

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70

A DEFINITIONS

AS USED HEREIN:

ADD-ON-FARE: SEE "ARBITRARY"

ADULT MEANS A PERSON WHO HAS REACHED HIS/HER 12TH BIRTHDAY AS OF THE DATE OF COMMENCEMENT OF TRAVEL.

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, COMOROS, FERNANDO POO, MALAGASY, MAURITIUS, REUNION, SAO TOME AND SEYCHELLES. ALLOWANCE, FREE BAGGAGE MEANS THE BAGGAGE WHICH MAY BE CARRIED WITHOUT PAYMENT OF A CHARGE IN ADDITION TO THE FARE.

ANIMALS IN ADDITION TO THE USUAL CONNOTATION, INCLUDE REPTILES, BIRDS, POULTRY AND FISH.

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".

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).

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.

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.

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.

BAGGAGE CHECK MEANS THOSE PORTIONS OF THE TICKET WHICH PROVIDE FOR THE CARRIAGE OF PASSENGER'S CHECKED BAGGAGE AND WHICH ARE ISSUED BY CARRIER AS A RECEIPT FOR PASSENGER'S CHECKED BAGGAGE.

BAGGAGE CHECKED MEANS BAGGAGE OF WHICH THE CARRIER TAKES SOLE CUSTODY AND FOR WHICH CARRIER HAS ISSUED A BAGGAGE

-1-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

CHECK.

BAGGAGE EXCESS THAT PART OF BAGGAGE WHICH IS IN EXCESS OF THE BAGGAGE WHICH MAY BE CARRIED FREE OF CHARGE.

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.

BAGGAGE UNCHECKED MEANS A BAGGAGE OF WHICH THE PASSENGER RETAINS CUSTODY.

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.

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.

BASING FARE: SEE "ARBITRARY"

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.

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.

CARRIAGE, WHICH IS EQUIVALENT TO TRANSPORTATION, MEANS CARRIAGE OF PASSENGERS AND/OR BAGGAGE BY AIR, GRATUITOUSLY OR FOR HIRE.

CARRIER 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 TO PERFORM ANY OTHER SERVICES RELATED TO SUCH AIR CARRIAGE.

CHILD MEANS A PERSON WHO HAS REACHED HIS/HER SECOND BIRTHDAY BUT NOT HIS/HER 12TH BIRTHDAY (2-11 INCLUSIVE) AS OF THE DATE OF COMMENCEMENT OF TRAVEL.

CIRCLE TRIP - NORMAL FARES MEANS TRAVEL FROM A POINT AND RETURN THERETO BY A CONTINUOUS, CIRCUITOUS AIR ROUTE, INCLUDING JOURNEYS COMPRISING TWO FARE COMPONENTS BUT WHICH

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

DO NOT MEET THE CONDITIONS OF THE ROUND TRIP DEFINITION.
CIRCLE TRIP - SPECIAL FARES: MEANS TRAVEL FROM A POINT AND RETURN THERETO BY A CONTINUOUS, CIRCUITOUS AIR ROUTE, 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.
CIVIL AERONAUTICS BOARD MEANS DEPARTMENT OF TRANSPORTATION.
COMBINATION WHENEVER TWO OR MORE OW, RT OR HALF ROUND TRIP FARES ARE USED AND SHOWN SEPARATELY IN A FARE CALCULATION. COMBINATIONS ARE ONLY PERMITTED WITH FARES WHEN BY THEIR OWN TERMS ARE COMBINABLE. FARES USED IN COMBINATION ARE TO BE SHOWN SEPARATELY ON THE TICKET.
CONJUNCTION TICKET MEANS TWO OR MORE TICKETS CONCURRENTLY ISSUED TO A PASSENGER AND WHICH TOGETHER CONSTITUTE A SINGLE CONTRACT OF CARRIAGE.
CONSEQUENTIAL DAMAGES 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.
CONSTRUCTED FARES 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. CONTINENTAL U.S.A. OR CONTINENTAL UNITED STATES EACH MEANS THE DISTRICT OF COLUMBIA AND ALL STATES OF THE UNITED STATES OTHER THAN ALASKA AND HAWAII.
CONVENTION 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, OR THE MONTREAL CONVENTION WHICHEVER MAY BE APPLICABLE TO CARRIAGE HEREUNDER.
COUNTRY OF COMMENCEMENT OF TRANSPORTATION MEANS THE COUNTRY FROM WHICH TRAVEL ON THE FIRST INTERNATIONAL SECTOR TAKES PLACE.
COUNTRY OF PAYMENT 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.
COUNTRY OF UNIT ORIGIN THE COUNTRY IN WHICH THE UNIT ORIGIN IS SITUATED.
CURRENCY OF THE COUNTRY OF PAYMENT MEANS THE CURRENCY IN

WHICH INTERNATIONAL FARES FROM THAT COUNTRY ARE DENOMINATED.
DATE OF TRANSACTION MEANS THE DATE OF ISSUANCE OF THE

-3-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

TICKET, MCO OR PTA.

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

- (1) RESERVATIONS: THE MINIMUM/MAXIMUM 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/MAXIMUM 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.

DIRECT ROUTE MEANS THE SHORTEST ALL YEAR ROUTE OPERATED BY A CARRIER IN BOTH DIRECTIONS BETWEEN TICKETED POINTS AT WHICH IT EXERCISES TRAFFIC RIGHTS.

DIRECT ROUTE FARE 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.

DOUBLE OPEN JAW 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.

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 NO. 2 OR 3 TO A POINT IN AREA NO. 1 VIA THE PACIFIC OCEAN.

EDUCATIONAL ESTABLISHMENT MEANS A SCHOOL-ACADEMY-COLLEGE OR UNIVERSITY OFFERING FULL TIME EDUCATIONAL-VOCATIONAL OR

-4-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

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.

END-ON COMBINATION 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).

EXCURSION FARES A NON ADVANCE PURCHASE ROUND TRIP FARE, WHEREBY RESERVATION FOR ALL SEGMENTS ARE NOT REQUIRED AT TIME OF TICKETING.

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, MONTENEGRO, MOROCCO, NETHERLANDS, NORWAY, POLAND, PORTUGAL, ROMANIA, RUSSIAN FEDERATION (WEST OF THE URALS), SAN MARINO, SERBIA, SLOVAKIA, SLOVENIA, SPAIN, SWEDEN, SWITZERLAND, TUNISIA, TURKEY IN EUROPE AND ASIA, UKRAINE, AND UNITED KINGDOM. EC MEMBER STATES AUSTRIA, BELGIUM, DENMARK, FINLAND, FRANCE, GERMANY, GREECE, ICELAND, IRELAND, ITALY, LUXEMBOURG, NETHERLANDS, NORWAY, PORTUGAL, SPAIN, SWEDEN, UNITED KINGDOM.

FARE MEANS THE AMOUNT CHARGED BY THE CARRIER FOR THE CARRIAGE OF A PASSENGER AND HIS ALLOWABLE FREE BAGGAGE AND IS THE CURRENT FARE WHICH A CARRIER IN THE PUBLICATION IT NORMALLY USES TO PUBLISH FARES, HOLDS OUT TO THE PUBLIC, OR THE APPROPRIATE SEGMENT OF THE PUBLIC, AS BEING APPLICABLE TO THE CLASS OF SERVICE TO BE FURNISHED.

FARE BREAK POINTS - SEE FARE CONSTRUCTION POINTS.

FARE COMPONENT 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.

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

FLIGHT COUPON MEANS A PORTION OF THE PASSENGER TICKET THAT INDICATES PARTICULAR PLACES BETWEEN WHICH THE COUPON IS GOOD

FOR CARRIAGE.
FOREIGN AIR TRANSPORTATION MEANS TRANSPORTATION BETWEEN A
POINT IN THE UNITED STATES AND A POINT OUTSIDE THEREOF.
FRENCH GOLD FRANCS MEANS THE FRANCS CONSISTING OF 65.50
MILLIGRAMS OF GOLD WITH A FINENESS OF NINE HUNDRED
THOUSANDTHS.

-5-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

GATEWAY MEANS THE PASSENGER'S FIRST POINT OF ARRIVAL OR LAST
POINT OF DEPARTURE IN AREAS NO. 1, 2 OR 3.

GUARDIAN MEANS A LEGAL GUARDIAN OR A PERSON ACTING IN LIEU
OF PARENTS IN THE EVENT OF DEATH OR LEGAL INCAPACITY OF
PARENTS.

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.

IATA RATE OF EXCHANGE MEANS THE RATE OF EXCHANGE ISSUED BY
IATA FROM TIME TO TIME AND PUBLISHED IN RULE 145 (E).

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

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

INFANT MEANS A PERSON WHO HAS NOT REACHED HIS/HER SECOND
BIRTHDAY AS OF THE DATE OF COMMENCEMENT OF TRAVEL.

INTERLINE TRANSFER POINT MEANS ANY POINT AT WHICH THE
PASSENGER TRANSFERS FROM THE SERVICES OF ONE CARRIER TO THE
SERVICES OF ANOTHER CARRIER.

INTERLINE TRANSPORTATION MEANS TRANSPORTATION ON THE
SERVICES OF MORE THAN ONE CARRIER.

INTERNATIONAL CARRIAGE 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, SUZERAINITY, 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, SUZERAINITY, MANDATE OR AUTHORITY OF ANOTHER POWER EVEN THOUGH THAT POWER IS NOT A PARTY TO THE CONVENTION.

INTERNATIONAL TRANSPORTATION MEANS ANY TRANSPORTATION OR OTHER SERVICES, FURNISHED BY ANY CARRIER, WHICH ARE INCLUDED

-6-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

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:"

AGREED STOPPING PLACE. 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 SINGLE OPERATION. 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".

INTRALINE TRANSPORATION MEANS TRANSPORTATION SOLELY BY THE SERVICES OF A SINGLE CARRIER.

IROE IATA RATE OF EXCHANGE MEANS PUBLISHED IN THE IATA QUARTERLY TO CONVERT LOCAL CURRENCY FARES TO A NEUTRAL UNIT OF CONSTRUCTION (NUC) AND TO CONVERT TOTAL NUC AMOUNTS TO THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.

ITINERARY/RECEIPT MEANS A DOCUMENT OR DOCUMENTS FORMING PART OF THE ELECTRONIC TICKET WHICH CONTAINS THE INFORMATION AND NOTICES REQUIRED.

JOURNEY MEANS THE ORIGIN TO DESTINATION OF THE ENTIRE TICKET.

LOCAL CURRENCY FARES MEANS FARES AND RELATED CHARGES EXPRESSED IN THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRAVEL, AS DEFINED IN RULE 145 (A).

MAXIMUM OUTSIDE LINEAR DIMENSIONS MEANS THE SUM OF THE GREATEST OUTSIDE LENGTH PLUS THE GREATEST OUTSIDE DEPTH PLUS THE GREATEST OUTSIDE HEIGHT.

MEDICAL CERTIFICATE MEANS THE FOLLOWING:

(A) IN THE CASE OF ILLNESS A NOTE ISSUED BY A DOCTOR ON

-7-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

LETTERHEAD OR PRESCRIPTION PAD.

(B) IN THE CASE OF HOSPITALIZATION - A COPY OF ANY DOCUMENT CERTIFYING HOSPITALIZATION ISSUED BY THE HOSPITAL ADMINISTRATION INVOLVED.

MILITARY AGENCIES MEANS DEPARTMENTS OF THE ARMY, NAVY, 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.

MILITARY PASSENGER 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.

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.

MONTH(S) 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

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

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

NATIONAL MEANS A PERSON WHO HAS THE CITIZENSHIP OF A

COUNTRY, EITHER BY BIRTH OR BY NATURALIZATION.
NORMAL FARE 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.
NO-SHOW MEANS A PASSENGER WHO FAILS TO USE RESERVED
ACCOMMODATION FOR REASON OTHER THAN MISSED CONNECTIONS.
NO-SHOW CHARGE MEANS THE CHARGE MADE BY REASON OF THE
FAILURE OF A PASSENGER TO USE RESERVED ACCOMMODATION, EITHER
THROUGH FAILURE TO ARRIVE AT THE AIRPORT AT THE TIME FIXED
BY THE CARRIER, OR THROUGH ARRIVING IMPROPERLY DOCUMENTED OR

-8-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

OTHERWISE NOT READY TO TRAVEL ON FLIGHT.

NEUTRAL UNIT OF CONSTRUCTIONS (NUC) MEANS THE UNIT VALUE
EQUIVALENT OF LOCAL CURRENCY FARES, ADDONS AND RELATED
CHARGES DERIVED BY CONVERTING SAME USING THE IATA RATE OF
EXCHANGE.

ON-LINE TARIFF DATA BASE MEANS THE REMOTELY ACCESSIBLE,
ON-LINE VERSION, MAINTAINED BY THE FILER, OF (1) THE
ELECTRONICALLY FILED TARIFF DATA SUBMITTED TO THE "OFFICIAL
D.O.T. TARIFF DATABASE," AND (2) THE DEPARTMENTAL APPROVALS,
DISAPPROVALS AND OTHER ACTIONS, AS WELL AS DEPARTMENTAL
NOTATIONS CONCERNING SUCH APPROVALS, DISAPPROVALS OR OTHER
ACTIONS, THAT SUBPART W OF THE PROPOSED PART 221 REQUIRES
THE FILER TO MAINTAIN IN ITS DATABASE. THE TERM "OFFICIAL
D.O.T. TARIFF DATABASE" MEANS THOSE DATA RECORDS (AS SET
FORTH IN SECTIONS 221.283 AND 221.286 OF THE RULE) WHICH
WOULD BE IN THE CUSTODY OF, AND MAINTAINED BY THE DEPARTMENT
OF TRANSPORTATION.

ONE WAY SUBJOURNEY PART OF A JOURNEY WHENEVER TRAVEL FROM
ONE COUNTRY DOES NOT RETURN TO SUCH COUNTRY AND TO WHICH THE
FARE IS ASSESSED AS A SINGLE PRICING UNIT USING A ONE WAY
FARE.

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).

OPEN JAW TRIP MEANS:

- (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.) OPEN JAW TRIP 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.

EXAMPLE OF OPEN JAW

TRIP
POINT 1
POINT 2
POINT 3

ORIGIN MEANS THE INITIAL STARTING PLACE OF THE JOURNEY AS SHOWN ON THE TICKET.

OTHER CHARGES MEANS CHARGES SUCH AS TAXES, FEES, ETC NOT TO BE SHOWN IN THE FARE CONSTRUCTION BOX OF THE TICKET EXCLUDING EXCESS BAGGAGE CHARGES.

OVER-BOOKING MEANS A CONDITION WHICH EXISTS WHEN MORE SEATS HAVE BEEN BOOKED ON A FLIGHT THAN SEATS ALLOWABLE FOR SALE.

PASSENGER MEANS ANY PERSON, EXCEPT MEMBERS OF THE CREW,

-9-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

CARRIED OR TO BE CARRIED IN AN AIRCRAFT WITH THE CONSENT OF CARRIER.

PASSENGER COUPON MEANS THAT PORTION OF THE PASSENGER TICKET CONSTITUTING THE PASSENGER'S WRITTEN EVIDENCE OF THE CONTRACT OF CARRIAGE.

PASSENGER TICKET MEANS THE DOCUMENT ENTITLED "PASSENGER TICKET AND BAGGAGE CHECK "OR THE ELECTRONIC TICKET, IN EACH CASE ISSUED BY OR ON BEHALF OF THE CARRIER, AND INCLUDES NOTICE OF CONTRACT TERMS INCORPORATED BY REFERENCE AND NOTICES AND THE FLIGHT AND PASSENGER COUPONS CONTAINED THEREIN.

PEX FARES ROUND TRIP FARES WHEREBY RESERVATIONS AND TICKETING MUST BE COMPLETED AT THE SAME TIME. TICKETS MUST SHOW RESERVATIONS FOR THE ENTIRE JOURNEY.

POINT OF TURNAROUND THE FARTHEST GEOGRAPHICAL FARE BREAK (BETWEEN TWO FARE COMPONENTS) FROM THE PRICING UNIT ORIGIN.

PREPAID TICKET ADVICE MEANS:

THE NOTIFICATION BETWEEN OFFICES OF A CARRIER BY TELETYPE, COMMERCIAL WIRE OR MAIL THAT A PERSON IN ONE CITY HAS PURCHASED AND REQUESTED ISSUANCE OF PREPAID TRANSPORTATION TO A PERSON IN ANOTHER CITY.

PRICING UNIT A JOURNEY OR PART OF A JOURNEY WHICH IS PRICED AS A SEPARATE ENTITY, I.E. IS CAPABLE OF BEING TICKETED SEPARATELY.

PROPORTIONAL FARE: SEE "ARBITRARY"

REBOOKING MEANS CHANGE OF RESERVATION OR OTHER CHANGES WHICH DO NOT REQUIRE TICKET REISSUANCE.

REFUND MEANS THE REPAYMENT TO THE PURCHASER OF ALL OR A PORTION OF A FARE RATE OR CHARGE FOR UNUSED CARRIAGE OR SERVICE.

REFUND, INVOLUNTARY MEANS A REFUND OF AN UNUSED TICKET OR PORTION THERE OF OR AN UNUSED MCO REQUIRED WHERE BECAUSE OF SAFETY OR LEGAL REQUIREMENTS OR THE CONDITION OR CONDUCT OF

THE PASSENGER CARRIAGE IS REFUSED.

REFUND, VOLUNTARY MEANS A REFUND OF AN UNUSED TICKET OR PORTION THEREOF OR AN UNUSED MCO OTHER THAN A INVOLUNTARY REFUND.

REISSUE MEANS AN ALTERATION TO A TICKET THAT CANNOT BE DONE THROUGH REVALIDATION AND REQUIRES ISSUANCE OF A NEW TICKET. ISSUANCE OF A NEW TICKET AGAINST A PREVIOUSLY ISSUED TICKET IN ACCORDANCE WITH THE PROVISIONS OF VOLUNTARY REROUTING FOR PARTY USED PRICING UNITS.

RELATED CHARGES MEANS THOSE CHARGES TO BE SHOWN IN THE FARE CONSTRUCTION BOX OF THE TICKET AND EXCESS BAGGAGE CHARGES.

RELATED CHARGES CHARGES SUCH AS CANCELLATION PENALTIES, NON-REFUNDABLE AMOUNTS, REBOOKING AND REROUTING CHARGES, STOPOVER CHARGES, WEEKEND SURCHARGES ETC., AND EXCESS BAGGAGE CHARGES.

REROUTE MEANS TO ISSUE A NEW TICKET COVERING TRANSPORTATION

-10-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

TO THE SAME DESTINATION, BUT VIA A DIFFERENT ROUTING THAN THAT DESIGNATED ON THE TICKET, OR TO HONOR THE TICKET HELD BY THE PASSENGER FOR TRANSPORTATION TO THE SAME DESTINATION BUT VIA A DIFFERENT ROUTING.

REROUTING MEANS A CHANGE OF ROUTING OR OTHER CHANGES WHICH REQUIRE TICKET REISSUANCE. WITH RESPECT TO A PASSENGER, MEANS A CHANGE OF ROUTE, FARE, CARRIER, TYPE OF AIRCRAFT, CLASS OF SERVICE, FLIGHT OR VALIDITY FROM THAT ORIGINALLY PROVIDED IN THE APPROPRIATE TRANSPORTATION DOCUMENT.

RESIDENT MEANS A PERSON LEGALLY LIVING IN A GIVEN COUNTRY OF WHICH HE/SHE IS/IS NOT A CITIZEN.

RETURN SUBJOURNEY 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.

ROUND-THE-WORLD (RTW) 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 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.

SPECIAL DRAWING RIGHT 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.

SIDE TRIP MEANS A JOURNEY FROM AND/OR TO AN EN-ROUTE POINT OF A FARE COMPONENT.

SIDE TRIP COMBINATION MEANS THE COMBINATION OF A FARE WHICH COULD BE TICKETED SEPARATELY FROM AND/OR TO AN EN-ROUTE POINT OF A FARE COMPONENT.

SINGLE OPEN JAW TRIP MEANS TRAVEL THAT IS ESSENTIALLY OF A ROUND TRIP NATURE, EXCEPT THAT THE OUTWARD POINT OF ARRIVAL

-11-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

AND INWARD POINT OF DEPARTURE ARE NOT THE SAME OR THE OUTWARD POINT OF DEPARTURE AND INWARD POINT OF ARRIVAL ARE NOT THE SAME.

SPECIAL FARE MEANS A FARE OTHER THAN A NORMAL FARE.

STOPOVER

WHEN A PASSENGER ARRIVES AT AN INTERMEDIATE POINT AND IS SCHEDULED TO DEPART LATER THAN 24 HOURS AFTER ARRIVAL.

THROUGH FARE MEANS A FARE APPLICABLE FOR TRAVEL BETWEEN TWO CONSECUTIVE FARE CONSTRUCTION POINTS VIA AN INTERMEDIATE POINT(S).

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.

TICKETED POINT MEANS POINTS SHOWN IN THE 'GOOD FOR PASSAGE' SECTION OF THE PASSENGER TICKET PLUS ANY OTHER POINT(S) USED FOR FARE CONSTRUCTION AND SHOWN IN THE FARE CONSTRUCTION BOX OF THE PASSENGER TICKET; PROVIDED THAT TWO FLIGHT NUMBERS OF TWO CARRIERS SUCH AS FOR AN INTERCHANGE FLIGHT WILL NOT BE PERMITTED ON ONE FLIGHT COUPON.

TRANSFER POINT 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.

TRANSIT POINT MEANS ANY STOP AT AN INTERMEDIATE POINT ON THE ROUTE TO BE TRAVELLED (WHETHER OR NOT A CHANGE OF PLANES IS MADE) WHICH DOES NOT FALL WITHIN THE DEFINITION OF A STOPOVER.

TRANSPACIFIC SECTOR MEANS THE PORTION OF TRAVEL COVERED BY

A SINGLE FLIGHT COUPON FROM THE POINT OF DEPARTURE IN AREA NO. 1 TO THE POINT OF ARRIVAL IN AREA NO. 3 AND VICE VERSA. UNACCOMPANIED WHEN USED FOR CHILDREN AND INFANTS FARES, THIS SHALL MEAN THE CHILD/INFANT IS NOT ACCOMPANIED BY AN ADULT. UNCHECKED BAGGAGE WHICH IS EQUIVALENT TO HAND LUGGAGE, IS BAGGAGE OTHER THAN CHECKED BAGGAGE.

UNIT ORIGIN THE INITIAL STARTING POINT OF A PRICING UNIT.
UNIT DESTINATION THE ULTIMATE STOPPING PLACE OF A PRICING UNIT.

"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.

UNITED STATES DEPARTMENT OF DEFENSE MEANS THE U.S. DEPARTMENTS OF THE ARMY, NAVY, AND AIR FORCE AND THE U.S. MARINE CORPS.

VALIDATE MEANS TO STAMP OR WRITE ON THE PASSENGER TICKET AN INDICATION THAT THE PASSENGER TICKET HAS BEEN OFFICIALLY

-12-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

ISSUED BY CARRIER.

WESTBOUND MEANS TRAVEL FROM A POINT IN AREA NO. 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.

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0002

TITLE/APPLICATION - 70

A STANDARD FORMAT OF ELECTRONIC RULES
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 - 71

A ELIGIBILITY (CATEGORY 1)
INTENTIONALLY LEFT BLANK

DAY/TIME - 72

A DAY/TIME (CATEGORY 2)

INTENTIONALLY LEFT BLANK

SEASONALITY - 73

A 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:

-13-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0002

SEASONALITY - 73 (CONT)

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.

FLIGHT APPLICATION - 74

A FLIGHT APPLICATION (CATEGORY 4)

INTENTIONALLY LEFT BLANK

ADVANCE RES/TICKETING - 75

A ADVANCE RESERVATIONS/TICKETING (CATEGORY 5)

- (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.
- (2) PAYMENT AND TICKETING
UNLESS OTHERWISE STATED IN THE SPECIFIC FARE RULE, THE PURCHASE OF A PREPAID TICKET ADVISE (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)).

-14-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0002

MINIMUM STAY - 76

A 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.

MAXIMUM STAY - 77

A 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 - 78

A 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

-15-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0002

STOPOVERS - 78 (CONT)

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 - 79

A 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 - 80

A 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 BUT NO COMMISSION FOR
THE ENTIRE TICKET.

- (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

-16-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0002

PERMITTED COMBINATIONS - 80 (CONT)

- 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) 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.
 - (B) SURCHARGES
THE SURCHARGE PROVISIONS OF EACH FARE SHALL APPLY TO THE APPROPRIATE SECTOR OVER WHICH THE FARE IS ASSESSED.

- (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.
- (D) STOPOVERS

THE STOPOVER RESTRICTIONS OF EACH FARE SHALL APPLY

-17-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0002

PERMITTED COMBINATIONS - 80 (CONT)

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.

- (E) DISCOUNTS
- THE DISCOUNT WHICH RESULTS IN THE HIGHEST FARE SHALL APPLY TO THE ENTIRE JOURNEY.
- (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.
- (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.
 - (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.
 - (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.

(J) CANCELLATION AND REFUNDS
THE LARGEST CANCELLATION PENALTY THAT IS
APPLICABLE DURING ANY GIVEN TIME PERIOD WILL APPLY
TO THE ENTIRE JOURNEY.

-18-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0002

BLACKOUT DATES - 81

A BLACKOUT DATES (CATEGORY 11)
INTENTIONALLY LEFT BLANK

SURCHARGES - 82

A SURCHARGES (CATEGORY 12)
INTENTIONALLY LEFT BLANK

ACCOMPANIED TRAVEL - 83

A ACCOMPANIED TRAVEL (CATEGORY 13)
INTENTIONALLY LEFT BLANK

TRAVEL RESTRICTIONS - 84

A TRAVEL RESTRICTIONS (CATEGORY 14)
INTENTIONALLY LEFT BLANK

SALES RESTRICTIONS - 85

A SALES RESTRICTIONS (CATEGORY 15)
INTENTIONALLY LEFT BLANK

PENALTIES - 86

A PENALTIES (CATEGORY 16)

(1) ROUTING OF ADVANCE PURCHASE AND GROUP FARE PASSENGERS
UNLESS OTHERWISE SPECIFIC, VOLUNTARY REROUTINGS ARE NOT
PERMITTED BUT WILL BE SUBJECT TO THE PROVISIONS
SPECIFIED IN THIS CATEGORY OF THE FARE RULE.

(2) REROUTING

ADVANCE PURCHASE FARES

(A) PRIOR TO DEPARTURE

IN THE EVENT OF SUBMISSION FOR REFUND OR FAILURE
TO USE CONFIRMED SPACE AS TICKETED WITHIN THE
"ADVANCE PURCHASE PERIOD" FOR ANY REASON, EXCEPT
AS PROVIDED 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 RULE.

(I) FULL REFUND WILL BE MADE IN THE EVENT OF:

(AA) DEATH OR ILLNESS OF PASSENGER OR A
MEMBER OF THE PASSENGER'S IMMEDIATE
FAMILY (ATTESTED TO BY AN APPROPRIATE
CERTIFICATE);

(BB) AN INCREASE IN THE ADVANCE PURCHASE
FARE AFTER A TICKET HAS BEEN ISSUED,
AND THE PASSENGER DESIRES TO CANCEL.

(II) IF, AFTER ISSUANCE OF THE TICKET, SCHEDULE

-19-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0002

PENALTIES - 86 (CONT)

CHANGES BY THE CARRIER(S) CREATE ALTERATIONS TO THE TICKETED ITINERARY WHICH ARE UNACCEPTABLE TO THE PASSENGER, THE PASSENGER MAY CANCEL OR HAVE THE TICKET REISSUED IN ACCORDANCE WITH APPLICABLE TARIFFS, WITHOUT INCURRING A PENALTY.

- (B) AFTER DEPARTURE
 - (I) IN THE EVENT OF SUBMISSION FOR REFUND OR FAILURE TO USE CONFIRMED SPACE AS TICKETED AFTER TRAVEL HAS COMMENCED, EXCEPT AS PROVIDED BELOW, REFUND WILL BE THE DIFFERENCE BETWEEN THE FARE PAID AND THE FARE FOR THE TRANSPORTATION USED LESS THE NON-REFUNDABLE AMOUNT SPECIFIED IN THE APPLICABLE RULE.
 - (II) IN THE CASE OF DEATH EN ROUTE OF A MEMBER OF A FAMILY TRAVELLING TOGETHER, THE SURVIVING MEMBER(S) WILL BE PERMITTED REROUTING OF THE BALANCE OF THE JOURNEY WITHOUT PENALTY.
- (C) AFTER THE TICKET HAS BEEN ISSUED, THE NON-REFUNDABLE PORTION OF THE FARE SHALL NOT BE USED AS CREDIT TOWARDS PAYMENT OF ANY OTHER FARES. HOWEVER, AN ADVANCE PURCHASE FARE TICKET MAY BE UPGRADED TO ANOTHER FARE TYPE, ONLY AS SPECIFIED IN THE APPLICABLE RULE, SUBJECT TO ALL CONDITIONS OF NEW FARE, IN WHICH CASE THE ORIGINAL NON-REFUNDABLE AMOUNT SHALL STILL NOT BE REFUNDABLE. THE "NONREF/APEX" ENTRY SHALL CONTINUE TO BE CARRIED IN THE "FORM OF PAYMENT" BOX OF THE NEW TICKET AND ANY SUBSEQUENT REISSUES.
- (3) GROUP FARES (INCLUDING GROUP INCLUSIVE TOUR FARES)
 - (A) PRIOR TO DEPARTURE
 - (I) REFUNDS SHALL BE MADE ONLY TO OR AT THE DIRECTION OF THE PERSON RESPONSIBLE FOR THE TRAVEL ARRANGEMENTS OF THE GROUP.
 - (II) IN THE EVENT OF VOLUNTARY CANCELLATION BY THE GROUP OR MEMBER OF THE GROUP LESS THAN THE NUMBER OF DAYS STATED IN THE RULE PRIOR TO COMMENCEMENT OF OUTBOUND TRAVEL, EXCEPT AS PROVIDED BELOW, A PORTION OF THE GROUP PAID WILL BE DEEMED NON-REFUNDABLE AND WILL BE FORFEITED BY THE NON-DEPARTING GROUP MEMBER(S).
 - (III) FULL REFUND WILL BE MADE IN THE CASE OF:
 - (AA) DEATH OR ILLNESS OF THE PASSENGER OR OF A MEMBER OF THE PASSENGER'S IMMEDIATE FAMILY (ATTESTED TO BY AN APPROPRIATE CERTIFICATE);
 - (BB) REPLACED PASSENGER, IF SUBSTITUTIONS

ARE PERMITTED IN THE RULE BEING

-20-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0002

PENALTIES - 86 (CONT)

DETAILED;

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

(B) AFTER DEPARTURE

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

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

(BB) A DEATH IN THE IMMEDIATE FAMILY OF A
PASSENGER, THE AMOUNT OF THE GROUP FARE
PAID BY THE PASSENGER WILL BE APPLIED
AS A CREDIT (BUT NOT IN CASH) TOWARDS
THE PURCHASE OF TRANSPORTATION AT
APPLICABLE FARES FOR THE PORTIONS
ACTUALLY FLOWN BY THE PASSENGER,
CALCULATED FROM THE ORIGINAL POINT OF
ORIGIN. SIMILAR ARRANGEMENTS MAY BE
MADE FOR OTHER MEMBERS OF THE TRAVEL
GROUP WHO BELONG TO THE IMMEDIATE
FAMILY OF SUCH PASSENGER;

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

(II) EXCEPT AS PROVIDED ABOVE, IN CASE OF
VOLUNTARY CANCELLATION OF THE GROUP OR A
MEMBER OF THE GROUP, REFUND WILL BE AN AMOUNT
EQUAL TO THE EXCESS OF THE GROUP FARE PAID

OVER THE ALL-YEAR FARE APPLICABLE FOR
TRANSPORTATION FROM THE POINT OF ORIGIN TO
THE POINT OF CANCELLATION, LESS THE

-21-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0002

PENALTIES - 86 (CONT)

- PERCENTAGE/{PENALTY SPECIFIED IN THE
APPLICABLE FARE RULE.
- (III) IN THE EVENT A PASSENGER DISCONTINUES
HIS/HER JOURNEY EN ROUTE FOR ANY REASON, THE
AMOUNT OF THE FARE PAID WILL BE APPLIED AS A
CREDIT TOWARD THE PURCHASE OF TRANSPORTATION
AT THE APPLICABLE FARE CALCULATED FROM THE
POINT OF ORIGIN.
- (C) IN ANY OF THE CIRCUMSTANCES DESCRIBED ABOVE, THE
REMAINING MEMBERS OF THE TRAVEL GROUP, REGARDLESS
OF THEIR NUMBER, SHALL COMMENCE OR CONTINUE WITH
THE ITINERARY, SUBJECT TO ALL OTHER CONDITIONS OF
THE RULE.
- (4) INDIVIDUAL INCLUSIVE TOUR FARES
- (A) PRIOR TO DEPARTURE
- (I) IN THE EVENT OF CANCELLATION BY THE PASSENGER
OR FAILURE TO USE CONFIRMED SPACE AS TICKETED
PRIOR TO OR AT DEPARTURE TIME FOR ANY REASON,
EXCEPT AS PROVIDED IN (II) 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 INDIVIDUAL INCLUSIVE TOUR
FARE RULE.
- (II) FULL REFUND WILL BE MADE IN THE EVENT OF
DEATH OR ILLNESS OF THE PROSPECTIVE PASSENGER
OR A MEMBER OF THE PASSENGER'S IMMEDIATE
FAMILY (ATTESTED TO BY AN APPROPRIATE
CERTIFICATE);
- (B) AFTER DEPARTURE
- (I) IN THE EVENT OF CANCELLATION BY THE PASSENGER
OR FAILURE TO USE CONFIRMED SPACE AS TICKETED
AFTER TRAVEL HAS COMMENCED, EXCEPT AS
PROVIDED IN (II) BELOW REFUND WILL BE THE
DIFFERENCE BETWEEN THE FARE PAID AND THE FARE
FOR THE TRANSPORTATION USED LESS THE
NON-REFUNDABLE AMOUNT SPECIFIED IN THE
APPLICABLE FARE.
- (II) IN THE CASE OF DEATH EN ROUTE OF A MEMBER OF
A FAMILY TRAVELING TOGETHER; THE SURVIVING
MEMBER(S) WILL BE PERMITTED A REROUTING OF
THE BALANCE OF THE JOURNEY WITHOUT PENALTY.
- (C) CREDIT TOWARDS FURTHER TRANSPORTATION
IN CASE OF VOLUNTARY REROUTING OR CHANGE OF

RESERVATIONS, THE AMOUNT OF THE FARE PAID MAY BE
USED AS A CREDIT TOWARDS PAYMENT OF A HIGHER
APPLICABLE FARE CALCULATED FROM THE POINT OF
ORIGIN, IN WHICH CASE THE ORIGINAL NON-REFUNDABLE
AMOUNT SHALL REMAIN NON-REFUNDABLE IN THE NEW

-22-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0002

PENALTIES - 86 (CONT)

TICKET AS WELL AS ANY SUBSEQUENT REISSUES.

HIGHER INTERMEDIATE PT - 87

- A HIGHER INTERMEDIATE POINT (CATEGORY 17)
INTENTIONALLY LEFT BLANK

TICKET ENDORSEMENT - 88

- A TICKET ENDORSEMENTS (CATEGORY 18)
INTENTIONALLY LEFT BLANK

DISCOUNTS - 89

- A CHILDREN'S DISCOUNTS (CATEGORY 19)
UNLESS OTHERWISE STATED IN A SPECIFIC FARE RULE, PROVISIONS
OF RULE 25 (REFUSAL TO TRANSPORT), AS SHOWN IN THIS TARIFF,
AS WELL AS THE FOLLOWING CONDITIONS WILL APPLY.

(1) INFANTS' FARES:

AN INFANT WHO IS AT LEAST 14 DAYS OF AGE BUT LESS THAN
2 YEARS OF AGE (ON THE DATE OF COMMENCEMENT OF TRAVEL
FROM THE POINT OF ORIGIN) ACCOMPANIED BY A PASSENGER
WHO IS AT LEAST 18 YEAR OF AGE WILL BE CHARGED THE
AMOUNT SPECIFIED IN THE FARE RULE.

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.

(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 18 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.
- (B) UNLESS OTHERWISE STATED IN A SPECIFIC FARE RULE,
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.

TOUR CONDUCTOR DISCOUNTS (CATEGORY 20)

INTENTIONALLY LEFT BLANK

AGENT DISCOUNTS (CATEGORY 21)

INTENTIONALLY LEFT BLANK

ALL OTHER DISCOUNTS (CATEGORY 22)

INTENTIONALLY LEFT BLANK

-23-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0002

MISC. PROVISIONS - 90

A MISCELLANEOUS PROVISIONS (CATEGORY 23)

INTENTIONALLY LEFT BLANK

(CATEGORY 24)

CURRENTLY NOT AVAILABLE

(CATEGORY 25)

CURRENTLY NOT AVAILABLE

GROUPS - 91

A GROUPS (CATEGORY 26)

(1) GROUP SIZE

A MINIMUM GROUP SIZE REFERS TO THE MINIMUM NUMBER OF ADULT FARE PAYING PASSENGERS. IN ORDER TO DETERMINE THE MINIMUM GROUP SIZE, CHILD AND INFANT PAYING THE APPLICABLE ADULT FARE, WILL BE COUNTED AS ONE ADULT FARE PAYING PASSENGER.

(2) GROUP TRAVEL REQUIREMENTS

A GROUP IS REQUIRED TO TRAVEL TOGETHER ON THE SAME FLIGHT(S).

TOURS - 92

A TOURS (CATEGORY 27)

(1) INDIVIDUAL AND GROUP INCLUSIVE TOUR REQUIREMENTS

(A) EXCEPT AS OTHERWISE NOTED, 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.

(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.

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

(2) MINIMUM TOUR PRICE

(A) THE MINIMUM SELLING PRICE OF THE INCLUSIVE TOUR, NORMALLY EXPRESSED AS THE APPLICABLE INCLUSIVE TOUR PLUS A SPECIFIC AMOUNT.

(B) ANY INCREASE IN THE MINIMUM SELLING PRICE DUE TO

-24-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0002

TOURS - 92 (CONT)

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.

VISIT ANOTHER COUNTRY - 93

A VISIT ANOTHER COUNTRY (CATEGORY 28)
INTENTIONALLY LEFT BLANK

DEPOSITS - 94

A DEPOSITS (CATEGORY 29)
INTENTIONALLY LEFT BLANK

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

TITLE/APPLICATION - 70

A APPLICATION OF TARIFF
(A) GENERAL

- (1) THIS TARIFF SHALL APPLY TO CARRIAGE OF PASSENGERS
AND BAGGAGE (AND SERVICES RELATED TO SUCH
(CARRIAGE) ON HU OR JOINTLY VIA THE SERVICES OF HU
AND OTHER CARRIERS PARTICIPATING IN THIS TARIFF.
- (2) THE PROVISIONS OUTLINED IN THIS TARIFF SHALL APPLY
TO TRANSPORTATION OF PASSENGERS AND/OR BAGGAGE AT
FARES/CHARGES OUTLINED IN THIS TARIFF AND IN

COMPLIANCE WITH THE MONTREAL CONVENTION(1999) (MC99 HEREAFTER) AS
APPLICABLE THESE

RULES CONSTITUTE THE CONDITIONS APPLYING TO THE
CONTRACT FOR CARRIAGE AND ARE EXPRESSLY AGREED TO
BY THE PASSENGER TO THE SAME EXTENT AS IF SUCH
RULES WERE INCLUDED AS CONDITIONS IN THE CONTRACT
OF CARRIAGE.

- (3) INTERNATIONAL TRANSPORTATION SHALL BE SUBJECT TO
THE RULES RELATING TO LIABILITY ESTABLISHED BY THE
CONVENTION FOR UNIFICATION OF CERTAIN RULES
RELATING TO INTERNATIONAL CARRIAGE BY AIR SIGNED
IN WARSAW, OCTOBER 12, 1929 AS AMENDED BY THE
PROTOCOL SIGNED AT THE HAGUE, SEPTEMBER 28, 1955.
ONLY RULE 55 (LIABILITY OF CARRIERS) OF THIS
TARIFF MAY STATE ANY LIMITATION ON THE CARRIER'S
LIABILITY FOR PERSONAL INJURY OR DEATH. INsofar
AS ANY OTHER PORTION OF THIS TARIFF REFERS TO
OTHER LIMITATIONS OR CONDITIONS ON THE LIABILITY
FOR PERSONAL INJURY OR DEATH, SUCH REFERENCE ARE
INCLUDED IN THIS TARIFF AS A PART OF THE TARIFF

-25-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

FILED WITH GOVERNMENTS OTHER THAN THE U.S.A. AND CANADA, AND ARE NOT AS PART OF THIS TARIFF FILED WITH THE UNITED STATES DEPARTMENT OF TRANSPORTATION AND CANADIAN TRANSPORTATION AGENCY.

