

Airline Tariff Publishing Company, Agent
INTERNATIONAL PASSENGER RULES AND FARES TARIFF
 NO. IPR-2

9th Revised Page 26-A
 Cancels 8th Revised Page 26-A

RULE	SECTION I - GENERAL RULES
1	<p>DEFINITIONS</p> <p>As used herein:</p> <p>Add-On-Fare: See "Arbitrary"</p> <p>Adult (C) (Applicable to SK and AC/CPonly) means a person who has reached his/her 12th birthday as of the date of commencement of travel.</p> <p>Africa means the area comprised of all the countries on the Continent of Africa, other than Algeria, Morocco, Sudan, Tunisia, and Egypt, but including the following Islands: Cape Verde, Comoro, Fernando Poo, Malagasy, Mauritius, Reunion, Sao Tome and Seychelles.</p> <p>Animals (Applicable between Canada and Puerto Rico/Virgin Islands) in addition to the usual connotation, include reptiles, birds, poultry and fish.</p> <p>Arbitrary means an amount published for use only in combination with other fares for the construction of through fares. It is also referred to as "Proportional Fare", "Basing Fare", and "Add-On-Fare".</p> <p>Area No. 1 means all of the North and South American Continents and the islands adjacent thereto; Greenland, Bermuda, the West Indies and the islands of the Caribbean Sea, the Hawaiian Islands (including Midway and Palmyra).</p> <p>Area No. 2 means all of Europe (including that part of the Russian Federation in Europe) and the islands adjacent thereto; Iceland, the Azores, all of Africa and the islands adjacent thereto; Ascension Island; that part of Asia lying west of and including Iran.</p> <p>Area No. 3 means all of Asia and the islands adjacent thereto except that portion included in Area No. 2; all of the East Indies, Australia, New Zealand, and the islands adjacent thereto; the islands of the Pacific Ocean except those included in Area No. 1; Russian Federation East of the Urals.</p> <p>Australasia means Australia, New Caledonia, New Zealand; New Hebrides, Fiji, Samoa, Cook Islands, Tahiti and the Islands adjacent thereto.</p> <p>Baggage, which is equivalent to luggage, means, such articles, effects and other personal property of a passenger as are necessary or appropriate for wear, use, comfort or convenience in connection with his trip. Unless otherwise specified, it shall include both checked and unchecked baggage of the passenger.</p> <p>Bankers Buying Rate means the rate at which, for the purpose of the transfer of funds through banking channels (i.e. other than transaction in bank notes, travellers cheques and similar banking instruments), a bank will purchase a given amount of foreign currency in exchange for one unit (or units) of the national currency of the country in which the exchange transaction takes place.</p> <p>Bankers Selling 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 cheques and similar banking instruments), a bank will sell a given amount of foreign currency in exchange for one unit (or units) of the national currency of the country in which the exchange transaction takes place.</p> <p>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.</p> <p>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.</p> <p>Basing Fare: See "Arbitrary"</p> <p>Calendar Month - Period of time starting with any day in a month, identified by number, and ending with the same day of the following month. When the same day does not occur in the following month this period ends on the last day of that month.</p> <p>Calendar Week means a period of seven days starting at 12:01 A.M. Sunday and ending at 12:00 P.M. of the following Saturday; provided that when a carrier offers only once a week service between two points, it shall mean a period of eight days commencing with 12:01 A.M. on the day the flight operates.</p>
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	<p>For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.</p>
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RULE

SECTION I - GENERAL RULES

1

DEFINITIONS (Continued)

Caribbean Area means the area comprising:

- (a) (Not applicable between Canada and Puerto Rico/Virgin Islands.) Anguilla, Antigua, Bahamas, Barbados, Bermuda, British Virgin Islands, Cayman Islands, Cuba, Dominica, Dominican Republic, Grenada, Guadeloupe, Haiti, Jamaica, Leeward Islands, Martinique, Montserrat, Netherlands Antilles, Nevis, St. Kitts, St. Lucia, St. Martin, St. Vincent, Trinidad, Tobago, Turks and Caicos Islands, West Indies and Windward Islands.
- (b) (Applicable between Canada and Puerto Rico/Virgin Islands.) Antigua, Bahama Islands, Barbados, Bermuda, Cayman Islands, Dominica, Dominican Republic, Grenada, Guadeloupe, Haiti, Jamaica, Martinique, Netherlands Antilles, St. Kitts, St. Lucia, St. Martin, St. Vincent, Trinidad/Tobago.

Carriage, which is equivalent to transportation, means carriage of passengers and/or baggage by air, gratuitously or for hire.

Carrier

- (a) (Not applicable between Canada and Puerto Rico/Virgin Islands.) means the air carrier issuing the ticket and all air carriers that carry or undertake to carry the passenger and/or his baggage thereunder or perform or undertake to perform any other services related to such air carriage.
- (b) (Applicable between Canada and Puerto Rico/Virgin Islands.) means any air carrier shown as a participant in this tariff.

Central Africa means the area comprising Malawi, Zambia and Zimbabwe.

Central America means the area comprising Belize, Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua and Panama.

Checked Baggage (Applicable to AZ only) which is equivalent to registered luggage, means baggage of which Carrier takes sole custody and for which Carrier has issued a baggage check and baggage (claim) tag(s).

C

Child means a person who has reached his/her second birthday but not his/her 12th (+[N]applicable via TZ: 15th) birthday as of the date of commencement of travel.

Circle Trips (Not applicable to SK/TW) means travel from a point and return thereto by a continuous, circuitous air route; provided that where no reasonable direct scheduled air route is available between two points, a break in the circle may be travelled by any other means of transportation without prejudice to the circle trip.

Circle Trip - Normal Fares (Applicable to SK only) means travel from a point and return thereto by a continuous, circuitous air route, including journeys comprising two fare components but which do not meet the conditions of the round trip definition; provided that where no reasonable direct scheduled air route is available between two break points, a break in the circle between two fare construction points may be travelled by any other means of transportation without prejudice to the circle trip.

Circle Trip - Special Fares: Circle Trip (applicable to SK only) means travel from a point and return thereto by a continuous, circuitous air route, comprising two fare components which do not meet the conditions of the round trip definition; provided that where no reasonable direct scheduled air route is available between two points, a break in the circle between two fare construction points may be traveled by any other means of transportation without prejudice to the circle trip.

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+ - Effective October 1, 2004 for transportation to/from USA only.

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

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RULE	SECTION I - GENERAL RULES
1	<p>DEFINITIONS (Continued)</p> <p><u>Civil Aeronautics Board</u> means Department of Transportation.</p> <p><u>Combination</u> (Applicable to SK only) means when two or more one-way or round trip or half round trip fares are used and shown separately in fare calculation.</p> <p>C <u>[N]Combination</u> (Applicable to AC/CP only) whenever two or more one-way or half round trip fares are used and shown separately in a fare calculation.</p> <p><u>Conjunction Ticket</u> means two or more tickets concurrently issued to a passenger and which together constitute a single contract of carriage.</p> <p><u>Consequential Damages</u> means damages which are reasonable out of pocket expenses and other provable damages incurred by passenger as the consequence of the loss, damage, or delay in the delivery of such personal property.</p> <p>C <u>[N]Constructed Fares</u> (Applicable to AC/CP only) was specified through fares created by the use of add-on amounts, or two or more fares shown as a single amount in a fare calculation and shown as a -c/xxx. xxx indicates the city over which the fare was constructed.</p> <p><u>Continental U.S.A. or Continental United States each</u> means the District of Columbia and all states of the United States other than Alaska and Hawaii.</p> <p><u>Convention</u> means the Convention for the Unification of Certain Rules relating to International Carriage by Air, Signed at Warsaw, October 12, 1929, or that Convention as amended by the Hague Protocol, 1955, whichever may be applicable to carriage hereunder.</p> <p><u>Country of Commencement of Transportation</u> means the country from which travel on the first international sector takes place.</p> <p><u>Country of Payment</u> means the country where payment is made by the purchaser to the airline or its agent; payment by cheque, credit card or other banking instruments shall be deemed to have been made at the place where such instrument is accepted by the airline or its agent.</p> <p><u>Country of Unit Origin</u> (Applicable to AC/CP only) the country in which the unit origin is situated.</p> <p>C <u>[N]Currency of the Country of Payment</u> (Applicable to SK/AC/CP only) means the currency in which international fares from that country are denominated.</p> <p><u>Date of Transaction</u> means the date of issuance of the ticket, MCO or PTA.</p>

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RULE

SECTION I - GENERAL RULES

1

DEFINITIONS (Continued)

Days means full calendar days, including Sundays and legal holidays; provided that for the purposes of notification the balance of the day upon which notice is dispatched shall not be counted; and that for purposes of determining duration of validity, the balance of the day upon which the ticket is issued or flight commenced shall not be counted.

Deadline means--(Applicable to SK only)

1. Reservations: The minimum number of days/months before the day of departure by which reservations must be confirmed.
2. Payment: The minimum number of days/months before the day of departure by which full payment must be made.
3. Ticketing: The minimum number of days/months before the day of departure by which ticketing must be completed.

NOTE 1: When "deadline" is used in paragraphs other than Reservations, Payment, Ticketing, the term refers to the deadline for reservations, payment and ticketing. When different deadlines apply, it is necessary to specify which deadline (e.g. "before ticketing deadline")

NOTE 2: "before deadline" includes transactions made on the deadline date.

C

(N) Deadline means--(Applicable to AC/CP only)

1. Reservations: The minimum number of days/months before the day of departure by which reservations must be confirmed.
2. Payment: The minimum number of days/months before the day of departure by which full payment must be made.
3. Ticketing: The minimum number of days/months before the day of departure by which ticketing must be completed. issue date of a DTA constitutes the ticketing date.

NOTE 1: When "deadline" is used in paragraphs other than Reservations, Payment, Ticketing, the term refers to the deadline for reservations, payment and ticketing. When different deadlines apply, it is necessary to specify which deadline (e.g. "before ticketing deadline")

NOTE 2: "before deadline" includes transactions made on the deadline date.

Destination

C

(A) [C](Not applicable to SK/AC/CP) Destination means the ultimate destination of the passenger's journey as shown on the ticket.

(B) [C](Applicable to SK/AC/CP only) means the ultimate stopping place as shown on the ticket.

C

Direct Route [C](Applicable to SK/AC/CP only) means the shortest all year route operated by a carrier in both directions between ticketed points at which it exercises traffic rights.

C

Direct Route Fare [C](Applicable to SK/AC/CP only) means the fare over the direct route between two points. When no direct route fare exists between two ticketed points a fare must be established by combination over a ticketed point on the itinerary.

Domestic carriage means (except as otherwise specified) carriage in which, according to the contract of carriage, the place of departure, the place of destination or stopover, and the entire transportation are within the sovereign state.

C

Double Open Jaw [C](Applicable to AC, AZ, SK and CP) means travel which is essentially of a round trip nature except that the outward point of arrival and the inward point of departure and the outward point of departure and the inward point of arrival are not the same.

C

East Africa means the area comprising Burundi, Djibouti, [C]Eritrea, Ethiopia, Kenya, Rwanda, Somalia, Tanzania and Uganda.

Eastbound means travel from a point in Area No. 1 to a point in Areas No. 2 or 3 via the Atlantic Ocean or travel from points in Area Nos. 2 or 3 to a point in Area 1 via the Pacific Ocean.

Educational Establishment means a school-academy-college or university offering full time educational-vocational or technical courses for a school year and does not include a commercial office, industrial or military establishment or a hospital at which a student is serving an apprenticeship unless such apprenticeship is part of the school curriculum of the educational establishment at which the student is enrolled.

C

End-on Combination (Applicable to SK/CP/AC only) means a combination of two or more fares which could be ticketed separately at a fare construction point (not applicable to combination of fares between the same points).

Extraterritorial trip (Applicable between Canada and Puerto Rico/Virgin Islands.) means any trip which includes transportation:

- (A) via one or more carriers within the area consisting of the Continental United States and Canada, and
- (B) via commercial air (not including charter services) or military air services to or from any point outside such area.

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RULE	SECTION I - GENERAL RULES
1	<p>DEFINITIONS (Continued)</p> <p>Europe means the area comprised of Albania, Algeria, Andorra, Armenia, Austria, Azerbaijan, Azores, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Canary Islands, Croatia, Czech Republic, Denmark, Estonia, Finland, France, Georgia, Germany, Gibraltar, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Madeira, Malta, Monaco, Morocco, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation (west of the Urals), San Marino, Slovakia, Slovenia, Spain, Sweden, Switzerland, Tunisia, Turkey in Europe and Asia, Ukraine, United Kingdom, and Yugoslavia.</p> <p>[N]EC member states Austria, Belgium, Denmark, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Luxembourg, Netherlands, Norway, Portugal, Spain, Sweden, United Kingdom.</p> <p>Fare Break Points [C](Applicable to SK/AC/CP only) - see Fare Construction Points.</p> <p>Fare Component [C](Not applicable to SK/AC/CP) Fare component refers to each local currency fare (except add-ons) where more than one such fare is used in construction of the total fare for a journey.</p> <p>Fare Component [C](Applicable to SK/AC/CP only) means a portion of an itinerary between two consecutive fare construction points - the point of origin and the point of destination of the journey are fare construction points.</p> <p>Fare Construction Points [C](Applicable to SK/AC/CP only) means the terminal points of a fare component (these are also termed fare break points).</p> <p>Flight Coupon means a portion of the passenger ticket that indicates particular places between which the coupon is good for carriage.</p> <p>Foreign Air Transportation means transportation between a point in the United States and a point outside thereof.</p> <p>French Gold Francs means the francs consisting of 65.50 milligrams of gold with a fineness of nine hundred thousandths.</p> <p>Gateway (A) Gateway means the passenger's first point of arrival or last point of departure in Areas 1, 2 or 3.</p> <p>Guardian means a legal guardian or a person acting in lieu of parents in the event of death or legal incapacity of parents.</p> <p>Half Round Trip Fare means half of a specified or constructed round trip normal or special fare. In the absence of a specified or constructed round trip normal fare, the one way normal fare is considered to be a half round trip normal fare. If a specified or constructed one way special fare may be doubled to establish a round trip special fare, the one way special fare is considered to be a half round trip special fare.</p> <p>Hospitalization (Applicable to AZ, SK) means confinement/admittance to a hospital on an in-patient basis for at least one night. NOTE: Out-patient care does not constitute hospitalization.</p> <p>IATA Rate of Exchange means the rate of exchange issued by IATA from time to time and published in Rule 145 (E).</p> <p>Iberian Peninsula means the area comprised of Gibraltar, Portugal (including Azores and Madeira) and Spain (including Balearic and Canary Islands).</p>
<p>For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.</p>	
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RULE	SECTION I - GENERAL RULES
1	<p><u>DEFINITIONS</u> (Continued)</p> <p><u>Immediate Family</u>, except as otherwise indicated, shall mean: (A) (Not applicable between Canada and Puerto Rico/Virgin Islands) spouse, children, adopted children, sons-in-law, daughters-in-law, grandchildren, brothers, brothers-in-law, sisters, sisters-in-law, parents, fathers-in-law, mothers-in-law and grandparents. (B) (Applicable between Canada and Puerto Rico/Virgin Islands.) spouse, children, grandchildren, parents, brothers, sisters, daughters-in-law, sons-in-law, fathers-in-law, mothers-in-law, and grandparents.</p> <p><u>Indian Subcontinent</u> means the area comprised of Afghanistan, Bangladesh, India, Nepal, Pakistan and Sri Lanka.</p> <p>C [C]<u>Indirect Route</u> (Applicable to SK/AC/CP only) means any scheduled continuous air route other than a direct route.</p> <p>C [C]<u>Infant</u> (Applicable to SK/AC/CP only) means a person who has not reached his/her second birthday as of the date of commencement of travel.</p> <p><u>Interline Transfer Point</u> means any point at which the passenger transfers from the services of one carrier to the services of another carrier.</p> <p><u>Interline Transportation</u> means transportation on the services of more than one carrier.</p> <p><u>International Carriage</u> means (except when the Convention is applicable) carriage in which, according to the contract of carriage, the place of departure and any place of landing are situated in more than one state. As used in this definition, the term "state" includes all territory subject to the sovereignty, suzerainty, mandate, authority or trusteeship thereof. International carriage as defined by the Convention means any carriage in which, according to the contract of carriage, the place of departure and the place of destination, whether or not there be a break in the carriage or a transshipment, are situated either within the territories of two High Contracting Parties to the Convention or within the territory of a single High Contracting Party to the Convention, if there is an agreed stopping place within a territory subject to the sovereignty, suzerainty, mandate or authority of another power even though that power is not a party to the Convention.</p> <p><u>International Transportation</u> means any transportation or other services, furnished by any carrier, which are included within the scope of the term "international transportation" as used in the Convention for the Unification of Certain Rules Relating to International Transportation by Air signed at Warsaw, October 12, 1929, or such convention as amended, whichever may be applicable to the transportation hereunder and to which the said Convention applies. For the purpose of determining the applicability of the term "international transportation:" <u>Agreed Stopping Place.</u> All stops between the original place of departure and the place of final destination scheduled by any carrier by air which participates in the transportation between such places, as shown in the schedules or time tables of such carriers shall constitute "agreed stopping places;" but each participating carrier reserves the right to alter the "agreed stopping places" in the case of necessity without thereby depriving the transportation of its international character; and <u>Single Operation.</u> Transportation to be performed by several successive carriers by air, arrangements for which are made in advance, is regarded as "a single operation" and shall be deemed to be "one undivided transportation" whether one or more tickets or other documents are issued to cover such transportation, and whether or not all such tickets or documents are issued prior to the commencement of such transportation; but this provision shall not be deemed to contain an exclusive definition of transportation which is regarded by the parties as "a single operation".</p> <p><u>Interstate Transportation</u> means transportation between a point in any state of the United States and the District of Columbia and a point in any other state of the United States or the District of Columbia.</p>
<p>For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.</p>	
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RULE	SECTION I - GENERAL RULES
1	<p>DEFINITIONS (Continued)</p> <p><u>Intraline Transportation</u> means transportation solely over the services of a single carrier.</p> <p><u>Jet Aircraft</u> (Applicable between Canada and Puerto Rico/Virgin Islands) means the following aircraft (and all series thereof): A-300, B-320C, B-707, B-720, B727, B-737, B-747, BAC-111, BAC-1-11, Caravelle, CV-880, CV-990, DC-8, DC-9, DC-10, F-28 and L-1011.</p> <p><u>Journey</u> (Applicable to SK only) means all travel included on a ticket or group of conjuncted tickets.</p> <p><u>[N]Journey</u> (Applicable to AC/CO only) the origin to destination of an entire ticket.</p> <p><u>Local Combination</u> (Applicable to SK only) means combination of fares between the same points.</p> <p><u>Local Currency</u> fares means fares and related charges expressed in the currency of the country of commencement of travel, as defined in Rule 145 (A).</p> <p><u>Maximum Outside linear Dimensions</u> means the sum of the greatest outside length plus the greatest outside depth plus the greatest outside height.</p> <p>(Applicable to SK only) <u>Maximum Stay</u> means the number of days counting from the day after departure, or the number of months counting from the day of departure, to the last day return travel may commence from the last stopover point (including for this purpose the point of turn around). When no maximum stay period is stated in the rule, the maximum stay period shall, in no case, be more than one year from the date travel commences from the point of origin.</p> <p><u>Medical Certificate</u> means the following: (A) In the case of illness a note issued by a doctor on letterhead or prescription pad. (B) In the case of hospitalization - a copy of any document certifying hospitalization issued by the hospital administration involved.</p> <p><u>Micronesia</u> Means the area comprised of Guam, Johnston Island, Marshall Islands, Caroline Islands, Palau Island and Mariana Islands.</p> <p><u>Mid-Atlantic</u> (Applicable to AZ only) 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, Puerto Rico, St. Kitts-Nevis-Anguilla, Saint Lucia, St. Martin, St. Vincent, Suriname, Trinidad and Tobago and United States Virgin Islands.</p> <p><u>Middle East</u> means the area comprised of Aden, Bahrain, Cyprus, Egypt, Islamic Republic of Iran, Iraq, Israel, Jordan, Kuwait, Lebanon, Muscat and Oman, Qatar, Saudi Arabia, Sudan, Syrian Arab Republic, Trucial, United Arab Emirates and Republic of Yemen.</p> <p><u>Military Agencies</u> means departments of the Army, Navy, and Air Force, the Marine Corps, the Coast Guard, the respective academies of the Army, Navy, Air Force, and Coast Guard, and the National Guard. The Reserve Officer Training Corps is not included.</p> <p><u>Military Passenger</u> means military personnel of the U.S. military agencies who are on active duty status or who have been discharged from active military service within seven days of the date of travel.</p>
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RULE	SECTION I - GENERAL RULES
1	<p>DEFINITIONS (Continued)</p> <p>(Applicable to SK only)</p> <p>Minimum Stay means the number of days counting from the day after departure, or the number of months counting from the day of departure, on the first outbound international sector to the earliest day return travel may commence from the last international stopover point outside the country of origin (including for this purpose the point of turnaround). When no minimum stay period is stated in the rule, return travel may commence at any time within the period of validity of the fare.</p> <p>Miscellaneous Charges Order means a document issued by a carrier or its agents requesting issue of and appropriate passenger ticket and baggage check or provision of services to the person named in such document.</p> <p>NOTE: (Applicable to SK only) Clarification of unspecified and specified MCO's used for total and/or part payment of air tickets IX1. Unspecified MCO's are cash money and type of transaction will be dependent upon place of ticket issuance. Specified MCO's are a sale and the type of transaction will be dependent upon where the MCO was purchased.</p> <p>Month(s) (Applicable to AZ only) means a period of time from a given date in one month to the corresponding date in a subsequent month(s), e.g. 1 Month: January 1 to February 1 2 Months: January 15 to March 15</p> <p>EXCEPTION 1: When the given date is the last date in one month, the corresponding date in a subsequent month(s) shall be the last date in such subsequent month, e.g. 1 Month: January 31 to February 28, 29 1 Month: March 31 to April 30 2 Months: June 30 to August 31</p> <p>EXCEPTION 2: When the corresponding date does not exist in a shorter subsequent month, the month(s) shall mean from a given date in one month to the last date of such shorter subsequent month, e.g. 1 Month: January 31 to February 28, 29 2 Months: July 31 to September 30</p> <p>National means a person who has the citizenship of a country, either by birth or by naturalization.</p> <p>(Not applicable to SK) Normal Fare means the full fare established for a regular or usual service, the application of which is not dependent upon any limited period of ticket validity or other special circumstances. Unless otherwise specified in the provisions of this tariff, normal fares shall be considered to include the following, all year one-way, round trip, circle trip and open jaw trips, First Class, Business Class, Executive Class, Economy Class, one-class Standard Service, Standard Service, Tourist/Coach Class service and Thrift Class service fares, on-season and off-season fares.</p> <p>Normal Fare (Applicable to SK only) means a fare established for First, Intermediate or Economy Class service and any other fares denominated and published as a normal fare. Children's fares and infants' fares which are established as a percentage of the fares referred to above are also considered to be normal fares.</p> <p>North Central Pacific means all routes between points in Canada/U.S.A. on the one hand and points in area 3 except points in the Southwest Pacific, on the other hand via the Pacific Ocean.</p> <p>North America means the area comprising Alaska, Canada, Continental U.S.A. and Mexico.</p> <p>Neutral Unit of Constructions (NUC) means the unit value equivalent of local currency fares, add-ons and related charges derived by converting same using the IATA rate of exchange.</p> <p>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 M 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.</p> <p>Online Transfer Point means any point at which the passenger transfers from one service of a carrier to another service of the same carrier (bearing a different flight number).</p>

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RULE	SECTION I - GENERAL RULES
1	<p>DEFINITIONS (Continued)</p> <p><u>Open Jaw</u> (Special Fares) (Applicable to SK only) means travel comprising two international fare components whereby:</p> <ol style="list-style-type: none"> (1) For "turnaround open jaw" the outward point of arrival and the inward point of departure are different, or (2) For "origin open jaw" the outward point of departure and the inward point of arrival are different, or (3) For "single open jaw" either (1) or (2) applies, or (4) For "open jaw" any combination of the above may apply. <p><u>Open Jaw Trip</u> (Not applicable to SK only) means:</p> <ol style="list-style-type: none"> (A) (Not applicable between Canada and Puerto Rico/Virgin Islands) travel which is essentially of a round trip nature but the outward point of departure and inward point of arrival and/or outward point of arrival and inward point of departure of which are not the same. (B) (Applicable between Canada and Puerto Rico/Virgin Islands.) <u>Open Jaw Trip</u> means any trip which is essentially of a round trip or circle trip nature but the outward point of departure and the inward point of arrival or the outward point of arrival and inward point of departure of which are not the same. <p style="text-align: center;"><u>Example of Open Jaw Trip</u></p> <p style="text-align: center;">Point 1 ----- Point 2 Point 3 -----</p> <p>C <u>[C]Origin</u> (Applicable to SK/AC/CP only) means the initial starting place of the journey as shown on the ticket.</p> <p><u>Other Charges</u> means charges such as taxes, fees, etc not to be shown in the fare construction box of the ticket excluding excess baggage charges.</p> <p><u>Passenger</u> means any person, except members of the crew, carried or to be carried in an aircraft with the consent of carrier.</p> <p><u>Passenger Coupon</u> means that portion of the passenger ticket constituting the passenger's written evidence of the contract of carriage.</p> <p><u>Passenger Ticket</u> means those portions of the ticket issued by the carrier that provide for the carriage of the passenger.</p> <p>C <u>[N]Point of Turnaround</u> (Applicable to AC/CP only) the farthest geographical fare break (between two fare components) from the Pricing Unit origin.</p> <p><u>Prepaid Ticket Advice</u> means:</p> <ol style="list-style-type: none"> (A) (Not applicable between Canada and Puerto Rico/Virgin Islands) the notification between offices of a carrier by teletype, commercial wire or mail that a person in one city has purchased and requested issuance of prepaid transportation to a person in another city. (B) (Applicable between Canada and Puerto Rico/Virgin Islands) the notification between offices of a carrier or between carriers that a person in one location has purchased and requested issuance of prepaid transportation as described in the authority to another person in another location. <p>C <u>[N]Pricing Unit</u> (Applicable to AC/CP only) a journey or part of a journey which is priced as a separate entity, i.e. is capable of being ticketed separately.</p> <p><u>Propeller Aircraft</u> (Applicable between Canada and Puerto Rico/Virgin Islands) means the following aircraft (and all series thereof): Aero Commander 500B, Beechcraft 99, BoeingVertol 107, Britannia, CD-2 GAF N22-B/N 24-A Nomad, Cessna 180, Cessna 185, Cessna 402, Cessna Titan 404, CV-240, CV-340, CV-440, CV-540, CV-580, CV-600, CV-640, DC-3, DC-4, DC-6, DC-7, DeHavilland DHC-2, DeHavilland DHC-6, Electra, F-27, FH-227, Grumman G-21, Grumman G-73, G-21A Turbo Goose, HP Herald L-188, L-749, L-1049, L-1649, M-202, M-404, NORD-262, NORD M-298, Pilatus Porter PC6/350, Pilatus Porter PC6/A, PA-18, Piper Aztec, Piper Navajo, Short-Harland SC-7, Short Skyvan, Sikorsky S-55, Sikorsky S-58-C, Sikorsky S-61, Sikorsky S-62-A, Super Catalina PBY, Swearingen Metro (GA226), Twin Otter Vanguard, Viscount, Westland SR-NS and YS-11.</p> <p><u>Proportional Fare</u>: See "Arbitrary"</p> <p>C <u>[C]Rebooking</u> (Applicable to SK/AC/CP only) means change of reservation or other changes which do not require ticket reissuance.</p> <p><u>Related Charges</u> means those charges to be shown in the fare construction box of the ticket and excess baggage charges.</p> <p>C <u>[C]Related Charges</u> (Applicable to AC/CP only) charges such as cancellation penalties, non-refundable amounts, rebooking and rerouting charges, stopover charges, weekend surcharges etc., and excess baggage charges.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

ISSUED: June 8, 2000	EFFECTIVE: July 23, 2000
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 Cancels 28th Revised Page 30-A

RULE **SECTION I - GENERAL RULES**

1 DEFINITIONS (Continued)

Reroute
 (A) (C)(Not applicable to or AZ/AC/CP) Means to issue a new ticket covering transportation to the same destination as, but via a different routing than, that designated on the ticket, or portion thereof, than held by the passenger, or to honor the ticket, or portion thereof, then held by the passenger for transportation to the same destination as, but via a different routing than, that designated thereon.
 (B) (Applicable to AZ only) A change of routing, fare, carriers, class of service, flight or date from that originally provided for on the ticket. Not applicable to open tickets.

