

CZ GENERAL RULES TARIFF

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

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

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 MIDWAY 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.

BAGGAGE - LUGGAGE; SUCH ARTICLES, EFFECTS AND OTHER

PERSONAL

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

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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; GRENADA; GUADELOUPE; HAITI; JAMAICA; MARTINIQUE;
MONTSERRAT; NEVIS; PUERTO RICO; SABA; ST. BARTHELEMY; 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,

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AS SIGNED AT WARSAW , 12 OCTOBER 1929 (HEREAFTER REFERRED TO

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
THERE TO 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

A

PASSENGER WITH AN INTERNATIONAL TICKET WISHES TO REBOOK TO

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,

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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.
MIS-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;

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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

PLANES THE ROUTE TO BE TRAVELLED (WHETHER OR NOT A CHANGE OF
 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 HAWAII; 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

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THE FLIGHT OPERATES.

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

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K STANDARD FORMAT OF ELECTRONIC RULES

RULE TITLE/APPLICATION (CATEGORY 50)

THIS CATEGORY CONTAINS THE RULE TITLE AND DEFINES THE
 APPLICATION OF THE RULE. IT WILL BE USED TO INDICATE THE

GEOGRAPHICAL APPLICATION OF THE RULE, TYPE OF SERVICE (FIRST, COACH, ETC.), TYPE OF TRANSPORTATION (ONE WAY OR ROUND TRIP), TYPE OF JOURNEY (SINGLE OPEN JAW, ROUND TRIP, ETC.) AND APPLICABILITY FOR USE WITH JOINT FARES, TOUR

FARES

AND GROUP FARES. PROVISIONS FOR CAPACITY LIMITATIONS, GENERAL RULES WHICH ARE NOT APPLICABLE AND MISCELLANEOUS INFORMATION WHICH IS NOT CATEGORY SPECIFIC WILL ALSO APPEAR HERE. THIS CATEGORY WILL APPEAR WITH EVERY RULE WITH AT LEAST THE RULE TITLE.

ELIGIBILITY - 71

K

ELIGIBILITY (CATEGORY 1)
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DAY/TIME - 72

K

DAY/TIME (CATEGORY 2)
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SEASONALITY - 73

K

SEASONALITY (CATEGORY 3)
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FLIGHT APPLICATION - 74

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

K

ADVANCE RESERVATIONS/TICKETING (CATEGORY 5)
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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 TRANSPACIFIC SECTOR (IN THE CASE OF TRANSPACIFIC FARES) TO THE EARLIEST DAY RETURN TRAVEL FOR THE TRANSPACIFIC SECTOR (IN THE CASE OF TRANSPACIFIC FARES) MAY COMMENCE.

(2) STATED IN MONTHS:

AS USED HEREIN, THE MINIMUM STAY PERIOD MEANS THE NUMBER OF MONTHS, COUNTING FROM THE DAY OF

COMMENCEMENT

OF OUTBOUND TRAVEL FOR THE TRANSPACIFIC SECTOR (IN THE CASE OF TRANSPACIFIC FARES) TO THE EARLIEST DAY RETURN TRAVEL FOR THE TRANSPACIFIC SECTOR (IN THE CASE OF TRANSPACIFIC FARES) MAY COMMENCE.

MAXIMUM STAY - 77

K

MAXIMUM STAY (CATEGORY 7)

STATED IN MONTHS:

AS USED HEREIN, THE MAXIMUM STAY PERIOD MEANS THE NUMBER OF MONTHS, COUNTING FROM THE DAY OF COMMENCEMENT OF TRAVEL

FROM

THE POINT OF ORIGIN, TO THE LAST DAY TRAVEL MAY COMMENCE FROM THE LAST STOPOVER POINT (INCLUDING FOR THIS PURPOSE

THE

POINT OF TURNAROUND).

STOPOVERS - 78

K

STOPOVERS (CATEGORY 8)

UNLESS OTHERWISE STATED IN THE FARE RULE, STOPOVERS ARE PERMITTED.

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TRANSFERS - 79

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TRANSFERS (CATEGORY 9)

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PERMITTED COMBINATIONS - 80

K

PERMITTED COMBINATIONS (CATEGORY 10)

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BLACKOUT DATES - 81

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BLACKOUT DATES (CATEGORY 11)

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SURCHARGES - 82

K

SURCHARGES (CATEGORY 12)

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ACCOMPANIED TRAVEL - 83

K

ACCOMPANIED TRAVEL (CATEGORY 13)

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TRAVEL RESTRICTIONS - 84

K

TRAVEL RESTRICTIONS (CATEGORY 14)

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SALES RESTRICTIONS - 85

K

SALES RESTRICTIONS (CATEGORY 15)

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PENALTIES - 86

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PENALTIES (CATEGORY 16)

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HIGHER INTERMEDIATE POINT - 87

K

HIGHER INTERMEDIATE POINT (CATEGORY 17)
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TICKET ENDORSEMENT - 88

K

TICKET ENDORSEMENTS (CATEGORY 18)
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DISCOUNTS - 89

K

CHILDREN'S DISCOUNTS (CATEGORY 19)
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TOUR CONDUCTOR DISCOUNTS (CATEGORY 20)
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AGENT DISCOUNTS (CATEGORY 21)
INTENTIONALLY LEFT BLANK
ALL OTHER DISCOUNTS (CATEGORY 22)
INTENTIONALLY LEFT BLANK

MISCELLANEOUS PROVISIONS - 90

K

MISCELLANEOUS PROVISIONS (CATEGORY 23)
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(CATEGORY 24)
CURRENTLY NOT AVAILABLE
(CATEGORY 25)
CURRENTLY NOT AVAILABLE

GROUPS - 91

K

GROUPS (CATEGORY 26)

(1) GROUP SIZE

A MINIMUM GROUP SIZE REFERS TO THE MINIMUM NUMBER OF
PASSENGERS REQUIRED TO FORM A GROUP, WHICH WILL PERMIT
THE USE OF A PARTICULAR FARE. UNLESS OTHERWISE
SPECIFIED IN THE FARE RULE, IN ORDER TO DETERMINE THE
MINIMUM GROUP SIZE, TWO CHILDREN EACH PAYING AT LEAST
50 PERCENT OF THE APPLICABLE GROUP FARE WILL BE

COUNTED

AS ONE MEMBER OF THE GROUP.

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GROUPS - 91 (CONT)

(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

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GROUPS - 91 (CONT)

ANY

CARRIER

OF

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,

MEMBER OF THE TRAVEL GROUP, THE

OR AN AGENT OR REPRESENTATIVE OF ANY

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.

BE

- (EE) EACH MEMBER OF THE TRAVEL GROUP SHALL

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

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

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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:

SOLICITED

(I) THE VOLUNTARY CONTRIBUTIONS ARE NOT

BE

NOR OBTAINED SOLELY FROM THE PASSENGERS TO

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

ON

DIRECTLY OR INDIRECTLY TO THE EMPLOYEES, DEALERS OR AGENTS;

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

(III) EACH MEMBER OF THE INCENTIVE GROUP IS A

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GROUPS - 91 (CONT)

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.

TOURS - 92

K

TOURS (CATEGORY 27)

(1) TOUR FEATURES

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

BELOW

WHICH MUST BE PAID FOR PRIOR TO COMMENCEMENT OF THE
TOUR.

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

SLEEPING

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

- (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,

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TOURS - 92 (CONT)

- (IV) RAIL TRIPS, OR
- (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.