- (4) OVERRIDING LAW
IF ANY PROVISION CONTAINED OR REFERRED TO IN THE TICKET OR IN THIS TARIFF IS CONTRARY TO MANDATORY LAW, GOVERNMENT REGULATIONS, ORDERS OR REQUIREMENTS, SUCH PROVISION SHALL REMAIN APPLICABLE TO THE EXTENT THAT IT IS NOT OVERRIDDEN BY SUCH LAW/REGULATION/ ORDER/REQUIREMENT. THE INVALIDITY OF ANY PROVISION SHALL NOT AFFECT ANY OTHER PART.
- (5) MODIFICATION AND WAIVER
NO AGENT, SERVANT OR REPRESENTATIVE OF THE CARRIER HAS AUTHORITY TO ALTER, MODIFY OR WAIVER ANY PROVISION OF THE CONTRACT OF CARRIAGE OR THIS TARIFF.
- (6) EXCEPT AS OTHERWISE PROVIDED, CHARGES OR MONETARY AMOUNTS SHOWN IN THIS TARIFF IN DOLLARS OR CENTS ARE STATED IN TERMS OF LAWFUL U.S. CURRENCY. CHARGES OR MONETARY AMOUNTS ARE ALSO STATED IN TERMS OF LAWFUL CANADIAN CURRENCY WHENEVER SO INDICATED DIRECTLY IN CONNECTION THEREWITH.
- (7) EXCEPT AS OTHERWISE PROVIDED BELOW, FARE RULE PROVISIONS, LOCAL OR JOINT FARES, INCLUDING ARBITRARIES CONTAINED IN THE ON-LINE TARIFF DATABASE MAINTAINED BY AIRLINE TARIFF PUBLISHING COMPANY, AGENT ON BEHALF OF HU ARE CONSIDERED TO BE PART OF THIS TARIFF.
- (B) GRATUITOUS CARRIAGE
WITH RESPECT TO GRATUITOUS CARRIAGE, HU RESERVES THE RIGHT TO EXCLUDE THE APPLICATION OF ALL OR ANY PART OF THIS TARIFF.
- (C) CHANGE WITHOUT NOTICE
CHANGE WITHOUT NOTICE RULES, REGULATIONS AND CONDITIONS OF CARRIAGE ARE SUBJECT TO CHANGE WITHOUT NOTICE EXCEPT AS REQUIRED BY APPLICABLE LAWS, ORDERS OR GOVERNEMENT REGULATIONS. HOWEVER, ANY CHANGE IN A CONTRACT FOR CARRIAGE WILL NOT APPLY IF SUCH CARRIAGE HAS ALREADY COMMENCED.
- (D) GUARANTEED DAY OF PURCHASE PROVISIONS
THE APPLICABLE RULES, FARES AND CHARGES FOR CARRIAGE OF PASSENGERS AND/OR BAGGAGE ARE THOSE IN EFFECT ON THE DATE OF COMMENCEMENT OF CARRIAGE COVERED BY THE FIRST FLIGHT COUPON OF A TICKET. WHEN THERE IS A DIFFERENCE BETWEEN THE FARE/CHARGES ORIGINALLY COLLECTED AND THE FARE/CHARGES IN EFFECT ON THE DATE OF COMMENCEMENT OF TRAVEL (FROM THE POINT OF ORIGIN), THE PASSENGER MAY BE

IN EFFECT ON: 15SEP10
AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0005

TITLE/APPLICATION - 70 (CONT)

ENTITLED TO A NON-REFUND OF ANY OVER-COLLECTED AMOUNT
OR MAY BE SUBJECT TO ADDITIONAL COLLECTION FOR ANY
UNDER-COLLECTED AMOUNT.

EXCEPTION: FOR TRAVEL ORIGINATING IN THE U.S.A. OR
CANADA, NO INCREASE WILL BE COLLECTED IN
CASES WHERE THE TICKET HAS BEEN ISSUED
PRIOR TO THE EFFECTIVE DATE OF TARIFF
CONTAINING AN INCREASE IN THE APPLICABLE
FARE, EFFECTED THROUGH A CHANGE IN FARE
LEVEL, A CHANGE IN CONDITIONS GOVERNING THE
FARE, OR A CANCELLATION OF THE FARE ITSELF
PROVIDED:

- (1) THE ORIGINATING INTERNATIONAL FLIGHT
COUPON OF THE TICKET WAS ISSUED FOR A
SPECIFIC FLIGHT AT THE FARE CONTAINED
IN A TARIFF LAWFULLY IN EFFECT ON THE
DATE OF TICKET ISSUANCE (DETERMINED BY
THE VALIDATION STAMPED OR IMPRINTED ON
THE TICKET).
- (2) THE ORIGINATING INTERNATIONAL FLIGHT
SHOWN ON THE TICKET IS NOT VOLUNTARILY
CHANGED AT THE PASSENGER'S REQUEST
SUBSEQUENT TO THE EFFECTIVE DATE OF
ANY INCREASE IN THE APPLICABLE FARE.

NOTE: THE PROVISIONS OF
SUB-PARAGRAPHS (1) AND (2)
ABOVE WILL NOT APPLY TO
TICKETS ISSUE AT PUBLISHED
STANDBY FARES.

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

TITLE/APPLICATION - 70

A CLASSES OF SERVICE

(A) FIRST CLASS SERVICE

- (1) 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, BUSINESS CLASS AND ECONOMY CLASS OR
FIRST CLASS AND ECONOMY CLASS IN CARRIER'S GENERAL
SCHEDULES.
- (2) THE FIRST CLASS SECTION WILL BE LOCATED IN THE
FORWARD MOST PORTION OF THE AIRCRAFT.
- (3) PASSENGERS ELIGIBLE FOR FIRST CLASS SERVICE WILL
BE AFFORDED THE USE OF THE FIRST CLASS LOUNGES,

-27-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

WHERE SUCH FACILITIES EXIST AND SEPARATE CHECK-IN FACILITIES, WHEN AIRPORT SPACE AND STAFFING PERMITS.

- (4) PASSENGERS SEATED IN THE FIRST CLASS SERVICE SECTION WILL (WHEN FLIGHT TIMES PERMIT) BE AFFORDED INFLIGHT AMENITIES SUCH AS COMPLIMENTARY MEALS AND BEVERAGES AND COMPLIMENTARY USE OF HEADSETS FOR AUDIO/VISUAL ENTERTAINMENT (WHERE SUCH FEATURE IS PROVIDED INFLIGHT).
- (B) BUSINESS CLASS SERVICE
- (1) BUSINESS CLASS SERVICE IS PROVIDED TO PASSENGERS PAYING THE BUSINESS CLASS FARES FOR TRANSPORTATION IN THE BUSINESS CLASS SERVICE SECTION OF FLIGHTS DESIGNATED AS FIRST CLASS, BUSINESS CLASS AND ECONOMY CLASS IN CARRIER'S GENERAL SCHEDULE.
 - (2) THE BUSINESS CLASS SECTION WILL BE LOCATED, IMMEDIATELY BEHIND THE FIRST CLASS SECTION OF COMBINATION CLASS AIRCRAFT OPERATED WITH FIRST CLASS, BUSINESS CLASS AND ECONOMY CLASS SEATING CONFIGURATION.
 - (3) PASSENGERS ELIGIBLE FOR BUSINESS CLASS SERVICE WILL BE AFFORDED SEPARATE CHECK-IN FACILITIES WHEN AIRPORT SPACE AND STAFFING PERMITS.
 - (4) PASSENGERS SEATED IN THE BUSINESS CLASS SERVICE SECTION WILL 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).
- (C) ECONOMY CLASS SERVICE
- (1) ECONOMY CLASS SERVICE IS PROVIDED TO PASSENGERS PAYING ECONOMY CLASS FARES FOR TRANSPORTATION IN THE ECONOMY CLASS SECTION OF COMBINATION CLASS AIRCRAFT OPERATED WITH FIRST CLASS, BUSINESS CLASS AND ECONOMY CLASS OR FIRST CLASS AND ECONOMY CLASS CLASS IN CARRIER'S GENERAL SCHEDULES.
 - (2) THE ECONOMY CLASS SECTION WILL BE LOCATED IMMEDIATELY BEHIND THE FIRST CLASS SECTION OR THE BUSINESS CLASS SECTION, AS THE CASE MAY BE.
 - (3) PASSENGERS SEATED IN THE ECONOMY CLASS SECTION 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 INFLIGHT.)

-28-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70

A ELECTRONIC SURVEILLANCE OF PASSENGERS AND BAGGAGE
PASSENGERS AND THEIR BAGGAGE ARE SUBJECT TO INSPECTION WITH
AN ELECTRONIC DETECTOR WITH OR WITHOUT THE PASSENGER'S
CONSENT OR KNOWLEDGE.

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

TITLE/APPLICATION - 70

* CANCELLED

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

TITLE/APPLICATION - 70

A TRANSPORT OF PASSENGERS WITH DISABILITIES

(A) DEFINITIONS

PASSENGERS SHALL BE CONSIDERED DISABLED WHEN THEIR
PHYSICAL, MEDICAL OR MENTAL CONDITION REQUIRES
INDIVIDUAL ATTENTION ON ENPLANING, DEPLANING, DURING
FLIGHT, IN AN EMERGENCY EVACUATION OR DURING GROUND
HANDLING WHICH IS NORMALLY NOT EXTENDED TO OTHER
PASSENGERS.

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

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

(3) SELF-RELIANT - "Self-reliant" - Except for needs
and assistance related to safety, "Self-reliant" means a person who is
independent, self-sufficient and capable of taking care of all
personal needs during flight, and does not require assistance of a
personal nature, such as assistance with eating, using the washroom
facilities or administering medication nor does not require assistance
from the carrier beyond the range of services that are normally
offered by THE CARRIER.

(4) NON-SELF-RELIANT - A PERSON WHO IS INCAPABLE OF
SELF-CARE DURING A FLIGHT.

(5) DETERMINATION OF SELF-RELIANCE - Except for
safety-related matters governed by Transport
Canada, HU will accept the determination made by or
on behalf of a person with a disability as to self-
reliance. Once advised that he or she is self-
reliant, HU shall not refuse such passenger
transportation on the basis that there is a lack of
a personal attendant or based on the assumption
that the passenger may require additional attention
from airline employees to assist with the
passenger's needs such as assistance with eating,
using the washroom facilities or administering
medication which are beyond the range of services
that are normally offered by the carrier

(6) ASSISTANT (PERSONAL ATTENDANT) - AN ABLE-BODIED PERSON PHYSICALLY CAPABLE OF ASSISTING A PASSENGER WITH A DISABILITY TO AN EXIT IN THE EVENT OF AN EMERGENCY

-29-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

- AND WHO WILL ATTEND TO THE PERSONAL NEEDS OF THAT PASSENGER DURING FLIGHT, WHERE SUCH IS REQUIRED.
- (7) WHEEL CHAIR BOUND ATHLETE - A NON-AMBULATORY PERSON WITH UPPER BODY AND ARM DEVELOPMENT SUCH IS TO MAKE HIM/HER PHYSICALLY CAPABLE OF EGRESSING AN AIRCRAFT IN AN EMERGENCY WITH MINIMAL ASSISTANCE, AND WHO IS A MEMBER OF A BONA-FIDE SPORTS ORGANIZATION.
 - (8) RANDOM SEATING - THE ASSIGNMENT OF ANY PASSENGER SEAT ON THE MAIN DECK OF AN AIRCRAFT EXCEPT A SEAT IN A ROW OF SEATS AT AN EMERGENCY EXIT.
 - (9) PLANNED SEATING - THE ASSIGNMENT OF PASSENGER SEATS AT OR NEAR THE END OF AN EVACUATION LINE TO AN EXIT WHICH, IN GENERAL, WILL BE FLOOR LEVEL EXIT.

(B) ACCEPTANCE OF PASSENGERS WITH DISABILITIES

(1) **Except for safety-related matters governed by Transport Canada, HU will accept the determination made by or on behalf of a person with a disability as to self-reliance. (DETAIL SEE RUEL70 (C)(5))**

- (2) HU WILL REFUSE TO TRANSPORT OR WILL REMOVE AT ANY POINT, ANY PASSENGER WHOSE MENTAL OR PHYSICAL CONDITION IS SUCH AS TO RENDER HIM/HER INCAPABLE OF CARING FOR HIMSELF/HERSELF WITHOUT ASSISTANCE, UNLESS -
 - (A) HE/SHE IS ACCOMPANIED BY AN ATTENDANT WHO WILL BE RESPONSIBLE FOR CARING FOR HIM/HER EN ROUTE, AND
 - (B) WITH THE CARE OF SUCH ATTENDANT, HE/SHE WILL NOT REQUIRE UNREASONABLE ATTENTION OR ASSISTANCE FROM EMPLOYEES OF THE CARRIER.
- (3) (A) PASSENGERS WITH DISABILITIES WILL BE ACCEPTED

FOR

TRANSPORTATION AS OUTLINED IN THE FOLLOWING:

DISABILITY	ASSISTANT REQUIRED	MAX NO. PER FLIGHT
------------	-----------------------	--------------------------

NO	NO LIMIT	PASSENGER with visual impairment
NO	NO LIMIT	PASSENGER with hearing impairment

YES	NO LIMIT	PASSENGER with hearing impairment and visual impairment	
NO	NO LIMIT	PASSENGER with a mental health disability /SELF-RELIANT	
YES	NO LIMIT	PASSENGER with a mental health disability /	
NO LIMIT		NON-SELF-RELIANT PASSENGER with a mobility impairment	NO
NO LIMIT		/SELF-RELIANT PASSENGER with a mobility impairment /	YES
		NON-SELF-RELIANT	

(C) Service animal

(1) "Service animal" means an animal that is required by a person with a disability for assistance and is certified, in writing, as having been trained to assist a person with a disability by a professional service animal institution and which is properly harnessed in accordance with standards established by a professional service animal institution

(2) Acceptance of service animals

The carrier will accept for transportation, without charge, a service animal required to assist a person with a disability provided that the animal is properly harnessed and certified in writing as having been trained by a professional service animal institution, to accompany the person on board the aircraft and to remain on the floor at the person's passenger seat.

(3) Medical Clearance

The carrier reserves the right to require a medical clearance from the Company Medical Authorities if travel involves any unusual risk or hazard to the passenger or to other persons (including, in cases of pregnant passengers, unborn children).

(4) Limitation of liability - Service animals

Should injury to or death of a service animal result from the fault or negligence of the carrier, the carrier will undertake to provide expeditiously, and at its own expense, for medical care, and if necessary, replacement of the animal.

(D) List of the type of assistance to be provided to persons with disabilities

services provided by HU to persons with disabilities when a request for such services is made at least 48 hours prior to departure ,include:

(1)Arrival and departure services

HU provides assistance when requested by a passenger with a disability.

- registration at the check-in counter;
- moving to the boarding area;
- boarding (if assistance is requested, the carrier may require a person to preboard the aircraft) and deplaning;
- retrieving checked baggage;
- getting to a representative of another air carrier within the same terminal for a change of flight;
- moving to the general public area; and
- transferring to a wheelchair, boarding chair or other mobility aid provided by the air carrier from the person's own mobility aid.

Air carrier personnel are also required to ask periodically if assistance is needed by any passenger who is in a wheelchair, boarding chair or any other device in which the passenger is not independently mobile, and to provide such assistance where it is the usual practice of the carrier or where the services are required to be provided by the carrier pursuant to these regulations. This is required only when the passenger is waiting for a flight after check-in or is in transit between flights.

(2)Services on board

A person with a disability is entitled to receive the following services while on board an aircraft:

- assistance to put away and retrieve carry-on baggage (if assistance is requested, the carrier may require a person to preboard the aircraft);
- assistance to transfer to and from a wheelchair, boarding chair or other mobility aid (if assistance is requested, the carrier may require a person to preboard the aircraft);
- assistance - other than being carried - to move to and from an aircraft washroom, including assistance in the use of an on-board wheelchair if available; and
- special meals, where available, and some help with meals such as opening packages, identifying items and cutting food.

On-board staff are expected to check periodically to see if a passenger requires assistance.

(E) Reservation

Reservations should be made at least **48** hours in advance of travel, advising the carrier as to the nature of the disability and assistance required, so that arrangements can be made. The carrier will make a **reasonable** effort to accommodate passengers who fail to make reservations **48** hours in advance.

(F) Seating Restrictions

Passengers with a disability will not be permitted to occupy seats in designated emergency exit rows, in over-wing emergency exit rows, where the ventral stair may have to be used as an emergency exit, or on the upper deck of the aircraft **or, otherwise in accordance with safety rules and regulations administered by Transport Canada.**

```

                                GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
                                IN EFFECT ON: 15SEP10
AREA: ZZ TARIFF: IPRG      CXR: HU  RULE: 0024
-----
TITLE/APPLICATION - 70
  A  ACCEPTANCE OF CHILDREN
      FOR THE PURPOSES OF THE PRESENT RULE, A MINOR MEANS A
      PERSON WHO HAS NOT REACHED HIS/HER 18TH
      BIRTHDAY AS OF THE DATE OF COMMENCEMENT OF TRAVEL.
    (A) ACCOMPANIED
        CHILDREN ARE ACCEPTED FOR TRANSPORTATION WHEN
        ACCOMPANIED ON THE SAME FLIGHT AND IN THE SAME
        COMPARTMENT BY A PASSENGER AT LEAST 18 YEARS OF AGE.
        ONLY ONE INFANT WILL BE ACCEPTED FOR CARRIAGE WITH
EACH
        FARE PAYING PASSENGER AT LEAST 18 YEARS OF AGE
        OCCUPYING THE SAME OR ADJACENT SEAT OCCUPIED BY THE
        INFANT.
        NOTE: THE INFANT MUST BE PLACED IN AN APPROVED INFANT
        SAFETY SEAT.
    (B) UNACCOMPANIED
        MINORS NOT ACCOMPANIED ON THE SAME FLIGHT AND IN THE
```

OVER

SAME COMPARTMENT BY A PASSENGER 18 YEARS OF AGE OR
ARE ACCEPTED FOR TRANSPORTATION ONLY UNDER THE
FOLLOWING CONDITIONS:
AGE OF MINOR AT LAST BIRTHDAY UNDER 5 YEARS OF AGE VIA
ALL CLASSES OF SERVICE NOT ACCEPTED UNDER ANY
CONDITIONS.
5 TO 11 YEARS OF AGE
UNACCOMPANIED MINOR SERVICE IS MANDATORY. ACCEPTED
ONLY FOR TRANSPORTATION ON HU-OPERATED
NON-STOP FLIGHTS. CONNECTIONS OR MULTI-LEG

ITINERARIES

ARE NOT PERMITTED.
12 TO 16 YEARS OF AGE PAYING ADULT FARE
UNACCOMPANIED MINOR SERVICE IS NOT LIMITED.

- (C) FARE
THE FARE APPLICABLE TO THE TRANSPORTATION OF CHILDREN
IS THE APPLICABLE PUBLISHED FARE. FARES APPLICABLE TO
UNACCOMPANIED MINORS ARE AS FOLLOWS:
UNACCOMPANIED CHILDREN 5 THROUGH 11 YEARS OLD:
APPLICABLE ADULT FARE.
UNACCOMPANIED MINORS 12 THROUGH 16 YEARS OLD:
APPLICABLE ADULT FARE.
INFANTS OCCUPYING A SEAT:
THE FARE FOR INFANTS OCCUPYING A SEAT WILL BE 100% OF
THE APPLICABLE CHILDREN FARE OR ADULT FARE (IF THERE

IS

- NO CHILDREN'S DISCOUNT).
- (D) CONDITIONS OF APPLICATION OF THE SERVICE
 - (1) REGISTRATION FOR THE UNACCOMPANIED MINOR SERVICE
MUST BE MADE AT LEAST 1 HOUR PRIOR TO DEPARTURE.
 - (2) THE MINOR MUST BE BROUGHT TO THE AIRPORT OF
DEPARTURE BY A PARENT OR RESPONSIBLE ADULT WHO

-31-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0024

TITLE/APPLICATION - 70 (CONT)

REMAINS WITH THE MINOR UNTIL CARRIER STARTS
PROVIDING SUPERVISION, AND WHO MUST FURNISH THE
CARRIER WITH SATISFACTORY EVIDENCE THAT THE MINOR
WILL BE MET BY ANOTHER PARENT OR RESPONSIBLE

ADULT

SHOWING PHOTO IDENTIFICATION, UPON DEPLANING AT
HIS DESTINATION.
CHILDREN OF AGES 5 TO 11 ARE NOT ACCEPTED IF THE
FLIGHT ON WHICH THE CHILD HOLDS A RESERVATION IS
EXCEPTED TO TERMINATE SHORT OF, OR BYPASS HIS
DESTINATION.

- (3) CARRIER WILL PROVIDE SUPERVISION FOR THE MINOR
FROM THE TIME OF BOARDING OR CHECK-IN, WHERE

APPLICABLE, UNTIL THE MINOR IS MET AT DESTINATION BY A PARENT OR A RESPONSIBLE ADULT SHOWING PHOTO IDENTIFICATION, AS IDENTIFIED IN THE ABOVE PARAGRAPH.

EXCEPTION: UNACCOMPANIED MINOR SERVICE IS PROVIDED ONLY FOR TRANSPORTATION ON HU-OPERATED NON-STOP FLIGHTS. CONNECTIONS OR MULTI-LEG ITINERARIES ARE NOT PERMITTED.

(4) STANDBY/WAITLIST SEGMENTS MUST BE CONFIRMED. STANDBY TRAVEL IS PERMITTED.

NOT

(5) MEDICAL CONDITIONS CHILDREN WITH MEDICAL CONDITIONS MAY NOT BE ACCEPTED FOR TRAVEL AS AN UNACCOMPANIED MINOR. MEDICAL APPROVAL FROM HU MEDICAL CENTER IS REQUIRED FOR ANY UNACCOMPANIED MINOR SERVICE TO

BE

OFFERED TO A MINOR WITH A MEDICAL CONDITION, INCLUDING CUSTOMERS WITH DISABILITIES. A CHILD WHO IS BLIND OR DEAF MAY NOT TRAVEL UNACCOMPANIED. A CHILD WITH SEVERE ALLERGY WILL NOT BE ACCEPTED FOR TRAVEL AS AN UNACCOMPANIED MINOR.

(6) THE NUMBER OF UNACCOMPANIED MINORS ON EACH FLIGHT IS LIMITED TO THE TYPE OF AIRCRAFT AND MAY BE SUBJECT TO PRIOR ARRANGEMENT WITH THE CARRIER IN ACCORDANCE WITH HU'S REGULATIONS.

NOTE: SEVERE ALLERGY IS DEFINED AS ONE THAT MAY CAUSE THE PASSENGER TO GO INTO

ANAPHYLACTIC

SHOCK (LIFE THREATENING STATUS WHERE BREATHING IS DIFFICULT). ASSESSMENT OF ALLERGY SEVERITY MUST BE DETERMINED BY PARENTS OR GUARDIAN.

(7) AT PRESENT HU DOES NOT ALLOW PASSENGERS TO CARRY ANY CHILD SEAT ON BOARD.

*

(E) RESPONSIBILITY OF CARRIER LIMITED RESPONSIBILITIES OF CARRIER WITH THE EXCEPTION OF THE SERVICE SPECIFICALLY PROVIDED TO AN UNACCOMPANIED MINOR IN THIS RULE, CARRIER WILL NOT ASSUME ANY FINANCIAL OR GUARDIANSHIP RESPONSIBILITIES

-32-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0024

TITLE/APPLICATION - 70 (CONT)

FOR UNACCOMPANIED MINOR BEYOND THOSE APPLICABLE TO AN ADULT PASSENGER.

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

TITLE/APPLICATION - 70

A REFUSAL TO TRANSPORT - LIMITATIONS OF CARRIER

(A) REFUSAL, CANCELLATION OR REMOVAL

(1) HU WILL REFUSE TO CARRY, CANCEL THE RESERVED

SPACE

OF, OR REMOVE EN ROUTE ANY PASSENGER:

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

(B) WHEN SUCH ACTION IS NECESSARY TO PREVENT VIOLATION OF ANY APPLICABLE LAWS,

REGULATIONS

OR ORDERS OF ANY STATE OR COUNTRY TO BE

FLOWN

FROM, INTO OR OVER;

(C) WHEN CONDUCT, AGE, STATUS OR MENTAL OR PHYSICAL CONDITION OF THE PASSENGER IS SUCH AS TO:

(I) REQUIRE SPECIAL ASSISTANCE OF CARRIER; OR

(II) CAUSE DISCOMFORT TO OR MAKE THE PASSENGER OBJECTIONABLE TO OTHER PASSENGERS, NOT APPLICABLE TO PERSONS

WITH DISABILITIES;; OR

(III) INVOLVE ANY HAZARD OR RISK TO THE PASSENGER OR OTHER PERSONS OR TO PROPERTY.

(D) PASSENGER HAS FAILED TO OBSERVE THE INSTRUCTIONS OF THE CARRIER, OR PASSENGER

HAS

- REFUSED TO SUBMIT TO A SECURITY CHECK, OR
- (E) THE APPLICABLE FARE OR ANY CHARGES OR TAXES PAYABLE HAVE NOT BEEN PAID, OR CREDIT ARRANGEMENT AGREED BETWEEN THE CARRIER AND THE PASSENGER (OR THE PERSON PAYING FOR THE TICKET) HAVE NOT BEEN COMPLIED WITH; OR
- (F) THE PASSENGER MAY SEEK TO ENTER A COUNTRY THROUGH WHICH HE OR SHE IS IN TRANSIT, OR
- (G) THE PASSENGER MAY DESTROY HIS OR HER DOCUMENTATION DURING THE FLIGHT, OR
- (H) THE PASSENGER WILL NOT SURRENDER TRAVEL DOCUMENTS TO BE HELD BY THE FLIGHT CREW, AGAINST RECEIPT, WHEN SO REQUESTED BY THE CARRIER; OR
- (I) THE TICKET HAS BEEN ACQUIRED UNLAWFULLY OR HAS BEEN PURCHASED FROM AN ENTITY OTHER THAN

-33-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

OR

THE ISSUING CARRIER OR ITS AUTHORISED AGENT,
OR
(J) THE TICKET HAS BEEN REPORTED AS BEING LOST

STOLEN, OR IS COUNTERFEIT, OR
(K) ANY FLIGHT OR ELECTRONIC COUPON HAS BEEN
ALTERED BY ANYONE OTHER THAN THE CARRIER OR
ITS AUTHORISED AGENT, OR IN THE CASE OF A
FLIGHT COUPON, HAS BEEN MUTILATED, AND THE
CARRIER RESERVES THE RIGHT TO RETAIN SUCH
TICKET, OR

PROVE

(L) THE PERSON PRESENTING THE TICKET CANNOT

THAT HE OR SHE IS THE PERSON NAMED IN THE
TICKET. THE CARRIER RESERVES THE RIGHT TO
RETAIN SUCH PAPER TICKET, OR

(M) PASSENGER HAS NOT FULLY COMPLIED WITH THE
AIRLINE'S TICKETING, CHECK-IN, A RECONFIRMATION
REQUIREMENTS, OR

(N) THE FLIGHT IS CANCELLED;

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

(3) SUBJECT TO THE PROVISIONS OF RULE 87 (DENIED
BOARDING COMPENSATION) HEREIN, THE SOLE RECOURSE
OF ANY PERSON SO REFUSED CARRIAGE OR REMOVED EN
ROUTE FOR ANY REASON SEPCIFIED IN THE FOREGOING
PARAGRAPHS SHALL BE RECOVERY OF THE REFUND VALUE
OF THE UNUSED PORTION OF HIS/HER TICKET AS
HEREINAFTER PROVIDED IN RULE 90 (REFUND) HEREIN.

(4) DETERMINATION OF SELF-RELIANCE - HU WILL ACCEPT
THE DETERMINATION OF A PERSON WITH A DISABILITY

AS

TO SELF-RELIANCE.

(5) CARRIER MAY CANCEL THE RIGHT OR FURTHER RIGHT OF
CARRIAGE OF THE PASSENGER AND HIS BAGGAGE UPON
REFUSAL OF THE PASSENGER, AFTER DEMAND BY CARRIER,
TO PAY THE FARE OR PORTION THEREOF SO DEMANDED,

OR

TO PAY ANY CHARGE SO DEMANDED AND ASSESSABLE WITH
RESPECT TO THE BAGGAGE OF THE PASSENGER, WITHOUT
BEING SUBJECT TO ANY LIABILITY THEREFORE EXCEPT

TO

REFUND, IN ACCORDANCE HEREWITH, THE UNUSED

PORTION

OF THE FARE AND BAGGAGE CHARGE(S) PREVIOUSLY PAID,
IF ANY.

(B) CONDITIONAL ACCEPTANCE FOR CARRIAGE
IF A PASSENGER, WHOSE STATUS, AGE, OR MENTAL OR
PHYSICAL CONDITION IS SUCH AS TO INVOLVE ANY HAZARD OR
RISK TO HIMSELF/HERSELF IS CARRIED, IT IS ON THE

EXPRESS CONDITION THAT CARRIER

SHALL NOT BE LIABLE FOR ANY INJURY, ILLNESS OR
DISABILITY, OR ANY AGGRAVATION OR CONSEQUENCE THEREOF,
INCLUDING DEATH CAUSED BY SUCH STATUS, AGE, OR MENTAL
OR PHYSICAL CONDITION. (SEE NOTE)

NOTE: EXCEPT TO THE EXTENT PROVIDED IN RULE 55
(LIABILITY OF CARRIERS) OF THIS TARIFF, RULES
AFFECTING LIABILITY OF CARRIERS FOR PERSONAL
INJURY OR DEATH ARE NOT PERMITTED TO BE

INCLUDED

IN TARIFFS FILED PURSUANT TO THE LAWS OF THE
UNITED STATES, AND RULE 25 (REFUSUAL
TO TRANSPORT-LIMITATIONS OF CARRIER) IS

INCLUDED

HEREIN AS PART OF THE TARIFF FILED WITH
GOVERNMENTS OTHER THAN THE UNITED STATES AND

NOT

AS PART OF THIS TARIFF.

(C) CARRIAGE OF UNACCOMPANIED CHILDREN

(1) CHILDREN 5-11 YEARS OF AGE WILL BE ACCEPTED FOR

-34-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

CARRIAGE UNACCOMPANIED ONLY UNDER THE FOLLOWING
CONDITIONS:

- (A) THEY ARE ACCOMPANIED TO THE AIRPORT AT THE
STIPULATION TIME OF DEPARTURE BY A PARENT,
GUARDIAN OR RESPONSIBLE ADULT UPON DEPLANING;
- (B) THE FLIGHT ON WHICH SPACE IS HELD IS NOT
EXCEPTED TO TERMINATE SHORT OF OR BY PASS

THE

DESTINATION DUE TO WEATHER CONDITIONS.

- (C) ADVANCE ARRANGEMENT HAVE BEEN MADE WITH THE
CARRIER.

- (2) CHILDREN WILL NOT BE ACCEPTED FOR UNACCOMPANIED
TRANSPORT IF THE CHILD HAS NOT YET REACH HIS/HER
5TH BIRTHDAY.

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0027

TITLE/APPLICATION - 70

K FUEL SURCHARGE

(A) POLICY AND CONDITIONS

- (1) FOR TICKETS ISSUED ON/BEFORE OCTOBER 31, 2010, AN
INTERNATIONAL FUEL SURCHARGE WILL BE COLLECTED

FOR

WORLDWIDE TRAVEL AS FOLLOWS IN THE GRIDS BELOW.

- (2) APPLICABLE TO ALL PASSENGERS.
- (3) APPLICABLE TO ALL HU STOCK (880), INCLUDING
INTERLINE TICKETS.
- (4) THE AMOUNT IS COLLECTED AT THE POINT OF SALE AT

THE TIME OF TICKET ISSUANCE AND IS SHOWN
SEPARATELY IN THE TAX/FEE/CHARGE BOX OF THE

TICKET

UNDER CODE - YR- AS THE TOTAL AMOUNT.

- (B) RESTRICTIONS
NON-COMMISSIONABLE
- (C) FUEL SURCHARGES
ORIGINATING FROM CANADA TO CHINA: 130 CAD PER SECTOR
ORIGINATING FROM CHINA TO CANADA: 850 CNY PER
SECTOR
ORIGINATING FROM USA TO CHINA: 95 USD PER SECTOR
ORIGINATING FROM CHINA TO USA: 600 CNY PER SECTOR

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0032

TITLE/APPLICATION - 70

A GROUND TRANSFER SERVICE

-35-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0032

TITLE/APPLICATION - 70 (CONT)

CARRIER DOES NOT MAINTAIN, OPERATE OR PROVIDE GROUND
TRANSFER SERVICE BETWEEN AIRPORT OR BETWEEN AIRPORTS AND
CITY CENTERS. WHERE GROUND TRANSFER SERVICE IS DIRECTLY
OPERATED BY CARRIER, IT IS AGREED THAT ANY SUCH SERVICE IS
PERFORMED BY INDEPENDENT OPERATORS WHO ARE NOT, AND SHALL
NOT BE DEEMED TO BE, AGENTS OR SERVANTS OF CARRIER. IN
CASES WHERE CARRIER MAINTAINS AND OPERATES FOR ITS
PASSENGERS LOCAL TRANSFER SERVICES, THE TERMS, CONDITIONS,
PROVISIONS, RULES AND REGULATIONS OF CARRIER, INCLUDING

(BUT

WITHOUT LIMITATION) THOSE STATED OR REFERRED TO IN THEIR
TICKETS, BAGGAGE CHECKS AND BAGGAGE VALUATION AGREEMENTS
SHALL BE DEEMED APPLICABLE TO SUCH LOCAL SERVICES. NO
PORTION OF THE FARE SHALL BE REFUNDABLE IN THE EVENT OF

SUCH

LOCAL TRANSFER SERVICES ARE NOT USED.

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

TITLE/APPLICATION - 70

A PASSENGER EXPENSES EN ROUTE (APPLICABLE TO HU FOR
PASSENGERS WHO HAVE PURCHASED A NORMAL BUSINESS CLASS
THROUGH FARE PROVIDED HU IS THE INTERNATIONAL CARRIER).

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

(1) IF FOOD IS PROVIDED, IT IS PROVIDED AT NO CHARGE.

(2) HOTEL EXPENSES, CHARGES FOR GROUND TRANSFER
SERVICE MEALS OTHER THAN THOSE SERVED ALOFT,
AIRPORT SERVICE CHARGES AND TRANSIT TAXES ARE NOT
INCLUDED IN PASSENGER FARES.

(B) HOTEL RESERVATIONS

- (1) WHEN REQUESTED BY PASSENGER, CARRIER'S REPRESENTATIVES WILL MAKE APPLICATION ON THEIR BEHALF FOR HOTEL RESERVATIONS, BUT THE AVAILABILITY THEREOF IS NOT GUARANTEED. ALL EXPENSES INCURRED BY CARRIER OR IT'S REPRESENTATIVES IN ARRANGING, OR ATTEMPTING TO ARRANGE FOR RESERVATIONS WILL BE CHARGEABLE TO PASSENGERS, EXCEPT AS OTHERWISE PROVIDED IN THIS TARIFF.
- (2) EXCEPT AS PROVIDED BELOW, HOTEL EXPENSES ARE NOT INCLUDED IN PASSNEGER FARES, AND IN THE CASE OF SCHEDULED OVERNIGHT OR OTHER STOPS ON THROUGH SERVICE, THE COST OF HOTEL ACCOMMODATION MAY BE BORNE BY CARRIER.

(C) ARRANGEMENTS MADE BY CARRIER

-36-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

IN MAKING ARRANGEMENTS FOR HOTEL OR OTHER HOUSING AND BOARD ACCOMMODATIONS FOR PASSENGERS OR FOR EXCURSION TRIPS ON THE GROUND OR OTHER SIMILAR ARRANGEMENTS WHETHER OR NOT THE COST OF SUCH ARRANGEMENTS IS FOR THE ACCOUNT OF CARRIER, CARRIER ACTS ONLY AS AGENT FOR THE PASSENGER AND CARRIER IS NOT LIABLE FOR LOSS, DAMAGE OR EXPENSE OF ANY NATURE WHATSOEVER INCURRED BY THE PASSENGER AS A RESULT OF OR IN CONNECTION WITH THE USE BY THE PASSENGER OF SUCH ACCOMMODATION OR THE DENIAL OF THE USE THEREOF TO THE PASSENGER BY ANY OTHER PERSON, COMPANY OR AGENCY.

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

TITLE/APPLICATION - 70

A TAXES

(A) ANY TAX OR OTHER CHARGE IMPOSED BY GOVERNMENT AUTHORITY AND COLLECTABLE FROM A PASSENGER WILL BE IN ADDITION TO THE PUBLISHED FARES AND CHARGES.

(B) REFUND OF UNUSED TAXES AND FEES AVAILABLE WHERE PERMITTED BY IMPOSING LEGISLATION OR AUTHORITY.

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

TITLE/APPLICATION - 70

A ADMINISTRATIVE FORMALITIES - PASSPORTS, VISAS AND TOURIST

CARDS

(A) COMPLIANCE WITH REGULATIONS

THE PASSENGER SHALL COMPLY WITH ALL LAWS, REGULATIONS, ORDERS, DEMANDS, OR TRAVEL REQUIREMENTS OF COUNTRIES

TO

BE FLOWN FROM, INTO, OR OVER, AND WITH ALL RULES, REGULATIONS, AND INSTRUCTIONS OF CARRIER. CARRIER SHALL NOT BE LIABLE FOR ANY AID OR INFORMATION GIVEN

BY

ANY AGENT OR EMPLOYEE OF CARRIER TO ANY PASSENGER IN CONNECTION WITH OBTAINING NECESSARY DOCUMENTS OR COMPLYING WITH SUCH LAWS, REGULATIONS, ORDERS, DEMANDS, REQUIREMENTS, OR INSTRUCTIONS, WHETHER GIVEN ORALLY,

IN

WRITING, OR OTHERWISE, OR FOR THE CONSEQUENCES TO ANY PASSENGER RESULTING FROM HIS FAILURE TO OBTAIN SUCH DOCUMENTS OR TO COMPLY WITH SUCH LAWS, REGULATIONS, ORDERS, DEMANDS, REQUIREMENTS, OR INSTRUCTIONS.

-37-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

(B) PASSPORTS AND VISAS

- (1) THE PASSENGER MUST PRESENT ALL EXIT, ENTRY AND OTHER DOCUMENTS REQUIRED BY LAWS, REGULATIONS, ORDERS, DEMANDS OR REQUIREMENTS OF THE COUNTRIES CONCERNED. THE CARRIER WILL REFUSE CARRIAGE TO ANY PASSENGER WHOSE DOCUMENTS ARE INCOMPLETE OR WHO HAS NOT COMPLIED WITH APPLICABLE LAWS, REGULATIONS, ORDERS, DEMANDS OR REQUIREMENTS. FURTHERMORE, THE CARRIER IS NOT LIABLE TO THE PASSENGER FOR LOSS OR EXPENSE DUE TO THE PASSENGER'S FAILURE TO COMPLY WITH THIS PROVISION.
- (2) SUBJECT TO THE APPLICABLE LAWS AND REGULATIONS, THE PASSENGER AGREES TO PAY THE APPLICABLE FARE WHENEVER THE CARRIER, ON GOVERNMENT ORDER, IS REQUIRED TO RETURN A PASSENGER AT HIS/HER POINT

OF

ORIGIN OR ELSEWHERE DUE TO THE PASSENGER'S INADMISSIBILITY INTO A COUNTRY, WHETHER OF

TRANSIT

OR OF DESTINATION. CARRIER WILL APPLY TO THE PAYMENT OF SUCH FARES, ANY FUNDS PAID BY THE PASSENGER TO CARRIER FOR UNUSED CARRIAGE, OR ANY FUNDS OF THE PASSENGER IN THE POSSESSION OF CARRIER. THE FARE COLLECTED FOR CARRIAGE TO THE POINT OF REFUSAL OR DEPORTATION WILL NOT BE REFUNDED BY CARRIER.

(C) CUSTOMS INSPECTION

IF REQUIRED, THE PASSENGER MUST ATTEND INSPECTION OF HIS BAGGAGE, CHECKED OR UNCHECKED, BY CUSTOMS OR OTHER

GOVERNMENT OFFICIALS. CARRIER ACCEPTS NO
RESPONSIBILITY TOWARD THE PASSENGER IF THE LATTER
FAILS
TO OBSERVE THIS CONDITION. IF DAMAGE IS CAUSED TO
CARRIER BECAUSE OF THE PASSENGER'S FAILURE TO OBSERVE
THIS CONDITION, THE PASSENGER SHALL INDEMNIFY CARRIER
THEREFOR.
(D) GOVERNMENT REGULATION
NO LIABILITY SHALL ATTACH TO CARRIER IF CARRIER IN
GOOD
FAITH DETERMINES THAT WHAT IT UNDERSTANDS TO BE
OR
APPLICABLE LAW, GOVERNMENT REGULATION, DEMAND, ORDER
REFUSE
REQUIREMENT, REQUIRES THAT IT REFUSE AND IT DOES
TO CARRY A PASSENGER.
AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0055

TITLE/APPLICATION - 70
A LIABILITY OF CARRIERS
(A) SUCCESSIVE CARRIERS
-38-
GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10
AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0055

TITLE/APPLICATION - 70 (CONT)
CARRIAGE TO BE PERFORMED UNDER ONE TICKET OR UNDER A
TICKET AND ANY CONJUNCTION TICKET ISSUED IN CONNECTION
THEREWITH BY SEVERAL SUCCESSIVE CARRIERS IS REGARDED
AS
A SINGLE OPERATION.
(B) LAWS AND PROVISIONS APPLICABLE
(1) IN ACCORDANCE WITH ARTICLE 22(1) OF CONVENTION
FOR
THE UNIFICATION OF CERTAIN RULES RELATING TO
INTERNATIONAL TRANSPORTATION BY AIR SIGNED AT
WARSAW, OCTOBER 12, 1929 OR SAID CONVENTION AS
AMENDED BY THE PROTOCOL SIGNED AT THE HAGUE,
SEPTEMBER 25, 1955 ("THE PROTOCOL"), HU AGREES
THAT, AS TO ALL INTERNATIONAL TRANSPORTATION AS
SAID
DEFINED IN SAID CONVENTION OR SAID AMENDED BY
OF
PROTOCOL, WHICH ACCORDING TO THE CONTRACT OF
CARRIAGE, INCLUDES A POINT IN THE UNITED STATES
DESTINATION
AMERICA AS A POINT OF ORIGIN, POINT OF
OR AGREED STOPPING PLACE, HU SHALL NOT INVOKE THE
LIABILITY IN ARTICLE 22(1) OF THE CONVENTION AS
TO
ANY CLAIM FOR RECOVERABLE COMPENSATORY DAMAGES

ARISING UNDER ARTICLE 17 OF THE CONVENTION. FOR THE PURPOSE OF INTERNATIONAL CARRIAGE GOBERED 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.