(N) Rerouting (Applicable to AC/CP only) change of routing or other changes which require ticket reissuance.

Resident means a person normally living in a country; provided that a more restricted definition may form part of an agreement reached locally.

(N) Return Subjourney (Applicable to AC/CP only) part of a journey wherein travel is from a point/country and return thereto 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.

(C) Round-the-World (RTW) (Applicable to SK/AC/CP only) means travel from the point of origin and return thereto which involves only one crossing of the Atlantic and only one crossing of the Pacific Ocean.

Round Trip
 (A) (Not applicable between Canada and Puerto Rico/Virgin Islands.) Round trip means travel 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 of 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.
 (B) (Applicable between Canada and Puerto Rico/Virgin Islands.) Round trip means any trip, the ultimate destination of which is the point of origin, and which is made via the same routing and the same carrier in both directions.
Examples of Round Trips

	Airline A		
<u>Example of local round trip:</u>	Point 1	Point 2	
	Airline A		
	Airline A		Airline B
<u>Example of joint round trip:</u>	Point 1	Point 2	Point 3
	Airline A		Airline B

 (C) (Applicable to SK only)
 If the fare to be used differs through class of service/seasonality/midweek-weekend/carrier variations, the outbound fare shall be used also for the inbound fare component for the purpose of determining if the journey is a round trip.

(N) Round Trip (Applicable to AC/CP only) 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 normal half round trip fare for each 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 if the fares to be used differ through class of service/seasonality/midweek/carrier variations, the outbound fare shall be used also for the inbound fare component for the purpose of determining if the pricing unit is a round trip.

Routing means the carrier(s) and/or the cities and/or class of service and/or type of aircraft (jet or propeller) via which transportation is provided between two points.

Scandinavia means the area comprising Denmark, Norway and Sweden.

School Year means a period of 12 consecutive months less whatever interruptions for vacations are normally granted by the education establishment at which the student is enrolled; provided that where the official scholastic year is less than 12 months, "School Year" shall mean not less than 6 months period less whatever interruptions for vacations are normally granted at the educational establishment at which the student is enrolled.

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For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

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 Cancels 35th Revised Page 30-B

RULE	SECTION I - GENERAL RULES
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1	<p>DEFINITIONS (Continued)</p> <p><u>Special Drawing Right</u> means a special unit of currency, the currency values of which fluctuate and are recalculated each banking day. These values are known to most commercial banks and are reported in some newspapers and in the IMF Survey, published weekly by the international monetary fund, Washington, D.C. 20431.</p> <p><u>Side Trip</u> (Applicable to SK only) means a journey from and/or to an en-route point of a fare component.</p> <p><u>Side Trip Combination</u> means the combination of a fare which could be ticketed separately from and/or to an en-route point of a fare component.</p> <p><u>Single Open Jaw Trip</u> means travel that is essentially of a round trip nature, except that the outward point of arrival and inward point of departure are not the same or the outward point of departure and inward point of arrival are not the same. <u>Example of Single Open Jaw</u></p> <div style="text-align: center;"> <table style="margin: auto;"> <tr> <td style="text-align: center;"><u>Point 1</u></td> <td style="text-align: center;">_____</td> <td style="text-align: center;"><u>Point 2</u></td> </tr> <tr> <td></td> <td style="text-align: center;"><u>Point 3</u></td> <td></td> </tr> </table> </div> <p>EXCEPTION: (Applicable between Canada and Puerto Rico/Virgin Islands) Single Open-Jaw means any trip which is essentially of a round or circle trip nature, but the outward point of arrival and the inward point of departure are not the same.</p> <p>C <u>SITI</u> [N](Not applicable to SK) means the sale and ticket issuance are both in the country of commencement of transportation.</p> <p>C <u>SITD</u> [N](Not applicable to SK) means the sale is made in the country of commencement of transportation and the ticket issuance is outside the country of commencement of transportation.</p> <p>C <u>SOTI</u> [N](not applicable to SK) means the sale is made outside the country of commencement of transportation and the ticket issuance is in the country of commencement of transportation.</p> <p>C <u>SOTD</u> [N](Not Applicable to SK) means the sale and ticket issuance are both outside the country of commencement of transportation.</p> <p><u>South America</u> means the area comprising Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, French Guiana, Guyana, Paraguay, Peru, Suriname, Uruguay and Venezuela.</p> <p><u>South East Asia</u> means Brunei Darussalam, Cambodia, China, Guam, Hong Kong, Indonesia, Kazakhstan, Kyrgyzstan, Laos, People's Democratic Republic of, Malaysia, Mongolia, Myanmar, Philippines, Singapore, Taiwan, Province of, Tajikistan, Thailand, Turkmenistan, Russian Federation (East of Urals), Uzbekistan and Viet Nam.</p> <p><u>South Pacific</u> means the area comprising of all routes between points in the U.S.A./Canada on the one hand and points in the Southwest Pacific on the other hand via the Pacific Ocean.</p> <p><u>Southern Africa</u> means points within Africa comprised of Botswana, Lesotho, Mozambique, Namibia, South Africa and Swaziland.</p> <p><u>Southwest Pacific</u> means that area comprised of American Samoa, Australia, Cook Islands, Fiji, French Polynesia, Gilbert and Ellice Islands, Loyalty Islands, New Caledonia, New Hebrides, New Zealand, Papua New Guinea, Samoa, Society Islands, Solomon Islands, Tonga and intermediate islands.</p> <p><u>Special Fare</u> means a fare other than a normal fare.</p> <p><u>Stopover</u> (A) (Not applicable to AZ, QF, SK; applicable between Canada and Puerto Rico/Virgin Islands) A stopover is equivalent to a break of journey, and means a deliberate interruption of a journey by the passenger, agreed to in advance by carrier, at a point between the place of departure and the place of destination.</p>	<u>Point 1</u>	_____	<u>Point 2</u>		<u>Point 3</u>	
<u>Point 1</u>	_____	<u>Point 2</u>					
	<u>Point 3</u>						

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For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

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41st Revised Page 30-C
 Cancels 40th Revised Page 30-C

RULE	SECTION I - GENERAL RULES
1	<p>DEFINITIONS (Continued)</p> <p>Stopover (Continued)</p> <p>(B) (Applicable to NZ only.) Stopover means a stop at an intermediate point from which the passenger is not scheduled to depart on the date of arrival; provided that where there is no scheduled connecting departure on the date of arrival, departure on the next day within 24 hours of arrival shall not constitute a stopover. EXCEPTION: For travel between New Zealand and Canada, stopover means a stop at an intermediate point from which the passenger is not scheduled to depart on the date of arrival.</p> <p>C (C) (Applicable to AZ, SN only.) A stopover is equivalent to a break of journey and means a deliberate interruption of a journey by the passenger, agreed to in advance by carrier, at a point between the place of departure and place of destination. Furthermore, a stopover will be deemed to occur at an intermediate point from which the passenger is not scheduled to depart on the date of arrival. If there is no connecting departure scheduled on the date of arrival, departure on the next day within 24 hours of arrival shall not constitute a stopover. If a portion of the routing is travelled by surface transportation, one stopover shall be deemed to have been taken for such portion. EXCEPTION: (Applicable to SN only.) If there is no SN connecting departure scheduled on the date of arrival, departure on a SN flight the following day shall not be deemed a stopover.</p> <p>C (D) [C](Applicable to AC/CP only) When a passenger arrives at an intermediate point and is not scheduled to depart within 24 hours at arrival. EXCEPTION: For travel wholly within Central America or for travel between Central America and Panama: When passenger arrives at an intermediate point and is not scheduled to depart within 6 hours of arrival.</p> <p>(F) (Applicable to QF only) Stopover means a stop at an intermediate point from which the passenger is not scheduled to depart on the date of arrival; provided that where there is no scheduled connecting departure on the date of arrival, departure on the next day or within 24 hours of arrival shall not constitute a stopover.</p> <p>(G) (Applicable to SK only) means a deliberate interruption of a journey by the passenger, agreed to in advance by carrier, at a point between the place of departure and place of destination. Furthermore, a stopover will be deemed to occur when a passenger arrives at an intermediate point and is not scheduled to depart within 24 hours of arrival. If a portion of the routing is traveled by surface transportation, one stopover shall be deemed to have been taken for such portion.</p> <p>Surface Sector (Applicable to SK only) means a sector between two intermediate points of a fare sector, where travel is via other than air transportation. In the case of a mileage fare, the ticketed point mileage between the origin and destination of the surface sector is included in the ticketed point mileage calculation of the through fare sector. In the case of a routing fare, both the origin and destination points of the surface sector must be on the specified routing. The fare over the surface sector is covered by the charged through fare.</p> <p>C [C]Through Fare (Applicable to SK/AC/CP only) means a fare applicable for travel between two consecutive fare construction points via an intermediate point(s).</p> <p>Ticket means the "Passenger Ticket and Baggage Check," including all flight, passenger and other coupons therein, issued by carrier, which provide for the carriage of the passenger and his baggage.</p>
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For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.	
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42nd Revised Page 30-D
 Cancels 41st Revised Page 30-D

RULE	SECTION I - GENERAL RULES
<p>1</p> <p>C</p> <p>C</p> <p>C</p> <p>C</p> <p>C</p> <p>C</p> <p>C</p>	<p>DEFINITIONS (Continued)</p> <p><u>Ticketed Point</u> 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 of two carriers such as for an interchange flight will not be permitted on one flight coupon.</p> <p><u>Transatlantic Sector</u> means that portion of travel covered by a single flight coupon from the point of departure in Area No. 1 to the point of arrival in Area No. 2 and vice versa.</p> <p><u>Transfer</u> means a change from the flight on one carrier to the flight of another carrier; or a change from the flight of a carrier to another flight of the same carrier bearing the same flight number; or a change from the flight of a carrier to another flight (that is) a service bearing a different flight number of the same carrier, irrespective of whether or not a change of aircraft occurs.</p> <p><u>Transfer Point</u> means any point at which the passenger transfers from the services of one carrier to another service of the same carrier (bearing a different flight number) or to the service of another carrier.</p> <p><u>Transit Point</u> means any stop at an intermediate point on the route to be travelled (whether or not a change of planes is made) which does not fall within the definition of a stopover.</p> <p><u>Transpacific Sector</u> means the portion of travel covered by a single flight coupon from the point of departure in Area 1 to the point of arrival in Area 3 and vice versa.</p> <p><u>Trust Territory</u> means the area comprising the Caroline Islands, Mariana Islands and Marshall Islands.</p> <p><u>Unchecked Baggage</u> which is equivalent to hand luggage, is baggage other than checked baggage.</p> <p><u>United Kingdom or U.K.</u> means England, Scotland, Wales and Northern Ireland.</p> <p>[N]<u>Unit Origin</u> (Applicable to AC/CP only) The initial starting point of a pricing unit.</p> <p>[N]<u>Unit Destination</u> (Applicable to AC/CP only) The ultimate stopping place of a pricing unit.</p> <p>"United States of America" or the "United States" or the "U.S.A." each means, unless otherwise specified, the area comprising the 48 contiguous Federated States; The Federal District of Columbia; Alaska, Hawaii, Puerto Rico, The U.S. Virgin Islands; American Samoa; The Canal Zone; Guam; Midway and Wake Islands.</p> <p><u>United States Department of Defense</u> means the U.S. Departments of the Army, Navy, and Air Force and the U.S. Marine Corps.</p> <p><u>Validate</u> means to stamp or write on the passenger ticket an indication that the passenger ticket has been officially issued by carrier.</p> <p><u>Virgin Islands</u> (Applicable between Canada and Puerto Rico/Virgin Islands) means the Virgin Islands of the U.S.</p> <p><u>West Africa</u> (Applicable to AC, AZ, CP, SK, SN only) The term 'West Africa' shall be deemed to apply to: Angola, Benin, Burkina Faso, Cameroon, Cape Verde, Central African Republic, Chad, Congo, Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Cote D' Ivoire, Liberia, Mali, Mauritania, Niger, Nigeria, Sao Tome and Principe, Senegal, Sierra Leone, Togo and Zaire.</p> <p><u>Westbound</u> means travel from a point in Area Nos. 2 or 3 to a point in Area No. 1 via the Atlantic Ocean or travel from a point in Area No. 1 to a point in Area Nos. 2 or 3 via the Pacific Ocean.</p> <p>[C]<u>Western Hemisphere</u> (Not applicable to AC/CP) means the United States of America, Canada, Greenland, Mexico, Central and South America, Bermuda, Bahamas and the islands of the Caribbean Sea.</p> <p>[C]<u>Western Hemisphere</u> (Applicable to AC/CP only) means the United States of America, Canada, Greenland, Mexico, Central and South America, Bermuda, Bahamas, the islands of the Caribbean Sea, St. Pierre and Miquelon.</p>
(Continued on next page)	
For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.	
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12th Revised Page 30-E
 Cancels 11th Revised Page 30-E

RULE

SECTION I - GENERAL RULES

C2 STANDARD FORMAT OF ELECTRONIC RULES - PART A (Applicable to AZ/EI/(NIFF/NZ/PH/QF/TZ only)RULE TITLE/APPLICATION (Category **)

This category contains the rule title and defines the application of the rule. It will be used to indicate the geographical application of the rule, type of service (first, coach, etc.), type of transportation (one way or round trip), type of journey (single open jaw, round trip, etc.) and applicability for use with joint fares, tour fares and group fares. Provisions for capacity limitations, General Rules which are NOT applicable and miscellaneous information which is not category specific will also appear here. This category will appear with every rule with at least the rule title.

ELIGIBILITY (Category 1)

This category is used to define the identification requirements and age range for a particular passenger type, if such conditions exist. It is not used to define the actual passenger types, e.g. clergy, military, etc., for a fare class. Passenger type information is provided in the Fare Class Application. If this category is not present, the assumption is that there are no eligibility restrictions.

DAY/TIME (Category 2)

This category reflects times and/or days when travel is permitted. The day/time information applies to origins of trips scheduled to depart during that time period. If this category is not present, the assumption is that the fare is available for travel at all times of the day and all days of the week.

SEASONALITY (Category 3)

This category is used to reflect the dates of a specific season or the dates on which a fare is valid. The assumption for applying this category is that a seasonal fare is based on the season of the origin portion of travel. The seasonal level in effect at the origin is used for all subsequent travel regardless of date. If this category is not present, the assumption is that the fare is available every day of the year.

FLIGHT APPLICATION (Category 4)

This category reflects information regarding the use of a fare on specific flight numbers, types of service (non-stop, multi-stop, etc.), equipment types and travel via points. It may be used to reflect either positive or negative application of the information. If this category is not present, it indicates that there are no flight restrictions for the fare.

ADVANCE RESERVATIONS/TICKETING (Category 5)

- (1) Advance Purchase, Super Advance Purchase, Group and Special Excursion (PEX) fares and Inclusive Tour fares must be booked in advance for the entire journey.
- (2) Advance Purchase, Super Advance Purchase and Special Excursion (PEX) fare tickets must show confirmed reservations for the entire journey.

MINIMUM STAY (Category 6)

- (1) The number of days counting from the day of departure, on the first outbound international sector to the earliest day return travel may commence from the last international stopover point (including for this purpose, the point of turnaround).
- (2) Waiver on Minimum Stay provisions are permitted only in the event of death.

MAXIMUM STAY (Category 7)

The number of days counting from the day of departure, to the last day return travel may commence from the last stopover point (including for this purpose, the point of turnaround).

STOPOVERS (Category 8)

Stopovers are permitted.

TRANSFERS (Category 9)

Where transfers are limited by number, an interline transfer shall be permitted at the point of turnaround/fare construction points; provided that such transfer shall not be counted.

PERMITTED COMBINATIONS (Category 10)

Fares used in combination are to be shown separately on the ticket.

BLACKOUT DATES (Category 11)

This category is used to define single dates or date ranges when travel is not permitted. The assumption is made that blackouts apply to the scheduled departure time of a flight regardless of the portion of the passenger's travel they represent. If this category is not present, the fare is not subject to blackout dates.

SURCHARGES (Category 12)

This category defines the conditions under which surcharges are applicable and the corresponding charge. The assumption is that there are no surcharges unless this category is present. If restrictions for a fare may be waived or modified based upon payment of a charge, these conditions will be found in either this category or in (Category 16), PENALTIES.

(Continued on next page)

+ - Effective May 27, 2000.

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

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(Except as Noted)

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 Cancels 6th Revised Page 30-F

RULE	SECTION I - GENERAL RULES
C2	<p>†[N]STANDARD FORMAT OF ELECTRONIC RULES - PART A (Continued)</p> <p>ACCOMPANIED TRAVEL (Category 13) This category is used as a component of a rule when travel with one or more other passengers is necessary to qualify for a fare. <u>If this category is not present, any passenger may travel alone over the entire routing.</u></p> <p>TRAVEL RESTRICTIONS (Category 14) This category is used to state specific travel date restrictions. Usually these are the dates when the fare may first be used for travel or after which it may no longer be used. <u>If this category is not present, the fare is available for travel at all times.</u></p> <p>SALES RESTRICTIONS (Category 15) This category is used to define a fare that is available for sale subject to restrictions based on date, point of sale or similar conditions. The dates are most commonly first and last reservation or ticketing dates. <u>If this category is not present, the fare is available for reservations and ticketing at all times, anywhere and by anyone.</u></p> <p>PENALTIES (Category 16) (1) <u>Cancellation and No-Show</u> For Inclusive Tour fares, no retroactive application of any fare established for use only in conjunction with inclusive tours shall be granted after commencement of travel. (2) <u>Rebooking and Rerouting</u> Individual fares: permitted. Group fares: voluntary - not permitted. involuntary - permitted.</p> <p>HIGHER INTERMEDIATE POINT (Category 17) It is assumed that the Higher Intermediate Point rule applies. This category is used to negate that assumption when stopovers or connections are made at specific geographic locations.</p> <p>TICKET ENDORSEMENTS (Category 18) Advance Purchase, Super Advance Purchase and Special Excursion (PEX) fare tickets and any subsequent reissue must be annotated: "NONREF/APEX" or "NONREF/PEX", as applicable.</p> <p>CHILDREN'S DISCOUNTS (Category 19) (1) Children: 50 percent of the applicable adult fare. (2) Infants: 10 percent of the applicable adult fare.</p> <p>TOUR CONDUCTOR DISCOUNTS (Category 20) This category is used to provide either specific fare amounts or the information for calculating discount fares for tour conductors. It also specifies accompanying travel requirements travel requirements for the tour conductors travelling at the calculated or specified fare. <u>If this category is not present, the fare is not discountable for tour conductors.</u></p> <p>AGENT DISCOUNTS (Category 21) This category is used to provide either specific fare amounts or the information for calculating discount fares for agents. It also specifies the accompanying travel requirements for agents travelling at the calculated or specified fare. <u>If this category is not present, the fare is not discountable for agents.</u></p> <p>ALL OTHER DISCOUNTS (Category 22) This category is used to provide the specific fare amounts or the information for calculating discount fares for all passenger types other than children, tour conductors and agents. It also specifies the accompanying travel requirements for the passengers travelling at the calculated or specified fare. <u>If this category is not present, the fare is not discountable for the passenger types that fall into this category.</u></p> <p>MISCELLANEOUS PROVISIONS (Category 23) This category is used to specify whether specific fares should or should not be used for construction of unpublished fares, proration, refund calculation, currency adjustments or as proportional fares. <u>The assumption is that fares may be used for any purposes.</u></p> <p>(Category 24) Currently Not Available</p> <p>(Category 25) Currently Not Available</p>
(Continued on next page)	
† - Effective April 1, 2000 for transportation to/from the U.S.A. † - Effective May 15, 2000 for transportation to/from Canada.	
†Provisions of Rule 2 formerly appearing on this page and not brought forward are hereby cancelled.	
For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.	
ISSUED: March 31, 2000	EFFECTIVE: May 30, 2000 (Except as Noted)

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RULE	SECTION I - GENERAL RULES
C2	<p>†(N)STANDARD FORMAT OF ELECTRONIC RULES - PART A (Continued)</p> <p>GROUPS (Category 26)</p> <p>(1) Group Size A minimum group size refers to the minimum number of passengers required to form a group which will permit the use of a particular fare. Unless otherwise specified in the fare rule, in order to determine the minimum group size, two children each paying at least 50 percent of the applicable group fare will be counted as one member of the group.</p> <p>(2) Affinity Groups</p> <p>(a) The travel group shall be formed from affinity groups, i.e. members or employees of the same association, corporation, company or other legal entity (hereinafter referred to as the "organization") which shall have principal purposes, aims and objectives other than travel, and sufficient affinity existing prior to the application for transportation to distinguish it and set it apart from the general public; provided that no transportation may be offered to an organization:</p> <p>(b) With respect to the formation of affinity travel groups:</p> <p>(i) solicitation shall be limited to personal letters, circulars and telephone calls addressed to members of the organization, to group publications intended solely for members of the organization (or for members of the federation or body to which the organization belongs) and to any other form of solicitation not being public solicitation as defined in (iii) below,</p> <p>(ii) solicitation shall be effected only by officials of the organization or members of the travel group,</p> <p>(iii) "public solicitation" shall be deemed to exist when the group transportation is described, referred to or announced in advertisements or any other writing or by means of public communication, whether paid or unpaid, including but not limited to telephone campaigns, radio, telegraph and television; provided, however, that a statement in public news media, other than advertisement, that could not reasonably be construed as calculated or likely to induce travel as a member of the travel group and which has not been initiated by the organization, any member of the travel group, the carrier or an agent or representative of any of them, shall not be considered public solicitation,</p> <p>(iv) the travel group shall not be gathered directly or indirectly by a person engaged in soliciting or selling transportation services or providing or offering to provide transportation to the general public, provided that the mere ascertainment of the group fare and/or its collection from members of the travel group shall not of itself be deemed to constitute engaging in such acts; provided further that if the organizer of the travel group (hereinafter referred to as "applicant") employs a travel agent to assist in the travel arrangements, such travel agent shall in no way solicit members of the travel group, except that after the party to be transported is formed the travel agent may contact members of such group for the purposes of arranging other travel services in addition to assisting in travel arrangements,</p> <p>(v) each member of the travel group shall be a member of the organization at the time of application for the group fare and shall have been such a member for at least six months immediately prior to the date on which the transportation will commence,</p> <p>(vi) the travel group may include the spouse and dependent children of a member of the organization from which the party to be transported is drawn and the parents of a member living in the same household as the member; provided, however, that any such spouse, dependent children or parents are accompanied on the flight by such member unless the member has been compelled to cancel his passage and only if such member's fare is not refunded.</p>
(Continued on next page)	
† - Effective April 1, 2000 for transportation to/from the U.S.A.	
† - Effective May 15, 2000 for transportation to/from Canada.	
†Provisions of Rule 2 formerly appearing on this page and not brought forward are hereby cancelled.	
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NO. IPR-2

1st Revised Page 30-H
Cancels Original Page 30-H

RULE	SECTION I - GENERAL RULES
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| C2 | <p>†(N)STANDARD FORMAT OF ELECTRONIC RULES - PART A (Continued)</p> <p><u>GROUPS (Category 26) (Continued)</u></p> <p>(3) <u>Own Use Groups</u>
The travel group shall be formed only for use of one person (which expression shall include an individual person or legal entity such as an association, partnership, company or corporation) (hereinafter referred to as "the purchaser"); provided that such purchaser shall not, wholly or partially, directly or indirectly, share the cost of air transportation with other persons interested in obtaining such transportation including the passengers carried. Notwithstanding the foregoing, such cost may have been raised by voluntary contributions, provided that:</p> <ul style="list-style-type: none"> (a) the voluntary contributions are not solicited nor obtained solely from the passengers to be carried; (b) participation in the travel group is not limited to those actually contributing; (c) the minimum amount of each person's contribution has not been prescribed by the purchaser; and (d) each person to be included in the travel group is selected by the purchaser and for reasons other than such person's request that he be included in the travel group. <p>(4) <u>Incentive Groups</u>
The travel group shall be comprised of groups of employees and/or dealers and/or agents (including spouses) of the same business firm(s), corporation(s) or enterprises(s) (excluding non-profit organizations) traveling under an established incentive travel program which rewards the employees, dealers and/or agents for past work or provides an incentive for future activities; provided that:</p> <ul style="list-style-type: none"> (a) the incentive travel program shall include air transportation, accommodations, sightseeing, entertainment and other features, the cost of which is borne entirely by such firm/corporation/enterprise and not passed on directly or indirectly to the employees, dealers or agents; (b) officials (and spouses) of such firm, corporation or enterprise may be included in the group if they are traveling for the purpose of making awards or officiating in the incentive travel program; (c) each member of the incentive group is a member of the organization at the time of application for the group fare. <p>(5) <u>Documentation</u></p> <ul style="list-style-type: none"> (a) <u>General Requirements for all Individual and Group Inclusive Tours</u>
These 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) <u>Affinity/Incentive/Non-Affinity/Own Use Group Requirements</u> <ul style="list-style-type: none"> (i) Written application, in the form required, shall provide a full description of the travel desired, the names and total number of passengers, and, where applicable, the affinity/incentive/own use provision under which the travel is being requested, and must be signed by the applicant (the person responsible for the travel arrangements of the group). (ii) The application must be submitted to the issuing carrier (the carrier whose tickets are to be issued) prior to commencement of outbound travel. The deadline for receipt of the application is specified in each particular group travel rule. (iii) Except as otherwise noted, only those passengers listed in the written application may be transported. (iv) <u>Passenger Substitution/Additions</u> - If name changes and/or additions to the list of participants in the travel group may be made after the written application has been submitted, a statement will appear in this category giving the number of changes and/or additions permitted and the deadline, if any is involved. (v) Each travel group shall be identified by a definite number (group code) assigned by the carrier. (c) <u>Group Inclusive Tour Requirements</u> <ul style="list-style-type: none"> (i) Written application, in the form required, 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 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) <u>Passenger Substitutions/Additions</u> - If name changes and/or additions to the list of participants in the travel group may be made after the written application has been submitted, a statement will appear in this category giving the number of changes and/or additions permitted and the deadline, if any is involved. |
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(Continued on next page)

