the passenger by any other person, company or agency.</p> <p>(2) (Applicable to SV only) Passenger must hold a single ticket or conjuncted tickets in the same currency with a confirmed space for onward journeys.</p> <p>(3) (Applicable to SV only) Saudia will not absorb en-route expenses at Abu-Dhabi, Amman, Bahrain, Doha, Dubai, Kuwait, Muscat and Sharjah.</p>
For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.	
ISSUED: February 21, 2011	EFFECTIVE: April 7, 2011

Airline Tariff Publishing Company, Agent
INTERNATIONAL PASSENGER RULES AND FARES TARIFF
 NO. IPG-1

4th Revised Page 46
 Cancels 3rd Revised Page 46

RULE	SECTION I - GENERAL RULES
40 C	<p>TAXES Any tax or other charge imposed by government authority and collectible from a passenger will be in addition to the published fares and charges. EXCEPTION: (Not applicable to [N]IIB and RO.) Transit taxes at connecting points will be borne by carrier in case of scheduled overnight or other stops on through services.</p>
41	<p>PREPLANNED OXYGEN SERVICE (Applicable to LY only)</p> <p>LY will provide in-flight oxygen service on all flights subject to the following conditions:</p> <ol style="list-style-type: none"> (1) Passenger will be required to give LY at least 72 hrs notice that in-flight oxygen will be needed. It will be the passenger's responsibility to make arrangements for oxygen service via other carriers involved in interline transportation. (2) Passengers on oxygen using our feeder flights and/or in transit that need oxygen must also make arrangements for an ambulance during the transit time. (3) Passenger's attending physician must obtain the approval of any LY medical officer as to the passenger's ability to travel and to determine the rate of oxygen flow to be maintained. (4) The charge for preplanned oxygen service will be CAD 105.00/USD 75.00 for travel between Tel Aviv and Europe and Tel Aviv and Kenya. For all other routes the charge will be CAD 138.00/USD 100.00. However, when bottles of more than 1400 liters are required, seats have to be blocked on some aircrafts, in which case the following extra seat charge will be applied. <ul style="list-style-type: none"> B737 2 Extra seats B757 2 Extra seats B747/400 2 Extra seats B747/200 No extra seats required, hence no extra charge applies. (5) Charge per seat will be 75 percent of the normal economy class OW fare but not more than the fare paid by the passenger for his own seat. However, in assessing the maximum charge per seat, IT/ZZ/ZS/CHD/CD/AD/SC fares shall not be considered. (6) The above charges apply per passenger from point of enplanement to the passengers' destination, point of stopover, or interline connection point, whichever occurs first. (7) When a passenger requires oxygen of 3200 liters or more, the charge for the oxygen will be doubled. (8) The charge for the oxygen service is not subject to any discounts. Payment of the oxygen service must be made directly to LY. Travel agents are not permitted to issue MCO's for the oxygen service.
<p>For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.</p>	
ISSUED: February 7, 2011	EFFECTIVE: March 24, 2011

Airline Tariff Publishing Company, Agent
INTERNATIONAL PASSENGER RULES AND FARES TARIFF
 NO. IPG-1

1st Revised Page 46-A
 Cancels Original Page 46-A

RULE	SECTION I - GENERAL RULES
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45	<p><u>ADMINISTRATIVE FORMALITIES, PASSPORTS, VISAS AND TOURIST CARDS</u></p> <p>(A) <u>COMPLIANCE WITH REGULATIONS</u> The passenger shall comply with all laws, regulations, orders, demands or travel requirements of the countries to be flown from, into or over, and with all rules, regulations and instructions of Carrier. Carrier shall not be liable for any aid or information given by any agent or employee of Carrier to any passenger in connection with obtaining necessary documents or complying with such laws, regulations, orders, demands, requirements or instructions, whether given orally or in writing; or for the consequences to any passenger resulting from his failure to obtain such documents or to comply with such laws, regulations, orders, demands, requirements or instructions.</p> <p>(B) <u>PASSPORTS AND VISAS</u> (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.</p> <p>(C) <u>CUSTOMS INSPECTION</u> If required, the passenger must attend inspection of his baggage, checked or unchecked, by customs or other government officials. Carrier accepts no responsibility toward the passenger if the latter fails to observe this condition. If damage is caused to carrier because of the passenger's failure to observe this condition, the passenger shall indemnify carrier therefor.</p> <p>(D) <u>GOVERNMENT REGULATION</u> No liability shall attach to carrier if carrier in good faith determines that what it understands to be applicable law, government regulation, demand, order or requirement requires that it refuse and it does refuse to carry a passenger.</p>
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50	<p><u>PREPLANNED OXYGEN SERVICE</u> (Applicable to LO only)</p> <p>(Applicable for transportation to/from the U.S.A.) Provided advance arrangements are made with the carrier, LO will provide pre-planned oxygen service to passengers subject to the following conditions: (A) LO receives a written statement signed by a licensed physician that specifies the maximum quantity of oxygen needed each hour and the maximum flow rate needed for the pressure altitude corresponding to the pressure in the cabin of the airplane under normal operated conditions. (B) Passenger will be required to give LO at least 48 hours notice that such oxygen will be needed. (C) LO will assess per flight coupon a charge of USD 50.00 for each oxygen bottle, or parts thereof, used by each passenger. This charge is not subject to any discount.</p>
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C51	<p>+{N}PREPLANNED OXYGEN SERVICE (Applicable to OA only)</p> <p>OA will provide in-flight oxygen service on all flights subject to the following conditions: (A) Passenger will be required to give OA a minimum of 72 hours notice that in-flight oxygen will be needed for all OA flights that the passenger has booked a reservation for. It will be the passenger's responsibility to make arrangements for oxygen service via other carriers involved in interline transportation. (B) OA will require a medical certificate, supplied by OA, to be filled out by the passenger's doctor that specifies the maximum quantity of oxygen needed each hour and the maximum flow rate needed for the pressure altitude corresponding to the pressure in the cabin of the airplane under normal operated conditions. (C) The charge for the preplanned oxygen will be as follows:</p> <table style="margin-left: 40px; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">OXYGEN SET FLOW</th> <th style="text-align: left;">RATE PER SET/PER SECTOR</th> </tr> </thead> <tbody> <tr> <td>210 LT</td> <td>110 EUR</td> </tr> <tr> <td>1080 LT</td> <td>135 EUR</td> </tr> <tr> <td>3286 LT</td> <td>173 EUR</td> </tr> </tbody> </table> <p>(D) The rate for oxygen is not subject to discount and it is not commissionable. (E) The rates for oxygen will be subject to a periodic review.</p>	OXYGEN SET FLOW	RATE PER SET/PER SECTOR	210 LT	110 EUR	1080 LT	135 EUR	3286 LT	173 EUR
OXYGEN SET FLOW	RATE PER SET/PER SECTOR								
210 LT	110 EUR								
1080 LT	135 EUR								
3286 LT	173 EUR								

† - Effective June 22, 2002 for transportation to/from the U.S. only.

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: June 21, 2002	EFFECTIVE: August 5, 2002	(Except as Noted)
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RULE	SECTION I - GENERAL RULES
55	<p><u>LIABILITY OF CARRIERS PART A</u> (Not applicable to LO)</p> <p>(A) <u>SUCCESSIVE CARRIERS</u> Carriage to be performed under one ticket or under a ticket and any conjunction ticket issued in connection therewith by several successive carriers is regarded as a single operation.</p> <p>(B) <u>LAWS AND PROVISIONS APPLICABLE</u> (Not applicable to KU/GF)</p> <p>(1) Carriage hereunder is subject to the rules and limitations relating to liability established by the Convention (see Rule 1 (DEFINITIONS), herein) unless such carriage is not "international carriage" as defined by the Convention.</p> <p>(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:</p> <p>(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;</p> <p>(b) provisions set forth in the passenger's ticket;</p> <p>(c) applicable tariffs; and</p> <p>(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.</p> <p>(3) Carrier's name may be abbreviated in the ticket and carrier's address shall be the airport of departure shown opposite the first abbreviation of carrier's name in the ticket, and for the purpose of the Convention, the agreed stopping places are those places, except the place of departure and the place of destination, set forth in the ticket and any conjunction ticket issued therewith or as shown on carrier's timetable as scheduled stopping places on the passenger's route. A list giving the full name, and its abbreviation of each carrier concurring in this tariff is set forth in the List of Participating Carriers.</p> <p>(4) (Applicable to †INJAT/IB/MA/MS/OA/PK/RO/SU/SV) For the purpose of international carriage governed by the Montreal Convention, the liability rules set out in the Montreal Convention are fully incorporated herein and shall supersede and prevail over any provisions of this tariff which may be inconsistent with those rules.</p> <p>(C) <u>LAWS AND PROVISIONS APPLICABLE</u> (Applicable to KU only) Warsaw Convention. The Carrier agrees in accordance with Article 22 (1) of the Convention for the Unification of Certain Rules Relating to International Transportation by air signed at Warsaw, October 12, 1929 or where applicable, that Convention as amended by the Protocol signed at The Hague on September 28, 1955 ("the Convention") that, as to all international carriage or transportation hereunder as defined in the Convention:</p> <p>(1) The Carrier 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.</p> <p>(2) The Carrier shall not avail itself of any defense under Article 20(1) of the Convention with respect to that portion of such claim which does not exceed 100,000 Special Drawing Rights (SDR's).</p> <p>(3) Except as otherwise provided in paragraphs (a) and (b) hereof, the Carrier reserves all defenses available under the Convention to such claims. With respect to Third parties, the Carrier reserves all rights of recourse against any other person, including without limitation, rights of contribution and indemnity.</p> <p>(4) The Carrier agrees that subject to applicable law recoverable compensatory damages for such claims may be determined by reference to the law of the domicile or permanent residence of the passenger.</p> <p><u>NOTE 1:</u> Paragraph (C) shall expire as provided in DOT Order 97-1-2 and be replaced in accordance with any final action or order of that Department entered in Docket OST-96-1607.</p> <p><u>NOTE 2:</u> Other Persons Nothing herein shall be deemed to affect the rights and liability of the Carrier with regard to any claims brought by, on behalf, or in respect of any person who has willfully caused damage which resulted in death, wounding, or other bodily injury of a passenger.</p> <p>(5) For the purpose of international carriage governed by the Montreal Convention, the liability rules set out in the Montreal Convention are fully incorporated herein and shall supersede and prevail over any provisions of this tariff which may be inconsistent with those rules.</p>
(Continued on next page)	
For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.	
ISSUED: November 4, 2011	EFFECTIVE: December 19, 2011 (Except as Noted)

† - Effective November 5, 2011 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 60825.

RULE

SECTION I - GENERAL RULES

55

LIABILITY OF CARRIERS (Continued)(D) LIMITATION OF LIABILITY (Not applicable to KU/GF)

Except as the Convention or other applicable law may otherwise require:

- (1) Carrier is not liable for any loss or claim of whatsoever nature (hereinafter in this tariff collectively referred to as "damage" arising out of or in connection with carriage or other services performed by carrier incidental thereto; unless such damage is proved to have been caused by the negligence or willful fault of carrier and there has been no contributory negligence of the passenger.
- (2) Under no circumstances will carrier be liable for damage to unchecked baggage not attributed to negligence of carrier. Assistance rendered to the passenger by carrier's employees in loading, unloading or transshipping unchecked baggage shall be considered as gratuitous service to the passenger.
- (3) Carrier is not liable for any damage directly and solely arising out of its compliance with any laws or with governmental regulations, orders or requirements, or from failure of the passenger to comply with same, or out of any cause beyond the carrier's control.
- (4) (Not applicable to OK/LY) The carrier shall avail itself of the limitation of liability provided in the Convention for the Unification of Certain Rules Relating to International Carriage by Air signed at Warsaw, October 12, 1929, or provided in the said Convention as amended by the protocol signed at the Hague, September 28, 1955. However, in accordance with Article 22 (1) of said Convention or said Convention amended by said protocol, the carrier agrees that, as to all international transportation by the carrier as defined in the said Convention or said Convention as amended by said protocol, which, according to the contract of carriage, includes a point in the United States of America as a point of origin, point of destination, or agreed stopping place:
- (a) (Not applicable to SU/LY) The limit of liability for each passenger for death, wounding, or other bodily injury shall be (not applicable to IB) the sum of USD 75,000.00, (Applicable to IB), the dollar equivalent of [C]113,100 Special Drawing Rights inclusive of legal fees and costs, except that, in case of a claim brought in a State where provision is made for separate award of legal fees and costs, the limit shall be the sum of USD 58,000.00 exclusive of legal fees and costs.
- (b) (Not applicable to SU/LY) The carrier shall not, with respect to any claim arising out of the death, wounding or other bodily injury of a passenger, avail itself of any defense under Article 20(1) of said Convention or said Convention as amended by said protocol. Nothing herein shall be deemed to affect the rights and liabilities of the carrier with regard to any claim brought by, or on behalf of or in respect of any person who has willfully caused damage which resulted in death, wounding or other bodily injury of a passenger.
- (5) (Not applicable to OK) Carrier shall avail itself of the limitation of liability to passengers as provided in the Convention, and in the international transportation of passengers, except as provided in (C)(4)(a) above, the liability of the carrier for personal injury or death of each passenger shall be limited to the sum of 125,000 French Gold Francs (USD 10,000.00) (CAD 10,000.00) or 250,000 French Gold Francs (USD 20,000.00) (CAD 20,000.00) if the Hague Protocol Amendment of the convention is applicable.
- EXCEPTION: (Applicable to LY only) In accordance with Article 22(1) of the Convention, the following conditions apply to the liability of LY for damage sustained in the event of death or wounding of a passenger if the accident which caused the damage took place on board an aircraft or during any of the operations of embarking or disembarking:
- (a) The limit of liability for death, wounding or other bodily injury under Article 22(1) of the Convention or under any equivalent applicable law is waived.
- (b) No defense shall be relied upon by LY under Article 20 of the Convention or under any equivalent applicable law in respect to any portion of a claim which does not exceed 100,000 Special Drawing Rights.
- (c) LY agrees to pay interim compensation subject to the following terms and conditions:
- (i) The recipient must be a natural person.
- (ii) The recipient must be entitled to compensation under applicable laws.
- (iii) Payments will be made only in respect of immediate economic needs.
- (iv) The amount of a payment will be proportional to the economic hardship being suffered by the recipient in consequence of the death, wounding or bodily injury save that, in the case of death, it will not be less than the equivalent of 15,000 Special Drawing Rights per passenger.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: February 4, 2011

EFFECTIVE: March 21, 2011

RULE	SECTION I - GENERAL RULES
55	<p><u>LIABILITY OF CARRIERS</u> (Continued)</p> <p>(D) <u>LIMITATION OF LIABILITY</u> (Not applicable to KU/GF) (Continued)</p> <p>(5) (Continued)</p> <p><u>EXCEPTION 1:</u> (Continued)</p> <p>(c) (Continued)</p> <p>(v) Payment will be made not later than 15 days after the identity of the person entitled to compensation has been established under applicable laws.</p> <p>(vi) No person will be eligible to receive a payment if he or she or the passenger to whom the payment relates caused or contributed to the damage to which the payment relates by his or her negligence.</p> <p>(vii) All payments will be made subject to the condition that they will be returned to LY on proof that recipient has ceased to be able to comply at all times with (ii) or he or she or the passenger to whom the payment relates caused or contributed to the damage to which the payment relates.</p> <p>(viii) Payments will be off-set by LY against any subsequent sums paid in respect of LY's liability under applicable laws.</p> <p>(ix) Subject to payment of the minimum sum specified in (iv) in respect of death, a payment will not exceed the maximum damages for which LY may be liable to pay the recipient under (a) or (5).</p> <p>(x) The making of a payment shall not constitute recognition of liability by LY.</p> <p>(xi) No payment will be made unless a recipient gives LY a signed receipt in respect thereof which acknowledges the applicability of (vii) and (viii).</p> <p>(xii) Save to the extent in conflict with any applicable law, and subject to payment of the minimum sum specified in (iv) in respect of death, LY's decision in relation to the amount of a payment shall be final and binding on the recipient.</p> <p>(d) Nothing in this tariff shall waive any exclusion or limitation of liability or defense available to LY under the Convention or applicable laws in relation to death, wounding or other bodily injury as against any public social insurance body or similar body or any person (except with respect to any such bodies of the United States) who is liable to paid compensation or has paid compensation in respect of such death, wounding or other bodily injury.</p> <p>(e) If, in the case of passengers who purchased their tickets in the European Community and/or the European Economic Area, there is a conflict between (5) and Articles 3 or 5 of EC Regulation 2027/97 (on air carrier liability in the event of accidents), the conflicting provisions of that EC Regulation will prevail and apply in this tariff.</p> <p><u>EXCEPTION 2:</u> (Applicable to IX/TK only)</p> <p>(i) In accordance with article 22 (1) of the Convention for the Unification of Certain Rules Relating to International Transportation by Air signed at Warsaw, October 12, 1929 or said Convention as amended by the Protocol signed at the Hague on September 25, 1955 („the Protocol“), IX/TK agrees that, as to all international transportation by OK/IN/TK as defined in the said convention or said Convention as amended by said Protocol, which, according to the Contract of Carriage, includes a point in the United States of America as a point of origin, point of destination, or agreed stopping place, IX/TK 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.</p> <p>(ii) IX/TK shall not avail itself of any defense under article 20 (1) of the Convention with respect to that portion of such claim which does not exceed 100,000 Special Drawing Rights.</p> <p>(iii) Except as otherwise provided in paragraphs a) and b) hereof, IX/TK reserves all defenses available under the Convention to any such claim. With respect to third parties, IX/TK also reserves all rights of recourse against any other person including, without limitation, rights of contribution and indemnity.</p>

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For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: May 21, 2009

EFFECTIVE: July 5, 2009

RULE	SECTION I - GENERAL RULES
55	<p><u>LIABILITY OF CARRIERS</u> (Continued)</p> <p>(D) <u>LIMITATION OF LIABILITY</u> (Not applicable to KU/GF) (Continued)</p> <p>(5) (Continued)</p> <p><u>EXCEPTION 2:</u> (Continued)</p> <p>(iv) Neither the waiver of limits nor the waiver of defenses 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 defenses under Article 20 (1) of the Convention.</p> <p><u>NOTE:</u> In the United States, Paragraph C (5) of Rule 55 shall expire upon any final action of the Department of Transportation which does not make provision for tariffs identical to that paragraph.</p> <p>(6) (Applicable to OK only) For the purpose of international transportation governed by the Montreal Convention, the liability rules set out in the Montreal Convention are fully incorporated herein and shall supersede and prevail over any provisions of this tariff which may be inconsistent with those rules.</p> <p>(a) In the international transportation of passengers OK's liability follows the Montreal Convention of May 28, 1999. There is no financial limit to the liability for passengers' death or bodily injury.</p> <p><u>EXCEPTION:</u> (i) For damages up to [I]113,100 SDR (approximately EUR [I]125,000), the carrier cannot contest claims for compensation. Above that amount, the carrier can defend itself against a claim by proving that it was not negligent or otherwise at fault.</p> <p>(ii) Except as otherwise provided in paragraphs a) and b) hereof, OK reserves all defenses available under the convention to any such claim. With respect to third parties, OK also reserves all rights of recourse against any other person including, without limitation, rights of contribution and indemnity.</p> <p><u>NOTE:</u> In the United States this paragraph shall expire upon any final action of the Department of Transportation which does not make provision for tariffs identical to that paragraph.</p> <p>(b) In case of passenger delay, the carrier is liable for damage unless it took all reasonable measures to avoid the damage or it was impossible to take such measures. The liability for passenger delay is limited to [I]4,694 SDR (approximately EUR 5,000, [N]USD 7,500).</p> <p>(c) The carrier is liable for destruction, loss or damage to baggage up to [I]1,131 SDR (approximately EUR 1,200, USD [N]1,800). In the case of checked baggage, it is liable even if not at fault, unless the baggage was defective. In the case of unchecked baggage, the carrier is liable only if at fault. If the baggage has not been insured for its full value the passenger can benefit from a higher liability limit by making a special declaration at the latest at check-in and by paying a supplementary fee.</p> <p>(7) (Not applicable to OK) In any event, liability of carrier for delay of passenger shall not exceed the limitation set forth in the Convention.</p> <p>(8) (Not applicable to OK) Any liability of carrier is limited to 250 French Gold Francs, USD 20.00, CAD 20.00, per kilogram in the case of checked baggage, and 5,000 French Gold Francs, USD 400.00, CAD 400.00, per passenger in the case of unchecked baggage or other property, unless a higher value is declared in advance and additional charges are paid pursuant to carrier's tariff. In that event, the liability of carrier shall be limited to such higher declared value. In no case shall the carrier's liability exceed the actual loss suffered by the passenger. All claims are subject to proof of amount of loss.</p> <p>(9) (Not applicable to OK) In the event of delivery to the passenger of part but not all of his checked baggage (or in the event of delivery to the passenger of part but not all of such baggage) the liability of the carrier with respect to the not delivered (or damaged) portion shall be reduced proportionately on the basis of weight, notwithstanding the value of any part of the baggage or contents thereof.</p> <p>(10) (Applicable to AT, BG, IB, LY, MA, OA, PK and RJ only) For purposes of determining the limitation of liability under the convention with respect to passenger baggage acceptable for checking under (applicable to OA only Rule 115) Rules 115, 116 and 118 (BAGGAGE) herein, the weight of each piece of such baggage shall be deemed to be the maximum allowable weight for each piece of such baggage under the rule, unless the actual weight is stated on the baggage check.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: March 4, 2010 EFFECTIVE: April 18, 2010

RULE	SECTION I - GENERAL RULES
55	<p><u>LIABILITY OF CARRIERS</u> (Continued)</p> <p>(D) <u>LIMITATION OF LIABILITY</u> (Not applicable to KU/GF) (Continued)</p> <p>C [C](11) (Applicable to RJ and SU only) With respect to any claim arising out of the death, wounding, or other bodily injury of a passenger, the carrier shall not, for the portion of such claim which does not exceed the sum of USD 75,000.00; inclusive of legal fees and costs (or USD 58,000.00, exclusive of legal fees and costs) avail itself any defense under Article 20 (1) of said Convention or said Convention as amended by said Protocol.</p> <p>C [C](12) Carrier is not liable for damage to a passenger's baggage caused by property contained in the passenger's baggage. Any passenger whose property caused damaged to another passenger's baggage or to the property of carrier shall indemnify carrier for all losses and expenses incurred by carrier as a result thereof.</p> <p>C [C](13) <u>Liability for Fragile, Irreplaceable or Perishable Articles</u> Carrier is not liable for loss, damage to or delay in the delivery of (via OK: Art) fragile or perishable articles, (via OK: medicines, keys, cheques, credit cards), money, jewelry, (via OK: and articles made of precious metals), silverware, negotiable papers, (via OK: electronic devices), securities or other valuables, business documents or samples which are included in the passenger's checked baggage, whether with or without the knowledge of carrier.</p> <p>C [C](14) Carrier will refuse to accept any articles which do not constitute baggage as such term is defined herein, but if delivered to and received by carrier, such articles shall be deemed to be within the baggage valuation and limit of liability and shall be subject to the published rates and charges of carrier.</p> <p>C [C](15) <u>Liability - Services of Other Airlines</u> (a) A carrier issuing a ticket or checking baggage for carriage over the lines of others does so only as agent. (b) No carrier shall be liable for the delay of a passenger, or the loss, damage or delay of unchecked baggage, not occurring on its own line; and no carrier shall be liable for the loss, damage or delay of checked baggage not occurring on its own line, except that the passenger shall have a right of action for such loss, damage or delay on the terms herein provided against the first carrier or the last carrier under the agreement to carry. (c) No carrier shall be liable for the death or injury of a passenger not occurring on its own line (See NOTE). NOTE: Except to the extent provided in paragraph (D)(4) and the exception to paragraph (D)(5) and, ([N]applicable to OK only (D)(6)) above, rules affecting liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States, and paragraph (D)([C]15)(c) is included herein as part of the tariff filed with governments other than United States and not as part of IPG-1 tariff NTA(A) No. 530 NTA(A) No. 324, issued by Airline Tariff Publishing Company, Agent filed with the Department of Transportation and the Canadian Transport Commission (A).</p> <p>C [C](16) Carrier shall not be liable in any event for any consequential or special damage arising from carriage subject to this tariff, whether or not carrier had knowledge that such damages might be incurred.</p> <p>C [C](17) Whenever the liability of carrier is excluded or limited under these conditions, such exclusion or limitation shall apply to agents, servants or representatives of the carrier and also any carrier whose aircraft is used for carriage and its agents, servants or representatives.</p>

(Continued on next page)

For provisions of Rule 55 (D)(11) through (17) in effect prior to the effective date, see 77th Revised Page 48-B.

For provisions of Rule 55 (E) and (F) previously published on 1st Revised Page 48-C, see Original Page 48-D.

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: May 21, 2009

EFFECTIVE: July 5, 2009

RULE	SECTION I - GENERAL RULES
55	<p><u>LIABILITY OF CARRIERS</u> (Continued)</p> <p>(E) <u>LIMITATION OF LIABILITY</u> (Applicable to KU only) Except as provided in paragraph (B) above, or other applicable law may otherwise require:</p> <p>(1) Carrier is not liable for any death, injury, delay, loss, or other damage of whatsoever nature (hereinafter in this tariff collectively referred to as "damage") to passengers or unchecked baggage arising out of or in connection with carriage or other services performed by carrier incidental thereto, unless such damage is caused by the negligence of carrier. Assistance rendered to the passenger by carrier's employees in loading, unloading, or transshipping baggage shall be considered as gratuitous service to the passenger.</p> <p>(2) Carrier is not liable for any damage directly and solely arising out of its compliance with any laws, government regulations, orders, or requirements or from failure of passenger to comply with same, or out of any cause beyond carrier's control. Any liability of carrier is limited to \$20.00 (250 French gold francs, consisting of 65 1/2 milligrams of gold with a fineness of nine hundred thousandths) per kilogram in the case of checked baggage and \$400.00 (5,000 French gold francs) per passenger in the case of unchecked baggage or other property, unless a higher value is declared in advance and additional charges are paid pursuant to carrier's regulations. In that event the liability of the carrier shall be limited to such higher declared value. In no case shall the carrier's liability exceed the actual loss suffered by the passenger. All claims are subject to proof of amount of loss. The foregoing limitation shall not apply when the passenger can prove that the carrier has failed to comply with the notice provisions of Section 221.176 of Part 221 of the Civil Aeronautics Board's Economic Regulations.</p> <p>(3) The owner of a pet shall be responsible for compliance with all governmental regulations and restrictions, including furnishing valid health and rabies vaccination certificates when required. Carrier will not be liable for loss or expense due to the passenger's failure to comply with this provision, and carrier will not be responsible if any pet is refused passage into or through any country, state or territory.</p> <p>(a) Carrier will not knowingly accept any articles which do not constitute baggage as such term is defined herein, but if delivered to and received by carrier, the carrier is not liable for loss, damage to, or delay in the delivery of any such articles.</p> <p>(b) Carrier shall not be liable for damage to fragile or unsuitably packed items or packed items or for damage or delay to perishable items or for the loss of unsuitably or inadequately packed items when such damage, delay or loss occurs after completion of a Limited Release tag as set forth in Rule 118.</p> <p>(F) <u>LIMITATION OF LIABILITY</u> (Applicable to GF only)</p> <p>(1) In accordance with Article 22(1) of the Convention for Unification of Certain Rules Relating to International Transportation by Air signed at Warsaw, October 12, 1929 or said Convention as amended by the Protocol signed at The Hague on 25 September 1955 ("the Protocol"), GF agrees that, as to all international transportation as defined in the said Convention or said Convention as amended by said Protocol, which, according to the Contract of Carriage, includes a point in the United States of America as a point of origin, point of destination, or agreed stopping place:</p> <p>(a) GF 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;</p> <p>(b) GF shall not avail itself of any defense under Article 20(1) of the Convention with respect to that portion of such claim which does not exceed 100,000 SDRs;</p> <p>(c) Except as otherwise provided in paragraphs (a) and (b) hereof, GF reserves all defenses available under the Convention to any such claim. With respect to third parties, GF also reserves all rights of recourse against any other person, including without limitation, rights of contribution and indemnity;</p> <p>(d) Neither the waiver of limits nor the waiver of defenses 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 defenses under Article 20(1) of the Convention.</p> <p><u>NOTE:</u> In the United States, Paragraph (C)(6) 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)(6), or in accordance with any Order of the Department.</p>
(Continued on next page)	
For provisions of Rule 55 (E) and (F) in effect prior to the effective date hereof, see 1st Revised Page 48-C.	
For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.	
ISSUED: May 21, 2009	EFFECTIVE: July 5, 2009

RULE	SECTION I - GENERAL RULES
55	<p><u>LIABILITY OF CARRIERS</u> (Continued)</p> <p>C (G) <u>GRATUITOUS TRANSPORTATION</u> †(N)(Not Applicable to GF)</p> <p>(1) Gratuitous transportation by carrier of persons as hereinafter described shall be governed by all the provisions of this rule, except subparagraphs (2) and (3) below and which follow, and by all other applicable rules of this tariff.</p> <p>(a) Transportation of persons injured in aircraft accidents on the lines of carriers and physicians and nurses attending such persons.</p> <p>(b) Transportation of persons, the object of which is that of providing relief in general epidemics, pestilence or other calamitous visitation.</p> <p>(c) Transportation of persons, which is required by and authorized pursuant to Part 223 of the Economic Regulations of the Department of Transportation.</p> <p>(d) Transportation of persons which is subject to the Convention.</p> <p>(e) Transportation of officers, employees and servants of carrier traveling in the course of their employment and in the furtherance of carrier's business.</p> <p>(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 in paragraphs (A) through (C) above to the contrary notwithstanding) under any circumstances whether of its own negligence or that of its officers, agents, representatives or employees, or otherwise, and the person using such free transportation on behalf of himself, his heirs, legal representatives, defendants and other parties in interest, and their representatives assignees, releases and agrees to indemnify carrier, its officers, agents, representatives and employees from all liability (including cost and expenses), for any and all delay, and for failure to complete passage, and from any and all loss or damage to the property of such person.</p> <p>(3) Except in respect of gratuitous transportation of persons described in paragraph (D)(1) above, carrier in furnishing gratuitous transportation shall not be liable (the provisions in paragraph (A) through (C) to the contrary notwithstanding) under any circumstances whether of its own negligence or that of its officers, agents, representatives or employees, or otherwise, and the person using such free transportation, on behalf of himself, his heirs, legal representatives, defendants and other parties in interest, and their representatives assignees, releases and agrees to indemnify carrier, its officers, agents, representatives and employees from all liability (including cost and expenses) for any and all death or injury, to such person (See NOTE).</p> <p>NOTE: Except to the extent provided in paragraph (C)(4) above, rules affecting liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States, and paragraph (D)(3) is included herein as part of the tariff filed with governments other than the United States and not as part of IPG-1 tariff C.A.B. No. 530, C.T.C. (A) No. 324 issued by Airline Tariff Publishing Company, Agent, filed with the Department of Transportation and Canadian Transport Commission (A).</p> <p>C (H) <u>TIME LIMITATIONS ON CLAIMS AND ACTIONS</u> (Not applicable to KU/†(NIGF)</p> <p>(1) No action shall lie in the case of damage to baggage unless the person entitled to delivery complains to an office of carrier forthwith after the discovery of the damage, and, at the latest, within (7) days from the date of receipt, and in the case of delay or loss, unless the complaint is made at the latest within twenty-one (21) days for all carriers from the date on which the baggage has been placed at his disposal (in the case of delay) or should have been placed at his disposal (in the case of loss). Every complaint must be in writing and dispatched within the times aforesaid. Where carriage is not "international carriage" as defined in the Convention, failure to give notice shall not be a bar to suit where claimant proves that:</p> <p>(a) it was not reasonably possible for him to give such notice, or</p> <p>(b) that notice was not given due to fraud on the part of carrier, or</p> <p>(c) the management of carrier had knowledge of damage to passenger's baggage.</p> <p>(2) Any right to damages against carrier shall be extinguished unless an action is brought within two (2) years reckoned from the date of arrival at the destination or from the date on which the aircraft ought to have arrived, or from the date on which the carriage stopped.</p>
(Continued on next page)	
For Rule 55(F)(3) and (G) shown in effect hereon, see Rule 55(D)(3) and (E) 8th Revised Page 50.	
For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.	
ISSUED: March 17, 1999	EFFECTIVE: May 16, 1999 (Except as Noted)

† - Effective March 18, 1999 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 48167.

RULE	SECTION I - GENERAL RULES
55	<p><u>LIABILITY OF CARRIERS</u> (Continued)</p> <p>C (I) <u>TIME LIMITATIONS ON CLAIMS AND ACTIONS</u> (Applicable to KU+INIGF)</p> <p>(1) No action shall lie in the case of damage to baggage unless the person entitled to delivery complains to the carrier forthwith after the discovery of the damage, and, at the latest, within seven days from the date of receipt, and in the case of delay or loss, complaint must be made at the latest within 21 days from the date on which the baggage has been placed at his disposal (in the case of delay) or should have been placed at his disposal (in the case of loss). Every complaint must be made in writing and dispatched within the time aforesaid. Where carriage is not "international carriage" as defined in the Convention, failure to give notice shall not be a bar to suit where claimant proves that (a) it was not reasonably possible for him to give such notice, or (b) that notice was not given due to fraud on the part of carrier, or (c) the management of carrier had knowledge of damage to passenger's baggage.</p> <p>(2) Any right to damages against carrier shall be extinguished unless an action is brought within two years reckoned from the date of arrival at the destination or from the date on which the aircraft ought to have arrived, or from the date on which the carriage stopped.</p> <p>C (J) <u>OVERRIDING LAW, MODIFICATION AND WAIVER</u></p> <p>(1) <u>Overriding Law</u> (Not applicable to KU+INIGF) 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.</p> <p>C (2) <u>Overriding Law</u> (Applicable to KU+INIGF) Insofar as any provision contained or referred to in the ticket or in this tariff may be contrary to a law, government regulation, order or requirement which severally cannot be waived by agreement of the parties, such provision shall remain applicable and be considered as part of the contract of carriage to the extent only that such provisions is not contrary thereto. The invalidity of any provision shall not affect any other part.</p> <p>(3) <u>Modification and Waiver</u> No agent, servant or representative of carrier has authority to alter, modify or waive any provisions of the contract of carriage of this tariff.</p>

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: March 17, 1999

EFFECTIVE: May 16, 1999

(Except
as Noted)

RULE	SECTION I - GENERAL RULES
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55	<p>LIABILITY OF CARRIERS PART B (Applicable to LO only) <u>AIR CARRIER LIABILITY FOR PASSENGERS AND THEIR BAGGAGE</u></p> <p>(A) <u>BASIS FOR THE INFORMATION</u> The basis for the rules described below is the Montreal Convention of May 28, 1999, which is implemented in the Community by Regulation (EC) No. 2027/97 (as amended by Regulation (EC) No. 889/2002) and national legislation of the Member States.</p> <p>(B) <u>COMPENSATION IN THE CASE OF DEATH OR INJURY</u> There are no financial limits to the liability for passenger injury or death. For damages up to †I1113,100 SDRs (approximately EUR 123.00) the air carrier cannot contest claims for compensation. Above that amount, the air carrier can defend itself against a claim by proving that it was not negligent or otherwise at fault.</p> <p>(C) <u>ADVANCE PAYMENTS</u> If a passenger is killed or injured, the air carrier must make an advance payment, to cover immediate economic needs, within 15 days from the identification of the person entitled to compensation. In the event of death, this advance payment shall not be less than 16.000 SDRs (approximately EUR 20.000).</p> <p>(D) <u>DELAYS IN PASSENGERS' CARRIAGE</u> In case of delays in passengers' carriage, the air carrier is liable for damage unless it took all reasonable measures to avoid the damage or it was impossible to take such measures. The liability for passenger delay is limited to †I114,694 SDRs (approximately EUR 5.100).</p> <p>(E) <u>BAGGAGE DELAYS</u> In case of baggage delay, the air carrier is liable for damage unless it took all reasonable measures to avoid the damage or it was impossible to take such measures. The liability for baggage delay is limited to †I111,131 SDRs (approximately EUR 1.230).</p> <p>(F) <u>DESTRUCTION, LOSS OR DAMAGE TO BAGGAGE</u> The air carrier is liable for destruction, loss or damage to baggage up to †I111,131 SDRs (approximately EUR 1.230). In the case of checked baggage, it is liable even if not at fault, unless the baggage was defective. In the case of unchecked baggage, the carrier is liable only if at fault.</p> <p>(G) <u>HIGHER LIMITS FOR BAGGAGE</u> A passenger can benefit from a higher liability limit by making a special declaration at the latest at check-in and by paying a supplementary fee.</p> <p>(H) <u>COMPLAINTS ON BAGGAGE</u> If the baggage is damaged, lost or destroyed, the passenger must write and complain to the air carrier as soon as possible. In the case of damage to checked baggage, the passenger must write and complain within seven days, and in the case of delay within 21 days, in both cases from the date on which the baggage was placed at the passenger's disposal.</p> <p>(I) <u>LIABILITY OF CONTRACTING AND ACTUAL CARRIERS</u> If the air carrier actually performing the flight is not the same as the contracting air carrier, the passenger has the right to address a complaint or to make a claim for damages against either. If the name or code of an air carrier is indicated on the ticket, that air carrier is the contracting air carrier.</p> <p>(J) <u>TIME LIMIT FOR ACTION</u> Any action in court to claim damages must be brought within two years from the date of arrival of the aircraft, or from the date on which the aircraft ought to have arrived.</p> <p>(K) <u>ADDITIONAL INFORMATION</u> For an airline journey to be covered by the Montreal Convention, it must be either (i) a round-trip journey from a country that has ratified Montreal Convention or (ii) a one-way journey in which both the country of origin and the country of destination have both ratified Montreal Convention. Otherwise, in most cases, the Warsaw Convention will still be applicable.</p> <p>The information included herein may not give rise to indemnity claims or be the grounds for interpreting the law being currently in force. Its intended purpose is merely to remind the passengers about their more important rights and the conditions of the carrier's liability.</p> <p>If your journey also involves carriage by other airlines, you should contact them for information on their limits of liability.</p>
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For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: March 9, 2010	EFFECTIVE: April 23, 2010	(Except as Noted)
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† - Effective March 10, 2010 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 54846.

RULE SECTION I - GENERAL RULES

60 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 reservation.

(B) CONDITIONS OF RESERVATIONS

(1) 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.

EXCEPTION 1: (Applicable to LY only) A reservation for space on a given flight is valid when the availability and allocation of such space are confirmed by a reservation agent of the carrier and entered in the reservation control system. Subject to payment or satisfactory credit arrangement, a validated ticket will be issued by the carrier indicating such confirmed space; provided that such reservation is subject to cancellation by the carrier if the passenger has not complied with the airport check-in limit set forth in Paragraph (E) below.

EXCEPTION 2: (Applicable to AT, BG, [X], OA, RJ and MA only)

(a) A reservation of space on a given flight is valid when the availability and allocation of such space is confirmed by a reservation agent of the carrier and entered in the:

- (i) (Applicable to AT only) master reservation control;
- (ii) [X]
- (iii) (Applicable to BG, OA and RJ only) carrier's computer so that a record of the confirmed space is reflected in the carrier's reservation system;
- (iv) (Applicable to MA only) reservation system;
- (v) (Applicable to RJ) carrier's computer system so that a record of the confirmed space is reflected in the carrier's reservation system. RJ computer status constitutes only legal status of passenger reservation.

(b) Subject to payment or satisfactory credit arrangement:

- (i) (Not applicable to MA) A validated ticket will be issued by the carrier indicating such confirmed space provided the passenger applies to carrier for such ticket before the expiration of the time agreed upon between the carrier and the passenger when the reservation was confirmed. However, if airport ticketing was agreed upon, at least 90 minutes prior to the scheduled departure time of the flight.
- (ii) (Applicable to MA only) Subject to compliance with the payment provisions of paragraph (J) below, a validated ticket will be issued to the passenger by the carrier or agent of the carrier indicating such confirmed space provided the passenger applies for such ticket prior to the expiration of the time limits prescribed in paragraph (J) below.

(c) If the reservation is made within two days of the departure of the flight, the ticket must be issued not later than 90 minutes prior to the scheduled departure time of the flight.

(d) Such reservation of space is subject to cancellation by the carrier without notice if the passenger has not obtained a validated ticket specifying thereon his/her confirmed reserved space by the time limit:

- (i) (Not applicable to MA) Agreed upon between the carrier and the passenger.
- (ii) (Applicable to MA only) Prescribed in paragraph (J) below.

(e) [X]

(f) In the event that the number of persons presenting themselves with confirmed reservations for carriage on a flight exceeds the number of seats available, those passengers with confirmed reservations who are not accommodated will be subject to Rule 87 (DENIED BOARDING COMPENSATION) herein.

(g) (Applicable to BG, [X], OA and RJ only) Carrier does not guarantee allocation of any particular space (seat) in the aircraft.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: February 10, 2011

EFFECTIVE: March 27, 2011

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NO. IPG-1

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RULE

SECTION I - GENERAL RULES

60

RESERVATIONS (Continued)(B) CONDITIONS OF RESERVATIONS (Continued)

(1) (Continued)

EXCEPTION 3: (Applicable to BG/PK only) Reservations shall be tentative unless and until carrier has issued a validated ticket or exchange 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.

EXCEPTION 4: (Applicable to NS only) 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 NS and entered into carrier's computer or a record which has been prepared to adjust seat inventory on said flight (non-mechanized offices)

(i) Subject to payment or other satisfactory credit arrangement and compliance with the payment provisions of Paragraph (E) of this rule, a validated ticket will be issued to the passenger by the carrier or agent of the carrier indicating such confirmed space provided the passenger applies for such ticket prior to the expiration of the time limits prescribed in Paragraph (E) of this rule. Such reservation of space is subject to cancellation by the carrier without notice if the passenger has not applied to the carrier or agent of the carrier for a validated ticket specifying thereon the confirmed reserved space prior to the time limits prescribed in Paragraph (E) of this rule.

NOTE: If the passenger agrees to apply to the carrier or agent of the carrier for a validated ticket indicating such reserved space at a time earlier than the limits specified in Paragraph (E) of this rule such earlier time limit will be entered into the carrier's reservation system. The reservation space of passenger is subject to cancellation without notice if the passenger has not applied to the carrier or agent of the carrier for a validated ticket specifying thereon the confirmed space prior to the agreed time in advance of the scheduled departure of the flight to which such reservation applies.

(ii) In the event that the number of persons presenting themselves with confirmed reservations for carriage on a flight exceeds the number of seats available, those passengers with confirmed reservations who are not accommodated will be subject to Rule 87 (DENIED BOARDING COMPENSATION).

EXCEPTION 5: (Applicable to GF and †(NICY only) A reservation for space on a given flight will be valid under the following conditions:

(a) The space is confirmed by an authorized Agent of the carrier and entered in the Reservation Control System.

(b) The ticket is issued or validated prior to the carrier ticketing time limit expiry.

(c) The passenger travel documents are valid for travel at the Ticketing Time and at flight departure.

(d) The payment or accepted credit arrangement is made prior to the expiry of the time limit or as agreed by the carrier and arranged for ticket collection on departure before the carrier's official airport reporting time for the flight.

(e) Carrier may accept reservations of space for specific flights in excess of available space on board the aircraft. The number of excess reservations planned by the carrier for a particular flight is based on the anticipated booking pattern for such flight. The determination of this pattern takes into consideration current conditions which may affect the expected utilization of space on the flight as well as historical factors such as the rate of late cancellations for the flight, failure of persons with confirmed reservations to show for the flight and the absence of any record for certain reservations in the carrier's inventory of the flight.

(f) In the event that the number of persons presenting themselves with confirmed reservations for carriage on a flight exceeds the number of seats available, those passengers with confirmed reservations who are not accommodated will be subject to Rule 87 (DENIED BOARDING COMPENSATION) herein.

(2) Overbooking

(a) (Applicable to TK only) Carrier may accept reservations of space for specific flights in excess of available space on board the aircraft. The number of excess reservations planned by the carrier for a particular flight is based upon the anticipated booking pattern for such flight. The determination of this pattern takes into consideration current conditions which may affect the expected utilization of space on the flight as well as historical factors such as the rate of late cancellations for the flight, failure of persons with confirmed reservations to show for the flight and the absence of any record for certain reservations in the carrier's inventory of the flight. In the event that the number of persons presenting themselves with confirmed reservations for carriage on a flight exceeds the number of seats available, those passengers with confirmed reservations who are not accommodated may be eligible to receive denied boarding compensation provided in Rule 87 (DENIED BOARDING COMPENSATION).

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: December 9, 1994

EFFECTIVE: February 8, 1995

(Except
as Noted)

RULE SECTION I - GENERAL RULES

60 RESERVATIONS (Continued)

(B) CONDITIONS OF RESERVATIONS (Continued)

(2) Overbooking (Continued)

(b) (Applicable to MA only) In the event that the number of persons presenting themselves with confirmed reservations for carriage on a flight exceeds the number of seats available, those passengers with confirmed reservations who are not accommodated may be eligible to receive denied boarding compensation as provided in Rule 87 (DENIED BOARDING COMPENSATION).

(C) COMMUNICATION CHARGES

(1) The passenger will be charged for any communication expense paid or incurred by carrier for telephone, telegraph, radio or cable arising from a special request of the passenger concerning a reservation.

(2) (Not applicable to MA/INIIB) Except as otherwise provided in this tariff, whenever a passenger cancels reservations made for him/her and such cancellation is not subject to a service charge carrier will require payment from the passenger to cover the communication costs of making such reservations and subsequent cancellation thereof.

(D) ALLOCATION OF ACCOMMODATIONS

(1) Carrier does not guarantee allocation of any particular space in the aircraft.

(2) (Applicable to GF, [X], OA and RJ only) Carrier does not guarantee allocation of any particular space in the aircraft or of a seat in the no smoking section of the aircraft.

(3) (Applicable to MA only) Carrier will provide for the carriage of "Business Class" and "Economy Class" passengers in the economy compartment of the aircraft. No more than 15 percent of the available seats blocked for Business Class, in the economy compartment on any flight, will also be available for sale on demand at the normal Economy Class fare. At no time, however, will both classes of passengers be seated in the same row (ten seats). Therefore, in the event that only ten seats on the aircraft remain to be sold, carrier will at such time allocate such seats to either Business Class or Economy Class based upon expected demand.

(E) ARRIVAL OF PASSENGERS AT AIRPORTS

(1) (Applicable to GF and MA only) The passenger must arrive at the airport of departure sufficiently in advance of flight departure to permit completion of government formalities and departure procedures. If the passenger fails to so arrive at such airport of departure or arrives improperly documented and not ready to travel, carrier will cancel the 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 is not liable to the passenger for loss or expense due to the passenger's failure to comply with this provision.

(2) (Applicable to AT, BG, IB, KU, LO, LY, MS, OA, OK, PK, RJ, RO, SV, SU and MA only) The passenger must present himself at the airport of departure for check-in at least the number of minutes indicated below for each carrier 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.