VISIT ANOTHER COUNTRY - 93

K

VISIT ANOTHER COUNTRY (CATEGORY 28)
INTENTIONALLY LEFT BLANK

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
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AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0002

DEPOSITS - 94

K

DEPOSITS (CATEGORY 29)
INTENTIONALLY LEFT BLANK

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

TITLE/APPLICATION - 70

K APPLICATION OF TARIFF

(A) GENERAL

(1) THIS TARIFF SHALL APPLY TO CARRIAGE OF PASSENGERS
AND BAGGAGE (AND SERVICES RELATED TO SUCH
CARRIAGE) ON CHINA SOUTHERN AIRLINES OR JOINTLY
VIA THE SERVICES OF CHINA SOUTHERN AIRLINES AND
OTHER CARRIERS PARTICIPATING IN THIS TARIFF.

(2) THE PROVISIONS OUTLINED IN THIS TARIFF SHALL

APPLY

TO TRANSPORTATION OF PASSENGERS AND/OR BAGGAGE AT
FARES/CHARGES OUTLINED IN THIS TARIFF. THESE
RULES CONSTITUTE THE CONDITIONS APPLYING TO THE
CONTRACT FOR CARRIAGE AND ARE EXPRESSLY AGREED TO
BY THE PASSENGER TO THE SAME EXTENT AS IF SUCH

RULES WERE INCLUDED AS CONDITIONS IN THE CONTRACT OF CARRIAGE.

- (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. 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 ARE NOT AS PART OF THIS TARIFF FILED WITH THE UNITED STATES DEPARTMENT OF TRANSPORTATION.

- (4) OVERRIDING LAW IF ANY PROVISION CONTAINED OR REFERRED TO IN THE TICKET OR IN THIS TARIFF IS CONTRARY TO MANDATORY LAW, GOVERNMENT REGULATIONS,

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 03DEC11

AREA: ZZ TARIFF: IPRG 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

K

(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

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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

VOLUNTARILY

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)

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

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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).

AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0015

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.

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

SURCHARGES - 70

- SURCHARGES {CANCELLED}

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

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 TO SELF-RELIANCE.
- (6) WHEELCHAIR ATHLETE - A NON-AMBULATORY PERSON WITH UPPER BODY AND ARM DEVELOPMENT SUCH AS TO MAKE

AS

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

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TITLE/APPLICATION - 70 (CONT)

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:

FLIGHT

DISABILITY	ASSISTANCE REQUIRED	MAXIMUM PER
BLIND	NO	NO LIMIT
DEAF	NO	NO LIMIT
BLIND AND DEAF	YES	NO LIMIT
PERSON WITH A MENTAL DISABILITY/COGNITIVE DISABILITY/SELF-RELIANT	NO	NO LIMIT
PERSON WITH A MENTAL/ COGNITIVE DISABILITY/		

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.

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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 PROVIDED 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.

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GFS 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

REPLACEMENT

IS RETURNED, OR
 (B) UNTIL A REASONABLE PERIOD FOR THE
 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 TAPED.

(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,

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
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AREA: ZZ TARIFF: IPRG 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.

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

 TITLE/APPLICATION - 70

REFUSAL TO TRANSPORT-LIMITATION OF CARRIAGE

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

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

 TITLE/APPLICATION - 70 (CONT)

(A) REFUSAL, CANCELLATION OR REMOVAL

- (1) CZ WILL REFUSE TO CARRY, CANCEL THE RESERVED

SPACE

OF, OR REMOVE EN ROUTE ANY PASSENGER:

(A) WHEN SUCH ACTION IS NECESSARY FOR REASONS OF SAFETY;

(B) WHEN SUCH ACTION IS NECESSARY TO PREVENT VIOLATION OF ANY APPLICABLE LAWS, OR ORDERS OF ANY STATE OR COUNTRY TO BE 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 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)

THIS TARIFF MAY STATE ANY LIMITATION ON THE CARRIER'S LIABILITY FOR PERSONAL OR DEATH. INSOFAR AS ANY OTHER PORTION OF THIS TARIFF REFERS TO OTHER LIMITATIONS OR CONDITIONS ON THE LIABILITY FOR PERSONAL OR DEATH, SUCH REFERENCES 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

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

TITLE/APPLICATION - 70 (CONT)

WITH THE
UNITED STATES DEPARTMENT OF
TRANSPORTATION AND
CANADIAN TRANSPORTATION
AGENCY.

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

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

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

TITLE/APPLICATION - 70 (CONT)

FOR THE PURPOSE OF BOARDING AN AIRCRAFT.

(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).

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

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.

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
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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.

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

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

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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

SURCHARGES - 70

_ * 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"

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
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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.

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

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.

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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.

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

TITLE/APPLICATION - 70

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

AS

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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 LAWYERS FEE
WHICH THE COURT FINDS REASONABLE.

THE

(B) AS TO ALL INTERNATIONAL TRANSPORTATION BY
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.

OR

NOTE: RULES STATING ANY LIMITATION ON,
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

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

LAWS/PROVISIONS APPL - 71 (CONT)

IT 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.

GOVERNED

- * (4) FOR THE PURPOSE OF INTERNATIONAL CARRIAGE
- * 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.

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
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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
THERE TO, 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

* TO PROOF OF AMOUNT OF LOSS.
 * 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

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
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AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0055

LIMITATION OF LIABILITY - 72 (CONT)

* 115 (BAGGAGE ALLOWANCE) HEREIN.
 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

RESPECT

BAGGAGE, THE LIABILITY OF THE CARRIER WITH

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

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
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AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0055

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

INCURRED.

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

OR

REPRESENTATIVES ACTING WITHIN THE SCOPE OF THEIR EMPLOYMENT.

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
 *
 * THE CASE OF DELAY, OR LOSS, COMPLAINT MUST BE
 *
 * AT THE LATEST WITHIN 21 DAYS FROM THE DATE ON
 * WHICH THE BAGGAGE HAS BEEN PLACED AT HIS DISPOSAL
 * (IN THE CASE OF DELAY), OR SHOULD HAVE BEEN
 *
 * AT HIS DISPOSAL (IN THE CASE OF LOSS). EVERY
 * COMPLAINT MUST BE MADE IN WRITING AND DISPATCHED
 * WITHIN THE TIME AFORESAID. WHERE CARRIAGE IS NOT
 * "INTERNATIONAL CARRIAGE" AS DEFINED IN THE
 * CONVENTION, FAILURE TO GIVE NOTICE SHALL NOT BE A
 * BAR TO SUIT WHERE CLAIMANT PROVES THAT (A) IT WAS
 * NOT REASONABLY POSSIBLE FOR HIM TO GIVE SUCH
 * NOTICE, OR (B) THAT NOTICE WAS NOT GIVEN DUE TO

IN

MADE

PLACED

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
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LIMIT ON CLAIMS /ACTIONS - 73 (CONT)

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

THE

OVERRIDING LAW - 74

* (E) OVERRIDING LAW
 * INSOFAR AS ANY PROVISION CONTAINED OR REFERRED TO IN

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

MODIFICATION AND WAIVER - 75

— * (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
THE
OF
AIRCRAFT

* HEREINAFTER DESCRIBED SHALL BE GOVERNED BY ALL
* PROVISIONS OF THIS RULE, EXCEPT SUBPARAGRAPH (2)
* AND (3) BELOW AND BY ALL OTHER APPLICABLE RULES
* THIS TARIFF.
* (A) TRANSPORTATION OF PERSONS INJURED IN
* ACCIDENTS ON THE LINES OF CARRIER AND
* PHYSICIANS AND NURSES ATTENDING SUCH PERSONS.
* (B) TRANSPORTATION OF PERSONS, THE OBJECT OF
* WHICH IS THAT OF PROVIDING RELIEF IN GENERAL
* EPIDEMICS, PESTILENCE OR OTHER CALAMITOUS
* VISITATION.
* (C) TRANSPORTATION OF PERSONS, WHICH IS REQUIRED

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GRATUITOUS TRANSPORTATION - 76 (CONT)

* 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, OR
* OTHERWISE, AND THE PERSON USING SUCH FREE
* TRANSPORTATION ON BEHALF OF HIMSELF, HIS HEIRS,
* LEGAL REPRESENTATIVE, DEFENDANTS AND OTHER

PARTIES

* IN INTEREST, AND THEIR REPRESENTATIVES, ASSIGNEES,
* RELEASES AND AGREES TO INDEMNIFY CARRIER, ITS
* OFFICERS, AGENTS, REPRESENTATIVES AND EMPLOYEES
* FROM ALL LIABILITY (INCLUDING COST AND EXPENSES),
* FOR ANY AND ALL DELAY, AND FOR FAILURE TO

COMPLETE

* PASSAGE, AND FROM ANY AND ALL LOSS OR DAMAGE TO
* THE PROPERTY OF SUCH PERSON.

