AFRICA MEANS THE AREA COMPRISING ALL THE COUNTRIES ON THE CONTINENT OF AFRICA, OTHER THAN ALGERIA, EGYPT, MOROCCO AND TUNISIA, BUT INCLUDING THE FOLLOWING ISLANDS: COMOROS, MADAGASCAR, MAURITIUS, REUNION AND SEYCHELLES. (REFER ALSO TO WEST AFRICA).

A NATIONAL MEANS A PERSON WHO HAS THE CITIZENSHIP OF A COUNTRY, EITHER BY BIRTH OR BY NATURALIZATION.

A RESIDENT MEANS A PERSON NORMALLY LIVING IN A COUNTRY; PROVIDED THAT A MORE RESTRICTED DEFINITION MAY FORM PART OF AN AGREEMENT REACHED LOCALLY.

AIRLINE DESIGNATOR CODE MEANS AN IDENTIFICATION CODE COMPRISED OF TWO-CHARACTERS WHICH IS USED FOR COMMERCIAL AND TRAFFIC PURPOSES SUCH AS RESERVATIONS, SCHEDULES, TIMETABLES, TICKETING, TARIFFS AND AIRPORT DISPLAY SYSTEMS. AIRLINES DESIGNATORS ARE ASSIGNED BY IATA. WHEN THIS CODE APPEARS ON A TICKET, IT REFLECTS THE CARRIER THAT IS MARKETING THE FLIGHT, WHICH MIGHT BE DIFFERENT FROM THE CARRIER OPERATING THE FLIGHT.

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

AREA 1 MEANS ALL OF THE NORTH AND SOUTH AMERICAN CONTINENTS;

GREENLAND; BERMUDA; CUBA; HAITI; DOMINICAN REPUBLIC; PUERTO RICO; JAMAICA; NETHERLANDS ANTILLES; TRINIDAD; BAHAMAS, LEeward, VIRGIN AND WINDWARD ISLANDS; THE STATE OF HAWAII; MIDWAY AND PALMYRA ISLANDS.

AREA 2 MEANS 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); THAT PART OF ASIA LYING WEST OF AND INCLUDING IRAN, ISLAMIC REPUBLIC OF AND ALL OF THE MIDDLE EAST.

AREA 3 MEANS ALL OF ASIA EXCEPT THAT PORTION INCLUDED IN AREA 2 ABOVE; ALL OF THE EAST INDIES; AUSTRALIA; NEW ZEALAND; ALL ISLANDS OF INDONESIA, MELANESIA, MICRONESIA AND POLYNESIA (EXCEPT MIDWAY AND PALMYRA ISLANDS); GUAM ISLANDS;

WAKE ISLAND; MARSHALL ISLANDS; MARIANA ISLANDS (EXCEPT GUAM); CAROLINE ISLANDS; SOCIETY ISLANDS; FIJI ISLANDS;
SAMOA ISLANDS; NEW CALEDONIA; NORFOLK ISLAND; AND TASMANIA.
ASIA MEANS THE AREA COMPRISED OF THE SOUTH ASIAN
SUBCONTINENT AND SOUTH EAST ASIA.
AUSTRALASIA - AUSTRALIA; NEW CALEDONIA; NEW
HEBRIDES; FIJI; SAMOA; COOK ISLANDS; TAHITI AND THE
ADJACENT ISLANDS.

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TITLE/APPLICATION - 70 (CONT)
BAGGAGE WHICH IS EQUIVALENT TO LUGGAGE, MEANS SUCH
ARTICLES,
EFFECTS AND OTHER PERSONAL PROPERTY OF A PASSENGER AS ARE
NECESSARY OR APPROPRIATE FOR WEAR, USE, COMFORT OR
CONVENIENCE IN CONNECTION WITH HIS/HER TRIP. UNLESS
OTHERWISE SPECIFIED, IT SHALL INCLUDE BOTH CHECKED AND
UNCHECKED BAGGAGE OF THE PASSENGER.
BAGGAGE CHECK MEANS THOSE PORTIONS OF THE TICKET WHICH
PROVIDE FOR THE CARRIAGE OF PASSENGER'S CHECKED BAGGAGE AND
WHICH ARE ISSUED BY CARRIER AS A RECEIPT FOR PASSENGER'S
CHECKED BAGGAGE.
BAGGAGE RULES MEANS THE CONDITIONS ASSOCIATED WITH THE
ACCEPTANCE OF BAGGAGE, SERVICES INCIDENTAL TO THE
TRANSPORTATION OF BAGGAGE, ALLOWANCES AND ALL RELATED
CHARGES. FOR EXAMPLE, BAGGAGE RULES MAY ADDRESS THE
FOLLOWING TOPICS:
. THE MAXIMUM WEIGHT AND DIMENSIONS OF PASSENGER BAGS, IF
APPLICABLE, BOTH CHECKED AND UNCHECKED;
. THE NUMBER OF CHECKED AND UNCHECKED PASSENGER BAGS THAT
CAN BE TRANSPORTED AND THE APPLICABLE
CHARGES;
. EXCESS AND OVERSIZED BAGGAGE CHARGES;
. CHARGES RELATED TO CHECK-IN, COLLECTION AND DELIVERY OF
CHECKED BAGGAGE;
. ACCEPTANCE AND CHARGES RELATED TO SPECIAL ITEMS, E.G.
SURF BOARDS, PETS, BICYCLES, ETC;
. BAGGAGE PROVISIONS RELATED TO PROHIBITED OR UNACCEPTABLE
ITEMS, INCLUDING EMBARGOES;
. TERMS OR CONDITIONS THAT WOULD ALTER OR IMPACT THE
BAGGAGE ALLOWANCES AND CHARGES APPLICABLE TO
PASSENGERS (E.G. FREQUENT FLYER STATUS, EARLY CHECK-IN,
PRE-PURCHASING BAGGAGE ALLOWANCE WITH A
PARTICULAR CREDIT CARD); AND,
. OTHER RULES GOVERNING TREATMENT OF BAGGAGE AT STOPOVER
POINTS, INCLUDING PASSENGERS SUBJECT TO
SPECIAL BAGGAGE ALLOWANCES OR CHARGES, ETC.
BAGGAGE TAG MEANS A DOCUMENT ISSUED BY CARRIER SOLELY FOR
IDENTIFICATION OF CHECKED BAGGAGE, THE BAGGAGE (STRAP) TAG
PORTION OF WHICH IS ATTACHED BY CARRIER TO A PARTICULAR
ARTICLE OF CHECKED BAGGAGE AND THE BAGGAGE (CLAIM) TAG
PORTION OF WHICH IS GIVEN TO THE PASSENGER.

BANKER'S 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 A NATIONAL CURRENCY OF THE COUNTRY IN WHICH THE EXCHANGE TRANSACTION TAKES PLACE.

BANKER'S SELLING RATE MEANS THE RATE AT WHICH, FOR THE PURPOSE OF THE TRANSFER OF FUNDS THROUGH BANKING CHANNELS -2-

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(I.E. OTHER THAN TRANSACTIONS IN BANK NOTES, TRAVELLERS CHECKS AND SIMILAR BANKING INSTRUMENTS,) A BANK WILL SELL A GIVEN AMOUNT OF FOREIGN CURRENCY IN EXCHANGE FOR ONE UNIT (OR UNITS) OF THE NATIONAL CURRENCY OF THE COUNTRY IN WHICH THE EXCHANGE TRANSACTION TAKES PLACE.

BUSINESS CLASS FARE MEANS THE FULL FARE ESTABLISHED FOR A NORMAL REGULAR OR USUAL SERVICE, THE APPLICATION OF WHICH IS NOT DEPENDANT UPON ANY SPECIFICALLY LIMITED PERIOD OF TICKET VALIDITY OR OTHER SPECIAL CIRCUMSTANCES. UNLESS OTHERWISE SPECIFIED, FOR THE APPLICATION OF THE PROVISIONS OF THIS TARIFF, BUSINESS CLASS FARES SHALL BE CONSIDERED TO INCLUDE ALL YEAR OW/RT/CT TRAVEL.

CALENDAR WEEK MEANS A PERIOD OF SEVEN DAYS STARTING AT 12:01 A.M. SUNDAY AND ENDING AT 11:59 P.M. OF THE FOLLOWING SATURDAY; PROVIDED THAT WHEN A CARRIER OFFERS ONLY ONCE A WEEK SERVICE BETWEEN TWO POINTS, IT SHALL MEAN A PERIOD OF EIGHT DAYS COMMENCING WITH 12:01 A.M. ON THE DAY THE FLIGHT OPERATES.

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

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

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

CENTRAL AFRICA - MALAWI, ZAMBIA AND ZIMBABWE.

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

CHECKED BAGGAGE WHICH IS EQUIVALENT TO REGISTERED LUGGAGE, MEANS BAGGAGE OF WHICH CARRIER TAKES SOLE CUSTODY AND FOR
WHICH CARRIER HAS ISSUED A BAGGAGE CHECK AND BAGGAGE CLAIM.

CIRCLE TRIP - NORMAL FARES MEANS TRAVEL FROM A POINT AND RETURN THERETO BY A CONTINUOUS, CIRCUITOUS AIR ROUTE INCLUDING TRAVEL COMPRISING TWO FARE COMPONENTS BUT WHICH DO NOT MEET THE CONDITIONS OF THE ROUND TRIP DEFINITION.

CIRCLE TRIP - SPECIAL FARES MEANS TRAVEL FROM A POINT AND RETURN THERETO BY A CONTINUOUS, CIRCUITOUS AIR ROUTE INCLUDING TRAVEL COMPRISING ONLY TWO INTERNATIONAL FARE COMPONENTS WHICH DO NOT MEET THE CONDITIONS OF THE ROUND TRIP DEFINITION.

CIVIL AERONAUTICS BOARD MEANS DEPARTMENT OF TRANSPORTATION.

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

CONJUNCTION TICKET MEANS TWO OR MORE TICKETS CONCURRENTLY ISSUED TO A PASSENGER AND WHICH TOGETHER CONSTITUTE A SINGLE CONTRACT OF CARRIAGE.
BALANCE OF THE DAY UPON WHICH NOTICE IS DISPATCHED SHALL NOT BE COUNTED AND THAT, FOR PURPOSES OF DETERMINING DURATIONS OF VALIDITY, THE BALANCE OF THE DAY UPON WHICH THE TICKET IS ISSUED OR FLIGHT COMMENCED SHALL NOT BE COUNTED. DESTINATION MEANS THE ULTIMATE DESTINATION OF THE PASSENGER'S JOURNEY AS SHOWN ON THE TICKET. DOWN LINE CARRIER MEANS ANY CARRIER, OTHER THAN THE SELECTING CARRIER, WHO IS IDENTIFIED AS PROVIDING INTERLINE TRANSPORTATION TO THE PASSENGER BY VIRTUE OF THE PASSENGER'S TICKET. EAST AFRICA MEANS THE AREA COMPRISING BURUNDI, DJIBOUTI, ETHIOPIA, RWANDA, SOMALIA, KENYA, UGANDA AND TANZANIA. EASTBOUND MEANS TRAVEL FROM A POINT IN AREA 1 TO A POINT IN AREAS 2 AND 3 VIA THE ATLANTIC OCEAN, OR TRAVEL FROM A POINT IN AREA 3 TO A POINT IN AREA 1 VIA THE PACIFIC OCEAN. EASTERN HEMISPHERE MEANS THE AREA COMPRISED OF AFRICA, ASIA/AREA 3, EUROPE, AND THE MIDDLE EAST FOR TRAVEL VIA THE ATLANTIC OCEAN. ECONOMY CLASS FARE MEANS THE FULL FARE ESTABLISHED FOR A NORMAL, REGULAR OR USUAL SERVICE, THE APPLICATION OF WHICH IS NOT DEPENDANT UPON ANY SPECIFICALLY LIMITED PERIOD OF TICKET VALIDITY OR OTHER SPECIAL CIRCUMSTANCES. UNLESS OTHERWISE SPECIFIED, FOR THE APPLICATION OF THE PROVISIONS OF THIS TARIFF, ECONOMY FARES SHALL BE CONSIDERED TO INCLUDE:

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ALL YEAR OW/RT/CT AND ON-SEASON (PEAK) AND OFF-SEASON (BASIC) FARES FOR COACH/ECONOMY CLASS TRAVEL.

ENDORSEMENT - THE TRANSFER OF AUTHORITY REQUIRED WHEN A PASSENGER WITH AN INTERNATIONAL TICKET WISHES TO REBOOK TO A CARRIER OTHER THAN THE CARRIER SHOWN ON THE TICKET. SPECIFIC GUIDELINES ARE OUTLINED IN RULE 80 OF THIS TARIFF. EUROPE MEANS THE AREA COMPRISED OF ALBANIA, ALGERIA, ANDORRA, AUSTRIA, AZORES, BALEARIC ISLANDS, BELGIUM, BOSNIA, BULGARIA, CANARY ISLANDS, CROATIA, CZECH REPUBLIC, DENMARK, FINLAND, FRANCE, GERMANY, GIBRALTAR, GREECE, HERZEGOVINA, HUNGARY, ICELAND, IRELAND, ITALY, LIECHTENSTEIN, LUXEMBOURG, MADEIRA, MALTA, MONACO, MONTENEGRO, MOROCCO, NETHERLANDS, NORWAY, POLAND, PORTUGAL, ROMANIA, RUSSIAN FEDERATION (WEST OF URALS), SAN MARINO, SPAIN, SWEDEN, SWITZERLAND, TUNISIA, TURKEY (IN EUROPE AND ASIA), UNITED KINGDOM.
EXCHANGE – THE ISSUANCE OF A NEW TICKET FOR A TOTALLY UNUSED TICKET NECESSITATED BY A CHANGE TO THE CARRIER, FLIGHT, DATE, CLASS OF SERVICE OR SECTOR OF THE FIRST FLIGHT COUPON OF THE TICKET.

FARE COMPONENT MEANS A PORTION OF AN ITINERARY BETWEEN TWO CONSECUTIVE FARE CONSTRUCTION POINTS. IF THE JOURNEY HAS ONLY ONE FARE COMPONENT, THE POINTS OF ORIGIN AND DESTINATION ARE THE ONLY FARE CONSTRUCTION POINTS.

FARE CONSTRUCTION POINTS – THE TERMINAL POINTS OF A FARE COMPONENT (THESE ARE ALSO TERMED FARE BREAK POINTS)

FARE, DIRECT – FOR FARE CONSTRUCTION PURPOSES, A FARE BETWEEN TWO POINTS WITHOUT THE APPLICATION OF FARE CONSTRUCTION CALCULATIONS

FLIGHT COUPONS – THAT PORTION OF A TICKET ANNOTATED "GOOD FOR PASSAGE" OR A SEGMENT(S) OF AN ELECTRONIC TICKET

FIRST CLASS FARE MEANS THE FULL FARE ESTABLISHED FOR A NORMAL REGULAR OR USUAL SERVICE, THE APPLICATION OF WHICH IS NOT DEPENDANT UPON ANY SPECIFICALLY LIMITED PERIOD OF TICKET VALIDITY OR OTHER SPECIAL CIRCUMSTANCES. UNLESS OTHERWISE SPECIFIED, FOR THE APPLICATION OF THE PROVISIONS OF THIS TARIFF, FIRST CLASS FARES SHALL BE CONSIDERED TO INCLUDE ALL YEAR OW/RT/CT TRAVEL.

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

FREEDOM RIGHTS

(1) THIRD FREEDOM – THE RIGHT TO DEPLAN TRAFFIC IN THE FOREIGN COUNTRY THAT HAS BEEN ENPLANED IN THE HOME COUNTRY OF THE CARRIER.

(2) FOURTH FREEDOM – THE RIGHT TO ENPLAN TRAFFIC IN THE FOREIGN COUNTRY THAT IS BOUND FOR THE HOME COUNTRY OF THE CARRIER.

(3) FIFTH FREEDOM – THE RIGHT TO ENPLAN TRAFFIC IN ONE FOREIGN COUNTRY AND TO DEPLAN TRAFFIC IN ANOTHER FOREIGN COUNTRY.

GATEWAY REFERS TO THE LAST U.S.A./CANADIAN POINT PRIOR TO DEPARTURE ON THE TRANSATLANTIC/TRANSIFIC LEG OF A TRIP OR THE FIRST POINT OF ARRIVAL IN THE U.S.A./CANADA.

HOSPITALIZATION MEANS CONFINEMENT/ADMITTANCE TO A HOSPITAL ON AN IN-PATIENT BASIS FOR AT LEAST ONE NIGHT. NOTE: OUT-PATIENT CARE DOES NOT CONSTITUTE HOSPITALIZATION.

IATA RATE OF EXCHANGE (ROE) MEANS THE RATE OF EXCHANGE
NOTIFIED BY IATA QUARTERLY TO CONVERT LOCAL CURRENCY FARES TO A NUC AND TO CONVERT TOTAL NUC AMOUNTS TO THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.

IBERIA OR IBERIAN PENINSULA MEANS THE AREA COMPRISED OF GIBRALTAR, PORTUGAL (INCLUDING MADEIRA), AND SPAIN (INCLUDING THE BALEARIC AND CANARY ISLANDS).

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

INDIAN SUBCONTINENT MEANS THE AREA COMPRISING AFGHANISTAN, BANGLADESH, INDIA, NEPAL, PAKISTAN AND SRI LANKA.

INDIRECT ROUTE - MEANS ANY SCHEDULED CONTINUOUS AIR ROUTE OTHER THAN A DIRECT ROUTE.

INTERLINE AGREEMENT MEANS AN AGREEMENT BETWEEN TWO OR MORE CARRIERS TO CO-ORDINATED THE TRANSPORTATION OF PASSENGERS AND THEIR BAGGAGE FROM THE FLIGHT OF ONE AIR CARRIER TO THE FLIGHT OF ANOTHER AIR CARRIER (THROUGH TO THE NEXT POINT OF STOPOVER).

INTERLINE ITINERARY MEANS ALL FLIGHTS REFLECTED ON A SINGLE TICKET INVOLVING MULTIPLE AIR CARRIERS. ONLY TRAVEL ON A SINGLE TICKET IS SUBJECT TO THE AGENCY'S APPROACH PROVIDED THE ORIGIN OR THE ULTIMATE TICKETED DESTINATION IS A POINT IN CANADA.

INTERLINE TRAVEL MEANS TRAVEL INVOLVING MULTIPLE AIR CARRIERS LISTED ON A SINGLE TICKET THAT IS PURCHASED VIA A SINGLE TRANSACTION.

INTERMEDIATE FARE MEANS THE FULL FARE ESTABLISHED FOR A NORMAL, REGULAR OR UNUSUAL SERVICE, THE APPLICATION OF WHICH IS NOT DEPENDENT UPON ANY SPECIFICALLY LIMITED PERIOD OF TICKET VALIDITY OR OTHER SPECIAL CIRCUMSTANCES. UNLESS OTHERWISE SPECIFIED, FOR THE APPLICATION OF THE PROVISIONS OF THIS TARIFF, INTERMEDIATE FARES SHALL BE CONSIDERED TO INCLUDE ALL YEAR OW/RT/CT/OJ.

INTERNATIONAL CARRIAGE MEANS (EXCEPT WHEN THE WARSAW CONVENTION IS APPLICABLE) CARRIAGE IN WHICH ACCORDING TO THE CONTRACT OF CARRIAGE, THE PLACE OF DEPARTURE AND ANY PLACE OF LANDING ARE SITUATED IN MORE THAN ONE STATE. AS USED IN THIS DEFINITION, THE TERM "STATE" INCLUDES ALL TERRITORY SUBJECT TO THE SOVEREIGNTY, SUZERAINITY, MANDATE, AUTHORITY -6-
The Warsaw Convention means any carriage in which, according to the contract of carriage, the place of departure and the place of destination, whether or not there be a break in the carriage or transshipment, are situated either within the territories of two high contracting parties, or within the territory of a single high contracting party, if there is an agreed stopping place within a territory subject to the sovereignty, suzerainty, mandate or authority of another state, even though that state is not a party to the Convention.

Interstate transportation means transportation between a point in any state of the United States or the District of Columbia and a point in any other state of the United States or the District of Columbia.

ISSUING CARRIER means the carrier whose ticket will be issued to persons forming a group. JOURNEY - ORIGIN OR DESTINATION OF THE ENTIRE TICKET. LOCAL COMBINATION - COMBINATION OF TWO FARE COMPONENTS (NORMAL AND SPECIAL FARE OR TWO DIFFERENT SPECIAL FARE TYPES) TO CREATE A SINGLE PRICING UNIT - PROVIDED THE SECOND FARE COMPONENT RETURNS TO THE COUNTRY OF ORIGIN OF THE FIRST FARE COMPONENT.

NOTE: 1) CANADA AND USA ARE CONSIDERED ONE COUNTRY. 2) SCANDINAVIA IS CONSIDERED ONE COUNTRY.

LOCAL CURRENCY FARES MEANS FARES AND RELATED CHARGES EXPRESSED IN THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRAVEL, AS DEFINED IN "LOCAL CURRENCY FARES AND CHARGES". MARKETING CARRIER MEANS THE CARRIER THAT SELLS FLIGHTS UNDER ITS CODE.

MICRONESIA MEANS THE AREA COMPRISING JOHNSTON ISLAND, KOROR, KWAJALEIN, MAJURO, PONAPE, SAIPAN, TRUK AND YAP. MID- ATLANTIC MEANS THE AREA COMPRISED OF ANTIGUA, ARUBA, BAHAMAS, BARBADOS, BERMUDA, BONAIRE, CAYMAN ISLANDS, CUBA, CURACAO, DOMINICA, DOMINICAN REPUBLIC, FRENCH GUIANA, GRENADA, GUADELOUPE, GUYANA, HAITI, JAMAICA, MARTINIQUE, ST. KITTS, NEVIS, ANGUILLA, SAINT LUCIA, ST. MARTIN, ST. VINCENT, SURINAM, TRINIDAD AND TOBAGO. MIDDLE EAST MEANS THE AREA COMPRISED OF BAHRAIN ISLAND; CYPRUS; EGYPT; IRAQ, ISLAMIC REPUBLIC OF; IRAQ; ISRAEL; JORDAN; KUWAIT STATE; LEBANON; OMAN; PEOPLE'S DEMOCRATIC REPUBLIC OF YEMEN (SOUTHERN YEMEN); QATAR; SAUDI ARABIA; SUDAN; SYRIAN ARAB REPUBLIC; UNITED ARAB EMIRATES AND YEMEN ARAB REPUBLIC. MISCELLANEOUS CHARGES ORDER (MCO) MEANS A DOCUMENT ISSUED BY
A CARRIER OR ITS AGENTS REQUESTING ISSUE OF AN APPROPRIATE PASSENGER TICKET AND BAGGAGE CHECK OR PROVISION OF SERVICES TO THE PERSON NAMED IN SUCH DOCUMENT. THIS IS ALSO REFERRED TO AS ELECTRONIC

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MISCELLANEOUS DOCUMENT (EMD).
MONTH MEANS A PERIOD OF TIME STARTING WITH ANY DATE IN A MONTH AND ENDING WITH THE SAME DATE IN THE FOLLOWING MONTH. IN THE EVENT THE SAME DATE DOES NOT OCCUR IN THE FOLLOWING MONTH, THEN THIS PERIOD WILL END ON THE LAST DAY OF THAT MONTH.

MOST SIGNIFICANT CARRIER (MSC) MEANS IS DETERMINED BY A METHODOLOGY, ESTABLISHED BY IATA (RESOLUTION 302), WHICH ESTABLISHES, FOR EACH PORTION OF A PASSENGER'S ITINERARY WHERE BAGGAGE IS CHECKED THROUGH TO A NEW STOPOVER POINT, WHICH CARRIER WILL BE PERFORMING THE MOST SIGNIFICANT PART OF THE SERVICE. FOR TRAVELERS UNDER THE RESOLUTION 302 SYSTEM, THE BAGGAGE RULES OF THE MSC WILL APPLY. FOR COMPLEX ITINERARIES INVOLVING MULTIPLE CHECKED BAGGAGE POINTS, THERE MAY BE MORE THAN ONE MSC, RESULTING IN THE APPLICATION OF DIFFERING BAGGAGE RULES THROUGH AN ITINERARY.

MOST SIGNIFICANT CARRIER - IATA RESOLUTION 302 AS CONDITIONED BY THE AGENCY MEANS IN THIS INSTANCE, THE MSC IS DETERMINED BY APPLYING IATA RESOLUTION 302 METHODOLOGY AS CONDITIONED BY THE AGENCY. THE AGENCY'S RESERVATION HAS STIPULATED THAT ONLY A SINGLE SET OF BAGGAGE RULES MAY APPLY TO ANY GIVEN INTERLINE ITINERARY. THE AIM OF THE AGENCY'S RESERVATION IS TO ALLOW THE SELECTING CARRIER TO USE THE MSC METHODOLOGY TO DETERMINE WHICH CARRIER'S BAGGAGE RULES APPLY TO AN INTERNATIONAL INTERLINE ITINERARY TO OR FROM CANADA, WHILE REINFORCING THE ROLE OF TARIFFS IN THE DETERMINATION OF WHICH CARRIER'S RULES APPLY.

NATIONAL - A PERSON WHO HAS THE CITIZENSHIP OF A COUNTRY, EITHER BY BIRTH OR BY NATURALIZATION.
NORMAL FARE MEANS THE HIGHEST FARE ESTABLISHED FOR FIRST, ECONOMY, BUSINESS CLASS SERVICE, THE APPLICATION OF WHICH IS NOT DEPENDENT UPON ANY SPECIALLY LIMITED PERIOD OF TICKET VALIDITY OR OTHER SPECIAL CIRCUMSTANCES.
NORMAL FARE OPEN JAW MEANS TRAVEL FROM ONE COUNTRY AND RETURN THERETO, COMPRISING TWO INTERNATIONAL FARE COMPONENTS ONLY AND WHERE

A) ORIGIN OPEN JAW: THE OUTWARD POINT OF DEPARTURE
IN THE COUNTRY OF UNIT ORIGIN AND THE INWARD POINT OF ARRIVAL IN THE COUNTRY OF UNIT ORIGIN ARE DIFFERENT, OR

B) TURNAROUND OPEN JAW: THE OUTWARD POINT OF ARRIVAL AND THE INWARD POINT OF DEPARTURE ARE DIFFERENT, OR


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TITLE/APPLICATION - 70 (CONT)
NORTH AMERICA MEANS THE AREA COMPRISING ALASKA, CANADA, CONTINENTAL U.S.A. AND MEXICO.
NORTH/CENTRAL PACIFIC MEANS ALL ROUTES BETWEEN POINTS IN THE U.S.A. AND POINTS IN AREA 3, EXCEPT POINTS IN THE SOUTHWEST PACIFIC, AS DEFINED BELOW VIA THE PACIFIC OCEAN.
NUC MEANS THE NEUTRAL UNIT OF CONSTRUCTION ON REQUEST VIA LH RESERVATIONS.
ON-LINE TARIFF DATA BASE MEANS THE REMOTELY ACCESSIBLE, ON-LINE VERSION, MAINTAINED BY THE FILER, OF (1) THE ELECTRONICALLY FILED TARIFF DATA SUBMITTED TO THE "OFFICIAL D.O.T. TARIFF DATABASE," AND (2) THE DEPARTMENTAL APPROVALS, DISAPPROVALS AND OTHER ACTIONS, AS WELL AS DEPARTMENTAL NOTATIONS CONCERNING SUCH APPROVALS, DISAPPROVALS OR OTHER ACTIONS, THAT SUBPART W OF THE PROPOSED PART 221 REQUIRES THE FILER TO MAINTAIN IN ITS DATABASE. THE TERM "OFFICIAL D.O.T. TARIFF DATABASE" MEANS THOSE DATA RECORDS (AS SET FORTH IN SECTIONS 221.283 AND 221.286 OF THE RULE) WHICH WOULD BE IN THE CUSTODY OF, AND MAINTAINED BY THE DEPARTMENT OF TRANSPORTATION.
ONE WAY SUBJOURNEY - PART OF A JOURNEY WHEREIN TRAVEL FROM ONE COUNTRY DOES NOT RETURN TO SUCH COUNTRY AND FOR WHICH THE FARE IS ASSESSED AS A SINGLE PRICING UNIT USING ONE WAY FARES.
OPEN-JAW - (SPECIAL FARES) MEANS TRAVEL COMPRISING ONLY TWO INTERNATIONAL FARE COMPONENTS WITH A SURFACE BREAK(S) WHICH, UNLESS OTHERWISE SPECIFIED IN A SPECIAL FARES RESOLUTION, MAY BE BETWEEN ANY TWO POINTS/COUNTRIES IN THE AREA(S) OF
UNIT ORIGIN AND/OR TURNAROUND FOR WHICH THE SPECIAL FARE RESOLUTION APPLIES AND FOR WHICH THE FARE IS ASSESSED AS A SINGLE PRICING UNIT USING HALF ROUND TRIP FARES IN THIS CONTEXT.

A) FOR A "TURNAROUND OPEN JAW" THE OUTWARD POINT OF ARRIVAL AND THE INWARD POINT OF DEPARTURE ARE DIFFERENT, OR
B) FOR "ORIGIN OPEN JAW" THE OUTWARD POINT OF DEPARTURE AND THE INWARD POINT OF ARRIVAL ARE DIFFERENT, OR
C) FOR "SINGLE OPEN JAW" EITHER (A) OR (B) APPLIES, OR
D) FOR "OPEN JAW" ANY COMBINATION OF THE ABOVE MAY APPLY.

OPERATING CARRIER MEANS THE CARRIER THAT OPERATES THE ACTUAL FLIGHT.
OTHER CHARGES MEANS CHARGES SUCH AS TAXES, FEES, ETC. NOT TO BE SHOWN IN THE FARE CONSTRUCTION BOX OF THE TICKET EXCLUDING EXCESS BAGGAGE CHARGES.
OVERSEAS TRANSPORTATION MEANS TRANSPORTATION BETWEEN A POINT IN ANY STATE OF THE UNITED STATES OR THE DISTRICT OF COLUMBIA AND A POINT IN A TERRITORY OF POSSESSION OF THE UNITED STATES.

UNITED STATES.
PARTICIPATING CARRIER MEANS INCLUDES BOTH THE SELECTING CARRIER AND DOWN LINE CARRIERS WHO HAVE BEEN IDENTIFIED AS PROVIDING INTERLINE TRANSPORTATION TO THE PASSENGER BY VIRTUE OF THE PASSENGER'S TICKET.
PASSENGER MEANS ANY PERSON, EXCEPT MEMBERS OF THE CREW, CARRIED OR TO BE CARRIED IN AN AIRCRAFT WITH THE CONSENT OF CARRIER.
PASSENGER COUPON MEANS THAT PORTION OF THE PASSENGER TICKET CONSTITUTING THE PASSENGER'S WRITTEN EVIDENCE OF THE CONTRACT OF CARRIAGE.
POINT OF TURNAROUND - THE FARDEST GEOGRAPHICAL FARE BREAK ON THE PRICING UNIT MEASURED FROM THE POINT OF UNIT ORIGIN (NOT APPLICABLE TO ONE WAY PRICING UNITS).
PRICING UNIT MEANS A JOURNEY OR PART OF A JOURNEY WHICH IS PRICED AS A SEPARATE ENTITY, I.E. IS CAPABLE OF BEING TICKETED SEPARATELY.
REBOOKING - A CHANGE TO THE RESERVATION DATA WITHOUT A CHANGE TO THE TICKETED POINTS.
REISSUE - THE ISSUANCE OF A REVISED TICKET NECESSITATED BY A CHANGE TO OTHER THAN THE FIRST FLIGHT COUPON OF THE TICKET
OR A CHANGE TO OTHER THAN THE CARRIER, FLIGHT, DATE OR SECTOR OF THE FIRST FLIGHT COUPON OF THE TICKET. RELATED CHARGES MEANS THOSE CHARGES TO BE SHOWN IN THE FARE CONSTRUCTION BOX OF THE TICKET AND EXCESS BAGGAGE CHARGES.

REROUTING - ANY CHANGE TO TICKETED POINTS. RESERVATIONS - THE ALLOTMENT IN ADVANCE OF SEATING OR SLEEPING ACCOMMODATION FOR A PASSENGER OR OF SPACE OR WEIGHT CAPACITY FOR BAGGAGE OR GOODS.

RESIDENT - A PERSON LEGALLY LIVING IN A GIVEN COUNTRY. RETURN SUBJOURNEY - PART OF A JOURNEY WHEREIN TRAVEL IS A POINT/COUNTRY AND RETURN THERE TO AND FOR WHICH THE FARE IS ASSESSED AS A SINGLE PRICING UNIT USING HALF ROUND TRIP FARES - ROUND TRIP, CIRCLE TRIP, NORMAL FARE OPEN JAW, ALSO APPLICABLE TO SPECIAL FARE OPEN JAW RETURNING TO THE SAME OR ANOTHER COUNTRY. ROUND TRIP MEANS TRAVEL ENTIRELY BY AIR FROM A POINT TO ANOTHER POINT AND RETURN TO THE ORIGINAL POINT COMPRISING TWO HALF ROUND TRIP FARE COMPONENTS ONLY, FOR WHICH THE APPLICABLE HALF ROUND TRIP FARE FOR EACH FARE COMPONENT, MEASURED FROM THE POINT OF UNIT ORIGIN, IS THE SAME FOR THE ROUTING TRAVELLED; PROVIDED THAT THIS DEFINITION SHALL NOT APPLY TO ROUND THE WORLD TRAVEL.


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TITLE/APPLICATION - 70 (CONT) THEREETO WHICH INVOLVES ONLY ONE CROSSING OF THE ATLANTIC OCEAN AND ONE CROSSING OF THE PACIFIC OCEAN. SCANDINAVIA MEANS THE AREAS COMPRISED OF NORWAY, SWEDEN AND DENMARK (EXCLUDING GREENLAND). SELECTED CARRIER MEANS THE CARRIER WHOSE BAGGAGE RULES APPLY TO THE ENTIRE INTERLINE ITINERARY. SELECTING CARRIER MEANS THE CARRIER WHOSE DESIGNATOR CODE IS IDENTIFIED ON THE FIRST SEGMENT OF THE PASSENGER'S TICKET AT THE BEGINNING OF AN INTERLINE ITINERARY ISSUED ON A SINGLE TICKET WHOSE ORIGIN OR ULTIMATE DESTINATION IS IN CANADA.
SIDE TRIP – TRAVEL FROM AND/OR TO AN ENROUTE POINT OF A FARE COMPONENT  
SIDE TRIP COMBINATION – COMBINATION OF A PRICING UNIT AT AN ENROUTE POINT OF A FARE COMPONENT.  
SINGLE TICKET MEANS A DOCUMENT THAT PERMITS TRAVEL FROM ORIGIN TO DESTINATION. IT MAY INCLUDE INTERLINE/CODE-SHARE AND INTRA-LINE SEGMENTS. IT MAY ALSO INCLUDE END-TO-END COMBINATIONS (I.E., STAND ALONE FARES THAT CAN BE BOUGHT SEPARATELY BUT COMBINED TOGETHER TO FORM ONE PRICE).  
SOUTH AMERICA MEANS THE AREA COMPRISING ARGENTINA, BOLIVIA, BRAZIL, CHILE, COLOMBIA, ECUADOR, FRENCH GUIANA, GUYANA, PANAMA, PARAGUAY, PERU, SURINAME, URUGUAY AND VENEZUELA.  
SOUTH ASIAN SUBCONTINENT MEANS THE AREA COMPRISED OF AFGHANISTAN, BANGLADESH, BHUTAN, INDIA, MALDIVE ISLANDS, NEPAL, PAKISTAN AND SRI LANKA.  
SOUTH EAST ASIA MEANS THE AREA COMPRISED OF BRUNEI, BURMA, CHINA, GUAM, HONG KONG, INDONESIA, DEMOCRATIC KAMPUCHEA, LAOS PEOPLE'S DEMOCRATIC REPUBLIC, MALAYSIA, MONGOLIA, PHILIPPINES, SINGAPORE, PROVINCE OF TAIWAN, THAILAND, RUSSIAN FEDERATION (EAST OF THE URALS) AND VIETNAM.  
SOUTHERN AFRICA MEANS THE AREA COMPRISED OF LESOTHO, MOZAMBIQUE, SOUTH AFRICA, SOUTH WEST AFRICA (NAMIBIA) AND SWAZILAND.  
SOUTH WEST PACIFIC MEANS THAT PORTION OF AREA 3 WHICH INCLUDES AUSTRALIA, COOK ISLANDS, ELICZE ISLANDS, FIJI ISLANDS, GILBERT ISLANDS, LOYALTY ISLANDS, POLYNESIAN ISLANDS, SAMOA ISLANDS, SOCIETY ISLANDS, SOLOMON ISLANDS, NEW CALEDONIA, NEW ZEALAND, NEW HEBRIDES ISLANDS, NORFOLK ISLANDS, PAPUA, NEW GUINEA, TASMANIA AND TONGA.  
SPECIAL FARE MEANS A FARE OTHER THAN NORMAL FARE. STOPOVER TAKES PLACE WHEN A PASSENGER BREAKS THE JOURNEY AT AN INTERMEDIATE POINT AND IS NOT SCHEDULED TO DEPART ON THE DAY OF ARRIVAL, OR WITHIN 24 HOURS OF ARRIVAL IF THERE IS NO CONNECTION ON THE DAY OF ARRIVAL (EXCEPTION FOR DE ONLINE TRAVEL ONLY) IF THERE IS NO DE CONNECTION DEPARTURE SCHEDULED ON THE DATE OF ARRIVAL, DEPARTURE ON A DE FLIGHT THE FOLLOWING DAY SHALL NOT BE DEEMED A STOPOVER.  
SUMMARY PAGE AT THE END OF AN ONLINE PURCHASE MEANS A PAGE -11-  
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TITLE/APPLICATION - 70 (CONT)  
ON A CARRIER’S WEB SITE WHICH SUMMARIZES THE DETAILS OF A TICKET PURCHASE TRANSACTION JUST AFTER THE PASSENGER HAS AGREED TO PURCHASE THE TICKET FROM THE CARRIER AND HAS PROVIDED A FORM OF PAYMENT. THROUGH FARE - A FARE APPLICABLE FOR TRAVEL BETWEEN TWO CONSECUTIVE FARE CONSTRUCTION POINTS VIA AN INTERMEDIATE
POINT(S).
TICKET - EITHER THE DOCUMENT ENTITLED "PASSENGER TICKET AND
BAGGAGE CHECK" OR AN ELECTRONIC TICKET.
TICKETED POINT MEANS 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; PROVIDED THAT TWO FLIGHT
NUMBERS OR TWO CARRIERS SUCH AS FOR AN INTERCHANGE FLIGHT
WILL NOT BE PERMITTED ON ONE FLIGHT COUPON.
TO VALIDATE MEANS TO REVALIDATE ON THE PASSENGER'S TICKET
INDICATING THAT THE PASSENGER TICKET HAS BEEN OFFICIALLY
ISSUED BY CARRIER.
TRAFFIC DOCUMENT - TICKET, MCO OR ANY OTHER ACCOUNTABLE
PASSENGER TRAFFIC DOCUMENT.
TRANSATLANTIC OR TRANSATLANTIC SECTOR MEANS THAT PORTION OF
TRAVEL COVERED BY A SINGLE FLIGHT COUPON FROM THE POINT OF
DEPARTURE IN AREA L TO THE POINT OF ARRIVAL IN AREA 2, AND
VICE VERSA.
TRANSFER POINT MEANS ANY POINT IN WHICH A PASSENGER
TRANSFERS FROM THE FLIGHT OF ONE CARRIER TO THE FLIGHT OF
ANOTHER CARRIER OR CHANGE TO ANOTHER CARRIER FLIGHT (THAT
IS) A SERVICE BEARING A DIFFERENT FLIGHT NUMBER OF THE SAME
CARRIER, IRRESPECTIVE OF WHETHER OR NOT A CHANGE OF
AIRCRAFT
OCCURS.
TRANSIT POINT MEANS ANY STOP AT AN INTERMEDIATE POINT ON
THE
ROUTE TO BE TRAVELLED (WHETHER OR NOT A CHANGE OF PLANES IS
MADE) WHICH DOES NOT FALL WITHIN THE DEFINITION OF A
STOPOVER.
TRANS PACIFIC SECTOR MEANS THE PORTION OF TRAVEL COVERED BY
A
SINGLE FLIGHT COUPON FROM THE POINT OF DEPARTURE IN AREA L
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.
ULTIMATE TICKETED DESTINATION MEANS IN SITUATIONS WHERE A
PASSENGER'S ORIGIN IS A NON-CANADIAN POINT AND THE
ITINERARY
INCLUDES AT LEAST ONE STOP IN CANADA, AS WELL AS AT LEAST
ONE STOP OUTSIDE OF CANADA. IF THE STOP IN CANADA IS THE
FARDEST CHECKED POINT AND THE STOP IS MORE THAN 24 HOURS,
THE AGENCY WOULD CONSIDER THE ULTIMATE TICKETED DESTINATION
TO BE CANADA.
UNCHECKED BAGGAGE WHICH IS EQUIVALENT TO HAND LUGGAGE, IS
BAGGAGE OTHER THAN CHECKED BAGGAGE.

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UNIT DESTINATION - THE ULTIMATE STOPPING PLACE OF A PRICING UNIT.
UNIT ORIGIN - THE INITIAL STARTING POINT OF A PRICING UNIT.
UNITED INCHES MEANS THE TOTAL SUM ARRIVED AT BY ADDING THE HEIGHT, LENGTH AND WIDTH.
UNITED KINGDOM OR U.K. MEANS ENGLAND, SCOTLAND, WALES AND NORTHERN IRELAND.
"UNITED STATES OF AMERICA" OR "THE UNITED STATES" OR "THE U.S.A." EACH MEANS, UNLESS OTHERWISE SPECIFIED THE AREA COMPRISING OF FORTY-EIGHT (48) CONTIGUOUS FEDERATED STATES; THE FEDERAL DISTRICT OF COLUMBIA; ALASKA; HAWAII; PUERTO RICO; ST. CROIX AND ST. THOMAS OF THE VIRGIN ISLANDS; AMERICAN SAMOA; THE CANAL ZONE; CANTON, GUAM, MIDWAY AND WAKE ISLANDS.
VIA USED IN CONJUNCTION WITH CARRIER TWO-LETTER ABBREVIATION(S), MEANS "APPLICABLE TO" THE CARRIER(S) SPECIFIED WHEN CARRIAGE IS PERFORMED BY SUCH CARRIER(S).
WEST AFRICA MEANS THE AREA COMPRISED OF ANGOLA, BENIN, BURKINO FASO, CAPE VERDE (REPUBLIC OF), CAMEROON, CENTRAL AFRICAN REPUBLIC, CHAD, CONGO, EQUATORIAL GUINEA, GABON, GAMBIA, GHANA, GUINEA, GUINEA BISSAU, IVORY COAST, LIBERIA, MALI, MAURITANIA, NIGER, NIGERIA, SAO TOME, SENEGAL, SIERRA LEONE, TOGO AND ZAIRE.
WESTBOUND MEANS TRAVEL FROM A POINT IN AREA 2 OR 3 TO A POINT IN AREA 1 VIA THE ATLANTIC OCEAN, OR FROM A POINT IN AREA 1 TO A POINT IN AREA 2 OR 3 VIA THE PACIFIC OCEAN.
WEST COAST MEANS, EXCEPT AS OTHERWISE INDICATED, LOS ANGELES, CALIFORNIA; PORTLAND, OREGON; SAN FRANCISCO, CALIFORNIA; SEATTLE, WASHINGTON; AND VANCOUVER, BRITISH COLUMBIA.
EXCEPTION: (APPLICABLE TO TRANSPACIFIC ARBITRARIES OF THIS TARIFF ONLY) WEST COAST MEANS LOS ANGELES, CALIFORNIA, PORTLAND, OREGON; SAN FRANCISCO, CALIFORNIA; AND SEATTLE, WASHINGTON.
ETC.) AND APPLICABILITY FOR USE WITH JOINT FARES, TOUR
FARES
AND GROUP FARES. PROVISIONS FOR CAPACITY LIMITATIONS,
GENERAL RULES WHICH ARE NOT APPLICABLE AND MISCELLANEOUS
INFORMATION WHICH IS NOT CATEGORY SPECIFIC WILL ALSO APPEAR
HERE. THIS CATEGORY WILL APPEAR WITH EVERY RULE WITH AT
LEAST THE RULE TITLE.

ELIGIBILITY - 71
K ELIGIBILITY (CATEGORY 1)
INTENTIONALLY LEFT BLANK

DAY/TIME - 72
K DAY/TIME (CATEGORY 2)
(1) DAY OF WEEK TRAVEL RESTRICTIONS
THE DATE OF EACH TRANSATLANTIC SECTOR WILL DETERMINE
TYPE OF FARE TO BE APPLIED TO SUCH SECTOR.
(2) MIDWEEK/WEEKEND FARE APPLICATION
FARES DESIGNATED AS MIDWEEK APPLY FOR TRAVEL ON EACH
TRANSATLANTIC SECTOR OPERATING ON MONDAYS, TUESDAYS,
WEDNESDAYS AND THURSDAYS. FARES DESIGNATED AS WEEKEND
APPLY FOR TRAVEL ON EACH TRANSATLANTIC SECTOR
OPERATING ON FRIDAYS, SATURDAYS AND SUNDAYS. THE STATEMENT
"NORMAL PROVISIONS APPLY" WILL APPEAR IN THIS CATEGORY
UNLESS AN EXCEPTION EXISTS, IN WHICH CASE THE
APPROPRIATE MIDWEEK/WEEKEND PERIODS WILL BE SPECIFIED
IN THE APPLICABLE FARE RULE.

SEASONALITY - 73
K SEASONALITY (CATEGORY 3)
SEASONALITIES WILL BE SPECIFIED IN EACH SEASONALITY FARE
RULE.

