TITLE/APPLICATION - 70

DEFINITIONS

AS USED HEREIN:
ADD-ON FARE - SEE "ARBITRARY".
AFRICA - THE AREA COMPRISED OF CENTRAL AFRICA, EAST AFRICA,
SOUTHERN AFRICA, WEST AFRICA AND THE INDIAN OCEAN ISLANDS.
APPOINTED TRANSITION POINT: THE POINT OF STAY, OTHER
THAN THE ORIGIN AND DESTINATION, STIPULATED IN THE FLIGHT
SCHEDULE OF TICKET OF CARRIER.
ARBITRARY - SPECIAL AMOUNTS USED ONLY IN COMBINATION WITH
GATEWAY FARES FOR THE PURPOSE OF CREATING A THROUGH
INTERNATIONAL FARE. ALSO REFERRED TO AS "ADD-ON FARE".
AREA 1 - ALL OF THE NORTH AND SOUTH AMERICAN CONTINENTS;
BERMUDA; GREENLAND; NETHERLANDS ANTILLES; BAHAMAS; LEEWARD,
THE STATE OF HAWAII; MIDWAY AND PALMYRA ISLANDS; AND THE
CARIBBEAN ISLANDS.
AREA 2 - ALL OF EUROPE (INCLUDING THAT PART OF THE RUSSIAN
FEDERATION LYING WEST OF THE URALS) AND THE ADJACENT
ISLANDS; ICELAND; THE AZORES; ALL OF AFRICA AND THE
ADJACENT ISLANDS (INCLUDING ASCENSION); LIBYA; ALL OF THE MIDDLE
EAST; THAT PART OF ASIA LYING WEST OF AND INCLUDING IRAN,
ISLAMIC REPUBLIC OF.
AREA 3 - ALL OF ASIA EXCEPT THAT PORTION INCLUDED IN AREA 2;
ALL OF THE EAST INDIES; AUSTRALIA; NEW ZEALAND; ALL ISLANDS
OF INDONESIA, MELANESIA, MICRONESIA AND POLYNESIA (EXCEPT
MIWAY AND PALMYRA ISLANDS), GUAM ISLAND; WAKE ISLAND;
MARSHALL ISLANDS; MARIANA ISLANDS; CAROLINE ISLANDS;
SOCIETY ISLANDS; FIJI ISLANDS; SAMOA ISLANDS; NEW CALEDONIA;
NORFOLK ISLAND; AND TASMANIA.
ASIA - AFGHANISTAN; BANGLADESH; BHUTAN; BRUNEI; BURMA;
CHINA; HONG KONG, SAR; INDIA; INDONESIA; ISLANDS OF PACIFIC
OCEAN IN AREA 3 NORTH OF THE EQUATOR EXCEPT GILBERT ISLAND;
JAPAN; KAMPUCHEA; KOREA, REPUBLIC OF; LAOS; MALAYSIA;
MALDIVE ISLANDS; NEPAL; OUTER MONGOLIA; PAKISTAN;
PHILIPPINES; SIKKIM; SINGAPORE; SRI LANKA; TIMOR; THAILAND;
RUSSIAN FEDERATION (EAST OF THE URAL MOUNTAINS); AND VIET
NAM.
AUSTRALASIA - AUSTRALIA; NEW CALEDONIA; NEW ZEALAND; NEW
HEBRIDES; FIJI; SAMOA; COOK ISLANDS; TAHITI AND THE
ADJACENT ISLANDS.
PERSONAL BAGGAGE - LUGGAGE; SUCH ARTICLES, EFFECTS AND OTHER
PROPERTY OF A PASSENGER AS ARE NECESSARY OR APPROPRIATE FOR
WEAR, USE, COMFORT OR CONVENIENCE IN CONNECTION WITH HER/HIS TRIP. UNLESS OTHERWISE SPECIFIED, IT SHALL INCLUDE BOTH CHECKED AND UNCHECKED BAGGAGE OF THE PASSENGER.

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

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 03DEC11

AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0001
----------------------------------------------

TITLE/APPLICATION - 70 (CONT)
ARE ISSUED BY CARRIER AS A RECEIPT FOR PASSENGER'S CHECKED BAGGAGE.

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

CHECKED BAGGAGE - REGISTERED LUGGAGE; BAGGAGE OF WHICH THE CARRIER TAKES SOLE CUSTODY AND FOR WHICH THE CARRIER HAS ISSUED A BAGGAGE CHECK AND BAGGAGE (CLAIM) TAG(S).

CARIBBEAN - ANGUILLA; ANTIGUA; ARUBA; BARBADOS; BARBUDA; BONAIRE; CAYMAN ISLANDS; CUBA; CURACAO; DOMINICA; DOMINICAN REPUBLIC; GRENADE; GUADELOUPE; HAITI; JAMAICA; MARTINIQUE; MONTserrat; NEVIS; PUERTO RICO; SABA; ST. BARTHÉLEMY; ST. EUSTATIUS; ST. KITTS; ST. LUCIA; ST. MAARTEN; ST. VINCENT; TRINIDAD AND TOBAGO; VIRGIN ISLANDS.

CARRIAGE - TRANSPORTATION, WHICH IS CARRIAGE OF PASSENGER AND/OR BAGGAGE BY AIR, GRATUITOUS OR FOR REWARD.

CARRIER - THE PUBLIC AIR CARRIAGE COMPANY WHICH ISSUES AIR TICKETS, CARRIES OR UNDERTAKES TO CARRY THE PASSENGERS AND BAGGAGE LISTED IN AIR TICKETS.

CENTRAL AFRICA - MALAWI, ZAMBIA AND ZIMBABWE.

CENTRAL AMERICA - BELIZE; COSTA RICA; EL SALVADOR; GUATEMALA; HONDURAS; NICARAGUA.

CIRCLE TRIP - TRAVEL FROM ONE POINT AND RETURN THERETO BY A CONTINUOUS, CIRCUITOUS AIR ROUTE; PROVIDED THAT WHERE NO REASONABLE DIRECT SCHEDULED AIR ROUTE IS AVAILABLE BETWEEN TWO POINTS, A BREAK IN THE CIRCLE MAY BE TRAVELED BY ANY OTHER MEANS OF TRANSPORTATION WITHOUT PREJUDICE TO THE CIRCLE TRIP.

CHARGE FEE - THE CHARGE FOR PASSENGER'S VOLUNTARY REQUEST OF CHARGING THEIR ORIGINAL FLIGHT RESERVATION, INCLUDING FLIGHTS, DATE, CABIN AND VALIDITY.

CHILD - ANY PERSON 2 TO 11 YEARS OLD ON THE DAY OF DEPARTURE.

CODE SHARE - CARRIAGE BY AIR WHICH WILL BE OPERATED BY ANOTHER CARRIER AS INDICATED ON THE TICKET.

CONJUNCTION TICKETS - TWO OR MORE TICKETS CONCURRENTLY ISSUED TO A PASSENGER AND WHICH TOGETHER CONSTITUTE A SINGLE CONTRACT OF CARRIAGE.
CONSEQUENTIAL DAMAGES - DAMAGES WHICH ARE REASONABLE OUT OF POCKET EXPENSES AND OTHER PROVABLE DAMAGES INCURRED BY PASSENGER AS THE CONSEQUENCE OF THE LOSS, DAMAGE OR DELAY IN THE DELIVERY OF SUCH PERSONAL PROPERTY. CONTINENTAL U.S.A. - (CONTINENTAL UNITED STATES) THE DISTRICT OF COLUMBIA AND ALL STATES OF THE UNITED STATES OTHER THAN ALASKA AND HAWAII. CONVENTION - THE CONVENTION FOR THE UNIFICATION OF CERTAIN RULES RELATING TO INTERNATIONAL CARRIAGE BY AIR, -2-

TITLE/APPLICATION - 70 (CONT)
SIGNED AT WARSAW, 12 OCTOBER 1929 (HEREAFTER REFERRED TO AS THE WARSAW CONVENTION); THE WARSAW CONVENTION AS AMENDED AT THE HAGUE ON 28 SEPTEMBER 1955 (HEREAFTER REFERRED TO AS THE HAGUE PROTOCOL); THE CONVENTION FOR THE UNIFICATION OF CERTAIN RULES FOR INTERNATIONAL CARRIAGE BY AIR DONE AT MONTREAL ON 28 MAY 199 (HEREAFTER REFERRED TO AS THE MONTREAL CONVENTION). DAMAGE - INCLUDES DEATH, INJURY, DELAY, LOSS, PARTIAL LOSS OR OTHER DAMAGE OF WHATSOEVER NATURE ARISING OUT OF OR IN CONNECTION WITH CARRIAGE OR OTHER SERVICES INCIDENTAL THERETO PERFORMED BY CZ. DAYS - FULL CALENDAR DAYS, INCLUDING SUNDAYS AND LEGAL HOLIDAYS; PROVIDED THAT FOR PURPOSES OF NOTIFICATION THE BALANCE OF THE DAY UPON WHICH NOTICE IS DISPATCHED SHALL NOT BE COUNTED AND THAT, FOR PURPOSES OF DETERMINING DURATIONS OF VALIDITY, THE BALANCE OF THE DAY UPON WHICH THE TICKET IS ISSUED OR FLIGHT COMMENCED SHALL NOT BE COUNTED.
DEADLINE - THE LATEST TIME STIPULATED FOR PASSENGER BY OPERATING CARRIER TO FINISH THE CHECK-IN FORMALITIES AND RECEIVED YOUR BOARDING PASS.
DEPARTURE TIME - THE TIME OF CLOSING CABIN DOOR AFTER THE BOARDING OF PASSENGERS.
DOMESTIC CARRIAGE - TRAVEL IN WHICH THE POINTS OF DEPARTURE, STOPOVER AND DESTINATION ARE WITHIN ONE SOVEREIGN STATE.
EASTERN AFRICA - BURUNDI; DJIBOUTI; ETHIOPIA; KENYA; RWANDA; SOMALIA; TANZANIA; AND UGANDA.
EASTERN HEMISPHERE - AREA COMPRISING AREAS 2 AND 3.
EC MEMBER STATES - AUSTRIA, BELGIUM, DENMARK, FINLAND, FRANCE, GERMANY, GREECE, ICELAND, IRELAND, ITALY, LUXEMBOURG, NETHERLANDS, NORWAY, PORTUGAL, SPAIN, SWEDEN, UNITED KINGDOM.
ENDORSEMENT - THE TRANSFER OF AUTHORITY REQUIRED WHEN A
PASSENGER WITH AN INTERNATIONAL TICKET WISHES TO REBOOK TO A CARRIER OTHER THAN THE CARRIER SHOWN ON THE TICKET. SPECIFIC GUIDELINES ARE OUTLINED IN RULE 80 OF THIS TARIFF. "EUROPE" - THE AREA COMPRISED OF ALBANIA, ALGERIA, ANDORA, ARMENIA, AUSTRIA, AZERBAIJAN, AZORES, BELARUS, BELGIUM, BOSNIA AND HERZEGOVINA, BULGARIA, CANARY ISLANDS, CROATIA, CZECH REPUBLIC, DENMARK, ESTONIA, FINLAND, FRANCE, GEORGIA, GERMANY, GILBRALTAR, GREECE, HUNGARY, ICELAND, IRELAND, ITALY, LATVIA, LIECHTENSTEIN, LITHUANIA, LUXEMBOURG, MADEIRA, MALTA, MONACO, MONTENEGRO, MOROCCO, NETHERLANDS, NORWAY, POLAND, PORTUGAL, ROMANIA, RUSSIAN FEDERATION (WEST OF THE URALS), SAN MARINO, SERBIA, SLOVAKIA, SLOVENIA, SPAIN, SWEDEN, SWITZERLAND, TUNISIA, TURKEY IN EUROPE AND ASIA, UKRAINE AND UNITED KINGDOM.

FAMILY - (IMMEDIATE FAMILY) 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.

FLIGHT COUPON - THE PORTION OF THE PASSENGER TICKET THAT INDICATES PARTICULAR PLACES BETWEEN WHICH THE COUPON IS GOOD FOR CARRIAGE.

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

FCU - FARE CONSTRUCTION UNIT - UNITS USED FOR FARE CALCULATION PURPOSES IN LIEU OF PUBLISHED CURRENCY AMOUNTS FOR THE COUNTRY WHERE TRAVEL ORIGINATES. FARE CONSTRUCTION UNITS DO NOT REPRESENT LOCAL SELLING CURRENCY FOR ANY COUNTRY UNTIL APPROPRIATE CURRENCY ADJUSTMENTS ARE MADE AND A CONVERSION FACTOR IS APPLIED.

GUARDIAN - (LEGAL GUARDIAN) A PERSON ACTING IN LIEU OF PARENTS IN THE EVENT OF DEATH OR LEGAL INCAPACITY OF PARENTS.

ITINERARY FOR AIR CARRIAGE ELECTRONIC TICKET (HEREAFTER REFERRED TO AS ITINERARY) THE PAYMENT PROOF FOR PASSENGERS PROVIDED BY PUBLIC AIR CARRIAGE COMPANY OR ITS SALES AGENCY DURING TICKET PURCHASING. ONE ITINERARY IS PROVIDED FOR EACH ELECTRONIC TICKET, AND CAN BE PRINTED AT LATEST ONE MONTH AFTER THE FLIGHT DEPARTURE. PASSENGER SHALL PRESERVE IT WELL IN CASE OF REFUNDS.

INFANT - ANY PERSON WHO IS UNDER THE AGE OF 2 ON THE DATE OF COMMENCEMENT OF TRAVEL.

INTERNATIONAL CARRIAGE - AIR CARRIAGE IN ACCORDANCE WITH AIR CARRIAGE CONTRACT BETWEEN CZ AND THE PASSENGER, WHETHER THERE IS A BREAK OR TRANSFER IN THE TRANSPORTATION OR NOT, OF WHICH THE ORIGIN, APPOINTED STOPOVER OR DESTINATION IS
NOT LOCATED IN THE PEOPLE'S REPUBLIC OF CHINA.
MI$-CATCH - PASSENGER'S FAILURE TO BOARD THE AIRCRAFT
AFTER FINISHING CHECK-IN FORMALITIES AT THE ORIGIN AIRPORT
OR TRANSIT AIRPORT.
NO-SHOW - PASSENGER'S FAILURE TO BOARD THE AIRCRAFT
BECAUSE THEY FAIL TO FINISH CHECK-IN FORMALITIES BEFORE
STIPULATED CHECK-IN DEADLINE OR BECAUSE THEIR TRAVEL
DOCUMENTS DON'T MEET THE REQUIREMENTS.
NORMAL FARE - THE HIGHEST FARE ESTABLISHED FOR A
FIRST/BUSINESS/PREMIUM ECONOMY CLASS OF VALID ADULT FARE.
CHILDREN'S FARE AND INFANTS' FARE THAT ARE ESTABLISHED AS A
PERCENTAGE OF A NORMAL FARE ARE ALSO CONSIDERED TO BE
NORMAL FARES.
OPEN TICKET - A TICKET WHOSE FLIGHT NUMBER, DATE OF
FLIGHT ARE NOT FIXED AND THE SEAT IS NOT RESERVED.
OVERBOOKING - THAT THE SEATS HAVE BEEN SOLD EXCEED THE
BIGGEST ALLOWANCE OF THE FLIGHT.
PASSENGER COUPON - THE PORTION OF TICKET ISSUED BY OR ON
BEHALF OF CZ AND WHICH IS SO MARKED AND ULTIMATELY TO BE
RETAINED BY PASSENGER.
SOUTH WEST PACIFIC - AUSTRALIA; COOK ISLANDS; FIJI ISLANDS;
-4-
GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 03DEC11
AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0001
-------------------------------------------------------------------------
-------
TITLE/APPLICATION - 70 (CON1
KIRIBATA; LOYALTY ISLANDS; NEW CALEDONIA; NEW ZEALAND;
PAPUA
NEW GUINEA; SAMOAN ISLANDS; SOCIETY ISLANDS; SOLOMON
ISLANDS; TONGA; TUVALU; VANUATU; ALL INTERMEDIATE ISLANDS.
SOUTHERN AFRICA - BOTSWANA; LESOTHO; MOZAMBIQUE; SOUTH
AFRICA; SOUTH WEST AFRICA (NAMIBIA); AND SWAZILAND.
SPECIAL FARE - ANY FARE THAT IS NOT A NORMAL FARE.
STOPOVER - A BREAK OF JOURNEY, WHICH IS A DELIBERATE
INTERRUPTION OF A JOURNEY BY THE PASSENGER, AGREED IN
ADVANCE BY CARRIER, AT A POINT BETWEEN THE PLACE OF
DEPARTURE AND THE PLACE OF DESTINATION.
TICKETED POINT - POINTS SHOWN IN THE "GOOD FOR PASSAGE"
SECTION OF THE PASSENGER TICKET PLUS ANY OTHER POINT(S)
USED
FOR FARE CONSTRUCTION AND SHOWN IN THE "FARE CONSTRUCTION
BOX" OF THE PASSENGER TICKET.
TRANSFER - MEANS A CHANGE FROM THE FLIGHT ON ONE CARRIER TO
THE FLIGHT OF ANOTHER CARRIER; OR A CHANGE FROM THE FLIGHT
OF A CARRIER TO ANOTHER FLIGHT OF THE SAME CARRIER BEARING
THE SAME FLIGHT NUMBER; OR A CHANGE FROM THE FLIGHT OF A
CARRIER TO ANOTHER FLIGHT (THAT IS) A SERVICE BEARING A
DIFFERENT FLIGHT NUMBER OF THE SAME CARRIER, IRRESPECTIVE
OF WHETHER OR NOT A CHANGE OF AIRCRAFT OCCURS.
TRANSIT POINT - MEANS ANY STOP AT AN INTERMEDIATE POINT ON
THE ROUTE TO BE TRAVELLED (WHETHER OR NOT A CHANGE OF PLANES IS MADE) WHICH DOES NOT FALL WITHIN THE DEFINITION OF A STOPOVER.

TRANSPACIFIC SECTOR - MEANS THE PORTION OF TRAVEL COVERED BY A SINGLE FLIGHT COUPON FROM THE POINT OF DEPARTURE IN AREA 1 TO THE POINT OF ARRIVAL IN AREA 3 AND VICE VERSA.

TRUST TERRITORY OR TRUST TERRITORY OF THE PACIFIC ISLANDS - MEANS THE AREA COMPRISING THE CAROLINE ISLANDS, MARIANA ISLANDS AND MARSHALL ISLANDS.

UNCHECKED BAGGAGE - HAND LUGGAGE WHICH IS BAGGAGE OTHER THAN CHECKED BAGGAGE.

UNITED KINGDOM - AREA COMPRISING GREAT BRITAIN AND NORTHERN IRELAND, INCLUDING THE CHANNEL ISLANDS AND THE ISLE OF MAN.

UNITED STATES OF AMERICA OR THE UNITED STATES OR THE U.S.A. - (UNLESS OTHERWISE SPECIFIED) THE AREA COMPRISING THE 48 CONTIGUOUS, FEDERATED STATES, THE FEDERAL DISTRICT OF COLUMBIA; THE FEDERATED STATES OF ALASKA AND HAWAI'I; PUERTO RICO; THE U.S. VIRGIN ISLANDS; AMERICAN SAMOA; THE CANAL ZONE; CANTON; GUAM; MIDWAY AND WAKE ISLANDS.

WAITLIST SEGMENT - AN UNCONFIRMED SEGMENT FOR SPECIFIC FLIGHT(S) FOR WHICH SEATING WAS NOT AVAILABLE AT THE TIME RESERVATIONS WERE REQUESTED.

WEEK - (CALENDAR WEEK) A PERIOD OF SEVEN DAYS STARTING AT 12:01 A.M. SUNDAY AND ENDING AT 12:00 MIDNIGHT 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 -5-
GEOGRAPHICAL APPLICATION OF THE RULE, TYPE OF SERVICE
(FIRST, COACH, ETC.), TYPE OF TRANSPORTATION (ONE WAY OR
ROUND TRIP), TYPE OF JOURNEY (SINGLE OPEN JAW, ROUND TRIP,
ETC.) AND APPLICABILITY FOR USE WITH JOINT FARES, TOUR
FARES
AND GROUP FARES. PROVISIONS FOR CAPACITY LIMITATIONS,
GENERAL RULES WHICH ARE NOT APPLICABLE AND MISCELLANEOUS
INFORMATION WHICH IS NOT CATEGORY SPECIFIC WILL ALSO APPEAR
HERE. THIS CATEGORY WILL APPEAR WITH EVERY RULE WITH AT
LEAST THE RULE TITLE.
ELIGIBILITY - 71
K
ELIGIBILITY (CATEGORY 1)
INTENTIONALLY LEFT BLANK
DAY/TIME - 72
K
DAY/TIME (CATEGORY 2)
INTENTIONALLY LEFT BLANK
SEASONALITY - 73
K
SEASONALITY (CATEGORY 3)
INTENTIONALLY LEFT BLANK
GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 03DEC11
AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0002
-----------------------------------------------
-----
FLIGHT APPLICATION - 74
K
FLIGHT APPLICATION (CATEGORY 4)
INTENTIONALLY LEFT BLANK
ADVANCE RES/TICKETING - 75
K
ADVANCE RESERVATIONS/TICKETING (CATEGORY 5)
INTENTIONALLY LEFT BLANK
MINIMUM STAY - 76
K
MINIMUM STAY (CATEGORY 6)
(1) STATED IN DAYS:
AS USED HEREIN, THE MINIMUM STAY PERIOD MEANS THE
NUMBER OF DAYS, COUNTING FROM THE DAY AFTER
COMMENCEMENT OF OUTBOUND TRAVEL FOR THE TRANS PACIFIC
SECTOR (IN THE CASE OF TRANS PACIFIC FARES) TO THE
EARLIEST DAY RETURN TRAVEL FOR THE TRANS PACIFIC SECTOR
(IN THE CASE OF TRANS PACIFIC FARES) MAY COMMENCE.
(2) STATED IN MONTHS:
AS USED HEREIN, THE MINIMUM STAY PERIOD MEANS THE
NUMBER OF MONTHS, COUNTING FROM THE DAY OF
COMMENCEMENT
OF OUTBOUND TRAVEL FOR THE TRANS PACIFIC SECTOR (IN THE
CASE OF TRANS PACIFIC FARES) TO THE EARLIEST DAY RETURN
TRAVEL FOR THE TRANS PACIFIC SECTOR (IN THE CASE OF
TRANS PACIFIC FARES) MAY COMMENCE.
MAXIMUM STAY - 77
K
MAXIMUM STAY (CATEGORY 7)
STATED IN MONTHS:

STOPOVERS - 78
K
STOPOVERS (CATEGORY 8)
UNLESS OTHERWISE STATED IN THE FARE RULE, STOPOVERS ARE PERMITTED.

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 03DEC11
AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0002
-------------------------------------------------------------------------
------
TRANSFERS - 79
K
TRANSFERS (CATEGORY 9)
INTENTIONALLY LEFT BLANK
PERMITTED COMBINATIONS - 80
K
PERMITTED COMBINATIONS (CATEGORY 10)
INTENTIONALLY LEFT BLANK
BLACKOUT DATES - 81
K
BLACKOUT DATES (CATEGORY 11)
INTENTIONALLY LEFT BLANK
SURCHARGES - 82
K
SURCHARGES (CATEGORY 12)
INTENTIONALLY LEFT BLANK
ACCOMPANIED TRAVEL - 83
K
ACCOMPANIED TRAVEL (CATEGORY 13)
INTENTIONALLY LEFT BLANK
TRAVEL RESTRICTIONS - 84
K
TRAVEL RESTRICTIONS (CATEGORY 14)
INTENTIONALLY LEFT BLANK
SALES RESTRICTIONS - 85
K
SALES RESTRICTIONS (CATEGORY 15)
INTENTIONALLY LEFT BLANK
PENALTIES - 86
K
PENALTIES (CATEGORY 16)
INTENTIONALLY LEFT BLANK
GROUPS - 91

(1) GROUP SIZE

A minimum group size refers to the minimum number of passengers required to form a group, which will permit the use of a particular fare. Unless otherwise specified in the fare rule, in order to determine the minimum group size, two children each paying at least 50 percent of the applicable group fare will be counted as one member of the group.

(2) GROUP TRAVEL REQUIREMENTS

(Applicable to group inclusive tour fares) Unless otherwise specified in the governing fare rule, all
MEMBERS OF THE TRAVEL GROUP MUST TRAVEL TOGETHER AS A SINGLE GROUP ON THE SAME FLIGHT(S) FOR THE ENTIRE ITINERARY. SHOULD LACK OF SEATING ACCOMMODATION OR OTHER OPERATING CONDITIONS PREVENT THE GROUP FROM TRAVELING TOGETHER, THE CARRIER MAY TRANSPORT SOME MEMBERS OF THE GROUP ON THE NEXT PRECEDING OR SUCCEEDING FLIGHT ON WHICH SPACE IS AVAILABLE.

(3) ELIGIBILITY
WHEN THE REQUIRED CONDITIONS PERTAIN TO AFFINITY, OWN USE OR INCENTIVE TRAVEL, THE FOLLOWING PROVISIONS SHALL APPLY:

(A) AFFINITY GROUPS

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

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

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

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

(CC) "PUBLIC SOLICITATION" SHALL BE DEEMED TO EXIST WHEN THE GROUP TRANSPORTATION IS DESCRIBED, REFERRED TO, ANNOUNCED IN ADVERTISEMENTS OR ANY OTHER WRITING OR BY MEANS OF PUBLIC COMMUNICATION, WHETHER PAID OR UNPAID, INCLUDING BUT NOT LIMITED TO TELEPHONE CAMPAIGNS, RADIO, TELEGRAPH AND TELEVISION; PROVIDED, HOWEVER, THAT A STATEMENT IN
GROUPS - 91 (CONT)

PUBLIC NEWS MEDIA, OTHER THAN
ADVERTISEMENT, THAT COULD NOT
REASONABLY BE CONSTRUED AS CALCULATED
OR LIKELY TO INDUCE TRAVEL AS A MEMBER
OF THE TRAVEL GROUP AND WHICH HAS NOT
BEEN INITIATED BY THE ORGANIZATION,

ANY

MEMBER OF THE TRAVEL GROUP, THE
CARRIER

OR AN AGENT OR REPRESENTATIVE OF ANY
OF

THEM, SHALL NOT BE CONSIDERED PUBLIC
SOLICITATION.

(DD) THE TRAVEL GROUP SHALL NOT BE GATHERED
DIRECTLY OR INDIRECTLY BY A PERSON
ENGAGED IN SOLICITING OR SELLING
TRANSPORTATION SERVICES OR PROVIDING OR
OFFERING TO PROVIDE TRANSPORTATION TO
THE GENERAL PUBLIC; PROVIDED THAT THE
MERE ASCERTAINMENT OF THE GROUP FARE
AND/OR ITS COLLECTION FROM MEMBERS OF
THE TRAVEL GROUP SHALL NOT OF ITSELF BE
DEEMED TO CONSTITUTE ENGAGING IN SUCH
ACTS; PROVIDED FURTHER THAT IF THE
ORGANIZER OF THE TRAVEL GROUP
(HEREINAFTER REFERRED TO AS "APPLICANT")
EMPLOYS A TRAVEL AGENT TO ASSIST IN THE
TRAVEL ARRANGEMENTS, SUCH TRAVEL AGENT
SHALL IN NO WAY SOLICIT MEMBERS OF THE
TRAVEL GROUP, EXCEPT THAT AFTER THE
PARTY TO BE TRANSPORTED IS FORMED THE
TRAVEL AGENT MAY CONTACT THE MEMBERS OF
SUCH GROUP FOR THE PURPOSES OF
ARRANGING

OTHER TRAVEL SERVICES IN ADDITION TO
ASSISTING IN TRAVEL ARRANGEMENTS.

(EE) EACH MEMBER OF THE TRAVEL GROUP SHALL
BE

A MEMBER OF THE ORGANIZATION AT THE
TIME

OF APPLICATION FOR THE GROUP FARE AND
SHALL HAVE BEEN SUCH A MEMBER FOR AT
LEAST SIX MONTHS IMMEDIATELY PRIOR TO
THE DATE ON WHICH THE TRANSPORTATION
WILL COMMENCE.

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

-11-

GROUPS - 91 (CONT)

IF SUCH MEMBER'S FARE IS NOT REFUNDED.

(B) OWN USE GROUPS
THE TRAVEL GROUP SHALL BE FORMED ONLY FOR OWN USE OF ONE PERSON (WHICH EXPRESSION SHALL INCLUDE AN INDIVIDUAL PERSON OR A LEGAL ENTITY SUCH AS AN ASSOCIATION, PARTNERSHIP, COMPANY OR CORPORATION) (HEREINAFTER REFERRED TO AS "THE PURCHASER"); PROVIDED THAT SUCH PURCHASER SHALL NOT, WHOLLY OR PARTIALLY, DIRECTLY OR INDIRECTLY, SHARE THE COST OF THE AIR TRANSPORTATION WITH OTHER PERSONS INTERESTED IN OBTAINING SUCH TRANSPORTATION INCLUDING THE PASSENGERS CARRIED.

NOTWITHSTANDING THE FOREGOING, SUCH COST MAY HAVE BEEN RAISED BY VOLUNTARY CONTRIBUTIONS; PROVIDED THAT:
(I) THE VOLUNTARY CONTRIBUTIONS ARE NOT SOLICITED NOR OBTAINED SOLELY FROM THE PASSENGERS TO BE CARRIED;
(II) PARTICIPATION IN THE TRAVEL GROUP IS NOT LIMITED TO THOSE ACTUALLY CONTRIBUTING;
(III) THE MINIMUM AMOUNT OF EACH PERSON'S CONTRIBUTION HAS NOT BEEN PRESCRIBED BY THE PURCHASER, AND
(IV) EACH PERSON TO BE INCLUDED IN THE TRAVEL GROUP IS SELECTED BY THE PURCHASER AND FOR REASONS OTHER THAN SUCH PERSON'S REQUEST THAT HE BE INCLUDED IN THE TRAVEL GROUP.

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

(I) THE INCENTIVE TRAVEL PROGRAM SHALL INCLUDE AIR TRANSPORTATION, ACCOMMODATION, SIGHTSEEING, ENTERTAINMENT AND OTHER FEATURES THE COST OF WHICH IS BORNE ENTIRELY BY SUCH FIRM/CORPORATION/ENTERPRISE AND NOT PASSED DIRECTLY OR INDIRECTLY TO THE EMPLOYEES, DEALERS OR AGENTS;

(II) OFFICIALS (AND SPOUSES) OF SUCH FIRM, CORPORATION OR ENTERPRISE MAY BE INCLUDED IN THE GROUP IF THEY ARE TRAVELING FOR THE PURPOSE OF MAKING AWARDS OR OFFICIATING IN THE INCENTIVE TRAVEL PROGRAM;

(III) EACH MEMBER OF THE INCENTIVE GROUP IS A MEMBER OF THE ORGANIZATION AT THE TIME OF APPLICATION FOR GROUP FARE.

(4) DOCUMENTATION

(A) WRITTEN APPLICATION SHALL BE IN THE FORM REQUIRED BY THE ISSUING CARRIER, SETTING FORTH THE NAMES AND TOTAL NUMBER OF PASSENGERS, THE INCLUSIVE TOUR CODE NUMBER, AND SHALL BE SIGNED BY EITHER THE APPLICANT, TOUR OPERATOR OR A SINGLE PASSENGER SALES AGENT (ALSO REFERRED TO AS THE "TRAVEL ORGANIZER"). SUCH APPLICATION SHALL BE SUBMITTED TO THE "ISSUING CARRIER" (THE CARRIER WHOSE TICKETS ARE TO BE ISSUED) PRIOR TO THE COMMENCEMENT OF OUTBOUND TRAVEL.

(B) (APPLICABLE TO GROUP INCLUSIVE TOUR FARES ONLY) THERE MUST BE VOUCHERS SPECIFYING SLEEPING ACCOMMODATIONS AND VOUCHERS SPECIFYING SIGHTSEEING TOURS AND OTHER FEATURES OF THE TOUR. SUCH DOCUMENTATION, INCLUDING THOSE FOR GROUND TRANSPORTATION, MUST BE AVAILABLE FOR INSPECTION DURING CHECK-IN PRIOR TO COMMENCEMENT OF THE OUTWARD TRANSPACIFIC PORTION OF TRAVEL.
UNLESS OTHERWISE INDICATED IN A PARTICULAR RULE, THE FARES SHALL APPLY ONLY AS A PART OF AN INCLUSIVE TOUR. IN ADDITION TO AIR TRANSPORTATION, THE INCLUSIVE TOUR MUST INCLUDE IN THE PUBLISHED PRICE AND APPROPRIATE TOUR LITERATURE, FEATURES OR OPTIONS AS SPECIFIED BELOW WHICH MUST BE PAID FOR PRIOR TO COMMENCEMENT OF THE TOUR.

(A) SLEEPING ACCOMMODATIONS FOR THE TOTAL DURATION OF THE ROUND, CIRCLE, SINGLE OR OPEN JAW TRIP, IN HOTELS, MOTELS (INCLUDING COMMERCially OPERATED MOBILE/IMMOBILE CARAVAN/ TRAILERS), IN COMMERCially OPERATED PENSIONS OR TENTS.

SLEEPING ACCOMMODATIONS MAY BE PROVIDED ON MEANS OF PUBLIC TRANSPORTATION, PROVIDED THAT SUCH TRANSPORTATION AND SLEEPING ACCOMMODATIONS ARE FEATURED IN APPROVED TOUR LITERATURE.

(B) A PROGRAM OF ONE OR MORE OF THE FOLLOWING FOR AT LEAST HALF OF THE NUMBER OF DAYS IN THE TOTAL TRIP:

   (I) SIGHTSEEING,
   (II) ENTERTAINMENT FEATURE,
   (III) MOTOR COACH TRIPS,

   (IV) RAIL TRIPS,

   (V) CAR RENTALS (NOT TO INCLUDE THE PURCHASE OF CARS)

(C) ANY MODIFICATION TO APPROVED AIR ITINERARIES SHALL BE SUBJECT TO ONE OF THE FOLLOWING PROVISIONS:

   (I) (APPLICABLE TO GROUP INCLUSIVE TOUR AND ADVANCE PURCHASE EXCURSION FARES) MODIFICATION TO APPROVED AIR ITINERARIES SHALL BE PERMITTED ONLY WHEN AND TO THE EXTENT MODIFICATION OF THE ITINERARY OF THE ENTIRE TRAVEL GROUP IS NECESSITATED BY CIRCUMSTANCES BEYOND THE CONTROL OF THE TOUR OPERATOR. OTHER REVISIONS TO THE APPROVED AIR ITINERARIES WILL BE CONSIDERED AS CANCELLATIONS OF PREVIOUSLY CONFIRMED SPACE AND THE PROVISIONS OUTLINED IN RULE 90 (REFUNDS) AND IN THE APPLICABLE FARE RULE SHALL APPLY.

   (II) (APPLICABLE TO NON-AFFINITY AND AFFINITY, INCENTIVE OR OWN USE GROUPS) MODIFICATION TO APPROVED AIR ITINERARIES SHALL NOT BE
PERMITTED AND SHALL BE CONSIDERED AS CANCELLATION OF PREVIOUSLY CONFIRMED SPACE. IN SUCH INSTANCES, THE PROVISIONS OUTLINED IN RULE 90 (REFUNDS) AND IN THE APPLICABLE FARE RULE SHALL APPLY, PROVIDED THAT, THE ENTIRE TRAVEL GROUP MAY RETURN TO THE POINT OF DEPARTURE AT AN EARLIER DATE THAN INDICATED ON THE APPLICATION ON SERVICES OF THE SAME CARRIER(S) SPECIFIED IN THE APPLICATION.

(2) MINIMUM TOUR PRICE
THE TERM "MINIMUM TOUR PRICE" SHALL BE UNDERSTOOD TO MEAN THE MINIMUM SELLING PRICE OF THE TOUR PER PASSENGER.

(A) THE MINIMUM SELLING PRICE OF THE INCLUSIVE TOUR, NORMALLY EXPRESSED AS THE APPLICABLE INCLUSIVE TOUR FARE PLUS A SPECIFIC DOLLAR AMOUNT. THE PRICE OF SUCH TOUR FEATURES OR OPTIONS MAY NOT BE LESS THAN THE AMOUNT SPECIFIED IN THE PARTICULAR FARE RULE.

(B) ANY INCREASE IN THE MINIMUM SELLING PRICE DUE TO EXTRA DAYS OF STAY EN ROUTE.
RULES WERE INCLUDED AS CONDITIONS IN THE CONTRACT OF CARRIAGE.

(3) INTERNATIONAL TRANSPORTATION SHALL BE SUBJECT TO THE RULES RELATING TO LIABILITY ESTABLISHED BY THE CONVENTION FOR UNIFICATION OF CERTAIN RULES RELATING TO INTERNATIONAL CARRIAGE BY AIR SIGNED IN WARSAW, OCTOBER 12, 1929 AS AMENDED BY THE PROTOCOL SIGNED AT THE HAGUE, SEPTEMBER 28, 1955.

THE CONVENTION FOR THE UNIFICATION OF CERTAIN RULES FOR INTERNATIONAL CARRIAGE BY AIR, DONE AT MONTREAL ON 28TH MAY 1999 (HEREINAFTER REFERRED TO AS THE MONTREAL CONVENTION). ONLY RULE 55 (LIABILITY OF CARRIERS) PARAGRAPH (B)(1) OF THIS TARIFF SHALL STATE ANY LIMITATION ON THE CARRIER'S LIABILITY FOR PERSONAL INJURY OR DEATH. INSO FAR AS ANY OTHER PORTION OF THIS TARIFF REFERS TO OTHER LIMITATIONS OR CONDITIONS ON THE LIABILITY FOR PERSONAL INJURY OR DEATH, SUCH REFERENCES ARE INCLUDED IN THIS TARIFF AS A PART OF THE TARIFF FILED WITH GOVERNMENTS OTHER THAN THE U.S.A. AND ARE NOT AS PART OF THIS TARIFF FILED WITH THE UNITED STATES DEPARTMENT OF TRANSPORTATION.