CARRIER CHECK-IN TIME IN MINUTES

AT. . . .	90
BG. . . .	120
IB. . . .	60 [NI(U.S.A.) and 120 minutes (Canada)]
KU. . . .	60 (at points in the U.S.A.)
LO. . . .	45
LY. . . .	120
OA. . . .	90 (Applicable to USA/Canada) check-in time minutes 180 (except in the case of passengers arriving via a scheduled carrier connecting to OA, the check-in time shall be 120 minutes)
OK. . . .	60 minutes (USA) and 120 minutes (Canada)
HY/SU/. . .	30
SV/MA	
PK/MS . . .	120
RJ. . . .	120 (except in the case of passengers arriving via a scheduled carrier connecting to RJ, the check-in time shall be 60 provided that the whole itinerary is on the same ticket.)
RO. . . .	90

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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EFFECTIVE: March 27, 2011

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 NO. IPG-1

10th Revised Page 54
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RULE	SECTION I - GENERAL RULES		
60	<p><u>RESERVATIONS</u> (Continued)</p> <p>(F) <u>RECONFIRMATION OF RESERVATION</u> (Not applicable to MA) 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:</p> <ol style="list-style-type: none"> (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. <p><u>EXCEPTION 1:</u> (Applicable to RJ only for all reservation segments made including point or origin.) Carrier will cancel passenger's reservation of an international portion of an itinerary (including the complete remaining international itinerary) on the carrier's flight and regardless of any restrictions of any fare type, should the passenger fail to reconfirm his/her reservations by communicating his/her intention to travel with a reservation or ticket office of the carrier at least 72 hours prior to the scheduled departure of the flight. However, reconfirmation of reservations is not required if the passenger remains at any point less than 72 hours.</p> <p><u>EXCEPTION 2:</u> (Applicable to IB only) communication cost upon cancellation. Except as otherwise provided in this tariff, whenever a passenger cancels reservations made for him/her and such cancellation is not subject to a service charge carrier will require payment from the passenger to cover the communication cost of making such reservations and subsequent cancellation thereof.</p> <p>(G) <u>CANCELLATION OF CONTINUING SPACE</u> (Not applicable to TK and MA) 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.</p> <p>(H) <u>CANCELLATION OF RESERVATIONS</u> (Applicable to MA only)</p> <ol style="list-style-type: none"> (1) Carrier will cancel the reservation of any passenger whenever such action is necessary to comply with any governmental regulation, or to comply with any governmental request for emergency transportation in connection with the national defense, or whenever such action is necessary or advisable by reason of weather or other conditions beyond its control. (2) <u>Failure to Occupy Space</u> If the passenger fails to occupy space which has been reserved for him on a flight of any carrier and such carrier fails to receive notice of the cancellation of such reservation prior to the departure of such flight, or if any carrier cancels the reservation of any passenger in accordance with paragraphs of this rule, such carrier will cancel all reservations held by such passenger on the flights of any carrier for continuing or return space, provided such carrier originally reserved the space. (3) Carrier is not liable when it cancels the reservation of any passenger in accordance with this rule, but <ol style="list-style-type: none"> (a) if such reservation was cancelled pursuant to paragraph (I)(1) of this rule, such carrier will take such action as is provided in Rule 80 (<u>REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS</u>). (b) if such reservation was cancelled pursuant to other paragraphs of this rule, such carrier will refund in accordance with Rule 90 (<u>REFUNDS</u>). <p>(I) <u>RESERVATIONS</u> (Applicable to MA only)</p> <ol style="list-style-type: none"> (1) When a reservation is made more than 72 hours in advance of the scheduled departure time without payment of the applicable fare, carrier will require that such reservation be ticketed and paid for in full not less than 48 hours prior to such departure time. (2) Tickets for reservations made 72 hours or less prior to the scheduled departure time for which confirmation is given must be issued and paid for no later than 60 minutes prior to the scheduled departure time of the flight to which such reservation applies. (3) Failure to pay the balance of fare or the full fare by the time specified above, will result in automatic cancellation of the reservation, with refund to the passenger of the fare, less any communication expenses in accordance with Paragraph (C) of this rule. 		
<p>For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.</p> <table border="1" style="width: 100%;"> <tr> <td data-bbox="131 1913 760 1961">ISSUED: February 10, 2011</td> <td data-bbox="760 1913 1403 1961">EFFECTIVE: March 27, 2011</td> </tr> </table>		ISSUED: February 10, 2011	EFFECTIVE: March 27, 2011
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RULE	SECTION I - GENERAL RULES
65	<p><u>TICKETS</u></p> <p>(A) <u>GENERAL</u></p> <p>(1) A ticket will not be issued and in any case carrier will not be obliged to carry until the passenger has paid the applicable fare or has complied with credit arrangement established by carrier.</p> <p>(2) A ticket which has not been validated or which has been altered mutilated or improperly issued, shall not be valid.</p> <p>(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.</p> <p>(a) (Applicable to RJ only.) The fare paid shall only be applicable when international travel actually commences in the country of point of origin shown on the ticket.</p> <p>(b) (Applicable to RJ only.) 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.</p> <p>(4) (Not applicable to RJ.) Airline tickets issued outside the Philippines for International transportation of passengers originating in the Philippines shall not be valid for such transportation. (See NOTES 1 and 2 below)</p> <p><u>NOTE 1:</u> For the purpose of this rule, a passenger travelling abroad from the Philippines shall be deemed originating in the Philippines if:</p> <p>(a) He is a resident of the Philippines; or</p> <p>(b) His travel abroad from the Philippines is subject to payment of the travel tax imposed under PD1183 as amended; or</p> <p>(c) The first leg of his actual trip starts in the Philippines as verified by the absence of the corresponding immigration entry on his passport subsequent to the date of issuance of the airline ticket abroad.</p> <p><u>NOTE 2:</u> 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.</p> <p>(5) <u>Acceptance of Tickets</u> (Applicable via RJ to travel originating in the Philippines.)</p> <p>(a) All airlines operating to/from or through the Philippines, including off-on 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.</p> <p>(b) 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.</p> <p>(c) Airline tickets issued outside the Philippines for international transportation of passengers originating in the Philippines shall not be valid for such transportation. (See NOTES 1 and 2 below)</p> <p><u>NOTE 1:</u> For the purpose of this rule, a passenger travelling abroad from the Philippines shall be deemed originating in the Philippines if:</p> <p>(a) he is a resident of the Philippines; or</p> <p>(b) his travel abroad from the Philippines is subject to the payment of the travel tax imposed under PD1183, as amended; or</p> <p>(c) the first leg of his actual trip starts in the Philippines as verified by the absence of the corresponding immigration entry on his passport subsequent to the date of issuance of the airline ticket abroad.</p> <p><u>NOTE 2:</u> 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.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: February 11, 2011

EFFECTIVE: March 28, 2011

RULE	SECTION I - GENERAL RULES
65 c	<p><u>TICKETS</u> (Continued)</p> <p>(A) <u>GENERAL</u> (Continued)</p> <p>INJ(6) (Applicable to IB only.)</p> <p>(a) The ticket evidence, until proof of the contrary, the existence of the conclusion and content of a contract of carriage between the carrier and the passenger whose name is shown on the ticket.</p> <p>(b) The carriage service is only provided to the passenger name on the ticket. The carrier reserves the right to check the identify documents of its passengers.</p> <p>(c) A ticket may not be transferred, subject to the applicable law in force, in particular concerning package holidays. If a person other than the person who is to travel presents a ticket for carriage or refund purposes, the carrier shall not assume any liability if, while acting in good faith, it carriers or refunds the person who presents the ticket.</p> <p>(d) Certain tickets, which are sold at reduced fares, are partially or totally non-refundable. It is up to the passenger to consult the conditions applicable to the use of their ticket and, where applicable, to take out the appropriate insurance to cover the circumstances under which they would have to cancel their journey.</p> <p>(e) If a passenger possesses a ticket, as described in paragraph (d) above, which they have not used and if it is impossible for them to travel for reasons of force majeure, as defined in article 1, the carrier shall credit the passenger for the amount of their non-refundable ticket, for a subsequent possible prior to the date of the flight and provides proof of such instance of force majeure.</p> <p>(f) As the ticket is subject to mandatory formal conditions, the ticket shall at all times remain the property of the issuing carrier.</p> <p>(g) With the exception of electronic tickets, passengers may only be carried if they are able to present a valid ticket that contains the coupon that corresponds to the flight concerned and all other unused coupons, as well as the passenger coupon. Moreover, a ticket that is damaged or has been modified by a person other than the carrier or one of TS authorized agents shall not be valid for carriage. For electronic tickets, passengers must provide proof of identity and shall only be carried on a flight if a valid electronic ticket was issued in their name.</p> <p>(h) In the event of the loss of or damage to all or part of the ticket or if a ticket is not presented that contains the passenger coupon and all the unused flight coupons, the carrier shall replace, at the passenger's request, all or part of the said ticket. The replacement will be in the form of newly issued ticket, provided that when the request is made, the carrier has proof that a valid ticket was issued for the flight(s) concerned and that the passenger provides the written agreement to compensate the carrier, in the event of the fraudulent use of the ticket and within the limit of the price thereof, for all fees and expenses incurred due to said fraudulent use. No reimbursement shall be claimed if said fees and expenses were caused by the carrier's fault. Lastly, the carrier that issues the ticket may invoice the passenger for reasonable administrative fees in order to reissue the passenger's ticket, unless the loss or damage is caused by the fault of the carrier or its agent.</p> <p>(i) If the proof mentioned in paragraph (h) above is not provided or if the passenger refused to undertake to compensate the carrier, the carrier that issues the ticket may cause the passenger to pay the total price of the replacement ticket. This payment will be refunded when the carrier has proof that the lost or damaged ticket was not used during its validity period or, if, during said same period, the passenger finds the original ticket and remits it to the carrier.</p> <p>(j) It is the passenger's responsibility to take all measures to ensure that the ticket is not lost or stolen.</p> <p>(k) If a passenger benefits from a fare reduction or a fare that is subject to specific conditions, the passenger must be in a position, at all times during their journey, to provide appropriate supporting documents and to prove the validity thereof.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: February 11, 2011

EFFECTIVE: March 28, 2011

RULE	SECTION I - GENERAL RULES
65	<p><u>TICKETS</u> (Continued)</p> <p>(B) <u>VALIDITY</u> When validated the ticket is good for carriage from the airport at the place of departure to the airport at the place of destination via the route shown therein and for the applicable class of service and is valid for one year from the date or commencement of flight except as otherwise specified in carrier's tariffs. Each flight coupon will be accepted for carriage on the date and flight for which accommodation has been reserved. When flight coupons are issued on the "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.</p> <p><u>EXCEPTION 1:</u> 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.</p> <p><u>EXCEPTION 2:</u> If no portion of the ticket is used, the period of validity will be one year from date of issuance of the ticket.</p> <p><u>EXCEPTION 3:</u> (Applicable to GF/MA only) Normal fare tickets. The above period of validity applies, however a ticket for a normal fare trip which limits the carriage to specific periods of the day, week, month or year, is good for carriage only during the period to which the fare applies.</p> <p>(C) <u>COUPON SEQUENCE AND PRODUCTION OF THE TICKET</u> (1) Flight coupons will be honored in sequence from the place of departure as shown on the passenger coupon. The passenger throughout his journey must retain the passenger coupon and all flight coupons of the ticket not previously surrendered to the carrier. He/she must, when required, produce the ticket or surrender any applicable portion to the carrier. (2) (Applicable to MA only) 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. <u>EXCEPTION:</u> The fare paid shall only be applicable when international travel commences in the country of the point of origin shown on the ticket, i.e. if international travel actually commences outside the country of the ticketed point of origin, the fare must be reassessed from the point where international travel actually began. For example, if a ticket is purchased at the Drachma fare for travel from Athens to Rome to New York and the passenger actually commences travel in Rome instead of Athens, the fare must be reassessed at the Rome, New York, Italian Lira level. (3) (Applicable to OA only) The fare paid shall only be applicable when international travel commences in the country of the point of origin shown on the ticket; if international travel actually commences outside the country of the ticketed point of origin, the fare must be reassessed from the point where international travel actually began. For example, if a ticket is purchased at the Drachma fare for travel Athens/London/New York, and the passenger actually commences travel in London instead of Athens, the fare must be reassessed at the London/New York UKL level.</p> <p>(D) <u>PERIODS OF VALIDITY</u> (1) <u>Extension of Ticket Validity</u> C [N](Applicable to IB only) Tickets expire at midnight on the date of expiration of ticket validity, extension of ticket validity is not permitted. C [N](Not applicable to IB) 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) (Not applicable to IB) 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 three 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;</p>
(Continued on next page)	
For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.	
ISSUED: February 11, 2011	EFFECTIVE: March 28, 2011

Airline Tariff Publishing Company, Agent
INTERNATIONAL PASSENGER RULES AND FARES TARIFF
NO. IPG-1

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RULE	SECTION I - GENERAL RULES
65	<p><u>TICKETS</u> (Continued)</p> <p>(D) <u>PERIODS OF VALIDITY</u> (Continued)</p> <p>(1) (Continued)</p> <p>(c) (Continued)</p> <p><u>EXCEPTION:</u> (Applicable to MA only) In the case of short limit special fare tickets, carrier will extend the validity of such tickets in the event of illness occurring after commencement of travel requiring hospitalization of a passenger until the date of the first available flight after he/she becomes fit to travel according to a medical certificate, but in no case later than 7 days beyond the date he/she becomes fit to travel. The medical certificate must be accompanied by proof of hospitalization.</p> <p>(d) (Not applicable to IB.) For no longer than (45) days after the date of death of a passenger for tickets of the persons accompanying the deceased passenger;</p> <p>(e) (Not applicable to MA) 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.</p> <p>(2) <u>Waiver of Minimum/Maximum Stay Requirements</u></p> <p>(a) (Not applicable to MA) 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:</p> <p>(i) Members of the immediate family of a passenger who dies enroute; or</p> <p>(ii) [N](Not applicable to IB) Other persons actually accompanying a passenger who dies enroute.</p> <p>(b) [N](Applicable to IB) (Not applicable to MA) 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.</p> <p>(c) (Applicable to LY/WO only.) If a passenger holding a group fare ticket is prevented from traveling with group by reason of death in the immediate family after commencement of travel, he may return separately from the group to the point of origin, without stopovers, enroute at the group fare, on the next available flight. However, if death occurs at the point at which travel is interrupted, return travel must commence immediately after completion of the government and/or religious formalities, but in no event later than 45 days after the travel is interrupted. The ticket must be endorsed "Individual return on account of the death of ---(name)". A death certificate or copy thereof must be presented to the carrier at the time of reticketing. If a death certificate or copy thereof is not available at time of reticketing carrier will issue a new ticket at the normal one way fare applicable to the journey to be undertaken. Upon presentation of a death certificate or copy thereof by the passenger to the carrier issuing the new ticket for the return travel the carrier will make any necessary refund, if any. The same provisions will apply to the immediate family member(s) accompanying the passenger.</p> <p>(d) (Applicable to OA and RJ only.)</p> <p>(i) Once travel has commenced, the minimum stay requirement with regard to any fare will be waived or the maximum stay requirement with regard to any fare will be extended in the event of the death of any member of the passengers immediate family occurring after commencement of travel.</p> <p>(ii) In the event the minimum stay requirement is waived, the ticket must be endorsed "Earlier return on account of the death of (name of passenger's immediate family member/relationship)".</p> <p>(iii) The maximum stay requirement will be extended for not more than 45 days after the death of a passenger's immediate family member.</p> <p>(iv) A death certificate or a copy duly executed by local authorities must be presented at the time of reticketing.</p> <p>(e) [CANCELLED]</p>
	(Continued on next page)
For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.	
ISSUED: February 15, 2011	EFFECTIVE: April 1, 2011

RULE	SECTION I - GENERAL RULES
65	<p><u>TICKETS</u> (Continued)</p> <p>(D) <u>PERIODS OF VALIDITY</u> (Continued)</p> <p>(2) (Continued)</p> <p>(f) (Applicable to MA only)</p> <p>(i) <u>In the Event of Death of a Family Member Not Accompanying Passenger:</u> In the event a passenger holding a special fare ticket returns prior to the expiry of the minimum stay requirement because of the death of an immediate family member not accompanying him/her, such passenger will be entitled to a refund of additional amounts paid in order to return early. However, no refund will be permitted unless the passenger is able to produce a death certificate attesting to the fact of death after commencement of travel of such family member.</p> <p>(ii) <u>Waiver of the Minimum Stay Requirements:</u> In the event of illness, there will be no reduction in the required minimum stay.</p> <p>(iii) <u>In the Event of a Passenger's Death - Provisions of Accompanied Passengers:</u></p> <p>(aa) A death certificate (or a copy) duly executed by competent authorities (i.e., those designated to issue a death certificate by the applicable laws of the country concerned) in the country in which death occurred must be presented at the time of reticketing and a copy retained in the carrier's files for a minimum period of 2 years.</p> <p>(bb) <u>Waiver of Minimum Stay Requirements - Special Fares</u> In the event of the death of a passenger en route, the minimum stay and group travel requirements with regard to any special fares will be waived for passengers who are either members of the immediate family of the deceased passenger or are other persons actually accompanying the deceased passenger. The ticket must be endorsed "earlier return on account of death of (name of passenger)."</p> <p>(cc) A death certificate (or a copy) duly executed by the competent authorities (i.e., those designated to issue a death certificate by the applicable laws of the country concerned) in the country in which death occurred must be presented to the reticketing carrier at any time of reticketing. Passenger will be accommodated under this provision only in the class of service originally ticketed.</p> <p>(dd) If the death certificate is not available at the time passenger is to travel, or, if the carrier has reason to doubt the validity of such certificate, passenger will be accommodated only upon payment of the fare applicable to transportation actually used, and a request for refund may be filed with the carrier. Upon receipt of the claim form and all supporting documents, carrier will determine the validity of the claim, and if valid, will refund to the passenger the difference between the total fares paid by the passenger and the amount such passenger would have paid under the provisions of this rule.</p> <p>(ee) The provisions of this rule will also apply to members of the immediate travel party who accompany the passenger.</p>
(Continued on next page)	
For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.	
ISSUED: February 11, 2011	EFFECTIVE: March 28, 2011

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 INTERNATIONAL PASSENGER RULES AND FARES TARIFF
 NO. IPG-1

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 Cancels 13th Revised Page 59

RULE	SECTION I - GENERAL RULES
65	<p><u>TICKETS</u> (Continued)</p> <p>(E) <u>ABSENCE, LOSS OR IRREGULARITIES OF TICKET</u></p> <p>(1) 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.</p> <p>(2) CANCELLED</p>
C	<p>(Continued on next page)</p> <p>For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.</p>
ISSUED: October 11, 1994	EFFECTIVE: December 10, 1994

RULE SECTION I - GENERAL RULES

65 TICKETS (Continued)

(F) NON-TRANSFERABILITY

- (1) A ticket is not transferable, but carrier shall not be liable to the person entitled to be transported or to the person entitled to receive such refund for honoring or refunding such ticket when presented by someone other than the person entitled to be transported thereunder or to a refund in connection therewith.
- (2) If a ticket is in fact used by any person other than the person to whom it was issued, with or without the knowledge and consent of the person to whom it was issued, Carrier will not be liable for the destruction, damage, or delay of such unauthorized person's baggage or other personal property arising from or in connection with such unauthorized use.
- (3) If a ticket is in fact used by any person other than the person to whom it was issued, with or without the knowledge and consent of the person to whom it was issued, Carrier will not be liable for the death or injury of such unauthorized person arising from or in connection with such unauthorized use (See NOTE).

NOTE: Except to the extent provided in Rule 55(C) (LIABILITY OF CARRIERS), rules affecting liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States and this rule is included herein as part of the tariff filed with governments other than the United States and not as part of IPG-1 Tariff C.A.B. No. 530 filed with the Department of Transportation.

(G) PREPAID TICKET ADVICE

(1) GENERAL

[N](Applicable to IB) Tickets may not be issued by PTA. Tickets must be issued by electronic ticketing.

[N](Not applicable to IB) 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.

EXCEPTION: (Applicable to IB for fares from the U.S.A.) For fares from U.S.A. requiring special reservation and ticketing requirements, the PTA will constitute ticketing, provided it is issued within tariff deadlines and reservation requirements are met and shown on the PTA; any cancellation, refund and rerouting will result in penalties against the PTA in the same manner as though a ticket were issued. An open PTA will not constitute ticketing for any special fare requirements.

(2) SERVICE CHARGE

(a) (Applicable to AT, BG, GF, [X], KU, LO, OA, RJ and MA only) The carrier will impose a service charge of that stated in Tables 1 and 2 below for each Prepaid Ticket Advice (PTA) issued. This service charge is not subject to any discount and cannot be refunded. The charge shall accrue to the carrier issuing the PTA.

TABLE 1		
CARRIER	SERVICE CHARGE	
	USD	CAD
GF	20.00	--
LO	20.00	20.00

TABLE 2			
CARRIER	SERVICE CHARGE FOR SALES IN THE U.S.A.	SERVICE CHARGE FOR SALES IN CANADA	SERVICE CHARGE FOR SALES IN THE U.S.A. FOR TRAVEL BETWEEN U.S.A. AND EUROPE
	USD	CAD	USD
[X]			
AT	30.00	-	-
KU	-	20.00	-
RJ	25.00	25.00	-
OA	35.00	-	-
MA	-	-	35.00
BG	25.00	-	-

* - Service charge will not apply to (PTA) sent to Turkey for travel originating in Turkey.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: February 11, 2011

EFFECTIVE: March 28, 2011

RULE	SECTION I - GENERAL RULES
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65	<p><u>TICKETS</u> (Continued)</p> <p>(G) <u>PREPAID TICKET ADVICE</u> (Continued)</p> <p>(2) <u>Service Charge</u> (Continued)</p> <p style="margin-left: 20px;">(b) (i) (Applicable for sales in the U.S.A./Canada/Micronesia/and points in Area 2 only) MO will impose a service charge of USD 25.00/CAD 34.00 for each prepaid ticket advice issued by MO. This service charge is not subject to any discount and cannot be refunded. The prepaid ticket advice service charge will not apply when prepayment is made by Government Transportation Request (Form 1169) issued by the Department of Defense, or for prepayment made by the Federal Government for official business.</p> <p style="margin-left: 20px;">(ii) (Applicable to LY only) Carrier will impose a service charge of USD 35.00 for each Prepaid Ticket Advice issued by LY in the U.S.A.; CAD 46.00 for each Prepaid Ticket Advice issued in Canada and [C]USD 20.00 (effective April 1, 1995 - USD 35.00) for each Prepaid Ticket Advice issued in Israel. The service charge shall accrue to LY issuing the Prepaid Ticket Advice. This service charge is not subject to any discount and cannot be refunded.</p>
C	<p>(H) <u>ACCEPTANCE OF TICKETS</u> [N](Not applicable to IB only)</p> <p>(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.</p> <p>(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.</p>

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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RULE

SECTION I - GENERAL RULES

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CURRENCY OF PAYMENT

The provisions of this rule are subject to applicable exchange laws and government regulations.

(A) PAYMENT IN THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION

- (1) Payment of fares shall be made in the currency of the country of commencement of transportation or
- (2) Payment of fares shall be made in any currency acceptable to the carrier, provided that the equivalent of the local currency fare is collected at the Bankers' Buying Rate of Exchange in effect on the date of issuance of the airline transportation document.
- (3) [N](Not applicable to IB) When a transportation document issued outside the country of commencement of transportation is tendered for payment (in total or in part), the provisions of paragraph (B) below shall apply.

(B) PAYMENT OUTSIDE THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION

- (1) The amount to be paid shall be determined by converting the total amount to be collected, expressed in the currency of the country of commencement of transportation, into the currency of the country of payment at the applicable Bankers' Selling Rate of Exchange in effect on the date of the transaction.
- (2) Payment shall be made either in the currency of the country of payment, or in any currency acceptable to the carrier, provided that the equivalent of the local currency amount of the country of payment established in accordance with Paragraph (B)(1) above is collected at the Bankers' Buying Rate of Exchange in effect on the date of the transaction.

(C) VOLUNTARY REROUTING

[N](Not applicable to IB)

In the event that voluntary rerouting or cancellation results in the reassessment of the fare:

- (1) The fare will be reassessed in the currency of the country of commencement of transportation.
- (2) The local currency fares to be used will be those applicable at the time of commencement of transportation.
- (3) The IATA Rate of Exchange to be used will be that applicable at the time of original ticket issuance.

(D) REFUNDS

[N](Not applicable to IB)

- (1) The amount of refund shall be converted using the Bankers' Rate applicable on the date of the refund except as provided in (D)(2) below.
- (2) When the original payment has been made in a currency other than the currency of the country of commencement of transportation, refunds in the same currency as originally tendered will be made at the exchange rate used for the original payment.

(E) ADDITIONAL COLLECTION

[N](Not applicable to IB)

When an additional collection is made in a country other than the country of commencement of transportation, the amount to be collected shall be converted using the Bankers' Selling Rate applicable on the date of the additional collection.

(F) RATES OF EXCHANGE

The Bankers' Rates referred to in Paragraphs (A) through (E) above are defined as follows:

- (1) In Canada: The Bankers' Buying Rate or Bankers' Selling Rate means the unit rate published each Friday in the Toronto Globe & Mail under the heading Foreign Exchange Mid Market Rate in Canadian Funds. For currencies not quoted in such publication, the Bankers' Rate shall mean the bank buying rate quoted by the Royal Bank of Canada, Main Office in Winnipeg, as of the close of business on Thursday of each week. These rates will be applicable from Monday of the following week up to and including the following Sunday.
- (2) In United Kingdom: The Bankers' Rate means the unit rate published in Tuesday's edition of the Financial Times under the heading World Value of the Pound. The rate will be applicable from Wednesday of the same week up to and including Tuesday of the following week.
- (3) In U.S.A.: The Banker's Rate means the rate published each Tuesday in the Wall Street Journal under the heading Foreign Exchange. This rate will be applicable from Wednesday of each week up to and including Tuesday of the following week. When a national holiday falls on Monday, Foreign Exchange rates do not appear in the Tuesday edition of the Wall Street Journal. In such exceptional cases the previous week's rates are used through Wednesday instead of Tuesday and the Wednesday edition of the Wall Street Journal will be used for the period Thursday through Tuesday.

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r unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: February 21, 2011

EFFECTIVE: April 7, 2011

RULE

SECTION I - GENERAL RULES

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CURRENCY OF PAYMENT (Continued)

C

IN(1)(G) EN-ROUTE REASSESSMENT OF FARE (Applicable to IB only)

- (1) The fare will be reassessed in the currency of the country of commencement of transportation.
- (2) The local currency fares to be used will be those applicable at the time of commencement of transportation.
- (3) The IATA Rate of Exchange to be used will be that applicable at the time of original ticket issuance.
- (4) If an en-route reassessment of the fare results in a refund, the amount of the refund shall be converted using the banker's rate applicable at the date of the refund, except when original payment has been made in a currency other than the currency of the country of commencement of transportation, refunds in the same currency as originally tendered will be made at the exchange rate used for the original payment.
- (5) If an en-route reassessment of the fare results in an additional collection, the amount of an additional collection shall be converted using the banker's selling rate applicable at the date of original collection.

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: February 21, 2011

EFFECTIVE: April 7, 2011

RULE

SECTION I - GENERAL RULES

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REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS(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 or;
 - (b) such carrier designated in the 'via carrier' box, or no carrier is designated in the 'via carrier' box, of the unused flight coupon or Miscellaneous Charges Order for the first onward carriage from the point on the route which the passenger desires the change to commence; however, where the carrier who issued the ticket is designated as carrier for any subsequent section(s) and has an office or general agent, who is authorized to make endorsements, at the point on route where the [C]changes are to commence or, where the passenger makes his/her request for such change, the reissuing carrier shall obtain such issuing carrier's endorsement; or
 - (c) such carrier has received written or telegraphic authority to do so from the carrier entitled, under (a) or (b) above, to effect the change.
- (2) (Not applicable to MA) 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, shall also be 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.

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. or unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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RULE

SECTION I - GENERAL RULES

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REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS (Continued)

(A) CHANGES REQUESTED BY PASSENGER (Continued)

(2) (Continued)

- (c) (Applicable only to/from points in the U.S.A.) The new fare shall be calculated upon the basis of that which would have been applicable had the passenger purchased transportation for the revised itinerary (which includes those points for which transportation has already been completed) prior to departure from point of origin.
- (d) Additional passage at the through fare and charges shall not be permitted unless request therefor has been made prior to arrival at the destination named on the original ticket or Miscellaneous Charges Order, and after carriage has commenced.
 - (i) a one-way ticket shall not be converted into a round, circle or open jaw trip ticket at the round, circle or open jaw trip discount for any portion already flown. The discount will be applied only to any rerouted portion of the trip and only from the point of rerouting, not based on any portion of the trip already flown;
 - (ii) a round, circle or discounted open jaw trip ticket can be converted into any other one of these categories provided that the request therefor is made prior to arrival at the destination named on the original ticket or Miscellaneous Charges Order.

INI(iii) (Applicable to IB only) Once travel on a fare component has been completed, such fare component may not be used for subsequent voluntary rerouting.

[NI](e) Inclusive Tours (Applicable to IB only)
 Nothing herein shall be deemed to permit a passenger traveling on an inclusive tour to voluntarily change his routing to a carrier not participating in the tour and still retain the inclusive tour benefits.

(3) Applicable Fare

(Applicable to MA only) The fare and charges applicable as a result of any such change in routing, destination, or carrier shall be the fare and charges that would have been applicable if transportation had been purchased as of the date of commencement of carriage; provided that,

- (a) additional passage at the through-fare shall not be permitted unless request has been made prior to arrival at the destination named on the original ticket or Miscellaneous Charges Order, and
- (b) after the carriage has commenced, a one-way ticket shall not be converted into a round-trip or circle-trip ticket at the round-trip or circle-trip discount for any portion already flown; and
- (c) after carriage has commenced a round-trip ticket can be converted into a circle-trip ticket, or vice versa provided that request is made prior to the passenger's arrival at the destination named on the original ticket or Miscellaneous Charges Order.

(4) (Not applicable to MA) Any difference between the fares and charges applicable under (2) above, and the fares and charges paid by the passenger, will be collected from the passenger by the carrier accomplishing the rerouting who will also pay to the passenger any amounts due on account of refunds.

(5) (Not applicable to MA) The expiration date of any new ticket issued for a revised routing will be limited to the expiration date that would have been applicable had the new ticket been issued on the date of sale of the original ticket or Miscellaneous Charges Order.

(6) (Not applicable to MA) Time limits on cancellations and charges for late cancellations will be applicable to revised routings requested by passenger.

[NI](7) (Applicable to IB only) When a ticket is presented for rerouting and the only coupons remaining in the ticket are for domestic transportation, such ticket shall not be rerouted for further international carriage. For this rule, Canada and the U.S.A. are considered as one country and Scandinavia is considered as one country.

[NI](8) (Applicable to IB only) When a totally unused ticket is presented for a change of journey, the ticket shall be refunded and a new ticket shall be issued. The fare for the new journey shall be reassessed based on the fares applicable at the time of commencement of the new transportation and the IATA Rate of Exchange applicable at the time of reassessment. The international sales indicator shall not be carried forward to the new ticket.

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EFFECTIVE: April 7, 2011

RULE	SECTION I - GENERAL RULES
80	<p>REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS (Continued)</p> <p>(B) CHANGES REQUESTED BY PASSENGER (Continued)</p> <p>(7) Service Charges (Applicable to KU only.) Between points in the U.S.A./Canada and points in Area 2 and 3, except as indicated below, at any time after commencement of travel from point of origin indicated on the ticket, a service charge of USD/CAD 7.00 will be assessed in any case where the passenger requests;</p> <p>(a) A change of routing/validity of unused tickets, flight coupons or prepaid ticket advice;</p> <p>(b) In the event these changes are performed by a Passenger Sales Agent this service charge will accrue to such Agent.</p> <p>EXCEPTION: This service charge will not apply when a passenger upgrades from a lower fare to First Class, Business Class or Normal Economy fare.</p> <p>(C) INVOLUNTARY REVISED ROUTINGS (See Rule 87 (DENIED BOARDING COMPENSATION))</p> <p>(1) (+CANCELLED) 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 +[C]25 (REFUSAL TO TRANSPORT, LIMITATIONS OF CARRIAGE) herein, carrier will either:</p> <p>(a) Carry the passenger on another of its passenger aircraft on which space is available; or</p> <p>(b) Endorse to another carrier or to any other transportation service the unused portion of the ticket for purposes of rerouting; or</p> <p>(c) Reroute the passenger to destination named on the ticket or applicable portion thereof by its own services or by other means of transportation; and, if the fare, excess baggage charges and any applicable service charge for the revised routing is higher than the refund value of the ticket or applicable portions as determined by Rule 90 (REFUNDS) herein, carrier will require no additional payment from the passenger, but will refund the difference if the fare and charges for the revised routing are lower; or</p> <p>(d) Make involuntary refund in accordance with the provisions of Rule 90 (REFUNDS) herein.</p> <p>+ [N] (e) (Applicable to TK and MA only)</p> <p>(i) Transport the passenger on another economy flight on which space is available; or,</p> <p>(ii) Transport the passenger to the destination shown on its portion of the ticket on carrier's next First Class flight on which space is available, at no additional fare, if space is available, at no additional fare, doing will provide an earlier arrival than the next economy flight on which space is available.</p> <p>(2) +CANCELLED</p> <p>(D) 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.</p> <p>+ [N] NOTE: For the purpose of this rule, the term Delivering carrier means a carrier on whose flight a passenger holds or held confirmed space to a connecting point.</p> <p>(E) FREE BAGGAGE ALLOWANCE An involuntary rerouted passenger shall be entitled to retain the free baggage allowance applicable for the type of service originally paid for. This provision shall apply even though the passenger may be transferred from a First Class flight to an Economy/Tourist/Coach/Thrifty Class flight and is entitled to a fare refund.</p>

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: May 5, 1989	EFFECTIVE: July 4, 1989	(Except as Noted)
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(Printed in U.S.A.)

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CORRECTION NO.

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NO. IPG-1

1st Revised Page 64-B
Cancels Original Page 64-B

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5300o

CORRECTION
NO.

868

RULE	SECTION I - GENERAL RULES
85	<p><u>SCHEDULES, DELAYS AND CANCELLATIONS</u></p> <p>(A) <u>SCHEDULES</u> 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.</p> <p>(B) <u>CANCELLATIONS</u></p> <p>(1) Carrier may, without notice, substitute alternate carriers or aircraft.</p> <p>(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:</p> <p>(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 delay demand conditions circumstance or requirement due, directly or indirectly, to such fact; or</p> <p>(b) Because of any fact not to be foreseen, anticipated or predicted; or</p> <p>(c) Because of any government regulation, demand or requirement; or</p> <p>(d) Because of shortage of labor, fuel or facilities, or labor difficulties of carrier or others.</p> <p>(e) (Applicable to RJ only.) In addition to provisions above, passengers boarding an RJ flight transiting Amman en route to any other destination, when travel is under a travel advisory, does so of his own accord and RJ is not held liable for the passenger's arrival at his final destination.</p> <p>(3) Carrier will cancel the right or further right of carriage of the passenger and his baggage upon the refusal of the passenger, after demand by carrier, to pay the fare or the portion thereof so demanded, or to pay any charge so demanded and assessable with respect to the baggage of the passenger without being subject to any liability therefor except to refund, in accordance herewith, the unused portion of the fare and baggage charge(s) previously paid, if any.</p>

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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Original Page 66

INTERNATIONAL PASSENGER RULES TARIFF NO. IPG-1

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NO. IPG-1

13th Revised Page 68
 Cancels 12th Revised Page 68

RULE

SECTION I - GENERAL RULES

87

DENIED BOARDING COMPENSATION

CARRIER INDEX

CARRIER	PROVISIONS ARE SPECIFIED IN PART	CARRIER	PROVISIONS ARE SPECIFIED IN PART
AT	A	MS	M
BG	C	OA	F
IB	B	OK	G
GF	K	PK	H
HY	L	RJ	I
KU	D	RO	J
LO	N	SU	L
LY	E	SV	K
MA	R		

DEFINITIONS

C IN(Applicable to IB only) For the purpose of this rule, except as otherwise specifically provided herein:

AIRPORT means the airport at which the direct or connecting flight, on which the passenger holds confirmed reserved space, is planned to arrive at some other airport serving the same metropolitan area, provided that transportation to the other airport is accepted (i.e. used) by the passenger.

ALTERNATE TRANSPORTATION is air transportation (by an airline licensed by the Department of Transportation) or other transportation used by the passenger which, at the time the arrangement is made, is planned to arrive at the passenger's next scheduled stopover (of 4 hours or longer) or if none at the airport of final destination no later than 4 hours after the passenger's originally scheduled arrival time.

CARRIER means:

- (1) A direct air carrier, except a helicopter operator, holding a certificate issued by the Department of Transportation pursuant to section 401(d)(1), 401(d)(2), 401(d)(5) or 401(d)(8) of the Act, or an exemption from section 401(a) of the Act, authorizing the transportation of persons; or
- (2) A foreign route air carrier holding a permit issued by the Department of Transportation pursuant to section 402 of the Act, or an exemption from section 402 of the Act, authorizing the scheduled foreign air transportation of persons.

COMPARABLE AIR TRANSPORTATION means transportation provided to passenger at no extra cost by a carrier as defined above.

CONFIRMED RESERVED SPACE means space on a specific date and on a specific flight and class of service of a carrier which has been requested by a passenger and which the carrier or its agent has verified, by appropriate notation on the ticket or in any other manner provided therefor by the carrier as being reserved for the accommodation of the passenger.

STOPOVER means a deliberate interruption of a journey by the passenger, scheduled to exceed four hours, at a point between the place of departure and the place of final destination.

THE SUM OF THE VALUES OF THE REMAINING FLIGHT COUPONS means the sum of the applicable one way fares including any surcharges and air transportation taxes, less any applicable discounts.

VOLUNTEER means a person who responds to carrier's request for volunteers and who willingly accepts carrier's offer of compensation, in any amount, in exchange for relinquishing his confirmed reserved space. Any other passengers denied boarding is considered for the purposes of this rule to have been denied boarding involuntarily, even if he accepts denied boarding compensation.

(Continued on next page)

for unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: February 10, 2011

EFFECTIVE: March 27, 2011

RULE	SECTION I - GENERAL RULES
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87	<p><u>DENIED BOARDING COMPENSATION</u> (Continued)</p> <p style="text-align: center;">PART A (Applicable to AT only) <u>APPLICABLE ONLY TO FLIGHTS OR PORTIONS OF FLIGHTS ORIGINATING IN THE UNITED STATES</u></p> <p>(A) <u>CONDITIONS FOR PAYMENT OF COMPENSATION</u> Subject to the exceptions in this paragraph, AT will tender to passenger the amount of compensation specified in paragraph (B) when:</p> <p>(1) Passenger holding a ticket for confirmed reserved space presents himself/herself for carriage at the appropriate time and place, having complied fully with AT's requirements as to ticketing, check-in and reconfirmation procedures and being acceptable for transportation; and</p> <p>(2) The flight for which the passenger holds confirmed reserved space is unable to accommodate the passenger and departs without him/her.</p> <p><u>EXCEPTION: THE PASSENGER WILL NOT BE ELIGIBLE FOR COMPENSATION IF:</u></p> <p>(a) The flight upon which the passenger holds confirmed reserved space is unable to accommodate him/her because of substitution of equipment of lesser capacity when required by operational and/or safety reasons.</p> <p>(b) Passenger is accommodated on the flight for which he/she holds confirmed reserved space, but is offered accommodations or is seated in a compartment of the aircraft other than that specified on his/her ticket at no extra charge, provided that a passenger seated in a section for which a lower fare is charged shall be entitled to an appropriate refund.</p> <p>(c) The carrier arranges comparable air transportation, or other transportation used by the passenger at no extra cost to the passenger, that at the time such arrangements are made is planned to arrive at the passenger's next stopover, or if none, final destination within [†](C)four hours after the scheduled arrival time of the passenger's original flight or flights.</p> <p>[†](d) The passenger is traveling on free or reduced rate ticket.</p> <p>(e) The passenger refused to be security checked.</p> <p>(B) <u>AMOUNT OF COMPENSATION PAYABLE</u></p> <p>(1) Subject to the provisions of paragraph (A) of this rule AT will tender liquidated damages at the rate of 200 percent of the sum values of the passenger's remaining flight coupons up to the passenger's next stopover or, if none, to his destination, but not more than USD 400.00. However, the compensation shall be 50 percent of the amount described above with a USD 200.00 maximum, if the carrier arranges for comparable air transportation, or for other transportation that is accepted (i.e., used) by the passenger, which at the time either such arrangement is made, is planned to arrive at the passenger's next stopover or, if none, at the airport of the passenger's destination not later than 4 hours after the time the direct or connecting flight on which the confirmed space is held is planned to arrive.</p> <p>(2) Said tender will be made by the carrier on the day and at the place where the failure occurs and, if accepted, will be receipted for by the passenger. Provided, however, that when carrier arranges for the passenger's convenience, alternate means of transportation which departs prior to the time such tender can be made to the passenger, tender shall be made by mail or other means within 24 hours after the time the failure occurs.</p> <p>(C) <u>WRITTEN EXPLANATION OF DENIED BOARDING COMPENSATION AND DENIED BOARDING PRIORITIES</u> Carrier shall furnish all passengers who are denied boarding involuntarily from flights on which they hold confirmed reserved space a copy of the following written statement:</p> <p>(1) <u>Compensation for Denied Boarding</u> If you have been denied a reserved seat on AT, you are probably entitled to monetary compensation. This notice explains the airline's obligations and the passenger's rights in the case of an oversold flight, in accordance with regulations of the Department of Transportation.</p>
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(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: May 29, 1990	EFFECTIVE: July 28, 1990	(Except as Noted)
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RULE	SECTION I - GENERAL RULES
87	<p>DENIED BOARDING COMPENSATION (Continued)</p> <p style="text-align: center;">PART A (Applicable to AT only) (Continued)</p> <p>APPLICABLE ONLY TO FLIGHTS OR PORTIONS OF FLIGHTS ORIGINATING IN THE UNITED STATES (Continued)</p> <p>(C) WRITTEN EXPLANATION OF DENIED BOARDING COMPENSATION AND DENIED BOARDING PRIORITIES (Continued)</p> <p>(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 will until airline personnel first ask for volunteers who will give up their reservations willingly, in exchange for a payment of the airline's choosing. If there are not enough volunteers, other passengers may be denied boarding involuntarily, in accordance with the following boarding priority:</p> <ol style="list-style-type: none"> (a) First Class ticket holders (b) Economy Class ticket holders (c) 8 day GIT ticket holders (d) 14/21 day GIT ticket holders (e) 14/21 day excursion ticket holders (f) 22/45 day excursion ticket holders (g) Affinity/Single Entity ticket holders (h) Youth Fare ticket holders (i) Apex ticket holders <p>within each fare type passengers without onward air connections will be offloaded first, within that category the last to report for check-in will be offloaded first.</p> <p>(3) Compensation for Involuntary Denied Boarding If you are denied boarding involuntarily, you are entitled to a payment of "Denied Boarding Compensation" from the airline unless:</p> <ol style="list-style-type: none"> (a) 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 (b) You are denied boarding because the flight is cancelled; or (c) You are denied boarding because a smaller capacity aircraft was substituted for safety or operational reasons; or (d) You are offered accommodations in a section of the aircraft other than that specified in your ticket at no extra charge. (A passenger seated in a section for which a lower fare is charged must be given an appropriate refund); or (e) The airline is able to place you on another flight, or flights, that is planned to reach your destination within one hour of the scheduled arrival of your original flight. <p>(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 values of their ticket coupons with a USD 200.00 maximum. However, if the airline cannot arrange alternate transportation for the passenger, the compensation is doubled (USD 400.00 maximum). The 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 passengers destination or first 4 hour stopover are used to compute the compensation.</p> <p>(5) Method of Payment The airlines must give each passenger who qualifies for denied boarding compensation, a payment by check or draft for the amount specified above, on the day and place the involuntary denied boarding occurs. However, if the airline arranges alternate transportation for the passenger's convenience that departs before the payment can be made, the payment will be sent to the passenger within 24 hours. The carrier may offer free tickets in place of the cash payment. The passenger may, however, refuse all compensation and bring private legal action.</p> <p>(6) Passenger's Options Acceptance of the compensation (by endorsing the check, draft or MCO within 30 days) relieves carrier from any further liability to the passenger caused by its failure to honor the confirmed reservation. However, the passenger may decline payment and seek to recover damages in a court of law or in some other manner.</p>
(Continued on next page)	
For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.	
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1st Revised Page 71
Cancels Original Page 71

RULE	SECTION I - GENERAL RULES
87 C C	<p><u>DENIED BOARDING COMPENSATION</u> (Continued)</p> <p style="text-align: center;">PART B (Applicable to IB only)</p> <p>+ [C] APPLICABLE TO FLIGHTS OR PORTION OF FLIGHTS ORIGINATING IN THE UNITED STATES</p> <p>+ [C] (A) <u>CONDITIONS FOR PAYMENT OF COMPENSATION</u> This tariff applies to the carrier with respect to its operation of flights originating, or serving a point within the United States or its territories or possessions, insofar as it denies boarding to a passenger on a flight, or portion of flight for which the passenger holds confirmed reserved space and which is covered by a flight coupon naming any such point as the passenger's origin, termination, or next stopover. Provided, however, this rule shall not apply to passengers traveling on a free or reduced fare basis. <u>EXCEPTION:</u> A passenger(s) denied boarding a flight shall not be eligible for denied boarding compensation if:</p> <ol style="list-style-type: none"> (1) The passenger does not present himself/herself for carriage at the appropriate time and place, having fully complied with the carrier's requirements as to ticketing, check-in and reconfirmation procedures and being acceptable for transportation under the carrier's tariff; or (2) The flight for which the passenger holds confirmed reserved space is unable to accommodate him/her because of cancellation of the flight or substitution of aircraft at a lesser capacity when required by operational or safety reasons; or (3) The passenger is offered accommodations or is seated in a section of the aircraft other than that specified in his/her ticket at no extra charge, except that in the event the passenger is seated in a section of the aircraft for which a lower fare is charged an appropriate refund shall be provided; or (4) The carrier arranges comparable air transportation, or other transportation used by the passenger at no extra cost to the passenger, that at the time such arrangements are made is planned to arrive at the passenger's next stopover or, if none, final destination within one hour after the scheduled arrival time of the passenger's original flight or flights. <p>(B) <u>AMOUNT OF COMPENSATION PAYABLE</u> Compensation will be paid to a passenger denied boarding involuntarily from an oversold flight at the rate of 200 percent of the sum of the values of the passenger's remaining flight coupons up to the passenger's next stopover, or if none, to his destination, with a USD 400.00 maximum. However, the compensation shall be one-half the amount described above, with a USD 200.00 maximum, if the carrier arranges for comparable air transportation or other transportation accepted (i.e., used) by the passenger, which at the time either such arrangement is made, is planned to arrive at the airport of the passenger's next stopover or, if none, at the airport of the passenger's destination not later than 4 hours after such time. The airline must give each passenger who qualified for denied boarding compensation a payment by check or draft for the amount specified above, on the day and place the involuntary denied boarding occurs. However, if the airline arranges alternate transportation for the passenger's convenience that departs before the payment can be made, the payment will be sent to the passenger within 24 hours. The carrier may offer free tickets in place of the cash payment. The passenger may, however, refuse all compensation and bring private legal action.</p> <p>(C) <u>ORDER OF DENIED BOARDING</u> In the event there is insufficient space on the aircraft to accommodate all passengers holding confirmed reservations, the carrier shall request volunteers for denied boarding before using any other boarding priority. If an insufficient number of volunteers come forward, the carrier may deny boarding involuntarily to other passengers with the carrier's boarding priorities as follows:</p> <ol style="list-style-type: none"> (1) Local boarding passengers holding confirmed reserved space who present themselves for carriage after all seats have been allocated. (2) Transit reserved passengers. (3) Carrier's crew members traveling on a positive space basis for operational reasons, and ground personnel needed for emergency repairs on an aircraft grounded at a station. <p><u>NOTE:</u> Unaccompanied minors, incapacitated passengers, and hardship cases as determined by the manager on duty shall not be considered for removal.</p>
	(Continued on next page)
For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.	
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† - Effective October 27, 1993 and issued on one (1) day's notice under
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RULE	SECTION I - GENERAL RULES
87	<p><u>DENIED BOARDING COMPENSATION</u> (Continued)</p> <p style="text-align: center;">PART B (Applicable to IB only) (Continued)</p> <p>+ (C) <u>APPLICABLE TO FLIGHTS OR PORTION OF FLIGHTS ORIGINATING IN THE UNITED STATES</u> (Continued)</p> <p>(D) <u>PUBLIC NOTICE OF DENIED BOARDING COMPENSATION AND BOARDING PRIORITIES</u></p> <p style="text-align: center;"><u>COMPENSATION FOR DENIED BOARDING</u></p> <p>If you have been denied a reserved seat on (airline name) you are probably entitled to monetary compensation. This notice explains the airline's obligations and the passenger's rights in the case of an oversold flight, in accordance with usual rules and practices.</p> <p style="text-align: center;"><u>VOLUNTEERS AND BOARDING PRIORITIES</u></p> <p>If a flight is oversold (more passengers hold confirmed reservations than there are seats available), no one may be denied boarding against his will until airline personnel first ask for volunteers who will give up their reservations willingly, in exchange for a payment of the airline's choosing. If there are not enough volunteers, other passengers may be denied boarding involuntarily, in accordance with the boarding priorities of (airline name).</p> <p style="text-align: center;"><u>COMPENSATION FOR INVOLUNTARY DENIED BOARDING</u></p> <p>If you are denied boarding involuntarily, you are entitled to a payment of "Denied Boarding Compensation" from the airline unless:</p> <ol style="list-style-type: none"> (1) You have not fully complied with the airline's ticketing, check-in, and reconfirmation requirements or you are not acceptable for transportation under the airline's usual Rules and Practices filed with the Department of Transportation; or (2) You are denied boarding because the flight is cancelled; or (3) You are denied boarding because a smaller capacity aircraft was substituted for safety or operational reasons; or (4) You are offered accommodations in a section of the aircraft other than that specified in your ticket at no extra charge. (A passenger seated in a section for which a lower fare is charged must be given an appropriate refund); or (5) The airline is able to place you on another flight, or flights, that is planned to reach your destination within one hour of the scheduled arrival of your original flight. <p style="text-align: center;"><u>AMOUNT OF DENIED BOARDING COMPENSATION</u></p> <p>Passengers who are eligible for denied boarding compensation must be offered a payment equal to the sum of the face values of their ticket coupons with a USD 200.00 maximum. However, if the airline cannot arrange alternate transportation for the passenger, the compensation is doubled (USD 400.00 maximum). The "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 destination or first 4-hour stopover are used to compute the compensation.</p> <p>"Alternate transportation" is air transportation (by an airline licensed by the Department of Transportation) or other transportation used by the passenger which, at the time the arrangement is made, is planned to arrive at the passenger's next scheduled stopover (of 4 hours or longer) or final destination no later than 4 hours after the passenger's originally scheduled arrival time.</p> <p style="text-align: center;"><u>METHOD OF PAYMENT</u></p> <p>The airlines must give each passenger who qualifies for denied boarding compensation, a payment by check or draft for the amount specified above, on the day and place the involuntary denied boarding occurs. However, if the airline arranges alternate transportation for the passenger's convenience that departs before the payment can be made, the payment will be sent to the passenger within 24 hours. The carrier may offer free tickets in place of the cash payment. The passenger may, however, refuse all compensation and bring private legal action.</p> <p style="text-align: center;"><u>PASSENGER'S OPTIONS</u></p> <p>Acceptance of the compensation (by endorsing the check, draft or MCO within 30 days) relieves carrier from any further liability to the passenger caused by its failure to honor the confirmed reservation. However, the passenger may decline payment and seek to recover damages in a court of law or in some other manner.</p> <p>(E) <u>REQUESTING VOLUNTEERS ON DENIED BOARDING</u></p> <p>When the manager on duty determines that all passengers holding reserved space will not be accommodated on a given flight, the following procedure shall apply:</p> <ol style="list-style-type: none"> (1) A notice (as shown below) will be distributed to passengers checking in for that flight, (2) Accordingly, passengers volunteering for denied boarding will be taken in the order of presentation up to the required number. (3) At the time of boarding these passengers will be boarded last and, if not boarded, given the mutually agreed compensation in check or draft and offered alternate transportation.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: October 26, 1993	EFFECTIVE: December 25, 1993 (Except as Noted)
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2nd Revised Page 73
 (See Note)

RULE	SECTION I - GENERAL RULES
87	<p>DENIED BOARDING COMPENSATION (Continued)</p> <p style="text-align: center;">PART B (Applicable to IB only) (Continued)</p> <p>C [C] <u>APPLICABLE TO FLIGHTS OR PORTION OF FLIGHTS ORIGINATING IN THE UNITED STATES</u> (Continued)</p> <p>(F) COMPENSATION OFFER TO PROSPECTIVE VOLUNTEERS There is a chance that your flight is oversold (more passengers hold confirmed reservations than there are seats available). No one may be denied boarding against his/her will until airline personnel, first ask for volunteers, who will give up their reservations willingly, in exchange for a compensation, which Carrier (the applicable name of the carrier will be substituted for the term "carrier" in the notice distributed to the passenger) has established as follows:</p> <p>(1) <u>When alternate transportation departing the same day is available:</u> USD 100.00 (or equivalent in local currency), in the event that Carrier is able to offer ALTERNATE transportation, leaving the same day, on Carrier (the applicable name of the carrier will be substituted for the term "carrier" in the notice distributed to the passenger.) or any other carrier.</p> <p>(2) <u>When no alternate transportation available for departure on the same day:</u> USD 100.00 PLUS the following expenses: 1 night hotel and 1 day meals, including transportation between airport and hotel, as well as any incidental expenses, including tips/telephone, etc. up to a maximum of USD 100.00.</p> <p>Above compensation amounts are per one adult passenger; infants and children below the age of twelve are offered one-half of these amounts. If there are not enough volunteers, any passenger may be denied boarding compensation involuntarily, in accordance with Boarding Priority Rules available upon request from Carrier (the applicable name of the carrier will be substituted for the term "carrier" in the notice distributed to the passenger) and in accordance with the Denied Boarding Compensation established by the Department of Transportation. I have carefully read the above compensation offer to volunteers, and am fully informed of my chances of being involuntarily bumped. Being a passenger on Carrier (the applicable name of the carrier will be substituted for the term "carrier" in the notice distributed to the passenger.) FLIGHT NUMBER: _____ DATE: _____ my signature below will confirm that I am willing to accept the compensation offered by Carrier (the applicable name of the carrier will be substituted for the term "carrier" in the notice distributed to the passenger.) for volunteers.</p> <p style="text-align: right;">_____ (Signature of Passenger)</p>