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 NO. IPR-2

5th Revised Page 30-I
 Cancels 4th Revised Page 30-I

RULE	SECTION I - GENERAL RULES
C2	<p>+ [IN] STANDARD FORMAT OF ELECTRONIC RULES - PART A (Continued)</p> <p>TOURS (Category 27)</p> <p>(1) Minimum Tour Price</p> <p>(a) The minimum selling price of the Inclusive Tour, normally expressed as the applicable Inclusive Tour plus a specific dollar amount.</p> <p>(b) Any increase in the minimum selling price due to extra days of stay en route.</p> <p>NOTE: The term "Minimum Tour Price" (MTP) shall be understood to mean the minimum selling price of the tour per passenger.</p> <p>(2) Tour Features (Inclusive Tours only)</p> <p>Tour Features must include:</p> <p>(a) Except as otherwise noted, the Individual Inclusive tour must be included in it's published price and appropriate literature, in addition to air transportation, the cost of sleeping or hotel accommodations, plus any other facilities or attractions such as airport transfers, sightseeing, motorcoach trips and car rentals.</p> <p>(b) Except as otherwise noted, the Group Inclusive tour must include in it's published price appropriate literature, in addition to air transportation, the cost of airport transfers and sleeping or hotel accommodations for the total duration of the trip, plus other facilities or attractions such as sightseeing, motorcoach trips and car rentals.</p> <p>(3) Tour Literature (Inclusive Tours only)</p> <p>Tour Literature must include:</p> <p>(a) The price of the Inclusive Tour (air and land prices may be shown separately);</p> <p>(i) Except as otherwise noted, the Individual Inclusive tour must be included in it's published price and appropriate literature, in addition to air transportation, the cost of sleeping or hotel accommodations, plus any other facilities or attractions such as airport transfers, sightseeing, motorcoach trips and car rentals.</p> <p>(ii) Except as otherwise noted, the Group Inclusive tour must include in it's published price appropriate literature, in addition to air transportation, the cost of airport transfers and sleeping or hotel accommodations for the total duration of the trip, plus other facilities or attractions such as sightseeing, motorcoach trips and car rentals.</p> <p>(b) The inclusive tour code.</p> <p>(4) Tours must be paid for in full prior to commencement of travel and price of tour features and facilities may not be less than the amount specified in this category of the particular fare rule.</p> <p>VISIT ANOTHER COUNTRY (Category 28)</p> <p>This category reflects the requirements to qualify for a Visit Another Country fare, e.g., country of residence, distance from destination country and ticket purchase. If this category is not present, the assumption is that the fare is not a Visit Another Country fare.</p> <p>DEPOSITS (Category 29)</p> <p>This category indicates if there are deposit requirements to qualify for a fare, e.g., deposit amount, days required prior to ticketing/travel, refund of deposit conditions, and waivers for the deposit requirements. If this category is not present, the assumption is that there are no deposit requirements for the fare.</p>
<p>† - Effective April 1, 2000 for transportation to/from the U.S.A.</p>	
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<p>† Provisions of Rule 2 formerly appearing on this page and not brought forward are hereby cancelled.</p>	
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6th Revised Page 30-0
 Cancels 5th Revised Page 30-0

RULE	SECTION I - GENERAL RULES
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C2	<p>+ [N] STANDARD FORMAT OF ELECTRONIC RULES - PART B (Applicable to SK only)</p> <p>RULE TITLE/APPLICATION (Category **) This category contains the rule title and defines the application of the rule. It will be used to indicate the geographical application of the rule, type of service (first, coach, etc.), type of transportation (one way or round trip), type of journey (single open jaw, round trip, etc.) and applicability for use with joint fares, tour fares and group fares. Provisions for capacity limitations, General Rules which are NOT applicable and miscellaneous information which is not category specific will also appear here. This category will appear with every rule with at least the rule title.</p> <p>ELIGIBILITY (Category 1) This category is used to define the identification requirements and age range for a particular passenger type, if such conditions exist. It is not used to define the actual passenger types, e.g. clergy, military, etc., for a fare class. Passenger type information is provided in the Fare Class Application. <u>If this category is not present, the assumption is that there are no eligibility restrictions.</u></p> <p>DAY/TIME (Category 2) This category reflects times and/or days when travel is permitted. The day/time information applies to origins of trips scheduled to depart during that time period. <u>If this category is not present, the assumption is that the fare is available for travel at all times of the day and all days of the week.</u></p> <p>SEASONALITY (Category 3) This category is used to reflect the dates of a specific season or the dates on which a fare is valid. The assumption for applying this category is that a seasonal fare is based on the season of the origin portion of travel. The seasonal level in effect at the origin is used for all subsequent travel regardless of date. <u>If this category is not present, the assumption is that the fare is available every day of the year.</u></p> <p>FLIGHT APPLICATION (Category 4) This category reflects information regarding the use of a fare on specific flight numbers, types of service (non-stop, multi-stop, etc.), equipment types and travel via points. It may be used to reflect either positive or negative application of the information. <u>If this category is not present, it indicates that there are no flight restrictions for the fare.</u></p> <p>ADVANCE RESERVATIONS/TICKETING (Category 5) (1) Advance Purchase, Super Advance Purchase, Group and Special Excursion (PEX) fares and Inclusive Tour fares must be booked in advance for the entire journey. (2) Advance Purchase, Super Advance Purchase and Special Excursion (PEX) fare tickets must show confirmed reservations for the entire journey.</p> <p>MINIMUM STAY (Category 6) (1) The number of days counting from the day of departure, on the first outbound international sector to the earliest day return travel may commence from the last international stopover point (including for this purpose, the point of turnaround). (2) Waiver on Minimum Stay provisions are permitted only in the event of death.</p> <p>MAXIMUM STAY (Category 7) The number of days counting from the day of departure, to the last day return travel may commence from the last stopover point (including for this purpose, the point of turnaround).</p> <p>STOPOVERS (Category 8) Stopovers are permitted.</p> <p>TRANSFERS (Category 9) Where transfers are limited by number, an interline transfer shall be permitted at the point of turnaround/fare construction point; provided that such transfer shall not be counted.</p> <p>PERMITTED COMBINATIONS (Category 10) Fares used in combination are to be shown separately on the ticket.</p> <p>BLACKOUT DATES (Category 11) This category is used to define single dates or date ranges when travel is not permitted. The assumption is made that blackouts apply to the scheduled departure time of a flight regardless of the portion of the passenger's travel they represent. <u>If this category is not present, the fare is not subject to blackout dates.</u></p> <p>SURCHARGES (Category 12) This category defines the conditions under which surcharges are applicable and the corresponding charge. <u>The assumption is that there are no surcharges unless this category is present.</u> If restrictions for a fare may be waived or modified based upon payment of a charge, these conditions will be found in either this category or in (Category 16), PENALTIES.</p>
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3rd Revised Page 30-P
 Cancels 2nd Revised Page 30-P

RULE	SECTION I - GENERAL RULES
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C2	<p>+ [N] STANDARD FORMAT OF ELECTRONIC RULES - PART B (Continued)</p> <p>ACCOMPANIED TRAVEL (Category 13) This category is used as a component of a rule when travel with one or more other passengers is necessary to qualify for a fare. <u>If this category is not present, any passenger may travel alone over the entire routing.</u></p> <p>TRAVEL RESTRICTIONS (Category 14) This category is used to state specific travel date restrictions. Usually these are the dates when the fare may first be used for travel or after which it may no longer be used. <u>If this category is not present, the fare is available for travel at all times.</u></p> <p>SALES RESTRICTIONS (Category 15) This category is used to define a fare that is available for sale subject to restrictions based on date, point of sale or similar conditions. The dates are most commonly first and last reservation or ticketing dates. <u>If this category is not present, the fare is available for reservations and ticketing at all times, anywhere and by anyone.</u></p> <p>PENALTIES (Category 16)</p> <p>(1) Cancellation and No-Show For Inclusive Tour fares, no retroactive application of any fare established for use only in conjunction with inclusive tours shall be granted after commencement of travel.</p> <p>(2) Rebooking and Rerouting Individual fares: permitted. Group fares: voluntary - not permitted. involuntary - permitted.</p> <p>HIGHER INTERMEDIATE POINT (Category 17) It is assumed that the Higher Intermediate Point rule applies. This category is used to negate that assumption when stopovers or connections are made at specific geographic locations.</p> <p>TICKET ENDORSEMENTS (Category 18) Advance Purchase, Super Advance Purchase and Special Excursion (PEX) fare tickets and any subsequent reissue must be annotated: "NONREF/APEX" or "NONREF/PEX", as applicable.</p> <p>CHILDREN'S DISCOUNTS (Category 19)</p> <p>(1) Children: 50 percent of the applicable adult fare. (2) Infants: 10 percent of the applicable adult fare.</p> <p>TOUR CONDUCTOR DISCOUNTS (Category 20) This category is used to provide either specific fare amounts or the information for calculating discount fares for tour conductors. It also specifies accompanying travel requirements travel requirements for the tour conductors travelling at the calculated or specified fare. <u>If this category is not present, the fare is not discountable for tour conductors.</u></p> <p>AGENT DISCOUNTS (Category 21) This category is used to provide either specific fare amounts or the information for calculating discount fares for agents. It also specifies the accompanying travel requirements for agents travelling at the calculated or specified fare. <u>If this category is not present, the fare is not discountable for agents.</u></p> <p>ALL OTHER DISCOUNTS (Category 22) This category is used to provide the specific fare amounts or the information for calculating discount fares for all passenger types other than children, tour conductors and agents. It also specifies the accompanying travel requirements for the passengers travelling at the calculated or specified fare. <u>If this category is not present, the fare is not discountable for the passenger types that fall into this category.</u></p> <p>MISCELLANEOUS PROVISIONS (Category 23) This category is used to specify whether specific fares should or should not be used for construction of unpublished fares, proration, refund calculation, currency adjustments or as proportional fares. <u>The assumption is that fares may be used for any purposes.</u></p> <p>(Category 24) Currently Not Available</p> <p>(Category 25) Currently Not Available</p>
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RULE	SECTION I - GENERAL RULES
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C2	<p>+ [N] STANDARD FORMAT OF ELECTRONIC RULES - PART B (Continued)</p> <p><u>GROUPS (Category 26)</u></p> <p>(1) <u>Group Size</u> A minimum group size refers to the minimum number of passengers required to form a group which will permit the use of a particular fare. Unless otherwise specified in the fare rule, in order to determine the minimum group size, two children each paying at least 50 percent of the applicable group fare will be counted as one member of the group.</p> <p>(2) <u>Affinity Groups</u></p> <p>(a) The travel group shall be formed from affinity groups, i.e. members or employees of the same association, corporation, company or other legal entity (hereinafter referred to as the "organization") which shall have principal purposes, aims and objectives other than travel, and sufficient affinity existing prior to the application for transportation to distinguish it and set it apart from the general public; provided that no transportation may be offered to an organization:</p> <p>(b) With respect to the formation of affinity travel groups:</p> <p>(i) solicitation shall be limited to personal letters, circulars and telephone calls addressed to members of the organization, to group publications intended solely for members of the organization (or for members of the federation or body to which the organization belongs) and to any other form of solicitation not being public solicitation as defined in (iii) below,</p> <p>(ii) solicitation shall be effected only by officials of the organization or members of the travel group,</p> <p>(iii) "public solicitation" shall be deemed to exist when the group transportation is described, referred to or announced in advertisements or any other writing or by means of public communication, whether paid or unpaid, including but not limited to telephone campaigns, radio, telegraph and television; provided, however, that a statement in public news media, other than advertisement, that could not reasonably be construed as calculated or likely to induce travel as a member of the travel group and which has not been initiated by the organization, any member of the travel group, the carrier or an agent or representative of any of them, shall not be considered public solicitation,</p> <p>(iv) the travel group shall not be gathered directly or indirectly by a person engaged in soliciting or selling transportation services or providing or offering to provide transportation to the general public, provided that the mere ascertainment of the group fare and/or its collection from members of the travel group shall not of itself be deemed to constitute engaging in such acts; provided further that if the organizer of the travel group (hereinafter referred to as "applicant") employs a travel agent to assist in the travel arrangements, such travel agent shall in no way solicit members of the travel group, except that after the party to be transported is formed the travel agent may contact members of such group for the purposes of arranging other travel services in addition to assisting in travel arrangements,</p> <p>(v) each member of the travel group shall be a member of the organization at the time of application for the group fare and shall have been such a member for at least six months immediately prior to the date on which the transportation will commence,</p> <p>(vi) the travel group may include the spouse and dependent children of a member of the organization from which the party to be transported is drawn and the parents of a member living in the same household as the member; provided, however, that any such spouse, dependent children or parents are accompanied on the flight by such member unless the member has been compelled to cancel his passage and only if such member's fare is not refunded.</p>
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3rd Revised Page 30-R
 Cancels 2nd Revised Page 30-R

RULE	SECTION I - GENERAL RULES
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C2	<p>+ [IN] STANDARD FORMAT OF ELECTRONIC RULES - PART B (Continued)</p> <p>GROUPS (Category 26) (Continued)</p> <p>(3) <u>Own Use Groups</u> The travel group shall be formed only for use of one person (which expression shall include an individual person or legal entity such as an association, partnership, company or corporation) (hereinafter referred to as "the purchaser"); provided that such purchaser shall not, wholly or partially, directly or indirectly, share the cost of air transportation with other persons interested in obtaining such transportation including the passengers carried. Notwithstanding the foregoing, such cost may have been raised by voluntary contributions, provided that: (a) the voluntary contributions are not solicited nor obtained solely from the passengers to be carried; (b) participation in the travel group is not limited to those actually contributing; (c) the minimum amount of each person's contribution has not been prescribed by the purchaser; and (d) each person to be included in the travel group is selected by the purchaser and for reasons other than such person's request that he be included in the travel group.</p> <p>(4) <u>Incentive Groups</u> The travel group shall be comprised of groups of employees and/or dealers and/or agents (including spouses) of the same business firm(s), corporation(s) or enterprises(s) (excluding non-profit organizations) traveling under an established incentive travel program which rewards the employees, dealers and/or agents for past work or provides an incentive for future activities; provided that: (a) the incentive travel program shall include air transportation, accommodations, sightseeing, entertainment and other features, the cost of which is borne entirely by such firm/corporation/enterprise and not passed on directly or indirectly to the employees, dealers or agents; (b) officials (and spouses) of such firm, corporation or enterprise may be included in the group if they are traveling for the purpose of making awards or officiating in the incentive travel program; (c) each member of the incentive group is a member of the organization at the time of application for the group fare.</p> <p>(5) <u>Documentation</u> (a) <u>General Requirements for all Individual and Group Inclusive Tours</u> These 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) <u>Affinity/Incentive/Non-Affinity/Own Use Group Requirements</u> (i) Written application, in the form required, shall provide a full description of the travel desired, the names and total number of passengers, and, where applicable, the affinity/incentive/own use provision under which the travel is being requested, and must be signed by the applicant (the person responsible for the travel arrangements of the group). (ii) The application must be submitted to the issuing carrier (the carrier whose tickets are to be issued) prior to commencement of outbound travel. The deadline for receipt of the application is specified in each particular group travel rule. (iii) Except as otherwise noted, only those passengers listed in the written application may be transported. (iv) <u>Passenger Substitution/Additions</u> - If name changes and/or additions to the list of participants in the travel group may be made after the written application has been submitted, a statement will appear in this category giving the number of changes and/or additions permitted and the deadline, if any is involved. (v) Each travel group shall be identified by a definite number (group code) assigned by the carrier. (c) <u>Group Inclusive Tour Requirements</u> (i) Written application, in the form required, 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 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) <u>Passenger Substitutions/Additions</u> - If name changes and/or additions to the list of participants in the travel group may be made after the written application has been submitted, a statement will appear in this category giving the number of changes and/or additions permitted and the deadline, if any is involved.</p>
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 Cancels 2nd Revised Page 30-S

RULE	SECTION I - GENERAL RULES
C2	<p>+ [N] STANDARD FORMAT OF ELECTRONIC RULES - PART B (Continued)</p> <p>TOURS (Category 27)</p> <p>(1) <u>Minimum Tour Price</u> (a) The minimum selling price of the Inclusive Tour, normally expressed as the applicable Inclusive Tour plus a specific dollar amount. (b) Any increase in the minimum selling price due to extra days of stay en route. NOTE: The term "Minimum Tour Price" (MTP) shall be understood to mean the minimum selling price of the tour per passenger.</p> <p>(2) <u>Tour Features (Inclusive Tours only)</u> Tour Features must include: (a) Except as otherwise noted, the Individual Inclusive tour must be included in its published price and appropriate literature, in addition to air transportation, the cost of sleeping or hotel accommodations, plus any other facilities or attractions such as airport transfers, sightseeing, motorcoach trips and car rentals. (b) Except as otherwise noted, the Group Inclusive tour must include in its published price appropriate literature, in addition to air transportation, the cost of airport transfers and sleeping or hotel accommodations for the total duration of the trip, plus other facilities or attractions such as sightseeing, motorcoach trips and car rentals.</p> <p>(3) <u>Tour Literature (Inclusive Tours only)</u> Tour Literature must include: (a) The price of the Inclusive Tour (air and land prices may be shown separately); (i) Except as otherwise noted, the Individual Inclusive tour must be included in its published price and appropriate literature, in addition to air transportation, the cost of sleeping or hotel accommodations, 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 in its published price appropriate literature, in addition to air transportation, the cost of airport transfers and sleeping or hotel accommodations for the total duration of the trip, plus other facilities or attractions such as sightseeing, motorcoach trips and car rentals. (b) The inclusive tour code.</p> <p>(4) Tours must be paid for in full prior to commencement of travel and price of tour features and facilities may not be less than the amount specified in this category of the particular fare rule.</p> <p>VISIT ANOTHER COUNTRY (Category 28) This category reflects the requirements to qualify for a Visit Another Country fare, e.g., country of residence, distance from destination country and ticket purchase. If this category is not present, the assumption is that the fare is not a Visit Another Country fare.</p> <p>DEPOSITS (Category 29) This category indicates if there are deposit requirements to qualify for a fare, e.g., deposit amount, days required prior to ticketing/travel, refund of deposit conditions, and waivers for the deposit requirements. If this category is not present, the assumption is that there are no deposit requirements for the fare.</p>
<p>+ - Effective April 1, 2000 for transportation to/from the U.S.A. + - Effective May 15, 2000 for transportation to/from Canada.</p>	
<p>+ Provisions of the Rule 2 formerly appearing on this page and not brought forward are hereby cancelled.</p>	
<p>For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.</p>	
<p>ISSUED: March 31, 2000</p>	<p>EFFECTIVE: May 30, 2000 (Except as Noted)</p>

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RULE	SECTION I - GENERAL RULES
C2	<p>STANDARD FORMAT OF ELECTRONIC RULES - +[C]PART C (Applicable to AC only) (+[X])</p> <p>RULE TITLE/APPLICATION (Category **) This category contains the rule title and defines the application of the rule. It will be used to indicate the geographical application of the rule, type of service (first, coach, etc.), type of transportation (one way or round trip), type of journey (single open jaw, round trip, etc.) and applicability for use with joint fares, tour fares and group fares. Provisions for capacity limitations, General Rules which are NOT applicable and miscellaneous information which is not category specific will also appear here. This category will appear with every rule with at least the rule title.</p> <p>ELIGIBILITY (Category 1) Intentionally Left Blank</p> <p>DAY/TIME (Category 2) Intentionally Left Blank</p> <p>SEASONALITY (Category 3) Unless otherwise specified in the governing fare rule, the following general rules will apply: (1) Fares with no seasonal designation shall apply all year. (2) Published OM Seasonal Fares: The date of the first international/transoceanic flight of each fare sector will determine the seasonal fare to be applied to such sector. (3) Published RT Seasonal Fares: The date of the first international/transoceanic flight will determine the seasonal fare level to be applied to the entire journey. (4) Midweek/Weekend Application The day of departure on the transoceanic sector in each direction determines the respective midweek and weekend application.</p> <p>FLIGHT APPLICATION (Category 4) Intentionally Left Blank</p> <p>ADVANCE RESERVATIONS/TICKETING (Category 5)</p> <p>(1) Reservations (a) If no specific provisions are included in the specific fare rule, then reservations may be made at any time prior to the departure of a desired flight, subject to availability of space. (b) Unless otherwise specified in the specific fare rule, any advance reservation requirement applies to reservations for the entire journey. (c) Unless otherwise stated in the specific fare rule, any advance reservation requirements stated in this category refer to the number of days prior to the date of commencement of travel (from the point of origin) that reservations must be confirmed. The actual date of departure may not be included in counting the advance reservation requirement. When an advance reservation requirement is stated in months, reservations must be confirmed no later than the same (numerically-designated) day of the month when the reservation deadline occurs. When there is no similar, numerically-designated day in the month in which the deadline occurs, the last day of the month will be considered as the deadline. (d) If a fare has an advance reservation requirement, the waitlist segments may not be retained beyond the reservation deadline.</p> <p>(2) Payment and Ticketing (a) Unless otherwise stated in the specific fare rule, the purchase of a Prepaid Ticket Advice (PTA) will constitute the purchase of a ticket; therefore, any provision outlined in the fare rule for tickets shall also apply to PTA's (see also Rule 65 (TICKETS)). (b) If no specific provisions are included in the specific fare rule, then payment and ticketing may be completed any time prior to departure from the point of origin; furthermore, such fare may be retroactively applied in the calculation of refunds (see category 16). If, however, the fare rule specifically states "Prior to Departure" then payment and ticketing must occur prior to departure and must follow any other ticketing guidelines specified, but retroactive application for refund calculations shall not be permitted.</p> <p>MINIMUM STAY (Category 6) (1) Where a rule states that there is no minimum stay requirement, then return travel may begin at any time prior to the maximum stay limit. (2) Minimum stay is measured by counting from the day after commencement of outbound international/transoceanic travel to the earliest day return international/transoceanic travel is permitted. When a minimum stay is stated in months, return travel will not be permitted prior to the same (numerically-designated) day of the month when minimum stay requirements are met. When there is no similar, numerically-designated day in the month in which minimum stay requirements are met, the last day of the month will be considered as the end of the minimum stay requirement. When specified in a fare rule that the minimum stay is required in or at a specific area, country or city, the minimum stay requirement is counted from the day after the day of arrival at the specified area, country or city to the earliest day that return travel may commence.</p> <p style="text-align: right;">(Continued on next page)</p> <p>+ - Effective April 1, 2000 for transportation to/from the U.S.A. + - Effective May 15, 2000 for transportation to/from Canada.</p> <p>For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.</p> <p>ISSUED: March 31, 2000 EFFECTIVE: May 30, 2000 (Except as Noted)</p>

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RULE

SECTION I - GENERAL RULES

C2 STANDARD FORMAT OF ELECTRONIC RULES - (C)PART C (Continued)MAXIMUM STAY (Category 7)

- (1) Where a rule states that there is no maximum stay limitation, travel will be permitted within the normal validity of the ticket, which is one year from the date travel commences from the point of origin, or for open tickets, one year from the date of issue.
- (2) Maximum stay is measured by counting from the day after departure from the point of origin to the last day travel may commence from the last stopover point (including the point of turnaround if no other stopovers are made). When a maximum stay is stated in months, return travel must commence by the same (numerically-designated) day of the month when maximum stay limitations expire. When there is no similar, numerically-designated day in the month in which maximum stay limitations expire, the last day of the month will be considered as the end of the maximum stay limitation.

STOPOVERS (Category 8)

- (1) Unless otherwise stated in a specific fare rule, stopovers, as defined below, will be permitted in accordance with Rule 135 (STOPOVERS) as shown in this tariff.
- (2) A stopover will occur when a passenger arrives at an intermediate point from which the passenger is not scheduled to depart on the date of arrival. If there is no connecting departure scheduled on the date of arrival, departure on the next day, within 24 hours of arrival, shall not constitute a stopover.

TRANSFERS (Category 9)

- (1) Unless otherwise stated in a specific fare rule, unlimited transfers are permitted.
- (2) If there are limitations on the number of stopovers and transfers, each stopover utilizes one of the transfers permitted.

PERMITTED COMBINATIONS (Category 10)

Each fare shall be specified as one or more of the following types of journeys:

- (1) One Way (OW): A fare designated as OW applies to one way transportation. Unless otherwise stated in the specific fare rule, this fare may only be used in combination with other fares as a component of a one way journey.
- (2) Round Trip (RT)/Circle Trip (CT):
 (a) In the case of published one way fares, the fare for RT/CT transportation will be the sum of the applicable fares for each sector of the journey.
 (b) In the case of published round trip fares, the fare for RT/CT transportation will be the applicable published fare when travel is via the same international carrier in both directions and via the routing/mileage provisions specified for the fare. If travel is not via the same international carrier in both directions, or if travel does not adhere to the routings/mileage provisions specified for the fare, 50 percent of a RT fare may be combined with 50 percent of another applicable RT fare; provided such combination is permitted in this category.
- (3) Single Open Jaw (SOJ)/Open Jaw (OJ):
 (a) In the case of published one way fares, the fare for SOJ/OJ transportation will be the sum of the applicable fares for each sector of the journey.
 (b) In the case of published round trip fares, the fare for SOJ/OJ transportation will be 50 percent of the applicable round trip fare for each sector of the journey; provided such combination is permitted in this category. The open jaw portion(s) of a journey will be considered to be a single point in determining the minimum and maximum stay requirements, stopover conditions, etc.
- (4) Any fare may be combined, end-on-end, with any other fare that permits such combination; provided all conditions of each fare are met. Travel must be via the fare combination point(s).
- (5) Any fare may be combined with the applicable arbitraries.
- (6) Unless otherwise restricted in the specific fare rule, 50 percent of a RT fare published in this tariff may be combined with 50 percent of another RT fare governed by the same rule published in this tariff.
- (7) Unless otherwise stated in the specific fare rule, 50 percent of a RT fare published in this tariff may not be combined with:
 (a) 50 percent of a similar fare published in the same global direction published in this tariff.
 (b) 50 percent of a similar fare published in the same global direction by another carrier in another tariff.
 (c) 100 percent of a OW fare to construct a round trip or circle trip journey.
- (8) When a specific fare rule permits combination of 50 percent of a RT fare with 50 percent of another fare in the same tariff or another tariff, and the governing provisions of the rules differ, the following provisions will apply unless otherwise stated in the applicable fare rules:
 (a) Period of Validity
 (i) Seasonality
 When 50 percent of a RT fare is combined with another fare and seasonality applications vary, the date of the first international or transoceanic flight on the outbound portion of the journey will be applied to the seasonality specifications of each fare component to determine the seasonal fare to be applied to such sectors.
 (ii) Day of Week
 The day of week application of each fare shall apply to the appropriate sector over which the fare is assessed.