FLIGHT APPLICATION - 74
K FLIGHT APPLICATION (CATEGORY 4)
AIRLINES TO BE USED IF THE FARE COMPONENT INCLUDES TRAVEL
WITHIN AREA 1 AND/OR BETWEEN EUROPE AND AREA 1 WILL BE
SPECIFIED IN EACH FLIGHT APPLICATION RULE.

ADVANCE RES/TICKETING - 75
K ADVANCE RESERVATIONS/TICKETING (CATEGORY 5)
(A) RESERVATIONS ARE REQUIRED FOR ALL SECTORS.
(1) NORMAL AND ADVANCE PURCHASE FARES REQUIRES THAT
RESERVATIONS BE MADE AND PAYMENT AND TICKETING BE
COMPLETED PRIOR TO COMMENCEMENT OF OUTBOUND
TRAVEL. THE NUMBER OF DAYS IN ADVANCE OF
DEPARTURE DATE REQUIRED TO FULFILL THESE
CONDITIONS WILL BE SPECIFIED IN EACH ADVANCE
PURCHASE FARE RULE. ANY VOLUNTARY CHANGES IN
RESERVATIONS(S)/TICKET(S) AFTER A TICKET(S) HAS
BEEN ISSUED WILL RESULT IN THE IMPOSITION OF A
CHARGE OR PENALTY BY THE CARRIER CONCERNED, AS INDICATED IN CATEGORY 16 OF THE APPLICABLE FARE RULE.

(2) GROUP FARES (INCLUDING GROUP INCLUSIVE TOUR FARES)

(A) REQUIRE THAT RESERVATIONS BE MADE, AND TICKETS FOR ALL MEMBERS OF THE GROUP BE ISSUED AND PAID FOR PRIOR TO COMMENCEMENT OF OUTBOUND TRAVEL. THE NUMBER OF DAYS IN ADVANCE OF DEPARTURE DATE REQUIRED TO FULFILL THESE CONDITIONS WILL BE SPECIFIED IN EACH GROUP FARE RULE.

(B) WHERE APPLICABLE, THIS PARAGRAPH WILL ALSO INDICATE ANY PAYMENT AND TICKETING DEADLINE FOR ADDED/SUBSTITUTE PASSENGERS IN THE GROUP.

(C) EACH TICKET SHALL INDICATE BY MEANS OF THE APPROPRIATE TICKET CODE THAT THE PASSENGER IS A MEMBER OF A TRAVEL GROUP, AND SHOW THE APPLICABLE INCLUSIVE TOUR CODE OR GROUP CODE ASSIGNED BY THE CARRIER AS THE CASE MAY BE.

MINIMUM STAY - 76

K MINIMUM STAY (CATEGORY 6)
RETURN TRAVEL FROM THE LAST POINT OF STOPOVER MAY NOT COMMENCE PRIOR TO THE MINIMUM STAY PERIOD STATED IN THE RULE, AFTER DEPARTURE OF THE OUTBOUND TRANSATLANTIC SECTOR. WHEN NO MINIMUM STAY PERIOD IS STATED IN A RULE, RETURN TRAVEL MAY COMMENCE AT ANY TIME WITHIN THE PERIOD OF VALIDITY OF THE FARE.

MAXIMUM STAY - 77

K MAXIMUM STAY (CATEGORY 7)
RETURN TRAVEL FROM LAST STOPOVER MUST COMMENCE BY MIDNIGHT OF THE LAST DAY OF THE MAXIMUM STAY PERIOD STATED IN THE RULE, AFTER THE DATE OF DEPARTURE FROM THE POINT OF ORIGIN.

STOPOVERS - 78

K STOPOVERS (CATEGORY 8)
STOPOVERS ARE NOT PERMITTED BUT EXCEPTIONS WILL BE SUBJECT TO THE PROVISIONS SPECIFIED IN EACH STOPOVER RULE.

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TRANSFERS - 79

K TRANSFERS (CATEGORY 9)
THE NUMBER OF TRANSFERS ALLOWED TO FULFILL THESE CONDITIONS WILL BE SPECIFIED IN EACH TRANSFER RULE. FARE BREAK SECTORS NOT PERMITTED AND EMBEDDED SURFACE SECTORS PERMITTED
PERMITTED COMBINATION - 80
K  PERMITTED COMBINATIONS (CATEGORY 10)
END-ON-END NOT PERMITTED. SIDE TRIPS PERMITTED.

APPLICABLE

PROVISIONS

- CATEGORY 23. FARES MAY BE COMBINED ON A HALF ROUND TRIP BASIS TO FORM SINGLE OR DOUBLE OPEN JAWS OR ROUND TRIPS OR CIRCLE TRIPS. A MAXIMUM OF TWO INTERNATIONAL FARE COMPONENTS PERMITTED. MILEAGE OF THE OPEN SEGMENT MUST BE EQUAL/LESS THAN MILEAGE OF THE LONGEST FLOWN FARE COMPONENT.

PROVIDED - THE OPEN SEGMENT MUST BE WITHIN AREA 1 OR AREA 2.

COMBINATIONS ARE WITH ANY FARE FOR CARRIER DE IN ANY RULE IN TARIFF IPRA OR IPRAI. THE MOST RESTRICTIVE CONDITIONS APPLY WHEN COMBINING FARES ON A HALF ROUND TRIP BASE.

BLACKOUT DATES - 81
K  BLACKOUT DATES (CATEGORY 11)
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SURCHARGES - 82
K  SURCHARGES (CATEGORY 12)
INTENTIONALLY LEFT BLANK

ACCOMPANIED TRAVEL - 83
K  ACCOMPANIED TRAVEL (CATEGORY 13)
INTENTIONALLY LEFT BLANK

TRAVEL RESTRICTIONS - 84
K  TRAVEL RESTRICTIONS (CATEGORY 14)
INTENTIONALLY LEFT BLANK

SALES RESTRICTIONS - 85
K  SALES RESTRICTIONS (CATEGORY 15)
EXTENSION OF TICKET VALIDITY IS NOT PERMITTED FOR ANY REASON.

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PENALTIES - 86
K  PENALTIES (CATEGORY 16)
(1) ROUTING/REROUTING
REROUTING OF NORMAL, ADVANCE PURCHASE AND GROUP FARE PASSENGERS UNLESS OTHERWISE SPECIFIED, VOLUNTARY REROUTINGS ARE NOT PERMITTED BUT WILL BE SUBJECT TO THE PROVISIONS SPECIFIED IN THE CATEGORY OF THE FARE RULE. THE MOST RESTRICTIVE CONDITIONS APPLY WHEN COMBINING FARES ON A HALF ROUND TRIP BASE.

(2) CANCELLATION AND REFUNDS
NORMAL AND ADVANCE PURCHASE FARES PRIOR TO DEPARTURE
(A)  IN THE EVENT OF CANCELLATION BY THE PASSENGER OR
FAILURE TO USE CONFIRMED SPACE AS TICKETED PRIOR
TO OR AT DEPARTURE TIME FOR ANY REASON, EXCEPT AS
PROVIDED IN (B) AND (C) BELOW, A PORTION OF THE
FARE WILL BE DEEMED NON-REFUNDABLE AND WILL BE
FORFEITED BY THE PASSENGER, THE APPLICABLE
NON-REFUNDABLE AMOUNT WILL BE SPECIFIED IN EACH
ADVANCE PURCHASE/ADVANCE PURCHASE EXCURSION RULE.

(B)  FULL REFUND WILL BE MADE IN THE EVENT OF DEATH OF
THE PROSPECTIVE PASSENGER OR A MEMBER OF THE
PASSENGER'S IMMEDIATE FAMILY (ATTESTED TO BY AN
APPROPRIATE CERTIFICATE);

(C)  IF, AFTER ISSUANCE OF THE TICKET, SCHEDULE
CHANGES
BY THE CARRIER(S) CREATE ALTERATIONS TO THE
TICKET
ITINERARY WHICH ARE UNACCEPTABLE TO THE
PASSENGER,

THE PASSENGER MAY CANCEL OR HAVE THE TICKET
REISSUED IN ACCORDANCE WITH APPLICABLE TARIFFS,
WITHOUT INCURRING A PENALTY.

NORMAL AND ADVANCE PURCHASE FARES AFTER DEPARTURE
(A)  IN THE EVENT OF CANCELLING BY THE PASSENGER OF
FAILURE TO USE CONFIRMED SPACE AS TICKETED AFTER
TRAVEL HAS COMMENCED, EXCEPT AS PROVIDED IN (B)
BELOW, REFUND WILL BE THE DIFFERENCE BETWEEN THE
FARE PAID AND THE FARE FOR THE TRANSPORTATION
USED
LESS THE NON-REFUNDABLE AMOUNT SPECIFIED IN THE
APPLICABLE RULE.

(B)  IN THE CASE OF DEATH OF PASSENGER OR A MEMBER OF
THE PASSENGER'S IMMEDIATE FAMILY, REROUTING OF
THE
BALANCE OF THE JOURNEY WILL BE PERMITTED WITHOUT
PENALTY.

AFTER TICKET AS BEEN ISSUED, THE NON-REFUNDABLE
PORTION
OF THE FARE SHALL NOT BE USED AS CREDIT TOWARDS
PAYMENT
OF ANY OTHER FARES. HOWEVER, A NORMAL AND AN ADVANCE
PURCHASE FARE TICKET MAY BE UPGRADED TO ANOTHER FARE
TYPE, ONLY AS SPECIFIED IN THE APPLICABLE RULE,
SUBJECT
TO ALL CONDITIONS OF THE NEW FARE, IN WHICH CASE THE
ORIGINAL NON-REFUNDABLE AMOUNT SHALL STILL NOT BE
REFUNDABLE. THE "NONREF/APEX" ENTRY SHALL CONTINUE TO
BE CARRIED IN THE "FORM OF PAYMENT" BOX OF THE NEW

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-- PENALTIES - 86 (CONT)
TICKET AND ANY SUBSEQUENT REISSUES.

(2) GROUP FARES (INCLUDING G.I.T. FARES)

(A) PRIOR TO DEPARTURE

(I) REFUNDS SHALL BE MADE ONLY TO OR AT THE DIRECTION OF THE PERSON RESPONSIBLE FOR THE TRAVEL ARRANGEMENTS OF THE GROUP.

(II) IN THE EVENT OF VOLUNTARY CANCELLATION BY THE GROUP OR A MEMBER OF THE GROUP LESS THAN THE NUMBER OF DAYS STATED IN THE RULE PRIOR TO COMMENCEMENT OF OUTBOUND TRAVEL, EXCEPT AS PROVIDED IN (III) BELOW, A PORTION OF THE GROUP FARE PAID WILL BE DEEMED NON-REFUNDABLE AND WILL BE FORFEITED BY THE NON-DEPARTING GROUP MEMBER(S). THE APPLICABLE NON-REFUNDABLE AMOUNT WILL BE SPECIFIED IN EACH GROUP CONTRACT.

(III) FULL REFUND WILL BE MADE IN THE CASE OF:

(AA) DEATH OF THE PASSENGER OR OF A MEMBER OF THE PASSENGER’S IMMEDIATE FAMILY (ATTES TED TO BY AN APPROPRIATE CERTIFICATE);

(BB) REPLACED PASSENGER, IF SUBSTITUTIONS ARE PERMITTED IN THE RULE BEING DETAILED;

(CC) CANCELLATION OF AFFINITY/NON-AFFINITY/INCENTIVE/OWN USE GROUP TRANSPORTATION BY THE CARRIER.

(B) AFTER DEPARTURE

NORMAL CANCELLATION AND REFUND PROCEDURES WILL APPLY PROVIDED THAT IN THE EVENT OF CANCELLATION OR REROUTING BY A MEMBER OF THE GROUP DUE TO:

(I) DEATH OF THE PASSENGER EN ROUTE, THE DIFFERENCE, IF ANY, BY WHICH THE GROUP FARE PAID EXCEEDS THE APPLICABLE FARE FOR THE PORTIONS ACTUALLY FLOWN BY THE PASSENGER, CALCULATED FROM THE ORIGINAL POINT OF ORIGIN,

WILL BE REFUNDED;

(II) A DEATH IN THE IMMEDIATE FAMILY OF A PASSENGER, THE AMOUNT OF THE GROUP FARE PAID BY THE PASSENGER WILL BE APPLIED AS A CREDIT (BUT NOT IN CASH) TOWARDS THE PURCHASE OF TRANSPORTATION AT APPLICABLE FARES FOR THE PORTIONS ACTUALLY FLOWN BY THE PASSENGER, CALCULATED FROM THE ORIGINAL POINT OF ORIGIN.

SIMILAR ARRANGEMENTS MAY BE MADE FOR OTHER MEMBERS OF THE TRAVEL GROUP WHO BELONG TO THE IMMEDIATE FAMILY OF SUCH PASSENGERS;

(III) A PASSENGER BEING UNABLE TO COMPLETE OR
CONTINUE HIS/HER JOURNEY WITH THE GROUP DUE TO ILLNESS, WHICH MUST BE SUBSTANTIATED BY A MEDICAL CERTIFICATE. THE AMOUNT OF THE GROUP FARE PAID WILL BE APPLIED AS A CREDIT TOWARDS THE PURCHASE OF TRANSPORTATION AT APPLICABLE FARES FOR THE PORTIONS ACTUALLY FLOWN BY THE PASSENGER, CALCULATED FROM THE ORIGINAL POINT OF ORIGIN IF SPECIFIED IN THE GROUP CONTRACT. SIMILAR ARRANGEMENTS FOR TRANSPORTATION MAY BE MADE FOR OTHER MEMBERS OF THE INCLUSIVE TOUR GROUP WHO BELONG TO THE IMMEDIATE FAMILY OF SUCH PASSENGER IF SPECIFIED IN THE GROUP CONTRACT.

(IV) EXCEPT AS PROVIDED ABOVE, IN CASE OF VOLUNTARY CANCELLATION OF THE GROUP OR A MEMBER OF THE GROUP, REFUND WILL BE AN AMOUNT SPECIFIED IN THE APPLICABLE RULE GROUP CONTRACT.

(V) IN THE EVENT A PASSENGER DISCONTINUES JOURNEY EN ROUTE FOR ANY REASON, THE AMOUNT OF THE FARE PAID WILL BE APPLIED AS A CREDIT TOWARD THE PURCHASE OF TRANSPORTATION AT THE APPLICABLE FARE CALCULATED FROM THE POINT OF ORIGIN IF SPECIFIED IN THE GROUP CONTRACT.

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

HIGHER INTERMEDIATE POINT - 87

K HIGHER INTERMEDIATE POINT (CATEGORY 17)
THE HIGHER INTERMEDIATE POINT RULE DOES NOT APPLY FOR STOPOVERS. MILEAGE SURCHARGES MAY BE IGNORED IF ROUTING DOES NOT EXCEED 25M.

TICKET ENDORSEMENT - 88

K TICKET ENDORSEMENTS (CATEGORY 18)
The original and the reissued ticket must contain the rebooking fee specified in each Penalties Rule in the endorsement box.

DISCOUNTS - 89
CHILDREN'S DISCOUNTS (CATEGORY 19)
CHILDREN'S DISCOUNTS ARE NOT PERMITTED BUT EXCEPTIONS WILL BE SUBJECT TO THE PROVISIONS SPECIFIED IN EACH CHILDREN'S DISCOUNTS RULE.

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MISCELLANEOUS PROVISIONS - 90
K MISCELLANEOUS PROVISIONS (CATEGORY 23)
CURRENTLY NOT AVAILABLE
(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 AND IN THE GROUP CONTRACT, IN ORDER TO DETERMINE THE MINIMUM GROUP SIZE, TWO CHILDREN EACH PAYING AT LEAST 50 PERCENT OF THE APPLICABLE GROUP FARE WILL BE COUNTED AS ONE MEMBER OF THE GROUP.

(2) GROUP TRAVEL REQUIREMENT
THIS CATEGORY INCLUDES THE PORTION(S) OF TRAVEL OVER WHICH THE GROUP (IF A REQUIREMENT OF THE FARE) MUST TRAVEL TOGETHER, OR CONVERSELY, THOSE PORTION(S) OF THE ITINERARY WHERE INDIVIDUAL TRAVEL IS PERMITTED OR ANY OTHER EXCEPTIONS OR SPECIAL CONDITIONS REGARDING THE GROUP TRAVEL REQUIREMENTS.

(3) ELIGIBILITY
(A) AFFINITY GROUP REQUIREMENTS
(I) THE TRAVEL GROUP MUST BE FORMED ONLY FROM AFFINITY GROUPS, I.E., MEMBER (OR EMPLOYEE)
OF THE SAME ASSOCIATION, CORPORATION, OR COMPANY OR OTHER LEGAL ENTITY (REFERRED TO AS THE 'ORGANIZATION').

(II) THE PRINCIPAL PURPOSE, AIMS AND OBJECTIVES OF

THE ORGANIZATION, MUST BE OTHER THAN TRAVEL.

(III) SUFFICIENT AFFINITY MUST EXIST PRIOR TO APPLICATION FOR TRANSPORTATION IN ORDER TO DISTINGUISH AND SET THE GROUP APART FROM THE GENERAL PUBLIC.

(IV) EACH MEMBER OF THE TRAVEL GROUP MUST BE A MEMBER OF THE ORGANIZATION AT THE TIME OF APPLICATION FOR THE GROUP FARES DISCOUNT AND MUST HAVE BEEN A MEMBER FOR AT LEAST SIX MONTHS IMMEDIATELY PRIOR TO THE DATE OF COMMENCEMENT OF TRAVEL.

(V) THE TRAVEL GROUP MAY INCLUDE THE SPOUSE AND DEPENDENT CHILDREN OF A MEMBER OF THE ORGANIZATION FROM WHICH THE PARTY TO BE TRANSPORTED IS DRAWN. IN ADDITION, PARENTS LIVING IN THE SAME HOUSEHOLD AS A MEMBER MAY BE INCLUDED. HOWEVER, ANY SUCH SPOUSE, DEPENDENT CHILDREN OR PARENTS MUST BE ACCOMPANIED ON THE FLIGHT BY SUCH MEMBER, UNLESS THE MEMBER HAS BEEN COMPelled TO CANCEL HIS PASSAGE.

(VI) LIMITATIONS OF SOLICITATION WITH RESPECT TO THE FORMATION OF AFFINITY GROUPS:

(AA) SOLICITATION IS LIMITED TO PERSONAL LETTERS, CIRCULARS AND TELEPHONE CALLS ADDRESSED TO MEMBERS OF THE ORGANIZATION, TO GROUP PUBLICATIONS INTENDED SOLELY FOR MEMBERS OF THE ORGANIZATION (OR FOR MEMBERS OF THE FEDERATION OR ORGANIZATION TO WHICH THE ORGANIZATION BELONGS) AND TO ANY OTHER FORM OF SOLICITATION IN (VII) BELOW.

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

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

(DD)
IF THE ORGANIZERS OF THE TRAVEL GROUP
EMPLOY A TRAVEL AGENT TO ASSIST IN THE
TRAVEL ARRANGEMENTS, HE MUST IN NO WAY

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GROUPS - 91 (CONT)

SOLICIT MEMBERS OF THE TRAVEL GROUP.
HOWEVER, AFTER THE PARTY TO BE
TRANSPORTED IS FORMED, THE TRAVEL AGENT
MAY CONTACT MEMBERS OF THE GROUP FOR

THE

PURPOSES OF ARRANGING OTHER TRAVEL
SERVICES IN ADDITION TO ASSISTING IN
TRAVEL ARRANGEMENTS.

(VII) DEFINITION OF 'PUBLIC SOLICITATION'
PUBLIC SOLICITATION WILL BE CONSIDERED TO
EXIST WHEN THE GROUP TRANSPORTATION IS
DESCRIBED, REFERRED TO, ANNOUNCED IN
ADVERTISEMENTS OR ANY OTHER WRITING OR MEANS
OF
PUBLIC COMMUNICATION, WHETHER PAID OR
UNPAID, INCLUDING BUT NOT LIMITED TO,
TELEPHONE CAMPAIGNS, RADIO, TELEGRAPH AND
TELEVISION. HOWEVER, A STATEMENT IN PUBLIC
NEWS MEDIA OTHER THAN ADVERTISEMENT, WHICH
COULD NOT REASONABLY BE CONSTRUED AS
CALCULATED OR LIKELY TO INDUCE TRAVEL AS A
MEMBER OF THE TRAVEL GROUP AND WHICH HAS NOT
BEEN INITIATED BY THE ORGANIZATION, ANY
MEMBER OF THE TRAVEL GROUP CARRIER OR AN
AGENT OR REPRESENTATIVE OF ANY OF THEM, WILL
NOT BE CONSIDERED PUBLIC SOLICITATION.

(B) INCENTIVE/OWN USE GROUP REQUIREMENTS
THE TRAVEL GROUP SHALL BE FORMED ONLY FOR OWN USE
OF ONE PERSON OR A LEGAL ENTITY, SUCH AS AN
ASSOCIATION, PARTNERSHIP, COMPANY OR CORPORATION
(REFERRED TO AS THE 'PURCHASER'). SUCH PURCHASER
MAY NOT, WHOLLY OR PARTIALLY, DIRECTLY OR
INDIRECTLY, SHARE THE COST OF THE AIR
TRANSPORTATION WITH OTHER PERSONS INTERESTED IN
OBTAINING SUCH TRANSPORTATION, INCLUDING THE
PASSENGERS CARRIED. HOWEVER, SUCH COST MAY BE
RAISED BY VOLUNTARY CONTRIBUTIONS IF:
(I) THE VOLUNTARY CONTRIBUTIONS ARE NOT
SOLICITED/OBTAINED SOLELY FROM THE PASSENGERS TO BE CARRIED.

(II) PARTICIPATION IN THE TRAVEL GROUP IS NOT LIMITED TO THOSE ACTUALLY CONTRIBUTING;
(III) THE MINIMUM AMOUNT OF EACH PERSON'S CONTRIBUTION HAS NOT BEEN PRESCRIBED BY THE PURCHASER; AND
(IV) EACH PERSON TO BE INCLUDED IN THE TRAVEL GROUP IS SELECTED BY THE PURCHASER AND FOR REASONS OTHER THAN SUCH PERSON'S REQUEST THAT HE/SHE BE INCLUDED IN THE TRAVEL GROUP.

(C) INCENTIVE GROUP REQUIREMENTS

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GROUPS - 91 (CONT)

(I) INCENTIVE GROUPS MEAN GROUPS OF EMPLOYEES AND/OR DEALERS AND/OR AGENTS (INCLUDING THEIR SPOUSES) OF THE SAME BUSINESS FIRM(S), CORPORATION(S) OR ENTERPRISE(S) (EXCLUDING NON-PROFIT ORGANIZATIONS), ALSO REFERRED TO AS THE 'ORGANIZATION', TRAVELING UNDER AN ESTABLISHED INCENTIVE TRAVEL PROGRAM WHICH REWARDS THE EMPLOYEE, DEALERS AND AGENTS FOR PAST WORK OR PROVIDES AN INCENTIVE FOR FUTURE ACTIVITIES.

(II) THE INCENTIVE TRAVEL PROGRAM IS TO INCLUDE AIR TRANSPORTATION, ACCOMMODATIONS, SIGHTSEEING, ENTERTAINMENT AND OTHER FEATURES THE COST OF WHICH IS BORNE ENTIRELY BY THE BUSINESS FIRM, CORPORATION OR ENTERPRISE AND NOT PASSED ON DIRECTLY OR INDIRECTLY TO THE EMPLOYEES, DEALERS OR AGENTS.

(III) OFFICIALS (AND THEIR SPOUSES) OF SUCH BUSINESS FIRMS, CORPORATIONS OR ENTERPRISES MAY ALSO BE INCLUDED IN THE GROUP IF THEY ARE TRAVELING FOR THE PURPOSE OF MAKING AWARDS OR OFFICIATING IN THE INCENTIVE TRAVEL PROGRAM.

(IV) EACH MEMBER OF THE INCENTIVE GROUP MUST BE A MEMBER OF THE ORGANIZATION AT THE TIME OF APPLICATION FOR THE GROUP FARE.

(4) DOCUMENTATION

(A) GENERAL REQUIREMENTS FOR ALL INDIVIDUAL AND GROUP INCLUSIVE TOURS
THERE MUST BE VOUCHERS SPECIFYING SLEEPING ACCOMMODATIONS AND ANY SIGHTSEEING OR OTHER FEATURES OF THE TOUR. SUCH VOUCHERS, INCLUDING THOSE FOR GROUND TRANSPORTATION, MUST BE AVAILABLE FOR INSPECTION DURING CHECK-IN PRIOR TO COMMENCEMENT OF OUTBOUND TRANSATLANTIC TRAVEL.

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


(II) THE APPLICATION MUST BE SUBMITTED TO THE ISSUING CARRIER (THE CARRIER WHOSE TICKETS ARE TO BE ISSUED) PRIOR TO COMMENCEMENT OF OUTBOUND TRAVEL. THE DEADLINE FOR RECEIPT OF...

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GROUPS - 91 (CONT)

THE APPLICATION IS SPECIFIED IN EACH PARTICULAR GROUP TRAVEL RULE.

(III) EXCEPT AS OTHERWISE NOTED, ONLY THOSE PASSENGERS LISTED IN THE WRITTEN APPLICATION MAY BE TRANSPORTED.

(IV) PASSENGER SUBSTITUTION/ADDITIONS IF NAME CHANGES AND/OR ADDITIONS TO THE LIST OF PARTICIPANTS IN THE TRAVEL GROUP MAY BE MADE AFTER THE WRITTEN APPLICATION HAS BEEN SUBMITTED, A STATEMENT WILL APPEAR IN THIS CATEGORY GIVING THE NUMBER OF CHANGES AND/OR ADDITIONS PERMITTED AND THE DEADLINE, IF ANY IS INVOLVED.

(V) EACH TRAVEL GROUP SHALL BE IDENTIFIED BY A DEFINITE NUMBER (GROUP CODE) ASSIGNED BY DE.

(C) GROUP INCLUSIVE TOUR REQUIREMENTS (NOT REQUIRED FOR TOURS INITIATED BY DE)

(I) WRITTEN APPLICATION, IN THE FORM REQUIRED BY DE SHALL PROVIDE THE NAMES AND TOTAL NUMBER OF PASSENGERS AND THE INCLUSIVE TOUR CODE NUMBER, AND BE SIGNED BY THE TOUR OPERATOR OR A PASSENGER SALES AGENT (ALSO REFERRED TO AS...
THE "TRAVEL ORGANIZER").

(II) THE APPLICATION MUST BE SUBMITTED TO THE ISSUING CARRIER (THE CARRIER WHOSE TICKETS ARE TO BE ISSUED) PRIOR TO COMMENCEMENT OF OUTBOUND TRAVEL. THE DEADLINE FOR RECEIPT OF THE APPLICATION IS SPECIFIED IN EACH PARTICULAR GROUP TRAVEL RULE.

(III) EXCEPT AS OTHERWISE NOTED, ONLY THOSE PASSENGERS LISTED IN THE WRITTEN APPLICATION MAY BE TRANSPORTED.

(IV) PASSENGER SUBSTITUTIONS/ADDITIONS IF NAME CHANGES AND/OR ADDITIONS TO THE LIST OF PARTICIPANTS IN THE TRAVEL GROUP MAY BE MADE AFTER THE WRITTEN APPLICATION HAS BEEN SUBMITTED, A STATEMENT WILL APPEAR IN THIS CATEGORY GIVING THE NUMBER OF CHANGES AND/OR ADDITIONS PERMITTED AND THE DEADLINE, IF ANY IS INVOLVED.

TOURS - 92
K TOURS (CATEGORY 27)
(1) INDIVIDUAL AND GROUP INCLUSIVE TOUR FARE REQUIREMENTS
(I) EXCEPT AS OTHERWISE NOTED, THE INDIVIDUAL INCLUSIVE TOUR MUST INCLUDE IN ITS PUBLISHED PRICE AND APPROPRIATE LITERATURE, IN ADDITION TO AIR TRANSPORTATION, THE COST OF SLEEPING OR HOTEL ACCOMMODATION FOR AT LEAST 6 NIGHTS, PLUS ANY OTHER FACILITIES OR ATTRACTIONS SUCH AS AIRPORT TRANSFERS, SIGHTSEEING, MOTORCOACH TRIPS, AND CAR RENTALS.

TOURS - 92 (CONT)
ACCOMMODATION FOR AT LEAST 6 NIGHTS, PLUS ANY OTHER FACILITIES OR ATTRACTIONS SUCH AS AIRPORT TRANSFERS, SIGHTSEEING, MOTORCOACH TRIPS, AND CAR RENTALS.

(II) EXCEPT AS OTHERWISE NOTED, THE GROUP INCLUSIVE TOUR MUST INCLUDE ITS PUBLISHED PRICE AND APPROPRIATE LITERATURE, IN ADDITION TO AIR TRANSPORTATION, THE COST OF AIRPORT TRANSFERS AND SLEEPING OR HOTEL ACCOMMODATIONS FOR TOTAL DURATION OF THE TRIP, PLUS OTHER FACILITIES OR ATTRACTIONS SUCH AS SIGHTSEEING, MOTORCOACH TRIPS, AND CAR RENTALS.

(III) TOURS MUST BE PAID FOR IN FULL PRIOR TO COMMENCEMENT OF TRAVEL, AND THE PRICE OF TOUR FEATURES AND FACILITIES MAY NOT BE LESS THAN THE AMOUNT SPECIFIED IN CATEGORY 27 OF THE PARTICULAR RULE.

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

VISIT ANOTHER COUNTRY - 93
K VISIT ANOTHER COUNTRY (CATEGORY 28)
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DEPOSITS - 94
K DEPOSITS (CATEGORY 29)
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AREA: ZZ TARIFF: IPRG CXR: DE RULE: 0005

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TITLE/APPLICATION - 70
K APPLICATION OF TARIFF
(A) GENERAL
(1) EXCEPT AS PROVIDED BELOW, THE PROVISIONS OF THIS TARIFF APPLY LOCALLY VIA THE SERVICES OF DE OR JOINTLY VIA THE SERVICES OF DE WITH THE OTHER PARTICIPATING CARRIERS IN THIS TARIFF:
(2) RULES STATING ANY LIMITATION ON, OR CONDITION RELATING TO, THE LIABILITY OF CARRIERS FOR PERSONAL INJURY OR DEATH ARE NOT PERMITTED TO BE INCLUDED IN TARIFFS FILED PURSUANT TO THE LAWS OF GFS TEXT MENU RULE CATEGORY TEXT DISPLAY IN EFFECT ON: 15JUL16

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

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TITLE/APPLICATION - 70 (CONT)
THE UNITED STATES, EXCEPT TO THE EXTENT PROVIDED IN RULE 55 (LIABILITY OF CARRIER) WITH RESPECT TO TARIFF C.A.B. NO. 712 PUBLISHED BY AIRLINE TARIFF PUBLISHING COMPANY, AGENT. ANY SUCH LIMITATIONS OR CONDITION IN ANY RULE HEREIN EXCEPT TO THE EXTENT PROVIDED IN RULE 55 IS NOT A PART OF TARIFF C.A.B. NO. 712 FILED WITH THE DEPARTMENT OF TRANSPORTATION. NOTHING IN THIS TARIFF MODIFIES OR WAIVES ANY PROVISION OF THE WARSAW CONVENTION. (3) THIS TARIFF SHALL APPLY TO CARRIAGE OF PASSENGERS AND BAGGAGE INCLUDING ALL SERVICES INCIDENTAL THERETO PERFORMED BY CARRIER UNDER LOCAL AND JOINT RATES AND CHARGES OF CARRIER CONTAINED IN TARIFFS WHICH MAKE SPECIFIC REFERENCES TO THIS TARIFF FOR GOVERNING RULES, REGULATIONS AND CONDITIONS OF CARRIAGE. (4) FARES AND CHARGES OR MONETARY AMOUNTS SHOWN IN DOLLARS OR CENTS ARE STATED IN TERMS OF U.S. CURRENCY EXCEPT WHERE FARES AND CHARGES OR MONETARY AMOUNTS ARE SPECIFICALLY STATED AS BEING PUBLISHED IN CANADIAN CURRENCY OR OTHER CURRENCY.
(5) Rules in this tariff govern the application of all fares and charges published in tariffs which specifically refer to and are made subject to this tariff with such exceptions as may be expressly stated in such tariffs. These rules constitute the conditions upon which each carrier transports or agrees to transport and are expressly agreed to by the passenger to the same extent as if such rules were included as conditions in the contract of carriage.

(6) The rates, fares, charges, classifications, regulations, practices and services provided herein and in tariffs governed by this tariff have been filed in each country in which filing is required by treaty, convention or agreement entered into between that country and Canada, in accordance with the provisions of the applicable treaty, convention or agreement.

(7) Except as otherwise provided below, fare rule provisions, local or joint fares, including arbitraries contained in the on-line tariff database maintained by airline tariff publishing company, agent on behalf of de are considered to be part of this tariff.

(B) Gratuitous carriage with respect to gratuitous carriage, carrier reserves the right to exclude the application of all or any part of this tariff.

(C) Change without notice except as may be required by applicable laws.

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TITLE/APPLICATION - 70 (CONT)

Government regulations, orders and requirements, carrier's rules, regulations and conditions of carriage are subject to change without notice; provided, that no such change shall apply to a contract of carriage after the carriage has commenced.

(D) When rules or provisions in this tariff or tariffs governed hereby provide for the application of fares and charges based upon percentages of other fares and charges, such proportionate fares and charges will be determined in accordance with percentage conversion.
INSTRUCTION AS PUBLISHED IN THIS TARIFF.

(E) EFFECTIVE RULES, FARES AND CHARGES
EXCEPT AS OTHERWISE PROVIDED HEREIN, THE APPLICABLE
RULES, FARES AND CHARGES FOR CARRIAGE OF PASSENGERS
AND/OR BAGGAGE ARE THOSE DULY PUBLISHED BY CARRIER AND
SHALL BE THOSE IN EFFECT ON THE DATE OF COMMENCEMENT
OF
CARRIAGE COVERED BY THE FIRST FLIGHT COUPON OF THE
TICKET. WHEN THE FARES OR CHARGES COLLECTED ARE NOT
THE
APPLICABLE FARES OR CHARGES, THE DIFFERENCES WILL BE
REFUNDED TO OR COLLECTED FROM THE PASSENGER, AS MAY BE
APPROPRIATE.

(1) APPLICABLE ONLY TO SALES AND TICKETS ISSUED IN
THE
U.S.A. FOR TRAVEL ORIGINATING IN THE U.S.A. (NOT
APPLICABLE TO CANADA)
NO INCREASE WILL BE COLLECTED IN CASES WHERE
THE DE TICKET AS BEEN ISSUED PRIOR TO THE
EFFECTIVE DATE OF A TARIFF CONTAINING AN
INCREASE IN THE APPLICABLE FARE, EFFECTED
THROUGH A CHANGE IN THE FARE LEVEL, A CHANGE
IN CONDITIONS GOVERNING THE FARE, OR A
CANCELLATION OF THE FARE ITSELF, PROVIDED:
(A) THE ORIGINATING TRANSATLANTIC 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 OF THE TICKET).
(B) THE ORIGINATING TRANSATLANTIC FLIGHT
SHOWN ON THE TICKET IS NOT VOLUNTARILY
CHANGED AT THE PASSENGER'S REQUEST
ON/AFTER THE EFFECTIVE DATE OF ANY
INCREASE IN THE APPLICABLE FARE.
(C) THIS PROVISION SHALL APPLY ONLY TO THE
PASSENGER TO WHOM THE TICKET WAS
ORIGINALLY ISSUED. (NOT APPLICABLE TO
CANADA) FURTHERMORE, THIS PROVISION WILL
NOT APPLY TO SALES MADE OUTSIDE THE
U.S.A. FOR TICKETS TO BE ISSUED IN THE
U.S.A.

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TITLE/APPLICATION - 70 (CONT)

(2) (APPLICABLE TO DE FOR TRANSPORTATION WHICH
ORIGINATES IN CANADA.)
NO INCREASE IN FARES OR CHARGES APPLICABLE TO THE
CARRIAGE OF PASSENGERS WILL BE COLLECTED OR MORE
RESTRICTIVE CONDITIONS OF SUCH CARRIAGE APPLIED IN THE EVENT THAT AN INCREASE IN FARES OR CHARGES OCCURS OR MORE RESTRICTIVE CONDITIONS ARE IMPOSED BETWEEN THE TIME OF TICKET ISSUANCE AND THE EFFECTIVE DATE OF ANY SUBSEQUENT TARIFF CONTAINING SUCH AN INCREASE OR MORE RESTRICTIVE CONDITIONS OF CARRIAGE, PROVIDED:
(A) THE TICKET IS ISSUED ON DE TICKET STOCK WHICH MEANS THE TICKET IS IMPRINTED WITH THE DE CARRIER CODE IN THE TICKET SERIAL NUMBER (881) AND ISSUED AND VALIDATED WITH AN OFFICIAL DE VALIDATOR BY AN AUTHORIZED DE EMPLOYEE, AN DE APPOINTED TRAVEL AGENCY OR OTHER PERSON AUTHORIZED TO ISSUE DE TICKET STOCK:
(B) THE TICKET IS ISSUED WITH CONFIRMED RESERVATIONS FROM POINT OF ORIGIN IN CANADA TO THE FIRST POINT OF STOPOVER IN AREAS 1, 2, OR 3 AT THE FARES AND CHARGES APPLICABLE ON THE DATE OF TICKET ISSUANCE FOR THE DATE OF COMMENCEMENT OF TRAVEL. THE DATE OF THE TICKET ISSUANCE IS DETERMINED BY THE VALIDATOR STAMPED OR IMPRINTED ON THE TICKET.
(C) THE CONFIRMED TICKETED RESERVATIONS ARE NOT CHANGED AND THE TICKET IS NOT REISSUED AT THE PASSENGERS REQUEST.
(D) SALE OCCURS AND TICKET IS ISSUED IN CANADA.

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TITLE/APPLICATION - 70
K CLASSES OF SERVICE
(A) BUSINESS CLASS OR CLASS "C"
(1) FARES APPLY WHEN TRAVEL IS IN THE BUSINESS CLASS COMPARTMENT OF COMBINATION COMPARTMENT FLIGHTS OPERATED WITH JET AIRCRAFT FEATURED WITH A BUSINESS CLASS. THE BUSINESS 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 BUSINESS CLASS SEATING.

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(3) PASSENGERS SEATED IN THE BUSINESS CLASS SECTION AND BETWEEN CANADA/U.S.A. AND GERMANY IN THE ECONOMY CLASS SECTION WILL BE AFFORDED IN-FLIGHT AMENITIES SUCH AS COMPLIMENTARY BEVERAGES AND THE COMPLIMENTARY USE OF HEADSETS FOR AUDIO/VISUAL ENTERTAINMENT (WHERE SUCH FEATURE IS PROVIDED IN FLIGHT).

(B) PREMIUM ECONOMY CLASS OR CLASS "Y"
(1) THE PREMIUM ECONOMY CLASS SECTION WILL BE LOCATED IMMEDIATELY BEHIND THE BUSINESS CLASS COMPARTMENT.
(2) SEPARATE CHECK-IN FACILITIES WILL BE PROVIDED FOR PASSENGERS ELIGIBLE FOR PREMIUM ECONOMY CLASS SEATING WHERE SUCH FACILITIES EXIST.
(3) PASSENGERS SEATED IN THE PREMIUM ECONOMY CLASS SECTION AND BETWEEN U.S.A. AND GERMANY IN THE ECONOMY CLASS SECTION WILL BE AFFORDED IN-FLIGHT AMENITIES SUCH AS COMPLIMENTARY BEVERAGES AND THE COMPLIMENTARY USE OF HEADSETS FOR AUDIO/VISUAL ENTERTAINMENT (WHERE SUCH FEATURE IS PROVIDED IN FLIGHT).

C) ECONOMY CLASS OR CLASS "M"
THE ECONOMY CLASS/TOURIST CLASS SECTION WILL BE LOCATED IMMEDIATELY BEHIND THE PREMIUM ECONOMY COMPARTMENT. PASSENGERS SEATED IN THE ECONOMY CLASS SECTION WILL (WHERE FLIGHT TIME PERMITS) BE AFFORDED IN-FLIGHT AMENITIES SUCH AS COMPLIMENTARY BEVERAGES (EXCLUDING COCKTAILS, BEER AND WINE) AND WILL BE OFFERED HEADSETS FOR RENTAL FOR AUDIO/VISUAL ENTERTAINMENT (WHERE SUCH FEATURE IS PROVIDED IN FLIGHT).

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K CAPACITY LIMITATIONS
(A) A RESERVATION FOR SPACE ON A GIVEN FLIGHT IS VALID ONLY WHEN THE AVAILABILITY AND ALLOCATION OF THAT SPACE IS CONFIRMED BY THE CARRIER AND THE PASSENGER HAS PAID THE APPROPRIATE FARE AND A TICKET HAS BEEN ISSUED FOR THAT SPACE.
(B) ON ANY GIVEN FLIGHT, THE CARRIER MAY LIMIT THE NUMBER OF PASSENGERS CARRIED AT ANY GIVEN FARE. ALL FARES WILL NOT NECESSARILY BE AVAILABLE ON ALL FLIGHTS. THE NUMBER OF SEATS WHICH THE CARRIER SHALL MAKE AVAILABLE -29- GFS TEXT MENU RULE CATEGORY TEXT DISPLAY IN EFFECT ON: 15JUL16

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ON A GIVEN FLIGHT WILL BE DETERMINED BY THE CARRIER'S BEST JUDGEMENT AS TO THE ANTICIPATED TOTAL NUMBER OF PASSENGERS ON EACH FLIGHT.

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(DESCRIPTION NOT AVAILABLE - 70)

K TRANSPORT OF PASSENGERS WITH DISABILITIES
(PROVISIONS FOR AIRCRAFT WITH 30 OR MORE PASSENGERS SEATS)
IN THE CASE OF CODE-SHARE, PASSENGERS ARE ADVISED THAT THE CARRIAGE OF PERSONS WITH DISABILITIES RULES APPLICABLE TO THEIR TRANSPORTATION ARE THOSE OF THE CARRIER IDENTIFIED ON YOUR TICKET AND NOT OF THE CARRIER OPERATING THE FLIGHT.

(A) ACCEPTANCE FOR CARRIAGE
DE WILL MAKE EVERY EFFORT TO ACCOMMODATE A PERSON WITH A DISABILITY AND WILL NOT REFUSE TO TRANSPORT A PERSON SOLELY BASED ON HIS/HER DISABILITY. IN INSTANCES WHEN REFUSING TRANSPORTATION TO A PERSON WITH A DISABILITY IS NECESSARY, DE WILL PROVIDE A WRITTEN EXPLANATION TO THE PERSON FOR THE DECISION TO REFUSE CARRIAGE AT THE TIME OF THE REFUSAL.

(B) ACCEPTANCE OF DECLARATION OF SELF-RELIANCE
EXCEPT FOR APPLICABLE SAFETY-RELATED AND REGULATIONS, DE WILL ACCEPT THE DETERMINATION MADE BY OR ON BEHALF OF A PERSON WITH A DISABILITY AS TO SELF-RELIANCE. ONCE ADVISED THAT HE OR SHE IS "SELF-RELIANT," DE SHALL NOT REFUSE SUCH PASSENGER TRANSPORTATION ON THE BASIS THAT THE PERSON WITH A DISABILITY IS NOT ACCOMPANIED BY A PERSONAL ATTENDANT OR BASED ON THE ASSUMPTION THAT THE PASSENGER MAY REQUIRE ASSISTANCE FROM AIRLINE EMPLOYEES IN MEETING THE PASSENGER'S NEEDS SUCH AS ASSISTANCE WITH EATING, USING THE WASHROOM FACILITIES OR ADMINISTERING MEDICATION WHICH ARE BEYOND THE RANGE OF SERVICES THAT ARE NORMALLY OFFERED BY DE.

(C) MEDICAL CLEARANCE
DE WILL NOT AUTOMATICALLY REQUIRE A MEDICAL CLEARANCE FOR PERSONS WITH DISABILITIES AS A CONDITION OF TRAVEL. RATHER, DE MAY, IN GOOD FAITH AND USING ITS REASONABLE DISCRETION, DETERMINE THAT A PERSON WITH A DISABILITY REQUIRE A MEDICAL CLEARANCE WHERE THEIR SAFETY OR WELL-BEING, IN TERMS OF SUCH THINGS AS ASSISTANCE WITH EATING, USING THE WASHROOM FACILITIES, OR THAT OF OTHER PASSENGERS IS IN QUESTION. WHERE DE REFUSES TO TRANSPORT A PASSENGER FOR SUCH REASONS, A WRITTEN EXPLANATION MUST BE PROVIDED AT THE TIME OF REFUSAL.
(DESCRIPTION NOT AVAILABLE - 70 (CONT))

WHEN MEDICAL CLEARANCE IS REQUIRED A CARRIER MAY ASSESS

A PERSON’S FITNESS TO TRAVEL BASED ON INFORMATION AND/OR DOCUMENTATION SUBMITTED BY THE PERSON WITH A DISABILITY (SUCH AS A NOTE FROM THE PERSON’S PHYSICIAN OR HEALTHCARE PROFESSIONAL).

(D) ADVANCE NOTICE

WHERE A PASSENGER REQUESTS A SERVICE SET OUT IN THIS RULE AT LEAST 48 HOURS PRIOR TO DEPARTURE, DE WILL PROVIDE THE SERVICE. SUCH REQUEST SHOULD BE MADE BY THE PASSENGER AT THE TIME OF RESERVATION, AND AS FAR IN ADVANCE OF TRAVEL AS POSSIBLE. WHERE A PASSENGER REQUESTS A SERVICE LESS THAN 48 HOURS PRIOR TO DEPARTURE, DE WILL MAKE A REASONABLE EFFORT TO PROVIDE THE SERVICE.