* (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,

OR

* OTHERWISE, AND THE PERSON USING SUCH FREE
* TRANSPORTATION, ON BEHALF OF HIMSELF, HIS HEIRS,
* LEGAL REPRESENTATIVES, DEFENDANTS AND OTHER
* PARTIES IN INTEREST, AND THEIR REPRESENTATIVES,
* ASSIGNEES, RELEASES AND AGREES TO INDEMNIFY
* CARRIER, ITS OFFICERS, AGENTS, REPRESENTATIVES

AND

* EMPLOYEES FROM ALL LIABILITY (INCLUDING COST AND
* EXPENSES) FOR ANY AND ALL DEATH OR INJURY, TO

SUCH

* PERSON (SEE NOTE 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

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

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

GRATUITOUS TRANSPORTATION - 76 (CONT)

* PARAGRAPH (B)(L) OF THIS RULE. INsofar AS
* THIS RULE STATES ANY SUCH LIMITATION OR
* CONDITION IT IS INCLUDED HEREIN; EXCEPT TO

AND * THE EXTENT PROVIDED IN PARAGRAPH (B)(1) OF * THIS RULE, AS PART OF THE TARIFF FILED WITH * GOVERNMENTS OTHER THAN THE UNITED STATES

* NOT AS PART OF THIS TARIFF FILED WITH THE * DEPARTMENT OF TRANSPORTATION OF THE UNITED * STATES.

AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0057

TITLE/APPLICATION - 70

_ * CODESHARE SERVICES
* (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

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AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0057

TITLE/APPLICATION - 70 (CONT)

* ACCOMPANYING ADULT: 18 YEARS OLD.
* RESTRICTIONS: NOT ALLOWED ON CHANGE OF FLIGHT
* TRANSPORTS.

* (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
 ONE REASONABLY LIMIT THE NUMBER OF ANIMALS TO ONLY
 PER PLANE.

* (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 WITHING 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.

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
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AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0060

TITLE/APPLICATION - 70
K 60 RESERVATIONS
(A) GENERAL
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.
CONDITIONS OF RESERVATION - 71
K (B) CONDITIONS OF RESERVATIONS
(1) 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 CONCELLATION
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

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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/ACCOMODATIONS - 74

K (E) ALLOCATION OF ACCOMMODATIONS

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

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

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.

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

TITLE/APPLICATION - 70

A 65 TICKETS

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.

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

VALIDITY FOR CARRIAGE - 71 (CONT)

HAS EACH FLIGHT COUPON WILL BE ACCEPTED FOR CARRIAGE ON THE DATE AND FLIGHT FOR WHICH ACCOMMODATION 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

ORIGINAL THE PERIOD OF VALIDITY FOR TRANSPORTATION WILL BE ONE YEAR FROM THE DATE OF ISSUANCE OF THE

TICKET, EXCEPT AS PROVIDED IN PARAGRAPH (C) AND (D).

TO (A) NORMAL FARE TICKETS - THE ABOVE PERIOD OF VALIDITY APPLIES, HOWEVER A TICKET FOR A NORMAL FARE TRIP WHICH LIMITS THE CARRIAGE

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

TICKETS EXPIRE AT MIDNIGHT ON THE DATE OF EXPIRATION OF TICKET VALIDITY.

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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) OMITTS 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.

(NAME (A) IN THE EVENT THE MINIMUM STAY REQUIREMENT IS WAIVED, THE TICKET MUST BE ENDORSED "EARLIER RETURN ON ACCOUNT OF THE DEATH OF . . .

OF PASSENGER'S IMMEDIATE FAMILY MEMBER/RELATIONSHIP)."

EXTENDED (B) THE MAXIMUM STAY REQUIREMENT WILL BE

FOR NOT MORE THAN 45 DAYS AFTER THE DATE OF -45-

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WAIVER OF MIN/MAX STAY - 73 (CONT)
DEATH OF PASSENGER'S IMMEDIATE FAMILY MEMBER.

EXECUTED (C) A DEATH CERTIFICATE (OR A COPY) DULY

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)."

EXTENDED (B) THE MAXIMUM STAY REQUIREMENT WILL BE 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.

IS (3) IF THE DEATH CERTIFICATE OR MEDICAL CERTIFICATE 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

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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
ANY (1) CARRIER IS NOT OBLIGATED TO ACCEPT A TICKET IF 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

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NONTRANSFERABILITY - 76 (CONT)

THEREUNDER OR TO A REFUND IN CONNECTION THEREWITH. IF A TICKET IS IN FACT USED BY ANY PERSON OTHER THAN THE PERSON TO WHOM IT WAS ISSUED, CARRIER WILL NOT BE LIABLE FOR THE DESTRUCTION, DAMAGE, OR DELAY OF SUCH UNAUTHORIZED PERSON'S BAGGAGE OR OTHER PERSONAL PROPERTY OR THE DEATH OR INJURY OF SUCH UNAUTHORIZED PERSONS ARISING FROM OR IN CONNECTION WITH SUCH UNAUTHORIZED USE.

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.

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

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

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.

- (D) WHEN A TRANSPORTATION DOCUMENT IS PRESENTED FOR EITHER

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TITLE/APPLICATION - 70 (CONT)

REROUTING OR REFUND AT POINTS IN THE U.S.A.; OR POINTS OUTSIDE THE U.S.A. COVERING TRAVEL ORIGINATING AND

PAID

FOR IN THE U.S.A., THE DIFFERENCE BETWEEN THE VALUE OF THE REVISED JOURNEY AND THE VALUE OF THE ORIGINAL TRANSPORTATION DOCUMENT SHALL BE CALCULATED IN THE CURRENCY OF THE COUNTRY WHERE TRAVEL COMMENCED.

- (1) IF THE VALUE OF THE REVISED JOURNEY EXCEEDS THE VALUE OF THE ORIGINAL TRANSPORTATION DOCUMENT,

THE

DIFFERENCE IN VALUE SHALL CONSTITUTE AN

ADDITIONAL

COLLECTION AND IT SHALL BE CONVERTED FROM THE CURRENCY IN WHICH CALCULATED INTO THE CURRENCY BEING COLLECTED FROM THE PASSENGER OR PURCHASER

AT

THE LOCAL BANKERS' BUYING RATE OF EXCHANGE AT THE TIME OF SUCH TRANSACTION.

- (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

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TITLE/APPLICATION - 70 (CONT)

AMOUNT OF FOREIGN CURRENCY IN EXCHANGE FOR ONE UNIT (OR UNITS) OF THE NATIONAL CURRENCY OF THE COUNTRY IN WHICH THE EXCHANGE TRANSACTION TAKES PLACE.