- (2) HU SHALL NOT AVAIL ITSELF OF ANY DEFENSE UNDER ARTICLE 20(1) OF THE CONVENTION WITH RESPECT TO THAT PORTION OF SUCH CLAIM WHICH DOES NOT EXCEED 100,000 SDRS.
- (3) EXCEPT AS OTHERWISE PROVIDED IN PARAGRAPHS (1)

AND

(2) HEREOF, HU RESERVES ALL DEFENSES AVAILABLE UNDER THE CONVENTION TO ANY SUCH CLAIM. WITH RESPECT TO THIRD PARTIES, HU ALSO RESERVES ALL RIGHTS OF RECOURSE AGAINST ANY OTHER PERSON, INCLUDING WITHOUT LIMITATION, RIGHTS OF CONTRIBUTION AND INDEMNITY.

- (4) NEITHER THE WAIVER OF LIMITS NOR THE WAIVER OF DEFENSES SHALL BE APPLICABLE IN RESPECT OF CLAIMS MADE BY PUBLIC SOCIAL INSURANCE OR SIMILAR BODIES (EXCEPT WITH RESPECT TO ANY SUCH BODIES OF THE UNITED STATES), HOWEVER ASSERTED. SUCH CLAIMS SHALL BE SUBJECT TO THE LIMIT IN ARTICLE (22) (1) AND TO THE DEFENSES UNDER ARTICLE (20) (1) OF THE CONVENTION.

NOTE: IN THE UNITED STATES, PARAGRAPH (B) OF

RULE

55 SHALL EXPIRE UPON ANY FINAL ACTION OF THE DEPARTMENT OF TRANSPORTATION WHICH

DOES

NOT MAKE PROVISION FOR TARIFFS IDENTICAL

TO

THE ABOVE PARAGRAPH (B), OR IN ACCORDANCE WITH ANY ORDER OF THE DEPARTMENT.

- (5) CARRIER'S NAME MAY BE ABBREVIATED IN THE TICKET, THE FULL NAME AND ITS ABBREVIATION BEING SET

FORTH

IN CARRIER'S TARIFFS, AND CARRIER'S ADDRESS SHALL BE THE AIRPORT OF DEPARTURE SHOWN OPPOSITE THE

-39-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

FIRST ABBREVIATION OF CARRIER'S NAME IN THE TICKET, AND FOR THE PURPOSE OF THE CONVENTION THE AGREED STOPPING PLACES (WHICH MAY BE ALTERED BY CARRIER IN CASE OF NECESSITY) ARE THOSE PLACES, EXCEPT THE PLACE OF DEPARTURE AND THE PLACE OF DESTINATION SET FORTH IN THE TICKET AND ANY CONJUNCTION TICKET ISSUED THEREWITH, OR SHOWN IN

CARRIER'S TIMETABLE AS SCHEDULED STOPPING PLACES ON THE PASSENGER'S ROUTE. A LIST GIVING THE FULL NAME AND ABBREVIATION OF EACH CARRIER IN THIS TARIFF IS PROVIDED AT THE FRONT OF THIS TARIFF.

- (6) TO THE EXTENT NOT IN CONFLICT WITH THE ABOVE CONVENTION OR SAID CONVENTION AS AMENDED BY SAID PROTOCOL, ALL CARRIAGE HEREUNDER AND OTHER SERVICES PERFORMED BY HU ARE SUBJECT TO:
- (A) APPLICABLE LAWS (INCLUDING NATIONAL LAWS IMPLEMENTING THE CONVENTION OR EXTENDING THE RULES OF THE CONVENTION TO CARRIAGE WHICH IS NOT "INTERNATIONAL CARRIAGE" AS DEFINED IN THE CONVENTION), GOVERNMENT REGULATIONS, ORDERS, AND REQUIREMENTS;
 - (B) PROVISIONS SET FORTH IN THE PASSENGER'S TICKET;
 - (C) APPLICABLE TARIFFS;

(C) LIMITATION OF LIABILITY

- (1) HU WILL BE LIABLE FOR THE DAMAGE OF THE PASSENGER OCCURRING ON THE AIRCRAFT OR BOARDING OR DESCENDING THE AIRCRAFT BUT IS NOT LIABLE FOR THE DEATH OF THE PASSENGER TOTALLY CAUSED BY THE PASSENGER'S HEALTH CONDITION.
- (2) HU WILL BE LIABLE FOR ANY DESTRUCTON, LOSS OR DAMAGE OCCURRING DURING CARRIAGE IN FLIGHT OR WITHIN A PERIOD CONTROLLED BY HU. HU WILL BE LIABLE FOR THE DAMAGES OR UNCHECKED BAGGAGE AND HAND BAGGAGE BECAUSE OF HU' EMPLOYEE OR AGENT MISTAKES. BUT HU WILL NOT BE LIABLE FOR THE DAMAGE OF BAGGAGE (INCLUDING CHECKED BAGGAGE, UNCHECKED BAGGAGE AND HAND BAGGAGE) IF IT IS CAUSED BY THE DEFECT, QUALITY AND FLAW OF THE BAGGAGE. HU DOES NOT ASSUME LIABILITY FOR NORMAL WEAR AND TEAR TO BAGGAGE, WHICH INCLUDES: DAMAGE TO OR LOSS OF PROTRUDING BAGGAGE PARTS SUCH AS STRAPS, POCKETS, PULL HANDLES, HANGER HOOKS, WHEELS AND FEET, OR OTHER ITEMS ATTACHED TO THE BAGGAGE AS WELL AS DAMAGE TO OVER SIZED/OVER PACKED BAGS.
- (3) HU WILL BE LIABLE FOR THE DAMAGE TO THE PASSENGER AND BAGGAGE IF IT IS CAUSED BY DELAY IN THE

TRANSPORTATION.

BUT HU WILL NOT LIABLE FOR THE DAMAGE IF HU'

-40-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

EMPLOYEE OR AGENT HAS TAKEN ALL MEASURES TO AVOID
DAMAGE OR IT IS IMPOSSIBLE FOR HIM/HER TO TAKE

BE
DESTINATION,

SUCH MEASURE. DAMAGED OR DELAYED PROPERTY MUST
REPORTED TO HU WITHIN 7 DAYS OF ARRIVAL AT

OTHERWISE HU IS NOT LIABLE FOR
RESPONSIBILITY.

- (4) IF IT IS CONFIRMED THAT THE LOSSES ARE CAUSED OR
FACILITATED BY THE FAULTS OF THE CLAIMANT OR THE
ONE FROM WHOM THE CLAIMANT OBTAINS RIGHTS, HU

WILL

BE EXEMPTED FROM LIABILITY OR JUST BEAR REDUCED
RESPONSIBILITIES ACCORDING TO THE DEGREE OF SUCH
FAULTS WHICH HAVE CAUSED OR FACILITATED THE
LOSSES. IF CONFIRMED BY HU THAT OTHER PERSON
RATHER THAN THE PASSENGER REQUIRES COMPENSATION
FOR THE PASSENGER'S INJURY OR DEATH AND SUCH
INJURY OR DEATH IS CAUSED OR FACILITATED BY THE
PASSENGER'S OWN FAULTS, HU WILL BE EXEMPTED FROM
LIABILITY OR JUST BEAR REDUCED RESPONSIBILITIES
ACCORDING TO THE DEGREE OF SUCH FAULTS WHICH HAVE
CAUSED OR FACILITATED THE INJURY OR DEATH.

- (5) ON THE LIMITATION OF LIABILITY

1999

(A) INTERNATIONAL CARRIAGE AS DEFINED IN THE

MONTREAL CONVENTION, IS SUBJECT TO THE
LIABILITY RULES OF SUCH CONVENTION.

1929

(B) INTERNATIONAL CARRIAGE AS DEFINED IN THE

WARSAW CONVENTION AND 1955 HAGUE PROTOCOL BUT
NOT IN 1999 MONTREAL CONVENTION, IS SUBJECT
TO THE LIABILITY RULES OF WARSAW CONVENTION
AND HAGUE PROTOCOL.

(C) WHERE INTERNATIONAL CARRIAGE IS NOT SUBJECT
TO THE LIABILITY RULES OF THE CONVENTION, IS
SUBJECT TO THE BILATERAL AGREEMENT OR CIVIL
AVIATION LAW OF THE PEOPLE'S REPUBLIC OF
CHINA AND RELATED REGULATIONS ABOUT
APPLICABLE LAWS, GOVERNMENT REGULATIONS OR
ORDERS.

- (6) ON THE LIMITATION OF LIABILITY REGULATED IN
CONVENTION

(A) WARSAW CONVENTION AND HAGUE PROTOCOL

FRANCS

(I) THE COMPENSATION FOR INJURIES OR DEATHS
PAID BY HU TO PASSENGER WILL NOT EXCEED
TWO HUNDRED FIFTY THOUSAND FRENCH

OR ITS EQUIVALENT.

(II) THE COMPENSATION FOR CHECKED BAGGAGE
PAID BY HU IS NOT MORE THAN TWO HUNDRED
AND FIFTY FRENCH FRANCS PER KILOGRAM OR
IT'S EQUIVALENT. THE COMPENSATION FOR
UNCHECKED BAGGAGE OR HAND BAGGAGE PAID
BY HU IS NO MORE THAN FIVE THOUSAND

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

FRENCH FRANCS PER PASSENGER OR ITS
EQUIVALENT. IF NO BAGGAGE WEIGHT

RECORD

IN THE BAGGAGE CHECK, THE WEIGHT OF THE
CHECKED BAGGAGE WILL BE REGARDED AS NOT
EXCEED THE FREE BAGGAGE ALLOWANCE TO

THE

RELATED CLASS OF CABIN. THE
COMPENSATION FOR CHECKED BAGGAGE SHALL
BE WITHIN THE VALUE DECLARATION.

(B) 1999 MONTREAL CONVENTION

(I) THE COMPENSATION FOR INJURIES OR DEATHS
PAID BY HU TO PASSENGER WHO HAS NO MORE
THAN ONE HUNDRED THOUSAND SDRS IS
SUBJECT TO THE REGULATIONS IN
SUBPARAGRAPH 1 PARAGRAPH 20 AND
PARAGRAPH 20 OF THE CONVENTION.

(II) THE COMPENSATION FOR BAGGAGE (INCLUDING
CHECKED BAGGAGE, UNCHECKED BAGGAGE AND
HAND BAGGAGE) PAID BY HU TO PASSENGER

IS

NO MORE THAN **one thousand one hundred and**

thirty one SDRS OR ITS

EQUIVALENT. THE COMPENSATION FOR
CHECKED BAGGAGE, WHICH HAS DECLARED ITS
VALUE SUBJECT TO 9.8 OF ARTICLE 9 SHALL
BE WITHIN THE VALUE DECLARATION.

Notwithstanding the normal carrier liability, as
contained in this Rule, the limit of liability will be waived for
claims involving the loss of, damage to, or delay in delivery
of mobility aids, when such items have been accepted as
checked baggage or otherwise. In the event that a mobility
aid is lost or damaged, compensation is to be based on the
cost of repair or replacement value of the mobility aid.

(7) TO THE EXTENT NOT IN CONFLICT WITH THE FOREGOING
AND WHETHER OR NOT THE CONVENTION APPLIES:

(A) HU IS LIABLE ONLY FOR DAMAGE OCCURRING ON

ITS

OWN LINE. HU ISSUING A TICKET OR CHECKING
BAGGAGE OVER THE LINES OF ANOTHER CARRIER
DOES SO ONLY AS AGENT FOR SUCH OTHER CARRIER.

(B) HU IS NOT LIABLE FOR ANY DAMAGE ARISING FROM
ITS COMPLIANCE WITH ANY LAWS OR GOVERNMENT

REGULATIONS, ORDERS OR REQUIREMENTS, OR FROM FAILURE OF THE PASSENGER TO COMPLY WITH THE SAME.

OF (C) HU'S LIABILITY SHALL NOT EXCEED THE AMOUNT
PROVEN DAMAGES. HU SHALL FURTHERMORE NOT BE
OR (D) HU IS NOT LIABLE FOR INJURY TO A PASSENGER
FOR DAMAGE TO A PASSENGER'S BAGGAGE. ANY
PASSENGER WHOSE PROPERTY CAUSES INJURY TO
ANOTHER PERSON OR DAMAGE TO ANOTHER PERSON'S
PROPERTY OR TO THE PROPERTY OF HAIAN

AIRLINES

SHALL INDEMNIFY HU FOR ALL LOSSES AND EXPENSES INCURRED BY CARRIER AS A RESULT THEREOF.

(E) HU IS NOT LIABLE FOR DAMAGE TO FRAGILE OR PERISHABLE ITEMS, MONEY, JEWELRY, PRECIOUS METALS, SILVERWARE, NEGOTIABLE PAPERS, SECURITIES OR OTHER VALUABLES, BUSINESS

-42-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)
DOCUMENTS, PASSPORTS AND OTHER
IDENTIFICATION
DOCUMENTS, SAMPLES, MEDICINES OR DRUGS,
WHICH
ARE INCLUDED IN THE PASSENGER'S CHECKED AND CARRY-ON BAGGAGE.

(F) IF A PASSENGER IS CARRIED WHOSE AGE OR
MENTAL
OR PHYSICAL CONDITION IS SUCH AS TO INVOLVE ANY HAZARD OR RISK TO HIMSELF OR HERSELF, HU SHALL NOT BE LIABLE FOR ANY ILLNESS, INJURY, DISABILITY OR DEATH.

(G) ANY EXCLUSION OR LIMITATION OF LIABILITY OF HU SHALL APPLY TO AND BE FOR THE BENEFIT OF AGENTS, EMPLOYEES AND REPRESENTATIVES OF HU AND ANY PERSON WHOSE AIRCRAFT IS USED BY HU AND HU' AGENTS, EMPLOYEES AND REPRESENTATIVES. THE AGGREGATE AMOUNT RECOVERABLE FROM HU AND FROM SUCH AGENTS, EMPLOYEES, REPRESENTATIVES AND PERSONS SHALL NOT EXCEED THE AMOUNT OF HU' LIMIT OF LIABILITY. UNLESS SO EXPRESSLY PROVIDED NOTHING HEREIN CONTAINED SHALL WAIVE ANY EXCLUSION OR LIMITATION OF LIABILITY OF CARRIER UNDER THE CONVENTION OR APPLICABLE LAWS.

(D) TIME LIMITATIONS ON CLAIMS AND ACTIONS

(1) NO ACTION SHALL LIE IN THE CASE OF DAMAGE TO BAGGAGE UNLESS THE PERSON ENTITLED TO DELIVERY COMPLAINS TO THE CARRIER FORTHWITH AFTER THE DISCOVERY OF THE DAMAGE, AND, AT THE LATEST, WITHIN SEVEN DAYS FROM THE DATE OF RECEIPT; AND

IN

THE CASE OF DELAY, OR LOSS, COMPLAINT MUST BE

MADE

AT THE LATEST WITHIN 21 DAYS FROM THE DATE ON WHICH THE BAGGAGE HAS BEEN PLACED AT HIS DISPOSAL (IN THE CASE OF DELAY), OR SHOULD HAVE BEEN

PLACED

AT HIS DISPOSAL (IN THE CASE OF LOSS). EVERY COMPLAINT MUST BE MADE IN WRITING AND DISPATCHED WITHIN THE TIME AFORESAID. WHERE CARRIAGE IS NOT "INTERNATIONAL CARRIAGE" AS DEFINED IN THE CONVENTION, FAILURE TO GIVE NOTICE SHALL NOT BE A BAR TO SUIT WHERE CLAIMANT PROVES THAT (A) IT WAS NOT REASONABLY POSSIBLE FOR HIM TO GIVE SUCH NOTICE, OR (B) THAT NOTICE WAS NOT GIVEN DUE TO FRAUD ON THE PART OF CARRIER, OR (C) THE MANAGEMENT OF CARRIER HAD KNOWLEDGE OF DAMAGE TO PASSENGER'S BAGGAGE.

(2) ANY RIGHT TO DAMAGES AGAINST CARRIER SHALL BE EXTINGUISHED UNLESS AN ACTION IS BROUGHT WITHIN TWO YEARS RECKONED FROM THE DATE OF ARRIVAL AT

THE

DESTINATION, OR FROM THE DATE ON WHICH THE AIRCRAFT OUGHT TO HAVE ARRIVED, OR FROM THE DATE

-43-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

ON WHICH THE CARRIAGE STOPPED.

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

(F) SEVERABILITY
SHOULD ANY PROVISION IN THIS TARIFF OR IN THE TICKET

BE

DETERMINED TO BE INVALID, ILLEGAL OR UNENFORCEABLE BY

A

COURT OF COMPETENT JURISDICTION, ALL OTHER PROVISIONS SHALL NEVERTHELESS REMAIN VALID, BINDING AND EFFECTIVE.

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0058

TITLE/APPLICATION - 70

GRATUITOUS CARRIAGE
WITH RESPECT TO GRATUITOUS CARRIAGE, CARRIER RESERVES
THE RIGHT TO EXCLUDE THE APPLICATION OF ALL OR ANY
PART OF THIS TARIFF.

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

TITLE/APPLICATION - 70

A RESERVATIONS

(A) GENERAL

A TICKET WILL BE VALID ONLY FOR FLIGHT(S) FOR WHICH
RESERVATION(S) SHALL HAVE BEEN MADE, AND ONLY BETWEEN
THE POINTS NAMED ON THE TICKET OR APPLICABLE FLIGHT
COUPONS. A PASSENGER HOLDING AN UNUSED OPEN-DATE

-45-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

TICKET/FLIGHT COUPON/MISCELLANEOUS CHARGES ORDER (MCO,
PREPAID TICKET ADVICE (PTA), OR WHO WISHES TO CHANGE
HIS/HER TICKETED RESERVATION TO ANOTHER DATE, SHALL

NOT

BE ENTITLED TO ANY PREFERENTIAL RIGHT WITH RESPECT TO
THE OBTAINING OF RESERVATIONS.

(B) CONDITIONS OF RESERVATIONS

(1) A RESERVATION FOR SPACE ON A GIVEN FLIGHT IS

VALID

WHEN THE AVAILABILITY AND ALLOCATION OF SUCH

SPACE

IS CONFIRMED BY A RESERVATION AGENT OF THE

CARRIER

AND ENTERED INTO THE CARRIER'S RESERVATION SYSTEM.
SUBJECT TO PAYMENT OR OTHER SATISFACTORY CREDIT
ARRANGEMENT AND COMPLIANCE WITH THE PAYMENT
PROVISIONS, A VALIDATED TICKET WILL BE ISSUED TO
THE PASSENGER BY THE CARRIER OR AGENT OF THE
CARRIER INDICATING SUCH CONFIRMED SPACE PROVIDED
THE PASSENGER APPLIES FOR SUCH TICKET PRIOR TO

THE

EXPIRATION OF THE TIME LIMITS. SUCH RESERVATION
OF SPACE IS SUBJECT TO CANCELLATION BY THE

CARRIER

WITHOUT NOTICE IF THE PASSENGER HAS NOT APPLIED

TO

THE CARRIER OR AGENT OF THE CARRIER FOR A
VALIDATED TICKET SPECIFYING THEREON THE CONFIRMED
RESERVED SPACE PRIOR TO THE TIME LIMITS.

EXCEPTION: IF THE PASSENGER AGREES TO APPLY TO THE CARRIER OR AGENT OF THE CARRIER FOR A VALIDATED TICKET INDICATING

SUCH

RESERVED SPACE AT A TIME EARLIER THAN THE LIMITS SPECIFIED IN PARAGRAPH (C) OF THIS RULE SUCH EARLIER TIME LIMITS WILL BE ENTERED INTO THE CARRIER'S RESERVATION SYSTEM. THE RESERVATION SPACE OF PASSENGER IS SUBJECT TO CANCELLATION WITHOUT NOTICE IF THE PASSENGER HAS NOT APPLIED TO THE CARRIER OR AGENT OF THE CARRIER FOR A VALIDATED TICKET SPECIFYING THEREON THE CONFIRMED SPACE PRIOR TO THE AGREED TIME IN ADVANCE OF THE SCHEDULED DEPARTURE OF THE FLIGHT TO WHICH SUCH RESERVATION APPLIES.

(2) IN THE EVENT THAT THE NUMBER OF PERSONS

PRESENTING

THEMSELVES WITH CONFIRMED RESERVATIONS FOR CARRIAGE ON A FLIGHT EXCEEDS THE NUMBER OF SEATS AVAILABLE, THOSE PASSENGERS WITH CONFIRMED RESERVATIONS WHO ARE NOT ACCOMMODATED WILL BE SUBJECT TO RULE 87 (DENIED BOARDING COMPENSATION) HEREIN.

(C) COMMUNICATION CHARGES

THE PASSENGER WILL BE CHARGED FOR ANY COMMUNICATION EXPENSE PAID OR INCURRED BY CARRIER FOR TELEPHONE,

-46-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

TELEGRAPH, RADIO, OR CABLE ARISING FROM A SPECIAL REQUEST OF THE PASSENGER CONCERNING A RESERVATION.

(D) ALLOCATION OF ACCOMMODATIONS

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

(E) ARRIVAL OF PASSENGERS AT AIRPORTS

THE PASSENGER MUST PRESENT HIMSELF/HERSELF AT THE AIRPORT OF DEPARTURE FOR CHECK-IN AT LEAST 60 MINUTES PRIOR TO THE SCHEDULE DEPARTURE TIME OF THE FLIGHT ON WHICH HE/SHE HOLDS A RESERVATION. IF THE PASSENGER FAILS TO ARRIVE AT SUCH AIRPORT OF DEPARTURE BY THE ESTABLISHED TIME LIMIT OR APPEARS IMPROPERLY

DOCUMENTED

AND NOT READY TO TRAVEL, HU WILL CANCEL SPACE RESERVED FOR HIM/HER. DEPARTURE WILL NOT BE DELAYED FOR PASSENGERS WHO ARRIVE AT AIRPORTS OF DEPARTURE TOO

LATE

FOR SUCH FORMALITIES TO BE COMPLETED BEFORE SCHEDULED

DEPARTURE TIME. HU IS NOT LIABLE TO THE PASSENGER FOR LOSS OR EXPENSES DUE TO PASSENGER'S FAILURE TO COMPLY WITH THIS PROVISION.

NOTE: FOR AN AIR BUS WITH OVER TWO HUNDRED (INCLUSIVE) PASSENGER SEATS (E.G. A330 TYPE), THE CHECK-IN PROCESS USUALLY STARTS 240 MINUTES BEFORE DEPARTURE AND STOPS CHECKIN 60 MINUTES BEFORE DEPARTURE.

(F) HU WILL CANCEL THE RESERVATION OF AN INTERNATIONAL PORTION OF AN ITINERARY (INCLUDING THE COMPLETE REMAINING INTERNATIONAL ITINERARY) OF ANY PASSENGER ON A FLIGHT OPERATED BY IT FROM ANY STOPOVER POINT,

UNLESS

THE ADVISES HU OF HIS/HER INTENTION TO USE HIS/HER BY COMMUNICATING WITH A RESERVATION OR TICKET OFFICE OF

HU

AT THE CITY WHERE HE/SHE INTENDS TO RESUME HIS/HER TRIP.

(G) RESERVATIONS AND TICKETING TIME LIMITS
RESERVATIONS - RESERVATIONS REQUESTED FROM ANY CARRIER OR AUTHORIZED AGENCY WILL BE ACCEPTED SUBJECT TO THE TICKETING PROVISION OF THE RULE GOVERNING THE FARE USED.

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0061

TITLE/APPLICATION - 70

A CAPACITY LIMITATIONS

(A) A RESERVATION FOR SPACE ON A GIVEN FLIGHT IS VALID

ONLY

WHEN THE AVAILABILITY AND ALLOCATION OF THAT SPACE IS CONFIRMED AT SUCH FARES BY THE CARRIER.

-47-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0061

TITLE/APPLICATION - 70 (CONT)

(B) CARRIER MAY LIMIT THE NUMBER OF PASSENGERS CARRIED ON ANY ONE FLIGHT AT FARES GOVERNED BY THIS RULE AND

FARES

WILL NOT NECESSARILY BE AVAILABLE ON ALL FLIGHTS. THE NUMBER OF SEATS WHICH THE CARRIER SHALL MAKE AVAILABLE ON A GIVEN FLIGHT WILL BE DETERMINED BY CARRIER'S BEST JUDGMENT AS TO THE ANTICIPATED TOTAL PASSENGER LOAD ON EACH FLIGHT.

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0063

TITLE/APPLICATION - 70

A HU CYBER TICKET OFFICE

A RESERVATION OF SPACE ON A GIVEN FLIGHT IS VALID WHEN IT

IS

ENTERED IN HU ELECTRONIC RESERVATION SYSTEM AND CONFIRMED
BY
THE ISSUANCE OF A RECORD LOCATOR NUMBER.
AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0065

TITLE/APPLICATION - 70

A TICKETS

(A) GENERAL

- (1) A TICKET WILL NOT BE ISSUED AND IN ANY CASE CARRIER WILL NOT BE OBLIGATED TO CARRY UNTIL THE PASSENGER HAS PAID THE APPLICABLE FARE OR HAS COMPLIED WITH CREDIT ARRANGEMENTS ESTABLISHED BY CARRIER.
- (2) NO PERSON SHALL BE ENTITLED TO TRANSPORTATION EXCEPT UPON PRESENTATION OF A VALID TICKET. SUCH TICKET SHALL ENTITLE THE PASSENGER TO TRANSPORTATION ONLY BETWEEN POINTS OF ORIGIN AND DESTINATION AND VIA THE ROUTING DESIGNATED THEREON.
- (3) FLIGHT COUPONS MUST BE USED IN SEQUENCE FROM THE PLACE OF DEPARTURE AS SHOWN ON THE PASSENGER COUPON. THE PASSENGER THROUGHOUT HIS JOURNEY

MUST

COUPONS

RETAIN THE PASSENGER COUPON AND ALL FLIGHT

OF THE TICKET NOT PREVIOUSLY SURRENDERED TO CARRIER. HE/SHE MUST, WHEN REQUIRED, PRODUCE THE TICKET AND SURRENDER ANY APPLICABLE PORTION TO CARRIER.

- (4) A TICKET WHICH HAS NOT BEEN VALIDATED, OR WHICH

-48-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

HAS BEEN ALTERED, MUTILATED OR IMPROPERLY ISSUED, SHALL NOT BE VALID.

- (5) TICKETS MAY BE PURCHASED ON CREDIT INSTALLMENT OR TIME PAYMENT PLANS LAWFULLY IN EFFECT.
 - (6) DUPLICATE BOOKINGS: CARRIER DOES NOT PERMIT A PASSENGER TO HOLD MORE THAN ONE CONFIRMED RESERVATION/TICKET ON THE SAME DEPARTURE FLIGHT/ORIGIN AND DESTINATION FOR THE SAME TRAVEL DATE.
- (B) COMPLIANCE WITH TERMS AND CONDITIONS OF SALE
COMPLIANCE WITH TERMS AND CONDITIONS OF SALE-TICKETS ARE VALID FOR TRAVEL ONLY WHEN USED IN ACCORDANCE WITH ALL TERMS AND CONDITIONS OF SALE. FLIGHT PASSES ARE SUBJECT TO APPLICABLE CONDITIONS OF SALE AND RESTRICTIONS. CARRIER RESERVES THE RIGHT TO APPLY THE TERMINATION FEE, NAME CHANGE FEE, VALIDITY EXTENSION

FEEES AND OTHER APPLICABLE FEES, WHERE APPLICABLE, AS STIPULATED IN THE FLIGHT PASS SUBSCRIPTION CONTRACT

AND

CANCEL BOOKINGS MADE OUTSIDE THE SUBSCRIPTION PERIOD. TERMS AND CONDITIONS OF SALE INCLUDE BUT ARE NOT LIMITED TO:

TICKET

- (1) THE PASSENGER'S ITINERARY, AS STATED ON THE OR IN THE PASSENGER'S RESERVATION RECORD;
- (2) ANY REQUIREMENT THAT THE PASSENGER STAY OVER A SPECIFIED DATE OR LENGTH OF TIME (FOR EXAMPLE, OR WEEKEND) AT THE DESTINATION SPECIFIED ON THE TICKET;
- (3) ANY SPECIAL PURPOSE OR STATUS (FOR EXAMPLE, AGE

IN

THE CASE OF SENIOR CITIZEN OR CHILDREN'S DISCOUNT, MILITARY STATUS IN THE CASE OF A MILITARY FARE, OFFICIAL GOVERNMENT BUSINESS IN THE CASE OF A GOVERNMENT FARE, OR ATTENDANCE AT A QUALIFIED EVENT IN THE CASE OF A MEETING OR CONVENTION FARE) THAT ENTITLES THE PASSENGER TO A SPECIAL REDUCED RATE; OR

- (4) ANY OTHER REQUIREMENT ASSOCIATED WITH THE PASSENGER'S FARE LEVEL.

(C) VALIDITY FOR CARRIAGE

- (1) GENERAL
WHEN VALIDATED, THE TICKET IS GOOD FOR CARRIAGE FROM THE AIRPORT AT THE PLACE OF DEPARTURE TO THE AIRPORT AT THE PLACE OF DESTINATION VIA THE ROUTE SHOWN THEREIN AND FOR THE APPLICABLE CLASS OF SERVICE AND IS VALID FOR THE PERIOD OF TIME SPECIFIED OR REFERRED TO IN PARAGRAPH (2) BELOW. EACH FLIGHT COUPON WILL BE ACCEPTED FOR CARRIAGE ON THE DATE AND FLIGHT FOR WHICH ACCOMMODATION

HAS

BEEN RESERVED. WHEN FLIGHT COUPONS ARE ISSUED ON AN "OPEN DATE" BASIS, ACCOMMODATIONS WILL BE

-49-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

RESERVED UPON APPLICATION, SUBJECT TO THE AVAILABILITY OF SPACE. THE PLACE AND DATE OF ISSUE ARE SET FORTH ON THE FLIGHT COUPONS.

- (2) PERIOD OF VALIDITY
THE PERIOD OF VALIDITY FOR TRANSPORTATION WILL BE ONE YEAR FROM THE DATE ON WHICH TRANSPORTATION COMMENCES AT THE POINT OF ORIGIN DESIGNATED ON

THE

ORIGINAL TICKET, OR IF NO PORTION OF THE TICKET

IS

USED, FROM THE DATE OF ISSUANCE OF THE ORIGINAL TICKET.

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

TO

SPECIFIC PERIODS OF THE DAY, WEEK, MONTH OR YEAR, IS GOOD FOR CARRIAGE ONLY DURING THE PERIOD TO WHICH THE FARE APPLIES.

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

(3) "OPEN EXCHANGE ORDER"/MISCELLANEOUS CHARGES ORDER AN EXCHANGE ORDER OR MISCELLANEOUS CHARGES ORDER ISSUED WITHOUT DEFINITE DATE OF PASSAGE MUST BE PRESENTED FOR A TICKET WITHIN ONE YEAR FROM THE DATE OF ISSUE; OTHERWISE IT WILL NOT BE HONORED FOR A TICKET.

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

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

(6) EXPIRATION OF VALIDITY TICKETS EXPIRE AT MIDNIGHT ON THE DATE OF EXPIRATION OF TICKET VALIDITY. EXCEPTION: IN THE CASE OF NORMAL FARE TICKETS OR SPECIAL FARE TICKETS WHICH HAVE THE SAME PERIOD OF VALIDITY AS NORMAL

FARE

TICKETS, TRAVEL UNDER EACH FLIGHT COUPON MUST BE SCHEDULED TO COMMENCE BEFORE MIDNIGHT LOCAL TIME AT THE AIRPORT OF DEPARTURE OF THE DATE OF EXPIRY SHOWN ON SUCH FLIGHT COUPON.

-50-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

(D) EXTENSION OF TICKET VALIDITY

(1) CARRIER'S OPERATIONS

IF A PASSENGER IS PREVENTED FROM TRAVELLING

WITHIN

THE PERIOD OF VALIDITY OF HIS TICKET BECAUSE CARRIER:

- (A) CANCELS THE FLIGHT UPON WHICH THE PASSENGER HOLDS CONFIRMED SPACE;
- (B) OMITTS A SCHEDULED STOP, PROVIDED THIS IS THE PASSENGER'S PLACE OF DEPARTURE, PLACE OF DESTINATION, OR PLACE OF STOPOVER;
- (C) FAILS TO OPERATE A FLIGHT REASONABLY ACCORDING TO SCHEDULE;
- (D) CAUSES THE PASSENGER TO MISS A CONNECTION;
- (E) SUBSTITUTES A DIFFERENT CLASS OF SERVICE, OR
- (F) IS UNABLE TO PROVIDE PREVIOUSLY CONFIRMED SPACE;

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

(2) LACK OF SPACE

WHEN A PASSENGER IN POSSESSION OF A NORMAL FARE TICKET, OR A SPECIAL FARE TICKET THAT HAS THE

SAME

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

(E) WAIVER OF MINIMUM/MAXIMUM STAY PROVISIONS

(1) ONCE TRAVEL HAS COMMENCED, THE MINIMUM STAY REQUIREMENT WITH REGARD TO ANY FARE WILL BE

WAIVED

OR THE MAXIMUM STAY REQUIREMENT WITH REGARD TO

ANY

FARE WILL BE EXTENDED IN THE EVENT OF THE DEATH

OF

ANY MEMBER OF THE PASSENGER'S IMMEDIATE FAMILY AS DEFINED IN RULE 1 (DEFINITIONS) OCCURRING AFTER COMMENCEMENT OF TRAVEL.

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

OF

PASSENGER'S IMMEDIATE FAMILY MEMBER/RELATIONSHIP)."

(B) THE MAXIMUM STAY REQUIREMENT WILL BE

EXTENDED

FOR NOT MORE THAN 45 DAYS AFTER THE DATE OF DEATH OF PASSENGER'S IMMEDIATE FAMILY MEMBER.

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

EXECUTED

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)
BY THE COMPETENT AUTHORITIES (I.E. THOSE
DESIGNATED TO ISSUE A DEATH CERTIFICATE BY
THE APPLICABLE LAWS OF THE COUNTRY CONCERNED)
IN WHICH DEATH OCCURRED MUST BE PRESENTED AT
THE TIME OF RETICKETING.
(2) ONCE TRAVEL HAS COMMENCED, THE MINIMUM STAY
REQUIREMENT WITH REGARD TO ANY FARE WILL BE
WAIVED
OR THE MAXIMUM STAY REQUIREMENT WITH REGARD TO
ANY
FARE WILL BE EXTENDED IN THE EVENT OF ILLNESS OR
HOSPITALIZATION OCCURRING AFTER COMMENCEMENT OF
TRAVEL OF A PASSENGER OR ANY MEMBER OF THE
PASSENGER'S IMMEDIATE FAMILY AS DEFINED IN RULE 1
(DEFINITIONS).
(A) IN THE EVENT THE MINIMUM STAY REQUIREMENTS
IS
"EARLINER
WAIVED, THE TICKET MUST BE ENDORSED
RETURN ON ACCOUNT OF ILLNESS OF (NAME
OF PASSENGER OR PASSENGER'S IMMEDIATE FAMILY
MEMBER/RELATIONSHIP)."
(B) THE MAXIMUM STAY REQUIREMENT WILL BE
EXTENDED
UNTIL THE DATE WHEN THE PASSENGER BECOMES
FIT
TO TRAVEL OR MEMBER OF THE PASSENGER'S
IMMEDIATE FAMILY MEMBER BECOMES FIT
ACCORDING
TO A MEDICAL CERTIFICATE, OR UNTIL THE DATE
DATE
OF THE FIRST AVAILABLE FLIGHT AFTER SUCH
FOR THE CLASS OF SERVICE FOR WHICH THE FARE
HAS BEEN PAID; PROVIDED THAT, THE VALIDITY
OF
SUCH TICKET WILL BE EXTENDED FOR NOT MORE
THAN ONE YEAR FROM THE DATE OF COMMENCEMENT
OF FLIGHT.
(C) A DOCUMENT CERTIFYING HOSPITALIZATION ISSUED
BY THE ADMINISTRATIVE AUTHORITY OF THE
HOSPITAL WHERE CONFINEMENT OCCURRED OR
PHYSICIAN'S CERTIFICATE STATING THE
CIRCUMSTANCE WHICH NECESSITATES TRAVEL UNDER
THIS PROVISIONS MUST BE PRESENTED AT THE
TIME
OF RETICKETING.
(3) IF THE DEATH CERTIFICATE OR MEDICAL CERTIFICATE
IS

NOT AVAILABLE AT THE TIME THE PASSENGER IS TO TRAVEL OR IF THE CARRIER HAS REASON TO DOUBT THE VALIDITY OF SUCH CERTIFICATE, THE PASSENGER WILL BE ACCOMMODATED ONLY UPON PAYMENT OF THE FARE APPLICABLE TO THE TRANSPORTATION ACTUALLY USED

AND

A REQUEST FOR REFUND MAY BE FILED WITH THE CARRIER. UPON RECEIPT OF THE CLAIM FORM AND ALL SUPPORTING DOCUMENTS AND AFTER DETERMINING THE VALIDITY OF THE CLAIM THE CARRIER WILL REFUND TO THE PASSENGER THE DIFFERENCE BETWEEN THE TOTAL FARE PAID BY THE PASSENGER AND THE AMOUNT THE PASSENGER WOULD HAVE UNDER THE PROVISION OF THIS

-52-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

RULE.

(4) UPGRADING

(A) BEFORE COMMENCEMENT OF TRAVEL A PASSENGER HOLDING A TICKET FOR RETURN, CIRCLE TRIP OR OPEN JAW TRAVEL ENTIRELY ON THE SERVICES OF HU MAY UPGRADE THE TOTAL FARE TO A NORMAL OR EXCURSION TYPE FARE ONLY (NOT APPLICABLE TO ADVANCE PURCHASE TYPE FARES) HAVING A HIGHER VALUE TO ANY HU DESTINATION IN THE WORLD PROVIDED TRAVEL IS IN ACCORDANCE WITH (C) BELOW.

TICKET

(B) AFTER DEPARTURE, A PASSENGER HOLDING A

FOR RETURN, CIRCLE TRIP OR OPEN JAW TRAVEL MAY UPGRADE THE TOTAL FARE IN ACCORDANCE

WITH

THE RULE OF THE FARE PAID.

(C) PASSENGERS UPGRADING IN ACCORDANCE WITH (A) ABOVE, MAY DO SO PROVIDED:

(I) THE ADVANCE PURCHASE AND TICKETING REQUIREMENTS APPLICABLE TO THE NEW FARE HAVE BEEN MET AND,

(II) TRAVEL IS VIA HU AND,

(III) RESERVATIONS HAVE BEEN REBOOKED IN THE BOOKING CLASS APPLICABLE TO THE NEW

FARE

AND,

(IV) THE DIFFERENCE IN FARES HAS BEEN PAID.

(D) THE ORIGINAL FARE PAID (INCLUDING ALL ADDITIONAL CHARGES) SHALL BE USED AS A FULL CREDIT TOWARD THE FARE APPLICABLE TO THE UPGRADED JOURNEY.

(E) IN THE EVENT TRAVEL AT SUCH NEW FARE IS SUBSEQUENTLY CHANGED AND/OR CANCELLED, THE

HIGHER FEE(S) APPLICABLE TO EITHER THE ORIGINAL OR NEW FARE SHALL BE ASSESSED. EXCEPTION: FOR TRAVEL WHICH HAS BEEN UPGRADED TO A FARE TYPE FOR

WHICH

THERE ARE NO FEES, CHANGES MAY

BE

MADE WITHOUT ADDITIONAL CHARGE; HOWEVER, THE CANCELLATION FEE FROM THE ORIGINAL FARE WILL BE CARRIED FORWARD TO SUCH NEW FARE.

(F) COMPENSATION FEES ARE WAIVED WHEN A FARE IS UPGRADED IN ACCORDANCE WITH THE PROVISIONS

OF

THIS RULE.

(F) ABSENCE, LOSS, OR IRREGULARITIES OF TICKET

ANY

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

PART OF IT IS MUTILATED OR IF IT HAS BEEN ALTERED BY OTHER THAN CARRIER OR IF IT IS PRESENTED WITHOUT THE PASSENGER COUPON AND ALL UNUSED

FLIGHT

COUPONS.