(Continued on next page)

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RULE	SECTION I - GENERAL RULES			
C2	<p>STANDARD FORMAT OF ELECTRONIC RULES - (C)PART C (Continued)</p> <p>PERMITTED COMBINATIONS (Category 10) (Continued).</p> <p>(8) (Continued)</p> <p>(b) Surcharges The surcharge provisions of each fare shall apply to the appropriate sector over which the fare is assessed.</p> <p>(c) Length of Stay (i) The longer minimum stay requirement will apply to the entire journey. (ii) The shorter maximum stay requirement will apply to the entire journey.</p> <p>(d) Stopovers The stopover restrictions of each fare shall apply to the appropriate sector over which the fare is assessed; provided that the passenger will not receive more than the maximum allowable number of stops in the most restrictive rule.</p> <p>(e) Discounts The discount which results in the highest fare shall apply to the entire journey.</p> <p>(f) Tour Requirements Tour features may be sold in conjunction with combined fares provided both fares are combinable with inclusive tour packages. When specific tour features are required, the largest amount of tour features shall apply to the entire journey. When minimum tour prices are specified, the largest minimum tour price shall apply to the entire journey.</p> <p>(g) Group Requirements (i) The larger minimum group size of the two fares shall apply to the entire journey. (ii) The group travel requirements of each fare shall apply to the appropriate sector over which the fare is assessed.</p> <p>(h) Reservations and Ticketing (i) The longer advance reservation requirement will apply to the entire journey. (ii) The longer advance payment/ticketing requirement will apply to the entire journey. (iii) Any rule provision requiring simultaneous payment and ticketing shall apply in addition to the longer advance payment/ticketing deadline. (iv) If there is a deposit required in conjunction with advance reservations, the largest requirement will apply to the entire journey.</p> <p>(i) Routing/Rerouting (i) The routing conditions of each fare shall apply to the appropriate sector over which the fare is assessed. (ii) The most restrictive voluntary rerouting provisions will apply to the entire journey. (iii) The involuntary rerouting provisions of each fare shall apply to the appropriate sector over which the fare is assessed.</p> <p>(j) Cancellation and Refunds The largest cancellation penalty that is applicable during any given time period will apply to the entire journey.</p> <p>BLACKOUT DATES (Category 11) Intentionally Left Blank</p> <p>SURCHARGES (Category 12) Intentionally Left Blank</p> <p>ACCOMPANIED TRAVEL (Category 13) Intentionally Left Blank</p> <p>TRAVEL RESTRICTIONS (Category 14) Intentionally Left Blank</p> <p>SALES RESTRICTIONS (Category 15) Intentionally Left Blank</p> <p>PENALTIES (Category 16)</p> <p>(1) Routing Unless further restricted in the specific fare rule, travel must be via the routing and/or mileage provisions that are specified for the fare. If there is more than one routing at the same fare, the passenger may specify the routing prior to issuance of the ticket. If any portion of the ticket is left on an "open" basis, the passenger may specify any of the optional routings, otherwise the carrier will determine the routing.</p> <p>(2) Rerouting Rerouting will require a ticket to be either revalidated (change to the flight number and/or travel date) or reissued (change to the destination, connection or stopover point(s)).</p> <p>(a) Voluntary Rerouting As used herein, "voluntary rerouting" shall refer to any changes in reservations of confirmed flights requested by a passenger. Unless otherwise stated in a specific fare rule, the following conditions will apply:</p>			
	<p style="text-align: right;">(Continued on next page)</p> <p>+ - Effective April 1, 2000 for transportation to/from the U.S.A. + - Effective May 15, 2000 for transportation to/from Canada.</p> <p>For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.</p> <table border="1" style="width: 100%;"> <tr> <td data-bbox="185 1837 812 1873">ISSUED: March 31, 2000</td> <td data-bbox="812 1837 1299 1873">EFFECTIVE: May 30, 2000</td> <td data-bbox="1299 1837 1443 1873">(Except as Noted)</td> </tr> </table>	ISSUED: March 31, 2000	EFFECTIVE: May 30, 2000	(Except as Noted)
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RULE	SECTION I - GENERAL RULES			
C2	<p>STANDARD FORMAT OF ELECTRONIC RULES - +IC PART C (Continued)</p> <p>PENALTIES (Category 16) (2) (Continued) (a) (Continued)</p> <ul style="list-style-type: none"> (i) If there are no specific restrictions on rerouting in the specific fare rule, then voluntary rerouting shall be permitted as outlined in Rule 80(A) (REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS) of this tariff. The revised routing must confirm to the provisions of the original fare or the revised itinerary (as outlined in Rule 80 (REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS) of this tariff). (ii) In the case of fares which have advance reservations restrictions, voluntary rerouting will be permitted, without penalty, prior to the advance ticketing deadline. Where a restriction is placed on voluntary rerouting, such restriction will apply only after the ticketing deadline has passed. (iii) If there is a penalty for rerouting, reservations for the revised itinerary will only be confirmed prior to the advance ticketing deadline. (iv) If voluntary rerouting is not permitted in the specific fare rule, the cancellation provisions (outlined in Category 16 of the specific fare rule) shall apply whenever a passenger voluntarily changes confirmed reservations. <p>(b) Involuntary Rerouting Normal involuntary rerouting procedures (See Rule 80, (REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS) paragraph (B) in this tariff) shall apply unless specifically stated in the applicable fare rule.</p> <p>(3) Cancellation Prior to Commencement of Travel</p> <ul style="list-style-type: none"> (a) Unless otherwise amended by specific provisions in the applicable fare rule, the provisions of Rule (90) (REFUNDS), in this tariff, shall apply. (b) Unless otherwise stated in the specific fare rule, in the case of fares which have advance payment/ticketing requirements, the specified cancellation penalty will apply only after the advance payment/ticketing deadline has passed. (c) If a passenger fails to use the confirmed flights indicated on the ticket, all flight coupons remaining in the ticket will become void for further transportation at the ticketed fare. The applicable cancellation penalty will be applied before any refund will be processed. <p>(4) Cancellation After Commencement of Travel</p> <ul style="list-style-type: none"> (a) Unless otherwise amended by specific provisions in the applicable fare rule, the provisions of Rule 90 (REFUNDS), shall apply. (b) When a fare has a specified cancellation penalty and a passenger fails to use the confirmed flight(s) indicated on the ticket, all flight coupons still remaining in the ticket will become void for further transportation at the ticketed fare. The original fare paid by the passenger will be applied toward the purchase of any fare(s) that may be retroactively applied to the sector(s) flown by the passenger. The cancellation penalty will be deducted from any refundable amount. <p>(5) At Any Time Cancellation penalties may be applied toward the purchase of a higher AC fare governed by a different rule from that originally ticketed; providing that any ticket(s) issued for revised itineraries are annotated "NON-REF (amount of cancellation penalty)".</p> <p>HIGHER INTERMEDIATE POINT (Category 17) Intentionally Left Blank</p> <p>TICKET ENDORSEMENTS (Category 18) Intentionally Left Blank</p> <p>CHILDREN'S DISCOUNTS (Category 19) Unless otherwise stated in a specific fare rule, provisions of Rule 200 (CHILDREN'S AND INFANTS' FARES) and Rule 25(H) (CARRIAGE OF UNACCOMPANIED CHILDREN), as shown in this tariff, as well as the following conditions will apply.</p> <p>(1) Infants' Fares: An infant under 2 years of age (on the date of commencement of travel from the point of origin) will be charged the amount specified in the fare rule.</p> <ul style="list-style-type: none"> (a) A passenger traveling at an infant discount fare is not entitled to a seat that is reserved prior to departure. If a seat is reserved prior to departure, the infant will be eligible only for discounts applicable to infants occupying a seat. (b) Where the specific fare rule does not permit an infants' discount, a discount may be calculated on the lowest fare for which his/her itinerary qualifies (considering routing restrictions, minimum/maximum stay and advance purchase/ticketing restrictions and reservation booking codes where necessary.) (c) Where the specific fare rule allows for free infant transportation, either for the entire journey or a portion of the journey, a ticket/coupon must be issued for the entire journey, including the free transportation. 			
	<p style="text-align: right;">(Continued on next page)</p> <p>+ - Effective April 1, 2000 for transportation to/from the U.S.A. + - Effective May 15, 2000 for transportation to/from Canada.</p> <p>For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.</p> <table border="1" style="width: 100%;"> <tr> <td data-bbox="190 1837 812 1873">ISSUED: March 31, 2000</td> <td data-bbox="812 1837 1299 1873">EFFECTIVE: May 30, 2000</td> <td data-bbox="1299 1837 1432 1873">(Except as Noted)</td> </tr> </table>	ISSUED: March 31, 2000	EFFECTIVE: May 30, 2000	(Except as Noted)
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RULE	SECTION I - GENERAL RULES
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C2	<p><u>STANDARD FORMAT OF ELECTRONIC RULES - +[C]PART C (Continued)</u></p> <p><u>CHILDREN'S DISCOUNTS (Category 19) (Continued)</u></p> <p>(2) <u>Children's Fares:</u> A child who is at least 2 years of age but less than 12 years of age (on the date of commencement of travel from the point of origin), accompanied by a passenger who is at least 12 years of age, will be charged the amount specified in the specific fare rule. (a) Where the specific fare rule does not permit children's discounts, then the accompanied child will either pay the full adult fare or a discount may be calculated on the lowest applicable fare for which his/her itinerary qualifies (considering routing restrictions, minimum/maximum stay and advance purchase/ticketing restrictions and reservations booking codes.) (b) The discount listed for children and infants will also apply to any charge or surcharge and to any cancellation or refund penalty which would normally be assessed to the adult fare.</p> <p><u>TOUR CONDUCTOR DISCOUNTS (Category 20)</u> Intentionally Left Blank</p> <p><u>AGENT DISCOUNTS (Category 21)</u> Intentionally Left Blank</p> <p><u>ALL OTHER DISCOUNTS (Category 22)</u> Intentionally Left Blank</p> <p><u>MISCELLANEOUS PROVISIONS (Category 23)</u> Intentionally Left Blank</p> <p><u>(Category 24)</u> Currently Not Available</p> <p><u>(Category 25)</u> Currently Not Available</p> <p><u>GROUPS (Category 26)</u></p> <p>(1) <u>Group Size</u> A minimum group size refers to the minimum number of adult fares paying passengers. In order to determine the minimum group size, two children, each paying at least 50 percent of the applicable adult fare, will be counted as one adult fare paying passenger.</p> <p>(2) <u>Group Travel Requirements</u> When a group is required to travel together on the same flight(s), this requirement will apply unless the operating conditions make it impossible for the entire group to travel together, in which case, some members of the groups may travel on preceding or succeeding flight(s) on which space is available.</p> <p><u>TOURS (Category 27)</u></p> <p>(1) Any fare may be sold in conjunction with inclusive tour packages. However, not all fares will permit a Sales Agent to claim additional commission for selling the tour package. Unless the specific fare rule prohibits combination with Inclusive Tour packages, the additional commission may be obtained.</p> <p>(2) Unless otherwise stated in the specific fare rule, all Inclusive Tour packages must provide sleeping accommodations for the minimum stay period of the fare less one day (e.g. if the minimum stay of a given fare is 7 days, than 6 nights sleeping accommodations must be included in the tour package).</p> <p>(3) A minimum tour price may also be specified in the specific fare rule. Any minimum tour price specified in the fare rule shall refer to the cost of tour features only. The actual advertising price of the tour may not be lower than the applicable air fare plus the cost of the tour features. If a tour operator allows a discount on tour features for infants and children, the minimum tour price for infants and children may be reduced accordingly.</p> <p>(4) When an air fare may be used only in conjunction with an inclusive tour package, passengers will be required to provide documentation at the time of check-in for a flight to verify participation in an inclusive tour program.</p> <p><u>VISIT ANOTHER COUNTRY (Category 28)</u> Intentionally Left Blank</p> <p><u>DEPOSITS (Category 29)</u> Intentionally Left Blank</p>
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RULE	SECTION I - GENERAL RULES
C2	<p>STANDARD FORMAT OF ELECTRONIC RULES - PART +[C]D (Applicable to CP only) +IXI</p> <p>RULE TITLE/APPLICATION (Category **) This category contains the rule title and defines the application of the rule. It will be used to indicate the geographical application of the rule, type of service (first, coach, etc.), type of transportation (one way or round trip), type of journey (single open jaw, round trip, etc.) and applicability for use with joint fares, tour fares and group fares. Provisions for capacity limitations, General Rules which are NOT applicable and miscellaneous information which is not category specific will also appear here. This category will appear with every rule with at least the rule title.</p> <p>ELIGIBILITY (Category 1) Intentionally Left Blank</p> <p>DAY/TIME (Category 2) Intentionally Left Blank</p> <p>SEASONALITY (Category 3) Unless otherwise specified in the governing fare rule, the following general rules will apply: (1) Fares with no seasonal designation shall apply all year. (2) Published OW Seasonal Fares: The date of the first international/transoceanic flight of each fare sector will determine the seasonal fare to be applied to such sector. (3) Published RT Seasonal Fares: The date of the first international/transoceanic flight will determine the seasonal fare level to be applied to the entire journey. (4) Midweek/Weekend Application The day of departure on the international/transoceanic sector in each direction determines the respective midweek and weekend application.</p> <p>FLIGHT APPLICATION (Category 4) Intentionally Left Blank</p> <p>ADVANCE RESERVATIONS/TICKETING (Category 5)</p> <p>(1) Reservations (a) If no specific provisions are included in the specific fare rule, then reservations may be made at any time prior to the departure of a desired flight, subject to availability of space. (b) Unless otherwise specified in the specific fare rule, any advance reservation requirement applies to reservations for the entire journey. (c) Unless otherwise stated in the specific fare rule, any advance reservation requirements stated in this category refer to the number of days prior to the date of commencement of travel (from the point of origin) that reservations must be confirmed. The actual date of departure may not be included in counting the advance reservation requirement. When an advance reservation requirement is stated in months, reservations must be confirmed no later than the same (numerically-designated) day of the month when the reservation deadline occurs. When there is no similar, numerically-designated day in the month in which the deadline occurs, the last day of the month will be considered as the deadline. (d) If a fare has an advance reservation requirement, the waitlist segments may not be retained beyond the reservation deadline.</p> <p>(2) Payment and Ticketing (a) Unless otherwise stated in the specific fare rule, the purchase of a Prepaid Ticket Advice (PTA) will constitute the purchase of a ticket; therefore, any provision outlined in the fare rule for tickets shall also apply to PTA's (see also Rule 65 (TICKETS)). (b) If no specific provisions are included in the specific fare rule, then payment and ticketing may be completed any time prior to departure from the point of origin; furthermore, such fare may be retroactively applied in the calculation of refunds (see category 16). If, however, the fare rule specifically states "Prior to Departure" then payment and ticketing must occur prior to departure and must follow any other ticketing guidelines specified, but retroactive application for refund calculations shall not be permitted.</p> <p>MINIMUM STAY (Category 6) (1) Where a rule states that there is no minimum stay requirement, then return travel may begin at any time prior to the maximum stay limit. (2) Minimum stay is measured by counting from the day after commencement of outbound international/transoceanic travel to the earliest day return international/transoceanic travel is permitted. When a minimum stay is stated in months, return travel will not be permitted prior to the same (numerically-designated) day of the month when minimum stay requirements are met. When there is no similar, numerically-designated day in the month in which minimum stay requirements are met, the last day of the month will be considered as the end of the minimum stay requirement. When specified in a fare rule that the minimum stay is required in or at a specific area, country or city, the minimum stay requirement is counted from the day after the day of arrival at the specified area, country or city to the earliest day that return travel may commence.</p>
(Continued on next page)	
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RULE	SECTION I - GENERAL RULES
C2	<p>STANDARD FORMAT OF ELECTRONIC RULES - PART I(C)D (Continued)</p> <p>MAXIMUM STAY (Category 7) (1) Unless otherwise stated in a specific fare rule, travel will be permitted within the normal validity of the ticket, which is one year from the date travel commences from the point of origin, or for open tickets, one year from the date of issue. (2) Maximum stay is measured by counting from the day after departure from the point of origin to the last day travel may commence from the last stopover point (including the point of turnaround if no other stopovers are made). When a maximum stay is stated in months, return travel must commence by the same (numerically-designated) day of the month when maximum stay limitations expire. When there is no similar, numerically-designated day in the month in which maximum stay limitations expire, the last day of the month will be considered as the end of the maximum stay limitation.</p> <p>STOPOVERS (Category 8) (1) Unless otherwise stated in a specific fare rule, stopovers, as defined below, will be permitted in accordance with Rule 135 (STOPOVERS) as shown in this tariff. (2) A stopover will occur when a passenger arrives at an intermediate point from which the passenger is not scheduled to depart on the date of arrival. If there is no connecting departure scheduled on the date of arrival, departure on the next day, within 24 hours of arrival, shall not constitute a stopover.</p> <p>TRANSFERS (Category 9) (1) Unless otherwise stated in a specific fare rule, unlimited transfers are permitted. (2) If there are limitations on the number of stopovers and transfers, each stopover utilizes one of the transfers permitted.</p> <p>PERMITTED COMBINATIONS (Category 10) Each fare shall be specified as one or more of the following types of journeys: (1) One Way (OW): A fare designated as OW applies to one way transportation. Unless otherwise stated in the specific fare rule, this fare may only be used in combination with other fares as a component of a one way journey. (2) Round Trip (RT)/Circle Trip (CT): (a) In the case of published one way fares, the fare for RT/CT transportation will be the sum of the applicable fares for each sector of the journey. (b) In the case of published round trip fares, the fare for RT/CT transportation will be the applicable published fare when travel is via the same international carrier in both directions and via the routing/mileage provisions specified for the fare. If travel is not via the same international carrier in both directions, or if travel does not adhere to the routings/mileage provisions specified for the fare, 50 percent of a RT fare may be combined with 50 percent of another applicable RT fare; provided such combination is permitted in this category. (3) Single Open Jaw (SOJ)/Open Jaw (OJ): (a) In the case of published one way fares, the fare for SOJ/OJ transportation will be the sum of the applicable fares for each sector of the journey. (b) In the case of published round trip fares, the fare for SOJ/OJ transportation will be 50 percent of the applicable round trip fare for each sector of the journey; provided such combination is permitted in this category. The open jaw portion(s) of a journey will be considered to be a single point in determining the minimum and maximum stay requirements, stopover conditions, etc. (4) Any fare may be combined, end-on-end, with any other fare that permits such combination; provided all conditions of each fare are met. Travel must be via the fare combination point(s). (5) Any fare may be combined with the applicable arbitraries. (6) Unless otherwise restricted in the specific fare rule, 50 percent of a RT fare published in this tariff may be combined with 50 percent of another RT fare governed by the same rule published in this tariff. (7) Unless otherwise stated in the specific fare rule, 50 percent of a RT fare published in this tariff may not be combined with: (a) 50 percent of a similar fare published in the same global direction published in this tariff. (b) 50 percent of a similar fare published in the same global direction by another carrier in another tariff. (c) 100 percent of a OW fare to construct a round trip or circle trip journey. (8) When a specific fare rule permits combination of 50 percent of a RT fare with 50 percent of another fare in the same tariff or another tariff, and the governing provisions of the rules differ, the following provisions will apply unless otherwise stated in the applicable fare rules: (a) <u>Period of Validity</u> (i) <u>Seasonality</u> When 50 percent of a RT fare is combined with another fare and seasonality applications vary, the date of the first international or transoceanic flight on the outbound portion of the journey will be applied to the seasonality specifications of each fare component to determine the seasonal fare to be applied to such sectors. (ii) <u>Day of Week</u> The day of week application of each fare shall apply to the appropriate sector over which the fare is assessed. (b) <u>Surcharges</u> The surcharge provisions of each fare shall apply to the appropriate sector over which the fare is assessed.</p>
(Continued on next page)	
† - Effective April 1, 2000 for transportation to/from the U.S.A. † - Effective May 15, 2000 for transportation to/from Canada. For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.	
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RULE	SECTION I - GENERAL RULES
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C2	<p>STANDARD FORMAT OF ELECTRONIC RULES - PART +[C]D (Continued)</p> <p>PERMITTED COMBINATIONS (Category 10) (Continued) (8) (Continued)</p> <p>(c) <u>Length of Stay</u> (i) The longer minimum stay requirement will apply to the entire journey. (ii) The shorter maximum stay requirement will apply to the entire journey.</p> <p>(d) <u>Stopovers</u> The stopover restrictions of each fare shall apply to the appropriate sector over which the fare is assessed; provided that the passenger will not receive more than the maximum allowable number of stops in the most restrictive rule.</p> <p>(e) <u>Discounts</u> The discount which results in the highest fare shall apply to the entire journey.</p> <p>(f) <u>Tour Requirements</u> Tour features may be sold in conjunction with combined fares provided both fares are combinable with inclusive tour packages. When specific tour features are required, the largest amount of tour features shall apply to the entire journey. When minimum tour prices are specified, the largest minimum tour price shall apply to the entire journey.</p> <p>(g) <u>Group Requirements</u> (i) The larger minimum group size of the two fares shall apply to the entire journey. (ii) The group travel requirements of each fare shall apply to the appropriate sector over which the fare is assessed.</p> <p>(h) <u>Reservations and Ticketing</u> (i) The longer advance reservation requirement will apply to the entire journey. (ii) The longer advance payment/ticketing requirement will apply to the entire journey. (iii) Any rule provision requiring simultaneous payment and ticketing shall apply in addition to the longer advance payment/ticketing deadline. (iv) If there is a deposit required in conjunction with advance reservations, the largest requirement will apply to the entire journey.</p> <p>(i) <u>Routing/Rerouting</u> (i) The routing conditions of each fare shall apply to the appropriate sector over which the fare is assessed. (ii) The most restrictive voluntary rerouting provisions will apply to the entire journey. (iii) The involuntary rerouting provisions of each fare shall apply to the appropriate sector over which the fare is assessed.</p> <p>(j) <u>Cancellation and Refunds</u> The largest cancellation penalty that is applicable during any given time period will apply to the entire journey.</p> <p>BLACKOUT DATES (Category 11) Intentionally Left Blank</p> <p>SURCHARGES (Category 12) Intentionally Left Blank</p> <p>ACCOMPANIED TRAVEL (Category 13) Intentionally Left Blank</p> <p>TRAVEL RESTRICTIONS (Category 14) Intentionally Left Blank</p> <p>SALES RESTRICTIONS (Category 15) Intentionally Left Blank</p> <p>PENALTIES (Category 16) (1) <u>Routing</u> Unless further restricted in the specific fare rule, travel must be via the routing and/or mileage provisions that are specified for the fare. If there is more than one routing at the same fare, the passenger may specify the routing prior to issuance of the ticket. If any portion of the ticket is left on an "open" basis, the passenger may specify any of the optional routings, otherwise the carrier will determine the routing.</p> <p>(2) <u>Rerouting</u> Rerouting will require a ticket to be either revalidated (change to the flight number and/or travel date) or reissued (change to the destination, connection or stopover point(s)).</p> <p>(a) <u>Voluntary Rerouting</u> As used herein, "voluntary rerouting" shall refer to any changes in reservations of confirmed flights requested by a passenger. Unless otherwise stated in a specific fare rule, the following conditions will apply: (i) If there are no specific restrictions on rerouting in the specific fare rule, then voluntary rerouting shall be permitted as outlined in Rule 80(A) (<u>REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS</u>) of this tariff. The revised routing must confirm to the provisions of the original fare or the revised itinerary (as outlined in Rule 80 (<u>REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS</u>) of this tariff).</p>
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RULE	SECTION I - GENERAL RULES
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C2 STANDARD FORMAT OF ELECTRONIC RULES - +[C]PART D (Continued)

PENALTIES (Category 16)
 (2) (Continued)
 (a) (Continued)
 (ii) In the case of fares which have advance reservations restrictions, voluntary rerouting will be permitted, without penalty, prior to the advance ticketing deadline. Where a restriction is placed on voluntary rerouting, such restriction will apply only after the ticketing deadline has passed.
 (iii) If there is a penalty for rerouting, reservations for the revised itinerary will only be confirmed prior to the advance ticketing deadline.
 (iv) If voluntary rerouting is not permitted in the specific fare rule, the cancellation provisions (outlined in Category 16 of the specific fare rule) shall apply whenever a passenger voluntarily changes confirmed reservations.
 (b) Involuntary Rerouting
 Normal involuntary rerouting procedures (See Rule 80, (REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS) paragraph (B) in this tariff) shall apply unless specifically stated in the applicable fare rule.

(3) Cancellation Prior to Commencement of Travel
 (a) Unless otherwise amended by specific provisions in the applicable fare rule, the provisions of Rule (90) (REFUNDS), in this tariff, shall apply.
 (b) Unless otherwise stated in the specific fare rule, in the case of fares which have advance payment/ticketing requirements, the specified cancellation penalty will apply only after the advance payment/ticketing deadline has passed.
 (c) If a passenger fails to use the confirmed flights indicated on the ticket, all flight coupons remaining in the ticket will become void for further transportation at the ticketed fare. The applicable cancellation penalty will be applied before any refund will be processed.

(4) Cancellation After Commencement of Travel
 (a) Unless otherwise amended by specific provisions in the applicable fare rule, the provisions of Rule 90 (REFUNDS), shall apply.
 (b) When a fare has a specified cancellation penalty and a passenger fails to use the confirmed flight(s) indicated on the ticket, all flight coupons still remaining in the ticket will become void for further transportation at the ticketed fare. The original fare paid by the passenger will be applied toward the purchase of any fare(s) that may be retroactively applied to the sector(s) flown by the passenger. The cancellation penalty will be deducted from any refundable amount.

(5) At Any Time
 Cancellation penalties may be applied toward the purchase of a higher CP fare governed by a different rule from that originally ticketed; providing that any ticket(s) issued for revised itineraries are annotated "NON-REF (amount of cancellation penalty)".

HIGHER INTERMEDIATE POINT (Category 17)
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TICKET ENDORSEMENTS (Category 18)
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CHILDREN'S DISCOUNTS (Category 19)
 Unless otherwise stated in a specific fare rule, provisions of Rule 200 (CHILDREN'S AND INFANTS' FARES) and Rule 25(H) (CARRIAGE OF UNACCOMPANIED CHILDREN), as shown in this tariff, as well as the following conditions will apply.
 (1) Infants' Fares:
 An infant under 2 years of age (on the date of commencement of travel from the point of origin) will be charged the amount specified in the fare rule.
 (a) A passenger traveling at an infant discount fare is not entitled to a seat that is reserved prior to departure. If a seat is reserved prior to departure, the infant will be eligible only for discounts applicable to infants occupying a seat.
 (b) Where the specific fare rule does not permit an infants' discount, a discount may be calculated on the lowest fare for which his/her itinerary qualifies (considering routing restrictions, minimum/maximum stay and advance purchase/ticketing restrictions and reservation booking codes where necessary.)
 (c) Where the specific fare rule allows for free infant transportation, either for the entire journey or a portion of the journey, a ticket/coupon must be issued for the entire journey, including the free transportation.