(E) SEATING RESTRICTIONS AND ASSIGNMENTS

WHEN A PERSON IDENTIFIES THE NATURE OF HIS OR HER DISABILITY, DE WILL INFORM THE PASSENGER OF THE AVAILABLE SEATS THAT ARE MOST ACCESSIBLE AND THEN ESTABLISH WITH THAT PASSENGER AN APPROPRIATE SEAT ASSIGNMENT. PASSENGERS WITH A DISABILITY WILL NOT BE PERMITTED TO OCCUPY SEATS IN DESIGNATED EMERGENCY EXIT ROWS, OR OTHERWISE IN ACCORDANCE WITH APPLICABLE SAFETY-RELATED RULES AND REGULATIONS. PERSONS WITH DISABILITIES AND THEIR ATTENDANTS, WHO WILL MEET THE PERSONS’ DISABILITY-RELATED NEEDS, WILL BE SEATED TOGETHER.

(F) ACCEPTANCE OF AIDS

IN ADDITION TO THE REGULAR BAGGAGE ALLOWANCE, DE WILL ACCEPT, WITHOUT CHARGE, AS PRIORITY CHECKED BAGGAGE, MOBILITY AIDS, INCLUDING:

(1) AN ELECTRIC WHEELCHAIR, A SCOOTER OR A MANUALLY OPERATED RIGID-FRAME WHEELCHAIR;
(2) A MANUALLY OPERATED FOLDING WHEELCHAIR;
(3) A WALKER, A CANE, CRUTCHES OR BRACES;
(4) ANY DEVICE THAT ASSISTS THE PERSON TO COMMUNICATE;

AND

(5) ANY PROTHESIS OR MEDICAL DEVICE.

WHERE SPACE PERMITS, DE WILL, WITHOUT CHARGE, PERMIT THE PERSON TO STORE A MANUALLY OPERATED FOLDING WHEELCHAIR AND SMALL AIDS IN THE PASSENGER CABIN DURING THE FLIGHT. THE ASSEMBLING AND DISASSEMBLING OF MOBILITY AIDS IS PROVIDED BY THE CARRIER WITHOUT CHARGE. WHEELCHAIRS AND MOBILITY AIDS WILL BE THE LAST ITEMS TO BE STOWED IN THE AIRCRAFT HOLD AND THE FIRST
ITEMS TO BE REMOVED.
APPLICABLE TO DOMESTIC OPERATIONS ONLY: WHERE THE
DESIGN OF THE AIRCRAFT THAT HAS FEWER THAN 60
PASSENGER
SEATS DOES NOT PERMIT THE CARRIAGE OF A PERSON'S AID,
DE IS NOT REQUIRED TO CARRY THE AID. DE WILL ADVISE

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(DESCRIPTION NOT AVAILABLE - 70 (CONT)
THE PERSON ABOUT TRANSPORTATION ARRANGEMENTS THAT ARE
AVAILABLE FOR THE AID.

(G) MANUALLY OPERATED WHEELCHAIR ACCESS
DE WILL PERMIT THE PERSON WHO USES A MANUALLY OPERATED
WHEELCHAIR TO REMAIN IN THE WHEELCHAIR:
(1) UNTIL THE PERSON REACHES THE BOARDING GATE;
(2) WHERE FACILITIES PERMIT, WHILE THE PERSON IS
MOVING BETWEEN THE TERMINAL AND THE DOOR OF THE
AIRCRAFT;
(3) WHERE SPACE AND FACILITIES PERMIT, WHILE THE
PERSON IS MOVING BETWEEN THE TERMINAL AND THE
PASSENGER SEAT.

(H) SERVICE ANIMALS
DE WILL ACCEPT FOR TRANSPORTATION, WITHOUT CHARGE, A
SERVICE ANIMAL REQUIRED TO ASSIST A PERSON WITH A
DISABILITY PROVIDED THAT THE ANIMAL IS PROPERLY
HARNESSED AND CERTIFIED IN WRITING AS HAVING BEEN
TRAINED BY A PROFESSIONAL SERVICE ANIMAL INSTITUTION.
FOR THE COMFORT OF ALL PASSENGERS, DE STAFF WILL
DETERMINE, IN CONSULTATION WITH THE PERSON WITH A
DISABILITY, WHERE THE PERSON AND SERVICE ANIMAL WILL
BE
SEATED. DE WILL ASSIGN A SEAT TO THE PERSON WHICH
PROVIDES SUFFICIENT SPACE FOR THE PERSON AND THE
SERVICE ANIMAL AND DE WILL PERMIT THE SERVICE ANIMAL
TO
ACCOMPANY THE PERSON ON BOARD THE AIRCRAFT AND TO
REMAIN ON THE FLOOR AT THE PERSON'S PASSENGER SEAT.
WHERE THERE IS INSUFFICIENT FLOOR SPACE IN THE SEAT
ROW
OF THE PERSON'S PASSENGER SEAT, DE WILL PERMIT THE
SERVICE ANIMAL TO REMAIN ON THE FLOOR IN AN AREA WHERE
THE PERSON CAN STILL EXERCISE CONTROL OVER THE ANIMAL.
SHOULD INJURY OR DEATH OF A SERVICE ANIMAL RESULT FROM
THE FAULT OR NEGLIGENCE OF DE, DE WILL UNDERTAKE TO
PROVIDE EXPEDITIOUSLY, AND AT ITS OWN EXPENSE, MEDICAL
CARE FOR OR REPLACEMENT OF THE SERVICE ANIMAL.

(I) SERVICES TO BE PROVIDED TO PERSONS WITH DISABILITIES
DE WILL ENSURE THAT SERVICES ARE PROVIDED TO PERSONS
WITH DISABILITIES WHEN A REQUEST FOR SUCH SERVICES IS
MADE AT LEAST 48 HOURS PRIOR TO DEPARTURE, AND WILL
MAKE REASONABLE EFFORTS TO ACCOMMODATE REQUESTS NOT MADE WITHIN THIS TIME LIMIT. SERVICES TO BE PROVIDED UPON REQUEST WILL INCLUDE:

1. ASSISTING WITH REGISTRATION AT THE CHECK-IN COUNTER;
2. ASSISTING IN PROCEEDING TO THE BOARDING AREA;
3. ASSISTING IN BOARDING AND DEPLANING;
4. ASSISTING IN STOWING AND RETRIEVING CARRY-ON BAGGAGE AND RETRIEVING CHECKED BAGGAGE;
5. ASSISTING IN MOVING TO/FROM AN AIRCRAFT LAVATORY;
6. ASSISTING IN PROCEEDING TO THE GENERAL PUBLIC AREA
7. TRANSFERRING A PERSON BETWEEN THE PERSON'S OWN MOBILITY AID AND A MOBILITY AID PROVIDED BY DE;
8. TRANSFERRING A PERSONS BETWEEN A MOBILITY AID AND THE PERSON'S PASSENGER SEAT;
9. PROVIDING LIMITED ASSISTANCE WITH MEALS, SUCH AS OPENING PACKAGES, IDENTIFYING ITEMS AND CUTTING LARGE FOOD PORTIONS;
10. INQUIRING PERIODICALLY DURING A FLIGHT ABOUT A PERSON'S NEEDS; AND
11. BRIEFING INDIVIDUAL PASSENGERS WITH DISABILITIES AND THEIR ATTENDANT ON EMERGENCY PROCEDURES AND THE LAYOUT OF THE CABIN.

(DESCRIPTION NOT AVAILABLE - 70 (CONT)

OR, IN SOME CASES, TO A REPRESENTATIVE OF ANOTHER CARRIER;

7. TRANSFERRING A PERSON BETWEEN THE PERSON'S OWN MOBILITY AID AND A MOBILITY AID PROVIDED BY DE;
8. TRANSFERRING A PERSONS BETWEEN A MOBILITY AID AND THE PERSON'S PASSENGER SEAT;
9. PROVIDING LIMITED ASSISTANCE WITH MEALS, SUCH AS OPENING PACKAGES, IDENTIFYING ITEMS AND CUTTING LARGE FOOD PORTIONS;
10. INQUIRING PERIODICALLY DURING A FLIGHT ABOUT A PERSON'S NEEDS; AND
11. BRIEFING INDIVIDUAL PASSENGERS WITH DISABILITIES AND THEIR ATTENDANT ON EMERGENCY PROCEDURES AND THE LAYOUT OF THE CABIN.

J) BOARDING AND DEPLANING
WHERE A PERSON WITH A DISABILITY REQUESTS ASSISTANCE IN BOARDING OR SEATING OR IN STOWING CARRY-ON BAGGAGE, DE WILL ALLOW THE PERSON, UPON REQUEST, TO BOARD THE AIRCRAFT IN ADVANCE OF OTHER PASSENGERS WHERE TIME PERMITS. DE MAY ALSO REQUIRE A PERSON, EVEN IN THE ABSENCE OF A REQUEST TO DO SO, TO BOARD THE AIRCRAFT IN ADVANCE OF OTHER PASSENGERS IN ORDER THAT IT HAS SUFFICIENT TIME TO PROVIDE THE REQUESTED ASSISTANCE.

K) COMMUNICATION AND CONFIRMATION OF INFORMATION
ANNOUNCEMENT TO PASSENGERS CONCNERNING STOPS, DISPLAYS, SCHEDULE CHANGE, CONNECTIONS, ONBOARD SERVICES AND CLAIMING OF BAGGAGE WILL BE MADE IN VISUAL, VERBAL AND/OR WRITTEN FORMAT TO PERSONS WITH DISABILITIES WHO REQUEST SUCH A SERVICE. DE WILL APPLY A WRITTEN CONFIRMATION OF SERVICES THAT IT WILL PROVIDE TO PERSON. MODIFICATION TO REFLECT THAT PRE-BOARDING CAN OCCUR UPON REQUEST OF THE PERSON WITH A DISABILITY AS
WELL AS A REQUIREMENT BY DE.

(L) INQUIRE PERIODICALLY
WHEN PERSONS IN WHEELCHAIRS WHO ARE NOT INDEPENDENTLY
MOBILE ARE WAITING TO BOARD AN AIRCRAFT, DE WILL
INQUIRE PERIODICALLY ABOUT THEIR NEEDS, AND SHALL
ATTEND TO THOSE NEEDS WHERE THE SERVICES REQUIRED ARE
USUALLY PROVIDED BY DE.

(M) MOBILITY AIDS
NOTE: NOTWITHSTANDING THE NORMAL CARRIER LIABILITY AS
CONTAINED IN THIS RULE, THE LIMIT OF LIABILITY WILL BE
WAIVED FOR CLAIMS INVOLVING THE LOSS OF, DAMAGE TO, OR
DELAY IN DELIVERY OF MOBILITY AIDS, WHEN SUCH ITEMS
HAVE BEEN ACCEPTED AS CHECKED BAGGAGE OR OTHERWISE.

IN
THE EVENT THAT A MOBILITY AID IS LOST OR DAMAGED,
COMPENSATION IS TO BE BASED ON THE COST OF THE REPAIR
OR REPLACEMENT VALUE OF THE MOBILITY AID.

IN THE EVENT THAT A MOBILITY AID IS LOST OR DAMAGED:
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-- DESCRIPTION NOT AVAILABL - 70 (CONT) --
(A) DE WILL IMMEDIATELY PROVIDE A SUITABLE TEMPORARY
REPLACEMENT WITHOUT CHARGE;
(B) IF A DAMAGED AID CAN BE REPAIRED, IN ADDITION TO
(A) ABOVE, DE WILL ARRANGE, AT ITS EXPENSE, FOR
THE PROMPT AND ADEQUATE REPAIR OF THE AID AND
RETURN IT TO THE PASSENGER'S AS SOON AS POSSIBLE.
(C) IF A DAMAGED AID CANNOT BE REPAIRED OR IS LOST
AND
CANNOT BE LOCATED WITHIN 96 HOURS FOLLOWING THE
PASSENGER'S ARRIVAL, DE WILL IN ADDITION TO (A)
ABOVE, REPLACE IT WITH AN IDENTICAL AID
SATISFACTORY TO THE PASSENGER, OR REIMBURSE THE
PASSENGER FOR THE REPLACEMENT COST OF THE AID.

-- TITLE/APPLICATION - 70 --
K REFUSAL TO TRANSPORT
(A) REFUSAL TO TRANSPORT - REMOVAL OF PASSENGER
THE CARRIER WILL REFUSE TO TRANSPORT, OR WILL REMOVE
ANY PASSENGER AT ANY POINT FOR ANY OF THE FOLLOWING
REASONS:
(1) GOVERNMENT REQUESTS, REGULATIONS AND FORCE
MAJEURE
WHENEVER IT IS NECESSARY OR ADVISABLE TO:
(A) COMPLY WITH ANY GOVERNMENT REGULATION; OR
(B) COMPLY WITH ANY GOVERNMENT REQUEST FOR
EMERGENCY TRANSPORTATION; OR
(C) ADDRESS FORCE MAJEURE.
(2) SEARCH OF PASSENGER AND PROPERTY
WHEN THE PASSENGER REFUSES TO PERMIT A SEARCH OF
HIS PERSON OR PROPERTY FOR EXPLOSIVES OR FOR
CONCEALED, PROHIBITED, DEADLY OR DANGEROUS
WEAPON(S) OR ARTICLE(S).

(3) PROOF OF IDENTITY/AGE
WHEN THE PASSENGER REFUSES A REQUEST TO PRODUCE
GOVERNMENT-ISSUED IDENTIFICATION TO DEMONSTRATE
PROOF OF IDENTITY.
APPLICABLE ONLY TO TRAVEL WITHIN CANADA:
NOTE: THE CARRIER IS OBLIGED TO SCREEN EACH
PASSENGER BY LOOKING AT THE PASSENGER, AND IN
PARTICULAR THE PASSENGER'S ENTIRE FARE, TO
DETERMINE IF THEY APPEAR TO BE 18 YEARS OF AGE OR
OLDER. THE CARRIER IS ALSO REQUIRED TO SCREEN
EACH PASSENGER WHO APPEARS TO BE 18 YEARS OF AGE
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(4) IMMIGRATION OR OTHER SIMILAR CONSIDERATIONS
WHEN THE PASSENGER IS TO TRAVEL ACROSS ANY
INTERNATIONAL BOUNDARY, IF :
(A) THE TRAVEL DOCUMENTS OF THE PASSENGER ARE
IN ORDER; OR,
(B) FOR ANY REASON THE PASSENGER'S EMBARKATION
FROM, TRANSIT THROUGH, OR ENTRY INTO ANY
COUNTRY FROM, THROUGH, OR TO WHICH THE
(5) Failure to comply with carrier's rules and regulations when the passenger fails or refuses to comply with rules and regulations of the carrier as stated in this tariff.

(6) Passenger's condition

(a) When the passenger's actions or inactions prove to the carrier that his/her mental, intellectual or physical condition is such as to render him/her incapable of caring for himself/herself without assistance or medical treatment en route unless:

(i) the passenger is accompanied by a personal attendant who will be responsible for assisting with the passenger's needs en route such as assistance with eating, using the washroom facilities or administering medication which are beyond the range of services that are normally offered by the carrier; and
(ii) the passenger complies with requirements of rule 21, transportation of passengers with disabilities.

Exception: (for transportation to/from and within Canada) the carrier will accept the determination of a person with a disability as to self-reliance as per rule 21, transportation of passengers with disabilities.

Note: If the passenger is accompanied by an attendant and the passenger is refused transport, then the attendant will also be refused transport and the two will be removed from the aircraft together.
(B) WHEN THE PASSENGER HAS A CONTAGIOUS DISEASE.
(C) WHEN THE PASSENGER HAS AN OFFENSIVE ODOR.
(D) WHEN THE CARRIER DETERMINES, IN GOOD FAITH
AND USING ITS REASONABLE DISCRETION, THAT A
PASSENGER’S MEDICAL OR PHYSICAL CONDITION
INVOLVES AN UNUSUAL HAZARD OR RISK TO THEIR
SELF OR OTHER PERSONS (INCLUDING, IN THE
CASE
OF EXPECTANT MOTHERS, UNBORN CHILDREN) OR
PROPERTY. THE CARRIER CAN REQUIRE THE
PASSENGER TO PROVIDE A MEDICAL CERTIFICATE
THAT THEN MAY BE ASSESSED BY THE CARRIER’S
OWN MEDICAL OFFICER AS A CONDITION OF THE
PASSENGER’S ACCEPTANCE FOR SUBSEQUENT
TRAVEL.

THE CARRIER MAY REFUSE TRANSPORTATION TO THE
PERSON POSING SUCH HAZARD OR RISK.

NOTE: PREGNANT PASSENGERS:
(I) AN EXPECTANT MOTHER WITH A
COMPLICATION-FREE PREGNANCY CAN TRAVEL
ON THE CARRIER'S FLIGHTS UP TO THE 36TH
WEEK OF HER PREGNANCY OR UP TO FOUR
WEEKS BEFORE HER EXPECTED DUE DATE
WITHOUT A MEDICAL CERTIFICATE.

(II) AN EXPECTANT MOTHER WHO IS IN OR BEYOND
THE 28TH WEEK OF HER PREGNANCY MUST
PRESENT A MEDICAL CERTIFICATE, DATED
WITHIN 72 HOURS OF THE SCHEDULED TIME
OF
DEPARTURE. THE CERTIFICATE MUST STATE
THAT THE PHYSICIAN HAS EXAMINED THE
PATIENT AND FOUND HER TO BE PHYSICALLY
FIT FOR TRAVEL BY AIR AND THE
CERTIFICATE MUST STATE THE ESTIMATED
DATE OF BIRTH.

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TITeL/ApPLICATIoN - 70 (CoNT)

(7) FAILURE TO PROVIDE A SUITABLE ESCORT
WHEN THE PASSENGER REQUIRES AN ESCORT DUE TO A
MENTAL HEALTH CONDITION AND UNDER CARE OF A
PSYCHIATRIC INSTITUTION OR IN THE CUSTODY OF LAW
ENFORCEMENT PERSONNEL OR OTHER RESPONSIBLE
AUTHORITY AND THE NECESSARY ARRANGEMENTS HAVE NOT
BEEN MADE WITH THE CARRIER IN ADVANCE OF THE
DEPARTURE OF THE FLIGHT.
HOWEVEr, THE CARRIER WILL ACCEPT ESCORTED
PASSENGERS UNDER THE FOLLOWING CONDITIONS WHEN

THE
PASSENGER HAS A MENTAL HEALTH CONDITION AND IS
UNDER CARE OF A PSYCHIATRIC INSTITUTION OR IN CUSTODY OF LAW ENFORCEMENT PERSONNEL OR OTHER RESPONSIBLE AUTHORITY.

(A) MEDICAL AUTHORITY FURNISHES ASSURANCE, IN WRITING, THAT AN ESCORTED PERSON WITH A MENTAL HEALTH CONDITION CAN BE TRANSPORTED SAFELY.

(B) THE NUMBER OF PASSENGER(S) IS LIMITED BY AIRCRAFT TYPE.

(C) REQUEST FOR CARRIAGE IS MADE AT LEAST 48 HOURS BEFORE SCHEDULED DEPARTURE.

(D) ACCEPTANCE IS FOR ONLINE TRAVEL ONLY.

(E) THE ESCORT MUST ACCOMPANY THE ESCORTED PASSENGER AT ALL TIMES.

(F) PASSENGERS IN CUSTODY OF LAW ENFORCEMENT PERSONNEL OR OTHER RESPONSIBLE AUTHORITY MUST BE MANACLED.

(B) PASSENGER'S CONDUCT - REFUSAL TO TRANSPORT - PROHIBITED CONDUCT AND SANCTIONS

(1) PROHIBITED CONDUCT


(A) THE PERSON, IN THE REASONABLE JUDGEMENT OF A RESPONSIBLE EMPLOYEE OF THE CARRIER, IS UNDER THE INFLUENCE OF ALCOHOL OR DRUGS (EXCEPT A PATIENT UNDER MEDICAL CARE).

(B) THE PERSON'S CONDUCT, OR CONDITION IS OR HAS BEEN KNOWN TO BE ABUSIVE, OFFENSIVE, THREATENING, INTIMIDATING, VIOLENT OR OTHERWISE DISORDERLY, AND, IN THE REASONABLY
OF OTHER PASSENGERS OR CARRIER'S EMPLOYEES, INTERFERE WITH A CREW MEMBER IN THE PERFORMANCE OF HIS/HER DUTIES, OR OTHERWISE JEOPARDIZE SAFE AND ADEQUATE FLIGHT OPERATIONS.

(C) THE PERSON'S CONDUCT INVOLVES ANY HAZARD OR RISK TO THEIR SELF OR OTHER PERSONS (INCLUDING TRAVEL INVOLVING PREGNANT PASSENGERS OR UNBORN CHILDREN) OR TO PROPERTY.

(D) THE PERSON FAILS TO OBSERVE THE INSTRUCTIONS OF THE AIRCRAFT CREW, INCLUDING INSTRUCTIONS TO STOP ANY PROHIBITED CONDUCT.

(E) THE PERSON IS UNABLE OR UNWILLING TO SIT IN HIS/HER ASSIGNED SEAT WITH THE SEAT BELT FASTENED.

(F) THE PERSON SMOKES OR ATTEMPTS TO SMOKE IN THE AIRCRAFT.

(G) THE PERSONS USES OR CONTINUES TO USE A CELLULAR PHONE, A LAPTOP COMPUTER OR ANOTHER ELECTRONIC DEVICE ONBOARD THE AIRCRAFT AFTER BEING ADVISED TO STOP SUCH USE BY A MEMBER OF THE CREW.

(H) THE PERSON IS BAREFOOT.

(I) THE PERSON IS INAPPROPRIATE DRESSED.

(J) THE PERSON HAS A PROHIBITED ARTICLE OR CONCEALED OR UNCONCEALED WEAPON(S).

HOWEVER, THE CARRIER WILL CARRY LAW ENFORCEMENT OR ARMED FORCES PERSONNEL WHO MEET THE QUALIFICATIONS AND CONDITIONS ESTABLISHED UNDER GOVERNMENT REGULATIONS.

(K) THE PERSONS HAS RESISTED OR MAY REASONABLY BE BELIEVED TO BE CAPABLE OF RESISTING ESCORTS.

(2) CARRIER RESPONSE TO PROHIBITED CONDUCT WHERE, IN THE EXERCISE OF ITS REASONABLE DISCRETION, THE CARRIER DECIDES THAT THE PASSENGER HAS ENGAGED IN PROHIBITED CONDUCT DESCRIBED ABOVE,

THE CARRIER MAY IMPOSE ANY COMBINATION OF THE FOLLOWING SANCTIONS:

(A) REMOVAL OF THE PASSENGER AT ANY POINT.

(B) PROBATION: AT ANY TIME, THE CARRIER MAY STIPULATE THAT THE PASSENGER IS TO FOLLOW CERTAIN PROBATIONARY CONDITIONS, SUCH AS TO NOT ENGAGE IN PROHIBITED CONDUCT, IN ORDER FOR THE CARRIER TO PROVIDE TRANSPORT TO THE
TITLE/APPLICATION - 70 (CONT)

PASSENGER. SUCH PROBATIONARY CONDITIONS MAY BE IMPOSED FOR ANY LENGTH OF TIME WHICH, IN THE EXERCISE OF THE CARRIER'S REASONABLE DISCRETION, IS NECESSARY TO ENSURE THE PASSENGER CONTINUES TO AVOID PROHIBITED CONDUCT.

(C) REFUSAL TO TRANSPORT THE PASSENGER: THE LENGTH OF THIS REFUSAL TO TRANSPORT MAY RANGE FROM A ONE-TIME REFUSAL TO A LONGER PERIOD DETERMINED AT THE REASONABLE DISCRETION OF THE CARRIER IN LIGHT OF THE CIRCUMSTANCES. SUCH REFUSAL WILL BE FOR A PERIOD APPROPRIATE TO THE NATURE OF THE PROHIBITED CONDUCT AND UNTIL THE CARRIER IS SATISFIED THAT THE PASSENGER NO LONGER CONSTITUTES A THREAT TO THE SAFETY OF OTHER PASSENGERS, CREW OR THE AIRCRAFT OR TO THE COMFORT OF OTHER PASSENGERS OR CREW; THE UNHINDERED PERFORMANCE OF THE CREW MEMBERS IN THEIR DUTY ONBOARD THE AIRCRAFT; OR SAFE AND ADEQUATE FLIGHT OPERATIONS.

(D) THE FOLLOWING CONDUCT WILL AUTOMATICALLY RESULT IN A REFUSAL TO TRANSPORT, UP TO A POSSIBLE LIFETIME BAN:

(I) THE PERSON CONTINUES TO INTERFERE WITH THE PERFORMANCE OF A CREW MEMBER'S DUTIES DESPITE VERBAL WARNINGS BY THE CREW TO STOP SUCH BEHAVIOR.

(II) THE PERSON INJURIES A CREW MEMBER OR OTHER PASSENGER OR SUBJECTS A CREW MEMBER OR OTHER PASSENGER TO A CREDIBLE THREAT OF INJURY.

(III) THE PERSON DISPLAYS CONDUCT THAT REQUIRES AN UNSCHEDULED LANDING AND/OR THE USE OF RESTRAINTS SUCH AS TIES AND HANDCUFFS.

(IV) THE PERSON REPEATS A PROHIBITED CONDUCT AFTER RECEIVING A NOTICE OF PROBATION AS MENTIONED IN (2) ABOVE.

THESE REMEDIES ARE WITHOUT PREJUDICE TO THE CARRIER' OTHER RIGHTS AND RECOURSES, NAMELY TO SEEK RECOVERY OF ANY DAMAGE RESULTING FROM THE PROHIBITED CONDUCT OR AS OTHERWISE PROVIDED IN THE CARRIER'S TARIFF, INCLUDING RECOURSES PROVIDED IN THE CARRIER'S FREQUENT FLYER PROGRAM OR THE FILING OF CRIMINAL OR STATUTORY CHARGES.
(C) RECORE OF THE PASSENGER/LIMITATION OF LIABILITY
THE CARRIER'S LIABILITY IN CASE OF REFUSAL TO CARRY A
PASSENGER FOR A SPECIFIC FLIGHT OR REMOVAL OF A
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TITLE/APPLICATION - 70 (CONT)

PASSENGER EN ROUTE FOR ANY REASON SPECIFIED IN THE
FOREGOING PARAGRAPHS WILL BE LIMITED TO THE RECOVERY
OF

THE REFUND VALUE OF THE UNUSED PORTION OF THE
PASSENGER'S TICKET IN ACCORDANCE WITH RULE 90(B).

IN VOLUNTARY REFUNDS.

(1) NOTWITHSTANDING THE FOREGOING PARAGRAPH,

PASSENGERS AND THEIR BAGGAGE WILL BE ENTITLED TO
ALL OTHER ADDITIONAL RIGHTS THEY MAY HAVE UNDER
THIS TARIFF OR ELSEWHERE OR ANY LEGAL RIGHTS THAT
INTERNATIONAL PASSENGERS MAY HAVE PURSUANT TO
INTERNATIONAL CONVENTIONS (E.G., THE WARSAW
CONVENTION OR THE MONTREAL CONVENTION) AND

RELATED

TREATIES.

(2) A PERSON WHO REFUSED CARRIAGE FOR A PERIOD OF

TIME, UP TO A LIFETIME BAN, OR TO WHOM A

PROBATION

NOTICE IS SERVED MAY PROVIDE TO THE CARRIER, IN
WRITING, THE REASONS WHY HE/SHE BELIEVES THEY NO
LONGER POSES A THREAT TO THE SAFETY OR COMFORT OF
PASSENGERS OR CREW, OR TO THE SAFETY OF THE
AIRCRAFT. SUCH DOCUMENT MAY BE SENT TO THE
ADDRESS PROVIDED IN THE REFUSAL TO CARRY NOTICE

OR

THE NOTICE OF PROBATION.

(3) THE CARRIER WILL RESPOND TO THE PASSENGER WITHIN

A

REASONABLE PERIOD OF TIME PROVIDING CARRIER'S
ASSESSMENT AS TO WHETHER IT REMAINS NECESSARY TO
CONTINUE THE BAN OR MAINTAIN THE PROBATION

PERIOD.

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TITLE/APPLICATION - 70

K  GROUND TRANSFER SERVICE

(A)  GENERAL

(1) EXCEPT AS OTHERWISE PROVIDED BELOW, CARRIER DOES

NOT MAINTAIN, OPERATE OR PROVIDE GROUND TRANSFER
SERVICE BETWEEN AIRPORTS OR BETWEEN AIRPORTS AND
TOWN CENTERS. EXCEPT WHERE GROUND TRANSFER
SERVICE IS DIRECTLY OPERATED BY CARRIER, IT IS
AGREED THAT ANY SUCH SERVICE IS PERFORMED BY
INDEPENDENT OPERATORS WHO ARE NOT AND SHALL NOT BE
DEEMED TO BE AGENTS OR SERVANTS OF CARRIER.
ANYTHING DONE BY AN EMPLOYEE, AGENT OR REPRESENTATIVE OF CARRIER IN ASSISTING THE PASSENGER TO MAKE ARRANGEMENTS OF SUCH GROUND TRANSFER SERVICE SHALL IN NO WAY MAKE CARRIER LIABLE FOR THE ACTS OR OMISSIONS OF SUCH AN

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TITLE/APPLICATION - 70 (CONT)
INDEPENDENT OPERATOR. IN CASES WHERE A CARRIER MAINTAINS AND OPERATES FOR ITS PASSENGERS LOCAL TRANSFER SERVICES, THE TERMS, CONDITIONS, RULES AND REGULATIONS OF THE CARRIER, INCLUDING (BUT WITHOUT LIMITATION) THOSE STATED OR REFERRED TO IN THEIR TICKETS, BAGGAGE CHECKS AND BAGGAGE VALUATION AGREEMENTS SHALL BE DEEMED APPLICABLE TO SUCH LOCAL SERVICES. NO PORTION OF THE FARE SHALL BE REFUNDABLE IN THE EVENT LOCAL TRANSFER SERVICES ARE NOT USED.

(2) IN THE CASE OF SCHEDULED OVERNIGHT STOPS ON THROUGH SERVICE VIA THE SAME OR A COMBINATION OF CARRIERS NAMED, GROUND TRANSFER CHARGES MAY BE BORNE BY THE CARRIER.

(B) AT POINTS IN AREA NO. 1 GROUND TRANSFER SERVICE BETWEEN AIRPORTS AND THE TOWN CENTERS SERVED IS NOT INCLUDED IN THE FARE.

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TITLE/APPLICATION - 70
K PASSENGER EXPENSES EN ROUTE
(A) INFLIGHT SERVICES
MEALS
MEALS, IF SERVED, WILL BE FREE OF CHARGE, UNLESS SPECIFIED IN THE PUBLISHED TARIFFS OF CARRIER. MEALS ARE NOT SERVED ON ALL FLIGHTS. IF SERVED, THE CARRIER WILL TRY TO PROVIDE THE CHOICE OF MEALS, REQUESTED BY THE PASSENGER, BUT DOES NOT GUARANTEE IT.

(B) EN ROUTE GROUND SERVICES
HOTEL ACCOMMODATIONS AND OTHER SERVICES 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
ACCOMMODATIONS MAY BE BORNE BY CARRIER.

(C) ARRANGEMENTS MADE BY CARRIER

IN MAKING ARRANGEMENTS FOR HOTEL OR OTHER HOUSING AND
BOARD ACCOMMODATION FOR PASSENGERS, OR FOR OTHER
SERVICES REQUESTED BY PASSENGERS, WHETHER OR NOT THE
COST OF SUCH ARRANGEMENTS ARE FOR THE ACCOUNT OF
CARRIER, CARRIER ACTS ONLY AS AGENT FOR THE PASSENGER
AND CARRIER IS NOT LIABLE FOR LOSS, DAMAGE OR EXPENSE
INCURRED BY THE PASSENGER AS A RESULT OF, OR IN
CONNECTION WITH, THE USE BY THE PASSENGER OF SUCH
ACCOMMODATION OR OTHER SERVICE, OR THE DENIAL OF THE

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TITLE/APPLICATION - 70 (CONT)

USE THEREOF TO THE PASSENGER BY ANY OTHER PERSON,
COMPANY OR AGENCY.

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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.

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

SERVICES.

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TITLE/APPLICATION - 70

K  ADMINISTRATIVE FORMALITIES, PASSPORTS, VISAS AND TOURIST
CARDS

(A) COMPLIANCE WITH REGULATIONS

THE PASSENGER SHALL COMPLY WITH ALL LAWS, REGULATIONS,
ORDERS, DEMANDS OR TRAVEL REQUIREMENTS OF COUNTRIES TO
BE FLOWN FROM, INTO OR OVER, AND WITH ALL RULES,
REGULATIONS AND INSTRUCTIONS OF CARRIER. CARRIER

SHALL

NOT BE LIABLE FOR ANY AID OR INFORMATION GIVEN BY ANY
AGENT OR EMPLOYEE OF CARRIER TO ANY PASSENGER IN
CONNECTION WITH OBTAINING NECESSARY DOCUMENTS OR
COMPLYING WITH SUCH LAWS, REGULATIONS, ORDERS,

DEMANDS,

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

DEMANDS,
REQUIREMENTS OR INSTRUCTIONS.

(B) PASSPORTS AND VISAS

(1) THE PASSENGER MUST PRESENT ALL EXIT, ENTRY AND OTHER DOCUMENTS REQUIRED BY LAWS, REGULATIONS, ORDERS, DEMANDS OR REQUIREMENTS OF THE COUNTRIES CONCERNED. CARRIER WILL REFUSE CARRIAGE TO ANY PASSENGER WHO HAS NOT COMPLIED WITH APPLICABLE LAWS, REGULATIONS, ORDERS, DEMANDS OR REQUIREMENTS OR WHOSE DOCUMENTS ARE NOT COMPLETE. CARRIER IS NOT LIABLE TO THE PASSENGER FOR LOSS OR EXPENSE DUE TO THE PASSENGER'S FAILURE TO COMPLY WITH THIS PROVISION.

(2) SUBJECT TO APPLICABLE LAWS AND REGULATIONS, THE PASSENGER AGREES TO PAY THE APPLICABLE FARE WHENEVER CARRIER, ON GOVERNMENT ORDER, IS REQUIRED TO RETURN A PASSENGER AT HIS POINT OF ORIGIN OR ELSEWHERE DUE TO THE PASSENGER'S INADMISSIBILITY INTO A COUNTRY, WHETHER OF TRANSIT OR OF DESTINATION. CARRIER WILL APPLY TO THE PAYMENT OF SUCH FARES ANY FUNDS PAID BY THE PASSENGER TO CARRIER FOR UNUSED CARRIAGE, OR ANY FUNDS OF THE PASSENGER IN THE POSSESSION OF CARRIER. THE FARE COLLECTED FOR CARRIAGE TO THE POINT OF REFUSAL OR DEPORTATION WILL NOT BE REFUNDED BY CARRIER.

(3) PASSENGERS TRAVELLING WITHOUT A VISA (TWOV) SERVICE CHARGES. A PASSENGER TRAVELLING WITHOUT A VISA WHO TRANSITS A POINT WITHIN A COUNTRY REQUIRING A VISA FOR LAWFUL ENTRY, WILL BE ASSESSED A SERVICE CHARGE OF USD 50.00/CAD 60.00 OR ITS EQUIVALENT CONVERTED AT THE APPLICABLE BANKER’S RATE WHEN DE IS THE CARRIER PROVIDING THE PASSENGER WITH TRANSPORTATION TO/FROM SUCH POINT.

NOTE: THE SERVICE CHARGE WILL BE ASSESSED EITHER WHEN DE ISSUES OR REISSUES THE PASSENGER’S TICKET OR WHEN PASSENGER CHECKS-IN FOR FLIGHT.

(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.

(D) GOVERNMENT REGULATION

NO LIABILITY SHALL ATTACH TO CARRIER IF CARRIER IN GOOD FAITH DETERMINES THAT WHAT IT UNDERSTANDS TO BE APPLICABLE LAW, GOVERNMENT REGULATION, DEMAND, ORDER OR REQUIREMENT REQUIRES THAT IT REFUSE AND IT DOES REFUSE TO CARRY A PASSENGER.

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TITLE/APPLICATION - 70

K PREPLANNED OXYGEN SERVICE

Provided advance arrangements are made with the carrier, DE will provide pre-planned oxygen service to passengers subject to the following conditions:

(A) Verification and confirmation of their fitness to travel by air, by the DE medical service or by presenting a certificate from an attending physician describing passengers condition and attesting to his/her need for oxygen.

(B) DE can provide two kinds of oxygen;

(1) For occasional use of the oxygen supply would last for approximately 150 minutes constant use. The charge for this service is 100 percent of the normal one way adult fare for the class and sector over which the passenger is provided by DE with oxygen.

Note: passengers on stretcher: no charge.

(2) For constant use of oxygen supply would last for approximately 11 hours uninterrupted use of oxygen with a supply rate of 4 liters per minute. This equipment is for "severely invalid" passengers and must be operated during flight by a member of the DE medical service staff. The charge for this service is 100 percent of the normal one way adult fare for the class and sector over which the passenger is provided by DE with oxygen plus DMK 100 or equivalent for each scheduled block time hour of
THE FLIGHTS ON WHICH THE PASSENGER RECEIVES OXYGEN SUPPLY PLUS ABOVE CHARGE FOR DE EMPLOYEE AS ESCORT.

NOTE: PASSENGERS ON STRETCHER: AS ABOVE EXCEPT FOR 100 PERCENT OF THE APPLICABLE ADULT FARE.

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K INTERNATIONAL/DOMESTIC SURCHARGE (APPLICABLE FROM CANADA ONLY)

(A) DE WILL COLLECT AN INTERNATIONAL/DOMESTIC SURCHARGE ON DE FLIGHT SECTORS IN ADDITION TO THE AIR FARE.

(B) THE CODE "YQ" WILL BE USED.

(1) THE VALUE OF THIS SURCHARGE IS:

(A) CAD 75 ON TRANSATLANTIC SECTORS FOR JOURNEY ORIGINATING IN CANADA FOR BUSINESS CLASS -44-

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(DESCRIPTION NOT AVAILABLE - 70 (CONT)

FARES.

(B) CAD 75 ON TRANSATLANTIC SECTORS FOR JOURNEY ORIGINATING IN CANADA FOR ECONOMY CLASS & PREMIUM FARES.

(2) YQ DOES NOT APPLY ON DE FLIGHT NUMBERS OPERATED BY GROUND TRANSPORTATION OPERATED BY BUSES AND DOES NOT APPLY FOR "RAILFLY" SERVICES OPERATED BY TRAINS. YQ DOES NOT APPLY FROM CANADA TO INDIA.

(C) THE CHARGE APPLIES ON TICKETS OF DE OR INTERLINING CARRIER'S TICKET PROVIDED THE RESPECTIVE INTERLINE CARRIER DOES NOT COLLECT SUCH SURCHARGE. EXCEPTION: YQ DOES NOT APPLY TO THE PORTION OF JOURNEYS WHERE DE FLIGHT NUMBERS ARE OPERATED BY GROUND TRANSPORTATION (BUSES) OR "RAILFLY" SERVICE (TRAINS).

(D) THIS SURCHARGE APPLIES ON DEPARTURE. THE INTERNATIONAL/DOMESTIC SURCHARGE AMOUNT IS CHARGED AT THE TIME OF TICKET ISSUANCE AND SHOWN IN THE TICKET TAX/FEES/CHARGES BOX.

(E) THE CHARGE APPLIES TO ALL PASSENGERS IN ALL FLIGHT CLASS ON ALL FARE TYPES EXCEPT AS NOTED ABOVE.

EXCEPTION: THIS CHARGE DOES NOT APPLY TO INFANTS AND ID (INDUSTRY DISCOUNT) TRAVEL.

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LIMITATIONS OF LIABILITY

(A) SUCCESSIVE CARRIERS
TRANSPORTATION TO BE PERFORMED UNDER ONE TICKET OR UNDER A TICKET ISSUED WITH ANY CONJUNCTION TICKET BE SEVERAL SUCCESSIVE CARRIER WILL BE REGARDED AS SINGLE OPERATION.

(B) LAWS AND PROVISIONS APPLICABLE

(1) LIABILITY IN THE CASE OF DEATH OR BODILY INJURY OF A PASSENGER

THE CARRIER SHALL BE LIABLE UNDER ARTICLE 17 OF THE WARSAW CONVENTION OR MONTREAL CONVENTION, WHICHEVER MAY APPLY, FOR RECOVERABLE COMPENSATORY DAMAGES SUSTAINED IN THE CASE OF DEATH OR BODILY INJURY OF A PASSENGER, AS PROVIDED IN THE FOLLOWING PARAGRAPHS:

(A) THE CARRIER SHALL NOT BE ABLE TO EXCLUDE OR LIMIT ITS LIABILITY FOR DAMAGES NOT EXCEEDING 113,100 SPECIAL DRAWING RIGHTS FOR EACH PASSENGER.

(B) THE CARRIER SHALL NOT BE LIABLE FOR DAMAGES TO THE EXTENT THAT THEY EXCEED 113,100 SPECIAL DRAWING RIGHTS FOR EACH PASSENGER IF THE CARRIER PROVES THAT:

(I) SUCH DAMAGE WAS NOT DUE TO THE NEGLIGENCE OR OTHER WRONGFUL ACT OR OMISSION OF THE CARRIER OR ITS SERVANTS OR AGENTS; OR

(II) SUCH DAMAGE WAS SOLELY DUE TO THE NEGLIGENCE OR OTHER WRONGFUL ACT OR OMISSION OF A THIRD PARTY.

(C) THE CARRIER RESERVES ALL OTHER DEFENSES AND LIMITATIONS AVAILABLE UNDER THE WARSAW CONVENTION OR THE MONTREAL CONVENTION, WHICHEVER MAY APPLY, TO SUCH CLAIMS INCLUDING, BUT NOT LIMITED TO, THE EXONERATION DEFENSES OF ARTICLE 21 OF THE WARSAW CONVENTION AND ARTICLE 20 OF THE MONTREAL CONVENTION, EXCEPT THAT THE CARRIER SHALL NOT Invoke ARTICLES 20 AND 22(1) OF THE WARSAW CONVENTION IN A MANNER INCONSISTENT WITH SUB-PARAGRAPHS (1) AND (2) HEREOF.

(D) WITH RESPECT TO THIRD PARTIES, THE CARRIER RESERVES ALL RIGHTS OF RECOURSE AGAINST ANY OTHER PERSON, INCLUDING, WITHOUT LIMITATION,
RIGHTS OF CONTRIBUTION AND INDEMNITY.

(E) THE CARRIER AGREES THAT, SUBJECT TO APPLICABLE LAW, RECOVERABLE COMPENSATORY DAMAGES FOR SUCH CLAIMS MAY BE DETERMINED BY REFERENCES TO THE LAWS OF THE COUNTRY OF THE DOMICILE OR COUNTRY OF PERMANENT RESIDENCE OF THE PASSENGER.

(2) IN CASES OF BODILY INJURY OR DEATH, THE CARRIER SHALL MAKE AN ADVANCE PAYMENT WHERE THE CARRIER DETERMINES IT IS NECESSARY TO MEET THE IMMEDIATE ECONOMIC NEEDS OF, AND HARDSHIP SUFFERED BY, A PASSENGER AS PROVIDED IN THE FOLLOWING PARAGRAPHS:

(A) UNLESS A DISPUTE ARISES OVER THE IDENTITY OF THE PERSON TO WHOM AN ADVANCE PAYMENT SHALL BE MADE, THE CARRIER SHALL, WITHOUT DELAY, MAKE THE ADVANCE PAYMENT TO THE PASSENGER IN AN AMOUNT OR AMOUNTS DETERMINED BY THE CARRIER IN ITS SOLE DISCRETION. IN THE EVENT OF DEATH OF A PASSENGER, THE AMOUNT OF THE ADVANCE PAYMENT SHALL NOT BE LESS THAN 16,000 SPECIAL DRAWING RIGHTS, WHICH SHALL BE PAID TO A REPRESENTATIVE OF THE PASSENGER'S NEXT OF KIN ELIGIBLE TO RECEIVE SUCH ADVANCE PAYMENT AS DETERMINED BY THE CARRIER IN ITS SOLE DISCRETION.

(B) THE CARRIER SHALL MAKE THE ADVANCE PAYMENT AS AN ADVANCE AGAINST THE CARRIER'S LIABILITY UNDER THE WARSAW CONVENTION, OR THE MONTREAL CONVENTION, WHICHEVER MAY APPLY. AN ADVANCE PAYMENT SHALL NOT CONSTITUTE RECOGNITION OF LIABILITY. AN ADVANCE PAYMENT SHALL BE OFFSET AGAINST, OR DEDUCTED FROM THE PAYMENT OF, ANY SETTLES OR JUDGEMENT WITH RESPECT TO ANY CLAIM FOR COMPENSATION ON BEHALF OF THE PASSENGER.

(C) THE CARRIER, IN MAKING AN ADVANCE PAYMENT, DOES NOT WAIVE ANY RIGHTS, DEFENSES, OR LIMITATIONS AVAILABLE UNDER THE WARSAW CONVENTION, OR THE MONTREAL CONVENTION, WHICHEVER MAY APPLY, TO ANY CLAIM, NOR SHALL ACCEPTANCE OF AN ADVANCE PAYMENT CONSTITUTE
RELEASE OF ANY CLAIM WHATSOEVER, BY ANY PERSON.

(D) THE CARRIER, IN MAKING AN ADVANCE PAYMENT, PRESERVES ITS RIGHT TO SEEK CONTRIBUTION OR INDEMNITY FROM ANY OTHER PERSON FOR SUCH PAYMENT, WHICH SHALL NOT BE DEEMED TO BE A VOLUNTARY CONTRIBUTION OR CONTRACTUAL PAYMENT ON THE PART OF THE CARRIER.