-53-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

(2) CARRIER WILL REFUSE CARRIAGE TO ANY PERSON NOT IN POSSESSION OF A VALID TICKET. IN CASE OF LOSS OR NONPRESENTATION OF THE TICKET OR THE APPLICABLE PORTION THEREOF, CARRIAGE WILL NOT BE FURNISHED FOR THAT PART OF THE TRIP COVERED BY SUCH TICKET OR PORTION THEREOF UNTIL THE PASSENGER PURCHASES ANOTHER TICKET AT THE CURRENT APPLICABLE FARE FOR THE CARRIAGE TO BE PERFORMED.

(3) NOTWITHSTANDING THE FOREGOING, CARRIER WILL ISSUE AT THE PASSENGER'S REQUEST A NEW TICKET TO

REPLACE

THE LOST ONE UPON RECEIPT OF PROOF OF LOSS TO CARRIER, AND IF THE CIRCUMSTANCES OF THE CASE IN CARRIER'S OPTION WARRANT SUCH ACTION; PROVIDED THAT THE PASSENGER AGREES, IN SUCH FORM AS MAY BE PRESCRIBED BY CARRIER, TO INDEMNIFY CARRIER FOR ANY LOSS OR DAMAGE THAT CARRIER MAY SUSTAIN BY REASON THEREOF.

(G) NONTRANSFERABILITY

A TICKET IS NON TRANSFERABLE, BUT CARRIER SHALL NOT BE LIABLE TO THE PERSON ENTITLED TO RECEIVE SUCH REFUND FOR HONORING OR REFUNDING SUCH TICKET WHEN PRESENTED

BY

SOMEONE OTHER THAN THE PERSON ENTITLED TO BE

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

WITH

SUCH UNAUTHORIZED USE.

(H) PREPAID TICKET ADVICE
UNLESS OTHERWISE PROVIDED, PURCHASE OF A PREPAID

TICKET

ADVICE (PTA) WILL CONSTITUTE PURCHASE AND ISSUANCE OF
TICKET.

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

TITLE/APPLICATION - 70

- * CURRENCY OF PAYMENT
- * THE PROVISIONS OF THIS RULE ARE SUBJECT TO APPLICABLE
- * EXCHANGE LAWS AND GOVERNMENT REGULATIONS.
- * (A) PAYMENT IN THE COUNTRY OF COMMENCEMENT OF
- * TRANSPORTATION
- * (1) PAYMENT OF FARES SHALL BE MADE IN THE CURRENCY OF
- * THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION; OR

-54-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

- * (2) PAYMENT OF FARES SHALL BE MADE IN ANY CURRENCY
- * ACCEPTABLE TO THE CARRIER, PROVIDED THAT THE
- * EQUIVALENT OF THE LOCAL CURRENCY FARE IS

COLLECTED

- * AT THE BANKERS' BUYING RATE OF EXCHANGE IN EFFECT
- * ON THE DATE OF ISSUANCE OF THE AIRLINE
- * TRANSPORTATION DOCUMENT.

- * (3) WHEN A TRANSPORTATION DOCUMENT ISSUED OUTSIDE THE
- * COUNTRY OF COMMENCEMENT OF TRANSPORTATION IS
- * TENDERED FOR PAYMENT (IN TOTAL OR IN PART), THE
- * PROVISIONS OF PARAGRAPH (B) BELOW SHALL APPLY.

- * (B) PAYMENT OUTSIDE THE COUNTRY OF COMMENCEMENT OF
- * TRANSPORTATION

- * (1) THE AMOUNT TO BE PAID SHALL BE DETERMINED BY
- * CONVERTING THE TOTAL AMOUNT TO BE COLLECTED,
- * EXPRESSED IN THE CURRENCY OF THE COUNTRY OF
- * COMMENCEMENT OF TRANSPORTATION, INTO THE CURRENCY
- * OF THE COUNTRY OF PAYMENT AT THE APPLICABLE
- * BANKERS' SELLING RATE OF EXCHANGE IN EFFECT ON

THE

- * DATE OF THE TRANSACTION.
- * (2) PAYMENT SHALL BE MADE EITHER IN THE CURRENCY OF

* THE COUNTRY OF PAYMENT, OR IN ANY CURRENCY
* ACCEPTABLE TO THE CARRIER, PROVIDED THAT THE
* EQUIVALENT OF THE LOCAL CURRENCY AMOUNT OF THE
* COUNTRY OF PAYMENT ESTABLISHED IN ACCORDANCE WITH
* PARAGRAPH (B) (1) ABOVE IS COLLECTED AT THE
* BANKERS' BUYING RATE OF EXCHANGE IN EFFECT ON THE
* DATE OF THE TRANSACTION.

* (C) VOLUNTARY REROUTING
* IN THE EVENT THAT VOLUNTARY REROUTING OR CANCELLATION
* RESULTS IN THE REASSESSMENT OF THE FARE:

* (1) THE FARE WILL BE REASSESSED IN THE CURRENCY OF

THE

* COUNTRY OF COMMENCEMENT OF TRANSPORTATION.

* (2) THE LOCAL CURRENCY FARES TO BE USED WILL BE THOSE
* APPLICABLE AT THE TIME OF COMMENCEMENT OF
* TRANSPORTATION.

* (3) THE IATA RATE OF EXCHANGE TO BE USED WILL BE THAT
* APPLICABLE AT THE TIME OF ORIGINAL TICKET
* ISSUANCE.

* (D) REFUNDS

* (1) THE AMOUNT OF REFUND SHALL BE CONVERTED USING THE
* BANKERS' RATE APPLICABLE ON THE DATE OF THE

REFUND

* EXCEPT AS PROVIDED IN (D) (2) BELOW.

* (2) WHEN THE ORIGINAL PAYMENT HAS BEEN MADE IN A
* CURRENCY OTHER THAN THE CURRENCY OF THE COUNTRY

OF

* COMMENCEMENT OF TRANSPORTATION, REFUNDS IN THE
* SAME CURRENCY AS ORIGINALLY TENDERED WILL BE MADE
* AT THE EXCHANGE RATE USED FOR THE ORIGINAL
* PAYMENT.

* (E) ADDITIONAL COLLECTION

-55-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

* WHEN AN ADDITIONAL COLLECTION IS MADE IN A COUNTRY
* OTHER THAN THE COUNTRY OF COMMENCEMENT OF
* TRANSPORTATION, THE AMOUNT TO BE COLLECTED SHALL BE
* CONVERTED USING THE BANKERS' SELLING RATE APPLICABLE

ON

* THE DATE OF THE ADDITIONAL COLLECTION.

* (F) RATES OF EXCHANGE

* THE BANKERS' RATES REFERRED TO IN PARAGRAPHS (A)
* THROUGH (E) ABOVE ARE DEFINED AS FOLLOWS:

* (1) IN CANADA: THE BANKERS' BUYING RATE OR BANKERS'
* SELLING RATE MEANS THE UNIT RATE PUBLISHED EACH
* FRIDAY IN THE TORONTO GLOBE & MAIL UNDER THE
* HEADING FOREIGN EXCHANGE MID MARKET RATE IN
* CANADIAN FUNDS. FOR CURRENCIES NOT QUOTED IN

SUCH

BANK

* PUBLICATION, THE BANKERS' RATE SHALL MEAN THE
 * BUYING RATE QUOTED BY THE ROYAL BANK OF CANADA,
 * MAIN OFFICE IN WINNIPEG, AS OF THE CLOSE OF
 * BUSINESS ON THURSDAY OF EACH WEEK. THESE RATES
 * WILL BE APPLICABLE FROM MONDAY OF THE FOLLOWING
 * WEEK UP TO AND INCLUDING THE FOLLOWING SUNDAY.
 * (2) IN U.S.A.: THE BANKERS' RATE MEANS THE RATE
 * PUBLISHED EACH TUESDAY IN THE WALL STREET JOURNAL
 * UNDER THE HEADING FOREIGN EXCHANGE. THIS RATE
 * WILL BE APPLICABLE FROM WEDNESDAY OF EACH WEEK UP
 * TO AND INCLUDING TUESDAY OF THE FOLLOWING WEEK.
 * WHEN A NATIONAL HOLIDAY FALLS ON MONDAY, FOREIGN
 * EXCHANGE RATES DO NOT APPEAR IN THE TUESDAY
 * EDITION OF THE WALL STREET JOURNAL. IN SUCH
 * EXCEPTIONAL CASES THE PREVIOUS WEEK'S RATES ARE
 * USED THROUGH WEDNESDAY INSTEAD OF TUESDAY AND THE
 * WEDNESDAY EDITION OF THE WALL STREET JOURNAL WILL
 * BE USED FOR THE PERIOD THURSDAY THROUGH TUESDAY.

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

TITLE/APPLICATION - 70

* REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS
 * (A) DEFINITIONS. FOR THE PURPOSE OF THIS RULE, THE
 * FOLLOWING TERMS HAVE THE MEANING INDICATED
 * BELOW.
 * (1) COMPARABLE AIR TRANSPORTATION MEANS

TRANSPORTATION
 * PROVIDED BY AIR CARRIERS OR FOREIGN AIR CARRIERS
 * HOLDING CERTIFICATES OF PUBLIC CONVENIENCE AND
 * NECESSITY OR FOREIGN PERMITS ISSUED BY THE CIVIL
 * AERONAUTICS BOARD.

(2) CONNECTING POINT MEANS A POINT TO WHICH A

-56-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

* PASSENGER HOLDS OR HELD CONFIRMED SPACE ON A
 * FLIGHT OF ONE CARRIER AND OUT OF WHICH THE
 * PASSENGER HOLDS OR HELD CONFIRMED SPACE ON A
 * FLIGHT OF THE SAME OR ANOTHER CARRIER. ALL
 * AIRPORTS THROUGH WHICH A CITY IS SERVED BY ANY
 * CARRIER SHALL BE DEEMED TO BE A SINGLE CONNECTING
 * POINT WHEN THE RECEIVING CARRIER HAS CONFIRMED
 * RESERVATIONS TO THE DELIVERING CARRIER;
 * (3) DELIVERING CARRIER MEANS A CARRIER ON WHOSE

FLIGHT
 * A PASSENGER HOLDS OR HELD CONFIRMED SPACE TO A
 * CONNECTING POINT;
 * (4) MISCONNECTION OCCURS AT A CONNECTING POINT WHEN A

* PASSENGER HOLDING CONFIRMED SPACE ON AN ORIGINAL
 * RECEIVING CARRIER IS UNABLE TO USE SUCH CONFIRMED
 * SPACE BECAUSE THE DELIVERING CARRIER WAS UNABLE
 TO
 * DELIVER HIM TO THE CONNECTING POINT IN TIME TO
 * CONNECT WITH SUCH RECEIVING CARRIER'S FLIGHT.
 * NOTE: THE SAME RULES REGARDING DELIVERING AND
 * RECEIVING CARRIERS REponsibility APPLY AT
 * THE SUBSEQUENT POINT(S) OF MISCONNECTION
 AS
 * WOULD APPLY AT THE POINT OF ORIGINAL
 * MISCONNECTION.
 * (5) NEW RECEIVING CARRIER(S) MEANS A CARRIER OR
 * COMBINATION OF CONNECTING CARRIERS, OTHER THAN
 THE
 * ORIGINAL RECEIVING CARRIER(S), OPERATING BETWEEN
 * THE POINT OF MISCONNECTION AND THE DESTINATION OR
 * NEXT POINT OF STOPOVER OR CONNECTING POINT SHOWN
 * ON THE PASSENGER'S TICKET, ON WHOSE FLIGHT A
 * PASSENGER IS TRANSPORTED FROM THE CONNECTING
 * POINT;
 * (6) ORIGINAL RECEIVING CARRIER(S) MEANS A CARRIER OR
 * COMBINATION OF CONNECTING CARRIERS ON WHOSE
 * FLIGHT(S) A PASSENGER ORIGINALLY HELD OR HOLDS
 * CONFIRMED SPACE FROM A CONNECTING POINT TO A
 * DESTINATION, NEXT STOPOVER OR CONNECTING POINT;
 * (7) OUTBOUND FLIGHT MEANS THE FLIGHT ON WHICH A
 * PASSENGER ORIGINALLY HELD CONFIRMED SPACE BEYOND
 * THE POINT WHERE THE SCHEDULE IRREGULARITY OR
 * FAILURE TO CARRY OCCURS;
 * (8) SCHEDULE IRREGULARITY MEANS ANY OF THE FOLLOWING
 * IRREGULARITIES:
 * (A) DELAY IN SCHEDULED DEPARTURE OR ARRIVAL OF A
 * CARRIER'S FLIGHT RESULTING IN A
 * MISCONNECTION, OR
 * (B) FLIGHT CANCELLATION, OMISSION OF A SCHEDULED
 * STOP, OR ANY OTHER DELAY OR INTERRUPTION IN
 * THE SCHEDULED OPERATION OF A CARRIER'S
 * FLIGHT, OR
 * (C) SUBSTITUTION OF EQUIPMENT OF A DIFFERENT

-57-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

* CLASS OF SERVICE, OR
 * (D) SCHEDULE CHANGES WHICH REQUIRE REROUTING OF
 * PASSENGER AT DEPARTURE TIME OF THE ORIGINAL
 * FLIGHT.
 * (B) CHANGES REQUESTED BY PASSENGER
 * (1) WHEN CHANGE CAN BE MADE
 * AT THE PASSENGER'S REQUEST, CARRIER WILL EFFECT A

PROVIDED * CHANGE IN THE ROUTING (OTHER THAN THE POINT OF
* ORIGIN); DESTINATION CARRIER(S); CLASS OF SERVICE;
* OR VALIDITY SPECIFIED IN AN UNUSED TICKET, FLIGHT
* COUPON(S), OR MISCELLANEOUS CHARGES ORDER

ONWARD * THAT:
* (A) SUCH CARRIER ISSUED THE TICKET; OR
* MISCELLANEOUS CHARGES ORDER;
* (B) SUCH CARRIER IS DESIGNATED IN THE "VIA
* CARRIER" BOX, OR NO CARRIER IS DESIGNATED IN
* THE "VIA CARRIER" BOX, OF THE UNUSED FLIGHT
* COUPON OR EXCHANGE ORDER FOR THE FIRST

WHICH * CARRIAGE FROM THE POINT ON THE ROUTE AT
* THE PASSENGER DESIRES THE CHANGE TO COMMENCE;
* HOWEVER, WHERE THE CARRIER THAT ISSUED THE
* TICKET IS DESIGNATED AS CARRIER FOR ANY
* SUBSEQUENT SECTION AND HAS AN OFFICE OR
* GENERAL AGENT AT THE POINT ON THE ROUTE

WHERE * THE CHANGE IS TO COMMENCE OR WHERE THE
* PASSENGER MAKES HIS REQUEST FOR SUCH CHANGE,
* THE REISSUING CARRIER SHALL OBTAIN SUCH
* ISSUING CARRIER'S ENDORSEMENT; OR
* (C) SUCH CARRIER HAS RECEIVED WRITTEN OR
* TELEGRAPHIC AUTHORITY TO DO SO FROM THE
* CARRIER ENTITLED, UNDER (A) AND (B) ABOVE,

TO * EFFECT THE CHANGE.
* (2) METHOD OF EFFECTING CHANGE
* THE CHANGE REQUESTED BY THE PASSENGER SHALL BE
* EFFECTED BY:
* (A) ENDORSEMENT OF SUCH UNUSED TICKET, FLIGHT
* COUPON(S), OR EXCHANGE ORDER TO THE NEW
* RECEIVING CARRIER OR
* (B) RETICKETING OF THE PASSENGER.
* (3) APPLICABLE FARE
* (A) THE FARE AND CHARGES APPLICABLE AS A RESULT
* OF ANY SUCH CHANGE IN ROUTING, DESTINATION,
* OR CARRIER SHALL BE THE FARE AND CHARGES

THAT * WOULD HAVE BEEN APPLICABLE IF TRANSPORTATION
* HAD BEEN PURCHASED AS OF THE DATE OF
* COMMENCEMENT OF CARRIAGE; PROVIDED THAT,
* (I) ADDITIONAL PASSAGE AT THE THROUGH FARE
* SHALL NOT BE PERMITTED UNLESS REQUEST
* HAS BEEN MADE PRIOR TO ARRIVAL AT THE

-58-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

TICKET * DESTINATION NAMED ON THE ORIGINAL
*
* OR MISCELLANEOUS CHARGES ORDER, AND
* (II) AFTER THE CARRIAGE HAS COMMENCED, A ONE
* WAY TICKET SHALL NOT BE CONVERTED INTO
A *
* ROUND TRIP OR CIRCLE TRIP TICKET AT THE
* ROUND TRIP OR CIRCLE TRIP DISCOUNT FOR
* ANY PORTION ALREADY FLOWN; AND
* (III) AFTER CARRIAGE HAS COMMENCED A ROUND
* TRIP TICKET CAN BE CONVERTED INTO A
* CIRCLE TRIP TICKET, OR VICE VERSA
* PROVIDED THAT REQUEST IS MADE PRIOR TO
* THE PASSENGER'S ARRIVAL AT THE
* DESTINATION NAMED ON THE ORIGINAL
TICKET *
* OR MISCELLANEOUS CHARGES ORDER.
* (B) ANY DIFFERENCE BETWEEN THE FARE AND CHARGES
* APPLICABLE UNDER SUBPARAGRAPH (A) ABOVE, AND
* THE FARE AND CHARGES PAID BY THE PASSENGER
* WILL BE COLLECTED FROM THE PASSENGER BY THE
* CARRIER ACCOMPLISHING THE REROUTING, WHO
WILL *
* ALSO PAY TO THE PASSENGER ANY AMOUNTS DUE ON
* ACCOUNT OF REFUNDS OR ARRANGE FOR THE
* APPLICABLE REFUND BY THE CARRIER THAT ISSUED
* THE ORIGINAL TICKET.
* (4) EXPIRATION DATE
* THE EXPIRATION DATE OF ANY NEW TICKET ISSUED FOR
A *
* CHANGE IN ROUTING, DESTINATION, CARRIER(S), CLASS
* OF SERVICE OR VALIDITY WILL BE LIMITED TO THE
* EXPIRATION DATE THAT WOULD HAVE BEEN APPLICABLE
IF *
* THE NEW TICKET HAD BEEN ISSUED ON THE DATE OF
SALE *
* OF THE ORIGINAL TICKET OR MISCELLANEOUS CHARGES
* ORDER.
* (C) SCHEDULE IRREGULARITY
* (1) IN THE EVENT CARRIER CANCELS A FLIGHT, FAILS TO
* OPERATE ACCORDING TO SCHEDULE, FAILS TO STOP AT A
* POINT TO WHICH THE PASSENGER IS DESTINED OR IS
* TICKETED TO STOPOVER, SUBSTITUTES A DIFFERENT
TYPE *
* OF EQUIPMENT OR CLASS OF SERVICE, IS UNABLE TO
* PROVIDE PREVIOUSLY CONFIRMED SPACE, CAUSES A
* PASSENGER TO MISS A CONNECTING FLIGHT ON WHICH HE
* HOLDS A RESERVATION, OR THE PASSENGER IS REFUSED
* PASSAGE OR REMOVED IN ACCORDANCE WITH RULE 25(A)
* CARRIER WILL AT ITS OPTION AND AS PASSENGER'S
SOLE *
* REMEDY EITHER:
* (A) CARRY THE PASSENGER ON ANOTHER OF ITS

* PASSENGER AIRCRAFT ON WHICH SPACE IS
* AVAILABLE
* WITHOUT ADDITIONAL CHARGE REGARDLESS OF THE
* CLASS OF SERVICE; OR AT CARRIER'S OPTION;
* (B) ENDORSE TO ANOTHER AIR CARRIER WITH WHICH HU

-59-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

* HAS AN AGREEMENT FOR SUCH
* TRANSPORTATION, THE UNUSED PORTION OF THE
* TICKET FOR PURPOSES OF REROUTING; OR AT
* CARRIER'S OPTION;
* (C) REROUTE THE PASSENGER TO THE DESTINATION
* NAMED ON THE TICKET OR APPLICABLE PORTION
* THEREOF BY ITS OWN OR OTHER TRANSPORTATION
* SERVICES; AND IF THE FARE FOR THE REVISED
* ROUTING OR CLASS OF SERVICE IS HIGHER THAN
* THE REFUND VALUE OF THE TICKET OR APPLICABLE
* PORTION THEREOF AS DETERMINED FROM RULE
* 90(D), CARRIER WILL REQUIRE NO ADDITIONAL
* PAYMENT FROM THE PASSENGER BUT WILL REFUND
* THE DIFFERENCE IF IT IS LOWER OR.
* (D) AT PASSENGER'S OPTION OR IF CARRIER IS

UNABLE

* TO PERFORM THE OPTION STATED IN (A), (B) OR
* (C) ABOVE WITHIN A REASONABLE AMOUNT OF TIME,
* MAKE INVOLUNTARY REFUND IN ACCORDANCE WITH
* RULE 90(D).
* (2) IN THE EVENT CARRIER IS A CODESHARE CARRIER AND
* THE OPERATING CARRIER CANCELS A FLIGHT, FAILS TO
* OPERATE ACCORDING TO SCHEDULE, FAILS TO STOP AT A
* POINT TO WHICH THE PASSENGER IS DESTINED OR IS
* TICKETED TO STOPOVER, SUBSTITUTES A DIFFERENT

TYPE

* OF EQUIPMENT OR CLASS OF SERVICE, IS UNABLE TO
* PROVIDE PREVIOUSLY CONFIRMED SPACE, CAUSES A
* PASSENGER TO MISS A CONNECTING FLIGHT ON WHICH HE
* HOLDS A RESERVATION, OR THE PASSENGER IS REFUSED
* PASSAGE OR REMOVED IN ACCORDANCE WITH RULE 25 (A)
* CARRIER WILL, AS THE PASSENGER'S SOLE REMEDY, IF
* THE OPERATING CARRIER FAILS TO DO SO:
* (A) CARRY THE PASSENGER ON ANOTHER OF ITS
* PASSENGER AIRCRAFT ON WHICH SPACE IS
* AVAILABLE
* WITHOUT ADDITIONAL CHARGE REGARDLESS OF THE
* CLASS OF SERVICE; OR AT CARRIER'S OPTION
* (B) ENDORSE TO ANOTHER CARRIER OR OTHER
* TRANSPORTATION SERVICE, THE UNUSED PORTION

OF

* THE

* TICKET FOR PURPOSES OF REROUTING; OR AT
 * CARRIER'S OPTION
 * (C) REROUTE THE PASSENGER TO THE DESTINATION
 * NAMED ON THE TICKET OR APPLICABLE PORTION
 * THEREOF BY ITS OWN OR OTHER TRANSPORTATION
 * SERVICES; AND IF THE FARE FOR THE REVISED
 * ROUTING OR CLASS OF SERVICE IS HIGHER THAN
 * THE REFUND VALUE OF THE TICKET OR APPLICABLE
 * PORTION THEREOF AS DETERMINED FROM RULE
 * 90 (D), CARRIER WILL REQUIRE NO ADDITIONAL

-60-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 IN EFFECT ON: 15SEP10

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

 TITLE/APPLICATION - 70 (CONT)

* PAYMENT FROM THE PASSENGER BUT WILL REFUND
 * THE DIFFERENCE IF IT IS LOWER
 * AT CARRIER'S OPTION.
 * (D) OR, AT CARRIER'S OPTION OR IF CARRIER IS
 * UNABLE TO PERFORM THE OPTION STATED IN (A)
 * (B) OR (C) ABOVE WITHIN A REASONABLE AMOUNT
 * OF TIME, MAKE INVOLUNTARY REFUND IN
 * ACCORDANCE WITH RULE 90 (D) .
 * (3) EXCEPT AS OTHERWISE PROVIDED IN APPLICABLE LOCAL
 * LAW, IN ADDITION TO THE PROVISIONS OF THIS RULE,
 * IN CASE OF SCHEDULED IRREGULARITY WITHIN ITS
 * CONTROL HU WILL OFFER:
 * (A) FOR A SCHEDULE IRREGULARITY LASTING LONGER
 * THAN 4 HOURS, A MEAL VOUCHER FOR USE, WHERE
 * AVAILABLE, AT AN AIRPORT RESTAURANT OR OUR
 * BOARD CAFE, OF AN AMOUNT DEPENDANT ON THE
 * TIME OF DAY.
 * (B) FOR A SCHEDULE IRREGULARITY LASTING
 * OVERNIGHT, HOTEL ACCOMMODATION AND GROUND
 * TRANSPORTATION BETWEEN THE AIRPORT AND THE
 * HOTEL, WHEN AVAILABLE. THIS SERVICE IS ONLY
 * AVAILABLE FOR OUT OF TOWN PASSENGERS.
 * (C) IF PASSENGERS ARE ALREADY ON THE AIRCRAFT
 * WHEN A DELAY OCCURS, HU WILL OFFER DRINKS
 * SNACKS IF IT IS SAFE, PRACTICAL AND TIMELY
 * DO SO. IF THE DELAY EXCEEDS 90 MINUTES AND
 * CIRCUMSTANCES PERMIT, HU WILL OFFER
 * PASSENGERS THE OPTION OF DISEMBARKING FROM
 * THE AIRCRAFT UNTIL IT IS TIME TO DEPART.
 * (D) MISSED CONNECTIONS
 * IN THE EVENT A PASSENGER MISSES AN ONWARD CONNECTING
 * FLIGHT ON WHICH SPACE HAS BEEN RESERVED BECAUSE THE
 * DELIVERING CARRIER DID NOT OPERATE ITS FLIGHT

ON

AND

TO

ACCORDING

THE * TO SCHEDULE OR CHANGED THE SCHEDULE OF SUCH FLIGHT,
 THE * DELIVERING CARRIER WILL ARRANGE FOR THE CARRIAGE OF
 * PASSENGER OR MAKE INVOLUNTARY REFUND.
 * (E) FREE BAGGAGE ALLOWANCE
 * AN INVOLUNTARILY REROUTED PASSENGER SHALL BE ENTITLED
 * TO RETAIN THE FREE BAGGAGE ALLOWANCE APPLICABLE FOR
 THE * TYPE OF SERVICE ORIGINALLY PAID FOR. THIS PROVISION
 * SHALL APPLY EVEN THOUGH THE PASSENGER MAY BE
 * TRANSFERRED FROM A FIRST CLASS FLIGHT TO A
 * BUSINESS/ECONOMY/TOURIST/ECONOMY/THRIFT CLASS FLIGHT
 * AND IS ENTITLED TO A FARE REFUND.
 * (F) TIME LIMITS ON CANCELLATIONS AND CHARGES FOR LATE
 * CANCELLATIONS WILL BE APPLICABLE TO REVISED ROUTINGS
 * REQUESTED BY PASSENGER.

-61-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15SEP10

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

 TITLE/APPLICATION - 70

* SCHEDULES, DELAYS AND CANCELLATION OF FLIGHTS
 * (A) SCHEDULES
 * TIMES AND AIRCRAFT TYPE SHOWN IN TIMETABLES OR
 * ELSEWHERE ARE APPROXIMATE AND NOT GUARANTEED, AND FORM
 * NO PART OF THE CONTRACT OF CARRIAGE. SCHEDULES ARE
 * SUBJECT TO CHANGE WITHOUT NOTICE AND CARRIER ASSUMES
 NO * RESPONSIBILITY FOR PASSENGER MAKING CONNECTIONS.
 * CARRIER WILL NOT BE RESPONSIBLE FOR ERRORS OR
 OMISSIONS * EITHER IN TIMETABLES OR OTHER REPRESENTATIONS OF
 * SCHEDULES. NO EMPLOYEE, AGENT OR REPRESENTATIVE OF
 * CARRIER IS AUTHORIZED TO BIND CARRIER BY ANY
 STATEMENTS * OR REPRESENTATION AS TO THE DATES OR TIMES OF
 DEPARTURE * OR ARRIVAL, OR OF THE OPERATION OF ANY FLIGHT.
 * (B) CANCELLATIONS
 * (1) CARRIER MAY, WITHOUT NOTICE, SUBSTITUTE ALTERNATE
 * CARRIERS OR AIRCRAFT.
 * (2) CARRIER MAY, WITHOUT NOTICE, CANCEL, TERMINATE,
 * DIVERT, POSTPONE, OR DELAY ANY FLIGHT OR THE
 * FURTHER RIGHT OF CARRIAGE OR RESERVATION OF
 * TRAFFIC ACCOMMODATIONS AND DETERMINE IF ANY
 * DEPARTURE OR LANDING SHOULD BE MADE, WITHOUT ANY
 * LIABILITY EXCEPT TO REFUND IN ACCORDANCE WITH ITS
 * TARIFFS THE FARE AND BAGGAGE CHARGES FOR ANY
 * UNUSED PORTION OF THE TICKET, WHEN IT WOULD BE
 * ADVISABLE TO DO SO:
 * (A) BECAUSE OF ANY FACT BEYOND ITS CONTROL

* (INCLUDING, BUT WITHOUT LIMITATION,
 * METEOROLOGICAL CONDITIONS, ACTS OF GOD,
 FORCE
 * MAJEURE, STRIKES, RIOTS, CIVIL COMMOTIONS,
 * EMBARGOES, WARS, HOSTILITIES, DISTURBANCES
 OR
 * UNSETTLED INTERNATIONAL CONDITIONS), ACTUAL,
 * THREATENED OR REPORTED OR BECAUSE OF ANY
 * DELAY, DEMAND, CONDITION, CIRCUMSTANCES OR
 * REQUIREMENT DUE, DIRECTLY OR INDIRECTLY, TO
 * SUCH FACT; OR
 * (B) BECAUSE OF ANY FACT NOT REASONABLY TO BE
 * FORESEEN, ANTICIPATED, OR PREDICTED; OR
 * (C) BECAUSE OF ANY GOVERNMENT REGULATION, DEMAND,
 * OR REQUIREMENT; OR
 * (D) BECAUSE OF SHORTAGE OF LABOR, FUEL, OR
 * FACILITIES OR LABOR DIFFICULTIES OF CARRIER
 * OR OTHERS.
 *

-62-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

*

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0089

TITLE/APPLICATION - 70

* DENIED BOARDING COMPENSATION

* (A) REQUESTING VOLUNTEERS ON DENIED BOARDING

* (1) WHEN THE CARRIER JUDGES THAT ALL PASSENGERS
 * HOLDING PREVIOUSLY CONFIRMED SPACE AND TICKETS ON
 * A FLIGHT CANNOT BE ACCOMMODATED ON A GIVEN FLIGHT,
 * HU WILL ASK OR CALL FOR VONLUNTEERS AND WILL

SOLLICIT

* PASSENGERS TO VOLUNTEER FOR DENIED
 * BOARDING.

(2) VOLUNTEERS AND BOARDING PRIORITIES

IF A FLIGHT IS
 OVERSOLD (MORE PASSENGERS HOLD CONFIRMED

RESERVATIONS

THAN THERE ARE SEATS AVAILABLE), NO ONE MAY BE

DENIED

BOARDING AGAINST HIS/HER WILL UNTIL AIRLINE

PERSONNEL

FIRST ASK FOR VOLUNTEERS, WHO WILL GIVE UP THEIR
 RESERVATIONS WILLINGLY, IN EXCHANGE FOR A PAYMENT
 OF THE

AIRLINE'S CHOOSING. IF THERE ARE NOT ENOUGH
 VOLUNTEERS,

OTHER PASSENGERS MAY BE DENIED BOARDING
INVOLUNTARILY IN
ACCORDANCE WITH THE FOLLOWING BOARDING PRIORITY OF

HU:

EMPLOYEES

GROUP.

OTHER

EXCLUDING THOSE

SAME

MAY

CAUSE CANCELLATION, DELAY OR OTHER FORMS OR
IRREGULAR OPERATION TO OTHER SCHEDULED FLIGHTS.

* (B) COMPENSATION FOR DENIED BOARDING
* (1) IF PASSENGER HAS BEEN DENIED A RESERVED SEAT ON HU,
* PASSENGER IS ENTITLED TO MONETARY
* COMPENSATION, UNLESS:

*
* (A) PASSENGER IS DENIED BOARDING BECAUSE A SMALLER
* CAPACITY AIRCRAFT WAS SUBSTITUTED FOR SAFETY OR
* OPERATIONAL REASONS; OR
* (B) PASSENGER IS OFFERED ACCOMMODATIONS IN A SECTION
* OF THE AIRCRAFT OTHER THAN THAT SPECIFIED ON YOUR
* TICKET, AT NO EXTRA CHARGE (A PASSENGER SEATED IN
* A SECTION FOR WHICH A LOWER FARE IS CHARGED MUST
* BE GIVEN AN APPROPRIATE REFUND.); OR
* (C) THE AIRLINE IS ABLE TO PLACE PASSENGER ON ANOTHER
* FLIGHT OR FLIGHTS THAT ARE PLANNED TO REACH
* PASSENGER'S FINAL DESTINATION WITHIN ONE HOUR OF
* THE SCHEDULED ARRIVAL OF PASSENGER'S ORIGINAL
* FLIGHT.

* (2) AMOUNT OF DENIED BOARDING COMPENSATION
* (A) IF A FLIGHT IS OVERSOLD IN USA, AMOUNT OF DENIED
* BOARDING COMPENSATION PASSENGERS WHO ARE ELIGIBLE
* FOR DENIED BOARDING COMPENSATION MUST BE OFFERED

A

* PAYMENT EQUAL TO THE SUM OF THE FACE VALUE OF
* THEIR TICKET COUPONS, WITH A USD \$200,00 MAXIMUM.
* HOWEVER, IF THE AIRLINE CANNOT ARRANGE AN
* ALTERNATE TRANSPORTATION FOR THE PASSENGER, THE

FARE * COMPENSATION IS DOUBLED (USD \$400.00 MAXIMUM).
* THE "VALUE" OF A TICKET COUPON IS THE ONE-WAY
* FOR THE FLIGHT SHOWN ON THE COUPON, INCLUDING ANY
* SURCHARGE AND AIR TRANSPORTATION TAX, MINUS ANY
-64-
GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10
AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0089

TITLE/APPLICATION - 70 (CONT)
* APPLICABLE DISCOUNT. ALL FLIGHT COUPONS,
* INCLUDING CONNECTING FLIGHTS, TO THE PASSENGER'S
* DESTINATION OR FIRST 4-HOUR STOPVER ARE USED TO
* COMPUTE THE COMPENSATION.
* (B) IF A FLIGHT IS OVERSOLD IN CANADA, AMOUNT OF
* DENIED BOARDING COMPENSATION MUST BE OFFERED A
* PAYMENT EQUAL TO THE SUM OF THE FACE VALUE OF
* THEIR TICKET COUPONS, WITH A \$130.00 CAD MAXIMUM.
* HOWEVER, IF THE AIRLINE CANNOT ARRANGE AN
* ALTERNATE TRANSPORTATION FOR THE PASSENGER, THE
* COMPENSATION IS DOUBLED (\$390.00 CAD MAXIMUM).
* THE "VALUE" OF A TICKET COUPON IS THE ONE-WAY
FARE * FOR THE FLIGHT SHOWN ON THE COUPON, INCLUDING ANY
* SURCHARGE AND AIR TRANSPORTATION TAX, MINUS ANY
* APPLICABLE DISCOUNT. ALL FLIGHT COUPONS,
* INCLUDING CONNECTING FLIGHTS, TO THE PASSENGER'S
* DESTINATION OR FIRST 4-HOUR STOPVER ARE USED TO
* COMPUTE THE COMPENSATION.
* (C) METHOD OF PAYMENT
* THE AIRLINE MUST GIVE EACH PASSENGER WHO QUALIFIES FOR
* DENIED BOARDING COMPENSATION, A PAYMENT BY CHECK OR
* DRAFT OR MCO FOR THE AMOUNT SPECIFIED ABOVE, ON THE
DAY * AND PLACE THE INVOLUNTARY DENIED BOARDING OCCURS.
* HOWEVER, IF THE AIRLINE ARRANGES ALTERNATE
* TRANSPORTATION FOR THE PASSENGER'S CONVENIENCE THAT
* DEPARTS BEFORE THE PAYMENT CAN BE MADE, THE PAYMENT
* WILL BE SENT TO THE PASSENGER WITHIN 24 HOURS. THE
* CARRIER MAY OFFER FREE TICKETS IN PLACE OF THE CASH
* PAYMENT. THE PASSENGER MAY, HOWEVER, REFUSE ALL
* COMPENSATION AND BRING PRIVATE LEGAL ACTION.
* (D) PASSENGER'S OPTIONS
* ACCEPTANCE OF THE COMPENSATION (BY ENDORSING THE CHECK
* OR DRAFT OR MCO WITHIN 30 DAYS) RELIEVES HU FROM ANY
* FURTHER LIABILITY TO THE PASSENGER CAUSED BY ITS
* FAILURE TO HONOR THE CONFIRMED RESERVATION. HOWEVER,
* THE PASSENGER MAY DECLINE THE PAYMENT AND SEEK TO
* RECOVER DAMAGES IN A COURT OF LAW OR IN SOME OTHER
* MANNER.
AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0090

TITLE/APPLICATION - 70

* REFUNDS

* (A) GENERAL

* (1) IN CASE OF REFUND, WHETHER DUE TO FAILURE OF THE
-65-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

BY * CARRIER TO PROVIDE THE ACCOMMODATION CALLED FOR
* THE TICKET, OR DUE TO VOLUNTARY CHANGE OF
* ARRANGEMENTS BY THE PASSENGER, THE CONDITIONS AND
* AMOUNT OF REFUND WILL BE GOVERNED BY THIS TARIFF.
* (2) EXCEPT AS OTHERWISE PROVIDED IN PARAGRAPH (F) OF
* THIS RULE, REFUND BY THE CARRIER FOR UNUSED
* TICKET/FLIGHT COUPON/MISCELLANEOUS CHARGE ORDER
* (MCO) WILL BE MADE TO THE PERSON NAMED AS THE
* PASSENGER IN SUCH TRANSPORTATION DOCUMENT UNLESS,
* AT THE TIME OF PURCHASE, THE PURCHASER DESIGNATES
* ON THE TICKET/MCO ANOTHER PERSON TO WHOM REFUND
* SHALL BE MADE.
* EXCEPTION 1: IN ACCORDANCE WITH PARAGRAPH (E) OF
* THIS RULE, REFUND OF A TICKET/MCO
* WHICH HAS BEEN ISSUED AGAINST A
* CREDIT CARD WILL BE MADE ONLY TO
THE * CREDIT CARD ACCOUNT OF THE PERSON
TO * WHOM SUCH CREDIT CARD HAS BEEN
* ISSUED.
* EXCEPTION 2: REFUND OF PREPAID TICKET ADVICE
* (PTA) OR A TICKET WHICH HAS BEEN
* ISSUED AGAINST A PTA WILL BE MADE
* ONLY TO THE PERSON WHO PAID THE
* CARRIER FOR THE PTA. WHEN THE
* PURCHASER DESIGNATES ANOTHER PERSON
* TO RECEIVE A REFUND, THE REFUND
WILL * BE MADE TO SUCH PERSON ONLY UPON
* DELIVERY OF THE PASSENGER COUPON
AND * ALL UNUSED FLIGHT COUPONS OF THE
* TICKET/MCO/PTA. A REFUND MADE IN
* ACCORDANCE WITH THESE PROCEDURES TO
* A PERSON WHO REPRESENTS HIM/HERSELF
* AS THE PERSON NAMED OR DESIGNATED
ON * THE TICKET/MCO/PTA WILL BE
* CONSIDERED A VALID REFUND AND THE

* CARRIER WILL NOT BE LIABLE TO THE
* TRUE PASSENGER FOR ANOTHER REFUND.
*

* (3) REFUND WILL BE MADE PROVIDED THAT THE UNUSED
* COUPONS ARE SURRENDERED TO THE CARRIER NOT LATER
* THAN THE EXPIRY DATE OF THE VALIDITY OF THE

-66-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

* TICKET.

* (B) CURRENCY

* ALL REFUNDS WILL BE SUBJECT TO GOVERNMENT LAWS, RULES,
* REGULATIONS, OR ORDERS OF THE COUNTRY IN WHICH THE
* TICKET WAS ORIGINALLY PURCHASED AND OF THE COUNTRY IN
* WHICH THE REFUND IS BEING MADE. REFUNDS WILL BE MADE
* SUBJECT TO THE FOLLOWING PROVISIONS:

* (1) THE CURRENCY IN WHICH THE FARE WAS PAID;

* (2) THE CURRENCY OF THE COUNTRY WHERE THE REFUND IS
* MADE;

* (3) THE CURRENCY OF THE COUNTRY IN WHICH THE TICKET
* WAS PURCHASED; IF THE CURRENCY OF REFUND IS
* DIFFERENT THAN THE CURRENCY OF ORIGINAL PAYMENT,
* THE REFUND WILL BE CALCULATED IN THE CURRENCY OF
* ORIGINAL PAYMENT AND CONVERTED INTO AN EQUIVALENT
* AMOUNT IN THE CURRENCY OF REFUND AS OUTLINED IN
* RULE 75 (CURRENCY OF PAYMENT).