(4) OVERRIDDING LAW IF ANY PROVISION CONTAINED OR REFERRED TO IN THE TICKET OR IN THIS TARIFF IS CONTRARY TO MANDATORY LAW, GOVERNMENT REGULATIONS, GFS TEXT MENU RULE CATEGORY TEXT DISPLAY IN EFFECT ON: 03DEC11

AREA: ZZ TARIFF: IPFG CXR: CZ RULE: 0005
-------------------------------------------------------------------------
-------
TITLE/APPLICATION - 70 (CONT)
ORDERS OR REQUIREMENTS, SUCH PROVISION SHALL REMAIN APPLICABLE TO THE EXTENT THAT IT IS NOT OVER-RIDDEN BY SUCH LAW/REGULATION/ORDER/REQUIREMENT. THE INVALIDITY OF ANY PROVISION SHALL NOT AFFECT ANY OTHER PART.

(5) MODIFICATION AND WAIVER NO AGENT, SERVANT OR REPRESENTATIVE OF THE CARRIER HAS AUTHORITY TO ALTER, MODIFY OR WAIVE ANY PROVISION OF THE CONTRACT OF CARRIAGE OR THIS TARIFF.

(6) EXCEPT AS OTHERWISE PROVIDED, CHARGES OR MONETARY AMOUNTS SHOWN IN THIS TARIFF IN DOLLARS OR CENTS ARE STATED IN TERMS OF LAWFUL U.S. CURRENCY.

(7) 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 CZ ARE CONSIDERED TO BE PART OF THIS TARIFF.

GRATUITOUS CARRIAGE - 71
(B) GRATUITOUS CARRIAGE
WITH RESPECT TO GRATUITOUS CARRIAGE, CZ RESERVES THE
RIGHT TO EXCLUDE THE APPLICATION OF ALL OR ANY PART OF
THIS TARIFF.

CHANGE WITHOUT NOTICE - 72

K

(C) CHANGE WITHOUT NOTICE
RULES, REGULATIONS AND CONDITIONS OF CARRIAGE ARE
SUBJECT TO CHANGE WITHOUT NOTICE EXCEPT AS REQUIRED BY
APPLICABLE LAWS, ORDERS OR GOVERNMENT REGULATIONS.
HOWEVER, ANY CHANGE IN A CONTRACT FOR CARRIAGE WILL
NOT APPLY IF SUCH CARRIAGE HAS ALREADY COMMENCED.

DAY OF PURCHASE PROVISION - 73

K

(D) GUARANTEED DAY OF PURCHASE PROVISIONS
THE APPLICABLE RULES, FARES AND CHARGES FOR CARRIAGE
OF PASSENGERS AND/OR BAGGAGE ARE THOSE IN EFFECT ON THE
DATE OF COMMENCEMENT OF CARRIAGE COVERED BY THE FIRST
FLIGHT COUPON OF A TICKET. WHEN THERE IS A DIFFERENCE
BETWEEN THE FARE/CHARGES ORIGINALLY COLLECTED AND THE
FARE/CHARGES IN EFFECT ON THE DATE OF COMMENCEMENT OF
TRAVEL (FROM THE POINT OF ORIGIN), THE PASSENGER MAY
BE ENTITLED TO A REFUND OF ANY OVER-COLLECTED AMOUNT OR
MAY BE SUBJECT TO ADDITIONAL COLLECTION FOR ANY
-16-
GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 03DEC11

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

-----------------------------------------------

DAY OF PURCHASE PROVISION - 73 (CONT)

UNDER-COLLECTED AMOUNT.

EXCEPTION: FOR TRAVEL 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:
(1) THE ORIGINATING INTERNATIONAL 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)
(2) THE ORIGINATING INTERNATIONAL FLIGHT
SHOWN ON THE TICKET IS NOT

CHANGED AT THE PASSENGER'S REQUEST

SUBSEQUENT TO THE EFFECTIVE DATE OF

ANY INCREASE IN THE APPLICABLE FARE.

NOTE: THE PROVISIONS OF

SUB-PARAGRAPHS (1) AND (2)

ABOVE WILL NOT APPLY TO

TICKETS ISSUED AT PUBLISHED

STANDBY FARES.

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

-------------------------------------------------------------------------
-------

TITLE/APPLICATION - 70

K 6 CLASSES OF SERVICE

(A) FIRST CLASS SERVICE

(1) THE FIRST CLASS SECTION WILL BE LOCATED IN THE

FORWARD-MOST COMPARTMENT OF THE AIRCRAFT.

(2) SEPARATE CHECK-IN FACILITIES WILL BE PROVIDED FOR

PASSENGERS ELIGIBLE FOR FIRST CLASS SEATING, WHEN

AIRPORT SPACE AND STAFFING PERMIT.

(3) PASSENGERS ELIGIBLE FOR FIRST CLASS SEATING WILL

BE AFFORDED USE OF FIRST CLASS LOUNGE WHERE SUCH

FACILITIES EXIST.

(4) PASSENGERS ELIGIBLE FOR FIRST CLASS SEATING WILL

BE AFFORDED A CHOICE OF DELUXE JAPANESE OR

CONTINENTAL STYLE MEALS AND IN-FLIGHT AMENITIES

SUCH AS SLEEPER SEATS (WHERE AVAILABLE)

---

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 03DEC11

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

-------------------------------------------------------------------------
-------

TITLE/APPLICATION - 70 (CONT)

COMPLIMENTARY BEVERAGES (INCLUDING COCKTAILS),

SLIPPERS, REFRESHER KITS AND THE COMPLIMENTARY

USE

OF HEADSETS FOR AUDIO-VISUAL ENTERTAINMENT (WHEN

FLIGHT TIME PERMITS).

(B) EXECUTIVE CLASS SERVICE

(1) EXECUTIVE CLASS SECTION WILL BE LOCATED

IMMEDIATELY BEHIND THE FIRST CLASS SECTION.

(2) SEPARATE CHECK-IN FACILITIES WILL BE PROVIDED FOR

PASSENGERS ELIGIBLE FOR EXECUTIVE CLASS SEATING,

WHEN AIRPORT SPACE AND STAFFING PERMIT.

(3) EXECUTIVE CLASS PASSENGERS WILL BE ELIGIBLE FOR A

CHOICE OF JAPANESE OR CONTINENTAL STYLE MEALS AND

IN-FLIGHT AMENITIES SUCH AS WIDER SEATS, SPECIAL

FOOTRESTS, COMPLIMENTARY BEVERAGES (INCLUDING

COCKTAILS), REFRESHER KIT AND THE COMPLIMENTARY

USE OF HEADSETS FOR AUDIO-VISUAL ENTERTAINMENT

(WHEN FLIGHT TIME PERMITS).

(C) ECONOMY CLASS SERVICE
(1) ECONOMY CLASS SECTION WILL BE LOCATED BEHIND THE EXECUTIVE CLASS SECTION.

(2) ECONOMY CLASS PASSENGERS WILL BE AFFORDED IN-FLIGHT AMENITIES SUCH AS COMPLIMENTARY BEVERAGES (EXCLUDING COCKTAILS) AND WILL BE OFFERED HEADSETS FOR RENT FOR AUDIO-VISUAL ENTERTAINMENT (WHEN FLIGHT TIME PERMITS).

TITLE/APPLICATION - 70
K 15 ELECTRONIC SURVEILLANCE OF PASSENGERS AND BAGGAGE PASSENGERS AND THEIR BAGGAGE ARE SUBJECT TO INSPECTION WITH AN ELECTRONIC DETECTOR WITH OR WITHOUT THE PASSENGER'S CONSENT OR KNOWLEDGE.

SURCHARGES - 70
_ SURCHARGES (CANCELLED)

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 03DEC11

TITLE/APPLICATION - 70
K TRANSPORT OF PERSONS WITH DISABILITIES
(A) DEFINITIONS
PASSENGERS SHALL BE CONSIDERED DISABLED WHEN THEIR PHYSICAL, MEDICAL OR MENTAL CONDITIONS REQUIRES INDIVIDUAL ATTENTION ON ENPLANING, DEPLANING, ENDURING FLIGHT, IN AN EMERGENCY EVACUATION OR DURING GROUND HANDLING WHICH IS NORMALLY NOT EXTENDING TO OTHER PASSENGERS.

(1) AMBULATORY - A PERSON WHO IS ABLE TO MOVE ABOUT WITHIN AN AIRCRAFT UNASSISTED.

(2) NON-AMBULATORY - A PERSON WHO IS NOT ABLE TO MOVE ABOUT WITHIN AN AIRCRAFT UNASSISTED.

(3) SELF-RELIANT - A PERSON WHO IS INDEPENDENT, SELF-SUFFICIENT AND CAPABLE OF TAKING CARE OF ALL PHYSICAL NEEDS DURING FLIGHT, AND WHO REQUIRES NO SPECIAL OR UNUSUAL ON-BOARD ATTENTION BEYOND THAT AFFORDED TO THE GENERAL PUBLIC, EXCEPT THAT ASSISTANCE IN BOARDING AND DEPLANING MAY BE REQUIRED.

(4) NON-SELF-RELIANT - A PERSON WHO IS NOT SELF-RELIANT AS DEFINED ABOVE.

(5) DETERMINATION OF SELF-RELIANCE - CZ WILL ACCEPT THE DETERMINATION OF A PERSON WITH A DISABILITY AS SELF-RELIANCE.

(6) WHEELCHAIR ATHLETE - A NON-AMBULATORY PERSON WITH UPPER BODY AND ARM DEVELOPMENT SUCH AS TO MAKE
HIM/HER PHYSICALLY CAPABLE OF EXITING AN AIRCRAFT IN AN EMERGENCY WITH MINIMAL ASSISTANCE, AND WHO IS A MEMBER OF A BONA-FIDE SPORTS ORGANIZATION.

(7) RANDOM SEATING - THE ASSIGNMENT OF ANY PASSENGER SEAT ON THE MAIN DECK OF AN AIRCRAFT EXCEPT A SEAT IN A ROW OF SEATS AT AN EMERGENCY EXIT.

(8) PLANNED SEATING - THE ASSIGNMENT OF PASSENGER SEATS AT OR NEAR THE END OF AN EVACUATION LINE TO AN EXIT WHICH, IN GENERAL, WILL BE A FLOOR LEVEL EXIT.

(9) ATTENDANT - MEANS A PERSON WHO TRAVELS WITH A PERSON WITH A DISABILITY TO PROVIDE A SERVICE RELATED TO A DISABILITY THAT IS NOT USUALLY PROVIDED BY CZ STAFF.

(B) ACCEPTANCE OF PASSENGER WITH DISABILITIES

(1) THE CARRIER WILL ACCEPT THE DISABLED PERSONS DETERMINATION AS TO SELF-RELIANCE.

(2) CARRIER WILL REFUSE TO TRANSPORT OR WILL REMOVE AT ANY POINT, ANY PASSENGER WHOSE MENTAL OR PHYSICAL CONDITION IS SUCH AS TO RENDER HIM INCAPABLE OF CARING FOR HIMSELF WITHOUT ASSISTANCE, UNLESS-

(A) HE IS ACCOMPANIED BY AN ATTENDANT WHO WILL BE RESPONSIBLE FOR CARING FOR HIM ENROUTE, AND

(B) WITH THE CARE OF SUCH ATTENDANT, HE WILL NOT REQUIRE UNREASONABLE ATTENTION OR ASSISTANCE FROM EMPLOYEES OF THE CARRIER.

(C) ANY ASSISTANCE REQUIRED BY THE PASSENGER IS OUTLINED IN PARAGRAPH (I) BELOW.

(3) NON SELF-RELIANT PASSENGERS MUST BE ATTENDED AT ALL TIMES. PERSONS WITH DISABILITIES WILL BE ACCEPTED FOR TRANSPORTATION AS OUTLINED IN THE FOLLOWING EXAMPLES:

<table>
<thead>
<tr>
<th>DISABILITY</th>
<th>ASSISTANCE REQUIRED</th>
<th>MAXIMUM PER FLIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>BLIND</td>
<td>NO</td>
<td>NO LIMIT</td>
</tr>
<tr>
<td>DEAF</td>
<td>NO</td>
<td>NO LIMIT</td>
</tr>
<tr>
<td>BLIND AND DEAF</td>
<td>YES</td>
<td>NO LIMIT</td>
</tr>
<tr>
<td>PERSON WITH A MENTAL DISABILITY/COGNITIVE</td>
<td>NO</td>
<td>NO LIMIT</td>
</tr>
<tr>
<td>PERSON WITH A MENTAL/COGNITIVE DISABILITY/SELF-RELIANT</td>
<td>NO</td>
<td>NO LIMIT</td>
</tr>
</tbody>
</table>
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         NO LIMIT
NON-AMBULATORY/SELF RELIANT YES         NO LIMIT

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

(C) SEATING RESTRICTIONS

(1) PASSENGERS WITH A DISABILITY REQUIRED SPECIAL SEATING ACCOMMODATION FOR TRAVEL ON CZ OPERATED FLIGHTS AND WHO DO NOT PRE-SELECT THEIR SEAT UPON MAKING A RESERVATION MUST CONTACT CZ RESERVATION CENTER.

(2) PASSENGERS WITH A DISABILITY REQUIRING SPECIAL SEATING ACCOMMODATION FOR TRAVEL ON CZ CODED FLIGHTS OPERATED BY ANOTHER CARRIER MUST EITHER CONTACT CZ RESERVATIONS CENTER OR THE OPERATING CARRIER DIRECTLY.

(3) PASSENGERS WITH DISABILITY WILL NOT BE PERMITTED TO OCCUPY SEATS IN DESIGNATED EMERGENCY EXIT ROWS OR ON THE UPPER DECK OF A B747 OR A380 AIRCRAFT.

--20--

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 03DEC11

AREA: ZZ TARIFF: IPFRG  CXR: CZ    RULE: 0021

--------

TITLE/APPLICATION - 70 (CONT)

(4) RESERVATIONS SHOULD BE MADE AT LEAST 48 HOURS IN ADVANCE OF TRAVEL. ADVISING CZ AS TO THE NATURE OF THE DISABILITY AND ASSISTANCE REQUIRED SO THAT CARRIER ARRANGEMENTS CAN BE MADE CZ WILL MAKE EVERY EFFORT TO ACCOMMODATE PASSENGERS WHO FAIL TO MAKE RESERVATIONS 48 HOURS IN ADVANCE.

(D) RESERVATIONS

(1) RESERVATIONS AND REQUESTS FOR ADDITIONAL SERVICES PER PARAGRAPH (I)(1) OF THIS RULE SHOULD BE MADE AT LEAST 48 HOURS IN ADVANCE OF DEPARTURE SO THAT ARRANGEMENTS CAN BE MADE. CZ WILL MAKE EVERY EFFORT TO ASSIST PASSENGERS WHO FAIL TO MAKE RESERVATIONS 48 HOURS IN ADVANCE.

(2) CZ WILL, UPON REQUEST WHEN RESERVATIONS ARE BEING MADE, DESCRIBE THE SERVICES AVAILABLE UNDER THIS RULE TO PERSONS WITH DISABILITIES AND CONFIRM IN WRITING THE SERVICES REQUESTED BY THE PASSENGER.

(E) FARES FOR PERSONS WITH DISABILITIES
PASSENGERS WITH DISABILITIES MAY TRAVEL VIA ANY FARE TYPE OFFERED SUBJECT TO THE GOVERNING RULES FOR THE FARE TYPE BEING USED.

(F) ACCEPTANCE OF MOBILITY AIDS

(1) CZ WILL CARRY MOBILITY AIDS AS DEFINED IN PARAGRAPH (A) ABOVE AS PRIORITY CHECKED BAGGAGE WITHOUT CHARGE AND IN ADDITION TO THE FREE BAGGAGE ALLOWANCE.

EXCEPTION: IF AN AIRCRAFT HAS LESS THAN 60 SEATS AND ITS DESIGN DOES NOT PERMIT THE CARRIAGE OF THESE AIDS, CZ WILL INFORM THE PASSENGER ABOUT ALTERNATIVE TRANSPORTATION ARRANGEMENTS AVAILABLE FOR THESE AIDS.

(2) IN ADDITION TO THE ABOVE, WHERE SPACE PERMITS, ONE MANUALLY OPERATED FOLDING WHEELCHAIR PER FLIGHT MAY BE STORED IN THE PASSENGER CABIN WITHOUT CHARGE.

(3) WHERE A MOBILITY AID CANNOT BE CARRIED IN THE PASSENGER CABIN, CZ WILL PROVIDE ASSISTANCE IN DISASSEMBLING AND PACKAGING THE AID, UNPACKING AND REASSEMBLING THE AID, AND RETURNING THE AID PROMPTLY ON ARRIVAL AT THE PERSON'S DESTINATION, ALL WITHOUT CHARGE.

(4) IF A MOBILITY AID IS DAMAGED OR LOST, CZ WILL IMMEDIATELY PROVIDE A SUITABLE TEMPORARY REPLACEMENT WITHOUT CHARGE. IF A DAMAGED AID CAN BE REPAIRED, CZ WILL ARRANGE, AT ITS EXPENSE, FOR THE PROMPT AND ADEQUATE REPAIR OF THE AID AND RETURN IT TO THE PASSENGER AS SOON AS POSSIBLE.

(G) TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 03DEC11

AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0021

------

TITLE/APPLICATION - 70 (CONT)

IF A DAMAGED AID CANNOT BE REPAIRED PROMPTLY AND ADEQUATELY, OR IS LOST AND CANNOT BE LOCATED WITHIN 96 HOURS AFTER THE PASSENGER'S ARRIVAL, CZ WILL, AT ITS DISCRETION, REPLACE IT WITH AN IDENTICAL ONE SATISFACTORY TO THE PASSENGER, OR REIMBURSE THE PASSENGER FOR THE FULL REPLACEMENT COST OF THE AID.

(5) IF A TEMPORARY REPLACEMENT AID HAS BEEN PROVIDED, A PASSENGER SHALL CONTINUE TO HAVE THE USE OF THAT AID:

(A) UNTIL THE TIME THE PASSENGER'S (REPAIRED) AID
IS RETURNED, OR

(B) UNTIL A REASONABLE PERIOD FOR THE

REPLACEMENT

OF THE AID HAS ELAPSED, WHERE CZ HAS TAKEN

STEPS TO, AT ITS DISCRETION, REPLACE THE AID

OR REIMBURSE THE PASSENGER.

(6) TERMINALS ON WHEELCHAIRS WITH NON-SPILLABLE

BATTERIES MUST BE DISCONNECTED AND TAPE.

(7) WHEELCHAIRS WITH SPILLABLE WET CELL BATTERIES ARE

ACCEPTED AT NO CHARGE TO THE PASSENGER AS FOLLOWS:

(A) ON B747/DC10/B767 AIRCRAFT, WHEN LOADED IN A

LD3 BAGGAGE CONTAINER IN AN UPRIGHT POSITION;

BATTERIES MUST BE DISCONNECTED AT BOTH

TERMINALS, CAPPED TO PREVENT SHORT CIRCUITS,

AND MUST BE SECURED TO THE WHEELCHAIR WITH

NON-CONDUCTIVE MATERIAL.

(B) ON NARROW-BODY AIRCRAFT SUCH AS A320/B737

AND

PROPELLER AIRCRAFT, IN A NON-UPRIGHT

POSITION

PROVIDED THE BATTERY IS REMOVED AND STORED

IN

AN APPROVED BATTERY CONTAINER; CONTAINERS

ARE

AVAILABLE WITHOUT CHARGE FROM CZ WITH 24

HOURS NOTICE.

(G) SERVICE ANIMALS

SEE RULE 115 "BAGGAGE ACCEPTANCE" "CARRY ON ITEM" "(C)

CARRIAGE OF PETS AND GUIDE DOGS"

(H) REFUSAL TO TRANSPORT/REFUNDS

CZ IS NOT LIABLE FOR ITS REFUSAL TO TRANSPORT ANY

PASSENGER OR FOR ITS REMOVAL OF ANY PASSENGER IN

ACCORDANCE WITH THIS RULE, HOWEVER, AT THE REQUEST OF

THE PASSENGER, A REFUND WILL BE ISSUED IN ACCORDANCE

WITH NORMAL PROCEDURES.

(I) SERVICES TO BE PROVIDED TO PERSONS WITH DISABILITIES

(1) ASSISTANCE WILL BE PROVIDED TO PERSONS WITH

DISABILITIES AS SHOWN BELOW WHEN REQUESTED AT

LEAST 48 HOURS PRIOR TO DEPARTURE. A REASONABLE

EFFORT WILL BE MADE TO ACCOMMODATE REQUESTS NOT

MADE WITHIN THIS TIME LIMIT.

(A) REGISTRATION AT THE CHECK-IN COUNTER;

(B) PROCEEDING TO THE BOARDING AREA, BOARDING,

-22-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 03DEC11

AREA: ZZ TARIFF: IFRG CXR: CZ RULE: 0021

---------------------------

------

TITLE/APPLICATION - 70 (CONT)

DEPLANING, STOWING AND RETRIEVING OF CHECKED

AND CARRY-ON BAGGAGE;

(C) OTHER THAN BY CARRYING, IN MOVING TO/FROM AN

AIRCRAFT WASHROOM, INCLUDING ASSISTING A
PASSENGER IN USING AN ON-BOARD WHEELCHAIR WHERE ONE IS AVAILABLE;
(D) SERVING REGULAR AND SPECIAL MEALS WHERE AVAILABLE AND PROVIDING LIMITED ASSISTANCE WITH SUCH MEALS, INCLUDING CUTTING OF LARGE FOOD PORTIONS, OPENING OF PACKAGING, IDENTIFYING OBJECTS;
(E) INQUIRING PERIODICALLY DURING FLIGHT ABOUT A PASSENGER'S NEEDS;
(F) TRANSFERRING A PERSON WITH A DISABILITY BETWEEN MOBILITY AIDS, OR BETWEEN A MOBILITY AID AND AN AIRCRAFT SEAT;
(G) IN PROCEEDING TO THE GENERAL PUBLIC AREA OR, WHERE A PERSON WITH A DISABILITY IS CHANGING TO A FLIGHT OF ANOTHER CARRIER WITHIN THE SAME TERMINAL, TO A REPRESENTATIVE OF THE RECEIVING CARRIER,
(2) IN ADDITION TO THE ABOVE SERVICES FOR WHICH 48 HOURS NOTICE IS REQUESTED, THE FOLLOWING ADDITIONAL SERVICES SHALL BE PROVIDED TO A PERSON WITH A DISABILITY, REGARDLESS OF NOTICE RECEIVED:
(A) INQUIRING PERIODICALLY ABOUT THE NEEDS OF A PASSENGER WHO IS NOT INDEPENDENTLY MOBILE WHILE AWAITING A FLIGHT, AFTER CHECK-IN, OR WHILE IN TRANSIT BETWEEN FLIGHTS;
(B) COOPERATING WITH ANOTHER CARRIER IF A PERSON WHO HAS REQUESTED A SERVICE HAS TO TRAVEL WITH THAT OTHER CARRIER DUE TO A FLIGHT CANCELLATION OR THE SUBSTITUTION BY THE ORIGINAL AIR CARRIER OF AN AIRCRAFT THAT HAS FEWER THAN 30 SEATS;
(C) NOTIFICATION TO THE PASSENGER OF THE MOST ACCESSIBLE SEATS PRIOR TO ASSIGNING A SEAT, AND, WHERE POSSIBLE, ENSURING THAT ACCESSIBLE SEATS ARE THE LAST ONES ASSIGNED TO PERSONS WITHOUT DISABILITIES.
(D) ADVANCE SEAT SELECTION REGARDLESS OF FARE PAID.
OF, OR REMOVE EN ROUTE ANY PASSENGER:
(A) WHEN SUCH ACTION IS NECESSARY FOR REASONS OF SAFETY;
(B) WHEN SUCH ACTION IS NECESSARY TO PREVENT VIOLATION OF ANY APPLICABLE LAWS,

REGULATIONS OR ORDERS OF ANY STATE OR COUNTRY TO BE
FLOWN

FROM, INTO OR OVER;
(C) WHEN CONDUCT, AGE, STATUS OR MENTAL OR PHYSICAL CONDITION OF THE PASSENGER IS SUCH AS TO:
  (I) REQUIRE SPECIAL ASSISTANCE OF CARRIER; OR
      NOTE: THE PASSENGER HAS THE RIGHT TO DETERMINE HIS OR HER SELF RELIANCE.
  (II) CAUSE DISCOMFORT TO OR MAKE THE PASSENGER OBJECTIONABLE TO OTHER PASSENGERS; OR
  (III) INVOLVE ANY HAZARD OR RISK TO THE PASSENGER OR OTHER PERSONS OR TO PROPERTY.

EXCEPTION 1: SUCH PASSENGERS MAY BE CARRIED ON THE EXPRESS CONDITION THAT THE CARRIER SHALL NOT BE LIABLE FOR ANY INJURY OR DISABILITY, OR ANY AGGRAVATION OR CONSEQUENCE (INCLUDING DEATH) CAUSED BY SUCH STATUS, AGE OR MENTAL OR PHYSICAL CONDITION.

NOTE: ONLY RULE 55, (LIABILITY OF CARRIERS) PARAGRAPH (C)(6) IN THIS TARIFF MAY STATE ANY LIMITATION ON THE CARRIER’S LIABILITY FOR PERSONAL INJURY OR DEATH. INsofar AS ANY OTHER PORTION OF THIS TARIFF REFERS TO OTHER LIMITATIONS OR CONDITIONS ON THE LIABILITY FOR PERSONAL INJURY OR DEATH, SUCH REFERENCES ARE INCLUDED IN THIS TARIFF AS A PART OF THE TARIFF FILED WITH GOVERNMENTS OTHER THAN THE U.S.A. AND CANADA AND ARE NOT PART OF THIS TARIFF FILED.
EXCEPTION 2: THE CARRIER WILL ACCEPT INFANTS IN INCUBATORS AND PASSENGERS WHO REQUIRE RESPIRATORY DEVICES OR OTHER LIFE SUPPORT SYSTEMS UNDER THE FOLLOWING CONDITIONS:

(A) SUCH PASSENGERS MUST BE ACCOMPANIED BY A MEDICALLY TRAINED, OR OTHER SUITABLE ESCORT;

(B) ADVANCE ARRANGEMENTS MUST BE MADE WITH THE CARRIER;

(C) A PHYSICIAN’S STATEMENT INDICATING FITNESS FOR AIR TRAVEL AND A LIABILITY RELEASE STATEMENT SIGNED BY THE PASSENGER, GUARDIAN OR RESPONSIBLE FAMILY MEMBER MUST BE SUBMITTED TO THE CARRIER;

(D) APPROVAL TO BOARD LIFE SUPPORT SYSTEMS IN THE PASSENGER CABIN OF THE AIRCRAFT MUST BE OBTAINED IN ADVANCE FROM THE CARRIER SINCE FAA EXEMPTION MAY BE REQUIRED;

(E) WHEN A PASSENGER SEAT IS REQUIRED FOR THE CARRIAGE OF LIFE SUPPORT SYSTEMS, THE APPLICABLE CHARGE FOR BULKY CABIN BAGGAGE (OUTLINED IN RULE 115 (BAGGAGE REGULATIONS) HEREIN) SHALL APPLY FOR ADULT PASSENGERS AND CHILDREN AT LEAST 2 YEARS OF AGE. LIFE SUPPORT SYSTEMS FOR INFANTS UNDER 2 YEARS OF AGE MAY BE CARRIED IN A SEAT FOR THE APPLICABLE CHILDREN’S FARE THAT CORRESPONDS TO THE ACCOMPANYING ADULT(S) TICKETS.
(D) WHEN THE PASSENGER REFUSES ON REQUEST TO PRODUCE POSITIVE IDENTIFICATION, THE CARRIER HAS THE RIGHT, BUT NOT THE OBLIGATION, TO REQUIRE POSITIVE IDENTIFICATION OF PERSONS PURCHASING TICKETS AND/OR PRESENTING TICKETS.

---

TITLE/APPLICATION - 70 (CONT)

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

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

(3) THE SOLE RECOURSE OF ANY PERSON WHO IS REFUSED CARRIAGE OR REMOVED EN ROUTE FOR ANY REASON SPECIFIED ABOVE, SHALL BE RECOVERY OF THE REFUND VALUE OF THE UNUSED PORTION OF HIS/HER TICKET AS DESCRIBED IN RULE 90 (REFUNDS).

---

TITLE/APPLICATION - 70

- ACCEPTANCE OF CHILDREN

FOR THE PURPOSES OF THE PRESENT RULE, A MINOR MEANS A PERSON WHO HAS NOT REACHED HIS/HER 18TH BIRTHDAY AS OF THE DATE OF COMMENCEMENT OF TRAVEL.

(A) ACCOMPANIED

CHILDREN ARE ACCEPTED FOR TRANSPORTATION WHEN ACCOMPANIED ON THE SAME FLIGHT AND IN THE SAME COMPARTMENT BY A PASSENGER AT LEAST 18 YEARS OF AGE. ONLY ONE INFANT WILL BE ACCEPTED FOR CARRIAGE WITH EACH FARE PAYING PASSENGER AT LEAST 18 YEARS OF AGE OCCUPYING THE SAME OR ADJACENT SEAT OCCUPIED BY THE INFANT.

(B) UNACCOMPANIED

MINORS NOT ACCOMPANIED ON THE SAME FLIGHT AND IN THE SAME COMPARTMENT BY A PASSENGER 18 YEARS OF AGE OR OVER ARE ACCEPTED FOR TRANSPORTATION ONLY UNDER THE FOLLOWING CONDITIONS:

(1) ALL CLASSES OF SERVICE NOT ACCEPTED UNDER ANY CONDITIONS.

(2) 5 TO 11 YEARS OF AGE UNACCOMPANIED MINOR SERVICE IS MANDATORY.
(3) ACCEPTED ONLY FOR TRANSPORTATION ON CZ-OPERATED NON-STOP FLIGHTS.
(4) CONNECTIONS OR MULTI-LEG ITINERARIES ARE NOT PERMITTED.
(5) 12 TO 16 YEARS OF AGE UNACCOMPANIED MINOR SERVICE OPTIONAL.

-26-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 03DEC11

AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0026

---------

TITLE/APPLICATION - 70 (CONT)

(C) CONDITIONS OF APPLICABLE SERVICE

(1) REGISTRATION FOR THE UNACCOMPANIED MINOR SERVICE MUST BE MADE AT LEAST 24 HOURS PRIOR TO DEPARTURE.

(2) THE MINOR MUST BE BROUGHT TO THE AIRPORT OF DEPARTURE BY A PARENT OR RESPONSIBLE ADULT WHO REMAINS WITH THE MINOR UNTIL CARRIER STARTS PROVIDING SUPERVISION, AND WHO MUST FURNISH THE CARRIER WITH SATISFACTORY EVIDENCE THAT THE MINOR WILL BE MET BY ANOTHER PARENT OR RESPONSIBLE ADULT SHOWING PHOTO IDENTIFICATION, UPON DEPLANING AT HIS DESTINATION. CHILDREN OF AGES 5 TO 11 ARE NOT ACCEPTED IF THE FLIGHT ON WHICH THE CHILD HOLDS A RESERVATION IS EXCEPTED TO TERMINATE SHORT OF, OR BYPASS HIS DESTINATION.

(3) CARRIER WILL PROVIDE SUPERVISION FOR THE MINOR FROM THE TIME OF BOARDING OR CHECK-IN, WHERE APPLICABLE, UNTIL THE MINOR IS MET AT DESTINATION BY A PARENT OR RESPONSIBLE ADULT SHOWING PHOTO IDENTIFICATION, AS IDENTIFIED IN THE ABOVE PARAGRAPH.

(4) STANDBY/WAITLIST SEGMENTS MUST BE CONFIRMED. STANDBY TRAVEL IS NOT PERMITTED.

(D) RESPONSIBILITY OF CARRIER

LIMITED RESPONSIBILITIES OF CARRIER WITH THE EXCEPTION OF THE SERVICE SPECIFICALLY PROVIDED TO AN UNACCOMPANIED MINOR IN THIS RULE, CARRIER WILL NOT ASSUME ANY FINANCIAL OR GUARDIANSHIP RESPONSIBILITIES FOR UNACCOMPANIED MINOR BEYOND THOSE APPLICABLE TO AN ADULT PASSENGER.

---------

TITLE/APPLICATION - 70

K 35 PASSENGER EXPENSES EN ROUTE

(A) MEALS, HOTEL ACCOMMODATIONS, GROUND TRANSPORTATION AND TRANSIT TAXES

(1) IF FOOD IS PROVIDED, IT IS PROVIDED AT NO CHARGE.
(2) Hotel expenses, charges for ground transportation service, meals other than those served aloft, airport service charges and transit taxes are not included in passenger fares.

(B) Hotel Reservations

-27-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 03DEC11

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

-------

TITLE/APPLICATION - 70 (CONT)

(1) When requested by passenger, carrier's representatives will make application on their behalf for hotel reservations, but the availability thereof is not guaranteed. All expenses incurred by carrier or its representatives in arranging, or attempting to arrange, for reservations will be chargeable to passengers, except as otherwise provided in this tariff.

(2) Except as provided below, hotel expenses are not included in passenger fares, and in the case of scheduled overnight or other stops on through services, the cost of hotel accommodation may be borne by carrier.

(C) Arrangements made by carrier in making arrangements for hotel or other housing and board accommodations for passengers or for excursion trips on the ground or other similar arrangements whether or not the cost of such arrangements is for the account of carrier, carrier acts only as agent for the passenger and carrier is not liable for loss, damage or expense of any nature whatsoever incurred by the passenger as a result of or in connection with the use by the passenger of such accommodation or the denial of the use thereof to the passenger by any other person, company or agency.

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

-------

TITLE/APPLICATION - 70

K TAXES

Any tax or other charge imposed by government authority and collectible from a passenger will be in addition to the published fares and charges.

AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0041

-------

TITLE/APPLICATION - 70

SURCHARGES

_ * CZ Fuel Surcharge (for tickets issued on/before 31MAR12)
* (A) THIS SURCHARGE MUST BE SHOWN AS A "YR" CODED ITEM IN THE TAX/FEES/CHARGES SECTION OF THE FARE TICKET BOX. IT WILL BE SHOWN AS "YQ" IF SYSTEM IS UNABLE TO SHOW AS "YR"

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 03DEC11

AREA: ZZ TARIFF: IPFG CXR: CZ RULE: 0041

-------

SURCHARGES - 70 (CONT)
* (B) FUEL SURCHARGE IS TO BE LEVIED ON ALL FARE TYPES INCLUDING PUBLISHED FARE, MARKET FARE, CHILD FARE AND PTA.
* (C) APPLICATION OF SURCHARGE BETWEEN CHINA MAINLAND AND THE UNITED STATES OF AMERICA/CANADA: CAD 118 PER SECTOR.
* EXAMPLE:
  * LAX-CZ-CAN USD 125 IS TO BE LEVIED.
  * CAN-CZ-YVR CAD 118 IS TO BE LEVIED.
* (D) THE SURCHARGE AMOUNT APPLIES TO ALL CLASSES OF SERVICE.
* (E) AGENCY COMMISSION DOES NOT APPLY.

TITLE/APPLICATION - 70
K 45 ADMINISTRATIVE FORMALITIES, PASSPORTS, VISAS AND TOURIST CARDS
(A) COMPLIANCE WITH REGULATIONS THE PASSENGER SHALL COMPLY WITH ALL LAWS, REGULATIONS, ORDERS, DEMANDS OR TRAVEL REQUIREMENTS OF COUNTRIES TO BE FLOWN FROM, INTO OR OVER, AND WITH ALL RULES, REGULATIONS AND INSTRUCTIONS OF THE CARRIER. THE CARRIER SHALL NOT BE LIABLE FOR ANY AID OR INFORMATION GIVEN BY ANY AGENT OR EMPLOYEE OF THE CARRIER TO ANY PASSENGERS IN CONNECTIONS 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/HER FAILURE TO OBTAIN SUCH DOCUMENTS OR TO COMPLY WITH SUCH LAWS, REGULATIONS, ORDERS, DEMANDS, REQUIREMENTS OR INSTRUCTIONS.

COMPLIANCE W/ REGULATIONS - 71
K (B) PASSPORTS AND VISAS
(1) THE PASSENGER MUST PRESENT ALL EXIT, ENTRY AND OTHER DOCUMENTS REQUIRED BY LAWS, REGULATIONS, ORDERS, DEMANDS OR REQUIREMENTS OF THE COUNTRIES CONCERNED. THE CARRIER WILL REFUSE CARRIAGE TO ANY PASSENGER WHOSE DOCUMENTS ARE INCOMPLETE OR WHO HAS NOT COMPLIED WITH APPLICABLE LAWS, REGULATIONS, ORDERS, DEMANDS OR REQUIREMENTS.
COMPLIANCE W/ REGULATIONS - 71 (CONT)

FURTHERMORE, THE 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 THE APPLICABLE LAWS AND REGULATIONS, THE PASSENGER AGREES TO PAY THE APPLICABLE FARE WHENEVER THE 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.