EXCEPTION 1: IN THE U.S.A THE "BANKERS SELLING RATE"

OR

"BANKERS' BUYING RATE" MEANS THE RATE PUBLISHED EACH TUESDAY IN THE WALL STREET JOURNAL UNDER THE HEADING OF "SELLING PRICES FOR BANK TRANSFERS IN THE U.S. FOR PAYMENT ABROAD". THIS RATE WILL BE APPLICABLE FROM WEDNESDAY OF EACH WEEK UP TO AND INCLUDING THE TUESDAY OF THE FOLLOWING WEEK. WHEN A NATIONAL HOLIDAY FALLS ON A MONDAY, FOREIGN EXCHANGE RATES DO NOT APPEAR IN THE TUESDAY EDITION OF THE WALL STREET JOURNAL. IN THIS CASE, THE PREVIOUS WEEK'S RATES ARE USED

THROUGH

WEDNESDAY INSTEAD OF TUESDAY, AND THE WEDNESDAY EDITION OF THE WALL STREET JOURNAL WILL BE USED FOR THE PERIOD THURSDAY THROUGH TUESDAY.

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

APPLICABLE

EACH WEEK. THESE RATES WILL BE

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),

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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 FOR REROUTING, TO THE FARE CONSTRUCTION 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.

SUBMITTED
POINT

* (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

THE LAST FARE CONSTRUCTION POINT PRECEDING

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TITLE/APPLICATION - 70 (CONT)

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

ONLY

FROM THE POINT OF REROUTING, NOT BASED

ON

- (II) ANY PORTION OF THE TRIP ALREADY FLOWN; 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

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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.

INVOLUNTARY REVISED RTGS - 71

— (B) INVOLUNTARY 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

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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

SHALL SERVICE ORIGINALLY PAID FOR. THIS PROVISION
TRANSFERRERD APPLY EVEN THOUGH THE PASSENGER MAY BE
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,

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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 DENIED BOARDING.

LOCATIONS

FOR

NOTICE TO PASSENGERS

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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

FOR

VOLUNTEERS, WHO WILL GIVE UP THEIR RESERVATIONS WILLINGLY, IN EXCHANGE FOR A PAYMENT OF THE AIRLINE'S CHOOSING. IF THERE ARE NOT ENOUGH VOLUNTEERS, OTHER PASSENGERS MAY BE DENIED BOARDING INVOLUNTARILY IN ACCORDANCE WITH THE FOLLOWING BOARDING PRIORITY OF CZ:

- (A) NON-REVENUE AND REDUCED RATE AIRLINE EMPLOYEES AND/OR HIS/HER FAMILY MEMBERS.
- (B) TOUR CONDUCTOR(S) NOT ACCOMPANYING A TOUR

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INVOLUNTARY DBC - 71 (CONT)
GROUP.

EXCLUDING

- (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)

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

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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

THE AIRLINE MUST GIVE EACH PASSENGER WHO

QUALIFIES

FOR DENIED BOARDING COMPENSATION, A PAYMENT BY CASH, CHECK, DRAFT OR MCO FOR THE AMOUNT

SPECIFIED

ABOVE, ON THE DAY AND PLACE THE INVOLUNTARY

DENIED

BOARDING OCCURS. HOWEVER, IF THE AIRLINE

ARRANGES

ALTERNATE TRANSPORTATION FOR THE PASSENGER'S CONVENIENCE THAT DEPARTS BEFORE THE PAYMENT CAN

BE

MADE, THE PAYMENT WILL BE SENT TO THE PASSENGER WITHIN 24 HOURS. THE CARRIER MAY OFFER FREE TICKETS IN PLACE OF THE CASH PAYMENT. THE PASSENGER MAY, HOWEVER, REFUSE ALL COMPENSATION AND BRING PRIVATE LEGAL ACTION.

(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.

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

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.

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TITLE/APPLICATION - 70 (CONT)
OF EXCEPTION 1: IN ACCORDANCE WITH PARAGRAPH (E)

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

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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,
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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:

ONE

(AA) (APPLICABLE TO

WAY (OW) FARES.)
THE DIFFERENCE
BETWEEN THE FARE
FOR THE HIGHER
CLASS OF SERVICE
AND THE

FARE
 POINTS
 BETWEEN

CORRESPONDING
 FOR THE LOWER
 CLASS OF SERVICE
 BETWEEN THE
 WHERE THE LOWER
 CLASS OF SERVICE
 IS USED.
 (BB) (APPLICABLE TO
 ROUND TRIP
 (RT)/CIRCLE TRIP
 (CT)/OPEN JAW (OJ)
 FARES.) THE
 DIFFERENCE
 HALF OF THE

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INVOLUNTARY REFUNDS - 73 (CONT)

OF
 OF
 BE
 EXPENSES

RT/CT/OJ FARE FOR
 THE HIGHER CLASS
 OF SERVICE AND
 HALF OF THE
 CORRESPONDING
 RT/CT/OJ FARE FOR
 THE LOWER CLASS
 SERVICE BETWEEN
 THE POINTS WHERE
 THE LOWER CLASS
 SERVICE IS USED.
 (C) COMMUNICATION CHARGES, AS OUTLINED IN RULE
 60, PARAGRAPH (C) (RESERVATIONS), WILL NOT
 ASSESSED, AND ANY SUCH COMMUNICATION
 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).

THE

(B) WHEN A PORTION OF THE TRIP HAS BEEN MADE,

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

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VOLUNTARY REFUNDS - 74 (CONT)

CARRIER DOES HAVE OPERATING RIGHTS OR PRIVILEGES. 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.

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

 TITLE/APPLICATION - 70

K BAGGAGE ACCEPTANCE (CZ/PIECE SYSTEM)

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 TITLE/APPLICATION - 70 (CONT)

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

(1) DANGEROUS GOODS.

(A) EXPLOSIVES;

(B) GAS, INCLUDING FLAMMABLE GAS,

INFLAMMABLE

AND NONTOXIC GAS, AND TOXIC GAS;

(C) FLAMMABLE LIQUID;

(D) FLAMMABLE SOLID, SPONTANEOUS

CONBUSTIBLE

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

(E) OXIDIZER AND ORGANIC PEROXIDE;

(F) TOXIC SUBSTANCE AND INFECTIOUS

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

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TITLE/APPLICATION - 70 (CONT)

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

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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
ANY APPLICABLE LAWS, REGULATIONS, OR ORDERS OF

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,

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TITLE/APPLICATION - 70 (CONT)

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

OR

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
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TITLE/APPLICATION - 70 (CONT)
OF ACTUAL DIMENSIONS, MAY BE CONSIDERED AS A PIECE
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.
SLALOM (G) ONE PAIR OF STANDARD WATER SKIS OR ONE
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
THAN (III) ONE PISTOL CASE CONTAINING NOT MORE
FIVE PISTOLS, 5 KGS (10 LBS) OF
AMMUNITION, NOISE SUPPRESSORS, ONE
PISTOL TELESCOPE AND SMALL PISTOL TOOLS.
ACCEPTABILITY OF SUCH FIREARMS SHALL BE IN
ACCORDANCE WITH THE PROVISIONS OF RESOLUTION
745A AND THE REGULATIONS CONTAINED IN THE
IATA AND ICAO DANGEROUS GOOD REGULATIONS,
AND
SUBJECT TO CZ'S CONDITIONS ISSUED IN 1992.
EXCEEDING (J) ONE PORTABLE MUSICAL INSTRUMENT NOT
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
NOT PROVIDED THAT THE SUM OF THE THREE DIMENSIONS SHALL
SHALL EXCEED 45 INCHES (115 CMS) AND THE MAXIMUM WEIGHT
NOT EXCEED 10 LBS (5KGS).

- (C) CARRIAGE OF PETS AND GUIDE DOGS
(1) PETS MEAN SUCH LITTLE ANIMALS AS DOMESTIC DOGS,

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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.

- OR (3) GUIDE DOG MEANS A DOG TRAINED TO LEAD THE BLIND

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.

- THEY (4) THE CARRIAGE OF GUIDE DOGS SHALL BE DEALT IN
ACCORDANCE WITH PARAGRAPH (C), GUIDE DOGS, IF

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.