(E) THE CARRIER MAY RECOVER AN ADVANCE PAYMENT FROM ANY PERSON WHERE IT IS PROVEN THAT THE CARRIER IS NOT LIABLE FOR ANY DAMAGE SUSTAINED BY THE PASSENGER, OR WHERE IT IS PROVEN THAT THE PERSON WAS NOT ENTITLED TO RECEIVE THE PAYMENT, OR WHERE AND TO THE EXTENT THAT IT IS PROVEN THAT THE PERSON WHO RECEIVED THE ADVANCE PAYMENT CAUSED, OR CONTRIBUTED TO, THE DAMAGE.

(3) LIABILITY IN THE CASE OF PASSENGER DELAY THE CARRIER SHALL BE LIABLE FOR DAMAGE OCCASIONED BY DELAY IN THE CARRIAGE OF PASSENGERS BY AIR, AS PROVIDED IN THE FOLLOWING PARAGRAPHS:

(A) THE CARRIER SHALL NOT BE LIABLE IF IT PROVES THAT IT AND ITS SERVANTS AND AGENTS TOOK ALL MEASURES THAT COULD REASONABLY BE REQUIRED TO AVOID THE DAMAGE, OR THAT IT WAS IMPOSSIBLE FOR IT OR THEM TO TAKE SUCH MEASURES.

(B) DAMAGES OCCASIONED BY DELAY ARE SUBJECT TO THE TERMS, LIMITATIONS AND DEFENSES SET FORTH IN THE WARSAW CONVENTION AND THE MONTREAL CONVENTION, WHICHEVER MAY APPLY, IN ADDITION TO ANY LIMITATION OR DEFENSE RECOGNIZED BY A COURT WITH PROPER JURISDICTION OVER CLAIM.

(C) THE CARRIER RESERVES ALL DEFENSES AND LIMITATIONS AVAILABLE UNDER THE WARSAW CONVENTION OR THE MONTREAL CONVENTION, WHICHEVER MAY APPLY TO CLAIMS FOR DAMAGE OCCASIONED BY DELAY, INCLUDING, BUT NOT LIMITED TO, THE EXONERATION DEFENSE OF ARTICLE 21 OF THE WARSAW CONVENTION AND ARTICLE 20 OF THE MONTREAL CONVENTION.

UNDER THE MONTREAL CONVENTION, THE LIABILITY OF
CARRIER FOR DAMAGE CAUSED BY DELAY IS LIMITED TO 4,694 SDR PER PASSENGER. THE LIMITS OF LIABILITY SHALL NOT APPLY IN CASES DESCRIBED IN ARTICLE 25 OF THE WARSAW CONVENTION OR ARTICLE 22(5) OF THE MONTREAL CONVENTION, WHICHEVER MAY APPLY.

(4) LIABILITY IN THE CASE OF DESTRUCTION OR LOSS OF, DAMAGE TO, OR DELAY OF CHECKED AND UNCHECKED BAGGAGE, THE CARRIER IS LIABLE FOR DAMAGES SUSTAINED IN THE CASE OF DESTRUCTION OR LOSS OF, DAMAGE TO, OR DELAY OF CHECKED AND UNCHECKED BAGGAGE, AS PROVIDED IN THE FOLLOWING PARAGRAPHS:

(A) EXCEPT AS PROVIDED BELOW, THE LIABILITY OF THE CARRIER IS LIMITED TO 1,131 SPECIAL DRAWING RIGHTS FOR EACH PASSENGER IN THE CASE OF DESTRUCTION, LOSS, DAMAGE, OR DELAY OF BAGGAGE, WHETHER CHECKED OR UNCHECKED, UNDER THE WARSAW CONVENTION OR THE MONTREAL CONVENTION, WHICHEVER MAY APPLY. UNLESS THE PASSENGER PROVES OTHERWISE:

(I) ALL BAGGAGE CHECKED BY A PASSENGER SHALL BE CONSIDERED TO BE THE PROPERTY OF THAT PASSENGER.

(II) A PARTICULAR PIECE OF BAGGAGE, CHECKED OR UNCHECKED, SHALL NOT BE CONSIDERED TO BE THE PROPERTY OF MORE THAN ONE PASSENGER; AND

(III) UNCHECKED BAGGAGE, INCLUDING PERSONAL ITEMS, SHALL BE CONSIDERED TO BE THE PROPERTY OF THE PASSENGER IN POSSESSION OF THE BAGGAGE AT THE TIME OF EMBARKATION.

(B) IF A PASSENGER MAKES, AT THE TIME CHECKED BAGGAGE IS HANDED TO THE CARRIER, A SPECIAL DECLARATION OF INTEREST AND HAS PAID A SUPPLEMENTARY SUM, IF APPLICABLE, THE CARRIER WILL BE LIABLE FOR DESTRUCTION, LOSS, DAMAGE, OR DELAY OF SUCH CHECKED BAGGAGE IN AN AMOUNT NOT EXCEEDING THE DECLARED AMOUNT, UNLESS

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CARRIER PROVES THAT THE DECLARED AMOUNT IS GREATER THAN THE PASSENGER'S ACTUAL INTEREST IN DELIVERY AT DESTINATION. THE DECLARED AMOUNT, AND THE CARRIER'S LIABILITY, SHALL NOT EXCEED THE TOTAL AMOUNT OF DECLARATION PERMISSIBLE UNDER THE CARRIER'S REGULATIONS, INCLUSIVE OF THE LIMITATION OF PARAGRAPH (B)(4)(A) HEREOF. IN THE CASE OF TRANSPORTATION UNDER THE WARSAW CONVENTION, NO SUPPLEMENTARY SUM SHALL APPLY UNLESS THE DECLARED AMOUNT EXCEEDS 19 SPECIAL DRAWING RIGHTS PER KILOGRAM OF THE TOTAL RECORDED WEIGHT OF THE CHECKED BAGGAGE AT THE TIME THE BAGGAGE IS HANDED TO THE CARRIER.

NOTE: THIS PROVISIONS IS NOT APPLICABLE TO A PERSON WITH A DISABILITY'S MOBILITY AID.

(C) IN THE CASE OF UNCHECKED BAGGAGE, THE CARRIER IS LIABLE ONLY TO THE EXTENT THE DAMAGE RESULTED FROM ITS FAULT, OR THAT OF ITS SERVANTS OR AGENTS.

(D) THE CARRIER IS LIABLE FOR THE DAMAGE SUSTAINED IN CASE OF DESTRUCTION OR LOSS OF, OR DAMAGE TO, CHECKED BAGGAGE UPON CONDITION ONLY THAT THE EVENT WHICH CAUSED THE DESTRUCTION, LOSS OR DAMAGE TOOK PLACE ON BOARD THE AIRCRAFT OR DURING ANY PERIOD WITHIN WHICH THE CHECKED BAGGAGE WAS IN THE CHARGE OF THE CARRIER. HOWEVER, THE CARRIER IS NOT LIABLE IF AND TO THE EXTENT THAT THE DAMAGE RESULTED FROM THE INHERENT DEFECT, QUALITY OR VICE OF THE BAGGAGE. FURTHER, THE CARRIER LIABILITY FOR THE DESTRUCTION, LOSS, DAMAGE OR DELAY OF BAGGAGE IS SUBJECT TO THE TERMS, LIMITATIONS AND DEFENSES SET FORTH IN THE WARSAW CONVENTION, WHICHEVER MAY APPLY, IN ADDITION TO ANY LIMITATION OF DEFENSE RECOGNIZED BY A COURT WITH PROPER JURISDICTION OVER CLAIM.

(E) THE CARRIER RESERVES ALL DEFENSES AND LIMITATIONS AVAILABLE UNDER THE WARSAW CONVENTION AND THE MONTREAL CONVENTION, WHICHEVER MAY APPLY TO SUCH CLAIMS INCLUDING, BUT NOT LIMITED TO, THE DEFENSE OF ARTICLE 20 OF THE WARSAW CONVENTION AND ARTICLE 19 OF THE MONTREAL CONVENTION, AND THE EXONERATION
DEFENSE OF ARTICLE 21 OF THE WARSAW
CONVENTION AND ARTICLE 20 OF THE MONTREAL
CONVENTION, EXCEPT THAT THE CARRIER SHALL

NOT

INVOLVE ARTICLE 22(2) AND 22(3) OF THE WARSAW

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CONVENTION IN A MANNER INCONSISTENT WITH
PARAGRAPH (1) HEREOF. THE LIMITS OF
LIABILITY SHALL NOT APPLY IN CASES DESCRIBED
IN ARTICLE 25 OF THE WARSAW CONVENTION OR
ARTICLE 22(5) OF THE MONTREAL CONVENTION,
WHICHEVER MAY APPLY.

(5) MOBILITY AIDS

NOTE: NOTWITHSTANDING THE NORMAL CARRIER
LIABILITY AS CONTAINED IN THIS RULE, THE LIMIT OF
LIABILITY WILL BE WAIVED FOR CLAIMS INVOLVING THE
LOSS OF, DAMAGE TO, OR DELAY IN DELIVERY OF
MOBILITY AIDS, WHEN SUCH ITEMS HAVE BEEN ACCEPTED
AS CHECKED BAGGAGE OR OTHERWISE. IN THE EVENT
THAT A MOBILITY AID IS LOST OR DAMAGED,
COMPENSATION IS TO BE BASED ON THE COST OF THE
REPAIR OR REPLACEMENT VALUE OF THE MOBILITY AID.
IN THE EVENT THAT A MOBILITY AID IS LOST OR
DAMAGED:

(A) THE AIR CARRIER WILL IMMEDIATELY PROVIDE A
SUITABLE TEMPORARY REPLACEMENT WITHOUT
CHARGE;

(B) IF A DAMAGED AID CAN BE REPAIRED, IN
ADDITION

TO (A) ABOVE, THE AIR CARRIER WILL ARRANGE,
AT ITS EXPENSE, FOR THE PROMPT AND ADEQUATE
REPAIR OF THE AID AND RETURN IT TO THE
PASSENGER AS SOON AS POSSIBLE;

(C) IF A DAMAGED AID CANNOT BE REPAIRED OR IS
LOST AND CANNOT BE LOCATED WITHIN 96 HOURS
FOLLOWING THE PASSENGER'S ARRIVAL, THE
CARRIER WILL IN ADDITION TO (A) ABOVE,
REPLACE IT WITH AN IDENTICAL AID

SATISFACTORY

TO THE PASSENGER, OR REIMBURSE THE PASSENGER
FOR THE REPLACEMENT COST OF THE AID.

(6) SERVICE ANIMALS

SHOULD INJURY OR DEATH OF A SERVICE ANIMAL RESULT
FROM THE FAULT OR NEGLIGENCE OF THE CARRIER, THE
CARRIER WILL UNDERTAKE TO PROVIDE EXPEDITIOUSLY,
AND AT ITS OWN EXPENSE, MEDICAL CARE FOR OR
REPLACEMENT OF THE SERVICE ANIMAL.

(C) TIME LIMITATIONS ON CLAIMS AND ACTIONS
UNDER THE WARSAW CONVENTION AND THE MONTREAL CONVENTION, WHICHEVER MAY APPLY, AN ACTION FOR DAMAGES MUST BE BROUGHT WITHIN TWO YEARS, AND A COMPLAINT MUST BE MADE TO THE CARRIER WITHIN SEVEN CALENDAR DAYS IN THE CASE OF DAMAGE TO BAGGAGE, AND 21 CALENDAR DAYS IN THE CASE OF DELAY THEREOF. FOR BAGGAGE CLAIMS, REIMBURSEMENT FOR EXPENSES WILL BE BASED UPON ACCEPTABLE PROOF OF CLAIM.

(D) NOTICES

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THE CARRIER WILL PROVIDE EACH PASSENGER WHOSE TRANSPORTATION IS GOVERNED BY THE WARSAW CONVENTION OR THE MONTREAL CONVENTION WITH THE FOLLOWING NOTICE:

ADVICE TO INTERNATIONAL PASSENGERS ON CARRIER LIABILITY

PASSENGERS ON A JOURNEY INVOLVING AN ULTIMATE DESTINATION OR A STOP IN A COUNTRY OTHER THAN THE COUNTRY OF DEPARTURE ARE ADVISED THAT INTERNATIONAL TREATIES KNOWN AS THE MONTREAL CONVENTION, OR ITS PREDECESSOR, THE WARSAW CONVENTION, INCLUDING ITS AMENDMENTS, MAY APPLY TO THE ENTIRE JOURNEY, INCLUDING ANY PORTION THEREOF WITHIN A COUNTRY. FOR SUCH PASSENGERS, THE TREATY, INCLUDING SPECIAL CONTRACT OF CARRIAGE EMBODIED IN APPLICABLE TARIFF, GOVERNS AND MAY LIMIT THE LIABILITY OF THE CARRIER IN RESPECT OF DEATH OR INJURY TO PASSENGERS, AND FOR DESTRUCTION OR LOSS OF, OR DAMAGE TO, BAGGAGE AND FOR DELAY OF PASSENGERS AND BAGGAGE.

FOR SERVICES PROVIDED IN THE EU, THE CARRIER WILL USE THE FOLLOWING NOTICE IN ADDITION TO THE PRECEDING NOTICE:

"LIMITS OF LIABILITY: THE APPLICABLE LIMITS OF LIABILITY FOR YOUR JOURNEY ON A FLIGHT TICKETED BY THIS CARRIER ARE:

(1) THERE ARE NO FINANCIAL LIMITS FOR DEATH OR BODILY INJURY AND THE AIR CARRIER MAY MAKE AN ADVANCE PAYMENT TO MEET IMMEDIATE ECONOMIC NEEDS OF THE PERSON ENTITLED TO CLAIM COMPENSATION;

(2) IN THE CASE OF DESTRUCTION, LOSS OF, OR DAMAGE OR DELAY TO BAGGAGE, 1,131 SPECIAL DRAWING RIGHTS PER PASSENGER IN MOST CASES. YOU MAY BENEFIT FROM A HIGHER LIMIT OF LIABILITY FOR LOSS OF, DAMAGE OR DELAY TO BAGGAGE BY MAKING AT CHECK IN A SPECIAL DECLARATION OF THE VALUE OF YOUR BAGGAGE AND PAYING ANY SUPPLEMENTARY FEE THAT MAY APPLY."
ALTERNATIVELY, IF THE VALUE OF YOUR BAGGAGE EXCEEDS THE APPLICABLE LIMIT OF LIABILITY, YOU SHOULD FULLY INSURE IT BEFORE YOU TRAVEL; 
(3) IN THE CASE OF DELAY TO YOUR JOURNEY, 4,694 SPECIAL DRAWING RIGHTS PER PASSENGER. IF YOUR JOURNEY ALSO INVOLVES CARRIAGE BY OTHER AIRLINES, YOU SHOULD CONTACT THEM FOR INFORMATION ON THEIR LIMITS OF LIABILITY."

(E) OVERRIDING LAW
 IF ANY PROVISION CONTAINED OR REFERRED TO IN THE TICKET OR THIS TARIFF IS FOUND TO BE CONTRARY TO AN APPLICABLE LAW, GOVERNMENT REGULATION, ORDER OR REQUIREMENT, WHICH CANNOT BE WAIVED BY AGREEMENT OF THE PARTIES, SUCH PROVISION, TO THE EXTENT THAT IT IS INVALID, SHALL BE SEVERED FROM THE TICKET OR TARIFF AND THE REMAINING -51-

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TITLE/APPLICATION - 70 (CONT)
PROVISIONS SHALL CONTINUE TO BE OF FULL FORCE AND EFFECT.

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

(G) GRATUITOUS TRANSPORTATION
ALL PASSENGERS WHO ARE TRANSPORTED GRATUITOUSLY BY THE CARRIER WILL BE GOVERNED BY ALL THE PROVISIONS OF THIS RULE AND BY ALL OTHER APPLICABLE RULES OF THIS TARIFF.

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TITLE/APPLICATION - 70
K RESERVATIONS
(A) GENERAL
A TICKET WILL BE VALID ONLY FOR THE FLIGHT(S) FOR WHICH RESERVATION(S) SHALL HAVE BEEN MADE, AND ONLY BETWEEN THE POINTS NAMED ON THE TICKET OR APPLICABLE FLIGHT COUPONS. A PASSENGER HOLDING AN UNUSED OPEN-DATE TICKET OR PORTION THEREOF OR MISCELLANEOUS CHARGES ORDER FOR ONWARD TRAVEL, OR WHO WISHES TO CHANGE HIS TICKETED RESERVATION TO ANOTHER DATE, SHALL NOT BE ENTITLED TO ANY PREFERENTIAL RIGHT WITH RESPECT TO THE OBTAINING OF A RESERVATION.

(B) CONDITIONS OF RESERVATIONS
RESERVATIONS SHALL BE TENTATIVE UNLESS AND UNTIL
CARRIER HAS ISSUED A VALIDATED TICKET OR MISCELLANEOUS CHARGES ORDER TO THE CARRIAGE FOR WHICH SPACE IS RESERVED. CARRIER WILL CANCEL A RESERVATION AT ANY TIME WITHOUT NOTICE ON THE FAILURE OF THE PASSENGER TO PURCHASE A TICKET FOR THE SPACE RESERVED.

EXCEPTION 1: A RESERVATION OF SPACE ON A GIVEN FLIGHT

IS VALID WHEN THE AVAILABILITY AND ALLOCATION OF SUCH SPACE IS CONFIRMED BY A RESERVATION AGENT OF THE CARRIER AND ENTERED IN THE CARRIER'S COMPUTER.

EXCEPTION 2: A RESERVATION OR SEAT REQUEST (WAITLIST)

IS VALID ONLY FOR THE PASSENGER IN WHOSE NAME THE RESERVATION OR REQUEST WAS ORIGINALLY MADE.

TRANSFER OF RESERVATIONS OR SEAT REQUESTS (NAME CHANGES) FROM ONE PASSENGER TO ANOTHER IS NOT PERMITTED. AS AN

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TITLE/APPLICATION - 70 (CONT)

EXCEPTION TO SUCH RULE, NAME CHANGES FOR TOTALLY UNUSED DE (220-) DOCUMENTS ARE PERMITTED FREE OF CHARGE FOR LEGAL NAME CHANGE REASONS (FOR EXAMPLE: MARRIAGE OR DIVORCE) PROVIDED SUPPORTING AND ELIGIBLE DOCUMENTATION WILL BE PRESENTED ALONG WITH SUCH REQUEST (E.G.; COPY OF THE RESPECTIVE PASSPORT AND/OR MARRIAGE CERTIFICATE)

IN THE EVENT THAT SUCH TRANSFER OCCURS WITHOUT PRIOR APPROVAL OF DE, DE RESERVES THE RIGHT TO CANCEL SAID RESERVATION, WAITLISTED OR REQUESTED SPACE.

EXCEPTION 3: SUBJECT TO PAYMENT OR SATISFACTORY CREDIT ARRANGEMENT, A VALIDATED TICKET WILL BE ISSUED BY THE CARRIER INDICATING SUCH CONFIRMED SPACE PROVIDED THE PASSENGER APPLIES TO CARRIER FOR SUCH
TICKET BEFORE THE EXPIRATION OF THE

TIME AGREED UPON BETWEEN THE CARRIER AND THE PASSENGER WHEN THE RESERVATION WAS CONFIRMED. HOWEVER, IF AIRPORT TICKETING WAS AGREED UPON, AT LEAST 90 MINUTES PRIOR TO THE SCHEDULED DEPARTURE TIME OF THE FLIGHT.

EXCEPTION 4:

(A) IF THE RESERVATION IS MADE WITHIN TWO DAYS OF THE DEPARTURE OF THE FLIGHT, THE TICKET MUST BE ISSUED NOT LATER THAN THE TIMES SPECIFIED BELOW:

(B) IF AIRPORT TICKETING WAS AGREED UPON, AT LEAST 90 MINUTES PRIOR TO THE SCHEDULED DEPARTURE TIME OF THE FLIGHT.

(C) SUCH RESERVATION OF SPACE IS SUBJECT TO CANCELLATION BY THE CARRIER WITHOUT NOTICE IF THE PASSENGER HAS NOT OBTAINED A VALIDATED TICKET SPECIFYING HIS/HER CONFIRMED RESERVED SPACE BY THE TIME LIMIT AGREED UPON BETWEEN THE CARRIER AND THE PASSENGER.

EXCEPTION 5: CARRIER MAY ACCEPT RESERVATIONS OF SPACE FOR SPECIFIC FLIGHTS IN EXCESS OF AVAILABLE SPACE ON BOARD THE AIRCRAFT.

THE NUMBER OF EXCESS RESERVATIONS PLANNED BY THE CARRIER FOR A PARTICULAR FLIGHT IS BASED ON THE ANTICIPATED BOOKING PATTERN FOR SUCH FLIGHT. THE DETERMINATION OF THIS PATTERN TAKES INTO CURRENT CONDITIONS WHICH MAY AFFECT THE EXPECTED UTILIZATION OF SPACE ON THE FLIGHT AS WELL AS HISTORICAL FACTORS SUCH AS THE RATE OF LATE CANCELLATIONS FOR THE FLIGHT, FAILURE OF PERSONS WITH CONFIRMED RESERVATIONS TO SHOW FOR THE FLIGHT AND
THE ABSENCE OF ANY RECORD FOR CERTAIN RESERVATIONS IN THE CARRIER'S INVENTORY OF THE FLIGHT.

EXCEPTION 6: 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 NO. 89, (DENIED BOARDING COMPENSATION), HEREIN.

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

(D) ALLOCATION OF ACCOMMODATIONS
CARRIER DOES NOT GUARANTEE ALLOCATION OF ANY PARTICULAR SPACE IN THE AIRCRAFT.

(E) ARRIVAL OF PASSENGERS AT AIRPORTS
THE PASSENGER MUST PRESENT HIMSELF AT THE AIRPORT OF DEPARTURE FOR CHECK-IN AT LEAST THE NUMBER OF MINUTES INDICATED BELOW FOR EACH CARRIER PRIOR TO THE SCHEDULE DEPARTURE TIME OF THE FLIGHT ON WHICH HE/SHE HOLDS A RESERVATION. IF THE PASSENGER FAILS TO ARRIVE AT SUCH AIRPORT OF DEPARTURE BY THE ESTABLISHED TIME LIMIT OR APPEARS IMPROPERLY DOCUMENTED AND NOT READY TO TRAVEL, CARRIER(S) WILL CANCEL SPACE RESERVED FOR HIM/HER. DEPARTURE WILL NOT BE DELAYED FOR PASSENGERS WHO ARRIVE AT AIRPORTS OF DEPARTURE TOO LATE FOR SUCH FORMALITIES TO BE COMPLETED BEFORE SCHEDULED DEPARTURE TIME. CARRIER(S) IS NOT LIABLE TO THE PASSENGER FOR LOSS OR EXPENSE DUE TO PASSENGER'S FAILURE TO COMPLY WITH THIS PROVISION.

CHECK-IN TIME IN MINUTES
INTERNATIONAL -RECOMMENDED CHECK-IN TIME 180 MINUTES
CHECK-IN/BAGGAGE DROP-OFF DEADLINE 60 MINUTES

(F) COMMUNICATIONS COSTS UPON CANCELLATION
EXCEPT AS OTHERWISE PROVIDED IN THIS TARIFF, WHENEVER A PASSENGER CANCELS RESERVATIONS MADE FOR HIMSELF/HERSELF AND SUCH CANCELLATION IS NOT SUBJECT TO A SERVICE
CHARGE, CARRIER WILL REQUIRE PAYMENT FROM THE PASSENGER TO COVER THE COMMUNICATIONS COSTS OF MAKING SUCH RESERVATIONS AND SUBSEQUENT CANCELLATION THEREOF. THE PASSENGER WILL BE CHARGED FOR ANY COMMUNICATION EXPENSE PAID OR INCURRED BY CARRIER INCLUDING, BUT NOT LIMITED TO: TELEPHONE, TELEGRAPH, TELEX, FACSIMILE, COURIER, RADIO; OR CABLE.

(G) RECONFIRMATION OF RESERVATION CARRIER WILL CANCEL THE RESERVATION OF AN INTERNATIONAL PORTION OF AN ITINERARY (INCLUDING THE COMPLETE REMAINING INTERNATIONAL ITINERARY) OF ANY PASSENGER ON A FLIGHT OPERATED BY IT:

(1) FROM ANY STOPOVER POINT; OR
(2) FROM THE POINT OF ORIGIN OF THE CONTINUING OR RETURN TRIP, UNLESS THE PASSENGER ADVISES THE CARRIER OF HIS/HER INTENTION TO USE HIS/HER RESERVATION BY COMMUNICATING WITH A RESERVATIONS OR TICKET OFFICE OF THE CARRIER AT LEAST 72 HOURS BEFORE SCHEDULED DEPARTURE OF THE FLIGHT. HOWEVER, RECONFIRMATION OF RESERVATIONS IS NOT REQUIRED IF THE PASSENGER REMAINS AT ANY POINT LESS THAN 72 HOURS.

(H) CANCELLATION OF CONTINUING SPACE IF A PASSENGER FAILS TO OCCUPY SPACE WHICH HAS BEEN RESERVED FOR HIM/HER, CARRIER WILL CANCEL ALL OTHER RESERVATIONS HELD BY SUCH PASSENGER FOR CONTINUING OR RETURN SPACE. CARRIER IS NOT LIABLE FOR SUCH CANCELLATION BUT CARRIER WILL REFUND IN ACCORDANCE WITH VOLUNTARY REFUNDS PROVISIONS PUBLISHED HEREIN.

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

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TITLE/APPLICATION - 70
K TICKETS
(A) GENERAL
(1) A TICKET WILL NOT BE ISSUED AND IN ANY CASE CARRIER WILL NOT BE OBLIGED TO CARRY UNTIL THE PASSENGER HAS PAID THE APPLICABLE FARE OR HAS COMPLIED WITH CREDIT ARRANGEMENTS ESTABLISHED BY CARRIER.

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TITLE/APPLICATION - 70 (CONT)
HAS BEEN ALTERED, MUTILATED OR IMPROPERLY ISSUED,
SHALL NOT BE VALID.

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

NOTE: THE FARE PAID SHALL ONLY BE APPLICABLE WHEN INTERNATIONAL TRAVEL ACTUALLY COMMENCES IN THE COUNTRY OF THE POINT OF ORIGIN SHOWN ON THE TICKET, I.E. IF INTERNATIONAL TRAVEL ACTUALLY COMMENCES IN A DIFFERENT COUNTRY, THE FARE MUST BE REASSESSED FROM SUCH COUNTRY.

(B) VALIDITY

(1) GENERAL

WHEN VALIDATED, THE TICKET IS GOOD FOR CARRIAGE FROM THE AIRPORT AT THE PLACE OF DEPARTURE TO THE AIRPORT AT THE PLACE OF DESTINATION, VIA THE ROUTE SHOWN THEREIN AND FOR THE APPLICABLE CLASS OF SERVICE AND IS VALID FOR ONE YEAR FROM THE DATE OR COMMENCEMENT OF FLIGHT, EXCEPT AS OTHERWISE SPECIFIED IN CARRIER'S TARIFFS. EACH FLIGHT COUPON WILL BE ACCEPTED FOR CARRIAGE ON THE DATE AND FLIGHT FOR WHICH ACCOMMODATION HAD BEEN RESERVED. WHEN FLIGHT COUPONS ARE ISSUED ON AN "OPEN DATE" BASIS, ACCOMMODATION WILL BE RESERVED UPON APPLICATION, SUBJECT TO THE AVAILABILITY OF SPACE. THE PLACE AND DATE OF ISSUE ARE SET FORTH ON THE FLIGHT COUPONS. ANY EXTENSION OF TICKET VALIDITY WILL BE IN ACCORDANCE WITH CARRIER'S TARIFFS.

EXCEPTION 1: IF THE TICKET IS FOR, OR INCLUDES, AN EXCURSION OR OTHER SPECIAL FARE HAVING A SHORTER PERIOD OF TICKET VALIDITY THAN INDICATED ABOVE, SUCH SHORTER PERIOD OF VALIDITY SHALL APPLY ONLY IN RESPECT TO SUCH EXCURSION OR SPECIAL FARE TRANSPORTATION.

EXCEPTION 2: IF NO PORTION OF THE TICKET IS USED, THE PERIOD OF VALIDITY WILL BE ONE YEAR FROM THE DATE OF ISSUANCE OF THE TICKET.

(2) PERIODS OF VALIDITY

TICKETS EXPIRE AT MIDNIGHT ON THE DATE OF EXPIRATION OF TICKET VALIDITY, EXCEPT THAT SUCH -56-
TITLE/APPLICATION - 70 (CONT)
PERIOD OF VALIDITY WILL BE EXTENDED BY CARRIER, WITHOUT ADDITIONAL COLLECTION OF FARE, AS FOLLOWS:

(A) FOR NO LONGER THAN SEVEN DAYS BEYOND THE ORIGINAL LIMIT WHEN A PASSENGER WHO HOLDS A TICKET VALID FOR ONE YEAR IS UNABLE TO OBTAIN SPACE AT TIME OF APPLICATION TO CARRIER.

(B) FOR NO LONGER THAN THIRTY DAYS BEYOND THE ORIGINAL LIMIT WHEN CARRIER IS UNABLE TO PROVIDE PREVIOUSLY CONFIRMED SPACE; OR A FLIGHT IS CANCELLED OR POSTPONED DURING THE PERIOD OF VALIDITY; A SCHEDULED STOP WHICH IS EITHER A STOPOVER OR DESTINATION FOR THE PASSENGER IS OMITTED; CARRIER SUBSTITUTES A DIFFERENT CLASS OF SERVICE; OR CAUSES A PASSENGER TO MISS A CONNECTION; OR FAILS TO OPERATE A FLIGHT REASONABLY ACCORDING TO SCHEDULE.

(C) UNTIL THE DATE WHEN THE PASSENGER, WHO IS PREVENTED FROM TRAVELING WITHIN THE PERIOD OF VALIDITY OF HIS TICKET BY REASON OF ILLNESS, BECOMES FIT TO TRAVEL ACCORDING TO A MEDICAL CERTIFICATE, OR UNTIL THE FIRST SERVICE OF THE CLASS FOR WHICH THE FARE HAS BEEN PAID ON THE CARRIER ON WHICH SPACE IS AVAILABLE AFTER SUCH DATE FROM THE POINT WHERE THE JOURNEY IS RESUMED OR FROM THE LAST CONNECTING POINT, PROVIDED THAT WHEN THE FLIGHT COUPONS REMAINING IN A TICKET HAVING A ONE YEAR VALIDITY INVOLVE ONE OR MORE STOPOVERS, THE VALIDITY OF SUCH TICKET WILL BE EXTENDED FOR NOT MORE THAN 3 MONTHS FROM THE DATE SHOWN ON SUCH CERTIFICATE. IN SUCH CIRCUMSTANCES CARRIER WILL EXTEND SIMILARLY THE PERIOD OF VALIDITY OF TICKETS OF PERSONS TRAVELING WITH AN INCAPACITATED PASSENGER.

(D) FOR NO LONGER THAN FORTY-FIVE (45) DAYS AFTER THE DATE OF DEATH OF A PASSENGER FOR TICKETS OF THE PERSONS ACCOMPANYING THE DECEASED PASSENGER.
(E) A MISCELLANEOUS CHARGES ORDER ISSUED WITHOUT
DEFINITE DATE OF PASSAGE MUST BE PRESENTED
FOR A TICKET WITHIN ONE YEAR FROM DATE OF
ISSUE; OTHERWISE IT WILL NOT BE HONORED FOR
A TICKET.

(3) WAIVER OF MINIMUM/MAXIMUM STAY REQUIREMENT
(A) WHEN A TICKET IS SOLD AT A SPECIAL FARE
CONTAINING A MINIMUM STAY REQUIREMENT, THE
MINIMUM STAY REQUIREMENT WILL BE WAIVED ON
PRESENTATION OF A DEATH CERTIFICATE OR COPY
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TITLE/APPLICATION - 70 (CONT)
THEREOF FOR PASSENGERS WHO ARE:
(I) MEMBERS OF THE IMMEDIATE FAMILY OF A
PASSENGER WHO DIES EN ROUTE, OR
(II) OTHER PERSONS ACTUALLY ACCOMPANYING A
PASSENGER WHO DIES EN ROUTE.

(B) IF A PASSENGER HOLDING A SPECIAL FARE TICKET
WITH A MINIMUM STAY REQUIREMENT DESIRES TO
COMMENCE THE RETURN BEFORE THE EXPIRY OF THE
MINIMUM STAY PERIOD OWING TO THE DEATH OF AN
IMMEDIATE FAMILY MEMBER NOT ACCOMPANYING THE
PASSENGER AND A DEATH CERTIFICATE OR COPY
THEREOF IS NOT IMMEDIATELY AVAILABLE, THE
PASSENGER WILL BE ENTITLED TO A REFUND OF

ADDITIONAL AMOUNTS PAID TO PERMIT EARLIER
RETURN, ON PRESENTATION OF A DEATH
CERTIFICATE ATTESTING TO THE DEATH OF SUCH
FAMILY MEMBER AFTER THE PASSENGER'S
COMMENCEMENT OF TRAVEL.

(C) COUPON SEQUENCE AND PRODUCTION OF THE TICKET
FLIGHT COUPONS WILL BE HONORED IN SEQUENCE FROM
THE PLACE OF DEPARTURE AS SHOWN ON THE PASSENGER
COUPON. THE PASSENGER, THROUGHOUT HIS JOURNEY,
MUST RETAIN THE PASSENGER COUPON AND ALL FLIGHT
COUPONS OF THE THE TICKET NOT PREVIOUSLY
SURRENDERED TO CARRIER. HE MUST, WHEN REQUIRED,
PRODUCE THE TICKET OR SURRENDER ANY APPLICABLE
PORTION TO CARRIER.

(D) ABSENCE, LOSS OR IRREGULARITIES OF TICKET
CARRIER WILL REFUSE CARRIAGE TO ANY PERSON NOT IN
POSSESSION OF A VALID TICKET. IN CASE OF LOSS OR
NON-PRESENTATION OF THE TICKET OR THE APPLICABLE
PORTION THEREOF, CARRIAGE WILL NOT BE FURNISHED FOR
THAT PART OF THE TRIP COVERED BY SUCH TICKET OR THAT
PORTION THEREOF UNTIL THE PASSENGER PURCHASES ANOTHER
TICKET AT THE CURRENT APPLICABLE FARE FOR THE CARRIAGE
TO BE PERFORMED. CARRIER WILL NOT ACCEPT A TICKET IF ANY PART OF IT IS MUTILATED OR IF IT HAS BEEN ALTERED BY OTHER THAN CARRIER OR IT IS PRESENTED WITHOUT THE PASSENGER'S COUPON AND ALL UNUSED FLIGHT COUPONS. NOTWITHSTANDING THE FOREGOING, CARRIER WILL ISSUE, AT THE PASSENGER'S REQUEST, A NEW TICKET TO REPLACE THE LOST ONE, UPON RECEIPT OF PROOF OF LOSS SATISFACTORY TO CARRIER, AND IF THE CIRCUMSTANCES OF THE CASE IN CARRIER'S OPINION WARRANT SUCH ACTION; PROVIDED THAT THE PASSENGER AGREES, IN SUCH FORM AS MAY BE PRESCRIBED BY CARRIER, TO INDEMNIFY CARRIER FOR ANY LOSS OR DAMAGE WHICH CARRIER MAY SUSTAIN BY REASON THEREOF.

(E) NON-TRANSFERABILITY
(1) A TICKET IS NOT TRANSFERABLE, BUT CARRIER SHALL NOT BE LIABLE TO THE PERSON ENTITLED TO BE TRANSPORTED OR TO THE PERSON ENTITLED TO RECEIVE SUCH REFUND FOR HONORING OR REFUNDING SUCH TICKET WHEN PRESENTED BY SOMEONE OTHER THAN THE PERSON ENTITLED TO BE TRANSPORTED THEREUNDER OR TO A REFUND IN CONNECTION THEREWITH.

(2) IF A TICKET IS IN FACT USED BY ANY PERSON OTHER THAN THE PERSON TO WHOM IT WAS ISSUED, WITH OR WITHOUT THE KNOWLEDGE AND CONSENT OF THE PERSON TO WHOM IT WAS ISSUED, CARRIER WILL NOT BE LIABLE FOR THE DESTRUCTION, DAMAGE, OR DELAY OF SUCH UNAUTHORIZED PERSON'S BAGGAGE OR OTHER PERSONAL PROPERTY ARISING FROM OR IN CONNECTION WITH SUCH UNAUTHORIZED USE.

(3) IF A TICKET IS IN FACT USED BY ANY PERSON OTHER THAN THE PERSON TO WHOM IT WAS ISSUED, WITH OR WITHOUT THE KNOWLEDGE AND CONSENT OF THE PERSON TO WHOM IT WAS ISSUED, CARRIER WILL NOT BE LIABLE FOR THE DEATH OR INJURY OF SUCH UNAUTHORIZED PERSON ARISING FROM OR IN CONNECTION WITH SUCH UNAUTHORIZED USE (SEE NOTE).

NOTE: EXCEPT TO THE EXTENT PROVIDED IN RULE 55 (LIABILITY OF CARRIERS), RULES AFFECTING LIABILITY OF CARRIERS FOR PERSONAL INJURY OR DEATH ARE NOT PERMITTED TO BE INCLUDED IN TARIFFS FILED PURSUANT TO THE LAWS OF
THE UNITED STATES, AND THIS RULE IS INCLUDED HEREIN AS PART OF THE TARIFF FILED WITH GOVERNMENTS OTHER THAN THAT OF THE UNITED STATES AND NOT AS PART OF DE-1 TARIFF, C.A.B. NO. 712 AND NTA(A) NO. 554 ISSUED BY AIRLINE TARIFF PUBLISHING CO., AGENT.

(F) PREPAID TICKET ADVICE

(TICKETS MAY NOT BE PURCHASED BY MEANS OF A PREPAID TICKET ADVICE (PTA).

(G) WAIVER OF MINIMUM/MAXIMUM STAY REQUIREMENTS

(1) WHEN A TICKET IS SOLD AT A SPECIAL FARE CONTAINING A MINIMUM STAY REQUIREMENT, THE MINIMUM STAY REQUIREMENT WILL BE WAIVED ON PRESENTATION OF A DEATH CERTIFICATE, OR COPY THEREOF, FOR PASSENGERS WHO ARE:

(A) MEMBERS OF THE IMMEDIATE FAMILY OF A PASSENGER WHO DIES EN ROUTE, OR

(B) OTHER PERSONS ACTUALLY ACCOMPANYING A PASSENGER WHO DIES EN ROUTE.

(2) IF A PASSENGER HOLDING A SPECIAL FARE TICKET WITH A MINIMUM STAY REQUIREMENT DESIRES TO COMMENCE THE RETURN BEFORE THE EXPIRATION OF THE MINIMUM STAY REQUIREMENT DESIRES TO COMMENCE PERIOD OWING TO THE DEATH OF AN IMMEDIATE FAMILY MEMBER NOT ACCOMPANYING THE PASSENGER, AND A DEATH CERTIFICATE OR COPY THEREOF IS NOT IMMEDIATELY AVAILABLE, THE PASSENGER WILL BE ENTITLED TO A REFUND OF THE ADDITIONAL AMOUNTS PAID TO PERMIT EARLIER RETURN ON PRESENTATION OF A DEATH CERTIFICATE ATTESTING TO THE DEATH OF SUCH FAMILY MEMBER AFTER THE PASSENGER'S COMMENCEMENT OF TRAVEL.

VALIDITY FOR CARRIAGE - 71

A (B) VALIDITY

(1) GENERAL

WHEN VALIDATED, THE TICKET IS GOOD FOR CARRIAGE FROM THE AIRPORT AT THE PLACE OF DEPARTURE TO THE AIRPORT AT THE PLACE OF DESTINATION, VIA THE ROUTE SHOWN THEREIN AND FOR THE APPLICABLE CLASS OF SERVICE AND IS VALID FOR ONE YEAR FROM THE DATE OR...
COMMENCEMENT OF FLIGHT, EXCEPT AS OTHERWISE SPECIFIED IN CARRIER'S TARIFFS. EACH FLIGHT COUPON WILL BE ACCEPTED FOR CARRIAGE ON THE DATE AND FLIGHT FOR WHICH ACCOMMODATION HAD BEEN RESERVED. WHEN FLIGHT COUPONS ARE ISSUED ON AN "OPEN DATE" BASIS, ACCOMMODATION WILL BE RESERVED UPON APPLICATION, SUBJECT TO THE AVAILABILITY OF SPACE. THE PLACE AND DATE OF ISSUE ARE SET FORTH ON THE FLIGHT COUPONS. ANY EXTENSION OF TICKET VALIDITY WILL BE IN ACCORDANCE WITH CARRIER'S TARIFFS.

EXCEPTION 1: IF THE TICKET IS FOR, OR INCLUDES, AN EXCURSION OR OTHER SPECIAL FARE HAVING A SHORTER PERIOD OF TICKET VALIDITY THAN INDICATED ABOVE, SUCH SHORTER PERIOD OF VALIDITY SHALL APPLY ONLY IN RESPECT TO SUCH EXCURSION OR SPECIAL FARE TRANSPORTATION.

EXCEPTION 2: IF NO PORTION OF THE TICKET IS USED,

THE PERIOD OF VALIDITY WILL BE ONE YEAR FROM THE DATE OF ISSUANCE OF THE TICKET.

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

(A) FOR NO LONGER THAN SEVEN DAYS BEYOND THE ORIGINAL LIMIT WHEN A PASSENGER WHO HOLDS A

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VALIDITY FOR CARRIAGE - 71 (CONT) TICKET VALID FOR ONE YEAR IS UNABLE TO

OBTAIN SPACE AT TIME OF APPLICATION TO CARRIER.

(B) FOR NO LONGER THAN THIRTY DAYS BEYOND THE ORIGINAL LIMIT WHEN CARRIER IS UNABLE TO PROVIDE PREVIOUSLY CONFIRMED SPACE; OR A FLIGHT IS CANCELLED OR POSTPONED DURING THE PERIOD OF VALIDITY; A SCHEDULED STOP WHICH IS EITHER A STOPOVER OR DESTINATION FOR THE PASSENGER IS OMITTED; CARRIER SUBSTITUTES A DIFFERENT CLASS OF SERVICE; OR CAUSES A PASSENGER TO MISS A CONNECTION; OR FAILS TO OPERATE A FLIGHT REASONABLY ACCORDING TO SCHEDULE.
(C) Until the date when the passenger, who is prevented from traveling within the period of validity of his ticket by reason of illness, becomes fit to travel according to a medical certificate, or until the first service of the class for which the fare has been paid on the carrier on which space is available after such date from the point where the journey is resumed or from the last connecting point, provided that when the flight coupons remaining in a ticket having a one year validity involve one or more stopovers, the validity of such ticket will be extended for not more than 3 months from the date shown on such certificate. In such circumstances carrier will extend similarly the period of validity of tickets of persons traveling with an incapacitated passenger.

(D) For no longer than forty-five (45) days after the date of death of a passenger for tickets of the persons accompanying the deceased passenger.

(E) A miscellaneous charges order issued without definite date of passage must be presented for a ticket within one year from date of issue; otherwise it will not be honored for a ticket.

(3) Waiver of minimum/maximum stay requirements
(A) When a ticket is sold at a special fare containing a minimum stay requirement, the minimum stay requirement will be waived on presentation of a death certificate or copy thereof for passengers who are:
   (I) Members of the immediate family of a passenger who dies en route, or
   (II) Other persons actually accompanying a passenger who dies en route.

(B) If a passenger holding a special fare ticket with a minimum stay requirement desires to
COMMENCE THE RETURN BEFORE THE EXPIRY OF THE MINIMUM STAY PERIOD Owing to the death of an immediate family member not accompanying the passenger and a death certificate or copy thereof is not immediately available, the passenger will be entitled to a refund of the additional amounts paid to permit earlier return, on presentation of a death certificate attesting to the death of such family member after the passenger's commencement of travel.

COUPON SEQUENCE - 72

A  (C) COUPON SEQUENCE AND PRODUCTION OF THE TICKET
FLIGHT COUPONS WILL BE HONORED IN SEQUENCE FROM THE PLACE OF DEPARTURE AS SHOWN ON THE PASSENGER COUPON. THE PASSENGER, THROUGHOUT HIS JOURNEY, MUST RETAIN THE PASSENGER COUPON AND ALL FLIGHT COUPONS OF THE TICKET NOT PREVIOUSLY SURRENDERED TO CARRIER. HE MUST, WHEN REQUIRED, PRODUCE THE TICKET OR SURRENDER ANY APPLICABLE PORTION TO CARRIER.

ABSENCE, LOSS OF TICKET - 73

A  (D) ABSENCE, LOSS OR IRREGULARITIES OF TICKET
CARRIER WILL REFUSE CARRIAGE TO ANY PERSON NOT IN POSSESSION OF A VALID TICKET. IN CASE OF LOSS OR NON-PRESENTATION OF THE TICKET OR THE APPLICABLE PORTION THEREOF, CARRIAGE WILL NOT BE FURNISHED FOR THAT PART OF THE TRIP COVERED BY SUCH TICKET OR THAT PORTION THEREOF UNTIL THE PASSENGER PURCHASES ANOTHER TICKET AT THE CURRENT APPLICABLE FARE FOR THE CARRIAGE TO BE PERFORMED. CARRIER WILL NOT ACCEPT A TICKET IF ANY PART OF IT IS MUTILATED OR IF IT HAS BEEN ALTERED BY OTHER THAN CARRIER OR IT IS PRESENTED WITHOUT THE PASSENGER'S COUPON AND ALL UNUSED FLIGHT COUPONS. NOTWITHSTANDING THE FOREGOING, CARRIER WILL ISSUE, AT THE PASSENGER'S REQUEST, A NEW TICKET TO REPLACE THE LOST ONE, UPON RECEIPT OF PROOF OF LOSS SATISFACTORY TO CARRIER, AND IF THE CIRCUMSTANCES OF THE CASE IN CARRIER'S OPINION WARRANT SUCH ACTION; PROVIDED THAT THE PASSENGER AGREES, IN SUCH FORM AS MAY BE PRESCRIBED BY CARRIER, TO INDEMNIFY CARRIER FOR ANY LOSS OR DAMAGE WHICH CARRIER MAY SUSTAIN BY REASON THEREOF.