PASSPORTS/VISAS - 72

K (C) CUSTOMS INSPECTION

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

CUSTOMS INSPECTION - 73

K (D) GOVERNMENT REGULATION

NO LIABILITY SHALL ATTACH TO THE 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.
LAWS/PROVISIONS APPL  - 71

(B) LAWS AND PROVISIONS APPLICABLE

(1) (A) THE CARRIER SHALL AVAIL ITSELF OF THE LIMITATION OF LIABILITY PROVIDED IN THE CONVENTION FOR THE UNIFICATION OF CERTAIN RULES RELATING TO INTERNATIONAL CARRIAGE BY AIR, SIGNED AT WARSAW, OCTOBER 12TH, 1929, OR PROVIDED IN THE SAID CONVENTION AS AMENDED BY THE PROTOCOL SIGNED AT THE HAGUE, SEPTEMBER 28TH, 1955. THE CONVENTION FOR THE UNIFICATION OF CERTAIN RULES FOR INTERNATIONAL CARRIAGE BY AIR, DONE AT MONTREAL ON 28 MAY 1999. HOWEVER, IN ACCORDANCE WITH ARTICLE 22(1) OF SAID CONVENTION, OR SAID CONVENTION AS AMENDED BY SAID PROTOCOL, THE CARRIER AGREES THAT, AS TO ALL INTERNATIONAL TRANSPORTATION BY THE CARRIER AS DEFINED IN THE SAID CONVENTION OR SAID CONVENTION AS AMENDED BY SAID PROTOCOL, WHICH, ACCORDING TO THE CONTRACT OF CARRIAGE, INCLUDES A POINT IN THE UNITED STATES OF AMERICA AS A POINT OF ORIGIN, POINT OF DESTINATION, OR AGREED STOPPING PLACE, THE LIMIT OF LIABILITY FOR EACH PASSENGER FOR DEATH, WOUNDING, OR OTHER BODILY INJURY SHALL BE THE DOLLAR EQUIVALENT OF 100,000 SPECIAL DRAWING RIGHTS USD 636.00 EXCLUSIVE OF THE COSTS OF THE ACTION INCLUDING LAWYER(S) FEES WHICH THE COURT FINDS REASONABLE.

(B) AS TO ALL INTERNATIONAL TRANSPORTATION BY THE CARRIER TO WHICH THE SAID CONVENTION OR THE SAID CONVENTION AS AMENDED BY SAID PROTOCOL, IS APPLICABLE, EXCEPT AS PROVIDED IN (B)(1)(A) ABOVE, THE LIMIT OF LIABILITY FOR EACH PASSENGER FOR DEATH, WOUNDING OR OTHER BODILY INJURY SHALL BE THE DOLLAR EQUIVALENT OF 100,000 SPECIAL DRAWING RIGHTS USD 636.00 EXCLUSIVE OF THE COSTS OF THE ACTION INCLUDING LAWYER(S) FEES WHICH THE COURT FINDS REASONABLE.

NOTE: RULES STATING ANY LIMITATION ON, OR CONDITION RELATING TO, THE LIABILITY OF CARRIERS FOR PERSONAL
INJURY OR DEATH ARE NOT PERMITTED TO BE INCLUDED IN TARIFFS FILED PURSUANT TO THE LAWS OF THE UNITED STATES, EXCEPT TO THE EXTENT PROVIDED IN PARAGRAPH (B)(1) ABOVE WITH RESPECT TO TARIFF C.A.B. NO. 740. INsofar as this rule states

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 03DEC11

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

--------------------------------------------------------------------

LAWS/PROVISIONS APPL - 71 (CONT)

ANY SUCH LIMITATION OR CONDITION IS INCLUDED HEREIN; EXCEPT TO THE EXTENT PROVIDED IN PARAGRAPH (B)(1) ABOVE WITH RESPECT TO TARIFF C.A.B. NO. 740, AS PART OF THE TARIFF FILED WITH GOVERNMENTS OTHER THAN THE UNITED STATES AND NOT AS PART OF TARIFF C.A.B. NO. 740 FILED WITH THE DEPARTMENT OF TRANSPORTATION OF THE UNITED STATES.

(2) CARRIER'S NAME WILL BE ABBREVIATED IN THE TICKET, THE FULL NAME AND ITS ABBREVIATION BEING SET FORTH IN CARRIER'S TARIFFS, AND CARRIER'S ADDRESS SHALL BE THE AIRPORT OF DEPARTURE SHOWN OPPOSITE THE FIRST ABBREVIATION OF CARRIER'S NAME IN THE TICKET, AND FOR THE PURPOSE OF THE CONVENTION THE AGREED STOPPING PLACES (WHICH MAY BE ALTERED BY CARRIER IN CASE OF NECESSITY) ARE THOSE PLACES, EXCEPT THE PLACE OF DEPARTURE AND THE PLACE OF DESTINATION SET FORTH IN THE TICKET AND ANY CONJUNCTION TICKET ISSUED THEREWITH, OR SHOWN IN CARRIER'S TIMETABLE AS SCHEDULED STOPPING PLACES ON THE PASSENGER'S ROUTE. A LIST GIVING THE FULL NAME AND ABBREVIATION OF EACH CARRIER IN THIS TARIFF IS PROVIDED AT THE FRONT OF THIS TARIFF.

(3) TO THE EXTENT NOT IN CONFLICT WITH THE PROVISIONS OF PARAGRAPHS (1) AND (2) ABOVE, ALL CARRIAGE HEREUNDER AND OTHER SERVICES PERFORMED BY EACH CARRIER ARE SUBJECT TO:

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

(B) PROVISIONS SET FORTH IN THE PASSENGER'S
TICKET;
(C) APPLICABLE TARIFFS.

* (4) FOR THE PURPOSE OF INTERNATIONAL CARRIAGE GOVERNED
* BY THE MONTREAL CONVENTION, THE LIABILITY RULES SET OUT IN THE MONTREAL CONVENTION ARE FULLY
* INCORPORATED HEREIN AND SHALL SUPERSEDE AND PREVAIL OVER ANY PROVISIONS OF THIS TARIFF WHICH
* MAY BE INCONSISTENT WITH THOSE RULES.

-32-
GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 03DEC11

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

LIMITATION OF LIABILITY - 72
(C) LIMITATION OF LIABILITY EXCEPT AS THE CONVENTION OR OTHER APPLICABLE LAW MAY OTHERWISE REQUIRE:
(1) CARRIER IS NOT LIABLE FOR ANY DEATH, INJURY, DELAY, LOSS, OR OTHER DAMAGE OF WHATSOEVER NATURE (HEREINAFTER IN THIS TARIFF COLLECTIVELY REFERRED TO AS "DAMAGE") TO PASSENGERS OR UNCHECKED BAGGAGE ARISING OUT OF OR IN CONNECTION WITH CARRIAGE OR OTHER SERVICES PERFORMED BY CARRIER INCIDENTAL THERETO, UNLESS SUCH DAMAGE IS CAUSED BY THE NEGLIGENCE OR WILLFUL FAULT OF CARRIER AND THERE HAS BEEN NO CONTRIBUTORY NEGLIGENCE OF THE PASSENGER. ASSISTANCE RENDERED TO THE PASSENGER BY CARRIER'S EMPLOYEES IN LOADING, UNLOADING, OR TRANSSHIPPING BAGGAGE SHALL BE CONSIDERED AS GRATUITOUS SERVICE TO THE PASSENGER.

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

(3) BAGGAGE LIABILITY
ANY LOSS, DAMAGE, OR DELAY OF CERTAIN ITEMS IN CHECKED BAGGAGE - INCLUDING BUT NOT LIMITED TO ANTIQUES, DOCUMENTS, ELECTRONIC EQUIPMENT, FILM, JEWELRY, KEYS, MANUSCRIPTS, MEDICATION, MONEY, PAINTINGS, PHOTOGRAPHS, ETC. - SHALL RESULT IN LIABILITY TO THE CARRIER OF NO MORE THAN 1000 SDRS. 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
EXCEPTION: FOR CARRIAGE WHOLLY BETWEEN POINTS IN THE U.S.A., ON THE ONE HAND AND POINTS IN AREA NO. 2/3 OR WITHIN AREA NO. 1, ON THE OTHER, CARRIER'S LIABILITY IS LIMITED TO USD 640.00 OR ITS EQUIVALENT FOR EACH PIECE OF CHECKED BAGGAGE AND USD 400.00 OR ITS EQUIVALENT PER PASSENGER IN CASE OF UNCHECKED BAGGAGE OR OTHER PROPERTY, UNLESS A HIGHER VALUE IS DECLARED IN ADVANCE AND ADDITIONAL CHARGES ARE PAID PURSUANT TO RULE -33-

LIMITATION OF LIABILITY - 72 (CONT)

IN THAT EVENT, LIABILITY OF CARRIER (INCLUDING CONSEQUENTIAL DAMAGES) SHALL BE LIMITED TO SUCH HIGHER VALUE; 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 OR OTHER SIMILAR VALUABLES WHEN SUCH VALUABLES ARE INCLUDED IN BAGGAGE CHECKED OR OTHERWISE DELIVERED INTO THE CUSTODY OF CARRIER. IN NO CASE SHALL CARRIER'S LIABILITY EXCEED ACTUAL LOSS SUFFERED BY THE PASSENGER. ALL CLAIMS ARE SUBJECT TO PROOF OF AMOUNT OF LOSS OR EXPENSES INCURRED BY CARRIER AS A RESULT THEREOF.

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

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

(6) CARRIER IS NOT LIABLE FOR DAMAGE TO A PASSENGER'S BAGGAGE CAUSED BY PROPERTY CONTAINED IN THE PASSENGER'S BAGGAGE. ANY PASSENGER WHOSE PROPERTY CAUSED DAMAGE TO ANOTHER PASSENGER'S BAGGAGE OR TO THE PROPERTY OF CARRIER SHALL INDEMNIFY CARRIER FOR ALL LOSSES AND EXPENSES INCURRED BY CARRIER AS A RESULT THEREOF.

(7) CARRIER IS NOT LIABLE FOR LOSS, DAMAGE TO, OR DELAY IN THE DELIVERY OF FRAGILE OR PERISHABLE ARTICLES, MONEY, JEWELRY, SILVERWARE, NEGOTIABLE PAPERS, SECURITIES, OR OTHER VALUABLES, BUSINESS DOCUMENTS, OR SAMPLES THAT ARE INCLUDED IN THE PASSENGER'S CHECKED BAGGAGE, WITH OR WITHOUT THE KNOWLEDGE OF CARRIER.

(8) CARRIER MAY REFUSE TO ACCEPT ANY ARTICLES THAT DO NOT CONSTITUTE BAGGAGE AS SUCH TERM IS DEFINED.

------
LIMITATION OF LIABILITY - 72 (CONT)
HEREIN, BUT IF DELIVERED TO AND RECEIVED BY CARRIER, SUCH ARTICLES SHALL BE DEEMED TO BE WITHIN THE BAGGAGE VALUATION AND LIMIT OF LIABILITY, AND SHALL BE SUBJECT TO THE PUBLISHED RATES AND CHARGES OF CARRIER.

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

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

(10) CARRIER SHALL NOT BE LIABLE IN ANY EVENT FOR ANY CONSEQUENTIAL OR SPECIAL DAMAGE ARISING FROM CARRIAGE SUBJECT TO THIS TARIFF, WHETHER OR NOT CARRIER HAD KNOWLEDGE THAT SUCH DAMAGES MIGHT BE
(11) ANY EXCLUSION OR LIMITATION OF LIABILITY OF CARRIER UNDER THIS TARIFF OR THE TICKET SHALL APPLY TO AGENTS, SERVANTS, OR REPRESENTATIVES OF THE CARRIER ACTING WITHIN THE SCOPE OF THEIR EMPLOYMENT AND ALSO TO ANY PERSON WHOSE AIRCRAFT IS USED BY THE CARRIER AND ITS AGENTS, SERVANTS OR REPRESENTATIVES ACTING WITHIN THE SCOPE OF THEIR EMPLOYMENT.

LIMIT ON CLAIMS /ACTIONS - 73

- (D) TIME LIMITATIONS ON CLAIMS AND ACTIONS
  - (1) NO ACTION SHALL LIE IN THE CASE OF DAMAGE TO BAGGAGE UNLESS THE PERSON ENTITLED TO DELIVERY COMPLAINS TO THE CARRIER FORTHWITH AFTER THE DISCOVERY OF THE DAMAGE, AND, AT THE LATEST, WITHIN SEVEN DAYS FROM THE DATE OF RECEIPT; AND IN THE CASE OF DELAY, OR LOSS, COMPLAINT MUST BE MADE AT THE LATEST WITHIN 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.

- (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.

ODDEVING LAW - 74

- (E) OVERRIDING LAW

IN SOFAR AS ANY PROVISION CONTAINED OR REFERRED TO IN
THE TICKET OR IN THIS TARIFF MAY BE CONTRARY TO A LAW, GOVERNMENT REGULATION, ORDER OR REQUIREMENT WHICH SEVERALLY CANNOT BE WAIVED BY AGREEMENT OF THE PARTIES, SUCH PROVISIONS SHALL REMAIN APPLICABLE AND BE CONSIDERED AS PART OF THE CONTRACT OF CARRIAGE TO THE EXTENT ONLY THAT SUCH PROVISION IS NOT CONTRARY THERETO. THE INVALIDITY OF ANY PROVISION SHALL NOT AFFECT ANY OTHER PART.

MODIFICATION AND WAIVER - 75

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

GRATUITOUS TRANSPORTATION - 76

(G) GRATUITOUS TRANSPORTATION
(1) GRATUITOUS TRANSPORTATION BY CARRIER OF PERSONS AS HEREINAFTER DESCRIBED SHALL BE GOVERNED BY ALL THE PROVISIONS OF THIS RULE, EXCEPT SUBPARAGRAPH (2) AND (3) BELOW AND BY ALL OTHER APPLICABLE RULES OF THIS TARIFF.
(A) TRANSPORTATION OF PERSONS INJURED IN AIRCRAFT ACCIDENTS ON THE LINES OF CARRIER AND PHYSICIANS AND NURSES ATTENDING SUCH PERSONS.
(B) TRANSPORTATION OF PERSONS, THE OBJECT OF WHICH IS THAT OF PROVIDING RELIEF IN GENERAL EPIDEMICS, PESTILENCE OR OTHER CALAMITOUS VISITATION.
(C) TRANSPORTATION OF PERSONS, WHICH IS REQUIRED BY AND AUTHORIZED PURSUANT TO PART 223 OF THE ECONOMIC REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION OF THE UNITED STATES OF AMERICA.
(D) TRANSPORTATION OF PERSONS WHICH IS SUBJECT TO THE CONVENTION.
(E) TRANSPORTATION OF OFFICERS, EMPLOYEES AND SERVANTS OF CARRIER TRAVELING IN THE COURSE OF THEIR EMPLOYMENT AND IN THE FURTHERANCE OF CARRIER'S BUSINESS.
(2) EXCEPT IN RESPECT OF GRATUITOUS TRANSPORTATION OF PERSONS DESCRIBED IN PARAGRAPH (G) (1) ABOVE, CARRIER IN FURNISHING GRATUITOUS TRANSPORTATION SHALL NOT BE LIABLE (THE PROVISIONS OF PARAGRAPH (B) AND (C) OF THIS RULE TO THE CONTRARY NOTWITHSTANDING) UNDER ANY CIRCUMSTANCES WHETHER OF ITS OWN NEGLIGENCE OR THAT OF ITS OFFICERS, AGENTS, REPRESENTATIVES OR EMPLOYEES, OTHERWISE, AND THE PERSON USING SUCH FREE TRANSPORTATION ON BEHALF OF HIMSELF, HIS HEIRS, LEGAL REPRESENTATIVE, DEFENDANTS AND OTHER PARTIES IN INTEREST, AND THEIR REPRESENTATIVES, ASSIGNEES, RELEASES AND AGREES TO INDEMNIFY CARRIER, ITS OFFICERS, AGENTS, REPRESENTATIVES AND EMPLOYEES FROM ALL LIABILITY (INCLUDING COST AND EXPENSES), FOR ANY AND ALL DELAY, AND FOR FAILURE TO COMPLETE PASSAGE, AND FROM ANY AND ALL LOSS OR DAMAGE TO THE PROPERTY OF SUCH PERSON.

(3) EXCEPT IN RESPECT OF GRATUITOUS TRANSPORTATION OF PERSONS DESCRIBED IN PARAGRAPH (G) (1) ABOVE, CARRIER IN FURNISHING GRATUITOUS TRANSPORTATION SHALL NOT BE LIABLE UNDER ANY CIRCUMSTANCES WHETHER OF ITS OWN NEGLIGENCE OR THAT OF ITS OFFICERS, AGENTS, REPRESENTATIVES OR EMPLOYEES, OTHER 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 BELOW).

NOTE: RULES STATING ANY LIMITATION ON, OR CONDITIONS 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 -37-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 03DEC11

AREA: ZZ TARIFF: IFPG CXR: CZ RULE: 0055
-------------------------------------------------------------------------
-------
GRATUITOUS TRANSPORTATION - 76 (CONT)

PARAGRAPH (B)(L) OF THIS RULE. INSOFA R AS THIS RULE STATES ANY SUCH LIMITATION OR CONDITION IT IS INCLUDED HEREIN; EXCEPT TO
THE EXTENT PROVIDED IN PARAGRAPH (B)(1) OF THIS RULE, AS PART OF THE TARIFF FILED WITH GOVERNMENTS OTHER THAN THE UNITED STATES AND NOT AS PART OF THIS TARIFF FILED WITH THE DEPARTMENT OF TRANSPORTATION OF THE UNITED STATES.

TITLE/APPLICATION - 70

(A) APPLICABILITY TO CODESHARE SERVICES

ONE OR MORE FLIGHT SEGMENTS IN YOUR ITINERARY MAY BE OPERATED BY AIRLINES OTHER THAN CHINA SOUTHERN ("CZ") PURSUANT TO CONTRACTUAL CODESHARE ARRANGEMENTS WITH CZ THAT ALLOW CZ TO SELL TICKETS FOR TRAVEL ON FLIGHTS OPERATED BY THESE CARRIERS ("CZ CODESHARE PARTNERS"). IF YOU PURCHASE A CZ TICKET, HOWEVER, YOUR CONTRACT OF CARRIAGE IS WITH CZ REGARDLESS OF THE OPERATING CARRIER. CZ ACCEPTS RESPONSIBILITY FOR THE ENTIRETY OF THE CODESHARE JOURNEY FOR ALL OBLIGATIONS ESTABLISHED IN THIS CONTRACT OF CARRIAGE.

(B) RULES APPLICABLE TO CODESHARE FLIGHTS

DEPENDING ON WHICH CZ CODESHARE PARTNER YOU TRAVEL WITH, CERTAIN POLICIES AND OPERATIONS MAY OR MAY NOT DIFFER FROM CZ'S STANDARD CONDITIONS OF CARRIAGE. TO THE EXTENT THAT ANY CZ POLICY MAY DIFFER FROM THAT OF ITS CODESHARE PARTNER, THE FOLLOWING SUBSET OF RULES ARE HIGHLIGHTED FOR YOUR ATTENTION AND SHALL APPLY TO FLIGHTS OPERATED BY CZ CODESHARE PARTNERS.

(1) CHECK-IN TIME LIMITS

ALL PASSENGERS MUST CHECK-IN A MINIMUM OF 45 MINUTES PRIOR TO THE SCHEDULED DEPARTURE.

(2) UNACCOMPANIED MINORS

SUPERVISION AND ACCEPTANCE: FOR ANY CHILD ESCORTED ON TO THE FLIGHT, INTRODUCED TO A FLIGHT ATTENDANT, AND ESCORTED BETWEEN CONNECTING FLIGHTS, UPON ARRIVAL, DEDICATED GROUND PERSONNEL WILL MEET THE CHILD AND ESCORT HIM/HER TO PARENTS OR GUARDIANS.

AGE REQUIREMENTS: REQUIRED 5-11 YEARS OLD. OPTIONAL FOR 12-16 YEARS OLD. MINIMUM AGE FOR -38-
* (3) BAGGAGE CHARGES
* IN FIRST AND INTERMEDIATE CLASS, THE CHECKED
* BAGGAGE ALLOWANCE SHALL BE TWO BAGS/PIECES,
* PROVIDED THAT THE SUM OF THE THREE DIMENSIONS
* SHALL NOT EXCEED 62 INCHES (158 CM) FOR EACH
* BAG/PIECE AND PROVIDED THAT THE MAXIMUM WEIGHT
* FOR EACH BAG/PIECE SHALL NOT EXCEED 70 LBS (32 KGS).
* FOR ECONOMY CLASS, THE CHECKED BAGGAGE ALLOWANCE
* SHALL BE TWO BAG/PIECES, PROVIDED THAT THE SUM OF
* THE THREE DIMENSIONS SHALL NOT EXCEED 62 INCHES
* (158 CM) FOR EACH BAG/PIECE AND PROVIDED THAT THE
* MAXIMUM WEIGHT FOR EACH BAG/PIECE SHALL NOT
* EXCEED 50 LBS (23 KGS).
* (4) CARRIAGE OF ANIMALS
* CZ WILL TRANSPORT SERVICE DOG (E.G., GUIDE DOGS,
* SEIZURE ALERT DOGS, ETC.) AS LONG AS SAFETY AND
* ANIMAL HEALTH REQUIREMENTS ARE MET. CZ WILL
* TRANSPORT EMOTIONAL SUPPORT OR PSYCHIATRIC
* SERVICE ANIMALS ONLY WHEN OPERATING UNDER A U.S.
* CARRIER'S CODE ON COVERED FLIGHTS. CZ RESERVE THE RIGHT TO
* REFUSE TRANSPORT TO ANY ANIMAL IF IN ITS
* REASONABLE DETERMINATION THE ANIMAL PRESENTS A
* THREAT TO THE HEALTH AND SAFETY OF PASSENGERS OR
* A FUNDAMENTAL ALTERATION IN SERVICE. CZ MAY
* REASONABLY LIMIT THE NUMBER OF ANIMALS TO ONLY
* ONE
* (5) DENIED BOARDING COMPENSATION
* WHEN THE CARRIER JUDGES THAT ALL PASSENGERS
* HOLDING PREVIOUSLY CONFIRMED SPACE AND TICKETS ON
* A FLIGHT CANNOT BE ACCOMMODATED ON A GIVEN FLIGHT,
* THE CARRIER SHALL SOLICIT PASSENGERS TO VOLUNTEER
* FOR DENIED BOARDING IN EXCHANGE FOR MONETARY
* COMPENSATION AND/OR ALTERNATIVE TRAVEL
* ARRANGEMENTS.
* (C) ADDITIONAL SERVICES PROVIDED BY CZ CODESHARE PARTNERS
* CZ CODESHARE PARTNERS MAY, IN THEIR DISCRETION, ACCEPT
* MORE, LARGER OR HEAVIER ITEMS OF CHECKED BAGGAGE,
* ACCEPT SPECIALTY BAGGAGE ITEMS, ACCEPT OTHER ANIMALS
* IN THE CABIN OR AS CARGO, AND PERMIT LATER CHECK-IN TIMES.
* THE CZ CODESHARE PARTNER MAY CHARGE A FEE FOR ANY
* ADDITIONAL DISCRETIONARY SERVICES IT PROVIDES. ANY
* ADDITIONAL SERVICES PROVIDED AT THE DISCRETION OF THE
* CZ CODESHARE PARTNER ARE NOT WITHIN CZ'S CONTROL, ARE
* SUBJECT TO CHANGE AT ANY TIME, AND DO NOT FORM ANY
* PART OF THIS CONTRACT OF CARRIAGE BETWEEN THE PASSENGER AND
* CZ.
A ticket will be valid only for the flight(s) for which reservations have been made, and only between the points named on the tickets or applicable flight coupons. A passenger holding an unused open-date ticket/flight coupon/miscellaneous charges order (MCO)/prepaid ticket advice (PTA), or who wishes to change his/her ticketed reservation to another date, shall not be entitled to any preferential right with respect to the obtaining of a reservation.

A reservation for space on a given flight is valid when the availability and allocation of such space is confirmed by a reservation agent of the carrier entered into the carrier's computer. Subject to payment or other satisfactory credit arrangement and compliance with the payment provisions of paragraph (C) 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 (C) 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 (C) of this rule. Exception: 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 (C) of this rule such earlier time limits 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 
GFS TEXT MENU RULE CATEGORY TEXT DISPLAY IN EFFECT ON: 03DEC11

AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0060

CONDITIONS OF RESERVATION - 71 (CONT)

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.

(2) 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.

RES/TKT TIME LIMITS - 72

K (C) RESERVATIONS AND TICKETING TIME LIMITS

(1) WHEN 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 SCHEDULE DEPARTURE TIME FOR WHICH CONFIRMATION IS GIVEN MUST BE ISSUED AND PAID FOR NO LATER THAN ONE HOUR PRIOR TO DEPARTURE.

(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 COMMUNICATIONS EXPENSES IN ACCORDANCE WITH PARAGRAPH (D) OF THIS RULE.

COMMUNICATION CHARGES - 73

K (D) COMMUNICATION CHARGES

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

ALLOCATION/ACCOMMODATIONS - 74

K (E) ALLOCATION OF ACCOMMODATIONS

THE CARRIER DOES NOT GUARANTEE ALLOCATION OF ANY PARTICULAR SPACE IN THE AIRCRAFT.
ARRIVAL OF PSGRS - 75

K (F) ARRIVAL OF PASSENGERS AT AIRPORTS

THE PASSENGER MUST PRESENT HIMSELF/HERSELF AT THE
AIRPORT OF DEPARTURE FOR CHECK-IN AT LEAST 30 MINUTES
PRIOR TO THE SCHEDULE DEPARTURE TIME OF THE FLIGHT ON
WHICH HE/SHE HOLDS A RESERVATION. IF THE PASSENGER
FAILS TO ARRIVE AT SUCH AIRPORT OF DEPARTURE BY THE
ESTABLISHED TIME LIMIT OR APPEARS IMPROPERLY

DOCUMENTED

AND NOT READY TO TRAVEL, CZ 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. CZ IS NOT LIABLE TO THE PASSENGER FOR
LOSS OR EXPENSES DUE TO PASSENGER'S FAILURE TO COMPLY
WITH THIS PROVISION.

RECONFIRMATION OF RES - 76

K (G) RECONFIRMATION OF RESERVATIONS

CZ 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 FROM ANY STOPOVER POINT,

UNLESS

THE PASSENGER ADVISES CZ OF HIS/HER INTENTION TO USE
HIS/HER RESERVATION BY COMMUNICATING WITH A

RESERVATION

OR TICKET OFFICE OF CZ AT THE CITY WHERE HE/SHE

INTENDS

TO RESUME HIS/HER TRIP AT LEAST 72 HOURS BEFORE
SCHEDULED DEPARTURE OF THE FLIGHT. HOWEVER,
RECONFIRMATION OF RESERVATION IS NOT REQUIRED IF THE
PASSENGER REMAINS AT ANY POINT LESS THAN 72 HOURS.

CANCEL OF CONT.SPACE - 77

K (H) CANCELLATION OF CONTINUING SPACE

IF A PASSENGER FAILS TO OCCUPY SPACE WHICH HAS BEEN
RESERVED FOR HIM HER, THE CARRIER WILL CANCEL ALL

OTHER

RESERVATIONS HELD BY SUCH PASSENGER FOR CONTINUING OR
RETURN SPACE. THE CARRIER IS NOT LIABLE FOR SUCH
CANCELLATION BUT WILL REFUND ANY UNUSED PORTION OF THE
TICKET IN ACCORDANCE WITH RULE 90 (REFUNDS) IN THIS

TARIFF.
(A) GENERAL

(1) A TICKET WILL NOT BE ISSUED AND IN ANY CASE CARRIER WILL NOT BE OBLIGATED TO CARRY UNTIL THE PASSENGER HAS PAID THE APPLICABLE FARE OR HAS COMPLIED WITH CREDIT ARRANGEMENTS ESTABLISHED BY CARRIER.

(2) NO PERSON SHALL BE ENTITLED TO TRANSPORTATION EXCEPT UPON PRESENTATION OF A VALID TICKET. SUCH TICKET SHALL ENTITLE THE PASSENGER TO TRANSPORTATION ONLY BETWEEN POINTS OF ORIGIN AND DESTINATION AND VIA THE ROUTING DESIGNATED THEREON.


(4) 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.

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

(6) TICKETS ARE NOT TRANSFERABLE BUT CARRIER IS NOT LIABLE TO THE OWNER OF A TICKET FOR HONORING OR REFUNDING SUCH TICKET WHEN PRESENTED BY ANOTHER PERSON.

(7) UNLESS OTHERWISE PROVIDED, PURCHASE OF A PREPAID TICKET ADVICE (PTA) WILL CONSTITUTE PURCHASE AND ISSUANCE OF TICKET.

(B) VALIDITY FOR CARRIAGE

(1) GENERAL

WHEN VALIDATED, THE TICKET IS GOOD FOR CARRIAGE FROM THE AIRPORT AT THE PLACE OF DEPARTURE TO THE AIRPORT AT THE PLACE OF DESTINATION VIA THE ROUTE
SHOWN THEREIN AND FOR THE APPLICABLE CLASS OF SERVICE AND IS VALID FOR THE PERIOD OF TIME SPECIFIED OR REFERRED TO IN PARAGRAPH (2) BELOW.

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 03DEC11

AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0065

-----------------------------------------------

VALIDITY FOR CARRIAGE - 71 (CONT)

EACH FLIGHT COUPON WILL BE ACCEPTED FOR CARRIAGE ON THE DATE AND FLIGHT FOR WHICH ACCOMMODATION HAS BEEN RESERVED. WHEN FLIGHT COUPONS ARE ISSUED ON AN "OPEN DATE" BASIS, ACCOMMODATIONS WILL BE RESERVED UPON APPLICATION, SUBJECT TO THE AVAILABILITY OF SPACE. THE PLACE AND DATE OF ISSUE ARE SET FORTH ON THE FLIGHT COUPONS.

(2) PERIOD OF VALIDITY
THE PERIOD OF VALIDITY FOR TRANSPORTATION WILL BE ONE YEAR FROM THE DATE OF ISSUANCE OF THE ORIGINAL TICKET, EXCEPT AS PROVIDED IN PARAGRAPH (C) AND (D).

(A) 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.

(B) EXCURSION OR SPECIAL FARE TICKETS - IF THE TICKET IS FOR AN EXCURSION OR SPECIAL FARE HAVING A SHORTER PERIOD OF VALIDITY THAN INDICATED ABOVE, SUCH SHORTER PERIOD OF VALIDITY APPLIES ONLY IN RESPECT TO SUCH EXCURSION OR SPECIAL FARE TRANSPORTATION.

(3) "OPEN EXCHANGE ORDER"/MISCELLANEOUS CHARGES ORDER AN EXCHANGE ORDER OR 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.

(4) EXPIRED TICKET
AN EXPIRED TICKET OR EXCHANGE ORDER WILL BE ACCEPTED FOR REFUND IN ACCORDANCE WITH RULE 90(E), (REFUNDS)

(5) COMPUTATION OF VALIDITY
WHEN DETERMINING TICKET VALIDITY, RETURN LIMITS AND ALL OTHER CALENDAR PERIODS SPECIFIED HEREIN, THE FIRST DAY TO BE COUNTED SHALL BE THE DAY FOLLOWING THAT UPON WHICH THE TICKET IS ISSUED OR THE TRANSPORTATION COMMENCED.

(6) EXPIRATION OF VALIDITY
EXTENSION OF TKT VALIDITY - 72

A (C) EXTENSION OF TICKET VALIDITY

(1) IF A PASSENGER IS PREVENTED FROM TRAVELLING WITHIN THE PERIOD OF VALIDITY OF HIS TICKET BECAUSE CARRIER:

(A) CANCELS THE FLIGHT UPON WHICH THE PASSENGER HOLDS CONFIRMED SPACE;

(B) OMITS A SCHEDULED STOP, PROVIDED THIS IS THE PASSENGER'S PLACE OF DEPARTURE, PLACE OF DESTINATION, OR PLACE OF STOPOVER;

(C) FAILS TO OPERATE A FLIGHT REASONABLY ACCORDING TO SCHEDULE;

(D) CAUSES THE PASSENGER TO MISS A CONNECTION;

(E) SUBSTITUTES A DIFFERENT CLASS OF SERVICE, OR

(F) IS UNABLE TO PROVIDE PREVIOUSLY CONFIRMED SPACE;

CARRIER WILL, WITHOUT ADDITIONAL COLLECTION OF FARE, EXTEND THE VALIDITY OF SUCH PASSENGER'S TICKET UNTIL THE FIRST SERVICE OF CARRIER, ON THE CLASS FOR WHICH THE FARE HAS BEEN PAID, ON WHICH SPACE IS AVAILABLE, BUT NOT FOR MORE THAN 30 DAYS.

(2) LACK OF SPACE WHEN A PASSENGER IN POSSESSION OF A NORMAL FARE TICKET, OR A SPECIAL FARE TICKET THAT HAS THE SAME VALIDITY AS A NORMAL FARE TICKET, IS PREVENTED FROM TRAVELLING WITHIN THE PERIOD OF VALIDITY OF HIS TICKET BECAUSE CARRIER IS UNABLE TO PROVIDE SPACE ON THE FLIGHT, THE VALIDITY OF SUCH PASSENGER'S TICKET WILL BE EXTENDED UNTIL THE FIRST FLIGHT, OF THE SAME CLASS OF SERVICE PAID FOR, UPON WHICH SPACE IS AVAILABLE, BUT NOT FOR MORE THAN SEVEN DAYS.

WAIVER OF MIN/MAX STAY - 73

A (D) WAIVER OF MINIMUM/MAXIMUM STAY PROVISIONS

(1) 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 PASSENGER'S IMMEDIATE FAMILY AS DEFINED IN RULE L (DEFINITIONS) OCCURRING AFTER COMMENCEMENT OF TRAVEL.
(A) 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)."

(B) The maximum stay requirement will be extended for not more than 45 days after the date of

---

Waiver of min/max stay - 73 (cont)

Death of passenger's immediate family member.

(C) 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 which death occurred must be presented at the time of reticketing.

(2) 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 illness or hospitalization occurring after commencement of travel of a passenger or any member of the passenger's immediate family as defined in Rule 1 (definitions).

(A) In the event the minimum stay requirement is waived, the ticket must be endorsed "earlier return on account of illness of . . . (name of passenger or passenger's immediate family member/relationship)."

(B) The maximum stay requirement will be extended until the date when the passenger becomes fit to travel or member of the passenger's immediate family becomes fit according to a medical certificate, or until the date of the first available flight after such date for the class of service for which the fare has been paid; provided that, the validity of such ticket will be extended for not more than one year from the date of commencement of flight.

(C) A document certifying hospitalization issued
BY THE ADMINISTRATIVE AUTHORITY OF THE
HOSPITAL WHERE CONFINEMENT OCCURRED OR
PHYSICIAN’S CERTIFICATE STATING THE
CIRCUMSTANCE WHICH NECESSITATES TRAVEL UNDER
THIS PROVISION MUST BE PRESENTED AT THE TIME
OF RETICKETING.

(3) IF THE DEATH CERTIFICATE OR MEDICAL CERTIFICATE
IS
NOT AVAILABLE AT THE TIME THE PASSENGER IS TO
TRAVEL OR IF THE CARRIER HAS REASON TO DOUBT THE
VALIDITY OF SUCH CERTIFICATE, THE PASSENGER WILL
BE ACCOMODATED ONLY UPON PAYMENT OF THE FARE
APPLICABLE TO THE TRANSPORTATION ACTUALLY USED
AND
A REQUEST FOR REFUND MAY BE FILED WITH THE
CARRIER. UPON RECEIPT OF THE CLAIM FORM AND ALL
SUPPORTING DOCUMENTS AND AFTER DETERMINING THE
VALIDITY OF THE CLAIM THE CARRIER WILL REFUND TO
THE PASSENGER THE DIFFERENCE BETWEEN THE TOTAL
-46-
GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 03DEC11
AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0065
-----------------------------------------------
-------
WAIVER OF MIN/MAX STAY - 73 (CONT)
FARE PAID BY THE PASSENGER AND THE AMOUNT THE
PASSENGER WOULD HAVE PAID UNDER THE PROVISION OF
THIS RULE.
COUPON SEQUENCE - 74
A (E) COUPON SEQUENCE AND PRODUCTION OF THE TICKET
FLIGHT COUPONS MUST BE USED IN SEQUENCE FROM THE PLACE
OF DEPARTURE AS SHOWN ON THE PASSENGER COUPON. THE
PASSENGER THROUGHOUT HIS JOURNEY MUST RETAIN THE
PASSENGER COUPON AND ALL FLIGHT COUPONS OF THE TICKET
NOT PREVIOUSLY SURRENDERED TO CARRIER. HE MUST, WHEN
REQUIRED, PRODUCE THE TICKET AND SURRENDER ANY
APPLICABLE PORTION TO CARRIER.
LOSS/IRREGULARITY OF TKT - 75
A (F) ABSENCE, LOSS, OR IRREGULARITIES OF TICKET
(1) CARRIER IS NOT OBLIGATED TO ACCEPT A TICKET IF
ANY
PART OF IT IS MUTILATED OR IF IT HAS BEEN ALTERED
BY OTHER THAN CARRIER OR IF IT IS PRESENTED
WITHOUT THE PASSENGER COUPON AND ALL UNUSED
FLIGHT
COUPONS.
(2) CARRIER WILL REFUSE CARRIAGE TO ANY PERSON NOT IN
POSSESSION OF A VALID TICKET. IN CASE OF LOSS OR
NONPRESENTATION 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.

(3) 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 THAT CARRIER MAY SUSTAIN BY REASON THEREOF.

NONTRANSFERABILITY - 76
A (G) NONTRANSFERABILITY
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.

PREPAID TICKET ADVICE - 77
A (H) PREPAID TICKET ADVICE
UNLESS OTHERWISE PROVIDED, PURCHASE OF A PREPAID TICKET ADVICE (PTA) WILL CONSTITUTE PURCHASE AND ISSUANCE OF TICKET.

TITLE/APPLICATION - 70
A 75 CURRENCY OF PAYMENT
EXCEPT AS NOTED BELOW, FARES AND CHARGES ARE PAYABLE IN ANY CURRENCY ACCEPTABLE TO THE CARRIER. WHEN PAYMENT IS MADE IN CURRENCY OTHER THAN THE CURRENCY IN WHICH THE FARE IS PUBLISHED, SUCH PAYMENT WILL BE MADE AT THE RATE OF EXCHANGE ESTABLISHED FOR SUCH PURPOSE BY THE CARRIER, THE CURRENT STATEMENT OF WHICH IS AVAILABLE FOR INSPECTION BY THE PASSENGER AT THE CARRIER'S OFFICE WHERE THE TICKET IS ISSUED.
PURCHASED. THE PROVISIONS OF THIS RULE ARE ALSO SUBJECT TO APPLICABLE EXCHANGE LAWS AND GOVERNMENT REGULATIONS.