* (C) SPECIAL HANDLING BY THE CARRIER

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

* (D) INVOLUNTARY REFUNDS

* (1) FOR THE PURPOSE OF THIS PARAGRAPH, THE TERM
* "INVOLUNTARY REFUND" SHALL MEAN ANY REFUND MADE

IN

* THE EVENT THE PASSENGER IS PREVENTED FROM USING
* THE CARRIAGE PROVIDED FOR IN HIS/HER TICKET
* BECAUSE OF CANCELLATION OF FLIGHT, INABILITY OF
* CARRIER TO PROVIDED PREVIOUSLY CONFIRMED SPACE,
* SUBSTITUTION OF A DIFFERENT TYPE OF EQUIPMENT OR
* CLASS OF SERVICE BY CARRIER, MISSED CONNECTIONS,
* POSTPONEMENT OR DELAY OF FLIGHT, OMISSION OF A
* SCHEDULED STOP, OR REMOVAL OR REFUSAL TO CARRY
* UNDER CONDITIONS PRESCRIBED IN "ACCEPTANCE OF
* CHILDREN" PROVISIONS OF RULE 25.

* (2) AMOUNT OF INVOLUNTARY REFUNDS

* THE AMOUNT OF INVOLUNTARY REFUNDS WILL BE AS
* FOLLOWS:

* (A) WHEN NO PORTION OF THE TRIP HAS BEEN MADE,
 * THE AMOUNT OF REFUND WILL BE THE FARE AND
 * CHARGES PAID.
 * (B) WHEN A PORTION OF THE TRIP HAS BEEN MADE,
 THE AMOUNT OF REFUND WILL BE EITHER:
 * (I) AN AMOUNT EQUAL TO THE ONE-WAY FARE(S)
 * AND CHARGES FOR THE UNUSED PORTION(S)
 * CALCULATED FROM THE POINT OF
 TERMINATION TO THE STOPOVER/DESTINATION POINT OR
 THE POINT WHERE TRAVEL RESUMED (LESS THE

-67-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

* SAME RATE OF DISCOUNT, IF ANY, THAT WAS
 * APPLIED IN COMPUTING THE ORIGINAL FARE)
 * VIA:
 * (AA) THE ROUTING SPECIFIED ON THE
 * TICKET, IF THE POINT OF
 * TERMINATION WAS ON SUCH ROUTING;
 * OR
 * (BB) THE ROUTING OF ANY CARRIER
 * OPERATING BETWEEN SUCH POINTS, IF
 * THE POINT OF TERMINATION WAS NOT
 * ON THE ROUTING SPECIFIED ON THE
 * TICKET. IN SUCH CASE, THE AMOUNT
 * OF REFUND WILL BE BASED ON THE
 * LOWEST FARE APPLICABLE BETWEEN
 * SUCH POINTS.
 * (II) THE DIFFERENCE BETWEEN THE FARE PAID
 AND THE FARE FOR THE TRANSPORTATION USED,
 * WHICHEVER IS HIGHER.
 * EXCEPTION: WHEN A PASSENGER HOLDS A
 * TICKET FOR A HIGHER CLASS
 OF SERVICE AND IS REQUIRED BY
 * THE CARRIER TO USED A LOWER
 * CLASS OF SERVICE ON ANY
 * PORTION OF SUCH CARRIAGE,
 * THE AMOUNT REFUNDED WILL BE
 * AS FOLLOWS
 * (AA) (APPLICABLE TO ONE WAY (OW) FARES)
 * THE DIFFERENCE BETWEEN THE FARE
 * FOR THE HIGHER CLASS OF SERVICE
 * AND THE CORRESPONDING FARE FOR
 THE

* LOWER CLASS OF SERVICE BETWEEN
 THE *
 * POINTS WHERE THE LOWER CLASS OF
 * SERVICE IS USED.
 * (BB) (APPLICABLE TO ROUND TRIP
 * (RT)/CIRCLE TRIP (CT)/OPEN JAW
 * (OJ) FARES) THE DIFFERENCE
 BETWEEN *
 * HALF OF THE RT/CT/OJ FARE FOR THE
 * HIGHER CLASS OF SERVICE AND HALF
 * OF THE CORRESPONDING RT/CT/OJ
 FARE *
 * FOR THE LOWER CLASS OF SERVICE
 * BETWEEN THE POINTS WHERE THE
 LOWER *
 * CLASS OF SERVICE IS USED.
 * COMMUNICATION CHARGES, AS
 OUTLINED *
 * IN RULE 60, PARAGRAPH (C)
 * (RESERVATIONS), WILL NOT BE
 * ASSESSED, AND ANY SUCH
 * COMMUNICATION EXPENSES PAID BY
 THE *
 * PASSENGER WILL BE REFUNDED.
 * (E) VOLUNTARY REFUNDS

-68-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 IN EFFECT ON: 15SEP10

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

 TITLE/APPLICATION - 70 (CONT)

- * (1) THE TERM "VOLUNTARY REFUND," FOR THE PURPOSE OF
- * THIS PARAGRAPH, SHALL MEAN ANY REFUND OF A TICKET
- * OR PORTION THEREOF OTHER THAN AN INVOLUNTARY
- * REFUND AS DEFINED IN PARAGRAPH (D) ABOVE.
- * (2) AMOUNT OF VOLUNTARY REFUND
- * THE AMOUNT OF VOLUNTARY REFUNDS WILL BE AS
- * FOLLOWS:
- * (A) WHEN NO TICKET COUPONS HAVE BEEN USED, THE
- * AMOUNT OF REFUND WILL BE:
- * THE FARE, SERVICE CHARGES OR CANCELLATION
- * PENALTY.
- * (B) WHEN ANY TICKET COUPONS HAVE BEEN USED, THE
- * AMOUNT OF REFUND WILL BE:
- * THE DIFFERENCE, IF ANY, BETWEEN THE FARE AND
- * CHARGES PAID AND THE FARE APPLICABLE FOR
- * TRANSPORTATION USED, LESS ANY APPLICABLE
- * COMMUNICATION EXPENSES, SERVICE CHARGES OR
- * CANCELLATION PENALTY.
- * (3) TIME LIMITATION FOR REFUND REQUEST
- * APPLICATION FOR REFUND SHOULD BE MADE DURING THE
- * PERIOD OF VALIDITY OF THE TICKET OR EXCHANGE
- * ORDER, AND THE CARRIER RESERVES THE RIGHT TO

* REFUSE REFUND WHEN APPLICATION THEREFORE IS MADE
* MORE THAN 30 DAYS AFTER EXPIRY DATE OF THE TICKET
* OR EXCHANGE ORDER.

(F) LOST TICKETS MCO'S RECEIPTS

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

OF

* THE EXPIRATION OF THE TRAVEL DOCUMENT). REFUND WILL
* ONLY BE MADE PROVIDED THAT:

BEEN

* (1) THE LOST TICKET/FLIGHT COUPON/MCO/PTA HAS NOT

* HONORED FOR TRANSPORTATION, OR REFUNDED PRIOR TO
* THE TIME THE LOST TICKET REPORT IS PROCESSED; AND
* (2) THE PASSENGER AGREES TO INDEMNIFY AND HOLD

CARRIER

* HARMLESS AGAINST ANY AND ALL LOSS, DAMAGE, CLAIM
* OR EXPENSE, INCLUDING WITHOUT LIMITATION,
* REASONABLE ATTORNEY FEES, WHICH THE CARRIER MAY
* SUFFER OR INCUR BY MAKING SUCH REFUND AND/OR
* HONORING SUCH TICKET(S) FOR TRANSPORTATION.

-69-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70

* CANCELLED

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

TITLE/APPLICATION - 70

* CANCELLED

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0118

TITLE/APPLICATION - 70

* BAGGAGE REGULATIONS

* (A) FREE BAGGAGE ALLOWANCE

* (1) FOR PASSENGERS ENTITLED TO TRAVEL IN FIRST OR
* INTERMEDIATE CLASS ON CHINA-CANADA AND CHINA-USA
* INTERNATIONAL FLIGHT. THE FREE BAGGAGE ALLOWANCE
* FOR EACH FIRST AND BUSINESS CLASS. PASSENGER IS

2

* PIECES AND THE MAXIMUM WEIGHT FOR EACH BAG MUST
* NOT EXCEED 70 POUNDS (32KG). THE CHECKED BAGGAGE
* ALLOWANCE SHALL BE TWO CHECKED BAGS (PIECES),

* PROVIDED THAT THE SUM OF THE THREE DIMENSIONS
 * SHALL NOT EXCEED 62 INCHES (158 CM) FOR EACH BAG
 * (PIECE) .
 * (2) FOR PASSENGERS ENTITLED TO TRAVEL IN ECONOMY
 CLASS
 * ON CHINA-CANADA AND CHINA-USA INTERNATIONAL
 * FLIGHTS, THE FREE BAGGAGE ALLOWANCE FOR EACH
 * ECONOMIC CLASS PASSENGER IS 2 PIECES. EACH PIECE
 * OF BAGGAGE MUST NOT EXCEED 50 POUNDS (23KG) IN
 * WEIGHT, AND THE LINEAR DIMENSIONS OF EACH PIECE
 OF
 * BAGGAGE MUST NOT EXCEED 62 INCHES (158 CM), AND
 * PROVIDED FURTHER THAT THE OVERALL DIMENSIONS OF
 * THE TWO PIECES SHALL NOT EXCEED 124 INCHES
 * (316CM) .
 * (3) HU'S VIP, CIP PASSENGERS AND FORTUNE WINGS GOLD,
 * SILVER CARD MEMBER ARE ENTITLED TO ADDITIONAL
 * PREFERENTIAL TREATMENT IN ADDITION TO REGULAR
 FREE
 * BAGGAGE ALLOWANCE.
 * (4) BAGGAGE WHICH IS TRANSPORTED ON CHINA-CANADA,
 * CHINA-USA FLIGHTS AND WHICH EXCEEDS 100 POUNDS
 * (45KG) IN WEIGHT MUST BE TRANSPORTED AS CARGO, IF
 * THAT SERVICE IS AVAILABLE, OR REPACKED UNTIL
 * BAGGAGE RULES ARE MET.
 * (5) CHILDREN TRAVELING ON 75 PERCENT OF AN ADULT FARE
 * ARE ENTITLED TO THE SAME FREE BAGGAGE ALLOWANCE
 AS
 * AN ADULT. INFANTS TRAVELING ON 10 PERCENT OF AN

-70-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0118

 TITLE/APPLICATION - 70 (CONT)

* ADULT FARE WILL BE GRANTED A FREE BAGGAGE
 * ALLOWANCE OF ONE PIECE OF BAGGAGE PROVIDED THAT
 * THE LINEAR DIMENSIONS (I.E. AGGREGATE OF LENGTH,
 * WIDTH AND HEIGHT) MUST NOT EXCEED 45 INCHES/115CM
 * AND ITS WEIGHT MUST NOT EXCEED 50 POUNDS/23KG AND
 * ONE COLLAPSIBLE BABY CARRIAGE/BABY STROLLER. IF
 * THE INFANT'S FREE BAGGAGE ALLOWANCE IS EXCEEDED,
 * THE EXCESS WILL BECOME PART OF THE FARE PAYING
 * ADULT'S BAGGAGE ALLOWANCE IN WHICH CIRCUMSTANCES
 * ALL RESTRICTIONS AND EXCESS BAGGAGE CHARGES SHALL
 * APPLY.

* (B) UNSUITABLE BAGGAGE
 * DANGEROUS, DAMAGEABLE OR UNSUITABLE BAGGAGE PASSENGER
 * MUST NOT INCLUDE IN CHECKED BAGGAGE ITEMS WHICH ARE
 * LIKELY TO ENDANGER THE AIRCRAFT, PERSONS OR PROPERTY,
 * OR WHICH ARE LIKELY TO BE DAMAGED BY AIR CARRIAGE,
 * OR WHICH ARE UNSUITABLY PACKED,
 * OR WHICH DUE TO THEIR PARTICULAR NATURE (FRAGILE,

CARRY. PERISHABLE, VALUEABLE) THE CARRIER DOES NOT AGREE TO

IF THE WEIGHT, SIZE

* OR CHARACTER OF THE BAGGAGE RENDERS IT UNSUITABLE FOR
* CARRIAGE ON THE AIRCRAFT, CARRIER MAY, PRIOR TO, OR AT
* ANY STAGE OF THE JOURNEY, REFUSE TO CARRY THE BAGGAGE
* OR ANY PORTION THEREOF.

* (C) CARRIAGE OF SPECIAL ITEMS

* THE FOLLOWING ITEMS WILL BE CARRIED AS BAGGAGE ONLY
* AFTER PRIOR CONSENT OF AND ARRANGEMENT WITH THE
* CARRIER, WITH EXCEPTIONS TO THE ACCEPTANCE OF CERTAIN
* ITEMS CLEARLY INDICATED:

* (1) ELECTRONIC EQUIPMENT

* SPECIALIZED AUDIO/VIDEO EQUIPMENT: HU ALLOWS
* EMPLOYEES OF TV BROADCASTERS, COMMERCIAL FILM
* COMPANIES OR FILM STUDIOS TO BOARD THE PLANE WITH
* CAMERA, LIGHTS, AUDIO AND MOVIE EQUIPMENT. HU
* ONLY ACCEPTS SPECIALIZED AUDIO/VIDEO EQUIPMENT AS
* CHECKED BAGGAGE. ONE PIECE OF SPECIALIZED
* AUDIO/VIDEO EQUIPMENT MAY BE TRANSPORTED AS FREE
* CHECKED BAGGAGE. ANY SPECIALIZED AUDIO/VIDEO
* EQUIPMENT EXCEEDING THE FREE CHECKED BAGGAGE
* ALLOWANCE IS SUBJECT TO AN EXTRA STANDARD EXCESS
* BAGGAGE FEES.

* (A) PERSONAL PHOTOGRAPHIC EQUIPMENT: HU ALLOWS
* PASSENGERS TO BOARD THE PLANE WITH
* PHOTOGRAPHIC EQUIPMENT IN ADDITION TO THE
* REGULAR CARRY-ON BAGGAGE ALLOWANCE.

* (B) REMIND PASSENGER NOT TO PUT ANY UNDEVELOPED
* FILM IN THEIR CHECKED BAGGAGE AS THE

SECURITY

* SCANNER MIGHT CAUSE DAMAGE TO THE

UNDEVELOPED

* FILM INSIDE THE PHOTOGRAPHIC EQUIPMENT.

* UNDEVELOPED FILM SHOULD BE PLACED IN CARRY-

ON

-71-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0118

TITLE/APPLICATION - 70 (CONT)

* BAGGAGE OR TAKEN TO THE SECURITY CHECK
* PERSONNEL FOR MANUAL EXAMINATION. HU IS NOT
* LIABLE FOR ANY DAMAGE TO THE NEGATIVES DUE

TO

* SECURITY CHECK.

* (C) PORTABLE ELECTRONIC DEVICE (PED): TO ENSURE
* BATTERY SAFETY OF LAPTOP COMPUTER AND DVD
* PLAYER, REMIND PASSENGERS NOT TO USE A
* RECALLED OR DAMAGED BATTERY IN PORTABLE
* ELECTRONIC DEVICE; THEY SHOULD TAKE THE
* BATTERY OUT AND PUT IT IN THE CARRY-ON

* BAGGAGE TO AVOID DAMAGE, ENSURE THAT THE
 * BATTERY TAKEN OUT IS KEPT AWAY FROM METALLIC
 * OBJECTS (SUCH AS KEYS, AND COINS, ETC), AND
 * ENSURE THAT BATTERY TERMINALS ARE PROPERLY
 * PUT AWAY TO AVOID SHORT CIRCUIT OR SECURE
 THE
 * DEVICE AGAINST ACTIVATION BY LOCKING THE
 * ACTIVATION SWITCH IN THE "OFF" POSITION,
 * PLACING THE DEVICE IN A PROTECTIVE CASE, OR
 * BY OTHER APPROPRIATE MEASURE.
 * (D) PASSENGERS MAY NOT PACK SPARE LITHIUM
 * BATTERIES IN THEIR CHECKED BAGGAGE, BUT MAY
 * PACK SPARE LITHIUM BATTERIES IN THEIR
 * CARRY-ON BAGGAGE. KEEP BATTERIES AND
 * EQUIPMENT WITH PASSENGERS, OR IN CARRY-ON
 * BAGGAGE - NOT IN PASSENGER'S CHECKED BAGGAGE.
 * (2) FRAGILE/PERISHABLE ARTICLES
 * (A) HU TRANSPORTS FRAGILE AND PERISHABLE
 ARTICLES
 * EITHER AS PASSENGER'S CARRY-ON BAGGAGE
 * (SUBJECT TO RESTRICTIVE RULES ON CARRY-ON
 * BAGGAGE) OR AS CHECKED BAGGAGE (ONLY IF
 * INSISTED BY PASSENGER). IF SUCH ARTICLES
 ARE
 * TRANSPORTED AS CHECKED BAGGAGE, HU IS NOT
 * LIABLE FOR ANY LOSS OF, DAMAGE TO, OR DELAY
 * OF SUCH ARTICLES REGARDLESS OF WHETHER HU
 HAS
 * PRIOR KNOWLEDGE OF THE AVAILABILITY OF SUCH
 * FRAGILE OR PERISHABLE ARTICLES.
 * (B) PERISHABLE ARTICLES MUST COMPLY WITH
 * AGRICULTURAL LAWS AND REGULATIONS APPLICABLE
 * TO THE DESTINATION COUNTRY AND ARE
 PREFERABLY
 * SEALED IN AIR PERMEABLE HARD EDGED
 CONTAINERS
 * WITH DRY ICE OF NO MORE THAN 2.2 KILOGRAMS
 (5
 * LBS). HU DOES NOT TRANSPORT PERISHABLE
 * ARTICLES STORED IN FOAMED PLASTIC COOLERS OR
 * CONTAINERS WITH DRY ICE.
 * (C) EXAMPLES OF FRAGILE OR PERISHABLE ARTICLES
 * INCLUDE WITHOUT LIMITATION TO THE FOLLOWING:
 * (AA) ANTIQUES, HANDICRAFTS, FAMILY
 * HEIRLOOMS, COLLECTIONS, RELIGIOUS
 * ARTICLES AND RELIGIOUS HANDICRAFTS.

-72-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0118

 TITLE/APPLICATION - 70 (CONT)

* (BB) ANTLERS

OF

BAG

GAME

- * (CC) NON-TRAVELING BACKPACKS, SLEEPING BAGS
- * AND CAMPING BACKPACKS WHICH ARE MADE
- * PLASTICS, OTHER NON-WEAR-RESISTANCE
- * MATERIALS AND WHICH ARE EQUIPPED WITH
- * ALUMINUM RACK, EXTERIOR POCKET OR
- * PROTRUDING SHOULDER STRAPS AND STRAP
- * BUTTONS.
- * (DD) COMMERCIAL EQUIPMENT AND COMMERCIAL
- * SAMPLES
- * (EE) CD, DVD, MP3
- * (FF) POTTERY, GLASSWARE, CERAMICS,
- * EARTHENWARE.
- * (GG) COMPUTER HARDWARE/SOFTWARE AND
- * ELECTRONIC PARTS/EQUIPMENT
- * (HH) ARTICLES STORED IN CLOTH BAG, PAPER
- * OR PLASTIC BAG WHICH IS NOT
- * APPROPRIATELY SEALED TO PROTECT ITS
- * CONTENT.
- * (II) ARTICLES STORED IN A CORRUGATED
- * CARTON/CARTON (INCLUDING CARTONS
- * PROVIDED BY HU) EXCEPT FOR ARTICLES
- * WHICH CAN ALSO BE TRANSPORTED WITHOUT
- * CARTON (E.G. BIKE, OVERALLS).
- * (JJ) ELECTRONIC AND MECHANICAL ARTICLES,
- * INCLUDING MOBILE PHONE, ELECTRONIC
- * MACHINE AND OTHER RELATED ARTICLES.
- * (KK) GLASSES, BINOCULARS, MEDICAL
- * SUNGLASSES, NON-MEDICAL SUNGLASSES AND
- * ALL OTHER AUXILIARY EQUIPMENT INTENDED
- * FOR IMPROVING EYESIGHT.
- * (LL) NON-TRAVELING OVERALLS
- * (MM) IRREPLACEABLE ARTICLES
- * (NN) PAPER ARTICLES (E.G. PRINT ADS, DESIGN
- * DRAWINGS, MAPS, MANUSCRIPTS,
- * COMMERCIAL/PERSONAL DOCUMENTS,
- * HISTORICAL FILES, PHOTOGRAPHS, BOOKS,
- * NEGOTIABLE DOCUMENTS, CHECKS, ETC.)
- * (OO) JEWELRY, KEYS, LIQUID, PERFUME,
- * ALCOHOLIC DRINKS, LOTIONS, MEDICINES,
- * MEDICAL EQUIPMENT, CURRENCIES, GIFT
- * CARDS AND COUPONS, NATURAL FUR
- * PRODUCTS.
- * (PP) PERISHABLE ARTICLES SUCH AS FOOD,
- * SEAFOOD, TOBACCO AND RELATED ARTICLES
- * (QQ) PHOTOGRAPHIC EQUIPMENTS/FILM-MAKING
- * EQUIPMENTS/ACOUSTIC RECORDING
- * EQUIPMENTS/VIDEO RECORDING EQUIPMENTS,
- * CAMERAS AND OTHER RELATED ARTICLES.

TITLE/APPLICATION - 70 (CONT)
* (RR) PRECIOUS METAL/STONE, TOOLS KIT/TOOLS
* CONTAINER, UNPROTECTED ARTICLES
CARRIER * BY THE PASSENGER OR TIED TO THE
BAGGAGE *
* EXTERIOR SUCH AS TENNIS RACKET AND
* UMBRELLA.
* (SS) SILVERWARE/SMALL KNIFE/SWORD, WATCH
* (TIMEPIECES), ARTWORK SUCH AS DRAWINGS
* AND SCULPTURES OTHER SIMILAR VALUABLE
* OR UNIQUE ARTICLES CARRIED BY THE
* PASSENGER OR TRANSPORTED AS CHECKED
* BAGGAGE WITH OR WITHOUT HU KNOWLEDGE
OF *
* THE EXISTENCE THEREOF.
* (TT) FLOWERS AND PLANETS, FRESH OR FROZEN
* MEAT OR POULTRY.
* (UU) CHEESE, MEDICINE, FRUITS AND
* VEGETABLES, SEAFOOD/BAKED FOODS.
* (3) DRY ICE
* (A) HU ALLOWS PASSENGERS TO PUT DRY ICE OF UP TO
* 5 POUNDS (2.2. KG) IN THEIR CARRY-ON BAGGAGE
* OR CHECKED BAGGAGE.
* (B) THE CONTAINER OR PACKAGE MUST BE
* WELL-VENTILATED TO ALLOW THE EMISSION OF
* CARBON DIOXIDE GAS. THE CONTAINER OR
PACKAGE *
* MUST BEAR A SIGN INDICATING THE CONTENT, NET
* WEIGHT AND ITS VOLATILE PROPERTY. HU DOES
* NOT TRANSPORT ANY FOAMED PLASTIC COOLER
* CONTAINING ANY DRY ICE.
* (C) A SERVICE CHARGE OF 35 USD FOR TO/FROM US/40
* CAD FOR TO/FROM CANADA SHALL BE IMPOSED FOR
* ANY CHECKED BAGGAGE CONTAINING DRY ICE.
* (D) ANY DRY ICE EXCEEDING 5 POUNDS (2.2 KG) IN
* WEIGHT MUST BE TRANSPORTED AS CARGO, IF THE
* SERVICE IS AVAILABLE.
* (4) INFANT AND CHILD ARTICLES
* (A) HU ALLOWS PASSENGERS TO CARRY NECESSARY
* INFANT AND CHILD ARTICLES ON BOARD IN
* ADDITION TO THE REGULAR BAGGAGE ALLOWANCE.
* THE FOLLOWING RESTRICTIVE RULES SHALL APPLY
* TO CHILD ARTICLES.
* (B) INFANT DIAPER BAG: PASSENGERS MAY CARRY AN
* INFANT DIAPER BAG ON BOARD IN ADDITION TO
THE *
* CARRY-ON BAGGAGE ALLOWANCE.
* (C) BREAST MILK AND INFANT-FORMULA MILK POWDER:
* WHEN TRAVELING WITH AN INFANT OR TODDLER, IN
* THE ABSENCE OF SUSPICIOUS ACTIVITY OR ITEMS,

BREAST * GREATER THAN 3 OUNCES OF BABY FORMULA,
* MILK, OR JUICE ARE PERMITTED THROUGH THE
* SECURITY CHECKPOINT IN REASONABLE QUANTITIES
* FOR THE DURATION OF YOUR ITINERARY, IF THE

-74-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0118

TITLE/APPLICATION - 70 (CONT)

* FOLLOWING IS PERFORMED: SEPARATE THESE
ITEMS * FROM THE LIQUIDS, GELS, AND AEROSOLS IN THE
* QUART-SIZE AND ZIP-TOP BAG; DECLARE THE
ITEMS * TO A SECURITY OFFICER AT THE SECURITY
* CHECKPOINT; PRESENT THESE ITEMS FOR
* ADDITIONAL INSPECTION ONCE REACHING THE
* X-RAY. THESE ITEMS ARE SUBJECT TO

ADDITIONAL

* SCREENING.
* (D) CHILD TRAVELING BACKPACK: PASSENGER MAY
* CARRY A CHILD TRAVELING BACKPACK ONBOARD IN
* ADDITION TO THE CARRY-ON BAGGAGE ALLOWANCE.
* (E) BABY STROLLER: SPACE PERMITTING, PASSENGERS
* MAY CARRY FULLY COLLAPSIBLE UMBRELLA-SHAPED
* BABY STROLLER ON BOARD IN ADDITION TO THE
* CARRY-ON BAGGAGE ALLOWANCE. HU ALSO ACCEPTS
* CHILD TRAVELING BACKPACKS AND BABY STROLLERS
* AS CHECKED BAGGAGE. THESE ITEMS MAY ALSO BE
* TREATED AS PART OF THE FREE CHECKED BAGGAGE
* ALLOWANCE. WHEN THESE ITEMS ARE TRANSPORTED
* AS CHECKED BAGGAGE, ALL EXCESS, OVERSIZE AND
* OVERWEIGHT CHARGES SHALL APPLY.

* NOTE: A BABY STROLLER CAN BE CHECK-IN IN
* ADDITION TO ONE BAGGAGE WITH
* LIMITATIONS OF 23 KG (50 LBS) IN
* WEIGHT AND 115 (45 INCHES) IN
* DIMENSION AS FREE ALLOWANCE.

* (F) AT PRESENT HU DOES NOT ALLOW PASSENGERS TO
* CARRY ANY CHILD SEAT ON BOARD.

* (5) MEDICAL EQUIPMENT
* (A) SYRINGES AND NEEDLES: HU ALLOWS PASSENGERS
* TO CARRY SYRINGES AND NEEDLES ON BOARD FOR
* MEDICAL TREATMENT PURPOSES. HOWEVER, HU
* PROHIBITS ANY FLIGHT ATTENDANT FROM

ASSISTING

* PASSENGERS TO PERFORM THE INJECTION.
* (B) ALL MEDICINES MUST BE DIFFERENTIATED WITH
* MANUFACTURERS OR ATTACHED LABELS. THE
* ASSISTANCE OF FLIGHT ATTENDANTS SHOULD BE
* SOUGHT TO ENSURE PROPER DISPOSAL OF USED

* SYRINGES/NEEDLES.
 * (C) AUXILIARY MEDICAL EQUIPMENT/LIFE-SUPPORTING
 * EQUIPMENT: HU ALLOWS PASSENGERS TO CARRY
 * AUXILIARY MEDICAL EQUIPMENT/LIFE-SUPPORTING
 * EQUIPMENT ON BOARD IN ADDITION TO THE
 * CARRY-ON BAGGAGE ALLOWANCE.
 * (I) IF IT IS NECESSARY TO BRING MEDICAL
 * EQUIPMENT SUCH AS A RESPIRATOR OR
 * DIALYSIS DEVICE ON BOARD FOR USE DURING
 * THE FLIGHT, THE CORRESPONDING MEDICAL
 * CERTIFICATE MUST BE PROVIDED TO CONFIRM

-75-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0118

 TITLE/APPLICATION - 70 (CONT)

* THE PASSENGER IS MEDICALLY SUITABLE FOR
 * AIR TRAVEL.
 * (II) PASSENGERS TRAVELING ON AN
 INTERNATIONAL
 * FLIGHT MUST NOTIFY HU AT LEAST 48 HOURS
 * BEFORE THE DEPARTURE TIME.
 * (III) A MEDICAL CERTIFICATE COMPLETED BY A
 * LICENSED PHYSICIAN MUST BE PROVIDED.
 * FOR OTHER CONTENTS, PLEASE REFER TO THE
 * REQUIREMENTS OF THE MEDICAL CERTIFICATE.
 * (IV) THE PASSENGER NEEDS TO BE ESCORTED BY A
 * MEDICAL PERSON WHO HAS RECEIVED
 * PROFESSIONAL TRAINING ON HOW TO OPERATE
 * SUCH EQUIPMENT. REFER TO "REQUIREMENT
 * ON ESCORTS" FOR DETAILED INFORMATION.
 * (V) PASSENGERS MUST PROVIDED A CERTIFICATE
 * OR AUTHORIZATION THAT THE
 * ELECTROMAGNETIC WAVE OF SUCH EQUIPMENT
 * CAN BE RECEIVED TO PREVENT INTERFERENCE.
 * NORMALLY, MEDICAL EQUIPMENT MAY BE USED
 * DURING THE FLIGHT EXCEPT DURING
 * TAKE-OFF, ASCENDING, DESCENDING AND
 * LANDING.
 * (VI) POWER CAN NOT BE GUARANTEED IN THE
 CABIN
 * FOR MEDICAL EQUIPMENT, SO PASSENGERS
 * MUST BRING ENOUGH BATTERIES TO LAST THE
 * FLIGHT.
 * (VII) MEDICAL EQUIPMENT MUST BE ABLE TO BE
 * STORED UNDER THE SEAT OR FIXED ON THE
 * ADJACENT SEAT (IN WHICH CIRCUMSTANCES
 * PASSENGERS MUST BUY AN EXTRA TICKET AT
 * FULL FARE ACCORDING TO SEAT
 * AVAILABILITY).
 * (VIII) BATTERIES THAT ENSURE THE NORMAL
 * OPERATION OF LIFE-MAINTAINING OR

* LIFE-SUPPORTING EQUIPMENT MAY BE BROUGHT
 * ON BOARD, HOWEVER HU MUST BE NOTIFIED
 OF
 * THE TYPE OF BATTERY IN ADVANCE.
 * (IV) WET BATTERIES ARE NOT PERMITTED ON
 * BOARD.
 * (X) HU IS NOT LIABLE FOR ANY CONSEQUENCES
 * WHATSOEVER ARISING FROM THE MALFUNCTION
 * OF ANY MEDICAL EQUIPMENT.
 * (6) ALCOHOLIC BEVERAGES (IN CONTAINERS SUCH AS
 BOTTLES
 * OR BOXES)
 * (A) WITH THE EXCEPTION OF MEDICATIONS, ANY
 AMOUNT
 * OF LIQUID INCLUDING ALCOHOL GREATER THAN
 * THREE OUNCES MUST BE PACKED IN CHECKED
 * BAGGAGE.
 * (B) PLEASE NOTE THAT PASSENGERS MAY NOT TAKE
 -76-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0118

TITLE/APPLICATION - 70 (CONT)
 * ALCOHOLIC BEVERAGES WITH MORE THAN 70
 PERCENT
 * ALCOHOL CONTENT (140 PROOF), INCLUDING 95
 * PERCENT GRAIN ALCOHOL AND 150 PROOF RUM, IN
 * CHECKED LUGGAGE. PASSENGERS MAY TAKE UP TO
 * FIVE LITERS OF ALCOHOL WITH ALCOHOL CONTENT
 * BETWEEN 24 PERCENT AND 70 PERCENT PER PERSON
 * AS CHECKED LUGGAGE IF IT'S PACKAGED IN A
 * SEALABLE BOTTLE OR FLASK. ALCOHOLIC
 * BEVERAGES WITH LESS THAN 24 PERCENT CONTENT
 * ARE NOT SUBJECT TO HAZARDOUS MATERIALS
 * REGULATIONS AND SUBJECT TO NO RESTRICTIONS
 ON
 * THE QUANTITY AND ARE ALLOWABLE TO BE
 * TRANSPORTED AS CHECKED BAGGAGE.
 * (6) ALCOHOLIC BEVERAGES (IN CONTAINERS SUCH AS
 BOTTLES
 * OR BOXES)
 * (C) ALCOHOLIC BEVERAGES CARRIED BY PASSENGERS
 * TRAVELING INTERNATIONALLY MUST MEET
 * RESTRICTIVE RULES OF THE IMPORT REGULATIONS
 * OF THE DESTINATION COUNTRY.
 * (D) PACKAGES OF ALCOHOLIC BEVERAGES MUST BE
 * DAMAGE-PROOF. HU IS NOT LIABLE FOR ANY
 * DAMAGE TO OR LEAKAGE OF ALCOHOLIC DRINKS.
 * WHEN TRANSPORTED AS CHECKED BAGGAGE,
 * ALCOHOLIC BEVERAGES SHALL BE SUBJECT TO ALL
 * OVERSIZE, OVERWEIGHT AND EXCESS CHARGES AND
 * RESTRICTIVE RULES ON CARRY-ON BAGGAGE.

* (E) PASSENGERS TRAVELING ON CONNECTING FLIGHTS
 * MUST PUT IN TAX-FREE LIQUID BOUGHT IN THE
 * CHECKED BAGGAGE.
 * (7) MUSICAL INSTRUMENTS
 * (A) HU ACCEPTS MUSICAL INSTRUMENTS WITHIN THE
 * SIZE AND/OR WEIGHT LIMIT TO BE TRANSPORTED
 AS
 * CHECKED BAGGAGE OR AS BAGGAGE PLACED ON THE
 * CABIN SEAT. MUSICAL INSTRUMENTS ARE NOT
 * INCLUDED IN THE FREE CHECKED BAGGAGE
 * ALLOWANCE.
 * (B) BAGGAGE PLACED ON THE CABIN SEAT:
 PASSENGERS
 * WISHING TO PLACE THE MUSICAL INSTRUMENT ON
 * THE CABIN SEAT ARE REQUIRED TO BUY AN EXTRA
 * TICKET, NOTIFY HU IN ADVANCE FOR ADVANCED
 * ARRANGEMENT, AND PLACE THE MUSICAL
 INSTRUMENT
 * IN A HARD-SHELL CASE TO BE PLACED AGAINST
 THE
 * CABIN WALL.
 * (I) THE INSTRUMENT MUST BE PACKAGED WELL OR
 * COVERED IN SOME WAY TO PREVENT INJURY
 TO
 * OTHER PASSENGERS.
 * (II) THE INSTRUMENT MUST BE SECURED IN THE
 * SEAT WITH SEAT BELT TO PREVENT MOVING
 * DURING THE FLIGHT.

-77-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0118

TITLE/APPLICATION - 70 (CONT)
 * (III) THE INSTRUMENT MAY NOT BLOCK ANY
 * NORMAL/EMERGENCY EXIT OR AISLE.
 * (IV) THE INSTRUMENT MAY NOT BLOCK ANY
 * INSTRUCTIONAL SIGNS OF "SEAT BELT",
 * "SMOKING-PROHIBITED", OR "EXITS".
 * (V) THE INSTRUMENT SHALL NOT CONTAIN ANY
 * HAZARDOUS ITEMS.
 * (C) CHECKED BAGGAGE: PASSENGERS MUST PUT
 MUSICAL
 * INSTRUMENTS TO BE TRANSPORTED AS CHECKED
 * BAGGAGE IN A HARD-EDGED OR STRESS-AGAINST
 * CONTAINER AND PAY AN EXTRA CHARGE AS EXCESS
 * BAGGAGE.
 * (D) CARRY-ON BAGGAGE: IF THE LINEAR DIMENSIONS
 * OF A GUITAR OR A SMALL-SIZED MUSICAL
 * INSTRUMENT DO NOT EXCEED 45 INCHES (20 CM*40
 * CM*50*), THEN SUCH INSTRUMENT MAY BE TREATED
 * AS ONE PIECE OF CARRY-ON BAGGAGE. CARRY-ON
 * BAGGAGE MUST BE ABLE TO BE STORED UNDER THE

* PASSENGER'S SEAT OR IN THE OVERHEAD
 * COMPARTMENT. SUCH MUSICAL INSTRUMENTS MAY
 BE
 * IN LIEU OF THE PASSENGER'S CARRY-ON BAGGAGE.
 * PASSENGERS TRAVELING WITH A GUITAR OR
 * SMALL-SIZED MUSICAL INSTRUMENT MAY ALSO
 CARRY
 * A SMALL QUANTITY OF PERSONAL ITEMS.
 * (E) HU IS NOT LIABLE FOR ANY LOSS OF, DAMAGE TO,
 * OR DELAY OF ANY MUSICAL INSTRUMENTS DURING
 * THE TRANSPORTATION. BAGGAGE VALUE
 * DECLARATION DOES NOT APPLY TO THE
 * TRANSPORTATION OF MUSICAL INSTRUMENTS. THE
 * AGENT HAS TO ATTACH A LIMITED LIABILITY
 * BAGGAGE TAG WITH THE PASSENGER'S SIGNATURE
 ON
 * THE INSTRUMENTS.
 * (8) LIFE JACKET
 * (A) HU ALLOWS PASSENGERS TO PUT ONE PIECE OF
 * CO2-INFLATABLE LIFE JACKET IN THEIR CHECKED
 * OR CARRY-ON BAGGAGE.
 * (B) A LIFE JACKET MAY BE TREATED AS PART OF THE
 * CHECKED BAGGAGE OR CARRY-ON BAGGAGE, OR AS A
 * SEPARATE PIECE OF CHECKED OR CARRY-ON
 * BAGGAGE.
 * (C) THE FOLLOWING ARE RESTRICTIONS ON LIFE
 JACKET
 * CARRIAGE: A MAXIMUM OF TWO SMALL-SIZED
 * NON-COMBUSTIBLE GAS PITCHERS AND A MAXIMUM
 OF
 * TWO SPARE GAS PITCHERS MAY BE TRANSPORTED
 * TOGETHER WITH THE LIFE JACKET. THE SIGNAL
 * FLARE/FLARE GUN WITH WHICH THE LIFE JACKET
 IS
 * EQUIPPED MUST BE REMOVED, OTHERWISE THE LIFE
 * JACKET SHALL BE PROHIBITED FROM BEING
 * TRANSPORTED.