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RULE	SECTION I - GENERAL RULES
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C2 STANDARD FORMAT OF ELECTRONIC RULES - PART +ICID (Continued)

CHILDREN'S DISCOUNTS (Category 19) (Continued)

(2) Children's Fares:

A child who is at least 2 years of age but less than 12 years of age (on the date of commencement of travel from the point of origin), accompanied by a passenger who is at least 12 years of age, will be charged the amount specified in the specific fare rule.

- (a) Where the specific fare rule does not permit children's discounts, then the accompanied child will either pay the full adult fare or a discount may be calculated on the lowest applicable fare for which his/her itinerary qualifies (considering routing restrictions, minimum/maximum stay and advance purchase/ticketing restrictions and reservations booking codes.)
- (b) The discount listed for children will also apply to any charge or surcharge and to any cancellation or refund penalty which would normally be assessed to the adult fare.
- (c) The discount listed for infants paying 10 percent or less of the applicable adult fare will also apply to stopover charges. However, infants paying 10 percent or less of the applicable adult fare are exempt from paying other charges/surcharges or cancellation/refund penalties.

TOUR CONDUCTOR DISCOUNTS (Category 20)

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AGENT DISCOUNTS (Category 21)

Intentionally Left Blank

ALL OTHER DISCOUNTS (Category 22)

Intentionally Left Blank

MISCELLANEOUS PROVISIONS (Category 23)

Intentionally Left Blank

(Category 24)

Currently Not Available

(Category 25)

Currently Not Available

GROUPS (Category 26)

(1) Group Size

A minimum group size refers to the minimum number of adult fares paying passengers. In order to determine the minimum group size, two children, each paying at least 50 percent of the applicable adult fare, will be counted as one adult fare paying passenger.

(2) Group Travel Requirements

When a group is required to travel together on the same flight(s), this requirement will apply unless the operating conditions make it impossible for the entire group to travel together, in which case, some members of the groups may travel on preceding or succeeding flight(s) on which space is available.

TOURS (Category 27)

- (1) Unless otherwise stated in the specific fare rule, any fare may be sold in conjunction with inclusive tour packages.
- (2) Unless otherwise stated in the specific fare rule, all Inclusive Tour packages must provide sleeping accommodations for the minimum stay period of the fare less one day (e.g. if the minimum stay of a given fare is 7 days, then 6 nights sleeping accommodations must be included in the tour package).
- (3) A minimum tour price may also be specified in the specific fare rule. Any minimum tour price specified in the fare rule shall refer to the cost of tour features only. The actual advertising price of the tour may not be lower than the applicable air fare plus the cost of the tour features. If a tour operator allows a discount on tour features for infants and children, the minimum tour price for infants and children may be reduced accordingly.
- (4) When an air fare may be used only in conjunction with an inclusive tour package, passengers will be required to provide documentation at the time of check-in for a flight to verify participation in an inclusive tour program.

VISIT ANOTHER COUNTRY (Category 28)

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DEPOSITS (Category 29)

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For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

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RULE

SECTION I - GENERAL RULES

C2 STANDARD FORMAT OF ELECTRONIC RULES - PART E (Applicable to SN only)

RULE TITLE/APPLICATION (Category **)

This category contains the rule title and defines the application of the rule. It will be used to indicate the geographical application of the rule, type of service (first, coach, etc.), type of transportation (one way or round trip), type of journey (single open jaw, round trip, etc.) and applicability for use with joint fares, tour fares and group fares. Provisions for capacity limitations, General Rules which are NOT applicable and miscellaneous information which is not category specific will also appear here. This category will appear with every rule with at least the rule title.

ELIGIBILITY (Category 1)

This category is used to define the identification requirements and age range for a particular passenger type, if such conditions exist. It is not used to define the actual passenger types, e.g. clergy, military, etc., for a fare class. Passenger type information is provided in the Fare Class Application. If this category is not present, the assumption is that there are no eligibility restrictions.

DAY/TIME (Category 2)

This category reflects times and/or days when travel is permitted. The day/time information applies to origins of trips scheduled to depart during that time period. If this category is not present, the assumption is that the fare is available for travel at all times of the day and all days of the week.

C [N]The date of the first international transoceanic flight of each fare sector will determine type of fare to be applied to such sector. Midweek/Weekend Fare application: Fares designated as Midweek apply for travel on transoceanic flights operating on Monday, Tuesday, Wednesday and Thursdays. Fares designated as Weekend apply for travel on transoceanic flights operating on Fridays, Saturdays, and Sundays. The statement "normal provisions apply" will appear in this paragraph unless an exemption exists, in which case, the appropriate Midweek/Weekend periods will be specified in the applicable fare rule. If there are restricted travel days, these restrictions will be specified in this paragraph.

SEASONALITY (Category 3)

This category is used to reflect the dates of a specific season or the dates on which a fare is valid. The assumption for applying this category is that a seasonal fare is based on the season of the origin portion of travel. The seasonal level in effect at the origin is used for all subsequent travel regardless of date. If this category is not present, the assumption is that the fare is available every day of the year.

C [N]When fares apply only during certain periods (e.g. Peak/Basic seasons) referred to in a rule, travel must commence during such period. Unless otherwise stated, the date of commencement of travel on the first transatlantic sector shall determine the respective round trip seasonal level to be applied.

FLIGHT APPLICATION (Category 4)

This category reflects information regarding the use of a fare on specific flight numbers, types of service (non-stop, multi-stop, etc.), equipment types and travel via points. It may be used to reflect either positive or negative application of the information. If this category is not present, it indicates that there are no flight restrictions for the fare.

ADVANCE RESERVATIONS/TICKETING (Category 5)

- (1) Advance Purchase, Super Advance Purchase, Group and Special Excursion (PEX) fares and Inclusive Tour fares must be booked in advance for the entire journey.
- (2) Advance Purchase, Super Advance Purchase and Special Excursion (PEX) fare tickets must show confirmed reservations for the entire journey.

MINIMUM STAY (Category 6)

- (1) The number of days counting from the day of departure, on the first outbound international sector to the earliest day return travel may commence from the last international stopover point (including for this purpose, the point of turnaround).
- (2) Waiver on Minimum Stay provisions are permitted only in the event of death.

MAXIMUM STAY (Category 7)

The number of days counting from the day of departure, to the last day return travel may commence from the last stopover point (including for this purpose, the point of turnaround).

STOPOVERS (Category 8)

Stopovers are permitted.

TRANSFERS (Category 9)

Where transfers are limited by number, an inter-line transfer shall be permitted at the point of turnaround/fare construction point; provided that such transfer shall not be counted.

PERMITTED COMBINATIONS (Category 10)

Fares used in combination are to be shown separately on the ticket.

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RULE	SECTION I - GENERAL RULES
<p>C2</p> <p>C</p>	<p>STANDARD FORMAT OF ELECTRONIC RULES - PART E (Continued)</p> <p>[N]This paragraph includes provisions governing the combination with published arbitraries and local fares. This paragraph may also include additional provisions for the combination of 50 percent of a published round trip fare with another fare to construct round trip/circle trip/open jaw transportation. The following general rules apply to the combination of fares. Any fare may be combined with any other fare that permits combination provided all conditions of the fares are met. Travel must be via fare construction points unless otherwise specified in either fare rule. Unless otherwise restricted in the fare rules, 50 percent of a round trip fare published in this tariff may be combined with 50 percent of a similar fare published by another carrier in another tariff. When 50 percent of a published round trip fare is combined with 50 percent of another round trip fare, the most restrictive rules apply. Unless otherwise specified in the fare rule, fares may be combined with arbitraries. Unless otherwise specified in the fare rule, 50 percent of the Midweek fare may be combined with 50 percent of the Weekend fare.</p> <p>BLACKOUT DATES (Category 11) This category is used to define single dates or date ranges when travel is not permitted. The assumption is made that blackouts apply to the scheduled departure time of a flight regardless of the portion of the passenger's travel they represent. <u>If this category is not present, the fare is not subject to blackout dates.</u></p> <p>SURCHARGES (Category 12) This category defines the conditions under which surcharges are applicable and the corresponding charge. <u>The assumption is that there are no surcharges unless this category is present.</u> If restrictions for a fare may be waived or modified based upon payment of a charge, these conditions will be found in either this category or in (Category 16), PENALTIES.</p> <p>ACCOMPANIED TRAVEL (Category 13) This category is used as a component of a rule when travel with one or more other passengers is necessary to qualify for a fare. <u>If this category is not present, any passenger may travel alone over the entire routing.</u></p> <p>TRAVEL RESTRICTIONS (Category 14) This category is used to state specific travel date restrictions. Usually these are the dates when the fare may first be used for travel or after which it may no longer be used. <u>If this category is not present, the fare is available for travel at all times.</u></p> <p>SALES RESTRICTIONS (Category 15) This category is used to define a fare that is available for sale subject to restrictions based on date, point of sale or similar conditions. The dates are most commonly first and last reservation or ticketing dates. <u>If this category is not present, the fare is available for reservations and ticketing at all times, anywhere and by anyone.</u></p> <p>PENALTIES (Category 16) [C]This paragraph describes any cancellation and refund restrictions/penalties that apply prior to departure (e.g. commencement of outbound travel) and/or after departure (en route). Except as otherwise provided in a particular rule, refunds shall be in accordance with Rule 80 (Revised Routings, Failure To Carry And Missed Connections) in C.A.B. 376. Advance Purchase Fares: Prior To Departure: (i) In the event of cancellation by the passenger of failure to use confirmed space as ticketed prior to or at departure time for any reason, except as provided in (ii) and (iii) below, a portion of the fare will be deemed non-refundable and will be forfeited by the passenger. The applicable non-refundable amount will be specified in each advance purchase/advance purchase excursion rule. Full refund will be made in the event of: (aa) death or illness of a passenger or a member of the passenger's immediate family attested to by an appropriate medical certificate. (bb) an increase in the advance purchase fare after a ticket has been issued, and the passenger desires to cancel. (cc) cancellation of a fully prepaid inclusive tour purchase in conjunction with the air transportation. (dd) cancellation prior to ticketing deadline. If after issuance of the ticket, schedule changes by the carrier(s) create alterations to the ticketed itinerary which are unacceptable to the passenger, the passenger may cancel or have the ticket reissued in accordance with applicable tariffs, without incurring penalty. After departure: In the event of cancellation by the passenger or failure to use confirmed space as ticketed after travel has commenced, except as provided in (ii) below, refund will be the difference between the fare paid and the fare for transportation used less the non-refundable amount specified in the applicable rule. In the case of death en route of a member of a family traveling together, the surviving member(s) will be permitted a rerouting of the balance of the journey without penalty. After the ticket has been issued, the non-refundable portion of the fare shall not be used as credit towards payment of any other fares. However, an advance purchase fare ticket may be upgraded to another fare 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 "NON-REF/APEX" entry shall continue to be carried in the "Form of payment" box of the new ticket and any subsequent reissues.</p>
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RULE	SECTION I - GENERAL RULES
C2	<p>STANDARD FORMAT OF ELECTRONIC RULES - PART E (Continued) HIGHER INTERMEDIATE POINT (Category 17) It is assumed that the Higher Intermediate Point rule applies. This category is used to negate that assumption when stopovers or connections are made at specific geographic locations.</p> <p>TICKET ENDORSEMENTS (Category 18) Advance Purchase, Super Advance Purchase and Special Excursion (PEX) fare tickets and any subsequent reissue must be annotated: "NONREF/APEX" or "NONREF/PEX", as applicable.</p> <p>CHILDREN'S DISCOUNTS (Category 19) (C) Except as otherwise indicated, Rule 200 (Childrens' and Infants' Fares) in C.A.B. 376 is applicable to fares governed by this rule.</p> <p>TOUR CONDUCTOR DISCOUNTS (Category 20) This category is used to provide either specific fare amounts or the information for calculating discount fares for tour conductors. It also specifies accompanying travel requirements travel requirements for the tour conductors travelling at the calculated or specified fare. <u>If this category is not present, the fare is not discountable for tour conductors.</u></p> <p>AGENT DISCOUNTS (Category 21) This category is used to provide either specific fare amounts or the information for calculating discount fares for agents. It also specifies the accompanying travel requirements for agents travelling at the calculated or specified fare. <u>If this category is not present, the fare is not discountable for agents.</u></p> <p>ALL OTHER DISCOUNTS (Category 22) This category is used to provide the specific fare amounts or the information for calculating discount fares for all passenger types other than children, tour conductors and agents. It also specifies the accompanying travel requirements for the passengers travelling at the calculated or specified fare. <u>If this category is not present, the fare is not discountable for the passenger types that fall into this category.</u></p> <p>MISCELLANEOUS PROVISIONS (Category 23) This category is used to specify whether specific fares should or should not be used for construction of unpublished fares, proration, refund calculation, currency adjustments or as proportional fares. <u>The assumption is that fares may be used for any purposes.</u></p> <p>(Category 24) Currently Not Available</p> <p>(Category 25) Currently Not Available</p> <p>GROUPS (Category 26)</p> <p>(1) Group Size A minimum group size refers to the minimum number of passengers required to form a group which will permit the use of a particular fare. Unless otherwise specified in the fare rule, in order to determine the minimum group size, two children each paying at least 50 percent of the applicable group fare will be counted as one member of the group.</p> <p>(2) Affinity Groups</p> <p>(a) The travel group shall be formed from affinity groups, i.e. members or employees of the same association, corporation, company or other legal entity (hereinafter referred to as the "organization") which shall have principal purposes, aims and objectives other than travel, and sufficient affinity existing prior to the application for transportation to distinguish it and set it apart from the general public; provided that no transportation may be offered to an organization:</p> <p>(b) With respect to the formation of affinity travel groups:</p> <p>(i) solicitation shall be limited to personal letters, circulars and telephone calls addressed to members of the organization, to group publications intended solely for members of the organization (or for members of the federation or body to which the organization belongs) and to any other form of solicitation not being public</p> <p>(ii) solicitation shall be effected only by officials of the organization or members of the travel group,</p> <p>(iii) "public solicitation" shall be deemed to exist when the group transportation is described, referred to or announced in advertisements or any other writing or by means of public communication, whether paid or unpaid, including but not limited to telephone campaigns, radio, telegraph and television; provided, however, that a statement in public news media, other than advertisement, that could not reasonably be construed as calculated or likely to induce travel as a member of the travel group and which has not been initiated by the organization, any member of the travel group, the carrier or an agent or representative of any of them, shall not be considered public solicitation,</p>
	<p style="text-align: right;">(Continued on next page)</p> <p>For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.</p> <p>ISSUED: May 3, 2000 EFFECTIVE: July 2, 2000</p>

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RULE	SECTION I - GENERAL RULES
C2	<p>STANDARD FORMAT OF ELECTRONIC RULES - PART E (Continued)</p> <p>GROUPS (Category 26) (Continued)</p> <p>(iv) the travel group shall not be gathered directly or indirectly by a person engaged in soliciting or selling transportation services or providing or offering to provide transportation to the general public, provided that the mere ascertainment of the group fare and/or its collection from members of the travel group shall not of itself be deemed to constitute engaging in such acts; provided further that if the organizer of the travel group (hereinafter referred to as "applicant") employs a travel agent to assist in the travel arrangements, such travel agent shall in no way solicit members of the travel group, except that after the party to be transported is formed the travel agent may contact members of such group for the purposes of arranging other travel services in addition to assisting in travel arrangements;</p> <p>(v) each member of the travel group shall be a member of the organization at the time of application for the group fare and shall have been such a member for at least six months immediately prior to the date on which the transportation will commence;</p> <p>(vi) the travel group may include the spouse and dependent children of a member of the organization from which the party to be transported is drawn and the parents of a member living in the same household as the member; provided, however, that any such spouse, dependent children or parents are accompanied on the flight by such member unless the member has been compelled to cancel his passage and only if such member's fare is not refunded.</p> <p>(3) Own Use Groups The travel group shall be formed only for use of one person (which expression shall include an individual person or legal entity such as an association, partnership, company or corporation) (hereinafter referred to as "the purchaser"); provided that such purchaser shall not, wholly or partially, directly or indirectly, share the cost of air transportation with other persons interested in obtaining such transportation including the passengers carried. Notwithstanding the foregoing, such cost may have been raised by voluntary contributions, provided that:</p> <p>(a) the voluntary contributions are not solicited nor obtained solely from the passengers to be carried;</p> <p>(b) participation in the travel group is not limited to those actually contributing;</p> <p>(c) the minimum amount of each person's contribution has not been prescribed by the purchaser; and</p> <p>(d) each person to be included in the travel group is selected by the purchaser and for reasons other than such person's request that he be included in the travel group.</p> <p>(4) Incentive Groups The travel group shall be comprised of groups of employees and/or dealers and/or agents (including spouses) of the same business firm(s), corporation(s) or enterprises(s) (excluding non-profit organizations) traveling under an established incentive travel program which rewards the employees, dealers and/or agents for past work or provides an incentive for future activities; provided that:</p> <p>(a) the incentive travel program shall include air transportation, accommodations, sightseeing, entertainment and other features, the cost of which is borne entirely by such firm/corporation/enterprise and not passed on directly or indirectly to the employees, dealers or agents;</p> <p>(b) officials (and spouses) of such firm, corporation or enterprise may be included in the group if they are traveling for the purpose of making awards or officiating in the incentive travel program;</p> <p>(c) each member of the incentive group is a member of the organization at the time of application for the group fare.</p> <p>(5) Documentation</p> <p>(a) General Requirements for all Individual and Group Inclusive Tours These 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.</p> <p>(b) Affinity/Incentive/Non-Affinity/Own Use Group Requirements</p> <p>(i) Written application, in the form required, shall provide a full description of the travel desired, the names and total number of passengers, and, where applicable, the affinity/incentive/own use provision under which the travel is being requested, and must be signed by the applicant (the person responsible for the travel arrangements of the group).</p> <p>(ii) The application must be submitted to the issuing carrier (the carrier whose tickets are to be issued) prior to commencement of outbound travel. The deadline for receipt of the application is specified in each particular group travel rule.</p> <p>(iii) Except as otherwise noted, only those passengers listed in the written application may be transported.</p> <p>(iv) 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.</p> <p>(v) Each travel group shall be identified by a definite number (group code) assigned by the carrier.</p>

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RULE

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C2

STANDARD FORMAT OF ELECTRONIC RULES - PART E (Continued)(c) Group Inclusive Tour Requirements

- (i) Written application, in the form required, 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 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 (Category 27)(1) Minimum Tour Price

- (a) The minimum selling price of the Inclusive Tour, normally expressed as the applicable Inclusive Tour plus a specific dollar amount.
- (b) Any increase in the minimum selling price due to extra days of stay en route.
NOTE: The term "Minimum Tour Price" (MTP) shall be understood to mean the minimum selling price of the tour per passenger.

(2) Tour Features (Inclusive Tours only)Tour Features must include:

- (a) Except as otherwise noted, the Individual Inclusive tour must be included in its published price and appropriate literature, in addition to air transportation, the cost of sleeping or hotel accommodations, plus any other facilities or attractions such as airport transfers, sightseeing, motorcoach trips and car rentals.
- (b) Except as otherwise noted, the Group Inclusive tour must include in its published price appropriate literature, in addition to air transportation, the cost of airport transfers and sleeping or hotel accommodations for the total duration of the trip, plus other facilities or attractions such as sightseeing, motorcoach trips and car rentals.

(3) Tour Literature (Inclusive Tours only)Tour Literature must include:

- (a) The price of the Inclusive Tour (air and land prices may be shown separately);
 - (i) Except as otherwise noted, the Individual Inclusive tour must be included in its published price and appropriate literature, in addition to air transportation, the cost of sleeping or hotel accommodations, 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 in its published price appropriate literature, in addition to air transportation, the cost of airport transfers and sleeping or hotel accommodations for the total duration of the trip, plus other facilities or attractions such as sightseeing, motorcoach trips and car rentals.
- (b) The inclusive tour code.

- (4) Tours must be paid for in full prior to commencement of travel and price of tour features and facilities may not be less than the amount specified in this category of the particular fare rule.

VISIT ANOTHER COUNTRY (Category 28)

This category reflects the requirements to qualify for a Visit Another Country fare, e.g., country of residence, distance from destination country and ticket purchase. If this category is not present, the assumption is that the fare is not a Visit Another Country fare.

DEPOSITS (Category 29)

This category indicates if there are deposit requirements to qualify for a fare, e.g., deposit amount, days required prior to ticketing/travel, refund of deposit conditions, and waivers for the deposit requirements. If this category is not present, the assumption is that there are no deposit requirements for the fare.

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SECTION I - GENERAL RULES

+ - Effective April 1, 2000 for transportation to/from the U.S.A.
+ - Effective May 15, 2000 for transportation to/from Canada
†Provisions of Rule 2 formerly appearing on this page and not brought forward are hereby cancelled.

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as Noted)

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RULE	SECTION I - GENERAL RULES
2	STANDARD FORMAT OF ELECTRONIC RULES - PART G (Applicable to TM only)
C C	<p>(A) APPLICATION [N](CATEGORY 50) [N](Applicable for transportation to/from Canada and to/from the U.S.A.) This category contains the rule title and defines the application of the rule. It will be used to indicate the geographical application of the rule, type of service (first, coach, etc.), type of transportation (one way or round trip), type of journey (single open jaw, round trip, etc.), and applicability for use with joint fares, tour fares, and group fares. Provisions for capacity limitation, general rules which are not applicable, and miscellaneous information which is not category specific will also appear with every rule with at least the rule title.</p>
C C	<p>(B) ELIGIBILITY [N](CATEGORY 1) [N](Applicable for transportation to/from Canada and to/from the U.S.A.) Unless otherwise indicated in this paragraph, fares are applicable to all passengers.</p>
C C	<p>(C) DAY/TIME [N](CATEGORY 2) (Applicable for transportation to/from the USA) (1) Midweek - unless otherwise specified, fare designated midweek (x) are valid for travel Monday, Tuesday, Wednesday, and Thursday only. (2) Weekend - unless otherwise specified, fares designated weekend (w) are valid for travel Friday, Saturday, and Sunday only. (3) The date of commencement of travel of each transoceanic sector shall determine the day of week application to be charged. (4) (Applicable to travel within the western hemisphere) The date of commencement of each international sector between the U.S.A./Canada and the Caribbean/Central America/Puerto Rico/Mexico/South America/U.S. Virgin Islands shall determine the day of the week application to be charged.</p>
C C	<p>[N](Applicable for transportation to/from Canada) (1) Midweek - unless otherwise specified, fare designated midweek (x) are valid for travel Monday, Tuesday, Wednesday, and Thursday only. (2) Weekend - unless otherwise specified, fares designated weekend (w) are valid for travel Friday, Saturday, and Sunday only. (3) The date of commencement of travel of each transoceanic sector shall determine the day of week application to be charged. (4) (Applicable to travel within the western hemisphere) The date of commencement of each international sector between Canada and the Caribbean/Central America/Puerto Rico/Mexico/South America shall determine the day of the week application to be charged.</p>
C	<p>(D) SEASONALITY [N](CATEGORY 3) (Applicable for transportation to/from U.S.A.) (1) Unless otherwise specified in the fare rule, fares apply all year. (2) (Applicable to transportation between Area 1 and Area 2/3) (a) (Applicable to published RT fares) The date of commencement of the outbound transoceanic sector shall determine the seasonal fare to be charged for the round trip. Where the country of arrival and departure differ, the correct seasonal fare to be charged for the inbound portion of an open jaw or circle trip is also determined by the date of the outbound transoceanic sector. Example: When the outbound transoceanic season is basic but that same date falls within the peak season for the country from which the passenger returns, the correct fare to be charged is: 50 percent of the basic fare outbound and 50 percent of the peak fare inbound. (b) (Applicable to published OW fares) the date of commencement of each transoceanic sector shall determine the seasonal fare to be charged. (c) Eastbound (EB)/Westbound (WB) application: (i) (Applicable to transatlantic travel) EB shall mean travel that commences in Area 1. WB shall mean travel that commences in Area 2/3. (ii) (Applicable to transpacific travel) EB shall mean travel that commences in Area 3. WB shall mean travel that commences in Area 1. (3) (Applicable to travel within the western hemisphere) (a) (Applicable to published RT fares) The date of commencement of the outbound international sector between the U.S.A. and the Caribbean/Central America/Puerto Rico/Mexico/South America/U.S. Virgin Islands shall determine the respective round trip seasonal level to be applied. (b) (Applicable to published OW fares) The date of commencement of each international sector between the U.S.A. and the Caribbean/Central America/Puerto Rico/Mexico/South America/U.S. Virgin Islands shall determine the seasonal level to be applied.</p>

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RULE	SECTION I - GENERAL RULES
2	<p>STANDARD FORMAT OF ELECTRONIC RULES - PART G (Applicable to TM only)</p> <p>(D) SEASONALITY (CATEGORY 3) (Continued) (Applicable for transportation to/from Canada) (1) Unless otherwise specified in the fare rule, fares apply all year. (2) (Applicable to transportation between Area 1 and Area 2/3) (a) (Applicable to published RT fares) The date of commencement of the outbound transoceanic sector shall determine the seasonal fare to be charged round trip. Where the country of arrival and departure differ, the correct seasonal fare to be charged for the inbound portion of an open jaw or circle trip is also determined by the date of the outbound transoceanic sector. Example: When the outbound transoceanic season is basic but that same date falls within the peak season for the country from which the passenger returns, the correct fare to be charged is: 50 percent of the basic fare outbound and 50 percent of the peak fare inbound. (b) (Applicable to published OM fares) The date of commencement of each transoceanic sector shall determine the seasonal fare to be charged. (3) (Applicable to travel within the western hemisphere) (a) (Applicable to published RT fares) The date of commencement of the outbound international sector between Canada and the Caribbean/Central America/Puerto Rico/Mexico/South America shall determine the respective round trip seasonal level to be applied. [N]Where the country of arrival and departure differ, the seasonal fare to be charged for the inbound portion of an open jaw or circle trip is also determined by the date of the outbound international segment. (b) (Applicable to published OM fares) The date of commencement of each international sector between Canada and the Caribbean/Central America/Puerto Rico/Mexico/South America shall determine the seasonal level to be applied.</p> <p>(E) ADVANCE RESERVATIONS/TICKETING (CATEGORY 5) (Applicable for transportation to/from Canada and to/from the U.S.A.) (1) Reservations (a) If no provisions are included in the specific rule, then reservations may be made any time prior to the departure of a desired flight subject to availability of space. (b) Unless otherwise specified in the specific rule, any advance reservation requirement in this paragraph refers to the number of days prior to the date of commencement of travel (from point of origin) that reservations must be confirmed. The actual date of departure may not be included in counting the advance reservations requirement. (c) If the fare has an advance reservations requirement, the waitlist segments may not be retained beyond the reservation deadline. (2) Payment and Ticketing (a) Unless otherwise stated in the specific fare rule, the purchase of a prepaid ticket advice (PTA) will constitute the purchase of a ticket; therefore, any provisions outlined in the fare rule for tickets shall also apply to PTAs (see also Rule 65 (Tickets)). (b) If no specific provisions are included in the fare rule, or the rule states "prior to departure", then payment/ticketing may be completed any time prior to departure from point of origin. (c) Any advance payment/ticketing requirements stated in this paragraph refer to the number of days prior to the date of commencement of travel that payment/ticketing must be completed. The actual date of departure may not be included in counting the advance payment/ticketing requirement.</p>