(A) PAYMENT OF FARES IN THE U.S.A. FOR TRAVEL ORIGINATING IN THE U.S.A. SHALL BE IN U.S. DOLLARS (USD).

(B) PAYMENT OF FARES IN CANADA FOR TRAVEL ORIGINATING IN CANADA SHALL BE IN CANADIAN DOLLARS (CAD).

(C) PAYMENT OF FARES FOR TRAVEL ORIGINATING AT A POINT OUTSIDE OF THE U.S.A./CANADA SHALL BE IN THE CURRENCY OF THE COUNTRY OF ORIGIN, OR IN USD/CAD. IF PAYMENT IS MADE IN USD/CAD, THEN THE FARE CALCULATED IN THE CURRENCY OF THE COUNTRY OF ORIGIN IS CONVERTED INTO USD/CAD AT THE LOCAL BANKERS' SELLING RATE OF EXCHANGE.


(2) IF THE VALUE OF THE ORIGINAL TRANSPORTATION DOCUMENT EXCEEDS THE VALUE OF THE REVISED JOURNEY, THE DIFFERENCE IN VALUE SHALL CONSTITUTE A REFUND AND IT SHALL BE CONVERTED FROM THE CURRENCY IN WHICH CALCULATED INTO THE CURRENCY BEING REFUNDED TO THE PASSENGER OR PURCHASER AT THE LOCAL BANKERS' BUYING RATE OF EXCHANGE AT THE TIME OF SUCH TRANSACTION.

NOTE: THE CARRIER WILL PAY A REFUND IN THE SAME FORM (E.G. CASH, CHECK, CREDIT CARD; ETC.) THAT WAS USED IN PURCHASING THE ORIGINAL TRANSPORTATION DOCUMENT. THE CARRIER, IN MAKING THE REFUND, WILL ALSO OBSERVE ANY REFUND RESTRICTION THAT IS PUBLISHED IN THE
GOVERNING RULE(S) APPLICABLE TO THE FARE PAID BY THE PASSENGER. FURTHERMORE, THE CARRIER WILL OBSERVE ANY GOVERNMENT OR CARRIER RESTRICTION IMPOSED ON THE CONVERSION AND REFUND OF CURRENCIES OUTSIDE THE COUNTRY WHOSE CURRENCY WAS ORIGINALLY COLLECTED.

(E) AS USED HEREIN THE TERM "BANKERS' BUYING RATE" MEANS THE RATE AT WHICH, FOR THE PURPOSE OF THE TRANSFER OF FUNDS THROUGH BANKING CHANNELS (I.E. OTHER THAN TRANSACTIONS IN BANK NOTES, TRAVELLERS CHECKS, 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.

(F) AS USED HEREIN, THE TERM "BANKERS SELLING RATE" MEANS 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.


EXCEPTION 2: IN CANADA, THE "BANKERS' SELLING RATE" OR "BANKER'S BUYING RATE" MEANS THE UNIT RATE
PUBLISHED IN THE TORONTO GLOBE AND MAIL FRIDAY EDITION EACH WEEK, AS THE FOREIGN EXCHANGE MID MARKET RATE IN CANADIAN FUNDS. FOR CURRENCIES NOT QUOTED IN SUCH PUBLICATION, THE BANKER'S 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.

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

--------------

TITLE/APPLICATION - 70

REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS

(A) CHANGES REQUESTED BY PASSENGER

(1) AT THE PASSENGER'S REQUEST, CZ 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)/MISCELLANEOUS CHARGE ORDER (MCO)/PREPAID TICKET ADVICE (PTA),

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 03DEC11

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

--------------

TITLE/APPLICATION - 70 (CONT)

PROVIDED THAT:

(A) CZ ISSUED SUCH TICKET/PTA/MCO, OR

(B) CZ IS THE CARRIER DESIGNATED IN THE "VIA CARRIER" BOX (OR NO CARRIER IS DESIGNATED IN THE "VIA CARRIER" BOX) OF THE UNUSED FLIGHT COUPON/MCO/PTA FOR THE FIRST ONWARD CARRIAGE FROM THE POINT ON THE ROUTE AT WHICH THE PASSENGER DESIRES THE CHANGE TO COMMENCE.

EXCEPTION: THE PROVISIONS OF SUBPARAGRAPH (C), BELOW, SHALL APPLY WHEN A CARRIER OTHER THAN CZ ISSUED THE TICKET/MCO/PTA AND; SUCH CARRIER IS DESIGNATED IN THE "VIA CARRIER"

BOX ON ANY SUBSEQUENT FLIGHT COUPON/MCO/PTA; AND SUCH CARRIER HAS AN OFFICE OR GENERAL AGENT (WHO IS AUTHORIZED TO MAKE ENDORSEMENTS) AT THE POINT ON THE ROUTE WHERE THE CHANGE IS TO COMMENCE OR THE POINT WHERE THE CHANGE IS REQUESTED, OR.
(C) CZ has received written or telegraphic authority from the carrier who is authorized to make such changes. Changes requested by the passenger shall be effected by reticketing the passenger or endorsing any unused ticket/flight coupon/PTA/MCO to the new receiving carrier.

(2) When the rerouting results in a change of fare, the new fare and charges shall be constructed as follows:

(A) (Not applicable to/from points in the U.S.A./Canada) - 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./Canada) - If the destination is changed the new fare shall be constructed from the last fare construction point preceding the point at which the rerouting takes place, as shown on the ticket submitted for rerouting, to the new destination;

Note 1: The points of origin and destination, as well as the point of outward destination in the case of a round trip ticket, shall also be 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 for this rule, fare
CONSTRUCTION POINT, AS USED HEREIN, MEANS THE POINT TO WHICH THE PREVIOUS FARE WAS CALCULATED.

(C) (APPLICABLE ONLY FROM/TO POINTS IN THE U.S.A./CANADA) - 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. DISCOUNT WILL BE APPLIED ONLY TO ANY REROUTED PORTION OF THE TRIP AND 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.

(3) ANY DIFFERENCE BETWEEN THE FARES AND CHARGES APPLICABLE UNDER SUBPARAGRAPH (2) ABOVE, AND THE

---

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

-------------------------------------------------------------------------

TITLE/APPLICATION - 70 (CONT)

FARES AND CHARGES PAID BY THE PASSENGER, WILL BE COLLECTED FROM THE PASSENGER BY THE CARRIER ACCOMPLISHING THE REROUTING WHO WILL ALSO PAY TO THE PASSENGER ANY AMOUNTS DUE ON ACCOUNT OF REFUNDS.

(4) THE EXPIRATION DATE OF ANY NEW TICKET ISSUED FOR A REVISED ROUTING WILL BE LIMITED TO THE EXPIRATION DATE THAT WOULD HAVE BEEN APPLICABLE HAD THE NEW
TICKET BEEN ISSUED ON THE DATE OF SALE OF THE ORIGINAL TICKET OR MISCELLANEOUS CHARGES ORDER.

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

IN VOLUNTARY REVISED RTGS - 71

(B) IN VOLUNTARY REVISED ROUTINGS

(1) 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 55 HEREIN, CARRIER WILL EITHER:

(A) CARRY THE PASSENGER ON ANOTHER OF ITS PASSENGER AIRCRAFT ON WHICH SPACE IS AVAILABLE; OR

(B) ENDORSE TO ANOTHER CARRIER OR TO ANY OTHER TRANSPORTATION SERVICE THE UNUSED PORTION OF THE TICKET FOR PURPOSES OF REROUTING; OR

(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 FROM RULE 90 (REFUNDS) HEREIN, CARRIER WILL REQUIRE NO ADDITIONAL PAYMENT FROM THE PASSENGER, BUT WILL REFUND THE DIFFERENCE IF THE FARE AND CHARGES FOR THE REVISED ROUTING ARE LOWER.

(2) MISSED CONNECTIONS: 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 REROUTING.

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY IN EFFECT ON: 03DEC11

AREA: ZZ TARIFF: IPFG CXR: CZ RULE: 0080

-----------------------------

-----

INVOLUNTARY REVISED RTGS - 71 (CONT)

REFUND IN ACCORDANCE WITH RULE 90 (REFUNDS) HEREIN.

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

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

----

TITLE/APPLICATION - 70
A    85 SCHEDULES, DELAYS AND CANCELLATIONS OF FLIGHTS
(A) SCHEDULES
THE TIMES SHOWN IN TIMETABLES OR ELSEWHERE AS APPROXIMATE AND NOT GUARANTEED, AND FORM NO PART OF THE CONTRACT OF CARRIAGE. SCHEDULES ARE SUBJECT TO CHANGE WITHOUT NOTICE AND THE CARRIER ASSUMES NO RESPONSIBILITY FOR MAKING CONNECTIONS. THE CARRIER WILL NOT BE RESPONSIBLE FOR ERRORS OR OMISSIONS EITHER IN TIMETABLES OR OTHER REPRESENTATIONS OF SCHEDULES NO EMPLOYEE, AGENT OR REPRESENTATIVE OF THE CARRIER IS AUTHORIZED TO BIND THE CARRIER AS TO THE DATES OR TIMES OF DEPARTURE OR ARRIVAL OR OF THE OPERATION OF ANY FLIGHT.

CANCELLATIONS - 71
A (B) CANCELLATIONS
(1) THE CARRIER MAY, WITHOUT NOTICE, SUBSTITUTE ALTERNATE CARRIERS OR AIRCRAFT.
(2) THE CARRIER MAY, WITHOUT NOTICE CANCEL, TERMINATE, DIVERT, POSTPONE OR DELAY ANY FLIGHT OR THE FURTHER RIGHT OF CARRIAGE OR RESERVATION OF TRAFFIC ACCOMMODATIONS AND DETERMINE IF ANY DEPARTURE OR LANDING SHOULD BE MADE, WITHOUT ANY LIABILITY EXCEPT TO REFUND IN ACCORDANCE WITH ITS TARIFFS THE FARE AND BAGGAGE CHARGES FOR ANY UNUSED PORTION OF THE TICKET IF IT WOULD BE ADVISABLE TO DO SO:
(A) BECAUSE OF ANY FACT BEYOND ITS CONTROL (INCLUDING, BUT WITHOUT LIMITATION,

-----

CANCELLATIONS - 71 (CONT)
METEOROLOGICAL CONDITIONS, ACTS OF GOD, FORCE MAJEURE, STRIKES, RIOTS, CIVIL COMMOTIONS, EMBARGOES, WARS, HOSTILITIES, DISTURBANCES, OR UNSETTLED INTERNATIONAL CONDITIONS) ACTUAL, THREATENED OR REPORTED OR BECAUSE OF
ANY DELAY, DEMAND, CONDITIONS, CIRCUMSTANCE OR REQUIREMENT DUE, DIRECTLY OR INDIRECTLY, TO SUCH FACT; OR
(B) BECAUSE OF ANY FACT NOT TO BE FORESEEN, ANTICIPATED OR PREDICTED; OR
(C) BECAUSE OF ANY GOVERNMENT REGULATION, DEMAND OR REQUIREMENT; OR
(D) BECAUSE OF SHORTAGE OF LABOR, FUEL OR FACILITIES, OR LABOR DIFFICULTIES OF THE CARRIER OR OTHERS.

(3) THE CARRIER WILL CANCEL THE RIGHT OR FURTHER RIGHT OF CARRIAGE OF THE PASSENGER AND HIS/HER BAGGAGE UPON THE REFUSAL OF THE PASSENGER, AFTER DEMAND BY THE 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.

AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0087

Title/Application - 70
A 87 Denied Boarding Compensation
(A) Requesting Volunteers on Denied Boarding When the Carrier Judges that All Passengers Holding Previously Confirmed Space and Tickets on a Flight Cannot be Accommodated on a Given Flight, the Following Procedure Shall Apply:
A Notice (as shown below) Will Be Displayed at All Airport Ticket/Check-In Counters and Boarding Locations for that Flight, Soliciting Passengers to Volunteer for Denied Boarding.

Notice to Passengers

GFS Text Menu Rule Category Text Display
In Effect On: 03DEC11

Area: ZZ TARIFF: IPRG CXR: CZ RULE: 0087

Title/Application - 70 (Cont)
CZ Flight No. May Be Overbooked Today and There Is a Slight Chance That a Seat Will Not Be Available on This Flight for Which a Person Has a Confirmed Reservation. In Accordance with the Regulations of the U.S. Government, CZ Is Seeking Volunteers to Give Up
THEIR RESERVATION IN EXCHANGE FOR A COMPENSATORY PAYMENT, IN CASE THE FLIGHT IS ACTUALLY OVERBOOKED. ANYONE INTERESTED IN BEING A VOLUNTEER IS KINDLY REQUESTED TO CONTACT A CZ AGENT FOR FURTHER DETAILS. IF YOU ARE DENIED BOARDING, YOU ARE ELIGIBLE, SUBJECT TO LIMITED EXCEPTIONS, TO COMPENSATION EQUAL TO THE VALUE OF YOUR TICKET (MAXIMUM $200) IF CZ ARRANGES FOR ALTERNATIVE TRANSPORTATION FOR YOU AND TWICE THIS IF CZ CANNOT ARRANGE ALTERNATIVE TRANSPORTATION. THE COMPLETE RULES FOR THE PAYMENT OF COMPENSATION AND CZ'S BOARDING PRIORITIES ARE AVAILABLE AT ALL OUR AIRPORT TICKET COUNTERS AND BOARDING LOCATIONS. THANK YOU VERY MUCH FOR YOUR COOPERATION IN THIS MATTER.

INVOLUNTARY DBC - 71
A (B) INVOLUNTARY DENIED BOARDING PROCEDURE CZ SHALL FOLLOW BOARDING PRIORITY RULES AS INDICATED IN A STATEMENT OF PUBLIC DISCLOSURE TO PASSENGERS ENCOMPASSING THE FOLLOWING:
(L) COMPENSATION FOR DENIED BOARDING
IF YOU HAVE BEEN DENIED A RESERVED SEAT ON CZ, 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.
(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/HER WILL UNTIL AIRLINE PERSONNEL FIRST ASK 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 CZ:
(A) NON-REVENUE AND REDUCED RATE AIRLINE EMPLOYEES AND/OR HIS/HER FAMILY MEMBERS.
(B) TOUR CONDUCTOR(S) NOT ACCOMPANYING A TOUR GROUP.
(C) PASSENGER(S) (EXCLUDING TOUR CONDUCTORS) OTHER THAN AIRLINE EMPLOYEE(S) TRAVELING ON REDUCED RATE OR NON-REVENUE TICKETS.
(D) LOCAL BOARDING REVENUE PASSENGER(S) EXCLUDING THOSE PASSENGERS WHO VOLUNTEERED FOR DENIED BOARDING.
(E) TOUR CONDUCTOR(S) ACCOMPANYING A TOUR GROUP.
(F) TRANSIT REVENUE PASSENGERS CONTINUING ON THE SAME FLIGHT.
(G) GOVERNMENT INSPECTOR(S) OR CHECKER(S).
(H) DEADHEAD CREW MEMBERS WHOSE DENIED BOARDING MAY CAUSE CANCELLATION, DELAY OR OTHER FORMS OR IRREGULAR OPERATION TO OTHER SCHEDULED FLIGHTS.

(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 PRACTICE; 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 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.); OR
(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.

(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 $200 MAXIMUM. HOWEVER, IF THE AIRLINE CANNOT ARRANGE AN ALTERNATE TRANSPORTATION 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 -57-
IN EFFECT ON: 03DEC11

AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0087

---------

INVOLUNTARY DBC - 71 (CONT)

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


(6) PASSENGER'S OPTIONS

ACCEPTANCE OF THE COMPENSATION (BY ENDORSING OR CASHING THE CHECK, DRAFT OR MCO WITHIN 30 DAYS) RELIEVES CZ 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.

---------

TITLE/APPLICATION - 70

A 90 REFUNDS

(A) GENERAL

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

(2) EXCEPT AS OTHERWISE PROVIDED IN PARAGRAPH (F) OF THIS RULE, REFUND BY THE CARRIER FOR AN UNUSED TICKET/FLIGHT COUPON/MISCELLANEOUS CHARGE ORDER (MCO) WILL BE MADE TO THE PERSON NAMED AS THE PASSENGER IN SUCH TRANSPORTATION DOCUMENT UNLESS,
AT THE TIME OF PURCHASE, THE PURCHASER DESIGNATES ON THE TICKET/MCO ANOTHER PERSON TO WHOM REFUND SHALL BE MADE.

-58-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 03DEC11

AREA: ZZ TARIFF: IPRG  CXR: CZ  RULE: 0090

------

TITLE/APPLICATION - 70 (CONT)

OF

EXCEPTION 1:   IN ACCORDANCE WITH PARAGRAPH (E)

OF

THIS RULE, REFUND OF A TICKET/MCO WHICH HAS BEEN ISSUED AGAINST A CREDIT CARD WILL BE MADE ONLY TO THE CREDIT CARD ACCOUNT OF THE PERSON TO WHOM SUCH CREDIT CARD HAS BEEN ISSUED.

EXCEPTION 2:   REFUND OF PREPAID TICKET ADVICE (PTA) OR A TICKET WHICH HAS BEEN ISSUED AGAINST A PTA WILL BE MADE ONLY TO THE PERSON WHO PAID THE CARRIER FOR THE PTA.

WHEN THE PURCHASER DESIGNATES ANOTHER PERSON TO RECEIVE A REFUND, THE REFUND WILL BE MADE TO SUCH PERSON ONLY UPON DELIVERY OF THE PASSENGER COUPON AND ALL UNUSED FLIGHT COUPONS OF THE TICKET/MCO/PTA.

A REFUND MADE IN ACCORDANCE WITH THESE PROCEDURES TO A PERSON WHO REPRESENTS HIM/HERSELF AS THE PERSON NAMED OR DESIGNATED ON THE TICKET/MCO/PTA WILL BE CONSIDERED A VALID REFUND AND THE CARRIER WILL NOT BE LIABLE TO THE TRUE PASSENGER FOR ANOTHER REFUND.

(3)  THE CARRIER WILL REFUSE TO REFUND ANY TICKET/MCO/PTA THAT HAS BEEN PRESENTED TO GOVERNMENT OFFICIALS OF A COUNTRY OR TO THE CARRIER AS EVIDENCE OF INTENTION TO DEPART FROM A COUNTRY, UNLESS THE PASSENGER ESTABLISHES TO THE CARRIER'S SATISFACTION THAT HE/SHE HAS PERMISSION TO REMAIN IN THAT COUNTRY OR THAT HE/SHE WILL DEPART ON ANOTHER CARRIER OR CONVEYANCE.

(4)  REFUND WILL BE MADE PROVIDED THAT THE UNUSED COUPONS ARE SURRENDERED TO THE CARRIER NOT LATER THAN THIRTY (30) DAYS AFTER THE EXPIRY DATE OF THE VALIDITY OF THE TICKET.

CURRENCY - 71

A   (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
AFOREMENTIONED PROVISIONS, REFUNDS WILL BE MADE IN:
(1) THE CURRENCY IN WHICH THE FARE WAS PAID;
(2) THE CURRENCY OF THE COUNTRY WHERE THE REFUND IS MADE;
(3) THE CURRENCY OF THE COUNTRY IN WHICH THE TICKET WAS PURCHASED; OR

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 03DEC11

AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0090

--------------------

CURRENCY - 71 (CONT)

(4) IN JAPANESE YEN.

IF THE CURRENCY OF REFUND IS DIFFERENT THAN THE CURRENCY OF ORIGINAL PAYMENT, THE REFUND WILL BE CALCULATED IN THE CURRENCY OF ORIGINAL PAYMENT AND CONVERTED INTO AN EQUIVALENT AMOUNT IN THE CURRENCY OF REFUND AS OUTLINED IN RULE 75 (CURRENCY OF PAYMENT).

SPECIAL HANDLING - 72

A (C) SPECIAL HANDLING BY THE CARRIER

THE CARRIER WILL MAKE ALL OR ANY INDIVIDUAL REFUNDS THROUGH ITS GENERAL ACCOUNTING OFFICES OR REGIONAL SALES/ACCOUNTING OFFICES, AND WILL REQUIRE PRIOR WRITTEN APPLICATIONS FOR REFUNDS TO BE PREPARED BY THE PASSENGER ON SPECIAL FORMS FURNISHED BY THE CARRIER.

INVOLUNTARY REFUNDS - 73

A (D) INVOLUNTARY REFUNDS (SEE ALSO RULE 80 (REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS) AND RULE 87, (DENIED BOARDING COMPENSATION)

(1) AS USED HEREIN, THE TERM "INVOLUNTARY REFUND" SHALL MEAN ANY REFUND TO A PASSENGER WHO IS PREVENTED FROM USING THE CARRIAGE PROVIDED FOR IN HIS/HER TICKET DUE TO:

(A) CANCELLATION OF A FLIGHT;
(B) INABILITY OF THE CARRIER TO PROVIDE PREVIOUSLY CONFIRMED SPACE;
(C) SUBSTITUTION OF A DIFFERENT TYPE OF EQUIPMENT OR DIFFERENT CLASS OF SERVICE BY THE CARRIER;
(D) MISSED CONNECTIONS, POSTPONEMENT OR DELAY OF FLIGHT, OR OMISSION OF A SCHEDULED STOP; OR
(E) REMOVAL OR REFUSAL TO CARRY UNDER CONDITIONS OUTLINED IN RULE 25, PARAGRAPH (A) (REFUSAL TO TRANSPORT–LIMITATION OF CARRIAGE).

(2) INVOLUNTARY REFUNDS WILL BE COMPUTED AS FOLLOWS:

(A) WHEN NO PORTION OF THE TICKET/MCO/PTA HAS BEEN USED, THE AMOUNT OF REFUND SHALL EQUAL THE FARE PAID.
(B) WHEN A PORTION OF THE TRIP HAS BEEN MADE,

THE AMOUNT OF REFUND WILL BE EITHER:

(I) AN AMOUNT EQUAL TO THE ONE-WAY FARE(S) AND CHARGES FOR THE UNUSED
PORTION(S) CALCULATED FROM THE POINT OF TERMINATION TO THE STOPOVER/DESTINATION POINT OR THE POINT WHERE TRAVEL RESUMED (LESS THE SAME RATE OF DISCOUNT, IF ANY, -60-)

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 03DEC11
AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0090

INVOLUNTARY REFUNDS - 73 (CONT)

THAT WAS APPLIED IN COMPUTING THE ORIGINAL FARE) VIA:
(AA) THE ROUTING SPECIFIED ON THE TICKET, IF THE POINT OF TERMINATION WAS ON SUCH ROUTING; OR
(BB) 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.

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

EXCEPTION: WHEN A PASSENGER HOLDS A TICKET FOR A HIGHER CLASS OF SERVICE AND IS REQUIRED BY THE CARRIER TO USE A LOWER CLASS OF SERVICE ON ANY PORTION OF SUCH CARRIAGE, THE AMOUNT REFUNDED WILL BE AS FOLLOWS:

(AA) (APPLICABLE TO ONE WAY (OW) FARES.) THE DIFFERENCE BETWEEN THE FARE FOR THE HIGHER CLASS OF SERVICE AND THE
CORRESPONDING FARE FOR THE LOWER CLASS OF SERVICE BETWEEN THE POINTS WHERE THE LOWER CLASS OF SERVICE IS USED.

(BB) (APPLICABLE TO ROUND TRIP (RT)/CIRCLE TRIP (CT)/OPEN JAW (OJ) FARES.) THE DIFFERENCE BETWEEN HALF OF THE

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY IN EFFECT ON: 03DEC11

AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0090

-------

INVOlUNTARY REFUNDS - 73 (CONT)


(C) COMMUNICATION CHARGES, AS OUTLINED IN RULE 60, PARAGRAPH (C) (RESERVATIONS), WILL NOT BE ASSESSED, AND ANY SUCH COMMUNICATION EXPENSES PAID BY THE PASSENGER WILL BE REFUNDED.

VOLUNTARY REFUNDS - 74

A (E) VOLUNTARY REFUNDS

(1) AS USED HEREIN, THE TERM "VOLUNTARY REFUND" SHALL MEAN ANY REFUND TO A PASSENGER OTHER THAN INVOLUNTARY REFUNDS AS DESCRIBED IN PARAGRAPH (D) ABOVE.

(2) VOLUNTARY REFUNDS WILL BE COMPUTED AS FOLLOWS:

(A) WHEN NO PORTION OF THE TICKET/MCO/PTA HAS BEEN USED, THE AMOUNT OF REFUND SHALL EQUAL THE FARE PAID LESS ANY APPLICABLE COMMUNICATION EXPENSES (SEE RULE 60,
PARAGRAPH (C) (RESERVATIONS)) AND/OR CANCELLATION PENALTIES (AS OUTLINED IN THE GOVERNING FARE RULE).

(B) WHEN A PORTION OF THE TRIP HAS BEEN MADE, THE AMOUNT OF REFUND WILL BE THE DIFFERENCE BETWEEN THE FARE PAID AND THE FARE FOR THE TRANSPORTATION USED LESS ANY APPLICABLE COMMUNICATION EXPENSES (SEE RULE 60, PARAGRAPH (C) (RESERVATIONS)) AND/OR CANCELLATION PENALTIES (AS OUTLINED IN THE GOVERNING FARE RULE).

EXCEPTION: WHEN THE Refunding OF ANY PORTION OF A TICKET WOULD RESULT IN THE USE OF SUCH TICKET BETWEEN ANY POINTS WHERE THE CARRIAGE OF TRAFFIC IS PROHIBITED, THE REFUND, IF ANY, WILL BE DETERMINED AS IF SUCH TICKET HAD BEEN USED TO A MORE DISTANT POINT WHERE THE CARRIER DOES HAVE OPERATING RIGHTS OR PRIVILEGED.

CARRIER DOES HAVE OPERATING RIGHTS OR PRIVILEGED. IN SUCH CASE, THE REFUND WILL BE THE DIFFERENCE BETWEEN THE FARE PAID AND THE FARE FOR THE TRANSPORTATION TO THE MORE DISTANT POINT, LESS ANY APPLICABLE COMMUNICATION EXPENSES (SEE RULE 60, PARAGRAPH (C) (RESERVATIONS)) AND/OR CANCELLATION PENALTIES (AS OUTLINED IN THE GOVERNING FARE RULE.)

(3) 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.

LOST TICKET - 75
A (F) LOST TICKET
THE FOLLOWING PROVISIONS WILL GOVERN REFUND OF A LOST TICKET/FLIGHT COUPON/MISCELLANEOUS CHARGE ORDER (MCO)/PREPAID TICKET ADVICE (PTA) OR ANY OTHER TRANSPORTATION DOCUMENT:
WHEN A LOST TICKET/FLIGHT COUPON/MCO/PTA IS NOT FOUND, A REFUND AS OUTLINED IN THIS RULE, WILL BE MADE UPON RECEIPT OF PROOF OF LOSS SATISFACTORY TO THE CARRIER AND AFTER RECEIPT OF WRITTEN REQUEST FOR REFUND FROM THE PASSENGER (WHICH MUST BE RECEIVED WITHIN 30 DAYS OF THE EXPIRATION OF THE TRAVEL DOCUMENT). REFUND WILL ONLY BE MADE PROVIDED THAT:

(1) THE LOST TICKET/FLIGHT COUPON/MCO/PTA HAS NOT BEEN HONORED FOR TRANSPORTATION, OR REFUNDED PRIOR TO THE TIME THE LOST TICKET REPORT IS PROCESSED; AND

(2) 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 THE CARRIER MAY SUFFER OR INCUR BY MAKING SUCH REFUND AND/OR HONORING SUCH TICKET(S) FOR TRANSPORTATION.

TITLE/APPLICATION - 70

K BAGGAGE ACCEPTANCE (CZ/PIECE SYSTEM)

ACCEPTANCE OF BAGGAGE

(A) GENERAL CONDITIONS OF ACCEPTANCE

CARRIER WILL ACCEPT FOR TRANSPORTATION AS BAGGAGE, SUCH PERSONAL PROPERTY AS IS NECESSARY OR APPROPRIATE FOR THE WEAR, USE, COMFORT, OR CONVENIENCE OF THE PASSENGER FOR THE PURPOSE OF THE TRIP, IS DIVIDED INTO CHECKED BAGGAGE AND UN-CHECKED BAGGAGE (SELF-CARE BAGGAGE AND FREE HAND-CARRY ITEMS).

(1) ITEMS UNACCEPTABLE AS BAGGAGE

(A) DANGEROUS GOODS.

(B) GAS, INCLUDING FLAMMABLE GAS, AND NONTOXIC GAS, AND TOXIC GAS;

(C) FLAMMABLE LIQUID;

(D) FLAMMABLE SOLID, SPONTANEOUS COMBUSTIBLE

SUBSTANCE; SUBSTANCE THAT WOULD RELEASE FLAMMABLE GAS IN CONTACT WITH WATER.

(E) OXIDIZER AND ORGANIC PEROXIDE;

(F) TOXIC SUBSTANCE AND INFECTIONOUS
SUBSTANCE;
(G) RADIOACTIVE SUBSTANCE;
(H) CORROSIVE SUBSTANCE;
(I) MISCELLANEOUS DANGEROUS GOODS SUCH AS MAGNETIC SUBSTANCE.

(2) ITEMS THE CARRIAGE OF WHICH IS PROHIBITED BY THE APPLICABLE LAWS, REGULATIONS OR ORDERS OF ANY COUNTRY TO BE FLOWN FROM, TO OR OVER.

(3) ARTICLES THOSE IN THE OPINION OF CARRIER ARE UNSUITABLE FOR CARRIAGE BY REASON OF THEIR WEIGHT, SHAPE, SIZE OR CHARACTER.

(4) LIVE ANIMALS, EXCEPT AS PETS AND GUIDE DOGS PROVIDED FOR IN SECTION II (C).

(5) FIREARMS AND AMMUNITION OTHER THAN FOR HUNTING AND SPORTING PURPOSES ARE PROHIBITED FROM CARRIAGE AS BAGGAGE.

(6) ITEMS UNACCEPTABLE AS CHECKED BAGGAGE
(A) FRAGILE ITEMS;
(B) PERISHABLE ITEMS;
(C) MONEY OR VALUABLE SECURITIES;
(D) JEWELRY;
(E) PRECIOUS METAL AND ARTICLES THEREOF;
(F) ANTIQUES AND VALUABLE PAINTINGS;
(G) COMPUTER AND PERSONAL DIGITAL DEVICE;
(H) SAMPLES AND VALUABLES;
(I) LITHIUM BATTERY;
(J) IMPORTANT FILES AND DOCUMENTS;
(K) TRAVEL DOCUMENTS, MEDICAL CERTIFICATES, X-RAY FILMS;
(L) PRESCRIBED DRUG THAT NEEDS TO BE TAKEN REGULARLY.

(7) LIMITATION ON CARRIAGE
THE CARRIAGE OF THE FOLLOWING ARTICLES IS LIMITED. THEY MAY BE ACCEPTED ONLY IN ACCORDANCE WITH THE CARRIER REGULATIONS AS CHECKED BAGGAGE.

(8) PRECISION INSTRUMENT AND ELECTRIC APPLIANCES SHALL BE CARRIED AS CARGO. THEY MAY BE ACCEPTED ONLY IN ACCORDANCE WITH THE CZ’S REGULATIONS AS CHECKED BAGGAGE. FREE BAGGAGE ALLOWANCE DOES NOT APPLY TO SUCH ITEMS.

(9) SPORTING EQUIPMENT, INCLUDING FIREARMS AND AMMUNITION FOR HUNTING AND SPORTING PURPOSES.
(10) DRY ICE, ALCOHOL BEVERAGES, MEDICINAL OR TOILET ARTICLES AND PERSONAL SMOKING MATERIALS INTENDED FOR USE BY AN INDIVIDUAL SHALL NOT EXCEED THE SET QUOTA.

(11) DIPLOMATIC ENVELOPES, CONFIDENTIAL FILES.

(12) WEAPONS SUCH AS SWORDS, KNIVES, ANTIQUES FIREARMS, AND SIMILAR ITEMS MAY BE ACCEPTED AS CHECKED BAGGAGE, IN ACCORDANCE CZ'S REGULATIONS, BUT WILL NOT BE PERMITTED IN THE CABIN.

(13) PET OR GUIDE-DOG WHICH IS SPECIFIED IN PROVISION

(14) THE WHEELCHAIR AND/OR OTHER ASSISTANT DEVICES FOR INCAPACITATED OR THE AGED PASSENGERS.

(15) LIQUID HAND-CARRIED BY PASSENGER.

(16) ITEM NOT SUITABLE TO BE CARRIED IN CARGO CABIN SUCH AS DELICATE MUSICAL INSTRUMENT AND NOT MEETING THE REQUIREMENTS OF WEIGHT AND SIZE, SHALL

BE CARRIED IN PASSENGER CABIN AS SEAT-TAKING BAGGAGE. EXTRA FEES SHALL BE CHARGED FOR SUCH ITEMS, AND SUCH ITEMS SHALL BE TAKEN CARE OF BY THE PASSENGER.

(B) RIGHT TO REFUSE CARRIAGE

IN THE EXERCISE OF CZ'S DISCRETION, CZ MAY REFUSE TO CARRY PASSENGER OR HIS BAGGAGE AFTER INFORMING THE PASSENGER. IN THIS CIRCUMSTANCES THE PASSENGER WILL BE

ENTITLED TO A REFUND. CZ MAY ALSO REFUSE TO CARRY PASSENGER OR HIS BAGGAGE FOR ANY OF THE FOLLOWING REASONS:

(1) WILL REFUSE CARRIAGE AS BAGGAGE OF SUCH ITEMS DESCRIBED IN (1) AND (2) AS ARE PROHIBITED FROM CARRIAGE AS BAGGAGE AND MAY REFUSE FURTHER CARRIAGE OF ANY SUCH ARTICLES ON DISCOVERY THEREOF.

(2) UNLESS ADVANCE ARRANGEMENTS FOR ITS CARRIAGE HAVE BEEN MADE WITH CZ, CZ MAY CARRY ON LATER FLIGHT BAGGAGE THAT IS IN EXCESS OF THE APPLICABLE FREE -65- GFS TEXT MENU RULE CATEGORY TEXT DISPLAY IN EFFECT ON: 03DEC11

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

-------------------------------------------------------

TITLE/APPLICATION - 70 (CONT)

ALLOWANCE.

(3) CZ MAY REFUSE TO ACCEPT BAGGAGE AS CHECKED BAGGAGE UNLESS IT IS PROPERLY PACKED IN SUITCASES OR

OTHER SUITABLE CONTAINERS TO ENSURE SAFE CARRIAGE WITH ORDINARY CARE IN HANDLING.

(4) SUCH ACTION IS NECESSARY TO PREVENT A VIOLATION OF
ANY APPLICABLE LAWS, REGULATIONS, OR ORDERS OF ANY STATE TO BE FLOWN FROM, TO OR OVER.

(5) THE CARRIAGE OF PASSENGER OR HIS BAGGAGE MAY ENDANGER OR AFFECT THE SAFETY, HEALTH, CONVENIENCE, COMFORT OF OTHER PASSENGERS OR CREW MEMBERS.

(C) CHECKED BAGGAGE
CHECKED BAGGAGE MUST MEET THE FOLLOWING REQUIREMENTS:

(1) PASSENGER MUST CHECK BAGGAGE WITH A VALID TICKET. CZ SHOULD CORRECTLY ENTER THE PIECES AND/OR WEIGHT OF CHECKED BAGGAGE INTO DEPARTURE SYSTEM. EACH PASSENGER'S BAGGAGE MUST BE RECORDED ON HIS OWN RECORD. IF PASSENGER HOLDS A PAPER TICKET, BAGGAGE CONTENT SHOULD BE WRITTEN ON THE CORRESPONDENT SPOT OF TICKET.

(2) CZ GENERALLY ACCEPTS BAGGAGE DURING CHECK-IN ON THE DATE OF FLIGHT DEPARTURE. IF PASSENGER REQUESTS CZ TO ACCEPT CHECKED BAGGAGE IN ADVANCE, HE COULD MAKE AN APPOINTMENT IN ADVANCE.

(3) CZ SHALL ATTACH A BAGGAGE TAG TO EACH PIECE OF PASSENGER'S CHECKED BAGGAGE, AND GIVE A BAGGAGE IDENTIFICATION TAG TO PASSENGER. SELF-CARE BAGGAGE AFTER WEIGHED TOGETHER WITH CHECKED BAGGAGE AND ENTERED INTO TICKET RESPECTIVELY AND ATTACHED A SELF-CARE BAGGAGE TAG, IS TAKEN CARE OF BY PASSENGER IN THE PASSENGER CABIN.

(4) THE WEIGHT AND SIZE OF CHECKED BAGGAGE SHALL NOT EXCEED CZ'S RESTRICTIONS; THOSE EXCEEDING SUCH RESTRICTIONS SHALL BE CARRIED AS CARGO.

(5) PASSENGER SHOULD ATTACH NAME OR OTHER PERSONAL MARK TO THE CHECKED BAGGAGE BEFORE CHECKING IT IN.

(6) CHECKED BAGGAGE MUST BE WELL PACKED, LOCKED AND BOUND, AND MUST BE ABLE ENDURE A CERTAIN AMOUNT OF PRESSURE, AND CAN BE SAFELY LOADED, UNLOADED AND CARRIED UNDER NORMAL OPERATION CONDITIONS, AND SHOULD MEET THE FOLLOWING REQUIREMENTS:

(1) SUITCASE AND HANDBAGS AND SO ON MUST BE LOCKED;

(2) IT'S NOT ALLOWED TO BOUND MORE THAN TWO PIECES OF BAGGAGE INTO ONE PIECE;

(3) IT'S NOT ALLOWED TO ATTACHED OTHER ITEMS TO BAGGAGE.

(4) BAMBOO BASKETS, NET BAGS, GRASS STRINGS,
GRASS BAGS AND SO ON ARE NOT ALLOWED TO BE USED AS PACKING MATERIALS.