BE GUIDE DOGS, TOGETHER WITH ITS CAGE AND FOOD CAN

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

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TITLE/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:

EXCESS PIECE PIECE)	CHARGE (PER
EACH PIECE	CNY
	900/USD/CAD
	145
OVERWEIGHT	CHARGE (PER
	PIECE)
50 LBS (23 KGS) - 70 LBS (32 KGS)	CNY 900/CAD
	145
OVER 70 LBS (32 KGS), BUT NOT OVER	CNY 2700/CAD
	440
100 LBS (45 KGS)	
OVERSIZE (L-PLUS W PLUS H)	CHARGE (PER
	PIECE)
158 CM/62 INCHES - 203 CM/80 INCHES	CNY 900/CAD
	145

OVER 203 CM/80 INCHES

CNY 2700/CAD
440

- (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.

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

TITLE/APPLICATION - 70 (CONT)

- (B) GOLFING EQUIPMENT

- (1) NOT WITHSTANDING 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.

AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0116

TITLE/APPLICATION - 70

- 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:

CHARGE	ADDITIONAL AMOUNT OF LIABILITY
USD/CAD	(USD/CAD)
\$0.50 PER	\$100.00 OR FRACTION THEREOF.

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.

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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:

VALUATION LIMIT

	U.S. CURRENCY	CANADIAN CURRENCY
*	5,000	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

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

TITLE/APPLICATION - 70 (CONT)

* BETWEEN AIRPORT OR BETWEEN AIRPORTS AND CITY CENTRES
* EXCEPT WHERE RULE 35 SPECIFICALLY PROVIDES THAT SUCH
* GROUND TRANSFER SERVICE WILL BE FURNISHED WITHOUT
* ADDITIONAL CHARGE.

* (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 NUCS.
 * (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:

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 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 ASSESSED 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

* NOT BE VIA THE POINT OF COMBINATION.
 * (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

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TITLE/APPLICATION - 70 (CONT)

* 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
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* 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

WHICH * POINT (GLA) IS IN THE SAME COUNTRY FROM
 * 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.

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- * (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
- * 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
- * TRAVELED.
- * (2) TO DETERMINE THE FARES FOR 1) ABOVE USING NORMAL
- * FARES REFER TO THE FLOW CHART BELOW:
- * NORMAL FARE FLOW CHART

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TITLE/APPLICATION - 70 (CONT)