-78-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0118

 TITLE/APPLICATION - 70 (CONT)

* (9) RESERVED SEAT BAGGAGE
 * (A) HU DOESN'T ACCEPT CARGO AS SEAT BAGGAGE.
 * PASSENGERS MAY BUY A SEAT FOR ANY ARTICLE
 * THAT CANNOT BE TRANSPORTED AS CHECKED
 BAGGAGE
 * DUE TO ITS FRAGILITY OR EXCESSIVE SIZE UPON
 * HU'S APPROVAL.
 * (B) PASSENGER TAKES RESPONSIBILITY FOR THE SEAT
 * BAGGAGE HE OR SHE CARRIES. THE WEIGHT OF
 * SEAT BAGGAGE FOR EACH SEAT MAY NOT BE IN

* EXCESS OF 75 KG AND THE PACKAGE SHOULD BE
 * PROPER. TO GUARANTEE THE SAFETY OF THE
 * FLIGHT, THE SEATS OF THE PASSENGERS AND
 THEIR
 * SEAT BAGGAGE SHALL BE DESIGNATED BY HU.
 * (C) SEAT BAGGAGE IS NOT INCLUDED IN FREE BAGGAGE
 * ALLOWANCE AND THE FARE IS CHARGED ACCORDING
 * TO THE ADULT TICKET FARE OF PASSENGER.
 * (D) SEAT BELT MUST BE USED TO FASTEN THE BAGGAGE
 * TO PREVENT IT FROM SHAKING DURING THE FLIGHT;
 * THE BAGGAGE MUST BE PLACED IN SUCH A WAY AS
 * NOT TO BE BLOCK OTHER PASSENGERS' WAY OR
 * THEIR ACCESS TO ANY REGULAR/EMERGENCY EXIT
 OR
 SEAT
 * AISLE; SIGNS SUCH AS "PLEASE FASTEN YOUR
 * BELT", "NO SMOKING" OR "EXITS" MUST NOT BE
 * BLOCKED FROM PASSENGERS' SIGHT; THE BAGGAGE
 * MAY NOT CONTAIN ANY DANGEROUS ARTICLES. THE
 * BAGGAGE SHOULD BE ACCOUNTED FOR PACKAGING
 * TIGHTLY TO AVOID ANY INJURY TO PASSENGERS
 AND
 * CREW. THE BAGGAGE LOADED ON THE SEAT SHOULD
 * NOT EXCEED THE LOAD LIMITATION FOR THE SEATS.
 * (10) SPORTING APPARATUS
 * HU ACCEPTS VARIOUS SPORTS APPARATUS ON BOARD
 * SUBJECT TO THE FOLLOWING TERMS, RESTRICTIVE
 * CONDITIONS AND CHARGES. DUE TO THE LOAD AND
 * CAPACITY RESTRICTIONS OF CERTAIN TYPES OF
 * AIRCRAFT, GROUP PASSENGERS THAT CARRY LARGE-SIZED
 * SPORTS APPARATUS SUCH AS SKATEBOARDS, GOLF CLUBS,
 * OR BICYCLES, IT MAY NOT BE ABLE TO LOAD ALL
 SPORTS
 * APPARATUS ON THE SAME AIRCRAFT. THEREFORE,
 * PASSENGERS CARRYING LARGE-SIZED SPORTS APPARATUS
 * ARE REQUIRED TO NOTIFY HU'S TICKET CENTER OR
 * TICKET OFFICE A MINIMUM OF 24 HOURS IN ADVANCE TO
 * MAKE ARRANGEMENTS.
 * (A) BICYCLES
 * (I) HU ONLY ACCEPTS TRAVELING UNMOTORIZED
 * BICYCLES, RACING BICYCLES OR TANDEM
 * BICYCLES AS CHECKED BAGGAGE. HU ONLY
 * ALLOWS BICYCLES WHICH WEIGHT DOES NOT
 * EXCEED 70 POUNDS (INCLUSIVE) ON BOARD
 * THE AIRCRAFT. BICYCLES EXCEEDING 70

-79-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0118

 TITLE/APPLICATION - 70 (CONT)

* POUNDS MUST BE TRANSPORTED AS CARGO.
 * (II) HU ALLOWS ONE BICYCLE OR AT MOST TWO

BAGGAGE * BICYCLES WITHOUT MOTORS STORED IN ONE
* BOX TO BE TRANSPORTED AS CHECKED
* FOR EACH PASSENGER.
* (III) BICYCLES MAY BE CHECKED AS ONE FREE
* BAGGAGE ITEM WITHIN THE FREE BAGGAGE
* ALLOWANCE.
* (IV) HU ONLY ACCEPTS BICYCLES WHOSE HANDLE
* BARS HAVE BEEN FIXED AT ONE SIDE AND
* WHOSE PEDALS HAVE BEEN REMOVED OR
* BICYCLES WHOSE HANDLE BARS AND PEDALS
* HAVE ALL BEEN WRAPPED WITH PROTECTIVE
* MATERIALS ON BOARD THE AIRCRAFT. HU
* RECOMMENDS THAT PASSENGERS PUT BICYCLES
* IN DEDICATED (INDIVIDUAL) CASES FOR
SAFE * TRANSPORTATION.
* (V) HU IS NOT LIABLE FOR ANY DAMAGE TO ANY
* BICYCLE DUE TO PASSENGER' FAILURE TO
FIX * THE HANDLE BARS AT ONE SIDE OR REMOVE
* THE PEDALS, OR PACKING THE HANDLER BARS
* AND PEDALS IN FOAMED CONTAINER OR
* CONTAINER OF SIMILAR MATERIALS, OR
* FAILURE TO PACKAGE THE BICYCLE IN
CARTON * OR HARD-EDGED CASE.
* (VI) DUE TO RESTRICTIONS OF HU'S AIRCRAFT
* TYPES, HU DOES NOT TRANSPORT TANDEM
* BICYCLES ON ITS TRANS-PACIFIC FLIGHTS.
* (VII) HU IS NOT LIABLE FOR ANY LOSS OF,
DAMAGE * TO, OR DELAY OF ANY BICYCLE DURING THE
* TRANSPORTATION. THE BAGGAGE VALUE
* DECLARATION DOES NOT APPLY TO THE
* TRANSPORTATION OF BICYCLES.
* (B) ARCHERY EQUIPMENT
* (I) A PASSENGER IS ALLOWED TO CARRY ONE
* PIECE OF ARROW APPARATUS (ARCHERY
* EQUIPMENT) IN LIEU OF ONE PIECE OF FREE
* BAGGAGE. ALL ITEMS MUST BE PROPERLY
* PACKED IN SUITABLE CONTAINERS.
* (II) A SET OF ARROW APPARATUS INCLUDES: ONE
* BOW BAG CONTAINING A BOW, ONE ARROW BAG
* CONTAINING AN ARROW, AND ONE
MAINTENANCE * KIT THAT PROTECTS PARTS FROM BEING
* DAMAGED ACCIDENTALLY.
* (III) ARROW APPARATUS CHECKED AS ONE PIECE
* EXCEEDING THE FREE BAGGAGE ALLOWANCE
* SHALL BE SUBJECT TO ALL EXCESS BAGGAGE
* CHARGES CURRENTLY IN EFFECT. HU IS NOT
* LIABLE FOR ANY DAMAGE TO THE ARROW

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0118

TITLE/APPLICATION - 70 (CONT)

* APPARATUS THAT IS NOT STORED IN
* HARD-EDGED CASE.
* (C) SURFBOARD
* (I) HU ACCEPTS ONE SURFBOARD NOT EXCEEDING
* 43 INCHES (107 CM) IN LENGTH OR A
* SURFBOARD BAG CONTAINING AT MOST TWO
* SUCH SURFBOARDS FOR TRANSPORTATION.
* (II) THE SURFBOARD MAY BE CHECKED AS FREE
* BAGGAGE WITHIN THE FREE BAGGAGE
* ALLOWANCE. THE FIRST SURFBOARD
* EXCEEDING THE FREE BAGGAGE ALLOWANCE
* SHALL BE SUBJECT TO THE SPECIAL RATE OF
* EXCESS BAGGAGE FEE REGARDING ON THE
* SPECIAL ITEMS - 33 PERCENT OF 110USD
FOR
* TO/FROM US/160CAD FOR TO/FROM CANADA.
* EXCEPT FOR THE FIRST ONE, THE OTHER
ONES
* SHOULD BE SUBJECT TO THE NORMAL POLICY
* OF THE EXCESS BAGGAGE FEE.
* (III) HU IS NOT LIABLE FOR ANY LOSS OF,
DAMAGE
* TO OR DELAY OF ANY SURFBOARD DURING THE
* TRANSPORTATION. BAGGAGE VALUE
* DECLARATION DOES NOT APPLY TO THE
* TRANSPORTATION OF SURFBOARDS.
* (D) FISHING TACKLE
* (I) HU ACCEPTS ONE SET OF FISHING TACKLE
* (INCLUDING TWO FISHING POLES WITH REELS,
* FISHING BASKET, FISHING NET, ONE PAIR
OF
* BOOTS AND ONE FISHING KIT) IN LIEU OF
* ONE PIECE OF FREE CHECKED BAGGAGE FOR
* TRANSPORTATION.
* (II) THE FISHING POLE CONTAINER MUST NOT
* EXCEED 160 INCHES. FISHING POLE,
* FISHING BASKET, FISHING NET AND BOOTS
* MUST BE PROPERLY PACKED IN SUITABLE
* CONTAINERS. FISHING KIT MUST BE SEALED
* OR LOCKED.
* (III) FISHING TACKLE MAY ONLY BE TRANSPORTED
* AS CHECKED BAGGAGE. FISHING TACKLE
* EXCEEDING THE FREE CHECKED BAGGAGE
* ALLOWANCE IS SUBJECT TO AN EXTRA CHARGE
* AS EXCESS BAGGAGES.
* (IV) HU IS NOT LIABLE FOR ANY LOSS OF,
DAMAGE
* TO, OR DELAY OR ANY FISHING TACKLE

* DURING THE TRANSPORTATION. BAGGAGE
* VALUE DECLARATION DOES NOT APPLY TO THE
* TRANSPORTATION OF FISHING TACKLE.

* (E) GOLFING EQUIPMENT
* (I) NOT WITHSTANDING (II) BELOW, HU
* ESTABLISH A SPECIAL EXCESS BAGGAGE

-81-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0118

TITLE/APPLICATION - 70 (CONT)

* CHARGE FOR GOLFING EQUIPMENT CONTAINED
* IN NOT MORE THAN ONE GOLF BAG, WHICH
MAY

* ALSO INCLUDE ONE PAIR OF GOLF SHOES.
* (II) THE CHARGE FOR SUCH GOLFING EQUIPMENT
IF

* IN EXCESS OF THE NORMAL CHECKED BAGGAGE
* ALLOWANCE SHALL BE 50 PERCENT OF THE
* APPLICABLE EXCESS BAGGAGE CHARGE.

* (III) THIS CHARGE SHALL BE AVAILABLE FOR THE
* CARRIER OF ONLY ONE SUCH GOLF BAG PER
* PASSENGER, FOR ANY GOLF BAG IN EXCESS
* THEREOF THE NORMAL EXCESS BAGGAGE
CHARGE

* AS ESTABLISHED IN (E) (II) SHALL APPLY.

* (10) SPORTING APPARATUS

* (F) SCUBA DIVING EQUIPMENT
* (I) HU ACCEPTS ONE DIVING SCUBA GEAR (NOT
* EMPTY DIVING BOTTLE) IN LIEU OF ONE
* PIECE OF FREE CHECKED BAGGAGE. THE
* COMPRESSED GAS CYLINDERS ARE ALLOWED IN
* CHECKED BAGGAGE ONLY IF THE REGULATOR
* VALVE IS COMPLETELY DISCONNECTED FROM
* THE CYLINDER AND THE CYLINDER IS NO
* LONGER SEALED.

* (II) FOR TRANS-PACIFIC FLIGHTS, THE SCUBA
* DIVING EQUIPMENT WHICH IS INCLUDED IN
* THE FREE CHECKED BAGGAGE ALLOWANCE AND
* WHICH IS WITHIN THE WEIGHT AND SIZE
* LIMIT IS EXEMPT FROM EXTRA CHARGE.

* NOTE: THE DIVING BOTTLE MUST BE EMPTY.
* IF THERE IS CO2 GAS CYLINDER ON THE
* SPEAR GUNS, THE CYLINDER MUST BE EMPTY
* AND NOT SEALED.

* (III) HU IS NOT LIABLE FOR ANY LOSS OF,
DAMAGE

* TO, OR DELAY OF, SCUBA DIVING EQUIPMENT
* DURING TRANSPORT. BAGGAGE VALUE
* DECLARATION DOES NOT APPLY TO THE
* TRANSPORTATION OF DIVING EQUIPMENT.

* (G) SLED AND SKI EQUIPMENT

SLED
AT
TO

(I) HU ACCEPTS ONE SET OF SLED/OR SKI EQUIPMENT IN LIEU OF ONE PIECE OF FREE CHECKED BAGGAGE. SLED OR/SKI EQUIPMENT MAY ONLY BE TRANSPORTED AS CHECKED BAGGAGE. ONE SET OF SLED/OR SKI EQUIPMENT IS DEFINED AS ONE SLED BAG CONTAINING AT MOST TWO (2) PAIRS OF AND ONE (1) SKI BOOTS BAG, OR ONE (1) SKI BOARD OR SKI BOARD BAG CONTAINING MOST TWO (2) SKI BOARDS.

(II) SLED AND SKI BAG EXCEEDING THE FREE CHECKED BAGGAGE ALLOWANCE ARE SUBJECT

-82-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0118

TITLE/APPLICATION - 70 (CONT)

OR
DAMAGE
AIRCRAFT
(277

* EXCESS CHARGES. OTHER SLED AND SKI BAG
* OR SKI EQUIPMENT NOT IN COMPLIANCE WITH
* FREE CHECKED BAGGAGE ALLOWANCE RULES
* SHALL BE CHARGED OF 33 PERCENT OF AN
* EXTRA CHARGE OF 110USD FOR TO/FROM US
* 160CAD FOR TO/FROM CANADA. HU
* RECOMMENDS THAT PASSENGERS USE
* HARD-SHELL CASE FOR TRANSPORTATION OF
* SLED/SKI EQUIPMENT.
* (III) HU IS NOT LIABLE FOR ANY LOSS OF,
* TO, OR DELAY OF SLED/SKI EQUIPMENT
* DURING THE TRANSPORTATION. BAGGAGE
* VALUE DECLARATION DOES NOT APPLY TO THE
* TRANSPORTATION OF SLED/SKI EQUIPMENT.
* (H) SURFING EQUIPMENT
* (I) HU ACCEPTS SURFING EQUIPMENT ONLY AS
* CHECKED BAGGAGE. HU MAY UNILATERALLY
* DETERMINE THAT CERTAIN TYPES OF
* ARE NOT SUITABLE FOR TRANSPORTATION
* SURFING EQUIPMENT. ONE (1) PIECE OF
* SURFING EQUIPMENT IS DEFINED AS ONE (1)
* SURF BOARD NOT EXCEEDING 109 INCHES
* CM) IN LENGTH, OR ONE (1) WINDSURFING
* BOARD CONSISTING OF MASTS AND SAILS.
* (II) HU DOES NOT ACCEPT SURFING EQUIPMENT AS
* FREE CHECKED BAGGAGE. ONE PIECE OF
* SURFING EQUIPMENT IS SUBJECT TO 50

FOR * PERCENT OF AN EXTRA CHARGE OF 110USD
 * TO/FROM US OR 160CAD FOR TO/FROM CANADA
 * FOR TRANS-PACIFIC FLIGHTS. EXCEPT FOR
 * THAT, OTHER SURFING EQUIPMENT SHOULD BE
 * DEEMEND AS NORMAL EXCESS BAGGAGE AND BE
 * SUBJECT TO EXTRA CHARGE AS EXCESS
 * BAGGAGES.
 DAMAGE (III) HU IS NOT LIABLE FOR ANY LOSS OF,
 * TO, OR DELAY OF THE SURFING EQUIPMENT
 * DURING THE TRANSPORTATION. BAGGAGE
 * VALUE DECLARATION DOES NOT APPLY TO THE
 * TRANSPORTATION OF SURFING EQUIPMENT.
 * (I) BOWLING EQUIPMENT
 * (I) EACH PASSENGER IS ALLOWED ONE SET OF
 * BOWLING EQUIPMENT IN LIEU OF ONE PIECE
 * OF FREE BAGGAGE.
 * (II) ONE SET OF BOWLING EQUIPMENT INCLUDES
 * 1-3 BOWLING BALLS (HU ALLOWS A MAXIMUM
 * OF THREE BOWLING BALLS IN ONE BAG), ONE
 * BOWLING BALL BAG AND ONE PAIR OF
 BOWLING * SHOES.
 * (III) BOWLING EQUIPMENT NOT INCLUDED IN THE

-83-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0118

TITLE/APPLICATION - 70 (CONT)
 ALL * FREE BAGGAGE ALLOWANCE IS SUBJECT TO
 * EXCESS BAGGAGE CHARGES CURRENTLY IN
 * EFFECT.
 * (IV) HU IS NOT LIABLE FOR ANY DAMAGE TO THE
 * BOWLING EQUIPMENT. BAGGAGE VALUE
 * DECLARATION DOES NOT APPLY TO THE
 * TRANSPORTATION OF BOWLING EQUIPMENT.
 * (J) WHEELCHAIR AND MOBILE DEVICES
 * (I) HU scooters, braces, any device (any
 prosthesis or medical device are not included.) required by
 persons with disabilities free of charge in the cabin where, in
 the view of HU, space and safety requirements permit and
 designates as priority baggage. . Passengers' mobility aids
 device required by persons with disabilities could be also
 accepted as priority checked baggage without charge
 SUBJECT TO HNA'S RELEVANT RULES AS BELOW:

* (II) HU ALLOWS PASSENGERS WHO MUST DEPEND ON
 * WHEELCHAIRS FOR MOVEMENT TO CHECK AS
 ONE *
 * ADDITIONAL FREE BAG IN ADDITION TO THE
 * FREE CHECKED BAGGAGE ALLOWANCE. FOR
 * PASSENGERS WHO DO NOT DEPEND ON
 * WHEELCHAIRS FOR MOVEMENT, WHEELCHAIRS
 * EXCEEDING THE FREE CHECKED BAGGAGE
 * ALLOWANCE ARE SUBJECT TO EXCESS BAGGAGE
 * CHARGES. WHEELCHAIRS MAY BE CHECKED IN
 * AT THE CHECK-IN COUNTER OR THE BOARDING
 * GATE.
 * (AA) COLLAPSIBLE MANUAL WHEELCHAIR:
 * PASSENGERS WHO USE THE PRIORITY
 * BOARDING SERVICE MAY STORE THE
 * PERSONAL COLLAPSIBLE WHEELCHAIR
 IN *
 * THE CABIN. THERE IS AT LEAST ONE
 * (1) PRIORITY WHEELCHAIR STORAGE
 * SPACE IN THE CABIN OF HU'S
 * AIRCRAFTS. NOT ALL PRIORITY
 * STORAGE SPACE CAN HOLD ALL TYPES
 * OF WHEELCHAIRS. ONLY DRY
 * BATTERIES AND GEL BATTERIES ARE
 * ALLOWED IN THE CABIN.
 * (BB) WHEELCHAIRS POWERED BY DRY
 BATTERY *
 * OR GEL BATTERY: DRY-CELL AND
 * GEL-CELL BATTERIES ARE CONSIDERED
 * LEAKPROOF AND HAVE FEWER HANDLING
 * REQUIREMENTS. BAGGAGE HANDLERS
 * MUST DISCONNECT THE BATTERY POST
 * CONNECTOR WITH TAPE IF IT IS IS
 * NOT COMPLETELY ENCLOSED WITHIN A
 * CASE OR COMPARTMENT TO PREVENT
 * ELECTRICAL SHORTING. BAGGAGE
 * HANDLERS MUST NOT DISCONNECT THE
 * BATTERY ON WHEELCHAIRS WITH A

-84-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0118

TITLE/APPLICATION - 70 (CONT)
 * LEAK-PROOF BATTERY COMPLETELY
 * ENCLOSED WITHIN A CASE OR
 * COMPARTMENT, HOWEVER, SHOULD
 * SWITCH THE VALVE OF WHEELCHAIR TO
 * 'OFF' POSITION. THE HANDLERS
 MUST *
 * REMOVE AND PACKAGE THE BATTERY IF
 * WHEELCHAIR CANNOT BE LOADED OR
 * STOWED IN AN UPRIGHT POSITION.

AND
TO

- * (CC) WHEELCHAIRS DRIVEN BY WET BATTERY:
- * IF THE WHEELCHAIR CAN BE LOADED,
- * STOWED, SECURED AND UNLOADED
- * ALWAYS IN AN UPRIGHT POSITION,
- * THE BATTERY CAN BE DISCONNECTED
- * PREVENT SHORT CIRCUIT AND THE
- * BATTERY IS SECURELY ATTACHED TO
- * THE WHEELCHAIR, THEN SUCH
- * WHEELCHAIR CAN BE DELIVERED AS
- * CHECKED BAGGAGE. IF THE
- * WHEELCHAIR CAN NOT ALWAYS BE
- * LOADED, STOWED, SECURED AND
- * UNLOADED IN AN UPRIGHT POSITION,
- * THEN SUCH WHEELCHAIR CAN BE
- * DELIVERED AS CHECKED BAGGAGE
- * WITHOUT RESTRICTIONS AFTER THE
- * BATTERY HAS BEEN REMOVED. THE
- * REMOVED BATTERY MUST BE STORED IN
- * RELIABLE STEEL PACKAGE FOR
- * TRANSPORTATION, THE OUTSIDE
- * PACKAGING MUST BE LEAK PROOF AND
- * THE BATTERY MUST BE PROTECTED
- * AGAINST UPSET BY SECURING TO
- * PALLETS OR BY SECURING IN CARGO
- * COMPARTMENTS USING APPROPRIATE
- * MEANS OF SECURING (OTHER THAN BY
- * BRACING WITH FREIGHT OR BAGGAGE)
- * SUCH AS WITH RESTRAINED STRAPS,
- * BRACKETS OR HOLDERS. BATTERIES
- * MUST BE PROTECTED AGAINST SHORT
- * CIRCUITS, SECURED UPRIGHT IN THE
- * OUTSIDE PACKAGING AND SURROUNDED
- * BY COMPATIBLE ABSORBENT MATERIAL
- * SUFFICIENT TO ABSORB THEIR TOTAL
- * LEAKAGE OF LIQUID CONTENT.
- * (DD) THE PACKAGE MUST BEAR SIGNS SUCH
- * AS "THIS SIDE UP", "BATTERY
- * WET/DRY WITH WHEELCHAIR" AND
- * "CORROSIVE ARTICLE" IN ACCORDANCE
- * WITH RULES ON DANGEROUS ARTICLES.
- * (EE) THE CAPTAIN MUST BE NOTIFIED OF

-85-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0118

TITLE/APPLICATION - 70 (CONT)

- * THE LOADING POSITION OF THE
- * WHEELCHAIR WITH BATTERY OR
- * PACKAGED BATTERY.

WALKING

* (III) OTHER MOBILE DEVICE: HU DEFINES
 * STICK, FIXATIVE SUPPORT AND ARTIFICIAL
 * LIMBS AS SPECIAL CARRY-ON ITEMS AND
 * ALLOWS PASSENGERS TO CARRY THESE ITEMS
 * ON BOARD FREE OF CHARGE IN ADDITION TO
 * THE STANDARD CARRY-ON BAGGAGE ALLOWANCE.
 * (K) CAMPING DEVICE
 * (I) HU ACCEPTS CAMPING DEVICES IN LIEU OF
 * FREE BAGGAGE. CAMPING DEVICE INCLUDE
 * WITHOUT LIMITATION TO THE FOLLOWING
 * ITEMS: TENT, BACKPACK OR SUITCASE,
 * SLEEPING BAG. ANY CAMPING DEVICE
 * EXCEEDING THE FREE BAGGAGE ALLOWANCE IS
 * SUBJECT TO EXCESS BAGGAGE CHARGES.
 * (II) ARTICLES MADE OF CLOTH, PLASTICS, VINYL
 * OR OTHER NON-WEAR RESISTANT MATERIALS
 * AND ARTICLES EQUIPPED WITH ALUMINUM
 * RACK, EXTERIOR POCKET, STRAPS, STRAP
 * BUTTONS AND OTHER PROTRUDING PARTS MAY
 * BE TRANSPORTED AS FRAGILE ARTICLES.
 * (III) HU IS NOT LIABLE FOR ANY DAMAGE TO
 * FRAGILE ARTICLES. ACCORDING TO
 * REGULATIONS ON DANGEROUS ARTICLES, CAMP
 * LANTERNS, FURNACES, HEATING APPARATUS
 * USING LIQUID FUEL, PROPANE, BUTANE OR
 * SIMILAR SUBSTANCES ARE NOT ALLOWED TO
 * BE TRANSPORTED AS BAGGAGE.
 * (L) HOCKEY/LACROSSE EQUIPMENT
 * (I) HU ALLOWS EACH PASSENGER TO CHECK TWO
 * TIED-TOGETHER HOCKEY STICKS OR LACROSSE
 * STICKS IN LIEU OF ONE PIECE OF FREE
 * BAGGAGE. ANY HOCKEY STICK OR LACROSSE
 * STICK EXCEEDING THE FREE BAGGAGE
 * ALLOWANCE IS SUBJECT TO EXCESS BAGGAGE
 * CHARGES.
 * (II) HU IS NOT LIABLE FOR ANY DAMAGE TO THE
 * HOCKEY STICK OR LACROSSE STICK.
 * BAGGAGE VALUE DECLARATION DOES NOT APPLY TO THE
 * TRANSPORTATION OF HOCKEY STICKS OR
 * LACROSSE STICKS.
 * (M) JAVELIN
 * (I) HU ACCEPTS JAVELINS AS ONE PIECE OF
 * FREE BAGGAGE. JAVELINS MUST BE TIED
 * TOGETHER AND FULLY PACKED INSIDE A HARD-EDGED
 * CASE.
 * (II) JAVELINS NOT INCLUDED IN THE FREE

TITLE/APPLICATION - 70 (CONT)

* BAGGAGE ALLOWANCE ARE SUBJECT TO ALL
* EXCESS BAGGAGE CHARGES CURRENTLY IN
* EFFECT.
* (III) HU IS NOT LIABLE FOR ANY DAMAGE TO
* JAVELINS.

* (D) EXCESS/OVERSIZE/OVERWEIGHT

* (1) FOR ECONOMY CLASS PASSENGERS

* EACH PIECE OF BAGGAGE WHICH EXCEEDS 50 POUNDS (23
* KG) IN WEIGHT BUT DOES NOT EXCEED 70 POUNDS (32
* KG) EXCESS CHARGES WILL BE 25USD FOR TO/FROM US

OR

* 75CAD FOR TO/FROM CANADA.

* (2) ALL CABINS

* (A) ANY PIECE OF BAGGAGE WHICH DOES NOT EXCEED
* SIZE AND WEIGHT LIMITS IN ADDITION TO THE
* ORIGINAL TWO (THREE PIECES FOR FORTUNE WING
* GOLDEN/SILVER CARD MEMBERS OR ANY PIECE OF
* BAGGAGE WHOSE TOTAL LENGTH OF THREE SIDES
* EXCEEDS 62 INCHES (158 CM) BUT DOES NOT
* EXCEED 80 INCHES (203 CM), EXCESS CHARGES
* WILL BE 110USD FOR TO/FROM US OR 160CAD FOR
* TO/FROM CANADA.

* (B) EACH PIECE OF BAGGAGE WHICH EXCEED QUANTITY
* AND SIZE LIMITATION (THE TOTAL LENGTH OF
* THREE SIDES EXCEEDS 62 INCHES/158 CM BUT

DOES

* NOT EXCEED 80 INCHES/203 CM)., EXCESS

CHARGES

* WILL BE 220USD FOR TO/FROM US OR 320CAD FOR
* TO/FROM CANADA.

* (C) A PIECE OF BAGGAGE WHICH EXCEEDS 70 POUNDS
* (32 KG) IN WEIGHT BUT DOES NOT EXCEED 100
* POUNDS (45 KG), AND/OR A PIECE OF BAGGAGE
* WHICH TOTAL LENGTH OF THREE SIDES EXCEEDS 80
* INCHES (203 CM), EXCESS CHARGES WILL BE
* 330USD FOR TO/FROM US OR 480CAD FOR TO/FROM
* CANADA.

* (D) A PIECE OF BAGGAGE WHICH EXCEEDS 100 POUNDS
* (45 KG) IN WEIGHT, MAY NOT BE CHECKED AS
* BAGGAGE, BUT MAY BE ACCEPTED AS CARGO, IF

THE

* SERVICE IS AVAILABLE.

* (E) CARRY-ON BAGGAGE

* HU ALLOWS ONE PIECE OF CARRY-ON BAGGAGE FOR EACH
* PASSENGER. THE CARRY-ON BAGGAGE MUST BE OF SUITABLE
* SIZE AND SHAPE SO THAT IT CAN BE STORED IN THE

OVERHEAD

* COMPARTMENT OR UNDER THE SEAT. CARRY-ON BAGGAGE MUST
* NOT EXCEED 10 KG IN WEIGHT, AND THE LINEAR DIMENSIONS
* MUST NOT EXCEED 45 INCHES (115 CM). BAGGAGE THAT DOES

* NOT MEET THESE REQUIREMENTS MUST BE TRANSPORTED AS
* CHECKED BAGGAGE UNDER THOSE REGULATIONS, INCLUDING, IF
* IN EXCESS, AN ADDITIONAL CHARGE.
* (F) PERSONAL ITEMS

-87-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0118

TITLE/APPLICATION - 70 (CONT)

* IN ADDITION TO CARRY-ON BAGGAGE, PASSENGERS MAY ALSO
* CARRY ONE PURSE (WALLET)/BRIEFCASE/LAPTOP
* COMPUTER/SMALL BACKPACK ON BOARD PROVIDED THAT THESE
* ADDITIONAL ARTICLES MUST NOT EXCEED 15 INCHES X 11
* INCHES X 6 INCHES IN SIZE AND AT LEAST ONE CARRY-ON
* BAGGAGE MAY BE STORED UNDER THE PASSENGER'S SEAT.
* ADDITIONAL ALLOWABLE CARRY-ON ITEMS NOT INCLUDED IN
THE
* CARRY-ON BAGGAGE ALLOWANCE INCLUDE: OVERCOAT OR SCARF,
* CAMERA AND/OR BINOCULARS/UMBRELLA/TWO-WHEELED BAGGAGE
* WAGON/CHILDREN'S CAR SEAT/READING MATERIALS OF
* REASONABLE QUANTITY/FULLY-COLLAPSIBLE UMBRELLA-SHAPED
* BABY STROLLER/WALKING STICK/AUXILIARY MEDICAL
* APPARATUS/BABY DIAPER BAG/COLLAPSIBLE WHEELCHAIR/ONE
* PAIR OF SUPPORT OR OTHER RECOVERY EQUIPMENT (PROVIDED
* THAT PASSENGERS MUST RELAY ON SUCH EQUIPMENT. ITEMS
* ENUMERATED ABOVE SHALL BE INCLUDED IN THE FREE CARRY-
ON
* BAGGAGE ALLOWANCE. TO ENSURE THE HEALTH AND WELL
BEING
* OF INFANTS AND YOUNG CHILDREN DURING THE AIR TRAVEL,
* PASSENGERS MAY CARRY INFANT-FORMULA MILK POWER, FOOD,
* BREAST MILK AND OTHER INFANT ARTICLES IN THE CARRY-ON
* BAGGAGE. SUCH ITEMS SHALL BE ALLOWED THROUGH THE
* SECURITY CHECK PROVIDED THAT THE AMOUNT BE KEPT WITHIN
* A REASONABLE LIMIT REQUIRED DURING THE JOURNEY
* (PASSENGERS ARE REQUIRED TO PRESENT ALL EXCEPTIONAL
* ITEMS AT THE SECURITY CHECK POINT FOR SECURITY CHECK).
* ALL ARTICLES INCLUDING INFANT-FORMULA MILK POWDER OR
* BREAST MILK ARE SUBJECT TO SECURITY CHECK. MEANWHILE,
* HU DOES ALLOW PASSENGERS TO BRING SMALL PETS AS
* CARRY-ON BAGGAGE ON BOARD AT A SMALL EXTRA CHARGE.
* (G) INTENTIONALLY LEFT BLANK
* (H) CARRIAGE OF PETS
* WILD ANIMALS OR ANIMALS WITH A STRANGE APPEARANCE OR
* HAVING A TENDENCY TO INJURE PEOPLE SUCH AS WOLVES,
* WOLFHOUND, ETC, ARE NOT DEEMED AS SMALL ANIMALS AND
MAY
* NOT BE TRANSPORTED AS BAGGAGE.

-88-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0118

 TITLE/APPLICATION - 70 (CONT)
 * (1) CHARGES FOR THE CARRIAGE OF ACCOMPANIED PETS,
 * IRRESPECTIVE OF THE SIZE AND WEIGHT OF THE
 * ANIMAL(S) AND CONTAINER, SHALL BE TWICE THE
 NORMAL
 * EXCESS BAGGAGE CHARGE PER CONTAINER AND THE
 * ANIMAL(S) AND CONTAINER SHALL NOT BE ALLOWED IN
 * THE CHECKED BAGGAGE ALLOWANCE OF THE PASSENGER.
 * (2) NOT WITHSTANDING SUBPARAGRAPH (1), HU ACCEPTS
 * A SERVICE ANIMAL FOR TRANSPORTATION IN THE CABIN
 OR CARGO HOLD
 * WITHOUT CHARGE IF IT IS REQUIRED BY A PERSON FOR
 ASSISTANCE, AND CERTIFIED, IN WRITING, AS HAVING BEEN TRAINED TO ASSIST A
 PERSON BY A PROFESSIONAL SERVICE ANIMAL INSTITUTION.
 *
 * THE SERVICE ANIMAL
 * PERMITTED TO ACCOMPANY SUCH PASSENGER INTO
 * THE CABIN SHALL NOT BE PERMITTED TO
 * OCCUPY A SEAT.
 AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0130

 TITLE/APPLICATION - 70
 * FARES
 * (A) GENERAL
 * FARES/RULES APPLY FOR CARRIAGE FROM THE AIRPORT AT THE
 * POINT OF ORIGIN TO THE AIRPORT AT THE POINT OF
 * DESTINATION AND DO NOT INCLUDE GROUND TRANSFER SERVICE
 * BETWEEN AIRPORT OR BETWEEN AIRPORTS AND CITY CENTRES
 * EXCEPT WHERE RULE 35 SPECIFICALLY PROVIDES THAT SUCH
 * GROUND TRANSFER SERVICE WILL BE FURNISHED WITHOUT
 * ADDITIONAL CHARGE.
 * (B) ACRONYMES, SEQUENCE OF CHECKS, INTERNATIONAL SALES
 * INDICATORS (ISI).
 * LIST OF COMMON ACRONYMS USED FOR FARE CONSTRUCTIONS.
 * (1) LIST OF COMMON ACRONYMS USED FOR FARE
 * CONSTRUCTION:
 * BHC ONE WAY BACK HAUL CHECK
 * CTM CIRCLE TRIP MINIMUM
 * EMA TICKETED POINT MILEAGE DEDUCTION
 * (PREVIOUSLY EXTRA MILEAGE ALLOWANCE)
 * EMS EXTRA MILEAGE SURCHARGE
 * HIP HIGHER INTERMEDIATE FARE CHECK
 * -89-
 * GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 * IN EFFECT ON: 15SEP10
 AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0130

 TITLE/APPLICATION - 70 (CONT)
 * MPM MAXIMUM PERMITTED MILEAGE
 * RWM ROUND THE WORLD MINIMUM

* TPM TICKETED POINT MILEAGE
 * (2) SEQUENCE OF CHECKS
 * (A) ALL FARE CONSTRUCTIONS SHALL BE ACCOMPLISHED
 * IN NUCS.
 * (B) IN APPLYING FARE CONSTRUCTION CHECKS, THE
 * FOLLOWING SEQUENCE SHALL APPLY TO SUCH
 * CHECKS.

NAME	ACRONYM	APPLICABLE FARES
MILEAGE CHECKS	TPM/MPM/ EMS/EMA	ALL
HIGHER INTERMEDIATE POINT	HIP	ALL
ONE WAY BACKHAUL CHECK	BHC	OW
CIRCLE TRIP/ROUND THE WORLD MINIMUM	CTW/RWM	CT/RTW

* (C) APPLICATION
 * (1) FARES SPECIFIED IN THIS TARIFF BETWEEN ANY TWO
 * POINTS ARE SUBJECT TO:
 * (A) THE MAXIMUM PERMITTED MILEAGE, REFERRED TO
 * HEREIN AS MILEAGE FARES, PROVIDED THAT WHEN
 * JOURNEY EXCEEDS THE MPM, THE FARE MUST BE
 * SURCHARGED IN ACCORDANCE WITH THE PROCEDURES
 * FOR EXCESS MILEAGE SURCHARGES, OR;
 * (B) A SPECIFIED DIAGRAMMATIC OR LINEAR ROUTING,
 * REFERRED TO HEREIN AS ROUTING FARES.

A

* (2) APPLICABLE FARES
 * FARES TO BE ASSESSED FOR THE TOTAL JOURNEY SHALL
 * BE THE APPLICABLE FARES EFFECTIVE ON THE DATE OF
 * DEPARTURE ON THE FIRST INTERNATIONAL SECTOR,
 * PROVIDED CANADA AND THE USA ARE CONSIDERED AS ONE
 * COUNTRY.

* (3) ARBITRARY CONSTRUCTION
 * FARES PUBLISHED BY USE OF A PUBLISHED ARBITRARY
 * AND A PUBLISHED INTERNATIONAL GATEWAY FARE.

THESE

* FARES ARE REFERRED TO AS CONSTRUCTED FARES. WHEN
 * CONSTRUCTION WITH ARBITRARIES IS USED, TRAVEL

NEED

* NOT BE VIA THE POINT OF COMBINATION.
 * (4) NON-ADHERENCE TO PRECEDENCE OF THROUGH PUBLISHED
 * FARES
 * EXCEPT FOR THE PROVISIONS IN PARAGRAPHS (8 BELOW)
 * AND (E.6) THE COMBINATION OF TWO OR MORE FARES

MAY

* BE APPLIED BETWEEN ANY TWO POINTS EVEN IF THE
 * AMOUNT RESULTS IN LESS THAN THE THROUGH PUBLISHED
 * FARE IN THIS TARIFF. ALL RULES OF SUCH FARES
 * COMBINED MUST BE OBSERVED.

* (5) LOWEST COMBINATION PRINCIPLE (LCP)

-90-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

TWO * WHEN NO THROUGH FARE IS PUBLISHED BETWEEN ANY
* TICKETED POINTS, A FARE MUST BE CONSTRUCTED FOR
* THE PURPOSE OF APPLYING FARE CONSTRUCTION CHECKS.
* THE APPLICABLE FARE MUST BE CONSTRUCTED USING
* SECTOR FARES OVER AN INTERMEDIATE TICKETED POINT
* FOR THE CLASS OF SERVICE USED.

DIRECTION * (A) THE FARE MUST BE CONSTRUCTED IN THE
* OF TRAVEL EXCEPT THAT FOR ANY FARE COMPONENT
* INTO THE COUNTRY OF PRICING UNIT ORIGIN, THE
* FARE APPLICABLE FROM THE COUNTRY OF PRICING
* UNIT ORIGIN SHALL BE USED.

USED * (B) WHEN THE SAME FARE CONSTRUCTION POINT IS
* BOTH FOR THE OUTBOUND AND INBOUND FARE, THE
* PROVISIONS OF END-ON COMBINATIONS APPLY.
* (C) WHEN USED FOR FARE CHECKS, THE CONSTRUCTED
* FARE MUST BE SHOWN ON THE TICKET AS "C"/.
* WHEN USED FOR OTHER PURPOSES, THE FARES MUST
* BE SHOWN SEPARATELY ON THE TICKET.

(6) DIRECTION OF FARES
* (A) FARES SHALL BE ASSESSED IN THE DIRECTION OF
* TRAVEL, EXCEPT THAT THE FARE COMPONENT INTO
* THE COUNTRY OF PRICING UNIT ORIGIN SHALL BE
* ASSESSED IN THE DIRECTION FROM SUCH COUNTRY,
* I.E. NOT IN THE DIRECTION OF TRAVEL.

NOTE: CANADA AND THE U.S.A. SHALL BE
* CONSIDERED THE SAME COUNTRY. DENMARK,
* NORWAY AND SWEDEN SHALL BE CONSIDERED
* THE SAME COUNTRY.

EXAMPLE: TRAVEL: TRA-MAD-JNB-MAD-FRA
* CONSTRUCTION COULD BE:

* FRA-JNB RT 1 PRICING UNIT
* OR
* FRA-MAD RT 1 PRICING UNIT
* MAD-JNB RT 1 PRICING UNIT
* TOTAL OF 2 PRICING UNITS

* COMPONENT JNB-MAD MUST BE IN THE
* DIRECTION FROM MAD TO JNB.

* EXCEPTION 1: EXCEPT FOR RT PRICING
* UNITS, FARE COMPONENTS
* BETWEEN CANADA AND THE
* U.S.A. AND BETWEEN
* DENMARK, NORWAY AND
* SWEDEN SHALL BE

ASSESSED * IN THE DIRECTION OF
* TRAVEL.

EXCEPTION 2: (APPLICABLE TO OPEN JAW

FOR * SPECIAL FARES ONLY)
* TRAVEL ORIGINATING AND
* TERMINATING IN EUROPE

-91-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

* (WHERE AN OPEN JAW
* APPLIES BETWEEN
* COUNTRIES IN EUROPE)
FOR * THE LAST FARE COMPONENT
* INTO THE COUNTRY OF
UNIT * DESTINATION THE FARE
* APPLICABLE FROM THE
* COUNTRY OF UNIT
* DESTINATION SHALL BE
* USED.

* (B) FARES SHALL BE ASSESSED IN THE DIRECTION OF
* TRAVEL, EXCEPT THAT WHEN A PRICING UNIT FOR

A * ONE WAY SUBJOURNEY TERMINATES IN A COUNTRY
* FROM WHICH A PREVIOUS PRICING UNIT HAS BEEN
* ASSESSED, THE PRICING UNIT FOR THE ONE WAY
* SUBJOURNEY INTO SUCH COUNTRY SHALL BE
* ASSESSED FROM SUCH COUNTRY, I.E. NOT IN THE
* DIRECTION OF TRAVEL.

EXAMPLE: TRAVEL ATL-LON-STO-LIS-GLA

* CONSTRUCTION: ATL-LON OW 1 PRICING UNIT
* LON-STO OW 1 PRICING UNIT
* STO-LIS OW 1 PRICING UNIT
* GLA-LIS OW 1 PRICING UNIT

* TOTAL OF 4 PRICING UNITS

* FARE COMPONENT LIS-GLA MUST BE IN THE
* DIRECTION OF GLA-LIS BECAUSE THE TERMINATION
* POINT (GLA) IS IN THE SAME COUNTRY FROM

WHICH * A PREVIOUS PRICING UNIT (LON-STO) WAS
* ASSESSED.

* (C) APPLICATION

* (7) END OF COMBINATIONS

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

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

* (A) COMBINATION OF U.S. DOMESTIC NORMAL/SPECIAL
* FARES WITH INTERNATIONAL FARES TO CONSTRUCT

A

PUBLISHED
OF
THE

* THROUGH FARE WHICH IS LESS THAN THE
* FARE FROM THE POINT OF ORIGIN TO THE POINT
* DESTINATION IS PERMITTED; PROVIDED THE
* PASSENGER COMPLIES WITH ALL CONDITIONS OF
* FARES.
* EXCEPTION 1: THE MINIMUM TOUR PRICE, IF ANY,
* REQUIRED BY THE U.S. DOMESTIC
* FARE WILL NOT BE APPLICABLE
* WHEN THE MINIMUM TOUR PRICE OF
* THE INTERNATIONAL FARE IS
* HIGHER.