(5) PASSENGER'S NAME, DETAILED ADDRESS AND TELEPHONE NUMBER SHOULD BE WRITTEN ON BAGGAGE.

(6) CHECKED BAGGAGE WILL, WHENEVER POSSIBLE, BE CARRIED ON THE SAME AIRCRAFT AS YOU, UNLESS WE DECIDE FOR SAFETY, SECURITY OR OPERATIONAL REASONS TO CARRY IT ON ALTERNATIVE FLIGHT.

IF PASSENGER'S CHECKED BAGGAGE IS CARRIED ON A SUBSEQUENT FLIGHT CZ WILL DELIVER IT TO PASSENGER, UNLESS APPLICABLE LAW REQUIRES PASSENGER TO BE PRESENT FOR CUSTOMS CLEARANCE.

APPLICATION - BETWEEN CHINA AND U.S.A./CANADA

SECTION I - FREE BAGGAGE ALLOWANCE

(A) CHECKED BAGGAGE

(1) (A) FOR PASSENGERS ENTITLED TO TRAVEL IN FIRST BUSINESS CLASS, THE CHECKED BAGGAGE ALLOWANCE SHALL BE TWO CHECKED BAGS (PIECES), PROVIDED THAT THE SUM OF THE THREE DIMENSIONS SHALL NOT EXCEED 62 INCHES (158 CMS) FOR EACH BAG (PIECE) AND PROVIDED THAT THE MAXIMUM WEIGHT FOR EACH BAG (PIECE) SHALL NOT EXCEED 70 LBS (32 KGS).

(B) FOR PASSENGERS ENTITLED TO TRAVEL IN PREMIUM ECONOMY CLASS, THE CHECKED BAGGAGE ALLOWANCE SHALL BE TWO CHECKED BAGS (PIECES); PROVIDED THAT THE SUM OF THE THREE DIMENSIONS SHALL NOT EXCEED 62 INCHES (158 CMS) FOR EACH BAG (PIECE) AND PROVIDED THAT THE MAXIMUM WEIGHT FOR EACH BAG (PIECE) SHALL NOT EXCEED 70 LBS (32 KGS).

(C) FOR PASSENGERS ENTITLED TO TRAVEL IN ECONOMY CLASS, THE CHECKED BAGGAGE ALLOWANCE SHALL BE TWO CHECKED BAGS (PIECES); PROVIDED THAT THE SUM OF THE THREE DIMENSIONS SHALL NOT EXCEED 62 INCHES (158 CMS) FOR EACH BAG (PIECE) AND PROVIDED THAT THE MAXIMUM WEIGHT FOR EACH BAG (PIECE) SHALL NOT EXCEED 50 LBS (23 KGS).

(D) NOT WITHSTANDING SUBPARAGRAPHS (A) (B) AND (C), FOR INFANTS NOT ENTITLED TO A SEAT, ONE CHECKED BAG (PIECE), THE SUM OF THE THREE DIMENSIONS NOT TO EXCEED 45 INCHES (115 CMS), PLUS ONE FULLY COLLAPSIBLE STROLLER/PUSHCHAIR OR INFANT'S CARRYING BASKET, WHICH MAY BE CARRIED IN THE PASSENGER CABIN, SUBJECT TO THE AVAILABILITY OF SPACE.
(2) THE FOLLOWING ARTICLES, IRRESPECTIVE OF THEIR

ACTUAL DIMENSIONS, MAY BE CONSIDERED AS A PIECE

OF

BAGGAGE AT 62 INCHES (158 CMS):
(A) ONE SLEEPING BAG OR BEDROLL
(B) ONE RUCKSACK/KNAPSACK/BACKPACK
(C) ONE PAIR OF SNOW SKIS WITH ONE PAIR OF SKI POLES AND ONE PAIR OF SKI BOOTS OR ONE SNOW BOARD AND BOOTS.
(D) ONE GOLF BAG CONTAINING GOLF CLUBS AND ONE PAIR OF GOLF SHOES.
(E) ONE DUFFLE-TYPE BAG.
(F) ONE SUITABLY PACKED BICYCLE (SINGLE SEAT TOURING OR RACING BICYCLE, NON-MOTORIZED) PROVIDED THAT HANDLEBARS ARE FIXED SIDEWAYS AND THE PEDALS ARE REMOVED.
(G) ONE PAIR OF STANDARD WATER SKIS OR ONE SLALOM WATER SKI.
(H) 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.
(I) SPORTING FIREARMS CONSISTING OF NOT MORE THAN:
   (I) ONE RIFLE CASE CONTAINING NOT MORE THAN TWO RIFLES, 5 KGS (10 LBS) OF AMMUNITION, ONE SHOOTING MAT, NOISE SUPPRESSORS AND SMALL RIFLE TOOLS, OR
   (II) TWO SHOTGUNS AND TWO SHOTGUN CASES, OR
   (III) ONE PISTOL CASE CONTAINING NOT MORE THAN FIVE PISTOLS, 5 KGS (10 LBS) OF AMMUNITION, NOISE SUPPRESSORS, ONE PISTOL TELESCOPE AND SMALL PISTOL TOOLS.
(J) ONE PORTABLE MUSICAL INSTRUMENT NOT EXCEEDING 39 INCHES (100 CMS) IN LENGTH.

SECTION II - SPECIAL CHARGES

(B) CARRY ON BAGGAGE

IN ADDITION TO THE CHECKED BAGGAGE ALLOWANCE PROVIDED
HEREIN EACH PASSENGER MAY CARRY, WITHOUT ADDITIONAL CHARGES HAND BAGGAGE SUITABLE FOR PLACING IN CLOSED OVERHEAD RACK OR UNDER THE PASSENGER'S SEAT PROVIDED THAT THE SUM OF THE THREE DIMENSIONS SHALL NOT EXCEED 45 INCHES (115 CMS) AND THE MAXIMUM WEIGHT SHALL NOT EXCEED 10 LBS (5KGS).

(C) CARRIAGE OF PETS AND GUIDE DOGS

(1) PETS MEAN SUCH LITTLE ANIMALS AS DOMESTIC DOGS,

(C) GFS TEXT MENU RULE CATEGORY TEXT DISPLAY IN EFFECT ON: 03DEC11 AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0115

--------

TITLE/APPLICATION - 70 (CONT) CATS, BIRDS AND OTHER HOUSEHOLD PETS. IF THE ANIMALS IS TOO SMALL IN SIZE (SUCH AS MURINES OR SPECTACULAR FISH), OR TOO LARGE IN SIZE (THE SIZE OF WHOSE CAGE EXCEEDS THE MAXIMUM SIZE RESTRICTION), AND MAY THEREFORE CAUSE HAZARD TO THE SAFETY OF CARRIAGE, IT WILL NOT BE ACCEPTED FOR TRANSPORTATION. ANY WILD AND AGGRESSIVE ANIMAL SUCH AS SNAKES WILL NOT BE ACCEPTED FOR TRANSPORTATION. THE CARRIER HAS THE RIGHT TO DETERMINE WHETHER AN ANIMAL CAN BE CARRIED AND THE WAY OF TRANSPORTATION, AND HAS THE RIGHT TO RESTRICT THE NUMBER OF PETS ON A PLANE.

(2) PET MAY BE ACCEPTED FOR CARRIAGE SUBJECT TO CZ'S REGULATIONS ONLY WHEN:

(A) PROPERLY CRATED AND ACCOMPANIED BY VALID VACINATION CERTIFICATES, ENTRY PERMITS AND OTHER DOCUMENT REQUIRED BY THE PEOPLE'S REPUBLIC OF CHINA AND COUNTRIES OF ENTRY OR TRANSIT.

(B) WITH THE ADVANCE AGREEMENT OF CZ AND OTHER CARRIERS CONCERNED.

(3) GUIDE DOG MEANS A DOG TRAINED TO LEAD THE BLIND OR ASSIST THE DEAF (SUCH PASSENGER SHALL PROVIDE AN EVIDENCED BY A MEDICAL CERTIFICATE.) WHEN IF ACCOMPANIES PASSENGER WITH IMPAIRED VISION OR HEARING DEPENDENT UPON SUCH DOG.

(4) THE CARRIAGE OF GUIDE DOGS SHALL BE DEALT IN ACCORDANCE WITH PARAGRAPH (C), GUIDE DOGS, IF THEY MEET THE REQUIREMENTS OF CZ, MAY ACCOMPANY IN PASSENGER CABIN THE DISABLED ELIGIBLE TO TRAVEL. THE DISABLED ELIGIBLE TO TRAVEL SHALL PROVIDE THE IDENTITY AND QUARANTINE PROOFS FOR GUIDE DOGS.
GUIDE DOGS, TOGETHER WITH ITS CAGE AND FOOD CAN BE CARRIED FOR FREE, WITHOUT TAKING UP THE FREE BAGGAGE ALLOWANCE.

(5) ACCEPTANCE FOR CARRIAGE OF ANIMALS (INCLUDE GUIDE DOGS) IS SUBJECT TO THE CONDITIONS THAT THE PASSENGER ASSUMES FULL RESPONSIBILITY FOR SUCH ANIMAL UNLESS DUE TO CZ'S FAULTS. CZ SHALL NOT BE LIABLE FOR INJURY TO OR LOSS, DELAY, SICKNESS OR DEATH OF SUCH ANIMAL IN THE EVENT THAT IT IS REFUSED ENTRY INTO OR PASSAGE THROUGH ANY COUNTRY, STATE OR TERRITORY.

(6) THE PASSENGER IS FULLY LIABLE FOR ALL DAMAGES OR INJURIES WHICH A PET MIGHT CAUSE TO OTHER PASSENGERS OR CREW MEMBERS.

(7) CZ WILL HAVE NO LIABILITY IN RESPECT OF ANY SUCH ANIMAL NOT HAVING ALL THE NECESSARY EXIT, ENTRY, HEALTH AND OTHER DOCUMENTS WITH RESPECT TO THE

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY IN EFFECT ON: 03DEC11

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

TITLES APPLICATION - 70 (CONT)
ANIMAL'S ENTRY INTO OR PASSAGE THROUGH ANY COUNTRY, STATE OR TERRITORY.

(8) CZ CAN REFUSE TO ACCEPT THE CARRIAGE OF PET AND GUIDE DOG ON NON-STOP LONG-HAUL FLIGHT OR SOME SPECIFIC TYPE OF AIRCRAFT DUE TO THE UNSUITABILITY.

(D) EXCESS, OVERWEIGHT AND OVERSIZED BAGGAGE CHARGES

(1) BAGGAGE IN EXCESS OF THE CHECKED BAGGAGE ALLOWANCE SHALL BE CHARGED ACCORDING TO THE PIECE, THE WEIGHT AND THE THREE DIMENSIONS AS FOLLOWS, THE CHARGE WILL BE CUMULATIVE:

<table>
<thead>
<tr>
<th>EXCESS PIECE</th>
<th>Charge (Per Piece)</th>
</tr>
</thead>
<tbody>
<tr>
<td>EACH PIECE</td>
<td>CNY 900/USD/CAD 145</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>OVERWEIGHT</th>
<th>Charge (Per Piece)</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 LBS (23 KGS) - 70 LBS (32 KGS)</td>
<td>CNY 900/CAD 145</td>
</tr>
<tr>
<td>OVER 70 LBS (32 KGS), BUT NOT OVER 100 LBS (45 KGS)</td>
<td>CNY 2700/CAD 440</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>OVERSIZE (L-PLUS W PLUS H)</th>
<th>Charge (Per Piece)</th>
</tr>
</thead>
<tbody>
<tr>
<td>158 CM/62 INCHES - 203 CM/80 INCHES</td>
<td>CNY 900/CAD 145</td>
</tr>
</tbody>
</table>
(2) Any single bag (piece) exceed 100 lbs (45 kgs) in weight shall not be accepted for carriage. This section shall not apply to those items listed in Section I, Paragraph (A)(2), or to accompanied pets provided in Section II Paragraph (C).

SECTION III - SPECIAL CHARGES

(A) Unchecked baggage using additional seat(s) CZ shall, at a charge and subject to advance arrangement, transport baggage of a valuable or fragile nature which the passenger wishes to carry in the cabin and which requires the blocking out or use of additional seat(s). The charge for each seat occupied by such baggage shall be the same of the normal economy fare for the applicable journey at the time of booking the additional seat(s). The maximum weight of any baggage under this arrangement shall not exceed 75 kg. per seat.

The passenger's checked baggage allowance shall not be increased when using this facility.

---

TITLE/APPLICATION - 70 (CONT)

(B) Golfing equipment

(1) Notwithstanding Paragraph (D), CZ establish a special excess baggage charge for golfing equipment contained in not more than one golf bag, which may also include one pair of golf shoes.

(2) The charge for such golfing equipment if in excess of the normal checked baggage allowance shall be 50 percent of the applicable excess baggage charge.

(3) This charge shall be available for the carrier of only one such golf bag per passenger, for any golf bag in excess thereof.

The normal excess baggage charge as established in Paragraph (D) shall apply.
EXCESS VALUE CHARGES FOR BAGGAGE

(A) EXCESS VALUE CHARGES

(1) A PASSENGER MAY DECLARE A VALUE FOR BAGGAGE IN
EXCESS OF $30.00 (CANADIAN $30.00) OR
ITS EQUIVALENT PER KILOGRAM IN THE CASE OF
CHECKED

* BAGGAGE. NO DECLARATION VALUE FOR ACCEPTED
PET.

(2) WHEN SUCH DECLARATION IS MADE, A CHARGE OF SUCH
EXCESS VALUE WILL BE ASSESSED BY EACH CARRIER
PARTICIPATING IN THE CARRIAGE AT THE FOLLOWING
RATES:

<table>
<thead>
<tr>
<th>CHARGE</th>
<th>ADDITIONAL AMOUNT OF LIABILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>USD/CAD</td>
<td>(USD/CAD)</td>
</tr>
<tr>
<td>$0.50</td>
<td>$0.00 OR FRACTION THEREOF.</td>
</tr>
</tbody>
</table>

NOTE: ANY HIGHER DECLARED VALUE SHALL NOT
APPLY

TO MONEY, JEWELRY, SILVERWARE,
NEGOTIABLE

PAPERS, SECURITIES, BUSINESS DOCUMENTS,
SAMPLES, PAINTINGS, ANTIQUES, ARTIFACTS,
MANUSCRIPTS, IRREPLACEABLE BOOKS OR
PUBLICATIONS OR OTHER SIMILAR VALUABLES
WHEN SUCH VALUABLES ARE INCLUDED IN
BAGGAGE CHECKED OR OTHERWISE DELIVERED
INTO THE CUSTODY OF THE CARRIER.

VALUATION LIMIT OF BAG. - 71

(B) 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
CARRIER CONCERNED:

<table>
<thead>
<tr>
<th>VALUATION LIMIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S. CURRENCY</td>
</tr>
<tr>
<td>5,000</td>
</tr>
</tbody>
</table>

* 5,000

EXCEPTION: CARRIER WILL NOT ACCEPT A DECLARATION

OF

VALUE IN EXCESS OF USD 500.00, CAD
500.00 ON CATS, DOGS OR HOUSEHOLD BIRDS.

COLLECTION OF EXCESS CHGS - 72

(C) COLLECTION OF EXCESS VALUE CHARGES

* EXCESS VALUE CHARGES WILL BE PAYABLE AT THE POINT OF
ORIGIN FOR THE ENTIRE JOURNEY TO FINAL DESTINATION
PROVIDED THAT, IF AT A STOPOVER EN ROUTE, A PASSENGER
DECLARES A HIGHER EXCESS VALUE THAN THAT ORIGINALLY
DECLARED, ADDITIONAL VALUE CHARGES FOR THE INCREASED
VALUE FROM THE STOPOVER AT WHICH THE HIGHER EXCESS
VALUE WAS DECLARED TO FINAL DESTINATION WILL BE
PAYABLE.

REROUTING OR CANCELLATION - 73

* (D) EXCESS 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 OF EXCESS VALUE CHARGES.
NO REFUND OF VALUE CHARGES WILL BE MADE WHEN A PORTION
OF THE CARRIAGE HAS BEEN COMPLETED.

AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0130
-----------------------------------------------

-------------------------------------------------------------------------

TITLE/APPLICATION - 70
* FARES
  (A) GENERAL
  FARES/RULES APPLY FOR CARRIAGE FROM THE AIRPORT AT THE
  POINT OF ORIGIN TO THE AIRPORT AT THE POINT OF
  DESTINATION AND DO NOT INCLUDE GROUND TRANSFER SERVICE
  (B) ACRONYMES, SEQUENCE OF CHECKS, INTERNATIONAL SALES
  INDICATORS (ISI).
  LIST OF COMMON ACRONYMS USED FOR FARE CONSTRUCTIONS.
  (1) LIST OF COMMON ACRONYMS USED FOR FARE
  CONSTRUCTION:
    BHC ONE WAY BACK HAUL CHECK
    COM COUNTRY OF UNIT ORIGIN MINIMUM
    COP COUNTRY OF PAYMENT CHECK
    CPM COMMON POINT MINIMUM
    CTM CIRCLE TRIP MINIMUM
    DMC DIRECTIONAL MINIMUM CHECK
    EMA TICKETED POINT MILEAGE DEDUCTION
      (PREVIOUSLY EXTRA MILEAGE ALLOWANCE)
    EMS EXTRA MILEAGE SURCHARGE
    HIP HIGHER INTERMEDIATE FARE CHECK
    MPM MAXIMUM PERMITTED MILEAGE
    OSC ONE WAY SUBJOURNEY CHECK

-------------------------------------------------------------------------
* RSC  RETURN SUBJOURNEY CHECK
* RWM  ROUND THE WORLD MINIMUM
* TPM  TICKETED POINT MILEAGE
* (2) SEQUENCE OF CHECKS
* (A) ALL FARE CONSTRUCTIONS SHALL BE ACCOMPLISHED
*     IN NUOCS.
* (B) IN APPLYING FARE CONSTRUCTION CHECKS, THE
*     FOLLOWING SEQUENCE SHALL APPLY TO SUCH
*     CHECKS.
* NAME                        ACRONYM      APPLICABLE FARES
* MILEAGE CHECKS              TPM/MPM/     ALL
*                              EMS/EMA
* HIGHER INTERMEDIATE POINT   HIP          ALL
* ONE WAY BACKHAUL CHECK      BHC          OW
* ONE WAY SUBJOURNEY CHECK    OSC          NORMAL OW
* COUNTRY OF UNIT ORIGIN      COM          OW
* MINIMUM
* DIRECTIONAL MINIMUM         DMC          OW, NORMAL OJ
* CIRCLE TRIP/ROUND THE       CTW/RWM      CT/RTW
* WORLD MINIMUM
* COMMON POINT MINIMUM        CPM          NORMAL OJ
* RETURN SUBJOURNEY CHECK     RSC          NORMAL CT, OJ, RT
* LOCAL CURRENCY FARE CHECK   COP          NORMAL CT, RT
* (C) APPLICATION
* (1) FARES SPECIFIED IN THIS TARIFF BETWEEN ANY TWO
*     POINTS ARE SUBJECT TO:
*     -73-
*     GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
*     IN EFFECT ON: 03DEC11
*     AREA: ZZ TARIFF: IFRG  CXR: CZ  RULE: 0130
*     ----------------------------------------------------------------------------------
*     TITLE/APPLICATION - 70 (CONT)
*     (A) THE MAXIMUM PERMITTED MILEAGE, REFERRED TO
*     HEREIN AS MILEAGE FARES, PROVIDED THAT WHEN
*     A JOURNEY EXCEEDS THE MPM, THE FARE MUST BE
*     SURCHARGED IN ACCORDANCE WITH THE PROCEDURES
*     FOR EXCESS MILEAGE SURCHARGES, OR;
*     (B) A SPECIFIED DIAGRAMMATIC OR LINEAR ROUTING,
*     REFERRED TO HEREIN AS ROUTING FARES.
*     (2) APPLICABLE FARES
*     FARES TO BE ASSSESSED FOR THE TOTAL JOURNEY SHALL
*     BE THE APPLICABLE FARES EFFECTIVE ON THE DATE OF
*     DEPARTURE ON THE FIRST INTERNATIONAL SECTOR,
*     PROVIDED CANADA AND THE USA ARE CONSIDERED AS ONE
*     COUNTRY.
*     (3) ARBITRARY CONSTRUCTION
*     FARES PUBLISHED BY USE OF A PUBLISHED ARBITRARY
*     AND A PUBLISHED INTERNATIONAL GATEWAY FARE.
*     THESE
*     FARES ARE REFERRED TO AS CONSTRUCTED FARES. WHEN
*     CONSTRUCTION WITH ARBITRARIES IS USED, TRAVEL NEED
(4) Non-adherence to precedence of through published fares except for the provisions in paragraphs (8 below) and (e.6) the combination of two or more fares may be applied between any two points even if the amount results in less than the through published fare in this tariff. All rules of such fares combined must be observed.

(5) Lowest combination principle (LCP)

When no through fare is published between any two ticketed points, a fare must be constructed for the purpose of applying fare construction checks. The applicable fare must be constructed using sector fares over an intermediate ticketed point for the class of service used.

(A) The fare must be constructed in the direction of travel except that for any fare component into the country of pricing unit origin, the fare applicable from the country of pricing unit origin shall be used.

(B) When the same fare construction point is used both for the outbound and inbound fare, the provisions of end-on combinations apply.

(C) When used for fare checks, the constructed fare must be shown on the ticket as "C"/.

When used for other purposes, the fares must be shown separately on the ticket.

(6) Direction of fares

(A) Fares shall be assessed in the direction of travel, except that the fare component into the country of pricing unit origin shall be assessed in the direction from such country, i.e. not in the direction of travel.

Note: Canada and the U.S.A. shall be considered the same country. Denmark, Norway, and Sweden shall be considered the same country.

Example: Travel: TRA-MAD-JNB-MAD-FRA construction could be:

FRA-JNB RT 1 PRICING UNIT

or

FRA-MAD RT 1 PRICING UNIT
MAD-JNB  RT  1 PRICING UNIT
TOTAL OF 2 PRICING UNITS
COMPONENT JNB-MAD MUST BE IN THE
DIRECTION FROM MAD TO JNB.
EXCEPTION 1:  EXCEPT FOR RT PRICING
UNITS, FARE COMPONENTS
BETWEEN CANADA AND THE
U.S.A. AND BETWEEN
DENMARK, NORWAY AND
SWEDEN SHALL BE
ASSESSED
IN THE DIRECTION OF
TRAVEL.
EXCEPTION 2:  (APPLICABLE TO OPEN JAW
SPECIAL FARES ONLY)
FOR
TRAVEL ORIGINATING AND
TERMINATING IN EUROPE
(WHERE AN OPEN JAW
APPLIES BETWEEN
COUNTRIES IN EUROPE)
FOR
THE LAST FARE COMPONENT
INTO THE COUNTRY OF
UNIT
DESTINATION THE FARE
APPLICABLE FROM THE
COUNTRY OF UNIT
DESTINATION SHALL BE
USED.
(B)  FARES SHALL BE ASSESSED IN THE DIRECTION OF
TRAVEL, EXCEPT THAT WHEN A PRICING UNIT FOR
A
ONE WAY SUBJOURNEY TERMINATES IN A COUNTRY
FROM WHICH A PREVIOUS PRICING UNIT HAS BEEN
ASSESSED, THE PRICING UNIT FOR THE ONE WAY
SUBJOURNEY INTO SUCH COUNTRY SHALL BE
ASSESSED FROM SUCH COUNTRY, I.E. NOT IN THE
DIRECTION OF TRAVEL.
EXAMPLE:  TRAVEL ATL-LON-STO-LIS-GLA
CONSTRUCTION:  ATL-LON  OW  1 PRICING UNIT
LON-STO  OW  1 PRICING UNIT

STO-LIS  OW  1 PRICING UNIT
GLA-LIS  OW  1 PRICING UNIT
TOTAL OF 4 PRICING UNITS
FARE COMPONENT LIS-GLA MUST BE IN THE
DIRECTION OF GLA-LIS BECAUSE THE TERMINATION
POINT (GLA) IS IN THE SAME COUNTRY FROM WHICH A PREVIOUS PRICING UNIT (LON-STO) WAS ASSESSED.

(C) APPLICATION (7) END OF COMBINATIONS

WHEN TWO OR MORE FARES ARE COMBINED END-ON, THE PROVISIONS OF ROUND TRIP, CIRCLE TRIP, ONE WAY OR OPEN JAW JOURNEYS, AS APPLICABLE, SHALL APPLY SEPARATELY TO EACH.

(8) COMBINATION OF FARES - U.S.A.

(A) COMBINATION OF U.S. DOMESTIC NORMAL/SPECIAL FARES WITH INTERNATIONAL FARES TO CONSTRUCT A THROUGH FARE WHICH IS LESS THAN THE PUBLISHED FARE FROM THE POINT OF ORIGIN TO THE POINT OF DESTINATION IS PERMITTED; PROVIDED THE PASSENGER COMPLIES WITH ALL CONDITIONS OF THE FARES.

EXCEPTION 1: THE MINIMUM TOUR PRICE, IF ANY, REQUIRED BY THE U.S. DOMESTIC FARE WILL NOT BE APPLICABLE WHEN THE MINIMUM TOUR PRICE OF THE INTERNATIONAL FARE IS HIGHER.

EXCEPTION 2: THE ADVANCE PURCHASE, IF ANY, REQUIRED BY THE U.S. DOMESTIC FARE WILL NOT BE APPLICABLE WHEN COMBINING WITH AN INTERNATIONAL FARE WHICH HAS A GREATER ADVANCE PURCHASE FOR TRANSPORTATION TO/FROM POINTS OUTSIDE THE U.S.A./CANADA/ MEXICO/BERMUDA/BAHAMAS/WEST INDIES.

EXCEPTION 3: THE REQUIREMENT OF TICKETING WITHIN A SPECIFIED TIME AFTER RESERVATIONS ARE MADE, IF ANY, REQUIRED BY THE U.S. DOMESTIC FARE WILL NOT BE APPLICABLE WHEN COMBINING WITH INTERNATIONAL FARES FOR TRANSPORTATION TO/FROM POINTS OUTSIDE THE U.S.A./CANADA/ MEXICO/BERMUDA/BAHAMAS/WEST INDIES.

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY IN EFFECT ON: 03DEC11

AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0130
TITLE/APPLICATION - 70 (CONT)

* (B) THE MAXIMUM PERMITTED MILEAGE SHALL APPLY FROM THE GATEWAY USED FOR FARE CONSTRUCTION/COMBINATION.
* (C) TRAVEL MUST BE VIA THE FARE COMBINATION POINT(S).

* (9) WHEN FARES ARE EXPRESSED AS A PERCENTAGE OF ANOTHER FARE AND DIFFERENT PERCENTAGES APPLY ON A JOURNEY, THE FOLLOWING RULE APPLIES.
* (A) APPLY THE PERCENTAGE TO THE BASE FARE TO ESTABLISH THE FARE LEVEL AS AN AMOUNT
* (B) USE SUCH FARE FOR THE APPLICABLE OF ALL FARE CONSTRUCTION RULES

EXAMPLE: JOURNEY A-B-C-D-A

CHILDREN'S FARES

A-B 75 PERCENT OF ADULT FARE
A-C 50 PERCENT OF ADULT FARE
B-C 67 PERCENT OF ADULT FARE
A-D 50 PERCENT OF ADULT FARE

(I) CALCULATE AMOUNTS RESULTING FROM APPLICATION OF ABOVE PERCENTAGES.
(II) APPLY HIP/CTM ETC. RULES USING THE RESULTANT LEVELS.

(10) FARE CONSTRUCTION MUST BE VIA THE ITINERARY OF THE PASSENGER. THE ADDITION OF POINTS NOT ON THE PASSENGER'S ITINERARY IS NOT PERMITTED.

EXCEPTION: CONSTRUCTIONS USING ADD-ON AMOUNTS.

(11) ALL PUBLISHED FARES GOVERNED BY THIS TARIFF AND ADD FARES CONSTRUCTED IN ACCORDANCE WITH THE TARIFF ARE APPLICABLE ONLY WHEN COMPLIANCE WITH THE PROVISIONS GOVERNING TRAVEL VIA A HIGHER CREATED INTERMEDIATE POINT (PARAGRAPH F3).

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 FARES; HOWEVER, IF A DIAGRAM ON LINEAR ROUTING IS SPECIFIED IN CONNECTION WITH A FARE, SUCH ROUTING MUST BE OBSERVED TO THAT PORTION OF THE TRANSPORTATION COVERED BY THAT FARE.

(D) DEFINING JOURNEY OR PRICING UNIT CONCEPT

(1) THE FARE FOR A JOURNEY (EXCLUDING SIDE TRIPS ASSESSED SEPARATELY) SHALL BE THE LOWEST OF:
(A) A SINGLE PRICING UNIT FOR THE JOURNEY, OR
(B) ANY SERIES OF END-ON COMBINED PRICING UNITS, WHICH COLLECTIVELY COMPRISE THE JOURNEY BEING TRAVELED.

(2) TO DETERMINE THE FARES FOR 1) ABOVE USING NORMAL FARES REFER TO THE FLOW CHART BELOW:

NORMAL FARE FLOW CHART

-77-
GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 03DEC11

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

-----------------------------------------------

------

TITLE/APPLICATION - 70 (CONT)
* IS THE JOURNEY A RT/CT BY DEFINITION?
* ] YES ] NO
* ]
* HALF RT FARES IF THE JOURNEY IS NOT A
* MUST BE USED RT/CT BY DEFINITION THEN
* ] THEN THE JOURNEY CONTAINS
* IS THERE A COMMON DOMESTIC AND/OR INT'L
* POINT(S) COUNTRY SURFACE BREAKS. ARE ALL
* THAT WOULD ALLOW SURFACE DOMESTIC?
* THE ASSESSMENT ]
* OF TWO OR MORE YES ] NO
* SEPARATE RETURN ] ]
* SUBJOURNEYS? CAN THE FARE BE ASSESSED IS THERE A
* ] USING INTERNATIONAL HALF COMMON POINT/
* YES ROUND TRIP FARES? ---COUNTRY?
* SUBJOURNEYS? CAN THE FARE BE ASSESSED IS THERE A
* ] USING INTERNATIONAL HALF COMMON POINT/
* YES ROUND TRIP FARES? ---COUNTRY?
* SUBJOURNEYS? CAN THE FARE BE ASSESSED IS THERE A
* ] USING INTERNATIONAL HALF COMMON POINT/
* YES ROUND TRIP FARES? ---COUNTRY?

NO
* BE BROKEN MORE ] ] ] ]
* THAN ONCE AT ] IS THERE A COMMON POINT/ IS THE FARE ]
* SUCH COMMON ] COUNTRY BETWEEN THE TO BE BROKEN[
* POINT/COUNTRY? ] BETWEEN THE COUNTRY OF AT SUCH ]
* ] ORIGIN AND THE COUNTRY COMMON PTS ]
* YES ] OF TURNAROUND? IN SUCH ]

NO
* RESULTING ] ] ] ]
* SUBJOURNEYS ] IS THE FARE TO BE ] ARE ANY SUB-
* PERMIT THE ] BROKEN MORE THAN ] JOURNEYS TO/
* CONTINUED USE ] ONCE AT SUCH COMMON ] FROM SUCH]
* OF HALF RT ] POINT/COUNTRY? ] COMMON POINTS/
* ] ] ] RETURN SUB-

NO
* SERIES OF RETURN ] ] ] ]
* SUBJOURNEYS ] ] ] ]
* JOURNEY ] ] ] ]
* SUBJOURNEYS ] ] ] ]
* USING HALF] ] ] ]
* ROUND RT ] ] ] ]
* OW FARES ] ] ] ]
* FOR REMAINING SUBJOURNEY]

-78-
GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 03DEC11
AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0130

----------------------------------------------
------

TITLE/APPLICATION - 70 (CONT)

* SUBJECT TO}
* THE }
* FOLLOWING }
* --------FOR NOJS }
* }
* }
* USE ON }
* }
* USE ON FARES

* FOR NOJ JOURNEYS/SUB-
* JOURNEYS IS THERE A
* COMMON POINT OR MORE
* THAN ONE POINT IN
* EITHER THE COUNTRY
* OF ORIGIN OR THE
* COUNTRY OF TURNAROUND
* OR BOTH?
* }
* }
* YES NO
* IS THE FARE TO BE }
* BROKEN AT SUCH }
* OTHER POINTS? NO
* }
* YES USE 2 HALF }
* }
* RT FARES

* THE NOJ CAN BE
* ASSESSED AS A OW
* DOMESTIC FARES
* AND A RETURN
* SUBJOURNEY

* GENERAL NOTES:
* 1. IF FOR PRICING PURPOSES THE JOURNEY IS CHANGED (E.G.
* CLOSING SURFACE GAP OR ADDING A SECTOR THAT CREATES A
* SURFACE GAP) THEN THE NEW JOURNEY WILL DETERMINE WHICH
* PATH OF THE FLOW CHART SHOULD BE TAKEN.
* 2. FOR END-ON COMBINATION OF NORMAL AND SPECIAL FARES,
* COMPLETELY SEPARATE THE SPECIAL AND NORMAL FARE AND
* ASSESS THE NORMAL FARE SUBJOURNEY ACCORDING TO THE FLOW
* CHART.
* 3. THE FLOW CHART DOES NOT APPLY FOR LOCAL COMBINATION OF
* NORMAL AND SPECIAL FARES - REFER TO THE SPECIAL FARES
* RULE.
* (3) (A) IF THE JOURNEY FULFILLS THE DEFINITION OF A
* ROUND TRIP OR CIRCLE TRIP OR NORMAL/SPECIAL
* FARE OPEN JAW TRIP, THE PRICING UNIT MUST BE
ASSESSED AS A ROUND TRIP, OR CIRCLE TRIP OR
NORMAL/SPECIAL FARE OPEN JAW TRIP AS
APPLICABLE AND MUST USE HALF ROUND TRIP
FARES. THE USE OF ONE WAY FARES IS NOT

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 03DEC11
AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0130
-------------------------------------------------------------------------
-------

TITLE/APPLICATION - 70 (CONT)
* PERMITTED. FOR END-ON COMBINATION OF NORMAL
* AND SPECIAL FARES, COMPLETELY SEPARATE THE
* SPECIAL AND NORMAL FARE AND ASSESS THE
NORMAL
* FARE SUBJOURNEY ACCORDING TO THE FLOW CHART.
* EXAMPLE: TRAVEL: LON-MIL-STO-LON
* CONSTRUCTION:
* LON-MIL 1/2 RT
* MIL-STO 1/2 RT 1 PRICING UNIT
* LON-STO 1/2 RT
* - OW FARES ARE NOT PERMITTED AS
* TRAVEL IS CONTINUOUS, CIRCUITOUS AND
* RETURNS TO THE SAME POINT
* - CTM CHECK LON-MIL RT AND LON-STO RT
* - LAST FARE COMPONENT FROM COUNTRY
* OF ORIGIN
* (B) IF THERE IS A COMMON POINT/COUNTRY ON THE
* ROUTING, THE JOURNEY MAY BE BROKEN INTO MORE
* THAN ONE PRICING UNIT PROVIDED THESE MUST BE
* FOR RETURN SUBJOURNEYS USING HALF ROUND TRIP
* FARES.
* EXAMPLE: TRAVEL: HEL-BKK-TYO-SEL-TYO-BKK-HEL
* CONSTRUCTION COULD BE:
* HEL-BKK RT 1 PRICING UNIT
* BKK-TYO RT 1 PRICING UNIT
* TYO-SEL RT 1 PRICING UNIT
* OR
* HEL-TYO RT 1 PRICING UNIT
* TYO-SEL RT 1 PRICING UNIT
* OR
* HEL-BKK RT 1 PRICING UNIT
* BKK-SEL RT 1 PRICING UNIT
* (C) A RETURN SUBJOURNEY ONLY OCCURS IF THE FARE
* IS BROKEN MORE THAN ONCE AT THE COMMON
* POINT/COUNTRY. THE FARE FOR TRAVEL BETWEEN
* SUCH FARE BREAK POINTS MUST BE PRICED AS A
* ROUND TRIP; CIRCLE TRIP OR NORMAL/SPECIAL
* FARE OPEN JAW, AS APPLICABLE, AND MUST USE
* HALF ROUND TRIP FARES.
* EXAMPLE: TRAVEL: NYC-LON-JNB-MAN-NYC
* CONSTRUCTION COULD BE:
* NYC-LON 1/2 RT
* NYC-MAN 1/2 RT 1 PRICING UNIT
* LON-JNB 1/2 RT
* MAN-JNB 1/2 RT 1 PRICING UNIT
* - BOTH SUBJOURNEYS FALL WITHIN THE
* DEFINITION OF OJ
* - (NOTE THAT ABOVE JOURNEY COULD
* ALSO BE CONSTRUCTED AS NYC-JNB RT)
* -80-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 03DEC11
AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0130
-------------------------------------------------------------------------
-------

TITLE/APPLICATION - 70 (CONT)
* (D) IF TRAVEL BETWEEN SUCH FARE BREAK POINTS
  * WOULD REQUIRED THE USE OF ONE WAY FAES, THIS
  * IS NOT PERMITTED.
  * EXAMPLE: TRAVEL: NYC-LON-RIO-JNB-MAN-NYC
  * CONSTRUCTION COULD NOT BE:
  * NYC-LON 1/2 RT
  * NYC-MAN 1/2 RT
  * LON-RIO OW
  * RIO-JNB OW - NOT POSSIBLE
  * MAN-JNB OW
  * - TRAVEL LON-RIO-JNB-MAN IS NOT
  * WITHIN THE DEFINITION OF AN OJ
  * - USE OF OW FARES IS NOT PERMITTED.
  * - TOTAL JOURNEY FALLS WITHIN
  * DEFINITION OF CT AND MAY ONLY BE
  * CONSTRUCTED AS
  * A SINGLE PRICING UNIT.
* (4) IF THE ROUTING OF THE JOURNEY FULFILLS THE
  * DEFINITION OF A NORMAL/SPECIAL FARE OPEN JAW TRIP,
  * THE PRICING UNIT SHALL BE ASSESSED AS TWO HALF
  * ROUND TRIP FAES, PROVIDED THAT, IF THERE IS A
  * COMMON POINT(S) OR OTHER POINTS IN EITHER THE
  * COUNTRY OF ORIGIN OR THE COUNTRY OF TURNAROUND OR
  * BOTH, THE FARE MAY ALTERNATIVELY BE ASSESSED AS A
  * RETURN SUBJOURNEY FROM/TO THE COMMON POINT(S) OR
  * OTHER POINTS AND A ONE WAY SUBJOURNEY(S) FOR THE
  * DOMESTIC SECTOR(S). IF THIS TYPE OF PRICING
  * OPTION IS USED THEN ONE WAY PRICING UNITS MUST BE
  * ASSESSED USING ONE WAY FAES AND THE RETURN
  * SUBJOURNEY MUST BE ASSESSED USING HALF ROUND TRIP
  * FAES.
  * EXAMPLE: TRAVEL: KHH-TPE-SIN-TPE
  * CONSTRUCTION COULD BE:
  * KHH-SIN 1/2 RT
  * TPE-SIN 1/2 RT 1 PRICING UNIT
  * OR
  * KHH-TPE OW 1 PRICING UNIT
  * TPE-SIN RT 1 PRICING UNIT
  * WHICHEVER IS THE LOWER.
* EXAMPLE 2: TRAVEL KHH-TPE-JKT-DPS SURFACE JKT-TPE
* CONSTRUCTION COULD BE:
* KHH-DPS 1/2 RT)
* TPE-JKT 1/2 RT) 1 PRICING UNIT
* OR
* KHH-TPE OW 1 PRICING UNIT
* TPE-JKT RT 1 PRICING UNIT

---
AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0130
-------------------------------------------------------------------------
-------
TITLE/APPLICATION - 70 (CONT)
* JKT-DPS OW 1 PRICING UNIT
* OR
* KHH-TPE OW 1 PRICING UNIT
* TPE-DPS 1/2 RT)
* TPE-JKT 1/2 RT) 1 PRICING UNIT
* OR
* KHH-TPE 1/2 RT)
* TPE-JKT 1/2 RT) 1 PRICING UNIT
* JKT-DPS OW 1 PRICING UNIT
* WHICHEVER IS THE LOWER
* EXAMPLE 3: TRAVEL GLA-MAN-ROM-LON
* CONSTRUCTION COULD BE:
* GLA-ROM 1/2 RT)
* LON-ROM 1/2 RT) 1 PRICING UNIT
* OR
* GLA-MAN OW 1 PRICING UNIT
* MAN-ROM 1/2 RT)
* LON-ROM 1/2 RT) 1 PRICING UNIT
* (5) A) IF THE ROUTING OF A JOURNEY DOES NOT FULFILL
* THE DEFINITION OF ROUND TRIP, CIRCLE TRIP OR
* NORMAL/SPECIAL FARE OPEN JAW TRIP, IT SHALL
* BE ASSESSED AS FOLLOWS, SUBJECT TO THE
* ROUTING
* I) AS A ONE WAY JOURNEY
* II) AS A SERIES OF ONE WAY SUBJOURNEYS
* III) AS A ROUND TRIP OR CIRCLE TRIP

JOURNEY
* WITH THE SURFACE SECTOR ASSUMED FLOWN
* IV) IF THERE IS A COMMON POINT/COUNTRY -
* AS A MIX OF A ONE WAY SUBJOURNEY AND

A
* RETURN SUBJOURNEY (AS SHOWN IN
* PARAGRAPH 3.C. ABOVE).
* EXAMPLE 1: TRAVEL PAR-ATH
* CONSTRUCTION: PAR-ATH OW 1 PRICING

UNIT
* DOES NOT QUALIFY FOR RT, CT, OR NORMAL FARES
* OJ
* EXAMPLE 2: TRAVEL PAR-BKK-VIE-ROM
* CONSTRUCTION COULD BE:
* PAR-BKK OW 1 PRICING UNIT
* BKK-VIE OW 1 PRICING UNIT
TITLE/APPLICATION - 70 (CONT)

PAR-BKK OW 1 PRICING UNIT

BKK-ROM OW 1 PRICING UNIT

NO RETURN TO COUNTRY OF ORIGIN, FARES IN DIRECTION OF TRAVEL.