NOTE: (Issued in lieu of 1st Revised Page 73 rejected by the NTA(A) and D.O.T.) Cancels Original Page 73. (Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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Cancels Original Page 74

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RULE	SECTION I - GENERAL RULES
07 C	<p>DENIED BOARDING COMPENSATION (Continued)</p> <p style="text-align: center;">+INIPART C (Applicable to BG only)</p> <p>APPLICABLE ONLY TO FLIGHTS OR PORTIONS OF FLIGHTS ORIGINATING IN THE UNITED STATES</p> <p>(A) CONDITIONS FOR PAYMENT OF COMPENSATION</p> <p>(1) Subject to the exceptions in this paragraph, BG will tender to passenger the amount of compensation specified in paragraph (B) below when:</p> <p>(a) Passenger holding ticket for confirmed reserved space presents himself at the appropriate time and place, having complied fully with BG's requirements as to ticketing, check-in and reconfirmation procedures and being acceptable for transportation under carrier's tariff; and</p> <p>NOTE: Check-in means that the passengers must present himself to the airport for check in at least 120 minutes prior to the scheduled departure of the flight on which he holds confirmed reserved space.</p> <p>(b) The flight for which the passenger holds confirmed reserved space is unable to accommodate the passenger and departs without him.</p> <p>(2) Subject to the exceptions in this paragraph, BG will tender to passenger the amount of compensation specified in paragraph (C) below when a passenger holding a ticket for confirmed reserved space is involuntarily denied boarding but carrier arranges for comparable air transportation or for other transportation accepted by the passenger which, at the time either such arrangement is made, is planned to arrive at the airport of the passenger's next stopover or, if none, at the airport of his destination, where the flight is between points in the United States, and points outside thereof, no later than four hours after the planned arrival at the passenger's next point of stopover, at the passenger's destination, of flight on which the passenger holds a confirmed reservation.</p> <p>EXCEPTION: The passenger will not be eligible for compensation if the flight upon which the passenger holds confirmed reserved space is unable to accommodate him because of:</p> <p>(a) Substitution of equipment of lesser capacity when required by operational and/or safety reasons; or</p> <p>(b) The passenger does not present himself for carriage at the appropriate time and place, having complied fully with the carrier's requirements as to ticketing, check-in, and reconfirmation procedures and being acceptable for transportation under the carrier's tariff; or</p> <p>(c) The passenger is offered accommodations or is seated in a section of the aircraft other than that specified on his ticket at no extra charge, except that a passenger seated in a section for which a lower fare is charged shall be entitled to an appropriate refund; or</p> <p>(d) Passenger is travelling on free or reduce rate ticket.</p> <p>(B) AMOUNT OF COMPENSATION PAYABLE TO INVOLUNTARILY BUMPED PASSENGERS</p> <p>Subject to the provisions of paragraph (A) (1) above, carrier will tender liquidated damages in the amount of 200 percent of the sum of values of the passenger's remaining flight coupons up to the passenger's next stopover, if none, to his destination with a USD 400.00 maximum.</p> <p>(C) AMOUNT OF COMPENSATION PAYABLE IN CERTAIN REROUTED PASSENGERS</p> <p>If the carrier arranges for comparable air transportation or other transportation accepted by the passenger under the circumstances described in paragraph (A)(2) above, the passenger shall be entitled to one-half the amount described in paragraph (B) above with a USD 200.00 maximum. Said tender will be made by carrier on the day and at the place where the failure occurs, and if accepted, will be receipted for by the passenger. Provided, however, that when the carrier arranges for the passenger's convenience, alternate means of transportation which departs prior to the time such tender can be made to the passenger, tender shall be made by mail or other means within 24 hours after the time the failure occurs.</p> <p>(D) DENIED BOARDING PROCEDURES</p> <p>In the event of an oversold flight, the carrier shall ensure that the smallest practical number of persons holding confirmed reserved space on that flight are denied boarding involuntarily. The carrier will first request volunteers for denied boarding. Any other passenger denied boarding is considered to have been denied boarding involuntarily and is eligible for denied boarding compensation in accordance with the carrier's tariff. If an insufficient number of volunteers come forward, the carrier may deny boarding to other passengers in accordance with the boarding priority rules set forth below. A carrier may not deny boarding to any passenger involuntarily who was earlier asked to volunteer without having been informed that he was in danger of being denied boarding involuntarily and the amount of compensation to which he would have been entitled in that event. The carrier shall furnish passengers who are denied boarding involuntarily immediately after the denied boarding occurs the written statement contained in paragraph (E) below.</p> <p>(E) STATEMENT FOR PASSENGERS DENIED BOARDING INVOLUNTARILY</p> <p style="text-align: center;">COMPENSATION FOR DENIED BOARDING</p> <p>If you have been denied a reserved seat on BG, you are probably entitled to monetary compensation. This notice explains the airline's obligations and the passenger's rights in the case of an oversold flight, in accordance with regulations of the U.S. Department of Transportation.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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(Except as Noted)

Airline Tariff Publishing Company, Agent
INTERNATIONAL PASSENGER RULES AND FARES TARIFF
NO. IPG-1

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Cancels 2nd Revised Page 76

RULE	SECTION I - GENERAL RULES
87 C	<p><u>DENIED BOARDING COMPENSATION</u> (Continued)</p> <p>†(IN)PART C (Applicable to BG only) (Continued) <u>APPLICABLE ONLY TO FLIGHTS OR PORTIONS OF FLIGHTS ORIGINATING IN THE UNITED STATES</u> (Continued)</p> <p>(E) <u>STATEMENT FOR PASSENGERS DENIED BOARDING INVOLUNTARILY</u> (Continued)</p> <p style="text-align: center;"><u>VOLUNTEERS AND BOARDING PRIORITIES</u></p> <p>If a flight is oversold (more passengers hold confirmed reservations than there are seats available), no one may be denied boarding against his will until airline personnel first ask for volunteers who will give up their reservations willingly, in exchange for a payment of the airline's choosing. If there are not enough volunteers, other passengers may be denied boarding involuntarily, in accordance with the following boarding priorities of BG: <u>WRITTEN EXPLANATION OF DENIED BOARDING COMPENSATION AND DENIED BOARDING PRIORITIES.</u></p> <p>(1) Passengers holding free or reduced fare industry discount tickets. (2) Revenue passenger, by considering lowest fare-type passengers first and highest fare-type passengers last, in the following sequence: (a) Super Apex and Regular Apex passengers. (b) All other promotional fare passengers. (c) Normal fare passengers. <u>EXCEPTION:</u> Unaccompanied minors, incapacitated passengers and elderly passengers especially with language problems, shall not be considered for removal. <u>NOTE:</u> Within each of the above categories, the following sequence of removal shall be applied under full consideration of the possibility of up/down-grading.</p> <p>(3) Locally boarding/transfer passengers: (a) Not holding direct connecting reservations. (b) Holding direct connecting reservations on shorthaul flights. (c) Holding direct connecting reservations on longhaul flights. (4) Transfer passengers in direct transit on the same flight. <u>NOTE:</u> Paragraph (1) above is not eligible for denied boarding compensation.</p> <p style="text-align: center;"><u>COMPENSATION FOR INVOLUNTARY DENIED BOARDING</u></p> <p>If you are denied boarding involuntarily, you are entitled to a payment of "Denied Boarding Compensation" from the airline <u>unless:</u></p> <p>(1) You have not fully complied with the airline's ticketing, check-in, and reconfirmation requirements or you are not acceptable for transportation under the airline's usual rules or practices; or (2) You are denied boarding because the flight is cancelled; or (3) Because a smaller capacity aircraft was substituted for safety or operational reasons; or (4) You are offered accommodations in a section of the aircraft other than that specified in your ticket at no extra charge. (A passenger seated in a section for which a lower fare is charged must be given an appropriate refund); or (5) The airline is able to place you on another flight, or flights, that is planned to reach your destination within one hour of the scheduled arrival of your original flight.</p> <p style="text-align: center;"><u>AMOUNT OF DENIED BOARDING COMPENSATION</u></p> <p>Passengers who are eligible for denied boarding compensation must be offered a payment equal to the sum of the face values of their ticket coupons with a USD 200.00 maximum. However, if the airline cannot arrange alternate transportation (see below) for the passenger, the compensation is doubled (USD 400.00 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 destination or first 4-hour stopover are used to compute the compensation. "Alternate 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 4 hours after the passenger's originally scheduled arrival time.</p> <p style="text-align: center;"><u>METHOD OF PAYMENT</u></p> <p>The airlines must give each passenger who qualifies for denied boarding compensation, a payment by cash (or at the passenger's option check or draft) for the amount specified above, on the day and place the involuntary denied boarding occurs. However, if the airline arranges alternate transportation for the passenger's convenience that departs before the payment can be made, the payment will be sent to the passenger within 24 hours. The carrier may offer free tickets in place of the cash payment. The passenger may, however, refuse all compensation and bring private legal action.</p> <p><u>NOTE 1:</u> At passenger's option, BG may compensate the passenger with credit for future transportation on BG, in lieu of monetary compensation. The amount of the transportation credit offered shall be equal to or greater than the monetary compensation due the passenger. The credit voucher will be valid for travel on BG only, within one year from date of issue, and will be non-refundable and non-transferable.</p> <p><u>NOTE 2:</u> <u>PASSENGER'S OPTIONS</u> Acceptance of the compensation (by endorsing the check, draft or MCO within 30 days) relieves carrier from any further liability to the passenger caused by its failure to honor the confirmed reservation. However, the passenger may decline payment and seek to recover damages in a court of law or in some other manner.</p>

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For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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Airline Tariff Publishing Company, Agent

Original Page 77

INTERNATIONAL PASSENGER RULES TARIFF NO. IPG-1

RULE	SECTION I - GENERAL RULES
87	<p><u>DENIED BOARDING COMPENSATION</u> (Continued)</p> <p style="text-align: center;">PART D (Applicable to KU only) <u>APPLICABLE TO FLIGHTS ORIGINATING IN THE UNITED STATES.</u></p> <p>(A) <u>CONDITIONS FOR PAYMENT OF COMPENSATION</u> Subject to the exception in this paragraph, KU will tender to passenger the amount of compensation specified in paragraph (B) when:</p> <ol style="list-style-type: none"> (1) Passenger holding a ticket for confirmed reserved space presents himself for carriage at the appropriate time and place, having complied fully with KU's requirements as to ticketing, check-in (see Rule 60 <u>RESERVATIONS</u>) and reconfirmation procedures and being acceptable for transportation; and (2) The flights for which the passenger holds confirmed reserved space is unable to accommodate the passenger and departs without him. <p><u>EXCEPTION:</u> The passenger will not be eligible for compensation if:</p> <ol style="list-style-type: none"> (a) The flight upon which the passenger holds confirmed reserved space is unable to accommodate him because of <ol style="list-style-type: none"> (i) Cancellation of the flight; or (ii) Substitution of equipment of lesser capacity when required by operational and/or safety reasons; or (b) Passenger is accommodated on the flight for which he holds confirmed reserved space, but is offered accommodations or is seated in a compartment of the aircraft other than that specified on his ticket, provided that a passenger seated in a section in a section for which a lower fare is charged shall be entitled to an appropriate refund. (c) The carrier arranges comparable air transportation, or other transportation used by the passenger at no extra cost to the passenger, that at the time such arrangements are made is planned to arrive at the passenger's next stopover or, if none final destination within 1 hour after the scheduled arrival time of the passenger original flight or flights. <p>(B) <u>AMOUNT OF COMPENSATION PAYABLE</u></p> <ol style="list-style-type: none"> (1) Subject to the provisions of paragraph (A), KU will tender liquidated damages at the rate of 200 percent of the sum of the values of the passenger's remaining flight coupons up to the passenger's next stopover or, if none, to his destination with a USD 400.00 maximum. Provided, however, that the compensation shall be one-half the aforesaid amount, with a USD 200.00 maximum, if the carrier arranges for comparable air transportation or other transportation accepted (i.e. used) by the passenger, which at the time either such arrangement is made, is planned to arrive at the airport of the passenger's next stopover or, if none, at the airport of the passenger's destination not later than 2 hours after the time the direct or connecting flight on which the confirmed space is held is planned to arrive in the case of interstate and overseas air transportation, or 4 hours after such time in the case of foreign air transportation. (2) Said tender will be made by carrier on the day and at the place where the failure occurs and, if accepted will be receipted by the passenger. Provided, however, that when carrier arranges for the passenger's convenience, alternate means of transportation which departs prior to the time such tender can be made to the passenger, tender shall be made by mail or other means within 24 hours after the time the failure occurs.

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For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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RULE

SECTION I - GENERAL RULES

87

DENIED BOARDING COMPENSATION (Continued)

PART D (Applicable to KU only) (Continued)

(C) WRITTEN EXPLANATION OF DENIED BOARDING COMPENSATION AND DENIED BOARDING PRIORITIES:

- (1) Compensation for Denied Boarding
If you have been denied a reserved seat on carrier, you are probably entitled to monetary compensation. This notice explains the airline's obligations and passengers rights in the case of an oversold flights, in accordance with regulations of the U.S. Department of Transportation.
- (2) Volunteers and Boarding Priorities
If a flights is oversold (more passengers hold confirmed reservations than there are seats available) no one may be denied boarding against his will until airline personnel first ask for volunteers who will give up their reservations willingly, in exchange for a payment of the airlines' choosing. If there are not enough volunteers, other passengers may be denied boarding involuntarily, in accordance with the following boarding priority:
(a) Passengers holding free or reduced fare tickets entitled to firm booking, issued by other airlines;
(b) Passengers holding free or reduced fare tickets entitled to firm booking, issued by KU, with exception of crew, and dead heading crew;
(c) Full revenue passengers, by considering lowest fare-type passengers first and highest fare-type passengers last, in the following sequence:
(i) Super APEX and regular APEX passengers;
(ii) All other promotional fare passengers;
(iii) Normal fare passengers.
except that unaccompanied minors, incapacitated passengers and elderly passengers especially with language problems, shall not be considered for removal.
- (3) Compensation for Involuntary Denied Boarding
If you are denied boarding involuntarily, you are entitled to a payment of "denied boarding compensation" from the airline unless:
(a) 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
(b) You are denied boarding because the flight is cancelled; or
(c) You are denied boarding because a smaller capacity aircraft was substituted for safety or operational reasons; or
(d) You are offered accommodations in a section of the aircraft other than that specified in your ticket at no extra charge. (A passenger seated in a section for which a lower fare is charged must be given an appropriate refund.)
(e) The carrier is able to place you on another flight, or flights, that are planned to reach your destination within one hour of the scheduled arrival of your original flight.
- (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 values of their ticket coupons, with a USD 200.00 maximum. However, if the airline cannot arrange alternate transportation for the passengers, the compensation is doubled (USD 400.00 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.
- (5) Method of Payment
The Airline must give each passenger who qualifies for denied boarding compensation, a payment by check or draft or the amount specified above, on the day and place the involuntary denied boarding occurs. However, if the airline arranges alternate transportation for the passenger's convenience that departs before the payment can be made, the payment will be sent to the passenger within 24 hours. The carrier may offer free tickets in place of the cash payment. The passenger may, however, refuse all compensation and bring private legal action.
- (6) Passenger's Options
Acceptance of the compensation (by endorsing the check or draft within 30 days) relieves the carrier from any further liability to the passenger caused by its failure to honor the confirmed reservations. However, the passenger may decline payment and seek to recover damages in a court of law or in some other manner.

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For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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INTERNATIONAL PASSENGER RULES AND FARES TARIFF
 NO. IPG-1

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RULE	SECTION I - GENERAL RULES
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87	<p>DENIED BOARDING COMPENSATION (Continued)</p>
C	<p style="text-align: center;">PART E (Applicable to LY/X only) (Continued) APPLICABLE TO FLIGHTS ORIGINATING IN THE UNITED STATES</p> <p>(A) CONDITIONS FOR PAYMENT OF COMPENSATION Subject to the exceptions in this paragraph, LY will tender to passenger the amount of compensation specified in paragraph (B) when:</p> <p>(1) Passenger holding a ticket for confirmed reserved space presents herself/herself for carriage at the appropriate time and place, having complied fully with LY's requirements as to ticketing, check-in and reconfirmation procedures and being acceptable for transportation; and</p> <p>(2) The flight for which the passenger holds confirmed reserved space is unable to accommodate the passenger and departs without him/her.</p> <p>EXCEPTION: The passenger will not be eligible for compensation if:</p> <p>(a) The flight on which the passenger holds confirmed reserved space is unable to accommodate him/her because of substitution of equipment of lesser capacity when required by operational and/or safety reasons;</p> <p>(b) Passenger is accommodated on the flight for which he/she holds confirmed reserved space, but is offered accommodations or is seated in a compartment of the aircraft other than that specified on his/her ticket at no extra charge, provided that a passenger seated in a section for which a lower fare is charged shall be entitled to an appropriate refund.</p> <p>(c) The carrier arranges comparable air transportation, or other transportation used by the passenger, at no extra cost to the passenger, that at the time such arrangements are made is planned to arrive at the passenger's next stopover, or if none, final destination within one hour after the scheduled arrival time of the passenger's original flight or flights.</p> <p>(d) The passenger is traveling on employee's free or reduced rate ticket.</p> <p>(e) The passenger refused to be security checked.</p> <p>(f) The flight for which the passenger holds a confirmed reserved space is cancelled.</p>
C	<p>(B) AMOUNT OF COMPENSATION PAYABLE</p> <p>(1) Subject to the provisions of paragraph (A) of this rule, LY/X will tender liquidated damages at the rate of 200 percent of the sum values of the passenger's remaining flight coupons up to the passenger's next stopover or, if none, to his destination, but not more than USD 400.00. However, the compensation shall be 50 percent of the amount described above with a USD 200.00 maximum, if the carrier arranges for comparable air transportation, or for other transportation that is accepted (i.e., used) by the passenger, which at the time either such arrangement is made, is planned to arrive at the passenger's next stopover or, if none, at the airport of the passenger's destination not later than 4 hours after the time the direct or connecting flight on which the confirmed space is held is planned to arrive.</p> <p>(2) Said tender will be made by the carrier on the day and at the place where the failure occurs and, if accepted, will be receipted for by the passenger. Provided, however, that when carrier arranges for the passenger's convenience, alternate means of transportation which departs prior to the time such tender can be made to the passenger, tender shall be made by mail or other means within 24 hours after the time the failure occurs.</p>
C	<p>(C) WRITTEN EXPLANATION OF DENIED BOARDING COMPENSATION AND BOARDING PRIORITIES LY shall furnish all passengers who are denied boarding involuntarily from flights on which they hold confirmed reserved space a copy of the following written statement:</p> <p>(1) Compensation for Denied Boarding If you have been denied a reserved seat on LY/X, you are probably entitled to monetary compensation. This notice explains the airline's obligations and the passenger's rights in the case of an oversold flight, in accordance with regulations of the U.S. Department of Transportation.</p> <p>(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 will until airline personnel first ask for volunteers who will give up their reservations willingly, in exchange for a payment of the airline's choosing. If there are not enough volunteers, other passengers may be denied boarding involuntarily, in accordance with the following boarding priority:</p>

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For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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INTERNATIONAL PASSENGER RULES AND FARES TARIFF
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RULE	SECTION I - GENERAL RULES
87 C C C	<p><u>DENIED BOARDING COMPENSATION</u> (Continued)</p> <p>PART E (Applicable to LY/X only) (Continued)</p> <p>(C) <u>WRITTEN EXPLANATION OF DENIED BOARDING COMPENSATION AND BOARDING PRIORITIES</u> (Continued)</p> <p>(2) <u>Volunteers and Boarding Priorities</u> (Continued)</p> <p>(a) Revenue passengers in order of appearance at airport check-in facilities, but with the following exceptions:</p> <ul style="list-style-type: none"> (i) Members of Israeli Cabinet and/or their counterpart in U.S.A. (ii) Physically handicapped passengers. (iii) Unaccompanied minors. (iv) Deportees. (v) Passengers traveling with infants. (vi) Compassionate cases (death in family). (vii) Passengers accompanying coffin of deceased. <p>(b) Government request ticket holders.</p> <p>(c) Industry reduced fare passengers, per IATA Resolution 203.</p> <p>(d) LY/X staff on company business, in order of seniority.</p> <p>(e) LY/X staff and their family on leave, in order of seniority.</p> <p>(f) Non-revenue employees of other carriers.</p> <p>(3) <u>Compensation for Involuntary Denied Boarding</u> If you are denied boarding involuntarily, you are entitled to a payment of "Denied Boarding Compensation" from the airline unless:</p> <ul style="list-style-type: none"> (a) 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. (b) You are denied boarding because the flight is cancelled; or (c) You are denied boarding because a smaller capacity aircraft was substituted for safety or operational reasons; or (d) You are offered accommodations in a section of the aircraft other than that specified in your ticket at no extra charge. (A passenger seated in a section for which a lower fare is charged must be given an appropriate refund); or (e) The airline is able to place you on another flight, or flights, that is planned to reach your destination within one hour of the scheduled arrival of your original flight. <p>(4) <u>Amount of Denied Boarding Compensation</u> 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 200.00 maximum. However, if the airline cannot arrange alternate transportation for the passenger, the compensation is doubled (USD 400.00 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 destination or first 4-hour stopover are used to compute the compensation.</p> <p>(5) <u>Method of Payment</u> The airline must give each passenger who qualifies for denied boarding compensation, a payment by check or draft for the amount specified above, on the day and place the involuntary denied boarding occurs. However, if the airline arranges alternate transportation for the passenger's convenience that departs before the payment can be made, the payment will be sent to the passenger within 24 hours. The carrier may offer free tickets in place of the cash payment. The passenger may, however, refuse all compensation and bring private legal action.</p> <p>(6) <u>Passenger's Options</u> Acceptance of the compensation (by endorsing the check, draft or MCO within 30 days) relieves carrier from any further liability to the passenger caused by its failure to honor the confirmed reservation. However, the passenger may decline payment and seek to recover damages in a court of law or in some other manner.</p>

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For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: October 18, 1994

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RULE	SECTION I - GENERAL RULES
87	<p>DENIED BOARDING COMPENSATION (Continued)</p> <p style="text-align: center;"><u>PART F (Applicable to OA only)</u> <u>APPLICABLE TO FLIGHTS ORIGINATING IN THE UNITED STATES</u></p> <p>(A) CONDITIONS FOR PAYMENT OF COMPENSATION Subject to the exceptions in this subparagraph, OA will tender to passenger the amount of compensation specified in subparagraph (2) when:</p> <p>(1) Passenger holding a ticket for confirmed reserved space presents himself/herself for carriage at the appropriate time and place, having complied fully with OA's requirements as to ticketing, check-in and reconfirmation procedures and being acceptable for transportation; and</p> <p>(2) The flight for which the passenger holds confirmed reserved space is unable to accommodate the passenger and departs without him/her.</p> <p>EXCEPTION: The passenger will not be eligible for compensation if:</p> <p>(a) The flight upon which the passenger holds confirmed reserved space is unable to accommodate him/her because of substitution of equipment of lesser capacity when required by operational and/or safety reasons.</p> <p>(b) Passenger is accommodated on the flight for which he/she holds confirmed reserved space, but is offered accommodations or is seated in a compartment of the aircraft other than that specified on his/her ticket at no extra charge, provided that a passenger seated in a section for which a lower fare is charged shall be entitled to an appropriate refund.</p> <p>(c) The carrier arranges comparable air transportation, or other transportation used by the passenger at no extra cost to the passenger, that at the time such arrangements are made is planned to arrive at the passenger's next stopover, or if none, final destination within one hour after the scheduled arrival time of the passenger's original flight or flights.</p> <p>(d) The passenger is traveling on employees' free or reduced rate ticket.</p> <p>(e) The passenger refused to be security checked.</p> <p>(f) The flight for which the passenger holds a confirmed reserved space is cancelled.</p> <p>(B) AMOUNT OF COMPENSATION PAYABLE</p> <p>(1) Subject to the provisions of paragraph (A) of this rule, OA will tender liquidated damages at the rate of 200 percent of the sum values of the passenger's remaining flight coupons up to the passenger's next stopover or, if none, to his destination, but not more than USD 400.00. However, the compensation shall be 50 percent of the amount described above with a USD 200.00 maximum, if the carrier arranges for comparable air transportation, or for other transportation that is accepted (i.e., used) by the passenger, which at the time either such arrangement is made is planned to arrive the passenger's next stopover or, if none, at the airport of the passenger's destination not later than 4 hours after the time the direct or connecting flight on which the confirmed space is held is planned to arrive.</p> <p>(2) Said tender will be made by the carrier on the day and at the place where the failure occurs and, if accepted, will be receipted for by the passenger. Provided, however, that when carrier arranges for the passenger's convenience, alternate means of transportation which departs prior to the time such tender can be made to the passenger, tender shall be made by mail or other means within 24 hours after the time the failure occurs.</p> <p>(C) WRITTEN EXPLANATION OF DENIED BOARDING COMPENSATION AND DENIED BOARDING PRIORITIES OA shall furnish all passengers who are denied boarding involuntarily from flights on which they hold confirmed reserved space a copy of the following written statement:</p> <p>(1) Compensation for Denied Boarding If you have been denied a reserved seat on OA you are probably entitled to monetary compensation. This notice explains the airline's obligations and the passenger's rights in the case of an oversold flight, in accordance with regulations of the U.S. Department of Transportation.</p>

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For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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RULE

SECTION I - GENERAL RULES

87

DENIED BOARDING COMPENSATION (Continued)PART F (Applicable to OA only) (Continued)(C) WRITTEN EXPLANATION OF DENIED BOARDING COMPENSATION AND DENIED BOARDING PRIORITIES (Continued)(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 will until airline personnel first ask for volunteers who will give up their reservations willingly, in exchange for a payment of the airline's choosing. If there are not enough volunteers, other passengers may be denied boarding involuntarily, in accordance with the following boarding priority: Passengers will be boarded in the order in which they present themselves at the check-in counter at the airport, except that physically handicapped passengers, unaccompanied minors and OA personnel traveling on OA business in a must ride category will given priority over all other passengers.

(3) Compensation for Involuntary Denied Boarding

If you are denied boarding involuntarily, You are entitled to a payment of "Denied Boarding Compensation" from the airline unless:

- (a) 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
- (b) You are denied boarding because the flight is cancelled; or
- (c) You are denied boarding because a smaller capacity aircraft was substituted for safety or operational reasons; or
- (d) You are offered accommodations in a section of the aircraft other than that specified in your ticket at no extra charge. (A passenger seated in a section for which a lower fare is charged must be given an appropriate refund); or
- (e) The airline is able to place you on another flight, or flights, that are planned to reach your destination within one hour of the scheduled arrival of your original flight.

(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 200.00 maximum. However, if the airline cannot arrange alternate transportation for the passenger, the compensation is doubled (USD 400.00 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 passengers destination or first 4 hour stopover are used to compute the compensation.

(5) Method of Payment

The airline must give each passenger who qualifies for denied boarding compensation, a payment by check, draft, or MCO for the amount specified above, on the day and place the involuntary denied boarding occurs. However, if the airline arranges alternate transportation for the passenger's convenience that departs before the payment can be made, the payment will be sent to the passenger within 24 hours. The carrier may offer free tickets in place of the cash payment. The passenger may, however, refuse all compensation and bring private legal action.

NOTE: At passenger's option, OA may compensate the passenger with credit for future transportation on OA, in lieu of monetary compensation. The amount of the transportation credit offered shall be equal to or greater than the monetary compensation due the passenger. The credit voucher will be valid for travel on OA only, within one year from date of issue, and will be non-refundable and non transferable.

(6) Passenger's Options

Acceptance of the compensation (by endorsing the check, draft or MCO within 30 days) relieves carrier from any further liability to the passenger caused by its failure to honor the confirmed reservation. However, the passenger may decline payment and seek to recover damages in a court of law or in some other manner.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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RULE

SECTION I - GENERAL RULES

87

DENIED BOARDING COMPENSATION (Continued)

C

PART G (Applicable to OK only)
[C]PART I (APPLICABLE FOR FLIGHTS ORIGINATING IN THE U.S.A.)

(A) CONDITIONS FOR PAYMENT OF COMPENSATION

Subject to the exceptions in this paragraph, OK will tender to passenger the amount of compensation specified in paragraph (B) when:

- (1) Passenger holding a ticket for confirmed reserved space presents himself/herself for carriage at the appropriate time and place, having complied fully with OK's requirements as to ticketing, check-in and reconfirmation procedures and being acceptable for transportation; and
 - (2) The flight for which the passenger holds confirmed reserved space is unable to accommodate the passenger and departs without him/her.
- EXCEPTION: The passenger will not be eligible for compensation if:
- (a) The flight upon which the passenger holds confirmed reserved space is unable to accommodate him/her because of substitution of equipment of lesser capacity when required by operational and/or safety reasons.
 - (b) Passenger is accommodated on the flight for which he/she holds confirmed reserved space, but is offered accommodations or is seated in a compartment of the aircraft other than that specified on his/her ticket at no extra charge, provided that a passenger seated in a section for which a lower fare is charged shall be entitled to an appropriate refund.
 - (c) The carrier arranges comparable air transportation, or other transportation used by the passenger at no extra cost to the passenger, that at the time such arrangements are made is planned to arrive at the passenger's next stopover, or if none, final destination within one hour after the scheduled arrival time of the passenger's original flight or flights.
 - (d) The passenger is traveling on employees' free or reduced rate ticket.
 - (e) The passenger refused to be security checked.

(B) AMOUNT OF COMPENSATION PAYABLE

- (1) Subject to the provisions of paragraph (A) of this rule, OK will tender liquidated damages at the rate of 200 percent of the sum values of the passenger's remaining flight coupons up to the passenger's next stopover or, if none, to his destination, but not more than USD 400.00. However, the compensation shall be 50 percent of the amount described above with a USD 200.00 maximum, if the carrier arranges for comparable air transportation, or for other transportation that is accepted (i.e., used) by the passenger, which at the time either such arrangement is made, is planned to arrive the passenger's next stopover or, if none, at the airport of the passenger's destination not later than 4 hours after the time the direct or connecting flight on which the confirmed space is held is planned to arrive.
- (2) Said tender will be made by the carrier on the day and at the place where the failure occurs and, if accepted, will be receipted for by the passenger. Provided, however, that when carrier arranges for the passenger's convenience, alternate means of transportation which departs prior to the time such tender can be made to the passenger, tender shall be made by mail or other means within 24 hours after the time the failure occurs.

(C) WRITTEN EXPLANATION OF DENIED BOARDING COMPENSATION AND DENIED BOARDING PRIORITIES

Carrier shall furnish all passengers who are denied boarding involuntarily from flights on which they hold confirmed reserved space a copy of the following written statement:

- (1) Compensation for Denied Boarding
 If you have been denied a reserved seat on OK you are probably entitled to monetary compensation. This notice explains the airline's obligations and the passenger's rights in the case of an oversold flight, in accordance with regulations of the U.S. Department of Transportation.
- (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 will until airline personnel first ask for volunteers who will give up their reservations willingly, in exchange for a payment of the airline's choosing. If there are not enough volunteers, other passengers may be denied boarding involuntarily, in accordance with the boarding priority specified in paragraph (3) below.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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RULE

SECTION I - GENERAL RULES

87

DENIED BOARDING COMPENSATION (Continued)

C

PART G (Applicable to OK only) (Continued)

[C]PART I (APPLICABLE FOR FLIGHTS ORIGINATING IN THE U.S.A.) (Continued)

(C) WRITTEN EXPLANATION OF DENIED BOARDING COMPENSATION AND DENIED BOARDING PRIORITIES (Continued)(3) ORDER OF DENIED BOARDING

In the event there is insufficient space on the aircraft to accommodate all passengers holding confirmed reservations, the carrier shall request volunteers for denied boarding before using any other boarding priority. If an insufficient number of volunteers come forward, the carrier may deny boarding to other passengers in accordance with the order listed below. However, the carrier may not deny boarding to any passenger involuntarily who was earlier asked to volunteer without having been informed that he was in danger of being denied boarding involuntarily and the amount of compensation to which he would have been entitled in that event. Passengers holding confirmed reserved space will be denied boarding in the following order:

(4) ORDER OF REMOVAL

- (a) Local boarding passengers holding confirmed reserved space solely on the oversold sector of the flight, who arrive at the check-in 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) Carrier's crew members traveling on a positive space basis for operational reasons.

EXCEPTION: Physically handicapped passengers and unaccompanied children under 12 years of age will be exempted from the order of removal when necessary to avoid undue hardship.

For the purpose of this rule:

Local Boarding Passengers are those passengers who originate their travel at the boarding city, as well as those passengers who are continuing their travel at the boarding city after a stopover as defined below.

Transit passengers are those passengers who originate their travel at the boarding city, as well as those passengers who are continuing their travel at the boarding city after a stopover as defined below.

Stopover means a deliberate interruption of a journey by the passenger, scheduled to exceed four hours, at a point between the place of origin and the place of termination. A transit passenger shall not be considered to have made a deliberate interruption of a journey, regardless of the duration of the transit period, in the event that the oversold flight is the first available connecting flight for the said passenger.

Method of Payment

The carrier must give each passenger who qualifies for denied boarding compensation, a payment by check or draft for the amount specified above, on the day and place the involuntary denied boarding occurs. However, if the airline arranges alternate transportation for the passenger's convenience that departs before the payment can be made, the payment will be sent to the passenger within 24 hours. The carrier may offer free tickets in place of the cash payment. The passenger may, however, refuse all compensation and bring private legal action.

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

The carrier shall furnish passengers who are denied boarding from flights on which they hold confirmed reservations, immediately after the denied boarding occurs, the following explanation:

COMPENSATION FOR DENIED BOARDING

If you have been denied a reserved seat on carrier, you are probably entitled to monetary compensation. This notice explains the airline's obligations and the passenger's rights in the case of an oversold flight, in accordance with regulations of the U.S. Department of Transportation.

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For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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RULE

SECTION I - GENERAL RULES

87

DENIED BOARDING COMPENSATION (Continued)

C

PART G (Applicable to OK only) (Continued)
(C) PART I (APPLICABLE FOR FLIGHTS ORIGINATING IN THE U.S.A.) (Continued)(D) PUBLIC NOTICE OF DENIED BOARDING COMPENSATION AND BOARDING PRIORITIES (Continued)VOLUNTEERS AND BOARDING PRIORITIES

If a flight is oversold (more passengers hold confirmed reservations than there are seats available) no one may be denied boarding against his will until airline personnel first ask for volunteers who will give up their reservations willingly, in exchange for a payment of the airline's choosing. If there are not enough volunteers, other passengers may be denied boarding involuntarily, in accordance with the following boarding priority of carrier:

ORDER OF REMOVAL

- (1) Local boarding passengers, holding confirmed reserved space solely on the oversold sector of the flight, who arrive at the check-in where boarding passes are distributed after all boarding passes have been assigned.
- (2) 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.
- (3) Local boarding diplomatic couriers.
- (4) Transit reserved passengers.
- (5) Transit diplomatic couriers.
- (6) Carrier crew members traveling on a positive space basis for operational reasons.

EXCEPTION: Physically handicapped passengers and unaccompanied children under 12 years of age will be exempted from the order of removal when necessary to avoid undue hardship.

COMPENSATION FOR INVOLUNTARY DENIED BOARDING

If you are denied boarding involuntarily, you are entitled to a payment of "Denied Boarding Compensation" from the airline unless:

- (1) you have not fully complied with the airline's ticketing, check-in and reconfirmation requirements, or you are not acceptable for transportation; or
- (2) you are denied boarding because the flight is cancelled; or
- (3) because a smaller capacity aircraft was substituted for safety or operational reasons; or
- (4) you are offered accommodations in a section of the aircraft other than that specified in your ticket at no extra charge. (A passenger seated in a section for which a lower fare is charged must be given an appropriate refund).

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 values of their ticket coupons with a USD 200.00 maximum. However, if the airline cannot arrange "alternate transportation" (see below) for the passenger, the compensation is doubled (USD 400.00 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 destination or first 4-hour stopover are used to compute the compensation.

"Alternate transportation" is air transportation (by any 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 destination no later than or 4 hours after the passenger's originally scheduled arrival time.

METHOD OF PAYMENT

The airline must give each passenger who qualifies for denied boarding compensation, a payment by check or draft for the amount specified above, on the day and place the involuntary denied boarding occurs. However, if the airline arranges alternate transportation for the passenger's convenience that departs before the payment can be made, the payment will be sent to the passenger within 24 hours. The carrier may offer free tickets in place of the cash payment. The passenger may, however, refuse all compensation and bring private legal action.

PASSENGER'S OPTIONS

Acceptance of the compensation (by endorsing the check, draft or MCO within 30 days) relieves carrier from any further liability to the passenger caused by its failure to honor the confirmed reservation. However, the passenger may decline payment and seek to recover damages in a court of law or in some other manner.

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For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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RULE SECTION I - GENERAL RULES

87 DENIED BOARDING COMPENSATION (Continued)

C PART G (Applicable to OK only) (Continued)
[IN]PART II (APPLICABLE FOR FLIGHTS ORIGINATING IN CANADA)

(A) APPLICABILITY

The following rules shall apply:

- (1) In respect of flights departing from an airport in the European Union (EU) and flights departing from an airport in a third country bound to an airport in the EU unless passenger received benefits or compensation and were given assistance in that third country;
- (2) On condition that passengers have a confirmed reservation on the flight concerned and presents himself/herself for check-in at the time indicated in advance and in writing or electronically; or; if no time is indicated; not later than 45 minutes before the published departure time;
- (3) Only to the passenger travelling with a valid ticket including tickets issued under a frequent flyer or other commercial programme with confirmed reservations and
 - (a) Presents himself at the appropriate place and has observed published minimum check-in times
 - (b) Has complied with OK ticketing and reconfirmation procedures
 - (c) Is acceptable for transportation under the carrier's tariff and the flight for which the passenger holds confirmed reservations is unable to accommodate the passenger and departs without him/her
- (4) Where OK is the operating carrier of the flight
EXCEPTIONS: The following passengers will not be entitled to compensations;
 - (a) Passengers travelling to EU who have received benefits or compensation in a third country.
 - (b) Passengers travelling between two airports outside the EU unless the sector is part of a flight (same flight number) that originated in the EU.
 - (c) Passengers without confirmed reservation.
 - (d) Passengers who have not presented themselves for check-in on time
 - (e) Passengers on free or reduced fares not directly or indirectly available to the public, e.g. ID and AD tickets
- (5) The passenger is accommodated on the flight for which he/she hold's confirmed reservations, but is seated in a compartment of the aircraft other than that reserved, provided that when the passenger is accommodated in a class of service for which a lower fare is charged, the passenger will be entitled to the appropriate refund.

(B) PASSENGER RIGHTS

(1) Denied Boarding

(a) Volunteers

Volunteers have the right of mutually agreed benefits plus the right to choose between reimbursement and rerouting with the following options:

- (i) Reimbursement within 7 days of coupons not used or
- (ii) Rerouting to final destination at the earliest opportunity under comparable transport conditions or
- (iii) Rerouting to final destination at a later date according to passenger's convenience but subject to availability of space. Volunteers are not entitled to care, such as phone calls, foods, accommodation etc.

(b) Involuntary Denied Boarding

In case of Involuntary Denied Boarding the passengers are entitled to the following:

- (i) Right to compensation; and
- (ii) Right to choose between reimbursement/rerouting with the same options as mentioned under (a)(i) above and
- (iii) Right to care including
 - Meals and refreshments, reasonably related to the waiting time
 - Telephone calls 3 minutes long as maximum or 2 telex, e-mails, fax
 - if necessary, hotel accommodation plus transfer between airport and hotel

(2) Amount of Compensation Payable

(a) The amount of compensation depends on the distance of the scheduled flight or the alternative flight proposed.

Compensation Amounts in EUR:

Flight KM between And	Amount in EUR
0-1500	250
1500-3500	400
Intra EU flights of more than 1500	400
greater than 3500	600

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For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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RULE

SECTION I - GENERAL RULES

87 DENIED BOARDING COMPENSATION (Continued)

C

PART G (Applicable to OK only) (Continued)
[N]PART II (APPLICABLE FOR FLIGHTS ORIGINATING IN CANADA)

(B) PASSENGER RIGHTS (Continued)

(2) Amount of Compensation Payable (Continued)

- (b) If an alternative flight is offered and the new scheduled arrival time does not exceed 2 hours versus the originally planned, the compensation amounts shown under (a) above can be reduced by 50 percent:

Flight KM between And	Amount in EUR
0-1500	125
1500-3500	200
Intra EU flights of more than 1500	200
greater than 3500	300

- (c) In lieu of cash payment of the amount mentioned in (2)(a) and (2)(b) the passenger may choose compensation in the form of a voucher valid for further travel on the services of OK, then the compensation amount will be 120 percent of the amount mentioned in (2)(a) and (2)(b) above. Following conditions shall apply to such vouchers:
- validity is 1 year from the date of issue
 - lost vouchers will not be replaced
 - a ticket may only be issued in exchange for the voucher in the same name as that on the voucher
 - if the value of a desired ticket exceeds the value of the voucher, the passenger shall pay the applicable difference
 - if the value of the voucher exceeds the value of a desired ticket, the difference will not be refunded.

(C) Cancellation of Flights

- (1) In case of cancellation of a flight the passengers will be entitled to the following:

- (a) Right to compensation and
- (b) Right to choose between reimbursement/rerouting with the same options as mentioned under (A)(1) above and
- (c) Right to care including
 - Meals and refreshments, reasonably related to the waiting time
 - Telephone calls 3 minutes long as maximum or 2 telex, e-mails, fax
 - If necessary, hotel accommodation plus transfer between airport and hotel

(2) Amount of Compensation Payable

- (a) The amount of compensation depends on the distance of the scheduled flight or the alternative flight proposed.

Flight KM between And	Amount in EUR
0-1500	250
1500-3500	400
Intra EU flights of more than 1500	400
greater than 3500	600

- (b) If an alternative flight is offered and the new scheduled arrival time does not exceed 2 hours versus the originally planned, the compensation amounts shown under (2)(a) above can be reduced by 50 percent:

Flight KM between And	Amount in EUR
0-1500	125
1500-3500	200
Intra EU flights of more than 1500	200
greater than 3500	300

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For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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RULE

SECTION I - GENERAL RULES

87

DENIED BOARDING COMPENSATION (Continued)

C

PART G (Applicable to OK only) (Continued)
IN)PART II (APPLICABLE FOR FLIGHTS ORIGINATING IN CANADA)(C) Cancellation of Flights (Continued)(2) Amount of Compensation Payable (Continued)

- (c) In lieu of cash payment of the amount mentioned in (2)(a) and (2)(b) the passenger may choose compensation in the form of a voucher valid for further travel on the services of OK, then the compensation amount will be 120 percent of the amount mentioned in (2)(a) and (2)(b) above. Following conditions shall apply to such vouchers:
- validity is 1 year from the date of issue
 - lost vouchers will not be replaced
 - a ticket may only be issued in exchange for the voucher in the same name as that on the voucher
 - if the value of a desired ticket exceeds the value of the voucher, the passenger shall pay the applicable difference
 - if the value of the voucher exceeds the value of a desired ticket, the difference will not be refunded.

(D) LONG DELAY

This rule is only applicable when a flight is delayed at departure, not when a flight leaves on time and is subsequently delayed. A long delay is considered a flight that is delayed according to the following parameters:

Trips less than 1,500 KM	More than 2 hours
Trips between 1,500-3,500 KM and all intra EU flights in excess of 1,500 KM	More than 3 hours
Trips more than 3,500 KM (non intra EU)	More than 4 hours

In this case the passengers are entitled to the following

- (1) Right to care provided this does not result in a further delay of the flight including
- Meals and refreshments, reasonably related to the waiting time
 - Telephone calls 3 minutes long as maximum or 2 telex, e-mails, fax
 - If necessary, hotel accommodation plus transfer between airport and hotel; in case the flight is delayed until the next day hotel accommodation and transfer are mandatory.
- (2) If flight is delayed more than 5 hours right to be reimbursed within 7 days:
- (a) Outbound passenger: Cost of ticket
 - (b) Inbound passenger: Cost of Non-used coupon
 - (c) Transit Passenger: Cost of Non-used coupon, if the flight no longer serves any purpose; also cost of the tickets for parts of the journey already made and if relevant return flight to the first point of departure
 - (d) For package tour passengers the value of reimbursement will have to be assigned to unused flight coupon(s)
- (3) Downgrading of Passengers
In case of involuntary downgrading to a lower class of service passengers will be entitled to the following reimbursement within 7 days
- (a) 30 percent of the ticket price for trips less than 1,500 KM
 - (b) 50 percent of the ticket price for trips between 1,500 and 3,500 KM and all intra EU flights in excess of 1,500 KM
 - (c) 75 percent of the ticket price for all other trips more than 3,500 KM
- NOTES: In all cases the relevant distance is understood to be the sector on which the passenger is downgraded. The ticket price is understood to be the one-way coupon value for the sector on which the passenger is downgraded.

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For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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RULE

SECTION I - GENERAL RULES

87 DENIED BOARDING COMPENSATION (Continued)

C

PART G (Applicable to OK only) (Continued)
IN)PART II (APPLICABLE FOR FLIGHTS ORIGINATING IN CANADA)

(E) BOARDING PRIORITY

- (1) Crew Members positioning in preparation for a flight and ground personnel needed for emergency repairs on an aircraft grounded at a station.
- (2) Transit passengers continuing on the same flight
- (3) Unaccompanied children (under 12 years of age)
- (4) Stretcher and wheelchair cases
- (5) Hardship cases as determined by the manager on duty
- (6) Transit passengers continuing on the same flight
- (7) Connecting passengers
- (8) Passengers holding confirmed reservations will be boarded before any passengers not holding confirmed reservations or any who are not entitled to confirmed reservations.
- (9) Passengers holding confirmed reservations and a valid ticket for the flight
- (10) Local passengers in the order their boarding card has been issued excluding passengers who volunteered for denied boarding.
- (11) Passengers having volunteered for denied boarding compensation in the order they volunteered.

(F) DEFINITIONS

For the purpose of this rule, except as otherwise specifically provided herein: the following definitions shall apply:

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.

Alternate Transportation is air transportation provided by a carrier or other transportation used by the passenger which, at the time the arrangement is made, will provide for arrival at the passenger's destinations or next point of stopover, within four hours of his originally scheduled arrival time.

Carrier means a carrier, except a helicopter operator, holding a commercial air service licence authorizing the transportation of persons.

Comparable Air Transportation is provided by air carrier to the passengers at no extra cost.

Confirmed Space (reservation) is that which applies to a specific OK flight, date and fare type as requested by the passenger and which is verified in OK reservations system and is so noted on the ticket.

Cancellation means the non-operation of a flight which was previously planned and on which at least one place was reserved.

Ticket means a valid document giving entitlement to transport, or something equivalent in paperless form, including electronic form, issued or authorized by the air carrier or its authorized agents.

Stopover is a deliberate interruption of a journey requested by the passenger which is scheduled to exceed four hours at a place between the points of origin and destination.

Oversold is that condition which is the result of there being more passengers with confirmed reservations and tickets than there are seats available on a flight.

Volunteer means a person who responds to carrier's request for volunteers and who willingly accepts carrier's offer or compensation, in any amount, in exchange for relinquishing his confirmed reserved space. Any other passenger denied boarding is considered, for the purposes of this rule, to have been denied boarding involuntarily, even if he accepts denied boarding compensation.

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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INTERNATIONAL PASSENGER RULES TARIFF NO. IPG-1

RULE

SECTION I - GENERAL RULES

87

DENIED BOARDING COMPENSATION (Continued)

PART H (Applicable to PK only)

APPLICABLE ONLY TO FLIGHTS OR PORTIONS OF FLIGHTS ORIGINATING IN THE UNITED STATES(A) CONDITIONS FOR PAYMENT OF COMPENSATION

(1) Subject to the exceptions in this paragraph, PK will tender to passenger the amount of compensation specified in paragraph (B) when:

(a) Passenger holding ticket for confirmed reserved space presents himself at the appropriate time and place, having complied fully with PK's requirements as to ticketing, check-in and reconfirmation procedures and being acceptable for transportation under carrier's tariff, and

NOTE: Check-in means that the passenger must present himself at the airport for check in at least 120 minutes prior to the scheduled departure of the flight on which he holds confirmed reserved space.

(b) The flight for which the passenger holds confirmed reserved space is unable to accommodate the passenger and departs without him.

(2) Subject to the exceptions in this paragraph, PK will tender to passenger the amount of compensation specified in paragraph (c) when:

Passenger holding ticket for confirmed reserved space is involuntarily denied boarding but carrier arranges for comparable air transportation or for other transportation accepted by the passenger which, at the time either such arrangement is made, is planned to arrive at the airport of the passenger's next stopover or, if none, at the airport of his destination; Where the flight is between points in the United States, and points outside thereof, not later than four hours after the planned arrival at the passenger's next point of stopover or if there is no next point of stopover, at passenger's destination, of the flight on which the passenger holds a confirmed reservation.

EXCEPTION: The passenger will not be eligible for compensation if the flight upon which the passenger holds confirmed reserved space is unable to accommodate him because of:

- (a) Substitution of equipment of lesser capacity when required by operational and/or safety reasons; or
- (b) The passenger does not present himself for carriage at the appropriate time and place, having complied fully with the carrier's requirements as to ticketing, check-in, and reconfirmation procedures and being acceptable for transportation under the carrier's tariff; or
- (c) The passenger is offered accommodations or is seated in a section of the aircraft other than that specified on his ticket at no extra charge, except that a passenger seated in a section for which a lower fare is charged shall be entitled to an appropriate refund.
- (d) Passenger is traveling on free or reduced rate ticket.

(B) AMOUNT OF COMPENSATION PAYABLE TO INVOLUNTARILY BUMPED PASSENGERS

Subject to the provisions in paragraph (A)(1) above, carrier will tender liquidated damages in the amount of 200 percent of the sum of the values of the passenger's remaining flight coupons up to the passenger's next stopover or, if none, to his destination with a USD 400.00 maximum.

(C) AMOUNT OF COMPENSATION PAYABLE TO CERTAIN REROUTED PASSENGERS

If the carrier arranges for comparable air transportation or other transportation accepted by the passenger under the circumstances described in paragraph (A)(2) above, the passenger shall be entitled to one-half the amount described in paragraph (B) with a USD 200.00 maximum. Said tender will be made by carrier on the day and at the place where the failure occurs, and if accepted, will be receipted for by the passenger. Provided, however, that when carrier arranges for the passenger's convenience, alternate means of transportation which departs prior to the time such tender can be made to the passenger, tender shall be made by mail or other means within 24 hours after the time the failure occurs.