NONTRANSFERABILITY - 74

A  (E) NON-TRANSFERABILITY
(1) A TICKET IS NOT TRANSFERABLE, BUT CARRIER SHALL
NOT BE LIABLE TO THE PERSON ENTITLED TO BE TRANSPORTED OR TO THE PERSON ENTITLED TO RECEIVE SUCH REFUND FOR HONORING OR REFUNDING SUCH TICKET WHEN PRESENTED BY SOMEONE OTHER THAN THE PERSON ENTITLED TO BE TRANSPORTED THEREUNDER OR TO A REFUND IN CONNECTION THEREWITH.

(2) IF A TICKET IS IN FACT USED BY ANY PERSON OTHER THAN THE PERSON TO WHOM IT WAS ISSUED, WITH OR WITHOUT THE KNOWLEDGE AND CONSENT OF THE PERSON TO WHOM IT WAS ISSUED, CARRIER WILL NOT BE LIABLE FOR THE DESTRUCTION, DAMAGE, OR DELAY OF SUCH UNAUTHORIZED PERSON'S BAGGAGE OR OTHER PERSONAL PROPERTY ARISING FROM OR IN CONNECTION WITH SUCH UNAUTHORIZED USE.

(3) IF A TICKET IS IN FACT USED BY ANY PERSON OTHER THAN THE PERSON TO WHOM IT WAS ISSUED, WITH OR WITHOUT THE KNOWLEDGE AND CONSENT OF THE PERSON TO WHOM IT WAS ISSUED, CARRIER WILL NOT BE LIABLE FOR THE DEATH OR INJURY OF SUCH UNAUTHORIZED PERSON ARISING FROM OR IN CONNECTION WITH SUCH UNAUTHORIZED USE (SEE NOTE).

NOTE: EXCEPT TO THE EXTENT PROVIDED IN RULE 55 (LIABILITY OF CARRIERS), RULES AFFECTING LIABILITY OF CARRIERS FOR PERSONAL INJURY OR DEATH ARE NOT PERMITTED TO BE INCLUDED IN TARIFFS FILED PURSUANT TO THE LAWS OF THE UNITED STATES, AND THIS RULE IS INCLUDED HEREIN AS PART OF THE TARIFF FILED WITH GOVERNMENTS OTHER THAN THAT OF THE UNITED STATES AND NOT AS PART OF DE-1 TARIFF, C.A.B. NO. 459, ISSUED BY AIRLINE TARIFF PUBLISHING CO., AGENT.

PREPAID TICKET ADVICE - 75
A (F) PREPAID TICKET ADVICE

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

EXCEPTION: FOR FARES FROM THE U.S.A. WHICH REQUIRE SPECIAL RESERVATION AND TICKETING REQUIREMENTS, THE PTA WILL...
PREPAID TICKET ADVICE - 75 (CONT)

CONSTITUTE TICKETING, PROVIDED IT IS ISSUED WITHIN TARIFF DEADLINES AND RESERVATION REQUIREMENTS ARE MET AND SHOWN ON THE PTA. ANY CANCELLATION, REFUND AND REROUTING WILL RESULT IN PENALTIES AGAINST THE PTA IN THE SAME MANNER AS THOUGH A TICKET WERE ISSUED. AN OPEN PTA WILL NOT CONSTITUTE TICKETING FOR ANY SPECIAL FARE REQUIREMENTS.

(2) SERVICE CHARGE

THE CARRIER WILL IMPOSE A SERVICE CHARGE OF USD 35.00 FOR EACH PREPAID TICKET ADVICE (PTA) ISSUED.

THIS SERVICE CHARGE IS NOT SUBJECT TO ANY DISCOUNT AND CANNOT BE REFUNDED. THE CHARGE SHALL ACCRUE TO THE CARRIER ISSUING THE PTA.

WAIVER MIN/MAX STAY REQ. - 76

A (G) WAIVER OF MINIMUM/MAXIMUM STAY REQUIREMENTS

(1) WHEN A TICKET IS SOLD AT A SPECIAL FARE CONTAINING

A MINIMUM STAY REQUIREMENT, THE MINIMUM STAY REQUIREMENT WILL BE WAIVED ON PRESENTATION OF A DEATH CERTIFICATE, OR COPY THEREOF, FOR PASSENGERS WHO ARE:

(A) MEMBERS OF THE IMMEDIATE FAMILY OF A PASSENGER WHO DIES EN ROUTE, OR
(B) OTHER PERSONS ACTUALLY ACCOMPANYING A PASSENGER WHO DIES EN ROUTE.

(2) IF A PASSENGER HOLDING A SPECIAL FARE TICKET WITH A MINIMUM STAY REQUIREMENT DESIRES TO COMMENCE THE RETURN BEFORE THE EXPIRATION OF THE MINIMUM STAY PERIOD OWING TO THE DEATH OF AN IMMEDIATE FAMILY MEMBER NOT ACCOMPANYING THE PASSENGER, AND A DEATH CERTIFICATE OR COPY THEREOF IS NOT IMMEDIATELY AVAILABLE, THE PASSENGER WILL BE ENTITLED TO A REFUND OF THE ADDITIONAL AMOUNTS PAID TO PERMIT EARLIER RETURN ON PRESENTATION OF A DEATH CERTIFICATE ATTESTING TO THE DEATH OF SUCH FAMILY MEMBER AFTER THE PASSENGER'S COMMENCEMENT OF TRAVEL.

ACCEPTANCE OF TICKETS - 77

A (H) ACCEPTANCE OF TICKETS

(1) ALL AIRLINES OPERATING TO, FROM OR THROUGH THE PHILIPPINES, INCLUDING OFF-LINE CARRIERS WITH SALES OFFICES AND/OR GENERAL SALES AGENTS IN THE PHILIPPINES, ARE HEREBY PROHIBITED FROM IMPORTING
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**ACCEPTANCE OF TICKETS - 77 (CONT)**

Into the Philippines airline tickets issued outside the Philippines for international air transportation of passengers originating in the Philippines.

(2) All airlines operating to, from and/or through the Philippines, shall ascertain whether or not the tickets for international air transportation of passengers originating in the Philippines, presented by such passengers at the airline check-in counters at the Manila International Airport, have been issued outside the Philippines. If so, said airlines shall not honor such tickets.

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**TITLE/APPLICATION - 70**

**K** Currency of Payment

Except as otherwise provided below, fares and charges are payable in any currency acceptable to carrier. When payment is made in currency other than the currency in which the fare is published such payment will be made at the rate of exchange established for such purpose by carrier, the current statement of which is available for inspection by the passenger at carrier's office where the ticket is purchased. The provisions of this paragraph are subject to applicable exchange laws and government regulations.

(1) Payment of fares in the U.S. for travel originating in the U.S. shall be in U.S. dollars.

(2) Payment of fares in Canada for travel originating in Canada shall be in Canadian dollars.

(3) Payment of fares for travel originating at a point outside the U.S. or Canada and destined to a point in the U.S. or Canada shall be in the currency of the country of origin, except as provided in (4) below.

(4) Payment of fares for travel originating at a point outside the U.S. or Canada and destined to a point in the U.S. or Canada may also be made in the U.S. or Canada in U.S. or Canadian dollars. When the fare in the currency of the country of origin is converted to U.S. or Canadian dollars the local bankers' buying rate of exchange will apply.

(5) (A) When a transportation document is presented for
EITHER REROUTING OR REFUND AT:

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TITLE/APPLICATION - 70 (CONT)

(I) POINTS IN THE U.S.A./CANADA

(II) POINTS OUTSIDE THE U.S.A. COVERING TRAVEL ORIGINATING AND PAID FOR IN THE U.S.A.; AND


(B) 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 IN EFFECT AT THE TIME OF SUCH TRANSACTION; OR

(C) 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 IN EFFECT AT THE TIME OF SUCH TRANSACTION.

NOTE: CARRIER WILL PAY THE REFUND IN THE SAME FORM (I.E., CASH, CHECK, CREDIT CARD ETC.) THAT WAS USED IN PURCHASING THE ORIGINAL TRANSPORTATION DOCUMENT. CARRIER, IN MAKING THE REFUND, WILL OBSERVE ANY REFUND RESTRICTION THAT MAY BE PUBLISHED IN THE APPLICABLE RULES GOVERNING THE ORIGINAL TRANSPORTATION DOCUMENT. FURTHER, CARRIER WILL OBSERVE ANY GOVERNMENT OR CARRIER RESTRICTION IMPOSED ON THE CONVERSION AND REFUND OF CURRENCIES OUTSIDE THE COUNTRY Whose CURRENCY WAS ORIGINALLY COLLECTED.

(6) FOR TRAVEL COMMENCING IN AREA 1 (EXCEPT U.S.A./CANADA/AREA 2/AREA 3 VIA A POINT IN THE U.S.A. WHEN TICKETS ARE ISSUED AND PAID FOR IN THE U.S.A.)

(A) WHERE ONE WAY, ROUND TRIP, CIRCLE TRIP OR OPEN

JAW TRANSPORTATION ORIGINATES OUTSIDE THE

(I) THE APPLICABLE U.S. DOLLAR FARE(S) FROM THE FIRST TICKETED POINT OF ARRIVAL OR THE LAST POINT OF DEPARTURE IN THE U.S.A. TO THE FIRST CONSTRUCTION POINT OUTSIDE THE U.S.A.; PLUS

(II) THE APPLICABLE LOCAL CURRENCY FARE FOR ALL OTHER PORTIONS OF THE JOURNEY, CALCULATED IN GFS TEXT MENU RULE CATEGORY TEXT DISPLAY IN EFFECT ON: 15JUL16

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TITLE/APPLICATION - 70 (CONT)

THE CURRENCY OF THE COUNTRY OF ORIGIN, CONVERTED TO U.S. DOLLARS AT THE BANKERS' BUYING RATE.

(B) SEPARATE TICKET(S) MUST BE ISSUED FOR ANY PORTION OF TRAVEL CALCULATED IN ACCORDANCE WITH (A) ABOVE WHERE THE FARE FOR SUCH PORTION IS BASED ON THE U.S. DOLLAR FARE FROM THE U.S.A.

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TITLE/APPLICATION - 70

K REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS

(A) CHANGES REQUESTED BY PASSENGER

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

(A) SUCH CARRIER ISSUED THE ORIGINAL TICKET OR;

(B) SUCH CARRIER IS THE CARRIER DESIGNATED IN THE "VIA CARRIER" BOX, OR NO CARRIER IS DESIGNATED IN THE "VIA CARRIER" BOX, OF THE UNUSED FLIGHT COUPON OR MISCELLANEOUS CHARGES ORDER FOR THE FIRST ONWARD CARRIAGE FROM THE POINT ON THE ROUTE AT WHICH THE PASSENGER DESIRES THE CHANGE TO COMMENCE, HOWEVER, WHERE THE CARRIER WHO ISSUED THE TICKET IS DESIGNATED AS CARRIER FOR ANY SUBSEQUENT SECTION(S) AND HAS AN OFFICE OR GENERAL AGENT, WHO IS AUTHORIZED TO MAKE ENDORSEMENTS, AT THE POINT ON THE ROUTE
THE CHANGE IS TO COMMENCE OR WHERE THE PASSENGER MAKES HIS REQUEST FOR SUCH CHANGE, THE REISSUING CARRIER SHALL OBTAIN SUCH ISSUING CARRIER'S ENDORSEMENT; OR SUCH CARRIER HAS RECEIVED WRITTEN OR TELEGRAPHIC AUTHORITY TO DO SO FROM THE CARRIER ENTITLED, UNDER (A) OR (B) ABOVE, TO EFFECT THE CHANGE.

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

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(A) (NOT APPLICABLE TO/FROM POINTS IN THE U.S.A.)

IF THE DESTINATION IS UNCHANGED, THE NEW FARE SHALL BE CONSTRUCTED FROM THE LAST FARE CONSTRUCTION POINT PRECEDING THE POINT AT WHICH THE REROUTING TAKES PLACE, AS SHOWN ON THE TICKET SUBMITTED FOR REROUTING, TO THE FARE CONSTRUCTION POINT SHOWN ON THE TICKET SUBMITTED FOR REROUTING, BEYOND WHICH THE ORIGINAL FARE CONSTRUCTION REMAINS APPLICABLE.

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

(B) (NOT APPLICABLE TO/FROM POINTS IN THE U.S.A.)

IF THE DESTINATION IS CHANGED, THE NEW FARE SHALL BE CONSTRUCTED FROM THE LAST FARE CONSTRUCTION POINT PRECEDING THE POINT AT WHICH THE REROUTING TAKES PLACE, AS SHOWN ON THE TICKET SUBMITTED FOR REROUTING, TO THE NEW DESTINATION.

NOTE 1 THE POINTS OF ORIGIN AND DESTINATION, AS WELL AS THE POINT OF OUTWARD DESTINATION IN THE CASE OF A ROUND TRIP TICKET, SHALL ALSO BE FARE CONSTRUCTION POINTS, AND THE FARES AND CHARGES TO BE USED FOR THE CONSTRUCTION OF THE NEW FARE SHALL BE THOSE WHICH WOULD HAVE BEEN APPLICABLE AS OF THE DATE OF COMMENCEMENT OF CARRIAGE.
NOTE 2: FOR THE PURPOSE OF THIS RULE, FARE CONSTRUCTION POINT, AS USED HEREIN, MEANS THE POINT TO WHICH THE
PREVIOUS FARE WAS CALCULATED.

(C) (APPLICABLE ONLY FROM/TO POINTS IN THE U.S.A.)
THE NEW FARE SHALL BE CALCULATED UPON THE BASIS OF THAT WHICH WOULD HAVE BEEN APPLICABLE HAD THE PASSENGER PURCHASED TRANSPORTATION FOR 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

THEREFORE HAS BEEN MADE PRIOR TO ARRIVAL AT THE DESTINATION NAMED ON THE ORIGINAL TICKET OR MISCELLANEOUS CHARGES ORDER; AND, AFTER

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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 ONLY BE APPLIED TO ANY REROUTED PORTION OF THE TRIP AND ONLY FROM THE POINT OF REROUTING, NOT BASED ON ANY PORTION OF THE TRIP ALREADY FLOWN;

(II) A ROUND, CIRCLE OR DISCOUNTED OPEN JAW TRIP TICKET CAN BE CONVERTED INTO ANY OTHER ONE OF THESE CATEGORIES PROVIDED

THAT THE REQUEST THEREFORE IS MADE PRIOR TO ARRIVAL AT THE DESTINATION NAMED ON THE ORIGINAL TICKET OR MISCELLANEOUS CHARGES ORDERS.

(3) ANY DIFFERENCE BETWEEN THE FARES AND CHARGES APPLICABLE UNDER PARAGRAPH (2) ABOVE, AND THE FARES AND CHARGES PAID BY THE PASSENGER, WILL BE COLLECTED FROM THE PASSENGER BY THE CARRIER ACCOMPLISHING THE REROUTING WHO WILL ALSO PAY TO THE PASSENGER ANY AMOUNTS DUE TO 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.

(B) INVOLUNTARY REVISED ROUTING
IN THE EVENT CARRIER CANCELS A FLIGHT, FAILS TO OPERATE ACCORDING TO SCHEDULES, SUBSTITUTES A DIFFERENT TYPE OF EQUIPMENT OR DIFFERENT CLASS OF SERVICE, OR IS UNABLE TO PROVIDE PREVIOUSLY CONFIRMED SPACE, OR THE PASSENGER IS REFUSED PASSAGE OR REMOVED, IN ACCORDANCE WITH RULE 25 (REFUSAL TO TRANSPORT- LIMITATIONS OF CARRIER) HEREIN, CARRIER WILL EITHER:
(1) CARRY THE PASSENGER ON ANOTHER OF ITS PASSENGER AIRCRAFT ON WHICH SPACE IS AVAILABLE; OR
(2) ENDORSE TO ANOTHER CARRIER OR TO ANY OTHER TRANSPORTATION SERVICE THE UNUSED PORTION OF THE TICKET FOR PURPOSES OF REROUTING; OR
(3) REROUTE THE PASSENGER TO DESTINATION NAMED ON THE TICKET OR APPLICABLE PORTION THEREOF BY ITS OWN SERVICES OR BY OTHER MEANS OF TRANSPORTATION;

AND,

IF THE FARE, EXCESS BAGGAGE CHARGES AND ANY 
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APPLICABLE SERVICE CHARGE FOR THE REVISED ROUTING IS HIGHER THAN THE REFUND VALUE OF THE TICKET OR APPLICABLE PORTIONS AS DETERMINED FROM RULE 90 (REFUNDS) HEREIN, CARRIER WILL REQUIRE NO ADDITIONAL PAYMENT FROM THE PASSENGER, BUT WILL REFUND THE DIFFERENCE IF THE FARE AND CHARGES FOR THE REVISED ROUTING ARE LOWER; OR
(4) MAKE INVOLUNTARY REFUND IN ACCORDANCE WITH THE PROVISIONS OF RULE 90 (REFUNDS) HEREIN.

(C) MISSED CONNECTIONS
IN THE EVENT A PASSENGER MISSES AN ONWARD CONNECTING FLIGHT ON WHICH SPACE HAS BEEN RESERVED FOR HIM/HER BECAUSE THE DELIVERING CARRIER DID NOT OPERATE ITS FLIGHT ACCORDING TO SCHEDULES, OR CHANGED THE SCHEDULE OF SUCH FLIGHT, THE DELIVERING CARRIER WILL ARRANGE FOR THE CARRIAGE OF THE PASSENGER OR MAKE INVOLUNTARY
REFUND IN ACCORDANCE WITH RULE 90 (REFUNDS) HEREIN.

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K SCHEDULES, DELAYS AND CANCELLATIONS

(A) SCHEDULES

The times shown in timetables or elsewhere are approximate and not guaranteed, and form no part of the contract of carriage. Schedules are subject to change without notice and carrier assumes no responsibility for making connections. Carrier will not be responsible for errors or omissions either in timetables or other representations of schedules. No employee or agent or representatives of carrier is authorized to bind carrier to the date or times of departure or arrival or of the operation of any flight.

(B) CANCELLATIONS

(1) Carrier may, without notice, substitute alternate carriers or aircraft.

(2) Carrier may, without notice cancel, terminate, diverts, postpone or delay any flight of the further right or 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.

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(A) Because of any fact beyond its control (including, but without limitations, 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 forseen, 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 or carrier
(3) Carrier will cancel the right or further right of carriage of the passenger and his baggage upon refusal of the passenger, after demand by carrier, to pay the fare of the portion thereof so demanded, or to pay any charge so demanded and assessable with respect to the baggage of the passenger except to refund, in accordance herewith, the unused portion of the fare and baggage charge(s) previously paid, if any.

(A) Applicability

K DENIED BOARDING AND OVERBOOKING

Note in the case of code share, passengers are advised that the denied boarding rules applicable to their transportation are those of the carrier identified on your ticket and not of the carrier operating the flight. When the carrier is unable to provide previously confirmed space due to there being more passengers holding confirmed reservations and tickets than for which there are available seats on a flight, the carrier will follow the provisions of this rule, unless as otherwise provided in other applicable foreign legislation.

(B) Request for Volunteers

When a situation of denied boarding due to overbooking
OCCURS, THE FOLLOWING WILL APPLY.

(1) THE CARRIER WILL PUBLICALLY ASK FOR VOLUNTEERS TO RELINQUISH THEIR SEATS FROM AMONG THE CONFIRMED PASSENGERS. AT THE SAME TIME, THE CARRIER WILL ANNOUNCE WHAT TYPE OF BENEFITS PASSENGERS WILL BE ENTITLED TO SHOULD A PASSENGER VOLUNTARILY RELINQUISH HIS/HER SEAT. THIS REQUEST PROCESS WILL TAKE PLACE AT THE CHECK-IN OR BOARDING AREAS.

THE CARRIER WILL CONTINUE TO MAKE THIS REQUEST OF PASSENGERS UNTIL IT OBTAINS ENOUGH VOLUNTEERS TO PREVENT OTHER PASSENGERS FROM BEING INVOLUNTARILY DENIED BOARDING OR UNTIL IT DETERMINES THAT IT DOES NOT, DESPITE ITS BEST EFFORT HAVE ENOUGH, HAVE ENOUGH VOLUNTEERS.

(2) ONCE A PASSENGER HAS VOLUNTARILY RELINQUISH HIS/HER SEAT, THE PASSENGER WILL NOT LATER BE INVOLUNTARILY DENIED BOARDING UNLESS HE/SHE HAS BEEN ADVISED AT THE TIME HE/SHE VOLUNTEERED OF SUCH POSSIBILITY. AT THE TIME THE PASSENGER IS ADVISED OF SUCH POSSIBILITY OF A FURTHER DENIAL OF BOARDING, THE PASSENGER IS TO BE ADVISED OF ANY FURTHER COMPENSATION TO WHICH HE OR SHE MAY BE ENTITLED TO RECEIVE.

(3) THE PASSENGER WHO VOLUNTARILY SURRENDERS HIS/HER SEAT WILL RECEIVE AGREED UPON BENEFITS FROM THE CARRIER. VOLUNTEERS WILL BE OFFERED REROUTING/REFUND OPTIONS AS SET OUT IN PARAGRAPH (D) (1)(2) AND (3) OF THIS RULE OVER AND ABOVE THE AFOREMENTIONED BENEFITS. IN ADDITION, A PASSENGER WHO HAS VOLUNTARILY SURRENDERED HIS/HER SEAT WILL BE OFFERED THE FOLLOWING FREE OF CHARGE:

(A) A MEAL VOUCHER, IF THE TRANSPORTATION ACCEPTABLE TO THE PASSENGER DEPARTS MORE THAN FOUR (4) HOURS AFTER THE ORIGINAL DEPARTURE TIME OF THE FLIGHT ON WHICH PASSENGERS WERE DENIED BOARDING.

(B) AN OVERNIGHT HOTEL STAY AND AIRPORT TRANSFERS, IF THE TRANSPORTATION ACCEPTABLE TO THE PASSENGER DEPARTS MORE THAN EIGHT (8) HOURS AFTER THE ORIGINAL DEPARTURE TIME OF THE FLIGHT ON WHICH THE PASSENGER WAS DENIED BOARDING AND INVOLVES AN OVERNIGHT STAY,
Provided the passenger's travel did not start at the airport where the denied boarding situation occurred.

(C) A telephone call, email or fax message to the destination point of travel.

(C) Boarding priorities

In the event there are not volunteers, the remaining passengers will be denied boarding on an involuntary basis. Passengers holding confirmed and ticketed reservations will be permitted to board in the following order until all available seats are occupied.

1. Persons with disabilities and any accompanying attendant or service animal.
2. Passengers travelling under the services of the unaccompanied minor program.
3. Passengers travelling due to death or illness of a member of the passenger's family.
4. Passengers for whom, in the carrier's own assessment, failure to travel would cause severe hardship.
5. Passengers holding first/executive/business or full economy class tickets.
6. Passengers travelling as a group including the tour conductor of the group.
7. All other passengers with confirmed and ticketed reservations will be accommodated in the order in which they presented themselves for check-in.

(D) Transportation for passengers denied boarding

A passenger has the right to take the flight he or she has purchased. The carrier will present a passenger who has been denied boarding, whether voluntarily or involuntarily, with the following options:

1. Carry the passenger to the destination named on the ticket, or applicable portion thereof, within a reasonable amount of time, on another of its passenger aircraft or in a different class of service on which space is available, without additional charge, regardless of the class of service in which the passenger was booked or,
2. Reroute the passenger to the destination named on the ticket, or applicable portion thereof, on its own transportation services within a reasonable amount of time. If the fare for the revised

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Rerouting or class of service is higher than the fare paid by the passenger, the carrier will require no additional payment from the passenger. If the fare for the revised routing is in a lower class of service, a refund will be made for the difference in fare. The refund will be made to the purchaser of the ticket. The form of refund will be the same as the form of payment used for the ticket. The refund will be based on the total value of the ticket, or,

3) Reroute the passenger to the destination name on the ticket, or applicable portion thereof, on another air carrier's transportation services, including interline or, where possible and necessary, non-interline carriers, within a reasonable amount of time. If the fare for the revised routing or class of service is higher than the fare paid by the passenger, the carrier will require no additional payment from the passenger. If the fare for the revised routing is in a lower class of service, a refund will be made for the difference in fare. The refund will be made to the purchaser of the ticket. The form of refund will be the same as the form of payment used for the ticket. The refund will be based on the total value of the ticket, or,

4) If the passenger chooses to no longer travel as the denied boarding results in the loss of purpose of travel or if the carrier is unable to perform the options stated in (1), (2) or (3) above within a reasonable amount of time, the carrier will transport the passenger to the point of origin named on the ticket and refund the full amount of the ticket in accordance with Rule 90(B)(2)(A), refunds, involuntary refunds, irrespective if travel has commenced, or subject to passenger's agreement, offer a travel voucher for future travel in the same amount.

5) Otherwise, should the alternate transportation proposed by the carrier not meet the passenger's satisfaction, the carrier will offer a refund equal to the fare and charge paid. The refund will be made to the purchaser of the ticket(s). The form of refund will be the same form used as payment of the ticket(s). The refund will be based on the total value of the ticket(s). For complete conditions on refunds see Rule 90(B)(2)(B)
REFUNDS, INVOLUNTARY REFUNDS.
NOTHING IN THE ABOVE SHALL LIMIT OR REDUCE THE

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PASSENGER'S RIGHT, IF ANY, TO CLAIM DAMAGES, IF
ANY, UNDER THE APPLICABLE CONVENTION, OR UNDER
THE

LAW WHEN EITHER CONVENTION APPLIES. IN ADDITION
TO THE ABOVE, THE CARRIER WILL ALWAYS CONSIDER

THE

NEEDS OF THE PASSENGER ON A CASE BY CASE BASIS
AND

TAKE INTO ACCOUNT ALL KNOWN CIRCUMSTANCES TO
AVOID

OR MITIGATE THE DAMAGES CAUSED BY THE SCHEDULE
IRREGULARITY WITHIN THE CARRIER'S CONTROL.

(E) COMPENSATION FOR PASSENGERS INVOLUNTARILY DENIED
BOARDING
IN ADDITION TO PROVIDING TRANSPORTATION, THE FOLLOWING
WILL APPLY TO A PASSENGER WHO IS INVOLUNTARILY DENIED
BOARDING:

(1) CONDITION OF PAYMENT
(A) THE PASSENGER HOLDING A CONFIRMED AND
TICKETED RESERVATION MUST PRESENT
HIM/HERSELF

FOR CARRIAGE IN ACCORDANCE WITH THIS TARIFF:
HAVING COMPLIED FULLY WITH THE CARRIER'S
APPLICABLE RESERVATION, TICKETING, CHECK-IN
AND BOARDING REQUIREMENTS WITHIN THE TIME
LIMITS AND AT THE LOCATION SET OUT IN RULE
60(E); AND,
(B) THE CARRIER MUST NOT HAVE BEEN ABLE TO
ACCOMMODATE THE PASSENGER ON THE FLIGHT ON
WHICH HE OR SHE HELD CONFIRMED AND TICKETED
RESERVATIONS AND THE FLIGHT DEPARTED WITHOUT
THE PASSENGER.

(2) A PASSENGER WILL NOT BE ELIGIBLE FOR COMPENSATION
UNDER THE FOLLOWING CONDITIONS:
(A) THE PASSENGER WHO CHECKS-IN AFTER THE
CARRIER'S CHECK-IN DEADLINE OR PRESENT
HIM/HERSELF AT THE BOARDING AREA AFTER THE
CARRIER'S BOARDING TIME DEADLINE AS

SPECIFIED

UNDER RULE 60(E), CHECK-IN TIME LIMITS, WILL
NOT RECEIVE DENIED BOARDING COMPENSATION AND
WILL HAVE HIS/HER RESERVATIONS CANCELLED AS
SPECIFIED UNDER RULE 25, REFUSAL TO
TRANSPORT.

(b) WHEN A FLIGHT ON WHICH THE PASSENGER HOLDS
CONFIRMED AND TICKETED RESERVATIONS IS CANCELLED.

(C) WHEN SPACE ON A FLIGHT HAS BEEN REQUISITIONED BY A GOVERNMENT OR BY MEDICAL AUTHORITIES FOR EMERGENCY TRANSPORTATION.

(D) IF, FOR THE OPERATIONAL AND SAFETY REASONS, BEYOND THE CARRIER’S CONTROL, THE AIRCRAFT HAS BEEN SUBSTITUTED WITH ONE HAVING LESSER CAPACITY AND THE CARRIER TOOK ALL REASONABLE MEASURES TO AVOID THE SUBSTITUTION OR THAT IT WAS IMPOSSIBLE FOR THE CARRIER TO TAKE SUCH MEASURES.

(3) AMOUNT OF COMPENSATION FOR INVOLUNTARY DENIED BOARDING THE CARRIER WILL PROVIDE COMPENSATION IN THE FOLLOWING AMOUNTS TO PASSENGERS WHO ARE INVOLUNTARY DENIED BOARDING. REGARDLESS OF THE FARE PAID, PASSENGERS ARE ENTITLED TO A MONETARY COMPENSATION AS FOLLOWS:

INTERNATIONAL TRANSPORTATION:
- LENGTH OF DELAY: 0-4 HOURS
  - COMPENSATION: CAD $400
- LENGTH OF DELAY: OVER 4 HOURS
  - COMPENSATION: CAD $800

ALL AMOUNTS WILL BE TENDERED IN CASH/BANK DRAFT. OR, THREE TIMES THE AMOUNT OF CASH IN THE FORM OF MCO/FUTURE TRAVEL VOUCHERS. THE FOLLOWING RESTRICTIONS WILL APPLY:

(A) CARRIER MUST INFORM PASSENGERS OF THE AMOUNT OF CASH COMPENSATION THAT WOULD BE DUE, AND THAT THE PASSENGERS MAY DECLINE TRAVEL VOUCHERS, AND RECEIVE CASH OR EQUIVALENT.

(B) CARRIER MUST FULLY DISCLOSE ALL MATERIAL RESTRICTIONS BEFORE THE PASSENGER DECIDES TO GIVE UP THE CASH OR EQUIVALENT PAYMENT IN EXCHANGE FOR A TRAVEL VOUCHER;

(C) CARRIER MUST OBTAIN THE SIGNED AGREEMENT OF THE PASSENGER, CONFIRMING THAT THE PASSENGER WAS PROVIDED WITH THE AFOREMENTIONED INFORMATION, PRIOR TO PROVIDING TRAVEL VOUCHERS IN LIEU OF COMPENSATION.

(D) THE AMOUNT OF THE TRAVEL VOUCHER MUST BE NOT LESS THAT 300 PERCENT OF THE AMOUNT OF CASH
COMPENSATION THAT WOULD BE DUE.

(E) PASSENGERS ARE ENTITLED TO EXCHANGE THE TRAVEL VOUCHERS FOR CASH AT THE RATE OF CAD $1 IN CASH BEING EQUIVALENT TO CAD $3 IN TRAVEL VOUCHERS WITHIN ONE (1) MONTH.

IT IS THE PASSENGER'S OPTION TO CHOOSE WHICH FORM OF COMPENSATION THEY WISH TO RECEIVE.

(4) RIGHT TO CARE
IN ADDITION, A PASSENGER WHO IS INVOLUNTARILY DENIED BOARDING WILL BE OFFERED THE FOLLOWING FREE OF CHARGE.

(A) A MEAL VOUCHER, IF THE TRANSPORTATION ACCEPTABLE TO THE PASSENGER DEPARTS MORE THAN FOUR (4) HOURS AFTER THE ORIGINAL DEPARTURE TIME OF THE FLIGHTS ON WHICH THE PASSENGERS WAS DENIED BOARDING.

(B) AN OVERNIGHT HOTEL STAY AND AIRPORT TRANSFERS, IF THE TRANSPORTATION ACCEPTABLE TO THE PASSENGER DEPARTS MORE THAN EIGHT (8) HOURS AFTER THE ORIGINAL DEPARTURE TIME OF THE FLIGHT ON WHICH THE PASSENGER WAS DENIED BOARDING AND INVOLVES AN OVERNIGHT STAY, PROVIDED THE PASSENGER'S TRAVEL DID NOT START AT THAT AIRPORT.

(C) A TELEPHONE CALL, E-MAIL OR FAX MESSAGE TO THE DESTINATION POINT OF TRAVEL.

(5) TIME OF OFFER OF COMPENSATION
(A) ONCE COMPENSATION HAS BEEN OFFERED, AND IF ACCEPTED, THE PASSENGER WILL SIGN AN ACKNOWLEDGMENT OF OFFER ON THE DAY AND AT THE PLACE WHERE THE DENIED BOARDING OCCURRED.

(B) IN THE EVENT THE ALTERNATE TRANSPORTATION DEPARTS BEFORE THE ACKNOWLEDGMENT OF OFFER CAN BE SIGNED, THE OFFER WILL BE SENT BY MAIL OR BY OTHER MEANS WITHIN 24 HOURS AFTER THE TIME THE DENIED BOARDING OCCURS. THE PASSENGER WILL, IN TURN, SIGN THIS ACKNOWLEDGMENT AND RETURN IT BY MAIL TO THE CARRIER.
K REFUNDS

(A) GENERAL

(1) THE PASSENGER MUST PRESENT TO THE CARRIER OR ITS AUTHORIZED AGENT THE UNUSED FLIGHT COUPONS OF A TICKET, AN ITINERARY/RECEIPT, A RECORD LOCATOR, OR A RESERVATION NUMBER AS SATISFACTORY PROOF THAT THE PASSENGER HAS UNUSED PORTIONS OF A TICKET WHICH ARE ELIGIBLE FOR REFUND.

(2) THE CARRIER WILL MAKE A REFUND TO THE PASSENGER WHO PURCHASED THE TICKET.

(3) IF, AT THE TIME OF TICKET PURCHASE, THE PURCHASER DESIGNATES ANOTHER PERSON TO WHOM THE REFUND SHALL BE MADE, THEN THE REFUND WILL BE MADE TO THE PERSON SO DESIGNATED. TO DO SO, THE PASSENGER MUST CONTACT THE CARRIER DIRECTLY.

(4) ACCEPTANCE OF A REFUND BY THE PASSENGER WILL RELEASE THE CARRIER FROM FURTHER LIABILITY.

(B) INVOLUNTARY REFUNDS

(1) INVOLUNTARY REFUNDS ARE NOT SUBJECT TO ANY RESTRICTIONS CONTAINED IN THE APPLICABLE FARE RULE.

(2) THE AMOUNT OF THE INVOLUNTARY REFUND WILL BE AS FOLLOWS:

(A) IF, DUE TO SCHEDULE IRRREGULARITY WITHIN THE CARRIER'S CONTROL OR DENIED BOARDING IN ACCORDANCE WITH REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS RULE 80 AND DENIED BOARDING RULE 89(D)4, THE PASSENGER CHOOSES TO NO LONGER TRAVEL DUE TO LOSS OF PURPOSES OF TRAVEL OR IF ALTERNATE TRAVEL COULD NOT BE PROVIDED WITHIN A REASONABLE TIME, THE CARRIER WILL OFFER A REFUND EQUAL TO THE FARE AND CHARGE PAID, IRRESPECTIVE IF TRAVEL HAS COMMENCED.

(B) IF, DUE TO A SCHEDULE IRRAGULARITY WITHIN THE CARRIER'S CONTROL OR DENIED BOARDING IN ACCORDANCE WITH REVISED ROUTINGS, FAILURE TO
CARRY AND MISSED CONNECTIONS RULE 80 AND DENIED BOARDING RULE 89(D)4, THE PASSENGER CHOOSES TO NO LONGER TRAVEL BECAUSE THE ALTERNATE TRANSPORTATION OFFERED DOES NOT MEET WITH THE PASSENGER'S SATISFACTION, THE CARRIER WILL OFFER A REFUND EQUAL TO THE FARE AND CHARGE PAID.

(C) IF, DUE TO A SCHEDULE IRREGULARITY NOT WITHIN THE CARRIER'S CONTROL OR REFUSAL TO TRANSPORT IN ACCORDANCE WITH REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS RULE 80 AND REFUSAL TO TRANSPORT RULE 25(C)1, NO PORTION OF A TICKET HAS BEEN USED, THE AMOUNT OF REFUND WILL BE EQUAL TO THE FARE AND CHARGES PAID; OR

(D) IF, DUE TO A SCHEDULE IRREGULARITY NOT WITHIN THE CARRIER'S CONTROL OR REFUSAL TO TRANSPORT IN ACCORDANCE WITH REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS RULE 80 AND REFUSAL TO TRANSPORT RULE 25(C)1, A PORTION OF THE TICKET HAS BEEN USED, THE AMOUNT REFUNDED TO THE PURCHASER WILL BE THE ONE THAT RESULTS IN THE MOST GENEROUS AMOUNT USING ONE OF THE FOLLOWING METHODS;

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A DISCOUNT FARE) THAT WAS APPLIED TO

THE

ORIGINAL ONE WAY FARE (INCLUDING ALL
CHARGES). IF THE PASSENGER WAS
TRAVELLING ON A ROUND TRIP OR CIRCLE
TRIP TICKET, THE AMOUNT REFUNDED WOULD
BE BASED ON THE RATE OF DISCOUNT OF ONE
HALF OF THE ROUND TRIP FARE; OR

(III) IF THE POINT WHERE THE PASSENGER
TERMINATED TRAVEL WAS NOT ON THE

ROUTING

SPECIFIED ON THE TICKET, THE REFUND

WILL

BE BASED ON THE LOWEST APPLICABLE FARE

OF ANY AIR CARRIER OPERATING BETWEEN

THE

POINT WHERE THE PASSENGER TERMINATED
TRAVEL TO THE DESTINATION OR NEXT

STOPOVER POINT NAMED ON THE TICKET OR

TO

THE POINT AT WHICH TRANSPORTATION IS TO

BE RESUMED.

(3) INVOLUNTARY REFUND OF TICKETS SHALL BE MADE IN

THE

CURRENCY USED TO ISSUE THE TICKET AND IN THE
COUNTRY WHERE THE TICKET WAS PURCHASED, WHENEVER
POSSIBLE. HOWEVER, CANADIAN DOLLAR REFUNDS OR
REFUNDS IN THE CURRENCY OF THE COUNTRY WHERE THE
INVOLUNTARY REFUND IS NECESSARY MAY BE MADE AT

THE

REQUEST OF THE PASSENGER PROVIDED A REFUND IN

SUCH

CURRENCY IS NOT PROHIBITED BY LOCAL GOVERNMENT
FOREIGN CONTROL REGULATIONS.

(C) VOLUNTARY REFUNDS

(1) VOLUNTARY REFUNDS WILL BE BASED ON THE APPLICABLE
FARE AT THE TIME OF TICKET ISSUANCE, AND THE
REFUND WILL BE MADE IN ACCORDANCE WITH ANY
RESTRICTIONS CONTAINED IN THE APPLICABLE FARE
RULE.

(2) VOLUNTARY REFUNDS WILL BE MADE ONLY BY THE
CARRIER

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WHICH ORIGINALLY ISSUED THE TICKET OR ITS
AUTHORIZED AGENT.

(3) IF NO PORTION OF A TICKET HAS BEEN USED, THE
REFUND WILL BE FULL AMOUNT OF THE FARE PAID LESS
ANY CANCELLATION FEE AND/OR SERVICE CHARGE.

(5) VOLUNTARY REFUND OF TICKETS SHALL BE MADE IN THE CURRENCY USED TO ISSUE THE TICKET AND IN THE COUNTRY WHERE THE TICKET WAS PURCHASED, WHENEVER POSSIBLE. HOWEVER, CANADIAN DOLLAR REFUNDS IN THE CURRENCY OF THE COUNTRY WHERE THE VOLUNTARY REFUND IS REQUESTED MAY BE MADE AT THE REQUEST OF THE PASSENGER PROVIDED A REFUND IN SUCH CURRENCY IS NOT PROHIBITED BY LOCAL GOVERNMENT FOREIGN EXCHANGE CONTROL REGULATIONS.

(6) NON-REFUNDABLE TICKETS CAN BE EXCHANGED FOR A FUTURE TICKET FOR UP TO ONE YEAR FROM THE TICKET ISSUE DATE AS LONG AS THE RESERVATION IS CANCELLED ON OR BEFORE THE FIRST TRAVEL DATE ON THE TICKET.

(D) TIME LIMIT FOR REQUESTING A REFUND
(1) THE PASSENGER HAS ONE MONTH AFTER THE EXPIRATION DATE OF THE TICKET TO REQUEST A REFUND.
(2) FOR A SERVICE OF $35 USD/CAD, A PARTIALLY USED TICKET MAY BE REFUNDED MORE THAN ONE MONTH AFTER THE EXPIRY DATE SHOWN ON THE TICKET BUT NOT LATER THAN ONE YEAR FROM THE DATE OF ISSUANCE OF THE ORIGINAL TICKET.
(3) FOR A SERVICE CHARGE OF $35 USD/CAD, AN UNUSED TICKET MAY BE REFUNDED MORE THAN ONE MONTH AFTER THE EXPIRY DATE SHOWN ON THE TICKET BUT NOT LATER THAN TWO YEARS FROM THE DATE OF ISSUANCE OF THE ORIGINAL TICKET.

(E) REFUND IN THE CASE OF DEATH
WHEN TRANSPORTATION IS CANCELLED AS A RESULT OF THE DEATH OF THE PASSENGER, A MEMBER OF THE IMMEDIATE FAMILY OR TRAVELLING COMPANION, THE REFUND WILL APPLY AS FOLLOWS:
(1) REFUNDS IN THE CASE OF DEATH ARE NOT SUBJECT TO ANY RESTRICTIONS CONTAINED IN THE APPLICABLE FARE RULES.
(2) IF NO PORTION OF A TICKET HAS BEEN USED, THE AMOUNT OF REFUND WILL BE EQUAL TO THE FARE AND CHARGES PAID.
(3) IF A PORTION OF THE TICKET HAS BEEN USED, THE -80-
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REFUND WILL BE EQUAL TO THE DIFFERENCE BETWEEN THE FARE PAID AND THE APPLICABLE FARE FOR TRAVEL BETWEEN THE POINTS FOR WHICH THE TICKET HAS BEEN USED AND WILL NOT BE SUBJECT TO ANY CANCELLATION FEE AND/OR SERVICE CHARGE.

(4) REFUNDS WILL ONLY BE MADE UPON PRESENTATION OF THE UNUSED COUPON(S) AND DEATH CERTIFICATE, OR A COPY DULY EXECUTED BY THE COMPETENT AUTHORITIES (I.E. THOSE DESIGNATED TO ISSUE A DEATH CERTIFICATE BY THE APPLICABLE LAWS OF THE COUNTRY CONCERNED), IN THE COUNTRY IN WHICH THE DEATH OCCURRED.

(5) IN THE CASE OF DEATH OF THE PASSENGER, THE REFUND WILL BE MADE TO THE ESTATE OF THE PASSENGER.

(F) JURY DUTY

IN THE EVENT THE PASSENGER IS CALLED TO JURY DUTY OR SUBPOENAED, A FULL REFUND WILL APPLY UPON PRESENTATION OF JURY SUMMONS OF SUBPOENEA. NO OTHER DOCUMENT WILL BE ACCEPTED.

(G) REFUSAL TO REFUND

(1) THE CARRIER MAY REFUSE TO REFUND THE PASSENGER'S TICKET IF THAT TICKET IS PRESENTED FOR REFUND AFTER ITS VALIDITY HAS EXPIRED.

(2) FOR TICKETS INVOLVING INTERNATIONAL TRAVEL, CERTAIN COUNTRIES LIMIT THE AMOUNT OF TIME THE PASSENGER MAY STAY IN A PARTICULAR COUNTRY WITHOUT A VISA OR OTHER OFFICIAL GOVERNMENT DOCUMENTATION GRANTING PERMISSION TO STAY FOR AN EXTENDED PERIOD.

ACCORDINGLY, THE REFUND OF UNUSED COUPON(S) MAY BE REFUSED, UNLESS THE PASSENGER IS ABLE TO PROVE THAT HE/SHE HAS RECEIVED GOVERNMENT PERMISSION TO REMAIN IN THE COUNTRY OR IS DEPARTING THE COUNTRY ON ANOTHER CARRIER OR BY OTHER MEANS OF TRANSPORT.