-92-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

* EXCEPTION 2: THE ADVANCE PURCHASE, IF ANY,
* REQUIRED BY THE U.S. DOMESTIC
* FARE WILL NOT BE APPLICABLE
* WHEN COMBINING WITH AN
* INTERNATIONAL FARE WHICH HAS A
* GREATER ADVANCE PURCHASE FOR
* TRANSPORTATION TO/FROM POINTS
* OUTSIDE THE U.S.A./CANADA/
* MEXICO/BERMUDA/BAHAMAS/WEST
* INDIES.
* EXCEPTION 3: THE REQUIREMENT OF TICKETING
* WITHIN A SPECIFIED TIME AFTER
* RESERVATIONS ARE MADE, IF ANY,
* REQUIRED BY THE U.S. DOMESTIC
* FARE WILL NOT BE APPLICABLE
* WHEN COMBINING WITH
* INTERNATIONAL FARES FOR
* TRANSPORTATION TO/FROM POINTS
* OUTSIDE THE U.S.A./CANADA/
* MEXICO/BERMUDA/BAHAMAS/WEST
* INDIES.
* (B) THE MAXIMUM PERMITTED MILEAGE SHALL APPLY
* FROM THE GATEWAY USED FOR FARE
* CONSTRUCTION/COMBINATION.
* (C) TRAVEL MUST BE VIA THE FARE COMBINATION
* POINT(S) .
* (9) WHEN FARES ARE EXPRESSED AS A PERCENTAGE OF
* ANOTHER FARE AND DIFFERENT PERCENTAGES APPLY ON A
* JOURNEY, THE FOLLOWING RULE APPLIES.
* APPLY THE PERCENTAGE TO THE BASE FARE TO
* ESTABLISH THE FARE LEVEL AS AN AMOUNT.
* (10) FARE CONSTRUCTION MUST BE VIA THE ITINERARY OF

THE

* PASSENGER. THE ADDITION OF POINTS NOT ON THE
 * PASSENGER'S ITINERARY IS NOT PERMITTED.
 * EXCEPTION: CONSTRUCTIONS USING ADD-ON AMOUNTS.
 * (11) ALL PUBLISHED FARES GOVERNED BY THIS TARIFF AND
 * ADD FARES CONSTRUCTED IN ACCORDANCE WITH THE
 * TARIFF ARE APPLICABLE ONLY WHEN COMPLIANCE WITH
 * THE PROVISIONS GOVERNING TRAVEL VIA A HIGHER
 * CREATED INTERMEDIATE POINT (PARAGRAPH F3).
 * MILEAGE ROUTINGS
 * MAY BE APPLIED TO ANY PUBLISHED OR CONSTRUCTED
 * FARES; HOWEVER, IF A DIAGRAM ON LINEAR ROUTING IS
 * SPECIFIED IN CONNECTION WITH A FARE, SUCH ROUTING
 * MUST BE OBSERVED TO THAT PORTION OF THE
 * TRANSPORTATION COVERED BY THAT FARE.
 * (D) DEFINING JOURNEY OR PRICING UNIT CONCEPT
 * (1) THE FARE FOR A JOURNEY (EXCLUDING SIDE TRIPS
 * ASSESSED SEPARATELY) SHALL BE THE LOWEST OF:

-93-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

* (A) A SINGLE PRICING UNIT FOR THE JOURNEY, OR
 * (B) ANY SERIES OF END-ON COMBINED PRICING UNITS,
 * WHICH COLLECTIVELY COMPRISE THE JOURNEY
 BEING
 * TRAVELED.
 * (2) TO DETERMINE THE FARES FOR 1) ABOVE USING NORMAL
 * FARES REFER TO THE FLOW CHART BELOW:
 * NORMAL FARE FLOW CHART
 * IS THE JOURNEY A RT/CT BY DEFINITION?
 *]]
 * YES NO
 *]
 * HALF RT FARES IF THE JOURNEY IS NOT A
 * MUST BE USED RT/CT BY DEFINITION THEN
 *] THEN THE JOURNEY CONTAINS
 * IS THERE A COMMON DOMESTIC AND/OR INT'L
 * POINT(S) COUNTRY SURFACE BREAKS. ARE ALL
 * THAT/WOULD ALLOW SURFACE DOMESTIC?
 * THE ASSESSMENT]
 * OF TWO OR MORE YES NO
 * SEPARATE RETURN]]
 * SUBJOURNEYS? CAN THE FARE BE ASSESSED IS THERE A
 *] USING INTERNATIONAL HALF COMMON POINT/
 * YES ROUND TRIP FARES? ---COUNTRY?
 *]-----NO]]]
 * IS THE FARE TO] YES-----NO YES-----
 NO
 * BE BROKEN MORE]]]
 * THAN ONCE AT] IS THERE A COMMON POINT/ IS THE FARE]
 * SUCH COMMON] COUNTRY BETWEEN THE TO BE BROKEN]

* POINT/COUNTRY?] BETWEEN THE COUNTRY OF AT SUCH]
 *]] ORIGIN AND THE COUNTRY COMMON PTS]
 * YES] OF TURNAROUND? IN SUCH]
 *]]] COUNTRIES?]
 *]-----NO]]]
 * WOULD (ALL)] YES-----NO-----YES-----

NO

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

NO

* THE FARES MUST THE FARE MUST THE FARE MUST THE RETURN]
 * BE ASSESSED AS A BE ASSESSED AS BE ASSESSED SUB-]
 * SERIES OF RETURN A SINGLE RT/CT AS A SERIES JOURNEYS]
 * SUBJOURNEYS JOURNEY OF RETURN MUST BE]

-94-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

* SUBJOURNEYS ASSESSED]
 * USING HALF]]
 * ROUND RT]]
 * FARES. USE]]
 * OW FARES]]
 * FOR]]
 * REMAINING]]
 * SUBJOURNEY]]
 * SUBJECT TO]]
 * THE]]
 * FOLLOWING]]
 * -----FOR NOJS]]
 *]]]]]
 *]]]]]
 *]]]]]
 *]]]]]
 * FOR NOJ JOURNEYS/SUB-
 * JOURNEYS IS THERE A
 * COMMON POINT OR MORE
 * THAN ONE POINT IN
 * EITHER THE COUNTRY
 * OF ORIGIN OR THE
 * COUNTRY OF TURNAROUND
 * OR BOTH?
 *]]]]]
 * YES NO

* IS THE FARE TO BE]
 * BROKEN AT SUCH]
 * OTHER POINTS? NO
 *]]
 * YES USE 2 HALF
 *] RT FARES
 * THE NOJ CAN BE
 * ASSESSED AS A OW
 * DOMESTIC FARES
 * AND A RETURN
 * SUBJOURNEY

* GENERAL NOTES:

- * 1. IF FOR PRICING PURPOSES THE JOURNEY IS CHANGED (E.G.
 * CLOSING SURFACE GAP OR ADDING A SECTOR THAT CREATES A
 * SURFACE GAP) THEN THE NEW JOURNEY WILL DETERMINE WHICH
 * PATH OF THE FLOW CHART SHOULD BE TAKEN.
 * 2. FOR END-ON COMBINATION OF NORMAL AND SPECIAL FARES,
 * COMPLETELY SEPARATE THE SPECIAL AND NORMAL FARE AND
 * ASSESS THE NORMAL FARE SUBJOURNEY ACCORDING TO THE FLOW
 * CHART.
 * 3. THE FLOW CHART DOES NOT APPLY FOR LOCAL COMBINATION OF
 * NORMAL AND SPECIAL FARES - REFER TO THE SPECIAL FARES
 * RULE.

-95-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

* (3) (A) IF THE JOURNEY FULFILLS THE DEFINITION OF A
 * ROUND TRIP OR CIRCLE TRIP OR NORMAL/SPECIAL
 * FARE OPEN JAW TRIP, THE PRICING UNIT MUST BE
 * ASSESSED AS A ROUND TRIP, OR CIRCLE TRIP OR
 * NORMAL/SPECIAL FARE OPEN JAW TRIP AS
 * APPLICABLE AND MUST USE HALF ROUND TRIP
 * FARES. THE USE OF ONE WAY FARES IS NOT
 * PERMITTED. FOR END-ON COMBINATION OF NORMAL
 * AND SPECIAL FARES, COMPLETELY SEPARATE THE
 * SPECIAL AND NORMAL FARE AND ASSESS THE

NORMAL

* FARE SUBJOURNEY ACCORDING TO THE FLOW CHART.
 * EXAMPLE: TRAVEL: LON-MIL-STO-LON
 * CONSTRUCTION:
 * LON-MIL 1/2 RT
 * MIL-STO 1/2 RT 1 PRICING UNIT
 * LON-STO 1/2 RT
 * - OW FARES ARE NOT PERMITTED AS
 * TRAVEL IS CONTINUOUS, CIRCUITOUS AND
 * RETURNS TO THE SAME POINT
 * - CTM CHECK LON-MIL RT AND LON-STO RT
 * - LAST FARE COMPONENT FROM COUNTRY
 * OF ORIGIN

* (B) IF THERE IS A COMMON POINT/COUNTRY ON THE

* ROUTING, THE JOURNEY MAY BE BROKEN INTO MORE
* THAN ONE PRICING UNIT PROVIDED THESE MUST BE
* FOR RETURN SUBJOURNEYS USING HALF ROUND TRIP
* FARES.

* EXAMPLE: TRAVEL: HEL-BKK-TYO-SEL-TYO-BKK-HEL
* CONSTRUCTION COULD BE:

* HEL-BKK RT 1 PRICING UNIT
* BKK-TYO RT 1 PRICING UNIT
* TYO-SEL RT 1 PRICING UNIT
* OR
* HEL-TYO RT 1 PRICING UNIT
* TYO-SEL RT 1 PRICING UNIT
* OR
* HEL-BKK RT 1 PRICING UNIT
* BKK-SEL RT 1 PRICING UNIT

* (C) A RETURN SUBJOURNEY ONLY OCCURS IF THE FARE
* IS BROKEN MORE THAN ONCE AT THE COMMON
* POINT/COUNTRY. THE FARE FOR TRAVEL BETWEEN
* SUCH FARE BREAK POINTS MUST BE PRICED AS A
* ROUND TRIP; CIRCLE TRIP OR NORMAL/SPECIAL
* FARE OPEN JAW, AS APPLICABLE, AND MUST USE
* HALF ROUND TRIP FARES.

* EXAMPLE: TRAVEL: NYC-LON-JNB-MAN-NYC
* CONSTRUCTION COULD BE:
* NYC-LON 1/2 RT

* -96-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

* NYC-MAN 1/2 RT 1 PRICING UNIT
* LON-JNB 1/2 RT
* MAN-JNB 1/2 RT 1 PRICING UNIT

* - BOTH SUBJOURNEYS FALL WITHIN THE
* DEFINITION OF OJ

* - (NOTE THAT ABOVE JOURNEY COULD
* ALSO BE CONSTRUCTED AS NYC-JNB RT)

* (D) IF TRAVEL BETWEEN SUCH FARE BREAK POINTS
* WOULD REQUIRED THE USE OF ONE WAY FARES,
* THIS IS NOT PERMITTED.

* EXAMPLE: TRAVEL: NYC-LON-RIO-JNB-MAN-NYC
* CONSTRUCTION COULD NOT BE:

* NYC-LON 1/2 RT
* NYC-MAN 1/2 RT
* LON-RIO OW
* RIO-JNB OW - NOT POSSIBLE
* MAN-JNB OW

* - TRAVEL LON-RIO-JNB-MAN IS NOT
* WITHIN THE DEFINITION OF AN OJ
* - USE OF OW FARES IS NOT PERMITTED.

* - TOTAL JOURNEY FALLS WITHIN
* DEFINITION OF CT AND MAY ONLY BE

* CONSTRUCTED AS
 * A SINGLE PRICING UNIT.
 * (4) IF THE ROUTING OF THE JOURNEY FULFILLS THE
 * DEFINITION OF A NORMAL/SPECIAL FARE OPEN JAW TRIP,
 * THE PRICING UNIT SHALL BE ASSESSED AS TWO HALF
 * ROUND TRIP FARES, PROVIDED THAT, IF THERE IS A
 * COMMON POINT(S) OR OTHER POINTS IN EITHER THE
 * COUNTRY OF ORIGIN OR THE COUNTRY OF TURNAROUND OR
 * BOTH, THE FARE MAY ALTERNATIVELY BE ASSESSED AS A
 * RETURN SUBJOURNEY FROM/TO THE COMMON POINT(S) OR
 * OTHER POINTS AND A ONE WAY SUBJOURNEY(S) FOR THE
 * DOMESTIC SECTOR(S). IF THIS TYPE OF PRICING
 * OPTION IS USED THEN ONE WAY PRICING UNITS MUST BE
 * ASSESSED USING ONE WAY FARES AND THE RETURN
 * SUBJOURNEY MUST BE ASSESSED USING HALF ROUND TRIP
 * FARES.
 * EXAMPLE: TRAVEL: KHH-TPE-SIN-TPE
 * CONSTRUCTION COULD BE:
 * KHH-SIN 1/2 RT
 * TPE-SIN 1/2 RT 1 PRICINGUNIT
 * OR
 * KHH-TPE OW 1 PRICING UNIT
 * TPE-SIN RT 1 PRICING UNIT
 * WHICHEVER IS THE LOWER.

-97-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 IN EFFECT ON: 15SEP10

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

 TITLE/APPLICATION - 70 (CONT)

* EXAMPLE 2: TRAVEL KHH-TPE-JKT-DPS SURFACE JKT-TPE
 * CONSTRUCTION COULD BE:
 * KHH-DPS 1/2 RT)
 * TPE-JKT 1/2 RT) 1 PRICING UNIT
 * OR
 * KHH-TPE OW 1 PRICING UNIT
 * TPE-JKT RT 1 PRICING UNIT
 * JKT-DPS OW 1 PRICING UNIT
 * OR
 * KHH-TPE OW 1 PRICING UNIT
 * TPE-DPS 1/2 RT)
 * TPE-JKT 1/2 RT) 1 PRICING UNIT
 * OR
 * KHH-TPE 1/2 RT)
 * TPE-JKT 1/2 RT) 1 PRICING UNIT
 * JKT-DPS OW 1 PRICING UNIT
 * WHICHEVER IS THE LOWER
 * EXAMPLE 3: TRAVEL GLA-MAN-ROM-LON
 * CONSTRUCTION COULD BE:
 * GLA-ROM 1/2 RT)
 * LON-ROM 1/2 RT) 1 PRICING UNIT
 * OR
 * GLA-MAN OW 1 PRICING UNIT

* MAN-ROM 1/2 RT)
 * LON-ROM 1/2 RT) 1 PRICING UNIT
 * (5) A) IF THE ROUTING OF A JOURNEY DOES NOT FULFILL
 * THE DEFINITION OF ROUND TRIP, CIRCLE TRIP OR
 * NORMAL/SPECIAL FARE OPEN JAW TRIP, IT SHALL
 * BE ASSESSED AS FOLLOWS, SUBJECT TO THE
 * ROUTING
 * I) AS A ONE WAY JOURNEY
 * II) AS A SERIES OF ONE WAY SUBJOURNEYS
 * III) AS A ROUND TRIP OR CIRCLE TRIP
 JOURNEY
 * WITH THE SURFACE SECTOR ASSUMED FLOWN
 * IV) IF THERE IS A COMMON POINT/COUNTRY -
 * AS A MIX OF A ONE WAY SUBJOURNEY AND
 A
 * RETURN SUBJOURNEY (AS SHOWN IN
 * PARAGRAPH 3.C. ABOVE).
 * EXAMPLE 1: TRAVEL PAR-ATH
 * CONSTRUCTION: PAR-ATH OW 1 PRICING
 UNIT
 * DOES NOT QUALIFY FOR RT, CT, OR NORMAL FARES
 * OJ

-98-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

* EXAMPLE 2: TRAVEL PAR-BKK-VIE-ROM
 * CONSTRUCTION COULD BE:
 * PAR-BKK OW 1 PRICING UNIT
 * BKK-VIE OW 1 PRICING UNIT
 * VIE-ROM OW 1 PRICING UNIT
 * OR
 * PAR-BKK OW 1 PRICING UNIT
 * BKK-ROM OW 1 PRICING UNIT
 * NO RETURN TO COUNTRY OF ORIGIN, FARES IN DIRECTION OF
 * TRAVEL
 * EXAMPLE 3: TRAVEL STO-NBO SURFACE SEZ-NBO-STO
 * CONSTRUCTION COULD BE:
 * STO-NBO OW 1 PRICING UNIT
 * STO-SEZ OW 1 PRICING UNIT
 * OR
 * STO-NBO RT 1 PRICING UNIT
 * SEZ-NBO OW 1 PRICING UNIT
 * OR
 * STO-SEZ RT 1 PRICING UNIT
 * B) THE ONE WAY JOURNEY/SUBJOURNEY(S) ABOVE MUST BE
 * ASSESSED USING ONE WAY FARES. THE USE OF HALF
 * ROUND TRIP FARES IS NOT PERMITTED. THE ROUND
 TRIP
 * JOURNEY/SUBJOURNEY(S) ABOVE MUST BE ASSESSED
 USING

* HALF ROUND TRIP FARES.
 * (E) LIMITATIONS ON INDIRECT TRAVEL/INCLUSION OF SURFACE
 * SECTORS ON A THROUGH MILEAGE CALCULATOR
 * (1) LIMITATION ON INDIRECT TRAVEL
 * A) GENERAL LIMITATIONS: A FARE COMPONENT
 * MUST NOT INCLUDE
 * MORE THAN:
 * I) ONE DEPARTURE FROM FARE COMPONENT ORIGIN
 * OR
 * II) ONE ARRIVAL AT FARE COMPONENT
 * OR
 * III) MORE THAN ONE STOPOVER AT ANY ONE
 * INTERMEDIATE TICKETED POINT
 * B) ADDITIONAL LIMITATIONS
 * I) FOR A JOURNEY ORIGINATING IN EUROPE (NOT
 * APPLICABLE FOR TRAVEL WHOLLY WITHIN
 * EUROPE) A FARE COMPONENT MUST NOT
 * MORE THAN ONE INTERNATIONAL DEPARTURE
 * ONE INTERNATIONAL ARRIVAL AT ANY
 * POINT IN THE COUNTRY WHERE TRAVEL

-99-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

* ORIGINATES; PROVIDED THAT WHEN THE
 * COUNTRY OF ORIGIN IS TRANSITED, TO/FROM
 * ANOTHER POINT IN EUROPE; STOPOVERS WILL
 * NOT BE PERMITTED IN SUCH COUNTRY.
 * EXAMPLE 1: AMS-TYO-AMS-LON-RTM WITH
 * A STOPOVER IN AMS
 * BETWEEN TYO AND LON AT A
 * THROUGH TYO-LON FARE IS
 * NOT PERMITTED (COUNTRY
 * OF ORIGIN IS TRANSITED TO
 * ANOTHER POINT IN EUROPE)
 * EXAMPLE 2: LON-NYC-LON-TYO WITH A
 * STOPOVER IN LON BETWEEN
 * NYC AND TYO AT A THROUGH
 * NYC-TYO FARE IS
 * PERMITTED (COUNTRY OF ORIGIN IS
 * NOT TRANSITED TO/FROM
 * ANOTHER POINT IN EUROPE)
 * II) THE RESTRICTION IN (I) ABOVE SHALL ALSO

* APPLY FOR THE COUNTRY OF PAYMENT IN
* EUROPE IF NOT IDENTICAL TO THE EUROPEAN
* COUNTRY WHERE TRAVEL ORIGINATES.

* EXAMPLE 1: ZRH-MIL-TYO
* SOLD IN MIL WITH A
* STOPOVER IN MIL AT A
* THROUGH FARE ZRH-TYO IS
* NOT PERMITTED.
* (COUNTRY OF SALE IS
* TRANSITED FROM ANOTHER
* POINT IN EUROPE)

* EXAMPLE 2: LON-NYC-X/LON-AMS-TYO
* SOLD IN FRA WITH A
* STOPOVER IS AMS AT A
* THROUGH FARE NYC-TYO IS
* PERMITTED.
* (COUNTRY OF ORIGIN IS
* TRANSITED TO ANOTHER
* POINT IN EUROPE BUT NO
* STOPOVER IS MADE)

III) A FARE COMPONENT WITHIN AREA 1 OR

BETWEEN

* AREA 1 AND AREA 3 (VIA THE PACIFIC) MUST
* NOT INCLUDE MORE THAN ONE ARRIVAL AND
* ONE DEPARTURE AT ANY TICKETED POINT.

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

AND

* ONE INTERNATIONAL ARRIVAL AT ANY

TICKETED

* POINT IN THE COUNTRY WHERE TRAVEL
* ORIGINATES.

-100-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

* EXAMPLE 1: POA-BUE-SAO-NYC-THROUGH
* FARE NOT PERMITTED
* BECAUSE OF TWO
* INTERNATIONAL DEPARTURES
* FROM BRAZIL.
* ADDITIONALLY, THIS
* RESTRICTION APPLIES FOR
* THE COUNTRY OF PAYMENT

IF

* NOT IDENTICAL TO THE
* COUNTRY WHERE TRAVEL
* ORIGINATES.

EXAMPLE 2: NYC-SAO-BUE-POA SOLD IN

* BRAZIL - THROUGH FARE
 NOT *
 * PERMITTED BECAUSE OF TWO
 * INTERNATIONAL ARRIVALS
 IN *
 * BRAZIL WHICH IS THE
 * COUNTRY OF SALE.
 * V) APPLICABLE FOR TRAVEL COMMENCING IN
 * BRAZIL (EXCEPT FOR JOURNEYS WHOLLY
 WITHIN *
 * SOUTH AMERICA) IRRESPECTIVE OF WHERE THE
 * FARE IS PAID, THE FIRST INTERNATIONAL
 * FARE COMPONENT MUST NOT INCLUDE MORE
 THAN *
 * ONE BRAZILIAN DOMESTIC FLIGHT COUPON.
 * WHERE MORE THAN ONE BRAZILIAN DOMESTIC
 * FLIGHT COUPON IS ISSUED, THE FIRST
 * INTERNATIONAL FARE COMPONENT MUST BE
 * ASSESSED FROM THE POINT IMMEDIATELY
 PRIOR *
 * TO THE POINT OF COMMENCEMENT OF THE
 * INTERNATIONAL SECTOR.
 * EXAMPLE 1: BSB-RIO-NYC AT A THROUGH
 * FARE BSB-NYC IS
 * PERMITTED.
 * EXAMPLE 2: POA-RIO-SSA-LIS AT A
 * THROUGH FARE POA-LIS IS
 * NOT PERMITTED. THE
 * INTERNATIONAL FARE
 * COMPONENT MUST BE
 * ASSESSED FROM RIO AND
 * POA-RIO CHARGED
 * SEPARATELY.
 * EXAMPLE 3: FLN-X/CWB-/CWB-IGU-XSAO-
 * LON AT A THROUGH FARE
 * FLN-LON IS NOT PERMITTED.
 * THIS FIRST INTERNATIONAL
 * FARE COMPONENT MUST BE
 * ASSESSED FROM IGU AND
 * FLN-CWB-IGU CHARGED
 * SEPARATELY.

VI) FOR A PRICING UNIT ORIGINATING IN
 -101-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)
 * GERMANY, A FARE COMPONENT FROM/TO A
 POINT *
 * IN GERMANY MUST NOT INCLUDE MORE THAN
 TWO *
 * DOMESTIC SECTORS IN GERMANY.

* VII) JOURNEY APPLICATION
 * A JOURNEY ON A TICKET OR CONJUNCTION
 * TICKET, AT THE TIME OF ORIGINAL ISSUE
 * OR WHEN REISSUED, MUST NOT INCLUDE
 * MORE THAN FOUR INTERNATIONAL ARRIVALS
 * AND FOUR INTERNATIONAL DEPARTURES IN
 * ANY ONE COUNTRY; EXCEPT IN EUROPE,
 NOT
 * MORE THAN THREE INTERNATIONAL
 ARRIVALS
 * AND THREE INTERNATIONAL DEPARTURES IN
 * ONE COUNTRY IN EUROPE; PROVIDED FOR
 * THE COUNTING OF ARRIVALS AND
 * DEPARTURES SURFACE SECTORS ARE
 * CONSIDERED TO BE FLOWN
 * (2) INCLUSION OF A SURFACE SECTOR ON A THROUGH
 MILEAGE
 * CALCULATION
 * SURFACE OF A TRANSPORTATION BETWEEN TWO
 * INTERMEDIATE TICKETED POINTS MUST BE INCLUDED IN
 * THE TICKETED POINT MILEAGE COMPUTATION. IN THE
 * ABSENCE OF A SINGLE TICKETED POINT MILEAGE, THE
 * LOWEST COMBINATION OF TICKETED POINT SECTOR
 * MILEAGE WILL APPLY.
 * EXCEPTION: WHEN TRAVEL BETWEEN THE FOLLOWING
 * TICKETED POINTS ARE BY SURFACE
 * TRANSPORTATION, AND NEITHER POINT IS
 * THE POINT OF ORIGIN OR DESTINATION OF
 * THE FARE SECTOR, THE MILEAGE BETWEEN
 * SUCH POINTS WILL BE DISREGARDED.
 * BETWEEN AND
 * ALICANTE, SPAIN MURCIA, SPAIN
 * ALICANTE, SPAIN VALENCIA, SPAIN
 * ALMERIA, SPAIN MALAGA, SPAIN
 * AMMAN, JORDAN JERUSALEM
 * AMRISAR, INDIA LAHORE, PAKISTAN
 * AMSTERDAM, NETHERLANDS ROTTERDAM,
 * NETHERLANDS
 * ANTWERP, BELGIUM BRUSSELS,
 BELGIUM
 * ARICA, CHILE TACNA, PERU
 * BARCELONA, SPAIN GERONA, SPAIN
 * BARCELONA, SPAIN REUS, SPAIN
 * BASLE, SWITZERLAND MULHOUSE, FRANCE
 * BERLIN, GERMANY DRESDEN, GERMANY
 * BERLIN, GERMANY LEIPZIG, GERMANY
 * BERNE, SWITZERLAND GENEVA,
 * SWITZERLAND

-102-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)			
	*	BERNE, SWITZERLAND	ZURICH,
	*		SWITZERLAND
	*	BILBOA, SPAIN	SAN SEBASTIAN,
	*		SPAIN
	*	BILBOA, SPAIN	SANTANDER, SPAIN
	*	BILBOA, SPAIN	VITORIA, SPAIN
	*	BOLOGNA, ITALY	FLORENCE/PISA,
	*		ITALY
	*	BRAZZAVILLE, CONGO REP.	KINSHASA, ZAIRE
	*	BREMEN, GERMANY	HAMBURG, GERMANY
	*	BREMEN, GERMANY	MUNSTER, GERMANY
	*	BROWNSVILLE, U.S.A.	MATAMORES,
MEXICO			
	*	CATANIA, ITALY	PALERMO, ITALY
	*	CIUDAD JUAREZ, MEXICO	EL PASO, U.S.A.
	*	COLOGNE, GERMANY	DUSSELDORF,
	*		GERMANY
	*	COLOGNE, GERMANY	MUNSTER, GERMANY
	*	CURITABA, BRAZIL	JOINVILLE,
BRAZIL			
	*	CUZCO, PERU	LA PAZ, BOLIVIA
	*	DETROIT, U.S.A.	WINDSOR, CANADA
	*	DRESDEN, GERMANY	LEIPZIG, GERMANY
	*	DUBAI, UNITED ARAB EMIRATES	SHARJAH, UNITED
	*		ARAB EMIRATES
	*	DUSSELDORF, GERMANY	MUNSTER, GERMANY
	*	GRENADA, SPAIN	MALAGA, SPAIN
	*	GUATAMALA, GUATAMALA	TAPACHULA,
MEXICO			
	*	GUAYARAMERIN, BOLIVIA	PORTO VELHO,
	*		BRAZIL
	*	HAMBURG, GERMANY	HANOVER, GERMANY
	*	HAMBURG, GERMANY	MUNSTER, GERMANY
	*	HILO, HAWAII, U.S.A.	KONA, HAWAII,
	*		U.S.A.
	*	HONG KONG SAR, HONG KONG	MACAU, MACAU
	*	IGUASSU FALLS, ARGENTINA	IGUASSU FALLS,
	*		BRAZIL
	*	JEREZ DE LA FRONTARA, SPAIN	SEVILLE, SPAIN
	*	KABUL, AFGHANISTAN	PESHAWAR,
	*		PAKISTAN
	*	LA CORUNA, SPAIN	SANTIAGO DE
	*		COMPOSTELA,
SPAIN			
	*	LAREDO, TEXAS, U.S.A.	NUEVO LAREDO,
	*		MEXICO
	*	LARNACA, CYPRUS	PAPHOS, CYPRUS
	*	LETICIA, COLUMBIA	TABATINGA,
BRAZIL			
	*	LIVINGSTONE, ZIMBABWE	VICTORIA FALL,
	*		ZIMBABWE
	*	LIVRAMENTO, BRAZIL	RIVERA, URUGUAY
	*	LJUBIJANA, YUGOSLAVIA	ZAGREB,

*

YUGOSLAVIA

-103-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

*	MCALLEN, TEXAS, U.S.A	REYNOSA, MEXICO
*	MILAN, ITALY	TURIN, ITALY
*	MUNICH, GERMANY	NUREMBERG,
*		GERMANY
*	NAGOYA, JAPAN	OSAKA, JAPAN
*	PASO DE LOS LIBRES, ARGENTINA	URUGUAIANA,
*		BRAZIL
*	PODGRORICA, YUGOSLAVIA	TIVAT,
YUGOSLAVIA		
*	PUERTO MONTT, CHILE	SAN CARLOS DE
*		BARILOCHE,
*		ARGENTINA
*	SAN DIEGO, U.S.A.	TIJUANA, MEXICO
*	SANTIAGO DE COMPOSATALA, SPAIN	VIGO, SPAIN
*	SPLIT, YUGOSLAVIA	ZADAR,
YUGOSLAVIA		
*	STOCKHOLM, SWEDEN	VASTERAS, SWEDEN
*	SWAKOPMUND, NAMIBIA	WALVIS BAY,
*		NAMIBIA

(F) CONSTRUCTION RULES FOR FARE COMPONENTS

(1) MIXED CLASS TRAVEL (TRAVEL VIA DIFFERENT CLASS OF SERVICE)
 (APPLICABLE TO NORMAL FARES ONLY).
 (A) MIXED CLASS TRAVEL IS WHEN TRAVEL INVOLVES TWO OR MORE CLASSES OF SERVICE:
 (I) ON A SECTOR(S) WITHIN A FARE COMPONENT OR,
 (II) IN AN ENTIRE FARE COMPONENT OF A JOURNEY/SUBJOURNEY WITH MORE THAN ONE FARE COMPONENT
 (B) THE FARE FOR ENTIRE FARE COMPONENT TRAVELED IN A HIGHER CLASS OF SERVICE SHALL BE THE APPLICABLE FARE FOR THE CLASS USED.
 (C) ALL FARES USED IN DIFFERENTIAL CALCULATIONS WILL BE BASED ON QUALIFYING FARES.
 (D) THE FARE FOR MIXED CLASS TRAVEL WITHIN A

FARE

COMPONENT IS ASSESSED AS THE SUM OF THE THROUGH FARE IN THE LOWEST CLASS OF SERVICE USED TO ASSESS THE FARE AND, FOR EACH SECTOR TRAVELED IN A HIGHER CLASS OF SERVICE; THE DIFFERENCE BETWEEN THE LOWEST APPLICABLE

FARE

FOR THE LOWEST CLASS USED FOR THE SECTOR CONCERNED AND THE LOWEST APPLICABLE FARE FOR THE HIGHER CLASS USED FOR THE SAME SECTOR.

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

-104-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

* THE APPLICABLE THROUGH FARE FOR THE HIGHER
 * CLASS OF SERVICE FOR THE SECTORS CONCERNED.
 * (F) HPS MUST BE CHECKED WHEN CALCULATING
 * DIFFERENTIALS, HOWEVER THE BHC DOES NOT
 * APPLY.
 * NOTE: MINIMUM CHECKS ARE NOT APPLICABLE
 * WHEN CALCULATING A DIFFERENTIAL.
 * (G) THE DIFFERENTIAL IS ASSESSED IN THE SAME
 * DIRECTION AS THE FARE USED FOR THE LOWEST
 * CLASS OF SERVICE.
 * (H) WHEN HALF ROUND TRIP FARES ARE USED, THE
 * DIFFERENTIAL IS ASSESSED USING HALF ROUND
 * TRIP FARES. WHEN ONE WAY FARES ARE USED,
 THE
 * DIFFERENTIAL IS ASSESSED USING ONE WAY FARES.
 * (I) SPECIAL FARES MAY NOT BE USED IN MIXED CLASS
 * DIFFERENTIAL CALCULATIONS.
 * (J) THE ABOVE RULES MAY NOT BE USED TO
 CIRCUMVENT
 * ANY STOPOVER OR TRANSFER RESTRICTIONS
 * APPLICABLE TO THE THROUGH FARE FOR THE
 LOWEST
 * CLASS OF SERVICE USED.
 * (K) THE TOTAL FARE FOR A FARE COMPONENT ASSESSED
 * WITH A CLASS DIFFERENTIAL NEED NOT BE HIGHER
 * THAN:
 * (I) THE THROUGH FARE FOR THE HIGHEST CLASS
 * OF TRAVEL, OR
 * (II) THE SUM OF FARES FOR SECTORS FLOWN IN
 * DIFFERENT CLASSES OF SERVICE
 * (L) FARE COMPONENT CHECKS (DMC, COM) WILL BE
 * APPLIED:
 * (I) IN THE LOWEST CLASS USED OF A MIXED
 * CLASS COMPONENT WHERE A DIFFERENTIAL
 HAS
 * BEEN APPLIED
 * (II) IN THE APPLICABLE CLASS USED FOR AN

CLASS * ENTIRE COMPONENT FLOWN IN A HIGHER
 MORE * (M) JOURNEY SUBJOURNEY CHECKS WHICH APPLY TO
 * THAN ONE FARE COMPONENT (CTM, COP, CPM, OSC,
 * RSC) WILL BE APPLIED IN THE LOWEST CLASS OF
 * SERVICE USED AND THE CLASS DIFFERENTIAL(S)
 * AMOUNT(S) ADDED TO THE RESULTANT FARE FOR
 THE *
 * LOWEST CLASS OF SERVICE USED
 * (N) WHERE TWO APPLICABLE SAME CLASS FARES EXIST
 * IN A MARKET, THE APPLICABLE FARE USED FOR
 THE *
 * THROUGH FARE COMPONENT AND ANY INTERMEDIATE
 * FARES USED FOR HIP CHECK PURPOSES TO THE
 * BREAKPOINT, IS ALSO THE SAME FARE USED IN
 * CALCULATING THE DIFFERENTIAL, I.E. Y AND Y2
 * FARES EXIST IN A MARKET. IF THE LOWER LEVEL
 * Y2 FARE IS USED AS THE HIP CHECK FARE, IT
 * MUST ALSO BE USED WHEN CALCULATING THE

-105-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)
 * DIFFERENTIAL.
 * (O) CLASS DIFFERENTIALS MAY NOT BE ASSESSED OVER
 * A FARE BEAK POINT.
 * (P) (APPLICABLE BETWEEN AREA 1 AND AREA 2) WHEN
 * THE TRANSATLANTIC SECTOR IS FLOWN IN
 * INTERMEDIATE CLASS AND OTHER SECTORS ARE IN
 * THE SAME CLASS OR A LOWER CLASS, THE
 * APPLICABLE THROUGH INTERMEDIATE CLASS FARE
 * SHALL BE APPLIED. A DIFFERENTIAL BETWEEN
 * ECONOMY AND INTERMEDIATE CLASS IS NOT
 * PERMITTED.
 * (Q) (APPLICABLE BETWEEN AREA 1 AND AREA 3 VIA
 THE *
 * ATLANTIC) WHEN THE AREA 2-3 AND
 * TRANSATLANTIC SECTORS ARE FLOWN IN
 * INTERMEDIATE CLASS, THE APPLICABLE THROUGH
 * INTERMEDIATE CLASS FARE SHALL BE APPLIED.
 * (R) (APPLICABLE FOR TRAVEL BETWEEN AREA 1 AND
 * EUROPE ONLY) WHEN TRANSATLANTIC TRAVEL IS
 * FLOWN IN ECONOMY CLASS AND THE INTRA
 EUROPEAN *
 * SECTOR IS FLOWN IN INTERMEDIATE CLASS, THE
 * THROUGH APPLICABLE INTERMEDIATE CLASS FARE
 * APPLIES, UNLESS CHARGING SECTOR FARES FOR
 THE *
 * MIXED CLASS POINT(S) RESULTS IN A LOWER FARE.
 * A DIFFERENTIAL BETWEEN ECONOMY AND

* INTERMEDIATE CLASS IS NOT PERMITTED.
 * (S) (APPLICABLE VIA THE ATLANTIC-PACIFIC OCEANS
 * FOR TRAVEL BETWEEN EUROPE AND SOUTH WEST
 * PACIFIC) WHEN THE SECTOR BETWEEN EUROPE AND
 * AREA 1 AND THE SECTOR BETWEEN AREA 1 AND THE
 * SOUTH WEST PACIFIC ARE FLOWN IN INTERMEDIATE
 * CLASS, THE APPLICABLE THROUGH INTERMEDIATE
 * CLASS FARE APPLIES. A DIFFERENTIAL BETWEEN
 * ECONOMY AND INTERMEDIATE CLASS IS NOT
 * PERMITTED.
 * (T) (APPLICABLE TO ATLANTIC-PACIFIC TRAVEL
 * BETWEEN EUROPE AND JAPAN/KOREA) WHEN THE
 * SECTOR BETWEEN EUROPE AND AREA 1 IS IN
 * ECONOMY CLASS AND THE SECTOR BETWEEN AREA 1
 * AND JAPAN/KOREA IS IN INTERMEDIATE CLASS,
 THE
 * APPLICABLE THROUGH INTERMEDIATE CLASS FARE
 * APPLIES. A DIFFERENTIAL BETWEEN ECONOMY AND
 * INTERMEDIATE CLASS IS NOT PERMITTED.
 * (U) (APPLICABLE TO ATLANTIC-PACIFIC TRAVEL
 * BETWEEN EUROPE AND SOUTH EAST ASIA) WHEN
 THE
 * SECTOR BETWEEN THE LAST POINT OF DEPARTURE
 IN
 * EUROPE AND THE FIRST POINT IN ARRIVAL IN
 AREA
 * 3 ARE FLOWN IN INTERMEDIATE CLASS, THE
 * APPLICABLE INTERMEDIATE CLASS FARE APPLIES.
 * A DIFFERENTIAL BETWEEN ECONOMY AND

-106-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

* INTERMEDIATE CLASS IS NOT PERMITTED.
 * (2) SURFACE SECTORS
 * (A) APPLY THE THROUGH FARE OR THE SUM OF FARES
 * OVER THE SECTORS ACTUALLY FLOWN, WHICHEVER
 IS
 * LOWER.
 * (B) IN THE CASE OF NORMAL FARE TRAVEL, WHERE THE
 * MILEAGE FOR AN INTERNATIONAL SURFACE BREAK
 IS
 * GREATER THAN THE TICKETED POINT MILEAGE OVER
 * THE ROUTING TRAVELED FROM ORIGIN OF THE
 * JOURNEY UP TO THE POINT OF COMMENCEMENT OF
 * THE SURFACE BREAK WHEN NORMAL FARES ARE ON
 * BOTH SIDES OF THE SURFACE BREAK AND JOURNEY
 * UP TO THE SURFACE BREAK MUST BE TICKETED
 * SEPARATELY.
 * EXAMPLE: TRAVEL: NYC-LON SURFACE
 * BKK-PAR-LON-NYC

* TPMS 3458 5919 5860 220 3458
 * CONSTRUCTION COULD BE:
 * NYC-LON RT 1 PRICING UNIT
 * BKK-PAR OW 1 PRICING UNIT
 * PAR-LON OW 1 PRICING UNIT
 * * NOTWITHSTANDING SEPARATE PUS, THE TPM
 * IS UNDERTAKEN FROM NYC

IF

(C) THE SURFACE BREAK IS MEASURED USING TPMS.

* NO TPM EXISTS FOR THE POINTS CONCERNED, THE
 * SHORTEST OPERATED MILEAGE SHALL BE USED (I.E.
 * MPM DIVIDED BY 1.20); PROVIDED THAT IN THE
 * EVENT THERE IS NO SHORTEST OPERATED MILEAGE,
 * THE TICKETED POINT MILEAGE SHALL BE
 * ESTABLISHED BY A COMBINATION OF TPMS.

(D) SURFACE BREAKS IN SECTION E.7. AND BETWEEN
 CANADA AND THE USA MAY BE IGNORED.

(3) HIGHER INTERMEDIATE POINT

(A) NORMAL FARES

(I) IF IN ANY ROUTING OTHERWISE PERMISSABLE
 AT THE DIRECT ROUTE NORMAL FARE, THERE
 IS A DIRECT ROUTE NORMAL FARE(S) OF THE
 SAME CLASS OF SERVICE BETWEEN ANY TWO
 TICKETED POINTS WHICH IS HIGHER THAN

THE

* DIRECT ROUTE NORMAL FARE BETWEEN THE
 * FARE CONSTRUCTION POINTS, THE FARE

SHALL

* NOT BE LESS THAN THE HIGHEST
 * FARE REFERRED TO ABOVE (HIGHER
 * INTERMEDIATE FARE). IN THE CASE OF
 * FARES WHICH ARE ESTABLISHED BY
 * SEASONALITY (INCLUDING BLACKOUT DATES),
 * OR DAY OF WEEK OR FLIGHT APPLICATION,
 * THE CHECK WILL BE BASED ON THE
 * APPLICABLE FARE (BY SEASONALITY

-107-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 IN EFFECT ON: 15SEP10

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

 TITLE/APPLICATION - 70 (CONT)

* INCLUDING BLACKOUTS, OR BY DATES, OR
 * BY DAY OF WEEK OR BY FLIGHT
 * APPLICATION).