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RULE

SECTION I - GENERAL RULES

87

DENIED BOARDING COMPENSATION (Continued)

PART H (Applicable to PK only) (Continued)

APPLICABLE ONLY TO FLIGHTS OR PORTIONS OF FLIGHTS ORIGINATING IN THE UNITED STATES (Continued)(D) DENIED BOARDING PROCEDURES

In the event of an oversold flight, the carrier shall ensure that the smallest practical number of persons holding confirmed reserved space on that flight are denied boarding involuntarily. The carrier will first request volunteers for denied boarding in accordance with its company manual on file with the Department of Transportation. Any other passenger denied boarding is considered to have been denied boarding involuntarily and is eligible for denied boarding compensation in accordance with the carrier's tariff. If an insufficient number of volunteers come forward, the carrier may deny boarding to other passengers in accordance with the boarding priority rules set forth below. A carrier may not deny boarding to any passenger involuntarily who was earlier asked to volunteer without having been informed that he was in danger of being denied boarding involuntarily and the amount of compensation to which he would have been entitled in that event. The carrier shall furnish passengers who are denied boarding involuntarily immediately after the denied boarding occurs the written statement contained in paragraph (E).

- Priority of Denied Boarding
- (1) Revenue passengers with reservations joining at origination point, to be off-loaded chronologically as to booking date.
 - (2) Reserved transit passengers.
 - (3) Reserved diplomatic couriers.

(E) STATEMENT FOR PASSENGERS DENIED BOARDING INVOLUNTARILYCOMPENSATION FOR DENIED BOARDING

If you have been denied a reserved seat on PK, you are probably entitled to monetary compensation. This notice explains the airline's obligations and the passenger's rights in the case of an oversold flight, in accordance with regulations of the U.S. Department of Transportation.

VOLUNTEERS AND BOARDING PRIORITIES

If a flight is oversold (more passengers hold confirmed reservations than there are seats available, no one may be denied boarding against his will until airline personnel first ask for volunteers who will give up their reservations willingly, in exchange for a payment of the airline's choosing. If there are not enough volunteers, other passengers may be denied boarding involuntarily, in accordance with the following boarding priority of PK:

Should it be necessary to off-load passengers, then off-load will made in the following order:

- (1) Revenue passengers with reservations joining at origination point, to be off-loaded chronologically as to booking date.
- (2) Reserved transit passengers.
- (3) Reserved diplomatic couriers.

COMPENSATION FOR INVOLUNTARY DENIED BOARDING

If you are denied boarding involuntarily, you are entitled to a payment of "Denied Boarding Compensation" from the airline unless:

- (1) you have not fully complied with the airline's ticketing, check-in and reconfirmation requirements, or you are not acceptable for transportation under the airline's usual rules or practices; or
- (2) you are denied boarding because the flight is cancelled; or
- (3) because a smaller capacity aircraft was substituted for safety or operational reasons; or
- (4) you are offered accommodations in a section of the aircraft other than that specified in your ticket at no extra charge. (A passenger seated in a section for which a lower fare is charged must be given an appropriate refund).
- (5) The airline is able to place you on another flight, or flights, that is planned to reach your destination within one hour of the scheduled arrival of your original flight.

AMOUNT OF DENIED BOARDING COMPENSATION

Passengers who are eligible for denied boarding compensation must be offered a payment equal to the sum of the face-values of their ticket coupons with a USD 200.00 maximum. However, if the airline cannot arrange alternate transportation (see below) for the passenger, the compensation is doubled (USD 400.00 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 passengers' final destination or first 4-hour stopover are used to compute the compensation. "Alternate transportation" is air transportation (by any 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 or 4 hours after the passenger's originally scheduled arrival time.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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INTERNATIONAL PASSENGER RULES TARIFF NO. IPG-1

RULE	SECTION I - GENERAL RULES
87	<p><u>DENIED BOARDING COMPENSATION</u> (Continued)</p> <p style="text-align: center;">PART H (Applicable to PK only) (Continued)</p> <p><u>APPLICABLE ONLY TO FLIGHTS OR PORTIONS OF FLIGHTS ORIGINATING IN THE UNITED STATES</u> (Continued)</p> <p>(E) <u>STATEMENT FOR PASSENGERS DENIED BOARDING INVOLUNTARILY</u> (Continued)</p> <p style="text-align: center;"><u>METHOD OF PAYMENT</u></p> <p>The airlines must give each passenger who qualifies for denied boarding compensation, a payment by check or draft for the amount specified above, on the day and place the involuntary denied boarding occurs. However, if the airline arranges alternate transportation for the passenger's convenience that departs before the payment can be made, the payment will be sent to the passenger within 24 hours. The carrier may offer free tickets in place of the cash payment. The passenger may, however, refuse all compensation and bring private legal action.</p> <p style="text-align: center;"><u>PASSENGER'S OPTIONS</u></p> <p>Acceptance of the compensation (by endorsing the check, draft or MCO within 30 days) relieves carrier from any further liability to the passenger caused by its failure to honor the confirmed reservation. However, the passenger may decline payment and seek to recover damages in a court of law or in some other manner.</p>

(Continued on next page)

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RULE

SECTION I - GENERAL RULES

87

DENIED BOARDING COMPENSATION (Continued)

C

+ [C] PART I - I (Applicable to RJ only)
APPLICABLE ONLY TO FLIGHTS OR PORTIONS OF FLIGHTS ORIGINATING IN THE UNITED STATES

(A) CONDITIONS FOR PAYMENT OF COMPENSATION

(1) Subject to the exceptions in this paragraph, RJ will tender to passenger the amount of compensation specified in paragraph (B) when passenger holding ticket for confirmed reserved space presents himself at the appropriate time and place, having complied fully with RJ's requirements as to ticketing, check-in and reconfirmation procedures and being acceptable for transportation under carrier's tariff; and

NOTE: Check-in means that the passenger must present himself/herself at the airport for check in at least 120 minutes except in the case of passengers arriving via a scheduled carrier connecting to RJ, the check-in time shall be 60 minutes.

(2) The flight for which the passenger holds confirmed reserved space is unable to accommodate the passenger and departs without him/her. Subject to the exceptions in this paragraph, carrier will tender to passenger the amount of compensation specified in paragraph (B) when:

- (a) The flight upon which the passenger holds confirmed reserved space is unable to accommodate him/her because of substitution of equipment of lesser capacity when required by operational and/or safety reasons.
- (b) Passenger is accommodated on the flight for which he/she holds confirmed reserved space, but is offered accommodations or is seated in a compartment of the aircraft other than that specified on his/her ticket at no extra charge, provided that a passenger seated in a section for which a lower fare is charged shall be entitled to an appropriate refund.
- (c) The carrier arranges comparable air transportation, or other transportation used by the passenger at no extra cost to the passenger, that at the time such arrangements are made is planned to arrive at the passenger's next stopover, or if none, final destination within one hour after the scheduled arrival time of the passenger's original flight or flights.
- (d) The passenger is traveling on employees' free or reduced rate ticket.
- (e) The passenger refused to be security checked.

(B) AMOUNT OF COMPENSATION PAYABLE

- (1) Subject to the provisions of paragraph (A) of this rule, RJ will tender liquidated damages at the rate of 200 percent of the sum values of the passenger's remaining flight coupons up to the passenger's next stopover or, if none, to his destination, but not more than USD 400.00. However, the compensation shall be 50 percent of the amount described above with a USD 200.00 maximum, if the carrier arranges for comparable air transportation, or for other transportation that is accepted (i.e., used) by the passenger, which at the time either such arrangement is made is planned to arrive the passenger's next stopover or, if none, at the airport of the passenger's destination not later than 4 hours after the time the direct or connecting flight on which the confirmed space is held is planned to arrive.
- (2) Said tender will be made by the carrier on the day and at the place where the failure occurs and, if accepted, will be receipted for by the passenger. Provided, however, that when carrier arranges for the passenger's convenience, alternate means of transportation which departs prior to the time such tender can be made to the passenger, tender shall be made by mail or other means within 24 hours after the time the failure occurs.

(C) WRITTEN EXPLANATION OF DENIED BOARDING COMPENSATION AND DENIED BOARDING PRIORITIES

Carrier shall furnish all passengers who are denied boarding involuntarily from flights on which they hold confirmed reserved space a copy of the following written statement:

(1) Compensation for Denied Boarding

If you have been denied a reserved seat on RJ you are probably entitled to monetary compensation. This notice explains the airline's obligations and the passenger's rights in the case of an oversold flight, in accordance with regulations of the U.S. Department of Transportation.

(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 will until airline personnel first ask for volunteers who will give up their reservations willingly, in exchange for a payment of the airline's choosing. If there are not enough volunteers, other passengers may be denied boarding involuntarily, in accordance with the following boarding priorities:

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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 NO. 374

RULE

SECTION I - GENERAL RULES

87

DENIED BOARDING COMPENSATION (Continued)

C

†(C)PART I - I (Applicable to RJ only) (Continued)
APPLICABLE ONLY TO FLIGHTS OR PORTIONS OF FLIGHTS ORIGINATING IN THE UNITED STATES (Continued)

(C) WRITTEN EXPLANATION OF DENIED BOARDING COMPENSATION AND DENIED BOARDING PRIORITIES (Continued)

(2) Volunteers and Boarding Priorities (Continued)

- (a) Passengers holding free fare and industry discount tickets.
- (b) Passengers holding reduced fare tickets, except for dead head crew and Jordanian government employees travelling on duty.
- (c) Full revenue passenger, by considering lowest fare type passengers first and highest fare type passengers last, in the following sequence:
 - (i) Super APEX and Regular Apex passengers.
 - (ii) All other promotional fare passengers.
 - (iii) Normal fare passengers.

EXCEPTION: Unaccompanied minors, incapacitated passengers and elderly passengers especially with language problems, shall not be considered for removal.

NOTE: Within each of the above categories, the following sequence of removal shall be applied under full consideration of the possibility of up/down-grading.

- (d) Locally boarding passengers:
 - (i) Not holding direct connecting reservations.
 - (ii) Holding direct connecting reservations on shorthaul flights.
 - (iii) Holding direct connecting reservations on longhaul flights.
- (e) Transfer passengers
 - (i) Not holding direct connecting reservations.
 - (ii) Holding direct connecting reservations on shorthaul flights.
 - (iii) Holding direct connecting reservations on longhaul flights.
- (f) Transfer passengers in direct transit on the same flight.

(3) Categories

(a) and (b) above are not eligible for denied boarding compensation.

(4) Compensation for Involuntary Denied Boarding

If you are denied boarding involuntarily, you are entitled to a payment of "Denied Boarding Compensation" from the airline unless:

- (a) 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.
- (b) You are denied boarding because the flight is cancelled; or
- (c) You are denied boarding because a smaller capacity aircraft was substituted for safety or operational reasons; or
- (d) You are offered accommodations in a section of the aircraft other than that specified in your ticket at no extra charge. (A passenger seated in a section for which a lower fare is charged must be given an appropriate refund); or
- (e) The airline is able to place you on another flight, or flights, that are planned to reach your destination within one hour of the scheduled arrival of your original flight.

(5) 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 200.00 maximum. However, if the airline cannot arrange alternate transportation for the passenger, the compensation is doubled (USD 400.00 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 passengers destination or first 4-hour stopover are used to compute the compensation.

(6) Method of Payment

The airline must give each passenger who qualifies for denied boarding compensation, a payment by check, draft, or MCO for the amount specified above, on the day and place the involuntary denied boarding occurs. However, if the airline arranges alternate transportation for the passenger's convenience that departs before the payment can be made, the payment will be sent to the passenger within 24 hours. The carrier may offer free tickets in place of the cash payment. The passenger may, however, refuse all compensation and bring private legal action.

NOTE: At passenger's option, RJ may compensate the passenger with credit for future transportation on RJ, in lieu of monetary compensation. The amount of the transportation credit offered shall be equal to or greater than the monetary compensation due the passenger. The credit voucher will be valid for travel on RJ only, within one year from date of issue, and will be non-refundable and non-transferable.

(7) Passenger's Options

Acceptance of the compensation (by endorsing the check, draft or MCO within 30 days) relieves carrier from any further liability to the passenger caused by its failure to honor the confirmed reservation. However, the passenger may decline payment and seek to recover damages in a court of law or in some other manner.

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NO. IPG-1

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RULE

SECTION I - GENERAL RULES

87

DENIED BOARDING COMPENSATION (Continued)

†(INPART I-II (Applicable to RJ only)
APPLICABLE ONLY TO FLIGHTS OR PORTIONS OF FLIGHTS ORIGINATING IN CANADA

(Applicable from points in Canada to the Middle East served by Royal Jordanian) When 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, such carrier will:

- (A) Make a request for persons who are willing to voluntarily relinquish their confirmed reserved space in which case those persons would receive compensation in an amount determined by the carrier and onward carriage arranged by the carrier in accordance with sub-paragraphs (C) and (D) below. The request for volunteers and the selection of such persons to be denied space shall be in a manner determined solely by carrier. Provided, however, that carrier will not later deny boarding to a passenger involuntarily if that passenger was earlier asked to volunteer without having been informed that he was in danger of being denied boarding involuntarily and the amount of compensation to which he would have been entitled in that event.
- (B) If the number of persons willing to voluntarily relinquish confirmed reserved space is insufficient to provide space to all remaining persons holding confirmed reserved space, other passengers may be denied boarding involuntarily, beginning with the last passenger to arrive at the ticket lift point, except passengers travelling due to death or illness of a member of the passenger's family, aged passengers or unaccompanied children.
- (C) Carrier causing the passenger to be delayed will transport persons who are denied confirmed reserved space, whether voluntarily or involuntarily, on its next flight on which space is available, at no additional cost to the passenger regardless of class of service; or
- (D) If the carrier causing such delay is unable to provide onward transportation acceptable to the passenger, the carrier will provide such transportation on the services of any other carrier or combination of carriers in the same class of service as passenger's outbound flight or in a different class of service at no additional cost to the passenger and subject to the availability of space and acceptance by the passenger providing such flights will be used without stopover and will provide an earlier arrival time at the passenger's destination or next point of stopover or transfer point; and
- (E) When passenger who is delayed has not voluntarily relinquished confirmed reserved space in accordance with (A) above, carrier causing such delay will compensate such passenger except non-revenue for carrier's failure to provide confirmed space as follows:
- (1) Conditions for Payment of Compensation
Subject to the exceptions in this subparagraph, carrier will tender to the passenger the amount of compensation specified in subparagraph (2) when:
- (a) Passenger holding a ticket for confirmed reserved space presents himself for carriage at the appropriate time and place, having complied fully with the carrier's requirements as to ticketing, check-in and reconfirmation procedure, and being acceptable for transportation under carrier's tariff; and
- (b) the flight for which the passenger holds confirmed reserved space is unable to accommodate the passenger and departs without him.
- EXCEPTION 1: The passenger will not be eligible for compensation if the flight on which the passenger holds confirmed reserved space is unable to accommodate him because of government requisition of space.
- EXCEPTION 2: The passenger will not be eligible for compensation if he is offered accommodations or is seated in a section of the aircraft other than that specified on his ticket at no extra charge, except that a passenger seated in a section for which a lower fare applies shall be entitled to an appropriate refund.

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For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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CORRECTION
NO. 376

RULE

SECTION I - GENERAL RULES

87

DENIED BOARDING COMPENSATION (Continued)

+ [NPART I-II (Continued)]

(E) (Continued)

(2) Amount of Compensation Payable

(a) Subject to the provisions of paragraph (E) (1) of this rule, carrier will tender liquidated damages in the amount of 100 percent of the sum of the values of the passenger's remaining flight coupons of the ticket to the passenger's next stopover, or if none, to his destination but not less than nor more than the amounts shown below:

Not less than: Not more than:

Canada (Canadian dollars) 50 200

Such tender, if accepted by the passenger and paid by carrier, will constitute full compensation for all actual or anticipatory damages incurred or to be incurred by the passenger as a result of carrier's failure to provide passenger with confirmed reserved space.

(b) For the purpose of this rule, the value of the remaining flight coupons of the ticket shall be the sum of the applicable one-way fares or fifty percent of the applicable round trip fares, as the case may be, including any surcharges and air transportation taxes, less any applicable discount.

(c) Said tender will be made by carrier on the day and at the place where the failure occurs, and if accepted will be receipted for by the passenger. Provided however, that when carrier arranges for the passenger's convenience, alternate means of transportation which departs prior to the time such tender can be made to the passenger, tender shall be made by mail or other means within 24 hours after the time the failure occurs.

(F) Carrier shall furnish all passengers who are denied boarding involuntarily from flights on which they hold confirmed reserved space a copy of the following written statement:

COMPENSATION FOR DENIED BOARDING

If you have been denied a reserved seat on Royal Jordanian, you are probably entitled to monetary compensation. This notice explains the airline's obligations and the passenger's rights in the case of an oversold flight.

VOLUNTEERS AND BOARDING PRIORITIES

If a flight is oversold (more passengers hold confirmed reservations than there are seats available), no one may be denied boarding against his will until airline personnel first ask for volunteers who will give up their reservations willingly, in exchange for a payment of the airline's choosing. If there are not enough volunteers, other passengers may be denied boarding involuntarily, beginning with the last passenger to arrive at the ticket lift point, except passengers travelling due to death or illness of a member of the passenger's family, aged passengers or unaccompanied children.

COMPENSATION FOR INVOLUNTARY DENIED BOARDING

If you are denied boarding involuntarily, you are entitled to a payment of "denied boarding compensation" from the airline unless (1) you have not fully complied with the airline's ticketing, check-in, and reconfirmation requirements; or you are not acceptable for transportation under the airline's tariff filed with the NTA(A); or (2) you are denied boarding because the flight is cancelled; or (3) you are denied boarding because of government requisition of space; or (4) you are offered accommodations in a section of the aircraft other than that specified in your ticket, at no extra charge. (A passenger seated in a section for which a lower fare is charged must be given an appropriate refund).

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RULE	SECTION I - GENERAL RULES				
87	<p><u>DENIED BOARDING COMPENSATION</u> (Continued)</p> <p style="text-align: center;">†(NIPART I-II (Continued))</p> <p>(F) (Continued)</p> <p style="text-align: center;">AMOUNT OF DENIED BOARDING COMPENSATION</p> <p>Passengers who are eligible for denied boarding compensation must be offered a payment equal to the sum of the fare value of their ticket coupons with a minimum or maximum amount as listed below:</p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;">Not less than:</td> <td style="text-align: center;">Not more than:</td> </tr> <tr> <td style="text-align: center;">Canada (Canadian dollars) 50</td> <td style="text-align: center;">200</td> </tr> </table> <p>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 destination or first 4 hour stopover are used to compute the compensation.</p> <p style="text-align: center;">METHOD OF PAYMENT</p> <p>The airline must give each passenger who qualifies for denied boarding compensation a payment by check or draft for the amount specified above, on the day and place the involuntary denied boarding occurs. However, if the airline arranges alternate transportation for the passenger's convenience that departs before the payment can be made, the payment will be sent to the passenger within 24 hours.</p> <p style="text-align: center;">PASSENGER'S OPTIONS</p> <p>Acceptance of the compensation (by endorsing the check or draft within 30 days) relieves Royal Jordanian 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.</p>	Not less than:	Not more than:	Canada (Canadian dollars) 50	200
Not less than:	Not more than:				
Canada (Canadian dollars) 50	200				

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INTERNATIONAL PASSENGER RULES TARIFF NO. IPG-1

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RULE	SECTION I - GENERAL RULES
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87	<p><u>DENIED BOARDING COMPENSATION (Continued)</u></p> <p style="text-align: center;">PART J (Applicable to RO only)</p> <p style="text-align: center;"><u>APPLICABLE ONLY TO FLIGHTS OR PORTIONS OF FLIGHTS ORIGINATING IN THE UNITED STATES</u></p> <p>(A) <u>CONDITIONS FOR PAYMENT OF COMPENSATION</u> Subject to the exception in this paragraph, RO will tender to passenger the amount of compensation specified in paragraph (B) when:</p> <ol style="list-style-type: none"> (1) Passenger holding a ticket for confirmed reserved space presents himself for carriage at the appropriate time and place, having complied fully with RO's requirements as to ticketing, check-in and reconfirmation procedures and being acceptable for transportation; and (2) The flight for which the passenger holds confirmed reserved space is unable to accommodate the passenger and departs without him. <p><u>EXCEPTION:</u> The passenger will not be eligible for compensation if:</p> <ol style="list-style-type: none"> (a) The flight upon which the passenger holds confirmed reserved space is unable to accommodate him because the flight is cancelled or substitution of equipment of lesser capacity when required by operational and/or safety reasons. (b) The carrier arranges comparable air transportation, or other transportation used by the passenger at no extra cost to the passenger, that at the time such arrangements are made is planned to arrive at the passenger's next stopover or, if none final destination within 1 hour after the scheduled arrival time of the passenger original flight(s). Where the flight is between points in the United States, not later than one hour after, or not later than four hours after the planned arrival at the passenger's next point of stopover or if there is no next point of stopover, at passenger's final destination the flight on which the passenger holds a confirmed reservation. (c) Passenger is accommodated on the flight for which he holds confirmed reserved space, but is offered accommodations or is seated in a compartment of the aircraft other than that specified on his ticket, provided that a passenger seated in a section in a section for which a lower fare is charged shall be entitled to an appropriate refund. <p>(B) <u>AMOUNT OF COMPENSATION PAYABLE</u> A passenger denied boarding involuntarily from an oversold flight will be compensated at the rate of 200 percent next of the sum of the values of the passenger's remaining flight coupons up to the passenger's next stopover, or if none, to his final destination, with a USD 400.00 maximum. However, the compensation shall be one half the amount described above with a USD 200.00 maximum. If the carrier arranges for comparable air transportation or other transportation accepted (i.e., used) by the passenger, which at the time either such arrangement is made, is planned to arrive at the airport of the passenger's next stopover, or if none, at the airport of the passenger's destination not later than 4 hours after the time the direct or connecting flight on which the confirmed space is held is planned to arrive. Tickets will remain valid for travel for those passengers who are voluntarily or involuntarily denied boarding and who are eligible for compensation.</p> <p>For the purpose of this rule, the value of the first remaining flight coupon of the ticket shall be the applicable one way fare or 50 percent of the applicable round trip fare, as the case may be, including any surcharge, less any applicable discount.</p> <p>Said tender will be made by carrier on the day and at the place where the failure occurs, and if accepted, will be receipted for by the passenger. Provided, however, that when carrier arranges for the passenger's convenience, alternate means of transportation which departs prior to the time such tender can be made to the passenger, tender shall be made by mail or other means within 24 hours after the time the failure occurs. The 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.</p>
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RULE	SECTION I - GENERAL RULES
87 C	<p>DENIED BOARDING COMPENSATION (Continued)</p> <p>PART K (Applicable to †INJCY, GF and SV only)</p> <p>APPLICABLE TO FLIGHTS OR PORTION OF FLIGHTS ORIGINATING OR TERMINATING IN THE UNITED STATES</p> <p>(A) CONDITIONS FOR PAYMENT OF COMPENSATION This tariff applies to the carrier with respect to its operation of flights originating or terminating at, or serving a point within the United States or its territories or possessions, insofar as it denies boarding to a passenger on a flight, or portion of flight for which the passenger holds confirmed reserved space and which is covered by a flight coupon naming any such point as the passenger's origin, termination, or next stopover. EXCEPTION: A passenger(s) denied boarding a flight shall not be eligible for denied boarding compensation if: (1) The passenger does not present himself/herself for carriage at the appropriate time and place, having fully complied with the carrier's requirement as to ticketing, check-in and reconfirmation procedures and being acceptable for transportation under the carrier's tariff; or (2) The flight for which the passenger holds confirmed reserved space is unable to accommodate him/her because of cancellation of the flight or substitution of aircraft at a lesser capacity when required by operational or safety reasons; or (3) The passenger is offered accommodations or is seated in a section of the aircraft other than that specified in his/her ticket at no extra charge, except that in the event the passenger is seated in a section of the aircraft for which a lower fare is charged an appropriate refund shall be provided; or (4) The carrier arranges comparable air transportation, or other transportation used by the passenger at no extra cost to the passenger, that at the time such arrangements are made is planned to arrive at the passenger's next stopover or, if none, final destination within one hour after the scheduled arrival time of the passenger's original flight or flights.</p> <p>(B) AMOUNT OF COMPENSATION PAYABLE (1) A person who responds to the carrier's request for volunteers will be compensated in an amount to be determined by the carrier in exchange for relinquishing his/her confirmed reserved space. (2) A passenger denied boarding involuntarily from an oversold flight will be compensated at the rate of 200 percent of the sum of the values of the passenger's remaining flight coupons up to the passenger's next stopover, or if none, to his final destination, with a \$400.00 maximum. However, the compensation shall be one-half the amount described above, with a \$200.00 maximum, if the carrier arranges for comparable air transportation or other transportation accepted (i.e. used) by the passenger, which at the time either such arrangement is made, is planned to arrive at the airport of the passenger's next stopover, or if none, at the airport of the passenger's destination not later than 4 hours after the time the direct or connecting flight on which the confirmed space is held is planned to arrive. Tickets will remain valid for travel for those passengers who are voluntarily or involuntarily denied boarding and who are eligible for compensation.</p> <p>(C) METHOD OF PAYMENT The carrier must give each passenger who qualifies for denied boarding compensation, a payment by check or draft for the amount specified above, on the day and place the involuntary denied boarding occurs. However, if the airline arranges alternate transportation for the passenger's convenience that departs before the payment can be made, the payment will be sent to the passenger within 24 hours. The carrier may offer free tickets in place of the cash payment. The passenger may, however, insist on the cash payment or refuse all compensation and bring private legal action.</p> <p>(D) ORDER OF DENIED BOARDING In the event there is insufficient space on the aircraft to accommodate all the passengers holding confirmed reservations the carrier shall request volunteers for denied boarding before using any other boarding priority. If an insufficient number of volunteers come forward, the carrier may deny boarding to other passengers in accordance with the order listed below. However, the carrier may not deny boarding to any passenger involuntarily who was earlier asked to volunteer without having been informed that he was in danger of being denied boarding involuntarily and the amount of compensation to which he would have been entitled in that event. Passengers holding confirmed reserved space will be denied boarding in the following order:</p>
(Continued on next page)	
For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.	
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 NO. IPG-1

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 Cancels 2nd Revised Page 94-B

RULE

SECTION I - GENERAL RULES

87

DENIED BOARDING COMPENSATION (Continued)

C

PART K (Applicable to +INICY, GF and SV only) (Continued)
APPLICABLE TO FLIGHTS OR PORTION OF FLIGHTS ORIGINATING OR TERMINATING IN THE UNITED STATES

(D) ORDER OF DENIED BOARDING (Continued)ORDER OF REMOVAL

- (1) Local boarding passengers, holding confirmed reserved space solely on the oversold sector of the first, who arrive at the check-in where boarding passes are distributed after all boarding passes have been assigned.
- (2) 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.
- (3) Local Boarding Diplomatic Couriers.
- (4) Transit reserved passengers.
- (5) Transit diplomatic couriers.
- (6) Carrier crew members traveling on a positive space basis for operational reasons.

EXCEPTION: Physically handicapped passengers and unaccompanied children under 12 years of age will be exempted from the order of removal when necessary to avoid undue hardship.

For the purpose of this rule:

Local Boarding Passengers are those passengers who originate their travel at the boarding city, as well as those passengers who are continuing their travel at the boarding city after a stopover as defined below.

Transit Passengers are those passengers who continue on, or are connecting to, the oversold flight without a stopover as defined below.

Stopover means a deliberate interruption of a journey by the passenger, scheduled to exceed four hours, at a point between the place of origin and the place of termination. A transit passenger shall not be considered to have made a deliberate interruption of a journey, regardless of the duration of the transit period, in the event that the oversold flight is the first available connecting flight for the said passenger.

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

The carrier shall furnish passengers who are denied boarding from flights on which they hold confirmed reservations, immediately after the denied boarding occurs, the following explanation:

COMPENSATION FOR DENIED BOARDING

If you have been denied a reserved seat on carrier, you are probably entitled to monetary compensation. This notice explains the airline's obligation and the passenger's rights in the case of an oversold flight, in accordance with regulations of the U.S. Civil Aeronautics Board.

VOLUNTEERS AND BOARDING PRIORITIES

If a flight is oversold (more passengers hold confirmed reservations than there are seats available), no one may be denied boarding against his will until airline personnel first ask for volunteers who will give up their reservations willingly, in exchange for a payment of the airline's choosing. If there are not enough volunteers, other passengers may be denied boarding involuntarily, in accordance with the following boarding priority of carrier:

ORDER OF REMOVAL

- (1) Local boarding passengers, holding confirmed reserved space solely on the oversold sector of the flight, who arrive at the check-in where boarding passes are distributed after all boarding passes have been assigned.
- (2) 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.
- (3) Local boarding diplomatic couriers.
- (4) Transit reserved passengers.
- (5) Transit diplomatic couriers.
- (6) Carrier crew members traveling on a positive space basis for operational reasons.

EXCEPTION: Physically handicapped passengers and unaccompanied children under 12 years of age will be exempted from the order of removal when necessary to avoid undue hardship.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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INTERNATIONAL PASSENGER RULES AND FARES TARIFF
NO. IPG-1

1st Revised Page 94-C
Cancels Original Page 94-C

RULE	SECTION I - GENERAL RULES
87 C	<p><u>DENIED BOARDING COMPENSATION (Continued)</u> <u>PART K (Applicable to [NIGF and SV only] (Continued)</u> <u>APPLICABLE TO FLIGHTS OR PORTION OF FLIGHTS ORIGINATING OR TERMINATING IN THE UNITED STATES</u></p> <p>(E) <u>PUBLIC NOTICE OF DENIED BOARDING COMPENSATION AND BOARDING PRIORITIES (Continued)</u></p> <p><u>COMPENSATION FOR INVOLUNTARY DENIED BOARDING</u> If you are denied boarding involuntarily, you are entitled to a payment of "denied boarding compensation" from the airlines unless:</p> <ol style="list-style-type: none"> (1) you have not fully complied with the airline's ticketing, check-in and reconfirmation requirements, or you are not acceptable for transportation; or (2) you are denied boarding because the flight is cancelled; or (3) because a smaller capacity aircraft was substituted for safety or operational reasons; or (4) you are offered accommodations in a section of the aircraft other than that specified in your ticket, at no extra charge. (A passenger seated in a section for which a lower fare is charged must be given appropriate refund.) <p><u>AMOUNT OF DENIED BOARDING COMPENSATION</u> Passengers who are eligible for denied boarding compensation must be offered a payment equal to the sum of the face values of their ticket coupons, with a \$200.00 maximum. However, if the airline cannot arrange "alternate transportation" (see below) for the passenger, the compensation is doubled (\$400.00 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.</p> <p>"Alternate transportation" is air transportation (by any airline licensed by the C.A.B.) 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 destination no later than 4 hours after the passenger's originally scheduled arrival time.</p> <p><u>METHOD OF PAYMENT</u> The airline must give each passenger who qualifies for denied boarding compensation, a payment by check or draft for the amount specified above, on the day and place the involuntary denied boarding occurs. However, if the airline arranges alternate transportation for the passenger's convenience that departs before the payment can be made, the payment will be sent to the passenger within 24 hours. The carrier may offer free tickets in place of the cash payment. The passenger may refuse all compensation and bring private legal action.</p> <p><u>PASSENGER'S OPTIONS</u> Acceptance of the compensation (by endorsing the check or draft within 30 days) relieves carrier from any further liability to the passenger caused by its failure to honor the confirmed reservation. However, the passenger may decline the payment and seek to recover damages in a court of law or in some other manner.</p>
<p>For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.</p>	
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Original Page 94-E

RULE	SECTION I - GENERAL RULES
87 C	<p>DENIED BOARDING COMPENSATION (Continued) T(N)PART L (Applicable to SU only) <u>APPLICABLE TO FLIGHTS OR PORTION OF FLIGHTS ORIGINATING OR TERMINATING IN THE UNITED STATES</u></p> <p>(A) CONDITIONS FOR PAYMENT OF COMPENSATION This tariff applies to the carrier with respect to its operation of flights originating or terminating at, or serving a point within the United States or its territories or possessions, insofar as it denies boarding to a passenger on a flight, or portion of flight for which the passenger holds confirmed reserved space and which is covered by a flight coupon naming any such point as the passenger's origin, termination, or next stopover. <u>EXCEPTION:</u> A passenger(s) denied boarding a flight shall not be eligible for denied boarding compensation if:</p> <ol style="list-style-type: none"> (1) The passenger does not present himself/herself for carriage at the appropriate time and place, having fully complied with the carrier's requirements as to ticketing, check-in and reconfirmation procedures and being acceptable for transportation under the carrier's tariff; or (2) The flight for which the passenger holds confirmed reserved space is unable to accommodate him/her because of cancellation of the flight or substitution of aircraft at a lesser capacity when required by operational or safety reasons; or (3) The passenger is offered accommodations or is seated in a section of the aircraft other than that specified in his/her ticket at no extra charge, except that in the event the passenger is seated in a section of the aircraft for which a lower fare is charged an appropriate refund shall be provided; or (4) The carrier arranges comparable air transportation, or other transportation used by the passenger at no extra cost to the passenger, that at the time such arrangements are made is planned to arrive at the passenger's next stopover or, if none, final destination within one hour after the scheduled arrival time of the passenger's original flight or flights. <p>(B) AMOUNT OF COMPENSATION PAYABLE</p> <ol style="list-style-type: none"> (1) A person who responds to the carrier's request for volunteers will be compensated in an amount to be determined by the carrier in exchange for relinquishing his/her confirmed reserved space. (2) A passenger denied boarding involuntarily from an oversold flight will be compensated at the rate of 200 percent of the sum of the values of the passenger's remaining flight coupons up to the passenger's next stopover, or if none, to his final destination, with a \$400.00 maximum. However, the compensation shall be one-half the amount described above, with a \$200.00 maximum, if the carrier arranges for comparable air transportation or other transportation accepted (i.e. used) by the passenger, which at the time either such arrangement is made, is planned to arrive at the airport of the passenger's next stopover, or if none, at the airport of the passenger's destination not later than 4 hours after the time the direct or connecting flight on which the confirmed space is held is planned to arrive. Tickets will remain valid for travel for those passengers who are voluntarily or involuntarily denied boarding and who are eligible for compensation. <p>(C) METHOD OF PAYMENT The carrier must give each passenger who qualifies for denied boarding compensation, a payment by check or draft for the amount specified above, on the day and place the involuntary denied boarding occurs. However, if the airline arranges alternate transportation for the passenger's convenience that departs before the payment can be made, the payment will be sent to the passenger within 24 hours. The carrier may offer free tickets in place of the cash payment. The passenger may, however, insist on the cash payment or refuse all compensation and bring private legal action.</p> <p>(D) ORDER OF DENIED BOARDING In the event there is insufficient space on the aircraft to accommodate all the passengers holding confirmed reservations the carrier shall request volunteers for denied boarding before using any other boarding priority. If an insufficient number of volunteers come forward, the carrier may deny boarding to other passengers in accordance with the order listed below. However, the carrier may not deny boarding to any passenger involuntarily who was earlier asked to volunteer without having been informed that he was in danger of being denied boarding involuntarily and the amount of compensation to which he would have been entitled in that event. Passengers holding confirmed reserved space will be denied boarding in the following order:</p>
(Continued on next page)	
For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.	
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RULE

SECTION I - GENERAL RULES

87
C

DENIED BOARDING COMPENSATION (Continued)
 PART I (Applicable to SU only) (Continued)
APPLICABLE TO FLIGHTS OR PORTION OF FLIGHTS ORIGINATING OR TERMINATING IN THE UNITED STATES

(D) ORDER OF DENIED BOARDING (Continued)ORDER OF REMOVAL

- (1) Local boarding passengers, holding confirmed reserved space solely on the oversold sector of the first, who arrive at the check-in where boarding passes are distributed after all boarding passes have been assigned.
- (2) 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.
- (3) Local Boarding Diplomatic Couriers.
- (4) Transit reserved passengers.
- (5) Transit diplomatic couriers.
- (6) Carrier crew members traveling on a positive space basis for operational reasons.

EXCEPTION: Physically handicapped passengers and unaccompanied children under 12 years of age will be exempted from the order of removal when necessary to avoid undue hardship.

For the purpose of this rule:

Local Boarding Passengers are those passengers who originate their travel at the boarding city, as well as those passengers who are continuing their travel at the boarding city after a stopover as defined below.

Transit Passengers are those passengers who continue on, or are connecting to, the oversold flight without a stopover as defined below.

Stopover means a deliberate interruption of a journey by the passenger, scheduled to exceed four hours, at a point between the place of origin and the place of termination. A transit passenger shall not be considered to have made a deliberate interruption of a journey, regardless of the duration of the transit period, in the event that the oversold flight is the first available connecting flight for the said passenger.

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

The carrier shall furnish passengers who are denied boarding from flights on which they hold confirmed reservations, immediately after the denied boarding occurs, the following explanation:

COMPENSATION FOR DENIED BOARDING

If you have been denied a reserved seat on carrier, you are probably entitled to monetary compensation. This notice explains the airline's obligation and the passenger's rights in the case of an oversold flight, in accordance with regulations of the U.S. Civil Aeronautics Board.

VOLUNTEERS AND BOARDING PRIORITIES

If a flight is oversold (more passengers hold confirmed reservations than there are seats available), no one may be denied boarding against his will until airline personnel first ask for volunteers who will give up their reservations willingly, in exchange for a payment of the airline's choosing. If there are not enough volunteers, other passengers may be denied boarding involuntarily, in accordance with the following boarding priority of carrier:

ORDER OF REMOVAL

- (1) Local boarding passengers, holding confirmed reserved space solely on the oversold sector of the flight, who arrive at the check-in where boarding passes are distributed after all boarding passes have been assigned.
- (2) 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.
- (3) Local boarding diplomatic couriers.
- (4) Transit reserved passengers.
- (5) Transit diplomatic couriers.
- (6) Carrier crew members traveling on a positive space basis for operational reasons.

EXCEPTION: Physically handicapped passengers and unaccompanied children under 12 years of age will be exempted from the order of removal when necessary to avoid undue hardship.

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For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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 NO. IPG-1

Original Page 94-G

RULE	SECTION I - GENERAL RULES
87 C	<p><u>DENIED BOARDING COMPENSATION</u> (Continued) †IN PART L (Applicable to SU only) (Continued) <u>APPLICABLE TO FLIGHTS OR PORTION OF FLIGHTS ORIGINATING OR TERMINATING IN THE UNITED STATES</u></p> <p>(E) <u>PUBLIC NOTICE OF DENIED BOARDING COMPENSATION AND BOARDING PRIORITIES</u> (Continued)</p> <p style="text-align: center;"><u>COMPENSATION FOR INVOLUNTARY DENIED BOARDING</u></p> <p>If you are denied boarding involuntarily, you are entitled to a payment of "denied boarding compensation" from the airlines unless:</p> <ol style="list-style-type: none"> (1) you have not fully complied with the airline's ticketing, check-in and reconfirmation requirements, or you are not acceptable for transportation; or (2) you are denied boarding because the flight is cancelled; or (3) because a smaller capacity aircraft was substituted for safety or operational reasons; or (4) you are offered accommodations in a section of the aircraft other than that specified in your ticket, at no extra charge. (A passenger seated in a section for which a lower fare is charged must be given appropriate refund.) <p style="text-align: center;"><u>AMOUNT OF DENIED BOARDING COMPENSATION</u></p> <p>Passengers who are eligible for denied boarding compensation must be offered a payment equal to the sum of the face values of their ticket coupons, with a \$200 maximum. However, if the airline cannot arrange "alternate transportation" (see below) for the passenger, the compensation is doubled (\$400 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.</p> <p>"Alternate transportation" is air transportation (by any airline licensed by the C.A.B.) 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 destination no later than or 4 hours after the passenger's originally scheduled arrival time.</p> <p style="text-align: center;"><u>METHOD OF PAYMENT</u></p> <p>The airline must give each passenger who qualifies for denied boarding compensation, a payment by check or draft for the amount specified above, on the day and place the involuntary denied boarding occurs. However, if the airline arranges alternate transportation for the passenger's convenience that departs before the payment can be made, the payment will be sent to the passenger within 24 hours. The carrier may offer free tickets in place of the cash payment. The passenger may refuse all compensation and bring private legal action.</p> <p style="text-align: center;"><u>PASSENGER'S OPTIONS</u></p> <p>Acceptance of the compensation (by endorsing the check or draft within 30 days) relieves carrier from any further liability to the passenger caused by its failure to honor the confirmed reservation. However, the passenger may decline the payment and seek to recover damages in a court of law or in some other manner.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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RULE

SECTION I - GENERAL RULES

87
C

DENIED BOARDING COMPENSATION (Continued)

†(PART I (Applicable to SU only) (Continued)
APPLICABLE TO FLIGHTS OR PORTION OF FLIGHTS ORIGINATING OR TERMINATING IN THE UNITED STATES

(F) INTERRUPTED TRIP EXPENSES/SERVICES FOR DELAYED PASSENGERS

Carrier will advise passengers and will offer the services and amenities described below on a complimentary basis under the conditions stated to all passengers on delayed flights and except as noted below to standby passengers who have been cleared for boarding on the flight.

- (1) Expenses covering the following services will be assumed by carrier for each transit or connecting passenger regardless of class of service, when carrier is unable to provide previously confirmed space (except for any passenger to whom denied boarding compensation has been tendered pursuant to this rule); or, when carrier's flight is cancelled or fails to operate according to schedule:
 - (a) Food and beverage service for a period not to exceed 24 hours as follows:
 - (i) Meals at normal meal times.
 - (ii) Refreshments at appropriate times.
 - (b) Hotel accommodations for a period not exceeding 24 hours if the delay to the passenger is 8 hours or more.
 - (c) Ground transportation to and from hotels and restaurants if such service is required in accordance with (a) and (b) above.
 - (d) If required by the passenger, notice of delay will be given as provided in (4) below.
- (2) Expenses for the following services will be assumed by the carrier for any locally originating passenger, regardless of class of service, when carrier is unable to provide previously confirmed space (except for any passenger to whom denied boarding compensation has been tendered pursuant to this rule); or when carrier's flight is cancelled or fails to operate according to schedule:
 - (a) Food and beverage service for a period not to exceed 24 hours as follows:
 - (i) Meals at normal meal times.
 - (ii) Refreshments at appropriate times.
 - (b) Ground transportation service to and from the city served by the airport.
 - (c) If required by the passenger, notice of delay will be given as provided in (4) below.
- (3) The delay notification service referred to in (1)(d) and (2)(c) above will be by whatever communications facilities provide the most expeditious service, including carrier's own teletype networks and public cable and telephone services. If required to provide such service, the following conditions will apply:
 - (a) One message to a party intending to meet a delayed passenger at the destination advising of a change in arrival time or airport of arrival.
 - (b) Cancellation or rebooking of previously held hotel reservations at passenger's destination.
 - (c) Cancellation of previously confirmed onward reserved space on other carriers and arrangement of alternate reservations.
- (4) The services described in (3) above will be provided only under the following circumstances:
 - (a) When passenger is involuntarily rerouted via a flight other than that for which he held previously confirmed space.
 - (b) When passenger is involuntarily rerouted to arrive at an airport other than that originally scheduled.
 - (c) When carrier's delay is less than 3 hours, the service will be provided only to first class and business class passengers, and to unaccompanied children and incapacitated passengers, regardless of class.
 - (d) When carrier's delay is 3 hours or more, such service will be provided to all passengers, regardless of class.
- (5) The carrier will provide the services listed below on a complimentary basis to all passengers on a delayed flight subject to availability of services and time.
 - (a) Bus transportation to/from nearby shopping centers or points of interest.
 - (b) Sightseeing tours.

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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RULE	SECTION I - GENERAL RULES
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87 C	<p>DENIED BOARDING COMPENSATION (Continued) +[NIPART M (Applicable to MS only)] <u>APPLICABLE ONLY TO FLIGHTS OR PORTIONS OF FLIGHTS ORIGINATING IN THE UNITED STATES</u></p> <p>(A) CONDITIONS FOR PAYMENT OF COMPENSATION Subject to the exceptions in this paragraph, MS will tender to passenger the amount of compensation specified in paragraph (B) when:</p> <p>(1) Passenger holding a ticket for confirmed reserved space presents himself for carriage at the appropriate time and place having complied fully with carrier's requirements as to ticketing, check-in (See Rule 60 (RESERVATIONS) and reconfirmation procedures and being acceptable for transportation; and</p> <p>(2) The flight for which the passenger holds confirmed reserved space is unable to accommodate the passenger and departs without him/her.</p> <p>EXCEPTIONS: The passenger will not be eligible for compensation if:</p> <p>(a) The flight upon which the passenger holds confirmed reserved space is unable to accommodate him/her because of: (i) Cancellation of a flight; or (ii) Substitution of equipment of lesser capacity when required by operational and/or safety reasons; or</p> <p>(b) Passenger is accommodated on the flight for which he/she holds confirmed space, but is offered accommodations or is seated in a compartment of the aircraft other than that specified on his ticket, provided that a passenger seated in a section for which a lower fare is charged shall be entitled to an appropriate refund.</p> <p>(c) If the carrier arranges comparable air transportation accepted by the passenger, which at the time such arrangements are made, is planned to arrive at the airport of the passengers next stopover point or final destination within one hour after the originally scheduled arrival time.</p> <p>(B) AMOUNT OF COMPENSATION PAYABLE:</p> <p>(1) Subject to the provisions of paragraph (A) of this rule, carrier will tender liquidated damages at the rate of 200 percent of the sum of the values of the passenger's remaining flight coupons up to the passenger's next stopover or, if none, to his/her destination, with a \$400.00 maximum. Provided, however, that the compensation shall be one-half the aforesaid amount, with a \$200.00 maximum, if the carrier arranges for comparable air transportation or other transportation accepted (i.e. used) by the passenger, which at the time either such arrangement is made, is planned to arrive at the airport of the passenger's next stopover or, if none, at the airport of the passenger's destination not later than 2 hours after the time the direct or connecting flight on which the confirmed space is held is planned to arrive in the case of interstate and overseas air transportation or 4 hours after such time in the case of foreign air transportation.</p> <p>(2) Said tender will be made by MS on the day and at the place where the failure occurs and, if accepted, will be receipted for by the passenger. Provided, however, that when MS arranges for the passenger's convenience, alternate means of transportation which departs prior to the time such tender can be made to the passenger, tender shall be made by mail or other means within 24 hours after the time the failure occurs.</p> <p>(C) WRITTEN EXPLANATION OF DENIED BOARDING COMPENSATION AND BOARDING PRIORITIES: MS shall furnish all passengers who are denied boarding involuntarily from flights on which they hold confirmed reserved space a copy of the following written statement:</p> <p>(1) Compensation for Denied Boarding If you have been denied a reserved seat on MS, you are probably entitled to monetary compensation. This notice explains the airline obligations and the passenger's rights in the case of an oversold flight, in accordance with regulations of the U.S. Department of Transportation.</p> <p>(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 will until airline personnel first ask for volunteers who will give up their reservations willingly, in exchange for a payment of the airline's choosing. If there are not enough volunteers, other passengers may be denied boarding involuntarily, in accordance with the boarding priority of MS.</p> <p>(3) Compensation for Involuntary Denied Boarding If you are denied boarding involuntarily, you are entitled to a payment of "denied boarding compensation" for the airline unless:</p> <p>(a) 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 tariff filed with the Department of Transportation; or</p> <p>(b) You are denied boarding because the flight is cancelled; or</p> <p>(c) You are denied boarding because a smaller capacity aircraft was substituted for safety or operational reasons; or</p> <p>(d) You are offered accommodations in a section of the aircraft other than that specified on your ticket at no extra charge. (A passenger seated in a section for which a lower fare is charged must be given an appropriate refund.)</p> <p>(e) 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.</p>
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For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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LE

SECTION I - GENERAL RULES

87
 C

DENIED BOARDING COMPENSATION (Continued)
 †(NIPART M (Applicable to MS only)
APPLICABLE ONLY TO FLIGHTS OR PORTIONS OF FLIGHTS ORIGINATING IN THE UNITED STATES (Continued)

(C) WRITTEN EXPLANATION OF DENIED BOARDING COMPENSATION AND BOARDING PRIORITIES: (Continued)

(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 values of their ticket coupons, with a \$200.00 maximum. However, if the airline cannot arrange alternate transportation for the passenger, the compensation is doubled (\$400.00 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 destination or first 4 hour stopover are used to compute the compensation.

(5) Method of Payment

The airlines must give each passenger who qualifies for denied boarding compensation a payment by check, or cash, or MCO, or voucher for the amount specified above, on the day and place the involuntary denied boarding occurs. However, if the airline arranges alternate transportation for the passenger's convenience that departs before the payment can be made, the payment will be sent to the passenger within 24 hours. The carrier may offer free tickets in place of the cash payment. The passenger may, however, refuse all compensation and bring private legal action.

(6) Passenger's Options

Acceptance of the compensation (by endorsing the check or draft within 30 days) relieves MS from any further liability to the passenger caused by its failure to honor the confirmed reservation. However, the passenger may decline payment and seek to recover damages in a court of law or in some other manner.