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RULE	SECTION I - GENERAL RULES
2 C C C C C C C	<p>STANDARD FORMAT OF ELECTRONIC RULES - PART G (Applicable to TW only)</p> <p>(F) MINIMUM STAY [N](CATEGORY 6) [N](Applicable for transportation to/from Canada and to/from the U.S.A.)</p> <p>(1) (Applicable to travel from Area 1 and Area 2/3) Return transoceanic travel must not commence prior to the required number of days after travel commences on the first outbound transoceanic sector.</p> <p>(2) (Applicable to travel within the western hemisphere only) Minimum stay means that travel from the last stopover point to the final destination must not commence prior to the required number of days after the date of commencement of outbound travel from the point of origin.</p> <p>(G) MAXIMUM STAY [N](CATEGORY 7) [N](Applicable for transportation to/from Canada and to/from the U.S.A.)</p> <p>(1) Unless otherwise specified in the specific rule, return travel may begin at any time. Passenger will be allowed to travel within the normal validity of the ticket which is one year from the date travel commences from the point of origin.</p> <p>(2) Return travel from the last stopover point must commence by midnight of the specified number of days after the date of commencement of travel from the point of fare origin. Days are counted beginning with the day after commencement of travel.</p> <p>(H) STOPOVERS [N](CATEGORY 8) [N](Applicable for transportation to/from Canada and to/from U.S.A.) Unless otherwise specified in the fare rule, stopovers, as defined below, will be permitted in accordance with Rule 135 (Stopovers).</p> <p>(1) A stopover is equivalent to a break of journey and means a deliberate interruption of a journey by the passenger, agreed to in advance by the carrier, at a point between the place of departure and place of destination. Furthermore, a stopover will be deemed to occur at an intermediate point from which the passenger is not scheduled to depart on the day of arrival, or within 24 hours of arrival if there is no connection on the day of arrival. If a portion of the routing is travelled by surface transportation, one stopover shall be deemed to have been taken for such portion. EXCEPTION: If there is no TWA connecting departure scheduled within 24 hours, a TWA departure on the following day shall not be deemed a stopover.</p> <p>(2) The discount listed for child and infant fares will also apply to the stopover charge.</p> <p>(I) TRANSFERS [N](CATEGORY 9) [N](Applicable for transportation to/from Canada and to/from U.S.A.) Unless otherwise specified in the fare rule, the definition of transfers is as follows: Transfers means any point at which the passenger transfers from:</p> <p>(1) governing carrier to governing carrier - online transfer (2) other than governing carrier to the same carrier - online transfer (3) governing carrier to a different carrier or vice versa - interline transfer (4) other than governing carrier to a different carrier other than governing carrier - interline transfer</p>

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RULE	SECTION I - GENERAL RULES
2 C C	<p>STANDARD FORMAT OF ELECTRONIC RULES - PART G (Applicable to TM only)</p> <p>(J) PERMITTED COMBINATIONS [N](CATEGORY 10) [N](Applicable for transportation to/from Canada and to/from the U.S.A.) Unless otherwise specified in the fare rule:</p> <ol style="list-style-type: none"> (1) Any fare may be combined end on end with any other fare which by its own terms permit such combinations. (2) Travel must be via the point of combination. (3) Fares may be combined with arbitraries. (4) For open jaws/round trips/circle trips: <ol style="list-style-type: none"> (a) Fares may be combined on a half round trip basis with TNA fares in any rule and tariff unless the rule specifically prohibits combinations. <ol style="list-style-type: none"> (1) To form single or double open jaws (2) To form round trips (3) To form circle trips (b) A maximum of two international fare components are permitted. (c) Routing/Rerouting <ol style="list-style-type: none"> (1) The routing conditions of each fare will apply to the appropriate fare component(s) over which the fare is assessed. (2) The transfer restrictions of each fare used will apply to the appropriate fare component(s) over which the fare is assessed. (3) The involuntary rerouting provisions of each fare will apply to the appropriate fare component(s) over which the fare is assessed. (d) Discounts <ol style="list-style-type: none"> (1) The applicable discounts of each fare will apply to the appropriate fare component(s) over which the fare is assessed. (e) When combining normal fares (either restricted or unrestricted), the provisions of each fare shall apply to the appropriate sector over which the fare is assessed. (f) When combining a normal fare (either restricted or unrestricted) with a special fare, the provisions of each fare shall apply to the appropriate sector over which the fare is assessed with the exception of advance purchase. The most restrictive advance purchase provision will apply to the entire fare combination. (g) When combining special fares, the most restrictive conditions applicable to either fare shall apply to the entire fare combination. The following will apply in determining the most restrictive conditions: <ol style="list-style-type: none"> (1) <u>Minimum/maximum Stay</u> <ol style="list-style-type: none"> (a) The longer minimum stay requirement will apply to the entire fare combination. (b) The shorter maximum stay limitation will apply to the entire fare combination. (2) <u>Stopovers</u> <ol style="list-style-type: none"> (a) The stopover restrictions of each fare will apply to the appropriate fare component(s) over which the fare is assessed provided that the passenger will not receive more than the maximum allowable number of stops in the most restrictive rule. (3) <u>Reservations and Ticketing</u> <ol style="list-style-type: none"> (i) The longer advance reservations requirement will apply to the entire fare combination. (ii) The longer advance payment/ticketing requirement will apply to the entire fare combination. (iii) Any rule provision requiring simultaneous payment and ticketing will apply in addition to the longer advance payment/ticketing deadline. (iv) If there is a deposit required in conjunction with advance reservations, the largest requirement will apply to the entire fare combination. (4) <u>Rerouting</u> <ol style="list-style-type: none"> (i) The voluntary rerouting/rebooking conditions of the most restrictive fare rule will apply to the entire fare combination. (5) <u>Cancellation and Refunds</u> <ol style="list-style-type: none"> (i) The largest cancellation penalty will apply to the entire fare combination.

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RULE	SECTION I - GENERAL RULES
2 C C C	<p>STANDARD FORMAT OF ELECTRONIC RULES - PART G (Applicable to TM only)</p> <p>(K) BLACKOUT DATES [N](CATEGORY 11) [N](Applicable for transportation to/from Canada and to/from the U.S.A.) Restricted travel dates, when applicable, apply per half round trip. No segment of the trip may be flown on these days.</p> <p>(L) SURCHARGES [N](CATEGORY 12) [N](Applicable for transportation to/from Canada and to/from the U.S.A.)</p> <p>(1) Surcharges</p> <p>(a) Any special surcharges (for example weekend surcharges, holiday surcharges, etc.) which must be added to the published fare will be found in Category 12 of the fare rule.</p> <p>(b) The surcharge provisions of each fare shall apply to the appropriate sector over which the fare is assessed.</p> <p>(2) Child and infant fares</p> <p>(a) Child/infant discounts apply, to the same extent as applied to the fare, on any surcharges. <u>EXCEPTION:</u> Child/infant discounts will not apply to security surcharges as provided in Rule 24.</p>

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RULE	SECTION I - GENERAL RULES
2 C C	<p>STANDARD FORMAT OF ELECTRONIC RULES - PART G (Applicable to TM only)</p> <p>(M) PENALTIES [N](CATEGORY 16) [N] (Applicable for transportation to/from Canada and to/from the U.S.A.)</p> <p>(1) Rerouting</p> <p>(a) Voluntary rerouting As used herein, "voluntary rerouting" shall refer to any changes in reservations of confirmed flights requested by a passenger. Unless otherwise specified in a fare rule, the following conditions will apply:</p> <ul style="list-style-type: none"> (i) If there are no restrictions on rerouting in the specific fare rule, then voluntary rerouting shall be permitted as outlined in Rule 80 (Revised Routings, Failure to Carry and Missed Connections). The revised routing must conform to the provisions of the applicable fare section of Rule 80. (ii) In case of voluntary rerouting involving a change of totally unused ticket where the original fare no longer applies, the original ticket may be reissued and fare recalculated from point of origin using the fares and rate of exchange applicable at the time of reissue. (iii) If there is a voluntary rerouting on any downline itinerary after departure, the fare and charges must be reassessed using fares, rules, and rate of exchange effective at the time that travel commences from the point of origin. (iv) If voluntary rerouting is not permitted in the specific fare rule, the cancellation provisions shall apply when a passenger voluntarily changes confirmed reservations. <p>(b) Involuntary rerouting</p> <ul style="list-style-type: none"> (i) Normal involuntary rerouting procedures found in Rule 80 will apply unless amended by provisions of the specific fare rule. <p>(2) Cancellation and Refunds Unless otherwise amended by the provisions in the specific fare rules, Rule 80 (Revised Routings, Failure to Carry and Missed Connections) and Rule 90 (Refunds) are applicable. For refund restricted/subject to penalties fares the following apply:</p> <p>(a) Voluntary cancellation by passenger prior to departure</p> <ul style="list-style-type: none"> (1) Full refund will be made in the event of death or illness of the passenger, a member of his immediate family, or a traveling companion, as substantiated by a medical certificate. (2) In the event of cancellation or a failure to use confirmed space as ticketed for any reason other than those outlined in Rule 90 or in Paragraph (a) above, the passenger will forfeit the amount stated in the individual rule, where applicable. (3) If, after ticket issuance, schedule changes by TNA create alterations to the ticketed itinerary which are unacceptable to the passenger, the passenger may cancel or have the ticket reissued in accordance with applicable tariffs, without incurring a penalty. (4) In the event of cancellation or failure to use confirmed space as ticketed, the full amount of the fare can be used as a credit toward an upgrade to different and higher fare type. The new fare must be governed by a different fare rule which does not restrict the upgrade and results in an additional collection. In the event of an upgrade, any original non-refundable amount shall remain non-refundable. <p>(b) Voluntary cancellation by passenger after departure</p> <ul style="list-style-type: none"> (1) In the event a passenger discontinues his journey en route for any reason other than those specified in Rule 65 (Tickets), any refundable amount shall be the difference between the fare paid and the fare for the transportation used less the "cancellation penalty" stated in the individual rule, where applicable. (2) In the event of cancellation or failure to use confirmed space as ticketed, the full amount of the fare can be used as a credit toward purchase of transportation at any other applicable fare calculated from the original point of origin, subject to all provisions of such fare. The new fare must be governed by a different fare rule which does not restrict the upgrade and results in an additional collection. In the event of an upgrade, any original non-refundable amount shall remain non-refundable. <p>(c) Child/infant discounts apply on any cancellation or refund fee.</p>
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RULE	SECTION I - GENERAL RULES
2 C C C C	<p>STANDARD FORMAT OF ELECTRONIC RULES - PART G (Applicable to TM only)</p> <p>(N) TICKET ENDORSEMENT [N](CATEGORY 18) [N](Applicable for transportation to/from Canada and to/from the U.S.A.) If a fare has a ticket endorsement requirement, such endorsement shall appear in the endorsement box of the new ticket and any subsequent reissues.</p> <p>(O) DISCOUNTS [N](Applicable for transportation to/from Canada and to/from the U.S.A.) Child Discounts [N](CATEGORY 19) (Applicable for transportation to/from U.S.A.) Rule 200 (Children's and Infants Fares) is applicable (1) In the event Rule 200 is not applicable to a specified fare rule, the lowest applicable fare which would permit a child and/or infant discount will apply. (2) When a child or infant discount is applied, the following ticket designators shall be appended to the applicable adult fare class code: (a) Child discount: "/CH" followed by the percentage discount being applied. (b) Infant discount: "/IN" followed by the percentage discount being applied.</p> <p>Other discounts [N](CATEGORY 22) (1) When any of the following discounts are applied as a percentage off the published adult fare, the ticket designator indicated below shall be appended to the applicable adult fare class code: (a) Senior citizen discount: "/SC" followed by the percentage discount being applied. (b) Youth discount: "/ZZ" followed by the percentage discount being applied.</p>

(Continued on next page)

For Rule 2(O) shown in effect hereon, see 24th revised page 32.

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

ISSUED: October 29, 1998

EFFECTIVE: December 28, 1998

Airline Tariff Publishing Company, Agent
INTERNATIONAL PASSENGER RULES AND FARES TARIFF
NO. IPR-2

25th Revised Page 32
Cancels 24th Revised Page 32

For Rule 2(0) previously published on 24th Revised Page 32 see 1st Revised Page 31-Z.

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

ISSUED: October 29, 1998

EFFECTIVE: December 28, 1998

RULE

SECTION I - GENERAL RULES

5 APPLICATION OF TARIFF

(A) GENERAL

- (1) This tariff shall apply to carriage of passengers and baggage, and to all services incidental thereto, performed by AZ, EI, NZ, PH, QF, SK, SN, under local fares, rates and charges and by AZ, EI, NZ, PH, QF, SK, SN, in conjunction with other participating carriers under joint fares, rates and charges contained in tariffs which make specific reference to this tariff for governing rules, regulations and conditions of carriage.
- (2) Where AZ, EI, PH, QF, SK, SN and NZ are specifically named in any rule contained herein such rule applies to local carriage via AZ, EI, NZ, PH, QF, SK, SN and to carriage via AZ, EI, NZ, PH, QF, SK and SN in conjunction with other participating carriers named in such rule.
- (3) Where participating carriers other than AZ, EI, PH, SK or SN are specifically named in any rule contained herein such rule applies only to carriage in conjunction with AZ, EI, PH, SK or SN.
- (4) Except as otherwise provided, charges or monetary amounts shown herein in dollars or cents are stated in terms of lawful U.S. currency. Charges or monetary amounts are also stated in terms of lawful Canadian currency whenever so indicated directly in connection therewith.
- (5) International transportation shall be subject to the rules relating to liability established by, and to all other provisions of the Convention for the Unification of Certain Rules Relating to International Transportation by Air, signed at Warsaw, October 12, 1929, or such convention as amended, (†)IN via SK, or the Convention for the Unification of Certain Rules for International Carriage by air, signed at Montreal on 28MAY1999, whichever may be applicable for the purpose of international carriage governed by the Montreal Convention, the liability rules set out in the Montreal Convention are fully incorporated herein and shall supersede and prevail over any provisions of this tariff which may be inconsistent with those rules), whichever may be applicable to the transportation hereunder. Any provision of these rules which is inconsistent with any provision of said Convention shall, to that extent, but only to that extent, be inapplicable to international transportation.
- NOTE:** Rules stating any limitation on, or condition relating to, the liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States, except to the extent provided in Rule 55(B)(1) with respect to Tariff C.A.B. No. 376. Any such limitation or condition in any rule herein is not a part of Tariff C.A.B. No. 376, except to the extent provided in Rule 55(B)(1) with respect to Tariff C.A.B. No. 376, filed with the Civil Aeronautics Board of the United States. Nothing in this tariff modifies or waives any provision of the Convention.
- (6) The fares, routings and rules published herein take precedence over fares published in the Industry Fares section of International Passenger Rules and Fares Tariff No. TARIFF-1, C.A.B. NO. 531 in which NZ is a participant. Except as otherwise provided, fares are published in the Industry Fares Section of C.A.B. No. 531, International Passenger Rules and Fares Tariff No. TARIFF-1, on behalf of NZ and provided that such fares shall not apply to direct service markets, i.e., markets served on a non-stop or single-flight-number basis of CO/NZ which are published herein. Additionally, fares to/from a country published in the Industry Fares Section of C.A.B. No. 531, International Passenger Rules and Fares Tariff No. TARIFF-1, shall not apply, if NZ published any fare to/from the same country in this tariff.
- (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, and on behalf of AZ, NZ, PH, QF, SK, SN, all participating carriers in the Transatlantic and are considered to be part of this tariff.
- EXCEPTION:** For Fares Published by Rule, refer to the following chart for page number and applicable tariff:

CARRIER	PAGE NO.	C.A.B. NO.	NTA(A) NO.
AZ	AZ-2	376	210
EI	EI-62	479	--
NZ	NZ-2/NZ-9	376	210
PH	PH-2	376	210
QF	QF-7-QF-8	376	210
SK	SK-3-SK-3-B/ SK-20	376	210
SN	SN-2 SN-116-D	376 422	210 -
YY	CN-26-CN-32-A	376	210

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

ISSUED: June 19, 2009

EFFECTIVE: August 3, 2009

(Except as Noted)

† - Effective June 20, 2009 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 46800.

Airline Tariff Publishing Company, Agent
INTERNATIONAL PASSENGER RULES AND FARES TARIFF
NO. IPR-2

72nd Revised Page 32-B
 Cancels 71st Revised Page 32-B

RULE	SECTION I - GENERAL RULES
5	<p>APPLICATION OF TARIFF (Continued)</p> <p>(B) <u>GRATUITOUS CARRIAGE</u> With respect to gratuitous carriage, carrier reserves the right to exclude the application of all or any part of this tariff.</p> <p>(C) <u>CHANGE WITHOUT NOTICE</u> Except as may be required by applicable laws, government regulations, orders and requirements, Carrier's rules, regulations and conditions of carriage are subject to change without notice; provided, that no such change shall apply to a contract of carriage after the carriage has commenced.</p> <p>(D) <u>EFFECTIVE RULES, FARES AND CHARGES</u> All carriage of passengers and/or baggage shall be subject to the carrier's rules, regulations, and tariffs in effect on the date of commencement of carriage covered by the first flight coupon of the ticket.</p> <p>(1) (Applicable to FF, PH, SK, NZ and TZ only) When the fares or charges collected are not the applicable fares or charges, the difference will be refunded on or collected from the passenger as may be appropriate.</p> <p>(2) (Applicable to EI and PH only) If, after a ticket has been issued and before any portion thereof has been used, an increase or decrease in the fares or charges applicable to the transportation covered by the tickets becomes effective, the full amount of such increase or decrease will be collected from, or refunded to, the passenger, as the case may be.</p> <p><u>NOTE 1:</u> (Applicable to AZ only) When a decrease in fare is the result of a new fare for which the passenger can qualify, which has been added between the points shown on the ticket, the full amount of the difference in the fares less an administrative charge will be refunded provided:</p> <p><u>NOTE 2:</u> NOT USED <u>NOTE 3:</u> NOT USED <u>EXCEPTION 1:</u> NOT USED</p>

(Continued on next page)

Provisions of CU formerly appearing on this page and not brought forward are hereby cancelled.

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

ISSUED: March 13, 2002

EFFECTIVE: April 12, 2002

Airline Tariff Publishing Company, Agent
INTERNATIONAL PASSENGER RULES AND FARES TARIFF
NO. IPR-2

14th Revised Page 32-C
 Cancels 13th Revised Page 32-C

RULE

SECTION I - GENERAL RULES

5

APPLICATION OF TARIFF (Continued)

(D) (Continued)

(2) (Continued) EXCEPTION 1: (Continued)

(a) (Continued)

- (i) (Not applicable to tickets for transportation between the U.S.A./Canada and the Caribbean/Mexico) TM is the transatlantic carriers used;
- (ii) tickets are duly issued on TM ticket stock or by an authorized SATO facility connected with a military installation. The term "tickets... issued on TM ticket stock" means tickets which are imprinted with the TM carrier code (015) in the ticket serial number and which are issued and validated with an official TM validator by an authorized TM employee, a TM appointed travel agency or other person authorized to issue TM ticket stock pursuant to Rule 65(H) hereof;
- (iii) the ticket is issued with confirmed reservations for the originating flight at the fares/charges being sold on the date of ticket issuance for the date of commencement of travel. Standby tickets are issued at the fare in effect on the date of ticket issuance for the season requested by the passenger. The date of ticket issuance is determined by the validation stamped or imprinted on the ticket except when arrangements are made for the carrier to mail the ticket to the passenger, the mutually agreed upon telexmail invoicing date if payment is made by check, or ticket issuing date if payment is made by credit card, will constitute the date of ticket issuance;
- (iv) purchase of a PTA will constitute purchase and issuance of a ticket for the purpose of this rule, provided that PTA specifies the passenger's originating flight and date, and the originating flight shown on the PTA is not changed at the passenger's request subsequent to the effective date of any increase in the applicable fare. A PTA issued at published standby fares need not specify the originating flight and date.
- (v) confirmed, ticketed reservations for the originating flight are not changed;
- (vi) sale occurs and ticket is issued in the country where transportation originates as defined in (b) above or ticket is issued in the country where transportation originates against a PTA issued in any country.
- (b) (Applicable to TM only for local transportation originating in the U.S.A. and only for incentive groups as defined below. When travel is to Spain, applicable only to Incentive Group travel to Madrid or Barcelona.) Upon the execution of a contract between the group organizer and TM and a 25 percent deposit of the applicable fare, no increase to fares/charges in effect at the time of contract will be collected subject to the conditions as outlined below:
- (i) ELIGIBILITY
- (aa) Incentive travel groups shall be comprised of employees/dealers/agents, including spouses, of the same business firm(s), corporation(s) or enterprise(s) (excluding nonprofit organizations) traveling under an established incentive travel program which rewards the employees, dealers and/or agents for past work or provides an incentive for future activities. The incentive travel program shall include air transportation, accommodations, sightseeing, entertainment and other features the cost of which is borne entirely by such firm/corporation/ enterprise and not passed on directly or indirectly to the employees, dealers or agents.
- (bb) Officials (and spouses) of such firm, corporation, or enterprise may be included in the group if they are traveling for the purpose of making awards or officiating in the incentive travel program.

(Continued on next page)

Information now appearing on this 14th Revision of Page 32-C previously appeared on the 69th Revision of Page 32-B.

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

ISSUED: March 25, 1998

EFFECTIVE: May 24, 1998

Airline Tariff Publishing Company, Agent
INTERNATIONAL PASSENGER RULES AND FARES TARIFF
 NO. IPR-2

12th Revised Page 32-D
 Cancels 11th Revised Page 32-D

RULE

SECTION I - GENERAL RULES

5

APPLICATION OF TARIFF (Continued)

(D) (Continued)
 (2) (Continued)
EXCEPTION 1: (Continued)

(b) (Continued)

(ii) FORMATION OF GROUP

Incentive groups shall be formed only by an individual person or an association, partnership, company, or corporation (hereinafter referred to as "the Purchaser") who shall not wholly or partially, directly or indirectly, share the cost of the air transportation with other persons interested in such transportation, including the passenger's carrier. Notwithstanding the foregoing, such cost may have been raised by voluntary contributions, provided that:

- (aa) the voluntary contributions are not solicited nor obtained solely from the passengers to be carried;
- (bb) participation in the group is not limited to those actually contributing;
- (cc) the minimum amount of each person's contribution has not been prescribed by the purchaser;
- (dd) each person to be included in the group is selected by the purchaser and for reasons other than such person's request that he be included in the group.

(iii) DEPOSIT

- (aa) For a group of 40 or more passengers, the deposit must equal 25 percent of the total applicable fares being charged.
- (bb) For a group of less than 40 passengers, the deposit must equal 25 percent of the total applicable fares for a minimum group of 40 passengers.

(iv) CONTRACT

Upon the execution of a contract between the group organizer and TW and a deposit as described above, no increase of fares/charges in effect at the time of the contract shall be collected for a period not to exceed 18 months.

EXCEPTION: If the cost of fuel rises more than 20 percent above the level in effect at the time of the contract, TW will increase the contracted fare by 3/10 of one percent for every one percent increase in fuel cost over 20 percent.