INVOLUNTARY REFUNDS - 71

(A) INVOLUNTARY REFUNDS

SEE ALSO RULE 80 (REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS) AND RULE 87 (DENIED BOARDING COMPENSATION) FOR THE PURPOSE OF THIS PARAGRAPH, THE TERM "INVOLUNTARY REFUND" SHALL MEAN ANY REFUND TO A PASSENGER WHO IS PREVENTED FROM USING THE CARRIAGE PROVIDED FOR IN HIS TICKET BECAUSE OF CANCELLATION OF FLIGHT, INABILITY OF CARRIER TO PROVIDE PREVIOUSLY CONFIRMED SPACE, SUBSTITUTION OF A DIFFERENT TYPE OF EQUIPMENT OR DIFFERENT CLASS OF SERVICE BY CARRIER, MISSED CONNECTIONS, POSTPONEMENT OR DELAY OF FLIGHT, OMISSION OF A SCHEDULED STOP, OR REMOVAL OR REFUSAL TO CARRY UNDER CONDITIONS PRESCRIBED IN RULE 25 (REFUSAL -81- GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN VOLUNTARY REFUNDS - 71 (CONT)

TO TRANSPORT—LIMITATIONS OF CARRIER). INVOLUNTARY
REFUNDS WILL BE COMPUTED AS FOLLOWS:

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

(2) WHEN A PORTION OF THE TRIP HAS BEEN MADE, THE
AMOUNT OF REFUND WILL BE:

(A) EITHER AN AMOUNT EQUAL TO THE ONE-WAY FARE
LESS THE SAME RATE OF DISCOUNT, IF ANY, THAT
WAS APPLIED IN COMPUTING THE ORIGINAL ONE-
WAY

FARE (OR ON ROUND OR CIRCLE TRIP TICKETS,
ONE-HALF OF THE ROUND TRIP FARE) AND CHARGES
APPLICABLE TO THE UNUSED TRANSPORTATION FROM
THE POINT OF TERMINATION TO THE DESTINATION
OR STOPOVER POINT NAMED ON THE TICKET OR TO
THE POINT AT WHICH TRANSPORTATION IS TO BE
RESUMED, VIA:

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

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

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

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

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

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

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

(A) FIRST CLASS FARES APPLICABLE ON JET AIRCRAFT;

(B) FIRST CLASS FARES APPLICABLE ON PROPELLER AIRCRAFT;

(C) ONE CLASS STANDARD SERVICE FARES;

(D) ECONOMY CLASS, TOURIST CLASS OR COACH CLASS FARES APPLICABLE ON JET AIRCRAFT;

(E) ECONOMY CLASS, TOURIST CLASS OR COACH CLASS FARES APPLICABLE ON PROPELLER AIRCRAFT;

(F) THRIFT CLASS FARES APPLICABLE ON JET AIRCRAFT;

(G) THRIFT CLASS FARES APPLICABLE ON PROPELLER AIRCRAFT.

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

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

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VOLUNTARY REFUNDS - 72
A (E) VOLUNTARY REFUNDS
FOR THE PURPOSE OF THIS PARAGRAPH, THE TERM "VOLUNTARY REFUND" SHALL MEAN ANY REFUND OF A TICKET OR PORTION THEREOF OTHER THAN AN INVOLUNTARY REFUND, AS DESCRIBED IN PARAGRAPH (D) OF THIS RULE. VOLUNTARY REFUNDS SHALL BE COMPUTED AS FOLLOWS:
(1) IF NO PORTION OF THE TICKET HAS BEEN USED, REFUND WILL BE THE FULL AMOUNT OF THE FARE PAID, LESS ANY APPLICABLE SERVICE CHARGE AND COMMUNICATION EXPENSES, (SEE RULE NOS. 60 (RESERVATIONS) AND 65 (TICKETS)); OR
(2) IF A PORTION OF A TICKET HAS BEEN USED, REFUND WILL BE MADE IN AN AMOUNT EQUAL TO THE DIFFERENCE, IF ANY, BETWEEN THE FARE PAID AND THE APPLICABLE FARE BETWEEN THE POINTS BETWEEN WHICH THE TICKET HAS BEEN USED, LESS ANY APPLICABLE SERVICE CHARGE AND COMMUNICATION EXPENSES. (SEE RULE NOS. 60 (RESERVATIONS) AND 65 (TICKETS)).
(3) WHEN THE REFUNDING OF ANY PORTION OF A TICKET WOULD RESULT IN THE USE OF SUCH TICKET BETWEEN ANY POINTS WHERE THE CARRIAGE OF TRAFFIC IS PROHIBITED, THE REFUND, IF ANY, WILL BE DETERMINED AS IF SUCH TICKET HAD BEEN USED TO A POINT BEYOND WHICH WOULD NOT RESULT IN THE VIOLATION OF CARRIER'S OPERATING RIGHTS OR PRIVILEGES. THE PASSENGER WILL BE REFUNDED THE DIFFERENCE BETWEEN THE FARE PAID FROM THE POINT OF ORIGIN TO SUCH FARTHER POINT AND THE TOTAL FARE PAID, LESS ANY APPLICABLE CHARGES.
(4) A PENALTY FOR VOLUNTARY CANCELLATION SHALL NOT APPLY AND THE TOTAL AMOUNT PAID SHALL BE REFUNDED IF SUCH CANCELLATION IS MADE AFTER AN INCREASE IN THE FARE IS MADE APPLICABLE BETWEEN THE TIME OF THE INITIAL PAYMENT AND THE DATE OF TRAVEL.

LOST TICKET - 73
A (F) LOST TICKET
THE FOLLOWING PROVISIONS WILL GOVERN REFUND OF A LOST TICKET OR UNUSED PORTION THEREOF:
(1) WHEN A LOST TICKET OR PORTION THEREOF IS NOT FOUND, REFUND AS STIPULATED WILL BE MADE UPON RECEIPT OF PROOF OF LOSS SATISFACTORY TO CARRIER AND AFTER RECEIPT OF WRITTEN REQUEST FOR REFUND FROM THE PASSENGER. REFUND WILL ONLY BE MADE PROVIDED THAT THE LOST TICKET OR PORTION THEREOF HAS NOT BEEN HONORED FOR TRANSPORTATION, OR REFUNDED, UPON SURRENDER BY ANY PERSON PRIOR TO THE TIME THE REFUND IS MADE AND FURTHER PROVIDED THAT THE PASSENGER AGREES TO INDEMNIFY AND HOLD CARRIER HARMLESS AGAINST ANY AND ALL LOSS, DAMAGE, CLAIM OR EXPENSE, INCLUDING WITHOUT LIMITATION, REASONABLE ATTORNEY FEES, WHICH CARRIER MAY SUFFER OR INCUR BY REASON OF THE MAKING OF SUCH REFUND AND/OR THE SUBSEQUENT PRESENTATION OF SAID TICKET(S) FOR TRANSPORTATION OR REFUND OF ANY OTHER USE WHATSOEVER. EXCEPTION: CARRIER WILL NOT REFUND LOST TICKETS LESS THAN SIX MONTHS AFTER THE EXPIRATION DATE OF THE LOST TICKET.

(2) THE FOREGOING PROVISIONS SHALL ALSO APPLY TO LOST MISCELLANEOUS CHARGES ORDER, DEPOSIT RECEIPTS AND EXCESS BAGGAGE TICKETS.

(3) (APPLICABLE ONLY TO DOCUMENTS ORIGINALLY ISSUED IN THE U.S.A.) A SERVICE CHARGE AS INDICATED BELOW WILL BE IMPOSED PER PASSENGER/DOCUMENT FOR HANDLING SUCH REQUEST FOR REFUND OR REPLACEMENT OF A LOST TICKET STATED IN USD (OR THE EQUIVALENT LOCAL CURRENCY):

<table>
<thead>
<tr>
<th>LOST TICKET</th>
<th>USD</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>50.00</td>
</tr>
</tbody>
</table>

(4) THIS RULE APPLIES TO INTRALINE (ONLINE) TRANSPORTATION OF BAGGAGE AND INTERLINE TRANSPORTATION OF BAGGAGE WHERE THE CARRIER IS SELECTED TO APPLY ITS OWN BAGGAGE RULES TO AN INTERLINE ITINERARY.
(B) **GENERAL CONDITIONS OF ACCEPTANCE OF CHECKED AND UNCHECKED BAGGAGE**

The carrier will accept for transportation as baggage, any good that is necessary or appropriate for the wear, use, comfort, or convenience of the passenger for the purpose of the trip, subject to the following:

1. **CHECKED BAGGAGE**
   (A) Once the carrier takes possession of the passenger’s checked baggage, the carrier will issue a baggage identification tag for each piece of checked baggage. A portion of this tag will be provided to the passenger and each bag will be affixed with the corresponding remaining portion of the tag.

2. **UNCHECKED BAGGAGE (CARRY-ON BAGGAGE)**
   (A) Unchecked baggage must be within the carrier’s size and weight limits to be taken onboard the aircraft.

   (B) Unchecked baggage must fit under the seat located in front of the passenger or in the enclosed storage compartment in the passenger cabin of the aircraft.

   (C) Objects which are not suitable for carriage as checked baggage (e.g. delicate musical
INSTRUMENTS) WILL ONLY BE ACCEPTED FOR TRANSPORTATION IN THE PASSENGER CABIN OF THE AIRCRAFT IF ADVANCE NOTICE IS GIVEN TO THE CARRIER AND THE CARRIER AGREES TO CARRY THE OBJECT. THE PASSENGER WILL PAY AN ADDITIONAL CHARGE OF $300 CAD/USD FOR TRANSPORTATION OF THESE OBJECTS. PASSENGERS SHOULD CONTACT THE CARRIER OR REVIEW ITS WEB SITE FOR MORE INFORMATION ABOUT WHICH OBJECTS ARE NOT SUITABLE FOR CARRIAGE AS CHECKED BAGGAGE AND WILL ONLY BE ACCEPTED FOR TRANSPORTATION IN THE PASSENGER CABIN OF THE AIRCRAFT UPON PRIOR AGREEMENT WITH THE CARRIER.

(C) FREE BAGGAGE ALLOWANCE

THE PASSENGER IS ENTITLED TO CARRY FREE OF CHARGE CHECKED AND UNCHECKED BAGGAGE AS SPECIFIED AND SUBJECT TO THE CONDITIONS AND LIMITATIONS SET OUT IN THE CHARTS BELOW.

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15JUL16

AREA: ZZ TARIFF: IPRG CXR: DE RULE: 0099

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<table>
<thead>
<tr>
<th>TYPE OF SERVICE</th>
<th>NUMBER OF BAGS PERMITTED</th>
<th>MAXIMUM WEIGHT PER BAG</th>
<th>DIMENSION</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHECKED BAGGAGE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BUSINESS CLASS</td>
<td>2</td>
<td>32</td>
<td>TTL MAX 158 CM</td>
</tr>
<tr>
<td>PREMIUM ECONOMY</td>
<td>1</td>
<td>32</td>
<td>TTL MAX 158 CM</td>
</tr>
<tr>
<td>FULL FARE ECONOMY CLASS</td>
<td>1</td>
<td>23</td>
<td>TTL MAX 158 CM</td>
</tr>
<tr>
<td>SPECIAL OR DISCOUNTED FARES SEATED IN ECONOMY CLASS</td>
<td>1</td>
<td>23</td>
<td>TTL MAX 158 CM</td>
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</tbody>
</table>

NOTE: IN THE CASE OF CODE-SHARE, PASSENGERS ARE ADVISED THAT THE BAGGAGE RULES APPLICABLE TO THEIR TRANSPORTATION ARE THOSE OF THE CARRIER IDENTIFIED ON YOUR TICKET AND NOT OF THE CARRIER OPERATING THE FLIGHT.

UNCHECKED BAGGAGE (CARRY-ON BAGGAGE)

<table>
<thead>
<tr>
<th>TYPE OF SERVICE</th>
<th>NUMBER OF BAGS PERMITTED</th>
<th>MAXIMUM WEIGHT PER BAG</th>
<th>DIMENSION</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHECKED BAGGAGE</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>BUSINESS CLASS</td>
<td>2</td>
<td>32</td>
<td>TTL MAX 158 CM</td>
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<tr>
<td>PREMIUM ECONOMY</td>
<td>1</td>
<td>32</td>
<td>TTL MAX 158 CM</td>
</tr>
<tr>
<td>FULL FARE ECONOMY CLASS</td>
<td>1</td>
<td>23</td>
<td>TTL MAX 158 CM</td>
</tr>
<tr>
<td>SPECIAL OR DISCOUNTED FARES SEATED IN ECONOMY CLASS</td>
<td>1</td>
<td>23</td>
<td>TTL MAX 158 CM</td>
</tr>
<tr>
<td>Class</td>
<td>Bags</td>
<td>Extra Room</td>
<td>55 X 40 X 20 cm</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>------</td>
<td>------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>BUSINESS CLASS</td>
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<td>12</td>
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</tr>
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</tr>
<tr>
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<td>1</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>SPECIAL OR DISCOUNTED FARES</td>
<td>1</td>
<td>6</td>
<td></td>
</tr>
</tbody>
</table>

(1) If a passenger exceeds the maximum number of bags permitted and/or the maximum weight allowed for each bag or the maximum dimensions permitted for each checked or carried on bag, the passenger will be subject to the excess baggage charges set out in the chart in paragraph (E).

Note: This provision does not apply to aids for persons with disabilities (see Rule 21).

(2) The passenger's name and point of contact must appear on the baggage. It is recommended that the name and point of contact also be included inside the baggage.

(D) Collection and delivery of baggage

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GFS text menu rule category text display

In effect on: 15Jul16

Area: ZZ TARIFF: IPRG  CXR: DE  Rule: 0099

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(1) The passenger has the right to retrieve his or her baggage without delay.

(2) Only the passenger who was given a baggage identification tag when the carrier took possession of the baggage is entitled to accept delivery of the baggage.

(3) If the passenger claiming the checked baggage is unable to produce his/her portion of the baggage identification tag and identify the baggage by means of its baggage identification tag, the carrier must receive satisfactory proof that the baggage belongs to the passenger in question before delivering the baggage to the passenger.

(4) Acceptance of the baggage without complaint, within the time limits stipulated in Rule 90, by the passenger in possession of the baggage. Identification tag is evidence that the carrier delivered the baggage in good condition and in accordance with this tariff.

(E) Excess baggage
BAGGAGE IN EXCESS OF THE FREE BAGGAGE ALLOWANCE WILL BE ACCEPTED BY THE CARRIER UPON PAYMENT OF THE APPLICABLE CHARGE. THE CHARGE FOR EXCESS BAGGAGE IS PAYABLE PRIOR TO DEPARTURE AT THE POINT OF CHECK-IN.

NOTE: THIS PROVISION DOES NOT APPLY TO AIDS FOR PERSONS WITH DISABILITIES. (SEE RULE 21)

EXCESS BAGGAGE

<table>
<thead>
<tr>
<th>TYPE OF SERVICE</th>
<th>OVERWEIGHT/ OVERSIZE</th>
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</thead>
<tbody>
<tr>
<td>BUSINESS CLASS</td>
<td>CAD/USD 440</td>
</tr>
<tr>
<td>PREMIUM ECONOMY CLASS</td>
<td>CAD/USD 440</td>
</tr>
<tr>
<td>FULL FARE ECONOMY CLASS</td>
<td>CAD/USD 440</td>
</tr>
<tr>
<td>SPECIAL OR DISCOUNTED</td>
<td>CAD/USD 440</td>
</tr>
<tr>
<td>FARES IN ECONOMY CLASS</td>
<td>CAD/USD 440</td>
</tr>
</tbody>
</table>

NOTE: IN THE CASE OF CODE-SHARE, PASSENGERS ARE ADVISED THAT THE BAGGAGE RULES APPLICABLE TO THEIR TRANSPORTATION ARE THOSE OF THE CARRIER IDENTIFIED ON YOUR TICKET AND NOT OF THE CARRIER OPERATING THE FLIGHT.

(F) EXCESS VALUE DECLARATION CHARGE

THE PASSENGER MAY DECLARE A VALUE IN EXCESS OF THE APPLICABLE LIABILITY LIMITS FOR THE CHECKED BAGGAGE AND PAY ANY EXCESS VALUE CHARGES TO THE CARRIER PRIOR TO DEPARTURE AT THE POINT OF CHECK-IN AT THE RATE $0.50 CAD/USD PER $100 CAD/USD OF EXCESS VALUATION TO A MAXIMUM OF $250 USD/CAD OF EXCESS VALUATION.

NOTE: THIS PROVISION DOES NOT APPLY TO AIDS FOR PERSONS WITH DISABILITIES. (SEE RULE 21)

(G) ITEMS UNACCEPTABLE AS BAGGAGE

THE FOLLOWING ITEMS ARE UNACCEPTABLE AS BAGGAGE AND WILL NOT BE TRANSPORTED BY THE CARRIER:

1. ITEMS WHICH ARE FORBIDDEN TO BE CARRIED BY THE APPLICABLE LAWS, REGULATIONS, OR ORDERS OF ANY COUNTRY TO BE FLOWN FROM, TO, OR OVER.

2. ITEMS WHICH ARE LIKELY TO ENDANGER THE AIRCRAFT OR PERSONS OR PROPERTY ON BOARD THE AIRCRAFT. THESE UNACCEPTABLE ITEMS ARE SPECIFIED IN THE INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO) TECHNICAL INSTRUCTIONS FOR SAFE TRANSPORT OF DANGEROUS GOODS BY AIR AND THE INTERNATIONAL AIR TRANSPORT ASSOCIATION (IATA) DANGEROUS GOODS REGULATIONS.
(3) ITEMS, WHICH IN THE CARRIER'S OPINION, ARE UNSUITABLE FOR CARRIAGE BECAUSE OF THEIR WEIGHT, SIZE OR CHARACTER, FOR EXAMPLE, FRAGILE OR PERISHABLE ITEMS.

(4) LIVE ANIMALS EXCEPT AS PROVIDED IN RULE 105, ACCEPTANCE OF ANIMALS (SERVICE ANIMALS AND PETS)

(5) FIREARMS AND AMMUNITION OTHER THAN FOR HUNTING OR SPORTING PURPOSES ARE PROHIBITED FROM CARRIAGE AS BAGGAGE. FIREARMS AND AMMUNITION FOR HUNTING AND SPORTING PURPOSES WILL BE ACCEPTED AS CHECKED BAGGAGE PROVIDED THE FIREARMS ARE NOT LOADED, THE SAFETY CATCH IS IN THE "ON" POSITION AND THE FIREARMS ARE SUITABLY PACKED. THE CARRIAGE OF AMMUNITION IS SUBJECT TO THE ICAO AND IATA REGULATIONS MENTIONED IN (2) ABOVE.

(6) WEAPONS SUCH AS ANTIQUE FIREARMS, SWORDS, KNIVES AND OTHER SIMILAR ITEMS MAY BE ACCEPTED AS CHECKED BAGGAGE AT THE CARRIER'S DISCRETION, PROVIDED THAT THEY ARE SUITABLY PACKED.

(7) THE PASSENGER SHALL NOT INCLUDE IN THE CHECKED BAGGAGE FRAGILE OR PERISHABLE ITEMS, MONEY, JEWELRY, PRECIOUS METALS, SILVERWARE, NEGOTIABLE PAPERS, SECURITIES OR OTHER VALUABLES, BUSINESS DOCUMENTS, SAMPLES, PASSPORTS AND OTHER IDENTIFICATION DOCUMENTS.

(H) RIGHT TO REFUSE CARRIAGE OF BAGGAGE

(1) THE CARRIER WILL REFUSE TO CARRY AS CHECKED BAGGAGE ANY BAG THAT THE CARRIER HAS DISCOVERED TO CONTAIN ANY UNACCEPTABLE ITEM MENTIONED IN (G) ABOVE AND WHEN THE PASSENGER FAILS TO PROVIDE THE CARRIER WITH PRIOR NOTICE THAT THEY WISH TO CARRY SUCH AN ITEM IN THEIR BAGGAGE.

(2) THE CARRIER WILL, AT ITS DISCRETION, REFUSE TO CARRY ANY BAGGAGE BECAUSE OF ITS SIZE, SHAPE, WEIGHT OR CHARACTER.

(3) UNLESS ADVANCE ARRANGEMENTS HAVE BEEN MADE WITH THE CARRIER, THE CARRIER MAY CARRY ON LATER

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(4) THE CARRIER WILL REFUSE TO CARRY CHECKED BAGGAGE IF IT DETERMINES THAT THE BAGGAGE HAS NOT PROPERLY AND SECURELY PACKED IN SUITABLE SUITCASES OR CONTAINERS.
NOTE: THIS PROVISION DOES NOT APPLY TO AIDS FOR PERSONS WITH DISABILITIES. SEE RULE 21

(I) RIGHT OF SEARCH
THE CARRIER MAY REQUEST THE PASSENGER TO PERMIT A SEARCH TO BE CONDUCTED OF HIS/HER PERSON AND BAGGAGE. THE CARRIER MAY SEARCH BAGGAGE IN THE PASSENGER’S ABSENCE. THE PURPOSE OF ANY SEARCH IS TO ENSURE AIRCRAFT AND PASSENGER SAFETY, SECURITY AND TO DETERMINE WHETHER THE PASSENGER IS IN POSSESSION OF OR THE BAGGAGE CONTAINS ITEMS MENTIONED IN (G) ABOVE OR ANY ARMS OR AMMUNITION WHICH HAVE NOT BEEN PRESENTED TO THE CARRIER. IF THE PASSENGER REFUSES TO COMPLY WITH THE REQUEST FOR SEARCH, THE CARRIER MAY REFUSE TO CARRY THE PASSENGER AND/OR HIS/HER BAGGAGE.

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(DESCRIPTION NOT AVAILABLE - 70
K ACCEPTANCE OF ANIMALS (SERVICE ANIMALS AND PETS)
NOTE: IN THE CASE OF CODE-SHARE, PASSENGERS ARE ADVISED THAT THE ACCEPTANCE OF ANIMALS RULES APPLICABLE TO THEIR TRANSPORTATION ARE THOSE OF THE CARRIER IDENTIFIED ON HIS/HER TICKET AND NOT OF THE CARRIER OPERATING THE FLIGHT. THE CARRIER WILL AGREE TO CARRY ANIMALS TO THE FOLLOWING CONDITIONS:
(A) GENERAL
(1) ADVANCED ARRANGEMENTS MUST BE MADE WITH THE CARRIER BEFORE ANY ANIMAL WILL BE ACCEPTED FOR CARRIAGE AS EITHER CHECKED OR CARRY-ON BAGGAGE.
(2) THE CARRIER WILL ACCEPT FOR CARRIAGE ANIMALS/PETS SUCH AS DOMESTIC DOGS, CATS, FERRETS, RABBITS AND BIRDS, AS EITHER CHECKED OR CARRY-ON BAGGAGE PROVIDED THE ANIMAL(S) IS/ARE ACCOMPANIED BY A PASSENGER, IN COMPLIANCE WITH THE IATA LIVE ANIMALS REGULATIONS.
(3) ANIMALS MUST BE CONTAINED IN A CLEAN, LEAK/ESCAPE PROOF CAGE OR CONTAINER/KENNEL WITH ADEQUATE SPACE FOR THE COMFORT OF THE ANIMAL. THE CAGE OR CONTAINER/KENNEL MUST BE APPROVED BY THE CARRIER.

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(DESCRIPTION NOT AVAILABLE - 70 (CONT)
NOTE: THIS PROVISION DOES NOT APPLY TO SERVICE ANIMALS ACCOMPANYING PASSENGERS WITH DISABILITIES OR SEARCH AND RESCUE ANIMALS ACCOMPANIED BY HANDLERS.
(4) An animal and its container will not be included in the passenger's free baggage allowance.

Excess

Baggage charges will apply and the passenger will be obliged to pay the applicable charges.

Note: This provision does not apply to service animals accompanying passengers with disabilities or search and rescue animals accompanied by handlers.

(5) The passenger assumes full responsibility for the animal. Before the animal is accepted for carriage, the passenger must make all necessary arrangements to obtain valid health and vaccination certificates, entry permits and other documents required by countries, states or territories for entry or transit. In the absence of such documentation, the animal will not be accepted for carriage.

(6) When travel involves more than one carrier, the passenger should verify the policy of each carrier involved in the itinerary and ensure that the requirements of each passenger have been met and that each carrier is aware and has agreed to carry the animal on its own aircraft.

(B) Animals as checked baggage

(1) The number of animals carried is limited by aircraft type.

(2) Due to climatic conditions, animals will not be accepted during periods of the year. These black-out periods will be posted on the carrier's website or may be ascertained by contacting the carrier.

(3) The maximum size for the container/kennel (LxWxH) must not exceed 75cm.

(4) If container/kennel exceeds the maximum size mentioned in (3) above, the passenger must make arrangements with the carrier's cargo department.

(5) For international travel, pursuant to the provision of the applicable convention, once an animal is accepted for carriage as checked baggage, the carrier is liable in the event of damages arising from loss, damage and delay of an animal as specified in Rule 55 (limitation of liability).

(6) The charge for transportation of the animal and container/kennel as checked baggage will be as -91-
(DESCRIPTION NOT AVAILABLE - 70 (CONT)

FOLLOWS:
(A) FROM CA TO EUROPE CHARGE 230 CAD/USD UP TO 55CM.
(B) FROM CA TO EUROPE CHARGE 375 CAD/USD UP TO 75CM.

NOTE: THIS PROVISION DOES NOT APPLY TO SERVICE ANIMALS ACCOMPANYING PASSENGERS WITH DISABILITIES OR SEARCH AND RESCUE ANIMALS ACCOMPANIED BY HANDLERS.

(C) ANIMALS IN CABIN
(1) ONLY ONE ANIMAL PER PASSENGER MAY BE ACCEPTED FOR CARRIAGE IN THE PASSENGER CABIN.
(2) THE NUMBER OF ANIMALS CARRIED IS LIMITED BY AIRCRAFT TYPE
(3) THE MAXIMUM SIZE PERMITTED FOR THE IN-CABIN ANIMAL CONTAINER/KENNEL (LXWXH) MUST NOT EXCEED 55X40X20 CM.
(4) THE MAXIMUM ALLOWABLE WEIGHT FOR BOTH THE ANIMAL AND IN-CABIN PET CONTAINER/KENNEL MUST NOT EXCEED 6KG.
(5) THE IN-CABIN CONTAINER/KENNEL MUST BE STORED UNDER THE SEAT DIRECTLY IN FRONT OF THE PASSENGER.
(6) THE IN-CABIN ANIMAL AND CONTAINER/KENNEL MAY BE CARRIED IN LIEU OF UNCHECKED BAGGAGE (CARRY-ON BAGGAGE).
(7) THE ANIMAL MUST REMAIN IN THE CONTAINER/KENNEL FOR THE ENTIRE DURATION OF THE JOURNEY.
(8) IF THE CONTAINER/KENNEL EXCEEDS THE MAXIMUM SIZE AND/OR MAXIMUM WEIGHT MENTIONED IN (3) AND (4) ABOVE, PASSENGERS WILL REQUIRE TO TENDER THE ANIMAL AS CHECKED BAGGAGE.
(9) THE CARRIER MAY REQUEST A PASSENGER WITH AN IN-CABIN ANIMAL TO CHANGE SEATS AFTER BOARDING TO ACCOMODATE OTHER PASSENGERS.
(10) THE CHARGE FOR TRANSPORTATION OF AN ANIMAL (EXCEPT SERVICE ANIMALS) AND CONTAINER/KENNEL IN THE PASSENGER CABIN WILL 150 CAD/USD FROM CA TO EUROPE.

NOTE: THIS PROVISION DOES NOT APPLY TO SERVICE ANIMALS ACCOMPANYING PASSENGERS WITH DISABILITIES OR SEARCH AND RESCUE ANIMALS ACCOMPANIED BY HANDLERS.

(D) SERVICE ANIMALS
SERVICE ANIMALS ASSISTING A PERSON WITH A DISABILITY THAT HAVE BEEN CERTIFIED IN WRITING AS HAVING BEEN TRAINED BY A PROFESSIONAL SERVICE ANIMAL INSTITUTION WILL BE PERMITTED IN THE PASSENGER CABIN OF THE AIRCRAFT. THE ANIMAL MUST REMAIN ON THE FLOOR AT THE PERSON'S SEAT.
(DESCRIPTION NOT AVAILABLE - 70 (CONT))

(1) THE CARRIER WILL ACCEPT FOR TRANSPORTATION WITHOUT CHARGE A SERVICE ANIMAL TO ASSIST A PERSON WITH A DISABILITY. THE PASSENGER ACCOMPANYING THE SERVICE ANIMAL WILL BE ENTITLED TO THE NORMAL FREE BAGGAGE ALLOWANCE.

(2) THE CARRIER, IN CONSULTATION WITH THE PERSON WITH A DISABILITY WHO IS ACcompanyED BY A SERVICE ANIMAL, WILL DETERMINE WHERE THE PERSON WITH A DISABILITY WILL BE SEATED IN ORDER TO ENSURE THAT ADEQUATE SPACE IS PROVIDED TO THE PERSON AND THE ANIMAL.

SEE ALSO RULE 55

(E) SEARCH AND RESCUE DOGS
SEARCH AND RESCUE DOGS WHICH ARE PROPERLY HARNESSED WILL BE PERMITTED IN THE PASSENGER CABIN OF THE AIRCRAFT. THE ANIMAL MUST REMAIN ON THE FLOOR AT THE HANDLER'S SEAT.

(1) THE CARRIER WILL ACCEPT FOR TRANSPORTATION WITHOUT CHARGE A SEARCH AND RESCUE DOG. THE HANDLER TRANSPORTING THE SEARCH AND RESCUE DOG FOR DUTY WILL BE ENTITLED TO THE NORMAL FREE BAGGAGE ALLOWANCE.

(2) THE CARRIER, IN CONSULTATION WITH THE SEARCH AND RESCUE DOG'S HANDLER, WILL DETERMINE WHERE THE HANDLER WILL BE SEATED TO ENSURE THAT ADEQUATE SPACE IS PROVIDED TO THE HANDLER AND THE DOG.

(A) APPLICABILITY
THIS RULE IS APPLICABLE TO ALL INTERLINE ITINERARIES ISSUED ON A SINGLE TICKET WHOSE ORIGIN OR ULTIMATE TICKETED DESTINATION IS IN CANADA. IT ESTABLISHES HOW DE WILL DETERMINE WHICH CARRIER'S BAGGAGE RULES APPLY TO ANY PASSENGER'S ENTIRE INTERLINE ITINERARY.

(B) GENERAL
FOR THE PURPOSES OF INTERLINE BAGGAGE ACCEPTANCE:

(1) THE CARRIER WHOSE DESIGNATOR CODE IS IDENTIFIED ON THE FIRST SEGMENT OF THE PASSENGER'S INTERLINE
TICKET WILL BE KNOWN AS THE SELECTING CARRIER.
(2) ANY CARRIER WHO IS IDENTIFIED AS PROVIDING
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FRONT (DESCRIPTION NOT AVAILABL - 70 (CONT)
VIRTUE OF THE PASSENGER'S TICKET WILL BE KNOWN AS
A PARTICIPATING CARRIER.

(C) BAGGAGE RULE DETERMINATION BY SELECTING CARRIER
(1) CHECKED BAGGAGE
THE SELECTING CARRIER WILL:
(A) SELECT AND APPLY ITS OWN BAGGAGE RULES AS
SET OUT IN ITS TARIFF TO THE ENTIRE
INTERLINE ITINERARY; OR
(B) SELECT THE MOST SIGNIFICANT CARRIER, AS
DETERMINED BY IATA RESOLUTION 302 AND
CONDITIONED BY THE CANADIAN TRANSPORTATION
AGENCY, IN ORDER FOR THAT CARRIER'S
BAGGAGE

RULES, AS ESTABLISHED IN ITS TARIFF, TO
APPLY TO THE ENTIRE INTERLINE ITINERARY.
THE CARRIER IDENTIFIED BY MEANS OF A) OR B) WILL
BE KNOWN AS THE SELECTED CARRIER.

(2) CARRY-ON BAGGAGE
EACH OPERATING CARRIER'S CARRY-ON BAGGAGE
ALLOWANCES WILL APPLY TO EACH FLIGHT SEGMENT IN
AN

INTERLINE ITINERARY. NOTWITHSTANDING, THE
CARRY-ON BAGGAGE CHARGES THAT WILL APPLY TO THE
ENTIRE INTERLINE ITINERARY WILL BE THOSE OF THE
SELECTED CARRIER.

(D) BAGGAGE RULE APPLICATION BY PARTICIPATING CARRIER
WHERE DE IS NOT THE SELECTED CARRIER ON AN INTERLINE
ITINERARY BUT IS A PARTICIPATING CARRIER THAT IS
PROVIDING TRANSPORTATION TO THE PASSENGER BASED ON THE
TICKET ISSUED, DE WILL APPLY AS ITS OWN THE BAGGAGE
RULES OF THE SELECTED CARRIER THROUGHOUT THE INTERLINE
ITINERARY.

(E) DISCLOSURE OF BAGGAGE RULES
SUMMARY PAGE AT THE END OF AN ONLINE PURCHASE AND
E-TICKET DISCLOSURE
(1) FOR BAGGAGE RULES PROVISIONS RELATED TO A
PASSENGER'S 1ST AND 2ND CHECKED BAG AND THE
PASSENGER'S CARRY-ON BAGGAGE (I.E. THE

"STANDARD" BAGGAGE ALLOWANCE), WHEN THE CARRIER
SELLS AND ISSUES A TICKET FOR AN INTERLINE
ITINERARY, IT WILL DISCLOSE TO THE PASSENGER ON
ANY SUMMARY PAGE AT THE END OF AN ONLINE PURCHASE
AND ON THE PASSENGER'S ITINERARY/RECEIPT AND
E-TICKET AT THE TIME OF TICKETING THE BAGGAGE INFORMATION RELEVANT TO THE PASSENGER ITINERARY AS SET OUT IN PARAGRAPH 2 BELOW. THE DISCLOSED INFORMATION WILL REFLECT THE BAGGAGE RULES OF THE SELECTED CARRIER.

(2) THE CARRIER WILL DISCLOSE THE FOLLOWING INFORMATION:
(A) NAME OF THE CARRIER WHOSE BAGGAGE RULES
(B) PASSENGER'S FREE BAGGAGE ALLOWANCE AND/OR APPLICABLE FEES;
(C) SIZE AND WEIGHT LIMITS OF THE BAGS, IF APPLICABLE;
(D) TERMS OR CONDITIONS THAT WOULD ALTER OR IMPACT A PASSENGER'S STANDARD BAGGAGE ALLOWANCES AND CHARGES (E.G. FREQUENT FLYER STATUS, EARLY CHECK-IN, PRE-PURCHASING BAGGAGE ALLOWANCES WITH A PARTICULAR CREDIT CARD);
(E) EXISTENCE OF ANY EMBARGOES THAT MAY BE APPLICABLE TO THE PASSENGER'S ITINERARY; AND,
(F) APPLICATION OF BAGGAGE ALLOWANCES AND CHARGES (I.E. WHETHER THEY ARE APPLIED ONCE PER DIRECTION OR IF THEY ARE APPLICABLE AT EACH STOPOVER POINT).

(3) THE CARRIER WILL PROVIDE THIS INFORMATION IN TEXT FORMAT ON THE PASSENGER'S E-TICKET CONFIRMATION. ANY FEE INFORMATION PROVIDED FOR CARRY-ON BAGS AND THE FIRST AND SECOND CHECKED BAG WILL BE EXPRESSED AS SPECIFIC CHARGES (I.E., NOT A RANGE).

WEB SITE DISCLOSURE
THE CARRIER WILL DISCLOSE ON ITS WEB SITE, IN A CONVENIENT AND PROMINENT LOCATION, A COMPLETE AND COMPREHENSIVE SUMMARY OF ALL THE CARRIER'S OWN BAGGAGE RULES, INCLUDING INFORMATION CONCERNING:
(A) THE MAXIMUM WEIGHT AND DIMENSIONS OF PASSENGER BAGS, IF APPLICABLE, BOTH CHECKED AND UNCHECKED;
(B) THE NUMBER OF CHECKED AND UNCHECKED PASSENGER BAGS THAT CAN BE TRANSPORTED AND THE APPLICABLE
CHARGES;
(C) EXCESS AND OVERSIZED BAGGAGE CHARGES;
(D) CHARGES RELATED TO CHECK IN, COLLECTION AND DELIVERY OF CHECKED BAGGAGE;
(E) ACCEPTANCE AND CHARGES RELATED TO SPECIAL ITEMS, E.G. SURF BOARDS, PETS, BICYCLES, ETC.;
(F) BAGGAGE PROVISIONS RELATED TO PROHIBITED OR UNACCEPTABLE ITEMS, INCLUDING EMBARGOES;
(G) TERMS OR CONDITIONS THAT WOULD ALTER OR IMPACT THE BAGGAGE ALLOWANCES AND CHARGES APPLICABLE TO PASSENGERS (E.G.FREQUENT FLYER STATUS, EARLY CHECK IN, PRE-PURCHASING BAGGAGE ALLOWANCES WITH A PARTICULAR CREDIT CARD); AND,
(H) OTHER RULES GOVERNING TREATMENT OF BAGGAGE AT STOPOVER POINTS, INCLUDING PASSENGERS SUBJECT TO SPECIAL BAGGAGE ALLOWANCES OR CHARGES ETC.

(F) DEFINITIONS

AIRLINE DESIGNATOR CODE:
AN IDENTIFICATION CODE COMPRISED OF TWO-CHARACTERS WHICH IS USED FOR COMMERCIAL AND TRAFFIC PURPOSES SUCH AS RESERVATIONS, SCHEDULES, TIMETABLES, TICKETING, TARIFFS AND AIRPORT DISPLAY SYSTEMS. AIRLINE DESIGNATORS ARE ASSIGNED BY IATA. WHEN THIS CODE APPEARS ON A TICKET, IT REFLECTS THE CARRIER THAT IS MARKETING THE FLIGHT, WHICH MIGHT BE DIFFERENT FROM THE CARRIER OPERATING THE FLIGHT.

BAGGAGE RULES:
THE CONDITIONS ASSOCIATED WITH THE ACCEPTANCE OF BAGGAGE, SERVICES INCIDENTAL TO THE TRANSPORTATION OF BAGGAGE, ALLOWANCES AND ALL RELATED CHARGES. FOR EXAMPLE, BAGGAGE RULES MAY ADDRESS THE FOLLOWING TOPICS:

. THE MAXIMUM WEIGHT AND DIMENSIONS OF PASSENGER BAGS, IF APPLICABLE, BOTH CHECKED AND UNCHECKED;
. THE NUMBER OF CHECKED AND UNCHECKED PASSENGER BAGS THAT CAN BE TRANSPORTED AND THE APPLICABLE CHARGES;
. EXCESS AND OVERSIZED BAGGAGE CHARGES;
. CHARGES RELATED TO CHECK-IN, COLLECTION AND
DELIVERY OF CHECKED BAGGAGE;

ACCEPTANCE AND CHARGES RELATED TO SPECIAL ITEMS, E.G. SURFBOARDS, PETS, BICYCLES, ETC;

BAGGAGE PROVISIONS RELATED TO PROHIBITED OR UNACCEPTABLE ITEMS, INCLUDING EMBARGOES;

TERMS OR CONDITIONS THAT WOULD ALTER OR IMPACT THE BAGGAGE ALLOWANCES AND CHARGES APPLICABLE TO PASSENGERS (E.G. FREQUENT FLYER STATUS, EARLY CHECK-IN, PRE-PURCHASING BAGGAGE ALLOWANCES WITH A PARTICULAR CREDIT CARD); AND,

OTHER RULES GOVERNING TREATMENT OF BAGGAGE AT STOPOVER POINTS, INCLUDING PASSENGERS SUBJECT TO SPECIAL BAGGAGE ALLOWANCES OR CHARGES, ETC.

"INTERLINE AGREEMENT":
AN AGREEMENT BETWEEN TWO OR MORE CARRIERS TO CO-ORDINATE THE TRANSPORTATION OF PASSENGERS AND THEIR BAGGAGE FROM THE FLIGHT OF ONE AIR CARRIER TO THE FLIGHT OF ANOTHER AIR CARRIER (THROUGH TO THE NEXT POINT OF STOPOVER).

"INTERLINE ITINERARY":
ALL FLIGHTS REFLECTED ON A SINGLE TICKET INVOLVING MULTIPLE AIR CARRIERS. ONLY TRAVEL ON A SINGLE -96-

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TICKET IS SUBJECT TO THE AGENCY'S APPROACH PROVIDED THE ORIGIN OR THE ULTIMATE TICKETED DESTINATION IS A POINT IN CANADA.

"INTERLINE TRAVEL":
TRAVEL INVOLVING MULTIPLE AIR CARRIERS LISTED ON A SINGLE TICKET THAT IS PURCHASED VIA A SINGLE TRANSACTION.

"SINGLE TICKET":
A DOCUMENT THAT PERMITS TRAVEL FROM ORIGIN TO DESTINATION. IT MAY INCLUDE INTERLINE/CODE-SHARE AND INTRA-LINE SEGMENTS. IT MAY ALSO INCLUDE END-TO-END COMBINATIONS (I.E., STAND ALONE FARES THAT CAN BE BOUGHT SEPARATELY BUT COMBINED TOGETHER TO FORM ONE PRICE).

"SUMMARY PAGE AT THE END OF AN ONLINE PURCHASE":
A PAGE ON A CARRIER'S WEB SITE WHICH SUMMARIZES THE DETAILS OF A TICKET PURCHASE TRANSACTION JUST AFTER THE PASSENGER HAS AGREED TO PURCHASE THE
TICKET FROM THE CARRIER AND HAS PROVIDED A FORM OF PAYMENT.

"ULTIMATE TICKETED DESTINATION": IN SITUATIONS WHERE A PASSENGER'S ORIGIN IS A NON-CANADIAN POINT AND THE ITINERARY INCLUDES AT LEAST ONE STOP IN CANADA, AS WELL AS AT LEAST ONE STOP OUTSIDE CANADA. IF THE STOP IN CANADA IS THE FARTHEST CHECKED POINT AND THE STOP IS MORE THAN 24 HOURS, THE AGENCY WOULD CONSIDER THE ULTIMATE TICKETED DESTINATION TO BE CANADA.

CARRIER DEFINITIONS (VARIOUS)

"DOWN LINE CARRIER ": ANY CARRIER, OTHER THAN THE SELECTING CARRIER, WHO IS IDENTIFIED AS PROVIDING INTERLINE TRANSPORTATION TO THE PASSENGER BY VIRTUE OF THE PASSSENGER'S TICKET.

"MARKETING CARRIER": THE CARRIER THAT SELLS FLIGHTS UNDER ITS CODE.

"MOST SIGNIFICANT CARRIER (MSC)": IS DETERMINED BY A METHODOLOGY, ESTABLISHED BY IATA (RESOLUTION 302), WHICH ESTABLISHES, FOR EACH PORTION OF A PASSENGER'S ITINERARY WHERE BAGGAGE IS CHECKED THROUGH TO A NEW STOPOVER POINT, WHICH CARRIER WILL BE PERFORMING THE MOST SIGNIFICANT PART OF THE SERVICE. FOR TRAVELERS UNDER THE RESOLUTION 302 SYSTEM, THE BAGGAGE RULES OF THE MSC WILL APPLY. FOR COMPLEX ITINERARIES INVOLVING MULTIPLE CHECKED BAGGAGE POINTS, THERE MAY BE MORE THAN ONE MSC, RESULTING IN THE APPLICATION OF DIFFERING BAGGAGE RULES THROUGH AN ITINERARY.

"MOST SIGNIFICANT CARRIER (MSC) - IATA RESOLUTION 302 AS -97- GFS TEXT MENU RULE CATEGORY TEXT DISPLAY IN EFFECT ON: 15JUL16

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(DESCRIPTION NOT AVAILABLE - 70 (CONT) CONDITIONED BY THE AGENCY ": IN THIS INSTANCE, THE MSC IS DETERMINED BY APPLYING IATA RESOLUTION 302 METHODOLOGY AS CONDITIONED BY THE AGENCY. THE AGENCY'S RESERVATION HAS STIPULATED THAT ONLY A SINGLE SET OF BAGGAGE RULES MAY APPLY TO ANY GIVEN INTERLINE ITINERARY. THE AIM OF THE AGENCY'S RESERVATION IS TO ALLOW THE SELECTING CARRIER TO USE THE MSC METHODOLOGY TO DETERMINE WHICH CARRIER'S BAGGAGE
RULES APPLY TO AN INTERNATIONAL INTERLINE ITINERARY TO OR FROM CANADA, WHILE REINFORCING THE ROLE OF TARIFFS IN THE DETERMINATION OF WHICH CARRIER'S RULES APPLY.

"OPERATING CARRIER":
THE CARRIER THAT OPERATES THE ACTUAL FLIGHT.

"PARTICIPATING CARRIER(S)"
INCLUDES BOTH THE SELECTING CARRIER AND DOWN LINE CARRIERS WHO HAVE BEEN IDENTIFIED AS PROVIDING INTERLINE TRANSPORTATION TO THE PASSENGER BY VIRTUE OF THE PASSENGER'S TICKET.

"SELECTED CARRIER":
THE CARRIER WHOSE BAGGAGE RULES APPLY TO THE ENTIRE INTERLINE ITINERARY.

"SELECTING CARRIER":
THE CARRIER WHOSE DESIGNATOR CODE IS IDENTIFIED ON THE FIRST SEGMENT OF THE PASSENGER'S TICKET AT THE BEGINNING OF AN ITINERARY ISSUED ON A SINGLE TICKET WHOSE ORIGIN OR ULTIMATE DESTINATION IS IN CANADA.

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TITLE/APPLICATION - 70
K FARES
(A) GENERAL
THE MILEAGE ROUTINGS OR SPECIFIED ROUTING CONTAINED IN THIS TARIFF SHALL APPLY ONLY WHEN TRANSPORTATION BETWEEN THE LAST POINT OF DEPARTURE IN THE AREA COMPROMISING AREA 1 AND THE FIRST POINT OF ARRIVAL OUTSIDE SUCH AREA, OR VICE VERSA, IS VIA THE SERVICE OF DE UNLESS OTHERWISE PROHIBITED BY SAID TARIFF. FARES APPLY ONLY 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 BETWEEN AIRPORTS AND CITY CENTERS.

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TITLE/APPLICATION - 70 (CONT)
(B) APPLICABLE FARES
(1) FARE CONSTRUCTION DEFINITIONS
(A) ONE WAY TRIP
ANY JOURNEY WHICH, FOR FARE CALCULATION PURPOSES, IS NOT A COMPLETE ROUND OR CIRCLE TRIP ENTIRELY BY AIR.
(B) ROUND TRIP

(I) The term "ROUND TRIP" is equivalent to a return journey and means travel entirely by air from one point to another and return by any air route for which the same normal all year through one way fare of the same class applies from the point or origin; provided that this definition shall not apply to journeys for which the same all year through one way fare is established, between two points, in either direction around the world.