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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RULE	SECTION I - GENERAL RULES
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87 C	<u>DENIED BOARDING COMPENSATION</u> †CANCELLED
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RULE

SECTION I - GENERAL RULES

87

DENIED BOARDING COMPENSATION (Continued)

C

+CANCELLED

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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NO. IPG-1

1st Revised Page 94-M
Cancels Original Page 94-M

RULE	SECTION I - GENERAL RULES
87	<p>DENIED BOARDING COMPENSATION</p> <p>[C]PART N (Applicable to LO only)</p> <p>(A) Airport means the airport at which the direct or connecting flight, on which the passenger holds confirmed reserved space, is planned to arrive at some other airport serving the same metropolitan area, provided the transportation to the other airport is accepted (i.e. used) by the passenger. Alternate transportation is air transportation (by an air carrier 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 2 hours or longer for flights within 1.500 kilometres, or 4 hours or longer for flights of more than 1.500 kilometres) or if none at the airport of final destination no later than 2 hours or 4 hours respectively after the passenger's originally scheduled arrival time.</p> <p>(B) Carrier means: (1) A direct air carrier, except a helicopter operator, holding a valid certificate/operating license. (2) An operating carrier means an air carrier that performs or intends to perform a flight under a contract with a passenger on behalf of another person, legal or natural, having a contract with that passenger.</p> <p>(C) Comparable air transportation means transportation provided to passenger at no extra cost by a carrier as defined above.</p> <p>(D) Ticket means a valid document (named "Passenger Ticket and Baggage Check") giving entitlement to transport, or an equivalent in paperless form, including electronic one, issued or authorized by the air carrier or its authorised agent. It includes the Condition of Contract, information, flight coupons and the passenger receipt.</p> <p>(E) Reservation means that the passenger has a ticket, or other proof, which indicates that the reservation has been accepted and registered by the air carrier or tour operator.</p> <p>(F) Confirmed reserved space on a specific date and on a specific flight and class of service of an air carrier which has been requested by a passenger and which the air 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.</p> <p>(G) Final destination means the destination on the ticket presented at the check-in counter or, in case of directly connecting flight, the destination of the last flight; alternative connecting flights available shall not be taken into account if the original planned arrival time is respected.</p> <p>(H) Denied boarding means a refusal to carry passengers on a flight, although they have presented themselves for boarding under the conditions: (1) have a confirmed reservation on the flight concerned and present themselves for check-in (except in case of cancellation) sufficiently in advance of flight departure to permit completion of any formalities required by government authorities and departure procedures and in any event not later than carrier's minimum check-in time for the flight, (2) have valid ticket including it's electronic form, (3) have other valid required documents (e.g. passports, visas), (4) except where there are reasonable grounds to deny them boarding, such as reason of health, safety or security, or inadequate travel documentation (see definition - refusal below).</p> <p>(I) Delay when an operating carrier reasonably expects a flight to be delayed beyond its schedule time of departure: (1) For two hours or more in case of flights of 1500 kilometres or less; or (2) For three hours or more in case of flights of all intra-Community flights of more than 1500 kilometres and for all other flights between 1500 and 3500 kilometres; or (3) For four hours or more (including flights to/from USA) in case of flights not falling under (1) or (2).</p> <p>(J) Refusal, Limitation and Special Conditions of Carriage Carrier may refuse carriage of any passenger or his/her baggage and may cancel the seat reservation for this passenger, if, in the exercise of its reasonable discretion, carrier determines that: (1) such action is necessary for safety reasons; or (2) such action is necessary in order to prevent infringement of any applicable laws, regulations, or orders of any state or country to be flown from, into or over; or (3) age, mental or physical state of the passenger is such as to: (a) cause discomfort or make himself or herself objectionable to other passengers; or (b) involve any hazard or risk to himself or herself or to other passengers or to property; (this carriage to be subject to prior arrangement with carrier in accordance with carrier's regulations); or</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: December 18, 2006

EFFECTIVE: February 1, 2007

RULE	SECTION I - GENERAL RULES
87	<p>DENIED BOARDING COMPENSATION (Continued)</p> <p>[C]PART N (Applicable to LO only) (Continued)</p> <p>(J) Refusal, Limitation and Special Conditions of Carriage (Continued)</p> <ul style="list-style-type: none"> (4) such action is necessary because the passenger's failure to observe the instructions/orders of carrier; or (5) the passenger has refused to submit to a security check carried out by the airport services supervising security of flights; or (6) the applicable fare or any charges or taxes payable have not been paid or credit arrangements agreed between carrier and the passenger (or the person paying for the ticket) have not been complied with; or (7) the passenger does not appear to be properly documented; or refuses carrier's request to produce to it all appropriate documentation; or (8) the passenger may seek to enter a country through which he or she is in transit; or (9) the passenger destroys his or her documentation or refused to surrender, against receipt, his/her travel documents, to be held by carrier during the journey in the case relevant government authorities require to do so; or (10) the passenger has been refused entry into any country to be flown from, into or over; or (11) ticket presented by the passenger: <ul style="list-style-type: none"> (a) has been acquired unlawfully or has been purchased from any entity other than the issuing carrier or its authorised agent; or (b) has been reported as being lost or stolen; or (c) is a counterfeit ticket; or (d) contains a flight or electronic coupon which has been altered by anyone other than carrier or its authorised agent, or in the case of a flight coupon, has been mutilated; or (12) the person presenting the ticket cannot prove that he or she is the person named in the "Passenger Name" box of the ticket; or (13) the passenger has committed misconduct on a previous flight and carrier believes that such misconduct may be repeated; or (14) passenger does not used the seat reserved for her/him and fails to advise the carrier (carrier is entitled to cancel reservations made by for further flight segments and offers this space for other passengers) (15) carrier reserves the right to retain a paper ticket in cases mentioned in paragraphs (11) and (12) of this rule and in other cases specified in appropriate regulations. <p>(K) Volunteer means a person who responds to carrier's request for volunteers and who willingly accepts carrier's offer of compensation, in any amount, in exchange for relinquishing his confirmed reserved space. Any other passengers denied boarding is considered for the purposes of this rule to have been denied boarding involuntarily, even if he accepts DBC.</p> <p>(L) Cancellation means the non-operation of a flight which was previously planned and on which at least one place was reserved.</p> <p>(M) (Applicable to all LO flights) Conditions for payment of compensation subject to the exception in this paragraph, LO will tender to passenger the amount of compensation specified in paragraph (N) when:</p> <ul style="list-style-type: none"> (1) passenger holding a ticket (including electronic version) for confirmed reserved space presents him/herself for carriage at the appropriate time and place, having complied fully with LO's requirements as to ticketing, check-in and, if required (applicable on TCI/2 flights), reconfirmation procedures and being acceptable for transportation; and (2) the flight for which the passenger holds confirmed reserved space: <ul style="list-style-type: none"> (a) is unable to accommodate the passenger and departs without him/her (overbooking); (b) when LO as an operating carrier expects a flight to be cancelled; (c) when LO as an operating carrier expects a flight to be delayed. <p>EXCEPTION: the passenger will not be entitled to compensation if:</p> <ul style="list-style-type: none"> (i) reasons described in definition Refusal apply (ii) passengers travel free of charge or at reduced fare, which are not available directly or indirectly to the public. However, it shall apply to passengers having tickets issued under the frequent flyer programme or other commercial programme; (iii) passengers being "no-show" on the previous flight/s (any carrier has the right to cancel the reserved confirmed space on the rest of journey); (iv) the passenger is accommodated on the same flight for which he/she holds confirmed served space, but is offered accommodations or is seated in a compartment of the aircraft other than that specified on his/her ticket at no extra charge - in case of involuntary upgrading or with reimbursement in case of involuntary downgrading; <p>(N) Passengers from cancelled or overbooked flights shall receive denied boarding compensation amounting to:</p> <ul style="list-style-type: none"> (1) EUR 250 for all flights of 1500 kilometres or less (2) EUR 400 for all intra-Community flights of more than 1500 kilometres, and for all other flights between 1500 and 3500 kilometres (including flights to/from USA) (3) EUR 600 for all flights not falling under (1) or (2).

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For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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RULE

SECTION I - GENERAL RULES

87

DENIED BOARDING COMPENSATION (Continued)[C]PART N (Applicable to LO only) (Continued)

- (O) When passengers are offered re-routing or re-booking to their next stopover place or final destination on an alternative flight/s, the arrival time of which does not exceed the scheduled arrival time of the flight originally booked:
- (1) by two hours, in respect of all flights of 1500 kilometres or less; or
 - (2) by three hours, in respect of all intra-Community flights of more than 1500 kilometres and for all other flights between 1500 and 3500 kilometres (excluding flights to/from USA); or
 - (3) by four hours, in respect of all flights to/from USA and other flights not falling under (1) or (2) carrier may reduce the compensation provided for this rule by 50%.
- The compensation shall be paid by cash, by electronic bank transfer, bank orders, bank check or Miscellaneous Charge Order (MCO) issued as "Good For Transportation" or "Good for refund" (which kind of MCO will be issued depends on passenger's decision).
- The assistance described above will apply without prejudice to any rights the passengers may have under applicable law (including EU Directive 90/314 on package travel) to further compensation, although any such assistance granted may be deducted from any further compensation.
- (P) UPGRADING/DOWNGRADING
- (1) If the carrier places a passenger in a class higher than that for which the ticket was issued, it may not request any supplementary payment.
 - (2) If the carrier places a passenger in a class lower than that for which the ticket was issued, it shall within seven days reimburse:
 - (a) 30% of the price of the ticket for all flights of 1500 kilometres or less, or
 - (b) 50% of the price of the ticket for all intra-Community flights of more than 1500 kilometres and between 1500 and 3500 kilometres for other flights, or
 - (c) 75% of the price of the ticket for all flights not falling under (a) or (b)
 - (3) Reimbursement shall be paid by cash, by electronic bank transfer, bank transfer, bank orders, bank check or Miscellaneous Charge Order (MCO) issued as "Good For Transportation" or "Good for refund" (which kind of MCO will be issued depends on passenger's decision).
- (Q) Written explanation of denied boarding is placed in the ticket (including electronic version). Details of plans to passengers with confirmed reserved space are available at the airlines' offices on request. Check-in desk is equipped with the notice containing the following text:
"If you are denied boarding or if your flight is cancelled or delayed for at least two hours, ask at check-in counter or boarding gate for the text stating your rights, particularly with regard to assistance and compensation".
- (R) Flight Cancellation
- (1) In case of cancellation of a flight, passengers concerned are entitled to:
 - (a) reimbursement within seven days (in cash, by electronic bank transfer, bank orders, bank check or, with their signed agreement, MCO issued as "Good For Transportation" or "Good for refund" (which kind of MCO will be issued depends on passenger's decision) of the full cost of their tickets, at the price at which it was bought, for the part/s of the journey not made, and for part/s already made if the flight is no longer serving any purpose in relation to their original travel plans, together with, when relevant, a return flight to the first point of departure, at the earliest opportunity, or
 - (b) rerouting, under comparable transport conditions, to the passengers' final destination, at the earliest opportunity, or
 - (c) rerouting under comparable transport conditions, to the passengers final destination at a later date at their convenience, subject to availability of seats,
 - (d) denied boarding compensation described in article 73 above.
 - (2) in the event of rerouting in connection with the passengers' cancelled flight, if reasonably expected time to departure of the new flight is at least the day after original cancelled departure, passengers will be also offered:
 - (a) hotel accommodation in cases:
 - (i) where a stay of one or more nights becomes necessary, or
 - (ii) where a stay additional to that intended by the passenger becomes necessary,
 - (b) transport between the airport and place of accommodation (hotel or other),
 - (c) in addition each passenger shall be offered free of charge two telephone calls, telex or fax messages, or e-mails.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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RULE	SECTION I - GENERAL RULES
87	<p>DENIED BOARDING COMPENSATION (Continued)</p> <p>[C]PART N (Applicable to LO only) (Continued)</p> <p>(R) (Continued)</p> <p>(c) except when passengers:</p> <ol style="list-style-type: none"> (1) are informed of the cancellation at least two weeks before the scheduled time of departure; or (2) are informed of the cancellation between two weeks and seven days before the scheduled time of departure and are offered rerouting, allowing them to depart no more than two hours before the scheduled time of departure and reach their final destination less than four hours after the scheduled time of arrival; or (3) are informed of the cancellation less than seven days before the scheduled time of departure and are offered rerouting, allowing them to depart no more than one hour before the scheduled time of departure and to each their final destination less than two hours after the schedule of time of arrival; (4) LO can provide that the cancellation is caused by extraordinary circumstances which could not have been avoided even if all reasonable measures had been taken. <p>The assistance described above will apply without prejudice to any rights the passengers may have under applicable law (including EU Directive 90/314 on package travel) to further compensation, although any such assistance granted may be deducted from any further compensation.</p> <p>(S) In case of delayed flights, passengers are offered:</p> <ol style="list-style-type: none"> (1) meals and refreshments in a reasonable relation to the waiting time; (2) hotel accommodation in cases: <ol style="list-style-type: none"> (a) where a stay of one or more nights becomes necessary, or (b) where a stay additional to that intended by the passenger becomes necessary; (3) transport between the airport and place of accommodation (hotel or other); (4) in addition each passenger shall be offered free of charge two telephone calls, telex or fax message, or e-mails. <p>When the delay is at least five hours and the passenger decides not to travel on the delayed flight, in addition to the meals and communications assistance, described above, carrier will offer the passengers; reimbursement within seven days (in cash, by electronic bank transfer, bank orders, bank check or, with their signed agreement, MCO) issued as "Good For Transportation" or "Good for refund" (which kind of MCO will be issued depends on passenger's decision) of the full cost of their tickets, at the price at which it was bought, for the part/s of the journey not made, and for part/s already made if the flight is no longer serving any purpose in relation to their original travel plans, together with, when relevant, a return flight to the first point of departure, at the earliest opportunity.</p> <p>The assistance described above will apply without prejudice to any rights the passengers may have under applicable law (including EU Directive 90/314 on package travel) to further compensation, although any such assistance granted may be deducted from any further compensation.</p>
<p>For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.</p>	
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RULE

SECTION I - GENERAL RULES

87

DENIED BOARDING COMPENSATION (Continued)

C

†[IN]PART Q (Applicable to TK only)
(Applicable for flights originating in the U.S.A.)(A) REQUEST FOR VOLUNTEERS

The carrier will request passengers who are willing to do so, to voluntarily relinquish their confirmed reserved space in exchange for compensation in an amount determined by the carrier. If a passenger is asked to volunteer, the carrier will not later deny boarding to that passenger involuntarily unless that passenger was informed at the time he/she was asked to volunteer that there was a possibility of being denied boarding involuntarily and of the amount of compensation to which he/she would have been entitled in that event. The request for volunteers and the selection of such persons to be denied space shall be in a manner determined solely by the carrier.

NOTE: In exchange for voluntarily relinquishing confirmed space, carrier may compensate the passenger with credit valid for transportation on TK in lieu of monetary compensation. The transportation credit will be valid only for travel on the issuing carrier and will be valid for one year from the date of issue, and will be non-refundable and non-transferable.

(B) 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/her will until airline personnel first ask for volunteers who will give up their reservations willingly, in exchange for a payment of the airline's choosing. If there are not enough volunteers, other passengers may be denied boarding involuntarily, in accordance with the boarding priority of the specific carrier. The boarding priorities are provided below.

NOTE: The boarding priorities as presented below will appear in the Notice provided to passengers denied boarding. (see paragraph (E) below).

Order of Removal

Passengers holding confirmed reserved space will be denied boarding in the following order:

- (1) Local boarding passengers, holding confirmed space solely on the oversold sector of the flight, who arrive at the check-in where boarding passes are distributed after all boarding passes have been assigned.
- (2) 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.
- (3) Local Boarding Diplomatic Couriers.
- (4) Transit reserved passengers.
- (5) Transit Diplomatic Couriers.
- (6) TK Crew members traveling on a positive basis for operational reasons.

EXCEPTION: Physically handicapped passengers and unaccompanied children under 12 years of age will be exempted from the order of removal when necessary to avoid undue hardship.

(C) 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 the 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 regardless of class of service.
- (2) If the carrier causing such delay is unable to provide onward transportation acceptable to the passenger, any other carrier or combination of carriers, 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.

(D) COMPENSATION FOR INVOLUNTARY DENIED BOARDING

In addition to providing transportation as described in paragraph (C) above, when the passenger who is delayed has not voluntarily relinquished confirmed reserved space in accordance with provisions in paragraph (A) above, the carrier causing the delay will compensate the delayed passenger for the carrier's failure to provide confirmed space. Compensation will be made in accordance with the provisions below.

(1) Conditions for Payment

- (a) The passenger holding a ticket for confirmed space must present himself/herself for carriage at the appropriate time and place, having complied fully with the carrier's requirements as to ticketing, check-in, and reconfirmation procedures and having met all requirements for acceptance for transportation published in carrier's tariff.
- (b) The flight for which the passenger holds confirmed reserved space must be unable to accommodate the passenger and departs without him/her.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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548

RULE **SECTION I - GENERAL RULES**

87
 C

DENIED BOARDING COMPENSATION (Continued)

†(N)PART Q (Continued)

(D) COMPENSATION FOR INVOLUNTARY DENIED BOARDING (Continued)

(1) Conditions for Payment (Continued)

- (b) (Continued)**
- EXCEPTION 1:** The passenger will not be eligible for compensation if the flight on which he/she holds confirmed reserved space is unable to accommodate him/her because of substitution of equipment of a lesser capacity when required by operational or safety reasons.
- EXCEPTION 2:** The passenger will not be eligible for compensation if he/she is offered accommodations or is seated in a section of the aircraft other than that specified on his/her ticket at no extra charge. If a passenger is seated in a section for which a lower fare applies the passenger shall be entitled to an appropriate refund.
- EXCEPTION 3:** The passenger will not be eligible for compensation if his/her reservation has been cancelled pursuant to Rule 60(K)--Check-In Time Limits.
- EXCEPTION 4:** Employees of the carrier or of other carriers traveling on a reduced rate basis are not eligible for denied boarding compensation.
- EXCEPTION 5:** The passenger will not be eligible for compensation if placed on another flight or flights that are planned to reach the passenger's destination within one hour of the scheduled arrival of his/her original flight.

(2) Amount of Compensation

Subject to provisions of paragraph (D) (1) above, the carrier will tender liquidated damages in the amount of 200 percent of the sum of the values of the passenger's remaining flight coupons of the ticket to the passenger's next stopover, or if none, to his destination, but not more than USD/FCU 400.00. However, the compensation shall be 50 percent of the amount described above, but not more than USD/FCU 200.00 if the carrier arranges for comparable air transportation, or for other transportation that is accepted. That is, transportation used by the passenger, which, at the time either arrangement is made, is planned to arrive at the airport of the passenger's next stopover, or if none, at the airport of the passenger's final destination not later than four hours after the passenger's originally scheduled arrival time.

NOTE 1: If the offer of compensation is made by the carrier and accepted by the passenger, such payment will constitute full compensation for all actual or anticipatory damages incurred or to be incurred by the passenger as a result of carrier's failure to provide passenger with confirmed reserved space.

NOTE 2: At the passenger's option, carrier may compensate the passenger with credit valid for transportation in lieu of monetary compensation. The amount of the transportation credit offered shall be equal to or greater than the monetary compensation due the passenger and will be valid only for travel on the issuing carrier. The transportation credit will be valid for one year from the date of issue and will be non-refundable and non-transferable.

(3) Time of Offer of Compensation

The offer of compensation will be made by the carrier on the day and at the place where the failure to provide confirmed reserved space occurs, and, if accepted, will be receipted for by the passenger. Provided, however, that when the carrier arranges, for the passenger's convenience, alternate means of transportation that departs prior to the time the offer can be made to the passenger, the offer shall be made by mail or other means within 24 hours after the time the failure occurs.

(E) NOTICE PROVIDED PASSENGERS

The following written notice shall be provided to all passengers who are denied boarding involuntarily on flights on which they hold confirmed reserved space.

NOTE: For the purpose of this rule, specific boarding priorities are provided in paragraph (B) above.

(1)

COMPENSATION FOR DENIED BOARDING

If you have been denied a reserved seat on Turk Hava Yollari Anonim Sirketi you are probably entitled to monetary compensation. This notice explains the airline's obligation and the passenger's rights in the case of an oversold flight, in accordance with regulations of the Department of Transportation.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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RULE	SECTION I - GENERAL RULES
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87 C	<p><u>DENIED BOARDING COMPENSATION</u> (Continued)</p> <p style="text-align: center;">+ [N] PART Q (Continued)</p> <p>(E) <u>NOTICE PROVIDED PASSENGERS</u> (Continued)</p> <p>(2) <u>VOLUNTEERS AND BOARDING PRIORITIES</u></p> <p>If a flight is oversold (more passengers hold confirmed reservations than there are seats available), no one may be denied boarding against his/her will until airline personnel first ask for volunteers who will give up their reservations willingly, in exchange for a payment of the airline's choosing. If there are not enough volunteers, other passengers may be denied boarding involuntarily, in accordance with the following boarding priority of Turk Hava Yollari Anonim Sirketi.: (_____)</p> <hr/> <p>(3) <u>COMPENSATION OF INVOLUNTARY DENIED BOARDING</u></p> <p>If you are denied boarding involuntarily, you are entitled to a payment of "denied boarding compensation" from the airline <u>unless</u> (1) you have not fully complied with the airline's ticketing, check-in, and reconfirmation requirements, or you are not acceptable for transportation under the airline's (usual rules and practices; or (2) you are denied boarding because the flight is cancelled; or (3) you are denied boarding because a smaller capacity aircraft was substituted for safety or operational reasons; or (4) you are offered accommodations in a section of the aircraft other than specified in your ticket, at no extra charge. (A passenger seated in a section for which a lower fare is charged must be given an appropriate refund.); or (5) the Airline is able to place you on another flight or flights that are planned to reach your final destination within one hour of the scheduled arrival of your original flight.</p> <hr/> <p>(4) <u>AMOUNT OF DENIED BOARDING COMPENSATION</u></p> <p>Passengers who are eligible for denied boarding compensation must be offered a payment equal to the sum of the face values of their ticket coupons, with a USD/FCU 200.00 maximum. However, if the airline cannot arrange "alternate transportation" (see below) for the passenger, the compensation is doubled (USD/FCU 400.00 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 destination or first 4-hour stopover are used to compute the compensation. "Alternate 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 4 hours after the passenger's originally scheduled arrival time.</p> <hr/> <p>(5) <u>METHOD OF PAYMENT</u></p> <p>The airline must give each passenger who qualifies for denied boarding compensation, a payment by check or draft for the amount specified above, on the day and place the involuntary denied boarding occurs. However, if the airline arranges alternate transportation for the passenger's convenience that departs before the payment can be made, the payment will be sent to the passenger within 24 hours. The 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.</p> <hr/> <p>(6) <u>PASSENGER'S OPTIONS</u></p> <p>Acceptance of the compensation may relieve Turk Hava Yollari Anonim Sirketi 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.</p>
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For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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NO. 551

RULE	SECTION I - GENERAL RULES
87 C C	<p>DENIED BOARDING COMPENSATION</p> <p>(A) DELAY NOTICE PART [C]R (Applicable to MA only) [X]</p> <p>(1) Applicability The following rules shall apply:</p> <p>(a) in respect of flight departing from an airport in the EU, and flights operated by a Community air carrier departing from an airport in a third country to an airport in the EU (unless passenger received benefits or compensation and were given assistance in that third country);</p> <p>(b) on condition that passenger has a confirmed reservation on the flight concerned and present himself/herself for check-in as stipulated and at the time indicated in advance and in writing or electronically, or, if no time is indicated, not later than 45 minutes before the published departure time;</p> <p>(c) only to the passengers travelling at a fare available directly or indirectly to the public, or on tickets issued under a frequent flyer program or other commercial program;</p> <p>(d) where MA is the operating carrier of the flight.</p> <p>(2) Rules for Assistance</p> <p>(a) When MA reasonably expects a flight to be delayed beyond its scheduled time of departure:</p> <p>(i) for two hours or more in the case of flights of 1500 kilometres or less; or</p> <p>(ii) for three hours or more in the case of all intra-Community flights of more than 1500 kilometres and of all other flights between 1500 and 3500 kilometres; or</p> <p>(iii) for four hours or more in the case of all flights not falling under (i) or (ii).</p> <p>(b) MA will offer the passenger free of charge:</p> <p>(i) meals and refreshments in a reasonable relation to the waiting time; and</p> <p>(ii) two telephone calls, telex or fax messages, or e-mails.</p> <p>(c) When the time of departure reasonably expected is at least the day after the time of departure previously announced, in addition to the assistance described above, MA will offer the passenger:</p> <p>(i) hotel accommodation in cases</p> <p>(aa) where a stay of one or more nights becomes necessary, or</p> <p>(bb) where a stay additional to that intended by the passenger becomes necessary; and</p> <p>(ii) transport between the airport and place of accommodation (hotel or other).</p> <p>(d) When the delay is at least five hours and the passenger decides not to travel on the delayed flight, in addition to the meals and communications assistance described above, MA will offer the passenger: reimbursement within seven days (in cash, by electronic bank transfer, bank orders or bank cheques or, with their signed agreement, travel vouchers and/or other services) of the full cost of their ticket, at the price at which it was bought, for the part(s) of the journey not made, and for part(s) already made if the flight is no longer serving any purpose in relation to their original travel plan, together with, when relevant, a return flight to the first point of departure, at the earliest opportunity.</p> <p>(e) MA will offer the passenger the assistance described above within the time limits set out in paragraphs (2)(a)-(i) thru (iii) above with respect to each distance bracket.</p> <p>(f) The assistance described above will apply without prejudice to any rights the passenger may have under applicable law (including EU directive 90/314 on package travel) to further compensation, although any such assistance granted may be deducted from any such further compensation.</p> <p>(B) FLIGHT CANCELLATION NOTICE</p> <p>(1) Applicability The following rules shall apply:</p> <p>(a) in the event of the non-operation of a flight which was previously planned to be operated by MA and in which at least one place was reserved;</p> <p>(b) in respect of flights departing from an airport in the EU, and flights operated by a Community air carrier departing from an airport in a third country to an airport in the EU (unless the passenger received benefits or compensation and was given assistance in that third country);</p> <p>(c) on condition that the passenger has a confirmed reservation;</p> <p>(d) only to passengers travelling at a fare available directly or indirectly to the public, or on tickets issued under a frequent flyer program or other commercial program.</p> <p>(2) Rules for Compensation and Assistance</p> <p>(a) If the passenger's flight is cancelled, MA will offer them the following assistance:</p> <p>(i) reimbursement within seven days (in cash, by electronic bank transfer, bank orders or bank cheques or, with the passenger signed agreement, travel vouchers and/or other services) of the full cost of the passenger ticket, at the price at which it was bought, for the part or parts of the journey not made, and for the parts already made if the flight is no longer serving any purpose in relation to the passenger's original travel plan, together with, when relevant, a return flight to the first point of departure, at the earliest opportunity; or</p>
(Continued on next page)	
For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.	
ISSUED: January 26, 2007	EFFECTIVE: March 12, 2007

RULE	SECTION I - GENERAL RULES
C87	<p>(C) DENIED BOARDING COMPENSATION (Continued)</p> <p>(B) FLIGHT CANCELLATION NOTICE (Continued)</p> <p>(2) Rules for Compensation and Assistance (Continued)</p> <p>(a) (Continued)</p> <p>(ii) re-routing, under comparable transport conditions, to the passenger's final destination, at the earliest opportunity; or</p> <p>(iii) re-routing, under comparable transport conditions, to their final destination at a later date at their convenience, subject to availability of seats.</p> <p>(b) In addition, MA will offer the passenger, free of charge:</p> <p>(i) meals and refreshments in a reasonable relation to the waiting time; and</p> <p>(ii) two telephone calls, telex or fax messages, or e-mails.</p> <p>(c) In the event of re-routing in connection with the passenger's cancelled flight, if the reasonably expected time of departure of the new flight is at least the day after the departure as it was planned for the cancelled flight, MA will also offer the passenger:</p> <p>(i) hotel accommodation in cases:</p> <p>(aa) where a stay of one or more nights becomes necessary; or</p> <p>(bb) where a stay additional to that intended by the passenger becomes necessary; and</p> <p>(ii) transport between the airport and place of accommodation (hotel or other).</p> <p>(d) Except when:</p> <p>(i) the passenger is informed of the cancellation at least two weeks before the scheduled time of departure; or</p> <p>(ii) the passenger is informed of the cancellation between two weeks and seven days before the scheduled time of departure and is offered re-routing, allowing the passenger to depart no more than two hours before the scheduled time of departure and to reach their final destination less than four hours after the scheduled time of arrival; or</p> <p>(iii) the passenger is informed of the cancellation less than seven days before the scheduled time of departure and is offered re-routing, allowing the passenger to depart no more than one hour before the scheduled time of departure and to reach their final destination less than two hours after the scheduled time of arrival; or</p> <p>(iv) MA can prove that the cancellation is caused by extraordinary circumstances which could not have been avoided even if all reasonable measures had been taken.</p> <p>(e) The passenger is entitled to compensation as follows:</p> <p>(i) EUR 250 for all flights of 1500 Kilometres or less;</p> <p>(ii) EUR 400 for all intra-Community flights of more than 1500 Kilometres, and for all other flights between 1500 and 3500 Kilometres;</p> <p>(iii) EUR 600 for all flights not falling under (i) or (ii) of this paragraph.</p> <p>When the passenger is offered re-routing to their final destination on an alternative flight as described above at paragraph (2)(c)(ii) thru (iii), and arrival time of the re-routed flight does not exceed the scheduled arrival time of the flight originally booked:</p> <p>(i) by two hours, in respect of all flights of 1500 kilometres or less; or</p> <p>(ii) by three hours, in respect of all intra-Community flights of more than 1500 Kilometres and for all other flights between 1500 and 3500 kilometres; or</p> <p>(iii) by four hours, in respect of all flights not falling under (a) or (b) of this paragraph, we may reduce the compensation described above by 50 percent.</p> <p>(f) For the above purposes, "final destination" means the destination on the ticket presented at the check-in counter, or in the case of directly connecting flights, the destination of the last flight, alternative connecting flights available shall not be taken into account if the original planned arrival time is respected.</p> <p>(g) The assistance described above will apply without prejudice to any rights the passenger may have under applicable law (including EU Directive 90/314 on package travel) to further compensation, although any such assistance granted may be deducted from any such further compensation.</p> <p>(C) DENIED BOARDING COMPENSATION</p> <p>(1) Applicability</p> <p>The following rules shall apply:</p> <p>(a) in respect of flight departing from an airport in the EU, and flights operated by a Community air carrier departing from an airport in a third country to an airport in the EU (unless the passenger received benefits or compensation and were given assistance in that third country);</p> <p>(b) on condition that the passenger has a confirmed reservation on the flight concerned and present himself/herself for check-in as stipulated and at the time indicated in advance and in writing or electronically, or, if no time is indicated, not later than 45 minutes before the published departure time;</p> <p>(c) only to the passengers travelling at a fare available directly or indirectly to the public, or on tickets issued under a frequent flyer program or other commercial program;</p> <p>(d) where MA are the operating carrier of the flight.</p>
	(Continued on next page)
For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.	
ISSUED: September 8, 2006	EFFECTIVE: October 23, 2006

RULE SECTION I - GENERAL RULES

C87 [C] DENIED BOARDING COMPENSATION (Continued)

(C) DENIED BOARDING COMPENSATION (Continued)

(2) Rules for Compensation and Assistance

(a) Denied boarding is a refusal by an airline to carry a passenger on a flight, even though the passenger has presented him or herself for boarding under the conditions mentioned above under the heading Applicability, except when there are reasonable grounds to deny boarding, such as reasons of health, safety, security or inadequate travel documentation.

(b) Before MA denies boarding for a flight MA will call for volunteers to surrender their reservations, in return for benefits under conditions to be agreed, and also assistance as described in paragraph (f) below as appropriate.

(c) If an insufficient number of volunteers comes forward, and MA denies boarding to the passenger against their will, MA will immediately compensate the passenger:

(i) EUR 250 for all flights of 1500 kilometres or less;

(ii) EUR 400 for all intra-Community flights of more than 1500 kilometres, and for all other flights between 1500 and 3500 kilometres;

(iii) EUR 600 for all flights not falling under (a) or (b) of this paragraph.

(d) When the passenger is re-routing to their final destination on an alternative flight as described below at paragraph (f)(i)(bb) and (cc), and the arrival time of the re-routed flight does not exceed the scheduled arrival time of the flight originally booked:

(i) by two hours, in respect of all flights of 1500 kilometres or less; or

(ii) by three hours, in respect of all intra-Community flights of more than 1500 kilometres and for all other flights between 1500 and 3500 kilometres; or

(iii) by four hours, in respect of all flights not falling under (a) or (b) of this paragraph, MA may reduce the compensation described above by 50 percent.

(e) In determining the distance, the basis shall be the last destination at which the denial of boarding will delay the passenger's arrival after the scheduled time. The distances shall be measured by the great circle route method.

(f) In addition, MA will offer the passenger the following:

(i) A choice between:

(aa) reimbursement within seven days (in cash, by electronic bank transfer, bank orders or bank cheques or, with the passenger's signed agreement, travel vouchers and/or other services) of the full cost of their ticket, at the price at which it was bought, for the part or parts of the journey not made, and for the part or parts already made if flight is no longer serving any purpose in relation to the passenger's original travel plan, together with, when relevant, a return flight to the first point of departure, at the earliest opportunity; or

(bb) re-routing, under comparable transport conditions, to the passenger's final destination, at the earliest opportunity; or

(cc) re-routing, under comparable transport conditions, to the passenger's final destination at a later date at their convenience, subject to availability of seats.

(g) And MA will offer the passenger, free of charge:

(i) Meals and refreshments in a reasonable relation to the waiting time;

(ii) hotel accommodation in cases

(aa) where a stay of one or more nights becomes necessary, or

(bb) where a stay additional to that intended by the passenger's becomes necessary;

(iii) transport between the airport and place of accommodation (hotel or other); and

(iv) two telephone calls, telex or fax messages or e-mails.

(h) Unless the passenger has volunteered to surrender their reservation, the assistance described above will apply without prejudice to any rights the passenger may have under applicable law (including EU Directive 90/314 on package travel) to further compensation, although any such assistance granted may be deducted from any such further compensation.

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: September 8, 2006

EFFECTIVE: October 23, 2006

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 NO. IPG-1

2nd Revised Page 96-N
 Cancels 1st Revised Page 96-N

RULE	SECTION I - GENERAL RULES
90	<p>REFUNDS</p> <p>(A) GENERAL</p> <p>(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.</p> <p>(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.</p> <p>EXCEPTION 1: Refund in accordance with paragraph (E) below of tickets for transportation which have been issued against a credit card will be made only to the credit card account of the person to whom such credit card has been issued.</p> <p>EXCEPTION 2: Refund of a ticket which has been issued pursuant to a Prepaid Ticket Advice (PTA) will be made to the person who paid carrier for the ticket.</p> <p>(3) (Not applicable to †INICY, GF, KU, LO, PK or RJ.) Carrier will refuse to refund when application therefore is made later than thirty (30) days after the expiry date of the ticket or Miscellaneous Charges Order.</p> <p>(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.</p> <p>(5) (Applicable to †INICY, GF, KU, LO and RJ only.) Refund will be made provided that the unused coupons are surrendered to carrier within two (2) years after the expiry date of the validity of the ticket.</p> <p>(6) (Applicable to SV only) Saudi Arabian Airlines will charge a late refund fee of 10 percent of the refund value if ticket is presented for refund after three years from its date of issue.</p> <p>(7) (Applicable to GF only) GF/†INICY reserves the right to refuse refund if application is made later than 2 years after expiry of the ticket/MCO.</p> <p>(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.</p> <p>(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.</p> <p>(D) INVOLUNTARY REFUNDS (See also Rule 80 (INVOLUNTARY REVISED ROUTINGS) and Rule 87 (DENIED BOARDING COMPENSATION)) For the purpose of this paragraph, the term "Involuntary Refund" shall mean any refund to a passenger who is prevented from using the carriage provided for in his ticket because of cancellation of flight, inability of carrier to provide previously confirmed space, substitution of a different type of equipment or different class of service by carrier, missed connections, postponement or delay of flight, omission of a scheduled stop, or removal or refusal to carry under conditions described in Rule 25 (REFUSAL TO TRANSPORT LIMITATIONS OF CARRIERS). Involuntary refunds will be computed as follows: (1) When no portion of the trip has been made, the amount of refund will be equal to the fare paid.</p>
(Continued on next page)	
For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.	
ISSUED: December 9, 1994	EFFECTIVE: February 8, 1995 (Except as Noted)

RULE

SECTION I - GENERAL RULES

90

REFUNDS (Continued)(D) INVOLUNTARY REFUNDS (Continued)

- (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) (Applicable to IB only.) Preference Class fares.
 (d) (Applicable to RJ only.) Business Class fares.
 (e) One Class Standard Service fares.
 (f) Economy Class, Tourist Class, or Coach Class fares applicable on jet aircraft.
 (g) (Applicable to LY only.) Business Class, Holiday Class fares applicable on jet aircraft.
 (h) Economy Class, Tourist Class, or Coach Class fares applicable on propeller aircraft.
 (i) Thrift Class fares applicable on jet aircraft.
 (j) Thrift Class fares applicable on propeller aircraft.

[X]

- (3) The service charge provided for in Rule 60 (RESERVATIONS) herein, will not be assessed, and any communication expenses paid by the passenger in accordance with Rule 60 (RESERVATIONS) will be refunded, or if such expense at the time has not been collected by carrier, its collection will be waived.

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: March 4, 2010

EFFECTIVE: April 18, 2010

RULE	SECTION I - GENERAL RULES
90	<p><u>REFUNDS</u> (Continued)</p> <p>(E) <u>VOLUNTARY REFUNDS</u> 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:</p> <p>(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 (<u>RESERVATIONS</u>) and 65 (<u>TICKETS</u>)); or</p> <p>(2) (Applicable to SU only) The following does not apply to normal fares. Any fare may not be applied retroactively. <u>EXCEPTION:</u> When enroute, upgrading to any higher fare is permitted provided all restrictions of the higher fare are met.</p> <p>(3) 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 (<u>RESERVATIONS</u>) and 65 (<u>TICKETS</u>)).</p> <p>(4) When the refunding of any portion of a ticket would result in the use of such ticket between any points where the carriage of traffic is prohibited, the refund, if any, will be determined as if such ticket has been used to a point beyond which would not result in the violation of carrier's operating rights or privileges. The passenger will be refunded the difference between the fare paid from the point of origin to such farther point and the total fare paid, less any applicable charges.</p> <p>(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.</p> <p>(6) <u>Service Charges</u></p> <p>(a) (Applicable only to Special Economy fares between points in the U.S.A. and points in France) A service charge of USD 25.00 will be assessed in any case where the passenger requests a refund of any unused portion of a ticket. In the event the refund is effected by a Passenger Sales Agent, one half of this service charge will accrue to such agent and one half will accrue to carrier. <u>EXCEPTION:</u> This service charge will not apply when the unused portion of an Economy Class ticket is used as a credit toward the purchase of a First Class, Business Class or Economy Class ticket.</p> <p>(b) (Applicable only to KU) If no portion of a ticket has been used a refund will be in the amount of the fare paid less USD 7.00/CAD 9.00 per transaction.</p> <p>(c) (Applicable to OA for all fare types) A service charge of USD 25.00/CAD 31.00 will be assessed in any case where the passenger requests a refund of any type of ticket for any unused portion of that ticket. In the event the refund is effected by a travel agent, one half of the service charge will be accrued to the travel agent and one half to OA. This is in addition to applicable cancellation fee of the particular fare.</p>
(Continued on next page)	
For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.	
ISSUED: April 8, 1999	EFFECTIVE: June 7, 1999

RULE **SECTION I - GENERAL RULES**

90 **REFUNDS (Continued)**

(F) **LOST TICKET**

The following provisions will govern the refund of a lost ticket or unused portion thereof:

(1) When a lost ticket or portion thereof is not found, refund as stipulated will be made upon receipt of proof of loss satisfactory to carrier and after receipt of written request for refund from the passenger. Refund will only be made provided the lost ticket or portion thereof has not been honored for transportation of, or refunded, upon surrender by any person prior to the time the refund is made and further provided that the passenger agrees to indemnify and hold carrier harmless against any and all loss, damage, claim or expense, including without limitation, reasonable attorney fees, which carrier may suffer or incur by reason of the making of such refund and/or the subsequent presentation of said ticket(s) for transportation or refund of any other use whatsoever.

EXCEPTION 1: (Applicable to RJ) Refund will not be made less than six months after receipt of proof of loss satisfactory to carrier.

EXCEPTION 2: (Applicable to OA only) Carrier will not refund lost tickets less than six months after the expiration date of the lost ticket.

EXCEPTION 3: (Applicable to GF/CY only) Refund will not be made on lost documents in less than three months after receipt of proof of loss satisfactory to GF.

(2) The foregoing provisions shall also apply to lost Miscellaneous Charges Order, deposit receipts and excess baggage tickets.

(3) A service charge as indicated below will be imposed per passenger/document for handling such request for refund or replacement of a Miscellaneous Charges Order (MCO), Tour Orders, Supplementary Service Vouchers, Excess Baggage Tickets, stated in USD/CAD (or the equivalent local currency):

	MCO		EXCESS BAGGAGE TICKETS		SUPPLEMENTARY SERVICE VOUCHERS	
	USD	CAD	USD	CAD	USD	CAD
LY	25.00	31.00	25.00	31.00	25.00	31.00
OA	25.00	31.00	25.00	31.00	25.00	31.00
NO	50.00	62.00	50.00	62.00	50.00	62.00

(4) A service charge as indicated below will be imposed per passenger/document for handling such request for refund or replacement of a lost ticket stated in USD/CAD (or the equivalent local currency):

CARRIER	LOST TICKET	
	USD	CAD
LY	25.00	31.00
OA	†[C]50.00	†[C]70.00
NO	50.00	62.00

EXCEPTION: (Applicable to RJ) A service charge of USD 25.00 and CAD 31.00 will be imposed per passenger/document for handling such request for replacement of a lost ticket stated in USD/CAD (or equivalent local currency).

(5) (Applicable to GF and CY only) A service charge of USD 30.00 (or equivalent in local currency) will be imposed per passenger/document for handling such request for refund or replacement of lost tickets/MCO/Ex. Bag. Ticket.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: May 11, 1998 **EFFECTIVE: July 10, 1998** (Except as Noted)

† - Effective May 12, 1998 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 46354 and on not less than one (1) day's notice under NTA(A) Special Permission No. 42048.

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RULE

SECTION I - GENERAL RULES

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BAGGAGE (Not Applicable to GF, TK and MA/LO)**(A) CHECKED BAGGAGE**

- (1) Nothing contained in this tariff shall entitle a passenger to have his baggage checked on a journey for which carrier does not offer facilities for checking of baggage.
- (2) Upon delivery to carrier of the baggage to be checked, carrier will insert in the ticket the number of pieces and weight of the checked baggage (this act shall constitute the issuance of the baggage check); in addition carrier will issue for identification purposes only, a baggage (claim) tag(s) for each piece of baggage so delivered and covered by the baggage check. All checked baggage must be properly packed in suitcases or similar containers in order to ensure safe carriage with ordinary care in handling. (Via OK: art), Fragile or perishable articles, money, (via OK: medicines, keys, cheques, credit cards), jewelry, (via OK: and articles made of precious metals), silverware, negotiable papers, securities or other valuables will not be accepted as checked baggage.

(B) MOVEMENT OF BAGGAGE

C

(C) Checked baggage will be carried on the same aircraft as the passenger unless such carriage is deemed impractical by the carrier. In such event the carrier will move the baggage on the next available flight.

EXCEPTION: (Applicable to LY only for standby passengers and passengers checking in after check-in time as specified in Rule 60 (RESERVATIONS) LY reserves the right to carry/forward baggage within 72 hours of passenger departure on a flight other than that on which the passenger travels.

(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.

(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) (Not applicable to RO) 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.

EXCEPTION 1: An authorized person performing a duty on board an aircraft, such as a law enforcement officer or diplomatic courier, may be permitted to retain custody of his firearm and ammunition upon duly identifying himself at the time of check-in.

EXCEPTION 2: (Applicable to RO only) These provisions do not apply to an officer of the law carrying side arms.

(2) EXPLOSIVES Munitions, corrosives and articles which are easily ignited.

Small arms ammunitions shall be accepted only for carriage in the baggage/cargo departments of the aircraft and only with prior approval of the carrier as follows:

- (a) Small arms ammunition for sporting purposes in quantities not exceeding 5 kilograms (11 lbs.) gross weight per passenger, securely packaged for personal use, excluding those with explosive or incendiary projectiles.
- (b) Small arms ammunition for sporting purposes, excluding those with explosive or incendiary projectiles, in quantities exceeding 5 kilograms (11 lbs.) gross weight but not exceeding 55 lbs. (25 kgs.) gross weight per passenger for personal use. When such ammunition is carried, a written declaration shall be made by the passenger confirming that the ammunition is packed in a strong outside container made of wood, metal or fiberboard, and that the ammunition inside the container is protected against shock and secured against movement. The declaration shall also confirm that the passenger is not carrying more than a total of 55 lbs. (25 kgs.) gross weight.

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For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: December 17, 2010

EFFECTIVE: January 31, 2011

RULE	SECTION I - GENERAL RULES
115	<p>BAGGAGE (Continued)</p> <p>(D) DANGEROUS, DAMAGEABLE OR UNSUITABLE BAGGAGE (Continued)</p> <p>(3) LIQUIDS</p> <p>(4) LIVE ANIMALS, (Not applicable via OK) including birds and reptiles, other than pets, (via OK: Pets), dogs trained to lead the blind and dogs trained to assist the deaf.</p> <p>(5) PETS</p> <p>ACCEPTABILITY</p> <p>Pets, including dogs, cats and birds, (via OK: dogs, cats, rabbits and ferrets only) when properly crated [X] in containers [C] with a solid, leakproof bottom 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.</p> <p>(6) PHOTOFLASH BULBS when appropriately marked and contained in the original package of the manufacturer.</p> <p>(7) RESTRICTED ARTICLES Compressed gasses, flammable, non-flammable and poisonous; corrosives such as acids and wet batteries; flammable liquids and solids (such as matches, lighter fuels, rubbing alcohol); oxidizing materials; poisons, radioactive materials; and other restricted articles (such as [X], offensive or irritating materials)</p> <p>(8) FRAGILE ITEMS (Applicable to OA only)</p> <p>(a) Upon request, a fragile and/or bulky item shall be carried as cabin seat baggage, subject to the provisions of this rule.</p> <p>(b) (Applicable when OA is the originating carrier) Fragile items (including electronic, musical, ornamental, artistic, photographic, recreational, sporting and mechanical items; items made of or bottled in glass; items made of paper; and liquids) will be accepted if they are appropriately packaged in an original factory sealed carton, cardboard mailing tube, or container or case designed for shipping such items or packaged with protective internal material. However, fragile items will be accepted without the appropriate packaging upon the execution of a release. Carrier will supply a release which relieves carrier of liability for loss or damage of contents or delay in delivery of checked baggage of the type identified above, which results solely from the unsuitability of such items as checked baggage and/or the inadequacy of their packaging, and not from the carrier's failure to exercise the ordinary standard of care).</p> <p>(9) PERISHABLES (Applicable when OA is the originating carrier only) Perishables will be accepted subject to the execution of a release as shown in paragraph (D)(8) above).</p> <p>(E) FREE BAGGAGE ALLOWANCE FOR PASSENGERS OTHER THAN CHILDREN (Not applicable to RO)</p> <p>(1) FIRST CLASS SERVICE (Not applicable to IB/LY/OA between points in Canada and points in Europe (excluding Czech Republic, Slovakia and Yugoslavia), Israel, South Africa, South West Africa, Lesotho, Botswana, Swaziland and Zimbabwe; Not applicable to AT/BG/IB/KU/LO/LY/MS/OA/PK/RJ between points in the U.S.A. and points outside the U.S.A./Canada; not applicable to SV for travel from points in the U.S.A.; not applicable to RJ between points in Canada and points outside Canada.) The free baggage allowance, including checked and unchecked baggage of each passenger paying the adult First Class fare, except as otherwise provided, will be 30 kg (66 lbs).</p> <p>EXCEPTION 1: (Applicable to SV only) The free baggage allowance, including checked and unchecked baggage, of each passenger paying the adult First/Business Class fare, except as otherwise provided, will be two pieces of baggage of which the sum of the greatest outside linear dimensions of each bag does not exceed 62 inches (158 cm) and provided the weight of each bag does not exceed 70 lbs (32 kg) [66 lbs. (30 kg). for SV].</p> <p>EXCEPTION 2: (Applicable to OK only) Free baggage allowance, of each passenger paying the adult First/Business Class fare, except as otherwise provided, will be two pieces of baggage of which the sum of the greatest outside linear dimensions of each bag does not exceed 62 inches (158 cm) and provided the weight of each bag does not exceed [C]50 lbs [C]23 kg).</p> <p>EXCEPTION 3: (Applicable only to HY) 2 free pieces of baggage will be allowed, provided the total weight of both bags does not exceed 132 lbs (60 Kgs). Each piece of baggage will measure 62 in (155 cm) (length plus width plus height).</p> <p>(2) TOURIST/COACH/ECONOMY OR THRIFT CLASS SERVICE (Not applicable to IB/LY/OA between points in Canada and points in Europe (excluding Czech Republic, Slovakia and Yugoslavia), Israel, South Africa, South West Africa, Lesotho, Botswana, Swaziland and Zimbabwe. Not applicable to AT/BG/IB/KU/LO/LY/MS/OA/PK/RJ between points in the U.S.A. and points outside the U.S.A./Canada; not applicable to SV for travel from points in the U.S.A.; not applicable to RJ between points in Canada and points outside Canada.) The free baggage allowance, including checked and unchecked baggage, of each passenger paying the adult Tourist/Coach/Economy or Thrift Class fare, except as otherwise provided below, will be 20 kgs. (44 lbs).</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: December 17, 2010

EFFECTIVE: January 31, 2011

RULE	SECTION I - GENERAL RULES
115	<p>BAGGAGE (Continued)</p> <p>(E) FREE BAGGAGE ALLOWANCE FOR PASSENGERS OTHER THAN CHILDREN (Not applicable to RO) (Continued)</p> <p>(2) TOURIST/COACH/ECONOMY OR THRIFT CLASS SERVICE (Continued)</p> <p>EXCEPTION 1: (Applicable to SV only) The free baggage allowance, including checked and unchecked baggage, of each passenger paying the adult tourist/coach/economy thrift class fare, except as otherwise provided below, will be two pieces of baggage (measured together) of which the sum of the greatest outside linear dimensions of each bag does not exceed 107 inches (273 cm) provided that the outside linear dimensions of each bag does not exceed 62 inches (158 cm).</p> <p>EXCEPTION 2: (Applicable only to HY) 2 free pieces of baggage will be allowed, provided the total weight of both bags does not exceed 88 lbs (40 kgs). Each piece of baggage will measure 62 in (155 cm) (length + width + height).</p> <p>EXCEPTION 3: (Applicable only to HY Business Class) 2 free pieces of baggage will be allowed, provided the total weight of both bags does not exceed 110 lbs (50 kgs). Each piece of baggage will measure 62 in (155 cm) (length + width + height).</p> <p>EXCEPTION 4: (Applicable via OK only) The free baggage allowance of each passenger paying the adult tourist/coach/economy thrift class fare, except as otherwise provided below, will be one piece of baggage provided that the sum of the greatest outside linear dimensions of the bag does not exceed 62 inches (158 cm) and the weight of the bag does not exceed 50 lbs. (23 kg).</p> <p>(3) COMBINED SERVICES</p> <p>(a) For through journeys where the passenger travels partly on First Class services, and partly on Business/Tourist/Coach/Economy or Thrift Class services, the free baggage allowance for each portion of the trip shall be that applicable to the class of service for which the fare is paid.</p> <p>(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.</p> <p>(4) HAND CARRIED BAGGAGE</p> <p>In addition to the free baggage allowances provided herein, each passenger may carry, without additional charges, the following articles of baggage only when retained in the passenger's custody; except that items listed in paragraph (e)(4)(g) and (h) may be carried in the passenger or cargo compartment of the aircraft:</p> <p>[C](Applicable to OK only)</p> <p>Items listed in paragraph (G)(H) and (I) may be carried in the cargo compartment of the aircraft for space reasons:</p> <p>(a) A handbag, or 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;</p> <p>[C](Applicable to OK only)</p> <p>Cabin baggage, the total of its three dimensions may not exceed 45 in (115cm) plus a small handbag, or 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; the total weight of the cabin baggage and hand baggage may not exceed 26lb (12 kg);</p> <p>(b) An overcoat, wrap or blanket;</p> <p>(c) [C](Not applicable to OK) An umbrella or walking stick;</p> <p>(d) [C](Not applicable to OK) A small camera and a pair of binoculars;</p> <p>(e) [C](Not applicable to OK) A reasonable amount of reading matter for the flight;</p> <p>(f) [C](Not applicable to OK) Infant's food for consumption in flight;</p> <p>(g) Infant's carrying basket or bassinet;</p> <p>(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.</p> <p>(i) Any other articles [C](Not applicable to OK 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.</p> <p>EXCEPTION 1: (Applicable to/from Canada only) 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.</p> <p>EXCEPTION 2: (Applicable only to HY) One free carry-on will be allowed. Dimensions for carry-on will be 50 in (length + width + height) and 11 lbs (5 kgs).</p> <p>(j) (Applicable to KU only) In addition to the hand baggage allowed in items (a) through (h) above, Kuwait Airways allows one piece of cabin baggage that shall not exceed 5 kgs and the dimensions shall not exceed 9 X 16 X 20 inches total 45 inches or 115cm.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: December 17, 2010