EXAMPLE 3: TRAVEL STO-NBO SURFACE SEZ-NBO-STO

CONSTRUCTION COULD BE:

STO-NBO OW 1 PRICING UNIT

STO-SEZ OW 1 PRICING UNIT

OR

STO-NBO RT 1 PRICING UNIT

SEZ-NBO OW 1 PRICING UNIT

OR

STO-SEZ RT 1 PRICING UNIT

B) THE ONE WAY JOURNEY/SUBJOURNEY(S) ABOVE MUST BE ASSESSED USING ONE WAY FARES. THE USE OF HALF ROUND TRIP FARES IS NOT PERMITTED. THE ROUND TRIP JOURNEY/SUBJOURNEY(S) ABOVE MUST BE ASSESSED USING HALF ROUND TRIP FARES.

(E) LIMITATIONS ON INDIRECT TRAVEL/INCLUSION OF SURFACE SECTORS ON A THROUGH MILEAGE CALCULATOR

(1) LIMITATION ON INDIRECT TRAVEL

A) GENERAL LIMITATIONS: A FARE COMPONENT MUST NOT INCLUDE MORE THAN:

I) ONE DEPARTURE FROM FARE COMPONENT ORIGIN OR

II) ONE ARRIVAL AT FARE COMPONENT DESTINATION

OR

III) MORE THAN ONE STOPOVER AT ANY ONE INTERMEDIATE TICKETED POINT

B) ADDITIONAL LIMITATIONS

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

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

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 03DEC11

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

-----

TITLE/APPLICATION - 70 (CONT)

NOT PERMITTED (COUNTRY OF ORIGIN IS TRANSITED TO ANOTHER POINT IN EUROPE)

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

PERMITTED (COUNTRY OF SALE IS TRANSITED TO/FROM POINT IN EUROPE)

II) THE RESTRICTION IN (I) ABOVE SHALL ALSO APPLY FOR THE COUNTRY OF PAYMENT IN EUROPE IF NOT IDENTICAL TO THE EUROPEAN COUNTRY WHERE TRAVEL ORIGINATES.

EXAMPLE 1: ZRH-MIL-TYO

SALE IN MIL WITH A STOPOVER IN MIL AT A THROUGH FARE ZRH-TYO IS NOT PERMITTED.

(COUNTRY OF SALE IS TRANSITED FROM ANOTHER POINT IN EUROPE)

EXAMPLE 2: LON-NYC-X/LON-AMS-TYO

SOLD IN FRA WITH A STOPOVER IS AMS AT A THROUGH FARE NYC-TYO IS PERMITTED.

(COUNTRY OF ORIGIN IS TRANSITED TO ANOTHER POINT IN EUROPE BUT NO STOPOVER IS MADE)

III) A FARE COMPONENT WITHIN AREA 1 OR BETWEEN AREA 1 AND AREA 3 (VIA THE PACIFIC) MUST NOT INCLUDE MORE THAN ONE ARRIVAL AND ONE DEPARTURE AT ANY TICKETED POINT.

IV) FOR A JOURNEY ORIGINATING IN AREA 1, NO
FARE COMPONENT WITHIN AREA 1 MAY INCLUDE MORE THAN ONE INTERNATIONAL DEPARTURE

AND

ONE INTERNATIONAL ARRIVAL AT ANY TICKETED POINT IN THE COUNTRY WHERE TRAVEL ORIGINATES.

EXAMPLE 1: POA-BUE-SAO-NYC-THROUGH FARE NOT PERMITTED BECAUSE OF TWO INTERNATIONAL DEPARTURES FROM BRAZIL.

ADDITIONALLY, THIS RESTRICTION APPLIES FOR THE COUNTRY OF PAYMENT IF

---

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 03DEC11

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

-84-

TITLE/APPLICATION - 70 (CONT)

NOT IDENTICAL TO THE COUNTRY WHERE TRAVEL ORIGINATES.

EXAMPLE 2: NYC-SAO-BUE-POA SOLD IN BRAZIL - THROUGH FARE PERMITTED BECAUSE OF TWO INTERNATIONAL ARRIVALS IN BRAZIL WHICH IS THE COUNTRY OF SALE.

V) APPLICABLE FOR TRAVEL COMMENCING IN BRAZIL (EXCEPT FOR JOURNEYS WHOLLY WITHIN SOUTH AMERICA) IRRESPECTIVE OF WHERE THE FARE IS PAID, THE FIRST INTERNATIONAL FARE COMPONENT MUST NOT INCLUDE MORE THAN ONE BRAZILIAN DOMESTIC FLIGHT COUPON. WHERE MORE THAN ONE BRAZILIAN DOMESTIC FLIGHT COUPON IS ISSUED, THE FIRST INTERNATIONAL FARE COMPONENT MUST BE ASSESSED FROM THE POINT IMMEDIATELY PRIOR TO THE POINT OF COMMENCEMENT OF THE INTERNATIONAL SECTOR.

EXAMPLE 1: BSB-RIO-NYC AT A THROUGH FARE BSB-NYC IS PERMITTED.

EXAMPLE 2: POA-RIO-SSA-LIS AT A THROUGH FARE POA-LIS IS
NOT PERMITTED. THE INTERNATIONAL FARE COMPONENT MUST BE ASSESSED FROM RIO AND POA-RIO CHARGED SEPARATELY.

EXAMPLE 3: FLN-X/CWB-/CWB-IGU-XSAO-LON AT A THROUGH FARE FLN-LON IS NOT PERMITTED. THIS FIRST INTERNATIONAL FARE COMPONENT MUST BE ASSESSED FROM IGU AND FLN-CWB-IGU CHARGED SEPARATELY.

VI) FOR A PRICING UNIT ORIGINATING IN GERMANY, A FARE COMPONENT FROM/TO A POINT IN GERMANY MUST NOT INCLUDE MORE THAN TWO DOMESTIC SECTORS IN GERMANY.

VII) JOURNEY APPLICATION A JOURNEY ON A TICKET OR CONJUNCTION TICKET, AT THE TIME OF ORIGINAL ISSUE OR WHEN REISSUED, MUST NOT INCLUDE MORE THAN FOUR INTERNATIONAL ARRIVALS AND FOUR INTERNATIONAL DEPARTURES IN ANY ONE COUNTRY; EXCEPT IN EUROPE, NOT MORE THAN THREE INTERNATIONAL ARRIVALS AND THREE INTERNATIONAL DEPARTURES IN ONE COUNTRY IN EUROPE; PROVIDED FOR THE COUNTING OF ARRIVALS AND DEPARTURES SURFACE SECTORS ARE CONSIDERED TO BE FLOWN (2) INCLUSION OF A SURFACE SECTOR ON A THROUGH MILEAGE CALCULATION SURFACE OF A TRANSPORTATION BETWEEN TWO INTERMEDIATE TICKETED POINTS MUST BE INCLUDED IN THE TICKETED POINT MILEAGE COMPUTATION. IN THE ABSENCE OF A SINGLE TICKETED POINT MILEAGE, THE LOWEST COMBINATION OF TICKETED POINT SECTOR MILEAGE WILL APPLY. EXCEPTION: WHEN TRAVEL BETWEEN THE FOLLOWING TICKETED POINTS ARE BY SURFACE TRANSPORTATION, AND NEITHER POINT IS
THE POINT OF ORIGIN OR DESTINATION OF
THE FARE SECTOR, THE MILEAGE BETWEEN
SUCH POINTS WILL BE DISREGARDED.

BETWEEN AND
ALICANTE, SPAIN MURCIA, SPAIN
ALICANTE, SPAIN VALENCIA, SPAIN
ALMERIA, SPAIN MALAGA, SPAIN
AMMAN, JORDAN JERUSALEM
AMRISAR, INDIA LAHORE, PAKISTAN
AMSTERDAM, NETHERLANDS ROTTERDAM,
ANTWERP, BELGIUM BRUSSELS,
BELGIUM
ARICA, CHILE TACNA, PERU
BARCELONA, SPAIN GERONA, SPAIN
BARCELONA, SPAIN REUS, SPAIN
BASLE, SWITZERLAND MULHOUSE, FRANCE
BERLIN, GERMANY DRESDEN, GERMANY
BERLIN, GERMANY LEIPZIG, GERMANY
BERNE, SWITZERLAND GENEVA,
BERNE, SWITZERLAND ZURICH,
BILBOA, SPAIN SAN SEBASTIAN,
BILBOA, SPAIN SPAIN
BILBOA, SPAIN SANTANDER, SPAIN
BILBOA, SPAIN VITORIA, SPAIN
BOLOGNA, ITALY FLORENCE/PISA,
MEXICO
BRAZZAVILLE, CONGO REP. KINSHASA, ZAIRE
BREMEN, GERMANY HAMBURG, GERMANY
BREMEN, GERMANY MUNSTER, GERMANY
BROWNsville, U.S.A. MATAMORES,
CATANIA, ITALY PALERMO, ITALY
CIUDAD JUAREZ, MEXICO EL PASO, U.S.A.
COLOGNE, GERMANY DUSSELDORF,
COLOGNE, GERMANY MUNSTER, GERMANY
CURITABA, BRAZIL JOINVILLE,
BRAZIL
CUZCO, PERU LA PAZ, BOLIVIA
DETROIT, U.S.A. WINDSOR, CANADA
DRESDEN, GERMANY LEIPZIG, GERMANY
DUBAI, UNITED ARAB EMIRATES SHARJAH, UNITED
ARAB EMIRATES
DUSSELDORF, GERMANY MUNSTER, GERMANY
<table>
<thead>
<tr>
<th>Country 1</th>
<th>City 1</th>
<th>Country 2</th>
<th>City 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grenada, Spain</td>
<td>Malaga, Spain</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Guatemala, Guatemala</td>
<td>Tapachula, Mexico</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Guatemala, Guatemala</td>
<td>Porto Velho, Brazil</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hambourg, Germany</td>
<td>Hanover, Germany</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hambourg, Germany</td>
<td>Munster, Germany</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hilo, Hawaii, U.S.A.</td>
<td>Kona, Hawaii, U.S.A.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hong Kong SAR, Hong Kong</td>
<td>Macau, Macau</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Iguassu Falls, Argentina</td>
<td>Iguassu Falls, Brazil</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jerez de la Frontara, Spain</td>
<td>Seville, Spain</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kabul, Afghanistan</td>
<td>Peshawar, Pakistan</td>
<td></td>
<td></td>
</tr>
<tr>
<td>La Coruna, Spain</td>
<td>Santiago de Compostela, Spain</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Laredo, Texas, U.S.A.</td>
<td>Nuevo Laredo, Mexico</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Larnaca, Cyprus</td>
<td>Paphos, Cyprus</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Leticia, Colombia</td>
<td>Tabatinga, Brazil</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LIVINGSTONE, ZIMBABWE</td>
<td>Victoria Falls, Zimbabwe</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Livramento, Brazil</td>
<td>Rivera, Uruguay</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LJubljana, Yugoslavia</td>
<td>Zagreb, Yugoslavia</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MCallen, Texas, U.S.A</td>
<td>Reynosa, Mexico</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Milan, Italy</td>
<td>Turin, Italy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Munich, Germany</td>
<td>Nuremberg, Germany</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nagoia, Japan</td>
<td>Osaka, Japan</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Paso de los Libres, Argentina</td>
<td>Uruguaiana, Brazil</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Podgorica, Yugoslavia</td>
<td>Tivat, Yugoslavia</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Puerto Montt, Chile</td>
<td>San Carlos de Bariloche, Argentina</td>
<td></td>
<td></td>
</tr>
<tr>
<td>San Diego, U.S.A.</td>
<td>Tijuana, Mexico</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Santiago de Composatela, Spain</td>
<td>Vigo, Spain</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Split, Yugoslavia</td>
<td>Zadar, Yugoslavia</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stockholm, Sweden</td>
<td>Vasteras, Sweden</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Swakopmund, Namibia</td>
<td>Walvis Bay, Namibia</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

-87-
(F) CONSTRUCTION RULES FOR FARE COMPONENTS

(1) MIXED CLASS TRAVEL (TRAVEL VIA DIFFERENT CLASS OF SERVICE)

(A) MIXED CLASS TRAVEL IS WHEN TRAVEL INVOLVES TWO OR MORE CLASSES OF SERVICE:

(I) ON A SECTOR(S) WITHIN A FARE COMPONENT

OR,

(II) IN AN ENTIRE FARE COMPONENT OF A JOURNEY/SUBJOURNEY WITH MORE THAN ONE FARE COMPONENT

(B) THE FARE FOR ENTIRE FARE COMPONENT TRAVELED IN A HIGHER CLASS OF SERVICE SHALL BE THE APPLICABLE FARE FOR THE CLASS USED.

(C) ALL FARES USED IN DIFFERENTIAL CALCULATIONS WILL BE BASED ON QUALIFYING FARES.

(D) THE FARE FOR MIXED CLASS TRAVEL WITHIN A FARE COMPONENT IS ASSESSED AS THE SUM OF THE THROUGH FARE IN THE LOWEST CLASS OF SERVICE USED TO ASSESS THE FARE AND, FOR EACH SECTOR TRAVELED IN A HIGHER CLASS OF SERVICE; THE DIFFERENCE BETWEEN THE LOWEST APPLICABLE FARE AND THE LOWEST APPLICABLE FARE FOR THE HIGHER CLASS USED FOR THE SAME SECTOR. THIS PROCESS WILL BE REFERRED TO AS 'DIFFERENTIAL'.

(E) IF CONSECUTIVE SECTORS WITHIN THE FARE COMPONENT ARE FLOWN IN THE HIGHER CLASS OF SERVICE, THE DIFFERENTIAL MAY BE ASSESSED AS THE DIFFERENCE BETWEEN THE APPLICABLE THROUGH FARE FOR THE LOWEST CLASS USED AND THE APPLICABLE THROUGH FARE FOR THE HIGHER CLASS OF SERVICE.

(F) HPS MUST BE CHECKED WHEN CALCULATING DIFFERENTIALS, HOWEVER THE BHC DOES NOT APPLY.

NOTE: MINIMUM CHECKS ARE NOT APPLICABLE WHEN CALCULATING A DIFFERENTIAL.

(G) THE DIFFERENTIAL IS ASSESSED IN THE SAME DIRECTION AS THE FARE USED FOR THE LOWEST CLASS OF SERVICE.

(H) WHEN HALF ROUND TRIP FARES ARE USED, THE
DIFFERENTIAL IS ASSESSED USING HALF ROUND TRIP FARES. WHEN ONE WAY FARES ARE USED,

DIFFERENTIAL IS ASSESSED USING ONE WAY FARES.

(I) SPECIAL FARES MAY NOT BE USED IN MIXED CLASS DIFFERENTIAL CALCULATIONS.

(J) THE ABOVE RULES MAY NOT BE USED TO CIRCUMVENT ANY STOPOVER OR TRANSFER RESTRICTIONS APPLICABLE TO THE THROUGH FARE FOR THE LOWEST CLASS OF SERVICE USED.

(K) THE TOTAL FARE FOR A FARE COMPONENT ASSESSED WITH A CLASS DIFFERENTIAL NEED NOT BE HIGHER THAN:

(I) THE THROUGH FARE FOR THE HIGHEST CLASS OF TRAVEL, OR

(II) THE SUM OF FARES FOR SECTORS FLOWN IN DIFFERENT CLASSES OF SERVICE

(L) FARE COMPONENT CHECKS (DMC, COM) WILL BE APPLIED:

(I) IN THE LOWEST CLASS USED OF A MIXED CLASS COMPONENT WHERE A DIFFERENTIAL HAS BEEN APPLIED

(II) IN THE APPLICABLE CLASS USED FOR AN ENTIRE COMPONENT FLOWN IN A HIGHER CLASS

(M) JOURNEY SUBJOURNEY CHECKS WHICH APPLY TO MORE THAN ONE FARE COMPONENT (CTM, COP, CPM, OSC, RSC) WILL BE APPLIED IN THE LOWEST CLASS OF SERVICE USED AND THE CLASS DIFFERENTIAL(S) AMOUNT(S) ADDED TO THE RESULTANT FARE FOR THE LOWEST CLASS OF SERVICE USED

(N) WHERE TWO APPLICABLE SAME CLASS FARES EXIST IN A MARKET, THE APPLICABLE FARE USED FOR THE THROUGH FARE COMPONENT AND ANY INTERMEDIATE FARES USED FOR HIP CHECK PURPOSES TO THE BREAKPOINT, IS ALSO THE SAME FARE USED IN CALCULATING THE DIFFERENTIAL, I.E. Y AND Y2 FARES EXIST IN A MARKET. IF THE LOWER LEVEL Y2 FARE IS USED AS THE HIP CHECK FARE, IT MUST ALSO BE USED WHEN CALCULATING THE DIFFERENTIAL.

(O) CLASS DIFFERENTIALS MAY NOT BE ASSESSED OVER A FARE BREAK POINT.

(P) (APPLICABLE BETWEEN AREA 1 AND AREA 2) WHEN THE TRANSATLANTIC SECTOR IS FLOWN IN INTERMEDIATE CLASS AND OTHER SECTORS ARE IN THE SAME CLASS OR A LOWER CLASS, THE APPLICABLE THROUGH INTERMEDIATE CLASS FARE
TITLE/APPLICATION - 70 (CONT)

* SHALL BE APPLIED. A DIFFERENTIAL BETWEEN ECONOMY AND INTERMEDIATE CLASS IS NOT PERMITTED.
  * (Q) (APPLICABLE BETWEEN AREA 1 AND AREA 3 VIA THE ATLANTIC) WHEN THE AREA 2-3 AND TRANSATLANTIC SECTORS ARE FLOWN IN INTERMEDIATE CLASS, THE APPLICABLE THROUGH INTERMEDIATE CLASS FARE SHALL BE APPLIED.
  * (R) (APPLICABLE FOR TRAVEL BETWEEN AREA 1 AND EUROPE ONLY) WHEN TRANSATLANTIC TRAVEL IS FLOWN IN ECONOMY CLASS AND THE INTRA EUROPEAN SECTOR IS FLOWN IN INTERMEDIATE CLASS, THE APPLICABLE THROUGH INTERMEDIATE CLASS FARE APPLIES, UNLESS CHARGING SECTOR FARES FOR THE MIXED CLASS POINT(S) RESULTS IN A LOWER FARE. A DIFFERENTIAL BETWEEN ECONOMY AND INTERMEDIATE CLASS IS NOT PERMITTED.
  * (S) (APPLICABLE VIA THE ATLANTIC-PACIFIC OCEANS) FOR TRAVEL BETWEEN EUROPE AND SOUTH WEST PACIFIC) WHEN THE SECTOR BETWEEN EUROPE AND AREA 1 AND THE SOUTH WEST PACIFIC ARE FLOWN IN INTERMEDIATE CLASS, THE APPLICABLE THROUGH INTERMEDIATE CLASS FARE APPLIES. A DIFFERENTIAL BETWEEN ECONOMY AND INTERMEDIATE CLASS IS NOT PERMITTED.
  * (T) (APPLICABLE TO ATLANTIC-PACIFIC TRAVEL BETWEEN EUROPE AND JAPAN/KOREA) WHEN THE SECTOR BETWEEN EUROPE AND AREA 1 IS IN ECONOMY CLASS AND THE SECTOR BETWEEN AREA 1 AND JAPAN/KOREA IS IN INTERMEDIATE CLASS, APPLICABLE THROUGH INTERMEDIATE CLASS FARE APPLIES. A DIFFERENTIAL BETWEEN ECONOMY AND INTERMEDIATE CLASS IS NOT PERMITTED.
  * (U) (APPLICABLE TO ATLANTIC-PACIFIC TRAVEL BETWEEN EUROPE AND SOUTH EAST ASIA) WHEN THE SECTOR BETWEEN THE LAST POINT OF DEPARTURE IN EUROPE AND THE FIRST POINT IN ARRIVAL IN AREA 3 ARE FLOWN IN INTERMEDIATE CLASS, THE APPLICABLE INTERMEDIATE CLASS FARE APPLIES.
A differential between Economy and Intermediate Class is not permitted.  

(2) Surface Sectors

(A) Apply the Through Fare or the sum of fares over the sectors actually flown, whichever is lower.

(B) In the case of normal fare travel, where the mileage for an international surface break is greater than the ticketed point mileage over 90.

---

TITLE/APPLICATION - 70 (CONT)

The routing traveled from origin of the journey up to the point of commencement of the surface break when normal fares are on both sides of the surface break and journey up to the surface break must be ticketed separately.

Example: Travel: NYC-LON surface BKK-PAR-LON-NYC

TPMS 3458 5919 5860 220 3458

Construction could be:

NYC-LON RT 1 PRICING UNIT
BKK-PAR OW 1 PRICING UNIT
PAR-LON OW 1 PRICING UNIT

* Notwithstanding separate PUS, the TPM is undertaken from NYC

(C) The surface break is measured using TPMS.

IF

No TPM exists for the points concerned, the shortest operated mileage shall be used (i.e. MPM divided by 1.20); provided that in the event there is no shortest operated mileage, the ticketed point mileage shall be established by a combination of TPMS.

(D) Surface breaks in section E.7. and between Canada and the USA may be ignored.

(3) Higher Intermediate Point

(A) Normal fares

(I) If in any routing otherwise permissible at the direct route normal fare, there is a direct route normal fare(s) of the same class of service between any two ticketed points which is higher than the direct route normal fare between the fare construction points, the fare shall
* NOT BE LESS THAN THE HIGHEST FARE REFERRED TO ABOVE (HIGHER INTERMEDIATE FARE). IN THE CASE OF FARES WHICH ARE ESTABLISHED BY SEASONALITY (INCLUDING BLACKOUT DATES), OR DAY OF WEEK OR FLIGHT APPLICATION, THE CHECK WILL BE BASED ON THE APPLICABLE FARE (BY SEASONALITY INCLUDING BLACKOUTS, OR BY DATES, OR BY DAY OF WEEK OR BY FLIGHT APPLICATION).

(ii) IF ANY INDIRECT ROUTING OTHERWISE PERMISSIBLE AT THE DIRECT ROUTE NORMAL FARE PLUS A PERCENTAGE, THERE IS A DIRECT ROUTE NORMAL FARE(S) OF THE SAME CLASS OF SERVICE BETWEEN THE FARE CONSTRUCTION POINTS, THE FARE FOR THE INDIRECT ROUTE SHALL BE NO LESS THAN THE HIGHEST FARE REFERRED TO ABOVE (HIGHER INTERMEDIATE FARE), AND THE SURCHARGE PERCENTAGE APPLICABLE TO THE THROUGH FARE SHALL BE APPLIED TO SUCH HIGHER INTERMEDIATE FARE.

(iii) WHEN THERE IS NO DIRECT ROUTE FARE BETWEEN TWO TICKETED POINTS, A FARE MUST BE CONSTRUCTED OVER AN INTERMEDIATE TICKETED POINT IN ORDER TO APPLY THE PROVISIONS OF (I) OR (II) ABOVE. NOTE: THE CONSTRUCTED FARE IS CONSIDERED A 'DIRECT ROUTE FARE' AND MUST BE SHOWN ON THE TICKET AS 'C/'.

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

(AA) SLEEPER SEAT FARE IS COMPARED WITH SLEEPER SEAT; IF NO SLEEPER SEAT FARE, COMPARE WITH FIRST CLASS FARE

(BB) FIRST CLASS FARE IS COMPARED WITH FIRST CLASS; IF NO FIRST CLASS FARE, COMPARE WITH INTERMEDIATE CLASS FARE (OR NEXT LOWER CLASS FARE)
(CC) INTERMEDIATE CLASS FARE IS
    COMPARED
    NO
    INTERMEDIATE CLASS FARE, COMPARE
    WITH ECONOMY CLASS FARE; PROVIDED
    THAT WHERE MORE THAN ONE ECONOMY
    CLASS FARE IS PUBLISHED, COMPARE
    WITH THE HIGHEST ECONOMY CLASS
    FARE.

(DD) ECONOMY CLASS FARE IS COMPARED
WITH
    COLUMN 1            COLUMN 2         COLUMN 3
    LATE BOOKING FARE OR GIT FARE OR GROUP FARE OR
    APEX FARE OR         INDIVIDUAL IT OR EXCURSION FARE
    PEX FARE OR          EXCURSION FARE
                      EXCURSION FARE

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

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 03DEC11
AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0130

--------

TITLE/APPLICATION - 70 (CONT)

(FF) ALL CONDITIONS ATTACHED TO THE
    SPECIAL FARE FOR THE COMPONENT
    APPLY.
    FLOW CHART (FOR SPECIAL FARES)
    IS THERE ANY HIGHER NORMAL FARE FOR THE SAME
    CLASS OF SERVICE FROM: THE POINT OF ORIGIN TO
    ANY INTERMEDIATE TICKETED POINT, AND/OR ANY
    INTERMEDIATE TICKETED POINT TO THE DESTINATION?
    ] ]
    NO NO
    ] ]
    ANY SPECIAL FARE IS THERE A SPECIAL
    FOR THE COMPONENT FARE OF THE SAME TYPE
    (SURCHARGED IF FOR THIS SECTOR?
    NECESSARY) ] ]
    ------------------------NO YES
    ] ]
    APPLY HIGHER IS THIS FARE HIGHER
    INTERMEDIATE THAN THE SPECIAL
    NORMAL FARE FARE ON THE SECTOR?
    (SURCHARGED IF ] ]
NECESSARY)                          ]
]                              ]
NO                              YES
]                              ]
APPLY SPECIAL FARE             RAISE THE FARE TO
FOR THE COMPONENT              SUCH HIGHER SPECIAL
(SURCHARGED IF                  (SURCHARGED IF
NECESSARY)                      NECESSARY)
(4) ONE WAY BACKHAUL MINIMUM
(A) THIS PARAGRAPH DOES NOT APPLY:
(I) FOR JOURNEYS WHOLLY WITHIN AREA 1
(II) FOR JOURNEYS WHOLLY BETWEEN ARGENTINA,
BRAZIL, CHILE, PARAGUAY, URUGUAY AND
AREA 2
(III) FOR PRICING UNITS WHOLLY WITHIN EUROPE
(B) THIS PARAGRAPH APPLIES ONLY WHEN USING
NORMAL
OR SPECIAL ONE WAY FARES.
(C) IF IN ANY FARE COMPONENT TRAVEL IS VIA A
HIGHER RATED INTERMEDIATE STOPOVER POINT,
THE
FARE FOR SUCH FARE COMPONENT SHALL BE THE
HIGHER OF:
(I) THE APPLICABLE FARE BETWEEN THE FARE
CONSTRUCTION POINTS, OR
(II) THE FARE FROM FARE COMPONENT ORIGIN TO
THE HIGHEST RATED INTERMEDIATE STOPOVER
POINT PLUS THE DIFFERENCE BETWEEN SUCH
FARE AND THE DIRECT ROUTE FARE BETWEEN
THE FARE CONSTRUCTION POINTS.
EXAMPLE: A-B-C-D
FARES:  A TO B      NUC  50
       A TO C      150
       A TO D      140
       B TO C      175
       B TO D      160
FARE TO BE CHARGED IS:
       B TO C      NUC  175
OR
       A TO C      NUC  150
       PLUS THE DIFFERENCE BETWEEN
       A TO C AND A TO D  10
       TOTAL NUC 160
WHICHEVER IS HIGHER
(D) THE ONE WAY BACKHAUL CHECK NEED NOT BE
APPLIED FOR POINTS WHICH HAVE BEEN EXCLUDED
AS STATED IN SECTION 3 (HIPS) ABOVE.
(5) DIRECTIONAL MINIMUM FARE CHECK (DMC)
* THE FOLLOWING
* ADDITIONAL RULES WILL APPLY.
* (A) NORMAL FARES
* (I) ONE WAY FARES: THE FARE TO BE CHARGED
* SHALL NOT BE LESS THAN THE DIRECT ROUTE
* ONE WAY FARE FOR THE HIGHEST RATED PAIR
* OF POINTS APPLICABLE IN EITHER DIRECTION
* FOR THE CLASS OF SERVICE USED BETWEEN
* ANY TICKETED POINTS WITHIN THE FARE
* COMPONENT.
* (II) NORMAL OPEN JAW FARES: THE FARE TO BE
* CHARGED SHALL NOT BE LESS THAN THE
* DIRECT ROUTE HALF ROUND TRIP FARE FOR
* THE HIGHEST RATED PAIR OF POINTS
* APPLICABLE IN EITHER DIRECTION FOR THE
* CLASS OF SERVICE USED BETWEEN ANY
* TICKETED POINTS WITHIN EACH FARE
* COMPONENT.
* (III) WHERE MORE THAN ONE NORMAL FARE IS
* PUBLISHED FOR THE CARRIER AND THE CLASS
* OF SERVICE USED, THE LOWER/LOWEST LEVEL
* MAY BE USED.
* (B) SPECIAL ONE WAY FARES
* (I) ONLY ONE FARE COMPONENT: THE FARE TO
* BE
* (II) MORE THAN ONE FARE COMPONENT: THE RULE
* IN (B)(I) ABOVE SHALL APPLY TO EACH
* COMPONENT.
* (III) FARE OF THE SAME TYPE WILL BE AS
* DEFINED
* (C) APPLICABLE FARES
* THE FARES TO BE USED SHALL BE THOSE
* APPLICABLE ON THE DATE OF COMMENCEMENT OF
* OUTBOUND TRANSPORTATION OR IN THE CASE OF
SEASONAL FARES, THOSE APPLICABLE ON THE DATE WHICH DETERMINES THE SEASONAL LEVEL TO BE USED. THIS WILL APPLY IN EACH COMPONENT.

(D) EXCEPTIONS

THE PROVISIONS IN SUBPARAGRAPHS (A)(B) AND(C) ABOVE WILL NOT APPLY:

(I) FOR TRANSPORTATION WHOLLY WITHIN AREA 1 FOR SALES MADE IN AREA 1 FOR TRANSPORTATION COMMENCING IN AREA 1 FOR SALES MADE IN CANADA, USA/US TERRITORIES FOR TRANSPORTATION TO CANADA, USA/US TERRITORIES.

(IV) WHEN TRAVEL ORIGINATES IN BENIN, BURKINA FASO, CAMEROON, CENTRAL AFRICAN REPUBLIC, CHAD, CONGO (BRAZZAVILLE), EQUATORIAL GUINEA, GABON, IVORY COAST, MALI, NIGER, SENEGAL OR TOGO AND IS SOLD IN THESE COUNTRIES.

(V) FOR SALES MADE IN EC MEMBER STATES FOR TRAVEL WHOLLY WITHIN THE EUROPE SUB-AREA WHEN ALL FARE CONSTRUCTION POINTS ARE IN EC MEMBER STATES.

(G) CONSTRUCTION RULES FOR PRICING UNITS

(1) ROUND TRIP FARES

(A) UNLESS OTHERWISE SPECIFIED, THE FARE FOR A ROUND TRIP WILL BE TWICE THE OUTBOUND ONE WAY.

(B) THE REFERENCE TO TWO FARE COMPONENTS ONLY, FOUND IN DEFINITIONS, DOES NOT PROHIBIT FARES FOR END-ON COMBINATION OR SIDE TRIPS PAID FOR SEPARATELY, BEING SHOWN ON THE SAME TICKET.

(C) ROUND TRIP FARES ARE COMBINABLE WITH OTHER ROUND TRIP FARES.

(2) CIRCLE TRIP FARES

(A) THE FARE FOR A CIRCLE TRIP SHALL BE THE LOWEST COMBINATION OF HALF ROUND TRIPS IN THE DIRECTION OF TRAVEL, BEGINNING THE CALCULATION FROM THE POINT OF UNIT ORIGIN OF THE TRIP; PROVIDED THAT FOR ANY FARE
* COMPONENT WHICH Terminates in the country of unit origin, the fare applicable to such
fare shall be used.
* (B) CIRCLE TRIP MINIMUM (CTM)
  * (I) (NOT APPLICABLE FOR TRAVEL commencing in
  * AUSTRALIA/NEW ZEALAND OTHER THAN WITHIN AREAS 3): the fare for a circle trip
  * (excluding any side trip which has been charged as a separate pricing unit)
  * shall not be less than the direct route normal or special round trip fare, the
  * highest rated pair of points applicable to the class of service used from the
  * point of unit origin to any stopover point on the route of travel.
  * (II) (APPLICABLE FOR TRAVEL commencing in
  * AUSTRALIA/NEW ZEALAND OTHER THAN WITHIN AREAS 3): the fare for a circle trip
  * (excluding any side trip which has been charged as a separate pricing unit)
  * shall not be less than the direct route normal or special round trip fare, for
  * the highest rates pair of points applicable to the class of service used from the
  * ticketed point on the route of travel.
  * (III) WHERE more than one normal fare is published for the carrier and the class
  * of service used, the lower/lowest level may be used.
  * (IV) WHEN there are round trip fares from the
  * point of unit origin to any stopover point, which differ according to
carrier(s) used outbound and inbound.

FARE TO be used for the check shall be the lower of such round trip fares.
* (V) WHEN checking the circle trip minimum fare when special fares are used, the
comparison is the same as provided in (3)(B)(II)(DD); provided that when no
special direct round trip fare is available from the point of unit origin to any higher rated normal fare

STOPOVER
* POINT, the total fare shall not be less than

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 03DEC11

AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0130
(VI) THE CTM CHECK IS NOT APPLIED TO A PRICING UNIT, WHICH CONTAINS A MIXTURE OF NORMAL AND SPECIAL FARES COMBINED ON THE OUTBOUND AND INBOUND PORTIONS.

(VII) THE CTM CHECK IS NOT APPLIED TO A PRICING UNIT CONSISTING OF GOVERNMENT AND/OR MILITARY FARES.

(VIII) THE CTM CHECK IS NOT APPLIED TO A PRICING UNIT CONSISTING OF A COMBINATION OF GOVERNMENT AND/OR MILITARY FARES AND NORMAL FARES.