(II) When a round trip ticket is purchased prior to commencement of carriage, the fare for such trip will be the round trip fare published for the desired routing and the class of service used. If no round trip fare is published, the applicable fare will be the sum of the one way fares published for the segments of the desired routing and for the class of service used. When transportation is partially via fares governed by this tariff and partially via fares published in other tariffs, 50 percent of a round trip fare published in other tariffs to construct a through round trip or circle trip fare provided that:

(AA) fares which, by their own terms, are not combinable with other fares, shall not be used in the construction of round trip fares;

(BB) this provision will not apply when any part of the round trip is via the services of a nonscheduled carrier or on a charter or military flight.

(C) CIRCLE TRIP

Circle trip means travel from a point and return thereto by a continuous, circuitous air route provided that

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NO REASONABLE DIRECT SCHEDULED AIR ROUTE IS AVAILABLE BETWEEN TWO POINTS, A BREAK IN THE CIRCLE MAY BE TRAVELLED BY ANY OTHER MEANS OF TRANSPORTATION WITHOUT PREJUDICE TO THE CIRCLE TRIP.

(I) WHEN A CIRCLE TRIP TICKET IS PURCHASED PRIOR TO COMMENCEMENT OF CARRIAGE, THE FARE FOR SUCH TRIP WILL BE THE SUM OF 50 PERCENT OF THE APPLICABLE ROUND TRIP FARES FOR THE CLASS OF SERVICE TO BE USED FOR THE RESPECTIVE SECTIONS OF THE ITINERARY, CONSTRUCTED FROM POINT OF ORIGIN VIA THE ROUTE OF TRAVEL TO POINT OF DESTINATION, THAT PRODUCES THE LOWEST FARE FOR THE CIRCLE TRIP FOR THE CLASS OF SERVICE USED AND/OR;

(II) WHEN TRANSPORTATION IS PARTIALLY VIA FARES GOVERNED BY THIS TARIFF AND PARTIALLY VIA FARES PUBLISHED IN OTHER TARIFFS, 50 PERCENT OF A ROUND TRIP FARE GOVERNED BY THIS TARIFF MAY BE COMBINED WITH 50 PERCENT OF A ROUND TRIP FARE PUBLISHED IN OTHER TARIFFS TO CONSTRUCT A THROUGH ROUND TRIP OR CIRCLE TRIP FARE PROVIDED THAT:

(AA) FARES WHICH, BY THEIR OWN TERMS, ARE NOT COMBINABLE WITH OTHER FARES, SHALL NOT BE USED IN CONSTRUCTION OF CIRCLE TRIP FARES;

(BB) THE MOST RESTRICTIVE PROVISIONS APPLICABLE TO ANY FARE USED IN THE CONSTRUCTION WILL APPLY TO THE ENTIRE TRIP;
CIRCLE TRIP IS VIA THE SERVICES OF A NONSCHEDULED CARRIER OR ON A CHARTER OR MILITARY FLIGHT.

(D) PARTLY VIA AIR AND PARTLY VIA SEA (APPLICABLE TO ROUND TRIP AND AROUND THE WORLD FARES.) WHEN TICKETS ARE PURCHASED PRIOR TO COMMENCEMENT OF CARRIAGE FOR A ROUND TRIP OR AROUND THE WORLD JOURNEY FOR COMBINED

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TITLE/APPLICATION - 70 (CONT)

AIR AND SEA TRAVEL, THE AIR FARE FOR EACH ONE WAY SECTION OF THE AIR JOURNEY WILL BE 50 PERCENT OF THE ALL YEAR ROUND TRIP FARE PUBLISHED IN TARIFFS GOVERNED BY THIS TARIFF AND APPLICABLE BETWEEN THE POINTS AND VIA THE CLASS OF SERVICE USED. A BREAK IN THE ROUND TRIP IS PERMITTED TO ALLOW PASSENGERS TO MAKE THEIR OWN WAY BY ANY MEANS OF TRANSPORTATION BETWEEN AIRPORTS AND ADJACENT SEAPORTS.

(E) AROUND THE WORLD FARES CIRCLE TRIP FARES WHICH APPLY TO CONTINUOUS EB OR WB TRAVEL VIA BOTH THE ATLANTIC OR PACIFIC, COMMENCING AND RETURNING TO THE SAME POINT.

(F) OPEN JAW TRIPS (I) TRAVEL WHICH IS ESSENTIALLY OF A ROUND TRIP NATURE WITH THE EXCEPTION THAT EITHER:

(AA) THE OUTWARD POINT OF ARRIVAL AND INWARD POINT OF DEPARTURE ARE NOT THE SAME (SINGLE OPEN JAW)

(BB) THE OUTWARD POINT OF DEPARTURE AND THE INWARD POINT OF ARRIVAL ARE NOT THE SAME (SINGLE OPEN JAW)

(CC) BOTH OUTWARD AND INWARD POINT OF ARRIVAL AND DEPARTURE ARE NOT THE SAME (DOUBLE OPEN JAW)

(II) WHERE A SINGLE OPEN JAW JOURNEY COMPRISSES NOT MORE THAN TWO INTERNATIONAL FARE COMPONENTS AND HAS A SURFACE BREAK IN ONE COUNTRY, EITHER AT
DESTINATION OR ORIGIN, AND WHERE A DOUBLE OPEN JAW COMPRISSES NOT MORE THAN TWO INTERNATIONAL FARE COMPONENTS, AND HAS A SURFACE BREAK BOTH IN THE COUNTRY OF DESTINATION AND IN THE COUNTRY OF ORIGIN, HALF ROUND TRIP NORMAL FARES SHALL BE USED FOR EACH FARE COMPONENT. FOR TRAVEL ORIGINATING IN CANADA OR THE U.S.A., THE SURFACE BREAK MAY BE PERMITTED BETWEEN COUNTRIES IN THE EUROPE SUB-AREA, PROVIDED TRAVEL IN BOTH DIRECTIONS IS VIA THE ATLANTIC.

(G) SIDE TRIP
A SIDE TRIP IS DEFINED AS A SEPARATELY CHARGED AIR FARE(S) THAT INTERRUPTS A THROUGH INTERNATIONAL FARE.

(H) SPECIAL AREA DEFINITIONS
EACH OF THE FOLLOWING AREAS WILL BE

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TITLE/APPLICATION - 70 (CONT)

(1) CONSIDERED ONE COUNTRY, FOR THE PURPOSE OF FARE CONSTRUCTION;

(II) CANADA, U.S.A. ARE CONSIDERED ONE COUNTRY

(II) DENMARK, NORWAY, SWEDEN ARE CONSIDERED ONE COUNTRY

(C) APPLICABLE FARES

(1) EXCEPT AS PROVIDED IN (D)(1) BELOW, WHERE A FARE IS PUBLISHED VIA THE DESIRED ROUTING FROM POINT OF ORIGIN TO POINT OF DESTINATION, SUCH FARE IS APPLICABLE OVER SUCH ROUTE NOTWITHSTANDING THAT IT IS HIGHER OR LOWER THAN THE COMBINATION OF INTERMEDIATE FARES OF THE SAME TYPE VIA THE SAME ROUTING. FOR THE PURPOSE OF THIS RULE, A PUBLISHED FARE INCLUDES A FARE OBTAINED BY COMBINING A PUBLISHED ARBITRARY AND A PUBLISHED INTERNATIONAL FARE.

(2) WHERE NO THROUGH FARE IS SPECIFICALLY PUBLISHED FOR A DESIRED ITINERARY, FOR THE CLASS OF SERVICE USED, IT MUST BE CONSTRUCTED. SUCH CONSTRUCTED FARES MUST NOT BE LESS THAN THE LOWEST AMOUNT OBTAINED BY COMBINING TWO OR MORE SECTIONAL FARES ALONG THE DESIRED ROUTING WHICH PRODUCES THE LOWEST FARE.

(3) FARES MUST BE USED DIRECTIONALLY OUTBOUND UNTIL
THE COMPONENT WHICH RETURNS TO THE COUNTRY OF INTERNATIONAL TRAVEL ORIGIN. THE FARE FOR SUCH COMPONENT WILL BE APPLIED DIRECTIONALLY FROM THE COUNTRY OF ORIGIN. FOR FARES ASSESSED ON SIDE TRIPS, THE POINT OF FARE INTERRUPTION WILL BE CONSIDERED AS THE POINT OF ORIGIN FOR DETERMINING THE FARE DIRECTIONALLY OF THE SEPARATELY ASSESSED SIDETRIP COMPONENTS.

(4) ALL PUBLISHED FARES GOVERNED BY THIS TARIFF AND ALL FARES CONSTRUCTED IN ACCORDANCE WITH THIS TARIFF ARE APPLICABLE ONLY WHEN IN COMPLIANCE WITH ALL THE PROVISIONS GOVERNING TRAVEL AS STATED HEREIN. MILEAGE ROUTINGS (SEE MAXIMUM PERMITTED MILEAGE TARIFF NO. MPM-1 C.A.B. NO. 424, NTA(A) NO. 239) MAY BE APPLIED TO ANY PUBLISHED OR CONSTRUCTED FARE; HOWEVER, IF A DIAGRAMATIC OR LINEAR ROUTING IS SPECIFIED IN CONNECTION WITH A FARE, SUCH ROUTINGS MUST BE OBSERVED FOR THAT PORTION OF THE TRANSPORTATION COVERED BY THAT FARE.

(5) THE FARE PAID SHALL ONLY BE APPLICABLE WHEN INTERNATIONAL TRAVEL COMMENCES IN THE COUNTRY OF THE POINT OF ORIGIN SHOWN ON THE TICKET, I.E. IF INTERNATIONAL TRAVEL ACTUALLY COMMENCES OUTSIDE

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THE COUNTRY OF THE TICKETED POINT OF ORIGIN, THE FARE MUST BE REASSESSED FROM THE POINT WHERE INTERNATIONAL TRAVEL ACTUALLY BEGAN. FOR EXAMPLE,


(D) CONSTRUCTION OF FARES

(1) COMBINATIONS

FARES MAY BE COMBINED WITH OTHER FARES, PROVIDED THAT SUCH FARES PERMIT COMBINABILITY.

(A) UNLESS OTHERWISE STATED IN A PARTICULAR FARE RULE, HALF OF A ROUND TRIP FARE GOVERNED BY ONE RULE MUST NOT BE COMBINED WITH HALF OF ANOTHER ROUND TRIP FARE GOVERNED BY A DIFFERENT RULE IN ORDER TO CONSTRUCT A DIFFERENT TYPE OF ROUND OR CIRCLE TRIP FARE.

(B) SPECIAL ROUND TRIP FARES MUST NOT BE USED FOR CONSTRUCTION OF AROUND-THE-WORLD FARES, NOR
MUST ONE-HALF OF A ROUND OR CIRCLE TRIP SPECIAL FARE BE USED TO CONSTRUCT ANOTHER TYPE OF ROUND OR CIRCLE TRIP SPECIAL FARE.

(C) WHEN CONSTRUCTING OPEN JAW OR CIRCLE TRIP SPECIAL FARES INVOLVING CITIES WITH DIFFERENT CONDITIONS, (ADVANCE PURCHASE REQUIREMENTS, MINIMUM/MAXIMUM STAY, CANCELLATION PENALTY) THE MOST RESTRICTIVE CONDITIONS GOVERN THE ENTIRE JOURNEY.

(D) UNLESS OTHERWISE STATED IN AN APPLICABLE FARE RULE, WHEN COMBINING SPECIAL FARES WITH OTHER TYPES OF FARES, THE RESTRICTIVE PROVISIONS OF THE SPECIAL FARE APPLY ONLY TO SPECIAL FARE AND NOT TO ANY OTHER FARE USED IN COMBINATION.

(E) COMBINATIONS WITH OTHER FARES MUST NOT EXTEND THE VALIDITY PERIOD.

(2) COMBINING DOMESTIC U.S.A. FARES WITH INTERNATIONAL FARES

(A) DOMESTIC U.S.A. FARES
A NORMAL FARE APPLICABLE WITHIN THE U.S.A. MAY BE COMBINED END-ON-END WITH AN INTERNATIONAL FARE TO CONSTRUCT A THROUGH FARE, WHICH IS LESS THAN THE PUBLISHED INTERNATIONAL THROUGH FARE FROM POINT OF ORIGIN TO POINT OF DESTINATION, PROVIDED TRAVEL IS VIA THE FARE CONSTRUCTION POINTS.

(B) DOMESTIC U.S.A. SPECIAL FARES
(I) A SPECIAL FARE APPLICABLE WITHIN THE U.S.A. MAY BE COMBINED WITH ANY INTERNATIONAL FARE TO CONSTRUCT A THROUGH FARE, WHICH IS LESS THAN THE PUBLISHED FARE FROM POINT OF ORIGIN TO POINT OF DESTINATION, PROVIDED THAT THE PASSENGER COMPLIES WITH ALL CONDITIONS (E.G., PERIOD OF VALIDITY, MINIMUM/MAXIMUM STAY, ADVANCE PURCHASE REQUIREMENTS, GROUP SIZE, ETC.) OF THE SPECIAL FARE.

EXCEPTION: ANY MINIMUM TOUR PRICE REQUIRED BY THE SPECIAL
FARE WITHIN THE U.S.A. WILL NOT BE APPLICABLE WHEN THAT FARE IS COMBINED WITH AN INTERNATIONAL INCLUSIVE TOUR FARE HAVING A MINIMUM TOUR PRICE OF THE SAME OR HIGHER AMOUNT.

(II) PASSENGERS TRAVELING UNDER A FARE CONSTRUCTED IN (I) ABOVE MAY BE ROUTED VIA ANY GATEWAY CITY REGARDLESS OF THE FARE CONSTRUCTION POINT(S), SUBJECT TO THE ROUTING CONDITIONS GOVERNING THE INTERNATIONAL FARE.


(3) COMBINING ARBITRARIES WITH INTERNATIONAL FARES. BETWEEN A POINT IN AREA 1 AND A POINT IN AREA 2 OR 3, THE FARE FOR SUCH TRANSPORTATION WILL BE ESTABLISHED BY COMBINING THE PUBLISHED ARBITRARY AND THE PUBLISHED INTERNATIONAL FARE FOR THE FARE CLASS APPLICABLE TO THE TRANSPORTATION. THE PASSENGER MAY BE ROUTED VIA ANY GATEWAY CITY REGARDLESS OF THE POINT(S) USED IN ESTABLISHING THE FARE, SUBJECT TO THE PROVISIONS OF (C) ABOVE. IN CASE A SPECIFIED FARE IS PUBLISHED FOR THE DESIRED ITINERARY AND A

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COMBINATION OF ARBITRARIES WOULD BE POSSIBLE AS WELL AS THE SPECIFIED FARE ALWAYS TAKE PRECEDENCE.

(4) SURFACE TRANSPORTATION SEGMENTS
(A) SURFACE TRANSPORTATION DUE TO LACK OF
REASONABLY DIRECT AIR SERVICE
(I) WHEN NO REASONABLY DIRECT
SCHEDULED AIR SERVICE IS AVAILABLE BETWEEN
TWO POINTS OF A CIRCLE TRIP, A
BREAK IN THE CIRCLE MAY BE
TRAVELLED BY ANY OTHER MEANS OF
TRANSPORTATION WITHOUT CHANGING
THE STATUS OF THE CIRCLE TRIP.
(II) A BREAK IN THE CIRCLE TRIP IS NOT
PERMITTED WITHIN A FARE COMPONENT WHEN
APPLYING THE MILEAGE SYSTEM. THE BREAK
MAY ONLY APPEAR BETWEEN TWO FARE
COMPONENTS IF THE CIRCLE TRIP STATUS IS
TO BE RETAINED.

(B) ITINERARIES CONTAINING BOTH AIR AND
SURFACE TRANSPORTATION SEGMENTS.
WHEN A JOURNEY BY AIR IS INTERRUPTED BY
THE USE OF SURFACE TRANSPORTATION BETWEEN
POINTS NOT LISTED IN SUB-PARAGRAPH (C)
BELOW, THE FARE SHOULD BE CONSTRUCTED BY
WHICHEVER OF THE FOLLOWING METHODS
PRODUCES THE LOWEST FARE:
(I) THE SUM OF TWO OR MORE APPLICABLE
ONE WAY FARES.
(II) A ONE WAY, ROUND OR CIRCLE TRIP FARE
COVERING ALL PORTIONS OF THE ITINERARY
WHETHER TRAVELLED BY AIR OR SURFACE
TRANSPORTATION.
(III) A ROUND OR CIRCLE TRIP FARE FOR THAT
PORTION OF THE ITINERARY WHICH MEETS
THE REQUIREMENTS OF A ROUND OR CIRCLE TRIP
PLUS ONE OR MORE ONE WAY FARES FOR
THOSE PORTIONS NOT INCLUDED IN THE ROUND OR
CIRCLE TRIP FARE.

(C) PERMISSIBLE SURFACE TRANSPORTATION SECTORS
(I) WHEN AN ITINERARY INCLUDES SURFACE
TRANSPORTATION BETWEEN CERTAIN
INTERMEDIATE POINTS, THE MILEAGE
BETWEEN SUCH INTERMEDIATE POINTS
MAY BE DISREGARDED WHEN COMPUTING
SECTOR MILEAGES.
(II) THE EXCLUSION OF THESE MILEAGES WILL
NOT AFFECT THE STATUS OF A ROUND OR CIRCLE
TRIP.
(III) THESE SECTORS MAY NOT BE USED AS POINTS
TITLE/APPLICATION - 70 (CONT) OF ORIGIN/DESTINATION.

(5) MILEAGE SYSTEM
THE MAXIMUM PERMITTED MILEAGE (MPM) PUBLISHED IN CONNECTION WITH A FARE GOVERNS THE MAXIMUM DISTANCE A PASSENGER IS ALLOWED TO TRAVEL EN ROUTE BETWEEN TWO PARTICULAR POINTS AT THE DIRECT THROUGH ONE WAY OR HALF ROUND TRIP FARE. IN ORDER TO DETERMINE WHETHER A DESIRED ROUTING BETWEEN TWO POINTS IS PERMISSABLE AT THE THROUGH ONE WAY OR HALF ROUND TRIP FARE, THE FOLLOWING STEPS SHOULD BE TAKEN;

(A) DETERMINE THE APPLICABLE MPM BETWEEN THE TERMINAL POINTS OF THE FARE.

(B) ADD UP THE TICKETED POINT MILEAGES (TPM) BETWEEN THE CITIES ON THE ITINERARY, INCLUDING ALL INTERMEDIATE TICKETED POINTS, AND FICTITIOUS CONSTRUCTION POINTS. INTERMEDIATE POINTS OF THROUGH FLIGHTS ARE NOT TAKEN INTO ACCOUNT WHEN COMPUTING MILEAGES. THE TICKETED POINT MILEAGES TO BE USED TO DETERMINE THE ACTUAL MILEAGE FOR THE ITINERARY ARE THOSE PUBLISHED IN THE INTERNATIONAL AIR TRANSPORT ASSOCIATION TICKETED POINT MILEAGE MANUAL.

NOTE: "TICKETED POINTS" ARE SHOWN IN THE "GOOD FOR PASSAGE" SECTION OF A PASSENGER TICKET, PLUS ANY OTHER POINTS USED FOR FARE CONSTRUCTION SHOWN IN THE FARE CONSTRUCTION BOX.

TWO FLIGHT NUMBERS OR TWO CARRIERS (SUCH AS AN INTERCHANGE FLIGHT) ARE NOT PERMITTED ON THE FLIGHT COUPON.

(I) IF ON A THROUGH FARE, A PORTION OF THE JOURNEY IS TO BE TRAVELED BY MEANS OF SURFACE TRANSPORTATION, THE DIRECT OR LOWEST COMBINATION OF CURRENTLY PUBLISHED TICKETED POINT MILEAGES IS TO BE USED, WHETHER OR NOT AIR SERVICES EXIST OVER SUCH
SECTORS.

(II) LIMITATIONS ON INDIRECT TRAVEL
ONLY ONE STOPOVER IS PERMITTED AT ANY
POINT WHICH CAN BE INCLUDED IN AN
ITINERARY CONSTRUCTED BY THE MILEAGE
SYSTEM, UNLESS SUCH STOPOVER IS
PROHIBITED BY A GOVERNMENT REGULATION
OR

THE STOPOVER PROVISIONS OF A PARTICULAR
FARE.

(AA) (APPLICABLE FOR TRAVEL BETWEEN

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POINTS IN AREA 1 AND POINTS IN
AREA
2 OR 3 VIA THE ATLANTIC) SIDE
TRIPS
MAY BE INCLUDED IN MILEAGE
CALCULATIONS FOR THROUGH ONE WAY
OR
HALF ROUND TRIP FARES BETWEEN
POINTS IN AREA 1 AND POINTS IN
AREAS 2 AND 3, PROVIDED ONLY ONE
STOPOVER IS MADE AT ANY ONE POINT;
HOWEVER, TRAVEL MAY NOT BE ROUTED
VIA THE POINT OR ORIGIN OR THE
POINT OF DESTINATION OF THE FARE
USED, WHETHER OR NOT A STOPOVER IS
MADE AT SUCH POINT.
EXCEPTION: FOR AIR TRANSPORTATION
DOCUMENTS ISSUED.

(BB) FOR TRAVEL ORIGINATING IN EUROPE,

THROUGH ONE WAY OR HALF ROUND TRIP
FARE MUST NOT INCLUDE MORE THAN
ONE
INTERNATIONAL DEPARTURE AND ONE
INTERNATIONAL ARRIVAL AT ANY
TICKETED POINT IN THE COUNTRY
WHERE

TRAVEL ORIGINATES. IF THE COUNTRY
OF ORIGINA IS TRANSITTED TO/FROM
OTHER POINTS IN EUROPE, STOPOVERS
WILL NOT BE PERMITTED IN SUCH
COUNTRY. THIS RESTRICTION ALSO
APPLIES TO THE COUNTRY OF PAYMENT
IN EUROPE IF NOT IDENTICAL TO THE
COUNTRY WHERE TRAVEL ORIGINATES.
A ticket must not include more than three international arrivals and/or three international departures in any one country in Europe.

Side trips from and to intermediate ticketed points on journey within area 1 and between area 1 and area 2/3 via the Pacific (including round the world journeys when a Pacific fare is used in the construction) may not be included in mileage calculations for through one way or half round trip fares. The fare for the side trip must be added to the through fare.

Caac domestic sectors within China (People's Republic) may not be included in international through fares. The amounts of each of these sectors should be shown separately in the "fare construction box" of the ticket. A fare component must not include more than one departure from fare component origin or more than one arrival at fare component destination or more than one stopover at any one intermediate ticketed point.

(IV) Polar route mileage computation must be applied when an itinerary includes a flight between Europe and Japan/Korea via area 1 on any routing which does not touch a point in North America south of 60 degrees North latitude.

(AA) When a Europe-Japan/Korea polar flight is included in the itineraries between points in area 1 and points in Japan/Korea, the regular fares and maximum mileages appropriate to travel via the Atlantic should be applied. TPM's
SHOULD BE CALCULATED OVER THE ACTUAL ROUTE OF TRAVEL.

(BB) WHEN AN ITINERARY INVOLVING POLAR ROUTE TRAVEL EXTENDS TO POINTS BEYOND JAPAN/KOREA, THE TRANSATLANTIC FARE MUST BE BROKEN OVER FUKUOKA/NAGOYA/OSAKA/SEOUL/TOKYO AND THEN COMBINED WITH AN APPROPRIATE FARE IN ACCORDANCE WITH THE LOWEST COMBINATION PRINCIPLE.

NOTE: WHEN A EUROPE-JAPAN/KOREA POLAR FLIGHT IS INCLUDED IN AN AROUND THE WORLD ITINERARY, APPLY THE CONSTRUCTION PRINCIPLES IN (C) (6), BELOW.

(C) COMPARE THE TOTAL TPM'S TO THE APPLICABLE MPM PERMITTED AT THE DIRECT FARE BETWEEN THE TWO POINTS. IF THE TOTAL TPM'S IS EQUAL TO OR LESS THAN THE MPM, THE ITINERARY IS ALLOWED AT THE PUBLISHED DIRECT FARE.

(D) IF THE TOTAL TPM FOR A DESIRED ROUTING EXCEEDS THE MPM PUBLISHED IN CONNECTION WITH

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A FARE, A SURCHARGE BECOMES NECESSARY.

NOTE: IF A SURCHARGED FARE EXCEEDS A COMBINATION OF SECTOR FARES, SUCH COMBINATION OF FARES MAY BE USED PROVIDED IT IS NOT LESS THAN THE UNSURCHARGED DIRECT FARE BETWEEN THE POINTS OF ORIGIN AND DESTINATION.

WHERE THE SUM OF THE TICKETED POINT MILEAGES FOR THE ROUTING OPTION IS GREATER THAT THE MAXIMUM PERMITTED MILEAGE THE DIRECT ROUTE FARE SHALL BE SURCHARGED IN ACCORDANCE WITH THE FOLLOWING FORMULA:

DIVIDE THE SUM OF THE TICKETED POINT MILEAGES BY THE MAXIMUM PERMITTED FADE SHALL BE MILEAGE. IF THE RESULT IS:
SURCHARGED BY:

OVER 1.00 BUT LESS THAN OR EQUAL TO 1.05
5

OVER 1.05 BUT LESS THAN OR EQUAL TO 1.10
10

OVER 1.10 BUT LESS THAN OR EQUAL TO 1.15
15

OVER 1.15 BUT LESS THAN OR EQUAL TO 1.20
20

OVER 1.20 BUT LESS THAN OR EQUAL TO 1.25
25

(E) IF THE SUM TOTAL OF TPM EXCEEDS THE
ADJUSTED MPM SHOWN AT 25 PERCENT IN THE
EXCESS MILEAGE PERCENTAGE TABLE, THE
APPLICABLE FARE WILL BE THE COMBINATION
OF TWO OR MORE FARES ALONG THE DESIRED
ROUTING WHICH PRODUCES THE LOWEST FARE.

(6) TRAVEL VIA A HIGHER-RATED INTERMEDIATE POINT
(A) NORMAL FARES
EXCEPT AS PROVIDED IN 6(C)(F) BELOW, A
THROUGH FARE BETWEEN ORIGIN AND
DESTINATION MUST NOT BE LOWER THAN:
(I) THE NORMAL FARE BETWEEN THE POINT
OF ORIGIN AND ANY INTERMEDIATE
STOPOVER POINT ALONG THE ROUTING;

(II) THE NORMAL FARE FROM EACH
INTERMEDIATE STOPOVER POINT TO

SUBSEQUENT FARE BREAK POINT.

(III) THE NORMAL FARE FROM ANY
INTERMEDIATE STOPOVER POINT TO

SUBSEQUENT STOPOVER POINT ALONG

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ROUTING.

(IV) WHEN THE DIRECT NORMAL THROUGH

FARE

IS LOWER THAN ANY OF THE FARES
APPLICABLE FARES CHECKED UNDER (I)
TO (III) ABOVE, THE DIRECT NORMAL
FARE MUST BE RAISED TO THE HIGHEST
OF ANY SUCH INTERMEDIATE POINT
NORMAL FARES.

(V) WHEN THE TOTAL OF TPM'S FOR AN
ITINERARY EXCEEDS THE MPM, THE
NORMAL FARE MUST BE SURCHARGED IN
ACCORDANCE WITH THE PROCEDURES FOR

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EXCESS MILEAGE SURCHARGES. IF THE ROUTING PASSES THROUGH A HIGHER INTERMEDIATE TICKETED POINT, THE APPROPRIATE FARE TO BE SURCHARGED IS THE NORMAL FARE BETWEEN THE ORIGIN AND DESTINATION OF THAT SEGMENT WHICH HAS BEEN RAISED TO THE LEVEL OF THE HIGHER INTERMEDIATE TICKETED POINT NORMAL FARE.

(VI) ALL CONDITIONS OF THE NORMAL FARE BETWEEN ORIGIN AND DESTINATION APPLY.

(VII) WHEN COMPARING NORMAL FAres OF THE "SAME CLASS OF SERVICE" IN ORDER TO DETERMINE IF THERE IS A HIGHER INTERMEDIATE FARE, THE LOWEST NORMAL FARE FOR WHICH THE PASSENGER'S ITINERARY QUALIFIED SHOULD BE USED. THE FOLLOWING SEQUENCE SHALL BE FOLLOWED.

(AA) BUSINESS CLASS FARE IS COMPARED WITH BUSINESS CLASS FARE; IF NO BUSINESS CLASS FARE; COMPARE WITH PREMIUM ECONOMY CLASS FARE (OR NEXT LOWER CLASS FARE).

(BB) PREMIUM ECONOMY CLASS FARE IS COMPARED WITH PREMIUM ECONOMY CLASS FARE; IF NO PREMIUM ECONOMY CLASS FARE, COMPARE WITH THE HIGHEST ECONOMY CLASS FARE.

(CC) ECONOMY CLASS FARE IS COMPARED WITH ECONOMY CLASS FARE.

(B) TRAVEL VIA A HIGHER-RATED INTERMEDIATE POINT

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(6) (C) -(F) BELOW

(I) IF THERE IS NO HIGHER NORMAL FARE BETWEEN:

(AA) THE POINT OF ORIGIN AND ANY INTERMEDIATE TICKETED POINT; OR

(BB) THE DESTINATION POINT AND ANY INTERMEDIATE TICKETED POINT THAN
THE NORMAL FARE BETWEEN ORIGIN AND DESTINATION, THE SPECIAL FARE (SURCHARGED, IF NECESSARY) APPLIES BETWEEN ORIGINAL AND DESTINATION.

(II) IF THERE IS A HIGHER NORMAL FARE BETWEEN:

(AA) THE POINT OF ORIGIN AND ANY INTERMEDIATE TICKETED POINT OR;

(BB) THE DESTINATION POINT AND ANY INTERMEDIATE TICKETED POINT THAN THE NORMAL FARE BETWEEN ORIGIN AND DESTINATION, THE SPECIAL FARE MUST BE RAISED TO THE LEVEL IF SUCH HIGHER NORMAL FARE (SURCHARGED IF NECESSARY), UNLESS;

(CC) THE SAME OR LOWER SPECIAL FARE OF THE SAME TYPE EXISTS BETWEEN SUCH POINTS, IN WHICH CASE THE SPECIAL FARE (SURCHARGED, IF NECESSARY) APPLIES;

(DD) A HIGHER SPECIAL FARE OF THE SAME TYPE EXISTS BETWEEN SUCH POINTS, IN WHICH CASE SUCH HIGHER SPECIAL FARE (SURCHARGED, IF NECESSARY) APPLIES.

(III) WHEN COMPARING SPECIAL FARES, FARES OF THE SAME TYPE MUST BE USED AND SHALL MEAN THE SAME CLASS OF SERVICE, THE SAME SEASONAL APPLICATION AND THE SAME GENERAL CONDITIONS. IN DEFINING A FARE OF THE SAME TYPE, THE COMPARISON SHALL BE LIMITED TO THE CLASS OF SERVICE AND:

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<td>UNRESERVED</td>
<td>EXCURSION</td>
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<td>NORMAL</td>
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<td>RESERVED</td>
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<td>NORMAL</td>
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WHEN FARES ARE NOT AVAILABLE FOR THE SAME FARE TYPE IN COLUMN 2, THE COMPONENT SHOULD BE REPRICED AT THE NEXT HIGHER FARE TYPE SHOWN IN COLUMN 2.

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NOTE 1: TICKET VALIDITY AND MINIMUM/MAXIMUM STAY REQUIREMENTS NEED NOT BE THE SAME.

NOTE 2: IN CASE THERE IS MORE THAN ONE SPECIAL FARE OF THE SAME TYPE FOR COMPARISON ON ANY GIVEN SECTOR, THE FARE WITH THE CONDITIONS MOST SIMILAR TO THOSE OF THE SPECIAL FARE BETWEEN THE TERMINAL POINTS SHOULD BE USED FOR COMPARISON.

IF FROM THE ORIGIN TICKETED POINT TO ANY INTERMEDIATE STOPOVER POINT THERE IS NO SPECIAL FARE OF THE SAME TYPE AS THE THROUGH SPECIALFARE, THE FARE SHALL NOT BE LESS THAN THE LOWEST OF ANY HIGHER TYPE OF SPECIAL OR NORMAL FARE IN THE ABSENCE OF A SPECIAL FARE, IN THE SAME CLASS OF SERVICE.

(C) HIGHER INTERMEDIATE POINT CHECKS WILL APPLY AS FOLLOWS:

(I) SITI/SOTI TRANSACTIONS: THE HIGHER INTERMEDIATE FARE CHECK APPLIES ONLY TO INTERMEDIATE STOPOVER POINTS.

(II) SITO/SOTO TRANSACTIONS: THE HIGHER INTERMEDIATE FARE CHECK APPLIES TO ALL INTERMEDIATE TICKETED POINTS.

EXCEPTION 1: FOR SITI AND SOTI TRANSACTIONS WHEN THE TICKET IS ISSUED IN WEST AFRICA, HIGHER INTERMEDIATE POINTS SHALL BE CHECKED FROM ALL TICKETED POINTS EN ROUTE IN WEST AFRICA EXCEPT WHEN TRAVEL EN ROUTE IS VIA A POINT(S) IN ANGOLA, NIGERIA AND/OR ZAIRE.

THE HIGHER INTERMEDIATE POINTS WILL BE CHECKED ONLY IF A STOPOVER IS MADE AT SUCH POINT.

EXCEPTION 2: (APPLICABLE TO NIGERIA) FOR SOTI/SOTO/SITO SALES FOR TRAVEL ORIGINATING IN NIGERIA, THE FARE TO BE CHARGED MUST NOT BE LESS
THAN THE HIGHEST FARE

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APPLICABLE IN EITHER DIRECTION FOR THE CLASS OF SERVICE USED BETWEEN
ANY TICKETED POINTS IN THE ITINERARY.

EXCEPTION 3: (APPLICABLE FOR SITI/SOTI/SITO/SOTO TRANSACTIONS)

APPLICABLE FOR NORMAL FARES FROM EUROPE TO ALA/OVB/SVX/TAS: WHEN
TRAVEL IS VIA FRA THE HIGHER INTERMEDIATE POINT
CHECK ON FRA DOES ALSO APPLY IN CASE OF TRANSFER

(D) UNPUBLISHED INTERMEDIATE POINT FARES
WHEN AN ITINERARY INCLUDES AN INTERMEDIATE TICKETED POINT FOR WHICH NO THROUGH FARE IS PUBLISHED, THE FARE OF SUCH POINT SHOULD BE CONSTRUCTED BY USING WHICHEVER PARTICULAR COMBINATION OF FARE RESULTS IN THE LOWEST FARE.

(I) NORMAL FARE CONSTRUCTION PRINCIPLES APPLY.

(II) IF THE ITINERARY INCLUDES MORE THAN ONE UNPUBLISHED INTERMEDIATE TICKETED POINT, SEPARATE FARE CALCULATIONS NOT BE MADE FOR EACH SUCH POINT.

(7) CONSTRUCTION OF FARES VIA DIFFERENT CLASSES OF SERVICE APPLICABLE TO NORMAL FARES ONLY.

(A) A THROUGH FARE WHICH PROVIDES FOR A COMBINATION OF DIFFERENT CLASSES OF SERVICE SHALL BE THE LOWEST FARE RESULTING FROM THE FOLLOWING:

(I) THE COMBINATION OF THE SECTIONAL FARES FOR THE CLASSES OF SERVICE USED.

(II) THE THROUGH FARE FOR THE HIGHEST CLASS OF SERVICE USED.

(III) THE APPLICABLE THROUGH FARE (SURCHARGED, IF NECESSARY) FOR THE LOWEST CLASS OF
SERVICE USED, PLUS A DIFFERENTIAL FOR SUCH PORTION WHERE A HIGHER CLASS OF SERVICE IS USED. THE DIFFERENTIAL WILL BE ASSESSED AS THE DIFFERENTIAL BETWEEN THE APPLICABLE ONE WAY OR HALF ROUND TRIP FARE (SURCHARGED, IF NECESSARY FOR THE LOWEST CLASS OF SERVICE USED FOR THE PORTION(S) CONCERNED AND THE APPLICABLE

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CORRESPONDING ONE WAY OR HALF ROUND TRIP HIGHER CLASS FARE (SURCHARGED, IF NECESSARY). WHEN CONSECUTIVE SECTORS ARE FLOWN IN THE SAME HIGHER CLASS OF SERVICE THE APPLICABLE THROUGH FARE OVER SUCH SECTORS SHALL BE THE FARE USED.

(IV) THE THROUGH FARE FOR A HIGHER CLASS OF SERVICE THAN EITHER OF THE CLASSES OF SERVICE USED, VIA THE SAME CARRIER(S), BETWEEN AND VIA THE SAME POINTS. FOR THE PURPOSE OF THIS PARAGRAPH ONLY, FARES ARE PUBLISHED IN THE FOLLOWING DESCENDING ORDER OF CLASSES OF SERVICE.

(AA) BUSINESS CLASS
(BB) PREMIUM ECONOMY CLASS
(CC) ECONOMY CLASS

(B) ANY CLASS DIFFERENTIALS:
(I) SHALL BE ASSESSED IN THE SAME DIRECTION AS THE FARE COMPONENT
(II) MUST BE ASSESSED WITHIN EACH FARE COMPONENT,
(III) SHALL BE CHARGED IN ADDITION TO THE FARES RESULTING FROM SUBPARAGRAPH (5) ABOVE.

(C) WHEN FARES FOR ECONOMY SERVICES ARE USED FOR CONSTRUCTING FARES UNDER THIS RULE AND WHENEVER THE TRANSATLANTIC SECTOR IS FLOWN IN BUSINESS CLASS, THE FARE SHALL NOT BE LOWER THAN THE APPLICABLE THROUGH BUSINESS CLASS FARE.

(D) THE APPLICATION OF DIFFERENTIAL CONSTRUCTION SHALL NOT BE USED TO CIRCUMVENT ANY STOPOVER OR TRANSFER RESTRICTIONS APPLICABLE TO THE THROUGH FARE FOR THE LOWEST CLASS USED.

(8) AROUND-THE WORLD-FARES
AROUND-THE-WORLD-FARES ARE CIRCLE TRIP FARES

WHICH

ARE APPLICABLE TO CONTINOUS EB OR WB TRAVEL COMMENCING FROM AND RETURNING TO THE SAME POINT VIA BOTH THE ATLANTIC AND PACIFIC OCEANS.

(A) AN AROUND THE WORLD FARE IS CONSTRUCTED BY USING THAT PARTICULAR COMBINATION OF TWO OR MORE HALF ROUND TRIP FARES WHICH PRODUCE THE LOWEST TOTAL FARE FROM THE POINT OF ORIGIN AND RETURN TO THE SAME POINT.

(B) UNLESS OTHERWISE INDICATED, ONLY NORMAL FARES MAY BE USED TO CONSTRUCT AN AROUND THE WORLD FARE.

(PACIFIC):

THE FARE MUST NOT BE LESS THAN THE HIGHEST

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DIRECT NORMAL OR SPECIAL ONE WAY FARE, APPLICABLE TO THE CLASS OF SERVICE USED FROM THE POINT OF ORIGIN TO ANY STOPOVER POINT IN EACH FARE COMPONENT, IN THE DIRECTION OF THE FARE COMPONENT.

(D) ALL OTHER MINIMUM FARE CHECKS WILL APPLY.

(9) POLAR FLIGHT FARE CONSTRUCTION

(A) TRAVEL ORIGINATING IN AREA 1 WHEN A EUROPE-JAPAN/KOREA POLAR FLIGHT IS INCLUDED IN AN AROUND THE WORLD ITINERARY, THE FARE MAY BE CONSTRUCTED USING A FARE CONSTRUCTION APPLICABLE TO TRAVEL VIA INDIA, EVEN THOUGH THE PASSENGER IS ACTUALLY TRAVELING VIA THE POLAR ROUTE. WHEN THE FARE CONSTRUCTION POINT OCCURS BETWEEN EUROPE AND JAPAN/KOREA, TICKETED POINT MILEAGE ARE COMPUTED ACCORDING TO:

(I) THE SHORTEST AIR ROUTE VIA INDIA BETWEEN THE LAST POINT OF STOPOVER OR TRANSIT IN EUROPE AND THE FARE CONSTRUCTION POINT, AND

(II) THE SHORTEST AIR ROUTE BETWEEN THE FARE CONSTRUCTION POINT AND JAPAN/KOREA. WHEN THE FARE CONSTRUCTION POINT DOES NOT OCCUR BETWEEN EUROPE AND JAPAN/KOREA, TICKETED POINT MILEAGES ARE
COMPUTED ACCORDING TO:

(III) THE SHORTEST AIR ROUTE VIA INDIA

BETWEEN

THE LAST POINT OF STOPOVER OR TRANSIT IN

EUROPE-JAPAN/KOREA, AND

(IV) THE ACTUAL ROUTE OF TRAVEL BETWEEN JAPAN/KOREA AND THE FARE CONSTRUCTION POINT.

EXCEPTION: THE FARE CONSTRUCTION METHOD DESCRIBED ABOVE DOES NOT APPLY IF THE PASSENGER TRAVELS VIA THE POLAR ROUTE AND THE SOUTH PACIFIC. IN SUCH CASE THE FARE MUST BE CONSTRUCTED OVER TOKYO/OSAKA/FUKUOKA/SEOUL PLUS WHICHEVER COMBINATION OF FARES FROM JAPAN OR KOREA TO AREA 1 WILL PERMIT THE DESIRED SOUTH PACIFIC TRAVEL. TICKETED POINT MILEAGES ARE COMPUTED ACCORDING TO THE ACTUAL ROUTE OF TRAVEL. THE FARE

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IN EFFECT ON: 15JUL16

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

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TITLE/APPLICATION - 70 (CONT)

MUST BE BROKEN IN JAPAN OR KOREA.

(B) TRAVEL ORIGINATING IN AREA 2.

FOR TRAVEL ORIGINATING IN AREA 2, AN AREA 2-JAPAN/SEOUL POLAR ROUTE FARE MUST BE COMBINED WITH AN AREA 2-3 EASTERN HEMISPHERE FARE IN ORDER TO CONSTITUTE A COMPLETE AROUND THE WORLD FARE.

(C) TRAVEL ORIGINATING IN AREA 3 (EXCEPT JAPAN/KOREA) THE FARE WILL BE A COMBINATION OF TRANSATLANTIC, TRANSPACIFIC AND EASTERN HEMISPHERE FARES IN ACCORDANCE WITH MILEAGE PROVISIONS IN (D)(5)(B)(IV) OF THIS RULE.

(10) MINIMUM FARES

HAVING ESTABLISHED THE INTERNATIONAL FARE FOR A ONE WAY, OPEN JAW, CIRCLE TRIP, OR AROUND THE WORLD JOURNEY IN ACCORDANCE WITH NORMAL RULES, INCLUDING THE HIGHER INTERMEDIATE FARE RULE AND MILEAGE SURCHARGE WHERE APPLICABLE, A SEPARATE
CALCULATION, IGNORING MILEAGE SURCHARGE, MUST BE MADE. WHEN THIS SEPARATE CALCULATION RESULTS IN A HIGHER FARE, SUCH HIGHER FARE MUST BE CHARGED.  

(A) ONE WAY BACKHAUL 
WHEN AN ITINERARY QUALIFIES AS A ONE WAY, A ONE WAY MINIMUM CHECK IS NECESSARY FOR EACH COMPONENT OF AN ITINERARY. THE FARE MUST NOT BE LESS THAN THE AMOUNT OBTAINED FROM EITHER OF THE FOLLOWING CALCULATIONS. 
(I) ESTABLISH THE THROUGH FARE IN ACCORDANCE WITH NORMAL RULES INCLUDING THE HIGHER INTERMEDIATE FARE RULE AND MILEAGE SURCHARGES WHEN APPLICABLE.  
(II) COMPARE THE UNSURCHARGED FARE FROM POINT OF ORIGIN TO THE HIGHEST INTERMEDIATE STOPOVER POINT WITH THE UNSURCHARGED FARE FROM ORIGIN TO DESTINATION. IF THE FARE TO THE HIGHEST INTERMEDIATE STOPOVER POINT IS GREATER THAN THE FARE TO THE DESTINATION, ADD THE DIFFERENCE BETWEEN THE LOW FARE AND THE HIGH FARE TO THE HIGH FARE.  
NOTE 1: NO HIP NO BACKHAUL  
NOTE 2: NO STOPOVER NO BACKHAUL.  

(B) SEPARATE FARES ARE ASSESSED FOR SIDE TRIPS.  

(C) CIRCLE TRIP MINIMUM 
THE FARE FOR CIRCLE TRIP SHALL BE NOT LESS THAN THE HIGHEST DIRECT NORMAL OR SPECIAL ROUND TRIP FARE, AS APPROPRIATE, APPLICABLE TO THE LOWEST CLASS OF SERVICE USED FROM POINT OF ORIGIN TO ANY STOPOVER POINT ON THE ROUTE OF TRAVEL, EXCLUDING ANY SEPARATELY ASSESSED SIDE TRIPS.  

(D) FARES FOR OTHER THAN ROUND OR CIRCLE TRIPS (THE FOLLOWING RULES APPLY TO ALL FARES EXCEPT ROUND TRIP SPECIAL FARES) (SEE NOTE) 
(I) TO ALL SITI TRANSACTIONS  
(II) FOR TRANSPORTATION WHOLLY WITHIN AREA 1  
(III) FOR SALES MADE IN AREA 1 FOR TRANSPORTATION COMMENCING IN AREA 1  
(IV) FOR SALES MADE IN CANADA/U.S.A./U.S. TERRITORIES FOR INTERNATIONAL TRAVEL
COMMENCING OUTSIDE THIS AREA THAT HAS
ITS DESTINATION OR POINT OF TURNAROUND
IN THIS AREA.