EFFECTIVE: January 31, 2011

Airline Tariff Publishing Company, Agent
INTERNATIONAL PASSENGER RULES AND FARES TARIFF
NO. IPG-1

22nd Revised Page 102
 Cancels 21st Revised Page 102

RULE	SECTION I - GENERAL RULES
115	<p>BAGGAGE (Continued)</p> <p>(E) FREE BAGGAGE ALLOWANCE FOR PASSENGERS OTHER THAN CHILDREN (Not applicable to RO) (Continued)</p> <p>(5) DOGS ACCOMPANYING PASSENGERS A DOG TRAINED TO LEAD THE BLIND will be carried free of charge in addition to the normal free baggage allowance provided that such a dog accompanies a passenger with impaired vision dependent upon it, and is properly harnessed and (not applicable via OK) 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.</p> <p>(6) ACCOMPANIED PETS (Not applicable to AT, BG, IB, LY, MS, OA, PK or RJ between points in the U.S.A. and points outside the U.S.A./Canada; not applicable to RJ between points in Canada and points outside Canada) 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.</p> <p>(7) BICYCLES (Not applicable to LY, OA, or PK between points in Canada and points in Europe (excluding Czech Republic, Slovakia and Macedonia, the former Yugoslav Republic of, Israel, South Africa, Namibia, Lesotho, Botswana, Swaziland Zimbabwe; not applicable to AT, BG, LY, MS, OA, PK or RJ between points in the U.S.A. and points outside the U.S.A./Canada; not applicable to RJ between points in Canada and points outside Canada) The weight of bicycles will not be included in the free baggage allowance of the passenger and will be assessed the applicable excess baggage weight charge.</p> <p>(8) FREE BAGGAGE ALLOWANCE FOR INVOLUNTARILY REROUTED PASSENGERS Involuntarily rerouted passengers will receive the free baggage allowance applicable to the class of service for which tickets were originally issued, regardless of whether such passengers are subsequently transferred to a different class of service.</p> <p>(F) FREE BAGGAGE ALLOWANCE FOR CHILDREN (Not applicable to RO) (Not applicable to IB, LY, or OA between points in Canada and points in Europe (excluding Czech Republic, Slovakia and Macedonia, the former Yugoslav Republic of, Israel, South Africa, Namibia, Lesotho, Botswana, Swaziland, Umtata and Zimbabwe; not applicable to PK between points in the U.S.A. and points in Europe or from points in the U.S.A. to Pakistan; not applicable to SV for travel to/from the U.S.A., not applicable to RJ between points in Canada and points outside Canada)</p> <p>(1) Children carried without charge, or for whom the fare is 10 percent of the normal adult fare, will be granted no free baggage allowance. EXCEPTION: (Applicable to RJ) Children paying 10 percent of the normal adult fare will be allowed one piece of checked or unchecked baggage whose sum of the three dimensions does not exceed 45 inches (115 cm) plus one fully collapsible stroller.</p> <p>(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.</p> <p>(G) COMBINATION OF FREE BAGGAGE ALLOWANCES When [X] passengers in one PNR travel 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.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: December 17, 2010

EFFECTIVE: January 31, 2011

RULE	SECTION I - GENERAL RULES
115	<p>BAGGAGE (Continued)</p> <p>(H) EXCESS WEIGHT CHARGES</p> <p>(1) (Not applicable to IB, LY, OA or PK between points in Canada and points in Europe, (excluding Czech Republic, Slovakia and Macedonia, the former Yugoslav Republic of, Israel, South Africa, Namibia, Lesotho, Botswana, Swaziland and Zimbabwe; not applicable to AT, BG, IB, KU, LY, OA, PK, RJ or RO between points in the U.S.A. and points outside the U.S.A./Canada; not applicable to SV for travel to/from the U.S.A.; not applicable to RJ between points in Canada and points outside Canada; not applicable to OK) Baggage weighing in excess of the free baggage allowance will be charged at a rate per kilogram (2.2 pounds) of 1 percent of the all-year adult one-way First Class fare in effect on the date of issuance of the excess baggage ticket, except as provided in paragraph (H)(3) below:</p> <p>(2) (a) (Applicable to OK only) Excess Baggage is calculated by flat rates divided into 3 zones as shown below. Flat rates are applicable for OK operated flights only. In case of [X] itineraries with participation of other carriers the calculation of excess baggage charge of 1.5 percent from the IATA Y OW normal fare for each kilogram of excess baggage for adult passenger on the given routing.</p> <p>(i) Flat Rate 300 CZK for 1 KG Excess Baggage: Amsterdam, Barcelona, Belgrade, Berlin, Bologna, Bratislava, Brno, Brussels, Budapest, Bucharest, Cologne, Copenhagen, Dubrovnik, Dusseldorf, Frankfurt, Hamburg, Hannover, Helsinki, [N]Karlovy Vary, Kosice, Krakow, Ljubljana, London, Madrid, Manchester, Marseille, Milan, Munich, Oslo, Ostrava, Paris, [N]Prague, Rome, Skopje, Sofia, Split, Stockholm, Strasbourg, Stuttgart, Tatra, Venice, Warsaw, Zagreb, Zilina, Zurich.</p> <p>(ii) Flat Rate 600 CZK for 1 KG Excess Baggage: Athens, Beirut, Cairo, Damascus, Dublin, Ekaterinburg, Heraklion, [N]Larnaca, Kiev, Kuwait, Minsk, Moscow, Novosibirsk, Odessa, Riga, Rostov-on-Don, Samara, St. Petersburg, Tallinn, Tbilisi, Tel Aviv, Thessaloniki, Vilnius, Yerevan.</p> <p>(iii) Flat Rate 900 CZK for 1 KG Excess Baggage: Almaty, Astana, Tashkent.</p> <p>Pooling of checked baggage is only permitted between [X] passengers in one PNR ([C]Not applicable to OK only regardless of the total number of passengers in the PNR).</p> <p>(b) (Applicable only to HY) Baggage weighing in excess of the free baggage allowance will be charged at a rate of USD 7.00 per Kg (2.2 lbs) of total overweight.</p> <p>(3) The special items specified below be accepted for transportation subject to the following conditions:</p> <p>(a) <u>Snow Skiing Equipment</u> (Not applicable to RJ, [N]JOK) One set per passenger of snow skiing equipment consisting of one pair each of skis, ski bindings, ski poles and one pair of boots, when not included in the free baggage allowance as specified in paragraph (E) above, shall be assessed a charge equal to the applicable excess weight charge for:</p> <p>[C](Applicable to OK only) <u>Ski Equipment</u> A ski pack consisting of one pair of skis, ski bindings, ski poles and one pair of boots, or a snowboard and a pair of boots or water skis or one slalom water ski are considered ski equipment. Ski equipment is included in the free baggage allowance.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: December 17, 2010

EFFECTIVE: January 31, 2011

RULE **SECTION I - GENERAL RULES**

115	<p>BAGGAGE (Continued)</p> <p>(H) EXCESS WEIGHT CHARGES (Continued) (3) (Continued) (a) FOR SNOW SKIING EQUIPMENT (Continued)</p>																								
C	<p>[C](Not applicable to OK only)</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 30%;">BETWEEN POINTS IN:</th> <th style="width: 30%;">AND POINTS IN:</th> <th style="width: 40%;">CHARGE BASED ON NUMBER OF KGS (LBS) LISTED BELOW:</th> </tr> </thead> <tbody> <tr> <td>Alaska, Continental U.S.A., Canada, Hawaii and Mexico</td> <td>The Bahamas, Bermuda, Caribbean Area, Venezuela, Guyana, Surinam and French Guiana</td> <td>4 Kgs (8.8 lbs)</td> </tr> <tr> <td>Canada and Mexico</td> <td>Puerto Rico and Virgin Islands</td> <td>4 Kgs (8.8 lbs)</td> </tr> <tr> <td>The area comprising the Bahamas, Bermuda, Caribbean Area, Puerto Rico, Virgin Islands, Venezuela, Guyana, Surinam and French Guiana</td> <td>--</td> <td>4 Kgs (8.8 lbs)</td> </tr> <tr> <td>Alaska, Continental U.S.A., Canada, Hawaii, Puerto Rico and Virgin Islands</td> <td>Central America and Colombia</td> <td>4 Kgs (8.8 lbs)</td> </tr> <tr> <td>The area comprising Central America and Colombia</td> <td>--</td> <td>4 Kgs (8.8 lbs)</td> </tr> <tr> <td>Alaska, Continental U.S.A., Canada, Hawaii, Mexico, Bahamas, Bermuda, Caribbean Area, Puerto Rico and Virgin Islands</td> <td>South America excluding points in Venezuela, Guyana, Surinam and French Guiana</td> <td>2 Kgs (4.4 lbs)</td> </tr> <tr> <td>Area No. 1</td> <td>Area No. 2 and/or Area No. 3</td> <td>2 Kgs (4.4 lbs)</td> </tr> </tbody> </table> <p>However, if the set of snow skiing equipment is included in the free baggage allowance, the excess weight, if any, shall be assessed at the charges specified herein or the normal excess weight charges specified in paragraph (H) above, whichever is lower.</p> <p>[C](Applicable to OK only) The excess weight, if any, shall be assessed at the normal excess weight charges specified in paragraph (H) above.</p> <p>(b) FOR GOLFING EQUIPMENT (Not Applicable to RJ, INJOK)</p> <p>(1) One set per passenger of golfing equipment consisting of one golf bag (containing golf clubs) and one pair of golf shoes, when not included in the free baggage allowance as specified in paragraph (E) above, shall be assessed a charge equal to the applicable excess weight charge for 4 kgs. (8.8 lbs.) of excess baggage, calculated in accordance with the provisions stated above. These provisions shall apply only between the points listed below:</p> <p>[C](Applicable to OK only) A golf bag with golf clubs, balls and one pair of golf shoes is considered golf equipment. Golf equipment is included in the free baggage allowance.</p>	BETWEEN POINTS IN:	AND POINTS IN:	CHARGE BASED ON NUMBER OF KGS (LBS) LISTED BELOW:	Alaska, Continental U.S.A., Canada, Hawaii and Mexico	The Bahamas, Bermuda, Caribbean Area, Venezuela, Guyana, Surinam and French Guiana	4 Kgs (8.8 lbs)	Canada and Mexico	Puerto Rico and Virgin Islands	4 Kgs (8.8 lbs)	The area comprising the Bahamas, Bermuda, Caribbean Area, Puerto Rico, Virgin Islands, Venezuela, Guyana, Surinam and French Guiana	--	4 Kgs (8.8 lbs)	Alaska, Continental U.S.A., Canada, Hawaii, Puerto Rico and Virgin Islands	Central America and Colombia	4 Kgs (8.8 lbs)	The area comprising Central America and Colombia	--	4 Kgs (8.8 lbs)	Alaska, Continental U.S.A., Canada, Hawaii, Mexico, Bahamas, Bermuda, Caribbean Area, Puerto Rico and Virgin Islands	South America excluding points in Venezuela, Guyana, Surinam and French Guiana	2 Kgs (4.4 lbs)	Area No. 1	Area No. 2 and/or Area No. 3	2 Kgs (4.4 lbs)
BETWEEN POINTS IN:	AND POINTS IN:	CHARGE BASED ON NUMBER OF KGS (LBS) LISTED BELOW:																							
Alaska, Continental U.S.A., Canada, Hawaii and Mexico	The Bahamas, Bermuda, Caribbean Area, Venezuela, Guyana, Surinam and French Guiana	4 Kgs (8.8 lbs)																							
Canada and Mexico	Puerto Rico and Virgin Islands	4 Kgs (8.8 lbs)																							
The area comprising the Bahamas, Bermuda, Caribbean Area, Puerto Rico, Virgin Islands, Venezuela, Guyana, Surinam and French Guiana	--	4 Kgs (8.8 lbs)																							
Alaska, Continental U.S.A., Canada, Hawaii, Puerto Rico and Virgin Islands	Central America and Colombia	4 Kgs (8.8 lbs)																							
The area comprising Central America and Colombia	--	4 Kgs (8.8 lbs)																							
Alaska, Continental U.S.A., Canada, Hawaii, Mexico, Bahamas, Bermuda, Caribbean Area, Puerto Rico and Virgin Islands	South America excluding points in Venezuela, Guyana, Surinam and French Guiana	2 Kgs (4.4 lbs)																							
Area No. 1	Area No. 2 and/or Area No. 3	2 Kgs (4.4 lbs)																							

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For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: December 17, 2010	EFFECTIVE: January 31, 2011
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Airline Tariff Publishing Company, Agent
 INTERNATIONAL PASSENGER RULES TARIFF NO. IPG-1

RULE	SECTION I - GENERAL RULES																		
115	<p>BAGGAGE (Continued)</p> <p>(H) EXCESS WEIGHT CHARGES (Continued)</p> <p>(3) (Continued)</p> <p>(b) FOR GOLFING EQUIPMENT (Continued)</p> <p>(i) (Continued)</p> <table border="0" style="width: 100%;"> <tr> <td style="text-align: center; width: 50%;">BETWEEN POINTS IN:</td> <td style="text-align: center; width: 50%;">AND POINTS IN:</td> </tr> <tr> <td>Alaska, Continental U.S.A., Canada, Hawaii and Mexico</td> <td>The Bahamas, Bermuda, Caribbean Area, Venezuela, Guyana, Surinam and French Guiana</td> </tr> <tr> <td>Canada and Mexico</td> <td>Puerto Rico and Virgin Islands</td> </tr> <tr> <td>The area comprising the Bahamas, Bermuda, Caribbean Area, Puerto Rico, Virgin Islands, Venezuela, Guyana, Surinam and French Guiana</td> <td style="text-align: center;">--</td> </tr> <tr> <td>Alaska, Continental U.S.A., Canada, Hawaii, Mexico, Puerto Rico and the Virgin Islands</td> <td>Central America and Colombia</td> </tr> <tr> <td>The area comprising Central America and Colombia</td> <td style="text-align: center;">--</td> </tr> </table> <p>However, if the set of golfing equipment is included in the free baggage allowance, the excess weight, if any, shall be assessed at charges specified herein or the normal excess weight charges specified in paragraph (H) above, whichever is lower.</p> <p>(ii) One set per passenger of golfing equipment as described in (i) above and weighing not more than 15 kgs. (33 lbs.) when not included in the free baggage allowance as specified in paragraph (E) above, shall be assessed a charge equal to the applicable excess weight charge for 4 kgs. (8.8 lbs.) of excess baggage calculated in accordance with the provisions stated above. Any weight of the golfing equipment in excess of the 15 kgs. (33 lbs.) shall be assessed the normal excess weight charges specified in paragraph (H) above, provisions shall apply only between the points listed below:</p> <table border="0" style="width: 100%;"> <tr> <td style="text-align: center; width: 50%;">BETWEEN POINTS IN:</td> <td style="text-align: center; width: 50%;">AND POINTS IN:</td> </tr> <tr> <td>Alaska, Continental U.S.A., Canada, Hawaii, Mexico, Bahamas, Bermuda, Caribbean Area, Puerto Rico and the Virgin Islands</td> <td>South America excluding points in Venezuela, Guyana, Surinam and French Guiana</td> </tr> <tr> <td>Area No. 1</td> <td>Area No. 2 and/or Area No. 3</td> </tr> </table> <p>However, if the set of golfing equipment is included in the free baggage allowance, the excess weight, if any, shall be assessed at charges specified herein or the normal excess weight charged specified in paragraph (H) above, whichever is lower.</p>	BETWEEN POINTS IN:	AND POINTS IN:	Alaska, Continental U.S.A., Canada, Hawaii and Mexico	The Bahamas, Bermuda, Caribbean Area, Venezuela, Guyana, Surinam and French Guiana	Canada and Mexico	Puerto Rico and Virgin Islands	The area comprising the Bahamas, Bermuda, Caribbean Area, Puerto Rico, Virgin Islands, Venezuela, Guyana, Surinam and French Guiana	--	Alaska, Continental U.S.A., Canada, Hawaii, Mexico, Puerto Rico and the Virgin Islands	Central America and Colombia	The area comprising Central America and Colombia	--	BETWEEN POINTS IN:	AND POINTS IN:	Alaska, Continental U.S.A., Canada, Hawaii, Mexico, Bahamas, Bermuda, Caribbean Area, Puerto Rico and the Virgin Islands	South America excluding points in Venezuela, Guyana, Surinam and French Guiana	Area No. 1	Area No. 2 and/or Area No. 3
BETWEEN POINTS IN:	AND POINTS IN:																		
Alaska, Continental U.S.A., Canada, Hawaii and Mexico	The Bahamas, Bermuda, Caribbean Area, Venezuela, Guyana, Surinam and French Guiana																		
Canada and Mexico	Puerto Rico and Virgin Islands																		
The area comprising the Bahamas, Bermuda, Caribbean Area, Puerto Rico, Virgin Islands, Venezuela, Guyana, Surinam and French Guiana	--																		
Alaska, Continental U.S.A., Canada, Hawaii, Mexico, Puerto Rico and the Virgin Islands	Central America and Colombia																		
The area comprising Central America and Colombia	--																		
BETWEEN POINTS IN:	AND POINTS IN:																		
Alaska, Continental U.S.A., Canada, Hawaii, Mexico, Bahamas, Bermuda, Caribbean Area, Puerto Rico and the Virgin Islands	South America excluding points in Venezuela, Guyana, Surinam and French Guiana																		
Area No. 1	Area No. 2 and/or Area No. 3																		

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For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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RULE

SECTION I - GENERAL RULES

115

BAGGAGE (Continued)

(H) EXCESS WEIGHT CHARGES (Continued)

(3) (Continued)

(c) FOR SKIN DIVING EQUIPMENT

- (i) One set per passenger of skin diving equipment weighing not more than 25 Kgs. (55 lbs. and consisting of not more than one each: empty scuba tank, air supply regulator, pressure gauge, tank harness, face mask, pair of diving fins, snorkel, knife, speargun, air pistol and safety vest all securely packed in one bag when not included in the free baggage allowance as specified in paragraph (E) above, will be assessed the charges listed below. Any weight of the skin diving equipment in excess of the 25 Kgs. (55 lbs.) shall be assessed the normal excess weight charges specified in paragraph (H) above.
- (ii) One set per passenger of skin diving equipment consisting of not more than one each: empty scuba tank, air supply regulator, pressure gauge, tank harness, face mask, pair of diving fins, snorkel, knife, speargun, air pistol and safety vest all securely packed in one bag when not included in the free baggage allowance as specified in paragraph (E) above, will be assessed the charge equal to the applicable excess of 4 kgs. (8.8 lbs.) of excess baggage calculated in accordance with the provisions stated above. These provisions shall apply only between the points listed below: (Not Applicable to RJ, INIOK)

BETWEEN POINTS IN:	AND POINTS IN:
Alaska, Continental, U.S.A., Canada, Hawaii and Mexico	The Bahamas, Bermuda, Caribbean Area, Venezuela, Guyana, Surinam and French Guiana
Canada and Mexico	Puerto Rico and Virgin Islands.
The area comprising the Bahamas, Bermuda, Caribbean Area, Puerto Rico, Virgin Islands, Venezuela, Guyana, Surinam and French Guiana.	---
Alaska, Continental, U.S.A., Canada, Hawaii, Mexico, Puerto Rico and the Virgin Islands.	Central America and Colombia
Central America	Central America

However, if the set of diving equipment is included in the free baggage allowance, the excess weight, if any, shall be assessed at charges specified herein or the normal excess weight charged specified in paragraph (H) above, whichever is lower.

IC(Applicable to OK only) Golf equipment shall be assessed at the normal excess weight charges specified in paragraph (H) above. For skin diving other special types of baggage equipment other special types of baggage (such as a musical instrument, TV Camera, surfboard or windsurfing board, kayak or other sports boat, fishing equipment, diving equipment or another type of sport equipment) must be properly packed. Other special types of baggage are included in the free baggage allowance. Special types of baggage shall be assessed the normal excess weight charges specified in paragraph (H) above.

The charges specified in paragraph (H)(3) above shall apply to one set per passenger of only one of the three types of sporting equipment described therein. Any additional sets of sporting equipment shall be assessed the normal excess weight charges specified in paragraph (H) above.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: December 17, 2010

EFFECTIVE: January 31, 2011

RULE **SECTION I - GENERAL RULES**

115 BAGGAGE (Continued)

(H) EXCESS WEIGHT CHARGES (Continued)
 (3) (Continued)

C (d) FOR BAGGAGE RETAINED IN THE PASSENGER'S CUSTODY OTHER THAN ARTICLES LISTED IN (E)(4) ABOVE [C](Not applicable to OK only):
 Each passenger may carry on board the aircraft baggage of such bulky or fragile nature as to require the blocking out or use of a seat or seats, subject to a maximum weight of 75 kgs. (163 lbs.) per seat provided that the weight of such baggage so carried shall not be included in determining the passenger's free baggage allowance nor his excess weight charges.
 The charge for the baggage so carried per seat shall be computed at the rate per kilogram (2.2 pounds) of 1 per cent of the all-year adult one-way First Class jet aircraft fare subject to a minimum charge equal to the applicable one-way full adult fare for the class of service used by the passenger between the points between which baggage is to be transported.

C [C](Applicable to OK only)
 For baggage retained in the passenger's custody other than articles listed in (E)(4) above: Each passenger may carry valuable, fragile or breakable items as cabin baggage (CBBG) on extra seat in the passenger cabin (e.g., musical instruments, chandeliers, etc.). Additional seat must be requested at the time of reservation for the passenger. A charge in the amount of the applicable adult fare is collected per seat. The baggage weight must not exceed 20 Kg (44 lb) and its width must not exceed 42 cm (17 in), its depth 41 cm (16 in) and its height 80 cm (32 lb) for all types of aircraft.

(I) COLLECTION OF EXCESS WEIGHT/OVERSIZE AND/OR ADDITIONAL PIECE CHARGES
 At the passenger's option, excess weight, oversize and/or additional piece charges will be payable either at the point of origin for the entire journey to final destination, or at the point of origin to the point of stopover, in which event, when carriage is resumed, charges will be payable from the point of stopover to the next point or destination, when on a journey for which a through excess baggage ticket has been issued there is an increase in the amount of excess baggage carried, carrier will issue a separate excess baggage ticket for such increase and collect charges to destination or a stopover point as the case may be.

(J) EXCESS VALUE CHARGES
 Except as otherwise provided in paragraph (K) below, a passenger may declare a value in excess of SDR 1,131 (approximately EUR 1,200; USD 1,800.00) [C](Applicable to OK only approximately EUR 1,250; USD 1,600.00) or its equivalent per passenger in the case of checked and unchecked baggage or other property. When such declarations are made, charges for value in excess of the amounts specified above will be assessed by each carrier participating in the carriage.
EXCEPTION: (Applicable to MS only) Except as otherwise provided in paragraph (K) below, a passenger may declare a value in excess of USD 20.00, CAD 20.00 (250 French gold francs) or its equivalent per kilogram in the case of checked baggage. When such declarations are made, charges for the entire value of such baggage or property will be assessed by or on behalf of MS and applicable only to the portion(s) of the journey flown entirely by MS 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.
 (Applicable to IB only)
 Excess baggage charge will apply to all those pieces of baggage weighing more than 23 kgs. The maximum weight accepted per piece is 32 kgs. To those pieces exceeding 23 kg without exceeding 32 kg, an overweight charge of 50 Euros will apply, when the travel origin is Europe; an overweight charge of 50 USD will apply, when the travel origin is America, Africa and Middle East. The excess baggage rate shall be charged at 150 EUR per item - excepting government orders to/from Chile: 1% of *Y* tariff. For origin America, Africa and Middle East the excess baggage rate will be of 150 USD.

(K) VALUATION LIMIT OF BAGGAGE
 No baggage of any one passenger having a declared value in excess of the amounts shown below will be accepted for carriage unless special arrangement therefor has been made in advance between the passenger and the carriers concerned:

CARRIER(S)	VALUATION LIMIT	
	USD	CAD
LY/MS	5,000	5,000
All other Participating Carriers	2,500	2,500

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: December 17, 2010

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Airline Tariff Publishing Company, Agent
INTERNATIONAL PASSENGER RULES AND FARES TARIFF
NO. IPG-1

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RULE

SECTION I - GENERAL RULES

115

BAGGAGE (Continued)**(L) COLLECTION OF EXCESS VALUE CHARGES**

Except as otherwise provided in carrier's regulations, excess value charges will be payable at the point of origin for the entire journey to final destination; provided that, if a stopover en route, a passenger declares a higher excess value than that originally declared, additional value charges for the increased value from the stopover at which the higher excess value was declared to final destination will be payable.

EXCEPTION: (Applicable to MS only) 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.

(M) PAYMENT OF CHARGES

Carrier will not be obligated to carry baggage until the passenger has paid all applicable charges or has complied with credit arrangements established by carrier.

(N) EXCESS WEIGHT/OVERSIZE AND/OR ADDITIONAL PIECE AND VALUE CHARGES ON REROUTINGS OR CANCELLATIONS

When a passenger is rerouted or his carriage cancelled, 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.

(O) CHECKING OF BAGGAGE BY CARRIER

Except as otherwise provided in this rule, each participating carrier will, upon presentation by a fare-paying passenger of a valid ticket covering transportation over the lines of such carrier, or over the lines of such carrier and one or more other participating carriers, check personal property which is tendered by the passenger for transportation as baggage, when tendered at the city or airport office designated by the carrier, and within the times prescribed by such carrier, but no participating carrier will check property so tendered:

- (1) beyond the destination, or not on the routing, designated on such ticket;
- (2) beyond a point of stopover;
- (3) beyond a point of transfer to any other carrier, if the passenger has declared a valuation in excess of the amounts specified in paragraph (K) of this rule except between points where through interline service is provided without change of aircraft by two or more participating carriers;
- (4) beyond a point beyond which the passenger holds no reservation;
- (5) beyond a point at which the passenger is to transfer to a connecting flight, and such flight is scheduled to depart from a different airport than that at which the passenger is scheduled to arrive at such point;
- (6) beyond a point at which the passenger desires to resume possession of such property or any portion thereof;
- (7) beyond a point beyond which all applicable charges have not been paid; and
- (8) (Applicable only for through transportation) to a point to which the passenger holds no reservation, unless the passenger's name or initials are on the outside of such baggage.

(P) DELIVERY OF CHECKED BAGGAGE BY CARRIER

- (1) Checked baggage will be delivered to the bearer of the baggage check upon payment of all unpaid sums due carrier under contract of carriage and upon return to carrier of the baggage (claim) tag(s) issued in connection with such baggage. Carrier is under no obligation to ascertain that the bearer of the baggage check and baggage (claim) tag(s) is entitled to delivery of the baggage and carrier is not liable for any loss, damage or expense arising out of or in connection with such delivery of the baggage. Except as otherwise provided in paragraph (3) herein, delivery will be made at the destination shown on the baggage check.
- (2) If the provisions of paragraph (1) above, are not complied with by a person claiming the baggage, carrier will deliver the baggage only on condition that such person establishes to carrier's satisfaction his rights thereto, and if required by carrier, such person shall furnish adequate security to indemnify carrier for any loss, damage or expense which may be incurred by carrier as a result of such delivery;
- (3) At the request of the bearer of the baggage check and baggage (claim) tag(s), checked baggage will be delivered at the place of departure or an intermediate stopping place upon the same condition provided for in paragraph (1) herein, unless precluded by government regulations, or unless time and circumstances do not permit. In delivering baggage at the place of departure or at any intermediate stopping place, carrier shall be under no obligation to refund any charges paid.
EXCEPTION: (Applicable only to LY for Stand-By passengers and passengers checking in after check-in time as specified in Rule 60 (RESERVATIONS), LY reserves the right to carry/forward baggage within 72 hours of passengers' departure on a flight other than that on which the passenger travels.
- (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.

(Continued on next page)

For provisions Rule 115 (L), (M) in effect prior to the effective date hereof, see 1st Revised Page 106.

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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INTERNATIONAL PASSENGER RULES AND FARES TARIFF
NO. IPG-1

41st Revised Page 108
Cancels 40th Revised Page 108

RULE	SECTION I - GENERAL RULES
115	<p>BAGGAGE (Continued)</p> <p>(Q) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES (Applicable to AT, IB, KU, LY, MS, OK, RJ and RO between points in the U.S.A. and points outside the U.S.A.; applicable to PK between points in the U.S.A. and points in Areas 2 and 3; applicable to SV from points in the U.S.A.; applicable to RJ between points in Canada and points in Area 2; applicable to OK between points in the USA/Canada and points outside the USA/Canada, the maximum weight of one piece of baggage must not exceed 70 lbs. (32 kgs.) [N]and the dimensions must not exceed 203 cm (length plus width plus depth) for technical reasons. Exceptions: Wheelchair, animal, musical instrument, TV cameras and sports equipment which can not be divided into several pieces. Subject to the provisions of paragraphs (E)(3), (E)(4), (E)(5) and (E)(8) of this rule, the free baggage allowance and excess baggage charges will be:</p> <p>(1) FREE BAGGAGE ALLOWANCE FOR PASSENGERS OTHER THAN CHILDREN/(INFANTS VIA LY/RO)</p> <p>(a) (Not applicable to RO) <u>First Class Service/(Business Class via LY)/Horizon Class Service (via SV only)</u> <u>Preference Class Service</u> (Applicable to IB only) <u>Business Class Service</u> (Applicable to OK, RJ and RO only) <u>Economy Class Service</u> (Applicable to RO only) The free baggage allowance will be two pieces of checked baggage of which the sum of the greatest outside linear dimension of each bag does not exceed 62 inches, (applicable to OK: 158 cms.) and provided:</p> <p>(i) (Applicable to IB, KU, LY, MS, [X], PK, RJ and RO, SV only) The weight of each bag does not exceed 70 lbs. (32 kgs.) (RJ will not accept any piece exceeding 70 lbs (32 kgs.). [N](Applicable to OK only) The weight of each bag does not exceed 50 lbs. (23 kgs.).</p> <p>(ii) (Applicable to AT and only) The weight of each bag does not exceed 77 lbs. (35 kgs.).</p> <p>(iii) (Applicable to OK only) One or more additional pieces of baggage (measured together if more than one piece) of which the sum of the greatest outside linear dimension does not exceed 45 inches (115 cms) except where actual underseat space facilities require a bag of lesser size. Such additional piece(s) must be carried on board the aircraft by the passenger.</p> <p>(iv) (Applicable to SV only) Refer to provisions in paragraph (E).</p> <p>(v) (Applicable to LY) One additional piece of baggage, the sum of the three outside dimensions of which does not exceed 45 inches (115 cms) provided such bag can be stowed in the underseat space or the overhead rack and it is carried onboard by the passenger. When such baggage consists of more than one bag they shall be measured together and they shall be considered as one piece provided that the sum of the three outside dimensions does not exceed 45 inches (115cms) and the weight in either case does not exceed 18 lbs (8 kgs).</p> <p>(vi) (Applicable to SV only) One piece of carry-on baggage of which the sum of the greatest outside linear dimensions of each bag does not exceed 45 inches, and provided that the weight of each bag does not exceed 26 lbs. (11.8 kg.).</p> <p>(b) <u>Economy/Executive/Tourist/Coach/Thrift/Holiday Class Service</u> on all carriers, with the exception of SU and RO which is Economy class only. Also for RJ <u>Economy/Tourist/Coach/Thrift/Holiday Class Service</u>: (Applicable to SV only) The free baggage allowance will be:</p> <p>(i) (Not Applicable to RJ, [N]OK) Two pieces of baggage (measured together) of which the sum of the greatest outside linear dimensions of each does not exceed 106 inches (107 inches via LY) provided that the outside linear dimensions of each bag does not exceed 62 inches, and (applicable to RO the weight of each piece does not exceed 23 kg (50 lb), provided:</p> <p>[N](Applicable to OK only) One piece of baggage provided that the outside linear dimensions of the bag does not exceed 62 inches (158 cm), and provided that the weight of bag does not exceed 50 lbs. (23 kgs).</p> <p>EXCEPTION 1: [C](Not applicable to OK only) One piece of baggage provided that the outside linear dimensions of the bag does not exceed 62 inches (158 cms), and provided that the weight of each bag does not exceed 50 lbs. (23 kgs).</p> <p>EXCEPTION 2: (Applicable to KU only) Two pieces of baggage measured together of which the sum of the greatest outside linear dimensions does not exceed 106 ins provided that the outside linear dimensions of each bag does not exceed 62 inches and provided the weight of each bag does not exceed 23 kgs/50 lbs per piece baggage weighing between 50-70 lbs (23-32 kgs) will be subject to an overweight charge of USD 50.00 per piece.</p> <p>EXCEPTION 3: (Applicable to IB only) Two pieces of baggage (measured together) of which the sum of the greatest outside linear dimensions does not exceed 117 inches provided that the outside linear dimensions of each bag does not exceed 66 inches and provided the weight of each bag does not exceed 70 lbs. (32KGS); or (50 lbs. (23 kgs). A charge of USD 25.00 will be assessed for each bag exceeding 50 lbs but not more than 70 lbs.</p>
	(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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Airline Tariff Publishing Company, Agent
INTERNATIONAL PASSENGER RULES AND FARES TARIFF
NO. IPG-1

14th Revised Page 108-A
 Cancels 13th Revised Page 108-A

RULE	SECTION I - GENERAL RULES
115	<p>BAGGAGE (Continued)</p> <p>(Q) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES (Continued)</p> <p>(1) (Continued)</p> <p>(b) (Continued)</p> <p>(i) (Continued)</p> <p>EXCEPTION 4: (Applicable to AT/PK/BG/SV only) Two pieces of baggage (measured together) of which the sum of the greatest outside linear dimensions does not exceed 107 inches (Applicable to SV 106 inches) provided that the outside linear dimensions of each bag does not exceed 62 inches, and provided the weight of each bag does not exceed 70 lbs. (32kgs). (Applicable to SV 50 lbs. 23 kg).</p> <p>(bb) [C](Not applicable to OK only) One additional piece of baggage, the sum of the three outside dimensions of which does not exceed 45 inches (115 cms) provided such bag can be stowed in the underseat space or the overhead rack and it is carried on board by the passenger. When such baggage consists of more than one bag, they shall be measured together and they shall be considered as one piece provided that the sum of the three outside dimensions does not exceed 45 inches (115cms) and the weight in either case does not exceed 18 lbs (8 kgs).</p> <p>EXCEPTION 5: [CANCELLED]</p> <p>(ii) (Applicable to RJ only from the U.S.A. to Yemen) 3 pieces of baggage. The weight of each bag does not exceed 50 lbs. (23 kgs).</p> <p>EXCEPTION 1: (Applicable to LY to/from U.S.A. for passengers travelling on full Normal Economy Fares) Two pieces of checked baggage, the sum of the 3 dimensions of which does not exceed 52 inches (158CM), for each bag (piece).</p> <p>EXCEPTION 2: (Applicable to MS only) Two pieces of baggage (measured together) of which the sum of the greatest linear dimensions does not exceed 117 inches provided that the outside linear dimension of each bag does not exceed 62 inches for one bag and 55 inches for the other.</p> <p>EXCEPTION 3: (aa) (Applicable to IB, KU, LY, MS, PK and RJ only) The weight of each bag does not exceed 70 lbs./32 Kgs. /150 lb./ 23 Kgs via LY) or 50 lbs (23 Kgs) via RJ. No bags over 70 lbs will be accepted. A charge of USD 25.00 will be assessed for each bag exceeding 50 lbs but not more than 70 lbs.</p> <p>(bb) (Applicable to AT only) The weight of each bag does not exceed 77 lbs. (35 kgs).</p> <p>(cc) (Not applicable to OK, RJ) Carrier will accept oversized/ overweight articles as excess baggage, only as subject to advance arrangements being made with the carrier.</p> <p>(iii) (Not applicable to LY and SV) One or more additional pieces (measured together if more than one piece) of which the sum of the greatest outside linear dimensions does not exceed 45 inches (115 cms.), except where actual underseat space facilities require a bag of lesser size. Such additional piece(s) must be carried on board the aircraft by the passenger.</p> <p>EXCEPTION: (Applicable to KU only) Carrier will accept only one bag whose sum of the outside linear dimensions does not exceed 39 inches (100 CM).</p> <p>(iv) (Applicable to RJ only) Two pieces of baggage (measured together) 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 not exceed 50 lbs. (23 kgs). No bags over 70 lbs will be accepted. A charge of USD 100.00 will be assessed for each bag exceeding 50 lbs but not more than 70 lbs.</p> <p>(v) (Applicable to RJ only) One piece 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.</p> <p>(vi) (Applicable to SV only) One piece of carry-on baggage of which the sum of the greatest outside linear dimension does not exceed 45 inches, except where actual underseat space facilities require a bag of lesser size.</p> <p>(c) (Applicable to SU only) (Applicable for travel on Economy fares) The free baggage allowance will consist of two pieces of luggage, the first not to exceed 62 inches and 70 pounds, and the second not to exceed 55 inches and 70 pounds.</p> <p>(d) Other Special Pieces of Baggage</p> <p>(i) In lieu of pieces of baggage provided for in paragraph (a) or (b) above, any article listed below, regardless of the actual dimensions will be considered to be a piece of baggage whose outside linear dimensions are 62 in.(158 cm); will be accepted.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: December 17, 2010

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RULE	SECTION I - GENERAL RULES
115	<p><u>BAGGAGE</u> (Continued)</p> <p>(Q) <u>FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES</u> (Continued)</p> <p>(1) <u>FREE BAGGAGE ALLOWANCE FOR PASSENGERS OTHER THAN CHILDREN</u> (Continued)</p> <p>(d) (Continued)</p> <p>(i) (Continued)</p> <p><u>EXCEPTION 3:</u> (Continued:</p> <p>(gg) one pair of standard water skis or one slalom water ski;</p> <p>(hh) suitably packed fishing equipment consisting of not more than two rods, one reel, one landing net, one pair of fishing boots and one fishing tackle box;</p> <p>(ii) sporting firearms consisting of not more than one rifle case containing not more than two (2) rifles, 5 kgs. (10lbs.) of ammunition, one shooting mat, noise suppressor and small rifle tools, or two (2) shotguns and two 2 shotgun cases, or one (1) pistol case containing not more than five pistols, 5 kgs. (10 lbs.) of ammunition, noise suppressors, one pistol telescope and small pistol tools. acceptability of such firearms shall be in accordance with the provisions of Resolution 745a and the regulations contained in the IATA and ICAO Dangerous Goods Regulations, and subject to the carrier's conditions.</p> <p>(jj) one portable musical instrument not exceeding 39 inches (100 cms) in length</p> <p>(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.</p> <p><u>EXCEPTION:</u> (Applicable to PK only) In lieu of the pieces of baggage provided for in paragraph (a) or (b) above, any portable musical instrument not exceeding 45 inches in length will be considered to be one piece of baggage at 45 inches.</p> <p>(iii) (Applicable to LY, and PK only) In lieu of one 62-inch bag provided for in (c)(i)(aa) and (bb) herein, one bicycle (single seat touring or racing bicycle, non-motorized) provided the handlebars are fixed sideways and pedals removed, will be accepted.</p> <p>(2) <u>FREE BAGGAGE ALLOWANCE FOR CHILDREN/(INFANTS VIA RO/LY)</u></p> <p>(a) Children carried free of charge will be granted no free baggage allowance.</p> <p>(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 [X] (45 inches (115 cms.) [N]and weight of 22 lb (10 kg) via LY/OK) (45 inches (115 cm) and up to 23 kg (50 lb) via RO) plus one checked fully collapsible child's stroller or push-chair.</p> <p><u>EXCEPTION:</u> (Applicable to BG, KU, MS, PK and RJ only) 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 and the weight does not exceed 23 kgs (50 lbs), plus one checked fully collapsible child's stroller or push-chair.</p> <p>(c) Children paying 50 percent or more of the normal adult fare/(children paying the applicable children's fare via LY) will be granted free baggage allowance on the same basis as a passenger paying the adult fare.</p> <p>(3) <u>EXCESS BAGGAGE CHARGES/(Applicable to SV) OVERWEIGHT CHARGES</u></p> <p>(a) Baggage in excess of that provided above will be accepted only upon payment of the charges listed (applicable to OK: in paragraph (e)(v)) below in the following manner:</p> <p>(i) (Not applicable to SV) Each piece of baggage in excess of the number provided for above will be assessed the applicable charge listed in paragraph (e) below.</p> <p>(ii) (Not applicable to SV) Each piece of baggage whose sum of the three dimensions exceeds those permitted above but does not exceed 80 inches (158 cms [N](applicable to OK only 206 cms) and/or whose weight does not exceed 50 lbs (23 kgs.) via IB) will be assessed the applicable charge listed in paragraph (e) below.</p> <p>(iii) (Not applicable to SV/[N]OK) Each piece of baggage both in excess of the number permitted above and whose dimensions exceed the dimensions permitted above but does not exceed 80 inches will be assessed 200 percent of the applicable charge listed in paragraph (e) below.</p> <p>(iv) (Not applicable to SV/[N]OK) 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 (RJ will not accept baggage that exceeds 70 lbs/32 kgs). Such baggage shall be weighed and it shall be assessed 300 percent of the applicable charge listed in paragraph (e) below for the first 45 kgs. or fraction thereof. Each additional 10 kgs. or fraction thereof will be assessed the applicable charge listed in paragraph (h) below.</p> <p>[N](Applicable to OK only)</p> <p>Each piece of baggage whose weight exceeds 23 kgs. will be assessed the applicable charge listed in paragraph (e) below.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: December 17, 2010 EFFECTIVE: January 31, 2011

RULE	SECTION I - GENERAL RULES
115	<p><u>BAGGAGE</u> (Continued)</p> <p>(Q) <u>FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES</u> (Continued)</p> <p>(3) <u>EXCESS BAGGAGE CHARGES</u> (Continued)</p> <p>(a) (Continued)</p> <p>[N](v) (Applicable to SV only) Each piece of baggage in excess of the number provided for above will be assessed \$150 USD per additional piece. No baggage in excess of the permissible dimensions set out in (Q)(1)(a) and (b) will be carried.</p> <p>[N](vi) (Applicable to SV only) Each piece of checked baggage carried under class specified in (Q)(1)(b) above whose weight exceeds 23 kgs. but not to exceed 32 kg. shall be assessed \$35.00 USD per bag.</p> <p>(b) Sporting equipment will be assessed the charges published below for each item of sporting equipment listed:</p> <p>(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. Any sets of golfing equipment in excess will be assessed the applicable charge listed in paragraph (e) below;</p> <p>(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. Any sets of snow skiing equipment in excess will be assessed the applicable charge listed in paragraph (e) below;</p> <p>(iii) (Applicable to BG, KU, LY, MS, PK and RJ only) 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 paragraph (e) below regardless of the actual dimensions;</p> <p>(iv) (Applicable to LY only) Any article listed below, regardless of the actual dimensions of number of pieces will be considered to be a piece of baggage whose outside linear dimensions are 62 inches. Scuba diving equipment consisting of one empty scuba tank, one harness, one mask, two fins, one snorkel, one knife, one speargun, one safety vest, and one weight belt will not be included in determining the free baggage allowance and will be assessed the applicable charge listed in paragraph (e) below for all carriers;</p> <p>(v) (Applicable to IB only) Windsurfing equipment will not be included in determining the free baggage allowance and will be assessed the charges listed in paragraph (e) below in the following manner:</p> <p>(aa) Mast and sail together - the applicable charge listed.</p> <p>(bb) Surfboards consisting of one surfboard will be included in determining the free baggage allowance, however only one surfboard will be included in the baggage allowance. Any surfboards in excess of one will not be included in the free baggage allowance and will be assessed the applicable charge.</p> <p>(cc) Scuba diving equipment - Scuba diving equipment consisting of one empty scuba diving tank, one regulator, one harness, one pressure gauge, one mask, two fins, one snorkel, one knife, one speargun, and one safety vest and one weight belt will not be included in determining the free baggage allowance and will be assessed the applicable charge.</p> <p>(c) <u>Animals</u></p> <p>(i) Accompanied pets in a container, subject to the conditions of acceptance stated in this rule will not be included in determining the free baggage allowance and will be assessed the applicable charge listed in paragraph (e) below.</p> <p><u>EXCEPTION 1:</u> (Applicable to MS only) The assessment shall be 200 percent of the applicable charge listed in paragraph (e) below.</p> <p><u>EXCEPTION 2:</u> (Applicable to OK only) Charges for carriage of accompanied pets listed in paragraph (e) below shall be applied.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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EFFECTIVE: September 2, 2010

RULE SECTION I - GENERAL RULES

115 BAGGAGE (Continued)

(Q) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES (Continued)

(3) EXCESS BAGGAGE CHARGES (Continued)

(d) BULKY BAGGAGE

Bulky baggage retained in the passenger's custody other than articles listed in paragraph (E)(4) above. Subject to advance arrangements, each passenger may carry on board the aircraft baggage of such bulky or fragile nature as to require the blocking out or use of a seat(s);

(i) Maximum Weight

A maximum weight of 75 (via OK: 20 Kgs) kgs. (165 lbs. (via OK: 44 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 fare which would have been charged to a passenger occupying such a seat for the applicable travel to be undertaken at the time of booking the additional seat.

NOTE: IT, child or other rebated fares such as spouse, agent or ship's crew may not be used.

(e) The charge for each piece of excess or oversize baggage [N](applicable to OK only or over-weight baggage) will be as indicated below:

(i) BETWEEN U.S.A. POINTS AND POINTS IN AREA NO. 2 AND 3 VIA THE ATLANTIC OCEAN

[N](Not applicable to OK);

[N](Applicable to OK only) between points in America (Area No. 1) and points in Area No. 2 and 3 via the Atlantic Ocean:

(aa) BETWEEN EAST COAST CITIES AND POINTS IN AREA NO. 2 and 3; (East Coast Cities as used herein, means Baltimore, MD, Boston, MA, New York, NY, Philadelphia, PA, and Washington, D.C.)

[N](Applicable to OK only)

Charge for each piece of overweight baggage: USD/CAD 130 for travels from USA/Canada; EUR 130 or equivalent amount in the local currency for travels from Europe/Middle East/Africa/Asia.

Charge for second piece of baggage: USD/CAD 60 for travels from USA/Canada; EUR 60 or equivalent amount in the local currency for travels from Europe/Middle East/Africa/Asia.

Charge for third and each additional piece of baggage: USD/CAD 200 for travels from USA/Canada; EUR 200 or equivalent amount in the local currency for travels from Europe/Middle East/Africa/Asia.

Charge for each oversize piece of baggage: USD/CAD 175 for travels from USA/Canada; EUR 175 or equivalent amount in the local currency for travels from Europe/Middle East/Africa/Asia.

C
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C
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APPLICABLE

ONLY TO:

AT/BG/

KU/MS/

PK

(Applicable to IB only)

- From USA to Europe: 150.00 USD

From Europe to USA: 150.00 EUR

BETWEEN EAST COAST CITIES IN U.S.A. AND POINTS IN AREA 2 DESCRIBED IN (aa) ABOVE	CHARGE EACH PIECE OF EXCESS OR OVERSIZED BAGGAGE (STATED IN USD)
--	--

Algeria	74.00
Austria	70.00
Belgium	70.00
Bulgaria	81.00
Czech Republic	81.00
Denmark	70.00
Finland	70.00
France	70.00
Germany	70.00
Gibraltar	66.00
Greece	82.00

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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22nd Revised Page 112
 Cancels 21st Revised Page 112

RULE

SECTION I - GENERAL RULES

115

BAGGAGE (Continued)(Q) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES (Continued)(3) EXCESS BAGGAGE CHARGES (Continued)

(e) (Continued)

(i) BETWEEN U.S.A. POINTS AND POINTS IN AREA NO. 2 AND 3 VIA THE ATLANTIC OCEAN:(aa) BETWEEN EAST COAST CITIES AND POINTS IN AREA NO. 2 and 3; (East Coast Cities as used herein, means Baltimore, MD, Boston, MA, New York, NY, Philadelphia, PA, and Washington, D.C.) (Continued)APPLICABLEONLY TO:(Applicable to IB only) - From USA to Europe: 150.00 USD
From Europe to USA: 150.00 EURAT/BG/
KU/MS/
PK

<u>BETWEEN EAST COAST CITIES IN U.S.A. AND POINTS IN AREA 2, DESCRIBED IN (aa) ABOVE</u>	<u>CHARGE EACH PIECE OF EXCESS OR OVERSIZED BAGGAGE (STATED IN USD)</u>
Hungary	81.00
Iceland	66.00
Ireland	66.00
Italy	74.00
Luxembourg	70.00
Malta	74.00
Morocco (Applicable to AT only) MAD	66.00 600
Netherlands	70.00
Norway	70.00
Poland	81.00
Portugal (including Azores and Madeira)	66.00
Romania	81.00
Slovakia	81.00
Spain	66.00
Sweden	70.00
Switzerland	70.00
Tunisia	74.00
Turkey	82.00
United Kingdom (Not applicable to KU) (Applicable to KU)	66.00 85.00

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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RULE

SECTION I - GENERAL RULES

115

BAGGAGE (Continued)

(Q) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES (Continued)

(3) EXCESS BAGGAGE CHARGES (Continued)

(e) (Continued)

(i) BETWEEN U.S.A. POINTS AND POINTS IN AREA NO. 2 AND 3 VIA THE ATLANTIC OCEAN:

(aa) BETWEEN EAST COAST CITIES AND POINTS IN AREA NO. 2 and 3; (East Coast Cities as used herein, means Baltimore, MD, Boston, MA, New York, NY, Philadelphia, PA, and Washington, D.C.) (Continued)

APPLICABLE

ONLY TO:

(Applicable to IB only)

From USA to Europe: 150.00 USD
 From Europe to USA: 150.00 EUR

C

<u>AT/BG/ KU/MS/ PK/[X]</u>	Russian Federation	81.00
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<u>SU</u> (See NOTE)		USD 109.00 SUR 86.00
-------------------------	--	-------------------------

<u>AT/PK</u>	Serbia & Montenegro	60.00
--------------	------------------------	-------

<u>KU</u>		74.00
-----------	--	-------

C

<u>[X]</u>		[X]
------------	--	-----

<u>RO</u>	Romania	99.00
-----------	---------	-------

	Cyprus/Egypt/ Jordan/Lebanon/ Syrian Arab Republic	94.00
--	--	-------

	Israel	89.00
--	--------	-------

	Middle East (except as mentioned above)	108.00
--	---	--------

	Africa	81.00
--	--------	-------

NOTE: (Applicable to/from Moscow/St. Petersburg only) On SU domestic services, domestic baggage rates and regulations shall apply.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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RULE

SECTION I - GENERAL RULES

115

BAGGAGE (Continued)

RULE 115 US Baggage information previously published on this page is here by cancelled.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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 NO. IPG-1

11th Revised Page 113-A
 Cancels 10th Revised Page 113-A

RULE

SECTION I - GENERAL RULES

115 BAGGAGE (Continued)
 C [CANCELLED]

<u>APPLICABLE ONLY TO:</u>		
LO		
BETWEEN EAST COAST CITIES IN THE U.S.A. AND POINTS IN AREA AND 3 AS DESCRIBED IN (aa) ABOVE		CHARGE EACH PIECE OF EXCESS OR OVERSIZED BAGGAGE (STATED IN USD)

Europe (except Poland):	EB	100.00
	WB	90.00
Poland	EB	94.00
	WB	84.00
Middle East/Africa		135.00
Israel		123.00
China/Thailand		143.00

(bb) BETWEEN ALASKA, HAWAII, PUERTO RICO, VIRGIN ISLAND AND POINTS IN THE CONTINENTAL U.S.A. OTHER THAN EAST COAST CITIES AND POINTS IN AREA 2 VIA THE ATLANTIC OCEAN:
 (East Coast Cities as used herein means Baltimore, MD, Boston, MA, New York, NY, Philadelphia, PA and Washington, D.C.)