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*           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?
*           ]-----NO ] ] ]
* IS THE FARE TO ] YES-----NO YES-----
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 ]
*           ] ] ] ] COUNTRIES? ]
*           ]-----NO ] ] ] ]
* WOULD (ALL) ] YES-----NO-----YES-----
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/ ]
* FARES? ] ] ] COUNTRIES ]
*           ] ] ] RETURN SUB- ]
*           ] ] ] JOURNEYS? ]
*           YES-----NO YES---NO YES-----
NO
* THE FARES MUST THE FARE MUST THE FARE MUST THE RETURN]
* BE ASSESSED AS A BE ASSESSED AS BE ASSESSED SUB- ]
* SERIES OF RETURN A SINGLE RT/CT AS A SERIES JOURNEYS ]
* SUBJOURNEYS JOURNEY OF RETURN MUST BE ]
*           SUBJOURNEYS ASSESSED ]
*           USING HALF]
*           ROUND RT ]
*           FARES. USE]
*           OW FARES ]

```

* FOR]
 * REMAINING]
 * SUBJOURNEY]

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TITLE/APPLICATION - 70 (CONT)

* SUBJECT TO]
 * THE]
 * FOLLOWING]
 * -----FOR NOJS]
 *] -----]
 *]]
 *] USE OW
 *] 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

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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)
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* (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 FARES, 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 FARES AND THE RETURN
 * SUBJOURNEY MUST BE ASSESSED USING HALF ROUND TRIP
 * FARES.

* EXAMPLE: TRAVEL: KHH-TPE-SIN-TPE
 * CONSTRUCTION COULD BE:

* KHH-SIN 1/2 RT
 * TPE-SIN 1/2 RT 1 PRICINGUNIT
 * 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

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*		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

IV) WITH THE SURFACE SECTOR ASSUMED FLOWN
 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

* VIE-ROM OW 1 PRICING UNIT
* OR

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* 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

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OF * NOT PERMITTED (COUNTRY
 * 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 ORIGIN IS
 NOT * TRANSITED TO/FROM
 ANOTHER * 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
 * SOLD 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

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* NOT IDENTICAL TO THE
 * COUNTRY WHERE TRAVEL
 * ORIGINATES.
 * EXAMPLE 2: NYC-SAO-BUE-POA SOLD IN
 * BRAZIL - THROUGH FARE
 NOT *
 * 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.

POINT
 TWO
 * VI) FOR A PRICING UNIT ORIGINATING IN
 * GERMANY, A FARE COMPONENT FROM/TO A
 *
 * IN GERMANY MUST NOT INCLUDE MORE THAN
 *
 * 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
 *
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 TITLE/APPLICATION - 70 (CONT)

* 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,
	*	NETHERLANDS
	*	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,
	*	SWITZERLAND
	*	BERNE, SWITZERLAND
	*	ZURICH,
	*	SWITZERLAND
	*	BILBOA, SPAIN
	*	SAN SEBASTIAN,
	*	SPAIN
	*	BILBOA, SPAIN
	*	SANTANDER, SPAIN
	*	BILBOA, SPAIN
	*	VITORIA, SPAIN
	*	BOLOGNA, ITALY
	*	FLORENCE/PISA,
	*	ITALY

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TITLE/APPLICATION - 70 (CONT)

	*	BRAZZAVILLE, CONGO REP.	KINSHASA, ZAIRE
	*	BREMEN, GERMANY	HAMBURG, GERMANY
	*	BREMEN, GERMANY	MUNSTER, GERMANY
	*	BROWNSVILLE, U.S.A.	MATAMORES,
MEXICO			
	*	CATANIA, ITALY	PALERMO, ITALY
	*	CIUDAD JUAREZ, MEXICO	EL PASO, U.S.A.
	*	COLOGNE, GERMANY	DUSSELDORF,
	*		GERMANY
	*	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

	*	GRENADA, SPAIN	MALAGA, SPAIN
	*	GUATAMALA, GUATAMALA	TAPACHULA,
MEXICO			
	*	GUAYARAMERIN, BOLIVIA	PORTO VELHO,
	*		BRAZIL
	*	HAMBURG, GERMANY	HANOVER, GERMANY
	*	HAMBURG, GERMANY	MUNSTER, GERMANY
	*	HILO, HAWAII, U.S.A.	KONA, HAWAII,
	*		U.S.A.
	*	HONG KONG SAR, HONG KONG	MACAU, MACAU
	*	IGUASSU FALLS, ARGENTINA	IGUASSU FALLS,
	*		BRAZIL
	*	JEREZ DE LA FRONTARA, SPAIN	SEVILLE, SPAIN
	*	KABUL, AFGHANISTAN	PESHAWAR,
	*		PAKISTAN
	*	LA CORUNA, SPAIN	SANTIAGO DE
	*		COMPOSTELA,
SPAIN			
	*	LAREDO, TEXAS, U.S.A.	NUEVO LAREDO,
	*		MEXICO
	*	LARNACA, CYPRUS	PAPHOS, CYPRUS
	*	LETICIA, COLUMBIA	TABATINGA,
BRAZIL			
	*	LIVINGSTONE, ZIMBABWE	VICTORIA FALL,
	*		ZIMBABWE
	*	LIVRAMENTO, BRAZIL	RIVERA, URUGUAY
	*	LJUBIJANA, YUGOSLAVIA	ZAGREB,
	*		YUGOSLAVIA
	*	MCALLEN, TEXAS, U.S.A	REYNOSA, MEXICO
	*	MILAN, ITALY	TURIN, ITALY
	*	MUNICH, GERMANY	NUREMBERG,
	*		GERMANY
	*	NAGOYA, JAPAN	OSAKA, JAPAN
	*	PASO DE LOS LIBRES, ARGENTINA	URUGUAIANA,
	*		BRAZIL
	*	PODGRORICA, YUGOSLAVIA	TIVAT,
YUGOSLAVIA			

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TITLE/APPLICATION - 70 (CONT)

	*	PUERTO MONTT, CHILE	SAN CARLOS DE
	*		BARILOCHE,
	*		ARGENTINA
	*	SAN DIEGO, U.S.A.	TIJUANA, MEXICO
	*	SANTIAGO DE COMPOSATALA, SPAIN	VIGO, SPAIN
	*	SPLIT, YUGOSLAVIA	ZADAR,
YUGOSLAVIA			
	*	STOCKHOLM, SWEDEN	VASTERAS, SWEDEN
	*	SWAKOPMUND, NAMIBIA	WALVIS BAY,
	*		NAMIBIA

- * (F) CONSTRUCTION RULES FOR FARE COMPONENTS
- * (1) MIXED CLASS TRAVEL (TRAVEL VIA DIFFERENT CLASS OF SERVICE)
- * (APPLICABLE TO NORMAL FARES ONLY).
- * (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 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 FOR THE LOWEST CLASS USED FOR THE SECTOR CONCERNED 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 FARE FOR THE LOWEST CLASS OF SERVICE USED THE APPLICABLE THROUGH FARE FOR THE HIGHER CLASS OF SERVICE FOR THE SECTORS CONCERNED.
- * (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

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TITLE/APPLICATION - 70 (CONT)

- * 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,
 THE

* 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

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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
* THROUGH APPLICABLE 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 SECTOR BETWEEN 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,
THE 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

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 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 PERMISSABLE
 * 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
 * PERMISSABLE 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

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TITLE/APPLICATION - 70 (CONT)

* 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 *
 * WITH INTERMEDIATE CLASS FARE; IF
 NO *
 * INTERMEDIATE CLASS FARE, COMPARE
 * WITH ECONOMY CLASS FARE; PROVIDED
 * THAT WHERE MORE THAN ONE ECONOMY
 * CLASS FARE IS PUBLISHED, COMPARE
 * WITH THE HIGHEST ECONOMY CLASS
 * FARE.
 * (DD) ECONOMY CLASS FARE IS COMPARED
 WITH *
 * ECONOMY CLASS FARE
 * 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.

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 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
*
*       OR SPECIAL ONE WAY FARES.
*   (C) IF IN ANY FARE COMPONENT TRAVEL IS VIA A
*       HIGHER RATED INTERMEDIATE STOPOVER POINT,
*
*       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
*
*           -93-

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NORMAL

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TITLE/APPLICATION - 70 (CONT)

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*          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
 * CHARGED SHALL NOT BE LESS THAN THE
 * HIGHEST ONE WAY DIRECT ROUTE FARE OF
 THE
 * SAME TYPE IN EITHER DIRECTION BETWEEN
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 TITLE/APPLICATION - 70 (CONT)
 * ANY TICKETED POINTS WITHIN THE FARE
 * COMPONENT. IN THE ABSENCE OF A FARE OF
 * THE SAME TYPE, THE NEXT HIGHER ONE WAY
 * FARE SHALL BE USED.
 * (II) MORE THAN ONE FARE COMPONENT: THE RULE
 * IN (B)(I) ABOVE SHALL APPLY TO EACH
 FARE
 * COMPONENT.
 * (III) FARE OF THE SAME TYPE WILL BE AS
 DEFINED
 * IN SECTION (3)(B)(II)(DD).
 * (C) APPLICABLE FARES
 * THE FARES TO BE USED SHALL BE THOSE
 * APPLICABLE ON THE DATE OF COMMENCEMENT OF
 THE
 * OUTBOUND TRANSPORTATION OR IN THE CASE OF

* SEASONAL FARES, THOSE APPLICABLE ON THE DATE
 * WHICH DETERMINES THE SEASONAL LEVEL TO BE
 * USED. 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
 * (II) FOR SALES MADE IN AREA 1 FOR
 * TRANSPORTATION COMMENCING IN AREA 1
 * (III) 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 FARE.
 * (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

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

 TITLE/APPLICATION - 70 (CONT)
 * 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
 * COMPONENT FROM THE COUNTRY OF UNIT ORIGIN