(v) CANCELLATION PENALTY

If the reservations for the contracted group or any members of the group cancelled prior to departure for any reason other than the death or illness, as substantiated by a medical certificate, of a passenger or member of his immediate family, as described in Rule 1 (Definitions), a penalty will be collected as follows:

Departure Dates	Days Prior to Departure	Penalty
May 15 through October 15 of the same year	90-61 days	-10 percent of the applicable fare paid
	60 days or less	-25 percent of the applicable fare paid
October 16 of one year through May 14 of the following year	60-31 days	-10 percent of the applicable fare paid
	30 days or less	-25 percent of the applicable fare paid

NOTE: For any group size larger than 150 passengers, TW will reserve the right to negotiate alternate cancellation penalty arrangements which will be included in the contractual agreement. If the reservations for the contracted group or any members of the group are cancelled after departure for any reason, the cancellation penalty provisions applicable to the fare being paid will apply.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

ISSUED: February 18, 1992

EFFECTIVE: April 18, 1992

Airline Tariff Publishing Company, Agent
INTERNATIONAL PASSENGER RULES AND FARES TARIFF
 NO. IPR-2

28th Revised Page 33
 Cancels 27th Revised Page 33

RULE	SECTION I - GENERAL RULES
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<p>5</p> <p>C</p>	<p><u>APPLICATION OF TARIFF</u> (Continued)</p> <p>(D) (Continued) (2) (Continued)</p> <p>†(C) <u>EXCEPTION 2:</u> (Applicable to SK only; Applicable only to transportation which originates in the U.S.A.) No increase in fares/charges applicable to the carriage of passengers will be collected, or more restrictive conditions of such carriage imposed, in the event an increase in fares or charges occurs between the time of initial ticket purchase and the selling date (see NOTE below) of any subsequent tariff containing such an increase and/or more restrictive conditions of carriage, provided:</p> <p>(a) SK is the transatlantic carrier used;</p> <p>(b) tickets are duly issued on SK ticket stock. The term "tickets... issued on SK ticket stock" means tickets which are imprinted with the SK carrier code (117) in the ticket serial number and which are issued and validated with an official SK validator by an authorized SK employee, an SK appointed travel agency or other person authorized to issue SK ticket stock pursuant to Rule 65(H) hereof;</p> <p>(c) the ticket is issued with confirmed reservations from the point of origination in the U.S.A. to the first point of stopover in Area 1, 2 or 3 at the fares/charges being sold on the date of ticket issuance for the date of commencement of transatlantic travel. Budget fare tickets are issued at the fare being sold on the date of ticket issuance for the week of travel ticketed. Standby tickets are issued at the fare in effect on the date of ticket issuance for the season requested by the passenger. The date of ticket issuance is determined by the validation stamped or imprinted on the ticket except when arrangements are made for the carrier to mail the ticket to the passenger, the mutually agreed upon telexmail invoicing date if payment is made by check, or ticket issuing date if payment is made by credit card, will constitute the date of ticket issuance;</p> <p>(d) neither confirmed, ticketed reservations including assigned weeks of travel for Budget fare passengers are changed, nor tickets reissued, at the passenger's request;</p> <p>(e) sale occurs and ticket is issued in the U.S.A.</p> <p><u>NOTE:</u> When a tariff increasing fares or charges is issued the selling date of any proposed increase in fares or charges will be as follows:</p> <p>(a) on at least 60 days notice the selling date will be 30 days prior to the effective date of the increase.</p> <p>(b) on less than 60 and at least 30 days notice the selling date will be 15 days prior to the effective date of the increase.</p> <p>(c) on less than 30 days notice the selling date will be the effective date of the increase.</p> <p><u>EXCEPTION 3:</u> (Applicable only to CO for local and joint transportation originating in Area 1 or in Micronesia.) No increase will be collected in cases where the ticket has been issued prior to the effective date of a tariff containing an increase in the applicable fare, effected through a change in fare level, a change in conditions governing the fare, or a cancellation of the fare itself, provided:</p> <p>(a) the originating international flight coupon of the ticket was issued for a specific flight at the fare contained in a tariff lawfully in effect on the date of ticket issuance (determined by the validation stamped or imprinted on the ticket).</p> <p>(b) the originating international flight shown on the ticket is not voluntarily changed at the passenger's request subsequent to the effective date of any increase in the applicable fare.</p> <p>(c) (Applicable to CO only.) Flights other than the originating international flight are not voluntarily changed to reflect a revised routing via which the original fare charged would not have been applicable.</p> <p>(d) (Applicable to CO only.) This provision shall apply only to the passenger to whom the ticket was originally issued.</p>
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For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

ISSUED: April 12, 1993	EFFECTIVE: June 11, 1993	(Except as Noted)
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INTERNATIONAL PASSENGER RULES AND FARES TARIFF
NO. IPR-2

27th Revised Page 34
 Cancels 26th Revised Page 34

RULE	SECTION I - GENERAL RULES
5	<p><u>APPLICATION OF TARIFF</u> (Continued)</p> <p>(D) (Continued) (2) (Continued)</p> <p><u>EXCEPTION 4:</u> (Applicable to EI only for sales and tickets issued in the U.S.A. for local and joint transportation originating in the U.S.A.) No increase will be collected in cases where the ticket has been issued prior to the effective date of a tariff containing an increase in the applicable fare effected through a change in fare level, a change in conditions governing the fare, or a cancellation of the fare itself provided:</p> <p>(a) The originating flight coupon of the ticket, for a specific flight, is a fare contained in a tariff lawfully in effect at the date of ticket issuance (determined by the validation on the ticket);</p> <p>(b) The originating flight shown on the ticket is not voluntarily changed at the passenger's request subsequent to the effective date of any increase in the applicable fare; and</p> <p>(c) The transportation commences within one year of the effective date of a tariff containing an increase.</p> <p><u>EXCEPTION 5:</u> (Applicable to FF and NZ for transportation to/from the U.S.A. only.) No increase will be collected in cases where the ticket (or MCO in the case of group fares) has been issued prior to the effective date of a tariff containing an increase in the applicable fare, effected through a change in fare level, a change in conditions governing the fare, or a cancellation of the fare itself, provided:</p> <p>(a) All travel is completed within one year from the issue date of ticket (or MCO in the case of group fares);</p> <p>(b) The originating international flight coupon of the ticket (or MCO in the case of group fares) was issued at the fare contained in a tariff lawfully in effect at the time of such ticket/MCO issuance;</p> <p>(c) (i) The originating international flight shown on the ticket (or MCO in the case of a group fare) is not voluntarily changed at the passengers request subsequent to the effective date of any increase in the applicable fare. (ii) Any such change made to the ticket or MCO will incur reassessment at the new applicable fare.</p> <p>(d) Additional passengers wishing to join a fare guaranteed group after the effective date of a tariff containing an increase will be required to pay the new fare level.</p> <p>(e) Tickets must be issued on FF or NZ ticket stock/validation.</p>
(Continued on next page)	
For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.	
ISSUED: March 23, 1993	EFFECTIVE: May 22, 1993

Airline Tariff Publishing Company, Agent
 INTERNATIONAL PASSENGER RULES AND FARES TARIFF
 NO. IPR-2

38th Revised Page 34-A
 Cancels 37th Revised Page 34-A

RULE	SECTION I - GENERAL RULES
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5	APPLICATION OF TARIFF (Continued)
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(D) (Continued)
 (2) (Continued)
EXCEPTION 6:

(Applicable to AZ only for tickets issued in the U.S.A. governing AZ local and joint transportation originating in the U.S.A.) No increase will be collected in cases where the ticket has been issued prior to the effective date of a tariff containing an increase in the applicable fare, provided:

- (a) the ticket was issued for a specific flight at the fare contained in a tariff lawfully in effect on the date of ticket issuance (determined by the validation on the ticket);
- (b) neither confirmed ticketed reservations including assigned week of travel for budget fare tickets are changed nor tickets reissued at the passenger's request subsequent to the effective date of any increase in the applicable page;
- (c) this provision shall apply only to the passenger to whom the ticket was originally issued. Furthermore, this provision will not apply to sales made outside the U.S.A. for tickets to be issued in the U.S.A.
- (d) (Applicable to AZ only for local transportation originating in the U.S.A. and only for incentive groups as defined below.) Upon the execution of a contract between the group organizer and AZ and a 25 percent deposit of the applicable fare, no increase to fares/charges in effect at the time of contract will be collected subject to the conditions as outlined below:

(i) ELIGIBILITY

(aa) Incentive travel groups shall be comprised of employees/dealers/agents, including spouses, of the same business firm(s), corporation(s) or enterprise(s) (excluding nonprofit organizations) traveling under an established incentive travel program which rewards the employees, dealers and/or agents for past work or provides an incentive for future activities. The incentive travel program shall include air transportation, accommodations, sightseeing, entertainment and other features the cost of which is borne entirely by such firm/corporation/enterprise and not passed on directly or indirectly to the employees, dealers or agents.

(bb) Officials (and spouses) of such firm, corporation, or enterprise may be included in the group if they are traveling for the purpose of making awards of officiating in the incentive travel program.

(ii) FORMATION OF GROUP

Incentive groups shall be formed only by an individual person or an association, partnership, company, or corporation (hereinafter referred to as "the Purchaser") who shall not wholly or partially, directly or indirectly, share the cost of the air transportation with other persons interested in such transportation, including the passenger's carrier. Notwithstanding the foregoing, such cost may have been raised by voluntary contributions, provided that:

(aa) the voluntary contributions are not solicited nor obtained solely from the passengers to be carried;

(bb) participation in the group is not limited to those actually contributing;

(cc) the minimum amount of each person's contribution has not been prescribed by the purchaser;

(dd) each person to be included in the group is selected by the purchaser and for reasons other than such person's request that he be included in the group.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

ISSUED: August 8, 1990

EFFECTIVE: October 7, 1990

(Printed in U.S.A.)

00196

CORRECTION
 NO. 115920

RULE **SECTION I - GENERAL RULES**

5 APPLICATION OF TARIFF (Continued)

(D) (Continued)
 (2) (Continued)
EXCEPTION 6: (Continued)
 (d) (Continued)
 (iii) DEPOSIT
 (aa) For a group of 40 or more passengers, the deposit must equal 25 percent of the total applicable fares being charged.
 (bb) For a group of less than 40 passengers, the deposit must equal 25 percent of the total applicable fares for a minimum group of 40 passengers.

(iv) CONTRACT
 Upon the execution of a contract between the group organizer and AZ and a deposit as described above, no increase of fares/charges in effect at the time of the contract shall be collected for a period not to exceed 18 months.
EXCEPTION: If the cost of fuel rises more than 20 percent above the level in effect at the time of the contract, AZ will increase the contracted fare by 3/10 of one percent for every one percent increase in fuel cost over 20 percent.

(v) CANCELLATION PENALTY
 If the reservations for the contracted group or any members of the group cancelled prior to departure for any reason other than the death or illness, as substantiated by a medical certificate, of a passenger or member of his immediate family, as described in Rule 1 (Definitions), a penalty will be collected as follows:

<u>Departure Dates</u>	<u>Days Prior to Departure</u>	<u>Penalty</u>
May 15 through October 15 of the same year	90-61 days 60 days or less	-10 percent of the applicable fare paid -25 percent of the applicable fare paid
October 16 of one year through May 14 of the following year	60-31 days 30 days or less	-10 percent of the applicable fare paid -25 percent of the applicable fare paid

NOTE 1: For any group size larger than 150 passengers, AZ will reserve the right to negotiate alternate cancellation penalty arrangements which will be included in the contractual agreement. If the reservations for the contracted group or any members of the group are cancelled after departure for any reason, the cancellation penalty provisions applicable to the fare being paid will apply.

NOTE 2: The selling date of any proposed increase in fares or charges will be as follows: When a tariff increasing fares or charges is issued:
 (a) on at least 45 days' notice the selling date will be 30 days prior to the effective date of the increase;
 (b) on less than 45 and at least 15 days' notice the selling date will be 15 days prior to the effective date of the increase;
 (c) on less than 15 days' notice the selling date will be the effective date of the increase.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

ISSUED: August 8, 1990 **EFFECTIVE:** October 7, 1990

Airline Tariff Publishing Company, Agent
INTERNATIONAL PASSENGER RULES AND FARES TARIFF
NO. IPR-2

23rd Revised Page 34-C
 Cancels 22nd Revised Page 34-C

RULE	SECTION I - GENERAL RULES
5	<p>APPLICATION OF TARIFF (Continued)</p> <p>(D) (Continued) (2) (Continued) <u>EXCEPTION 7:</u> (Applicable to transportation within Area 1 wholly via CO) No increases will be collected in cases where the ticket has been issued prior to the effective date of a tariff containing an increase in the applicable fare. (See NOTE below) provided</p> <p>(a) the originating flight coupon of the ticket was issued for a specific flight at the fare contained in a tariff lawfully in effect on the date of ticket issuance determined by the validation stamped or imprinted on the ticket. <u>Note:</u> "Write Your Own" type tickets which are billed to the customer only after use are considered to be issued on the date of departure from point of origin.</p> <p>(b) That subsequent to the effective dates of any increase in the applicable fare: (i) the originating flight is not voluntarily changed, and (ii) flights other than the originating flight are not voluntarily changed to reflect a revised routing via which the original fare charged would not have been applicable.</p> <p>(c) This provision shall apply only to the passenger to whom the ticket was originally issued.</p> <p><u>NOTE:</u> Purchase of a Prepaid Ticket Advice (PTA) will constitute purchase and issuance of a ticket for the purpose of this rule.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

ISSUED: October 7, 1994

EFFECTIVE: December 6, 1994

Airline Tariff Publishing Company, Agent
INTERNATIONAL PASSENGER RULES AND FARES TARIFF
 NO. IPR-2

24th Revised Page 34-D
 Cancels 23rd Revised Page 34-D

RULE	SECTION I - GENERAL RULES
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5	<p><u>APPLICATION OF TARIFF</u> (Continued)</p> <p>(D) <u>EFFECTIVE RULES, FARES AND CHARGES</u> (Continued)</p> <p>(2) (Continued)</p>
C	<p>+IN1 <u>EXCEPTION 8:</u> (Applicable to CD only, for local and joint transatlantic transportation originating in the U.S.A. to points in Area 2, excluding transportation via non-stop sectors to points in Scandinavia on CD flight numbers 8900-8999, for tickets issued on/after November 1, 1994) When a new fare is introduced or a current fare is reduced in a market, ticketed passengers may downgrade prior to departure of market, ticketed passengers may downgrade prior to departure of the originating flight and receive a refund of the difference in fares less an administrative service charge, subject to the following conditions:</p> <ul style="list-style-type: none"> (i) No change may be made to the origin/destination/connection/stopover points or flights/dates shown on the original ticket. (ii) All conditions of the new fare must be met including rebooking in the correct booking code. (iii) An administrative service charge of USD 50.00 or its equivalent converted at the BSR will be applied for all ticket/unticketed PTA's presented for downgrade. (iv) If the original ticket had a non-refundable penalty, the original non-refundable amount will remain non-refundable.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

ISSUED: October 18, 1994	EFFECTIVE: December 17, 1994	(Except as Noted)
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NO. IPR-2

35rd Revised Page 34-E
 Cancels 32nd Revised Page 34-E

RULE **SECTION I - GENERAL RULES**

5 APPLICATION OF TARIFF (Continued)

(D) (Continued)
 (2) (Continued)

C †EXCEPTION 9: (Applicable to TZ only; Applicable only to transportation which originates in the U.S.A.) No increase in fares/charges applicable to the carriage of passengers will be collected, or more restrictive conditions of such carriage imposed, in the event an increase in fares or charges occurs between the time of initial ticket purchase and the selling date (see NOTE below) of any subsequent tariff containing such an increase and/or more restrictive conditions of carriage, provided:

(a) TZ is the transatlantic carrier used, provided further

- (i) tickets are duly issued on TZ ticket stock. The term "tickets... issued on TZ ticket stock" means tickets which are imprinted with the TZ carrier code (366) in the ticket serial number and which are issued and validated with an official TZ validator by an authorized TZ employee, a TZ appointed travel agency or other person authorized to issue TZ ticket stock pursuant to Rule 65(H) hereof;
- (ii) the ticket is issued with confirmed reservations from the point of origination in the U.S.A. to the first point of stopover in Area 1, 2 or 3 at the fares/charges being sold on the date of ticket issuance for the date of commencement of transatlantic travel. Budget fare tickets are issued at the fare being sold on the date of ticket issuance for the week of travel ticketed. Standby tickets are issued at the fare in effect on the date of ticket issuance for the season requested by the passenger. The date of ticket issuance is determined by the validation stamped or imprinted on the ticket except when arrangements are made for the carrier to mail the ticket to the passenger, the mutually agreed upon telemail invoicing date if payment is made by check, or ticket issuing date if payment is made by credit card, will constitute the date of ticket issuance;
- (iii) neither confirmed, ticketed reservations including assigned weeks of travel for Budget fare passengers are changed, nor tickets reissued, at the passenger's request;
- (v) sale occurs and ticket is issued in the U.S.A.

(b) When TZ is the Atlantic carrier and its ticket has been issued for a specific flight originating in Area 1 or Area 2 and the ticket has not been voluntarily changed at the passenger's request.

NOTE: When a tariff increasing fares or charges is issued the selling date of any proposed increase in fares or charges will be as follows:

- (i) on at least 60 days notice the selling date will be 30 days prior to the effective date of the increase.
- (ii) on less than 60 and at least 30 days notice the selling date will be 15 days prior to the effective date of the increase.
- (iii) on less than 30 days notice the selling date will be the effective date of the increase.

EXCEPTION 10: (Applicable to QF for transportation from the Canada and the U.S.A. only.) No increase will be collected in cases where the ticket has been issued prior to the effective date of a tariff containing an increase in the applicable fare, effected through a change in fare level, a change in conditions governing the fare or a cancellation of the fare itself, provided:

- (a) The originating international flight coupon of the ticket was issued at the fare contained in a tariff lawfully in effect at the time of such ticket.
- (b) The originating international flight shown on the ticket is not voluntarily changed at the passenger's request subsequent to the effective date of any increase in the applicable fare.

NOTE: Any such change made to the ticket will incur reassessment at the new applicable fare.

(c) Purchase of a Prepaid Ticket Advice (PTA) will constitute purchase and issuance of a ticket for the purpose of this rule.

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For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

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NO. IPR-2

32nd Revised Page 34-F
 Cancels 31st Revised Page 34-F

RULE	SECTION I - GENERAL RULES
5	<p>APPLICATION OF TARIFF (Continued)</p> <p>(D) (Continued) (2) (Continued) <u>EXCEPTION 11:</u> (Applicable to SN only and only to sales and tickets issued in the U.S.A. for local and/or joint transportation originating in the U.S.A.)</p> <p>(a) No increase will be collected in cases where the ticket has been issued:</p> <p>(i) 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, or;</p> <p>(ii) After 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) but in exchange for an MCO issued for the full amount of the applicable fare prior to such effective date, provided that,</p> <p>(aa) the originating flight coupon of the ticket was issued for a specific flight at the fare contained in a tariff lawfully in effect on the date of ticket issuance (determined by the validation on the ticket or MCO), and;</p> <p>(bb) the originating transatlantic flight coupon shown on the ticket is not voluntarily changed at the passenger's request; and,</p> <p>(cc) tickets or MCO's are issued on SABENA stock or with SABENA plates, and,</p> <p>(dd) transportation commences within 12 months after ticket issuance, or MCO issuance, whichever is earlier.</p> <p>(ee) These provisions shall apply only when SN is the outbound transatlantic carrier and only to the passenger to whom the ticket or MCO was originally issued. Furthermore, these provisions will not apply to sales made outside the U.S.A. for ticket to be issued in the U.S.A.</p> <p>(b) (Applicable to SN for groups of 10 or more passengers (incentive groups of 40 or more passengers) when MCO's are issued in the U.S.A. and travelling via SN services locally or jointly from/to points in Area 2 and/or Area 3.) No increase in the fare will be collected in cases where an MCO has been issued for 25 percent of the applicable fare in effect for all passengers and is paid to SN prior to the effective date of a tariff containing an increase in the applicable fare, effected through a change in fare level, a change in conditions governing the fare or a cancellation of the fare itself, provided:</p> <p>(i) The fare in effect at the time of the MCO deposit will be guaranteed for a period of 12 months (18 months for Incentive groups of 40 or more passengers) from the date of the MCO deposit.</p> <p>(ii) no voluntary change is made in the number of passengers for whom payment has been made.</p> <p>(c) (Applicable to SN only and only to sales and tickets issued in Belgium for transportation commencing in Belgium.) SN may establish a selling date for any agreed increase in fares, whereby no increase will be collected in cases where the ticket has been issued and paid for prior to the established selling date of an agreed fare increase effected through a change in fare level, a change in the conditions governing the fare, or cancellation of the fare itself; provided that:</p> <p>(i) the originating international flight coupon was issued for a specific flight at the agreed fare in effect on the date of ticket issuance (determined by the validation on the ticket); and</p> <p>(ii) the originating international flight is not voluntarily changed at the passenger's request subsequent to the established selling date of any increase in the applicable fare; and</p> <p>(iii) this provision will apply only to the passenger to whom the ticket was originally issued.</p>
(Continued on next page)	
For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.	
ISSUED: June 18, 1992	EFFECTIVE: August 17, 1992

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NO. IPR-2

55th Revised Page 34-G
 Cancels 54th Revised Page 34-G

RULE	SECTION I - GENERAL RULES
5	<p>APPLICATION OF TARIFF (Continued)</p> <p>(D) Continued) (2) (Continued)</p> <p>EXCEPTION 12: (Applicable to AC only for transportation which originates in Canada or the U.S.A.) No increase in fares or charges applicable to the carrier 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:</p> <p>(a) The ticket is issued on AC/X ticket stock which means the ticket is imprinted with the AC/X carrier code in the ticket serial number (014) and issued and validated with an official AC/X validator by an authorized AC/X employee, an AC/X appointed travel agency or other person authorized to issue AC/X ticket stock;</p> <p>(b) The ticket is issued with confirmed reservations from point of origin in Canada or U.S.A. 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 ticket issuance is determined by the validator stamped or imprinted on the ticket.</p> <p>(c) The confirmed ticketed reservations are not changed and the ticket is not reissued at the passengers request.</p> <p>(d) Sale occurs and ticket is issued in Canada or the U.S.A.</p> <p>EXCEPTION 13: (Applicable to CP only and only for sales/tickets issued in Canada/U.S.A. and only for CP local and joint transportation originating in Canada/ U.S.A.) No increase will be collected in cases where the ticket has been issued prior to the selling date of a tariff containing an increase in the applicable fare, effected through a change in the fare level, a change in conditions governing the fare, or a cancellation of the fare itself, provided:</p> <p>(a) The originating International Flight Coupon of the ticket was issued for a specific flight at the fare contained in a tariff lawfully in effect on the date of ticket issuance (determined by the validation stamped or imprinted on the ticket);</p> <p>(b) The originating International flight shown on the ticket is not voluntarily changed at the passenger's request subsequent to the selling date of any increase in the applicable fare.</p> <p>(c) This provision shall apply only to the passenger to whom the ticket was originally issued.</p> <p>NOTE: For the purposes of this rule, the selling date of a tariff shall be the effective date of the tariff unless otherwise specified in conjunction with a specific tariff change.</p> <p>EXCEPTION 14: (Applicable to NG only and only for sales/tickets issued in Canada and only for NG local and joint transportation originating in Canada) No increase will be collected in cases where the ticket has been issued prior to the selling date of a tariff containing an increase in the applicable fare, effected through a change in the fare level, a change in conditions governing the fare, or a cancellation of the fare itself, provided:</p> <p>(a) The originating International Flight Coupon of the ticket was issued for a specific flight at the fare contained in a tariff lawfully in effect on the date of ticket issuance (determined by the validation stamped or imprinted on the ticket);</p> <p>(b) The originating International flight shown on the ticket is not voluntarily changed at the passenger's request subsequent to the selling date of any increase in the applicable fare.</p> <p>(c) This provision shall apply only to the passenger to whom the ticket was originally issued.</p> <p>NOTE: For the purposes of this rule, the selling date of a tariff shall be the effective date of the tariff unless otherwise specified in conjunction with a specific tariff change.</p>
C	<p>(Continued on next page)</p> <p>For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.</p>
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NO. IPR-2

54th Revised Page 34-H
 Cancels 53rd Revised Page 34-H

RULE	SECTION I - GENERAL RULES
5	<p>APPLICATION OF TARIFF (Continued)</p> <p>(E) PERCENTAGE OF FARES OR CHARGES When rules or provisions in this tariff, or tariffs governed hereby, provide for the application of fares and charges based upon percentages of other fares and charges, such proportionate fares and charges will be determined in accordance with the Percentage Conversion Table of this tariff.</p> <p>(F) Reference to tariffs, pages, rules, items and notes are continuous and include revisions, supplements thereto and reissues thereof.</p> <p>(G) No agent, servant or representative of carrier has authority to alter, modify or waive any provisions of the contract of carriage or of this tariff.</p> <p>(H) (Applicable to EI only for travel to/from Ireland for transatlantic travel to/from Ireland either on direct U.S./Ireland services or via any other European point, when the transatlantic carrier is other than EI, in the event of travel on EI Intra-European services to/from Ireland, the fair paid shall not be less than the applicable fare filed by EI to/from Ireland in C.A.B. No. 479.</p> <p>(I) (Applicable to EI only for travel to/from Ireland for transatlantic travel to/from Ireland via a point in the U.K. when the transatlantic carrier is other than EI, in the event of travel on EI U.K./Ireland services the following booking codes must be used on such EI services: (1) For First/Business class fares book C class on EI U.K./Ireland sectors. (2) For Full Economy fares book S class on EI U.K./Ireland sectors. (3) For PEX type promotional fares book H class on EI U.K./Ireland sectors. (4) For APEX type promotional fares book L class on EI U.K./Ireland sectors.</p>
C	<p>(N)(J) MISFILED FARES TZ, as a policy, does not file nor intend to offer/file tickets priced at zero or near zero. Essentially, such fares do not make any economic sense. We have introduced warning mechanisms to try to prevent such occurrences; however, occasionally fares such as these mistakenly get loaded into computer reservation systems that are not controlled by TZ. Agents/Customers should be aware that in these circumstances they are not allowed to ticket at these fares and TZ will not honor fares of zero or near zero. In the event a zero or near zero fare is ticketed inadvertently, TZ will void such ticket and may choose to waive, in its sole discretion, certain rules or restrictions of existing published fares as a gesture of good will.</p>
<p>For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.</p>	
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27th Revised Page 34-I
 Cancels 26th Revised Page 34-I

RULE	SECTION I - GENERAL RULES
6	<p>CLASSES OF SERVICE</p> <p>(A) FF DESCRIPTION AND CONDITIONS OF SERVICE</p> <p>(1) CAPTAIN'S DECK SERVICE (a) Passengers travelling at Business Class fares will be seated in the Captain's Deck compartment located on the upper deck of B747 aircraft. EXCEPTION: Children under age 7 will not be allowed in Captain's Deck. (b) Separate check-in and airport lounge facilities will be provided for passengers eligible for Captain's Deck seating, when airport space and staffing permit. (c) Passengers seated in the Captain's Deck compartment will be afforded inflight amenities such as complimentary beverages (including cocktails) upgraded meals and writing pens and pads to compliment business type travel.</p> <p>(2) ECONOMY PREMIUM CLASS SERVICE (a) Passengers travelling at Economy Premium class fares will be seated in the Economy Premium Class compartment designated as the zone "A" section on the lower deck of B747 aircraft. (b) Passengers seated in the Economy Premium Class compartment will be afforded inflight amenities such as complimentary beverages (including cocktails), upgraded meals and headsets for audio/visual entertainment (where such feature is provided inflight).</p> <p>(3) ECONOMY CLASS SERVICE (a) Passengers travelling at Economy Class compartment fares will be seated in the Economy Class compartment located on the lower deck of B747 aircraft. (b) Passengers seated in the Economy Class compartment or section will be afforded inflight amenities such as complimentary beverages (excluding cocktails) and will be offered headsets for rental for audio/visual entertainment (where such feature is provided inflight).</p> <p>(B) CO DESCRIPTION AND CONDITIONS OF SERVICE</p> <p>(1) EXECUTIVE GOLD CLASS/FIRST CLASS: Executive Gold Class/First Class fares apply when travel is in the First Class compartment of combination compartment aircraft designated as First Class, Business Class and Economy Class in carriers schedule description/conditions of service. (a) The First Class compartment will be located in the forward-most compartment of the aircraft. (b) Separate check-in facilities will be provided for passengers eligible for First Class seating, when airport space and staffing permit. (c) Passengers eligible for First Class seating will be afforded use of the Airport President Club/First Class lounges where such facilities exist. (d) Passengers seated in the First Class compartment will (when flight time permits) be afforded inflight amenities such as complimentary beverages (including cocktails) and the complimentary use of headsets for audio/visual entertainment (when such features are provided in flight).</p> <p>(2) EXECUTIVE SILVER CLASS/BUSINESS CLASS: Executive Silver Class/Business Class fares apply when travel is in the Business Class compartment of combination compartment aircraft designated as First Class, Business Class and Economy Class in carriers schedule. EXCEPTION: For portions of travel within the Continental U.S.A., subject to the availability of space, Business Class fares will apply for travel in the First Class compartment on flights utilizing aircraft which do not have a Business Class compartment, provided CO international services are used to/from the U.S.A. on the one way or half round trip portion of the journey concerned. Description of Service. (a) The Business Class compartment will be located immediately behind the First Class compartment. EXCEPTION: When travel is via a DC10-10 aircraft the Business Class compartment will be located in the forward-most compartment of the Aircraft. (b) Separate check-in facilities will be provided, when airport space and staffing permit, for passengers having paid Executive Silver/Business Class fares. (c) Passengers eligible for Business Class seating will be afforded use of the President Club lounges in Honolulu and Los Angeles. (d) Passengers seated in the Business Class compartment will be afforded inflight amenities such as complimentary beverages (including cocktails) and the complimentary use of headsets for audio/visual entertainment (where such features are provided inflight.)</p> <p>(3) ECONOMY CLASS Passengers traveling at Economy Class fares other than those provided for in (2) above will be afforded inflight amenities such as complimentary beverages (excluding cocktails) and the complimentary use of headsets for audio/visual entertainment (where such feature is provided inflight). EXCEPTION: Passengers seated in the Economy Class compartment on flights between the U.S. and points in Area 3 via the South Pacific will be offered complimentary cocktails.</p>
	(Continued on next page)
For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.	
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27th Revised Page 34-J
 Cancels 26th Revised Page 34-J