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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INTERNATIONAL PASSENGER RULES AND FARES TARIFF
 NO. IPG-1

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RULE SECTION I - GENERAL RULES

115 **BAGGAGE** (Continued)
 (Q) **FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES** (Continued)
 (3) **EXCESS BAGGAGE CHARGES** (Continued)
 (e) (Continued)
 (bb) (continued)

C	CHARGE EACH PIECE OF EXCESS/ OVERSIZED BAGGAGE (USD) AS FOLLOWS:	NOT APPLICABLE	
		VIA AT/ IB/KU/ LY/RJ/ [X]/LO	VIA AT
(ii)	Middle East other than the countries listed below: EXCEPTION(S): Via BG/PK only	75.00	108.00
	(aa) Cyprus, Egypt, Jordan, Lebanon and Syrian Arab Republic EXCEPTION(S): Via AT only (except Egypt)	101.00	-
	Via BG/PK/MS only	65.00	65.00
	(bb) Israel EXCEPTION(S): Via LY only	89.00	94.00
		65.00	65.00
		-	-

NOTE: With the first piece of excess baggage subject to a charge of \$1.50 per pound, with a minimum of \$40.00

(iii)	Africa, other than listed below: EXCEPTION: Via AT only	75.00	75.00
(iv)	Points in Area No. 3 other than those listed below: (aa) Afghanistan, Bangladesh, Myanmar, India, Nepal and Sri Lanka EXCEPTION (S): Via KU only	100.00	95.00
	Bangladesh, India, Sri Lanka	90.00	85.00
		-	-

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: July 19, 2010

EFFECTIVE: September 2, 2010

Airline Tariff Publishing Company, Agent
INTERNATIONAL PASSENGER RULES AND FARES TARIFF
 NO. IPG-1

2nd Revised Page 113-C
 Cancels 1st Revised Page 113-C

RULE **SECTION I - GENERAL RULES**

115

BAGGAGE (Continued)
(Q) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES (Continued)
 (3) Excess Baggage Charges (Continued)
 (e) (Continued)
 (iv) (Continued)
 (bb) Pakistan 100.00 95.00
 EXCEPTION:
 Via PK only for
 EB travel 110.00 -
 Via PK only for
 WB travel PKR 1500 -
 (cc) [X] [X] [X]
 (dd) Southwest Pacific 110.00 110.00
 [X] [X] [X]
 (ee) [X] [X] [X]
 (ff) [X] [X] [X]

C
C
C
C

CHARGE EACH PIECE OF EXCESS/ OVERSIZED BAGGAGE (USD) AS FOLLOWS:

	VIA LY	VIA RJ	VIA IB
--	--------	--------	--------

C
C
C
C

(v) Middle East other than the countries listed below:	80.00	123.00	106.00 USD/EUR
EXCEPTION(S):			
[X] Via BG/PK only	-	-	-
(aa) Cyprus, Egypt, Jordan, Lebanon and Syrian Arab Republic	70.00	123.00	94.00
EXCEPTION(S):			
[X] Via AT only (except Egypt)	-	-	-
[X] Via BG/PK/MS only	-	-	-
(bb) Israel	70.00	123.00	94.00
EXCEPTION(S):			
[X] Via LY only	-	-	-

NOTE: With the first piece of excess baggage subject to a charge of \$1.50 per pound, with a minimum of \$40.00

C
C

(vi) Africa, other than the countries listed below:	80.00	135.00	117.00
EXCEPTION(S):			
[X] Benin, Cape Verde, Gambia, Ghana, Guinea, Guinea-Bissau, Cote d'Ivoire, Liberia, Mali, Nigeria, Mauritania, Niger, Senegal, Sierra Leone, Togo and Burkina Faso	64.00	120.00	97.00
EXCEPTION:			
[X] Via AT only	-	-	-
(vii) Points in Area No. 3 other than those listed below:	102.00	145.00	126.00
(aa) Afghanistan, Bangladesh, Myanmar, India, Nepal and Sri Lanka	91.00	130.00	114.00
EXCEPTION(S):			
[X] Via KU only	-	-	-
[X] Bangladesh, India, Sri Lanka	102.00	114.00	-
(bb) Pakistan	102.00	114.00	-
EXCEPTION:			
[X] Via PK only for EB travel	-	-	-
[X] Via PK only for WB travel	-	-	-

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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Airline Tariff Publishing Company, Agent
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 NO. IPG-1

2nd Revised Page 113-D
 Cancels 1st Revised Page 113-D

RULE **SECTION I - GENERAL RULES**

115	BAGGAGE (Continued) (Q) <u>FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES</u> (Continued) (3) <u>Excess Baggage Charges</u> (Continued) (e) (Continued)		
	(vii) (Continued) (c) Southwest Pacific 118.00 126.00 126.00		
C	CHARGE EACH PIECE OF EXCESS/ OVERSIZED BAGGAGE (USD) AS FOLLOWS:		
		VIA KU	VIA [X]
	(ii) Middle East other than the countries listed below:	108.00	
	EXCEPTION(S): Via BG/PK only		
	(a) Cyprus, Egypt, Jordan, Lebanon and Syrian Arab Republic	89.00	-
	(b) Israel	89.00	-
	NOTE: With the first piece of excess baggage subject to a charge of \$1.50 per pound, with a minimum of \$40.00		
	(iii) Africa, other than the countries listed below:	101.00	-
	(iv) Points in Area No. 3 other than those listed below:	129.00	
	(a) Afghanistan, Bangladesh, Myanmar, India, Nepal and Sri Lanka	123.00	-
	EXCEPTION (S): Via KU only		
	Bangladesh, India, Sri Lanka	131.00	-
	(b) Pakistan	131.00	-
	EXCEPTION: Via PK only for		
	EB travel	-	-
	Via PK only for		
	WB travel	-	-
	(c) Southwest Pacific	150.00	-

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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Airline Tariff Publishing Company, Agent
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 NO. IPG-1

22nd Revised Page 114
 Cancels 21st Revised Page 114

RULE

SECTION I - GENERAL RULES

115

BAGGAGE (Continued)

(Q) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES (Continued)

(3) EXCESS BAGGAGE CHARGES (Continued)

(a) (Continued)

(i) BETWEEN U.S.A. POINTS AND POINTS IN AREA NO. 2 AND 3 VIA THE ATLANTIC OCEAN:

(Continued)

(bb) BETWEEN ALASKA, HAWAII, PUERTO RICO, VIRGIN ISLANDS AND POINTS IN THE CONTINENTAL U.S.A. OTHER THAN EAST COAST CITIES AND POINTS IN AREA 2 VIA THE ATLANTIC OCEAN: (East Coast Cities as used herein means Baltimore, MD, Boston, MA, New York, NY, Philadelphia, PA, and Washington, D.C.)
 (Continued)

APPLICABLE

ONLY TO:

AT/BG/KU/

LY/MS/PK

(Applicable to IB only) - From USA to Europe: 150 USD

From Europe to USA: 150 EUR

[N]From USA to Africa/

Middle East: 150 USD

[N]From Africa/Middle East

to USA: 150 EUR/USD

C

C

<u>BETWEEN POINTS IN THE U.S.A. EXCEPT EAST COAST CITIES AND POINTS IN AREA 2, DESCRIBED IN (bb) ABOVE</u>	<u>CHARGE EACH PIECE OF EXCESS OR OVERSIZED BAGGAGE (STATED IN USD)</u>
Algeria	84.00
Austria	80.00
Belgium	80.00
Bulgaria	91.00
Czech Republic/Slovakia	91.00
Denmark	80.00
Egypt (Applicable to AT only for travel from the U.S.A.)	100.00
Finland	80.00
France	80.00
Germany	80.00
Gibraltar	76.00
Greece	92.00
Hungary	91.00
Iceland	76.00
Ireland	76.00
Italy	84.00
Luxembourg	80.00
Malta	84.00
Morocco (Applicable to AT only for travel from MA)	MAD 700
Morocco (Applicable to AT only for travel from the U.S.A.)	80.00

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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 NO. IPG-1

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 Cancels 4th Revised Page 114-A

RULE

SECTION I - GENERAL RULES

115

BAGGAGE (Continued)
 (Q) **FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES (Continued)**
 (3) **EXCESS BAGGAGE CHARGES (Continued)**
 (e) (Continued)
 (i) **BETWEEN U.S.A. POINTS AND POINTS IN AREA NO. 2 AND 3 VIA THE ATLANTIC OCEAN:**
 (Continued)
 (bb) **BETWEEN ALASKA, HAWAII, PUERTO RICO, VIRGIN ISLANDS AND POINTS IN THE CONTINENTAL U.S.A. OTHER THAN EAST COAST CITIES AND POINTS IN AREA 2 VIA THE ATLANTIC OCEAN:** (East Coast Cities as used herein means Baltimore, MD, Boston, MA, New York, NY, Philadelphia, PA, and Washington, D.C.)

APPLICABLE

ONLY TO:

AT/BG/KU/

LY/MS/PK

(Applicable to IB only) -

From USA to Europe: 150 USD
 From Europe to USA: 150 EUR
 [N]From USA to Africa/
 Middle East: 150 USD
 [N]From Africa/Middle East
 to USA: 150 EUR/USD

C
 C

Netherlands	80.00
North Africa (Not including Morocco) (Applicable to AT only for travel from the USA)	90.00
Norway	80.00
Poland	91.00
Portugal	76.00
Romania	91.00
Spain	76.00
Sweden	80.00
Switzerland	80.00
Tunisia	84.00
Turkey	92.00
United Kingdom (Not applicable to KU only) (Applicable to KU only)	76.00 100.00
West Africa (Applicable to AT only for travel from the USA)	120.00
Russian Federation	91.00

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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Airline Tariff Publishing Company, Agent
INTERNATIONAL PASSENGER RULES AND FARES TARIFF
 NO. IPG-1

17th Revised Page 115
 Cancels 16th Revised Page 115

RULE **SECTION I - GENERAL RULES**

115 BAGGAGE (Continued)

(Q) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES (Continued)

(3) EXCESS BAGGAGE CHARGES (Continued)

(e) The charge for each piece of excess or oversize baggage will be as indicated below:
 (Continued)

(i) BETWEEN U.S.A. POINTS AND POINTS IN AREA NO. 2 AND 3 VIA THE ATLANTIC OCEAN:
 (Continued)

(bb) BETWEEN ALASKA, HAWAII, PUERTO RICO, VIRGIN ISLANDS AND POINTS IN THE CONTINENTAL U.S.A. OTHER THAN EAST COAST CITIES AND POINTS IN AREA 2 VIA THE ATLANTIC OCEAN: (East Coast Cities as used herein means Baltimore, MD, Boston, MA, New York, NY, Philadelphia, PA, and Washington, D.C.)
 (Continued)

(Applicable to IB only) - From USA to Europe: 150 USD
 From Europe to USA: 150 EUR
 From USA to Africa/
 Middle East: 150 USD
 From Africa/Middle East
 to USA: 150 EUR/USD

APPLICABLE ONLY TO:	BETWEEN EAST COAST CITIES IN THE U.S.A. AND POINTS IN AREA 2, AND (via RJ, AREA 2/3 DESCRIBED IN (bb) ABOVE	CHARGE EACH PIECE OF EXCESS OR OVER-SIZED BAGGAGE STATED IN USD
AT/PK	Yugoslavia	66.00
KU		81.00
LY		70.00
SU (See NOTES 1 and 2)	Russian Federation	124.00

C [CANCELLED]

NOTE 1: Excess baggage charges apply between the Russian Federation and Puerto Rico, Alaska and points in the Continental U.S.A. not specified.

NOTE 2: (Applicable to/from Moscow/St. Petersburg) On SU domestic services, domestic baggage rates and regulations shall apply.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: February 19, 2010 EFFECTIVE: April 5, 2010

Airline Tariff Publishing Company, Agent
INTERNATIONAL PASSENGER RULES AND FARES TARIFF
 NO. IPG-1

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 Cancels 4th Revised Page 115-A

RULE	SECTION I - GENERAL RULES
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115	<p><u>BAGGAGE</u> (Continued)</p> <p>RULE 115 US information previously published on this page is here by cancelled.</p>
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(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: February 19, 2010	EFFECTIVE: April 5, 2010
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Airline Tariff Publishing Company, Agent
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 NO. IPG-1

11th Revised Page 116
 Cancels 10th Revised Page 116

RULE	SECTION I - GENERAL RULES
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115	<p><u>BAGGAGE</u> (Continued)</p> <p>(Q) <u>FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES</u> (Continued)</p> <p>(3) <u>EXCESS BAGGAGE CHARGES</u> (Continued)</p> <p>(a) The charge for each piece of excess or oversize baggage will be as indicated below: (Continued)</p> <p>(i) <u>BETWEEN U.S.A. POINTS AND POINTS IN AREA NO. 2 AND 3 VIA THE ATLANTIC OCEAN:</u> (Continued)</p> <p>(bb) <u>BETWEEN ALASKA, HAWAII, PUERTO RICO, VIRGIN ISLANDS AND POINTS IN THE CONTINENTAL U.S.A. OTHER THAN EAST COAST CITIES AND POINTS IN AREA 2 VIA THE ATLANTIC OCEAN:</u> (East Coast Cities as used herein means Baltimore, MD, Boston, MA, New York, NY, Philadelphia, PA, and Washington, D.C.) (Continued)</p>
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C	<p>CANCELLED</p> <table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:10%; border-bottom: 1px solid black;">RO</td> <td style="border-bottom: 1px solid black;">Romania</td> <td style="width:10%; text-align: right; border-bottom: 1px solid black;">109.00</td> </tr> <tr> <td></td> <td>Cyprus/Egypt/Jordan/ Lebanon/Syrian Arab Republic</td> <td style="text-align: right;">104.00</td> </tr> <tr> <td></td> <td>Israel</td> <td style="text-align: right;">99.00</td> </tr> <tr> <td></td> <td>Middle East (except as mentioned above)</td> <td style="text-align: right;">118.00</td> </tr> <tr> <td></td> <td>Africa</td> <td style="text-align: right;">96.00</td> </tr> </table>	RO	Romania	109.00		Cyprus/Egypt/Jordan/ Lebanon/Syrian Arab Republic	104.00		Israel	99.00		Middle East (except as mentioned above)	118.00		Africa	96.00
RO	Romania	109.00														
	Cyprus/Egypt/Jordan/ Lebanon/Syrian Arab Republic	104.00														
	Israel	99.00														
	Middle East (except as mentioned above)	118.00														
	Africa	96.00														

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For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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NO. IPG-1

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 Cancels 2nd Revised Page 116-A

RULE

SECTION I - GENERAL RULES

115 BAGGAGE (Continued)

(Q) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES (Continued)

(3) EXCESS BAGGAGE CHARGES (Continued)

(e) The charge for each piece of excess or oversize baggage will be as indicated below:
 (Continued)

(i) BETWEEN U.S.A. POINTS AND POINTS IN AREA NO. 2 AND 3 VIA THE ATLANTIC OCEAN:
 (Continued)

(bb) BETWEEN ALASKA, HAWAII, PUERTO RICO, VIRGIN ISLANDS AND POINTS IN THE CONTINENTAL U.S.A. OTHER THAN EAST COAST CITIES AND POINTS IN AREA 2 VIA THE ATLANTIC OCEAN: (East Coast Cities as used herein means Baltimore, MD, Boston, MA, New York, NY, Philadelphia, PA, and Washington, D.C.) (Continued)

TABLE 1

(Applicable to All Carriers, except AT/BG/IB/KU/LY/I/XI/OK/PK/RO/RJ)

BETWEEN POINTS IN THE U.S.A. EXCEPT EAST COAST CITIES AND AREA 2 AND 3, AS DESCRIBED IN (bb) ABOVE	CHARGE FOR EACH PIECE OF EXCESS OR OVERSIZED BAGGAGE (STATED IN USD)
--	--

MIDDLE EAST (Except as Noted Below)	81.00
---	-------

Cyprus/Egypt/Israel/ Jordan/Lebanon/Syrian Arab Republic	71.00
--	-------

AFRICA (Not applicable to AT) (Except as Noted Below)	81.00
---	-------

AFRICA (Applicable to AT) (Except as Noted Below)	90.00
---	-------

(Not applicable to AT) Benin/Cape Verde/ Gambia/Ghana/Guinea/ Guinea Bissau/Cote d'Ivoire/Liberia/ Mali/Mauritania/ Niger/Nigeria/ Senegal/Sierra Leone/ Togo/Burkina Faso	66.00
--	-------

(Applicable to AT) Benin/Cape Verde/ Gambia/Ghana/Guinea/ Guinea Bissau/Cote d'Ivoire/Liberia/ Mali/Mauritania/ Niger/Nigeria/ Senegal/Sierra Leone/ Togo/Burkina Faso	120.00
--	--------

POINTS IN AREA 3 (Except as Noted Below)	101.00
---	--------

Afghanistan/Bangladesh/ Burma/India/Male/Nepal/ Sri Lanka	91.00
---	-------

Southwest Pacific	116.00
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(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: October 5, 2007

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RULE

SECTION I - GENERAL RULES

115

BAGGAGE (Continued)

(Q) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES (Continued)

(3) EXCESS BAGGAGE CHARGES (Continued)

(e) The charge for each piece of excess or oversize baggage will be as indicated below:
 (Continued)

(i) BETWEEN U.S.A. POINTS AND POINTS IN AREA NO. 2 AND 3 VIA THE ATLANTIC OCEAN:
 (Continued)

(bb) BETWEEN ALASKA, HAWAII, PUERTO RICO, VIRGIN ISLANDS AND POINTS IN THE CONTINENTAL U.S.A. OTHER THAN EAST COAST CITIES AND POINTS IN AREA 2 VIA THE ATLANTIC OCEAN: (East Coast Cities as used herein means Baltimore, MD, Boston, MA, New York, NY, Philadelphia, PA, and Washington, D.C.) (Continued)

TABLE 2

(Applicable via AT/IB/KU/LY/IX/ PK/RJ)

BETWEEN POINTS IN THE U.S.A. EXCEPT EAST COAST CITIES AND AREA 2 AND 3, AS DESCRIBED IN (bb) ABOVE	CHARGE FOR EACH PIECE OF EXCESS OR OVER-SIZED BAGGAGE (STATED IN USD)		
	AT	IB	KU
MIDDLE EAST (Except as noted below)	115		123
Cyprus/Jordan/Lebanon/ Syrian Arab Republic	101		95
Egypt	100		95
Israel	71		95
AFRICA (Except as noted below)	81	125	116
AFRICA (Applicable to AT only) (Except as noted below)	90		
Benin/Cape Verde/Gambia/Ghana/ Guinea Bissau/Cote D'Ivoire/ Liberia/Mali/Mauritania/Niger/ Nigeria/Senegal/Sierra Leone/ Togo/Burkina Faso	104	94	87
(Applicable to AT only) Benin/Cape Verde/Gambia/Ghana/ Guinea Bissau/Cote D'Ivoire/ Liberia/Mali/Mauritania/Niger/ Nigeria/Senegal/Sierra Leone/ Togo/Burkina Faso	120.00		
POINTS IN AREA NO. 3 (Except as Noted Below)	101	142	146
Afghanistan/Bangladesh/ Myanmar/Nepal/Sri Lanka	129	130	129
Pakistan	101	130	129
Singapore	-	-	-
Southwest Pacific	116	158	156
India	129	130	129
Japan	-	-	-
Thailand	-	-	-

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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6th Revised Page 117-A
 Cancels 5th Revised Page 117-A

RULE **SECTION I - GENERAL RULES**

115 **BAGGAGE** (Continued)

(Q) **FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES** (Continued)

(3) **EXCESS BAGGAGE CHARGES** (Continued)

(e) The charge for each piece of excess or oversize baggage will be as indicated below:
 (Continued)

(i) **BETWEEN U.S.A. POINTS AND POINTS IN AREA NO. 2 AND 3 VIA THE ATLANTIC OCEAN:**
 (Continued)

(bb) **BETWEEN ALASKA, HAWAII, PUERTO RICO, VIRGIN ISLANDS AND POINTS IN THE CONTINENTAL U.S.A. OTHER THAN EAST COAST CITIES AND POINTS IN AREA 2/3 VIA THE ATLANTIC OCEAN:** (East Coast Cities as used herein means Baltimore, MD, Boston, MA, New York, NY, Philadelphia, PA, and Washington, D.C.) (Continued)

C	U.S.A. EXCEPT EAST COAST CITIES AND AREA 2 AND 3, AS DESCRIBED IN (bb) ABOVE	CHARGE FOR EACH PIECE OF EXCESS OR OVER-SIZED BAGGAGE (STATED IN USD)		
		LY	PK	[X]
C	MIDDLE EAST (Except as noted below)	86	111	[X]
	Cyprus/Jordan/Lebanon/Syrian Arab Republic	76	99	
	Egypt	76	99	
	Israel	96	-	
	AFRICA (Except as noted below)	86	81	
	Benin/Cape Verde/Gambia/Ghana/Guinea Bissau/Cote D'Ivoire/Liberia/Mali/Mauritania/Niger/Nigeria/Senegal/Sierra Leone/Togo/Burkina Faso	70	66	
	POINTS IN AREA NO. 3 (Except as Noted Below)	108	101	165
	Afghanistan/Bangladesh/Myanmar/Nepal/Sri Lanka	97	91	
	Pakistan	108	100	
	Singapore	-	-	-
	Southwest Pacific	124	116	
	India	97	91	
	Japan	-	-	-
	Thailand	-	-	-
	Between U.S.A. East Coast cities and Area 2	-	-	140
	Between U.S.A. East Coast Cities and Area 3	-	-	150

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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Original Page 117-B

RULE	SECTION I - GENERAL RULES
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115	<p><u>BAGGAGE</u> (Continued)</p> <p>(Q) <u>FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES</u> (Continued)</p> <p>(3) <u>EXCESS BAGGAGE CHARGES</u> (Continued)</p> <p>(e) The charge for each piece of excess or oversize baggage will be as indicated below: (Continued)</p> <p>(i) (Continued)</p> <p>(cc) (Applicable to LZ only)</p> <table style="margin-left: 40px;"> <tr><td colspan="3"><u>BETWEEN BULGARIA</u></td></tr> <tr><td colspan="3"><u>AND</u></td></tr> <tr><td><u>THE U.S.A.</u></td><td style="text-align: center;">USD</td><td style="text-align: right;">81.00</td></tr> <tr><td><u>EASTERN CANADA</u></td><td style="text-align: center;">USD</td><td style="text-align: right;">120.00</td></tr> <tr><td><u>WESTERN CANADA</u></td><td style="text-align: center;">USD</td><td style="text-align: right;">145.00</td></tr> </table> <p>(dd) (Applicable to MS only)</p> <table style="margin-left: 40px;"> <tr><td colspan="3"><u>BETWEEN LOS</u></td></tr> <tr><td colspan="3"><u>ANGELES AND</u></td></tr> <tr><td><u>CAIRO</u></td><td style="text-align: center;">USD</td><td style="text-align: right;">100.00</td></tr> <tr><td><u>JEDDAH/BAGHDAD/</u></td><td style="text-align: center;">USD</td><td style="text-align: right;">115.00</td></tr> <tr><td><u>SANA/KHARTOUM/</u></td><td></td><td></td></tr> <tr><td><u>NAIROBI</u></td><td></td><td></td></tr> <tr><td><u>KUWAIT/ABUDHABI/</u></td><td style="text-align: center;">USD</td><td style="text-align: right;">120.00</td></tr> <tr><td><u>BAHRAIN ISLAND/</u></td><td></td><td></td></tr> <tr><td><u>DHAHRAN/MUSCAT/</u></td><td></td><td></td></tr> <tr><td><u>DUBAI/SHARJAH</u></td><td></td><td></td></tr> <tr><td><u>KARACHI/BOMBAY</u></td><td style="text-align: center;">USD</td><td style="text-align: right;">125.00</td></tr> </table>	<u>BETWEEN BULGARIA</u>			<u>AND</u>			<u>THE U.S.A.</u>	USD	81.00	<u>EASTERN CANADA</u>	USD	120.00	<u>WESTERN CANADA</u>	USD	145.00	<u>BETWEEN LOS</u>			<u>ANGELES AND</u>			<u>CAIRO</u>	USD	100.00	<u>JEDDAH/BAGHDAD/</u>	USD	115.00	<u>SANA/KHARTOUM/</u>			<u>NAIROBI</u>			<u>KUWAIT/ABUDHABI/</u>	USD	120.00	<u>BAHRAIN ISLAND/</u>			<u>DHAHRAN/MUSCAT/</u>			<u>DUBAI/SHARJAH</u>			<u>KARACHI/BOMBAY</u>	USD	125.00
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For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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12th Revised Page 118
 Cancels 11th Revised Page 118

RULE SECTION I - GENERAL RULES

115 **BAGGAGE** (Continued)

(Q) **FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES** (Continued)

(3) **EXCESS BAGGAGE CHARGES** (Continued)

(a) The charge for each piece of excess or oversize baggage will be as indicated below:
 (Continued)

(ii) (Applicable to IB only) **BETWEEN U.S.A. AND OTHER POINTS WITHIN AREA NO. 1**

MIAMI, FLA.	POINTS IN ALASKA HAWAII, CONTINENTAL U.S.A. OTHER THAN MIAMI, FLA. (STATED IN USD)
Dominican Republic and Haiti	10.00 16.00
Colombia, Trinidad, Tobago and Venezuela	20.00 26.00
Antigua, Barbados, Netherlands Antilles, Guadeloupe, Grenada, Martinique, St. Lucia, St. Maartin and St. Vincent	15.00 21.00
Ecuador, French Guiana, Guyana and Suriname	25.00 31.00
Peru	30.00 36.00
Bolivia	35.00 41.00
Argentina, Brazil, Chile, Paraguay and Uruguay	45.00 51.00
Panama	30.00 35.00

	PUERTO RICO AND U.S. VIRGIN ISLANDS (STATED IN USD)
Dominican Republic and Haiti	9.00
Colombia, Trinidad, Tobago and Venezuela	15.00
Antigua, Barbados, Netherlands Antilles, Guadeloupe, Grenada, Martinique, St. Lucia, St. Maartin and St. Vincent	10.00
Ecuador, French Guiana, Guyana and Suriname	20.00
Peru	39.00
Bolivia	44.00
Argentina, Brazil, Chile, Paraguay and Uruguay	57.00
Panama	32.00

(Continued on next page)

For the provisions of Rule 115 formerly appearing on 11th Revised Page 118, see Original Page 118-A.

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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Original Page 118-A

RULE	SECTION I - GENERAL RULES																					
115	<p><u>BAGGAGE</u> (Continued)</p> <p>(Q) <u>FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES</u> (Continued)</p> <p>(S) <u>Excess Baggage Charges</u> (Continued)</p> <p>(e) The charge for each piece of excess or oversize baggage will be as indicated below: (continued)</p> <p>†[C](iii) (Applicable to SU only) <u>FROM RUSSIAN FEDERATION TO THE U.S.A.</u> (Via the Pacific Ocean)</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">FROM RU POINTS IN AREA 3</th> <th style="text-align: left;">TO</th> <th></th> </tr> </thead> <tbody> <tr> <td></td> <td>Los Angeles</td> <td>USD 80.00</td> </tr> <tr> <td></td> <td>San Francisco</td> <td>USD 80.00</td> </tr> <tr> <td></td> <td>Seattle</td> <td>USD 80.00</td> </tr> <tr> <td></td> <td>Anchorage</td> <td>USD 70.00</td> </tr> </tbody> </table> <p>(f) (Applicable to KU only) Reduced rates for excess baggage charges for Diplomatic Personnel.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">BETWEEN</th> <th style="text-align: left;">AND</th> <th style="text-align: left;">PERCENTAGE OF APPLICABLE EXCESS BAGGAGE CHARGES</th> </tr> </thead> <tbody> <tr> <td>New York</td> <td>Kuwait</td> <td>50</td> </tr> </tbody> </table> <p><u>ELIGIBILITY:</u> Ambassadors, Employees and Officers, Counsellors, Agricultural, Scientific and Technical Attaches (And Their Immediate Family) who are attached to the Embassies, Consulates or Missions of Kuwait.</p>	FROM RU POINTS IN AREA 3	TO			Los Angeles	USD 80.00		San Francisco	USD 80.00		Seattle	USD 80.00		Anchorage	USD 70.00	BETWEEN	AND	PERCENTAGE OF APPLICABLE EXCESS BAGGAGE CHARGES	New York	Kuwait	50
FROM RU POINTS IN AREA 3	TO																					
	Los Angeles	USD 80.00																				
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	Seattle	USD 80.00																				
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BETWEEN	AND	PERCENTAGE OF APPLICABLE EXCESS BAGGAGE CHARGES																				
New York	Kuwait	50																				

(Continued on next page)

For the provisions of Rule 115 in effective prior to the effective date, see 11th Revised Page 118.

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: July 24, 1996

EFFECTIVE: September 22, 1996

(Except
as Noted)

Airline Tariff Publishing Company, Agent
 INTERNATIONAL PASSENGER RULES AND FARES TARIFF
 NO. IPG-1

1st Revised Page 118-B
 Cancels Original Page 118-B

RULE	SECTION I - GENERAL RULES												
115	<p><u>BAGGAGE</u> (Continued)</p> <p>(Q) <u>FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES</u> (Continued)</p> <p>(3) <u>Excess Baggage Charges</u> (Continued)</p> <p>(e) (continued)</p> <p>+ [N] (iv) (Applicable to LY only)</p> <p>(aa) FOR FIRST AND BUSINESS CLASS SERVICE: The charge for each piece of excess or oversize baggage will be as indicated below.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">BETWEEN</th> <th style="text-align: left;">CHARGE EACH PIECE OF EXCESS OR OVERSIZED BAGGAGE (STATED IN USD)</th> </tr> </thead> <tbody> <tr> <td>NYC/CHI/MIA AND ISRAEL</td> <td style="text-align: right;">130.00</td> </tr> <tr> <td>LAX AND ISRAEL</td> <td style="text-align: right;">140.00</td> </tr> </tbody> </table> <p>(bb) FOR ECONOMY CLASS SERVICE: The charge for each piece of excess or oversize baggage weighing between 23 and 32 Kgs. will be USD 25 for the points indicated below. The charge for each piece of excess or oversize baggage weighing over 32 Kgs. will be as indicated below.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">BETWEEN</th> <th style="text-align: left;">CHARGE EACH PIECE OF EXCESS OR OVERSIZED BAGGAGE WEIGHING OVER 32 KG</th> </tr> </thead> <tbody> <tr> <td>NYC/CHI/MIA AND ISRAEL</td> <td style="text-align: right;">130.00</td> </tr> <tr> <td>LAX AND ISRAEL</td> <td style="text-align: right;">140.00</td> </tr> </tbody> </table>	BETWEEN	CHARGE EACH PIECE OF EXCESS OR OVERSIZED BAGGAGE (STATED IN USD)	NYC/CHI/MIA AND ISRAEL	130.00	LAX AND ISRAEL	140.00	BETWEEN	CHARGE EACH PIECE OF EXCESS OR OVERSIZED BAGGAGE WEIGHING OVER 32 KG	NYC/CHI/MIA AND ISRAEL	130.00	LAX AND ISRAEL	140.00
BETWEEN	CHARGE EACH PIECE OF EXCESS OR OVERSIZED BAGGAGE (STATED IN USD)												
NYC/CHI/MIA AND ISRAEL	130.00												
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NYC/CHI/MIA AND ISRAEL	130.00												
LAX AND ISRAEL	140.00												

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: December 1, 2005	EFFECTIVE: January 15, 2006	(Except as Noted)
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4th Revised Page 118-C
 Cancels 3rd Revised Page 118-C

RULE

SECTION I - GENERAL RULES

115

BAGGAGE (Continued)(Q) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES (Continued)(3) Excess Baggage Charges (Continued)

(e) (continued)

(v) (Applicable to OK only)

[CANCELLED]

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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 Cancels 1st Revised Page 118-E

RULE

SECTION I - GENERAL RULES

115

BAGGAGE (Continued)

C

(Q) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES (Continued)

(3) Excess Baggage Charges (Continued)

(f) [CANCELLED]

(g) Applicable to only to RJ:

Between points in USA and Points in Area 2 and 3	Charge Each piece of excess or oversized baggages (Stated in USD)
First Excess Bag	175.00
Second and Third Excess Bag	250.00
Forth and More Excess Bag	400.00

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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RULE

SECTION I - GENERAL RULES

115

BAGGAGE (Continued)

(R) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN CANADA AND POINTS OUTSIDE THEREOF AS FOLLOWS:
TO/FROM THE FOLLOWING POINTS IN AREA NO. 2

Africa

- Botswana, Lesotho, Malawi, Zimbabwe, South Africa, South West Africa (Namibia), Swaziland, Zambia and Umtata - For BG, LY, PK and RJ.
- All countries other than those listed above - For RJ.

Europe

- All countries - BG, PK and [X].
- All countries except Czech Republic, Slovakia, Spain and Macedonia - For LY and RJ.
- Spain - For IB.

Middle East

- Cyprus, Israel and Lebanon - For LO, LY and RJ.
- All countries other than those listed above - For BG, PK and [X].
- IN ALL countries - For RJ.

TO/FROM THE FOLLOWING POINTS IN AREA NO. 3 - All countries - For RJ.
Subject to the provisions of paragraphs (E)(3), (E)(4), (E)(5) and (E)(8) of this rule, the free baggage allowance and excess baggage charges will be:

(1) FREE BAGGAGE ALLOWANCE FOR PASSENGERS OTHER THAN CHILDREN/(INFANTS VIA LY)

(a) FIRST CLASS SERVICE/(BUSINESS CLASS via LY)

- (i) Two pieces of baggage of which the sum of the greatest outside linear dimensions of each bag does not exceed 62 inches (158 cms.) and provided the weight of each bag does not exceed 70 lbs. (32 kgs.) and
- (ii) One additional piece of baggage the sum of the three dimensions of which does not exceed 45 inches (115 cms.) provided such bag can be stowed in the underseat space and it is carried on board by the passenger. When such baggage consists of more than one bag they shall be measured together and they shall be considered as one bag provided that the sum of the three dimensions does not exceed 45 inches (115 cms.).

(b) BUSINESS/(not applicable to LY)/ECONOMY/TOURIST/COACH/THRIFT CLASS SERVICE

- (i) Two pieces of baggage (measured together) of which the sum of the greatest outside linear dimensions does not exceed 107 inches (273 cms.) provided that the outside linear dimensions of each bag does not exceed 62 inches (158 cms.) and provided the weight of each bag does not exceed 70 lbs. (32 kgs.)/(50 lbs. (23)kgs via LY and IN/RJ), RJ will not accept any bags over 70 lbs. (Via RJ, a charge of CAD 50.00 for bags over 50 lbs. but less than 70 lbs.)
- (ii) One additional piece of baggage the sum of the three dimensions of which does not exceed 45 inches (115 cms.) provided such bag can be stowed in the underseat space and it is carried on board by the passenger. When such baggage consists of more than one bag they shall be measured together and they shall be considered as one bag provided that the sum of the three dimensions does not exceed 46 inches (115 cms.).

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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RULE

SECTION I - GENERAL RULES

115

BAGGAGE (Continued)(R) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN CANADA AND POINTS OUTSIDE THEREOF: (Continued)(1) FREE BAGGAGE ALLOWANCE FOR PASSENGERS OTHER THAN CHILDREN (Continued)(c) OTHER SPECIAL PIECES OF BAGGAGE

- (i) In lieu of the pieces of baggage provided for in paragraph (a) or (b) above, any article listed below, regardless of the actual dimensions will be considered to be a piece of baggage whose outside linear dimensions are 53 inches (135 cms.) (Applicable to RJ only) 62 inches (158 cms.) will be accepted.
- (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
 - (ff) one suitably packed bicycle (single seat touring or racing bicycle, non-motorized) provided that the handlebars are fixed sideways and the pedals are removed;
- (ii) In lieu of the pieces of baggage provided for in paragraph (a) or (b) above, any portable musical instrument not exceeding 39 inches in length will be considered to be one piece of baggage at 39 inches (100 cms.).

(2) FREE BAGGAGE ALLOWANCE FOR CHILDREN

- (a) Children carried free of charge will be granted no free baggage allowance.
- (b) Children paying 10 percent of the normal adult fare will be allowed one piece of checked baggage whose sum of the three dimensions does not exceed 45 inches (115 cms.) plus one checked fully collapsible child's stroller or push-chair.
- (c) Children paying 50 percent or more of the normal adult fare will be granted free baggage allowance on the same basis as a passenger paying the adult fare.

(3) EXCESS BAGGAGE CHARGES

Baggage in excess of that provided above will be accepted only upon payment of the charges listed below in the following manner:

- (a) Each piece of baggage in excess of the number provided for above will be assessed the applicable charge listed in paragraph (h) below.
- (b) Each piece of baggage whose sum of the three dimensions exceeds those permitted above but does not exceed 80 inches (203 cms.) or the weight of which does not exceed 70 lbs. (32 kgs. (via RJ, 50 lbs. (23 kgs))) will be assessed the applicable charge listed in paragraph (h) below.
- (c) Each piece of baggage both in excess of the number permitted above and whose dimensions exceed the dimensions permitted above but does not exceed 80 inches (203 cms.) or the weight of which does not exceed 70 lbs. (32 kgs.) will be assessed 200 percent of the applicable charge listed in paragraph (h) below.
- (d) (Not applicable to the Special Piece of Baggage listed in (1)(c) above) Each piece of baggage whose sum of the three dimensions exceeds 80 inches (203 cms.) and/or whose weight exceeds 70 lbs. (32 kgs.) will be carried as accompanied baggage only if advance arrangements are made with carrier. Such baggage shall be weighed and it shall be assessed 300 percent of the applicable charge listed in paragraph (h) below for the first 45 kgs. or fraction thereof. Each additional 10 kgs. or fraction thereof will be assessed the applicable charge listed in paragraph (h) below.
- (e) Sporting Equipment
The following articles of sporting equipment may be carried as part of a passenger's free allowance. If, however, they are carried in excess of this allowance, the following charges will apply:
 - (i) Golfing Equipment
Consisting of one golf bag (containing golf clubs) and one pair of golf shoes will be included in determining the free baggage allowance and if in excess will be assessed 50 percent of the applicable charge listed in paragraph (h) below.
 - (ii) Snow Skiing Equipment
Snow skiing equipment consisting of one pair of snow skis, one pair of ski poles and one pair of ski boots will be included in determining the free baggage allowance and if in excess will be assessed 25 percent of the applicable charges listed in paragraph (h) below.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: July 9, 2008

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RULE **SECTION I - GENERAL RULES**

115

BAGGAGE (Continued)

(R) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN CANADA AND POINTS OUTSIDE THEREOF: (Continued)

(3) EXCESS BAGGAGE CHARGES (Continued)

(f) Accompanied pets in a container, subject to the conditions of acceptance stated in this rule will not be included in determining the free baggage allowance and will be assessed the applicable charge listed in paragraph (h) below.

EXCEPTION: (Applicable to LY, RJ, and IX) only) The assessment shall be 200 percent of the applicable charge listed in paragraph (h) below.

(g) Bulky baggage retained in the passenger's custody other than articles listed in (E) above

(i) Subject to advance arrangements, each passenger may carry on board the aircraft baggage of such bulky or fragile nature as to require the blocking out or use of a seat or seats, subject to a maximum weight of 75 kgs. (165 lbs.) per seat, provided that the weight of such baggage so carried shall not be included in determining the passenger's free baggage allowance nor his excess baggage charges. The charge for the baggage so carried per seat shall be the applicable charge listed in paragraph (h) below, subject to a minimum charge of 75 percent of the full one-way adult fare for the class of service used by the passenger between the points which the baggage is to be transported.

(ii) (Applicable to RJ only) The charge for the baggage so carried shall be 75 percent of the normal one-way passenger fare for the class of service used by the passenger between the points which the baggage is to be transported.

(h) THE CHARGE FOR EACH PIECE OF EXCESS OR OVERSIZED BAGGAGE WILL BE INDICATED BELOW

(1) Between points in Canada and points in Europe (Applicable to IB/LY/IX/PK only)

TO/FROM POINTS IN THE PROVINCES OF:	NEWFOUNDLAND/	QUEBEC/ONTARIO	
	PRINCE EDWARD ISLAND/ NOVA SCOTIA/ NEW BRUNSWICK		

AND POINTS IN THE COUNTRIES OF:	<u>Local</u>	<u>CAD</u>	<u>Local</u>	<u>CAD</u>
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Albania	LEK 500	111	LEK 540	119
Algeria	ALD 500	111	ALD 550	119
Austria	AUS 1140	102	AUS 1240	110
Belgium	BFR 3200	102	BFR 3500	110
Bulgaria	LEV 165	121	LEV 178	129
Czech Republic/ Slovakia	CKR 1400	121	CKR 1670	129
Denmark	DKK 625	106	DKK 675	114
Finland	FIM 365	106	FIM 395	114
France	FFR 430	102	FFR 470	110
Germany	DMK 165	102	DMK 181	110
Gibraltar	GBL 50	101	GBL 55	109
Greece	DRA 14000	111	DRA 15000	119
Hungary	FOR 4000	121	FOR 4300	129
Iceland	IKR 3900	101	IKR 4300	109
Ireland	IRL 55	91	IRL 60	99
Italy	LIT 110000	111	LIT 119000	119
Luxembourg	LFY 3200	102	LFY 3500	110
Malta	MAL 27	111	MAL 29	119
Morocco	MDH 600	101	MDH 650	109
Netherlands	DFL 200	102	DFL 230	110
Norway	NOK 600	106	NOK 650	114
Poland	ZLO 30000	121	ZLO 31000	129
Portugal (incl. Azores & Madeira)	PTE 12000	101	PTE 13000	109
Romania	LEI 432	121	LEI 465	129
Spain	PTS 9000	101	PTS 10000	109
Sweden	SEK 575	106	SEK 625	114
Switzerland	SFR 150	102	SFR 160	110
Tunisia	TUD 85	111	TUD 95	119
Turkey	TUL 200000	111	TUL 220000	119
United Kingdom	UKL 45	91	UKL 50	99
Russian Federation	ROU 55	121	ROU 70	129
Yugoslavia	USD 115	135	USD 119	140

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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13th Revised Page 122
 Cancels 12th Revised Page 122

RULE **SECTION I - GENERAL RULES**

115 **BAGGAGE (Continued)**
 (R) **FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN CANADA AND POINTS OUTSIDE THEREOF: (Continued)**
 (3) **EXCESS BAGGAGE CHARGES (Continued)**
 (h) **THE CHARGE FOR EACH PIECE OF EXCESS OF OVERSIZED BAGGAGE WILL BE INDICATED BELOW (Continued)**
 (i) **Between points in Canada and points in Europe (Applicable to [X]/LY/PK only)**

TO/FROM POINTS IN THE PROVINCES OF:	MANITOBA/ SASKATCHEWAN		ALBERTA/ BRITISH COLUMBIA/ YUKON/ NORTHWEST TERRITORIES	
	Local	CAD	Local	CAD
AND POINTS IN THE COUNTRIES OF:				
Albania	LEK 600	137	LEK 650	146
Algeria	ALD 600	137	ALD 653	146
Austria	AUS 1400	127	AUS 1530	137
Belgium	BFR 3800	127	BFR 4200	137
Bulgaria	LEV 153	146	LEV 212	155
Czech Republic/ Slovakia	CKR 1730	146	CKR 1790	155
Denmark	DKK 775	131	DKK 825	141
Finland	FIM 445	131	FIM 480	141
France	FFR 530	127	FFR 575	137
Germany	DMK 205	127	DMK 218	137
Gibraltar	GBL 65	126	GBL 70	135
Greece	DRA 17000	137	DRA 18000	146
Hungary	FOR 4800	146	FOR 5000	155
Iceland	IKR 4900	126	IKR 5300	135
Ireland	IRL 70	116	IRL 75	126
Italy	LIT 133000	137	LIT 144000	146
Luxembourg	LFM 3800	127	LFM 4200	137
Malta	MAL 32	137	MAL 35	146
Morocco	MDH 750	126	MDH 800	135
Netherlands	DFL 260	127	DFL 290	137
Norway	NOK 750	131	NOK 800	141
Poland	ZLO 34000	146	ZLO 35000	155
Portugal (incl. Azores & Madeira)	PTE 14000	126	PTE 15000	135
Romania	LEI 515	146	LEI 553	155
Spain	PTS 11000	126	PTS 12000	135
Sweden	SEK 725	131	SEK 775	141
Switzerland	SFR 170	127	SFR 180	137
Tunisia	TUD 115	137	TUD 120	146
Turkey	TUL 240000	137	TUL 260000	146
United Kingdom	UKL 60	116	UKL 65	126
Russian Federation	ROU 78	146	ROU 83	155
Yugoslavia	USD 132	155	USD 136	160

C Between points in Canada and points in Europe (Applicable to IB only)

	Local		Local	
Albania	USD 150	CAD 195	Luxembourg	EUR 150 CAD 195
Algeria	USD 150	CAD 195	Malta	EUR 150 CAD 195
Austria	USD 150	CAD 195	Morocco	USD 150 CAD 195
Belgium	EUR 150	CAD 195	Netherlands	EUR 150 CAD 195
Bulgaria	EUR 150	CAD 195	Norway	USD 150 CAD 195
Czech Rep	EUR 150	CAD 195	Poland	EUR 150 CAD 195
Slovakia	EUR 150	CAD 195	Portugal	EUR 150 CAD 195
Denmark	EUR 150	CAD 195	Romania	EUR 150 CAD 195
Finland	EUR 150	CAD 195	Spain	EUR 150 CAD 195
France	EUR 150	CAD 195	Sweden	EUR 150 CAD 195
Germany	EUR 150	CAD 195	Switzerland	USD 150 CAD 195
Gibraltar	USD 150	CAD 195	Tunisia	USD 150 CAD 195
Greece	EUR 150	CAD 195	Turkey	USD 150 CAD 195
Hungary	EUR 150	CAD 195	United Kingdom	USD 150 CAD 195
Iceland	USD 150	CAD 195	Russian Fed.	USD 150 CAD 195
Ireland	EUR 150	CAD 195	Yugoslavia	USD 150 CAD 195
Italy	EUR 150	CAD 195		

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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Airline Tariff Publishing Company, Agent
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 NO. IPG-1

2nd Revised Page 122-A
 Cancels 1st Revised Page 122-A

RULE SECTION I - GENERAL RULES

115 **BAGGAGE (Continued)**

(R) **FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN CANADA AND POINTS OUTSIDE THEREOF: (Continued)**

(3) **EXCESS BAGGAGE CHARGES (Continued)**

(h) **THE CHARGE FOR EACH PIECE OF EXCESS OF OVERSIZED BAGGAGE WILL BE INDICATED BELOW (Continued)**

(ii) **Between points in Canada and points in the Middle East (Applicable to [X]/[X]/PK only)**
 (aa):

TO/FROM POINTS IN THE PROVINCES OF:
 NEWFOUNDLAND/
 PRINCE EDWARD ISLAND/
 NOVA SCOTIA/
 NEW BRUNSWICK
 QUEBEC/ONTARIO

AND POINTS IN THE COUNTRIES OF:

	<u>Local</u>	<u>CAD</u>	<u>Local</u>	<u>CAD</u>
--	--------------	------------	--------------	------------

Bahrain	BHD 51	161	BHD 51	161
Cyprus	CYL 57	143	CYL 57	143
Egypt	EGL 270	143	EGL 270	143
Iran	IRI 9300	161	IRI 9300	161
Iraq	IRD 41	161	IRD 41	161
Jordan	JOD 44	143	JOD 44	143
Kuwait	KUD 34	161	KUD 34	161
Lebanon	USD 116	143	USD 116	143
Oman	RIO 51	161	RIO 51	161
Qatar	QRI 510	161	QRI 510	161
Saudi Arabia	ARI 510	161	ARI 510	161
Sudan	SUL 590	161	SUL 590	161

Syrian Arab Republic	SYL 2100	143	SYL 2100	143
United Arab Emirates	ADH 510	161	ADH 510	161
Yemen, Republic of	YER 1200	161	YER 1280	161

TO/FROM POINTS IN THE PROVINCES OF:
 MANITOBA/
 SASKATCHEWAN
 ALBERTA/
 BRITISH COLUMBIA/
 YUKON/
 NORTHWEST TERRITORIES

AND POINTS IN THE COUNTRIES OF:

	<u>Local</u>	<u>CAD</u>	<u>Local</u>	<u>CAD</u>
--	--------------	------------	--------------	------------

Bahrain	BHD 53	173	BHD 56	182
Cyprus	CYL 61	155	CYL 65	165
Egypt	EGL 293	155	EGL 312	165
Iran	IRI 10100	173	IRI 10500	182
Iraq	IRD 44	173	IRD 46	182
Jordan	JOD 47	155	JOD 50	165
Kuwait	KUD 38	173	KUD 40	182
Lebanon	USD 126	155	USD 134	165
Oman	RIO 53	173	RIO 56	182
Qatar	QRI 530	173	QRI 560	182
Saudi Arabia	ARI 530	173	ARI 560	182
Sudan	SUL 634	173	SUL 667	182

Syrian Arab Republic	SYL 2270	155	SYL 2420	165
United Arab Emirates	ADH 530	173	ADH 560	182
Yemen, Republic of	YER 1380	173	YER 1445	182

[NJ(bb): (Applicable to IB only)]

Cyprus	EUR 150	CAD 195		
Any other country	USD 150	CAD 195		

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: January 29, 2009

EFFECTIVE: March 15, 2009

RULE **SECTION I - GENERAL RULES**

115	<p><u>BAGGAGE</u> (Continued)</p> <p>(R) <u>FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN CANADA AND POINTS OUTSIDE THEREOF:</u> (Continued)</p> <p>(3) <u>EXCESS BAGGAGE CHARGES</u> (Continued)</p> <p style="margin-left: 20px;">(h) <u>THE CHARGE FOR EACH PIECE OF EXCESS OF OVERSIZED BAGGAGE WILL BE INDICATED BELOW</u> (Continued)</p> <p style="margin-left: 40px;">(ii) Between points in Canada and points in the Middle East (Applicable to IB/LO/+[X]/PK only) (Continued)</p> <p style="margin-left: 40px;">(bb)</p>			
C	<p>TO/FROM POINTS IN THE PROVINCES OF:</p>	<p>NEWFOUNDLAND/ PRINCE EDWARD ISLAND/ NOVA SCOTIA/ NEW BRUNSWICK</p>	<p>QUEBEC/ONTARIO</p>	
	<p>AND POINTS IN THE COUNTRIES OF:</p>	<p>USD</p>	<p>CAD</p>	<p>USD</p>
	<p>FROM MIDDLE EAST</p>	<p>FROM CANADA</p>	<p>FROM MIDDLE EAST</p>	<p>FROM CANADA</p>
	<p>Israel</p>	<p>130.00</p>	<p>195.00</p>	<p>130.00</p>
	<p>FROM MIDDLE EAST</p>	<p>195.00</p>	<p>130.00</p>	<p>195.00</p>
	<p>TO/FROM POINTS IN THE PROVINCES OF:</p>	<p>MANITOBA/ SASKATCHEWAN</p>	<p>ALBERTA/ BRITISH COLUMBIA/ YUKON/ NORTHWEST TERRITORIES</p>	
	<p>AND POINTS IN THE COUNTRIES OF:</p>	<p>USD</p>	<p>CAD</p>	<p>USD</p>
	<p>FROM MIDDLE EAST</p>	<p>FROM CANADA</p>	<p>FROM MIDDLE EAST</p>	<p>FROM CANADA</p>
	<p>Israel</p>	<p>130.00</p>	<p>220.00</p>	<p>130.00</p>
	<p>FROM MIDDLE EAST</p>	<p>220.00</p>	<p>130.00</p>	<p>220.00</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: December 1, 2005

EFFECTIVE: January 15, 2006

(Except as Noted)

Airline Tariff Publishing Company, Agent
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RULE SECTION I - GENERAL RULES

115 **BAGGAGE (Continued)**
 (R) **FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN CANADA AND POINTS OUTSIDE THEREOF: (Continued)**
 (3) **EXCESS BAGGAGE CHARGES (Continued)**
 (h) **THE CHARGE FOR EACH PIECE OF EXCESS OF OVERSIZED BAGGAGE WILL BE INDICATED BELOW (Continued)**
 (iii) **Between points in Canada and points in Africa and Asia via the Atlantic: (Continued)**

TO/FROM POINTS IN THE PROVINCES OF:	MANITOBA/SASKATCHEWAN	ALBERTA/BRITISH COLUMBIA/YUKON/NORTHWEST TERRITORIES
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AND POINTS IN THE COUNTRIES OF:	Local	CAD	Local	CAD
---------------------------------	-------	-----	-------	-----

Benin	USD 92	124	USD 112	151
Cape Verde	USD 92	124	USD 112	151
Gambia	USD 92	124	USD 112	151
Ghana	USD 92	124	USD 112	151
Guinea	USD 92	124	USD 112	151
Guinea-Bissau	USD 92	124	USD 112	151
Cote d-Ivoire	USD 92	124	USD 112	151
Liberia	USD 92	124	USD 112	151
Libyan Arab Jamahiriya	USD 92	124	USD 112	151
Mali	USD 92	124	USD 112	151
Mauritania	USD 92	124	USD 112	151
Nigeria	USD 92	124	USD 112	151
Senegal	USD 92	124	USD 112	151
Sierra Leone	USD 92	124	USD 112	151
Togo	USD 92	124	USD 112	151
South Africa	USD 130	175	USD 137	184
Namibia/ Lesotho	USD 130	175	USD 137	184
Botswana	USD 130	175	USD 137	184
Swaziland	USD 130	175	USD 137	184
Burkina Faso	USD 92	124	USD 112	151
Zimbabwe	USD 130	175	USD 137	184
Africa, other than the countries listed above	USD 117	157	USD 124	167
India	USD 140	185	USD 148	196
Afghanistan	USD 140	185	USD 148	196
Bangladesh	USD 140	185	USD 148	196
Bhutan	USD 140	185	USD 148	196
Maldives	USD 140	185	USD 148	196
Nepal	USD 140	185	USD 148	196
Pakistan (Not applicable to PK)	USD 140	185	USD 148	196
Pakistan (Applicable to PK only)	USD 140	185	USD 148	196
Sri Lanka	USD 140	185	USD 148	196
South East Asia	USD 143	189	USD 159	201
Southwest Pacific	USD 143	189	USD 152	201
Countries in Area 3 not listed above	USD 143	189	USD 152	201

(Continued on next page)
 For provisions (R)(3)(h)(iii) in effect prior to the effective date hereof, see 9th Revised Page 123.