 * SHALL BE USED.
 * (B) CIRCLE TRIP MINIMUM (CTM)
 * (I) (NOT APPLICABLE FOR TRAVEL COMMENCING
 IN
 * AUSTRALIA/NEW ZEALAND OTHER THAN WITHIN
 * AREA 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
 * ARE 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 POINT OF UNIT ORIGIN TO ANY
 * 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
 THE
 * 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

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

TITLE/APPLICATION - 70 (CONT)

* THAN THE DIRECT ROUND TRIP NORMAL
* ECONOMY CLASS FARE FROM THE POINT OF
* UNIT ORIGIN TO SUCH POINT.
* (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
* SEPARATELY) 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
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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

* COMMON POINT MINIMUM CHECK (CPM)
* (I) THE FARE FOR A NORMAL FARE OPEN JAW
* PRICING UNIT SHALL BE THE SUM OF THE
* -98-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
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AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0130

TITLE/APPLICATION - 70 (CONT)

* APPLICABLE ROUND TRIP FARES FOR BOTH
* INTERNATIONAL LEGS OF THE OPEN JAW,
* ASSESSED FROM THE COUNTRY OF UNIT
* ORIGIN.
* (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
TURNAROUND, THE FARE SHALL NOT BE
* LESS THAN THE HIGHEST APPLICABLE
* ROUND OR CIRCLE TRIP FARE FROM THE
* COMMON TICKETED 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.
* EXAMPLE: LAS X/LAX-PAR/-BRU LON
* X/LAX SAN
* (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
 *
 * ONLY APPLY TO A COMMON
 * POINT(S) IN THE COUNTRY OF
 * ORIGIN AND/OR THE COUNTRY OF
 * THE TERMINAL POINT OF A FARE

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
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AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0130

 TITLE/APPLICATION - 70 (CONT)

* COMPONENT. IT SHALL NOT
 *
 * TO INTERMEDIATE COMMON POINT
 * IN OTHER COUNTRIES
 * EXAMPLE: YMQ-LON-ZRH XXX
 * ROM-ZRH-LON-YMQ
 * THE CPM CHECK IS TO BE
 *
 * 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
 * EXCEPT AS SPECIFIED IN A FARE RULE, THE FARE
 * FOR AN OPEN JAW SHALL BE THE SUM OF HALF THE
 * APPLICABLE ROUND TRIP FARES FOR BOTH LEGS OF
 * THE OPEN JAW; PROVIDED THAT WHEN A FARE
 * COMPONENT TERMINATES IN THE COUNTRY OF UNIT
 * ORIGIN, THE FARE APPLICABLE FROM THE COUNTRY
 * OF UNIT ORIGIN SHALL BE USED.
 * EXCEPTION: FOR TRAVEL ORIGINATING AND
 * TERMINATING IN EUROPE (EXCEPT
 *
 * TRAVEL WHOLLY WITHIN EUROPE):

BETWEEN * WHERE AN OPEN JAW APPLIES
 *
 FARE * COUNTRIES IN EUROPE, WHERE A
 *
 * 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

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
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AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0130

 TITLE/APPLICATION - 70 (CONT)

* 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.
 *

UNITS
FOR
SIDE

* (H) MINIMUM CHECK FOR CONSECUTIVE NORMAL FARE PRICING

* (1) RETURN SUBJOURNEYS CHECK (RSC) NOT APPLICABLE

* 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

* 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

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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

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 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, WHICHEVER 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

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TITLE/APPLICATION - 70 (CONT)

* RETURN SUBJOURNEYS, THE MINIMUM CHECK IS NOT
 * APPLIED.

COMMON

* (G) MULTIPLE PRICING UNITS ASSESSED FROM A

* PRICING UNIT ARE NOT CONSIDERED CONSECUTIVE
 * TO EACH OTHER AND THE MINIMUM CHECK IS NOT
 * APPLIED TO THESE PRICING UNITS.

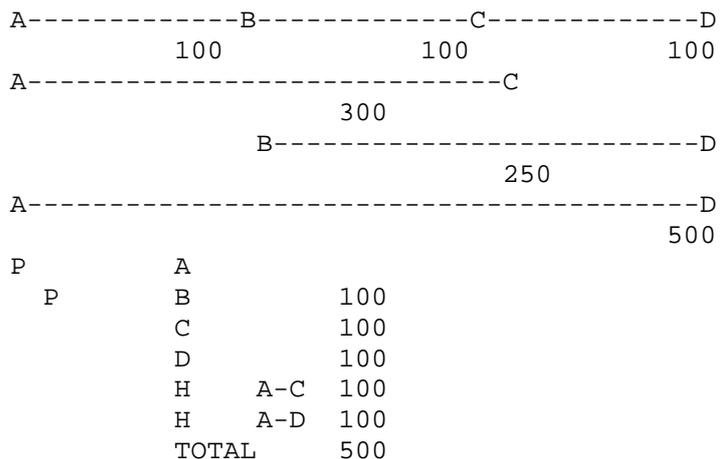
* (H) EXAMPLE: TRAVEL:

TYO * TYO-SFO-LON-SFO-TYO-HKG-BOM-HKG-
 *
 * 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)

UNDERCUT * (A) A SPECIFIED THROUGH FARE MUST NOT BE
 * BY A COMBINATION OF FARES
 * (B) THE OSC WILL APPLY BETWEEN CONSECUTIVE
 * PRICING UNITS FOR ONE WAY SUBJOURNEYS.
 * EXAMPLE 1 (SITI):



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

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AREA: ZZ TARIFF: IPRG 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	CPH	
P	DEL	900
	JED	600
	BKK	475
	H	100
	H	125
	TOTAL	2200

FOR (C) WHERE MORE THAN ONE NORMAL FARE PUBLISHED

THE CARRIER AND THE CLASS OF SERVICE USED

THE LOWER/LOWEST LEVEL MAY BE USED.

PRICING (D) IF THE OSC IS APPLIED AND TWO OR MORE

UNIT UNITS ARE MERGED, THE NEW SINGLE PRICING

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 COMPRISES 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.

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 OF
* 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

 TITLE/APPLICATION - 70 (CONT)
 * 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
 * (C) WHERE A JOURNEY INVOLVES TRAVEL TO/FROM/VIA
 * THE US/US TERRITORIES, THE OSC WILL NOT BE
 * APPLIED.
 * (3) THE PLUS SYMBOL WHEN SHOWN ON THE TICKET IS -H- .
 APPLICABLE FARES - 71
 - * CANCELLED
 CONSTRUCTION OF FARES - 72
 - * CANCELLED
 AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0135

TITLE/APPLICATION - 70
 K 135 STOPOVERS
 STOPOVERS WILL BE PERMITTED UNDER THE FOLLOWING CONDITIONS:
 (A) STOPOVERS MUST BE ARRANGED WITH THE CARRIER IN ADVANCE
 AND SPECIFIED ON THE TICKET.
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TITLE/APPLICATION - 70 (CONT)
 (B) STOPOVERS WILL BE PERMITTED AT ANY POINT WHICH CAN BE
 INCLUDED IN AN ITINERARY CONSTRUCTED EITHER BY THE USE
 OF A MILEAGE ROUTING OR AS SPECIFIED IN THE PUBLISHED
 ROUTING, UNLESS SUCH STOPOVER IS PROHIBITED BY THE
 CARRIER'S TARIFF OR GOVERNMENT REGULATIONS.
 (C) STOPOVER PROVISIONS FOR SPECIAL FARES

THAN
RESTRICTED

(APPLICABLE TO ALL FARES FOR WHICH STOPOVERS OTHER
AT THE POINT OF TURNAROUND ARE PROHIBITED OR

IN NUMBER.) WHEN TRAVEL AT A THROUGH FARE IS
INTERRUPTED BY SURFACE TRAVEL, EITHER AT INTERMEDIATE
POINTS OR AT THE POINT OF TURNAROUND, THE POINTS OF
DISEMBARKATION AND REEMBARKATION OF THE INTERRUPTED
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:	ACCOMPANIED	ACCOMPANIED	ACCOMPANIED
	INFANTS	INFANTS	CHILDREN 2
	UNDER 2	UNDER 2	YEARS OF
	YEARS OF	YEARS OF	AGE OR
	AGE NOT OCCU- PYING	AGE OCCU- PYING	OVER BUT
	A SEAT	A SEAT	UNDER 12
	WILL PAY:	WILL PAY:	WILL PAY:
COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
BETWEEN	10 PERCENT	75 PERCENT	75 PERCENT
AREA 1 AND	(SEE NOTE		

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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.

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

TITLE/APPLICATION - 70

K &205 FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS

(A) GENERAL AGENTS AND GENERAL SALES AGENTS

(1) A GENERAL AGENT OR GENERAL SALES AGENT (INCLUDING
OFFICIALS AND EMPLOYEES OF A GENERAL AGENCY) OF
THE CARRIER MAY BE ALLOWED FREE OR REDUCED RATE
TRANSPORTATION PROVIDED:

(A) THE GENERAL AGENCY REPRESENTS SUCH CARRIER;

(B) THE GENERAL AGENT OR OFFICIAL OR EMPLOYEE OF

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TITLE/APPLICATION - 70 (CONT)

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

PER

AUTHORIZED AGENCY OFFICE LOCATION;
(C) THE OUTWARD PORTION OF TRAVEL MUST BE

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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 PURSUANT TO SUBPARAGRAPHS (A) AND (B)
ABOVE WITHIN EACH COUNTRY.

(2) ELIGIBILITY

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

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TITLE/APPLICATION - 70 (CONT)

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

SALES
(C) EACH PERMISSIBLE TRIP.
IN ORDER TO OBTAIN THE FOREGOING
TRANSPORTATION, APPLICATION SHALL BE MADE BY
A RESPONSIBLE OFFICIAL OF THE PASSENGER

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
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TITLE/APPLICATION - 70 (CONT)

THE APPLICABLE FARE.

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

FOR

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

(B) 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;

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TITLE/APPLICATION - 70 (CONT)

- (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

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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

ANOTHER THE ORGANIZING CARRIER CANNOT PROVIDE
 THE TRANSPORTATION WITHIN THE TIME
 LIMITS SPECIFIED BELOW, HE MAY REROUTE