(II) IF ANY INDIRECT ROUTING OTHERWISE
 PERMISSABLE AT THE DIRECT ROUTE NORMAL
 FARE PLUS A PERCENTAGE, THERE IS A
 DIRECT ROUTE NORMAL FARE(S) OF THE SAME
 CLASS OF SERVICE BETWEEN THE FARE
 CONSTRUCTION POINTS, THE FARE FOR THE
 INDIRECT ROUTE SHALL BE NO LESS THAN
 THE HIGHEST FARE REFERRED TO ABOVE

* (HIGHER INTERMEDIATE FARE), AND THE
 * SURCHARGE PERCENTAGE APPLICABLE TO
 * THE THROUGH FARE SHALL BE APPLIED
 * TO SUCH HIGHER INTERMEDIATE FARE.
 * (III) WHEN THERE IS NO DIRECT ROUTE FARE
 * BETWEEN TWO TICKETED POINTS, A FARE
 MUST
 * BE CONSTRUCTED OVER AN INTERMEDIATE
 * TICKETED POINT IN ORDER TO APPLY THE
 * PROVISIONS OF (I) OR (II) ABOVE.
 * NOTE: THE CONSTRUCTED FARE IS
 * CONSIDERED A 'DIRECT ROUTE FARE' AND
 * MUST BE SHOWN ON THE TICKET AS 'C/'.
 * (IV) WHEN COMPARING NORMAL FARES OF THE
 'SAME
 * CLASS OF SERVICE' IN ORDER TO DETERMINE
 * IF THERE IS A HIGHER FARE, THE
 FOLLOWING
 * SEQUENCE SHALL BE FOLLOWED:
 * (AA) SLEEPER SEAT FARE IS COMPARED WITH
 * SLEEPER SEAT; IF NO SLEEPER SEAT
 * FARE, COMPARE WITH FIRST CLASS
 FARE
 * (BB) FIRST CLASS FARE IS COMPARED WITH
 * FIRST CLASS; IF NO FIRST CLASS
 * FARE, COMPARE WITH INTERMEDIATE
 * CLASS FARE (OR NEXT LOWER CLASS
 * FARE)
 * (CC) INTERMEDIATE CLASS FARE IS
 COMPARED
 * WITH INTERMEDIATE CLASS FARE; IF
 NO
 * INTERMEDIATE CLASS FARE, COMPARE
 * WITH ECONOMY CLASS FARE; PROVIDED
 * THAT WHERE MORE THAN ONE ECONOMY
 * CLASS FARE IS PUBLISHED, COMPARE
 * WITH THE HIGHEST ECONOMY CLASS
 * FARE.
 * (DD) ECONOMY CLASS FARE IS COMPARED
 WITH
 * ECONOMY CLASS FARE
 * (V) WHEN COMPARING NORMAL FARES, THE
 * COMPARISON SHALL BE MADE IN THE SAME
 * DIRECTION AS THE FARE COMPONENT. WHEN
 * USING HALF ROUND TRIP FARES THE

-108-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 IN EFFECT ON: 15SEP10

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

 TITLE/APPLICATION - 70 (CONT)

* COMPARISON SHALL BE MADE USING HALF
 * ROUND TRIP FARES. WHEN USING ONE WAY

USING

* FARES THE COMPARISON SHALL BE MADE

* ONE WAY FARES.

* (VI) WHERE MORE THAN ONE NORMAL FARE IS
* PUBLISHED FOR THE CARRIER AND THE CLASS
* OF SERVICE USED, THE LOWER/LOWEST LEVEL
* MAY BE USED SUBJECT TO ANY STOPOVER,
* TRANSFER, SEASONALITY, DAY OF WEEK
* LIMITATIONS, OR FLIGHT RESTRICTIONS OF
* THE LOWER/LOWEST FARE (EXCLUDING
* APPLICATION OF THE STOPOVER CHARGES.)

* (A) NORMAL FARES

* (VII) IN ESTABLISHING THE DAY OF WEEK FARE
* LEVEL TO BE USED FOR THE HIP CHECK, THE
* APPLICATION OF THE DAY OF WEEK FARES
* SHALL BE APPLIED SOLELY TO THE SECTOR(S)
* FOR WHICH THE CHECK IS BEING MADE. THE
* DAY OF TRAVEL ON SUCH SECTOR(S) SHALL

BE

* USED TO DETERMINE THE DAY OF WEEK FARE
* LEVEL FOR THE HIP CHECK.

* (VIII) IN ESTABLISHING THE SEASONAL FARE LEVEL
* TO BE USED FOR THE HIP CHECK, THE RULE
* FOR THE APPLICATION OF THE SEASONAL

FARE

* SHALL BE APPLIED SOLELY TO THE SECTOR(S)
* FOR WHICH THE CHECK IS BEING MADE. THE
* SEASONAL RULE FOR SUCH SECTOR SHALL BE
* USED TO DETERMINE THE SEASONAL FARE
* LEVEL TO BE USED FOR THE HIP CHECK.
* WHERE REFERENCE IN A SEASONAL RULE IS

TO

* A SPECIFIC SEGMENT OF TRAVEL E.G. FIRST
* INTERNATIONAL SECTOR, THE SPECIFIC
* SEGMENT SHALL BE ASSESSED WITHIN THE
* SECTOR(S) FOR WHICH THE HIP LEVEL IS
* BEING ESTABLISHED.

* EXAMPLE: ROUTING A-B-C-B-A
* 1ST FARE COMPONENT (A TO C)
* - FARE A-C IS A NON-SEASONAL
* FARE
* - FARE A-B IS A NON-SEASONAL
* FARE
* - THERE ARE SEASONAL FARES B-

C

* WITH THE RULE THAT THE FIRST
* INTERNATIONAL SECTOR
* DETERMINES THE SEASONAL FARE
* TO BE CHARGED.
* - TO ESTABLISH THE SEASONAL
* FARE LEVEL TO BE USED FOR THE
* HIP CHECK ON

IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

* THE SECTOR B-C THE DATE OF
 * TRAVEL B TO C WILL BE USED
 * 2ND FARE COMPONENT (FARE IN
 * THE DIRECTION FROM A TO C)
 * - FARE A-C IS A NON-SEASONAL
 * FARE
 * - FARE A-B IS A NON-SEASONAL
 * FARE
 * - THERE ARE SEASONAL FARES B-

C

* WITH THE RULE THAT THE FIRST
 * INTERNATIONAL SECTOR
 * DETERMINES THE SEASONAL FARE
 * TO BE CHARGED.
 * - TO ESTABLISH THE SEASONAL
 * FARE LEVEL TO BE USED FOR THE
 * HIP CHECK ON
 * THE SECTOR C-B THE DATE OF
 * TRAVEL C TO B WILL BE USED
 * (IX) FOR THE PURPOSE OF THE HIGHER
 * INTERMEDIATE FARE CHECK, WHEN THE

TICKET

* SHOWS NO STOPOVER AT BOTH THE UNIT
 * ORIGIN AND THE UNIT DESTINATION POINT

OF

* A SIDE TRIP WHICH HAS BEEN CHARGED FOR
 * SEPARATELY (DUE TO TRANSFER CONNECTIONS
 * ON BOTH OCCASIONS) A STOPOVER SHALL BE
 * CONSIDERED TO BE TAKEN AT SUCH POINT
 * UNLESS THE TIME INTERVAL BETWEEN THE
 * ARRIVAL IMMEDIATELY PRECEDING THE SIDE
 * TRIP AND THE DEPARTURE IMMEDIATELY
 * FOLLOWING THE SIDE TRIP DOES NOT
 * CONSTITUTE A STOPOVER AS DEFINED IN

RULE

* 1.
 * (X) WHEN AN ITINERARY REQUIRED CHECKING
 * FARES IN THE NEXT HIGHER CLASS OF
 * SERVICE DUE TO RULE/STOPOVER
 * RESTRICTIONS, HIPS MUST BE CHECKED IN
 * THE NEXT HIGHER CLASS OF SERVICE FOR

ALL

* POINTS ON THAT FARE COMPONENT.
 * (XI) WHEN TICKETS ARE ISSUED
 * IN THE COUNTRY OF
 * COMMENCEMENT OF TRAVEL, A HIGHER
 * INTERMEDIATE POINT CHECK SHALL
 * BE APPLICABLE ONLY AT INTERMEDIATE
 * TICKETED STOPOVER POINT(S).

* THE POINTS CHECKED ARE:
* (AA) THE POINT OF ORIGIN TO ANY
* INTERMEDIATE STOPOVER POINT; OR
* (BB) ANY INTERMEDIATE STOPOVER POINT TO
* -110-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

* THE DESTINATION; OR
* (CC) ANY INTERMEDIATE POINT STOPOVER
* POINTS TO ANY OTHER INTERMEDIATE
* STOPOVER POINT.
* EXCEPTION 1: FOR THE PURPOSE OF
* THIS RULE, EC
MEMBER * STATES SHALL BE
* CONSIDERED AS ONE
* COUNTRY, PROVIDED
* THAT:
* (I) THE JOURNEY IS
* WHOLLY WITHIN
* THE EUROPE
* SUB-AREA AND
* ALL FARE
* CONSTRUCTION
* POINTS ARE IN
* EC MEMBER
* STATES.
* (II) THE JOURNEY
* MUST COMMENCE
* IN THE COUNTRY
* OF THE POINT
OF * ORIGIN SHOWN
ON * THE TICKET.
* EXCEPTION 2: HIP'S WILL NOT BE
* CHECKED WHEN
ROUTING * FARES ARE USED FOR
* TRAVEL WHOLLY
WITHIN * AREA 1, OR FOR
* TRAVEL BETWEEN AREA
* 1 AND AREA 2 VIA
THE * ATLANTIC OR FOR
* TRAVEL BETWEEN AREA
* 1 AND AREA 3 VIA
THE * PACIFIC.

IS * LON-NYC
 *
 * NOT.
 NOT * NOTE: THIS DOES
 *
 * APPLY TO FARES
 * PUBLISHED WITH
 * SPECIFIED
 * ROUTINGS.
 * EXCEPTION 5: APPLICABLE FOR
 * TRAVEL ORIGINATING
 * IN AUSTRALIA/ NEW
 * ZEALAND, (EXCEPT
 * FOR
 * TRAVEL WHOLLY
 WITHIN * AREA 3). THE HIP
 * CHECK SHALL APPLY
 IN * EACH INTERNATIONAL
 * FARE COMPONENT
 * TO/FROM
 * AUSTRALIA/NEW

-112-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)
 * ZEALAND FROM THE
 * POINT OF UNIT
 ORIGIN *
 * TO ALL TICKETED
 * POINTS IN
 * THE FARE COMPONENT.
 * EXCEPTION 6: FOR JOURNEYS
 * ORIGINATING IN
 * THE REPUBLIC OF
 * YEMEN, THE HIP
 * CHECK IN EACH FARE
 * COMPONENT SHALL BE
 * APPLIED ON ALL
 * TICKETED POINTS
 * IN THE REPUBLIC
 * OF YEMEN.
 * EXCEPTION 7: WHEN TRAVEL
 * ORIGINATES IN INDIA
 * AND DESTINED TO
 * CANADA/USA, WHEN
 * STOPOVERS TAKEN IN
 * EUROPE OR UK HIGHER
 * FARES SHALL NOT BE
 * APPLICABLE FROM

* POINTS IN EUROPE/UK
 * TO CANADA/USA.
 * (XII) FOR THE PURPOSE OF THIS
 * RULE, WHEN THERE IS A
 * SURFACE BREAK, THE HIGHER INTERMEDIATE
 * FARE CHECK APPLIES TO THE POINT OF
 * ARRIVAL BY AIR IMMEDIATELY PRECEDING
 THE
 * SURFACE SECTOR AND TO THE POINT OF
 * DEPARTURE IMMEDIATELY FOLLOWING THE
 * SURFACE SECTOR, UNLESS THE TIME
 INTERVAL
 * BETWEEN THE ARRIVAL AND DEPARTURE DOES
 * NOT CONSTITUTE A STOPOVER AS DEFINED IN
 * RULE 1.
 * (XIII) WHEN TICKETS ARE ISSUED
 * OUTSIDE THE COUNTRY OF
 * COMMENCEMENT OF TRAVEL, A HIGHER
 * INTERMEDIATE FARE SHALL BE APPLICABLE
 AT
 * ALL INTERMEDIATE TICKETED POINT(S).
 * (B) SPECIAL FARES
 * (I) A SPECIAL FARE MAY BE APPLIED IF
 BETWEEN
 * EITHER FARE CONSTRUCTION POINT AND ANY
 * INTERMEDIATE TICKETED POINT THERE IS
 NOT
 * HIGHER NORMAL FARE FOR THE SAME CLASS
 OF
 * SERVICE THAN THE NORMAL FARE BETWEEN
 THE
 * FARE CONSTRUCTION POINTS AS DETERMINED
 * IN ACCORDANCE WITH THE NORMAL FARES

-113-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

* SECTION (A) ABOVE.
 * (II) IF THERE IS A HIGHER NORMAL FARE, AS
 * DETERMINED IN ACCORDANCE WITH PARAGRAPH
 * A, ABOVE, THE SPECIAL FARE FOR THE
 * COMPONENT SHALL NOT BE LESS THAN SUCH
 * HIGHER NORMAL ARE, EXCEPT:
 * (AA) IF THERE IS A SPECIAL FARE OF THE
 * SAME TYPE AT THE SAME LEVEL OR A
 * LOWER LEVEL ON THE SECTOR FOR
 WHICH
 * THE NORMAL FARE APPLIES, THE
 * SPECIAL FARE FROM THE ORIGIN TO
 THE
 * DESTINATION (SURCHARGED IF

* NECESSARY) SHALL APPLY, OR
 * (BB) IF THERE IS A SPECIAL FARE OF THE
 * SAME TYPE AT A HIGHER LEVEL ON THE
 * SECTOR FOR WHICH THE HIGHER NORMAL
 * FARE APPLIES, THE SPECIAL FARE FOR
 * THE COMPONENT SHALL NOT BE LESS
 * THAN SUCH HIGHER SPECIAL FARE
 * (SURCHARGED IF NECESSARY).
 * (CC) IF THERE IS NO SPECIAL FARE OF THE
 * SAME TYPE ON THE SECTOR FOR WHICH
 * THE HIGHER NORMAL FARE APPLIES,
 THE
 * FARE SHALL NOT BE LESS THAN THE
 * LOWEST OF ANY HIGHER TYPE OF
 * SPECIAL FARE WITHIN THE SAME
 COLUMN
 * AS SHOWN BELOW:
 * (DD) IN DEFINING A 'FARE OF THE SAME
 * TYPE', THE COMPARISON OF SPECIAL
 * FARES SHALL BE LIMITED TO THE
 CLASS
 * OF SERVICE AND
 * COLUMN 1 COLUMN 2 COLUMN 3
 * LATE BOOKING FARE OR GIT FARE OR GROUP FARE OR
 * APEX FARE OR INDIVIDUAL IT OR EXCURSION FARE
 * PEX FARE OR EXCURSION FARE
 * EXCURSION FARE
 * (EE) IF THERE IS MORE THAN ONE SPECIAL
 * FARE OF THE SAME TYPE ON THE
 SECTOR
 * FOR WHICH THE HIGHER NORMAL FARE
 * APPLIES, THE FARE WITH CONDITIONS
 * MOST SIMILAR TO THOSE OF THE
 * SPECIAL FARES FOR THE COMPONENT
 * SHALL BE USED FOR THE COMPARISON.
 * (FF) ALL CONDITIONS ATTACHED TO THE
 * SPECIAL FARE FOR THE COMPONENT
 * APPLY.
 * FLOW CHART (FOR SPECIAL FARES)

-114-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

* IS THERE ANY HIGHER NORMAL FARE FOR THE SAME
 * CLASS OF SERVICE FROM: THE POINT OF ORIGIN TO
 * ANY INTERMEDIATE TICKETED POINT, AND/OR ANY
 * INTERMEDIATE TICKETED POINT TO THE DESTINATION?
 *]]
 * NO NO
 *]]
 * ANY SPECIAL FARE IS THERE A SPECIAL

```

*           FOR THE COMPONENT           FARE OF THE SAME TYPE
*           (SURCHARGED IF             FOR THIS SECTOR?
*           NECESSARY)                 ]           ]
*           -----NO           YES
*           ]                           ]
*           APPLY HIGHER                 IS THIS FARE HIGHER
*           INTERMEDIATE                 THAN THE SPECIAL
*           NORMAL FARE                 FARE ON THE SECTOR?
*           (SURCHARGED IF             ]
*           NECESSARY)                 ]
*           ]                           ]
*           NO                           YES
*           ]                           ]
*           APPLY SPECIAL FARE           RAISE THE FARE TO
*           FOR THE COMPONENT           SUCH HIGHER SPECIAL
*           (SURCHARGED IF             (SURCHARGED IF
*           NECESSARY)                 NECESSARY)
* (4) ONE WAY BACKHAUL MINIMUM
* (A) THIS PARAGRAPH DOES NOT APPLY:
* (I) FOR JOURNEYS WHOLLY WITHIN AREA 1
* (II) FOR JOURNEYS WHOLLY BETWEEN ARGENTINA,
*      BRAZIL, CHILE, PARAGUAY, URUGUAY AND
*      AREA 2
* (III) FOR PRICING UNITS WHOLLY WITHIN EUROPE
* (B) THIS PARAGRAPH APPLIES ONLY WHEN USING
*
* OR SPECIAL ONE WAY FARES.
* (C) IF IN ANY FARE COMPONENT TRAVEL IS VIA A
*     HIGHER RATED INTERMEDIATE STOPOVER POINT,
*
*     FARE FOR SUCH FARE COMPONENT SHALL BE THE
*     HIGHER OF:
*     (I) THE APPLICABLE FARE BETWEEN THE FARE
*         CONSTRUCTION POINTS, OR
*     (II) THE FARE FROM FARE COMPONENT ORIGIN TO
*         THE HIGHEST RATED INTERMEDIATE STOPOVER
*         POINT PLUS THE DIFFERENCE BETWEEN SUCH
*         FARE AND THE DIRECT ROUTE FARE BETWEEN
*         THE FARE CONSTRUCTION POINTS.
*     EXAMPLE: A-B-C-D
*     FARES:  A TO B           NUC    50

```

NORMAL

THE

-115-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 IN EFFECT ON: 15SEP10

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

 TITLE/APPLICATION - 70 (CONT)

```

*           A TO C           150
*           A TO D           140
*           B TO C           175
*           B TO D           160
*           FARE TO BE CHARGED IS:
*           B TO C           NUC    175

```

* OR
 * A TO C NUC 150
 * PLUS THE DIFFERENCE BETWEEN
 * A TO C AND A TO D 10
 * TOTAL NUC 160
 * WHICHEVER IS HIGHER
 * (D) THE ONE WAY BACKHAUL CHECK NEED NOT BE
 * APPLIED FOR POINTS WHICH HAVE BEEN EXCLUDED
 * AS STATED IN SECTION 3 (HIPS) ABOVE.
 * (G) CONSTRUCTION RULES FOR PRICING UNITS
 * (1) ROUND TRIP FARES
 * (A) UNLESS OTHERWISE SPECIFIED, THE FARE FOR A
 * ROUND TRIP WILL BE TWICE THE OUTBOUND ONE
 * FARE.
 * (B) THE REFERENCE TO TWO FARE COMPONENTS ONLY,
 * FOUND IN DEFINITIONS, DOES NOT PROHIBIT
 * FOR END-ON COMBINATION OR SIDE TRIPS PAID
 * SEPARATELY, BEING SHOWN ON THE SAME TICKET.
 * (C) ROUND TRIP FARES ARE COMBINABLE WITH OTHER
 * ROUND TRIP FARES.
 * (2) CIRCLE TRIP FARES
 * (A) THE FARE FOR A CIRCLE TRIP SHALL BE THE
 * LOWEST COMBINATION OF HALF ROUND TRIPS IN
 * DIRECTION OF TRAVEL, BEGINNING THE
 * CALCULATION FROM THE POINT OF UNIT ORIGIN OF
 * THE TRIP; PROVIDED THAT FOR ANY FARE
 * COMPONENT WHICH TERMINATES IN THE COUNTRY OF
 * UNIT ORIGIN, THE FARE APPLICABLE TO SUCH
 * COMPONENT FROM THE COUNTRY OF UNIT ORIGIN
 * SHALL BE USED.
 * (B) CIRCLE TRIP MINIMUM (CTM)
 * (I) (NOT APPLICABLE FOR TRAVEL COMMENCING
 * AUSTRALIA/NEW ZEALAND OTHER THAN WITHIN
 * AREA 3): THE FARE FOR A CIRCLE TRIP
 * (EXCLUDING ANY SIDE TRIP WHICH HAS BEEN
 * CHARGED AS A SEPARATE PRICING UNIT)
 * SHALL NOT BE LESS THAN THE DIRECT ROUTE
 * NORMAL OR SPECIAL ROUND TRIP FARE, THE
 * HIGHEST RATED PAIR OF POINTS APPLICABLE
 * TO THE CLASS OF SERVICE USED FROM THE
 * POINT OF UNIT ORIGIN TO ANY STOPOVER
 * POINT ON THE ROUTE OF TRAVEL.

-116-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

- * (II) (APPLICABLE FOR TRAVEL COMMENCING IN AUSTRALIA/NEW ZEALAND OTHER THAN WITHIN ARE 3): THE FARE FOR A CIRCLE TRIP (EXCLUDING ANY SIDE TRIP WHICH HAS BEEN CHARGED AS A SEPARATE PRICING UNIT) SHALL NOT BE LESS THAN THE DIRECT ROUTE NORMAL OR SPECIAL ROUND TRIP FARE, FOR THE HIGHEST RATES PAIR OF POINTS APPLICABLE TO THE CLASS OF SERVICE USED FROM THE POINT OF UNIT ORIGIN TO ANY TICKETED POINT ON THE ROUTE OF TRAVEL.
- * (III) WHERE MORE THAN ONE NORMAL FARE IS PUBLISHED FOR THE CARRIER AND THE CLASS OF SERVICE USED, THE LOWER/LOWEST LEVEL MAY BE USED.
- * (IV) WHEN THERE ARE ROUND TRIP FARES FROM THE POINT OF UNIT ORIGIN TO ANY STOPOVER POINT, WHICH DIFFER ACCORDING TO CARRIER(S) USED OUTBOUND AND INBOUND FARE TO BE USED FOR THE CHECK SHALL BE THE LOWER OF SUCH ROUND TRIP FARES.
- * (V) WHEN CHECKING THE CIRCLE TRIP MINIMUM FARE WHEN SPECIAL FARES ARE USED, THE COMPARISON IS THE SAME AS PROVIDED IN (3) (B) (II) (DD); PROVIDED THAT WHEN NO SPECIAL DIRECT ROUND TRIP FARE IS AVAILABLE FROM THE POINT OF UNIT ORIGIN TO ANY HIGHER RATED NORMAL FARE POINT, THE TOTAL FARE SHALL NOT BE LESS THAN THE DIRECT ROUND TRIP NORMAL ECONOMY CLASS FARE FROM THE POINT OF UNIT ORIGIN TO SUCH POINT.
- * (VI) THE CTM CHECK IS NOT APPLIED TO A PRICING UNIT, WHICH CONTAINS A MIXTURE OF NORMAL AND SPECIAL FARES COMBINED ON THE OUTBOUND AND INBOUND PORTIONS.
- * (VII) THE CTM CHECK IS NOT APPLIED TO A PRICING UNIT CONSISTING OF GOVERNMENT AND/OR MILITARY FARES.
- * (VIII) THE CTM CHECK IS NOT APPLIED TO A PRICING UNIT CONSISTING OF A COMBINATION OF GOVERNMENT AND/OR MILITARY FARES AND NORMAL FARES.
- * (IX) THE CTM CHECK NEED NOT BE APPLIED TO POINTS, WHICH HAVE BEEN DISREGARDED UNDER PROVISIONS OF THE HIGHER INTERMEDIATE POINT RULE.
- * (C) ROUND THE WORLD MINIMUM (RWM) THE RULE DOES NOT APPLY TO ANY JOINT ROUND

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

* THE WORLD FARES PUBLISHED BY RULE SEPARATELY
 * IN THIS OR ANY OTHER TARIFF.
 * (I) ROUND THE WORLD FARES CONSIST OF
 * CONTINUOUS EB OR WB TRAVEL COMMENCING
 * FROM AND RETURNING TO THE SAME POINT
 * WHICH INVOLVES ONLY ONE CROSSING OF THE
 * ATLANTIC OCEAN AND ONLY ONE CROSSING OF
 * THE PACIFIC OCEAN.
 * (II) UNLESS OTHERWISE INDICATED, ONLY NORMAL
 * FARES MAY BE USED TO CONSTRUCT A ROUND
 * THE WORLD ITINERARY. ONE WAY SPECIAL
 * FARES MUST NOT BE USED TO CALCULATE
 * FARES FOR ROUND-THE- WORLD TRAVEL.
 * (III) FOR ROUND THE WORLD TRAVEL ORIGINATING
 * IN AUSTRALIA/NEW ZEALAND, THE

PROVISIONS

* OF SUBPARAGRAPH IV) BELOW SHALL NOT
 * APPLY.
 * (IV) THE TOTAL FARE FOR A ROUND THE WORLD
 * JOURNEY (EXCLUDING ANY SIDE TRIP

CHARGED

* SEPARATELY) SHALL NOT BE LESS THAN THE
 * LOWER OF THE TWO DIRECT ROUTE NORMAL
 * ROUND TRIP FARES APPLICABLE TO THE

CLASS

* OF SERVICE USED FROM THE POINT OF UNIT
 * ORIGIN TO ALL STOPOVER POINT(S) IN BOTH
 * GLOBAL DIRECTIONS. IF MORE THAN ONE
 * SUCH LOWER FARE EXISTS, THE HIGHEST OF
 * THESE LOWER FARES IS USED FOR THE RWM.
 * (V) WHERE MORE THAN ONE NORMAL FARE IS
 * PUBLISHED FOR THE CARRIER AND THE CLASS
 * OF SERVICE USED THE LOWER/LOWEST LEVEL
 * MAY BE USED FOR THE MINIMUM CHECK.
 * (VI) WHEN THERE ARE ROUND TRIP FARES WITH
 * DIFFERENT GLOBAL INDICATORS FROM THE
 * POINT OF UNIT ORIGIN TO ANY STOPOVER
 * POINT, THE FARE TO BE USED FOR THE

CHECK

* MUST BE THAT APPLICABLE TO THE FLOWN
 * ITINERARY.
 * (VII) WHEN THE FLOWN ITINERARY INCORPORATES
 * SUCH DIFFERENT GLOBAL INDICATORS, THE
 * FARE MUST NOT BE LESS THAN THE LOWER OF
 * SUCH ROUND TRIP FARES FROM THE POINT OF
 * UNIT ORIGIN.
 * EXAMPLE: TRAVEL

* CHI-ZRH-BOM-CMB-HKG-YVR-CHI
 * CALCULATION BASED ON: CHI-BOM AT
 * FARE AND CHI-BOM PA FARE
 * AT NUC PA

-118-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

*	CHI-ZRH	1800	NONE
*	CHI-BOM	3100	3300
*	CHI-CMB	3830	3200
*	CHI-HKG	4600	2300
*	CHI-YVR	NONE	285 (WH)

* THE MISSING CHI-ZRH PA AND
 * CHI-YVR AT FARES NEED TO BE
 * CONSTRUCTED BY LOWEST
 * COMBINATION. HOWEVER, AS THE
 * RESULTING FARES WOULD MOST
 * LIKELY BE HIGHER THAN

EXISTING

* FARES IN THE OPPOSITE GLOBAL
 * DIRECTION, THEY ARE IGNORED.
 * THE HIGHEST RT FARE BETWEEN
 * EACH CITY PAIR IS DISREGARDED.
 * OF THE REMAINING LOWER RT
 * FARES, THE HIGHEST RT FARE
 * CHI-CMB PA CONSTITUTES THE
 * RWM.
 * IF THE CALCULATION IS NOT
 * HIGHER THAN THIS AMOUNT, THE
 * ITINERARY MUST BE RAISED TO
 * THE HIGHEST RT FARE (CHI-CMB).

(3) OPEN JAW FARES

SPECIAL FARES OPEN JAW

EXCEPT AS SPECIFIED IN A FARE RULE, THE FARE
 FOR AN OPEN JAW SHALL BE THE SUM OF HALF THE
 APPLICABLE ROUND TRIP FARES FOR BOTH LEGS OF
 THE OPEN JAW; PROVIDED THAT WHEN A FARE
 COMPONENT TERMINATES IN THE COUNTRY OF UNIT
 ORIGIN, THE FARE APPLICABLE FROM THE COUNTRY
 OF UNIT ORIGIN SHALL BE USED.

EXCEPTION: FOR TRAVEL ORIGINATING AND
 TERMINATING IN EUROPE (EXCEPT

FOR

TRAVEL WHOLLY WITHIN EUROPE):
 WHERE AN OPEN JAW APPLIES

BETWEEN

COUNTRIES IN EUROPE, WHERE A

FARE

COMPONENT TERMINATED IN THE
 COUNTRY OF UNIT DESTINATION THE

* FARE APPLICABLE FROM THE COUNTRY
 * OF UNIT DESTINATION SHALL BE
 * USED.
 * EXAMPLE: AMS-WAS-MAD
 * FARE CONSTRUCTION: AMS - WAS
 * 1/2 RT PEX
 * FARE
 * MAD - WAS

-119-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 IN EFFECT ON: 15SEP10

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

 TITLE/APPLICATION - 70 (CONT)

* 1/2 RT PEX
 * FARE
 * (4) ONE WAY FARES
 * (A) FOR ONE WAY JOURNEYS, ONE WAY FARES MUST BE
 * USED
 * (B) COUNTRY OF UNIT ORIGIN CHECK (OOM): WHEN
 ONE WAY PRICING UNITS ARE USED AND TRAVEL ON THE
 SECOND OR SUBSEQUENT INTERNATIONAL PRICING
 UNIT IS VIA A COUNTRY FROM WHICH A PREVIOUS
 PRICING UNIT HAS ALREADY BEEN ASSESSED, THE
 FARE FOR SUCH PRICING UNIT SHALL NOT BE LESS
 THAN THE HIGHEST INTERNATIONAL FARE FROM ANY
 TICKETED POINT IN THE COUNTRY WHERE THE
 PREVIOUS PRICING UNIT COMMENCED TO ANY OTHER
 TICKETED POINT IN SUCH UNIT. THIS RULE
 APPLIES WHETHER OR NOT A STOPOVER IS MADE AT
 THE POINT(S) IN THE COUNTRY WHERE THE
 PREVIOUS PRICING UNIT COMMENCED.
 * (C) FOR ONE WAY SUBJOURNEYS, WHEN THE RESPECTIVE
 * COUNTRIES OF BOTH ORIGIN AND DESTINATION
 * POINTS OF A PRICING UNIT HAVE BEEN USED FOR
 * THE ASSESSMENT OF A PREVIOUS PRICING UNIT,
 * THE DIRECTION OF THE LAST PRICING UNIT WILL
 * BE ASSESSED IN THE REVERSE DIRECTION OF
 * TRAVEL.
 * EXAMPLE: GVA-LON-ATL-X/ZRH-LON USING OW
 * FARES FOR EACH SECTOR
 * . BOTH ZRH AND LON HAVE BEEN USED TO
 * ASSESS A PREVIOUS PRICING UNIT SO THE
 * DIRECTION OF THE PRICING UNIT FOR THE
 * SECTOR ZRH-LON SHALL BE FROM LON TO ZRH.
 * (H) MINIMUM CHECK FOR CONSECUTIVE NORMAL FARE PRICING
 UNITS
 * (1) MIXTURE OF RETURN SUBJOURNEYS AND ONE WAY
 * SUBJOURNEYS
 * (A) WHEN A JOURNEY COMPRISES PRICING UNITS THAT
 * ARE A MIXTURE OF PRICING UNITS FOR RETURN
 * SUBJOURNEYS AND ONE WAY SUBJOURNEYS NO

* OVERALL CHECKS WILL BE APPLIED. HOWEVER, IF
* THERE ARE TWO OR MORE CONSECUTIVE PRICING
* UNITS USING THE SAME FARE TYPES, (HALF ROUND
* TRIP OR ONE WAY) THEN THE APPLICABLE CHECKS
* WILL BE APPLIED FOR THOSE PRICING UNITS.
* I.E. IF THERE ARE TWO OR MORE CONSECUTIVE
* PRICING UNITS FOR ONE WAY SUBJOURNEYS THE

OSC

* WILL BE APPLIED BETWEEN THOSE PRICING UNITS.
* IF THERE ARE TWO OR MORE CONSECUTIVE PRICING
* UNITS FOR RETURN SUBJOURNEYS THE RSC WILL BE
* APPLIED FROM THE UNIT ORIGIN OF THE FIRST OF
* -120-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

* SUCH PRICING UNITS TO ALL STOPOVER POINTS
* WITHIN THE CONSECUTIVE PRICING UNIT(S) AND
* THE OSC WILL NOT BE APPLIED.
* EXAMPLE: TRAVEL:
* LON-PAR-AMS-HKG-TYO-HKG-AMS
* CONSTRUCTION COULD BE:
* LON-PAR OW 1 PRICING UNIT
* PAR-AMS OW 1 PRICING UNIT
* AMS-HKG RT 1 PRICING UNIT
* HKG-TYO RT 1 PRICING UNIT
* . OSC APPLIES ON THE CONSECUTIVE OWS LON-PAR
* AND PAR-AMS; RSC APPLIES ON THE

CONSECUTIVE

* RTS AMS-HKG AND HKG-TYO
* EXAMPLE: TRAVEL: LON-PAR-HKG-TYO-HKG
* SURF PAR-LON
* CONSTRUCTION COULD BE:
* LON-PAR RT 1 PRICING UNIT
* PAR-HKG OW 1 PRICING UNIT
* HKG-TYO RT 1 PRICING UNIT
* . NO CHECKS ACROSS THE PRICING UNITS ARE
* REQUIRED SINCE THERE ARE NO CONSECUTIVE RT
* PRICING UNITS OR CONSECUTIVE OW PRICING
* UNITS.

(I) IF TWO OR MORE PRICING UNITS FOR
RETURN SUBJOURNEYS HAVE A COMMON FARE
CONSTRUCTION POINT BUT ARE SEPARATED
BY A PRICING UNIT FOR A ONE WAY
SUBJOURNEY, THE MINIMUM CHECK SHALL
APPLY FROM THE UNIT ORIGIN OF THE
FIRST OF THESE PRICING UNITS TO ALL
STOPOVER POINTS IN THE ORDER
CONTIGUOUS/CONSECUTIVE PRICING
UNITS(S).

SURF * EXAMPLE: TRAVEL: JNB-ATH-IST
 * ATH-STO-ATH-JNB
 * CONSTRUCTION COULD BE:
 * JNB-ATH RT 1 PRICING UNIT
 * ATH-IST OW 1 PRICING UNIT
 * ATH-STO RT 1 PRICING UNIT
 * . AS ATH IS A COMMON POINT ON 2 CONTIGUOUS

RT * PRICING UNITS, THE RSC IS APPLIED ON THE
 * CONTIGUOUS RT PRICING UNITS JNB-ATH AND
 * ATH-STO.

-121-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
 IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

* (II) IF TWO OR MORE PRICING UNITS FOR OW
 * SUBJOURNEYS HAVE A COMMON FARE
 * CONSTRUCTION POINT BUT ARE SEPARATED
 * BY A RT PRICING UNIT, THE OSC IS
 * APPLIED TO ALL FARE CONSTRUCTION
 * POINTS IN THE CONTIGUOUS/CONSECUTIVE
 * PRICING UNIT(S).
 * EXAMPLE: TRAVEL:
 * NRK-X/CPH-GLA-CPH-FRA-

X/M * AD-PMI
 * CONSTRUCTION COULD BE:
 * NRK-CPH OW 1 PRICING UNIT
 * CPH-GLA RT 1 PRICING UNIT
 * CPH-PMI OW 1 PRICING UNIT
 * . AS CPH IS A COMMON POINT ON 2 CONTIGUOUS

OW * PRICING UNITS, THE OSC IS APPLIED
 * NRK-CPH-CPH-PMI
 * (C) WHERE A JOURNEY INVOLVES TRAVEL TO/FROM/VIA
 * THE US/US TERRITORIES, THE OSC WILL NOT BE
 * APPLIED.
 * (2) THE PLUS SYMBOL WHEN SHOWN ON THE TICKET IS -H-.
 * (I) SPECIAL FARE ARRANGEMENTS
 * PASSENGERS OCCUPYING TWO SEAT.
 * IF FOR REASON OF PERSONAL COMFORT OR PRIVACY, A
 * PASSENGER CHOOSE TO MAKE ADVANCE ARRANGEMENTS FOR TWO
 * SEATS THE CHARGE PER THE ADDITIONAL SEAT SHALL BE THE
 * SAME AS THE CHARGE FOR THE FIRST SEAT.

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

TITLE/APPLICATION - 70

* STOPOVERS
 * (A) STOPOVERS WILL BE PERMITTED UNDER THE FOLLOWING

* CONDITIONS:
* (1) STOPOVERS MUST BE ARRANGED WITH THE CARRIER IN
* ADVANCE AND SPECIFIED ON THE TICKET.
* (2) STOPOVERS WILL BE PERMITTED AT ANY POINT WHICH

CAN

* BE INCLUDED IN AN ITINERARY CONSTRUCTED EITHER BY
* THE USE OF A MILEAGE ROUTING OR AS SPECIFIED IN
* THE PUBLISHED ROUTING, UNLESS SUCH STOPOVER IS
* PROHIBITED BY THE CARRIER'S TARIFF OR GOVERNMENT
* REGULATIONS.

-122-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

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

TITLE/APPLICATION - 70 (CONT)

* (3) STOPOVER PROVISIONS FOR SPECIAL FARES
* (APPLICABLE TO ALL FARES FOR WHICH STOPOVERS

OTHER

* THAN AT THE POINT OF TURNAROUND ARE PROHIBITED OR
* RESTRICTED IN NUMBER.) WHEN TRAVEL AT A THROUGH
* FARE IS INTERRUPTED BY SURFACE TRAVEL, EITHER AT
* INTERMEDIATE POINTS OR AT THE POINT OF TURNAROUND,
* THE POINTS OF DISEMBARKATION AND REEMBARKATION OF
* THE INTERRUPTED PORTION OF TRAVEL WILL BE
* CONSIDERED TOGETHER AS ONE STOPOVER OR THE ONE
* POINT OF TURNAROUND.

* (4) ONLY ONE STOPOVER IS PERMITTED AT ANY SINGLE

POINT

* ON THE ITINERARY OF A JOURNEY TRAVELLED AT A ONE
* WAY OR HALF A ROUND TRIP FARE.

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0140

TITLE/APPLICATION - 70

* ROUTINGS
* (A) APPLICATION
* FARES GOVERNED BY THIS TARIFF APPLY ONLY VIA THE
* ROUTINGS SPECIFIED IN CONNECTION WITH SUCH FARES.
* (B) ROUTINGS
* (1) ROUTINGS ARE APPLICABLE IN EITHER DIRECTION.
* (2) ANY ROUTING PUBLISHED BETWEEN TWO POINTS SHALL
* APPLY VIA ANY NONSTOP OR LOCAL SERVICE OF THE
* SPECIFIED CARRIER PROVIDED CARRIAGE IS IN A
* GENERALLY CONTINUOUS DIRECTION.
* (3) IF MORE THAN ONE ROUTING IS APPLICABLE VIA THE
* SAME FARE, THE PASSENGER, PRIOR TO THE ISSUANCE

OF

* THE TICKET, MAY SPECIFY THE ROUTING. IF NO
* ROUTING IS SPECIFIED BY THE PASSENGER, THE

CARRIER

* WILL DETERMINE THE ROUTING.

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0141

TITLE/APPLICATION - 70

* PERSONAL DATA

* THE PASSENGER RECOGNIZES THAT PERSONAL DATA HAS BEEN GIVEN
* TO CARRIER FOR THE PURPOSES OF MAKING A RESERVATION FOR
* CARRIAGE, OBTAINING ANCILLARY SERVICES, FACILITATING
* IMMIGRATION AND ENTRY REQUIREMENTS, AND MAKING AVAILABLE

-123-

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15SEP10

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0141

TITLE/APPLICATION - 70 (CONT)

* SUCH DATA TO GOVERNMENT AGENCIES. FOR THESE PURPOSES THE
* PASSENGER AUTHORIZES CARRIER TO RETAIN SUCH DATA AND TO
* TRANSMIT IT TO ITS OWN OFFICES, OTHER CARRIERS OR THE
* PROVIDERS OF SUCH SERVICES, IN WHATEVER COUNTRY THEY MAY BE
* LOCATED.

AREA: ZZ TARIFF: IPRG CXR: HU RULE: 0142

TITLE/APPLICATION - 70

* APPLICABILITY OF FARE

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