(IX) THE CTM CHECK NEED NOT BE APPLIED TO POINTS, WHICH HAVE BEEN DISREGARDED UNDER PROVISIONS OF THE HIGHER INTERMEDIATE POINT RULE.

(C) ROUND THE WORLD MINIMUM (RWM)

THE RULE DOES NOT APPLY TO ANY JOINT ROUND THE WORLD FARES PUBLISHED BY RULE SEPARATELY IN THIS OR ANY OTHER TARIFF.

(I) ROUND THE WORLD FARES CONSIST OF CONTINUOUS EB OR WB TRAVEL COMMENCING FROM AND RETURNING TO THE SAME POINT WHICH INVOLVES ONLY ONE CROSSING OF THE ATLANTIC OCEAN AND ONLY ONE CROSSING OF THE PACIFIC OCEAN.

(II) UNLESS OTHERWISE INDICATED, ONLY NORMAL FARES MAY BE USED TO CONSTRUCT A ROUND THE WORLD ITINERARY. ONE WAY SPECIAL FARES MUST NOT BE USED TO CALCULATE FARES FOR ROUND-THE- WORLD TRAVEL.

(III) FOR ROUND THE WORLD TRAVEL ORIGINATING IN AUSTRALIA/NEW ZEALAND, THE PROVISIONS OF SUBPARAGRAPH IV) BELOW SHALL NOT APPLY.

(iv) THE TOTAL FARE FOR A ROUND THE WORLD JOURNEY (EXCLUDING ANY SIDE TRIP CHARGED) SHALL NOT BE LESS THAN THE LOWER OF THE TWO DIRECT ROUTE NORMAL ROUND TRIP FARES APPLICABLE TO THE CLASS OF SERVICE USED FROM THE POINT OF UNIT ORIGIN TO ALL STOPOVER POINT(S) IN BOTH GLOBAL DIRECTIONS. IF MORE THAN ONE SUCH LOWER FARE EXISTS, THE HIGHEST OF THESE LOWER FARES IS USED FOR THE RWM.
(V) WHERE MORE THAN ONE NORMAL FARE IS
PUBLISHED FOR THE CARRIER AND THE CLASS
-97-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 03DEC11

AREA: ZZ TARIFF: IPRG  CXR: CZ  RULE: 0130
-------------------------------------------------------------------------
-------

TITLE/APPLICATION - 70 (CONT)
*
* OF SERVICE USED THE LOWER/LOWEST LEVEL
* MAY BE USED FOR THE MINIMUM CHECK.
* (VI) WHEN THERE ARE ROUND TRIP FARES WITH
* DIFFERENT GLOBAL INDICATORS FROM THE
* POINT OF UNIT ORIGIN TO ANY STOPOVER
* POINT, THE FARE TO BE USED FOR THE
CHECK
* MUST BE THAT APPLICABLE TO THE FLOWN
* ITINERARY.
* (VII) WHEN THE FLOWN ITINERARY INCORPORATES
* SUCH DIFFERENT GLOBAL INDICATORS, THE
* FARE MUST NOT BE LESS THAN THE LOWER OF
* SUCH ROUND TRIP FARES FROM THE POINT OF
* UNIT ORIGIN.
* EXAMPLE: TRAVEL
* CHI-ZRH-BOM-CMB-HKG-YVR-CHI
* CALCULATION BASED ON: CHI-BOM AT
* FARE AND CHI-BOM PA FARE
* AT        NUC   PA
* CHI-ZRH  1800   NONE
* CHI-BOM  3100   3300
* CHI-CMB  3830   3200
* CHI-HKG  4600   2300
* CHI-YVR   NONE  285 (WH)
* THE MISSING CHI-ZRH PA AND
* CHI-YVR AT FARES NEED TO BE
* CONSTRUCTED BY LOWEST
* COMBINATION. HOWEVER, AS THE
* RESULTING FARES WOULD MOST
* LIKELY BE HIGHER THAN
EXISTING
* FARES IN THE OPPOSITE GLOBAL
* DIRECTION, THEY ARE IGNORED.
* THE HIGHEST RT FARE BETWEEN
* EACH CITY PAIR IS DISREGARDED.
* OF THE REMAINING LOWER RT
* FARES, THE HIGHEST RT FARE
* CHI-CMB PA CONSTITUTES THE
* RWM.
* IF THE CALCULATION IS NOT
* HIGHER THAN THIS AMOUNT, THE
* ITINERARY MUST BE RAISED TO
* THE HIGHEST RT FARE (CHI-CMB).

(3) OPEN JAW FARES
* (A) NORMAL FARE OPEN JAW
(I) The fare for a normal fare open jaw pricing unit shall be the sum of the

GFS Text Menu Rule Category Text Display

In effect on: 03DEC11

Area: ZZ Tariff: IPRG CXR: CZ Rule: 0130

-----------------------------

Title/Application - 70 (Cont)

(II) (AA) If there is a surface sector in the country of unit origin and there is a common ticketed point(s) in the country of unit origin, the fare shall not be less than the highest applicable fare from the common point(s).

(BB) If there is a surface sector in the country of unit turnaround and there is a common ticketed point(s) in the country of unit turnaround, the fare shall not be less than the highest applicable fare to the common point(s).

(CC) If there is a common ticketed point(s) in both the country of unit origin and the country of unit turnaround, the fare shall not be less than the highest applicable round or circle trip fare from the common point(s) in the country of unit origin to the common ticketed point(s) in the country of unit turnaround. Exception: For Transatlantic and Transpacific travel via the services of UA in both directions, the common point minimum check will not apply to common ticketed point(s) in the U.S.A.

(DD) In applying the above, for travel origination in Canada or USA, the
SURFACE BREAK MAY BE PERMITTED BETWEEN COUNTRIES IN THE EUROPE SUB-AREA PROVIDED:

(I) TRAVEL IN BOTH DIRECTIONS IS VIA THE ATLANTIC

(II) THE APPLICATION OF (A) (I) AND (II) ABOVE, THE CPM CHECK SHALL

ONLY APPLY TO A COMMON POINT(S) IN THE COUNTRY OF ORIGIN AND/OR THE COUNTRY OF THE TERMINAL POINT OF A FARE

---

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY IN EFFECT ON: 03DEC11

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

-99-

COMPONENT. IT SHALL NOT APPLY TO INTERMEDIATE COMMON POINT IN OTHER COUNTRIES.
EXAMPLE: YMQ-LON-ZRH XXX ROM-ZRH-LON-YMQ
THE CPM CHECK IS TO BE APPLIED YMQ-ZRH BUT NOT APPLIED TO YMQ-LON AS LON IS NOT IN THE COUNTRY OF A TERMINAL POINT

A FARE COMPONENT.
(EE) THE REFERENCE IN THE NORMAL FARE OPEN JAW DEFINITION REFERENCING INTERNATIONAL FARE COMPONENTS DOES NOT PRECLUDE FARES FOR END-ON COMBINATIONS OR SIDE TRIPS PAID SEPARATELY BEING SHOWN ON THE SAME TICKET.

(B) SPECIAL FARES OPEN JAW
EXCEPTION: FOR TRAVEL ORIGINATING AND TERMINATING IN EUROPE (EXCEPT TRAVEL WHOLLY WITHIN EUROPE):
WHERE AN OPEN JAW APPLIES

BETWEEN COUNTRIES IN EUROPE, WHERE A

FARE COMPONENT TERMINATED IN THE COUNTRY OF UNIT DESTINATION THE FARE APPLICABLE FROM THE COUNTRY OF UNIT DESTINATION SHALL BE USED.

EXAMPLE: AMS-WAS-MAD

FARE CONSTRUCTION: AMS - WAS
1/2 RT PEX FARE
MAD - WAS
1/2 RT PEX FARE

(4) ONE WAY FARES
(A) FOR ONE WAY JOURNEYS, ONE WAY FARES MUST BE USED
(B) COUNTRY OF UNIT ORIGIN CHECK (OOM): WHEN

ONE WAY PRICING UNITS ARE USED AND TRAVEL ON THE SECOND OR SUBSEQUENT INTERNATIONAL PRICING UNIT IS VIA A COUNTRY FROM WHICH A PREVIOUS PRICING UNIT HAS ALREADY BEEN ASSESSED, THE FARE FOR SUCH PRICING UNIT SHALL NOT BE LESS THAN THE HIGHEST INTERNATIONAL FARE FROM ANY TICKETED POINT IN THE COUNTRY WHERE THE PREVIOUS PRICING UNIT COMMENCED TO ANY OTHER TICKETED POINT IN SUCH UNIT. THIS RULE APPLIES WHETHER OR NOT A STOPOVER IS MADE AT THE POINT(S) IN THE COUNTRY WHERE THE PREVIOUS PRICING UNIT COMMENCED.

(C) FOR ONE WAY SUBJOURNEYS, WHEN THE RESPECTIVE COUNTRIES OF BOTH ORIGIN AND DESTINATION POINTS OF A PRICING UNIT HAVE BEEN USED FOR THE ASSESSMENT OF A PREVIOUS PRICING UNIT, THE DIRECTION OF THE LAST PRICING UNIT WILL BE ASSESSED IN THE REVERSE DIRECTION OF TRAVEL.

EXAMPLE: GVA-LON-ATL-X/ZRH-LON USING OW FARES FOR EACH SECTOR. BOTH ZRH AND LON HAVE BEEN USED TO ASSESS A PREVIOUS PRICING UNIT SO THE DIRECTION OF THE PRICING UNIT FOR THE SECTOR ZRH-LON SHALL BE FROM LON TO ZRH.
(H) Minimum check for consecutive normal fare pricing

* (1) Return subjourneys check (RSC) not applicable

For travel to/from Canada

(A) The RSC will not apply between consecutive pricing units for return subjourneys.

(B) If the total for the journey contains any consecutive normal fare pricing units for return subjourneys a minimum check will be applied. The total fare assessed for the consecutive pricing units (excluding any side trips charged separately) must not be less than the direct route normal round trip fare, applicable to the class of service used from the unit origin of the first consecutive pricing units, to the highest rated stopover point in any subsequent consecutive pricing units.

Example: Travel

MAD-ROM-ATH-TYO-SYD-ATH-ROM-MAD

Construction could be:

MAD-ROM RT 1 pricing unit
ROM-ATH RT 1 pricing unit
ATH-TYO 1/2 RT
TYO-SYD 1/2 RT 1 pricing unit

-101-

GFS Text menu rule category text display
In effect on: 03Dec11

Area: ZZ TARIFF: IPFG  CXR: CZ  RULE: 0130
-----------------------------------------------
-----

Title/application - 70 (cont)

* ATH-SYD 1/2 RT

* 3 consecutive pricing units (RT = RT = CT)

* All are stopover points

* From unit origin of the first consecutive pricing unit to any stopover point in any subsequent consecutive pricing unit,

* MAD-SYD being the highest direct route round trip fare from MAD

* Minimum check - the total fare of these consecutive pricing units must not be less than MAD-SYD RT fare (which is the highest RT fare)

* Exceptions:

* (I) (AA) If the first pricing unit is for

* An origin open jaw the direct route round trip fare shall be assessed as the sum of half the direct route round trip fare from the unit origin of such
OPEN JAW PRICING UNIT AND HALF
THE DIRECT ROUTE ROUND TRIP
FARE
FROM THE UNIT DESTINATION OF
SUCH OPEN JAW PRICING UNIT TO
EACH STOPOVER POINT IN ANY
SUBSEQUENT CONSECUTIVE PRICING
UNITS.
EXAMPLE: TRAVEL:
NCE-BRU-NBO-JNB-NBO-BRU-LYS
. MINIMUM CHECK - TOTAL FARE
FOR
PRICING UNITS MUST NOT BE
LESS
THAN THE SUM OF 1/2 RTS
NCE-BRU = LYS-JNB, WHICHEVER
IS THE HIGHEST.
(BB) IF ANY SUBSEQUENT PRICING UNIT
IS FOR AN ORIGIN OPEN JAW THE
PRICING UNIT WILL BE CONSIDERED
AS A ROUND TRIP PRICING UNIT
AND
1.B ABOVE WILL APPLY (I.E.
CLOSE
THE SURFACE SECTOR)
(II) IF THE LAST PRICING UNIT IS FOR A
TURNAROUND OPEN JAW TRIP THE DIRECT
ROUTE ROUND TRIP FARE TO
STOPOVER/TERMINAL POINTS IN THE OPEN
JAW PRICING UNIT WILL BE HALF THE
DIRECT ROUTE ROUND TRIP FARE FROM THE
UNIT ORIGIN OF THE FIRST CONSECUTIVE
PRICING UNIT TO THE HIGHEST RATE
STOPOVER/TERMINAL POINT IN THE OPEN

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 03DEC11

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

------

TITLE/APPLICATION - 70 (CONT)

JAW PRICING UNIT ON THE OUTBOUND
COMPONENT AND HALF THE DIRECT ROUTE
ROUND TRIP FARE FROM THE UNIT ORIGIN
OF THE FIRST CONSECUTIVE PRICING UNIT
TO THE HIGHEST RATED

STOPOVER/TERMINAL

POINT IN THE OPEN JAW PRICING UNIT ON
THE INBOUND COMPONENT.
EXAMPLE:
TRAVEL: BRU-NBO-LUN-DKR SURF
CPT-JNB-LUN-NBO-BRU
CONSTRUCTION COULD BE:
BRU-NBO RT 1 PRICING UNIT
NBO-LUN  RT  1 PRICING UNIT
LUN-DUR  1/2 RT
LUN-CPT  1/2 RT  1 PRICING UNIT

. MINIMUM CHECK - TOTAL FARE

* FOR THE PRICING UNITS MUST NOT BE
* LESS THAN THE BRU-LUN RT OR
* THE SUM OF 1/2 RTS BRU-CPT >
* BRU-CPT, WHICHEREVER IS THE
* HIGHEST
* (III) IF BOTH THE FIRST AND ANY SUBSEQUENT
* CONSECUTIVE PRICING UNITS ARE FOR
* ORIGIN/TURNAROUND OPEN JAW TRIPS
* RESPECTIVELY THEN BOTH I AND II ABOVE
* APPLY.
* (C) WHERE MORE THAN ONE NORMAL FARE IS PUBLISHED
* FOR THE CARRIER AND THE CLASS OF SERVICE

USED

* THE LOWER/LOWEST LEVEL MAY BE USED.
* (D) (I) WHEN THERE ARE ROUND TRIP FARES WITH
* DIFFERENT GLOBAL INDICATORS FROM THE
* POINT OF ORIGIN TO ANY STOPOVER POINT,
* THE FARE TO BE USED FOR THE CHECK MUST
* BE THE APPLICABLE FARE TO THE FLOWN
* ITINERARY.
* (II) WHEN THE FLOWN ITINERARY INCORPORATES
* SUCH DIFFERENT GLOBAL INDICATORS
* (INCLUDING ROUND THE WORLD JOURNEYS),
* THE FARE MUST NOT BE LESS THAN THE

LOWER

* ROUND TRIP FARES FROM THE POINT OF
* ORIGIN.
* (E) WHEN THERE ARE ROUND TRIP FARES FROM THE
* POINT OF ORIGIN TO ANY STOPOVER POINT WHICH
* DIFFER ACCORDING TO CARRIER(S) USED ON THE
* OUTBOUND AND THE INBOUND JOURNEYS, THE FARE
* TO BE USED FOR THE CHECKS SHALL BE THE LOWER
* OF SUCH ROUND TRIP FARES.
* (F) IF THERE IS A SURFACE BREAK BETWEEN TWO

-GFS TEXT MENU RULE CATEGORY TEXT DISPLAY-
IN EFFECT ON: 03DEC11

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

-----

TITLE/APPLICATION - 70 (CONT)
* RETURN SUBJOURNEYS, THE MINIMUM CHECK IS NOT
* APPLIED.
* (G) MULTIPLE PRICING UNITS ASSESSED FROM A

COMMON

* PRICING UNIT ARE NOT CONSIDERED CONSECUTIVE
* TO EACH OTHER AND THE MINIMUM CHECK IS NOT
* APPLIED TO THESE PRICING UNITS.
* (H) EXAMPLE: TRAVEL:
TYO
* CONSTRUCTION COULD BE:
* TYO-SFO RT 1 PRICING UNIT
* SFO-LON RT 1 PRICING UNIT
* TYO-HKG RT 1 PRICING UNIT
* HKG-BOM RT 1 PRICING UNIT
* MINIMUM CHECK IS APPLIED TWICE: TYO-SFO > SFO-LON
* AND TYO-HKG > HKG-BOM
* THERE IS NO MINIMUM CHECK
* OTHER THAN ABOVE.
* (NOT APPLICABLE TO JOURNEYS TO/FROM VIA THE US/US TERRITORIES)
* A SPECIFIED THROUGH FARE MUST NOT BE UNDERCUT
* BY A COMBINATION OF FARES
* (B) THE OSC WILL APPLY BETWEEN CONSECUTIVE
* PRICING UNITS FOR ONE WAY SUBJOURNEYS.
* EXAMPLE 1 (SITI):
* A-----------------------------C-----------------------------D
* 100 100 100
* A-----------------------------C
* 300
* B-----------------------------D
* 250
* A-----------------------------D
* 500
* P A
* P B 100
* C 100
* D 100
* H A-C 100
* H A-D 100
* TOTAL 500
* EXAMPLE 2: CPH-DEL-JED-BKK
* OW(PU1) OW(PU2) OW(PU3)
* CPH-----DEL DEL------JED JED------BKK
* CPH-DEL OW 1 PRICING UNIT 900 NUC
* DEL-JED OW 1 PRICING UNIT 600 NUC
* JED-BKK OW 1 PRICING UNIT 475 NUC
* GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
* IN EFFECT ON: 03DEC11
* AREA: ZZ TARIFF: IFRG CXR: CZ RULE: 0130

--

TITLE/APPLICATION - 70 (CONT)
* CPH-JED 1600 NUC
* CPH-BKK 2200 NUC
* CPH-DEL PLUS DEL-JED < 1500 NUC. COMPARED TO
CPH-JED RESULTS IN A PLUS OF 100 NUC.
CPH-JED PLUS JED-BKK < 2075 NUC. COMPARED TO
CPH-BKK RESULTS IN A PLUS OF 125 NUC.
THE ITINERARY MUST BE RAISED 225 NUC SHOWN
SEPARATELY IN THE FARE CALCULATION.

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>P</td>
<td>CPH</td>
</tr>
<tr>
<td>P</td>
<td>DEL</td>
</tr>
<tr>
<td>JED</td>
<td>600</td>
</tr>
<tr>
<td>BKK</td>
<td>475</td>
</tr>
<tr>
<td>H</td>
<td>100</td>
</tr>
<tr>
<td>H</td>
<td>125</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2200</td>
</tr>
</tbody>
</table>

(C) WHERE MORE THAN ONE NORMAL FARE PUBLISHED FOR THE CARRIER AND THE CLASS OF SERVICE USED LOWER/LOWEST LEVEL MAY BE USED.
(D) IF THE OSC IS APPLIED AND TWO OR MORE PRICING UNITS ARE MERGED, THE NEW SINGLE PRICING UNIT IS USED FOR ANY FURTHER FARE CHECKS.
(E) IF IN A SERIES OF PRICING UNITS FOR ONE WAY SUBJOURNEYS THERE IS A SURFACE BREAK BETWEEN FARE CONSTRUCTION POINTS THE OSC IS APPLIED TO THE PRICING UNITS FOR ONE WAY SUBJOURNEYS UP TO THE START OF THE SURFACE BREAK AND THEN APPLIED SEPARATELY FROM THE POINT AT WHICH AIR TRANSPORTATION RECOMMENCES (EVEN IF THIS POINT IS A PREVIOUS FARE CONSTRUCTION POINT)
EXAMPLE: TRAVEL: MAD-NBO-DAR SURFACE NBO-LUN-JNB
. ONE WAY FARE COMPONENTS MAD-NBO, NBO-DAR, NBO-LUN, LUN-JNB
. THE OSC IS PERFORMED ON MAD-DAR AND NBO-JNB

(2) MIXTURE OF RETURN SUBJOURNEYS AND ONE WAY SUBJOURNEYS
(A) WHEN A JOURNEY COMPRISSES PRICING UNITS THAT ARE A MIXTURE OF PRICING UNITS FOR RETURN SUBJOURNEYS AND ONE WAY SUBJOURNEYS NO OVERALL CHECKS WILL BE APPLIED. HOWEVER, IF THERE ARE TWO OR MORE CONSECUTIVE PRICING UNITS USING THE SAME FARE TYPES, (HALF ROUND TRIP OR ONE WAY) THEN THE APPLICABLE CHECKS WILL BE APPLIED FOR THOSE PRICING UNITS.
I.E. IF THERE ARE TWO OR MORE CONSECUTIVE PRICING UNITS FOR ONE WAY SUBJOURNEYS THE OSC WILL BE APPLIED BETWEEN THOSE PRICING UNITS.

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY IN EFFECT ON: 03DEC11
TITLE/APPLICATION - 70 (CONT)
* IF THERE ARE TWO OR MORE CONSECUTIVE PRICING UNITS FOR RETURN SUBJOURNEYS THE RSC WILL BE APPLIED FROM THE UNIT ORIGIN OF THE FIRST SUCH PRICING UNITS TO ALL STOPOVER POINTS WITHIN THE CONSECUTIVE PRICING UNIT(S) AND THE OSC WILL NOT BE APPLIED.
* EXAMPLE: TRAVEL:
* LON-PAR-AMS-HKG-TYO-HKG-AMS
* CONSTRUCTION COULD BE:
* LON-PAR OW 1 PRICING UNIT
* PAR-AMS OW 1 PRICING UNIT
* AMS-HKG RT 1 PRICING UNIT
* HKG-TYO RT 1 PRICING UNIT
* . OSC APPLIES ON THE CONSECUTIVE OWS LON-PAR AND PAR-AMS; RSC APPLIES ON THE
* CONSECUTIVE RTS AMS-HKG AND HKG-TYO
* EXAMPLE: TRAVEL: LON-PAR-HKG-TYO-HKG SURF PAR-LON
* CONSTRUCTION COULD BE:
* LON-PAR RT 1 PRICING UNIT
* PAR-HKG OW 1 PRICING UNIT
* HKG-TYO RT 1 PRICING UNIT
* . NO CHECKS ACROSS THE PRICING UNITS ARE REQUIRED SINCE THERE ARE NO CONSECUTIVE RT PRICING UNITS OR CONSECUTIVE OW PRICING UNITS.
* (I) IF TWO OR MORE PRICING UNITS FOR RETURN SUBJOURNEYS HAVE A COMMON FARE CONSTRUCTION POINT BUT ARE SEPARATED BY A PRICING UNIT FOR A ONE WAY SUBJOURNEY, THE MINIMUM CHECK SHALL APPLY FROM THE UNIT ORIGIN OF THE FIRST OF THESE PRICING UNITS TO ALL STOPOVER POINTS IN THE ORDER CONTIGUOUS/CONSECUTIVE PRICING UNITS(S).
* EXAMPLE: TRAVEL: JNB-ATH-IST SURF ATH-STO-ATH-JNB
* CONSTRUCTION COULD BE:
* JNB-ATH RT 1 PRICING UNIT
* ATH-IST OW 1 PRICING UNIT
* ATH-STO RT 1 PRICING UNIT
* . AS ATH IS A COMMON POINT ON 2 CONTIGUOUS RT

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 03DEC11
PRICING UNITS, THE RSC IS APPLIED ON THE CONTIGUOUS RT PRICING UNITS JNB-ATH AND ATH-STO.

(II) IF TWO OR MORE PRICING UNITS FOR OW SUBJOURNEYS HAVE A COMMON FARE CONSTRUCTION POINT BUT ARE SEPARATED BY A RT PRICING UNIT, THE OSC IS APPLIED TO ALL FARE CONSTRUCTION POINTS IN THE CONTIGUOUS/CONSECUTIVE PRICING UNIT(S).

EXAMPLE: TRAVEL:
NRK-X/CPH-GLA-CPH-FRA-X/M
AD-PMI
CONSTRUCTION COULD BE:
NRK-CPH OW 1 PRICING UNIT
CPH-GLA RT 1 PRICING UNIT
CPH-PMI OW 1 PRICING UNIT

AS CPH IS A COMMON POINT ON 2 CONTIGUOUS OW PRICING UNITS, THE OSC IS APPLIED NRK-CPH-CPH-PMI

(3) WHERE A JOURNEY INVOLVES TRAVEL TO/FROM/VIA THE US/US TERRITORIES, THE OSC WILL NOT BE APPLIED.

THE PLUS SYMBOL WHEN SHOWN ON THE TICKET IS -H-.

STOPOVERS

STOPOVERS WILL BE PERMITTED UNDER THE FOLLOWING CONDITIONS:

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

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

(C) STOPOVER PROVISIONS FOR SPECIAL FARES
(APPLICABLE TO ALL FARES FOR WHICH STOPOVERS OTHER THAN AT THE POINT OF TURNAROUND ARE PROHIBITED OR RESTRICTED)

WHEN TRAVEL AT A THROUGH FARE IS INTERRUPTED BY SURFACE TRAVEL, EITHER AT INTERMEDIATE POINTS OR AT THE POINT OF TURNAROUND, THE POINTS OF DEEMBARKATION AND REEMBARKATION OF THE INTERRUPTED PORTION OF TRAVEL WILL BE CONSIDERED TOGETHER AS ONE STOPOVER OR THE ONE POINT OF TURNAROUND.

(D) ONLY ONE STOPOVER IS PERMITTED AT ANY SINGLE POINT ON THE ITINERARY OF A JOURNEY TRAVELLED AT A ONE WAY OR HALF A ROUND TRIP FARE.

(1) THE ORIGIN AND DESTINATION OR POINT OF TURNAROUND, AS THE CASE MAY BE, MAY NOT BE INCLUDED IN SUCH ITINERARY MORE THAN ONCE, REGARDLESS AS TO WHETHER OR NOT A STOPOVER IS MADE AT SUCH POINT.

(2) IF TRAVEL INVOLVES A SIDE TRIP TO/FROM OR VIA THE COUNTRY OF ORIGIN, FOR WHICH A SEPARATE FARE IS ASSESSED, SUCH SIDE TRIP MUST BE TICKETED SEPARATELY.

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

______________________________________________________________

---

TITLE/APPLICATION - 70

K CHILDREN'S AND INFANTS' FARES

(A) ACCOMPANIED CHILDREN AND INFANTS

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

(1) INFANTS UNDER 2 YEARS OF AGE ARE ACCOMPANIED BY A PASSENGER 18 YEARS OF AGE OR OVER PAYING THE APPLICABLE ADULT FARE;

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

(3) CHILDREN 2 YEARS OF AGE OR OVER BUT UNDER 12 YEARS OF AGE ARE ACCOMPANIED BY A PASSENGER 18 YEARS OF AGE OR OVER PAYING THE APPLICABLE ADULT FARE.

PERCENTAGE SHOWN SHALL BE APPLIED TO THE APPLICABLE ADULT FARE.

WHEN TRAVEL IS:

<table>
<thead>
<tr>
<th>WHEN TRAVEL IS:</th>
<th>ACCOMPANIED INFANTS</th>
<th>ACCOMPANIED CHILDREN</th>
<th>ACCOMPANIED AGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACCOMPANIED INFANTS</td>
<td>UNDER 2</td>
<td>UNDER 2</td>
<td>YEARS OF</td>
</tr>
<tr>
<td>ACCOMPANIED CHILDREN</td>
<td>UNDER 2</td>
<td>YEARS OF</td>
<td>AGE OR</td>
</tr>
<tr>
<td>ACCOMPANIED AGE</td>
<td>NOT OCCUPIED</td>
<td>OCCUPIED</td>
<td>OVER BUT</td>
</tr>
<tr>
<td>WILL PAY:</td>
<td>PYING</td>
<td>UNER BUT</td>
<td>WILL PAY:</td>
</tr>
<tr>
<td>COLUMN 1</td>
<td>COLUMN 2</td>
<td>COLUMN 3</td>
<td>COLUMN 4</td>
</tr>
<tr>
<td>BETWEEN</td>
<td>10 PERCENT</td>
<td>75 PERCENT</td>
<td>75 PERCENT</td>
</tr>
<tr>
<td>AREA 1 AND</td>
<td>(SEE NOTE</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
TITLE/APPLICATION - 70 (CONT)
AREA 3 VIA BELOW)
THE PACIFIC.
WITHIN AREA 1
WITHIN AREA 3
NOTE: WHEN DOMESTIC SECTORS WITHIN THE U.S.A./CANADA,
INCLUDING TRANSBORDER SECTORS BETWEEN THE U.S.A. AND
CANADA, ARE INCLUDED IN AN INTERNATIONAL JOURNEY,
TRAVEL OVER SUCH SECTORS WILL BE PERMITTED FREE OF
CHARGE.

(B) UNACCOMPANIED CHILDREN
THE FARE APPLICABLE TO THE TRANSPORTATION OF CHILDREN
IS THE APPLICABLE PUBLISHED FARE. FARES APPLICABLE TO
UNACCOMPANIED MINORS ARE AS FOLLOWS:
UNACCOMPANIED CHILDREN 5 THROUGH 11 YEARS OLD:
APPLICABLE ADULT FARE.
UNACCOMPANIED MINORS 12 THROUGH 16 YEARS OLD:
APPLICABLE ADULT FARE.
A CHARGE WILL BE APPLIED FOR MANDATORY SERVICE

PROVIDED

WHEN REQUESTED FOR MINORS 12 THROUGH 16 YEARS OLD.
UNACCOMPANIED MINOR SERVICE CHARGE WILL BE 55.00
CAD/USD PER UNACCOMPANIED MINOR/PER SEGMENT. ALL
CHARGES ARE NON-REFUNDABLE AND SUBJECT TO APPLICABLE
TAXES.

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

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

(E) INFANTS OCCUPYING A SEAT
THE FARE FOR INFANTS OCCUPYING A SEAT WILL BE 100% OF
THE APPLICABLE CHILD FARE.
THE GENERAL AGENCY DEVOTES ALL OR SUBSTANTIALLY ALL OF HIS TIME TO THE BUSINESS OF SUCH CARRIER.

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

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

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

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

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

AND

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

(B) PASSENGER SALES AGENTS LOCATED OUTSIDE THE UNITED STATES

(1) GENERAL APPLICATION

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

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

(B) NOT MORE THAN TWO TRIPS PER CALENDAR YEAR
AUTHORIZED AGENCY OFFICE LOCATION;
(C) THE OUTWARD PORTION OF TRAVEL MUST BE
-135-
GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 03DEC11
AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0205
-------------------------------------------------------------------------
-------
TITLE/APPLICATION - 70 (CONT)
COMMENCED DURING THE CALENDAR YEAR IN WHICH
THE TICKET IS ISSUED AND ALL TRAVEL MUST BE
COMPLETED WITHIN THREE (3) MONTHS FROM DATE
OF ISSUANCE;
(D) OWNERS, OFFICERS, DIRECTORS OR EMPLOYEES OF
THE PASSENGER'S SALES AGENCY MAY POOL THE
TOTAL NUMBER OF TICKETS THAT CARRIER WILL
GRANT FURSUANT TO SUBPARAGRAPHS (A) AND (B)
ABOVE WITHIN EACH COUNTRY.
(2) ELIGIBILITY
(A) REDUCED FARE TRANSPORTATION WILL BE GRANTED
PROVIDED THAT THE AGENT HAS BEEN ON THE IATA
AND/OR CARRIER APPROVED LIST OF AGENTS
CONTINUOUSLY FOR AT LEAST ONE YEAR
IMMEDIATELY PRIOR TO THE ISSUANCE OF THE
TRANSPORTATION.
(B) THE REDUCED FARE TRANSPORTATION MAY BE
GRANTED WHETHER OR NOT THERE IS A STANDARD
IATA SALES AGENCY AGREEMENT BETWEEN EACH
CARRIER PARTICIPATING IN THE TRANSPORTATION
AND THE AGENT, PROVIDED THAT A STANDARD IATA
SALES AGENCY AGREEMENT EXISTS BETWEEN THE
CARRIER ISSUING THE TICKET AND THE AGENT.
(3) SPOUSES
THE SPOUSE OF A PERSON ELIGIBLE UNDER PARAGRAPH
(1) WILL BE ALLOWED:
(A) REDUCED FARE TRANSPORTATION AT 50 PERCENT OF
THE APPLICABLE FARE;
(B) NOT MORE THAN ONE TRIP PER CALENDAR YEAR FOR
EACH SPOUSE VIA EACH CARRIER;
(C) THE SPOUSE MUST ACCOMPANY THE ELIGIBLE
PERSON
ON THE SAME AIRCRAFT TO THE POINT OF
TURNAROUND.
(4) APPLICATION FOR TRANSPORTATION
IN ORDER TO OBTAIN THE FOREGOING TRANSPORTATION,
APPLICATION SHALL BE MADE BY A RESPONSIBLE
OFFICIAL OF THE PASSENGER SALES AGENCY IN WRITING
TO THE CARRIER THAT IS TO ISSUE THE TICKET. SUCH
APPLICATION SHALL INCLUDE THE POINT OF ORIGIN,
STOPOVER POINTS, POINT OF DESTINATION, CARRIER
AND
FLIGHT TO BE USED ON EACH PORTION OF THE
TRANSPORTATION AND DATES OF TRAVEL.
(C) PASSENGER SALES AGENTS LOCATED IN THE UNITED STATES
(1) APPLICATION
OWNERS, OFFICERS, DIRECTORS AND EMPLOYEES OF AN
AUTHORIZED PASSENGER SALES AGENCY OF THE CARRIERS
WILL BE ALLOWED TRANSPORTATION OVER THE LINES OF
SUCH CARRIERS ON THE FOLLOWING BASIS:
(A) REDUCED FARE TRANSPORTATION OF 25 PERCENT OF
Basis

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 03DEC11
AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0205
-------------------------------------------------------------------------
-------
TITLE/APPLICATION - 70 (CONT)
THE APPLICABLE FARE. NORMAL FREE BAGGAGE
ALLOWANCE AND EXCESS BAGGAGE CHARGES WILL
APPLY;
(B) NOT MORE THAN TWO TRIPS PER CALENDAR YEAR
FOR
EACH QUALIFIED PERSON AT EACH APPROVED
LOCATION WILL BE PERMITTED PROVIDED THAT NO
CARRIER WILL HONOR MORE THAN TWO SUCH
REDUCED
FARE TICKETS PER APPROVED LOCATION PER
CALENDAR YEAR; PROVIDED FURTHER THAT THE
CARRIER MAY POOL AMONG THE QUALIFIED
PERSONNEL OF THE AGENT THE TOTAL NUMBER OF
TICKETS THAT THE CARRIER IS ENTITLED TO
GRANT
WITHIN THE UNITED STATES;
(C) THE OUTWARD PORTION OF TRAVEL MUST BE
COMMENCED DURING THE CALENDAR YEAR IN WHICH
THE TICKET IS ISSUED AND ALL TRAVEL SHALL BE
COMPLETED WITHIN THREE MONTHS FROM THE DATE
OF ISSUANCE OF TICKET;
(D) OWNERS, OFFICERS, DIRECTORS OR EMPLOYEES OF
THE PASSENGER SALES AGENCY MAY POOL THE
TOTAL
NUMBER OF TICKETS THAT CARRIER(S) WILL GRANT
PURSUANT TO SUBPARAGRAPHS (A) AND (B) ABOVE,
WITHIN THE UNITED STATES.

(2) ELIGIBILITY
(A) REDUCED FARE TRANSPORTATION WILL BE GRANTED
BY THE CARRIER(S) AS INDICATED ABOVE
PROVIDED
THE AGENT HAS BEEN ON THE IATA AND/OR
CARRIER
APPROVED LIST OF AGENTS CONTINUOUSLY FOR AT
LEAST ONE YEAR IMMEDIATELY PRIOR TO THE DATE
OF APPLICATION FOR SUCH REDUCED FARE
TRANSPORTATION AND PROVIDED THE PASSENGER
HAS
BEEN IN THE SERVICE OF THE AGENT
CONTINUOUSLY
AND WITHOUT INTERRUPTION FOR A PERIOD OF NOT
LESS THAN ONE YEAR IMMEDIATELY PRIOR TO THE DATE OF APPLICATION FOR SUCH REDUCED FARE TRANSPORTATION.

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

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

(3) SPOUSES

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

(A) REDUCED FARE TRANSPORTATION AT 50 PERCENT OF THE APPLICABLE FARE;
(B) NOT MORE THAN ONE TRIP PER CALENDAR YEAR FOR EACH SPOUSE VIA EACH CARRIER;
(C) THE SPOUSE MUST ACCOMPANY THE ELIGIBLE PERSON ON THE SAME AIRCRAFT TO THE POINT OF TURNAROUND.

(4) APPLICATION FOR TRANSPORTATION

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

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

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

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

(1) APPLICATION

SOLE PROPRIETORS, PARTNERS, OFFICERS, DIRECTORS AND EMPLOYEES OF AN AUTHORIZED CARGO SALES AGENCY OF THE CARRIER WILL BE ALLOWED INTERNATIONAL TRANSPORTATION OVER THE LINES OF EACH SUCH CARRIER ON THE FOLLOWING BASIS:

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

NOTE: NOT MORE THAN TWO (2) TICKETS PER CALENDAR YEAR FOR EACH AGENT REGISTERED FOR A SPECIFIC COUNTRY; PROVIDED THAT A MAXIMUM OF 40 ADDITIONAL TICKETS MAY BE ISSUED PER CALENDAR YEAR FOR EACH REGISTERED AGENT FOR A SPECIFIC COUNTRY AS FOLLOWS: TWO TICKETS MAY BE ISSUED FOR EACH L00 PERCENT OF COMMISSIONABLE SALES OR PART THEREOF OVER AND ABOVE THE NATIONAL AVERAGE FOR THE SPECIFIC COUNTRY IN WHICH THE AGENT IS REGISTERED.