 THE PASSENGER ON THE SERVICES OF
 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

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

TITLE/APPLICATION - 70 (CONT)

CARRIER'S INSTRUCTIONS TO SUCH ALL-CARGO

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

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'

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TITLE/APPLICATION - 70 (CONT)

ORGANIZING

EMPLOYERS SHALL BE RETAINED BY THE

CARRIER FOR 12 MONTHS SUBSEQUENT TO THE DATE
OF COMMENCEMENT OF THE COURSE.

(F) ABSORPTION OF EXPENSES

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

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

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

FOR (A) NOT MORE THAN TWO TRIPS PER CALENDAR YEAR
EACH REGISTERED AGENT, PROVIDED THAT A
MAXIMUM OF 40 ADDITIONAL TICKETS MAY BE
ISSUED PER CALENDAR YEAR FOR EACH REGISTERED

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TITLE/APPLICATION - 70 (CONT)
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

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 TRAVELING PROVIDED THAT;
 - (I) THE SPOUSE TRAVELS TOGETHER WITH THE ELIGIBLE PERSON FROM THE POINT OF

ORIGIN
TO THE POINT OF DESTINATION (IN THE

CASE

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

(II) THE DISCOUNT GRANTED IS NO GREATER THAN
50 PERCENT OF THE APPLICABLE FARE AND

IN

NO EVENT SHALL SUCH SPOUSE RECEIVE MORE
THAN ONE TICKET PER YEAR.

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

(C) THE REDUCED-FARE TRANSPORTATION WILL BE

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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.

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TITLE/APPLICATION - 70

K &210 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

TRANSPORTATION

THE CARRIER SELLING AND ISSUING THE

ON BEHALF OF THE CARRIER(S) PARTICIPATING IN THE TOUR ITINERARY. THE INITIAL CARRIER SHALL

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TITLE/APPLICATION - 70 (CONT)

WHETHER

REDUCED

AND

MUST

BEFORE

DETERMINE WHETHER THE GROUP TRAVELING HEREUNDER QUALIFIES IN ACCORDANCE WITH THIS RULE AND

TOUR CONDUCTORS' TRANSPORTATION AT FREE OR

FARES MAY BE ISSUED IN ACCORDANCE HERewith.

- (2) TRAVEL AGENT MEANS AN AGENT DULY APPOINTED BY THE CARRIER TO SELL AIR PASSENGER TRANSPORTATION OVER ITS LINES.
- (3) TRAVEL ORGANIZER MEANS A PERSON WHO WITH THE APPROVAL AND CONSENT OF THE CARRIER, ORGANIZES

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

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

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

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TITLE/APPLICATION - 70 (CONT)

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

MORE THAN ONE DEPARTURE POINT WITHIN

A

COUNTRY TO AN ASSEMBLY POINT FOR THE PURPOSE OF AN ADVERTISED GROUP TOUR, THE PASSENGERS WILL BE CONSIDERED TO BE TRAVELING TOGETHER AND THE TOUR

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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

IF A CIRCLE TRIP;

(B) ALL SUCH PASSENGERS AND THE TOUR CONDUCTOR TRAVEL BETWEEN THE DEPARTURE POINTS AND THE

ASSEMBLY

POINT WITHIN A PERIOD OF SEVEN DAYS PRIOR TO THE SCHEDULED DEPARTURE OF THE ENTIRE GROUP

ONE
 ONE
 A
 FOR
 ABOVE

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
 OR MORE DEPARTURE POINTS AND THE
 ASSEMBLY POINT IS 15 OR MORE,
 FREE TRANSPORTATION PASSAGE FOR
 TOUR CONDUCTOR WILL BE ISSUED
 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
 MAY TRAVEL FROM THE

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TITLE/APPLICATION - 70 (CONT)

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

THE
ABOVE

TRANSPORT THE GROUP FROM
ASSEMBLY POINT ONWARDS, THE
QUALIFYING NUMBER OF
PASSENGERS REFERRED TO
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.

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

TITLE/APPLICATION - 70

K &500 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.

AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 0550

 TITLE/APPLICATION - 70

K &550 PASSENGER OCCUPYING TWO SEATS
 UPON REQUEST AND ADVANCE ARRANGEMENT, THE CARRIER WILL
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 TITLE/APPLICATION - 70 (CONT)

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

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

 TITLE/APPLICATION - 70

K &1000 REDUCED FARES FOR SEAMEN
 (A) APPLICATION
 (1) ELIGIBILITY

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

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TITLE/APPLICATION - 70 (CONT)

A SHIP'S CAPTAIN, CERTIFYING THAT THE BENEFICIARY IS EMPLOYED ON A SHIP OF THE BELGIAN MERCHANT MARINE AND THAT TRAVEL IS IN CONNECTION WITH THE STEAMSHIP COMPANY'S REQUIREMENTS. THE SEAMAN WILL BE REQUIRED TO PRESENT HIS SEAMAN'S DISCHARGE BOOK AT THE TIME THE TICKET IS ISSUED.

- 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

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TITLE/APPLICATION - 70 (CONT)
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;

- (3) 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

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IN EFFECT ON: 03DEC11

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

TITLE/APPLICATION - 70 (CONT)

SHIP OF THE KOREAN MERCHANT MARINE AND THAT
TRAVEL IS IN CONNECTION WITH THE STEAMSHIP
COMPANY'S REQUIREMENTS. THE SEAMAN WILL BE
REQUIRED TO PRESENT HIS MERCHANT SERVICE
BOOK AT THE TIME THE TICKET IS ISSUED.

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
 NAVES" OR TO PERSONS WHO HAVE TO MAKE A
 JOURNEY ON BEHALF OF THE "DIRECCION
 Y DE NAVES" AND PARTICULARLY TO THE
 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
 Y DE NAVES", OF THE "MINISTERIO DE HACIENDA
 Y TESORO", THE SHIPPING COMPANY, ITS
 REPRESENTATIVES OR THE SHIP'S CAPTAIN.
 SINGAPORE -IN ORDER TO QUALIFY, BONA FIDE SEAMEN OF
 SINGAPORE MERCHANT MARINE WILL QUALIFY
 ONLY UPON APPLICATION FOR TRANSPORTATION
 WHICH IS ACCOMPANIED BY A CERTIFICATE
 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
 SWISS MERCHANT MARINE (AND ACCOMPANYING
 DOCTORS AND NURSES WHO MUST ACCOMPANY THEM)
 MUST BE IN POSSESSION OF A WRITTEN

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 IN EFFECT ON: 03DEC11
 AREA: ZZ TARIFF: IPRG CXR: CZ RULE: 1000

 TITLE/APPLICATION - 70 (CONT)
 SHIP APPLICATION FOR TRANSPORTATION FROM THE
 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 SEAMAN OF
 KINGDOM THE UNITED KINGDOM MERCHANT MARINE MUST BE
 IN POSSESSION OF A WRITTEN APPLICATION FROM

THE UNITED STATES BY THE STEAMSHIP COMPANY CONCERNED, ITS AGENT OR REPRESENTATIVE. IN ORDER TO QUALIFY, BONA FIDE SEAMEN OF UNITED STATES MERCHANT MARINES MUST SUBMIT AN APPLICATION FOR TRANSPORTATION UNDER THIS RULE WHICH MUST BE ACCOMPANIED 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.

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/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.

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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)

THE

210 - (FREE AND REDUCED FARE TRANSPORTATION FOR
TOUR CONDUCTORS)

SINGAPORE -IN ORDER TO QUALIFY, BONA FIDE SEAMEN OF

ISSUED

SINGAPORE MERCHANT MARINE WILL QUALIFY
ONLY UPON APPLICATION FOR TRANSPORTATION
WHICH IS ACCOMPANIED BY A CERTIFICATE

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.

THE

SWISS - IN ORDER TO QUALIFY, BONA FIDE SEAMEN OF

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 SEAMAN OF
THE UNITED KINGDOM MERCHANT MARINE MUST BE

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 03DEC11

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

TITLE/APPLICATION - 70 (CONT)

KINGDOM IN POSSESSION OF A WRITTEN APPLICATION FROM
THE STEAMSHIP COMPANY CONCERNED, ITS AGENT
OR REPRESENTATIVE.

THE

UNITED - IN ORDER TO QUALIFY, BONA FIDE SEAMEN OF

UNITED STATES MERCHANT MARINES MUST
SUBMIT AN APPLICATION FOR TRANSPORTATION

BY UNDER THIS RULE WHICH MUST BE ACCOMPANIED
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.

UNITED (D) COMBINATIONS
BE (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.
EXCEPTION 2: FARES FOR CHINESE, KOREAN AND
FRENCH MERCHANT MARINES MAY ONLY
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/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.
(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

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

TITLE/APPLICATION - 70 (CONT)

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.

NOT

(2) VOLUNTARY REROUTING: VOLUNTARY REROUTINGS ARE
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)