RULE

SECTION I - GENERAL RULES

6 CLASSES OF SERVICE (Continued)

C CANCELLED

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

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16th Revised Page 34-K
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RULE	SECTION I - GENERAL RULES
6	<p>CLASSES OF SERVICE (Continued)</p> <p>(D) TM CLASSES OF SERVICE</p> <p>(1) FIRST CLASS SERVICE First Class fares apply for transportation in the First Class compartment of flights operated with combination compartment aircraft designated as First Class and Economy Class or as First Class, Ambassador Class and Economy Class in the carrier's Official General Schedule.</p> <p>DESCRIPTION/CONDITIONS OF SERVICE</p> <p>(a) The First Class compartment will be located in the forward-most compartment of the aircraft.</p> <p>(b) Separate check-in facilities will be provided for passengers eligible for First Class seating, when airport space and staffing permit.</p> <p>(c) Passengers eligible for First Class seating will be afforded use of the airport First Class lounges where such facilities exist.</p> <p>(d) Passengers seated in the First Class compartment will (when flight times permit) be afforded in-flight amenities such as complimentary beverages (including alcoholic beverages) and complimentary use of headsets for audio/visual entertainment (where such features are provided in-flight).</p> <p>(2) AMBASSADOR CLASS SERVICE Business Class fares apply for transportation in the Ambassador Class compartment of flights operated with combination compartment aircraft designated as First Class, Ambassador Class and Economy Class in the carrier's Official General Schedule.</p> <p>EXCEPTION: Business Class fares apply for transportation in the Ambassador Class section of the Economy Class compartment on flights utilizing aircraft which do not have a separate Ambassador Class compartment.</p> <p>DESCRIPTION/CONDITIONS OF SERVICE</p> <p>(a) On aircraft having an Ambassador Class compartment, such compartment will be located behind the First Class compartment of the aircraft (on B-747 aircraft, other than B-747SP, an additional Ambassador Class compartment is located in the upper deck). NOTE: (Not applicable between the Continental U.S. and the Caribbean.) Passengers holding tickets issued at Business Class fares will be given compensation for each domestic sector in which TM is unable to provide seating in the Ambassador Class compartment/section. For the amount of such compensation see Rule 90 (REFUNDS) paragraph (D)(2)(c)(iii)(aa).</p> <p>(b) On aircraft not having an Ambassador Class compartment, the Ambassador Class section will be located in the Economy Class compartment immediately behind the First Class compartment and will extend rearward in the aircraft to that point at which seating for passengers traveling at Economy Class fares begins.</p> <p>(c) Subject to availability of space, passengers travelling at Business/Ambassador Class fares will be accommodated in the First Class section of the aircraft for those portions of the journey wholly within Area 1 (including the TM/US joint operated 8000-8499 series flights) and in the First Class sections of narrow body aircraft for those portions of the journey wholly within Area 2; and will be afforded in-flight amenities provided TM transatlantic services are used to/from the U.S.A. on the one way or half round trip portion of the journey concerned. Passengers holding tickets issued at Business/Ambassador Class fares will be given the following compensation for each domestic sector in which TM is unable to provide seating in the First Class compartment/section. The amounts of such compensation are shown in Rule 90 (REFUNDS) paragraph (D)(2)(c)(iii)(bb).</p> <p>(d) Separate check-in facilities will be provided, when airport and staffing permit, for passengers having paid Business Class fares.</p> <p>(e) Passengers eligible for Ambassador Class seating will be afforded the use of the airport First Class lounges where such facilities exist.</p> <p>(f) Passengers seated in the Ambassador Class compartment or section will (when flight times permit) be afforded in-flight amenities such as complimentary beverages (including alcoholic beverages) and complimentary use of headsets for audio/visual entertainment (where such features are provided in-flight).</p> <p>(3) ECONOMY CLASS SERVICE Economy Class Fares apply for transportation in the Economy Class compartment of combination compartment aircraft designated as First Class and Economy Class or as First Class, Ambassador Class and Economy Class in the carrier's Official General Schedule.</p> <p>DESCRIPTION/CONDITIONS OF SERVICE</p> <p>(a) On aircraft having an Ambassador Class compartment, the Economy Class compartment will be located immediately behind the Ambassador Class compartment.</p> <p>(b) On aircraft not having an Ambassador Class compartment, the Economy Class compartment will be located immediately behind the First Class compartment. On such aircraft for flights operating with an Ambassador Class section in the Economy Class compartment, the Economy Class section will begin immediately after the Ambassador Class section.</p> <p>(c) Passengers seated in the Economy Class compartment or section will (when flight times permit) be afforded in-flight amenities such as complimentary beverages (excluding alcoholic beverages) and will be offered for rental headsets for audio/visual entertainment (where such feature is provided in-flight).</p>
(Continued on next page)	
For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.	
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16th Revised Page 34-L
 Cancels 15th Revised Page 34-L

RULE	SECTION I - GENERAL RULES
6	<u>CLASSES OF SERVICE</u> (Continued)
C	(E) <u>ICINZ DESCRIPTION/CONDITIONS OF SERVICE</u>
C	(1) <u>FIRST CLASS</u>
	<ul style="list-style-type: none"> (a) The First Class section will be located in the First Class designated area of ICINZ aircraft. (b) Separate check-in facilities will be provided for passengers eligible for First Class seating, when airport space and staffing permit. (c) Passengers eligible for First Class seating will be afforded use of the First Class airport lounges when such facilities exist. (d) Passengers seated in the First Class section will be afforded inflight amenities such as complimentary beverages (including alcoholic beverages) and the complimentary use of headsets for audio/visual entertainment (where such feature is provided in flight).
C	(2) <u>PACIFIC CLASS</u> <ul style="list-style-type: none"> (a) Passengers travelling at Pacific Class fares will be seated in the Pacific Class designated area of ICINZ aircraft. (b) Passengers entitled to seating in the Pacific Class zone will be afforded use of either a separate Pacific Class check-in counter or the First Class check-in counter. (c) Passengers eligible for seating in this zone will be afforded use of First Class airport lounges where such facilities exist. (d) Passengers will be afforded inflight amenities such as complimentary beverages (including alcoholic beverages) and the use of headsets for audio/visual entertainment where such feature is provided inflight.
	(3) <u>ECONOMY CLASS</u> Passengers traveling at Economy Class fares will be afforded inflight amenities such as complimentary beverages (including alcoholic beverages) and the use of headsets for audio/visual entertainment where such feature is provided inflight.
	(F) <u>AZ CLASSES OF SERVICE</u>
	(1) <u>Top Class Service</u>
	Top Class fares apply for transportation in the Top Class compartment of flights operated with combination compartment aircraft designated as Top Class, Business Class and Economy Class in the carrier's schedule. <u>Description/Conditions of Service</u> <ul style="list-style-type: none"> (a) The Top Class compartment will be located in the upper deck of the aircraft. (b) Separate check-in facilities will be provided for passengers eligible for Top Class seating when airport space and staffing permit. (c) Passengers eligible for Top Class seating will be afforded use of the airport First Class lounges where such facilities exist. (d) Passengers seated in the Top Class compartment will be afforded in-flight amenities such as complimentary beverages (including alcoholic beverages) and complimentary use of headsets for audio/visual entertainment (where such features are provided in-flight).
	(2) <u>Business Class Service</u> Business Class fares apply for transportation in the Business Class compartment of flights operated with combination compartment aircraft designated as Top Class, Business Class and Economy Class in the carrier's schedule. <u>Description/Conditions of Service</u> <ul style="list-style-type: none"> (a) The Business Class compartment will be located in the forward most compartment or behind the Top Class compartment and will extend rearward in the aircraft to that point at which seating for passengers travelling at Economy Class begins. (b) Separate check-in facilities will be provided for passengers having paid Business Class fares when airport space and staffing permit. (c) Passengers seated in the Business Class compartment or section will be afforded in-flight amenities such as complimentary beverages (including alcoholic beverages) and complimentary use of headsets for audio/visual entertainment (where such features are provided in-flight).
	(3) <u>Economy Class Service</u> Economy Class fares apply for transportation in the Economy Class compartment of combination compartment aircraft designated as Top Class, Business Class and Economy Class in the carrier's schedule. <u>Description/Conditions of Service</u> <ul style="list-style-type: none"> (a) On aircraft having a Business Class compartment, the Economy Class compartment will be located immediately behind the Business Class compartment. (b) On aircraft not having a Business Class compartment, the Economy Class compartment will be located immediately behind the Top Class compartment. (c) Passengers seated in the Economy Class compartment or section will be afforded in-flight amenities such as complimentary beverages (excluding alcoholic beverages) and will be offered headsets for rental for audio-visual entertainment (where such feature is provided in-flight).
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For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.	
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 Cancels 20th Revised Page 34-M

RULE	SECTION I - GENERAL RULES
6	<p><u>CLASSES OF SERVICE</u> (Continued)</p> <p>(G) <u>CP CLASSES OF SERVICE</u></p> <p>(1) <u>FIRST CLASS SERVICE (F)</u></p> <p>(a) First class service is provided to passengers paying the First Class Fares (+[C]F or equivalent) for transportation in the First Class compartment in accordance with Aircraft Type and Seating Configuration Tariff No. TS-2, NTA(A) No. 111, C.A.B. No 220, on flights where First Class (F) is offered in carrier's General Schedules.</p> <p>(b) The First Class compartment will contain "Loungeaire" fully reclining sleeper seats on international flights.</p> <p>(c) Passengers eligible for First Class service will be afforded advance seat selection at the time the reservation is made, the use of the First Class lounges, where such facilities exist and separate check-in facilities, when airport space and staffing permits.</p> <p>(d) Passengers seated in the First Class compartment will (when flight times permit) be afforded inflight amenities such as luxurious complimentary meals, complimentary beverages (including premium cocktails, beer or wine), premium amenity kits and complimentary use of electronic headsets for audio/visual entertainment (where such feature is provided in flight).</p> <p>(2) <u>CANADIAN BUSINESS CLASS SERVICE (J)</u></p> <p>(a) Canadian Business Class service is provided to passengers paying the Canadian Business Class fares (+[C]J or equivalent) for transportation in the Canadian Business Class compartment in accordance with Aircraft Type and Seating Configuration Tariff No. TS-2, NTA(A) No. 111, C.A.B. No 220, on flights where Canadian Business Class (J) is offered in carrier's General Schedules.</p> <p>(b) Passengers eligible for Canadian Business Class service will be afforded advance seat selection at the time the reservation is made and afforded separate check-in facilities, when airport space and staffing permits.</p> <p>(c) Passengers seated in the Canadian Business Class compartment will (when flight times permit) be afforded inflight amenities such as deluxe complimentary meals and complimentary beverages (including premium cocktails, beer or wine), amenity kits and complimentary use of electronic headsets for audio/visual entertainment (where such feature is provided in flight).</p> <p>(3) <u>NOT USED</u></p> <p>(4) <u>CANADIAN CLASS SERVICE (Y)</u></p> <p>(a) Canadian Class service is provided to passengers paying all Economy Class fares for transportation in the Canadian Class compartment in accordance with Aircraft Type and Seating Configuration Tariff No. TS-2, NTA(A) No. 111, C.A.B. No. 220, on flights where Canadian Class is offered in carrier's general schedules.</p> <p>(b) Passengers seated in the Canadian Class compartment will (when flight times permit) be afforded in-flight amenities such as complimentary meals and beverages and complimentary use of headsets for audio-visual entertainment (where such feature is provided in flight).</p>

(Continued on next page)

+ - Effective November 15, 1992 for transportation to/from Canada.

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

ISSUED: October 1, 1992	EFFECTIVE: November 30, 1992	(Except as Noted)
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Airline Tariff Publishing Company, Agent
INTERNATIONAL PASSENGER RULES AND FARES TARIFF
NO. IPR-2

22nd Revised Page 34-N
 Cancels 21st Revised Page 34-N

RULE	SECTION I - GENERAL RULES
6	<p><u>CLASSES OF SERVICE (Continued)</u></p> <p>(H) <u>AC CLASSES OF SERVICE</u></p> <p>(1) <u>FIRST CLASS SERVICE</u></p> <p>(a) First Class service is provided to passengers paying the First Class fares for transportation in the First Class section of flights designated as First Class, Executive Class and Economy/Hospitality Class or First Class and Economy/Hospitality Class in carrier's general schedules.</p> <p>(b) The First Class section will be located in the forward most portion of the aircraft.</p> <p>(c) Passengers eligible for First Class service will be afforded the use of the First Class lounges, where such facilities exist and separate check-in facilities, when airport space and staffing permits.</p> <p>(d) Passengers seated in the First Class service section will (when flight times permit) be afforded inflight amenities such as complimentary meals and beverages (including cocktails, beer or wine) and complimentary use of headsets for audio/visual entertainment (where such feature is provided inflight).</p> <p>(2) <u>EXECUTIVE CLASS SERVICE</u></p> <p>(a) Executive Class service is provided to passengers paying the Executive Class fares for transportation in the Executive Class service section of flights designated as First Class, Executive Class and Economy/Hospitality Class in carrier's general schedule.</p> <p>(b) The Executive Class section will be located, immediately behind the First Class section of combination class aircraft operated with First Class, Executive Class and Economy/Hospitality Class seating configuration. <u>EXCEPTION:</u> (Applicable for Canada-Iberian Peninsula AC service only) The Executive Class Section will be located in the forward most portion of the aircraft.</p> <p>(c) Passengers eligible for Executive Class service will be afforded separate check-in facilities when airport space and staffing permits.</p> <p>(d) Passengers seated in the Executive Class service section will (when flight times permit) be afforded in-flight amenities such as complimentary meals and beverages (including cocktails, beer or wine) and complimentary use of headsets for audio/visual entertainment (where such feature is provided inflight).</p> <p>(3) <u>"COMFORT PLUS" CLASS SERVICE</u> (Applicable between Canada and Greece and from Canada to Portugal/Spain on AC services only)</p> <p>(a) Comfort Plus service is provided to passengers paying Regular-Full-Economy fare, to passengers paying the Excursion Fare (plus applicable surcharge), and to passengers paying the Apex fare (plus applicable surcharge) for transportation in the Comfort Plus Class service section of flights designated as Executive Class, Comfort Plus Class and Hospitality Class on AC service only.</p> <p>(b) The Comfort Plus section will be located immediately behind the Executive Class section.</p> <p>(c) Passengers seated in the Comfort Plus Section will (when flight times permit) be afforded in-flight amenities such as complimentary meals and beverages (including cocktails, beer or wine) and complimentary use of headsets for audio/visual entertainment (where such feature is provided inflight).</p> <p>(4) <u>ECONOMY/HOSPITALITY CLASS SERVICE</u></p> <p>(a) Economy/Hospitality Class service is provided to passengers paying Economy Class fares for transportation in the Economy/Hospitality Class section of combination class aircraft operated with First Class, Executive Class and Economy/Hospitality Class or First Class and Economy Class/Hospitality Class in carrier's general schedules. <u>EXCEPTION:</u> (Applicable between Canada and Greece and from Canada to Portugal/Spain on AC service only) Hospitality Class service is provided to passengers paying any type of fare, other than: Regular-Full-Economy fare, Excursion fare (plus applicable surcharge) and Apex fare (plus applicable surcharge), for transportation in the Hospitality Class section of combination class aircraft operated with Executive Class, Comfort Plus Class and Hospitality Class on AC service only.</p> <p>(b) The Economy/Hospitality Class section will be located immediately behind the First Class section or the Executive Class section, as the case may be. <u>EXCEPTION:</u> (Applicable between Canada and Greece and from Canada to Portugal/Spain on AC service only) The Hospitality Class Section will be located immediately behind the Comfort Plus section.</p> <p>(c) Passengers seated in the Economy/Hospitality Class Section will (when flight times permit) be afforded in-flight amenities such as complimentary meals and beverages (including cocktails, beer or wine except to/from the Caribbean) and complimentary use of headsets for audio/visual entertainment (where such feature is provided inflight.)</p>
C	<p>(Continued on next page)</p> <p>† - Effective December 30, 1993 for transportation between Canada and Antigua/Bermuda/Bahamas/Dominican Republic/Jamaica/Cayman Islands/Trinidad and Tobago/Virgin Islands and to become effective January 14, 1994 for transportation between Canada and Leeward Islands/Bonaire/Curacao/St. Martin/Aruba/Cuba/Windward Islands/Guyana/Guadeloupe/Haiti/Martinique/Suriname/Turks and Caicos and to become effective February 13, 1994 for transportation between Canada and Barbados/St. Lucia/St. Kitts.</p> <p>For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.</p> <p>ISSUED: November 30, 1993</p> <p>EFFECTIVE: January 29, 1994 (Except as Noted)</p>

Airline Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES TARIFF NO. IPR-2

13th Revised Page 34-0
Cancels 12th Revised Page 34-0

RULE	SECTION I— GENERAL RULES
6	<p>CLASSES OF SERVICE (Continued)</p> <p>(I) OF CLASSES OF SERVICE</p> <p>(1) FIRST CLASS First Class fares apply when travel is in the First Class compartment of combination compartment aircraft designated as First Class, Business Class and Economy Class in carrier's schedule. DESCRIPTION/CONDITIONS OF SERVICE (a) Boeing 747B Aircraft - The First Class section will be located in the forward most main deck compartment and the upstairs compartment of the aircraft. (b) Boeing 747 SP Aircraft - The First Class section will be located in the upstairs compartment of the aircraft. (c) Where possible, First Class passengers will be provided with check-in facilities separate from those provided to Economy Class passengers. (d) Passengers seated in the First Class section will (when flight times permit) be afforded inflight amenities such as complimentary beverages (including cocktails) and the complimentary use of headsets for audio/visual entertainment (where such feature is provided inflight). (e) Passengers eligible for the First Class seating will be afforded use of the Captains Club Lounge where such facilities exist.</p> <p>(2) BUSINESS CLASS Business Class fares apply when travel is in the Business Class compartment of combination compartment aircraft designated as First Class, Business Class and Economy Class in carrier's schedule. DESCRIPTION/CONDITIONS OF SERVICE (a) Boeing 747B Aircraft - The Business Class section will be located immediately behind the main deck First Class compartment and will extend rearward in the aircraft to that point at which seating for passengers traveling at Economy Class fares begins. (b) Boeing 747 SP Aircraft - The Business Class section will be located in the forward most main deck compartment of the aircraft. (c) Where possible, Business Class passengers will be provided with check-in facilities separate from those provided to Economy Class passengers. (d) Passengers seated in the Business Class section will (when flight times permit) be afforded inflight amenities such as complimentary beverages (including cocktails) and the complimentary use of headsets for audio/visual entertainment (where such feature is provided inflight). (e) Passengers eligible for Business Class seating will be afforded use of the Captains Club Lounge where such facilities exist.</p> <p>(3) ECONOMY CLASS Economy Class fares apply when travel is in the Economy Class compartment of combination compartment aircraft designated as First Class, Business Class and Economy Class in the carrier's schedule. DESCRIPTION/CONDITIONS OF SERVICE (a) The Economy Class section will be located immediately behind the Business Class section. (b) Passengers seated in the Economy Class section will be afforded complimentary beverages (including cocktails) and the complimentary use of headsets for audio/visual entertainment where such feature is provided in flight.</p> <p>(J) SN CLASSES OF SERVICE</p> <p>(1) FIRST CLASS SERVICE First Class fares apply for transportation in the First Class compartment of flights operated with combination compartment aircraft designated as First Class and Economy Class or as First Class, Business Class and Economy Class in the carrier's Official General Schedule. DESCRIPTION/CONDITIONS OF SERVICE (a) The First Class compartment will be located in the forward-most compartment of the aircraft. (b) Separate check-in facilities will be provided for passengers eligible for First Class seating, when airport space and staffing permit. (c) Passengers eligible for First Class seating will be afforded use of the airport First Class lounges where such facilities exist. (d) Passengers seated in the First Class compartment will (when flight times permit) be afforded in-flight amenities such as complimentary beverages (including alcoholic beverages) and complimentary use of headsets for audio/visual entertainment (where such features are provided in-flight).</p> <p>(2) BUSINESS CLASS SERVICE For the portion of travel between the U.S.A./Canada and points in Areas 2/3, passengers traveling at one way Business Class fares will be boarded, subject to availability, in the Business Class section of the Economy Class compartment of combination compartment flights operated with B-747 or DC-10 aircraft. DESCRIPTION/CONDITIONS OF SERVICE (a) The Business Class section will be located in the Economy Class compartment immediately behind the First Class compartment and will extend rearward in the aircraft to that point at which seating for passengers traveling at Economy Class fares other than Business Class fares begins.</p>
	(Continued on next page)
For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages 16 through 26.	
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INTERNATIONAL PASSENGER RULES TARIFF NO. IPR-2

13th Revised Page 34-P
Cancels 12th Revised Page 34-P

RULE

SECTION I— GENERAL RULES

6 CLASSES OF SERVICE (Continued)

(J) SN CLASSES OF SERVICE (Continued)

(2) BUSINESS CLASS SERVICE (Continued)

DESCRIPTION/CONDITIONS OF SERVICE (Continued)

- (b) Passengers seated in the Business Class Section will be afforded in-flight amenities such as complimentary beverages (including cocktails and wine) and the complimentary use of headsets for audio/visual entertainment (where such feature is provided in-flight).
- (c) Separate check-in facilities will be provided for passengers eligible for the Business Class Section where airport space and staffing permit.
- (d) Passengers holding tickets issued at Business Class fares will be given compensation in the amount specified in the table below for each transatlantic sector on which SN is unable to provide seating in the Business Class section of the Economy Class compartment or the difference between the fare paid and the fare for transportation used recalculated from the point of origin, whichever is higher.

For transatlantic travel between Brussels and	Compensation (See NOTE)
Atlanta, Ga.	USD 100.00
Chicago, Il.	USD 100.00
Detroit, Mi.	USD 100.00
New York, N.Y.	USD 100.00

NOTE: For payment in a currency other than USD the amount specified shall be converted to the currency of payment at the applicable local Banker's Buying Rate in effect at the point of and on the date of departure.

- (e) Passengers holding tickets issued at Business Class fares will be given compensation in the amount of USD 15.00 for each sector on which SN is unable to provide seating in the Business Class section of the flight between Detroit and Montreal.

(3) ECONOMY CLASS SERVICE

Economy Class fares apply for transportation in the Economy Class compartment of combination aircraft designated as First Class and Economy Class or as First Class, Business Class and Economy Class in the carrier's Official General Schedule.

DESCRIPTION/CONDITIONS OF SERVICE

- (a) The Economy Class compartment of the aircraft will begin immediately behind the First Class compartment and will extend to the aft of the aircraft.
EXCEPTION: On flights having a Business Class Section in the Economy Class Compartment, the Economy Class section of the Economy Class Compartment will begin immediately behind the Business Class Section and extend to the rear of the aircraft.
- (b) Passengers seated in the Economy Class compartment or section will (when flights times permit) be afforded in-flight amenities such as complimentary beverages (excluding alcoholic beverages) and will be offered for rental headsets for audio/visual entertainment (where such feature is provided in-flight).

(Continued on next page)

For provisions of Rule 6 (K) (1) previously published on 12th Revised Page 34-P, see 10th Revised Page 34-Q.

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages 16 through 26.

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For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

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INTERNATIONAL PASSENGER RULES AND FARES TARIFF
 NO. IPR-2

3rd Revised Page 36-C
 Cancels 2nd Revised Page 36-C

RULE	SECTION I - GENERAL RULES
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8 C	<p><u>DISEMBARKATION SURCHARGE</u> (Applicable to CO only).</p> <p>CO will assess a disembarkation surcharge of USD +IC15.00 for any fare paying passenger disembarking at Truk, Federated States of Micronesia/Yap, Republic of the Marshall Islands. This surcharge applies in addition to all other charges and is not subject to any discount.</p> <p>EXCEPTION: This charge will not apply to infants under 2 years of age.</p>
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For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

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(Except
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INTERNATIONAL PASSENGER RULES AND FARES TARIFF
 NO. IPR-2

15th Revised Page 37
 Cancels 14th Revised Page 37

RULE	SECTION I - GENERAL RULES									
10	<p>SPECIAL AIRPORT LOUNGE FACILITIES</p> <p>(A) NOT USED</p> <p>(B) CO SPECIAL AIRPORT LOUNGE FACILITIES The carrier maintains special rooms or lounges called "Presidents Club" at the following terminals:</p> <table border="0"> <tr> <td>Chicago (O'Hare)</td> <td>Houston (Intercontinental)</td> <td>Seattle (Seattle/Tacoma International)</td> </tr> <tr> <td>Denver</td> <td>Los Angeles (International)</td> <td>Sydney</td> </tr> <tr> <td>Honolulu</td> <td>New Orleans</td> <td>Washington, D.C. (Dulles International)</td> </tr> </table> <p>The special room or lounge is for the accommodation of club members under the following provisions:</p> <p>(1) Membership</p> <p>(a) CO will admit to the Presidents Club all persons 21 years of age and over upon application for membership and payment of appropriate dues. EXCEPTION: Employees of any air carrier are prohibited membership.</p> <p>(b) Members of the Presidents Club will pay: (i) Annual dues of USD 50 and a one time only initiation fee of USD 40, or (ii) A lifetime membership of USD 500. Except as provided in (2), (3), (4) and (5) below, CO will refuse entry to any person who has not paid current dues.</p> <p>(2) Members' spouses, when issued First Lady or spouse cards, are permitted entry.</p> <p>(3) Guests are permitted entry: (a) Before presentation of a guest card signed by an authorized CO official. Such guest card can be used once and must be surrendered to CO after entry to the lounge. (b) Up to three guests when accompanied by member.</p> <p>(4) The carrier may, in any event, admit passengers to such special room or lounge at any terminal named above when the carrier finds that because of unusual circumstances affecting a particular passenger at a particular time and in the interest of all passengers at that time, there is a need to provide privacy for such passenger(s).</p> <p>(5) (Applicable only to Presidents Clubs in Honolulu and Los Angeles terminals) - Passengers holding First Class or Statesman Class tickets for international travel are permitted entry free of charge.</p> <p>(6) Application for membership is available from the carrier at any of the carrier's terminals.</p> <p>(7) The carrier may limit entry to any special room or lounge on a nondiscriminatory basis when necessary to prevent overcrowding which may exist at the special room or lounge at the time admission is requested.</p>	Chicago (O'Hare)	Houston (Intercontinental)	Seattle (Seattle/Tacoma International)	Denver	Los Angeles (International)	Sydney	Honolulu	New Orleans	Washington, D.C. (Dulles International)
Chicago (O'Hare)	Houston (Intercontinental)	Seattle (Seattle/Tacoma International)								
Denver	Los Angeles (International)	Sydney								
Honolulu	New Orleans	Washington, D.C. (Dulles International)								

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

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