(V) WHEN TRAVEL ORIGINATES IN BENIN,

BURKINA

FASO, CAMEROON, CENTRAL AFRICAN
REPUBLIC, CHAD, CONGO, COTE D'IVOIRE,
EQUATORIAL GUINEA, GABON, GHANA,
LIBERIA, MALI, NIGER, SENEGAL OR TOGO
AND IS SOLD IN ANOTHER OF THESE
COUNTRIES.

(VI) FOR THE SALE IN THE U.S.A. AND US
TERRITORIES OF FARES BETWEEN FOREIGN
POINTS, THE FARE TO BE CHARGED SHALL BE
BASED ON THE ACTUAL DIRECTION OF
TRAVEL.

(VII) VIA POINT CHECK WHEN ONE WAY FARES ARE
USED AND TRAVEL IS VIA THE COUNTRY OF
ORIGIN, THE FARE FOR THE COMPONENT VIA
THE COUNTRY OF ORIGIN SHALL NOT BE LESS
THAN THE HIGHEST DIRECT INTERNATIONAL
FARE FROM ANY TICKETED POINT IN THE
COUNTRY OF ORIGIN TO ANY OTHER TICKETED
POINT IN SUCH FARE COMPONENT. THIS
RULE

APPLIES WHETHER OR NOT A STOPOVER IS
MADE AT THE POINT(S) IN THE COUNTRY OF
ORIGIN.

(VIII) COMMON POINT CHECK

(AA) IN THE CASE OF A SINGLE OPEN JAW
TRIP WHERE THE OUTWARD POINT OF
DEPARTURE AND THE INWARD POINT OF
ARRIVAL ARE NOT THE SAME, AND

WHERE

A COMMON TICKETED POINT(S) IN THE
COUNTRY OF ORIGIN IS TRANSITED ON
BOTH THE OUTBOUND AND INBOUND
JOURNEYS, THE FARE FOR THE ENTIRE
JOURNEY MUST NOT BE LESS THAN THE
ROUND OR CIRCLE TRIP FARE, AS
APPLICABLE, FROM SUCH COMMON

POINT.

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IN EFFECT ON: 15JUL16

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

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TITLE/APPLICATION - 70 (CONT)

(BB) IN THE CASE OF A SINGLE OPEN JAW
TRIP WHERE THE OUTWARD POINT OR
ARRIVAL AND THE INWARD POINT OF
DEPARTURE ARE NOT FOR THE SAME AND
WHERE A COMMON TICKETED POINT(S) IN A COUNTRY OF AN INTERNATIONAL FARE BREAK IS TRANSITTED ON BOTH THE INBOUND AND OUTBOUND JOURNEYS, THE FARE FOR THE ENTIRE JOURNEY MUST NOT BE LESS THAN THE ROUND OR CIRCLE TRIP FARE, AS APPLICABLE TO SUCH COMMON POINT.

(CC) FARES SOLD IN FOREIGN COUNTRIES FOR TRANSPORTATION TO/FROM CANADA AND FARES SOLD IN CANADA FOR FOREIGN ORIGINATING TRAVEL ARE THE FARE AND CONDITIONS OF CARRIAGE AS STATED IN THE LAWFUL WITH THE CANADIAN TRANSPORTATION AGENCY OR THE COMPETENT FOREIGN AIR AUTHORITY AND IN EACH CASE BE CALCULATED IN THE DIRECTION OF TRAVEL.

(DD) FOR SALES IN CANADA IN CANADIAN DOLLARS, THE FARE SHALL BE CONVERTED INTO CANADIAN DOLLARS AT THE APPLICABLE BANKER’S BUYING RATE OF EXCHANGE IN EFFECT ON THE DAY OF TRANSACTION AT THE CANADIAN POINT OF SALE.

(E) FOR SOTI/SITO/SOTO TRANSACTION NOT EXCLUDED IN (D)(I) ABOVE, THE FOLLOWING PROVISIONS SHALL APPLY. SEE NOTE)

(I) NORMAL FARES COMPONENT CHECK

(AA) THE FARE TO BE CHARGED SHALL NOT BE LESS THAN THE HIGHEST DIRECT NORMAL ONE WAY FARE APPLICABLE IN EITHER DIRECTION BETWEEN ANY TICKETED POINTS WITHIN THE FARE COMPONENT FOR THE LOWEST CLASS OF SERVICE ASSessed.

(BB) MORE THAN ONE FARE COMPONENT (ONE WAY FARES/HALF ROUND TRIP FARES) THE FARE TO BE CHARGED SHALL NOT BE LESS THAN THE HIGHEST DIRECT NORMAL ONE WAY/HALF ROUND TRIP FARE APPLICABLE IN EITHER DIRECTION BETWEEN ANY TICKETED POINTS WITHIN
EACH FARE COMPONENT FOR THE LOWEST CLASS OF SERVICE ASSESSED, AND

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ITLE/APPLICATION - 70 (CONT)

(II) NORMAL FARES JOURNEY CHECK

THE TOTAL FARE FOR THE JOURNEY

SHALL NOT BE LESS THAN THE HIGHEST

DIRECT NORMAL ONE WAY FARE

APPLICABLE IN EITHER DIRECTION

BETWEEN ANY TICKETED POINTS ON THE

JOURNEY, FOR THE LOWEST CLASS OF

SERVICE ASSESSED.

SPECIAL FARES

THE FOLLOWING PROVISIONS

SHALL APPLY TO VIA

POINT,

COMPONENT AND JOURNEY

CHECKED. THE FARES TO

BE

CHARGED SHALL NOT BE

LESS

THAN HIGHEST DIRECT FARE

OF THE SAME TYPE. IN

THE

ABSENCE OF A FARE OF THE

SAME TYPE, THE NEXT

HIGHER FARE SHALL BE

USED.

NOTE: AS USED HEREIN

"FARE OF THE SAME TYPE"

SHALL BE AS DEFINED IN

HIGHER INTERMEDIATE

FARES

RULE.

NOTE: RULE 130 (D)(1)(D) AND

RULE 130 (D)(10)(E) ARE

ANNOTATED AS FOLLOWS:

"THE PROVISIONS OF THIS

PARAGRAPH ARE SHOWN FOR

INFORMATIONAL PURPOSES

ONLY AND DO NOT

CONSTITUTE A PART OF

TARIFF C.A.B. NO. 712".

(F) AROUND THE WORLD MINIMUM

(I) AFTER AN AROUND THE WORLD FARE HAS BEEN

CONSTRUCTED, ALL STOPOVER POINTS ON THE

ROUTING, INCLUDING FICTITIOUS

CONSTRUCTION POINTS, MUST BE CHECKED TO

SEE WHETHER ANY ROUND TRIP FARES EXIST
FROM THE POINT OF ORIGIN TO ANY STOPOVER POINTS ON THE ROUTING INCLUDING POINTS ON A SIDE TRIP WHICH ARE HIGHER THAN THE CONSTRUCTED FARE. THE FARE FOR AN AROUND THE WORLD JOURNEY MUST BE LESS THAN THE HIGHEST DIRECT NORMAL ROUND TRIP FARE APPLICABLE TO THE CABIN OF SERVICE USED FROM THE POINT OF ORIGIN TO ANY STOPOVER POINT ON THE ROUTE OF -119-.

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TITLE/APPLICATION - 70 (CONT) TRAVEL. IN GENERAL, TRANSATLANTIC ROUND TRIP FARES FROM THE POINT OF ORIGIN TO OTHER POINTS ON THE ROUTING DIFFER FROM THE CORRESPONDING TRANS PACIFIC ROUND TRIP FARES FROM THE POINT OF ORIGIN TO THE SAME POINTS. FOR THE PURPOSE OF THIS RULE, TRANSATLANTIC ROUND TRIP FARES MUST BE COMPARED WITH TRANS PACIFIC ROUND TRIP FARES FROM POINT OF ORIGIN FOR EACH STOPOVER POINT ON THE ROUTING AND THE LOWER OF THE TWO WILL BE CONSIDERED THE DIRECT FARE.

(II) ONE CLASS OF SERVICE THE FARE FOR AN AROUND THE WORLD JOURNEY TRAVELED IN ONE CLASS OF SERVICE MUST NOT BE LESS THAN THE HIGHEST DIRECT ROUND TRIP FARE FROM THE POINT OF ORIGIN TO ANY TICKETED POINT ON THE ROUTING.

(III) DIFFERENT CLASSES OF SERVICES THE FARE FOR AN AROUND THE WORLD JOURNEY INVOLVING DIFFERENT CLASSES OF SERVICE MUST NOT BE LESS THAN THE HIGHEST DIRECT ROUND TRIP FARE FOR THE LOWEST CLASS OF SERVICE ASSESSED, FROM THE POINT OF ORIGIN TO ANY TICKETED POINT ON THE ROUTING PLUS APPLICABLE DIFFERENTIALS FOR SECTORS TRAVELED IN HIGHER CLASSES OF SERVICE.

(G) UNPUBLISHED FARES
WHEN AN ITINERARY INCLUDES A TICKETED POINT FOR WHICH NO THROUGH FARE IS PUBLISHED, OR FOR WHICH A FARE IS PUBLISHED IN ONLY ONE GLOBAL DIRECTION. THE FARE FOR SUCH POINT/GLOBAL DIRECTION SHOULD CONSTRUCTED BY USING WHICHEVER PARTICULAR COMBINATION OF FARE RESULTS IN THE LOWEST FARE.  
(I) NORMAL FARE CONSTRUCTION PRINCIPLES APPLY.  
(II) IF THE ITINERARY INCLUDES MORE THAN ONE UNPUBLISHED POINT/GLOBAL DIRECTION, SEPARATE FARE CALCULATION MUST BE MADE FOR EACH SUCH POINT/GLOBAL DIRECTION.  

(11) MAXIMUM FARES  
(APPLICABLE TO NORMAL FARES FOR TRAVEL VIA THE SAME OR DIFFERENT CLASSES OF SERVICE) A COMBINATION OF FARES OF THE SAME OR DIFFERENT CLASS OF SERVICE (SEE NOTE BELOW) SHALL NOT EXCEED THE LOWEST OF THE FOLLOWING FARES OR COMBINATION OF FARES VIA THE SAME CARRIER(S) BETWEEN AND VIA -120-

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

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TITLE/APPLICATION - 70 (CONT) 
THE SAME POINT:  
(A) A COMBINATION OF FARES VIA THE CLASS OF SERVICE USED FOR A PORTION OF THE TRANSPORTATION AND FARE FOR A HIGHER CLASS OF SERVICE FOR THE REMAINDER OF THE TRANSPORTATION, OR  
(B) A COMBINATION OF FARES VIA HIGHER CLASSES OF SERVICE, OR  
(C) A THROUGH PUBLISHED FARE VIA A HIGHER CLASS OF SERVICE.  
NOTE: FOR THE PURPOSE OF PARAGRAPHS (A), (B) AND (C) ONLY, FARES ARE PUBLISHED IN THE FOLLOWING DESCENDING ORDER OF CLASSES OF SERVICE  
(I) BUSINESS CLASS  
(II) PREMIUM ECONOMY CLASS  
(III) ECONOMY CLASS

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

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TITLE/APPLICATION - 70  
K STOPOVERS  
(A) EXCEPT AS OTHERWISE PROVIDED IN THIS RULE, STOPOVERS WITHIN THE VALIDITY PERIOD OF THE TICKET WILL BE PERMITTED AT ANY SCHEDULED STOP UNLESS CARRIER'S
TARIFFS OR GOVERNMENT REGULATIONS DO NOT PERMIT A STOPOVER AT ANY SUCH STOP.

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

(C) SPECIAL STOPOVER ARRANGEMENTS IN ALASKA PASSENGERS AND THEIR ACCOMPANIED BAGAGE TRANSPORTED BY DE TO ANCHORAGE, ALASKA, UNDER A PASSENGER TICKET AND BAGGAGE CHECK FOR AIR WAYBILL PROVIDING FOR TRANSPORTATION WHOLLY ON THE SCHEDULED FLIGHTS OR DE ONLY BETWEEN A POINT OR POINTS IN GERMANY AND TOKYO MAY 

DISEMBARK AT ANCHORAGE BY DE ON A SCHEDULED FLIGHT OPERATED BY DE BETWEEN A POINT OR POINTS IN GERMANY AND TOKYO, AND TRANSPORTED FROM ANCHORAGE IN ACCORDANCE WITH THE ORIGINAL ROUTING AS SPECIFIED IN THE TICKET, AND PROVIDED SUCH RE-EMBARKATION OCCURS AT ANY TIME DURING THE VALIDITY OF THE TICKET.

(D) A STOPOVER TAKES PLACE WHEN A PASSENGER BREAKS THE JOURNEY AT AN INTERMEDIATE POINT AND IS NOT SCHEDULED TO DEPART ON THE DAY OF ARRIVAL; OR WITHIN 24 HOURS OF ARRIVAL IF THERE IS NO CONNECTION ON THE DAY -121-

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AREA: ZZ TARIFF: IPRG  CXR: DE  RULE: 0135
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TITLE/APPLICATION - 70 (CONT)
OF ARRIVAL. WHEN THERE IS NO DE CONNECTING DEPARTURE SCHEDULED ON THE DATE OF ARRIVAL, DEPARTURE ON A DE FLIGHT THE FOLLOWING DAY SHALL BE DEEMED A STOPOVER.

AREA: ZZ TARIFF: IPRG  CXR: DE  RULE: 0145
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TITLE/APPLICATION - 70

_ CURRENCY APPLICATIONS

LOCAL CURRENCY FARES AND CHARGES

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

(A)
AFGHANISTAN LEBANON
ANGOLA LIBERIA
ANGUILLA MADAGASCAR
ANTIGUA AND BARBUDA MALAWI
ARGENTINA MALDIVES
BAHAMAS MEXICO
BANGLADESH MONGOLIA
BARBADOS MONTSERRAT
BELIZE NICARAGUA
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(B)

ALBANIA
ARMENIA
AUSTRIA
AZERBAIJAN
BELARUS
BELGIUM
BOSNIA AND HERZEGOVINA
BULGARIA
CAPE VERDE
CROATIA
CYPRUS
ESTONIA
FINLAND

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AREA: ZZ TARIFF: IPRG CXR: DE RULE: 0145
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FRANCE EXCEPT FRENCH POLYNESIA
  (INCLUDING WALLIS AND FUTUNA)
NEW CALEDONIA (INCLUDING LOYALTY ISLANDS)
GEORGIA
GERMANY
GREECE
IRELAND
ITALY
KYRGYZSTAN
LATVIA
LITHUANIA
LUXEMBOURG
MACEDONIA (FYROM)
MALTA
MOLDOVA, REPUBLIC OF MONACO
MONTENEGRO
NETHERLANDS
PORTUGAL
ROMANIA
RUSSIA
SERBIA
SLOVAKIA
SLOVENIA

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TITLE/APPLICATION - 70 (CONT)
SPAIN
TAJIKISTAN
TURKEY
TURKMENISTAN
UZBEKISTAN

(2) ALL ADD-ONS SHALL BE ESTABLISHED IN THE CURRENCY OF
THE COUNTRY CONCERNED, OR WHERE AGREED, IN
U.S. DOLLARS OR IN EURO OR IN ANY OTHER CURRENCY.
COMBINATION OF LOCAL CURRENCY FARES
TO COMBINE TWO OR MORE LOCAL CURRENCY FARES, CONVERT
ALL LOCAL CURRENCY FARES INTO THE CURRENCY OF THE
COUNTRY OF COMMENCEMENT OF TRANSPORTATION.

STEP 1:  (A) ESTABLISH THE NUC AMOUNT FOR EACH LOCAL
CURRENCY FARE BY DIVIDING THE LOCAL
CURRENCY FARE BY THE APPLICABLE IATA
RATE OF EXCHANGE (ROE) SHOWN IN THE
CURRENCY CONVERSION TABLE BELOW FOR THE
COUNTRY IN WHICH THE CURRENCY IS
DENOMINATED.

            (B) CALCULATE THE RESULTANT AMOUNT TO TWO
            DECIMALS PLACES, IGNORING ANY FURTHER
            DECIMAL PLACES.

STEP 2:  ADD THE RESULTANT NUC AMOUNTS FOR THE
SECTORS
INVOLVED.

STEP 3: (A) ESTABLISHED THE THROUGH LOCAL CURRENCY FARE BY MULTIPLYING THE TOTAL NUC AMOUNTS (DERIVED FROM STEPS 1, 2, AND 3 ABOVE) BY THE IATA RATE OF EXCHANGE (ROE) SHOWN IN THE CURRENCY CONVERSION TABLE BELOW FOR THE COUNTRY OF COMMENCEMENT OF TRAVEL.

(B) CALCULATE THE RESULTANT AMOUNT OF ONE DECIMAL PLACE BEYOND THE NUMBER OF DECIMAL PLACES SHOWN NEXT TO THE LOCAL CURRENCY IN THE CONVERSION TABLE BELOW, IGNORING ANY FURTHER DECIMAL PLACES.

(C) ROUND UP TO THE NEXT HIGHER ROUNDING UNIT SHOWN NEXT TO THE LOCAL CURRENCY IN THE CURRENCY CONVERSION TABLE, UNLESS OTHERWISE INDICATED.

EXCEPTION: WHEN AN INTERNATIONAL TICKET IS COMPRISED OF ALL DOMESTIC FARE COMPONENTS, BUT WITHIN DIFFERENT COUNTRIES, THE PROVISIONS OUTLINES ABOVE SHALL APPLY.

OTHER CHARGES

OTHER CHARGES SHALL BE SEPARATELY CONVERTED TO THE CURRENCY OF THE COUNTRY OF SALE USING THE BANKERS' SELLING RATE USING THE ROUNding UNITS SHOWN NEXT TO OTHER CHARGES IN THE CURRENCY CONVERSION TABLE.

MCOS FOR UNSPECIFIED TRANSPORTATION AND PTAS.

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TITLE/APPLICATION - 70 (CONT)

MCOS FOR UNSPECIFIED TRANSPORTATION AND PTAS WHEN HONORED FOR PAYMENT OF AIR TRANSPORTATION SHALL BE SUBJECT TO THE PROVISIONS OF RULE 75 (CURRENCY OF PAYMENT). THE COUNTRY OF PAYMENT OF THE PTA OR MCO SHALL BE CONSIDERED THE COUNTRY OF ORIGINAL ISSUE AND DETERMINE CONSTRUCTION RULES TO APPLY. CURRENCY TABLE FOR IATA RATE OF EXCHANGE (ROE) CURRENCY CONVERSION TABLE SEE PAGES 259-275.

LOCAL CURRENCY ROUNDING TABLE FOR THOSE COUNTRIES WHERE FARES ARE EXPRESSED IN USA AND THE USD IS NOT THE LOCAL CURRENCY; SEE PAGES 280-Q THRU 282.

CURRENCY TABLE

ABU DHABI
(SEE UNITED ARAB EMIRATES)
AFGHANISTAN
US DOLLAR USD ROE:1.0 NOTE 1
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

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

BELARUS
* EURO EUR ROE:.881606 NOTE 1
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

BELGIUM
* EURO EUR ROE:.881606 NOTE 1
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01

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

BENIN, REP. OF
* CFA FRANC XOF ROE:578.295308 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100

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

BHUTAN
* NGULTRUM BTN ROE:66.759000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

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

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

BOSNIA AND HERZEGOVINA
* EURO EUR ROE:.881606 NOTE 1
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01

BOTSWANA
* PULA BWP ROE:10.878112 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
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TITLE/APPLICATION - 70 (CONT)

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

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

BRUNEI DARUSSALAM
* BRUNEI DOLLAR BND ROE:1.353760 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

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**Tariff:** IPRG  
**CXR:** DE  
**Rule:** 0145  
**In Effect On:** 15Jul16
CONGO (BRAZZAVILLE)
* CFA FRANC  XAF  ROE:578.295308  NOTE -
ROUND UP: LOCAL CURRENCY - 100  OTHER CHARGES - 100
CONGO (KINSHASA)
US DOLLAR  USD  ROE:1.0  NOTE 1
ROUND UP: LOCAL CURRENCY - 1  OTHER CHARGES - 0.1
COOK ISLANDS
NEW ZEALAND
* NZD  ROE:1.425198  NOTE -
ROUND UP: LOCAL CURRENCY - 1  OTHER CHARGES - 0.1
COSTA RICA
US DOLLAR  USD  ROE:1.0  NOTE 1
ROUND UP: LOCAL CURRENCY - 1  OTHER CHARGES - 0.1
COTE D'IVOIRE
* CFA FRANC  XOF  ROE:578.295308  NOTE -
ROUND UP: LOCAL CURRENCY - 100  OTHER CHARGES - 100
CROATIA
* EURO  EUR  ROE:.881606  NOTE 1
ROUND UP: LOCAL CURRENCY - 1  OTHER CHARGES - 0.01
CUBA
US DOLLAR  USD  ROE:1.0  NOTE 1
ROUND UP: LOCAL CURRENCY - 1  OTHER CHARGES - 0.1
CURACAO
NETHERLANDS
ANTILLES
GUILDER  ANG  ROE:1.790000  NOTE 1
ROUND UP: LOCAL CURRENCY - 1  OTHER CHARGES - 0.1
CYPRUS
* EURO  EUR  ROE:.881606  NOTE -
ROUND UP: LOCAL CURRENCY - 1  OTHER CHARGES - 0.05
CZECH
REPUBLIC
* CZECH KORUNA  CZK  ROE:23.824900  NOTE -
ROUND UP: LOCAL CURRENCY - 1  OTHER CHARGES - 1
DENMARK
* DANISH KRONE  DKK  ROE:6.556080  NOTE -
ROUND UP: LOCAL CURRENCY - 5  OTHER CHARGES - 1
DJIBOUTI
* DJIBOUTI FRANC  DJF  ROE:177.426000  NOTE -
ROUND UP: LOCAL CURRENCY - 100  OTHER CHARGES - 100
GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15JUL16

AREA: ZZ  TARIFF: IPRG  CXR: DE  RULE: 0145
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TITLE/APPLICATION - 70 (CONT)
DOMINICA
US DOLLAR  USD  ROE:1.0  NOTE 1
ROUND UP: LOCAL CURRENCY - 1  OTHER CHARGES - 0.1
DOMINICAN
REPUBLIC
US DOLLAR  USD  ROE:1.0  NOTE 1
ROUND UP: LOCAL CURRENCY - 1  OTHER CHARGES - 0.1
ECUADOR
US DOLLAR USD ROE:1.0 NOTE 1
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

EGYPT
* EGYPTIAN POUND EGP ROE:8.879950 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

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

EQUATORIAL GUINEA
* CFA FRANC XAF ROE:578.295308 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100

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

ESTONIA
* EURO EUR ROE:.881606 NOTE 1
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 0.1

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

EUROPEAN M. UNION
* EURO EUR ROE:.881606 NOTE 1
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.5

FALKLAND ISLANDS
* FALKLAND ISLANDS POUND FKP ROE:.690483 NOTE 1
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

FAROE ISLANDS
* DANISH KRONE DKK ROE:6.556080 NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 0.1

FIJI
* FIJI DOLLAR FJD ROE:2.079152 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

FINLAND
* EURO EUR ROE:.881606 NOTE 1
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01

FRANCE
* EURO EUR ROE:.881606 NOTE 1
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01

FRENCH GUIANA
* EURO EUR ROE:.881606 NOTE 1
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15JUL16

AREA: ZZ TARIFF: IPRG CXR: DE RULE: 0145

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TITLE/APPLICATION - 70 (CONT)
KENYA
US DOLLAR USD ROE:1.0
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

KIRIBATI
AUSTRALIAN DOLLAR AUD ROE:1.347694 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

KOREA,
DEMOCRATIC PEOPLE'S REPUBLIC OF NORTHERN KOREAN WON KPW ROE:104.300000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
KOREA,
DEMOCRATIC PEOPLE'S REPUBLIC OF KOREAN WON KRW ROE:1159.796000 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100

KUWAIT
KUWAIT DINAR KWD ROE:.301335 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.05

KYRGYZSTAN
EURO EUR ROE:.881606 NOTE 1
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

LAOS, PEOPLE'S DEMOCRATIC REPUBLIC OF US DOLLAR USD ROE:1.0 NOTE 1
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

LATVIA
EURO EUR ROE:.881606 NOTE 1
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

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

LESOThO
LOTI LSL ROE:14.889410 NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 0.1

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

LIBYAN ARAB JAMAHIRIYA
LIBYAN DINAR LYD ROE:1.364680 NOTE -
ROUND UP: LOCAL CURRENCY - 0.1 OTHER CHARGES - 0.05

LITHUANIA
EURO EUR ROE:.881606 NOTE 4
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

LUXEMBOURG

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15JUL16

AREA: ZZ TARIFF: IPRG CXR: DE RULE: 0145

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LUXEMBOURG

* EURO EUR ROE:.881606 NOTE 1
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01

MACAO

* PATACA MOP ROE:7.997641 NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 1

Macedonia, The
Former Yugoslav
Republic Of

* EURO EUR ROE:.881606 NOTE 1
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01

Macao

* PATACA MOP ROE:7.997641 NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 1

MACEDONIA, THE
FORMER YUGOSLAV
REPUBLIC OF

* EURO EUR ROE:.881606 NOTE 1
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01

MADAGASCAR

US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 50

MALAWI

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

MALAYSIA

MALAYSIAN RINGGIT MYR ROE:4.066900 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

MALDIVES

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

MALI

* CFA FRANC XOF ROE:578.295308 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100

MALTA

* EURO EUR ROE:.881606 NOTE 1
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

MARSHALL ISLANDS

US DOLLAR USD ROE:1.0 NOTE 1,6
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

MARTINIQUE

* EURO EUR ROE:.881606 NOTE 1
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01

MAURITANIA

* OUGUIYA MRO ROE:356.774000 NOTE -
ROUND UP: LOCAL CURRENCY - 20 OTHER CHARGES - 10

MAURITIUS

* MAURITIUS RUPEE MUR ROE:35.326000 NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1

MAYOTTE

* EURO EUR ROE:.881606 NOTE 1
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01

MEXICO

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

MICRONESIA

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15JUL16

AREA: ZZ TARIFF: IPRG  CXR: DE  RULE: 0145
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ROUND UP: LOCAL CURRENCY - 1

NOTE 1

Other Charges - 0.1
| AREA: ZZ TARIFF: IPRG CXR: DE RULE: 0145 |

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**TITLE/APPLICATION - 70 (CONT)**

| ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 10 |
| NEW ZEALAND |
| DOLLAR NZD ROE:1.425198 NOTE -6 |

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

| ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1 |
| NIGER |
| CFA FRANC XOF ROE:578.295308 NOTE - |

| ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100 |
| NIGERIA |
| US DOLLAR USD ROE:1.0 NOTE 1 |

| ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1 |
| NORFOLK ISLAND |
| * AUSTRALIAN DOLLAR AUD ROE:1.347694 NOTE - |

| ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1 |
| NORTHERN MARIANA ISLANDS |
| US DOLLAR USD ROE:1.0 NOTE - |

| ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1 |
| NORWAY |
| * NORWEGIAN KRONE NOK ROE:8.160780 NOTE - |

| ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1 |
| OCCUPIED PALESTINIAN TERRITORY |
| US DOLLAR USD ROE:1.0 NOTE 1 |

| ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1 |
| OMAN |
| RIAL OMANI OMR ROE:0.384500 NOTE - |

| ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1 |
| PAKISTAN |
| * PAKISTAN RUPEE PKR ROE:104.452000 NOTE - |

| ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 1 |
| PALAU |
| US DOLLAR USD ROE:1.0 NOTE 1 |

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

| ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1 |
| PAPUA NEW GUINEA |
| * KINA PGK ROE:3.116435 NOTE - |

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

| ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1 |
| PERU |
| US DOLLAR USD ROE:1.0 NOTE 1 |
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Title/Application - 70 (Cont)
US DOLLAR       USD  ROE:1.0       NOTE 1
ROUND UP: LOCAL CURRENCY  - 1  OTHER CHARGES - 0.1
TUNISIA
  TUNISIAN DINAR     TND  ROE:2.138630  NOTE -
ROUND UP: LOCAL CURRENCY  - 0.5  OTHER CHARGES - 0.5
TURKEY
  TURKISH

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AREA: ZZ  TARIFF: IPRG  CXR: DE  RULE: 0145
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TITLE/APPLICATION - 70 (CONT)
  *
  LIRA        TRY  ROE:2.900990       NOTE 1
ROUND UP: LOCAL CURRENCY  - 1  OTHER CHARGES - 0.1
TURKMENISTAN
  *
  NEW MANAT   TMT  ROE:3.369600       NOTE 1
ROUND UP: LOCAL CURRENCY  - 1  OTHER CHARGES - 0.1
TURKS AND
CAICOS ISLANDS
  *
  US DOLLAR    USD  ROE:1.0       NOTE 1,6
ROUND UP: LOCAL CURRENCY  - 1  OTHER CHARGES - 0.1
TUVALU
  *
  AUSTRALIAN
DOLLAR        AUD  ROE:1.347694       NOTE -
ROUND UP: LOCAL CURRENCY  - 1  OTHER CHARGES - 0.1
UGANDA
US DOLLAR    USD  ROE:1.0       NOTE 1
ROUND UP: LOCAL CURRENCY  - 1  OTHER CHARGES - 0.1
UKRAINE
  *
  US DOLLAR    USD  ROE:1.0       NOTE 1
ROUND UP: LOCAL CURRENCY  - 1  OTHER CHARGES - 0.1
UNITED ARAB EMIRATES
  (COMPRISED OF
  ABU DHABI, AJMAN,
  DUBAI, FUJAIRAH,
  RAS-EL-KHAIMAH,
  SHARJAH,
  UMM AL QAIWAIN)
  *
  UAE DIRHAM    AED  ROE:3.672980       NOTE 1
ROUND UP: LOCAL CURRENCY  - 10  OTHER CHARGES - 10
UNITED KINGDOM
  *
  POUND STERLING  GBP  ROE:.690483       NOTE 1
ROUND UP: LOCAL CURRENCY  - 1  OTHER CHARGES - 0.1
UNITED STATES
  *
  DOLLAR        USD  ROE:1.0       NOTE 1
ROUND UP: LOCAL CURRENCY  - 1  OTHER CHARGES - 0.1
URUGUAY
  *
  US DOLLAR    USD  ROE:1.0       NOTE 1
ROUND UP: LOCAL CURRENCY  - 1  OTHER CHARGES - 0.1
UZBEKISTAN
  *
  EURO        EUR  ROE:.881606       NOTE 1
ROUND UP: LOCAL CURRENCY  - 1  OTHER CHARGES - 0.1
VANUATU
**NOTES:**

1. Rounding of fares and other charges shall be to the nearest rounding unit.
2. Rounding of local currency fares shall be accomplished by dropping amounts less than 50 pence and increasing amounts of 50 pence or more.
3. Changes to promotional fares in Japanese yen shall be calculated to JPY 1 and rounded up to JPY 1000.
4. Netherlands security charge shall not be rounded.
5. Rounding of other charges shall be accomplished by dropping amounts less than 50 cents and increasing amounts of 50 cents or more.
6. Other charges - Canadian, New Zealand, US tax charges rounded to the nearest 0.01.
7. Other charges - VAT in Finland to be rounded to the nearest rounding unit.
8. For documents issued in the local currency of this country, refunds shall be made in this country and in the currency of this country.

**LOCAL CURRENCY Rounding Table**

For those countries where fares are expressed in USD and the USD is not the local currency, and when

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

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AREA: ZZ TARIFF: IPRG CXR: DE RULE: 0145
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COSTA RICAN
COLON CRC NOTE 1
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 10
CROATIA
CROATIAN KUNA HRK NOTE 3
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
CUBA
CUBAN PESO CUP NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
DOMINICA
EC DOLLAR XCD NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
DOMINICAN REPUBLIC
DOMINICAN PESO DOP NOTE -
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ECUADOR
SUCRE ECS NOTE 1,3
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EL SALVADOR
COLON SVC NOTE -
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ERITREA
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TITLE/APPLICATION - 70 (CONT)
ETHIOPIAN BIRR ETB NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
ESTONIA
KROON EEEK NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
ETHIOPIA
ETHIOPIAN BIRR ETB NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
GAMBIA
DALASI GMD NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
GEORGIA
LARI GEL NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 10
GHANA
CEDI GHC NOTE -
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GRENADA
EC DOLLAR XCD NOTE -
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GUATEMALA
QUETZAL           GTQ                      NOTE 3
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GUINEA
GUINEA FRANC      GNF                      NOTE -
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GUYANA DOLLAR     GYD                      NOTE -
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GOURDE            HTG                      NOTE -
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HONDURAS
LEMPIRA           HNL                      NOTE 1
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INDONESIA
RUPIAH            IDR                      NOTE -
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ISRAEL
SHEKEL            ILS                      NOTE 3
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
JAMAICA
JAMAICAN DOLLAR   JMD                      NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
KAZAKHSTAN
KAZAKHSTAN
TENGE            KZT                      NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
KENYA
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KENYAN SHILLING   KES                      NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 5
KYRGYZSTAN
SOM               KGS                      NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - .1
LAOS, PEOPLE'S
DEMOCRATIC
REPUBLIC OF
KIP               LAK                      NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 10
LATVIA
LATVIAN LATS      LVL                      NOTE -
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LEBANON
LEBANESE POUND    LBP                      NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100
LIBERIA
LIBERIAN DOLLAR   LRD                      NOTE -
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**AREA:** ZZ  
**TARIFF:** IPRG  
**CXR:** DE  
**RULE:** 0145

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UNITED REPUBLIC OF TANZANIAN SHILLING TZS NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 10
TRINIDAD AND TOBAGO TRINIDAD AND TOBAGO DOLLAR TTD NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
TURKEY TURKISH LINA TRL NOTE -
ROUND UP: LOCAL CURRENCY - 1000 OTHER CHARGES - 100
TURKMENISTAN TURKMENISTAN MANAT TMM NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
UGANDA UGANDA SHILLING UGX NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
UKRAINE HRYVNIA UAH NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
URUGUAY URUGUAYO PESO UYU NOTE -1,3
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100
UZBEKISTAN UZBEKISTAN SUM UZS NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 10
VENEZUELA BOLIVAR VEB NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 10
VIET NAM
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DONG VND NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
YEMEN, REPUBLIC OF YEMENI RIAL YER NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
YUGOSLAVIA NEW DINAR XUM NOTE 4
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
ZAIRE NEW ZAIRE ZRN NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.05
ZAMBIA
NOTE -

KWACHA ZMK ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 5

NOTES:
1. FOR DOCUMENTS ISSUED IN THE LOCAL CURRENCY OF THIS COUNTRY, REFUNDS SHALL ONLY BE MADE IN THIS COUNTRY AND IN THE CURRENCY OF THIS COUNTRY.
2. NO ROUNDING IS INVOLVED, ALL DECIMALS BEYOND TWO SHALL BE IGNORED.
3. Rounding of fares and other charges shall be to the nearest rounding unit.
4. Rounding shall be accomplished by dropping amounts of 50 paras and less and increasing amounts of more than 50 paras to the next higher new dinar.

NOTES:

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TITLE/APPLICATION - 70

K ACCEPTANCE OF CHILDREN AND UNACCOMPANIED MINORS FOR TRAVEL
(A) GENERAL
(1) INFANTS AND CHILDREN UNDER 12 YEARS OF AGE, ACCOMPANIED IN THE SAME CABIN BY A PASSENGER 18 YEARS OF AGE OR OLDER, WILL BE ACCEPTED FOR TRANSPORTATION.
(2) PERSONS ENTRUSTED WITH THE CARE OF INFANTS AND CHILDREN MUST BE CAPABLE OF DISCHARGING THIS DUTY.
(3) INFANTS
   (A) INFANTS UNDER TWO YEARS OF AGE ON THE DATE OF TRAVEL DO NOT REQUIRE A SEAT.
   (B) INFANTS UNDER TWO YEARS OF AGE REQUIRE A TICKET FOR INTERNATIONAL TRAVEL.
   (C) ONLY ONE INFANT UNDER THE AGE OF TWO YEARS MAY BE HELD IN THE LAP OF AN ACCOMPANYING PASSENGER 18 YEARS OF AGE OR OLDER.

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   (D) NO SINGLE PASSENGER SHALL BE RESPONSIBLE FOR MORE THAN ONE INFANT WHETHER THE INFANT IS HELD ON THE LAP OF AN ACCOMPANYING PASSENGER OR A SEAT HAS BEEN PURCHASED FOR THE INFANT AND THE INFANT IS SECURED IN AN APPROVED CHILD RESTRAINT SYSTEM (CAR SEAT).
   (E) AN INFANT UNDER TWO YEARS OF AGE AT THE TIME OF DEPARTURE BUT REACHING HIS/HER SECOND BIRTHDAY DURING THE CONTINUING/RETURN FLIGHT(S) WILL REQUIRE A SEAT AND MUST PAY

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THE APPLICABLE FARE FOR THE CONTINUING/RETURN FLIGHT(S).

(F) INFANTS UNDER TWO YEARS OF AGE OCCUPYING A SEAT MUST BE PROPERLY SECURED IN A TRANSPORT CANADA OR UNITED STATES FEDERAL AVIATION ADMINISTRATION (FAA) APPROVED CHILD RESTRAINT DEVICE.

(4) CHILDREN

(A) ALL CHILDREN, TWO YEARS OF AGE OR OLDER, MUST BE TICKETED AND ASSIGNED A SEAT.

(B) ALL CHILDREN, 12 YEARS OF AGE OR OLDER, WILL BE ABLE TO TRAVEL UNACCOMPANIED WITHOUT SUPERVISION AND WILL BE CONSIDERED TO BE AN ADULT FOR FARE PURPOSES.

(B) ACCEPTANCE OF INFANTS AND CHILDREN FOR INTERNATIONAL TRANSPORTATION TO AND FROM CANADA

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<tr>
<td>1 DAYS TO 23 MONTHS (INFANT)</td>
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<tr>
<td>2 TO 11 YEARS OLD (CHILD)</td>
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12 YEARS AND YES THESE PASSENGERS ARE OLDER TO BE ADULTS FOR THE PURPOSE OF AIR TRAVEL AND WILL PAY THE APPLICABLE ADULT FARE. THESE PASSENGERS WILL BE ELIGIBLE TO TRAVEL UNACCOMPANIED AND UNSUPERVISED.

NOTE: IN THE CASE OF CODE-SHARE, PASSENGERS ARE ADVISED THAT THE ACCEPTANCE OF CHILDREN RULES APPLICABLE TO THEIR TRANSPORTATION ARE THOSE OF THE CARRIER IDENTIFIED ON YOUR TICKET AND NOT OF THE CARRIER OPERATING THE FLIGHT.

(C) DOCUMENTATION
THE CARRIER MAY REQUIRE PRESENTATION OF THE FOLLOWING DOCUMENTS WHEN CHILDREN ARE ACCOMPANIED BY AN ADULT.
(1) DOCUMENTS ESTABLISHING LEGAL CUSTODY;
(2) PARENTAL CONSENT LETTER AUTHORIZING TRAVEL;
(3) DEATH CERTIFICATE IF ONE PARENT IS DECEASED;
(4) ANY OTHER DOCUMENTATION REQUIRED BY THE COUNTRY OF DESTINATION.

(D) UNACCOMPANIED MINORS
NOTE: IN THE CASE OF CODE-SHARE, PASSENGERS ARE ADVISED THAT THE UNACCOMPANIED MINOR RULES APPLICABLE TO THEIR TRANSPORTATION ARE THOSE OF THE CARRIER IDENTIFIED ON YOUR TICKET AND NOT OF THE CARRIER OPERATING THE FLIGHT.
(1) FOR PURPOSES OF THIS RULE, GUARDIAN IS ANY ADULT/PARENT HAVING RESPONSIBILITY OVER THE WELFARE OF A MINOR.
(2) THE CARRIER OFFERS A SUPERVISION SERVICE CALLED THE UNACCOMPANIED MINOR SERVICE (UM SERVICE) FOR ALL MINORS WHO HAVE ACHIEVED THE MINIMUM AGE. THIS SERVICE IS EITHER MANDATORY OR OPTIONAL, DEPENDING UP THE AGE OF THE MINOR.
(3) MINORS UNDER 5 YEARS OF AGE ARE NOT ELIGIBLE TO USE THE UM SERVICE, AND MUST ALWAYS BE ACCOMPANIED BY A PERSON AGED 18 OR OLDER WHEN TRAVELLING.
(4) MINORS AGED BETWEEN 5 AND 11 YEARS OF AGE MAY ONLY

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TRAVEL UNACCOMPANIED IF THEY ARE USING THE UM SERVICE, OUTLINED BELOW.

(5) MINORS FROM AGE 5 UP TO A MAXIMUM OF 11 YEARS OF AGE CAN ALSO USE THE UM SERVICE AT THE REQUEST OF THEIR GUARDIAN. PLEASE NOTE, HOWEVER, THAT IF A GUARDIAN REQUESTS THE UM SERVICE FOR A MINOR BETWEEN THESE AGES, ALL TRAVEL RESTRICTIONS APPLICABLE TO THE UM SERVICE WILL APPLY.

(6) THE UM SERVICE IS AVAILABLE ON NONSTOP FLIGHTS OR DIRECT FLIGHTS (A DIRECT FLIGHT MAKES A STOP BUT THERE IS NO CHANGE OF AIRCRAFT)

(E) FARES AND CHARGES

(1) UNACCOMPANYED MINORS TRAVELLING ON THE UM SERVICE PROVIDED BY THE CARRIER WILL BE SUBJECT TO THE APPLICABLE ADULT FARE.

(2) A CHARGE OF $125 USD/CAD PER MINOR, IN EACH DIRECTION, WILL BE APPLIED FOR USING THE UM SERVICE.

(3) WHEN TWO OR MORE MINORS ARE TRAVELING TOGETHER, ONLY ONE UM SERVICE CHARGE IN EACH DIRECTION WILL APPLY.

(4) THE CHARGE IS NON-REFUNDABLE AND IS SUBJECT TO APPLICABLE TAXES.

(E) CONDITIONS OF APPLICATION FOR UNACCOMPANIED TRAVEL

(1) ARRANGEMENTS AND REGISTRATION FOR THE UM SERVICE MUST BE MADE AT LEAST 48 HOURS PRIOR TO DEPARTURE.

(2) THE MINOR MUST BE BROUGHT TO THE AIRPORT OF DEPARTURE BY A GUARDIAN WHO REMAINS WITH THE MINOR UNTIL THE CARRIER STARTS PROVIDING SUPERVISION. THE GUARDIAN WILL COMPLETE ALL THE REQUIRED DOCUMENTS WHICH INCLUDE PROVIDING THE CARRIER WITH SATISFACTORY EVIDENCE THAT THE MINOR WILL BE MET BY ANOTHER PARENT, GUARDIAN OR OTHER RESPONSIBLE ADULT. THE GUARDIAN WHO WILL BE MEETING THE UNACCOMPANIED MINOR AT THE AIRPORT OF ARRIVAL MUST HAVE PHOTO IDENTIFICATION WHICH WILL ALLOW THE CARRIER PERSONNEL TO IDENTIFY THIS PERSON AS THE APPROPRIATE PERSON DESIGNATED TO MEET THE MINOR.

(3) THE GUARDIAN WILL BE REQUIRED TO REMAIN AT THE AIRPORT OF DEPARTURE UNTIL THE AIRCRAFT HAS DEPARTED.

(4) IN CASE OF EMERGENCY, THE GUARDIAN MUST PROVIDE THE CARRIER WITH THE NAME AND PHONE NUMBER OF A PERSON WHO CAN BE CONTACTED DURING THE TIME THE MINOR IS IN THE CARRIER'S CARE.

(5) UNACCOMPANIED MINORS AGED 2 THROUGH 11 YEARS OLD WILL NOT BE ACCEPTED IF THE FLIGHT ON WHICH THE MINOR HOLDS A RESERVATION IS EXPECTED TO TERMINATE
SHORT OF, OR BYPASS THE MINOR'S DESTINATION.
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(6) ONCE THE MINOR IS UNDER THE CARRIER'S CARE, THE
MINOR WILL BE PROVIDED SUPERVISION BY THE CARRIER
UNTIL HE/SHE IS MET AT DESTINATION BY A GUARDIAN
WHO CAN CONFIRM TO CARRIER PERSONNEL BY MEANS OF
PHOTO IDENTIFICATION THAT THEY ARE THE PERSON(S)
DESIGNATED TO MEET THE MINOR.

(7) CONFIRMED RESERVATIONS MUST BE BOOKED FOR
UNACCOMPANIED MINORS. STANDBY TRAVEL IS NOT
PERMITTED.

(8) A MINOR WITH A MEDICAL CONDITION OR A MINOR WITH
A DISABILITY MAY NOT BE ACCEPTED FOR TRAVEL
UNACCOMPANIED. MEDICAL CLEARANCE MAY BE REQUIRED
FOR ANY UM SERVICE TO BE OFFERED TO A MINOR WITH
A MEDICAL CONDITION OR A DISABILITY.
NOTE: FOR PROVISIONS RELATED TO MEDICAL
CLEARANCE, REFER TO RULE 21(C).

(F) CARRIER'S LIMITED RESPONSIBILITY
WITH THE EXCEPTION OF THE SERVICE SPECIFICALLY
PROVIDED

TO AN UNACCOMPANIED MINOR IN THIS RULE, THE CARRIER
WILL NOT ASSUME ANY FINANCIAL OR GUARDIANSHIP
RESPONSIBILITIES FOR THE UNACCOMPANIED MINOR BEYOND
THOSE APPLICABLE TO AN ADULT PASSENGER.

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