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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INTERNATIONAL PASSENGER RULES AND FARES TARIFF
 NO. IPG-1

RULE SECTION I - GENERAL RULES

115

BAGGAGE (Continued)

- (R) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN CANADA AND POINTS OUTSIDE THEREOF: (Continued)
- (3) EXCESS BAGGAGE CHARGES (Continued)
- (h) THE CHARGE FOR EACH PIECE OF EXCESS OR OVERSIZED BAGGAGE WILL BE INDICATED BELOW (Continued)
- (iv) (Applicable to RJ only) Between points in Canada and points in Area 2 and Area 3 via the Atlantic.

TO/FROM POINTS IN THE PROVINCES OF:	LOCAL CURRENCY CODES ISO CODES	NEWFOUNDLAND/ PRINCE EDWARD ISLAND/NOVA SCOTIA/NEW BRUNSWICK		QUEBEC/ ONTARIO	
		LOCAL	CAD	LOCAL	CAD
Albania	ALL	750	140	750	140
Algeria	DZD	1095	140	1095	140
Austria	ATS	1500	140	1500	140
Belgium	BEF	4100	140	4100	140
Bulgaria	BGL	119	140	119	140
Czech Republic	CSK	3358	140	3358	140
Denmark	DKK	825	140	825	140
Finland	FIN	480	140	480	140
France	FRF	660	140	660	140
Germany	DEM	215	140	215	140
Gibraltar	GIP	60	140	60	140
Greece	GRD	19300	140	19300	140
Hungary	HUF	8000	140	8000	140
Iceland	ISK	7200	140	7200	140
Ireland	IEP	75	140	75	140
Italy	ITL	145000	140	145000	140
Luxembourg	LUF	4100	140	4100	140
Malta	MTL	48	140	48	140
Morocco	MAD	990	140	990	140
Netherlands	NLG	240	140	240	140
Norway	NOX	825	140	825	140
Poland	PLZ	100	140	100	140
Portugal (including Azores & Madeira)	PTE	17000	140	17000	140
Romania	ROL	2500	140	2500	140
Spain	ESP	12800	140	12800	140
Sweden	SEK	825	140	825	140
Switzerland	CHF	190	140	190	140
Tunisia	TND	105	140	105	140
Turkey	TRL	300000	140	300000	140
United Kingdom	GBP	60	140	60	140
Russian Federation	SUR	80	140	80	140
Yugoslavia	USD	119	140	119	140
MIDDLE EAST					
Bahrain	BHD	55	170	55	170
Cyprus	CYL	60	150	60	150
Egypt	EGL	297	150	297	150
Iran	IRI	10100	170	10100	170
Iraq	IRD	45	170	45	170
Jordan	JOD	65	150	65	150

(Continued on next page)

For Rule (R)(3)(h)(iv) shown in effect hereon, see 9th Revised Page 124.

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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RULE

SECTION I - GENERAL RULES

115

BAGGAGE (Continued)(R) **FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN CANADA AND POINTS OUTSIDE THEREOF: (Continued)**(3) **EXCESS BAGGAGE CHARGES (Continued)**(h) **THE CHARGE FOR EACH PIECE OF EXCESS OR OVERSIZED BAGGAGE WILL BE INDICATED BELOW (Continued)**(iv) (Applicable to RJ only) **Between points in Canada and points in Area 2 and Area 3 via the Atlantic. (Continued)**

TO/FROM POINTS IN THE PROVINCES OF:	LOCAL CURRENCY CODES ISO CODES	MANITOBA/ SASKATCHEWAN		ALBERTA/ BRITISH COLUMBIA/ YUKON/ N.W. TERRITORIES	
		LOCAL	CAD	LOCAL	CAD
AND POINTS IN THE COUNTRIES OF:					
Albania	ALL	900	165	900	165
Algeria	DZD	1295	165	1295	165
Austria	ATS	1800	165	1800	165
Belgium	BEF	5000	165	5000	165
Bulgaria	BGL	140	165	140	165
Czech Republic	CSK	4029	165	4029	165
Denmark	DKK	950	165	950	165
Finland	FIN	580	165	580	165
France	FRF	780	165	780	165
Germany	DEM	260	165	260	165
Gibraltar	GIP	70	165	70	165
Greece	GRD	23000	165	23000	165
Hungary	HUF	9600	165	9600	165
Iceland	ISK	8600	165	8600	165
Ireland	IEP	90	165	90	165
Italy	ITL	170000	165	170000	165
Luxembourg	LUF	5000	165	5000	165
Malta	MTL	60	165	60	165
Morocco	MAD	1150	165	1150	165
Netherlands	NLG	290	165	290	165
Norway	NOX	950	165	950	165
Poland	PLZ	120	165	120	165
Portugal (including Azores & Madeira)	PTE	20000	165	20000	165
Romania	ROL	3000	165	3000	165
Spain	ESP	14900	165	14900	165
Sweden	SEK	950	165	950	165
Switzerland	CHF	230	165	230	165
Tunisia	TND	125	165	125	165
Turkey	TRL	360000	165	360000	165
United Kingdom	GBP	70	165	70	165
Russian Federation	SUR	100	165	100	165
Yugoslavia	USD	140	165	140	165
MIDDLE EAST					
Bahrain	BHD	58	180	61	190
Cyprus	CYL	65	160	70	170
Egypt	EGL	323	160	343	170
Iran	IRI	10700	180	11300	190
Iraq	IRD	48	180	50	190
Jordan	JOD	70	160	75	170

For Rule 115 (R)(h)(iv) (continued) shown in effect hereon, see 9th Revised Page 124.

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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Airline Tariff Publishing Company, Agent
INTERNATIONAL PASSENGER RULES AND FARES TARIFF
 NO. IPG-1

Original Page 123-E

RULE

SECTION I - GENERAL RULES

115

BAGGAGE (Continued)

- (R) **FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN CANADA AND POINTS OUTSIDE THEREOF: (Continued)**
 (3) **EXCESS BAGGAGE CHARGES (Continued)**
 (h) **THE CHARGE FOR EACH PIECE OF EXCESS OF OVERSIZED BAGGAGE WILL BE INDICATED BELOW (Continued)**
 (iv) (Applicable to RJ only) (Continued)

TO/FROM POINTS IN THE PROVINCES OF:	LOCAL CURRENCY CODES ISO CODES	NEWFOUNDLAND/ PRINCE EDWARD ISLAND/NOVA SCOTIA/NEW BRUNSWICK		QUEBEC/ ONTARIO	
		LOCAL	CAD	LOCAL	CAD
AND POINTS IN THE COUNTRIES OF:					
MIDDLE EAST					
Kuwait	KUD	36	170	36	170
Lebanon	USD	127	150	127	150
Oman	RIO	56	170	56	170
Qatar	QRI	530	170	530	170
Saudi Arabia	ARI	540	170	540	170
Sudan	SUL	652	170	652	170
Syrian Arab Republic	SYL	2560	150	2560	150
United Arab Emirates	ADH	530	170	530	170
Yemen	YEM	1472	170	1472	170
AFRICA & ASIA					
Benin	USD	86	116	93	125
Burkina Faso	USD	86	116	93	125
Cape Verde	USD	86	116	93	125
Gambia	USD	86	116	93	125
Ghana	USD	86	116	93	125
Guinea	USD	86	116	93	125
Guinea-Bissau	USD	86	116	93	125
Cote D'Ivoire	USD	86	116	93	125
Liberia	USD	86	116	93	125
Libyan Arab Jamahiriya	USD	86	116	93	125
Mali	USD	86	116	93	125
Mauritania	USD	86	116	93	125
Nigeria	USD	86	116	93	125
Senegal	USD	86	116	93	125
Sierra Leone	USD	86	116	93	125
Togo	USD	86	116	93	125
South Africa	USD	121	163	121	163
Namibia/Lesotho	USD	121	163	121	163
Botswana	USD	121	163	121	163
Swaziland	USD	121	163	121	163
Zimbabwe	USD	121	163	121	163
Africa, other than the countries listed above	USD	108	145	108	145

For Rule 115 (R)(h)(iv) (continued) shown in effect hereon, see Revised Page 124-A.

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: October 5, 2007

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Airline Tariff Publishing Company, Agent
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RULE SECTION I - GENERAL RULES

115 BAGGAGE (Continued)

(R) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN CANADA AND POINTS OUTSIDE THEREOF: (Continued)
 (3) EXCESS BAGGAGE CHARGES (Continued)
 (h) THE CHARGE FOR EACH PIECE OF EXCESS OF OVERSIZED BAGGAGE WILL BE INDICATED BELOW (Continued)

TO/FROM POINTS IN THE PROVINCES OF:	LOCAL CURRENCY CODES ISO CODES	NEWFOUNDLAND/ PRINCE EDWARD- ISLAND/NOVA- SCOTIA/NEW- BRUNSWICK	QUEBEC/ ONTARIO
-------------------------------------	--------------------------------	---	-----------------

AND POINTS IN THE COUNTRIES OF:

	LOCAL	CAD	LOCAL	CAD
--	-------	-----	-------	-----

India	USD	131	173	131	173
Afghanistan	USD	131	173	131	173
Bangladesh	USD	131	173	131	173
Bhutan	USD	131	173	131	173
Maldives	USD	131	173	131	173
Nepal	USD	131	173	131	173

Pakistan	USD	131	173	131	173
Sri Lanka	USD	131	173	131	173
South East Asia	USD	135	178	135	178
Southwest Pacific Countries in Area 3 not listed above	USD	135	178	135	178

TO/FROM POINTS IN THE PROVINCES OF:	LOCAL CURRENCY CODES ISO CODES	MANITOBA/ SASKATCHEWAN	ALBERTA/ BRITISH COLUMBIA/ YUKON/ N.W. TERRITORIES
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AND POINTS IN THE COUNTRIES OF:

	LOCAL	CAD	LOCAL	CAD
--	-------	-----	-------	-----

MIDDLE EAST

Kuwait	KUD	40	180	42	190
Lebanon	USD	136	160	145	170
Oman	RIO	59	180	62	190
Qatar	QRI	565	180	590	190
Saudi Arabia	ARI	570	180	605	190
Sudan	SUL	690	180	729	190

Syrian Arab Republic	SYL	2730	160	2900	170
United Arab Emirates	ADH	565	180	590	190
Yemen	YEM	1587	180	1662	190

For Rule 115 (R)(3)(h) shown in effect hereon, see 5th Revised Page 124-A.

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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NO. IPG-1

Original Page 123-G

RULE

SECTION I - GENERAL RULES

115

BAGGAGE (Continued)(R) **FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN CANADA AND POINTS OUTSIDE THEREOF:** (Continued)(3) **EXCESS BAGGAGE CHARGES** (Continued)(h) **THE CHARGE FOR EACH PIECE OF EXCESS OF OVERSIZED BAGGAGE WILL BE INDICATED BELOW** (Continued)(iv) (Applicable to RJ only) **Between points in Canada and points in Area 2 and Area 3 via the Atlantic.** (Continued)

TO/FROM POINTS IN THE PROVINCES OF:	LOCAL CURRENCY CODES ISO CODES	MANITOBA/SASKATCHEWAN	ALBERTA/BRITISH COLUMBIA/YUKON/N.W. TERRITORIES
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AND POINTS IN THE COUNTRIES OF:

		LOCAL	CAD	LOCAL	CAD
AFRICA & ASIA					
Benin	USD	92	124	112	151
Burkina Faso	USD	92	124	112	151
Cape Verde	USD	92	124	112	151
Gambia	USD	92	124	112	151
Ghana	USD	92	124	112	151
Guinea	USD	92	124	112	151
Guinea-Bissau	USD	92	124	112	151
Cote D'Ivoire	USD	92	124	112	151
Liberia	USD	92	124	112	151
Libyan Arab Jamahiriya	USD	92	124	112	151
Mali	USD	92	124	112	151
Mauritania	USD	92	124	112	151
Nigeria	USD	92	124	112	151
Senegal	USD	92	124	112	151
Sierra Leone	USD	92	124	112	151
Togo	USD	92	124	112	151
South Africa	USD	130	175	137	184
Namibia/Lesotho	USD	130	175	137	184
Botswana	USD	130	175	137	184
Swaziland	USD	130	175	137	184
Zimbabwe	USD	130	175	137	184
Africa, other than the countries listed above	USD	117	157	124	167
India	USD	140	185	148	196
Afghanistan	USD	140	185	148	196
Bangladesh	USD	140	185	148	196
Bhutan	USD	140	185	148	196
Maldives	USD	140	185	148	196
Nepal	USD	140	185	148	196
Pakistan	USD	140	185	148	196
Sri Lanka	USD	140	185	148	196
South East Asia	USD	143	189	159	201
Southwest Pacific Countries in Area 3 not listed above	USD	143	189	152	201

For Rule 115 (R)(3)(h)(iv) shown in effect hereon, see 5th Revised Page 124-A.

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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RULE

SECTION I - GENERAL RULES

115

BAGGAGE (Continued)

(R) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN CANADA AND POINTS OUTSIDE THEREOF: (Continued)

(3) EXCESS BAGGAGE CHARGES (Continued)

(h) THE CHARGE FOR EACH PIECE OF EXCESS OF OVERSIZED BAGGAGE WILL BE INDICATED BELOW (Continued)

(v) Via LY only:

(aa) For first and business class service, the charge for each piece of excess of oversize baggage will be as indicated below.

(i) To/from points in Newfoundland/Prince Edward Island/Nova Scotia/New Brunswick/Quebec/Ontario

AND POINTS IN THE COUNTRIES OF:	USD	CAD
--	-----	-----

Middle East Israel	130.00	195.00
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(ii) TO/FROM POINTS IN THE PROVINCES OF: ALBERTA/ BRITISH COLUMBIA/ MANITOBA/ NORTHWEST TERRITORIES/ SASKATCHEWAN/YUKON

AND POINTS IN THE COUNTRIES OF:	USD	CAD
--	-----	-----

Middle East Israel	130.00	220.00
-----------------------	--------	--------

(bb) For Economy Class service, the charge for each piece of excess of oversize baggage weighing between 23 and 32 kgs will be USD 25 for the points indicated below. The charge for each piece of excess or oversize baggage weighing over 32 kgs will be indicated below.

(i) TO/FROM POINTS IN THE PROVINCES OF: NEWFOUNDLAND/ PRINCE EDWARD ISLAND/ NOVA SCOTIA/ NEW BRUNSWICK QUEBEC/ONTARIO

AND POINTS IN THE COUNTRIES OF:	USD	CAD
--	-----	-----

	FROM Middle East	FROM Canada
--	------------------------	----------------

Israel	130.00	195.00
--------	--------	--------

(ii) TO/FROM POINTS IN THE PROVINCES OF: ALBERTA/ BRITISH COLUMBIA/ MANITOBA/ NORTHWEST TERRITORIES/ SASKATCHEWAN/YUKON

AND POINTS IN THE COUNTRIES OF:	USD	CAD
--	-----	-----

	FROM Middle East	FROM Canada
--	------------------------	----------------

Israel	130.00	220.00
--------	--------	--------

For Rule 115 (R)(3)(h)(v) shown in effect hereon, see 7th Revised Page 124-B.

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: October 5, 2007

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RULE

SECTION I - GENERAL RULES

115

BAGGAGE (Continued)

C

IN)(S) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN THE USA AND POINTS IN AREA 2 Effective October 28, 2007 (Applicable to OA only)

Subject to the provisions of paragraphs (E)(3), (E)(4), (E)(5), and (E)(8) of this rule, the free baggage allowance and excess baggage charges will be:

(1) Free Baggage Allowance For Passengers Other Than Children(a) Business Class Service

Two (2) pieces of baggage of which the sum of the greatest outside linear dimensions of each bag does not exceed 62 inches (158 cm) and provided the weight of each bag does not exceed 70 lbs (32 kgs) and

(b) One (1) additional piece of baggage the sum of three dimensions of which does not exceed 45 inches (115 cm) provided such bag can be stowed in the underseat space or overhead bin and weight does not exceed 17 lbs (8 kgs) and it is carried on board by the passenger.(2) In addition passengers may also carry-on one personal item per passenger as long as it:(a) Weighs less than 17 lbs (8 kgs)(b) Does not exceed 45 in (115 cm) when you total length plus width plus height size(c) Wheels and handles included must not exceed 22 in x 14 in x 9 in (56 cm x36 cm x23 cm)(d) Fits in an over head bin or underneath the seat.(3) Example of personal items are the following:

Male or female purse

Business briefcase

Laptop computer (All laptops must be carried onboard and cannot be checked)

Camera

Diaper bag

Items of similar or smaller size to the above, such as Personal Electronic Devices etc..

(4) Economy Class Service(a) Two (2) pieces of checked baggage provided the sum of the three outside dimensions shall not exceed 62 inches (158 cm) for each piece and the maximum weight of each piece shall not be more than 50 lbs (23 kgs) and(b) One (1) additional piece of baggage the sum of the three outside dimensions of which does not exceed 45 inches (115 cms) and weight does not exceed 17 lbs (8 kgs) provided such baggage can be stowed in the underseat space or overhead bin and it is carried onboard by the passenger.(c) In addition passengers may also carry-on one personal item per passenger as long as it: weighs less than 17 lbs (8 kgs) does not exceed 45 in (115 cm) when you total length plus width plus height size wheels and handles included must not exceed 22 in x 14 in x 9 in (56cm x36cm x23cm)(5) Example of personal items are the following:

Male or female purse

Business briefcase

Laptop computer (All laptops must be carried onboard and cannot be checked)

Camera

Diaper bag

Items of similar or smaller size to the above, such as Personal Electronic Devices etc..

(6) Other Special Pieces of Baggage

In lieu of the pieces of baggage provided for above, any article listed below regardless of the actual dimensions will be considered to be a piece of baggage whose outside linear dimensions are 53 inches (135 cms)

one (1) sleeping bag or bedroll

one rucksack/knapsack/backpack

one pair of snow skis with one pair of ski boots and one pair of ski poles

one golf club bag containing golf clubs and one pair of golf shoes

one duffel-type bag or B-4 type bag

suitably packed fishing equipment consisting of not more than two rods, one reel, one

landing net, one pair of fishing boots and one fishing tackle box

-any portable musical instrument not exceeding 39 inches in length will be considered one

piece of baggage at 39 inches (100 cms).

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 the chart below.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: October 5, 2007

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 NO. IPG-1

10th Revised Page 124
 Cancels 9th Revised Page 124

RULE SECTION I - GENERAL RULES

115 BAGGAGE (Continued)

- C INJ(S) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN THE USA AND POINTS IN AREA 2 (Applicable to OA) (Continued)**
- (7) Free Baggage Allowance for Children
 - (a) Children carried free of charge will be granted no free baggage allowance
 - (b) Children paying 10 percent of adult fare will be allowed one piece of checked baggage whose sum of the three dimensions does not exceed 45 inches (115 cms), plus one (1) checked fully collapsible stroller or push-chair
 - (c) Children paying 50 percent or more of the adult fare will be granted free baggage allowance on the same basis as a passenger paying the adult fare.
 - (8) Excess Baggage Charges
 OA will not accept for transportation as accompanied baggage any piece of baggage whose sum of the three dimensions exceeds 80 inches or is over 70 lbs (35 Kgs) in weight. Such baggage may be shipped as air cargo provided necessary advance arrangements are made with the carrier. This limitation provision will not apply to the special pieces of baggage mentioned in the paragraphs above
 - (9) Baggage in excess of that provided above will be accepted only upon payment of the charges listed below in the following manner:

BUSINESS CLASS			
Type of excess	Restriction	Excess Fee Per Bag To Greece	Area 2 (except Greece)
Overweight	Per Bag is Between 71 lbs	USD 100.00	USD 100.00
	Over 100 lbs	Not permitted	Not Permitted
Oversized	62-80 inches (length plus width plus height)	USD 100.00	USD 130.00
	Over 80 inches (length plus width plus height)	Not Permitted	Not permitted
Extra Baggage	Per Bag (also includes pets)	USD 100.00	USD 130.00

ECONOMY CLASS			
Type of excess	Restriction	Excess Fee Per Bag To Greece	Area 2 (except Greece)
Overweight	Per Bag is Between 51-70 lbs	USD 50.00	USD 50.00
	Between 71-100 lbs	USD 100.00	USD 100.00
	Over 100 LBS	Not permitted	Not Permitted
Oversized	Between 62-80 inches (length plus width plus height)	USD 100.00	USD 130.00
	Over 80 inches (length plus width plus height)	Not Permitted	Not permitted
Extra Baggage	Per Bag	USD 100.00	USD 130.00

NOTE: Accompanied pets are charged as an extra bag

(Continued on next page)

For Rule 115 (R)(3)(h)(iv) previously published on 9th Revised page 124, see Original Pages 123-C and 123-D.

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: October 5, 2007

EFFECTIVE: November 19, 2007

RULE

SECTION I - GENERAL RULES

115

BAGGAGE (Continued)

C

[N](T) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN CANADA AND POINTS IN AREA 2 (Applicable to OA only)

Subject to the provisions of paragraphs (E)(3), (E)(4), (E)(5), and (E)(8) of this rule, the free baggage allowance and excess baggage charges will be:

- (1) Free Baggage Allowance For Passengers Other Than Children
 - (a) Business Class Service
 Two (2) pieces of baggage of which the sum of the greatest outside linear dimensions of each bag does not exceed 62 inches (158 cm) and provided the weight of each bag does not exceed 70 lbs (32 Kgs) and
 - (b) One (1) additional piece of baggage the sum of the three dimensions of which does not exceed 45 inches (115 cm) provided such bag can be stowed in the underseat space or overhead bin and the weight does not exceed 17 lbs (8 Kgs) and it is carried on board by the passenger.
- (2) In addition passengers may also carry-on one personal item per passenger as long as it:
 - (a) weighs less than 17 lbs (8 Kgs)
 - (b) does not exceed 45 in (115 cm) when you total length plus width plus height size,
 - (c) wheels and handles included must not exceed 22 in x 14 in x 9 in (56 cm x36 cm x23 cm)
 - (d) fits in an over head bin or underneath the seat.
- (3) Example of personal items are the following:
 Male or female purse
 Business briefcase
 Laptop computer (All laptops must be carried onboard and cannot be checked)
 Camera
 Diaper bag
 Items of similar or smaller size to the above, such as Personal Electronic Devices etc..
- (4) Economy Class Service
 - (a) Two (2) pieces of checked baggage provided the sum of the three outside dimensions shall not exceed 62 inches (158 cm) for each piece and the maximum weight of each piece shall not be more than 50 lbs (23 Kgs) and
 - (b) One (1) additional piece of baggage the sum of the three outside dimensions of which does not exceed 45 inches (115 cms) and weight does not exceed 17 lbs (8 Kgs) provided such baggage can be stowed in the underseat space or overhead bin and it is carried onboard by the passenger.
 - (c) In addition passengers may also carry-on one personal item per passenger as long as it: weighs less than 17 lbs (8 Kgs) does not exceed 45 in (115 cm) when you total length plus width plus height size, wheels and handles included must not exceed 22 in x 14 in x 9 in (56 cm x36 cm x23 cm)
- (5) Example of personal items are the following:
 Male or female purse
 Business briefcase
 Laptop computer (All laptops must be carried onboard and cannot be checked)
 Camera
 Diaper bag
 Items of similar or smaller size to the above, such as Personal Electronic Devices etc.

For provision Rule (R)(h)(iv)(continued) previously published on 5th Revised Page 124-A, see Original Page 123-D, 123-E, 123-F and 123-G.

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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 NO. IPG-1

8th Revised Page 124-B
 Cancels 7th Revised Page 124-B

RULE SECTION I - GENERAL RULES

115
 C

BAGGAGE (Continued)
 (INJ(T))

FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN CANADA AND POINTS IN AREA 2 (Applicable to OA only) (Continued)

(6) Other Special Pieces of Baggage

In lieu of the pieces of baggage provided for above, any article listed below regardless of the actual dimensions will be considered to be a piece of baggage whose outside linear dimensions are 53 inches (135 cms)

- one (1) sleeping bag or bedroll
- one rucksack/knapsack/backpack
- one pair of snow skis with one pair of ski boots and one pair of ski poles
- one golf club bag containing golf clubs and one pair of golf shoes
- one duffel-type bag or B-4 type bag
- suitably packed fishing equipment consisting of not more than two rods, one reel, one landing net, one pair of fishing boots and one fishing tackle box
- any portable musical instrument not exceeding 39 inches in length will be considered one piece of baggage at 39 inches (100 cms).

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 the chart below.

(7) 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 adult fare will be allowed one piece of checked baggage whose sum of the three dimensions does not exceed 45 inches (115 cms), plus one (1) checked fully collapsible stroller or push-chair
- (c) Children paying 50 percent or more of the adult fare will be granted free baggage allowance on the same basis as a passenger paying the adult fare.

(8) Excess Baggage Charges

OA will not accept for transportation as accompanied baggage any piece whose sum of the three dimensions exceeds 80 inches or is over 70 lbs (35 kgs) in weight. Such baggage may only be shipped as air cargo provided necessary advance arrangements are made with the carrier. This limitation provision will not apply to the special pieces of baggage mentioned in the paragraphs above.

(9) Baggage in excess of that provided above will be accepted only upon payment of the charges listed below in the following manner:

BUSINESS CLASS

Type of excess	Restriction	Excess Fee To Greece	Per Bag To Europe/Middle East	To KWI/DXB/JNB
Overweight	71-88 LBS (32-40 KGS)	CAD 100.00	CAD 100.00	CAD 100.00
	Over 88 LBS (40 KGS)		Not Permitted	
Extra Bag	Per Bag	CAD 175.00	CAD 190.00	CAD 200.00

ECONOMY CLASS

Type of excess	Restriction	Excess Fee To Greece	Per Bag To Europe/Middle East	To KWI/DXB/JNB
Overweight	50-70 LBS (23-32 KGS)	CAD 50.00	CAD 50.00	CAD 50.00
	Over 71 LBS (32 KGS)		Not Permitted	
Extra Bag	Per Bag	CAD 175.00	CAD 190.00	CAD 200.00

For provision Rule (R) (3)(h)(v) previously published on 7th Revised Page 124-B, see Original Page 123-H.

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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Airline Tariff Publishing Company, Agent
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NO. IPG-1

4th Revised Page 125-0
 Cancels 3rd Revised Page 125-0

RULE	SECTION I - GENERAL RULES
130	<p>FARES (Not applicable to LY/OS)</p> <p>(A) GENERAL Fares apply only for carriage from airport at the point of origin to the airport at point of destination and do not include ground transfer service between airports or between airports and city centers except where Rule 30 specifically provides that such ground transfer service will be furnished without additional charge. NOTE: The fare paid shall only be applicable when international travel commences in the country of the point of origin shown on the ticket, i.e. If international travel actually commences outside the country of the ticketed point of origin, the fare must be reassessed from the point where international travel actually began. For Example: If a ticket is purchased at the IC/Euro fare for travel Athens-London-Montreal and the passenger actually commences travel in London instead of Athens, the fare must be reassessed at the London-Montreal GBP London level.</p> <p>(B) APPLICABLE FARES</p> <p>(1) Except as provided in (C)(1) below, where a fare is published via the desired routing from point of origin to point of destination, such fare is applicable over such route notwithstanding that it is higher or lower than the combination of intermediate fares via the same routing. For the purpose of this rule, a published fare includes a fare obtained by combining a published arbitrary and a published international fare. Where no through one-factor fare is published from point of origin to point of destination via the route of movement for the class of service and the type of aircraft used, the applicable fare for such transportation shall be constructed as provided below: <u>One Class of Service</u> Where the journey from point of origin to point of destination is in one class of service, the applicable fare shall be the lowest combination of fares via the route of movement applicable to the transportation used but in no event shall such constructed fare exceed the through one-factor fare applicable to or from a more distant point via the same routing.</p> <p>(2) Except as provided in subparagraph (B)(1) above, fare construction must be via the actual itinerary of the passenger. The addition of points not on the passenger's itinerary shall not be permitted. This does not preclude fare construction with add-on amounts within a fare component.</p> <p>(3) All published fares governed by this tariff and all fares constructed in accordance with this tariff are applicable only when in compliance with the provisions governing travel via a higher-rated intermediate point (paragraph (C)(3)). Mileage routings (see Maximum Permitted Mileage Tariff No. MPM-1, C.A.B. No. 424, NTA(A) No. 239) may be applied to any published or constructed fare; however, if a diagrammatic or linear routing is specified in connection with a fare, such routing must be observed for that portion of the transportation covered by that fare.</p> <p>(C) CONSTRUCTION OF FARES</p> <p>(1) Combining Domestic U.S. Fares with International Fares</p> <p>(a) Domestic U.S. Normal Fares A normal fare applicable within the U.S.A. may be combined end on end with an international fare to construct a through fare, which is less than the published international through fare from point of origin to point of destination, provided travel is via the fare construction points.</p> <p>(b) Domestic U.S. Special Fares</p> <p>(i) A special fare applicable within the U.S.A. may be combined with an international fare to construct a through fare, which is less than the published fare from point of origin to point of destination, provided that the passenger complies with all conditions (e.g., period of validity, minimum/maximum stay, advance purchase requirements, group size, etc.) of the special fare. EXCEPTION: Any Minimum Tour Price required by the special fare within the U.S.A. will not be applicable when the fare is combined with an international Inclusive Tour fare having a Minimum Tour Price of the same or a higher amount.</p> <p>(ii) Passengers travelling under a fare constructed in (i) above may be routed via any gateway city regardless of the fare construction point(s).</p> <p>(2) Combining Arbitraries With International Fares When a through fare is not published via a desired routing between point in Canada or the U.S.A. and a point in Area 2 or 3, the fare for such transportation will be constructed by combining the carrier's published arbitrary and published international fare for the fare class applicable to the transportation. Passenger may be routed via any gateway city regardless of the fare construction point(s).</p> <p>(3) Travel Via a Higher-Rated Intermediate Point</p> <p>(a) Normal Fares</p> <p>(i) A through normal fare between origin and destination must not be lower than:</p> <p>(aa) the normal fare between the point of origin and any intermediate ticketed point along the routing.</p> <p>(bb) the normal fare between the destination and any intermediate ticketed point along the routing.</p> <p>(cc) the normal fare between any two ticketed intermediate points along the routing.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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RULE	SECTION I - GENERAL RULES
130	<p>FARES (Continued)</p> <p>(C) CONSTRUCTION OF FARES (Continued)</p> <p>(3) Travel Via A Higher-Rated Intermediate Point (Continued)</p> <p>(a) Normal Fares (Continued)</p> <p>(ii) When the direct normal fare for segment of an itinerary is lower than an intermediate point normal fare, the direct normal fare must be raised to the highest of any such intermediate point normal fares.</p> <p>(iii) When the total of Ticketed Point Miles for an itinerary exceeds the MPM, the normal fare must be surcharged in accordance with the procedures for Excess Mileage Surcharges. If the routing passes through a higher intermediate ticketed point, the appropriate fare to be surcharged is normal fare between the origin and destination of that segment which has been raised to the level of the higher intermediate ticketed point normal fare.</p> <p>EXCEPTION: Except that for journeys commencing in Israel, HIF shall be checked for all ticketed points from Israel.</p> <p>(iv) All conditions of the normal fare between origin and destination apply.</p> <p>(v) When tickets are issued in the country of commencement of travel (SITL/SOTI), a higher intermediate fare is deemed to be applicable only in the case of intermediate ticketed points at which a stopover is made.</p> <p>(vi) For the purposes of sub-paragraph (v) above, the following geographical areas are considered one country:</p> <p>(aa) Denmark, Norway and Sweden; and</p> <p>(bb) Canada and U.S.A.</p> <p>(vii) EC Member States, Norway and Sweden shall be considered as one country provided:</p> <p>(aa) Travel is wholly within Europe sub-area and is between EC Member States, Norway and Sweden;</p> <p>(bb) All fare construction points are in EC Member States, Norway and Sweden; and</p> <p>(cc) Travel commences in the country of the point of origin shown on the ticket.</p> <p>(viii) When tickets are issued in the country of commencement of travel (SITL/SOTI), in West Africa, higher intermediate points in such fare component must be checked at all ticketed points in West Africa except when travel is via Angola, Nigeria and/or Zaire, in which case, the higher intermediate points must be checked only if a stopover is made at such point.</p> <p>EXCEPTION 1: Except that for journeys commencing in Israel, HIF shall be checked for all ticketed points from Israel.</p> <p>EXCEPTION 2: (Applicable via RJ) Except that for journeys commencing in India and Pakistan for travel to the U.S.A. and Canada, higher rated intermediate point in the Middle East and Europe may be ignored when a stopover is made at such higher rated intermediate points.</p> <p>EXCEPTION 3: (Applicable via GF/CY) except that for journeys commencing in India and Pakistan for travel to the U.S.A. and Canada, higher rated intermediate points in the Middle East may be ignored when a stopover is made at such higher rated intermediate points.</p> <p>(ix) 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:</p> <p>(aa) First class fare is compared with first class fare; if no first class fare, compare with intermediate class fare (or next lower class fare).</p> <p>(bb) Intermediate class fare is compared with intermediate class fare; if no intermediate class fare, compare with the highest economy class fare.</p> <p>(cc) Economy class fare is compared with economy class fare.</p> <p>(x) Fare in the direction of travel are used when comparing normal fare. However, for the last fare component into the country of origin, the fare applicable to such fare component from the country of origin must be used for round trip, circle trip or open jaw travel terminating in the country of origin.</p> <p>(xi) Higher-Rated Intermediate point Rule Programming does not apply on Diagnostic Routing Fares.</p> <p>(b) Special Fares</p> <p>(i) If there is no higher fare between:</p> <p>(aa) Point of origin and any intermediate ticketed point; or</p> <p>(bb) Destination point and any intermediate ticketed point then the normal fare between origin and destination, the special fare (surcharged, if necessary) between origin and destination applies.</p> <p>(ii) If there is a higher normal fare between:</p> <p>(aa) Point of origin and any intermediate ticketed point; or</p> <p>(bb) Destination point and any intermediate ticketed point then the normal fare between origin and destination, the special fare must be raised to the level of such higher normal fare (surcharged if necessary), unless</p> <p>(cc) The same or lower special fare of the same type exists between such points, in which case the special fare (surcharged, if necessary) between origin and destination applies; or</p> <p>(dd) A higher special fare of the same type exists between such points, in which case such higher special fare (surcharged, if necessary) applies.</p>

(Continued on next page)

NOTE: Issued in lieu of the 17th, 16th and 15th Revised Pages 126 in NTA(A) No. 324 all rejected by the NTA(A) cancels 14th Revised Page.

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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 NO. IPG-1

5th Revised Page 127
 Cancels 4th Revised Page 127

RULE	SECTION I - GENERAL RULES
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C130	<p>+<u>(C)FARES</u> (Continued)</p> <p>(C) <u>CONSTRUCTION OF FARES</u> (Continued)</p> <p>(3) <u>Travel Via a Higher-Rated Intermediate Point</u> (Continued)</p> <p>(b) <u>Special Fares</u> (Continued)</p> <p>(iii) In defining a "fare of the same type", the comparison is limited to the class of service and the following:</p> <p>(aa) (1) Late booking fare or (2) APEX fares or (3) PEX fares or (4) Excursion fares</p> <p>(bb) (1) Group Inclusive Tour fares or (2) Individual Inclusive Tour fares or (3) Excursion Fare</p> <p>(cc) (1) Group fares or (2) Excursion fares</p> <p>(iv) If, from the origin ticketed point to any intermediate ticketed point, there is no special fare of the same type as the through special fare, the fare must not be less than the lowest of any higher type of special fare or normal fare (in the absence of a special fare) in the same class of service.</p> <p>(v) Ticket validity and minimum stay requirement need not be the same.</p> <p>(vi) In case there is more than one special fare of the same type for comparison on any given sector, the fare with conditions most similar to those of the special fare between the terminal ticketed points are used for comparison.</p> <p>(vii) When tickets are issued in country of commencement of travel, a higher intermediate fare is deemed to be applicable only in the case of intermediate ticketed points at which a stopover is made.</p> <p>(viii) For the purposes of sub-paragraph (vii) above, the following geographical areas are considered one country:</p> <p>(aa) Denmark, Norway and Sweden. (bb) Canada and U.S.A.</p> <p>(ix) When tickets are issued in country of commencement of travel (SITL/SOTI) in West Africa, higher intermediate points in each fare component must be checked at all ticketed points in West Africa except when travel is via Angola, Nigeria and/or Zaire, in which case, the higher intermediate points must be checked only if a stopover is made at such point.</p> <p>(x) All conditions of the special fare between origin and destination apply.</p> <p>(xi) <u>One-Way Backhaul</u> When a passenger purchases a one way ticket for transportation via a higher rated intermediate stopover point, the fare for such transportation will be constructed by calculating the round trip fare for transportation from the point of origin to the higher rated stopover intermediate point and subtracting the one way fare for direct (not involving a higher rated intermediate point) transportation between the point of origin and destination.</p> <p>(4) <u>Round Trip Fares</u></p> <p>(a) Unless otherwise specified, the fare for a round trip journey shall be twice the through fare one way fare applicable to the outbound journey.</p> <p>(b) Round trip fares which by their own terms are combinable may be used with other fares on the basis of half the round trip fare instead of the one way fare.</p> <p>(5) <u>Circle Trip Fares</u></p> <p>(a) The fare for a circle trip shall be the lowest combination of half round trip fares in the direction of travel along respective sections involved in the trip, beginning the calculation from the point of origin of the trip, provided that for the fare component into the country of origin, the fare applicable to such component from the country of origin shall be used.</p> <p>(b) For the purpose of the foregoing:</p> <p>(i) Denmark, Norway and Sweden shall be considered as one country. (ii) Canada and the U.S.A. shall be considered as one country.</p> <p>(c) The fare for a circle trip shall not be less than the highest direct normal or special round trip fare, as appropriate, applicable to the lowest class of service used from the point of origin to any stopover point on the route of travel, including any separately assessed side trips.</p>
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† - Effective July 5, 1989 and issued on not less than one (1) day's notice under Special Permission No. 91757 of the NTA(A).

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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CORRECTION NO.

RULE

SECTION I - GENERAL RULES

C130

+ [C] FARES (Continued)

(C) CONSTRUCTION OF FARES (Continued)

(6) Open Jaw Trip Fares

When a ticket is purchased prior to commencement of carriage for an open-jaw trip, the fare for such open jaw trip will be constructed as follows:

- (a) When the point of departure and final destination are the same, the sum of 50 percent of the applicable round trip fare from the point of departure to each outer point of the open jaw and;
- (b) Where the points of departure and final destination are not the same, the sum of 50 percent of the applicable round trip fare from the point of departure to the outer point of the outward section plus 50 percent of the round trip fare from the point of destination to the outer point of the inbound section.

(7) Fares For Other Than Round Or Circle Trips

(a) These rules apply as follows:

- (i) normal one way fares;
- (ii) special one way fares;
- (iii) one way fares based on a percentage of normal one way fares;
- (iv) half round trip normal fares as permitted in paragraph (c) below.

(b) (Applicable to SITI/SOTI/SITO/SOTO transaction only)

- (i) Fares shall be applicable in the direction of travel except, when more than one fare component is involved, for any fare component which terminates in the country of origin, the fare applicable to such fare component from the country of origin shall be used.
- (ii) When one way fares are used and travel is via the country of origin, the fare for the component via the country of origin shall not be less than the highest international fare from any ticketed point in the country of origin in the fare component to any other ticketed point in such fare component. This rule applies whether or not a stopover is made at the point(s) in the country of origin.
- (iii) When a single open jaw journey comprises not more than two international fare components and has a surface break in one country, either at destination or origin, and where a double open jaw comprises, and has a surface break both in the country of destination and in the country of origin, half round trip normal fares shall be used for each fare component. For travel originating in Canada or the U.S.A., the surface break may be permitted between countries in the Europe sub-area, provided travel in both directions is via the Atlantic.
- (iv) In the case of a single open jaw trip where the outward point of departure and the inward point of arrival are not the same, and where a common ticketed point(s) in the country of origin is used in both the outbound and inbound journeys, the fare for the entire journey must not be less than the round or circle trip fare, as applicable, from such common point(s).
- (v) In the case of a single open jaw trip where the outward point of arrival and the inward point of departure are not the same and where a common ticketed point(s) in the country of turnaround is used in both the inbound and outbound journeys, the fare for the entire journey must not be less than the round or circle trip fare, as applicable to such common point(s).

(c) (Applicable to SOTI/SITO/SOTO transaction only) The following additional rules will apply: (See NOTE)

(i) Normal Fares

(aa) Only one fare component

The fare to be charged shall not be less than the highest direct normal one-way fare applicable in either direction for the class of service used between any ticketed points within the fare component.

(bb) More than one fare component (one way fares)

- (1) The fare to be charged shall not be less than the highest direct normal one way fare applicable to either direction for the lowest class of service used between any ticketed points within each fare component, and
- (2) The total fare for the journey shall not be less than the highest direct normal one way fare applicable in either direction for the lowest class of service used between the ticketed points on the journey.

NOTE: The provisions of this paragraph are shown for informational purposes only and do not constitute a part of C.A.B. No. 530 NTA(A) No. 324. (Continued on next page)

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53110

RULE

SECTION I - GENERAL RULES

130

FARES (Continued)

(D) MILEAGE SYSTEM

The maximum permitted mileage (MPM) published in connection with a fare governs the maximum distance a passenger is allowed to travel en route between two particular points at the direct through one way or half round trip fare. In order to determine whether a desired routing between two points is permissible at the through one way or half round trip fare, the following steps should be taken.

- (a) Determine the applicable MPM between the terminal points of the fare.
- (b) Add up the ticketed point mileages (TPM) between the cities on the itinerary, including all intermediate ticketed points. Intermediate points of through flights are not taken into account when computing mileages. The ticketed point mileages to be used to determine the actual mileage for the itinerary are those published in the International Air Transport Association Ticketed Point Mileage Manual.

NOTE: "Ticketed Points" are shown in the "good for passage" section of a passenger ticket. Two flight numbers or two carriers (such as an interchange flight) are not permitted on the flight coupon.

If on a through fare, a portion of the journey is to be travelled by means of surface transportation, the direct or lowest combination of currently published ticketed point mileages is to be used, whether or not air services exist over such sectors unless noted in Permissible Surface Transportation exception cities (3)(f) above.

- (c) Compare the total TPM's to the applicable MPM permitted at the direct fare between the two points. If the total TPM's are equal to or less than the MPM, the itinerary is allowed at the published direct fare.
- (d) If the total TPM's for a fare component exceed the MPM published in connection with a fare, a surcharge becomes necessary. Where the sum of the ticketed point mileages for the routing option is greater than the maximum permitted mileage, the direct route fare shall be surcharged in accordance with the following formula:

DIVIDE THE SUM OF THE TICKETED POINT MILEAGES BY THE MAXIMUM PERMITTED MILEAGE. IF THE RESULT IS:	THEN THE FARE SHALL BE SURCHARGED BY:
Over 1.00 but less than or equal to 1.05	5 percent
Over 1.05 but less than or equal to 1.10	10 percent
Over 1.10 but less than or equal to 1.15	15 percent
Over 1.15 but less than or equal to 1.20	20 percent
Over 1.20 but less than or equal to 1.25	25 percent

- (e) If the sum total of TPM's exceeds the adjusted MPM shown at 25 percent in the Excess Mileage Percentage Table, the applicable fare will be the combination of two or more fares along the desired routing which produces the lowest fare.

(Continued on next page)

For provisions Rule 130 (D) (a) thru (e) in effect prior to the effective date hereof, see 8th Revised Page 130.

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: June 22, 2011

EFFECTIVE: August 6, 2011

RULE SECTION I - GENERAL RULES

130 FARES (Continued)

(D) MILEAGE SYSTEM (Continued)

(F) Extra Mileage allowances are permitted in certain markets in addition to the published MPM's; however, only one extra mileage allowance is permitted in connection with a one way or half round trip fare component. Extra mileage allowances apply only in connection with the through fares between the points or areas specified, and apply only when shown on the ticket as ticketed points. The extra mileage allowance is deducted from the sum total of the TPM's before making the comparison between this total and the applicable MPM's.

Applicable between Areas 1 and 2 via the Atlantic

BETWEEN	AND	VIA	TPM DEDUCTION
NL/BE/DE/LT	USA	Europe	750 (See Note)
LPA/TCI/ACE	USA	Europe	265 (See Note)
UK/IE/DK/SE/EE/LV/PT	USA	Europe	750 (See Note)
AT/IE/UK/DE/FR/CH/CZ/ BE/NL/DK/SE/FI/HU/PL/ LT/LV/EE	MX	MAD	550 (See Note)
IE/PT/SE/FI/EE/LV	MX	LON	550 (See Note)
AREA 02	PR/Virg.	MIA	1000 (See Note)
	Isls		
AREA 02	YYC/YVR	DFW	1200 (See Note)
Canada	Area 2/3	USA	1200 (See Note)
USA	Portugal	Europe	700 (See Note)
Connecticut/	AT/IE/ UK/DE	CHI	1000 (See Note)
District of Columbia/	FR/CH/CZ/	and/or BOS	
Delaware/	BE/NL/DK/	and/or DFW	
Florida	SE/FI/HU/ PL/LT/LV/ EE		
(Except MIA/TPA/ORL)/			
Georgia			
(Except ATL)/			
Maryland/Maine/			
Massachusetts			
(Except BOS)/			
New Hampshire/New York/			
New Jersey			
(Except NYC/EWR)/			
North Carolina			
(Except RDU/CLT)/			
South Carolina/			
Pennsylvania			
(Except PHL)/			
Rhode Island/Virginia/			
Vermont/West Virginia			
Points in the USA other than those specified above	Area 2/3	DFW and/or CHI and/or RDU and/or MIA and/or NYC and/or BOS	11550 (See Note)

NOTE: Transatlantic sector must be on AA/IB/BA.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

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 NO. IPG-1

2nd Revised Page 131
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RULE

SECTION I - GENERAL RULES

C135

[C]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 ticket.

For unexplained abbreviations, reference marks and symbols see Pages 11 through 21.

ISSUED: June 19, 1996

EFFECTIVE: August 18, 1996