(B) REDUCED FARE TRANSPORTATION OF 50 PERCENT OF THE APPLICABLE ALL YEAR FIRST CLASS/EXECUTIVE CLASS OR ECONOMY CLASS FARE. NO MORE THAN 20 TICKETS MAY BE ISSUED PER CALENDAR YEAR FOR EACH AGENT REGISTERED FOR A SPECIFIC COUNTRY.

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

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

(2) ELIGIBILITY

(A) REDUCED FARE TRANSPORTATION WILL BE GRANTED PROVIDED THAT THE AGENT HAS BEEN ON THE IATA APPROVED LIST OF AGENTS AND/OR CARRIER APPROVED LIST OF AGENTS CONTINUOUSLY FOR AT LEAST ONE YEAR IMMEDIATELY PRIOR TO THE DATE OF APPLICATION FOR SUCH REDUCED FARE TRANSPORTATION; PROVIDED THAT A PERIOD OF NOT LESS THAN THREE MONTHS SHALL BE THE QUALIFYING PERIOD IF THE AGENT WAS PREVIOUSLY ELIGIBLE FOR REDUCED FARE TRANSPORTATION IN THE SERVICE OF ANOTHER IATA AND/OR CARRIER APPOINTED CARGO AGENT IMMEDIATELY PRIOR TO HIS PRESENT EMPLOYMENT AND THIS IS SO CERTIFIED IN WRITING BY THE IATA AND/OR CARRIER APPOINTED CARGO AGENT MAKING THE APPLICATION.

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

(I) THE SPOUSE TRAVELS TOGETHER WITH THE ELIGIBLE PERSON FROM THE POINT OF ORIGIN TO THE POINT OF DESTINATION (IN THE CASE OF ONE WAY TRIPS) OR TO THE POINT OF TURNAROUND (IN THE CASE OF ROUND TRIPS) OR TO THE HIGHEST RATED POINT (IN THE CASE OF CIRCLE TRIPS).

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

(III) THE TRANSPORTATION SHALL NOT BE CHARGED AGAINST THE AGENCY'S ANNUAL ALLOTMENT NOTED UNDER (1)(B) ABOVE.

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

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

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

(B) TRAINING COURSES FOR CARGO AGENTS

---

TITLE/APPLICATION - 70 (CONT)
CARRIERS MAY INDIVIDUALLY OR JOINTLY PROVIDE PROGRAMMED CARGO TRAINING COURSES FOR INSTRUCTIONS OF EMPLOYEES OF THEIR CARGO AGENTS:
(I) TRANSPORTATION
CARRIER(S) PROVIDING THE TRAINING WILL GRANT FREE TRANSPORTATION TO THE INDIVIDUAL(S) TO BE TRAINED ON ITS OWN SERVICES BETWEEN THE INDIVIDUAL'S DOMICILE AND THE TRAINING LOCATION. IF
THE ORGANIZING CARRIER CANNOT PROVIDE
THE TRANSPORTATION WITHIN THE TIME
LIMITS SPECIFIED BELOW, HE MAY REROUTE
THE PASSENGER ON THE SERVICES OF
ANOTHER CARRIER OR, IF NO AIR SERVICES ARE
AVAILABLE, BY SURFACE TRANSPORTATION.
THE ORGANIZING CARRIER MAY ABSORB THE
SURFACE AND/OR OFF-LINE AIR
TRANSPORTATION PROVIDED IT DOES NOT
EXCEED THE VALUE OF THE NORMAL ECONOMY
CLASS FARE AND, PROVIDED FURTHER THAT
WHERE AIR TRANSPORTATION OVER THE
SERVICES OF ANOTHER CARRIER IS USED,
SUCH CARRIER MAY ABSORB THE COST OF
SUCH TRANSPORTATION.

(II) ARRIVAL AND DEPARTURE
THE EMPLOYEE TO BE TRAINED MUST REACH
THE AIRPORT OF THE SPECIFIED TRAINING
LOCATION NOT MORE THAN 24 HOURS PRIOR
TO THE COMMENCEMENT OF A FULL TIME
TRAINING COURSE, EXCEPT THAT IF THE EMPLOYEE'S
JOURNEY EXCEEDS 4000 MILES HE MUST
REACH THE SPECIFIED TRAINING LOCATION AIRPORT
NOT MORE THAN 48 HOURS PRIOR TO
COMMENCEMENT OF THE COURSE. THE RETURN
JOURNEY MUST COMMENCE WITHIN 24 HOURS
AFTER COMPLETION OF THE COURSE.

(III) STOPOVERS
STOPOVERS ARE PERMITTED ONLY ON THE
RETURN JOURNEY PROVIDED THE AGENT PAYS
25 PERCENT OF THE APPLICABLE FARE FOR
THE PORTION OF TRANSPORTATION FROM THE
FIRST STOPOVER POINT TO THE LAST POINT
OF DEPARTURE OF THE OUTWARD JOURNEY.

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

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 03DEC11

AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0205
---------------------------------------------
--------
TITLE/APPLICATION - 70 (CONT)
INSTRUCTIONS TO SUCH ALL-CARGO
CARRIER'S
AGENTS.

(C) SIZE OF GROUP ELIGIBILITY OF TRAINEES

(I) The instruction must be a full time training course for a minimum of eight trainees. The employees to be trained must have been employed by an IATA and/or carrier approved cargo agent for not less than three consecutive months prior to date of commencement of travel and, further, the agent with whom they are employed must have been an IATA and/or carrier approved cargo agent.

(II) If at any time prior to commencement of travel there is a change affecting the eligibility of the IATA and/or carrier approved cargo agent or person selected for travel (i.e., the agent comes under notice of default or the person selected leaves the employ of the agent) the agent shall immediately so notify the issuing carrier to whom it shall also immediately return the ticket; provided that the carrier shall be responsible for cancelling the free or reduced fare transportation only if it knows or reasonably should have known of the changed eligibility.

(III) Notwithstanding subparagraph (I) above, in the event that pursuant to subparagraph (II) above, a group organized in accordance with this rule is reduced to less than eight persons, the remaining members of the group shall be permitted to travel.

(D) DURATION, DAILY INSTRUCTIONS

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

(E) PROGRAM, NAMES OF TRAINEES

A copy of the course program outlining the syllabus, the training location, the commencement and termination dates of the course, the names of the trainees attending each course and names of such trainees'
EMPLOYERS SHALL BE RETAINED BY THE ORGANIZING CARRIER FOR 12 MONTHS SUBSEQUENT TO THE DATE OF COMMENCEMENT OF THE COURSE.

(F) ABSORPTION OF EXPENSES CARRIER(S) WILL ARRANGE AND PAY FOR THE EXPENSES OF SUCH PERSONS ATTENDING THE TRAINING COURSE AS FOLLOWS:


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

(G) SPECIAL ONE DAY COURSES CARRIERS MAY ALSO ESTABLISH SPECIAL ONE DAY COURSES WHICH SHALL BE SUBJECT TO THE ABOVE PROVISIONS EXCEPT THAT:

(I) THERE SHALL BE NOT LESS THAN FOUR HOURS OF INSTRUCTIONS; AND

(II) THE ABSORPTION OF EXPENSES SHALL BE LIMITED TO THE DAY OF INSTRUCTIONS; PROVIDED THAT WHERE THE ARRIVAL/DEPARTURE DOES NOT PERMIT THE USE OF THE CARRIER'S OWN SERVICES ON THE SAME DAY, EXPENSES MAY ALSO BE ABSORBED FOR ONE NIGHT.

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

(E) CARGO SALES AGENTS LOCATED IN THE UNITED STATES OR CANADA

(1) APPLICATION SOLE PROPRIETORS, PARTNERS, OFFICERS, DIRECTORS AND SALES/TRAFFIC MANAGEMENT EMPLOYEES OF AN AUTHORIZED CARGO SALES AGENCY OF THE CARRIERS WILL BE ALLOWED INTERNATIONAL REDUCED FARE TRANSPORTATION AT 25 PERCENT OF THE APPLICABLE FARE OVER THE LINES OF SUCH CARRIERS ON THE FOLLOWING BASIS:
(A) NOT MORE THAN TWO TRIPS PER CALENDAR YEAR FOR EACH REGISTERED AGENT, PROVIDED THAT A MAXIMUM OF 40 ADDITIONAL TICKETS MAY BE ISSUED PER CALENDAR YEAR FOR EACH REGISTERED AGENT AS FOLLOWS: SIX (6) TICKETS MAY BE ISSUED FOR EACH 100 PERCENT OF COMMISSIONABLE SALES OR PART THEREOF OVER AND ABOVE THE NATIONAL AVERAGE.

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

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

(2) ELIGIBILITY

(A) REDUCED-FARE TRANSPORTATION WILL BE GRANTED PROVIDED THAT THE AGENT HAS BEEN ON THE IATA APPROVED LIST OF AGENTS AND/OR CARRIER APPROVED LIST OF AGENTS CONTINUOUSLY FOR AT LEAST ONE YEAR IMMEDIATELY PRIOR TO THE DATE OF APPLICATION FOR SUCH REDUCED FARE TRANSPORTATION; PROVIDED THAT A PERIOD OF LESS THAN THREE MONTHS SHALL BE THE QUALIFYING PERIOD IF THE AGENT WAS PREVIOUSLY ELIGIBLE FOR REDUCED FARE TRANSPORTATION IN THE SERVICE OF ANOTHER IATA AND/OR CARRIER APPOINTED CARGO AGENT IMMEDIATELY PRIOR TO HIS PRESENT EMPLOYMENT AND THIS IS SO CERTIFIED IN WRITING BY THE IATA AND/OR CARRIER APPOINTED CARGO AGENT MAKING THE APPLICATION.

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

(I) THE SPOUSE TRAVELS TOGETHER WITH THE ELIGIBLE PERSON FROM THE POINT OF ORIGIN TO THE POINT OF DESTINATION (IN THE
OF ONE-WAY TRIPS) OR TO THE POINT OF TURNAROUND (IN THE CASE OF ROUND TRIPS) OR TO THE HIGHEST RATED POINT (IN THE CASE OF CIRCLE TRIPS).

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

(III) THE TRANSPORTATION SHALL NOT BE CHARGED AGAINST THE AGENCY'S ANNUAL ALLOTMENT NOTED UNDER (1)(A) ABOVE.

(C) THE REDUCED-FARE TRANSPORTATION WILL BE

---

TITLE/APPLICATION - 70 (CONT)

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

(3) APPLICATION FOR TRANSPORTATION

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

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

(4) BAGGAGE

NORMAL FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE AND VALUE CHARGES WILL APPLY.

---

TITLE/APPLICATION - 70

K 6210 FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS

(A) GENERAL

SUBJECT TO THE PROVISIONS AND CONDITIONS OF THIS RULE AN INDIVIDUAL TOUR CONDUCTOR WILL BE CARRIED AT THE APPROPRIATE FARE REDUCTION SHOWN IN (C) BELOW FROM THE

---
APPLICABLE ADULT FARE BETWEEN THE POINTS AND VIA THE ROUTING TO BE USED BY THE TOUR CONDUCTOR.

(B) DEFINITIONS

FOR THE PURPOSE OF THIS RULE:

(1) INITIAL CARRIER MEANS THE CARRIER PERFORMING THE INITIAL TRANSPORTATION UNDER THE TOUR ITINERARY OR THE CARRIER SELLING AND ISSUING THE TRANSPORTATION ON BEHALF OF THE CARRIER(S) PARTICIPATING IN THE TOUR ITINERARY. THE INITIAL CARRIER SHALL

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

(3) TRAVEL ORGANIZER MEANS A PERSON WHO WITH THE APPROVAL AND CONSENT OF THE CARRIER, ORGANIZES AND ARRANGES AN ADVERTISED GROUP TOUR FOR A GROUP OF PASSENGERS.

(4) ADVERTISED GROUP TOUR MEANS A TOUR INVOLVING A ROUND TRIP OR CIRCLE TRIP IN WHOLE OR IN PART ON THE LINES OF ONE OR MORE CARRIERS WHICH IS ADVERTISED AND DESCRIBED, INCLUDING DESCRIPTIVE COPY COVERING HOTEL ACCOMMODATIONS AND OTHER FACILITIES AND ATTRACTIONS AVAILABLE AT STOPOVER POINTS INCLUDED IN THE TOUR, IN LITERATURE CIRCULATED FOR THE PURPOSE OF PROMOTING THE SALE OF THE TOUR. THE COST OF THE ADVERTISED TOUR MUST BE PAID IN FULL, PRIOR TO COMMENCEMENT OF TRAVEL. HOWEVER, SPECIAL GROUPS SUCH AS AMATEUR OR PROFESSIONAL GROUPS WHOSE PRINCIPAL PURPOSE OF TRAVEL IS TO APPEAR IN SPECIFIC ENGAGEMENTS BEFORE THE PUBLIC DO NOT QUALIFY FOR THE "ADVERTISED GROUP TOUR" AS DEFINED HEREIN.

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

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

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

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

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

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

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

(D) APPLICATION FOR AND ISSUANCE OF TRANSPORTATION
(1) WRITTEN APPLICATION TRANSPORTATION WILL NOT BE ISSUED TO TOUR CONDUCTORS UNLESS APPLICATION IS MADE IN WRITING BY THE TRAVEL AGENT OR THE TRAVEL ORGANIZER TO THE INITIAL CARRIER ACCOMPANIED BY A SAMPLE OR FACSIMILE OF ALL MATTER ADVERTISING THE TOUR. SUCH WRITTEN APPLICATION SHALL DESIGNATE THE NAME OF THE TOUR CONDUCTOR. WRITTEN APPLICATION MUST BE DIRECTED TO THE OFFICE OF THE INITIAL CARRIER THAT WILL ARRANGE THE TRANSPORTATION AND MUST ALSO INCLUDE A DESCRIPTION OF THE PROPOSED ITINERARY OF THE GROUP WITH ALL PERTINENT INFORMATION DESCRIBING THE GROUP IF NOT FULLY SET FORTH IN THE ADVERTISING MATTER SUBMITTED.

(2) TRAVEL AS A GROUP THE PASSENGERS INCLUDED IN THE TOUR MUST TRAVEL AS
AN ORGANIZED TOURING GROUP AND FOR THAT PURPOSE 
THE INITIAL CARRIER MUST APPROVE THE ITINERARY OF 
THE VARIOUS PASSENGERS FORMING THE GROUP AND 
COORDINATE THEIR TRANSPORTATION UNDER THE 
ADVERTISED GROUP TOUR. ALL MEMBERS OF THE GROUP 
SHALL WITH RESPECT TO THE AIR PORTION OF THE TOUR, 
COMMENCE TRANSPORTATION ON THE SAME AIRPLANE AND 
SHALL, IF ROUND TRIP PASSENGERS, TRAVEL TOGETHER 
TO THE POINT OF TURNAROUND, AND IF CIRCLE TRIP 
PASSENGERS, TRAVEL TOGETHER TO THE FIRST POINT OF 
STOPOVER, AND IF OPEN JAW TRIP PASSENGERS, TRAVEL 
TOGETHER OVER THE OUTBOUND PORTION OF THE ROUTING; 
PROVIDED THAT WHERE LACK OF SEATING ACCOMMODATION 
OR WHERE OTHER OPERATING CONDITIONS PREVENT 
PASSENGERS FROM COMMENCING TRANSPORTATION ON THE 
FLIGHT SCHEDULED, THE CARRIER WILL TRANSPORT SOME 
MEMBERS OF THE GROUP ON ITS NEXT PRECEDING OR 
SUCCEEDING FLIGHT ON WHICH SPACE IS AVAILABLE, OR 
ON SUCH FLIGHT OF ANOTHER CARRIER. 
EXCEPTION: WHERE PASSENGERS ARE TRANSPORTED OVER 
THE LINES OF ONE OR MORE CARRIERS 
FROM 
A 
COUNTRY TO AN ASSEMBLY POINT FOR THE 
PURPOSE OF AN ADVERTISED GROUP TOUR, 
THE PASSENGERS WILL BE CONSIDERED TO 
BE TRAVELING TOGETHER AND THE TOUR 
-147- 
GFS TEXT MENU RULE CATEGORY TEXT DISPLAY 
IN EFFECT ON: 03DEC11 
AREA: ZZ TARIFF: IFRG CXR: CZ RULE: 0210 
----- 
TITLE/APPLICATION - 70 (CONT) 
CONDUCTOR WILL BE ACCORDED FREE OR 
REDUCED FARE TRANSPORTATION BETWEEN 
HIS DEPARTURE POINT AND THE ASSEMBLY 
POINT, SUBJECT TO THE FOLLOWING 
CONDITIONS: 
(A) THE TOUR CONDUCTOR AND ALL 
PASSENGERS TRAVEL TOGETHER FROM 
THE ASSEMBLY POINT TO THE POINT 
OF TURNAROUND, IF A ROUND TRIP, 
OR TO THE FIRST POINT OF 
STOPOVER 
(B) IF A CIRCLE TRIP; 
(C) ALL SUCH PASSENGERS AND THE TOUR 
CONDUCTOR TRAVEL BETWEEN THE 
DEPARTURE POINTS AND THE 
ASSEMBLY 
POINT WITHIN A PERIOD OF SEVEN 
DAYS PRIOR TO THE SCHEDULED 
DEPARTURE OF THE ENTIRE GROUP
FROM THE ASSEMBLY POINT;
(C) AT LEAST ONE PASSENGER OF THE GROUP TRAVELS FROM THE SAME DEPARTURE POINT AS THE TOUR CONDUCTOR TO THE ASSEMBLY POINT ON THE SERVICES OF THE CARRIER TRANSPORTING THE TOUR CONDUCTOR;
(D) WHERE THE TOTAL NUMBER OF PASSENGERS TRAVELING BETWEEN ONE OR MORE DEPARTURE POINTS AND THE ASSEMBLY POINT IS 10 OR MORE BUT LESS THAN 15 THE TOUR CONDUCTOR WILL RECEIVE A REDUCTION OF 50 PERCENT OF THE APPLICABLE FARE, AND WHERE THE TOTAL NUMBER OF PASSENGERS TRAVELLING BETWEEN ONE OR MORE DEPARTURE POINTS AND THE ASSEMBLY POINT IS 15 OR MORE, A FREE TRANSPORTATION PASSAGE FOR EACH 15 PASSENGERS; PROVIDED THAT:
(I) IF THE TOUR CONDUCTOR TRAVELS FROM A DEPARTURE POINT TO THE ASSEMBLY POINT ON THE SERVICES OF THE CARRIER TRANSPORTING THE GROUP FROM THE ASSEMBLY POINT ONWARDS, THE QUALIFYING NUMBER OF PASSENGERS REFERRED TO ABOVE MAY TRAVEL FROM THE DEPARTURE POINTS TO THE ASSEMBLY POINT ON THE SERVICES OF ANY CARRIER, SUBJECT TO THE PROVISION OF (C) ABOVE.

(II) IF THE TOUR CONDUCTOR TRAVELS FROM A DEPARTURE POINT TO THE ASSEMBLY POINT ON THE SERVICES OF THE CARRIER WHO DOES NOT
TRANSPORT THE GROUP FROM
ASSEMBLY POINT ONWARDS, THE
QUALIFYING NUMBER OF
PASSENGERS REFERRED TO
ABOVE

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

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

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

(E) BAGGAGE, MEALS AND TRANSFERS
FREE BAGGAGE ALLOWANCE FOR A TOUR CONDUCTOR WILL BE
THE
SAME AS IF HE WERE TRAVELING AT THE NORMAL ADULT FARE.
THE REDUCTION FOR A TOUR CONDUCTOR IS APPLICABLE ONLY
TO AIR TRANSPORTATION AND WILL INCLUDE MEALS, HOTEL
ACCOMMODATIONS, AND GROUND TRANSFERS ONLY WHERE
INCLUDED IN THE NORMAL AIR FARE. IN NO CASE WILL THE
REDUCTION APPLY TO ANY OTHER CHARGES OR SERVICES, SUCH
AS CHARGES FOR EXCESS BAGGAGE.

-------
TITLE/APPLICATION - 70
K 6500 PASSENGERS ON STRETCHERS
(A) ACCEPTANCE
CZ WILL ACCEPT AN INCAPACITATED PERSON TRAVELING ON A
STRETCHER SUBJECT TO RULE 25 (REFUSAL TO
TRANSPORT–LIMITATION OF CARRIAGE) HEREIN PROVIDED

---------
ADVANCE ARRANGEMENTS ARE MADE AND SPACE AND APPROPRIATE EQUIPMENT FOR MOUNTING WITHIN THE AIRCRAFT ARE AVAILABLE.

(B) CHARGES

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

(2) EXCEPT AS OTHERWISE PROVIDED, THE NORMAL FREE BAGGAGE ALLOWANCE WILL APPLY TO EACH FARE PAID.

(C) CONDITIONS FOR ACCEPTANCE

(1) ATTENDANT

THE STRETCHER PASSENGER MUST BE ACCOMPANIED BY AT LEAST ONE ATTENDANT WHO SHALL OCCUPY THE SEAT ADJOINING THOSE USED BY THE STRETCHER PASSENGER AND WHO SHALL ALSO CARE FOR THE STRETCHER PASSENGER DURING THE TRIP.

(2) FARES

(A) THE STRETCHER PASSENGER WILL PAY THE NORMAL APPLICABLE ONE WAY FIRST CLASS FARE IN ADDITION TO HIS APPLICABLE FIRST CLASS FARE.

(B) THE ATTENDANT WILL PAY THE NORMAL FIRST CLASS FARE.

(3) MEDICAL CERTIFICATION

A MEDICAL CERTIFICATE STATING THAT THE INCAPACITATED PASSENGER MAY BE TRANSPORTED BY AIR AND AN INDEMNITY FORM PROVIDED BY THE CARRIER AND SIGNED BY THE PASSENGER SHALL BE REQUIRED.
FARES MAKING REFERENCE TO THIS RULE APPLY TO BONA FIDE MEMBERS OF THE MERCHANT MARINES OF ALL NATIONALITIES.

(2) APPLICABLE AREA
These fares apply to travel between points in the U.S.A./Canada and points in Area 3 except Auckland, New Zealand.

(3) CLASS OF SERVICE
These fares apply on economy class service.

(4) TYPE OF TRANSPORTATION
These fares apply to OW and RT transportation.

(B) FARES
Fares governed by this rule shall be 75 percent (65 percent for Scandinavian/Finnish merchant marines) of the applicable OW or RT normal economy fare between points in the U.S.A./Canada and points in Area 3 except Auckland, New Zealand.

(C) DOCUMENTATION
Documentation as indicated below will be required by bona fide members of each merchant marine.

BELGIAN - Only members of the Belgian merchant marine, working aboard a Belgian ship and appearing on the crew list, are eligible, provided that arrangements for transportation and payment thereof, is made by the Belgian shipping company. Application for transportation must be accompanied by a certificate issued by the steamship company or its representative, or

CHINESE - The discount will be granted only upon a written application from the shipping company concerned, its agents or the ship's captain, certifying that the travel requested is for duty purposes and giving full details of the transportation required, including place of origin, place of destination, name and status of passenger(s), name of vessel, port of registry, name of shipping company and date
OF THE TRANSPORTATION.

DUTCH - IN ORDER TO QUALIFY, BONA FIDE SEAMEN (INCLUDING SHIP'S OFFICERS) OR MEDICAL PERSONNEL ACCOMPANYING SUCH PERSONS WHEN SICK OR INCAPACITATED MUST BE TRAVELING TO RESUME THEIR DUTIES ON A SHIP, OR THEY MUST BE TRAVELING TO THEIR HOMES FROM THEIR SHIP. THE STEAMSHIP COMPANY OR ITS AGENT MUST SUBMIT IN WRITING A STATEMENT, CERTIFYING THAT THE SEAMAN IS TRAVELING TO MAN A SHIP OR IS BEING REPATRIATED.

FIJIAN - IN ORDER TO QUALIFY, BONA FIDE SEAMEN OF THE FIJI MERCHANT MARINE AND PERSONNEL OF THE FIJI NAVY WILL QUALIFY ONLY UPON A WRITTEN APPLICATION FROM THE STEAMSHIP COMPANY OR ITS AGENT, OR THE SHIP'S CAPTAIN, AS THE CASE MAY BE, CERTIFYING THAT THE PASSENGER IS TRAVELING ON DUTY AND GIVING FULL DETAILS OF THE TRANSPORTATION REQUIRED, INCLUDING ORIGIN AND DESTINATION, NAME AND STATUS OR RANK.

FINNISH - THE DISCOUNT WILL BE GRANTED ONLY UPON A WRITTEN APPLICATION FROM THE STEAMSHIP COMPANY CONCERNED, ITS AGENTS OR THE SHIP'S CAPTAIN CERTIFYING THAT THE TRAVEL REQUESTED IS FOR DUTY PURPOSES AND GIVING FULL DETAILS OF THE TRANSPORTATION REQUIRED, INCLUDING PLACE OF ORIGIN, PLACE OF DESTINATION, NAME AND STATUS OF PASSENGER(S), NAME OF VESSEL, PORT OF REGISTRY, NAME OF STEAMSHIP COMPANY AND DATE OF COMMENCEMENT OF THE TRANSPORTATION. PAYMENT SHALL BE MADE BY THE STEAMSHIP COMPANY CONCERNED, ITS AGENT OR THE SHIP'S CAPTAIN.

FRENCH - IN ORDER TO QUALIFY, A BONA FIDE SEAMAN (AND ANY DOCTOR, NURSE OR ATTENDANT WHO MUST ACCOMPANY THEM) MUST BE IN POSSESSION OF:
(1) A WRITTEN APPLICATION GIVING A COMPLETE DESCRIPTION OF THE TRANSPORTATION REQUIRED;
(2) THE PLACE OF ORIGIN OR DESTINATION;
THE NUMBER AND NAME(S) OF PASSENGER(S);  
(4) THE NAME OF COMPANY BY WHICH EMPLOYED;  
AND  
(5) THE DATE OF COMMENCEMENT OF THE 
TRANSPORTATION. SUCH APPLICATION MUST 
BE SUBMITTED TO CARRIER BY THE SHIPPING 
COMPANY CONCERNED, ITS AGENT, THE 
SHIP'S 
CAPTAIN OR CONSULATE OF THE FRENCH 
GOVERNMENT.

GERMAN - IN ORDER TO QUALIFY, BONA FIDE SEAMEN 
(INCLUDING CAPTAIN) MUST BE IN POSSESSION OF:
(1) A WRITTEN APPLICATION GIVING A COMPLETE 
DESCRIPTION OF THE TRANSPORTATION 
REQUIRED;
(2) THE PLACE OF ORIGIN AND DESTINATION;
(3) THE NUMBER AND NAME(S) OF PASSENGER(S); 
(4) THE NAME OF COMPANY WHICH EMPLOYED; AND 
(5) THE DATE OF COMMENCEMENT OF 
TRANSPORTATION.
SUCH APPLICATION AND PAYMENT, MUST BE MADE 
BY THE RESPECTIVE GERMAN STEAMSHIP COMPANY 
AND ACCOMPANIED BY A PROPERLY EXECUTED 
CERTIFICATE SIGNED BY THE STEAMSHIP COMPANY.

KOREAN - ONLY SEAMEN OF THE KOREAN MERCHANT MARINE 
ARE ELIGIBLE, PROVIDED ARRANGEMENTS FOR 
TRANSPORTATION, ARE MADE BY THE RESPECTIVE 
KOREAN STEAMSHIP COMPANY.
APPLICATION MUST BE ACCOMPANIED BY A 
CERTIFICATE ISSUED BY THE STEAMSHIP COMPANY 
OR ITS REPRESENTATIVE, OR A SHIP'S CAPTAIN, 
CERTIFYING THAT THE SEAMAN IS EMPLOYED BY A 
-153-

LIBERIAN - IN ORDER TO QUALIFY, BONA FIDE SEAMEN OF 
THE 
LIBERIAN MERCHANT MARINE (INCLUDING SHIP'S 
OFFICERS) MUST BE TRAVELING TO RESUME THEIR 
DUTIES ON A SHIP, OR THEY MUST BE TRAVELING 
TO THEIR HOMES FROM THEIR SHIP. THE 
STEAMSHIP COMPANY OR ITS AGENT MUST SUBMIT 
IN WRITING A STATEMENT CERTIFYING THAT THE 
SEAMAN IS TRAVELING TO MAN A SHIP OR IS
BEING REPATRIATED.

PANAMANIAN—IN ORDER TO QUALIFY BONA FIDE SEAMEN OF ANY NATIONALITY, WHO WORK ON SHIPS OF THE MERCHANT MARINE OF PANAMA, PERSONNEL BELONGING TO THE "DIRECCION CONSULAR Y DE NAVER" OR TO PERSONS WHO HAVE TO MAKE A JOURNEY ON BEHALF OF THE "DIRECCION CONSULAR Y DE NAVER" AND PARTICULARLY TO THE MERCHANT MARINE OF PANAMA, AND ANY DOCTOR, NURSE OR ATTENDANT WHO MUST ACCOMPANY SUCH PASSENGERS, MUST BE IN POSSESSION OF A WRITTEN APPLICATION GIVING A COMPLETE DESCRIPTION OF THE TRANSPORTATION REQUIRED, FROM THE DIRECTOR OF THE "DIRECCION CONSULAR Y DE NAVER".

SINGAPORE—IN ORDER TO QUALIFY, BONA FIDE SEAMEN OF THE SINGAPORE MERCHANT MARINE WILL QUALIFY ONLY UPON APPLICATION FOR TRANSPORTATION WHICH IS ACCOMPANIED BY A CERTIFICATE ISSUED BY THE NATIONAL MARITIME BOARD OF SINGAPORE, THE SHIPPING COMPANY CONCERNED, ITS AGENT, OR THE CAPTAIN OF THE SHIP, CERTIFYING THAT THE SEAMAN IS EMPLOYED BY A SHIP REGISTERED IN SINGAPORE AND THAT TRAVEL IS IN CONNECTION WITH THE SHIPPING COMPANY'S REQUIREMENTS.

SWISS—IN ORDER TO QUALIFY, BONA FIDE SEAMEN OF THE SWISS MERCHANT MARINE (AND ACCOMPANYING DOCTORS AND NURSES WHO MUST ACCOMPANY THEM) MUST BE IN POSSESSION OF A WRITTEN APPLICATION FOR TRANSPORTATION FROM THE SHIP OWNER, HIS REPRESENTATIVE, THE SHIP'S CAPTAIN OR CONSULATE OF THE SWISS GOVERNMENT, CERTIFYING THAT THE SEAMAN IS A HOLDER OF A SWISS SEAMAN'S BOOK.

UNITED KINGDOM—IN ORDER TO QUALIFY, A BONA FIDE SEAMAN OF THE UNITED KINGDOM MERCHANT MARINE MUST BE IN POSSESSION OF A WRITTEN APPLICATION FROM
THE STEAMSHIP COMPANY CONCERNED, ITS AGENT OR REPRESENTATIVE.

IN ORDER TO QUALIFY, BONA FIDE SEAMEN OF THE UNITED STATES MERCHANT MARINES MUST SUBMIT AN APPLICATION FOR TRANSPORTATION UNDER THIS RULE WHICH MUST BE ACCOMPANIED BY A CERTIFICATE ISSUED BY THE STEAMSHIP COMPANY OR ITS REPRESENTATIVE OR A SHIP'S CAPTAIN, CERTIFYING THAT THE BENEFICIARY IS EMPLOYED ON A SHIP OF THE UNITED STATES MERCHANT MARINES AND THAT TRAVEL IS IN CONNECTION WITH THE STEAMSHIP COMPANY'S REQUIREMENTS. THE SEAMEN WILL BE REQUIRED TO PRESENT THEIR SEAMAN'S DISCHARGE BOOK AT THE TIME THE TICKET IS ISSUED.

(D) COMBINATIONS

(1) FARES HEREIN SHALL BE COMBINED ONLY WITH DOMESTIC FARES.

EXCEPTION 1: FARES FOR BELGIAN, DUTCH AND KINGDOM MERCHANT MARINES MAY ALSO BE COMBINED WITH NORMAL FARES.


(2) THE COMBINATIONS REFERRED TO HEREIN ARE ALL PERMITTED, PROVIDED THAT THE FARE WITH WHICH THE SEAMAN'S FARE/MERCHANT MARINE FARE IS TO BE COMBINED ALLOWS COMBINATIONS.

(E) PERIOD OF VALIDITY

THESE FARES APPLY ALL YEAR.

(F) STOPOVERS

STOPOVERS ARE PERMITTED ONLY FOR MEMBERS OF THE KOREAN MERCHANT MARINE BETWEEN POINTS IN KOREA AND POINTS IN AREA 1.

-GFS TEXT MENU RULE CATEGORY TEXT DISPLAY IN EFFECT ON: 03DEC11-

AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 1000

---------

(TITLE/APPLICATION - 70 (CONT)

(G) CHILDREN'S AND INFANTS' FARES

RULE 200 (CHILDREN'S AND INFANTS' FARES) IS NOT APPLICABLE.

(H) RESERVATIONS AND TICKETING

THE COST OF THE TRANSPORTATION MUST BE BORNE BY THE SHIPPING COMPANY CONCERNED, ITS AGENT OR ITS SHIP'S CAPTAIN.

EXCEPTION: PAYMENT MAY ALSO BE MADE BY THE APPROPRIATE
GOVERNMENT AUTHORITY FOR GERMAN AND PANAMANIAN MERCHANT MARINES.

(I) ROUTING/REROUTING
   (1) INVOLUNTARY REROUTING: NORMAL RULES FOR INVOLUNTARY REROUTING WILL APPLY.
   (2) VOLUNTARY REROUTING: VOLUNTARY REROUTINGS ARE NOT PERMITTED.

(J) RULES AND DISCOUNTS NOT APPLICABLE
   RULES 205 - (FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS)
   210 - (FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS)

SINGAPORE - IN ORDER TO QUALIFY, BONA FIDE SEAMEN OF THE SINGAPORE MERCHANT MARINE WILL QUALIFY ONLY UPON APPLICATION FOR TRANSPORTATION WHICH IS ACCOMPANIED BY A CERTIFICATE ISSUED BY THE NATIONAL MARITIME BOARD OF SINGAPORE, THE SHIPPING COMPANY CONCERNED, ITS AGENT, OR THE CAPTAIN OF THE SHIP, CERTIFYING THAT THE SEAMAN IS EMPLOYED BY A SHIP REGISTERED IN SINGAPORE AND THAT TRAVEL IS IN CONNECTION WITH THE SHIPPING COMPANY'S REQUIREMENTS.

SWISS - IN ORDER TO QUALIFY, BONA FIDE SEAMEN OF THE SWISS MERCHANT MARINE (AND ACCOMPANYING DOCTORS AND NURSES WHO MUST ACCOMPANY THEM) MUST BE IN POSSESSION OF A WRITTEN APPLICATION FOR TRANSPORTATION FROM THE SHIP OWNER, HIS REPRESENTATIVE, THE SHIP'S CAPTAIN OR CONSULATE OF THE SWISS GOVERNMENT, CERTIFYING THAT THE SEAMAN IS A HOLDER OF A SWISS SEAMAN'S BOOK.

UNITED - IN ORDER TO QUALIFY, A BONA FIDE SEAMEN OF THE UNITED KINGDOM MERCHANT MARINE MUST BE IN POSSESSION OF A WRITTEN APPLICATION FROM THE STEAMSHIP COMPANY CONCERNED, ITS AGENT OR REPRESENTATIVE.

UNITED STATES MERCHANT MARINES MUST SUBMIT AN APPLICATION FOR TRANSPORTATION
UNDER THIS RULE WHICH MUST BE ACCOMPANIED
BY
A CERTIFICATE ISSUED BY THE STEAMSHIP
COMPANY OR ITS REPRESENTATIVE OR A SHIP'S
CAPTAIN, CERTIFYING THAT THE BENEFICIARY IS
EMPLOYED ON A SHIP OF THE UNITED STATES
MERCHANTABILITY AND THAT TRAVEL IS IN
CONNECTION WITH THE STEAMSHIP COMPANY'S
REQUIREMENTS. THE SEAMEN WILL BE REQUIRED
TO PRESENT THEIR SEAMAN'S DISCHARGE BOOK AT
THE TIME THE TICKET IS ISSUED.

(D) COMBINATIONS
(1) FARES HEREIN SHALL BE COMBINED ONLY WITH DOMESTIC
FARES.
EXCEPTION 1: FARES FOR BELGIAN, DUTCH AND
UNITED
KINGDOM MERCHANT MARINES MAY ALSO
BE COMBINED WITH NORMAL FARES.
EXCEPTION 2: FARES FOR CHINESE, KOREAN AND
FRENCH MERCHANT MARINES MAY ONLY
BE
COMBINED WITH FARES WITHIN THE
U.S.A./CANADA AND WITHIN AREA 3.

(2) THE COMBINATIONS REFERRED TO HEREIN ARE ALL
PERMITTED, PROVIDED THAT THE FARE WITH WHICH THE
SEAMAN'S FARE/MERCHANTABILITY FARE IS TO BE
COMBINED ALLOWS COMBINATIONS.

(E) PERIOD OF VALIDITY
THESE FARES APPLY ALL YEAR.

(F) STOPOVERS
STOPOVERS ARE PERMITTED ONLY FOR MEMBERS OF THE KOREAN
MERCHANTABILITY MARINE BETWEEN POINTS IN KOREA AND POINTS IN
AREA 1.

(G) CHILDREN'S AND INFANTS' FARES
RULE 200 (CHILDREN'S AND INFANTS' FARES) IS NOT
APPLICABLE.

(H) RESERVATIONS AND TICKETING
THE COST OF THE TRANSPORTATION MUST BE BORNE BY THE
SHIPPING COMPANY CONCERNED, ITS AGENT OR ITS SHIP'S

(I) ROUTING/REROUTING
(1) INVOLUNTARY REROUTING: NORMAL RULES FOR
INVOLUNTARY REROUTING WILL APPLY.
(2) VOLUNTARY REROUTING: VOLUNTARY REROUTINGS ARE NOT PERMITTED.

(J) RULES AND DISCOUNTS NOT APPLICABLE
RULES 205 - (FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS)
210 - (FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS)