

(See NOTICE on Page AI-11 hereof)

4th Revised Title Page  
Cancels 3rd Revised Title PageAIRLINE TARIFF PUBLISHING COMPANY, AGENT  
INTERNATIONAL PASSENGER RULES AND FARES

TARIFF NO. AI-1

CONTAINING LOCAL AND JOINT  
RULES, FARES AND CHARGES ON BEHALF OF

AIR - INDIA

APPLICABLE TO THE

TRANSPORTATION OF PASSENGERS  
AND BAGGAGE BETWEEN POINTS IN THE

UNITED STATES/CANADA

AND POINTS IN

AREAS 2/3

FOR LIST OF PARTICIPATING CARRIERS, SEE INTERNATIONAL PASSENGER GOVERNING TARIFF NO. IPGT-1, C.A.B. NO. 581,  
NTA(A) NO. 373, PAGES 5 THROUGH 9.Departure from the terms of Sections 221.22(d), 221.32, 221.111(c) and 221.240 of its Economic Regulations  
authorized by the Department of Transportation (9734).Departure from the terms of Section 221.114 of its Economic Regulations authorized by the Department of  
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C.A.B. No. 424; NTA(A) No. 239; Aircraft Type Seating Configuration Tariff No. TS-2, C.A.B. No. 220; NTA(A)  
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TRANSFER AND CANCELLATION SUPPLEMENT

(Supplement Nos. 2, 3, 4, 5, 6 and  
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AIRLINE TARIFF PUBLISHING COMPANY, AGENT  
SUPPLEMENT NO. 7 TO  
INTERNATIONAL PASSENGER RULES AND FARES  
TARIFF NO. AI-1  
CONTAINING LOCAL AND JOINT  
RULES, FARES AND CHARGES ON BEHALF OF  
  
AIR - INDIA  
  
APPLICABLE TO THE  
TRANSPORTATION OF PASSENGERS  
AND BAGGAGE BETWEEN POINTS IN THE  
UNITED STATES/CANADA  
AND POINTS IN  
AREAS 2/3

TRANSFER AND CANCELLATION NOTICE

All existing and prospective General and Unpublished Fare Rule provisions set forth herein for Rules 1, 2, 5, 25, 40, 55, 115 and 130 governing transportation to/from the U.S.A. have been transferred to the On-Line Tariff Database maintained by Airline Tariff Publishing Company, Agent. All other General and Unpublished Fare Rule provisions published herein, for transportation to/from the U.S.A. are hereby cancelled from this tariff.

Departure from the terms of Section 221.110 and 221.113 of its Economic Regulations authorized by the Department of Transportation (3).

\*NOTE: Supplement No. 7 is in effect for C.A.B. No. 522 only.

FOR EXPLANATION OF ABBREVIATIONS, REFERENCE MARKS AND SYMBOLS USED BUT UNEXPLAINED HEREON, SEE IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

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President

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**INTERNATIONAL PASSENGER RULES AND FARES TARIFF**  
 NO. AI-1

34th Revised Page AI-3  
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For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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RULE	SECTION I - GENERAL RULES
1	<p><b>DEFINITIONS</b></p> <p><b>ADD-ON-FARE:</b> See "Arbitrary"</p> <p><b>AFRICA</b> means the area comprised of all the countries on the Continent of Africa, other than Algeria, Morocco, Sudan, Tunisia, and United Arab Republic, but including the following islands: Cape Verde, Comoro, Fernando Poo, Malagasy, Mauritius, Reunion, Sao Tome and Seychelles.</p> <p><b>ARBITRARY</b> means an amount published for use only in combination with other fares for the construction of through fares. It is also referred to as "Proportional Fare", "Basing Fare", and "Add-On-Fare".</p> <p><b>AREA NO. 1</b> means all of the North and South American Continents; Greenland; Bermuda; Cuba; Haiti; Dominican Republic; Puerto Rico; Jamaica; Netherlands Antilles; Trinidad; Bahamas, Leeward Virgin and Windward Islands; the State of Hawaii; Midway and Palmyra Islands.</p> <p><b>AREA NO. 2</b> means all of Albania, Austria, Azores, Belgium, Bulgaria, Canary Islands, Czech Republic, Denmark, Finland, France (including French North Africa), Germany, Gibraltar, Greece, Hungary, Iceland, Italy, Lichtenstein, Luxembourg, Madeira, Malta, Monaco, the Netherlands, Norway, Poland, Portugal, Romania, San Marino, Spain (including Spanish Morocco), Sweden, Switzerland, Tangier, Turkey (in Europe and Asia), Russian Federation, the United Kingdom and Yugoslavia; all of Africa, Madagascar, Ascension Island; that part of Asia lying west of and including Iran.</p> <p><b>AREA NO. 3</b> means all of Asia except that portion included in Area No. 2 above; all of the East Indies; Australia; New Zealand; all islands of Indonesia, Malaysia, Micronesia and Polynesia (except Midway and Palmyra Islands); Guam Island; Wake Island; Caledonia, Norfolk Island; and Tasmania.</p> <p><b>BAGGAGE</b> which is equivalent to luggage, means such articles, effects and other personal property of a passenger as are necessary or appropriate for wear, use, comfort or convenience in connection with his trip. Unless otherwise specified, it shall include both checked and unchecked baggage of the passenger.</p> <p><b>BAGGAGE CHECK</b> means those portions of the ticket which provide for the carriage of passenger's checked baggage and which are issued by Carrier as a receipt for passenger's checked baggage.</p> <p><b>BAGGAGE TAG</b> means a document issued by Carrier solely for identification of checked baggage, the baggage (strap) tag portion of which is attached by Carrier to a particular article of checked baggage and the baggage (claim) tag portion of which is given to the passenger.</p> <p><b>BANKERS' BUYING RATE</b> 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 purchase a given amount of foreign currency in exchange for one unit(s) of the national currency of the country in which the exchange transaction takes place.</p> <p><b>BANKERS' SELLING RATE</b> 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(s) of the national currency of the country in which the exchange transaction takes place.</p> <p><b>BASING FARE:</b> See "Arbitrary"</p> <p><b>CARIBBEAN AREA</b> means the area comprising Anguilla, Antigua, Aruba, Barbados, Bonaire, Cayman Islands, Cuba, Dominica, Dominican Republic, Grenada, Guadeloupe, Haiti, Jamaica, Martinique, Nevis, St. Kitts, St. Lucia, St. Martin, St. Vincent, Trinidad and Tobago.</p> <p><b>CARRIAGE</b> which is equivalent to transportation, means carriage of passenger and/or baggage by air.</p> <p><b>CARRIER</b> means any or all of the participating carriers named in this tariff.</p> <p><b>CENTRAL AFRICA</b> means Malawi, Zambia and Zimbabwe.</p> <p><b>CENTRAL AMERICA</b> means the area comprising Belize, Costa Rica, El Salvador, Guatemala, Honduras, and Nicaragua.</p> <p><b>CHECKED BAGGAGE</b> which is equivalent to registered luggage, means baggage of which Carrier takes sole custody and for which Carrier has issued a baggage check and baggage (claim) tag(s).</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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**INTERNATIONAL PASSENGER RULES AND FARES TARIFF**  
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2nd Revised Page AI-30  
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**RULE****SECTION I - GENERAL RULES****1****DEFINITIONS (Continued)**

**CIRCLE TRIP** means travel from one point and return thereto by a continuous, circuitous air route; provided that where no reasonably direct scheduled air service is available between two points, a break in the circle may be travelled by any other means of transportation without prejudice to the circle trip.

**CIVIL AERONAUTICS BOARD** means Department of Transportation.

**CIVIL AERONAUTICS BOARD OF THE UNITED STATES OF AMERICA** means Department of Transportation.

**CONJUNCTION TICKET** means two or more tickets concurrently issued to a passenger and which together constitute a single contract of carriage.

**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.

**CONTINENTAL U.S.A.** means the 48 contiguous federated states and the Federal District of Columbia of the United States of America.

**C**

**[C]CONVENTION** means, the Convention for the Unification of Certain Rules relating to International Carriage by Air, signed at Warsaw, October 12, 1929, [N]or Montreal on May 28, 1999, or that Convention as amended by the Hague Protocol, 1955, 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.

**DATE OF TRANSACTION** means the date of issuance of the ticket, MCO or PTA.

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

**DESTINATION** means the ultimate destination of the passenger's journey as shown on the ticket.

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

**EASTERN AFRICA** means Burundi, Djibouti, Ethiopia, Kenya, Rwanda, Somalia, Tanzania and Uganda.

**EUROPE** means that area comprised of Albania; Algeria; Andorra; Austria; Azores; Belgium; Bulgaria; Canary Islands; Czech Republic; Denmark; Finland; France; Germany; Gibraltar; Greece; Hungary; Iceland; Ireland; Italy; Lichtenstein; Luxembourg; Madeira; Malta; Monaco; Morocco; the Netherlands; Norway; Poland; Portugal; Romania; San Marino; Spain; Sweden; Switzerland; Tunisia; Turkey (in Europe and Asia); United Kingdom; Russian Federation (West of the Urals); and Yugoslavia.

**FARE BREAK POINT** means the origin and/or destination point of a fare component.

**FARE COMPONENT** means the fare charged between two points.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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**AI-1**

1st Revised Page AI-30-A  
 Cancels Original Page AI-30-A

**RULE****SECTION I - GENERAL RULES**

1

**DEFINITIONS** (Continued)

**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 francs consisting of 65-1/2 milligrams of gold with a fineness of nine hundred thousandths.

**IATA RATE OF EXCHANGE (ROE)** means the rates of exchange notified by IATA quarterly to convert local currency fares to the Neutral Unit of Construction (NUC) and to convert total NUC amounts to the currency of the country of commencement of transportation.

**IBERIAN PENINSULA** means the area comprised of Spain, Portugal, Gibraltar and the Balearic Islands.

**IMMEDIATE FAMILY** except as otherwise indicated, shall mean spouse, children, adopted children, sons-in-law, daughters-in-law, grandchildren, brothers, brothers-in-law, sisters, sisters-in-law, parents, fathers-in-law, mothers-in-law and grandparents.

**INDIAN OCEAN ISLANDS** means Comoros, Madagascar, Mauritius, Mayotte, Reunion and Seychelles.

**INTERLINE TRANSFER POINT** means any point at which the passenger transfers from the services of one carrier to the services of another carrier.

**INTERMEDIATE FARE** means the full fare established for normal, regular or unusual service, the application of which is not dependent upon any specifically limited period of ticket validity or other special circumstances. Unless otherwise specified for the application of the provisions of this tariff intermediate fares shall be considered to include all year One Way/Round Trip/Circle Trip/Open Jaw, Basic Season/Peak Season for Business/AF Le Club/Executive Cabin/Medallion/Preference Class travel.

**INTERNATIONAL CARRIAGE** means (except when the Warsaw Convention is applicable) carriage in which according to the contract of carriage, the place of departure and any place of landing are situated in more than one state. As used in this definition, the term "state" includes all territory subject to the sovereignty, suzerainty, mandate, authority or trusteeship thereof. International carriage as defined by the Warsaw Convention means any carriage in which, according to the contract of carriage, the place of departure and the place of destination, whether or not there be a break in the carriage or transshipment, are situated either within the territories of two High Contracting Parties, or within the territory of a single High Contracting Party, if there is an agreed stopping place within a territory subject to the sovereignty, suzerainty, mandate or authority of another State, even though that State is not a party to the convention.

**INTERNATIONAL SECTOR** means a sector of uninterrupted air travel from which the arrival and departure points are in two different countries, however, when transoceanic travel is involved in a fare component, travel on the transoceanic sector shall be considered the international sector.

**INTERSTATE TRANSPORTATION** means transportation between a point in any State of the United States or the District of Columbia and a point in any other State of the United States or the District of Columbia.

**LOCAL CURRENCY FARES** means fares and related charges expressed in the currency of the country of commencement of travel.

**MIDDLE EAST** means the area comprised of Bahrain, Cyprus, Egypt (Arab Republic of Egypt), Iran, Iraq, Israel, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Sudan, Syria, Syrian Arab Republic, United Arab Emirates (Abu Dhabi, Ajman, Dubai, Fujairah, Ras al Khaimah, Sharjah, Umm al Qaiwain) and Yemen.

**MISCELLANEOUS CHARGES ORDER (MCO)** means a document issued by a carrier or its agents requesting issue of an appropriate passenger ticket and baggage check or provision of services to the person named in such document.

(Continued on next page)

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## RULE

## SECTION I - GENERAL RULES

1

DEFINITIONS (Continued)

NATIONAL means a person who has the citizenship of a country either by birth or by naturalization.

NORMAL FARE means the full fare established for a normal, regular or usual service, the application of which is not dependent upon any specially limited period of ticket validity or other special circumstances. Unless otherwise specified, for the application of provisions of this tariff, normal fares shall be considered to include all year one-way, round, circle and open-jaw trip fares, First Class, Tourist/Coach Class, Thrift Class, Economy Class, Executive Full Facilities, One Class and Standard Class Service fares, On-season (peak) and Off-season (basic) fares, Business Class fares and Ronda Executive Class fares.

NORTH AMERICA means the area comprising Alaska, Canada, Continental U.S.A. and Mexico.

NUC means the neutral unit of construction.

C

ON-LINE TARIFF DATA BASE means the remotely accessible, on-line version, maintained by the filer, of (1) the electronically filed tariff data submitted to the "official D.O.T. tariff database," and (2) the Departmental approvals, disapprovals and other actions, as well as Departmental notations concerning such approvals, disapprovals or other actions, that Subpart M of the proposed Part 221 requires the filer to maintain in its database. The term "official D.O.T. tariff database" means those data records (as set forth in Sections 221.283 and 221.286 of the rule) which would be in the custody of, and maintained by the Department of Transportation.

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 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 are not the same.

OTHER CHARGES means charges such as taxes, fees, etc. not intended to be shown in the fare construction box of the ticket (excluding excess baggage charges).

OVERSEAS TRANSPORTATION means transportation between a point in any State of the United States or the District of Columbia and a point in a Territory or Possession of the United States.

PASSENGER means any person, except members of the crew, carried or to be carried in an aircraft with the consent of Carrier.

PASSENGER COUPON means that portion of the passenger ticket constituting the passenger's written evidence of the contract of carriage.

PREPAID TICKET ADVICE (PTA) means the notification by teletype commercial wire or mail that a person in one city has requested the issuance of prepaid transportation to a person in another city.

PROPORTIONAL FARES: See "Arbitrary"

RELATED CHARGES means those charges intended to be shown in the fare construction box of the ticket and excess baggage charges.

RESIDENT means a person normally living in a country of which he may/may not be a citizen.

ROUND TRIP which is equivalent to return journey, means:

1. travel from one point to another and return by the same air route used outbound whether or not the fares outbound and inbound be the same, or
2. travel from one point to another and return by an air route different from that used outbound, for which the same normal, through, one way fare is established.

(Continued on next page)

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3rd Revised Page AI-31  
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RULE	SECTION I - GENERAL RULES
1	<p><b>DEFINITIONS (Continued)</b></p> <p><b>SCANDINAVIA</b> means the area comprising Denmark, Norway and Sweden.</p> <p><b>SIDE TRIP</b> means a trip that occurs on any fare component for which a one way/half round trip fare is charged that includes a transit more than once at any ticketed point en route for the through fare component.</p> <p><b>SITI</b> means sale in and ticket issuance in the country of commencement of transportation.</p> <p><b>SITO</b> means sale in but ticket issuance outside the country of commencement of transportation.</p> <p><b>SOTI</b> means sale outside but ticket issuance in the country of commencement of transportation.</p> <p><b>SOTO</b> means sale outside and ticket issuance outside the country of commencement of transportation.</p> <p><b>SOUTH AMERICA</b> means the area comprising Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, French Guiana, Guyana, Panama, Paraguay, Peru, Suriname, Uruguay and Venezuela.</p> <p><b>SOUTH ASIAN SUBCONTINENT</b> means the area comprised of Afghanistan, Bangladesh, Bhutan, India, Maldives, Nepal, Pakistan and Sri Lanka.</p> <p><b>SOUTH EAST ASIA</b> means the area comprised of Brunei, tX, China, Guam, Hong Kong, Indonesia, Kampuchea, Laos, Malaysia, Mongolia, t(N)Myanmar, Philippines, Singapore, Taiwan, Thailand, Union of Soviet Socialist Republics (East of the Urals) and Vietnam.</p> <p><b>SOUTH WEST PACIFIC</b> means that area comprised of Australia, Cook Islands, Fiji Islands, Kiribati, New Caledonia, New Zealand, Papua New Guinea, Samoan Islands, Society Islands, Solomon Islands, Tonga, Tuvalu, Vanuatu and intermediate islands.</p> <p><b>SOUTHERN AFRICA</b> means Botswana, Lesotho, Mozambique, South Africa, South West Africa (Namibia and Swaziland.)</p> <p><b>SPECIAL FARE</b> means a fare other than a normal fare.</p> <p><b>SPECIAL DRAWING RIGHT</b> means a special unit of currency, the value of which is specified in the applicable rules.</p> <p><b>STOPOVER</b> means an interruption of a journey by the passenger, agreed to in advance by the airline, at a point between the place of departure and the place of destination. A stopover occurs when a passenger breaks the journey at an intermediate point and is not scheduled to depart on the day of arrival, or within 24 hours of arrival if there is no connection on the day of arrival.</p> <p><b>SURFACE SECTOR</b> means a sector between two intermediate points of a fare component where travel is via other than air transportation in the case of a mileage fare, the ticketed point mileage between the origin and the destination of the surface sector is included in the TPM calculation of the through fare component. In the case of a routing fare, both the origin and destination points of the surface sector should be on the specified routing. The fare over the surface sector is covered by the through fare component.</p> <p><b>TICKET</b> means the "Passenger Ticket and Baggage Check", including all flight, passenger and other coupons contained therein issued by Carrier, which provides for the carriage of the passenger and his baggage.</p> <p><b>TICKETED POINT</b> means any point shown in the 'good for passage' section of the ticket plus any point(s) used for fare construction and shown in the 'fare construction box' of the passenger ticket; provided that two flight numbers or two carriers such as for an interchange flight will not be permitted on one flight coupon.</p> <p><b>TRANSFER POINT</b> means any point in which a passenger transfers from the flight of one carrier to the flight of another carrier or changes to another carrier flight (that is) a service bearing a different flight number of the same carrier, irrespective of whether or not a change of aircraft occurs.</p>
	(Continued on next page)
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## RULE

## SECTION I - GENERAL RULES

1 DEFINITIONS (Continued)

TO VALIDATE means to stamp or write on the passenger ticket an indication that the passenger ticket has been officially issued by Carrier.

UNCHECKED BAGGAGE which is equivalent to hand luggage, is baggage other than checked baggage.

UNITED INCHES means the total sum arrived at by adding the height, length and width.

UNITED KINGDOM or U.K. means England, Scotland, Wales and Northern Ireland.

"UNITED STATES OF AMERICA" or "THE UNITED STATES" or "THE U.S.A." each means, unless otherwise specified, the area comprising of forty-eight (48) contiguous federated states; the Federal District of Columbia; Alaska; Hawaii; Puerto Rico; St. Croix and St. Thomas of the Virgin Islands; American Samoa; the Canal Zone; Canton, Guam, Midway and Wake Islands.

VIA used in conjunction with carrier two-letter abbreviation(s), means "applicable to" the carrier(s) specified when carriage is performed by such carrier(s).

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 No. 2 or 3 via the Pacific Ocean.

WESTERN AFRICA means Angola, Benin, Burkina Faso, Cameroon, Cape Verde, Central African Republic, Chad, Congo, Cote d'Ivoire (Ivory Coast), Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea Bissau, Liberia, Mali, Mauritania, Niger, Nigeria, Sao Tome & Principe, Senegal, Sierra Leone, Togo and Zaire.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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CORRECTION  
NO. 1265

0058X

Airline Tariff Publishing Company, Agent  
**INTERNATIONAL PASSENGER RULES AND TARIFF NO.**  
**AI-1**

1st Revised Page AI-33  
 Cancels Original Page AI-33

RULE	SECTION I - GENERAL RULES
C2	<p><b>STANDARD FORMAT OF FARE RULES IN SECTIONS III AND IV</b> + (N) (Applicable for transportation to/from the U.S.A. only)</p> <p>Fare rules in this tariff in Sections III and IV appear in standardized format. Conditions governing the fares are described in paragraphs (A) through (P). Each paragraph is assigned a letter from A through P and retains that letter in every rule. When a paragraph is marked "Intentionally left blank", provisions outlined in this rule and in Sections I and II of this tariff will apply.</p> <p>(A) <b>APPLICATION</b>        This paragraph includes the following items:        (1) <b>Applicable Area</b>        (The general or specific areas between which the fares apply.)        (2) <b>Class of Service</b>        (The class of service applicable.)        (3) <b>Type of Transportation</b>        (The type of travel permitted, e.g. one way, round trip, circle trip, open jaw.)</p> <p>(B) <b>COMBINATIONS</b>        This paragraph includes provisions governing the combination with published arbitraries and local fares. This paragraph may also include additional provisions for the combination of 50 percent of a published round trip fare with another fare to construct round trip/circle trip/open jaw transportation. The following general rules apply to the combination of fares.        (1) Any fare may be combined with any other fare that permits combination provided all conditions of the fares are met. Travel need not be via fare construction points unless otherwise specified in either fare rule.        (2) Unless otherwise restricted in the specific fare rules, 50 percent of a round trip fare published in this tariff may be combined with 50 percent of a similar fare published by another carrier in another tariff.        (3) When 50 percent of a published round trip fare is combined with 50 percent of another round trip fare, the most restrictive rules apply.        (4) Unless otherwise specified in the fare rule, fares may be combined with arbitraries.        (5) Unless otherwise specified in the fare rule, fifty percent of a Midweek fare may be combined with fifty percent of a Weekend fare.</p> <p>(C) <b>PERIOD OF VALIDITY</b>        (1) Unless otherwise specified in the governing fare rule, all fares are valid during the entire year.        (2) When fares apply only during certain periods (e.g. "Basic" or "Peak" seasons) referred to in a rule, travel must be commenced during such period(s).        (3) Unless otherwise stated, the date of commencement of travel on the first outbound international sector shall determine the respective round trip seasonal level to be applied.        (4) <b>Day of Week Travel Restrictions</b>        (a) The date of the first international, transoceanic flight of each fare sector will determine type of fare to be applied to such sector.        (b) <b>Midweek/Weekend Fare Application</b> - Fares designated as Midweek apply for travel on transoceanic flights operating on Mondays, Tuesdays, Wednesdays and Thursdays. Fares designated as Weekend apply for travel on transoceanic flights operating on Fridays, Saturdays and Sundays. The statement "normal provisions apply" will appear in this paragraph unless an exception exists, in which case, the appropriate Midweek/Weekend periods will be specified in the applicable fare rule.        (5) If there are restricted travel days, those restrictions will be specified in this paragraph.</p> <p>(D) <b>SURCHARGES</b>        This paragraph will include any special surcharges (i.e. weekend surcharges, holiday surcharges, etc.) which must be added to the published fare.</p> <p>(E) <b>LENGTH OF STAY</b>        This paragraph will include any minimum/maximum stay requirements.        (1) <b>Minimum Stay:</b> Return travel from the last point of stopover (i.e. on the last continuous sector) may not commence prior to the minimum stay period stated in the rule, after the date of departure from the point of origin. When no minimum stay period is stated in a rule, return travel may commence at any time within the period of validity of the fare.        (2) <b>Maximum Stay:</b> Return travel on the last continuous sector (i.e. from the last point of stopover) must commence by midnight of the last day of the maximum stay period stated in the rule, after the date of departure from the point of origin. When no maximum stay period is outlined for a particular type of fare, the maximum stay period shall, in no case, be more than one year from the date travel commences from the point of origin.</p>

+ - Effective March 23, 1993 for C.A.B. No. 522

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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(Except  
as Noted)



Airline Tariff Publishing Company, Agent  
**INTERNATIONAL PASSENGER RULES AND TARIFF NO.**  
 AI-1

1st Revised Page AI-34  
 Cancels Original Page AI-34

RULE	SECTION I - GENERAL RULES
2	<p><b>STANDARD FORMAT OF FARE RULES IN SECTIONS III AND IV (Continued)</b></p> <p>(F) <b>STOPOVERS</b>          This paragraph contains information pertaining to stopovers. Unless otherwise specified in the governing fare rules, en route stopovers shall be permitted free of charge. All round trip fares permit a free stopover at the point of turnaround.</p> <p>(G) <b>CHILDREN'S AND INFANTS' FARES</b>          Except as otherwise indicated, Rule 200 (<b>CHILDREN'S AND INFANTS' FARES</b>) is applicable to fares governed by this rule.</p> <p>(H) <b>TOUR REQUIREMENTS</b></p> <p>(1) <b>Tour Features</b></p> <p>(a) This paragraph shall include, where applicable, any required inclusive tour and the features/options which it must contain. Alternatively, when a particular fare may not be used for inclusive tour purposes, a statement to that effect will appear in this paragraph.</p> <p>(b) <b>Individual and Group Inclusive Tour Fare Requirements</b></p> <p>(i) Except as otherwise noted, the <b>INDIVIDUAL INCLUSIVE TOUR</b> must include in its published price and appropriate literature, in addition to air transportation, the cost of sleeping or hotel accommodations for at least 6 nights, plus any other facilities or attractions such as airport transfers, sightseeing, motorcoach trips, and car rentals.</p> <p>(ii) Except as otherwise noted, the <b>GROUP INCLUSIVE TOUR</b> must include in its published price and appropriate literature, in addition to air transportation, the cost of airport transfers and sleeping or hotel accommodations for the total duration of the trip, plus other facilities or attractions such as sightseeing, motorcoach trips, and car rentals.</p> <p>(iii) 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 Paragraph (H)(2), Minimum Tour Price, of the particular rule.</p> <p>(2) <b>Minimum Tour Price</b>          This paragraph will include:</p> <p>(a) The minimum selling price of the inclusive tour, normally expressed as the applicable inclusive tour plus a specific dollar amount.</p> <p>(b) Any increase in the minimum selling price due to extra days of stay en route.</p> <p><b>NOTE:</b> The term "Minimum Tour Price" (MTP) shall be understood to mean the minimum selling price of the tour per passenger.</p> <p>(I) <b>GROUP REQUIREMENTS</b></p> <p>(1) <b>Group Size</b>          A minimum group size refers to the minimum number of passengers required to form a group which will permit the use of a particular fare. Unless otherwise specified in the fare rule, in order to determine the minimum group size, two children each paying at least 50 percent of the applicable group fare will be counted as one member of the group.</p> <p>(2) <b>Group Travel Requirements</b>          This paragraph includes the portion(s) of travel over which the group (if a requirement of the fare) must travel together, or conversely, those portion(s) of the itinerary where individual travel is permitted or any other exceptions or special conditions regarding the group travel requirements.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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**Airline Tariff Publishing Company, Agent**

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. AI-1

Original Page AI-35

RULE	SECTION I— GENERAL RULES
2	<p><u>STANDARD FORMAT OF FARE RULES IN SECTIONS III AND IV (Continued)</u></p> <p>(I) <u>GROUP REQUIREMENTS</u> (Continued)</p> <p>(3) <u>Eligibility</u></p> <p>(a) This paragraph includes any special requirements making a person or group of persons eligible for a particular fare.</p> <p>(b) <u>Affinity Group Requirements</u></p> <p>(i) The travel group must be formed only from Affinity Groups, i.e., member (or employee) of the same association, corporation, company or other legal entity (referred to as the 'Organization').</p> <p>(ii) The principal purposes, aims and objectives of the Organization, must be other than travel.</p> <p>(iii) Sufficient affinity must exist prior to the application for transportation in order to distinguish and set the group apart from the general public.</p> <p>(iv) Each member of the travel group must be a member of the Organization at the time of application for the group fares discount and must have been a member for at least six months immediately prior to the date of commencement of travel.</p> <p>(v) The travel group may include the spouse and dependent children of a member of the Organization from which the party to be transported is drawn. In addition, parents living in the same household as a member may be included. However, any such spouse, dependent children or parents must be accompanied on the flight by such member, unless the member has been compelled to cancel his passage.</p> <p>(vi) <u>Limitation of Solicitation</u></p> <p>With respect to the formation of Affinity Groups:</p> <p>(aa) Solicitation is limited to personal letters, circulars and telephone calls addressed to members of the Organization, to group publications intended solely for members of the Organization (or for members of the federation or organization to which the Organization belongs) and to any other form of solicitation not defined as public solicitation in paragraph (vii) below.</p> <p>(bb) Solicitation must be effected only by officials of the Organization or members of the travel group.</p> <p>(cc) The travel group must not be gathered directly or indirectly by a person engaged in soliciting or selling transportation services or providing or offering to provide transportation to the general public. However, the mere ascertainment of the group fare and/or its collection from members of the travel group will not of itself be considered as engaging in such acts.</p> <p>(dd) If the organizers of the travel group employ a travel agent to assist in the travel arrangements, he must in no way solicit members of the travel group. However, after the party to be transported is formed, the travel agent may contact members of the group for the purposes of arranging other travel services in addition to assisting in travel arrangements.</p> <p>(vii) <u>Definition of 'Public Solicitation'</u></p> <p>Public solicitation will be considered to exist when the group transportation is described, referred to, announced in advertisements or any other writing or means of public communication, whether paid or unpaid, including but not limited to, telephone campaigns, radio, telegraph and television. However, a statement in public news media other than advertisement, which could not reasonably be construed as calculated or likely to induce travel as a member of the travel group and which has not been initiated by the Organization, any member of the travel group carrier or an agent or representative of any of them, will not be considered public solicitation.</p>

(Continued on next page)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages AI-15 through AI-23.

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## Airline Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. AI-1

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RULE

## SECTION I—GENERAL RULES

## 2 STANDARD FORMAT OF FARE RULES IN SECTIONS III AND IV (Continued)

(1) GROUP REQUIREMENTS (Continued)(3) Eligibility (Continued)(c) Incentive/Own Use Group Requirements

The travel group shall be formed only for own use of one person or a legal entity, such as an association, partnership, company or corporation (referred to as the 'Purchaser'). Such Purchaser may not, wholly or partially, directly or indirectly, share the cost of the air transportation with other persons interested in obtaining such transportation, including the passengers carried. However, such cost may be raised by voluntary contributions if:

- (i) the voluntary contributions are not solicited/obtained solely from the passengers to be carried;
- (ii) participation in the travel group is not limited to those actually contributing;
- (iii) the minimum amount of each person's contribution has not been prescribed by the Purchaser; and
- (iv) each person to be included in the travel group is selected by the Purchaser and for reasons other than such person's request that he/she be included in the travel group.

(d) Incentive Group Requirements

- (i) Incentive Groups mean groups of employees and/or dealers and/or agents (including their spouses) of the same business firm(s), corporation(s) or enterprise(s) (excluding non-profit organizations), also referred to as the 'organization', travelling under an established Incentive Travel Program which rewards the employee, dealers and agents for past work or provides an incentive for future activities.
- (ii) The Incentive Travel Program is to include air transportation, accommodations, sightseeing, entertainment and other features the cost of which is borne entirely by the business firm, corporation or enterprise and not passed on directly or indirectly to the employees, dealers or agents.
- (iii) Officials (and their spouses) of such business firms, corporations or enterprises may also be included in the group if they are travelling for the purpose of making awards or officiating in the Incentive Travel Program.
- (iv) Each member of the Incentive Group must be a member of the Organization at the time of application for the group fare.

(4) Documentation

- (a) This paragraph includes the time limits for submission of group application, passenger name changes/additions, and/or any other appropriate travel documents.
- (b) General Requirements For All Individual And Group Inclusive Tours  
There must be vouchers specifying sleeping accommodations and any sightseeing or other features of the tour. Such voucher, including those for ground transportation, must be available for inspection during check-in prior to commencement of outbound transatlantic travel.
- (c) Affinity/Incentive/Non-Affinity/Own Use Group Requirement
  - (i) Written application, in the form required by AI shall provide a full description of the travel desired, the names and total number of passengers, and, where applicable, the affinity/incentive/own use provision under which the travel is being requested, and must be signed by the applicant (the person responsible for the travel arrangements of the group).
  - (ii) The application must be submitted to the issuing carrier (the carrier whose tickets are to be issued) prior to commencement of outbound travel. The deadline for receipt of the application is specified in each particular group travel rule.
  - (iii) Except as otherwise noted, only those passengers listed in the written application may be transported.
  - (iv) Passenger Substitution/Additions - If name changes and/or additions to the list of participants in the travel group may be made after the written application has been submitted, a statement will appear in this sub-paragraph giving the number of changes and/or additions permitted and the deadline, if any is involved.
  - (v) Each travel group shall be identified by a definite number (group code) assigned by AI.

(Continued on next page)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages AI-15 through AI-23.

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## Airline Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. AI-1

Original Page AI-37

RULE	SECTION I— GENERAL RULES		
2	<p><u>STANDARD FORMAT OF FARE RULES IN SECTIONS III AND IV (Continued)</u></p> <p>(I) <u>GROUP REQUIREMENTS (Continued)</u></p> <p>(4) <u>Documentation (Continued)</u></p> <p>(d) <u>Group Inclusive Tour Requirement</u> (Not required for tours initiated by AI.)</p> <p>(i) Written application, in the form required by AI, shall provide the names and total number of passengers and the inclusive tour code number, and be signed by the tour operator or a passenger sales agent (also referred to as the 'Travel Organizer').</p> <p>(ii) The application must be submitted to the issuing carrier (the carrier whose tickets are to be issued) prior to commencement of outbound travel. The deadline for receipt of the application is specified in each particular group travel rule.</p> <p>(iii) Except as otherwise noted, only those passengers listed in the written application may be transported.</p> <p>(iv) <u>Passenger Substitutions/Additions</u> - If name changes and/or additions to the list of participants in the travel group may be made after the written application has been submitted, a statement will appear in this sub-paragraph giving the number of changes and/or additions permitted and the deadline, if any is involved.</p> <p>(J) <u>RESERVATIONS AND TICKETING</u></p> <p>(1) This paragraph includes, where required, provisions for advance reservations, purchase of special fare tickets prior to commencement of travel and any special method of ticket issuance, requirement for advance payment and/or ticketing, or receipt of documents needed prior to ticketing.</p> <p>(2) <u>Advance Purchase Fares</u> Requires that reservations be made, and payment and ticketing be completed prior to commencement of outbound travel. The number of days in advance of departure date required to fulfill these conditions will be specified in each advance purchase fare rule. Any voluntary changes in reservation(s)/ticket(s) after a ticket(s) has been issued will result in the imposition of a charge or penalty by the carrier concerned, as indicated in Paragraphs (L) and (M) of the applicable fare rule.</p> <p>(3) <u>Group Fares (including Group Inclusive Tour fares)</u></p> <p>(a) Require that reservations be made, and tickets for all members of the group be issued and paid for prior to commencement of outbound travel. The number of days in advance of departure date required to fulfill these conditions will be specified in each group fare rule.</p> <p>(b) Where applicable, this paragraph will also indicate any payment and ticketing deadline for added/substitute passengers in the group.</p> <p>(c) Each ticket shall indicate by means of the appropriate ticketing code that the passenger is a member of a travel group, and show the applicable inclusive tour code or group code assigned by the carrier, as the case may be.</p> <p>(K) <u>CAPACITY LIMITATIONS</u> AI reserves the right to limit the number of passengers carried on any flight at fares published in this tariff and fares will not necessarily be available on all flights. The number of seats that AI will make available on any given flight will be determined by the carrier's best judgement.</p> <p>(L) <u>ROUTING/REROUTING</u></p> <p>(1) This paragraph includes any special provisions for routing restrictions or limitations on the rerouting of itineraries covered by the applicable fare, either prior to departure or after departure.</p> <p>(2) <u>Rerouting of Advance Purchase and Group Fare Passengers</u> Unless otherwise specified, voluntary reroutings are not permitted but will be subject to the provisions specified in the paragraph of the fare rule.</p>		
	<p style="text-align: right;">(Continued on next page)</p> <p>For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages AI-15 through AI-23.</p> <table border="1" style="width: 100%;"> <tr> <td style="width: 50%;">ISSUED: SEPTEMBER 24, 1987</td> <td style="width: 50%;">EFFECTIVE: SEPTEMBER 25, 1987</td> </tr> </table> <p>(Printed in U.S.A.)</p>	ISSUED: SEPTEMBER 24, 1987	EFFECTIVE: SEPTEMBER 25, 1987
ISSUED: SEPTEMBER 24, 1987	EFFECTIVE: SEPTEMBER 25, 1987		



## Airline Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. AI-1

Original Page AI-38

RULE

## SECTION I—GENERAL RULES

2

## STANDARD FORMAT OF FARE RULES IN SECTIONS III AND IV (Continued)

## (M) CANCELLATION AND REFUNDS

- (1) This paragraph describes any cancellation and refund restrictions/penalties that apply prior to departure (i.e. commencement of outbound travel) and/or after departure (en route).
- (2) Except as otherwise provided in a particular rule, refunds shall be in accordance with Rule 80 (REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS).

(3) Advance Purchase 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) and (iii) below, a portion of the fare will be deemed non-refundable and will be forfeited by the passenger. The applicable non-refundable amount will be specified in each advance purchase/advance purchase excursion rule.
- (ii) Full refund will be made in the event of:
- (aa) death or illness of the prospective 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.
- (iii) If, after issuance of the ticket, schedule changes by the carrier(s) create alterations to the ticketed itinerary which are unacceptable to the passenger, the passenger may cancel or have the ticket reissued in accordance with applicable tariffs, without incurring a penalty.

(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 rule.
- (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) 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 the new fare, in which case the original non-refundable amount shall still not be refundable. The 'NONREF/APEX' entry shall continue to be carried in the 'Form of Payment' box of the new ticket and any subsequent reissues.

(4) Group Fares (Including G.I.T. fares)(a) Prior to Departure

- (i) Refunds shall be made only to or at the direction of the person responsible for the travel arrangements of the group.
- (ii) In the event of voluntary cancellation by the group or a member of the group less than the number of days stated in the rule prior to commencement of outbound travel, except as provided in (iii) below, a portion of the group fare paid will be deemed non-refundable and will be forfeited by the non-departing group member(s). The applicable non-refundable amount will be specified in each group rule.
- (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 detailed;
  - (cc) cancellation of affinity/non-affinity/incentive/own use group transportation by the carrier.

(Continued on next page)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages AI-15 through AI-23.

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INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. AI-1

Original Page AI-39

RULE

**SECTION I—GENERAL RULES**

2

**STANDARD FORMAT OF FARE RULES IN SECTIONS III AND IV (Continued)****(M) CANCELLATION AND REFUNDS (Continued)****(4) Group Fares (Including G.I.T. fares) (Continued)****(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 of 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 percentage/penalty specified in the applicable 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.

**(N) NOT USED****(O) RULES AND DISCOUNTS**

This paragraph includes Rules in Sections I and II, other than those referenced in previous paragraphs, that do not apply to fares governed by the rule.

**(P) OTHER CONDITIONS**

Any other information that cannot be categorized in the preceding paragraphs.

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages AI-15 through AI-23.

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 AI-1

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RULE	SECTION I - GENERAL RULES
C2	<p><u>+ [N] STANDARD FORMAT OF ELECTRONIC RULES</u> (Applicable for transportation to/from Canada only)</p> <p><u>RULE TITLE/APPLICATION (Category **)</u>          This category contains the rule title and defines the application of the rule. It will be used to indicate the geographical application of the rule, type of service (first, coach, etc.), type of transportation (one way or round trip), type of journey (single open jaw, round trip, etc.) and applicability for use with joint fares, tour fares and group fares. Provisions for capacity limitations, General Rules which are NOT applicable and miscellaneous information which is not category specific will also appear here. This category will appear with every rule with at least the rule title.</p> <p><u>ELIGIBILITY (Category 1)</u>          Intentionally Left Blank</p> <p><u>DAY/TIME (Category 2)</u>          Intentionally Left Blank</p> <p><u>SEASONALITY (Category 3)</u>          Intentionally Left Blank</p> <p><u>FLIGHT APPLICATION (Category 4)</u>          Intentionally Left Blank</p> <p><u>ADVANCE RESERVATIONS/TICKETING (Category 5)</u></p> <p>(1) <u>Advance Purchase Fares</u>          Requires that reservations be made, and payment and ticketing be completed prior to commencement of outbound travel. The number of days in advance of departure date required to fulfill these conditions will be specified in each advance purchase fare rule. Any voluntary changes in reservations(s)/ticket(s) after ticket(s) has been issued will result in the imposition of a charge or penalty by the carrier concerned, as indicated in Category 16 of the applicable fare rules.</p> <p>(2) <u>Group fares (including Inclusive Tour fares)</u></p> <p>(a) Require that reservations be made, and tickets for all members of the group be issued and paid for prior to commencement of outbound travel. The number of days in advance of departure date required to fulfill these conditions will be specified in each group fare rule.</p> <p>(b) Where applicable, this Category will also indicate any payment and ticketing deadline for added/substitute passengers in the group.</p> <p>(c) Each ticket shall indicate by means of the appropriate ticketing code that the passenger is a member of a travel group, and show the applicable inclusive tour code or group code assigned by the carrier, as the case may be.</p> <p><u>MINIMUM STAY (Category 6)</u>          Intentionally Left Blank</p> <p><u>MAXIMUM STAY (Category 7)</u>          Intentionally Left Blank</p> <p><u>STOPOVERS (Category 8)</u>          Unless otherwise specified in the governing fare rules, en route stopovers shall be permitted free of charge.</p> <p><u>TRANSFERS (Category 9)</u>          Intentionally Left Blank</p> <p><u>PERMITTED COMBINATIONS (Category 10)</u>          Intentionally Left Blank</p> <p><u>BLACKOUT DATES (Category 11)</u>          Intentionally Left Blank</p> <p><u>SURCHARGES (Category 12)</u>          Intentionally Left Blank</p> <p><u>ACCOMPANIED TRAVEL (Category 13)</u>          Intentionally Left Blank</p> <p><u>TRAVEL RESTRICTIONS (Category 14)</u>          Intentionally Left Blank</p>

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For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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(Except  
as Noted)

Airline Tariff Publishing Company, Agent  
**INTERNATIONAL PASSENGER RULES AND TARIFF NO.**  
**AI-1**

Original Page AI-40-B

RULE	SECTION I - GENERAL RULES
C2	<p>+ [N] <u>STANDARD FORMAT OF ELECTRONIC RULES</u> (Continued)</p> <p><u>SALES RESTRICTIONS (Category 15)</u>            Intentionally Left Blank</p> <p><u>PENALTIES (Category 16)</u></p> <p>(1) <u>Rerouting of Advance Purchase and Group Fare Passengers</u>            Unless otherwise specified, voluntary reroutings are not permitted but will be subject to the provisions specified in this category of the fare rule.</p> <p>(2) <u>Advance Purchase Fares</u></p> <p>(a) <u>Prior to Departure</u></p> <p>(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 (iii) and (iii) below, a portion of the fare will be deemed non-refundable and will be forfeited by the passenger. The applicable non-refundable amount will be specified in each advance purchase/advance purchase excursion rule.</p> <p>(ii) Full refund will be made in the event of:</p> <p>(aa) death or illness of the prospective passenger or a member of the passenger's immediate family (attested to by an appropriate certificate);</p> <p>(bb) an increase in the advance purchase fare after a ticket has been issued, and the passenger desires to cancel.</p> <p>(iii) If, after issuance of the ticket, schedule changes by the carrier(s) create alterations to the ticketed itinerary which are unacceptable to the passenger, the passenger may cancel or have the ticket reissued in accordance with applicable tariffs, without incurring a penalty.</p> <p>(b) <u>After Departure</u></p> <p>(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 rule.</p> <p>(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.</p> <p>(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 the new fare, in which case the original non-refundable amount shall still not be refundable. The "NONREF/APEX" entry shall continue to be carried in the "Form of Payment" box of the new ticket and any subsequent reissues.</p> <p>(3) <u>Group Fares (Including G.I.T. fares)</u></p> <p>(a) <u>Prior to Departure</u></p> <p>(i) Refunds shall be made only to or at the direction of the person responsible for the travel arrangements of the group.</p> <p>(ii) In the event of voluntary cancellation by the group or a member of the group less than the number of days stated in the rule prior to commencement of outbound travel, except as provided in (iii) below, a portion of the group fare paid will be deemed non-refundable and will be forfeited by the non-departing group member(s). The applicable non-refundable amount will be specified in each group rule.</p> <p>(iii) Full refund will be made in the case of:</p> <p>(aa) death or illness of the passenger or of a member of the passenger's immediate family (attested to by an appropriate certificate);</p> <p>(bb) replaced passenger, if substitutions are permitted in the rule being detailed;</p> <p>(cc) cancellation of affinity/non-affinity/incentive/own use group transportation by the carrier.</p> <p>(b) <u>After Departure</u></p> <p>(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:</p> <p>(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;</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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(Except  
as Noted)



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**INTERNATIONAL PASSENGER RULES AND TARIFF NO.**  
 AI-1

Original Page AI-40-C

RULE	SECTION I - GENERAL RULES
C2	<p><u>†(N)STANDARD FORMAT OF ELECTRONIC RULES (Continued)</u></p> <p><u>PENALTIES (Category 16) (Continued)</u></p> <p>(3) <u>Group Fares (Including G.I.T. fares) (Continued)</u></p> <p>(b) <u>After Departure (Continued)</u></p> <p>(i) <u>(Continued)</u></p> <p>(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;</p> <p>(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 of such passenger.</p> <p>(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 percentage/penalty specified in the applicable rule.</p> <p>(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.</p> <p>(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.</p> <p><u>HIGHER INTERMEDIATE POINT (Category 17)</u>          Intentionally Left Blank</p> <p><u>TICKET ENDORSEMENTS (Category 18)</u>          Intentionally Left Blank</p> <p><u>CHILDREN'S DISCOUNTS (Category 19)</u>          Intentionally Left Blank</p> <p><u>TOUR CONDUCTOR DISCOUNTS (Category 20)</u>          Intentionally Left Blank</p> <p><u>AGENT DISCOUNTS (Category 21)</u>          Intentionally Left Blank</p> <p><u>ALL OTHER DISCOUNTS (Category 22)</u>          Intentionally Left Blank</p> <p><u>MISCELLANEOUS PROVISIONS (Category 23)</u>          Intentionally Left Blank</p> <p><u>(Category 24)</u>          Currently Not Available</p> <p><u>(Category 25)</u>          Currently Not Available</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

ISSUED: January 22, 1993

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(Except  
as Noted)

Airline Tariff Publishing Company, Agent  
**INTERNATIONAL PASSENGER RULES AND TARIFF NO.**  
**AI-1**

Original Page AI-40-D

RULE	SECTION I - GENERAL RULES		
C2	<p>†[N]STANDARD FORMAT OF ELECTRONIC RULES (Continued)</p> <p><b>GROUPS (Category 26)</b></p> <p>(1) <b>Group Size</b>  Unless otherwise specified in the fare rule, in order to determine the minimum group size, two children each paying at least 50 percent of the applicable group fare will be counted as one member of the group.</p> <p>(2) <b>Eligibility</b></p> <p>(a) <b>Affinity Group Requirements</b></p> <ul style="list-style-type: none"> <li>(i) The travel group must be formed only from Affinity Groups, i.e., member (or employee) of the same association, corporation, company or other legal entity (referred to as the "Organization").</li> <li>(ii) The principal purposes, aims and objectives of the Organization, must be other than travel.</li> <li>(iii) Sufficient affinity must exist prior to the application for transportation in order to distinguish and set the group apart from the general public.</li> <li>(iv) Each member of the travel group must be a member of the Organization at the time of application for the group fares discount and must have been a member for at least six months immediately prior to the date of commencement of travel.</li> <li>(v) The travel group may include the spouse and dependent children of a member of the Organization from which the party to be transported is drawn. In addition, parents living in the same household as a member may be included. However, any such spouse, dependent children or parents must be accompanied on the flight by such member, unless the member has been compelled to cancel his passage.</li> <li>(vi) <b>Limitation of Solicitation</b>  With respect to the formation of Affinity Groups: <ul style="list-style-type: none"> <li>(aa) Solicitation is limited to personal letters, circulars and telephone calls addressed to members of the Organization, to group publications intended solely for members of the Organization (or for members of the federation or organization to which the Organization belongs) and to any other form of solicitation not defined as public solicitation in paragraph (vii) below.</li> <li>(bb) Solicitation must be effected only by officials of the Organization or members of the travel group.</li> <li>(cc) The travel group must not be gathered directly or indirectly by a person engaged in soliciting or selling transportation services or providing or offering to provide transportation to the general public. However, the mere ascertainment of the group fare and/or its collection from members of the travel group will not of itself be considered as engaging in such acts.</li> <li>(dd) If the organizers of the travel group employ a travel agent to assist in the travel arrangements, he must in no way solicit members of the travel group. However, after the party to be transported is formed, the travel agent may contact members of the group for the purposes of arranging other travel services in addition to assisting in travel arrangements.</li> </ul> </li> <li>(vii) <b>Definition of "Public Solicitation"</b>  Public solicitation will be considered to exist when the group transportation is described, referred to, announced in advertisements or any other writing or means of public communication, whether paid or unpaid, including but not limited to, telephone campaigns, radio, telegraph and television. However, a statement in public news media other than advertisement, which could not reasonably be construed as calculated or likely to induce travel as a member of the travel group and which has not been initiated by the Organization, any member of the travel group carrier or an agent or representative of any of them, will not be considered public solicitation.</li> </ul> <p>(b) <b>Incentive/Own Use Group Requirements</b>  The travel group shall be formed only for own use of one person or a legal entity, such as an association, partnership, company or corporation (referred to as the "Purchaser"). Such Purchaser may not, wholly or partially, directly or indirectly, share the cost of the air transportation with other persons interested in obtaining such transportation, including the passengers carried. However, such cost may be raised by voluntary contributions if: <ul style="list-style-type: none"> <li>(i) the voluntary contributions are not solicited/obtained solely from the passengers to be carried;</li> <li>(ii) participation in the travel group is not limited to those actually contributing;</li> <li>(iii) the minimum amount of each person's contribution has not been prescribed by the Purchaser; and</li> <li>(iv) each person to be included in the travel group is selected by the Purchaser and for reasons other than such person's request that he/she be included in the travel group.</li> </ul> </p>		
	<p style="text-align: right;">(Continued on next page)</p> <p>For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.</p> <table border="1" style="width: 100%;"> <tr> <td style="width: 50%;">ISSUED: January 22, 1993</td> <td style="width: 50%;">EFFECTIVE: March 23, 1993</td> </tr> </table> <p style="text-align: right;">(Except as Noted)</p>	ISSUED: January 22, 1993	EFFECTIVE: March 23, 1993
ISSUED: January 22, 1993	EFFECTIVE: March 23, 1993		

† - Effective January 25, 1993 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 15454.



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**INTERNATIONAL PASSENGER RULES AND TARIFF NO.**  
 AI-1

Original Page AI-40-E

RULE	SECTION I - GENERAL RULES
C2	<p><b>+ [N] STANDARD FORMAT OF ELECTRONIC RULES (Continued)</b></p> <p><b>GROUPS (Category 26) (Continued)</b></p> <p><b>(2) Eligibility (Continued)</b></p> <p><b>(c) Incentive Group Requirements</b></p> <p>(i) Incentive Groups mean groups of employees and/or dealers and/or agents (including their spouses) of the same business firm(s), corporation(s) or enterprise(s) (excluding non-profit organizations), also referred to as the "organization", travelling under an established Incentive Travel Program which rewards the employee, dealers and agents for past work or provides an incentive for future activities.</p> <p>(ii) The Incentive Travel Program is to include air transportation, accommodations, sightseeing, entertainment and other features the cost of which is borne entirely by the business firm, corporation or enterprise and not passed on directly or indirectly to the employees, dealers or agents.</p> <p>(iii) Officials (and their spouses) of such business firms, corporations or enterprises may also be included in the group if they are travelling for the purpose of making awards or officiating in the Incentive Travel Program.</p> <p>(iv) Each member of the Incentive Group must be a member of the Organization at the time of application for the group fare.</p> <p><b>(3) Documentation</b></p> <p><b>(a) General Requirements For All Individual And Group Inclusive Tours</b>        There must be vouchers specifying sleeping accommodations and any sightseeing or other features of the tour. Such voucher, including those for ground transportation, must be available for inspection during check-in prior to commencement of outbound transatlantic travel.</p> <p><b>(b) Affinity/Incentive/Non-Affinity/Own Use Group Requirement</b></p> <p>(i) Written application, in the form required by AI shall provide a full description of the travel desired, the names and total number of passengers, and, where applicable, the affinity/incentive/own use provision under which the travel is being requested, and must be signed by the applicant (the person responsible for the travel arrangements of the group).</p> <p>(ii) The application must be submitted to the issuing carrier (the carrier whose tickets are to be issued) prior to commencement of outbound travel. The deadline for receipt of the application is specified in each particular group travel rule.</p> <p>(iii) Except as otherwise noted, only those passengers listed in the written application may be transported.</p> <p>(iv) Passenger Substitution/Additions - If name changes and/or additions to the list of participants in the travel group may be made after the written application has been submitted, a statement will appear in this Category giving the number of changes and/or additions permitted and the deadline, if any is involved.</p> <p>(v) Each travel group shall be identified by a definite number (group code) assigned by AI.</p> <p><b>TOURS (Category 27)</b></p> <p><b>(1) Individual and Group Inclusive Tour Fare Requirements</b></p> <p>(i) Except as otherwise noted, the INDIVIDUAL INCLUSIVE TOUR must include in its published price and appropriate literature, in addition to air transportation, the cost of sleeping or hotel accommodations for at least 6 nights, plus any other facilities or attractions such as airport transfers, sightseeing, motorcoach trips, and car rentals.</p> <p>(ii) Except as otherwise noted, the GROUP INCLUSIVE TOUR must include in its published price and appropriate literature, in addition to air transportation, the cost of airport transfers and sleeping or hotel accommodations for the total duration of the trip, plus other facilities or attractions such as sightseeing, motorcoach trips, and car rentals.</p> <p>(iii) 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 rule.</p> <p><b>(2) Minimum Tour Price</b></p> <p>(a) The minimum selling price of the inclusive tour, normally expressed as the applicable inclusive tour plus a specific dollar amount.</p> <p>(b) Any increase in the minimum selling price due to extra days of stay en route.</p> <p><b>NOTE:</b> The term "Minimum Tour Price" (MTP) shall be understood to mean the minimum selling price of the tour per passenger.</p> <p><b>VISIT ANOTHER COUNTRY (Category 28)</b>        Intentionally Left Blank</p> <p><b>DEPOSITS (Category 29)</b>        Intentionally Left Blank</p>

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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(Except  
as Noted)



Airline Tariff Publishing Company, Agent  
**INTERNATIONAL PASSENGER RULES AND FARES TARIFF**  
**NO. AI-1**

4th Revised Page AI-41  
 Cancels 3rd Revised Page AI-41

RULE	SECTION I - GENERAL RULES
5	<p><b><u>APPLICATION OF TARIFF</u></b></p> <p>(A) <b><u>GENERAL</u></b></p> <p>(1) This tariff shall apply to carriage of passengers and baggage, including all services incidental thereto, performed by AI under local and joint rates and charges.</p> <p>(2) Rules apply to local carriage via AI and to joint transportation via AI in conjunction with other participating carriers.</p> <p>(3) Fares and charges or monetary amounts shown in dollars or cents are stated in terms of U.S. currency except where fares and charges or monetary amounts are specifically stated as being published in Canadian currency or other currency.</p> <p>(4) Rules stating any limitation on, or conditions relating to the liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States, except to the extent provided in Rule 55 (D) (<b><u>LIABILITY OF CARRIERS</u></b>). Any such limitation or condition in any rule hereon, except to the extent provided in Rule 55 (C)(4), is not a part of C.A.B. No. 522 filed with the Department of Transportation. Nothing in this tariff modifies or waives any provision of the Warsaw Convention.</p> <p>(5) Rules in this tariff govern the application of all fares and charges published in tariffs which specifically refer to and are made subject to this tariff with such exceptions as may be expressly stated in such tariffs. These rules constitute the conditions upon which each carrier transports or agrees to transport and are expressly agreed to by the passenger to the same extent as if such rules were included as conditions in the contract of carriage.</p> <p>(6) The rates, fares, charges, classifications, rules, regulations, practices and services provided herein and in tariffs governed by this tariff have been filed in each country in which filing is required by treaty, convention or agreement entered into between that country and Canada, in accordance with the provisions of the applicable treaty, convention or agreement.</p> <p>C †(C)(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 AI are considered to be part of this tariff.</p> <p><b><u>EXCEPTION:</u></b> For Fares Published by Rule, see page Nos. AI-201 and AI-285 of C.A.B. No. 522, NTA(A) No. 317.</p> <p>(B) <b><u>GRATUITOUS CARRIAGE</u></b>        With respect to gratuitous carriage, carrier reserves the right to exclude the application of all or part of this tariff.</p> <p>(C) <b><u>CHANGE WITHOUT NOTICE</u></b>        Except as may be required by applicable laws, government regulations, orders and requirements, Carrier's rules, regulations and conditions of carriage are subject to change without notice; provided, that no such change shall apply to a contract of carriage after the carriage has commenced.</p> <p>(D) When rules or provisions in this tariff or tariffs governed hereby provide for the application of fares and charges based upon percentages of other fares and charges, such proportionate fares and charges will be determined in accordance with the Percentage Conversion Instruction of this tariff.</p> <p>(E) <b><u>EFFECTIVE RULES, FARES AND CHARGES</u></b></p> <p>(1) Except as otherwise provided herein, the applicable rules, fares and charges for carriage of passengers and/or baggage are those duly published by AI and shall be those in effect on the date of commencement of carriage covered by the first flight coupon of the ticket. When the fares or charges collected are not the applicable fares or charges, the difference will be refunded to or collected from the passenger, as may be appropriate.</p> <p>(2) (Applicable to sales and tickets issued in the U.S.A. for transportation originating in the U.S.A.) No increase will be collected in cases where the ticket has been issued prior to the effective date of a tariff containing an increase in the applicable fare, effected through a change in fare level, a change in conditions governing the fare, or cancellation of the fare itself, provided:</p> <p>(a) The originating flight coupon of the ticket was issued for a specific flight at the fare contained in a tariff lawfully in effect on the date of ticket issuance (determined by the validation on the ticket);</p> <p>(b) The originating flight shown on the ticket is not <u>voluntarily changed</u> at the passenger's request subsequent to the effective date of any increase in the applicable fare;</p> <p><b><u>NOTE:</u></b> The provisions of sub-paragraph (a) and (b) above will not apply to tickets issued at published standby fares.</p> <p>(c) These provisions shall apply only to the passenger to whom the ticket was originally issued. Furthermore, these provisions will not apply to sales made outside the U.S.A. for tickets to be issued in the U.S.A.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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as Noted)



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**INTERNATIONAL PASSENGER RULES AND TARIFF NO.**  
**AI-1**

3rd Revised Page AI-42  
 Cancels 2nd Revised Page AI-42

RULE	SECTION I - GENERAL RULES						
5	<p><u>APPLICATION OF TARIFF</u> (Continued)</p> <p>(E) <u>EFFECTIVE RULES, FARES AND CHARGES</u> (Continued)</p> <p>(3) (Applicable only from New York, N.Y. to London, U.K. for tickets issued on Incentive Group Fares governed by Rule 600.) Upon the execution of a contract between the group organizer and AI and payment of a deposit of 25 percent of the applicable fare per passenger for the number of seats reserved by the group organizer, no increase to fares/charges in effect at the time of contract will be collected subject to the following conditions:</p> <p>(a) <u>Eligibility</u>        All provisions of Rule 2 Paragraph (I) (3) (d) published in this tariff shall apply.</p> <p>(b) <u>Validity of Contract</u>        Upon the execution of a contract between the group organizer and AI and receipt of the above stated deposit requirement, no increase of fares/charges in effect at the time of the contract shall be collected for a period not to exceed 18 months.</p> <p>(c) <u>Cancellation Penalty</u>        If the reservations for the contracted group or any member of the group are cancelled prior to departure for any reason other than the death or illness of a passenger or member of the passenger's immediate family, as substantiated by a medical certificate, a penalty will be collected as follows:</p> <table border="0"> <thead> <tr> <th><u>DAYS PRIOR TO DEPARTURE</u></th><th><u>PENALTY</u></th></tr> </thead> <tbody> <tr> <td>60 - 31 days</td><td>10 percent of the applicable fare paid</td></tr> <tr> <td>30 days or less</td><td>25 percent of the applicable fare paid</td></tr> </tbody> </table> <p>(4) (Applicable only for transportation which originates in Canada.) No increase in fares or charges applicable to the carriage of passengers will be collected or more restrictive conditions of such carriage applied in the event that an increase in fares or more restrictive conditions are imposed between the time of ticket issuance and the effective date of any subsequent tariff containing an increase or more restrictive conditions of carriage, provided:</p> <p>(a) The ticket is used on AI ticket stock which means the ticket is imprinted with the AI carrier code in the ticket serial number (098) and issued and validated with an official AI validator by an authorized AI employee, an AI appointed travel agency or other person authorized to issue AI ticket stock;</p> <p>(b) The ticket is issued with confirmed reservations from the point of origin in Canada to the first point of stopover in Areas 2 or 3 at the fares and charges applicable on the date of ticket issuance for the date of commencement of travel. The date of ticket issuance is determined by the validator stamped or imprinted on the ticket;</p> <p>(c) The confirmed ticketed reservations are not changed and the ticket is not reissued at the passenger's request;</p> <p>(d) Sale occurs and tickets are issued in Canada or the U.S.A.</p>	<u>DAYS PRIOR TO DEPARTURE</u>	<u>PENALTY</u>	60 - 31 days	10 percent of the applicable fare paid	30 days or less	25 percent of the applicable fare paid
<u>DAYS PRIOR TO DEPARTURE</u>	<u>PENALTY</u>						
60 - 31 days	10 percent of the applicable fare paid						
30 days or less	25 percent of the applicable fare paid						
<p>For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.</p>							
ISSUED: January 22, 1993	EFFECTIVE: March 23, 1993						

Airline Tariff Publishing Company, Agent  
**INTERNATIONAL PASSENGER RULES AND TARIFF NO.**  
 AI-1

1st Revised Page AI-43  
 Cancels Original Page AI-43

RULE	SECTION I - GENERAL RULES
6	<u>CLASSES OF SERVICE</u>
C	†[C](A) FIRST CLASS OR CLASS "F" fares apply when travel is in the First Class compartment of combination compartment flights operated with jet aircraft. The First Class compartment is located in the forward cabin on B-747 aircraft (Rows 1 through 4).
C	†[C](B) EXECUTIVE CLASS OR CLASS "C" fares apply when travel is in the Executive Class compartment of combination compartment flights operated with jet aircraft. The Executive Class compartment is located in the upper deck lounge and immediately behind the First Class compartment on B-747 aircraft (Rows 9 through 16 and Rows 55 through 59).
C	†[C](C) ECONOMY CLASS OR CLASS "Y" fares apply when travel is on flights designated as Economy Class flights in the carrier's schedule or in the Economy Class compartment of combination compartment flights operated with jet aircraft. The Economy Class compartment is located immediately behind the Executive Class compartment on B-747 aircraft (Rows 18 through 54).

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

ISSUED: December 2, 1988

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(Printed in U.S.A.)

† - Effective December 3, 1988 and issued on one (1) day's notice under  
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CORRECTION  
 NO. 599



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INTERNATIONAL PASSENGER RULES AND TARIFF NO.  
AI-1

1st Revised Page AI-44  
Cancels Original Page AI-44

## RULE

## SECTION I - GENERAL RULES

- 15 ELECTRONIC SURVEILLANCE OF PASSENGERS AND BAGGAGE  
Passengers and their baggage are subject to inspection with an electronic detector with or without the passenger's consent or knowledge.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

ISSUED: December 2, 1988

EFFECTIVE: January 31, 1989

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0109X

CORRECTION  
NO. 600

Airline Tariff Publishing Company, Agent  
**INTERNATIONAL PASSENGER RULES AND FARES TARIFF**  
**NO. AI-1**

2nd Revised Page AI-44  
Cancels 1st Revised Page AI-44

**RULE****SECTION I - GENERAL RULES**

- |     |  |
|-----|--|
| 15  | <b>ELECTRONIC SURVEILLANCE OF PASSENGERS AND BAGGAGE</b><br>Passengers and their baggage are subject to inspection with an electronic detector with or without the passenger's consent or knowledge.   |
| C19 | <b>INSURANCE SURCHARGE</b><br>AI will be levying a insurance surcharge of USD 3.50 per passenger per sector. This will be applicable for all tickets issued on/after 01NOV01 the code for this will be YQ RPT YQ. This will be applicable on all AI and interline ticket stocks. PAX making an online (AI to AI) connection at any Indian airports will be required to pay surcharge only once. This surcharge is applicable at ticket issuance and is applicable for all fare types including Child, infant, A0, I0 and free tickets. The surcharge is not commisionable. |

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

**ISSUED:** November 28, 2001

**EFFECTIVE:** January 27, 2002



Airline Tariff Publishing Company, Agent  
**INTERNATIONAL PASSENGER RULES AND FARES TARIFF**  
**NO. AI-1**

1st Revised Page AI-45  
 Cancels Original Page AI-45

RULE	SECTION I - GENERAL RULES
25	<p><b><u>REFUSAL TO TRANSPORT-LIMITATIONS OF CARRIAGE</u></b></p> <p>(A) <b><u>REFUSAL, CANCELLATION OR REMOVAL</u></b></p> <p>(1) Carrier will refuse to carry, cancel the reserved space of, or remove en route any passenger:</p> <ul style="list-style-type: none"> <li>(a) when such action is necessary for reasons of safety;</li> <li>(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;</li> <li>(c) when the conduct, age, status or mental or physical condition of the passenger is such as to:             <ul style="list-style-type: none"> <li>(i) require special assistance of carrier; or</li> <li>(ii) cause discomfort or make himself objectionable to other passengers; or</li> <li>(iii) involve any hazard or risk to himself or to other persons or to property;</li> </ul> </li> <li>(d) when the passenger refuses on request to produce positive identification.</li> </ul> <p><b>NOTE:</b> Carrier shall have the right, but shall not be obligated, to require positive identification of persons purchasing tickets and/or presenting a ticket(s) for the purpose of boarding aircraft.</p> <p>(e) when the passenger refuses to permit search of his person or property for explosives or a concealed, deadly or dangerous weapon or article.</p> <p>(2) If question arises of any aircraft being overloaded, carrier shall decide which passengers or articles will be carried.</p> <p>(3) Subject to the provisions of Rule 87 (<b><u>DENIED BOARDING COMPENSATION</u></b>) the sole recourse of any person so refused carriage or removed en route for any reason specified in the foregoing paragraphs, shall be recovery of the refund value of the unused portion of his/her ticket(s) as hereinafter provided in Rule 90 (<b><u>REFUNDS</u></b>).</p> <p>(B) <b><u>CONDITIONAL ACCEPTANCE FOR CARRIAGE</u></b></p> <p>If a passenger, whose status, age, or mental or physical condition is such as to involve any hazard or risk to himself 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 <b>NOTE</b>).</p> <p>C [C]<b>NOTE 1:</b> Except to the extent provided in Rule 55(C)(3) (<b><u>LIABILITY OF CARRIERS</u></b>) 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 (B) (<b><u>REFUSAL TO TRANSPORT-LIMITATIONS OF CARRIAGE</u></b>) is included herein as part of the tariff filed with governments other than the United States and not as part of AI-1 Tariff C.A.B. No. 522, filed with the Department of Transportation of the United States.</p> <p>C [N]<b>NOTE 2:</b> Carrier will accept the determination of the person with a disability as to self-reliance.</p> <p>(C) <b><u>CARRIAGE OF UNACCOMPANIED CHILDREN</u></b></p> <p>(1) Children under twelve (12) years of age will be accepted for carriage unaccompanied only under the following conditions:</p> <ul style="list-style-type: none"> <li>(a) They are accompanied to the airport at the time of departure by a parent, guardian or responsible adult who shall remain with the child until airplane and evidence is presented by such parent, guardian or responsible adult that the child will be met at the airport of stopover or destination by another parent, guardian or responsible adult upon deplaning.</li> <li>(b) The flight on which space is held is not expected to terminate short of or by-pass the destination due to weather conditions.</li> </ul> <p>(2) Children under five (5) years of age will not be accepted unless advance arrangements have been made with the carrier.</p>

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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Airline Tariff Publishing Company, Agent  
**INTERNATIONAL PASSENGER RULES AND FARES TARIFF**  
 NO. AI-1

1st Revised Page AI-46  
 Cancels Original Page AI-46

RULE	SECTION I - GENERAL RULES								
30	<p><b><u>GROUND TRANSFER SERVICE</u></b></p> <p>(A) <b><u>GENERAL</u></b></p> <p>(1) Except as otherwise provided below, carrier does not maintain, operate or provide ground transfer service between airports and town centers. Except where ground transfer service is directly operated by carrier, it is agreed that any such service is performed by independent operators who are not and shall not be deemed to be agents or servants of carrier. Anything done by an employee, agent, or representative of carrier in assisting the passenger to make arrangements for such ground transfer service shall in no way make carrier liable for the acts or omissions of such an independent operator. In cases where a carrier maintains and operates for its' passengers local transfer services, the terms, conditions, rules and regulations of the carrier, including (but without limitation) those stated or referred to in their tickets, baggage checks and baggage valuation agreements shall be deemed applicable to such local services. No portion of the fare shall be refundable in the event local transfer services are not used.</p> <p>(2) In the case of scheduled overnight stops on through service via the same or a combination of carriers named, ground transfer charges may be borne by the carrier.</p> <p>(B) <b><u>AT POINTS IN AREA NO. 1</u></b></p> <p>(1) Ground transfer service between airports and the town centers served is not included in the fare.</p> <p>(2) Ground transfer service between airports serving the same city is provided at the following points at no additional charge.</p> <table border="0" style="width: 100%;"> <tr> <td style="text-align: center; width: 50%;">BETWEEN</td><td style="text-align: center; width: 50%;">REMARKS</td></tr> <tr> <td>Between John F. Kennedy International and La Guardia.</td><td>For passengers making connections from or to AI transatlantic flights.</td></tr> </table> <p>(C) <b><u>AT POINTS IN EUROPE AND MIDDLE EAST</u></b></p> <p>Ground transfer service between airports and the town centers is included in the fare only at Prague, Czechoslovakia.</p> <p>(D) <b><u>AT POINTS IN AREA NO. 2</u></b></p> <p>Ground transfer service between airports and the town centers served is included in the fare and will be furnished without additional charge at all scheduled stops, except at the following points:</p> <table border="0" style="width: 100%;"> <tr> <td>Dakar, Senegal</td><td>Monrovia, Liberia</td></tr> <tr> <td>Kinshasa, Republic of Congo</td><td>Points in the Republic of South Africa</td></tr> </table> <p>(E) <b><u>AT POINTS IN AREA NO. 3</u></b></p> <p>Ground transfer service between airports and town centers served is included in the fare only at points in Burma, Ceylon, India (except Delhi), Indonesia, Malaysia, Pakistan and Singapore.</p>	BETWEEN	REMARKS	Between John F. Kennedy International and La Guardia.	For passengers making connections from or to AI transatlantic flights.	Dakar, Senegal	Monrovia, Liberia	Kinshasa, Republic of Congo	Points in the Republic of South Africa
BETWEEN	REMARKS								
Between John F. Kennedy International and La Guardia.	For passengers making connections from or to AI transatlantic flights.								
Dakar, Senegal	Monrovia, Liberia								
Kinshasa, Republic of Congo	Points in the Republic of South Africa								
<p>For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.</p> <p><b>ISSUED: September 9, 1998</b></p>									
<p><b>EFFECTIVE: November 8, 1998</b></p>									



**Airline Tariff Publishing Company, Agent**

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. AI-1

Original Page AI-47

RULE	SECTION I— GENERAL RULES
35	<p><u>PASSENGER EXPENSES EN ROUTE</u></p> <p>(A) <u>INFLIGHT SERVICES</u>  <u>MEALS</u>  Meals, if served, will be free of charge, unless otherwise specified in the published tariffs of carrier.</p> <p>(B) <u>EN ROUTE GROUND SERVICES</u>  <u>HOTEL ACCOMMODATIONS AND OTHER SERVICES</u>  (1) When requested by passenger, Carrier's representatives will make application on their behalf for hotel reservations, but the availability thereof is not guaranteed. All expenses incurred by carrier or its representatives in arranging, or attempting to arrange for reservations will be chargeable to passengers except as otherwise provided in this tariff.  (2) Except as provided below, hotel expenses are not included in passenger fares and in the case of scheduled overnight or other stops on through services, the cost of hotel accommodations may be borne by carrier.</p> <p>(C) <u>ARRANGEMENTS MADE BY CARRIER</u>  In making arrangements for hotel or other housing and board accommodation for passengers, or for other services requested by passengers, whether or not the cost of such arrangements are for the account of carrier, carrier acts only as agent for the passenger and carrier is not liable for loss, damage or expense incurred by the passenger as a result of, or in connection with, the use by the passenger of such accommodation or other service, or the denial of the use thereof to the passenger by any other person, company or agency.</p>
<p>For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages AI-15 through AI-23.</p> <p>ISSUED: SEPTEMBER 24, 1987</p>	
EFFECTIVE: SEPTEMBER 25, 1987	
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INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. AI-1

Original Page AI-48

RULE

**SECTION I— GENERAL RULES**

40

**TAXES**

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

**EXCEPTION:** Transit taxes at connecting points will be borne by carrier in case of scheduled overnight or other stops on through services.

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages AI-15 through AI-23.

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INTERNATIONAL PASSENGER RULES AND TARIFF NO.  
AI-1

3rd Revised Page AI-49  
Cancels 2nd Revised Page AI-49

RULE	SECTION I - GENERAL RULES
45	<p><b>ADMINISTRATIVE FORMALITIES, PASSPORTS, VISAS AND TOURIST CARDS</b></p> <p>(A) <b>COMPLIANCE WITH REGULATIONS</b> The passenger shall comply with all laws, regulations, orders, demands or travel requirements of countries to be flown from, into or over, and with all rules, regulations and instructions of Carrier. Carrier shall not be liable for any aid or information given by any agent or employee of Carrier to any passenger in connection with obtaining necessary documents or complying with such laws, regulations, orders, demands, requirements or instructions, whether given orally or in writing, or for the consequences to any passengers resulting from his failure to obtain such documents or to comply with such laws, regulations, orders, demands, requirements or instructions.</p> <p>(B) <b>PASSPORTS AND VISAS</b> (1) Upon request, the passenger must present to carrier all exit, entry or other documents required by laws, regulations, orders, demands or requirements of the countries concerned. Carrier is not liable to the passenger for any loss or expense due to the passenger's failure to obtain the required documents, whether or not the carrier provides carriage to passengers. Carrier will refuse carriage to any passenger who, to carrier's knowledge, fails to comply with applicable exit, entry or other travel document laws, regulations or requirements of the countries concerned and carrier shall not be liable to the passenger for any loss or expense due to the carrier's refusal to carry the passenger. (2) Subject to applicable laws and regulations, the passenger agrees to pay the applicable fare whenever carrier, on government order, is required to return a passenger at his point of origin or elsewhere due to the passenger's inadmissibility into a country, whether of transit or of destination. Carrier will apply to the payment of such fares any funds paid by the passenger to carrier for unused carriage, or any funds of the passenger in the possession of carrier. The fare collected for carriage to the point of refusal or deportation will not be refunded by carrier.</p> <p>(C) <b>CUSTOMS INSPECTION</b> 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.</p> <p>(D) <b>GOVERNMENT REGULATION</b> No liability shall attach to carrier if carrier in good faith determines that what it understands to be applicable law, government regulation, demand, order or requirement requires that it refuse and it does refuse to carry a passenger.</p>

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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CORRECTION  
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**NO. AI-1**

1st Revised Page AI-51  
 Cancels Original Page AI-51

RULE	SECTION I - GENERAL RULES
55	<p><b>LIABILITY OF CARRIERS</b></p> <p>(A) <b>SUCCESSIVE CARRIERS</b>          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.</p> <p>(B) <b>LAWS AND PROVISIONS APPLICABLE</b></p> <p>(1) Carriage hereunder is subject to the rules and limitations relating to liability established by the Convention (Rule 1, (DEFINITIONS) herein) unless such carriage is not "international carriage" as defined by the Convention (Rule 1, (DEFINITIONS) herein).</p> <p>(2) To the extent not in conflict with the provisions of paragraph (A) above, all carriage under this tariff and other services performed by each carrier are subject to:</p> <p>(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;</p> <p>(b) Provisions set forth in the passenger's ticket;</p> <p>(c) Applicable tariffs; and</p> <p>(d) Except in transportation between a place in the United States and any place outside thereof, and also between a place in Canada and any place outside thereof, Conditions of Carriage, regulations and timetables (but not the times of departure and arrival therein specified) of carrier, which may be inspected at any of its offices and at airports from which it operates regular services.</p> <p>(3) Carrier's name may be abbreviated in the ticket and carrier's address shall be the airport of departure shown opposite the first abbreviation of carrier's name in the ticket; and for the purpose of the Convention, the agreed stopping places 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 as shown carrier's timetable as scheduled stopping places on the passenger's route. A list giving the full name, and its abbreviation of each carrier concurring in this tariff is set forth in Section 1.</p> <p>(C) <b>LIMITATION OF LIABILITY</b>          Except as the Convention or other applicable law may otherwise require:</p> <p>(1) Carrier is not liable for any loss or claim of whatsoever nature (hereinafter in this tariff collectively referred to as "damage") arising out of or in connection with carriage or other services performed by carrier incidental thereto, unless such damage is proved to have been caused by the negligence or willful fault of carrier and there has been no contributory negligence of the passenger.</p> <p>(2) Under no circumstances will carrier be liable for damage to unchecked baggage not attributed to negligence of carrier. Assistance rendered the passenger by carrier's employees in loading, unloading or transshipping unchecked baggage shall be considered as gratuitous service to the passenger.</p> <p>(3) Carrier is not liable for any damage directly and solely arising out of its compliance with any laws or with governmental regulations, orders or requirements, or from failure of the passenger to comply with same, or out of any cause beyond the carrier's control.</p> <p>(4) (a) The carrier shall avail itself of the limitation of liability provided in the Convention for the Unification of Certain Rules Relating to International Carriage by Air signed at Warsaw, October 12, 1929 or provided in the said Convention as amended by the protocol signed at the Hague September 28, 1955. However, in accordance with Article 22(I) of said Convention, or said convention amended by said protocol, the carrier agrees that, as to all international transportation by the carrier as defined in the said Convention or said Convention as amended by said protocol, which according to the Contract of Carriage, includes a point in the United States of America as a point of origin, point of destination, or agreed stopping place,</p> <p>(i) The limit of liability for each passenger for death, wounding, or other bodily injury shall be the sum of USD 75,000, inclusive of legal fees and costs, except that, in case of a claim brought in a state where provision is made for separate award of legal fees and costs, the limit shall be the sum of USD 58,000 exclusive of legal fees and costs.</p> <p>(ii) Carrier shall avail itself of the limitation of liability to passengers as provided in the Convention (see Rule 1 (DEFINITIONS) herein); and, in the international transportation of passengers, except as provided in (D)(1) above, the liability of the carrier for personal injury or death of each passenger shall be limited to the sum of 125,000 French Gold Francs (USD 10,000.00) (CAD 10,000.00) or 250,000 French Gold Francs (USD 20,000.00) (CAD 20,000.00) if the Hague Protocol Amendment of the convention is applicable.</p> <p><b>EXCEPTION:</b> If liable as the carrier for death, wounding or bodily injury under the Warsaw Convention or the Warsaw Convention as amended by the Hague Protocol, AI will increase the limit of liability set forth in the Warsaw Convention as amended by the Hague Protocol up to USD 75,000 or its equivalent.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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 NO. AI-1

2nd Revised Page AI-52  
 Cancels 1st Revised Page AI-52

## RULE

## SECTION I - GENERAL RULES

55

LIABILITY OF CARRIERS (Continued)(C) LIMITATION OF LIABILITY (Continued)(4) (Continued)

(b) In any event liability of carrier for delay of passenger shall not exceed the limitation set forth in the Convention.

(5) Any liability of carrier is limited to 250 French Gold Francs, USD 20.00, CAD 20.00, per kilogram in the case of checked baggage, and 5,000 French Gold Francs, USD 400.00, per passenger in the case of unchecked baggage or other property, unless a higher value is declared in advance and additional charges are paid pursuant to Carrier's tariff. In that event, the liability of carrier shall be limited to such higher declared value. In no case shall the Carrier's liability exceed the actual loss suffered by the passenger. All claims are subject to proof of amount of loss.

(6) In the event of delivery to the passenger of part but not all of his checked baggage (or in the event of damage to part but not all of such baggage) the liability of the carrier with respect to the not delivered (or damaged) portion shall be reduced proportionately on the basis of weight, notwithstanding the value of any part of the baggage or contents thereof.

(7) Carrier is not liable for damage to a passenger's baggage caused by property contained in the passenger's baggage. Any passenger whose property caused damage to another passenger's baggage or to the property of carrier shall indemnify carrier for all losses and expenses incurred by carrier as a result thereof.

(8) Liability for Fragile, Irreplaceable or Perishable Articles

Carrier is not liable for loss, damage to or delay in the delivery of fragile or perishable articles, money, jewelry, silverware, negotiable papers, securities or other valuables, business documents or samples which are included in the passenger's checked baggage, whether with or without the knowledge of carrier.

(9) Carrier will refuse to accept any articles which do not constitute baggage as such term is defined herein, but if delivered to and received by carrier, such articles shall be deemed to be within the baggage valuation and limit of liability and shall be subject to the published rates and charges of carrier.

(10) Liability - Services of Other Airlines

(a) A carrier issuing a ticket or checking baggage for carriage over the lines of others does so only as agent.

(b) No carrier shall be liable for the delay of a passenger, or the loss, damage or delay of unchecked baggage, not occurring on its own line; and no carrier shall be liable for the loss, damage or delay of checked baggage not occurring on its own line; except that the passenger shall have a right of action for such loss, damage or delay on the terms herein provided against the first carrier under the agreement to carry.

(c) No carrier shall be liable for the death or injury of a passenger not occurring on its own line (See NOTE):

**NOTE:** Except to the extent provided in this rule with respect to Tariff C.A.B. No. 522 issued by Airline Tariff Publishing Company, Agent, 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 55 (J) is included herein as part of the tariff filed with governments other than United States and not as part of Tariff C.A.B. No. 522 issued by Airline Tariff Publishing Company, Agent, filed with Department of Transportation.

(11) Carrier shall not be liable in any event for any consequential or special damage arising from carriage subject to this tariff, whether or not carrier had knowledge that such damages might be incurred.

(12) Whenever the liability of carrier is excluded or limited under these conditions, such exclusion or limitation shall apply to agents, servants or representatives of the carrier and also any carrier whose aircraft is used for carriage and its agents, servants or representatives.

C IN(13) In the case of loss of baggage, AI as, a policy only accepts original bills as proof of loss.

(D) GRATUITOUS TRANSPORTATION

(1) Gratuitous transportation by carrier of persons as hereinafter described shall be governed by all the provisions of this rule, except paragraphs (D) (2) and (3) which follow, and by all other applicable rules of this Tariff.

(a) Transportation of persons injured in aircraft accidents on the lines of carrier and physicians and nurses attending such persons.

(b) Transportation of persons, the object of which is that of providing relief in general epidemics, pestilence or other calamitous visitation.

(c) Transportation of persons, which is required by and authorized pursuant to Part 223 of the Economic Regulations of the Department of Transportation.

(d) Transportation of persons which is subject to the Convention.

(e) Transportation of officers, employees and servants of carrier traveling in the course of their employment and in the furtherance of carrier's business.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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## Airline Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. AI-1

Original Page AI-53

## RULE

## SECTION I— GENERAL RULES

55 LIABILITY OF CARRIERS (Continued)(D) GRATUITOUS TRANSPORTATION (Continued)

(2) Except in respect of gratuitous transportation of persons described in paragraph (D) (1) above, carrier in furnishing gratuitous transportation shall not be liable (the provisions of Rules 55 (A) through 55 (L) to the contrary notwithstanding) under any circumstances whether of its own negligence or that of its officers, agents, representatives or employees, or otherwise, and the person using such free transportation, on behalf of himself, his heirs, legal representatives, defendants and other parties in interest, and their representatives, assignees, releases and agrees to indemnify carrier, its officers, agents, representatives and employees from all liability (including cost and expenses), for any and all delay, and for failure to complete passage, and from any and all loss or damage to the property of such person.

(3) Except in respect of gratuitous transportation of persons described in paragraph (D) (1) above, carrier in furnishing gratuitous transportation shall not be liable (the provisions of Rules 55 (A) through 55 (L) to the contrary notwithstanding) under any circumstances whether of its own negligence or that of its officers, agents, representatives or employees, or otherwise, and the person using such free transportation, on behalf of himself, his heirs, legal representatives, defendants, and other parties in interest, and their representatives, assignees, releases and agrees to indemnify Carrier, its officers, agents, representatives and employees from all liability (including cost and expenses) for any/all death or injury, to such person (See NOTE).

**NOTE:** Except to the extent provided in this rule with respect to Tariff C.A.B. No. 522, issued by Airline Tariff Publishing Company, Agent, 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 55 (N) (3) is included herein as part of the tariff filed with governments other than the United States and not as part of Tariff C.A.B. No. 522 issued by Airline Tariff Publishing Company, Agent, filed with the Department of Transportation.

(E) 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 an office of carrier forthwith after the discovery of the damage, and, at the latest, within seven (7) days from the date of receipt; and in the case of delay or loss, unless the complaint is made at the latest within twenty-one (21) days for all carriers 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 in writing and dispatched within the times 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 (2) years reckoned from the date of arrival at the destination or from the date on which the aircraft ought to have arrived, or from the date on which the carriage stopped.

(F) OVERRIDING LAW, MODIFICATION AND WAIVER(1) OVERRIDING LAW

Insofar as any provision contained or referred to in the ticket or in this tariff may be contrary to mandatory law, government regulations, orders, or requirements, such provision shall remain applicable to the extent that it is not over-ridden thereby. The invalidity of any provision shall not affect any other part.

(2) Modification and Waiver

No agent, servant or representative of carrier has authority to alter, modify or waive any provisions of the contract of carriage or of this tariff.

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages AI-15 through AI-23.

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**INTERNATIONAL PASSENGER RULES AND TARIFF NO.**  
 AI-1

1st Revised Page AI-55  
 Cancels Original Page AI-55

## RULE

## SECTION I - GENERAL RULES

60 RESERVATIONS(A) GENERAL

A ticket will be valid only for the flight(s) for which reservation(s) shall have been made, and only between the points named on the ticket or applicable flight coupons. A passenger holding an unused open-date ticket or portion thereof or miscellaneous charges order for onward travel or who wishes to change his ticketed reservation to another date, shall not be entitled to any preferential right with respect to the obtaining of a reservation.

(B) CONDITIONS OF RESERVATIONS

- (1) Reservations shall be tentative unless and until the carrier has issued a validated ticket or exchange order for the carriage for which space is reserved, and the reservation is entered into the carrier's master reservations center. Carrier will cancel a reservation at any time without notice on the failure of the passenger to purchase a ticket for the space reserved.
- (2) Subject to payment or satisfactory credit arrangement, a validated ticket will be issued by the carrier indicating such confirmed space provided the passenger applies to carrier for such ticket before the expiration of the time agreed upon between the carrier and the passenger when the reservation was confirmed, or if airport ticketing was agreed upon, at least 90 minutes prior to the scheduled departure time of the flight.
- (3) If the reservation is made within two days of the departure of the flight, the ticket must be issued not later than 90 minutes prior to the scheduled departure time of the flight.
- (4) Such reservation of space is subject to cancellation by the carrier without notice if the passenger has not obtained a validated ticket specifying thereon his/her confirmed reserved space of the time limit agreed upon between the carrier and the passenger.
- (5) In the event that the number of persons presenting themselves with confirmed reservations for carriage on a flight exceeds the number of seats available, those passengers with confirmed reservations who are not accommodated will be subject to Rule No. 87 (DENIED BOARDING COMPENSATION) herein.

(C) RESERVATIONS AND TICKETING TIME LIMITS

- †(C)(1) Reservations for travel on all AI flights are subject to ticketing time limits as per the following chart. Where more than one AI flight is reserved in a passenger name record (i.e. reservations record or PNR), the ticketing time limit will be based on the first AI flight in the itinerary.

FOR RESERVATIONS CONFIRMED:THE TICKETING TIME LIMIT IS:

More than 60 days prior to departure

30 days prior to departure or within 6 weeks (42 days) of confirmation, whichever date is earlier.

60 to 45 days prior to departure

30 days prior to departure

44 to 21 days prior to departure

15 days prior to departure

Less than 21 days prior to departure

As assigned by AI at the time of confirmation

EXCEPTION: In the case of group travel, the ticketing time limit will be as agreed between AI and the group organizer.

- (2) Notwithstanding Paragraph (1) above, if provisions of the appropriate fare rule specifies †(C) an earlier ticketing time limit (i.e. advance purchase requirement), tickets for such reservations may in no case be issued later than such date.
- (3) Ticket numbers must be provided to AI on/before the appropriate ticketing time limit. Failure to do so may result in automatic cancellation of reserved space.

(D) COMMUNICATION CHARGES

The passenger will be charged for any communication expense paid or incurred by carrier for telephone, telegraph, radio or cable arising from a special request of the passenger concerning a reservation.

(E) ALLOCATION OF ACCOMMODATIONS

Carrier does not guarantee allocation of any particular space in the aircraft.

(Continued on next page)

† - Effective October 27, 1989 for transportation to/from Canada.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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(Except  
as Noted)

(Printed in U.S.A.)

† - Effective September 9, 1989 (except to/from Canada) and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 74881.

CORRECTION  
 NO. 1092

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Cancels Original Page AI-56

RULE	SECTION I - GENERAL RULES
60	<p data-bbox="171 304 452 324"><u>RESERVATIONS</u> (Continued)</p> <p data-bbox="171 344 588 364">(F) <u>ARRIVAL OF PASSENGERS AT AIRPORT</u> The passenger must present himself at the airport of departure for check-in at least 60 minutes prior to the scheduled departure time of the flight on which he/she holds a reservation. If the passenger fails to arrive at such airport of departure by the established time limit or appears improperly documented and not ready to travel, carrier(s) will cancel space reserved for him/her. Departure will not be delayed for passengers who arrive at airports of departure too late for such formalities to be completed before scheduled departure time. Carrier(s) is not liable to the passenger for loss or expense due to passenger's failure to comply with this provision.</p> <p data-bbox="171 506 642 526">(G) <u>COMMUNICATION COSTS UPON CANCELLATION</u> Except as otherwise provided in this tariff, whenever a passenger cancels reservations made for him/her and such cancellation is not subject to a service charge carrier will require payment from the passenger to cover the communication costs of making such reservations and subsequent cancellation thereof.</p> <p data-bbox="171 616 554 637">(H) <u>RECONFIRMATION OF RESERVATION</u> Carrier will cancel the reservation of an international portion of an itinerary (including the complete remaining international itinerary) of any passenger on a flight operated by it: (1) From any stopover point; or (2) From the point of origin of the continuing or return trip, unless the passenger advises the carrier of his/her intention to use his/her reservation by communicating with a reservations or ticket office of the carrier at least 72 hours before scheduled departure of the flight. However, reconfirmation of reservations is not required if the passenger remains at any point less than 72 hours.</p> <p data-bbox="171 798 588 818">(I) <u>CANCELLATION OF CONTINUING SPACE</u> If a passenger fails to occupy space which has been reserved for him/her carrier will cancel all other reservations held by such passenger for continuing or return space. Carrier is not liable for such cancellation but carrier will refund in accordance with Voluntary Refunds provisions published herein.</p>

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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NO. 1000



Airline Tariff Publishing Company, Agent  
**INTERNATIONAL PASSENGER RULES AND FARES TARIFF**  
**NO. AI-1**

1st Revised Page AI-57  
 Cancels Original Page AI-57

RULE	SECTION I - GENERAL RULES
65	<p><b><u>TICKETS</u></b></p> <p>(A) <b><u>GENERAL</u></b></p> <p>(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.</p> <p>(2) A ticket which has not been validated or which has been altered, mutilated or improperly issued, shall not be valid.</p> <p>(3) No person shall be entitled to transportation except upon presentation of a valid ticket. Such ticket shall entitle the passenger to transportation only between points of origin and destination and via the routing designated thereon.</p> <p>(4) Airline tickets issued outside the Philippines for International transportation of passengers originating in the Philippines shall not be valid for such transportation. (See NOTES 1 and 2 below.)</p> <p><b>NOTE 1:</b> For the purpose of this rule, a Passenger traveling abroad from the Philippines shall be deemed originating in the Philippines if:</p> <p>(a) He is a resident of the Philippines; or</p> <p>(b) His travel abroad from the Philippines is subject to the payment of the travel tax imposed under PD1183; or</p> <p>(c) The first leg of his actual trip starts in the Philippines as verified by the absence of the corresponding immigration entry on his passport subsequent to the date of issuance or the airline ticket abroad.</p> <p><b>NOTE 2:</b> For the purpose of this rule, an airline ticket is deemed issued outside the Philippines if it shows on its face that it has been issued outside the Philippines.</p> <p>(5) <b><u>Acceptance of Tickets</u></b></p> <p>(a) All airlines operating to, from or through the Philippines, including off-line carriers with sales offices and/or general sales agents in the Philippines, are hereby prohibited from importing into the Philippines airline tickets issued outside the Philippines for international air transportation of passengers originating in the Philippines.</p> <p>(b) All airline operating to, from and/or through the Philippines shall ascertain whether or not the tickets for international air transportation of passengers originating in the Philippines, presented by such passengers at the airline check-in counters at the Manila International Airport, have been issued outside the Philippines. If so, said airlines shall not honor such tickets.</p> <p>(B) <b><u>VALIDITY</u></b></p> <p>(1) <b><u>General</u></b></p> <p>When validated the ticket is good for carriage from the airport at the place of departure to the airport at the place of destination via the route shown therein and for the applicable class of service and is valid for one year from the date or commencement of flight except as otherwise specified in Carrier's tariffs. Each flight coupon will be accepted for carriage on the date and flight for which accommodation has been reserved. When flight coupons are issued on an "Open Date" basis, accommodation will be reserved upon application subject to the availability of space. The place and date of issue are set forth on the flight coupons. Any extension of ticket validity will be in accordance with Carrier's tariffs.</p> <p><b>EXCEPTION 1:</b> If the ticket is for or includes an excursion or other special fare having a shorter period of ticket validity than indicated above, such shorter period of validity shall apply only in respect to such excursion or special fare transportation.</p> <p><b>EXCEPTION 2:</b> If no portion of the ticket is used, the period of validity will be one year from date of issuance of the ticket.</p> <p>(2) <b><u>Periods of Validity</u></b></p> <p>(a) <b><u>Extension of Ticket Validity</u></b></p> <p>Tickets expire at midnight on the date of expiration of ticket validity, except that such period of validity will be extended by Carrier without additional collection of fare as follows:</p> <p>(i) For no longer than seven days beyond the original limit when a passenger who holds a ticket valid for one year is unable to obtain space at time of application to Carrier.</p> <p>(ii) For no longer than thirty days beyond the original limit when Carrier is unable to provide previously confirmed space; or a flight is cancelled or postponed during the period of validity; a scheduled stop which is either a stopover or destination for the passenger is omitted; Carrier substitutes a different class of service, or causes a passenger to miss a connection, or fails to operate a flight reasonably according to schedule.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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Airline Tariff Publishing Company, Agent  
**INTERNATIONAL PASSENGER RULES AND FARES TARIFF**  
**NO. AI-1**

1st Revised Page AI-58  
 Cancels Original Page AI-58

RULE	SECTION I - GENERAL RULES
65	<p><b>TICKETS (Continued)</b></p> <p>(B) <b>VALIDITY (Continued)</b>        (2) <b>Periods of Validity (Continued)</b>        (a) (Continued)        (iii) Until the date when the passenger, who is prevented from traveling within the period of validity of his ticket by reason of illness, becomes fit to travel according to a medical certificate, or until the first service of the class for which the fare has been paid on the carrier on which space is available after such date from the point where the journey is resumed or from the last connecting point. Provided when the flight coupons remaining in a ticket having a one year validity involve one or more stopovers, the validity of such ticket will be extended for not more than 3 months from the date shown on such certificate. In such circumstances carrier will extend similarly the period of validity of tickets of persons traveling with an incapacitated passenger.        (iv) For no longer than forty-five (45) days after the date of death of a passenger for tickets of the persons accompanying the deceased passenger.</p> <p>(b) <b>Waiver of Minimum/Maximum Stay Requirements</b>        (i) When a ticket is sold at a special fare containing a minimum stay requirement, the minimum stay requirement will be waived on presentation of a death certificate or copy thereof for passengers who are:        (aa) members of the immediate family of a passenger who dies en route, or        (bb) other persons actually accompanying a passenger who dies en route.        (ii) If a passenger holding a special fare ticket with a minimum stay requirement desires to commence the return before the expiry of the minimum stay period owing to the death of an immediate family member not accompanying the passenger, and a death certificate or copy thereof is not immediately available, the passenger will be entitled to a refund of the additional amounts paid to permit earlier return on presentation of a death certificate attesting to the death of such family member after the passenger's commencement of travel.</p> <p>(C) <b>COUPON SEQUENCE AND PRODUCTION OF THE TICKET</b>        Flight coupons will be honored in sequence from the place of departure as shown on the passenger coupon. The passenger throughout his journey must retain the passenger coupon and all flight coupons of the ticket not previously surrendered to Carrier. He must, when required, produce the ticket or surrender any applicable portion to Carrier.</p> <p>(D) <b>ABSENCE, LOSS OR IRREGULARITIES OF TICKET</b>        Carrier will refuse carriage to any person not in possession of a valid ticket. In case of loss or non-presentation of the ticket or the applicable portion thereof, carriage will not be furnished for that part of the trip covered by such ticket or portion thereof until the passenger purchases another ticket at the current applicable fare for the carriage to be performed. Carrier will not accept a ticket if any part of it is mutilated or if it has been altered by other than Carrier or it is presented without the passenger coupon and all unused flight coupons. Notwithstanding the foregoing, Carrier will issue at the passenger's request a new ticket to replace the lost one upon receipt of proof of loss satisfactory to Carrier, and if the circumstances of the case in Carrier's opinion warrant such action; provided, that the passenger agrees, in such form as may be prescribed by Carrier, to indemnify Carrier for any loss or damage which Carrier may sustain by reason thereof.</p> <p>C +[<b>EXCEPTION:</b> No replacement will be made against lost tickets issued for wholly domestic India travel, whether sold in India or abroad.</p> <p>(E) <b>NON-TRANSFERABILITY</b>        (1) A ticket is not transferable, but Carrier shall not be liable to the person entitled to be transported or to the person entitled to receive such refund for honoring or refunding such ticket when presented by someone other than the person entitled to be transported thereunder or to a refund in connection therewith.        (2) If a ticket is in fact used by any person other than the person to whom it was issued, with or without the knowledge and consent of the person to whom it was issued, Carrier will not be liable for the destruction, damage, or delay of such unauthorized person's baggage or other personal property arising from or in connection with such unauthorized use.        (3) If a ticket is in fact used by any person other than the person to whom it was issued, with or without the knowledge and consent of the person to whom it was issued, carrier will not be liable for the death or injury of such unauthorized person arising from or in connection with such unauthorized use (see NOTE).  <b>NOTE:</b> Except to the extent provided in Rule 55 (LIMITATION OF LIABILITY) rules affecting liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States, and this rule is included herein as part of the tariff filed with governments other than the United States and not as part of AI-1 C.A.B. No. 522 issued by Airline Tariff Publishing Company.</p>

(Continued on next page)

+ - Effective April 23, 2003 for transportation to/from the U.S.A. only.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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(Except  
as Noted)



Airline Tariff Publishing Company, Agent  
**INTERNATIONAL PASSENGER RULES AND FARES TARIFF**  
 NO. AI-1

4th Revised Page AI-59  
 Cancels 3rd Revised Page AI-59

RULE	SECTION I - GENERAL RULES												
65	<u>TICKETS</u> (Continued)												
	(F) <u>PREPAID TICKET ADVICE</u>												
	(1) <u>General</u>												
	Tickets may be purchased by means of a prepaid ticket advice (PTA), however, unless otherwise provided, payment for a PTA will not constitute ticket issuance. The ticketing time limit requirement, when specified in the rule governing the applicable fare, will be met only when the ticket itself is issued.												
C	(2) <u>Service Charge</u>												
	†(C) Carrier will impose the service charge specified below for each prepaid ticket advice (PTA) issued. This service charge is not subject to any discount and cannot be refunded.												
	<u>EXCEPTION:</u> The service charge will be waived when payment is made by the Government of India for official business.												
C	†(N) <table><tr><td><u>Issued In</u></td><td><u>Charge</u></td><td><u>Issued In</u></td><td><u>Charge</u></td></tr><tr><td>USA</td><td>USD 40.00</td><td>India</td><td>INR 700</td></tr><tr><td>Canada</td><td>CAD 46.00</td><td>U.K.</td><td>GBP 23</td></tr></table>	<u>Issued In</u>	<u>Charge</u>	<u>Issued In</u>	<u>Charge</u>	USA	USD 40.00	India	INR 700	Canada	CAD 46.00	U.K.	GBP 23
<u>Issued In</u>	<u>Charge</u>	<u>Issued In</u>	<u>Charge</u>										
USA	USD 40.00	India	INR 700										
Canada	CAD 46.00	U.K.	GBP 23										

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

ISSUED: June 23, 2000

EFFECTIVE: August 22, 2000

(Except  
as Noted)

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**INTERNATIONAL PASSENGER RULES AND FARES TARIFF**  
**NO. AI-1**

2nd Revised Page AI-60  
 Cancels 1st Revised Page AI-60

RULE	SECTION I - GENERAL RULES																								
C70	<p><b>+ [N] TRANSPORT OF PERSONS WITH DISABILITIES</b></p> <p><b>(A) DEFINITIONS</b></p> <ol style="list-style-type: none"> <li>1) <u>Ambulatory</u> - a person who is able to move about within the aircraft unassisted.</li> <li>2) <u>Non-Ambulatory</u> - a person who is not able to move within the aircraft unassisted.</li> <li>3) <u>Self-reliant</u> - a person who is independent, self-sufficient capable of taking care of all physical needs during flight, and who requires no special or unusual on board attention beyond that afforded to the general public except that assistance in boarding and deplaning may be required.</li> <li>4) <u>Non-self reliant</u> - a person who is incapable of self care during a flight.</li> <li>5) <u>Determination of self reliance</u> - The carrier will accept the determination of the person with a disability as to self reliance.</li> <li>6) <u>Assistant Personal attendant</u> - means a person who travels with a person with a disability to provide a service related to a disability that is not usually provided by Air India staff.</li> <li>7) <u>Person with a Disability</u> - a passenger who, because of a disability, requires services that are not usually extended to other passengers during enplaning, deplaning, during flight, in an emergency evacuation or during ground operations.</li> </ol> <p><b>(B) ACCEPTANCE OF PERSON WITH A DISABILITY</b></p> <ol style="list-style-type: none"> <li>1) The carrier will accept the determination of the person with a disability as to self-reliance.</li> <li>2) Carrier will accept for transport any passenger where mental or physical condition is such as to render him capable of caring for himself without assistance provided:       <ol style="list-style-type: none"> <li>a) he/she is accompanied by an attendant who will be responsible for caring for him/her en route, and</li> <li>b) with the care of such attendant, he/she will not require unreasonable attention or assistance from employees of the carrier</li> </ol> </li> <li>3) Passengers with a disability will be accepted for transportation as outlined in the following:       <table data-bbox="394 852 885 1036"> <thead> <tr> <th>DISABILITY</th><th>ASSISTANT REQUIRED</th></tr> </thead> <tbody> <tr> <td>Blind</td><td>No</td></tr> <tr> <td>Deaf</td><td>No</td></tr> <tr> <td>Blind &amp; Deaf</td><td>Yes</td></tr> <tr> <td>Mentally handicapped/ Self reliant</td><td>No</td></tr> <tr> <td>Mentally handicapped/ Non-self reliant</td><td>Yes</td></tr> <tr> <td>Ambulatory/Self reliant</td><td>No</td></tr> <tr> <td>Ambulatory/non-self reliant</td><td>Yes</td></tr> </tbody> </table> <p>Carrier shall impose numerical limits on the number of non-ambulatory passengers per aircraft, as shown below.</p> <table data-bbox="394 1068 838 1141"> <thead> <tr> <th>AIRCRAFT TYPE</th><th>B-747 SEATING:</th></tr> </thead> <tbody> <tr> <td>Without Assistance</td><td>6</td></tr> <tr> <td>With Assistance</td><td>6</td></tr> <tr> <td>Maximum number</td><td>12</td></tr> </tbody> </table> </li> <li>4) <b>MEDICAL CLEARANCE</b> 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).</li> <li>5) <b>SEATING RESTRICTIONS</b> Passengers with a disability will not be permitted to occupy seats in designated emergency exit rows, overwing emergency exit rows or where the vertical stair may have to be used as an emergency exit or the upper deck of the B747.</li> <li>6) <b>RESERVATIONS/CHECK-IN REQUIREMENTS</b> Reservations should be made at least 5 working days in advance of travel, advising the carrier as to the nature of the disability and assistance required, so that carrier arrangements can be made. Carriers will make every effort to accommodate passengers who fail to make reservations as above in advance of travel.</li> <li>7) <b>SECURITY REQUIREMENTS</b> Carriers security regulations require x-ray and/or physical examination of checked baggage as well as cabin baggage. Individual articles of passengers cabin baggage are subject to physical checks and x-ray screening. Passengers are also subject to normal security checks carried out by the carriers security agency.</li> </ol>	DISABILITY	ASSISTANT REQUIRED	Blind	No	Deaf	No	Blind & Deaf	Yes	Mentally handicapped/ Self reliant	No	Mentally handicapped/ Non-self reliant	Yes	Ambulatory/Self reliant	No	Ambulatory/non-self reliant	Yes	AIRCRAFT TYPE	B-747 SEATING:	Without Assistance	6	With Assistance	6	Maximum number	12
DISABILITY	ASSISTANT REQUIRED																								
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Without Assistance	6																								
With Assistance	6																								
Maximum number	12																								

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

**ISSUED: May 1, 1998**

**EFFECTIVE: June 30, 1998**

(Except  
as Noted)

+ - Effective May 2, 1998 and issued on one (1) day's notice under D.O.T.  
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**INTERNATIONAL PASSENGER RULES AND FARES TARIFF**  
 NO. AI-1

1st Revised Page AI-60-A  
 Cancels Original Page AI-60-A

## RULE

## SECTION I - GENERAL RULES

70

TRANSPORT OF PERSONS WITH DISABILITIES(B) ACCEPTANCE OF PERSON WITH A DISABILITY (Continued)8) ACCEPTANCE OF MOBILITY AIDS

In addition to the regular free baggage allowance as applicable to the passenger the carrier will accept the following items which must be stored in the Baggage Compartment:

+ [C] a) manually operated wheelchairs and walkers.

+ [N] NOTE: A maximum of two (2) rigid (non-foldable) wheelchair will be accepted per flight.

b) wheelchairs with non-spillable batteries with terminals disconnected and taped.

c) crutches and canes may be retained in the passenger's custody provided they are stowed in accordance with the carrier's safety regulations.

9) Passengers are required to check in at least 3 hours prior to flight departure and assistance from Air India will only be after the passenger has checked in for the flight.

10) DOGS TRAINED TO LEAD THE BLIND AND/OR ASSIST THE DEAF

Carrier accepts for transportation, without charge a properly harnessed dog trained to lead the blind, and/or assist the deaf, when it accompanied a passenger with impaired vision/hearing dependent upon such dog. The dog will be permitted to accompany such passenger into the cabin but will not be permitted to occupy a seat.

11) REFUSAL TO TRANSPORT

Carrier is not liable for its refusal to transport any passenger or for its removal of any passenger in accordance with the preceding paragraphs, but the carrier will at the request of the passenger refund in accordance with the fare conditions.

12) DISCLAIMER OF LIABILITY

If a passenger declares himself to be self-reliant but is nevertheless a person whose status, age, or mental or physical condition is such as to involve any unusual hazard or risk to himself, carrier will accept such person for carriage only on the express condition that it will not be liable in the event that injury, illness, disability or death results to the person by reason of the person's status, age, or mental or physical condition.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

ISSUED: August 11, 1998

EFFECTIVE: October 10, 1998

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**INTERNATIONAL PASSENGER RULES AND TARIFF NO.**  
 AI-1

1st Revised Page AI-61  
 Cancels Original Page AI-61

RULE	SECTION I - GENERAL RULES
75	<p><u>CURRENCY OF PAYMENT</u></p> <p>The provisions of this rule are subject to applicable exchange laws and government regulations.</p>
C	<p>+ [C] (A) <u>PAYMENT OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION</u></p> <p>(1) Payment of fares shall be made in the currency of the country of commencement of transportation or</p> <p>(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.</p> <p>(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.</p>
C	<p>+ [C] (B) <u>PAYMENT OUTSIDE THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION</u></p> <p>(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.</p> <p>(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.</p>
C	<p>+ [C] (C) <u>VOLUNTARY REROUTING</u></p> <p>In the event that voluntary rerouting or cancellation results in the reassessment of the fare:</p> <p>(1) The fare will be reassessed in the currency of the country of transportation.</p> <p>(2) The local currency fares to be used will be those applicable at the time of commencement of transportation.</p> <p>(3) The IATA Rate of Exchange to be used will be at the time of original ticket issuance.</p>
C	<p>+ [C] (D) <u>REFUNDS</u></p> <p>(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.</p> <p>(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.</p> <p>(3) Refunds will be made in the same form (i.e. cash, check, credit card, etc.) that was used in purchasing the original transportation document. In making the refund AI will observe any refund restriction that may be published in the applicable rules governing the original transportation document. Further, AI will observe any government of carrier restriction imposed on the conversion and refund of currencies outside the country whose currency was originally collected.</p>
C	<p>+ [C] (E) <u>ADDITIONAL COLLECTION</u></p> <p>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.</p>
C	<p>+ [N] (F) <u>RATES OF EXCHANGE</u></p> <p>The Bankers' Rates referred to in Paragraphs (A) through (E) above are defined as follows:</p> <p>(1) <u>In Canada:</u> The Bankers' Buying Rate on Bankers' Selling Rate means the unit rates published each Friday in the <u>Toronto Globe &amp; Mail</u> under the heading <u>Foreign Exchange Mid Market Rate in Canadian Funds</u>. For currencies not quoted in such publication, the bankers' rate shall mean the bank buying rate quoted by the <u>Royal Bank of Canada, Main Office in Winnipeg</u>, 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.</p> <p>(2) <u>In the United Kingdom:</u> The Bankers' Rate means the unit rate published in Tuesday's edition of the <u>Financial Times</u> under the heading <u>World Value of the Pound</u>. The rate will be applicable from Wednesday of the same week up to and including Tuesday of the following week.</p> <p>(3) <u>In the U.S.A.:</u> The Bankers' Rate means the rate published each Tuesday in the <u>Wall Street Journal</u> under the heading <u>Foreign Exchange</u>. 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 <u>Wall Street Journal</u>. In such exceptional cases the previous week's rates are used through Wednesday instead of Tuesday and the Wednesday edition of the <u>Wall Street Journal</u> will be used for the period Thursday through Tuesday.</p>

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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(Printed in U.S.A.)

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## Airline Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. AI-1

Original Page AI-63

## RULE

## SECTION I—GENERAL RULES

80

REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS(A) CHANGES REQUESTED BY PASSENGER

- (1) At the passenger's request, carrier will effect a change in the routing (other than the point of origin), carrier(s), class(s) of service, destination, fare or validity specified in an unused ticket, flight coupon(s) or Miscellaneous Charges Order by issuing a new ticket or by endorsing such unused tickets, flight coupon(s) or Miscellaneous Charges Order, provided that:
- (a) such carrier issued the original ticket or;
  - (b) such carrier is the carrier designated in the 'via carrier' box, or no carrier is designated in the 'via carrier' box, of the unused flight coupon or Miscellaneous Charges Order for the first onward carriage from the point on the route at which the passenger desires the change to commence; however, where the carrier who issued the ticket is designated as carrier for any subsequent section(s) and as an officer or general agent, who is authorized to make endorsements, 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) or (b) above, to effect the change.
- (2) When the rerouting results in a change of fare, the new fare and charges shall be constructed as follows:
- (a) (Not applicable to/from points in the U.S.A.) If the destination is unchanged, the new fare shall be constructed from the last fare construction point preceding the point at which the rerouting takes place, as shown on the ticket submitted for rerouting, to the fare construction point shown on the ticket submitted for rerouting, beyond which the original fare construction remains applicable:  
NOTE: For the purpose of this rule, fare construction point, as used herein, means the point to which the previous fare was calculated.
  - (b) (Not applicable to/from points in the U.S.A.) If the destination is changed the new fare shall be constructed from the last fare construction point preceding the point at which the rerouting takes place, as shown on the ticket submitted for rerouting, to the new destination:  
NOTE 1: The points of origin and destination, as well as the point of outward destination in the case of a round trip ticket, shall also be fare construction points, and the fares and charges to be used for the construction of the new fare shall be those which would have been applicable as of the date of commencement of carriage.  
NOTE 2: For the purpose of this rule, fare construction point, as used herein, means the point to which the previous fare was calculated.
  - (c) (Applicable only from/to points in the U.S.A.) The new fare shall be calculated upon the basis of that which would have been applicable had the passenger purchased transportation for the revised itinerary (which includes those points for which transportation has already been completed) prior to departure from point of origin.
  - (d) Additional passage at the through fare and charges shall not be permitted unless request therefor has been made prior to arrival at the destination named on the original ticket or Miscellaneous Charges Order; and, after carriage has commenced:
    - (i) a one-way ticket shall not be converted into a round, circle or open jaw trip ticket at the round, circle or open jaw trip discount for any portion already flown. Discount will be applied only to any rerouted portion of the trip and only from the point of rerouting, not based on any portion of the trip already flown.
    - (ii) a round, circle or discounted open jaw trip ticket can be converted into any other one of these categories provided that the request therefor is made prior to arrival at the destination named on the original ticket or Miscellaneous Charges Order.
  - (3) Any difference between the fares and charges applicable under sub-paragraph (2) above, and the fares and charges paid by the passenger, will be collected from the passenger by the carrier accomplishing the rerouting who will also pay to the passenger any amounts due on account of refunds.
  - (4) The expiration date of any new ticket issued for a revised routing will be limited to the expiration date that would have been applicable had the new ticket been issued on the date of sale of the original ticket or Miscellaneous Charges Order.
  - (5) Time limits on cancellations and charges for late cancellations will be applicable to revised routings requested by passenger.

(Continued on next page)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages AI-15 through AI-23.

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## Airline Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. AI-1

Original Page AI-64

RULE

## SECTION I—GENERAL RULES

80 REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS (Continued)(B) INVOLUNTARY REVISED ROUTINGS (See also Rule 87 (DENIED BOARDING COMPENSATION))

In the event carrier cancels a flight, fails to operate according to schedules, substitutes a different type of equipment or different class of service, or is unable to provide previously confirmed space, or the passenger is refused passage or removed, in accordance with Rule 25 herein, carrier will either:

- (1) Carry the passenger on another of its passenger aircraft on which space is available; or
- (2) Endorse to another carrier or to any other transportation service the unused portion of the ticket for purposes of rerouting; or
- (3) Reroute the passenger to destination named on the ticket or applicable portion thereof by its own services or by other means of transportation; and, if the fare, excess baggage charges and any applicable service charge for the revised routing is higher than the refund value of the ticket or applicable portions as determined from Rule 90 herein, carrier will require no additional payment from the passenger, but will refund the difference if the fare and charges for the revised routing are lower; or
- (4) Make involuntary refund in accordance with the provisions of Rule 90 herein.

(C) MISSED CONNECTIONS: In the event a passenger misses an onward connecting flight on which space has been reserved for him/her because the delivering carrier did not operate its flight according to schedules, or changed the schedule of such flight, the delivering carrier will arrange for the carriage of the passenger or make involuntary refund in accordance with Rule 90 herein.

(D) 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 an Economy/Tourist/Coach/Thrift Class flight and is entitled to a fare refund.

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages AI-15 through AI-23.

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## Airline Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. AI-1

Original Page AI-65

RULE	SECTION I— GENERAL RULES
85	<p><u>SCHEDULES, DELAYS AND CANCELLATIONS OF FLIGHTS</u></p> <p>(A) <u>SCHEDULES</u> The times shown in timetables or elsewhere are approximate and not guaranteed, and form no part of the contract of carriage. Schedules are subject to change without notice and carrier assumes no responsibility for making connections. Carrier will not be responsible for errors or omissions either in timetables or other representations of schedules. No employee, agent or representative of carrier is authorized to bind carrier as to the dates or times of departure or arrival or of the operation of any flight.</p> <p>(R) <u>CANCELLATIONS</u></p> <p>(1) Carrier may, without notice, substitute alternate carriers or aircraft.</p> <p>(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 if it would be advisable to do so:</p> <p>(a) Because of any fact beyond its control (including, but without limitation, meteorological conditions, acts of God, forces majeure, strikes, riots, civil commotions, embargoes, wars, hostilities, disturbances, or unsettled international conditions) actual, threatened or reported or because of any delay, demand, conditions, circumstance or requirement due, directly or indirectly, to such fact; or</p> <p>(b) Because of any fact not to be foreseen, anticipated or predicted; or</p> <p>(c) Because of any government regulation, demand or requirement; or</p> <p>(d) Because of shortage of labor, fuel or facilities, or labor difficulties of carrier or others.</p> <p>(3) Carrier will cancel the right or further right of carriage of the passenger and his baggage upon the refusal of the passenger, after demand by carrier, to pay the fare or the portion thereof so demanded, or to pay any charge so demanded and assessable with respect to the baggage of the passenger without being subject to any liability therefor except to refund, in accordance herewith, the unused portion of the fare and baggage charge(s) previously paid, if any.</p>
<p>For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages AI-15 through AI-23.</p> <p>ISSUED: SEPTEMBER 24, 1987</p>	
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## Airline Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. AI-1

Original Page AI-67

RULE

## SECTION I—GENERAL RULES

87

DENIED BOARDING COMPENSATION (Continued)

APPLICABLE ONLY TO FLIGHTS ORIGINATING OR TERMINATING IN THE UNITED STATES WHEN PASSENGERS HOLD CONFIRMED RESERVATIONS AND THE CONFIRMATION WAS VERIFIED IN THE UNITED STATES

(1) BOARDING PRIORITY

In the event of an oversold flight carrier will initially request passengers to volunteer for denied boarding. If there is an insufficient number of volunteers, passengers will be involuntarily denied boarding in accordance with the boarding priority of AI.

(2) CONDITIONS FOR PAYMENT OF COMPENSATION

Subject to the exceptions in this subparagraph, carrier will tender to passenger denied boarding involuntarily the amount of compensation specified in subparagraph 3, when:

- (a) Passenger holding a ticket for confirmed reserved space presents himself for carriage at the appropriate time and place, having complied fully with carrier's requirements as to ticketing, check-in and reconfirmation procedures and being acceptable for transportation under the carrier's usual practice; and

NOTE:

Check-in means that the passenger must present himself/herself at the airport for check-in at least the number of minutes published in carrier's timetable prior to the scheduled departure of the flight on which he/she holds confirmed reserved space as published in Rule 60 (RESERVATIONS) of this tariff.

- (b) The flight for which the passenger holds confirmed reserved space is unable to accommodate the passenger and departs without him/her.

EXCEPTION:

The passenger will not be eligible for compensation if the flight upon which the passenger holds confirmed space is unable to accommodate him/her when:

- (i) Substitution of equipment of lesser capacity when required by operation and/or safety reasons; or
- (ii) Passenger is accommodated on the flight for which he/she holds confirmed reserved space, but is offered accommodations or is seated in a compartment of the aircraft other than that specified on his/her ticket, provided that a passenger seated in a section for which a lower fare is charged shall be entitled to an appropriate refund;
- (iii) Passenger is an airline or travel industry related employee traveling on a reduced or concessional fare basis.
- (iv) Passenger is traveling on a standby fare.
- (v) Passenger is accommodated on another flight or flights that are planned to arrive at the passenger's next stopover, or if none, final destination within one hour of the scheduled arrival time of his original flight.

(3) AMOUNT OF COMPENSATION PAYABLE FOR DENIED BOARDING INVOLUNTARILY

Subject to the provisions of subparagraph 2 of this rule, carrier shall provide for compensation to be paid to a passenger denied boarding involuntarily at a rate of 200 percent of the sum of the passengers remaining flight coupons up to the passenger's next stopover, or if none, to his/her destination, with a USD 400.00 maximum.

EXCEPTION:

If a carrier arranges for comparable air transportation used by the passenger, which, at the time such arrangements are made, is planned to arrive at the passengers next point of stopover or destination not later than 4 hours after the time of the service on which the passenger held confirmed space, the compensation will be 50 percent of the amount specified above with a USD 200.00 maximum.

When agreed by the passenger; carrier may offer free tickets in lieu of monetary payment provided:

- (a) the value of the transportation benefit offered is equal to or greater than the cash payment otherwise required and
- (b) that the carrier informs the passenger of the amount of cash compensation that would otherwise be due. The passenger may however decline the transportation benefit and receive the cash payment.

A tender shall be made by the carrier on the day and place the denied boarding occurs. Provided, however, that when carrier arranges for the passenger's convenience, alternative means of transportation which departs prior to the time such tender can be made to the passenger, a tender shall be made by mail or other means within 24 hours after the time the failure occurs. If the tender is accepted, i.e., used by the passenger, it shall constitute full compensation and liquidated damages for all actual or anticipatory damages incurred or to be incurred by the passenger as a result of carrier's failure to provide the passenger with confirmed reserved space and carrier shall have no further liability to the passenger in respect thereof.

FOR THE PURPOSE OF THIS RULE:

Confirmed Reserved Space means space on a specific date and on a specific flight and class of service of a carrier which has been requested by a passenger and which the carrier or its agent has verified, by appropriate notation on the ticket or in any other manner provided therefor by the carrier's tariff as being reserved for the accommodation of the passenger, except that Confirmed Reserved Space shall not include a verification of reserved space, on flights or portions of flights of foreign air carriers, which originates outside the United States, its territories or possessions.

(Continued on next page)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages AI-15 through AI-23.

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## Airline Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. AI-1

Original Page AI-68

RULE

## SECTION I—GENERAL RULES

87

DENIED BOARDING COMPENSATION

FOR THE PURPOSE OF THIS RULE except as otherwise specifically provided herein:

AIRPORT means the airport at which the direct or connecting flight, on which the passenger holds confirmed reserved space, is planned to arrive or some other airport serving the same metropolitan area, provided that transportation to the other airport is accepted (i.e. used) by the passenger.

ALTERNATE TRANSPORTATION is air transportation (by an airline licensed by the Department of Transportation) or other transportation used by the passenger which, at the time the arrangement is made, is planned to arrive at the passenger's next scheduled stopover (of 4 hours or longer) or if none at the airport of final destination no later than 4 hours after the passenger's originally scheduled arrival time.

CARRIER means:

- (A) a direct air carrier, except a helicopter operator, holding a certificate issued by the Department of Transportation pursuant to section 401(d)(1), 401(d)(2), 401(d)(5), or 401(d)(8) of the Act, or an exemption from Section 401(a) of the Act, authorizing the transportation of persons, or
- (B) a foreign route air carrier holding a permit issued by the Department of Transportation pursuant to Section 402 of the Act, or an exemption from Section 402 of the Act, authorizing the schedule foreign air transportation of persons.

COMPARABLE AIR TRANSPORTATION means transportation provided to passenger at no extra cost by a carrier as defined above.

CONFIRMED RESERVED SPACE means space on a specific date and on a specific flight and class of service of a carrier which has been requested by a passenger and which the carrier or its agent has verified, by appropriate notation on the ticket or in any other manner provided therefor by the carrier as being reserved for the accommodation of the passenger.

STOPOVER means a deliberate interruption of a journey by the passenger, scheduled to exceed four hours, at a point between the place of departure and the place of final destination.

THE SUM OF THE VALUES OF THE REMAINING FLIGHT COUPONS means the sum of the applicable one-way fares including any surcharges and air transportation taxes, less any applicable discounts.

VOLUNTEER means a person who responds to carrier's request for volunteers and who willingly accepts carrier's offer of compensation in any amount, in exchange for relinquishing his confirmed reserved space. Any other passenger denied boarding is considered for the purposes of this rule to have been denied boarding involuntarily, even if he accepts denied boarding compensation.

(Continued on next page)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages AI-15 through AI-23.

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INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. AI-1

Original Page AI-69

RULE

**SECTION I—GENERAL RULES**

87

**DENIED BOARDING COMPENSATION (Continued)****APPLICABLE ONLY TO FLIGHTS ORIGINATING OR TERMINATING IN THE UNITED STATES WHEN PASSENGERS HOLD CONFIRMED RESERVATIONS AND THE CONFIRMATION WAS VERIFIED IN THE UNITED STATES (Continued)****(4) WRITTEN EXPLANATION OF DENIED BOARDING COMPENSATION AND BOARDING PRIORITIES**

The following notice will be furnished to passengers immediately after a denied boarding occurs and will be made available on request at the carrier's airport ticketing points and boarding location.

**COMPENSATION FOR DENIED BOARDING**

If you have been denied a reserved seat on AI, you are probably entitled a monetary compensation. This notice explains the airline's obligations and the passenger's rights in the case of an oversold flight, in accordance with regulations of the U.S. Civil Aeronautics Board.

**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 will until airline personnel first ask for volunteers who will give up their reservation 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 boarding priority of AI.

- (a) Standby passengers and airline or travel industry related employees traveling on a reduced or concessional fare basis;
- (b) Passengers paying less than the full published Economy Class fare;
- (c) Passengers paying the full published Economy Class fare;
- (d) Passengers paying the full published First Class fare;
- (e) Unaccompanied young passengers, stretcher cases and escorts, incapacitated passengers, and carrier employees whose movement is of a high degree of urgency such as repositioning crews, engineers traveling on urgent operational duty or traveling to or from the scene of an aircraft accident.

**COMPENSATION FOR INVOLUNTARY DENIED BOARDING**

If you are denied boarding involuntarily, you are entitled to a payment of 'denied boarding compensation' from the airline unless:

- (a) you have not fully complied with the airline's ticketing, check-in and reconfirmation requirements, or you are not acceptable for transportation under the carrier's usual practice; or
- (b) you are denied boarding because the flight is cancelled; or
- (c) you are denied boarding because a smaller capacity aircraft was substituted for safety or operational reasons; or
- (d) you are offered accommodations in a section of the aircraft other than that specified in 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.)
- (e) The airline is able to accommodate you on another flight or flights that are planned to reach your destination within one hour of the scheduled arrival time of your original flight.

**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 values of their ticket coupons, with a \$200 maximum. However, if the airline cannot arrange 'alternative transportation' for the passenger, the compensation is doubled (\$400 maximum). The 'value' of a ticket coupon is the one-way fare for the flight shown on the coupon, including any surcharge and air transportation tax, minus any applicable discount. All flight coupons, including connecting flights, to the passenger's destination or first 4-hour stopover are used to compute the compensation.

**METHOD OF PAYMENT**

The airline must give each passenger who qualifies for denied boarding compensation, a payment by check or draft 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. When agreed by the passenger, the carrier may instead offer free tickets in lieu of monetary payment.

**PASSENGER'S OPTIONS**

Acceptance of the compensation (by endorsing the check or draft within 30 days) relieves AI 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.

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages AI-15 through AI-23.

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Airline Tariff Publishing Company, Agent

## INTERNATIONAL PASSENGER RULES AND FARES TARIFF

NO. AI-1

1st Revised Page AI-71  
Cancels Original Page AI-71

RULE	SECTION I - GENERAL RULES
90	<p><b>REFUNDS</b></p> <p><b>(A) GENERAL</b></p> <p>(1) In case of refund, whether due to failure of carrier to provide the accommodation called for by the ticket, or to voluntary change of arrangements by the passenger, the conditions and amount of refund will be governed by carrier's tariffs.</p> <p>(2) Except as otherwise provided in paragraph (F) of this rule, refund by carrier for an unused ticket or portion thereof or Miscellaneous Charges Order will be made to the person named as the passenger in such ticket or Miscellaneous Charges Order unless at the time of purchase the purchaser designates on the ticket or Miscellaneous Charges Order another person to whom refund shall be made in which event refund will be made to persons so designated, and only upon delivery of the passenger coupon and all unused flight coupons of the ticket or Miscellaneous Charges Order. A refund made in accordance with this procedure to a person representing him as the person named or designated in the ticket or Miscellaneous Charges Order will be considered a valid refund and carrier will not be liable to the true passenger for another refund.</p> <p><b>EXCEPTION 1:</b> Refund in accordance with paragraph (E) below of tickets for transportation which have 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.</p> <p><b>EXCEPTION 2:</b> Refund of a ticket which has been issued pursuant to a Prepaid Ticket Advice (PTA) will be made to the person who paid carrier for the ticket.</p> <p>(3) Carrier will refuse to refund on a ticket which has been presented to government officials of a country or to carrier as evidence of intention to depart therefrom, unless the passenger establishes to carrier's satisfaction that he has permission to remain in the country or that he will depart therefrom by another carrier or conveyance.</p> <p>(4) Refund will be made provided that the unused coupons are surrendered to carrier within three (3) years after the expiry date of the validity of the ticket.</p> <p><b>(B) CURRENCY</b> All refunds will be subject to government laws, rules, regulations or orders of the country in which the ticket was originally purchased and of the country in which the refund is being made. Subject to the foregoing provisions refunds will be made in the currency in which the fare was paid, or in lawful currency of the country of the carrier making the refund or of the country where the refund is made, or in the currency of the country in which the ticket was purchased in an amount equivalent to the amount due in the currency in which the fare or fares for the flight covered by the ticket as originally issued was collected.</p> <p><b>(C) SPECIAL HANDLING BY CARRIER</b> Carrier will make all or any individual refunds through its general accounting offices or regional sales or accounting offices and will require prior written applications for refunds to be prepared by passenger on special forms furnished by carrier.</p> <p><b>(D) INVOLUNTARY REFUNDS</b> (See also Rule 80 (REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS) AND Rule 87 DENIED BOARDING COMPENSATION) - For the purpose of this paragraph, the term "Involuntary Refund" shall mean any refund to a passenger who is prevented from using the carriage provided for in his ticket because of cancellation of flight, inability of carrier to provide previously confirmed space, substitution of a different type of equipment or different class of service by carrier, missed connections, postponement or delay of flight, omission of a scheduled stop, or removal or refusal to carry under conditions prescribed in Rule 25 (REFUSAL TO TRANSPORT-LIMITATIONS OF CARRIAGE). Involuntary refunds will be computed as follows:</p> <p>(1) When no portion of the trip has been made, the amount of refund will be equal to the fare paid.</p> <p>(2) When a portion of the trip has been made, the amount of refund will be:</p> <p>(a) Either an amount equal to the one-way fare less the same rate of discount, if any, that was applied in computing the original one-way fare (or on round or circle trip tickets, one-half of the round trip fare) and charges applicable to the unused transportation from the point of termination to the destination or stopover point named on the ticket or to the point at which transportation is resumed, via:</p> <p>(i) The routing specified on the ticket, if the point of termination was on such routing; or</p> <p>(ii) The routing of any carrier operating between such points, if the point of termination was not on the routing specified on the ticket; in such case the amount of refund will be based on the lowest fare applicable between such points; or;</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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**INTERNATIONAL PASSENGER RULES AND FARES TARIFF**  
**NO. AI-1**

1st Revised Page AI-72  
 Cancels Original Page AI-72

RULE	SECTION I - GENERAL RULES
90	<p><b>REFUNDS (Continued)</b></p> <p>(D) <b>INVOLUNTARY REFUNDS (Continued)</b></p> <p>(2) (Continued)</p> <p>(b) The difference between the fare paid and the fare for the transportation used, whichever is higher.</p> <p><b>EXCEPTION:</b> When a passenger holding a ticket for carriage for a higher class of service between an origin and a destination is required by carrier to use a lower class of service for any portion of such carriage, the amount of refund will be as follows:</p> <p>(1) <b>For One-way Tickets:</b> The difference between the fare for the higher class of service and the fare for the lower class of service between the points where the lower class service is used;</p> <p>(2) <b>For Round Trip, Circle Trip or Open-Jaw Tickets:</b> The difference between 50 percent of the round trip fare for the higher class of service and 50 percent of the round trip fare for the lower class of service between the points where the lower class of service is used.</p> <p><b>FOR THE PURPOSE OF THIS EXCEPTION FARES ARE PUBLISHED IN THE FOLLOWING DESCENDING ORDER OF CLASSES OF SERVICE:</b></p> <p>(a) First Class fares applicable on jet aircraft.</p> <p>(b) First Class fares applicable on propeller aircraft.</p> <p>(c) One Class Standard Service fares.</p> <p>(d) Economy Class, Tourist Class, or Coach Class fares applicable on jet aircraft.</p> <p>(e) Economy Class, Tourist Class, or Coach Class fares applicable on propeller aircraft.</p> <p>(f) Thrift Class fares applicable on jet aircraft.</p> <p>(g) Thrift Class fares applicable on propeller aircraft.</p> <p>The term "Jet Aircraft" as used above means A-300, BAC-111, B-707, B-720, B-720B, B-727, B-737, B-747, Caravelle Convair 600, Convair 880, Convair 990, Comet 4, Comet 4-C, DC-8, DC-9, DC-10, Ilyushin IL-62, L-1011, Tuplev TU-114 and VC-10.</p> <p>(3) The service charge provided for in Rule 60 (RESERVATIONS) herein, will not be assessed, and any communication expenses paid by the passenger in accordance with Rule 60 (RESERVATIONS) will be refunded, or if such expense at the time has not been collected by carrier, its collection will be waived.</p> <p>(E) <b>VOLUNTARY REFUNDS</b></p> <p>For the purpose of this paragraph, the term "Voluntary Refund" shall mean any refund of a ticket or portion thereof other than an involuntary refund, as described in paragraph (D) of this rule. Voluntary refunds shall be computed as follows:</p> <p>(1) If no portion of the ticket has been used, refund will be the full amount of the fare paid, [N]including any replacement tickets, less any applicable service charge and communication expenses. (See RULE 60 (RESERVATIONS) and Rule 65 (TICKETS) or</p> <p>(2) If a portion of a ticket has been used, refund will be made in an amount equal to the difference, if any, between the fare paid, [N]including any replacement ticket, and the applicable fare between the points between which the ticket has been used, less any applicable service charge and communication expenses. (See RULE 60 (RESERVATIONS) and Rule 65 (TICKETS))</p> <p>(3) When the refunding of any portion of a ticket would result in the use of such ticket between any points where the carriage of traffic is prohibited, the refund, if any, will be determined as if such ticket has been used to a point beyond which would not result in the violation of carrier's operating rights or privileges. The passenger will be refunded the difference between the fare paid from the point of origin to such farther point and the total fare paid, less any applicable charges.</p> <p>(4) A penalty for voluntary cancellation shall not apply and the total amount paid shall be refunded if such cancellation is made after an increase in the fare is made applicable between the time of the initial payment and the date of travel.</p> <p>(5) <b>Service Charges</b>        (Applicable only to Special Economy fares between points in the U.S.A. and points in France.) A service charge of USD 25.00 will be assessed in any case where the passenger requests a refund of an unused portion of a ticket. In the event the refund is effected by a Passenger Sales Agent, one half of this service charge will accrue to such Agent and one half will accrue to carrier.</p> <p><b>EXCEPTION:</b> This service charge will not apply when the unused portion of an Economy Class ticket is used as a credit toward the purchase of a Concorde, First Class, Business Class or Economy Class ticket.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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**INTERNATIONAL PASSENGER RULES AND FARES TARIFF**  
 NO. AI-1

5th Revised Page AI-73  
 (See Note)

RULE	SECTION I - GENERAL RULES
90	<p><b>REFUNDS (Continued)</b></p> <p>(F) <b>LOST TICKET</b>          The following provisions will govern refund of a lost ticket or unused portion thereof:</p> <p>(1) When a lost ticket or portion thereof is not found, refund as stipulated will be made upon receipt of proof of loss satisfactory to carrier and after receipt of written request for refund from the passenger. Refund will only be made provided that the lost ticket or portion thereof has not been honored for transportation of, or refunded, upon surrender by any person prior to the time the refund is made and further provided that the passenger agrees to indemnify and hold carrier harmless against any and all loss, damage, claim or expense, including without limitation, reasonable attorney fees, which carrier may suffer or incur by reason of the making of such refund and/or the subsequent presentation of said ticket(s) for transportation or refund of any other use whatsoever.</p> <p><b>EXCEPTION:</b> No refund will be made against lost tickets issued for wholly domestic India travel, whether sold in India or abroad.</p> <p>(2) <b>Refund Amount</b>          (a) If no portion of the ticket has been used, refund will be an amount equal to the fare and charges paid, less the applicable Service Charge (See 3 below).          (b) If a portion of the ticket has been used, refund will be an amount equal to the difference between the fare and charges paid and the fare and charges applicable to the transportation actually used, less the applicable Service Charge (See 3 below).</p> <p>(3) <b>Service Charge</b>          Except where a higher refund penalty is specified in the applicable fare rule, carrier will impose a service charge of USD 50.00/(IN)CAD 100.00, (or equivalent if collected in other than USD, converted at the Bankers' Buying Rate), per ticket, for handling the request for refund or replacement of a lost ticket.</p> <p>(4) The foregoing provisions shall also apply to Miscellaneous Charges Orders, deposit receipts and excess baggage tickets.</p>

**NOTE:** Issued in lieu of 4th Revised Page AI-73 rejected by the CTA(A). Cancels 3rd Revised Page AI-73.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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## Airline Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. AI-1

Original Page AI-75

## RULE

## SECTION I—GENERAL RULES

115

BAGGAGE(A) CHECKED BAGGAGE

- (1) Nothing contained in this tariff shall entitle a passenger to have his baggage checked on a journey for which carrier does not offer facilities for checking of baggage.
- (2) Upon delivery to carrier of the baggage to be checked, carrier will insert in the ticket the number of pieces and weight of the checked baggage (which act shall constitute the issuance of the baggage check); in addition Carrier will issue for identification purposes only, a baggage (claim) tag for each piece of baggage so delivered and covered by the baggage check. All checked baggage must be properly packed in suitcases or similar containers in order to ensure safe carriage with ordinary care in handling. Fragile or perishable articles, money, jewelry, silverware, negotiable papers, securities or other valuables will not be accepted as checked baggage.

(B) MOVEMENT OF BAGGAGE

Checked baggage will be carried in the same aircraft as the passenger unless such carriage is deemed impractical by Carrier, in which event carrier will move the baggage in the next preceding or subsequent flight on which space is available.

(C) INSPECTION BY CARRIER

Carrier has the right, but not the obligation, to verify in the presence of the passenger the contents of his baggage, and, in the case of unaccompanied baggage, to open and examine such baggage whether or not the passenger is present. The existence or exercise of such right shall not be construed as an agreement, expressed or implied, by carrier to carry such contents as would otherwise be precluded from carriage.

(D) DANGEROUS, DAMAGEABLE OR UNSUITABLE BAGGAGE

Passenger must not include in his/her baggage articles which are likely to endanger the aircraft, persons, or property, which are likely to be damaged by air carriage or which are unsuitably packed, or the carriage of which is forbidden by any applicable laws, regulations or orders of any state to be flown from, into, or over. If the weight, size or character of baggage renders it unsuitable for carriage on the aircraft, carrier, prior to or at any stage of the journey, will refuse to carry the baggage.

The following articles will be carried as baggage only with the prior consent of and arrangement with carrier, in accordance with carrier's regulations:

(1) Firearms

- (a) Firearms will be accepted only when unloaded and suitably packed and when checked for carriage in the baggage or other compartment of the aircraft not accessible to the passenger.
- (b) At the time of check-in, firearm(s) will be surrendered and the passenger will be required to make a written or verbal declaration that the firearm(s) as surrendered is safe for transportation.
- (c) When firearms used for sport purposes are carried on the aircraft, entry permits shall be in the possession of the passenger for the country or countries of transit and destination.

EXCEPTION: An authorized person performing a duty on board an aircraft, such as a law enforcement officer or diplomatic courier, may be permitted to retain custody of his firearm and ammunition upon duly identifying himself at the time of check-in.

(2) EXPLOSIVES Munitions, corrosives and articles which are easily ignited.

Small arms ammunitions shall be accepted only for carriage in the baggage/cargo compartments of the aircraft and only with prior approval of the carrier as follows:

- (a) Small arms ammunition for sporting purposes in quantities not exceeding 5 kilograms (11 lbs.) gross weight per passenger, securely packaged for personal use, excluding those with explosive or incendiary projectiles.
- (b) Small arms ammunition for sporting purposes, excluding those with explosive or incendiary projectiles, in quantities exceeding 5 kilograms (11 lbs.) gross weight but not exceeding 55 lbs. (25 kgs.) gross weight per passenger for personal use. When such ammunition is carried, a written declaration shall be made by the passenger confirming that the ammunition is packed in a strong outside container made of wood, metal or fiberboard, and that the ammunition inside the container is protected against shock and secured against movement. The declaration shall also confirm that the passenger is not carrying more than a total of 55 lbs. (25 kgs.) gross weight.

(3) Liquids

- (4) Live Animals, including birds and reptiles, other than pets, dogs trained to lead the blind and dogs trained to assist the deaf.

(Continued on next page)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages AI-15 through AI-23.

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Original Page AI-76

RULE

## SECTION I—GENERAL RULES

115 BAGGAGE (Continued)(D) DANGEROUS, DAMAGEABLE OR UNSUITABLE BAGGAGE (Continued)(5) Pets

Pets, including dogs, cats and birds, when properly crated in leakproof containers and accompanied by valid health and rabies vaccination certificates, entry permits and other documents required by countries of entry or transit will be accepted for carriage at the owner's risk, and subject to requirements of carrier. Carrier may limit the number and type of pets, refuse to carry pets in any one aircraft either in the baggage or cargo compartments or in the passenger cabin, or refuse to carry pet(s) if it requires attention in transit.

(6) Photoflash Bulbs When appropriately marked and contained in the original package of the manufacturer.(7) Restricted Articles

Compressed gases, flammable, non-flammable and poisonous; corrosives such as acids and wet batteries; flammable liquids and solids (such as matches, lighter fuels, rubbing alcohol); oxidizing materials; poisons; radioactive materials; and other restricted articles (such as materials, offensive or irritating materials).

(E) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN THE U.S.A. AND POINTS OUTSIDE THE U.S.A.

Subject to the provisions of this rule, the free baggage allowance and excess baggage charges will be as follows:

(1) Free Baggage Allowance for Passengers Other Than Children(a) First Class Service and Executive Class Service:

(i) Two pieces of baggage of which the sum of the greatest outside linear dimensions of each bag does not exceed 62 inches, and provided the weight of each bag does not exceed 70 lbs. (32 kgs.).

(ii) One or more additional pieces of baggage (measured together if more than one piece) of which the sum of the greatest outside linear dimensions does not exceed 45 inches, except where actual underseat space facilities require a bag of lesser size. Such additional piece(s) must be carried on board the aircraft by the passenger.

(b) Economy Class Service

(i) Two pieces of baggage (measured together) of which the sum of the greatest outside linear dimensions does not exceed 106 inches provided that the outside linear dimensions of each bag does not exceed 62 inches, and provided the weight of each bag does not exceed 70 lbs. (32 kgs.).

(ii) One or more additional pieces (measured together if more than one piece) of which the sum of the greatest outside linear dimensions does not exceed 45 inches, except where actual underseat space facilities require a bag of lesser size. Such additional piece(s) must be carried on board the aircraft by the passenger.

(2) Free Baggage Allowance for Children

(a) Children carried free of charge will be granted no free baggage allowance.

EXCEPTION: Children paying 10 percent of the normal adult fare will be allowed one piece of checked baggage whose sum of the three dimensions does not exceed 45 inches plus one checked fully collapsible child's stroller or push-chair.

(b) Children paying 50 percent or more of the normal adult fare will be granted free baggage allowance on the same basis as a passenger paying the adult fare.

(3) Excess Baggage Charges

Baggage in excess of that provided above will be accepted only upon payment of the charges listed below in the following manner:

(a) Each piece of baggage in excess of the number provided for above will be assessed the applicable charge listed in subparagraph (h) below.

(b) Each piece of baggage whose sum of the three dimensions exceeds those permitted above but does not exceed 80 inches will be assessed the applicable charge listed in subparagraph (h) below.

(c) Each piece of baggage both in excess of the number permitted above and whose dimensions exceed the dimensions permitted above but does not exceed 80 inches will be assessed 200 percent of the applicable charge listed in subparagraph (h) below.

(d) Each piece of baggage whose sum of the three dimensions exceeds 80 inches, and/or whose weight exceeds 35 kgs. will be carried as accompanied baggage only if advance arrangements are made with carrier. Such baggage shall be weighed and it shall be assessed 300 percent of the applicable charge listed in subparagraph (h) below for the first 45 kgs. or fraction thereof. Each additional 10 kgs. or fraction thereof will be assessed the applicable charge listed in subparagraph (h) below.

(Continued on next page)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages AI-15 through AI-23.

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## RULE

## SECTION I - GENERAL RULES

115 BAGGAGE (Continued)(D) DANGEROUS, DAMAGEABLE OR UNSUITABLE BAGGAGE (Continued)(5) Pets

Pets, including dogs, cats and birds, when properly crated in leakproof containers and accompanied by valid health and rabies vaccination certificates, entry permits and other documents required by countries of entry or transit will be accepted for carriage at the owner's risk, and subject to requirements of carrier. Carrier may limit the number and type of pets, refuse to carry pets in any one aircraft either in the baggage or cargo compartments or in the passenger cabin, or refuse to carry pet(s) if it requires attention in transit.

(6) Photoflash Bulbs When appropriately marked and contained in the original package of the manufacturer.(7) Restricted Articles

Compressed gases, flammable, non-flammable and poisonous; corrosives such as acids and wet batteries; flammable liquids and solids (such as matches, lighter fuels, rubbing alcohol); oxidizing materials; poisons; radioactive materials; and other restricted articles (such as materials, offensive or irritating materials).

(E) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN THE U.S.A. AND POINTS OUTSIDE THE U.S.A.

Subject to the provisions of this rule, the free baggage allowance and excess baggage charges will be as follows:

(1) Free Baggage Allowance for Passengers Other Than Children(a) First Class Service and Executive Class Service:

(i) Two pieces of baggage of which the sum of the greatest outside linear dimensions of each bag does not exceed 62 inches, and provided the weight of each bag does not exceed 70 lbs. (32 kgs.).

(ii) One or more additional pieces of baggage (measured together if more than one piece) of which the sum of the greatest outside linear dimensions does not exceed 45 inches, except where actual underseat space facilities require a bag of lesser size. Such additional piece(s) must be carried on board the aircraft by the passenger.

(b) Economy Class Service

(i) Two pieces of baggage (measured together) of which the sum of the greatest outside linear dimensions does not exceed 107 inches provided that the outside linear dimensions of each bag does not exceed 62 inches, and provided the weight of each bag does not exceed 50 lbs. (23 kgs.).

(ii) One or more additional pieces (measured together if more than one piece) of which the sum of the greatest outside linear dimensions does not exceed 45 inches, except where actual underseat space facilities require a bag of lesser size. Such additional piece(s) must be carried on board the aircraft by the passenger.

(2) Free Baggage Allowance for Children

(a) Children carried free of charge will be granted no free baggage allowance.

EXCEPTION: Children paying 10 percent of the normal adult fare will be allowed one piece of checked baggage whose sum of the three dimensions does not exceed 45 inches plus one checked fully collapsible child's stroller or push-chair.

(b) Children paying 50 percent or more of the normal adult fare will be granted free baggage allowance on the same basis as a passenger paying the adult fare.

(3) Excess Baggage Charges

Baggage in excess of that provided above will be accepted only upon payment of the charges listed below in the following manner:

(a) Applicable to Economy Class Service only. Each piece of baggage weighing more than 50 lbs. (23 kgs) but not more than 70 lbs (32 kgs), as provided for in (E) (1)(b)(i) above will be assessed an overweight charge of USD 1150 or its equivalent in local currency, except CAD 50.00 in Canada. [X]

(b) Each piece of baggage in excess of the number provided for above will be assessed the applicable charge listed in subparagraph (h) below.

(c) Each piece of baggage whose sum of the three dimensions exceeds those permitted above but does not exceed 80 inches will be assessed the applicable charge listed in subparagraph (h) below.

(d) Each piece of baggage both in excess of the number permitted above and whose dimensions exceed the dimensions permitted above but does not exceed 80 inches will be assessed 200 percent of the applicable charge listed in subparagraph (h) below.

(e) Each piece of baggage whose sum of the three dimensions exceeds 80 inches, and/or whose weight exceeds 35 kgs. will be carried as accompanied baggage only if advance arrangements are made with carrier. Such baggage shall be weighed and it shall be assessed 300 percent of the applicable charge listed in subparagraph (h) below for the first 45 kgs. or fraction thereof. Each additional 10 kgs. or fraction thereof will be assessed the applicable charge listed in subparagraph (h) below.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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RULE

SECTION I - GENERAL RULES

115	<b>BAGGAGE (Continued)</b>
	<b>(E) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN THE U.S.A. AND POINTS OUTSIDE THE U.S.A. (Continued)</b>
	<b>(3) Excess Baggage Charges (Continued)</b>
C	[C](f) Sporting equipment will be assessed the charges published for each item of sporting equipment listed; <div> <div>(i) Golfing equipment consisting of one golf bag (containing) golf clubs and one pair of golf shoes) will be included in determining the free baggage allowance and if in excess will be assessed 50 percent of the applicable charge listed in subparagraph (h) below. Only one set of golfing equipment per passenger will be included in the free baggage allowance. Any sets of golfing equipment in excess of one will not be included in the free baggage allowance and will be assessed the applicable charge listed in subparagraph (h) below.</div> <div>(ii) Snow skiing equipment consisting of one pair of snow skis, one pair of ski poles and one pair of ski boots will be included in determining the free baggage allowance and if in excess will be assessed 25 percent of the applicable charge listed in subparagraph (h) below. However, only one set of snow skiing equipment will be included in the free baggage allowance. Any sets of snow skiing equipment in excess of one will not be included in the free baggage allowance and will be assessed the applicable charge listed in subparagraph (h) below.</div> <div>(iii) One bicycle (single seat touring or racing bicycle, non-motorized, provided the handlebars are fixed sideways and pedals removed) will be included in determining the free baggage allowance and if in excess will be assessed the applicable charge listed in subparagraph (h) below regardless of the actual dimensions.</div> </div>
C	[C](g) Accompanied pets in a container, will not be included in determining the free baggage allowance and will be assessed.
	<b>EXCEPTION:</b> The assessment shall be 200 percent of the applicable charge listed in subparagraph (h) below.
C	[C](h) <b>Bulky Baggage</b> Bulky baggage retained in the passenger's custody other than articles listed in (E) (5) above. Subject to advance arrangements, each passenger may carry on board the aircraft baggage of such bulky or fragile nature as to require the blocking out or use of a seat(s); <div> <div>(i) <b>Maximum Weight</b> A maximum weight of 75 kgs. (165 lbs.) per seat is permitted, provided that the weight of such baggage shall not be included in determining the passenger's free baggage allowance or excess baggage charges.</div> <div>(ii) <b>Charges</b> The charge per seat shall be the applicable charge listed in subparagraph (h) below or a minimum charge equal to 75 percent of the normal one way adult fare for the class of service used by the passenger between the points between which the baggage is to be transported.</div> </div>
C	[C](i) The charge for each piece of excess or oversize baggage will be as indicated below: <div> <div>(i) <b>Between U.S.A. points in Area No. 1 and points in Area No. 2 and No. 3 via the Atlantic Ocean:</b> <b>Column A:</b> Baltimore, MD; Boston, MA; New York, NY; Philadelphia, PA; and Washington, D.C. <b>Column B:</b> Between Alaska, Hawaii, Puerto Rico, U.S. Virgin Islands and points in the Continental U.S.A. not specified in Column A:</div> </div>

POINTS IN EUROPE	COLUMN A		COLUMN B	
	From the USA	To the USA	From the USA	To the USA
Other than the countries listed below:	USD 74.00		USD 84.00	
Austria	USD 70.00		USD 80.00	
Belgium	USD 70.00		USD 80.00	
Bulgaria	USD 81.00		USD 91.00	
Czech Republic	USD 81.00		USD 91.00	
Denmark	USD 70.00		USD 80.00	
Finland	USD 70.00		USD 80.00	
France	USD 70.00		USD 80.00	
Germany	USD 70.00		USD 80.00	
Gibraltar	USD 66.00		USD 76.00	
Hungary	USD 81.00		USD 91.00	
Iceland	USD 66.00		USD 76.00	
Ireland	USD 66.00		USD 76.00	
Luxembourg	USD 70.00		USD 80.00	
Morocco	USD 66.00		USD 76.00	
Netherlands	USD 70.00		USD 80.00	

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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**RULE SECTION I - GENERAL RULES**

**115 BAGGAGE (Continued)**

- (E) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN THE U.S.A. AND POINTS OUTSIDE THE U.S.A. (Continued)  
 (3) Excess Baggage Charges (Continued)  
 (C)(1) (Continued)  
 (i) (Continued)

POINTS IN EUROPE	COLUMN A		COLUMN B	
	From the USA	To the USA	From the USA	To the USA
Norway		USD 70.00		USD 80.00
Poland		USD 81.00		USD 91.00
Portugal (including Azores/ Madeira)	USD 66.00		USD 76.00	
Romania		USD 81.00		USD 91.00
Spain	USD 66.00		USD 76.00	
Sweden	USD 70.00		USD 80.00	
Switzerland	USD 70.00		USD 80.00	
United Kingdom	USD 66.00	UKL 41	USD 76.00	UKL 48
Russian Federation	USD 81.00		USD 91.00	

POINTS IN THE MIDDLE EAST:	COLUMN A		COLUMN B	
	From the USA	To the USA	From the USA	To the USA
Other than countries listed below:	USD 106.00		USD 116.00	
Cyprus	USD 92.00		USD 102.00	
Egypt	USD 89.00		USD 99.00	
Israel	USD 89.00		USD 99.00	
Jordan	USD 92.00		USD 102.00	
Lebanon	USD 89.00		USD 99.00	
Syrian Arab Republic	USD 92.00		USD 102.00	

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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## RULE

## SECTION I - GENERAL RULES

115

**BAGGAGE** (Continued)(E) **FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN THE U.S.A. AND POINTS OUTSIDE**

THE U.S.A. (Continued)

(3) **Excess Baggage Charges** (Continued)

(C)(1) (Continued)

(i) (Continued)

POINTS IN AFRICA	COLUMN A		COLUMN B	
	From the USA	To the USA	From the USA	To the USA
Other than countries listed below:	USD 101.00		USD 111.00	
Benin	USD 81.00		USD 91.00	
Burkina Faso	USD 81.00		USD 91.00	
Cape Verde	USD 81.00		USD 91.00	
Gambia	USD 81.00		USD 91.00	
Ghana	USD 81.00		USD 91.00	
Guinea	USD 81.00		USD 91.00	
Guinea Bissau	USD 81.00		USD 91.00	
Cote d'Ivoire	USD 81.00		USD 91.00	
Liberia	USD 81.00		USD 91.00	
Mali	USD 81.00		USD 91.00	
Mauritania	USD 81.00		USD 91.00	
Niger	USD 81.00		USD 91.00	
Nigeria	USD 81.00		USD 91.00	
Senegal	USD 81.00		USD 91.00	
Sierra Leone	USD 81.00		USD 91.00	
South Africa	USD 117.00		USD 127.00	
Togo	USD 81.00		USD 91.00	

POINTS IN AREA 3:	COLUMN A		COLUMN B	
	From the USA	To the USA	From the USA	To the USA
Other than countries listed below:	USD 130.00		USD 140.00	
Afghanistan	USD 123.00		USD 133.00	
Bangladesh	USD 123.00		USD 133.00	
India	USD 123.00	INR 4000	USD 133	INR 4400
Myanmar	USD 123.00		USD 133.00	
Nepal	USD 123.00		USD 133.00	
Pakistan	USD 123.00		USD 133.00	
Sri Lanka	USD 123.00		USD 133.00	
Southwest Pacific	USD 150.00		USD 160.00	

(ii) Between U.S.A. points and points in India  
via the Pacific Ocean:

BETWEEN INDIA AND:	From the USA	To the USA
All U.S. cities not specified below:	USD 129.00	INR 4260
Points in Alaska:	USD 109.00	INR 3600
Los Angeles, CA;	USD 121.00	INR 3995
Portland, OR;		
San Francisco,		
CA and Seattle, WA		

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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**INTERNATIONAL PASSENGER RULES AND FARES TARIFF**  
 NO. AI-1

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 Cancels 4th Revised Page AI-80

RULE	SECTION I - GENERAL RULES
115	<p><b>BAGGAGE</b> (Continued)</p> <p>(F) <b>FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN CANADA AND POINTS OUTSIDE THEREOF AS FOLLOWS:</b>          (Applicable to/from Area 3 only) Subject to the provisions of this rule, the free baggage allowance and excess baggage charges will be:</p> <p>(1) <b>FREE BAGGAGE ALLOWANCE FOR PASSENGERS OTHER THAN CHILDREN</b></p> <p>(a) <b>FIRST CLASS SERVICE</b></p> <p>(i) two pieces of baggage of which the sum of the greatest outside linear dimensions of each bag does not exceed 62 inches (158 cms) and provided the weight of each bag does not exceed 70 lbs. (32 kgs.) and</p> <p>(ii) one additional piece of baggage the sum of the three dimensions of which does not exceed 45 inches (115 cms.) provided such bag can be stowed in the underseat space and it is carried on board by the passenger. When such baggage consists of more than one bag they shall be measured together and they shall be considered as one bag provided that the sum of the three dimensions does not exceed 45 inches (115 cms.)</p> <p>(b) <b>ECONOMY CLASS SERVICE</b></p> <p>(i) Two pieces of baggage (measured together) of which the sum of the greatest outside linear dimensions does not exceed 107 inches (273 cms.) provided that the outside linear dimensions of each bag does not exceed 62 inches (158 cms.) and provided the weight of each bag does not exceed 70 lbs. (32 kgs.) and</p> <p>(ii) One additional piece of baggage the sum of the three dimensions of which does not exceed 45 inches (115 cms.) provided such bag can be stowed in the underseat space and it is carried on board by the passenger. When such baggage consists of more than one bag they shall be measured together and they shall be considered as one bag provided that the sum of the three dimensions does not exceed 45 inches (115 cms.)</p> <p>(c) <b>OTHER SPECIAL PIECES OF BAGGAGE</b></p> <p>(i) In lieu of the pieces of baggage provided for in (a) or (b) above, any article listed below, regardless of the actual dimensions, will be considered to be a piece of baggage whose outside linear dimensions are 53 inches (135 cms.) will be accepted.</p> <p>(aa) one sleeping bag or bedroll;</p> <p>(bb) one rucksack/knapsack/backpack;</p> <p>(cc) one pair of snow skis with one pair of ski poles and one pair of ski boots;</p> <p>(dd) one golf bag containing golf clubs and one pair of golf shoes;</p> <p>(ee) one duffel-type bag or B-4-type bag (See NOTE)</p> <p>NOTE: "Duffel Bag" means a canvas cylindrical shaped bag, folded and fastened at one end; "B-4 Bag" means a suitcase-type of handbag made of canvas with leather and metal bindings and fittings and with expandable canvas compartments on the two sides of the bag.</p> <p>(ff) one suitably packed bicycle (single seat touring or racing bicycle, non-motorized) provided that the handlebars are fixed sideways and the pedals are removed</p> <p>(ii) In lieu of the pieces of baggage provided for in (A) or (B) above, any portable musical instrument not exceeding 39 inches (100 cms.) in length will be considered to be one piece of baggage at 39 inches (100 cms.)</p> <p>(2) <b>FREE BAGGAGE ALLOWANCE FOR CHILDREN</b></p> <p>(a) Children carried free of charge will be granted no free baggage allowance.</p> <p>(b) Children paying 10 percent of the normal adult fare will be allowed one piece of checked baggage whose sum of the three dimensions does not exceed 45 inches (115 cms.) plus one checked fully collapsible child's stroller or push-chair.</p> <p>(c) Children paying 50 percent or more of the normal adult fare will be granted free baggage allowance on the same basis as a passenger paying the adult fare.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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RULE	SECTION I - GENERAL RULES
115	<p><b>BAGGAGE (Continued)</b></p> <p>(F) <b>FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN CANADA AND POINTS OUTSIDE THEREOF AS FOLLOWS: (Continued)</b></p> <p>(3) <b>EXCESS BAGGAGE CHARGES</b></p> <p>Baggage in excess of that provided above will be accepted only upon payment of the charges listed below in the following manner:</p> <p>(a) Each piece of baggage in excess of the number provided for above will be assessed the applicable charge listed in subparagraph (h) below.</p> <p>(b) Each piece of baggage whose sum of the three dimensions exceeds those permitted above but does not exceed 80 inches (203 cms.) or the weight of which does not exceed 70 lbs. (32 kgs.) will be assessed 200 percent of the applicable charge listed in subparagraph (h) below.</p> <p>(c) Each piece of baggage both in excess of the number permitted above and whose dimensions exceed the dimensions permitted above but does not exceed 80 inches (203 cms.) or the weight of which does not exceed 70 lbs. (32 kgs.) will be assessed 200 percent of the applicable charge listed in subparagraph (h) below.</p> <p>(d) (Not applicable to the special Pieces of Baggage listed in (1)(C) above) Each piece of baggage whose sum of the three dimensions exceeds 80 inches (203 cms.) and/or whose weight exceeds 70 lbs. (32 kgs.) - carried as accompanied baggage only if advance arrangements are made with carrier. Such baggage shall be weighed and it shall be assessed 300 percent of the applicable charge listed in subparagraph (h) below for the first 45 kgs. or fraction thereof. Each additional 10 kgs. or fraction thereof will be assessed the applicable charge listed in subparagraph (h) below.</p> <p>(e) <b>Sporting equipment</b></p> <p>The following articles of sporting equipment may be carried as part of a passenger's free allowance. If, however, they are carried in excess of this allowance, the following charges will apply:</p> <p>(i) <b>Golfing equipment</b> consisting of one golf bag (containing golf clubs) and one pair of golf shoes will be included in determining the free baggage allowance and if in excess will be assessed 50 percent of the applicable charge listed in subparagraph (h) below.</p> <p>(ii) <b>Snow skiing equipment</b></p> <p>Snowskiing equipment consisting of one pair of snow skis, one pair of ski poles and one pair of ski boots will be included in determining the free baggage allowance and if in excess will be assessed 25 percent of the applicable charges listed in subparagraph (h) below.</p> <p>(f) Accompanied pets in a container will not be included in determining the free baggage allowance and will be assessed the applicable charge listed in subparagraph (h) below.</p> <p>(g) Bulky baggage retained in the passenger's custody, other than articles listed in (E)(5) above. Subject to advance arrangements, each passenger may carry on board the aircraft baggage of such bulky or fragile nature as to require the blocking out or use of a seat or seats, subject to a maximum weight of 75 kgs. (165 lbs.) per seat, provided that the weight of such baggage so carried shall not be included in determining the passenger's free baggage allowance nor his excess baggage charges. The charge for the baggage so carried per seat shall be the applicable charge listed in subparagraph (h) below, subject to a minimum charge of 75 percent of the full one way adult fare for the class of service used by the passenger between the points which the baggage is to be transported.</p>

(Continued on next page)

For provisions of Rule 115 previously published on 3rd Revised Page AI-81 and not brought forward, see 4th Revised Page AI-82.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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**RULE****SECTION I - GENERAL RULES**

115

BAGGAGE (Continued)

(F) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN CANADA AND POINTS OUTSIDE THEREOF AS FOLLOWS: (Continued)

(3) (Continued)

(h) The charge for each piece of excess or oversize baggage will be as indicated below:

(i) Between points in Canada and points in Areas No. 2 and No. 3 via the Atlantic Ocean:

COLUMN A: Points in the provinces of New Brunswick, Newfoundland, Nova Scotia, Ontario, Prince Edward Island and Quebec.

COLUMN B: Points in the provinces of Manitoba and Saskatchewan.

COLUMN C: Points in the provinces of Alberta, British Columbia, Northwest Territories.

BETWEEN:	COLUMN A		COLUMN B		COLUMN C	
AND:	LOCAL	CAD	LOCAL	CAD	LOCAL	CAD
India (INR)	†I114300	†I11185	†I114600	†I11200	†I114800	†I11200
United Kingdom (GBP)	60	140	70	165	70	165

(ii) Between points in Canada and points in Area No. 3 via the Pacific (local currencies in brackets).

BETWEEN:	VANCOUVER		OTHER POINTS IN CANADA	
AND:	LOCAL CURRENCY	CAD	LOCAL CURRENCY	CAD
India (INR)	2900	175	3200	200
(INR)				

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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## Airline Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. AI-1

Original Page AI-85

RULE

## SECTION I—GENERAL RULES

130

## FARES

- (A) GENERAL Except as provided in Paragraph (F) published fares apply only for carriage from the airport at the point of origin to the airport at the point of destination.
- (B) PRECEDENCE OF FARES Unless otherwise provided in Carrier's tariffs, a published fare takes precedence over the combination of intermediate fares applicable to the same class between the same points via the same routing except as provided in paragraph (D) below.
- (C) CONSTRUCTION OF FARES Where no through one-factor fare is published from point of origin to point of destination via the route of movement for the class of service and the type of aircraft (propeller type or jet type) used, the applicable fare for such transportation shall be constructed as provided below:
- (1) One Class of Service, Wholly Jet or Wholly Propeller Where the journey from point of origin to point of destination is in one class of service, wholly by jet aircraft or wholly by propeller aircraft, the applicable fare shall be the lowest combination of fares via the route of movement applicable to the transportation used, but in no event shall such constructed fare exceed the through one-factor fare applicable to or from a more distant point via the same routing.
  - (2) One Class of Service, Combination of Jet and Propeller Where the journey from point of origin to point of destination is in one class of service, partly on jet aircraft and partly on propeller aircraft, the applicable fare shall be constructed as follows, but in no event shall such constructed fare exceed that provided in NOTE:
    - (a) Where a through one-factor fare for propeller aircraft is published from point of origin to point of destination via the route of movement for the class of service used, the applicable fare shall be such through one-factor fare, plus the difference between the fares for jet and propeller aircraft, for the class of service used, between the points where jet aircraft is used.
    - (b) Where a through one-factor propeller fare is not published from point of origin to point of destination via the route of movement for the class of service used, the applicable fare shall be the lowest combination of fares applicable to the transportation used.
  - (3) Combination of Sleeper First Class/First Class and Business Club/Marco Polo Business Class/Super Club/Economy/Executive Full Facilities/Executive Class/Tourist/Coach Class, Wholly Jet or Wholly Propeller where the journey from point of origin to point of destination is wholly on jet aircraft or wholly on propeller aircraft and partly in Sleeper First Class/First Class service and partly in Business Club/Marco Polo Business Class/Economy/Executive Full Facilities/Tourist/Executive Class/Coach Service, the applicable fare shall be constructed as follows, but in no event shall such constructed fare exceed that provided in NOTE:
    - (a) Where a through one-factor fare for Business Club/Marco Polo Business Class/Super Executive Full Facilities/Tourist/Coach/Executive Class Service is published from point of origin to point of destination via the route of movement for the type of aircraft used, the applicable fare shall be such through one-factor fare, plus the difference between the Sleeper First Class/First and Business Club/Super Club/Economy/Executive Full Facilities/Tourist Coach fares for the type of aircraft used, between the points where deluxe First Class/First Class service is used.
    - (b) Where a through one-factor fare for Business Club/Marco Polo Business Class/Super Executive Full Facilities/Tourist/Coach/Executive Class Service is published from point of origin to point of destination via the route of movement for the type of aircraft used, the applicable fare shall be the lowest combination of fare applicable to the transportation used.
  - (4) Combination of First Class, Propeller, and Economy/Tourist/Coach, Jet Where the journey from point of origin to point of destination is partly in First Class Service on propeller aircraft and partly in Economy/Tourist/Coach service on jet aircraft, the applicable fare shall be constructed as follows, but in no event shall such constructed fare exceed that provided in NOTE:
    - (a) Where a through one-factor fare for Economy/Tourist/Coach Service on propeller aircraft is published from point of origin to point of destination via the route of movement, the applicable fare shall be such through one-factor fare, plus the difference between the fare for First Class service on propeller aircraft and the fare (excluding night coach fares within the Continental U.S.A.) for Economy/Tourist/Coach service on propeller aircraft between the points where First Class Service on propeller aircraft is used, plus the difference between the fare (excluding night coach fares within the Continental U.S.A.) for Economy/Tourist/Coach Service on jet aircraft and the fare (excluding Night Coach fares within the Continental U.S.A.) for Economy/Tourist/Coach Service on propeller aircraft between the points where Economy/Tourist/Coach Service on jet aircraft is used.

(Continued on next page)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages AI-15 through AI-23.

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Original Page AI-86

## RULE

## SECTION I— GENERAL RULES

130 FARES (Continued)(C) CONSTRUCTION OF FARES (Continued)

- (4) Combination of First Class, Propeller, and Economy/Tourist/Coach, Jet (Continued)
- (b) Where a through one-factor fare for Economy/Tourist/Coach Service on propeller aircraft is not published from point of origin to point of destination via the route of movement, the applicable fare shall be the lowest combination of fares applicable to the transportation used.
- (5) Combination of First Class, Jet, and Economy/Tourist/Coach, Propeller. Where the journey from point of origin to point of destination is partly in First Class Service on jet aircraft and partly in Economy/Tourist Coach Service on propeller aircraft the applicable fare shall be constructed as follows, but in no event shall such constructed fare exceed that provided in NOTE:
- (a) Where a through one-factor fare for Economy/Tourist/Coach Service on propeller aircraft is published from point of origin to point of destination via the route of movement, the applicable fare shall be such through one-factor fare plus the difference between the fare for First Class Service on jet aircraft and the fare (excluding Night Coach fares within the Continental U.S.A.) for Economy/Tourist/Coach Service on propeller aircraft between the points where First Class Service on jet aircraft is used.
- (b) Where a through one-factor fare for Economy/Tourist/Coach Service on propeller aircraft is not published from point of origin to point of destination via the route of movement, the applicable fare shall be the lowest combination of fares applicable to the transportation used.
- (6) Combination Economy/Tourist/Coach and One Class Standard Service Wholly Jet. Where the journey from point of origin to point of destination is partly in Economy/Tourist/Coach Class Service on jet aircraft and partly in One Class Standard Service on jet aircraft, the applicable fare shall be constructed as follows:
- (a) Where a through one-factor fare for Economy/Tourist/Coach Service on jet aircraft is published from point of origin to point of destination via the route of movement, the applicable fare shall be such through one-factor fare plus the difference between the fare for One Class Standard Service on jet aircraft and the fare (excluding Night Coach fares within the Continental U.S.A.) for Economy/Tourist/Coach Service on jet aircraft between the points where One Class Standard Service on jet aircraft is used.
- (b) Where a through one-factor fare for Economy/Tourist/Coach Service on jet aircraft is not published from point of origin to point of destination via the route of movement, the applicable fare shall be the lowest combination of fares applicable to the transportation used.
- (7) Combination of Economy/Tourist/Coach and Thrift Class Service. Where the journey from point of origin to point of destination is partly in Economy/Tourist/Coach Class Service and partly in Thrift Class service, the applicable fare shall be the lowest combination of fares via the route of movement applicable to the transportation used but in no event shall such constructed fare exceed that provided in NOTE:
- (8) Combination of Intermediate Class and Economy Class Between Canada and Europe via the Atlantic. Where the journey provides for a combination of Intermediate Class and Economy Class Service, when travel over the Atlantic portion of the journey is in Intermediate Class the normal provisions for the calculation of fares for different classes of service shall apply; provided that the through fare is published herein.
- (a) Between France and Canada the applicable end-to-end Intermediate Class fare shall apply;
- (b) Where no fare difference applies between the Intermediate Class and the Economy Class over the Atlantic portion of the journey, the applicable end-to-end Intermediate Class fare shall apply.
- NOTE: Fares constructed in accordance with the above provisions for the same class of service shall not exceed the through published fare via a higher class of service via the same carrier(s) between and via the same points; or fares constructed in accordance with the above provisions for different classes of service shall not exceed the through published fare for the highest class of service actually used nor the through published fare for a higher class of service than either of the classes of service used, via the same carrier(s) between and via the same points.

(Continued on next page)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages AI-15 through AI-23.

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## RULE

## SECTION I - GENERAL RULES

130 FARES (Continued)(C) CONSTRUCTION OF FARES (Continued)(8) Combination of Intermediate Class and Economy Class Between Canada and Europe via the Atlantic. (Continued)NOTE: (Continued)

For the purpose of this NOTE only, fares are published in the following descending order of classes of service:

- |   |   |
|---|---|
| (1) Sleeper First Class fares applicable to jet aircraft.   | (6) One Class Standard Service Fares.   |
| (2) First Class fares applicable on jet aircraft.   | (7) Economy Class, Tourist Class, or Coach Class Fares.                                 |
| (3) First Class fares applicable on propeller aircraft.   | (8) Economy Class, Tourist Class or Coach Class fares applicable on propeller aircraft. |
| (4) Business Coach Class/Club Class/Executive Full Facilities Class/Preference Class/Executive Class. | (9) Thrift Class fares applicable on jet aircraft.                                      |
| (5) Business Coach Class fares applicable on jet aircraft.  |   |

The term "jet aircraft" as used above means A-300, BAC-111, B-707, B-720, B-720B, B-727, B-737, B-747, B-767, Caravelle, Convair 600, Convair 880, Convair 990, Comet 4, Comet 4-C, DC-8, DC-9, DC-10, Ilyushin IL-62 L-1011, Tupolev TU-114 and VC-10.

(9) Combining Domestic U.S. Special Fares with International Fares.

(a) A special fare application within the U.S.A. may be combined with an international fare to construct a through fare, which is less than the published fare from the point of origin to the point of destination, provided that:

- (i) the passenger complies with all conditions (e.g., period of validity, minimum/maximum stay, advance purchase requirements, group size, etc.) of the special fare;

EXCEPTION: Any minimum tour price required by the special fare within the U.S.A. will not be applicable when the fare is combined with an international Inclusive Tour fare having a minimum tour price of the same or a higher amount.

- (ii) the passenger traveling under a fare constructed in accordance with this paragraph may be routed via any gateway city regardless of the fare construction point(s).

(b) Mileage routings may be applied to a fare constructed under paragraph (a) above, either for the entire journey between the point in the U.S.A. and the point in Area 2 or 3 or between the gateway point and the point in Area 2 or when the international fare used is published with a mileage routing.

(c) When travel is via a higher rated intermediate point, the applicable fare for the itinerary will be the highest of the fares applicable between such intermediate point and;

- (i) the point of origin of the itinerary  
 (ii) the point of destination of the itinerary, or  
 (iii) another intermediate point of the itinerary.

(d) Notwithstanding paragraph (c) above, when a passenger purchases a one way ticket for transportation via a higher rated intermediate point, the fare for such transportation will be constructed by calculating the round trip fare for transportation via the higher rated intermediate point and subtracting therefrom the one way fare for direct (not involving a higher rated intermediate point) transportation between the points involved.

(10) EXCEPTION(S) FOR TRANSPORTATION WHOLLY BETWEEN POINTS IN CANADA AND POINTS IN AREA 3:

(a) Routings are published in one direction only, but apply for carriage in either direction, unless otherwise specified, and only to the fares published in connection therewith. An intermediate point(s) specified along the routing may be omitted provided that successive segments are flown non-stop on a single carrier named in the respective segments along the published routing.

(b) (Applicable only to AI when AI is the carrier between Montreal and points in India) For travel between Montreal on the one hand and points in Asia/Area 3 on the other hand via Toronto, the higher fare shall only be assessed if the passenger makes a stopover at Toronto.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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RULE	SECTION I - GENERAL RULES
130	<p><b>FARES (Continued)</b></p> <p>(D) <b>ROUND TRIP FARES</b>          When a round trip ticket is purchased prior to commencement of carriage, the fare for a round trip will be the round trip fare published in the applicable tariff(s) of carrier via the desired routing and for the class of service used.</p> <p>(E) <b>APPLICATION OF COMBINED SERVICES AND/OR SPECIAL SHORT LIMIT VALIDITY</b>          When round trip, First Class, Business Class Tourist/Coach, Economy, Thrift or Special Short limit fares are applicable between the same points, round trip passengers will be charged the sum of fifty percent (50 percent) of the round trip fares applicable to the classes of service used, provided that:</p> <ol style="list-style-type: none"> <li>(1) Such fares, which by their terms are combinable with other fares, shall not be used in construction of round trip fares; and</li> <li>(2) The shortest validity period applicable to any such fare used shall apply to the entire round trip.</li> </ol> <p>(F) <b>CIRCLE TRIP FARES</b>          When a circle trip ticket is purchased prior to commencement of a carriage, the fare for such circle trip shall be the sum of fifty percent (50%) of the applicable round trip fares for the class of service to be used for the respective sections of carriage constructed from point of origin via the desired routing that produces the lowest fare for the circle trip; provided that:</p> <ol style="list-style-type: none"> <li>(1) Fares which by their terms are combinable with other fares, shall not be used in the construction of circle trip fares; and</li> <li>(2) If the fare for a circle trip traveled in one class of service constructed as specified above is less than the highest direct route round trip fare applicable to the same class of service between any two points on the circle trip route, such highest direct route round trip fare shall apply; and</li> </ol> <p><b>EXCEPTION:</b> This provision shall not apply to circle trip fares constructed for carriage completely around the world in the same general direction.</p> <ol style="list-style-type: none"> <li>(3) The fare for a circle trip traveled partly in one class of service and partly in another class of service shall be constructed in accordance with the provisions of Rule 8 (D) herein.</li> <li>(4) The shortest validity period applicable to any fare used shall apply to the entire circle trip.</li> </ol> <p>(G) <b>OPEN-JAW TRIP FARES</b>          When a ticket is purchased prior to commencement of carriage for an open-jaw trip, the fare for such open-jaw trip will be constructed as follows:</p> <ol style="list-style-type: none"> <li>(1) When the point of departure and final destination are the same, the sum of fifty percent (50%) of the applicable round trip fare from the point of departure to each outer point of the jaw; and</li> <li>(2) Where the points of departure and final destination are not the same, the sum of fifty percent (50%) of the applicable round trip fare from the point of departure to the outer point of the outward section plus fifty percent (50%) of the round trip fare from the point of destination to the outer point of the inbound section.</li> </ol> <p>(H) <b>ROUND AND CIRCLE TRIP FARES PARTLY VIA CARRIER</b></p> <ol style="list-style-type: none"> <li>(1) <b>ENTIRELY VIA AIR</b>          When a ticket is purchased prior to commencement of carriage for a round or circle trip which is partly via the services of carrier and partly via the services of other scheduled air carrier(s), the fare for each section of carriage via carrier will be fifty percent (50%) of the applicable round-trip for such section of the round or circle trip, as the case may be.</li> <li>(2) <b>PARTLY VIA AIR AND PARTLY VIA SEA</b>          When tickets are purchased prior to commencement of carriage for a round trip or circle trip for combined air and sea travel, the air fare for each one way section of the air journey will be fifty percent (50%) of the all year round trip fare published in tariffs governed by this tariff and applicable between the points and via the class of service used. A break in the round trip or circle trip is permitted to allow passengers to make their own way by any means of transportation between airports and adjacent seaports.</li> </ol> <p>The fares specified above will apply only via the routings published in connection with the all year fares in tariffs making reference to this tariff for governing provisions except that when an excursion fare is used as provided in the Exception above, the routing published in connection with such excursion fare will apply.</p>

(Continued on next page)

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RULE	SECTION I - GENERAL RULES
130	<p><u>FARES (Continued)</u></p> <p>(I) <u>ROUTING</u></p> <p>(1) (Applicable for transportation wholly between points in Canada and Points in Area 3) Routings are published in one direction only, but apply for carriage in either direction, unless otherwise specified; and only to the fares published in connection therewith. An intermediate point(s) specified along the routing may be omitted provided that successive segments are flown non-stop on a single carrier named in the respective segments along the published routing.</p> <p>(Applicable when AI is the carrier between Montreal and points in India) For travel between Montreal on the one hand and points in Asia/Area 3 on the other hand via Toronto, the higher fare shall only be assessed if the passenger makes a stopover at Toronto.</p> <p>+ [NI] (2) For transportation via the North Atlantic routing between Area No. 1 and Area No. 3 via Area No. 2, travel will be permitted via any higher intermediate point, except via a point in Japan/Korea, provided that stopovers at the higher intermediate point shall not be permitted and the passenger and baggage must be through-booked and through-checked to destination.</p>
135	<p><u>STOPOVERS</u></p> <p>(A) Except as otherwise provided in this rule, stopovers within the validity period of the ticket will be permitted at any scheduled stop unless Carrier's tariffs or government regulations do not permit a stopover at any such stop.</p> <p>(B) Stopovers must be arranged with Carrier in advance and specified on the tickets.</p>

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 AI-1

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RULE	SECTION I - GENERAL RULES												
C145	<p><b>†[C]CURRENCY APPLICATIONS - PART A</b> (Applicable to tickets issued on/before June 30, 1989)</p> <p><b>(A) STATEMENT OF FARES AND CHARGES</b>          Fares and charges governed by this tariff are stated as follows:          (1) In U.S. dollars for travel originating in the U.S.A.;          (2) In Canadian Dollars for travel originating in Canada;          (3) In the currency of the country of origin for travel originating in Areas 2 and 3; and          (4) In Fare Construction Units (FCU's) in order to calculate fares where not specifically published in the currency of the country of origin.  <u>EXCEPTION:</u> When fares governed by this tariff are published in USD only, and do not indicate that they apply only for travel from/to the U.S.A. (i.e. fares bearing a footnote F or T); these fares apply for travel originating in the U.S.A. and they also apply for travel originating outside the U.S.A. for destination to the U.S.A. To obtain the local currency fare, convert the published USD amount to the local currency by the Bankers' Buying Rate.</p> <p><b>(B) CONVERSION OF FCU'S AND ARBITRARIES TO THE CURRENCY OF THE COUNTRY OF ORIGIN</b>          For the purpose of this rule, arbitrary amounts in Canadian and U.S. dollars will be considered as FCU's; arbitrary amounts published between two points in the U.S. in FCU will be considered as U.S. Dollars.          When fares and charges are not published in the currency of the country of origin, FCU's must be converted to such currency in accordance with the following steps:  <u>Step 1:</u> Determine the applicable fare/charge in FCU's as published or in accordance with Rule 130 (FARES). Include stopover/weekend and Peak of Peak surcharges only regardless of whether currency adjustment percentage is positive or negative.  <u>Step 2:</u> Refer to the Currency Conversion Table below and multiply the FCU amount from step 1 by any positive or negative currency adjustment percentage shown in column 5 opposite the country of origin and for the applicable fare type. The currency of adjustment percentages shown in parenthesis, ( ), are negative percentages.          Round the amount obtained as follows:          (a) When a currency surcharge (positive percentage) applies, round up to the next higher .10 FCU;          (b) When a currency deduction (negative percentage) applies, round down to the next lower .10 FCU.  <u>EXCEPTION:</u> When converting FCU's to U.S. or Canadian Dollars, the result of this step is rounded up to a whole FCU amount if .50 or more and rounded down to whole FCU amount if .49 or less.  <u>Step 3:</u> Add or subtract the currency surcharge or deduction obtained in step 2 to or from the amount from step 1.  <u>Step 4:</u> Add to the amount from step 3 any additional amounts such as Stopover and Weekend Surcharges if not included in step 1.  <u>Step 5:</u> Refer to the Currency Conversion Table below and multiply the FCU amount from step 4 by the conversion rate shown opposite the country of origin in column 6 and round up the resulting amount to the next higher currency unit shown in column 7.  <u>EXCEPTION 1:</u> U.S. and Canadian Dollar amounts of 50 cents or more are rounded up to the next higher dollar while amounts of 49 cents or less are rounded down to the next lower dollar.  <u>EXCEPTION 2:</u> U.K., Gibraltar and Irish pounds are rounded as follows:  <table border="0"> <tr> <td>Amount</td><td>Rounded To</td></tr> <tr> <td>.01-.49 pounds</td><td>Next lowest 1 pound</td></tr> <tr> <td>.50-.99 pounds</td><td>Next highest 1 pound</td></tr> </table> <u>EXCEPTION 3:</u> Hong Kong Dollars are rounded as follows:  <table border="0"> <tr> <td>Amount</td><td>Rounded To</td></tr> <tr> <td>.01-.49 dollars</td><td>Next lowest 1 dollar</td></tr> <tr> <td>.50-.99 dollars</td><td>Next highest 1 dollar</td></tr> </table> </p>	Amount	Rounded To	.01-.49 pounds	Next lowest 1 pound	.50-.99 pounds	Next highest 1 pound	Amount	Rounded To	.01-.49 dollars	Next lowest 1 dollar	.50-.99 dollars	Next highest 1 dollar
Amount	Rounded To												
.01-.49 pounds	Next lowest 1 pound												
.50-.99 pounds	Next highest 1 pound												
Amount	Rounded To												
.01-.49 dollars	Next lowest 1 dollar												
.50-.99 dollars	Next highest 1 dollar												

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8th Revised Page AI-92  
 Cancels 7th Revised Page AI-92

## RULE

## SECTION I - GENERAL RULES

C145 +[C]CURRENCY APPLICATIONS - PART A (Applicable to tickets issued on/before June 30, 1989) (Continued) CURRENCY CONVERSION TABLE I-B (Applicable to Area 1 only, except Canada, via the Atlantic)						
COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4	COLUMN 5	COLUMN 6	COLUMN 7
COUNTRY OF ORIGIN	CURRENCY	CURRENCY CODE	FARE TYPE/CHARGES	CURRENCY ADJUSTMENT PERCENTAGE	CONVERSION RATE ONE FCU EQUALS	ROUND UP TO:
Afghanistan	Afghani	AFG	All	198.7	77	1
Albania	Lek	LEK	All	50	4.60529	1
Algeria	Dinar	ALD	All	Nil	4.5477	1
Angola	Kwanza	AKZ	All	Nil	27.34	5
Austria (Not applicable to Puerto Rico)	Schilling	AUS	YHPX/YLPX/YHAP/ YHXAP/YOMAP/YOXAP/ YLNAP/YLXAP/YQMAP/ YHIT/YLIT	(32) (Not applicable to Domestic fares between points within Austria)	23.60	10
			All except YHPX/YLPX/ YHAP/YHXAP/YOMAP/ YOXAP/YLNAP/YLXAP/ YQMAP/YHIT/YLIT	(25) (Not applicable to Domestic fares between points within Austria)		
Austria (Applicable to Puerto Rico only)	Schilling	AUS	All	(29)	23.60	10
Azores-See Portugal						
Bahrain Island	Dinar	BHD	All	(15.67)	0.43842	0.10
Bangladesh	Taka	BDT	All	84	14.72618	1
Belgium	Franc	BFR	F/C/Y	8	45.264	10
			All except F/C/Y	20		

(Continued on next page)

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 AI-1

5th Revised Page AI-93  
 Cancels 4th Revised Page AI-93

RULE	SECTION I - GENERAL RULES						
C145	†[C]CURRENCY APPLICATIONS - PART A (Applicable to tickets issued on/before June 30, 1989) (Continued) CURRENCY CONVERSION TABLE I-B (Applicable to Area 1 only, except Canada, via the Atlantic)						
	COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4	COLUMN 5	COLUMN 6	COLUMN 7
	COUNTRY OF ORIGIN	CURRENCY	CURRENCY CODE	FARE TYPE/CHARGES	CURRENCY ADJUSTMENT PERCENTAGE	CONVERSION RATE ONE FCU EQUALS	ROUND UP TO:
	Benin	Franc	AFR	All	7	255.94	100
	Botswana	Pula	BTP	All	95	0.750	0.10
	Bulgaria	Lev	LEV	All	29	1.08	1
	Burma	Kyat	BUR	All	38	5.3487	1
	Burundi	Franc	FRB	All	27	78.75	10
	Cameron	Franc	AFR	All	7	255.94	100
	Canary Is. - See Spain	-	-	-	-	-	-
	Cape Verde Islands	Escudo	CVE	All	15	31.441	5
	Central African Republic	Franc	AFR	All	7	255.94	100
	Chad	Franc	AFR	All	7	255.94	100
	China	Ren Min Bi	RMB	All	60	2.26734	1
	Comoros	Franc	AFR	All	Nil	255.94	100
	Congo	Franc	AFR	All	7	255.94	100
	Cyprus	Pound	CYL	All	10	0.38377	1
	Czechoslovakia	Koruna	CKR	All	Nil	6.63	1
	Denmark	Krone	DKK	All	15	6.98	5

(Continued on next page)

† - Effective July 1, 1989 and issued on not less than one (1) day's notice under Special Permission No. 91754 of the NTA(A).

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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CORRECTION  
 NO.



## Airline Tariff Publishing Company, Agent

Original Page AI-107

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. AI-1

RULE

## SECTION II — SPECIAL AND PROMOTIONAL FARES AND CHARGES — UNPUBLISHED FARES

8200

CHILDREN'S AND INFANTS' FARES(A) ACCOMPANIED CHILDREN (INFANTS(S)) UNDER TWO YEARS OF AGE

- (1) When accompanied by an adult passenger, children who are less than two years of age on the date of commencement of the outward journey will be assessed 10 percent of the applicable adult fare for one child (infant) not occupying an individual seat.

EXCEPTION 1: (Applicable for Transatlantic transportation)

WHEN TRAVEL IS:	PERCENTAGE SHOWN SHALL BE APPLIED TO THE APPLICABLE ADULT FARE
Between points in the Continental U.S.A./Canada	10 percent of the fare between the point of origin/destination in U.S.A./Canada and points in Area 2 and Area 3

EXCEPTION 2: (Applicable for Transpacific transportation)

WHEN TRAVEL IS:	PERCENTAGE SHOWN SHALL BE APPLIED TO THE APPLICABLE ADULT FARE
Between points in Canada, the Continental U.S.A. and Puerto Rico	10 percent of the fare between San Francisco and points in Area 2 or Area 3

- (2) When accompanied by an adult passenger, children who are less than two years of age on the date of commencement of the outward journey and occupy an individual seat, will be assessed the applicable children's fare.
- (B) ACCOMPANIED CHILDREN TWO YEARS OF AGE OR OVER, BUT UNDER 12  
When accompanied by an adult passenger the fare for children who have reached their second birthday but have not reached their twelfth birthday on the date of commencement of their outward journey, will be 50 percent of the applicable adult fare.
- (C) UNACCOMPANIED CHILDREN UNDER EIGHT YEARS OF AGE  
(1) (Applicable between points wholly within Area 1.) Unaccompanied children under eight years of age on the date of commencement of their outward journey will be charged the full applicable adult fare.  
(2) (Applicable between points in the U.S.A./Canada and points in Area 2 and Area 3.) Unaccompanied children two years of age but less than five years of age will be charged 50 percent of the normal Economy or First Class fare, as applicable. Unaccompanied children five years of age but less than eight years of age will be charged 50 percent of the applicable normal or special fare.
- (D) UNACCOMPANIED CHILDREN EIGHT YEARS OF AGE OR OVER BUT UNDER TWELVE YEARS OF AGE  
Except as otherwise provided in the applicable fares rules, unaccompanied children who have reached their eighth birthday but have not reached their twelfth birthday on the date of commencement of their outward journey will be charged 50 percent of the applicable fare.
- (E) OTHER CONDITIONS FOR ACCOMPANIED/UNACCOMPANIED CHILDREN  
(1) Unless otherwise specified in an applicable fares rule, children's and infants' discounts apply to any charge or surcharge and any cancellation or refund fee.  
(2) 'Adult Passenger' as used herein, shall mean a passenger 12 years of age and older.

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages AI-15 through AI-23.

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## Airline Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. AI-1

Original Page AI-109

RULE

## SECTION II — SPECIAL AND PROMOTIONAL FARES AND CHARGES — UNPUBLISHED FARES

6205

FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS(A) GENERAL AGENTS AND GENERAL SALES AGENTS

A general agent or a general sales agent, duly appointed by any one of the participating carriers, and officials and employees (including members of their immediate families) of such a general agency, will be allowed free or reduced fare transportation over the lines of one or more of the carriers so represented by the agent, under the following conditions:

- (1) WHEN TRANSPORTATION IS FOR THE PURPOSE OF CARRIER'S BUSINESS: Transportation will be issued free of charge to the general agent, general agency officials and employees when such transportation is on the carrier's business.
- (2) WHEN TRANSPORTATION IS FOR THE PURPOSE OF VACATION: Transportation will be issued free of charge to the general agent or to general agency officials or employees (including members of their immediate families) by the carriers when transportation is for the purpose of personal vacation of the general agent or an official or employee of a general agency, but not to exceed one trip per person per calendar year.
- (3) ELIGIBILITY: To be eligible for the reductions specified above, the general agent, the official or employee of the general agency must devote all, or substantially all, of his time to the business of the Carrier, and with respect to (2) above, the appointment of the general agency must have been in effect continuously for at least 12 months prior to the commencement of the reduced fare transportation.
- (4) APPLICATION FOR FARE REDUCTIONS: In order to obtain the above fare reductions, application must be made in writing by the general agent or a senior official of the general agency to the carrier which is to furnish the transportation. Transportation will not be issued until approval has been given by an authorized official of the carrier which is furnishing the transportation.

(B) PASSENGER SALES AGENTS LOCATED OUTSIDE THE UNITED STATES

- (1) APPLICATION: Owners, officers, directors and employees of an authorized passenger sales agency of the carrier, will be allowed transportation over the lines of each such carrier on the following basis:
  - (a) Reduced fare transportation at twenty-five (25) percent of the applicable fare;
  - (b) Not more than two trips per calendar year per authorized agency office location;
  - (c) The outward portion of travel must be commenced during the calendar year in which the ticket is issued, and all travel must be completed within three (3) months from date of issuance;
  - (d) Owners, officers, directors or employees of the passenger sales agency may pool the total number of tickets which carrier will grant pursuant to (a) and (b) above within each country.
- (2) SPOUSES: The spouse of a person eligible under (B)(1) will be allowed:
  - (a) Reduced fare transportation at 50 percent of the applicable fare;
  - (b) Not more than one trip per calendar year for each spouse via each carrier;
  - (c) The spouse must accompany the eligible person on the same aircraft to the point of turnaround.
- (3) ELIGIBILITY:
  - (a) Reduced fare transportation will be granted provided that the agent has been on the IATA and/or carrier approved list of agents continuously for at least one year immediately prior to the issuance of the transportation.
  - (b) The reduced fare transportation will be granted whether or not there is a Standard IATA Sales Agency Agreement between each carrier participating in the transportation and the agent; provided that a Standard IATA Sales Agency Agreement exists between the carrier issuing the ticket and the agent.
- (4) APPLICATION FOR TRANSPORTATION: In order to obtain the foregoing transportation, application shall be made in writing to the carrier which is to issue the ticket by a responsible official of the Passenger Sales Agency. Such application shall include the point of origin, stopover points, point of destination, carrier and flight to be used on each portion of the transportation and dates of travel.

(Continued on next page)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages AI-15 through AI-23.

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## Airline Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. AI-1

Original Page AI-110

RULE	SECTION II — SPECIAL AND PROMOTIONAL FARES AND CHARGES — UNPUBLISHED FARES
8205	<p><u>FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS</u> (Continued)</p> <p>(C) <u>PASSENGER SALES AGENTS LOCATED IN THE UNITED STATES</u></p> <p>(1) <u>APPLICATION</u>: Owners, officers, directors and employees of an authorized Passenger Sales Agency of the carriers will be allowed transportation over the lines of such carriers on the following basis:</p> <ul style="list-style-type: none"> <li>(a) Reduced fare transportation at twenty-five (25) percent of the applicable fare.</li> <li>(b) Not more than two trips per calendar year for each qualified person at each approved location will be permitted provided that no carrier will honor more than two such reduced fare tickets per approved location per calendar year; provided further that the carrier may pool among the qualified personnel of the agent the total number of tickets which the carrier is entitled to grant within the United States.</li> <li>(c) The outward portion of travel must be commenced during the calendar year in which the ticket is issued, and all travel shall be completed within three months from the date of issuance of ticket.</li> <li>(d) Owners, officers, directors or employees of the Passenger Sales Agency may pool the total number of tickets which carrier(s), will grant pursuant to subparagraphs (a) and (b) above within the United States.</li> </ul> <p>(2) <u>SPOUSES</u>: The spouse of a person eligible under paragraph (1) above will be allowed:</p> <ul style="list-style-type: none"> <li>(a) Reduced fare transportation at 50 percent of the applicable fare;</li> <li>(b) Not more than one trip per calendar year for each spouse via each carrier;</li> <li>(c) The spouse must accompany the eligible person on the same aircraft to the point of turnaround.</li> </ul> <p>(3) <u>ELIGIBILITY</u>:</p> <ul style="list-style-type: none"> <li>(a) Reduced fare transportation will be granted by the carrier(s) as indicated above provided the agent has been on the IATA and/or carrier approved list of agents continuously for at least one year immediately prior to the date of application for such reduced fare transportation and provided the passenger has been in the service of the agent continuously and without interruption for a period of not less than one year immediately prior to the date of application for such reduced fare transportation.  <u>EXCEPTION</u>: A person previously eligible for reduced rate transportation in the employ of another approved location or agent, may be granted such transportation after three months service with another approved location or agent provided the new employment is taken up immediately on termination of the old.</li> <li>(b) The reduced fare transportation will be granted whether or not there is a Standard IATA Sales Agency Agreement between each carrier participating in the transportation and the agent; provided that a Standard IATA Sales Agency Agreement exists between the carrier issuing the ticket and the agent.</li> </ul> <p>(4) <u>APPLICATION FOR TRANSPORTATION</u></p> <ul style="list-style-type: none"> <li>(a) On or before December 1 of each year, Passenger Sales agents desiring to establish eligibility for the foregoing transportation for the next calendar year shall submit the names of agency personnel eligible or to become eligible during the subsequent calendar year for reduced fare transportation to the Secretary, Traffic Conference 1 of the International Air Transport Association.</li> <li>(b) The Secretary of Traffic Conference 1 shall furnish each agent with one Educational Travel Development Trip Authorization for each permissible trip.</li> <li>(c) In order to obtain the foregoing, transportation application shall be made in writing to the carrier which is to issue the ticket by a responsible official of the Passenger Sales Agency, and countersigned by the person(s) who will make the trip(s). Such application shall be accompanied by the trip authorization as received in (3)(b) above and must be received by the carrier at least 14 days prior to commencement travel.</li> </ul>

(Continued on next page)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages AI-15 through AI-23.

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## Airline Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. AI-1

Original Page AI-111

## RULE

## SECTION II — SPECIAL AND PROMOTIONAL FARES AND CHARGES — UNPUBLISHED FARES

6205

FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS (Continued)(D) CARGO SALES AGENTS LOCATED OUTSIDE THE UNITED STATES AND CANADA:

- (1) APPLICATION: Sole proprietors, partners, officers, directors and employees of an authorized Cargo Sales Agency of the carrier will be allowed international transportation over the lines of each carrier on the following basis:
- (a) Reduced fare transportation at 25 percent of the applicable fare. Not more than two (2) tickets per calendar year for each agent registered for a specific country; provided that a maximum of forty (40) additional tickets may be issued per calendar year for each registered agent for a specific country as follows: two tickets may be issued for each 100 percent of commissionable sales or part thereof over and above the national average for the specific country in which the agent is registered.
  - (b) Reduced fare transportation at 50 percent of the applicable all-year First Class or Economy Class fare. Not more than 20 tickets may be issued per calendar year for each agent registered for a specific country.
  - (c) The outward portion of travel must be commenced during the calendar year in which the ticket is issued, and all travel must be completed within 3 months from date of issuance.
  - (d) Sole proprietors, partners, officers, directors and employees of the Cargo Sales Agency may pool the total number of tickets which carrier will grant pursuant to (a) and (b) above within each country.
- (2) ELIGIBILITY
- (a) Reduced fare transportation will be granted provided that the agent has been on the IATA approved List of Agents continuously for at least one year immediately prior to the date of application for such reduced fare transportation; provided that a period of not less than three months shall be the qualifying period if the Agent was previously eligible for reduced fare transportation in the service of another IATA and/or Carrier appointed Cargo Agent immediately prior to his present employment and this is so certified in writing by the IATA and/or Carrier appointed Cargo Agent making the application.
  - (b) Reduced fare transportation may also be granted to the spouse of such eligible agent traveling provided that:
    - (i) The spouse travels together with the eligible person from the point of origin to the point of destination (in the case of one-way trips) or to the point of turnaround (in the case of round trips) or to the highest rated point (in the case of circle trips).
    - (ii) The discount granted is no greater than 50 percent of the applicable fare, and in no event shall such spouse receive more than one ticket per year.
    - (iii) The transportation shall not be charged against the Agency's annual allotment noted under (1)(c) above.
  - (c) The reduced fare transportation will be granted whether or not there is a Standard IATA Cargo Agency Agreement between each carrier participating in the transportation and the agent, provided that a Standard IATA Cargo Agency Agreement exists between the carrier issuing the ticket and the agent.
- (3) APPLICATION FOR TRANSPORTATION: In order to obtain the foregoing transportation, application shall be made in writing to the carrier which is to issue the ticket by an owner or officer of the Cargo Sales Agency. Such application shall include the point of origin, stopover points, point of destination, carrier and flight to be used on each portion of the transportation and dates of travel.
- (4) ADDITIONAL FREE AND REDUCED FARE TRANSPORTATION
- (a) ATTENDANCE AT OFFICIAL IATA/FIATA MEETINGS: Reduced fare international transportation at 25 percent of the applicable fare to and from the point where the meeting is being held will be provided by carrier to the person who represents FIATA in an official capacity at such meeting. This reduced fare transportation will be in addition to that provided in (1) above. In order to obtain the transportation application shall be made in writing to the carrier. The agent shall attach to the application a certification by the Director of the Air Freight Institute of FIATA that the person is attending such meeting as an official representative of FIATA, showing the date, place and purpose of such meeting.
  - (b) TRAINING COURSES FOR CARGO AGENTS: Carriers may individually or jointly provide programmed cargo training courses for instructions of employees of their cargo agents:
    - (i) Transportation: Carrier(s) providing the training will grant free transportation to the individual(s) to be trained on its own services between the individual's domicile and the training location. If the organizing carrier cannot provide the transportation within the time limits specified below, he may reroute the passenger on the services of another carrier, or if no air services are available, by surface transportation. The organizing carrier may absorb the surface and/or off-line air transportation provided it does not exceed the value of the normal Economy Class fare, and provided further that where air transportation over the services of another carrier is used, such carrier may absorb the cost of such transportation.

(Continued on next page)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages AI-15 through AI-23.

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INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. AI-1

Original Page AI-112

RULE

## SECTION II — SPECIAL AND PROMOTIONAL FARES AND CHARGES — UNPUBLISHED FARES

- 8205 FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS (Continued)
- (D) CARGO SALES AGENTS LOCATED OUTSIDE THE UNITED STATES AND CANADA (Continued)
- (4) ADDITIONAL FREE AND REDUCED TRANSPORTATION (Continued)
- (b) (Continued)
- (ii) Arrival and Departure: The employee to be trained must reach the airport of the specified training location not more than 24 hours prior to the commencement of a full time training course, except that if the employee's journey exceeds 4,000 miles he must reach the specified training location airport not more than 48 hours prior to commencement of the course. The return journey must commence within 24 hours after completion of the course.
- (iii) Stopovers: Stopovers are permitted only on the return journey provided the agent pays 25 percent of the applicable fare for the portion of transportation from the first stopover point to the last point of departure of the outward journey.
- (iv) All Cargo Carriers: The organizing carrier may grant to an active all cargo carrier the same free transportation specified in (B)(1) above for the purpose of providing instructions to such all cargo carrier's agents.
- (v) Size of Group Eligibility of Trainees:
- (aa) The instruction must be a full-time training course for a minimum of eight trainees. The employees to be trained must have been employed by an IATA and/or carrier appointed cargo agent for not less than three consecutive months prior to date of commencement of travel and, further, the agent with whom they are employed must have been an IATA and/or carrier appointed cargo agent.
- (bb) If at any time prior to commencement of travel there is a change affecting the eligibility of the IATA and/or carrier appointed cargo agent or person selected for travel (i.e., the agent comes under notice of default or the person selected leaves the employ of the agent), the agent shall immediately so notify the issuing carrier to whom it shall also immediately return the ticket; provided that the carrier shall be responsible for cancelling the free or reduced fare transportation only if it knows or reasonably should have known of the changed eligibility.
- (cc) Notwithstanding subparagraph (aa) above, in the event that pursuant to subparagraph (bb) above a group organized in accordance with this rule is reduced to less than eight persons, the remaining members of the groups shall be permitted to travel.
- (vi) Duration Daily Instructions:  
The duration of the training course shall be not less than three nor more than five consecutive days on each of which there shall be not less than six hours of instruction per day. This may include instruction conducted at the carrier's cargo terminal facilities at the specified training location.
- (vii) Program Names of Trainees:  
A copy of the course program outlining the syllabus, the training location, the commencement and termination dates of the course, the names of the trainees attending each course and names of such trainees' employers shall be retained by the organizing carrier for 12 months subsequent to the date of commencement of the course.
- (viii) Absorption of Expenses: Carrier(s) will arrange and pay for the expenses of such persons attending the training course as follows:
- (aa) At the point of instructions: hotel and meal expenses, local taxes, ground transportation between the destination airport and the hotel and between the hotel and the specified training location, also, between the specified training location/hotel/cargo terminal facilities, and entertainment.
- (bb) En route: hotel and meal expenses, ground transportation, airport service charges and transit taxes.
- (ix) Special one-day courses: Carriers may also establish special one-day courses which shall be subject to the above provisions except that:
- (aa) there shall be not less than four hours of instructions; and
- (bb) that the absorption of expenses shall be limited to the day of instructions; provided that where the arrival/departure does not permit the use of the carriers' own services on the same day, expenses may also be absorbed for one night.

(Continued on next page)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages AI-15 through AI-23.

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## Airline Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. AI-1

Original Page AI-113

## RULE

## SECTION II — SPECIAL AND PROMOTIONAL FARES AND CHARGES — UNPUBLISHED FARES

8205

FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS (Continued)(F) CARGO SALES AGENTS LOCATED IN THE UNITED STATES OR CANADA

- (1) APPLICATION: Sole proprietors, partners, officers, directors and sales/traffic management employees of an authorized Cargo Sales Agency of the carriers will be allowed international reduced fare transportation at 25 percent of the applicable fare over the lines of such carriers on the following basis:
- (a) Not more than two trips per calendar year for each registered agent, provided that a maximum of forty (40) additional tickets may be issued per calendar year for each registered agent as follows: six (6) tickets may be issued for each 100 percent of commissionable sales or part thereof over and above the national average.
  - (b) The outward portion of travel must be commenced during the calendar year in which the ticket is issued and all travel must be completed within three months from date of issuance.
  - (c) Sole proprietors, partners, officers, directors and sales/traffic management employees of the Cargo Sales Agency may pool the total number of tickets which carrier(s) will grant pursuant to subparagraphs (a) and (b) above, within each country.
- (2) ELIGIBILITY:
- (a) Reduced-fare transportation will be granted provided that the agent has been on the IATA approved list of agents, continuously for at least one year immediately prior to the date of application for such reduced fare transportation, provided that a period of not less than three months shall be the qualifying period if the agent was previously eligible for reduced fare transportation in the service of another IATA and/or carrier appointed cargo agent immediately prior to his present employment and this is so certified in writing by the IATA and/or Carrier appointed cargo agent making the application.
  - (b) Reduced fare transportation may also be granted to the spouse of such eligible agent traveling provided that:
    - (i) The spouse travels together with the eligible person from the point of origin to the point of destination (in the case of one-way trips) or to the point of turnaround (in the case of round trips) or to the highest rated point (in the case of circle trips).
    - (ii) The discount granted is no greater than 50 percent of the applicable fare and in no event shall such spouse receive more than one ticket per year.
    - (iii) The transportation shall not be charged against the Agency's annual allotment noted under (1)(b) above.
  - (c) The reduced fare transportation will be granted whether or not there is a standard IATA Cargo Agency Agreement between each carrier participating in the transportation and the agent, provided that a Standard IATA Cargo Agency Agreement exists between the carrier issuing the ticket and the agent.
- (3) APPLICATION FOR TRANSPORTATION
- (a) The Secretary of Traffic Conference 1 shall furnish each Cargo Sales Agent with two Educational and Market Development Trip Authorizations for each approved location.
  - (b) In order to obtain the foregoing transportation application shall be made in writing to the carrier which is to issue the ticket by an owner or officer of the Cargo Sales Agency. Such application, together with an Educational and Market Development Trip Authorization, must be received by the carrier at least 14 days prior to commencement of travel.

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages AI-15 through AI-23.

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## Airline Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. AI-1

Original Page AI-115

## RULE

## SECTION II — SPECIAL AND PROMOTIONAL FARES AND CHARGES — UNPUBLISHED FARES

## 6210 FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS

## (A) GENERAL

Subject to the provisions and conditions of this rule, an individual (hereinafter called 'tour conductor') will be carried by the participating air carriers at the appropriate fare reduction from the applicable adult air fare effective between the points and via the routing to be used by the tour conductor.

## (B) DEFINITIONS

- (1) The term 'initial carrier' means the carrier performing the initial transportation under the tour itinerary or the carrier selling and issuing the transportation on behalf of the carrier(s) participating in the tour itinerary. The initial carrier shall determine whether the group traveling hereunder qualifies in accordance with this rule and whether tour conductor's transportation at free or reduced fares may be issued in accordance herewith.
- (2) The term 'travel agent' means an agent duly appointed by the carrier to sell air passenger transportation over its lines.
- (3) The term 'travel organizer' means a person who, with the approval and consent of the carrier, organizes and arranges an advertised group tour for a group of passengers.
- (4) The term 'advertised group tour' means a tour involving a round or circle trip, in whole or in part on the lines of one or more carriers which is advertised and described, including descriptive copy covering hotel accommodations and other facilities and attractions available at stopover point included in the tour in literature circulated for the purpose of promoting the sale of the tour. The cost of the advertised group tour must be paid in full, prior to commencement of travel. However, special groups such as amateur or professional groups whose principal purpose of travel is to appear in specific engagements before the public do not qualify for the 'advertised group tour' as defined herein.
- (5) The term 'tour conductor' means an individual who is in charge of or guides the advertised group tour in person, and accompanies a group of passengers traveling together on an advertised group tour over all or a portion of their itinerary for the purpose of supervising the travel arrangements of and guiding the group.
- (6) The term 'passenger' means a passenger paying the adult fare or the equivalent of one adult fare, such as two half fares.
- (7) The term 'free or reduced fare transportation' means transportation issued to a tour conductor free or at the reduced fare according to this rule.
- (8) The term 'round trip' and 'circle trip' shall include transportation partly by air and partly by surface means.

## (C) NUMBER OF BOOKED PASSENGERS REQUIRED FOR TOUR CONDUCTOR TRANSPORTATION

- Where the group of passengers on the advertised tour, whose passage has been booked and fully paid for, consists of:
- (1) Fifteen (15) or more passengers, one free passage for a tour conductor will be issued for each 15 passengers in the group.
  - (2) Not less than ten (10) nor more than fourteen (14) passengers, a reduction of fifty percent (50%) of the fare will be granted for the tour conductor.

## (D) APPLICATION FOR AND ISSUANCE OF TRANSPORTATION

- (1) Transportation will not be issued to tour conductors unless application is made in writing by the travel agent or the travel organizer to the initial carrier accompanied by a sample or facsimile of all matter advertising the tour. Such written application shall designate the name of the tour conductor. Written application must be directed to the office of the initial carrier which will arrange the transportation and must also include a description of the purpose itinerary of the group with all pertinent information describing the group if not fully set forth in the advertising matter submitted.
- (2) The passengers include in the tour must travel as an organized touring group, and for that purpose the initial carrier must approve the itinerary of the various passengers forming the group and coordinate their transportation under the advertised group tour. All members of the group shall with respect to the air portion of the tour, commence transportation on the same airplane and shall:
  - (a) if round trip passengers, travel together to the point of turnaround;
  - (b) if circle trip passengers, travel together to the first point of stopover;
 provided that where lack of seating accommodation or where other operating conditions prevent passengers from commencing transportation on the flight scheduled, the carrier will transport some members of the group on the next preceding or succeeding flight on which space is available or on such flight of another carrier.

(Continued on next page)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages AI-15 through AI-23.

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RULE

## SECTION II — SPECIAL AND PROMOTIONAL FARES AND CHARGES — UNPUBLISHED FARES

8210

FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS (Continued)(D) APPLICATION FOR AND ISSUANCE OF TRANSPORTATION (Continued)EXCEPTION:

Where passengers are transported over the lines of one or more carriers from more than one departure point within a country to an assembly point for the purpose of an advertised group tour, the passengers will be considered to be traveling together and the tour conductor will be accorded free or reduced fare transportation between his departure point and the assembly point, subject to the following conditions:

- (i) The tour conductor and all passengers travel together from the assembly point to the point of turnaround, if a round trip, or to the first point of stopover if a circle trip;
- (ii) All such passengers and the tour conductor travel between the departure points and the assembly point within a period of seven days prior to the scheduled departure of the entire group from the assembly point;
- (iii) At least one passenger of the group travels from the same departure point as the tour conductor to the assembly point on the services of the carrier transporting the tour conductor;
- (iv) Where the total number of passengers traveling between one or more departure points and the assembly point is 10 or more, but less than 15, the tour conductor will receive a reduction of 50 percent of the applicable fare, and where the total number of passengers traveling between one or more departure points and the assembly point is 15 or more, one free transportation passage for a tour conductor will be issued for each 15 passengers; provided that:
  - (aa) If the tour conductor travels from a departure point to the assembly point on the services of the carrier transporting the group from the assembly point onwards, the qualifying number of passengers referred to above may travel from the departure points to the assembly point on the services of any carrier, subject to the provision of (c) above.
  - (bb) If the tour conductor travels from a departure point to the assembly point on the services of a carrier who does not transport the group from the assembly point onwards, the qualifying number of passengers referred to above shall all travel from the departure points to the assembly point on the services of such carrier, subject to the provision of (c) above.
- (3) Upon determination that the application meets the requirements of this rule, the initial carrier will advise the agent or organizer that the tour conductor's transportation - either free or at the reduced fare, as the case may be - will be issued by each carrier in the itinerary, and the initial carrier will notify each carrier which has indicated that it will participate. In cases where two or more carriers may have arrangements between them for the issuance of tour conductors' transportation, the initial carrier will issue such transportation on all such carriers.
- (4) In obtaining approval to accept free or reduced fare transportation of a tour conductor as provided herein, written authorization must be given by one of the authorized officials of the carrier(s) furnishing the transportation.

(E) BAGGAGE, MEALS AND TRANSFERS

Free baggage allowance for a tour conductor will be the same as if he were traveling at the normal adult fare. The reduction for a tour conductor is applicable only to air transportation and will include meals, hotel accommodations, and ground transfers only where included in the normal air fare. In no case will the reduction apply to any other charges or services, such as charges for excess baggage.

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages AI-15 through AI-23.

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**INTERNATIONAL PASSENGER RULES AND TARIFF NO.**  
**AI-1**

Original Page AI-116-A

RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
C241	<p><b>†(IN)FIRST AND EXECUTIVE CLASS TWO FOR ONE OFFER</b> (Expires August 31, 1995)</p> <p>(A) Passengers paying the round-trip adult normal First or Executive Class fare (governed by Rules 2000 and 2125 respectively in this tariff) from New York to points in India via the Atlantic for travel wholly on AI commencing between June 6 and August 31, 1995 will be entitled to one free round-trip ticket in the same class of service over the same (or a more direct) routing to the same destination.</p> <p>(B) The free ticket may be issued in any name designated by the purchaser of the revenue ticket. Once issued, the ticket is non-transferable.</p> <p>(C) Both the revenue and free ticket must be issued simultaneously. Retroactive application is not permitted.</p> <p>(D) <b>COMBINATIONS</b>          These fares are not combinable with add-ons or other fares. All other transportation must be issued on separate tickets.</p> <p>(E) <b>PERIOD OF VALIDITY</b>          (1) Travel on the revenue ticket (F241 or J241) must commence between June 6 and August 31, 1995.          (2) Travel on the free ticket (F00/241 or J00/241) may not commence earlier than the date of outbound travel on the revenue ticket and must commence within one year from the date of issue. Ticket validity will not be extended for any reason.</p> <p>(F) <b>DISCOUNTS</b>          Children's, infants', agent, tour conductor, industry or other discounts are not permitted. This offer is not valid for tickets issued on barter. This offer may not be combined with other promotional offers.</p> <p>(G) <b>RESERVATIONS</b>          (1) Normal reservations procedures apply, except that reservations must be confirmed up to the first point of stopover on the revenue (F241/J241) tickets.          (2) Reservations on the revenue ticket may be changed any time without penalty provided that if the first outbound international flight is changed to a later date, the tickets (revenue and free) must be reissued. For all other sectors, revalidation stickers may be used.</p> <p>(H) <b>TICKETING</b>          (1) <b>Fare</b>          (a) Revenue Ticket: Applicable for F or J fare.          (b) Free Ticket: \$0.00          (2) <b>Fare Basis</b>          (a) Revenue Ticket: First Class: F241          Executive Class: J241          (b) Free Ticket: First Class: F00/241          Executive Class: J00/241          (3) The revenue (F241/J241) tickets must show confirmed reservations to at least the first point of stopover.          (4) Both tickets must be annotated "NON-REF/VALID AI ONLY".          (5) Tickets for both passengers must be issued simultaneously.          (6) The tickets must be cross-referenced with the applicable ticket numbers. In addition, the free ticket must be annotated with the outbound international flight/date booked for the revenue passenger.  <b>EXAMPLE:</b> J00/241 Ticket: Conj J241-0984400111111/AI102C12JUN          J241 Ticket: Conj J00/241-0984400111112          (7) Tickets must show by use of an insert or sticker that travel is at a special fare and subject to special conditions.          (8) These fares apply only when tickets are purchased at such fares prior to commencement of travel.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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as Noted)

Airline Tariff Publishing Company, Agent  
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 AI-1

Original Page AI-116-B

## RULE

# SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES

- C241 +[IN] FIRST AND EXECUTIVE CLASS TWO FOR ONE OFFER (Expires August 31, 1995) (Continued)
- (I) CAPACITY RESTRICTIONS  
 AI reserves the right to limit the number of passengers carried on any given flight at these fares and these fares will not necessarily be available on all flights. The number of seats which AI shall make available will be determined by the carrier's best judgement.
- (J) ROUTING  
 (1) All travel must be via the services of AI.  
 (2) Voluntary rerouting will be permitted via the services of AI only.  
 (3) Involuntary rerouting will be permitted via the services of AI only on F00/241 and J00/241 tickets.
- (K) CANCELLATION AND REFUND  
 (1) The free ticket has no refund value.  
 (2) The revenue ticket has no refund value unless accompanied by the free ticket.  
 (3) In the event the revenue ticket is submitted for full or partial refund, refund will be the fare paid less the fare for transportation used on both tickets.
- (L) Mileage accrual in the TWA FFB Program will apply to revenue tickets designated F241/J241 but will not apply to free tickets designated F00/241 or J00/241.
- (M) All applicable taxes and surcharges are to be paid on the free ticket as well as the revenue ticket.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. AI-1

Original Page AI-117

RULE

SECTION II — SPECIAL AND PROMOTIONAL FARES AND  
CHARGES — UNPUBLISHED FARES

500

PASSENGERS ON STRETCHERS

- (A) Passengers traveling on a stretcher will be accepted for transportation subject to Rule 25 (REFUSAL TO TRANSPORT - LIMITATIONS OF CARRIAGE) herein, provided advance arrangements are made and space and appropriate equipment for mounting within the aircraft are available; and subject to the conditions and charges indicated provided that the cost of ambulances, hospitalization and other ground expenses will be borne by the passenger occupying the stretcher.
- (B) Except as otherwise provided, the normal free baggage allowance will apply to each fare paid.
- (C) Carrier will accept stretcher cases only when space is available and provided advance arrangements have been made. The fare for the invalid passenger and each attendant will be the applicable normal fare.

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages AI-15 through AI-23.

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Original Page AI-118

## RULE

## SECTION II — SPECIAL AND PROMOTIONAL FARES AND CHARGES — UNPUBLISHED FARES

600

ATTENDANT ACCOMPANYING AIR CARGO SHIPMENTS

Subject to advance arrangements, carrier will transport attendants and their personal baggage on all cargo aircraft or in the cargo compartment of a mixed cargo-passenger aircraft for the purpose of accompanying consignments when necessary for the protection of the consignment, other cargo, the aircraft or its crew. The fares and rules governing the transportation of such attendant are in all other respect the same as those for any other passenger except as noted below.

(A) The fare for such attendant's transportation will be as follows:

- (1) For one-way transportation, 95 percent of the all-year Economy Class one-way fare applicable between the points between which the attendant is transported to accompany the consignment.
- (2) For round trip transportation, 95 percent of the all-year Economy Class round trip fare applicable between the points between which the attendant is transported to accompany the consignment.

(B) The free baggage allowance will be 44 lbs. (20 kgs.) and normal excess weight charges will apply.

(C) Carrier will appoint one of its employees to act as an attendant, if such an employee is available, if so requested by the shipper prior to acceptance of the consignment, subject to a charge of \$250.00 that will be assessed in addition to the fares specified in paragraph (A)(1) above for each direction for which the employee acting as an attendant accompanies the cargo shipment.

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages AI-15 through AI-23.

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4th Revised Page AI-119  
 Cancels 3rd Revised Page AI-119

RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
8700  C	<u>APPLICATION OF FARES VIA NEW YORK HELICOPTER CORP.</u>  + (C) (A) Passengers travelling between points in the U.S.A. and points in Areas 2/3 at First Class/Executive Class fares will be permitted to use the services of New York Helicopter Corp. between John F. Kennedy International Airport, NY on the one hand and East 34th Street Heliport, NY or Newark Airport, NJ on the other hand at no additional charge. (B) Only one such transfer will be permitted per single half round trip.
For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.	
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5th Revised Page AI-120  
Cancels 4th Revised Page AI-120

**RULE** **SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES**

**C&879** **†(IN)AI TRANSATLANTIC VISIT U.S.A. FARES FOR TRAVEL ORIGINATING IN INDIA**

**(A) APPLICATION**

- (1) These fares apply to Economy Class round trip, circle trip, and open jaw travel via the services of Trans World Airlines, Inc.
- (2) Fares apply only for residents of, or for active duty U.S. Military personnel and their dependents stationed at, or for U.S. Department of Defense personnel and their dependents carrying a D.O.D. Form DD2 (Form DD1173 for their dependents) residing at, a point other than the 50 U.S. States/District of Columbia/Puerto Rico/U.S. Virgin Islands and only in conjunction with scheduled round trip/circle trip/open jaw transatlantic travel via the services of TM or AI as specified below.
- (3) Such fares do not apply in conjunction with travel industry discounted transatlantic fares.
- (4) Fares detailed in Paragraph (B)(2) and (B)(3) apply only in conjunction with fares detailed in (B)(1) and may not be purchased separately.
- (5) The conjuncted transatlantic fare ticket may reflect only the services of TM and/or AI.  
**EXCEPTION:** If TM is the transatlantic carrier, the conjuncted transatlantic fare ticket may also reflect the services of any other carrier for that portion of travel within Area 2 if such transatlantic fare itself permits such a routing.
- (6) Travel at such fares must commence no later than March 31, 1994.
- (7) Travel on any one segment of the journey governed by fares contained in this rule may not commence during the following periods:

**Period**  
November 23, 24, 27, 28, 29, 1993  
December 17, 18, 22, 23, 24, 25, 26, and 27, 1993  
January 1, 2 and 3, 1994

**(B) FARES**

- (1) Such fares apply for travel within the Continental U.S. only.

WHEN TRANSATLANTIC FARE TRAVEL ORIGINATES IN AND "VISIT U.S.A." TICKETS ARE ISSUED IN:	AND THE TRANS-ATLANTIC CARRIER(S) is (are):	AND THE FOLLOWING NUMBER OF COUPONS APPLY:	THE FARE LEVEL SHALL BE:	THE TICKETING CODE SHALL BE:
India	TM/AI	3	USD 309.00	VAITHUSD3
India	TM/AI	4	USD 409.00	VAITHUSD4
India	TM/AI	5	USD 509.00	VAITHUSD5
India	TM/AI	6	USD 549.00	VAITHUSD6
India	TM/AI	7	USD 589.00	VAITHUSD7
India	TM/AI	8	USD 629.00	VAITHUSD8

- (2) Such fares apply for travel between MIA/NYC/STL on the one hand and SJU on the other hand.

WHEN TRANSATLANTIC FARE TRAVEL ORIGINATES IN AND "VISIT U.S.A." TICKETS ARE ISSUED IN:	THE FARE LEVEL FOR A MAXIMUM OF TWO COUPONS SHALL BE:	THE TICKETING CODE SHALL BE:
	<b>CURRENCY</b> <b>LEVEL</b>	
India	USD 249.00	VUSD CAR

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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Original Page AI-120-A

RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES												
C&879	<b>+(N)AI TRANSATLANTIC VISIT U.S.A. FARES FOR TRAVEL ORIGINATING IN INDIA (Continued)</b>												
	<p>(B) <b>FARES (Continued)</b>            (3) Such fares apply for travel between LAX/STL on the one hand and HNL on the other hand.</p>												
	<table border="1"> <thead> <tr> <th>WHEN TRANSATLANTIC FARE TRAVEL ORIGINATES IN AND "VISIT U.S.A." TICKETS ARE ISSUED IN:</th> <th>THE FARE LEVEL FOR A MAXIMUM OF TWO COUPONS SHALL BE:</th> <th>THE TICKETING CODE SHALL BE:</th> </tr> <tr> <th></th> <th>CURRENCY</th> <th>LEVEL</th> </tr> </thead> <tbody> <tr> <td>India</td> <td>USD</td> <td>309.00</td> </tr> <tr> <td></td> <td></td> <td>VUSDHNL</td> </tr> </tbody> </table>	WHEN TRANSATLANTIC FARE TRAVEL ORIGINATES IN AND "VISIT U.S.A." TICKETS ARE ISSUED IN:	THE FARE LEVEL FOR A MAXIMUM OF TWO COUPONS SHALL BE:	THE TICKETING CODE SHALL BE:		CURRENCY	LEVEL	India	USD	309.00			VUSDHNL
WHEN TRANSATLANTIC FARE TRAVEL ORIGINATES IN AND "VISIT U.S.A." TICKETS ARE ISSUED IN:	THE FARE LEVEL FOR A MAXIMUM OF TWO COUPONS SHALL BE:	THE TICKETING CODE SHALL BE:											
	CURRENCY	LEVEL											
India	USD	309.00											
		VUSDHNL											
	<p>(4) Only one fare as detailed in each of Paragraphs (B)(2) and (B)(3) may be combined with each fare as detailed in Paragraph (B)(1).</p> <p>(5) In cases where fare levels are published in USD, the current Bankers' Buying Rate for the country of origin shall be used where applicable.</p>												
	<p>(C) <b>MINIMUM/MAXIMUM STAY</b>            (1) <u>Minimum Stay</u>: 7 days.            (2) <u>Maximum Stay</u>: 60 days.</p>												
	<p>(D) <b>RESERVATIONS AND TICKETING</b>            (1) <u>Reservations</u>:            (a) Reservations for the originating "Visit U.S.A." flight must be completed prior to time of original ticket issuance and must be reflected on the ticket at time of original issuance. All other segments may be confirmed anytime.            (b) The number of seats that the carrier will make available on a specific flight will be limited. Such fares will not necessarily be available on all flights. Availability will be determined by the carrier's best judgement as to anticipated total passenger load on each flight.</p> <p>(2) <u>Ticketing</u>:            (a) Ticket may be purchased and issued anytime prior to the arrival in the U.S.A.            (b) Ticket must be issued on TM ticket stock/TM "Visit U.S.A." booklets or on AI ticket stock.            (c) At the time of ticket purchase, passenger must:                (i) present proof of residence in accordance with Paragraph (A)(2).                (ii) present his/her transatlantic ticket in accordance with Paragraph (A)(2).            (d) Both the "Visit U.S.A." ticket and the transatlantic ticket must be issued in conjunction with each other.            (e) The minimum number of coupons which must be issued at fares contained in Paragraph (B)(1) is three.            (f) The maximum number of coupons which may be issued at fares contained in Paragraph (B)(1) is eight.            (g) Maximum validity date must be entered on the ticket and subsequent reissues thereto.            (h) A GTR is not acceptable as form of payment.            (i) PTAs are not permitted.            (j) A void coupon which indicated a surface segment will not be considered as a flight coupon.            (k) A transit without stopover involving 2 coupons will be considered as one flight coupon but only for the first two such occurrences. In addition, such transits may only occur one or both at STL or one or both at NYC or one or both at ATL or one at either STL or NYC or ATL and one at another one of these same three points. For purposes of this rule EWR, LGA, and JFK are to be considered as NYC points.</p> <p>(3) <u>Check-in</u>:            At the time of check-in, when the "Visit U.S.A." ticket is presented for travel, passenger:            (a) must present proof of residence in accordance with Paragraph (A)(2),            (b) must present his/her transatlantic ticket in accordance with Paragraph (A)(2), and            (c) may be denied boarding if unable to present either of such documents.</p>												
	<p>(E) <b>STOPOVERS</b>            (1) Stopovers are permitted at any point in accordance with fare application.            (2) Stopovers are limited to two at any one point.            (3) Only two one way transcontinental trips are permitted. For the purpose of this rule, a transcontinental trip is defined as travel between a point in Group A and a point in Group B below via nonstop, direct, or connecting service without en route stopovers.  <u>GROUP A</u>: BHI/BOS/BDL/EWR/NYC/PHL/PIT/WAS/FLL/MIA/ORD/TPA/RDU/ORF/JAX/CLT/PBI/RSW/SRQ/ATL  <u>GROUP B</u>: LAX/LAS/SNA/PDX/PHX/SLC/SAN/SFO/SJC/SEA</p>												
	<p>(F) <b>COMBINATIONS</b>            (1) These fares may not be combined with any other fares.            (2) All fares specified in Paragraph (B) must be issued on the same ticket.</p>												

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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Original Page AI-120-B

RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
C&879	<p>†[N]AI TRANSATLANTIC VISIT U.S.A. FARES FOR TRAVEL ORIGINATING IN INDIA (Continued)</p> <p>(G) <u>REROUTING/FLIGHT CHANGES</u></p> <p>(1) <u>Voluntary Rerouting</u></p> <p>(a) Voluntary rerouting is permitted via TM services only.</p> <p>(b) Passenger may reroute before departure of the new flight provided:</p> <p>(i) Any change to the originating flight must be made and ticket reissued/revalidated at least 7 days prior to the date of the revised originating flight.</p> <p>(ii) Any change to other than the originating flight must be made and ticket reissued/revalidated at least 30 minutes prior to the departure of the new flight.</p> <p>(2) <u>Involuntary Rerouting</u></p> <p>(a) Involuntary rerouting is permitted via TM services only.</p> <p>(b) If after the "Visit U.S.A." ticket is issued, a schedule change results in a discontinuance of through-plane service, the ticket may be reissued to provide an additional flight coupon(s) for transportation between the points affected by the schedule change.</p> <p>(H) <u>CANCELLATION AND REFUNDS</u></p> <p>(1) <u>Prior to Departure</u></p> <p>If no portion of the ticket has been used, a full refund will be made.</p> <p>(2) <u>After Departure</u></p> <p>If passenger requests refund and if some portion of the ticket has been used, refund value will be calculated by subtracting the fare used from the fare paid minus a service charge of USD 50.00 (converted into local currency when necessary, at the Bankers' Buying Rate). The fare used will be calculated from the point of origin to the point of cancellation by using point-to-point "Visit U.S.A." fare levels for such travel.</p> <p><u>EXCEPTION:</u> If no portion of the ticket issued at a fare detailed in Paragraph (B)(2) above, and/or if no portion of the ticket issued at a fare detailed in Paragraph (B)(3) above, has been used, a full refund of this fare (these fares) will be made.</p> <p>(3) "Visit U.S.A." coupon booklets (Form T-4237) will not be refunded if lost or stolen.</p> <p>(I) <u>CHILDREN'S AND INFANTS' FARES</u></p> <p>(1) Children aged two through eleven years, inclusive, and aged under two years who are occupying a seat, will pay the applicable adult fare.</p> <p>(2) Children aged under two years who are not occupying a seat will pay a nil fare.</p> <p>(J) <u>RULES AND DISCOUNTS NOT APPLICABLE</u></p> <p>Rules 35 (PASSENGER EXPENSES EN ROUTE)</p> <p>205 (FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS)</p> <p>210 (FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS)</p>

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Original Page AI-121

RULE

## SECTION II — SPECIAL AND PROMOTIONAL FARES AND CHARGES — UNPUBLISHED FARES

81000

SEAMAN'S FARES(A) APPLICATION

Except as otherwise provided below bona fide members of the Merchant Marines of the country listed in column 1 below will be assessed 75 percent of the applicable one way/round trip fare as indicated in Column 2 below for travel between the points listed in columns 3 and 4 below.

EXCEPTION: (Applicable only between U.S.A. and Finland Members) Members of the Finnish Merchant Marines will be assessed 65 percent of the fare governed by Rules 2000/2125/2300.

COLUMN 1 (COUNTRY)	COLUMN 2 (FARE TYPE)	COLUMN 3 (BETWEEN)	COLUMN 4 (AND)
BELGIUM	OW ECONOMY	POINTS IN U.S.A.	POINTS IN AREAS 2 AND 3
DENMARK NORWAY SWEDEN	OW/RT ECONOMY	POINTS IN U.S.A.	POINTS IN AREAS 2 AND 3
FINLAND	OW ECONOMY	POINTS IN U.S.A.	POINTS IN AREAS 2 AND 3
FRANCE	OW ECONOMY	POINTS IN U.S.A.	POINTS IN AREAS 2 AND 3
GERMANY	OW ECONOMY	POINTS IN U.S.A.	POINTS IN AREAS 2 AND 3
ISRAEL	OW FIRST CLASS OR ECONOMY	POINTS IN U.S.A.	TEL-AVIV, ISRAEL
ITALY	OW ECONOMY	POINTS IN U.S.A.	ITALY
LIBERIA	OW ECONOMY	POINTS IN U.S.A.	POINTS IN AREAS 2 AND 3
NETHERLANDS	OW ECONOMY	POINTS IN U.S.A.	POINTS IN AREAS 2 AND 3
PANAMA	OW/RT ECONOMY	POINTS IN U.S.A.	POINTS IN AREAS 2 AND 3
POLAND	OW ECONOMY	POINTS IN U.S.A.	POLAND
SINGAPORE	OW/RT ECONOMY	POINTS IN U.S.A.	POINTS IN AREAS 2 AND 3
SOUTH AFRICA	OW ECONOMY	POINTS IN THE U.S.A.	SOUTH AFRICA
SWITZERLAND	OW/RT ECONOMY	POINTS IN THE U.S.A.	POINTS IN AREAS 2 AND 3
UNITED KINGDOM	OW/RT ECONOMY	POINTS IN THE U.S.A.	POINTS IN AREAS 2 AND 3
U.S.A.	OW ECONOMY	POINTS IN THE U.S.A.	POINTS IN AREAS 2 AND 3

(B) PERIOD OF VALIDITY

These fares apply all year.

(C) STOPOVERS

En route stopovers are not permitted under the following reduced fares:  
Belgian/Finnish/Singapore/South African/United Kingdom, United States, Merchant Marines.

(Continued on next page)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages AI-15 through AI-23.

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Original Page AI-122

RULE

## SECTION II — SPECIAL AND PROMOTIONAL FARES AND CHARGES — UNPUBLISHED FARES

## 81000 SEAMAN'S FARES (Continued)

(D) ELIGIBILITY

The following personnel who are members of the Merchant Marines named below are eligible for the fares specified in Paragraph (A):

(1) BELGIAN

Members of the Belgian Merchant Marine working aboard a Belgian ship who appear on the crew list. The reduced fares also apply to spouse and/or children (between 12 and 22nd birthday) of members of the Belgian Merchant Marines for travel between their place of residence and the Port of Call when they are traveling to join the Seaman at a Port or returning home from visiting at a Port.

(2) DANISH, NORWEGIAN AND SWEDISH

Seaman of the Danish, Norwegian and Swedish Merchant Marines and members of their immediate family, namely spouse, and children who have reached their 12th but not their 22nd birthday (and any doctor, nurse or attendant who must accompany them)

(3) FINNISH

Seaman of the Finnish Merchant Marine.

(4) FRENCH

Seamen of the French Merchant Marine.

(5) GERMAN

Seamen of the German Merchant Marine.

(6) ISRAEL

Seaman of the Israel Merchant Marine and members of their immediate family, namely spouse and children. These fares also apply to seaman traveling on behalf of the shipping company.

(7) ITALIAN

Seaman (of any rank) of the Italian Merchant Marine who are Italian nationals or Italian residents. They must be under regular contract to a shipping company and be traveling to or from their ship, in connection with a furlough, shore leave, transfer to another ship, termination of contract, repatriation, sickness or disability.

(8) LIBERIAN

Seaman (including ship's officers) who are traveling to resume their duties on a ship, or traveling to their homes from their ships.

(9) NETHERLANDS

Seamen (including ship's officers) or medical personnel accompanying such persons when sick or incapacitated.

(10) PANAMANIAN

Seamen of any nationality who work on ships of the Merchant Marine of Panama, personnel belonging to the Direction Consular y de Naves, or persons who have to make a journey on behalf of the Direction Consular y de Naves, and particularly the Merchant Marine of Panama and any doctor, nurse or attendant who must accompany such passengers.

(11) SINGAPORE

Seamen of the Singapore Merchant Marine.

(12) SWISS

Seamen of the Swiss Merchant Marine (and doctors and nurses who must accompany them) who are traveling to take up their duty posts on ships, or are being repatriated.

(13) UNITED KINGDOM

Seamen of the United Kingdom Merchant Marine.

(14) UNITED STATES OF AMERICA

Seamen of the United States of Merchant Marine.

(E) COMBINATIONS

(1) Fares for Belgian, French, German, New Zealand, Polish, Singapore, South Africa, Sri Lanka and United States Merchant Marines and combinable only with domestic fares within the countries of origin and destination.

(2) Fares for Liberian Merchant Marines and combinable only with fares between points in Canada/U.S.A.

(Continued on next page)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages AI-15 through AI-23.

ISSUED: SEPTEMBER 24, 1987

EFFECTIVE: SEPTEMBER 25, 1987



## Airline Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. AI-1

Original Page AI-123

RULE

## SECTION II — SPECIAL AND PROMOTIONAL FARES AND CHARGES — UNPUBLISHED FARES

61000

SEAMAN'S FARES (Continued)(F) DOCUMENTATION

Documentation, as shown below, will be required of bona fide members of each Merchant Marine.

(1) BELGIAN

Application for transportation under this rule must be accompanied by a certificate issued by the steamship company or its representative, or a ship's captain, certifying that the beneficiary is employed on a ship of the Belgian Merchant Marine and that travel is in connection with the steamship company's requirements. The seaman will be required to present his seaman's discharge book at the time the ticket is issued. For spouse and/or children the reduction will only apply upon presentation of a certificate from the shipping company showing:

- (1) the passenger(s) are the same spouse and/or the children (between the 12th and 22nd birthday) of the Seaman, and
- (2) the Port of Call and the place of residence of the spouse/children.

(2) DANISH, FRENCH, GERMAN, NORWEGIAN AND SWEDISH

Seamen of the above merchant marines must be in possession of a written application giving:

- (1) a complete description of the transportation required;
- (2) the place of origin and destination;
- (3) the number and name(s) of passenger(s)
- (4) the name of the company by which employed
- (5) the date of commencement of the transportation

(3) FINNISH AND UNITED KINGDOM

The discounts shall be granted only upon a written application from the steamship company concerned, its agents or the ship's captain certifying that the travel requested is for duty purposes and giving full details of the transportation required. Including place of origin, place of destination, name and status as passenger(s), name of vessel, port of registry, name of steamship company and date of commencement of the transportation.

(4) GREEK, LIBERIAN AND NETHERLANDS

The steamship company or its agent must submit in writing a statement certifying that the seaman is traveling to man a ship or is being repatriated.

(5) ITALIAN

Such transportation will be granted upon written application submitted by the shipping company or its agent or by Italian diplomatic, consular, military or port authorities.

(6) PANAMA/IAN

In order to qualify for the above special fares, the passenger(s) and such doctor, nurse or attendant when required to accompany such passenger, must be in possession of a written application giving a complete description of the transportation required from the Director of the 'Direccion Consular y de Naves' of the 'Ministerio de Hacienda y Tesoro', the shipping company, its representatives or the ship's captain.

(7) SINGAPORE

The discount shall be granted only when application for transportation under this rule is accompanied by a certificate issued by the National Maritime Board of Singapore, the shipping company concerned, its agents, or the captain of the ship certifying that the seaman is employed by a ship registered in Singapore and that travel is in connection with the shipping company's requirements.

(8) SOUTH AFRICAN

Application for transportation under this rule must be accompanied by a certificate issued by the steamship company or its representative or a ship's captain, certifying that the beneficiary is employed on a ship and that travel is in connection with the steamship company's requirements. The seaman will be required to present his seaman's discharge book at the time the ticket is issued.

(9) SWISS

Such, transportation will only be issued by carrier when accompanied by a written application for transportation from the shipowner, his representative, the ship's captain, or Consulate of the Swiss Government, certifying that the seaman is a holder of a Swiss Seaman's book.

(10) UNITED STATES

Application for transportation under this rule must be accompanied by a certificate issued by the steamship company or its representative, or a ship's captain, certifying that the beneficiary is employed on a ship of the United States Merchant Marines and that travel is in connection with the steamship company's requirements. The seaman will be required to present this seaman's discharge book at the time the ticket is issued.

(Continued on next page)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages AI-15 through AI-23.

ISSUED: SEPTEMBER 24, 1987

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**Airline Tariff Publishing Company, Agent**

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. AI-1

Original Page AI-124

RULE

**SECTION II — SPECIAL AND PROMOTIONAL FARES AND CHARGES — UNPUBLISHED FARES**

81000

**SEAMAN'S FARES** (Continued)**(G) RESERVATIONS AND TICKETING**

- (1) Payment for fares for Danish, Norwegian and Swedish Merchant Marines must be made by either the ship owner(s), his (their) representative or appropriate Danish, Norwegian or Swedien Government authority, as the case may be.
- (2) Payment for fares for Finnish Merchant Marines must be made by the shipping company concerned, its agent or the ship's captain.
- (3) Payment for fares for French, Singapore or Sri Lanka Merchant Marines must be made by the shipping company concerned.
- (4) Payment for fares for South Africa Merchant Marines must be made by the shipping company concerned, its agent, the ship's captain or by the consular or national shipping officer concerned. The ticket shall be annotated 'NONREF' in the form of payment box.

**(H) ROUTING/REROUTING**

- (1) Involuntary rerouting applies to normal rules only, but only the services of airlines authorized to grant the special fares may be used.
- (2) Voluntary rerouting is not permitted.

**(I) RULES AND DISCOUNTS**

The following rules are not applicable:

200 (CHILDREN'S AND INFANTS' FARES)

205 (FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS)

210 (FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS)

**EXCEPTION:** Children's discounts apply to Israeli Merchant Marine fares.**(J) OTHER CONDITIONS**

Fares for Italian Merchant Marines will not be used as a basis for computing any other reduced fares.

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages AI-15 through AI-23.

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Airline Tariff Publishing Company, Agent  
**INTERNATIONAL PASSENGER RULES AND TARIFF NO.**  
 AI-1

5th Revised Page AI-125  
 (See Note)

RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
C&1020	<p>†(N)AIR INDIA 25 PERCENT OFF IN AUGUST DISCOUNT (This rule expires with October 26, 1991)</p> <p>(A) APPLICATION</p> <ol style="list-style-type: none"> <li>(1) AI will offer discounts of 25 percent on all published First, Executive/Intermediate and Economy class transatlantic fares governed by this tariff for one way or round trip travel from New York to India.</li> <li>(2) This discount offer is applicable to tickets issued for travel commencing between September 1, 1991 and October 26, 1991. All travel must be completed by October 26, 1991.</li> <li>(3) This discount offer may not be used in conjunction with any other discount, discount/coupon program, charter, Frequent Flyer Award, promotional offer, previously issued ticket, Miscellaneous Charges Order (MCO) or Prepaid Ticket Advice (PTA).</li> <li>(4) AI reserves the right to alter or suspend any portion of this offer at any time without notice.</li> <li>(5) This offer does not apply to travel agency personnel or other individuals traveling at agency, industry or reduced fare tickets.</li> <li>(6) This discount offer only applies when tickets are issued prior to departure. Retroactive application will not be permitted.</li> <li>(7) Reservations, full payment and ticketing for fares issued in conjunction with this rule must be completed between August 29, 1991 and August 31, 1991. Tickets issued prior to August 29, 1991 are not eligible.</li> <li>(8) All travel under this promotion must be via the services of AI. Travel on any other airline must be paid for in full and ticketed separately.</li> </ol> <p>(B) COMBINATION</p> <ol style="list-style-type: none"> <li>(1) Fares sold in connection with this program may not be combined with any other fares.</li> <li>(2) Other airline flight sectors must be booked and ticketed separately.</li> </ol> <p>(C) RESERVATIONS AND TICKETING</p> <ol style="list-style-type: none"> <li>(1) All tickets must be issued on AI (098) stock or with an AI plate.</li> <li>(2) Passengers must adhere to all restrictions, if any, of the applicable fare type on which the transportation is provided, except that all tickets must be purchased between August 29, 1991 and August 31, 1991.</li> <li>(3) The AI 25 Percent Off in August Discount is available from any AI ticketing facility or authorized AI travel agencies. No coupon is required to obtain this discount.</li> <li>(4) Normal ticketing procedures apply, except as follows:             <ol style="list-style-type: none"> <li>(a) <u>Ticket Designator</u> Enter/D25AUG in addition to any applicable entries for the fare type being discounted.</li> <li>(b) <u>Not Valid Before</u> Enter September 1, 1991 or the applicable date, whichever is later.</li> <li>(c) <u>Not Valid After</u> Enter October 26, 1991 or the applicable date, whichever is earlier.</li> <li>(d) <u>Fare Basis Code</u> Enter the applicable Fare Basis Code.</li> <li>(e) <u>Fare Box</u> Enter the discounted fare (i.e. published fare less 25 percent) in the Fare Box. All applicable taxes and fees should be shown in the normal manner.</li> <li>(f) <u>Endorsements</u> Enter the following: "VALID AI ONLY/NON-ENDORSABLE/REROUTING RESTRICTED/D25AUG" in addition to any entries required by the fare type being ticketed.</li> </ol> </li> <li>(5) Any and all taxes and federal inspection fees are the sole responsibility of the passenger.</li> </ol>

NOTE: (Issued in lieu of 4th Revised Page AI-126 Correction No. 1694 rejected by the D.O.T. and NTA(A))  
 Cancels 3rd Revised Page AI-125.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

ISSUED: September 3, 1991

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(Except  
as Noted)

(Printed in U.S.A.)

† - Effective September 4, 1991 and issued on one (1) day's notice under  
 D.O.T. Special Tariff Permission No. 916.

CORRECTION  
 NO. 1696

Airline Tariff Publishing Company, Agent  
INTERNATIONAL PASSENGER RULES AND TARIFF NO.  
AI-1

5th Revised Page AI-126  
Cancels 4th Revised Page AI-126

RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
&1020	<p><u>AIR INDIA 25 PERCENT OFF IN AUGUST DISCOUNT</u> (Continued)</p> <p>(D) <u>CHILDREN'S AND INFANTS' DISCOUNTS</u> Rule 200 (<u>CHILDREN'S AND INFANTS' DISCOUNTS</u>) is not applicable to fares governed by this rule. That is the <u>AI 25 Percent Off in August Discount</u> may only be applied to applicable published adult fares.</p> <p>(E) <u>ROUTING/REROUTING</u> (1) All travel must be via the services of Air India. (2) In the case of involuntary rerouting, the passenger will not be rerouted via the services of another carrier but will be rerouted on the next available Air India flight. (3) All flight schedules are subject to change without notice.</p> <p>(F) <u>CAPACITY LIMITATIONS</u> AI shall limit the number of passengers carried on any given flight at fares governed by this rule and such fares will not necessarily be available on all flights. The number of seats which AI shall make available on any given flight will be determined by the carrier's best judgement.</p> <p>(G) <u>CANCELLATION AND REFUNDS</u> The conditions that apply to the fare type used apply to tickets issued using the <u>AI 25 Percent Off in August Discount</u>.</p> <p>(H) <u>RULES AND DISCOUNTS NOT APPLICABLE</u> In addition to <u>RULES AND DISCOUNTS</u> restrictions contained in the individual governing fare rules for the fare type being discounted, the following rules are also not applicable: Rule 205 (<u>FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS</u>) Rule 210 (<u>FREE AND REDUCED FARE TRANSPORTATION FOR TOUR AGENTS</u>)</p> <p>(I) <u>OTHER CONDITIONS</u> (1) Payment by Credit Card will not be permitted at Economy Class fares on which the <u>AI 25 Percent Off in August Discount</u> has been availed. (2) Payment by Credit Card will be permitted for First and Executive/Intermediate Class fares.</p>
<p>For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.</p>	
ISSUED: September 3, 1991	EFFECTIVE: November 2, 1991

(Printed in U.S.A.)

0118X

CORRECTION  
NO. 1697



Airline Tariff Publishing Company, Agent  
 INTERNATIONAL PASSENGER RULES AND TARIFF NO.  
 AI-1

6th Revised Page AI-127  
 Cancels 5th Revised Page AI-127

## RULE

# SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES

C1025

+[N]SPECIAL NEW YORK TO INDIA STANDBY FARE

## (A) APPLICATION

- (1) Passengers holding a waitlisted Economy Class reservation request for travel from New York to India without stopover on AI flights scheduled to depart New York between December 25 and December 31, 1992 and an already confirmed return reservation will be permitted to travel on a space available (standby) basis from New York to India without stopover on AI flights of December 23 or 24 on the outbound flight coupon of any round-trip Economy Class fare applicable for travel commencing December 25 through December 31, 1992.
- (2) The eastbound waitlist and westbound confirmation referred to in Paragraph (1) above must be on record in the same Passenger Name Record (PNR) in AI's reservation computer (ARTICA) as of December 21, 1992. PNRs created on or after December 22, 1992 are not eligible.
- (3) All conditions of the ticketed fare must otherwise be adhered to, except:
  - (a) outbound travel will be on a space available basis only and
  - (b) enroute stopover will not be permitted in the eastbound direction of travel and
  - (c) any advance purchase requirement will be waived.
- (4) In the event a passenger is not boarded due to non-availability of space, tickets will be refunded in full provided:
  - (a) the ticket is submitted for refund without 10 days and
  - (b) the return reservation has been cancelled.
  - (c) If conditions (a) and (b) of this paragraph are not met, any cancellation penalty applicable to the fare paid will be collected.
- (5) Rule 87 (DENIED BOARDING COMPENSATION) is not applicable to the eastbound standby sector of travel at this fare.
- (6) These tickets may not be issued against a Prepaid Ticket Advice (PTA).
- (7) Tickets must be issued in accordance with the governing rule of the fare type purchased, except that the entry "YUDEC92" must be placed in the ticket designator box and the ticket clearly annotated "STANDBY ONLY" on the New York to India flight coupon.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

ISSUED: December 30, 1992

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(Except  
as Noted)

Airline Tariff Publishing Company, Agent  
**INTERNATIONAL PASSENGER RULES AND FARES TARIFF**  
**NO. AI-1**

Original Page AI-127-A

RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
C1030	<p>+ [N] <u>CHICAGO/LONDON INTRODUCTORY OFFER</u> (Applicable for travel on AI only)</p> <p>(A) <u>APPLICATION</u>            Passengers traveling on non-stop AI flights 124/125/126/127 from Chicago to London may choose one of the following two options where outbound transatlantic travel commences July 1, 1997 through August 31, 1997:</p> <p>(1) <u>Option 1 - Upgrade to Next Higher Class</u>            Purchase a full, normal OW/RT Executive Class fare ticket (Fare Basis - J) from Chicago to London and travel in First Class on a confirmed basis. Reservations must be made in A Class; or purchase a full, normal OW/RT Economy Class fare ticket (Fare Basis - Y) from Chicago to London and travel in Executive Class on a confirmed basis. Reservations must be made in D Class. Ticket designator: "JUPF" applies to Executive Class to First Class upgrade tickets; or "YUPJ" applies to Economy Class to Executive Class upgrade tickets.</p> <p>(2) <u>Option 2 - Free Companion Ticket</u>            Purchase a full, normal OW/RT First Class or Executive Class fare ticket (Fare Basis F or J) from Chicago to London and receive a free companion ticket for travel in the same class of service. Passengers must travel together both to and from London. Book: First Class - A or Executive Class - D. Ticket designators: ACN/ACP00 for First Class Revenue/Companion tickets respectively or DCN/DCP00 for Executive Class Revenue/Companion tickets respectively.</p>

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

ISSUED: July 16, 1997

EFFECTIVE: September 14, 1997

(Except  
as Noted)

+ - Effective July 17, 1997 (except to/from Canada) and issued on one (1)  
 day's notice under D.O.T. Special Tariff Permission No. 43801.





Airline Tariff Publishing Company, Agent  
**INTERNATIONAL PASSENGER RULES AND TARIFF NO.**  
**AI-1**

5th Revised Page AI-195  
 Cancels 4th Revised Page AI-195

**AIR-INDIA**  
**TRANSATLANTIC FARES**

**AIR INDIA**  
**TRANSATLANTIC FARES**  
**EXPLANATION OF FARE CLASS CODES**

**APPLICATION OF FARES:** Except as otherwise provided in connection with specifications, all fares referring hereto for application apply as follows:

**FIRST CLASS SERVICE**

Where the fare class application provides that fares apply on First Class service, the fares will apply for transportation in the First Class compartment of flights operated with combination compartment aircraft.

**BUSINESS CLASS SERVICE**

Where the fare class application provides that fares apply on Business Class service, the fares will apply for transportation in the Business Class compartment of flights operated with combination compartment aircraft.

**ECONOMY CLASS SERVICE**

Where the fare class application provides that fares apply on Economy Class service, the fare will apply for transportation:

- (1) on Economy flights operated with single compartment aircraft;
- (2) in the Economy section of flights operated with combination compartment aircraft.

**SEASONAL FARES/DAY OF THE WEEK**

- (1) Fares designated with the letters H,L,O,Q,W and X refer to specific seasons/days of the week and apply as follows:

(a) Days of the week

W - Weekend

X - Midweek

(b) Seasons

LETTER DESIGNATOR	SEASON
H	Peak
O/K	Shoulder
L	Basic
Q	Holiday

- (2) Seasons/days of the week are defined in the governing rule where applicable.

(3) Reservations Booking Information

U.S.A. arbitraries bearing fare class code \*\*\*\*\* and a routing other than MPM, must be booked in the class of service indicated for each carrier in the chart below.

U.S.A. DOMESTIC FLIGHTS

BOOKING CODE	APPLIES TO TRAVEL VIA
B	DL
K	EA
M	AA/TN
Q	CO/ML/TN/UA/US (NOTE)
Y	All others

**NOTE:** Applicable to UA flight numbers 1 to 1999 only.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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 AI-1

6th Revised Page AI-196  
 (See Note)

**AIR-INDIA**  
**TRANSATLANTIC FARES**

**†(N)FARE CLASS/BOOKING CODES**

Reservation Booking Codes shall apply as follows:

FARE CLASS	AI CODE	WITHIN U.S./ CANADA	WITHIN AREA 2/3
F	F	P/F	P/F
FR	F	P/F	P/F
C	C	C/J/Y	C/J/Y
CR	C	C/J/Y	C/J/Y
Y	Y	Y	M/S/Y
YR	Y	Y	M/S/Y
YH32	Y	Y	M/S/Y
YL32	Y	Y	M/S/Y
YH42	Y	Y	M/S/Y
YH42	Y	Y	M/S/Y
YK42	Y	Y	M/S/Y
YK42	Y	Y	M/S/Y
YL42	Y	Y	M/S/Y
Y42	Y	Y	M/S/Y
YHE4M	Y	AA/AS/NH-M AC-V DL-B TH/UA/US-Q	M/S/Y
YLE4M	Y	AA/AS/NH-M AC-V DL-B TH/UA/US-Q	M/S/Y
YHE6M	Y	AA/AS/NH-M AC-V DL-B TH/UA/US-Q	M/S/Y
YLE6M	Y	AA/AS/NH-M AC-V DL-B TH/UA/US-Q	M/S/Y
YHAP0	Y	AA/AS/NH-M AC-V DL-B TH/UA/US-Q	M/S/Y
YLAP0	Y	AA/AS/NH-M AC-V DL-B TH/UA/US-Q	M/S/Y
YHWE4M	Y	AA/AS/NH-M AC-V DL-B TH/UA/US-Q	M/S/Y
YHWE4M	Y	AA/AS/NH-M AC-V DL-B TH/UA/US-Q	M/S/Y
YKWE4M	Y	AA/AS/NH-M AC-V DL-B TH/UA/US-Q	M/S/Y
YKWE4M	Y	AA/AS/NH-M AC-V DL-B TH/UA/US-Q	M/S/Y
YLWE4M	Y	AA/AS/NH-M AC-V DL-B TH/UA/US-Q	M/S/Y

(Continued on next page)

**NOTE:** (Issued in lieu of 5th Revised Page AI-196 rejected by the NTA(A)) Cancels 5th Revised Page AI-196 to C.A.B. No. 522 and 4th Revised Page AI-196 to NTA(A) No. 317.  
 † - (Applicable to/from Canada only) Effective May 28, 1992.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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(Except  
as Noted)

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**AI-1**

1st Revised Page AI-196-A  
 (See Note)

**AIR-INDIA**  
**TRANSATLANTIC FARES**

**+ [N] FARE CLASS/BOOKING CODES (Continued)**

Reservation Booking Codes shall apply as follows: (Continued)

FARE CLASS	AI CODE	WITHIN U.S./ CANADA	WITHIN AREA 2/3
YLXE4M	Y	AA/AS/NW-M AC-V DL-B TH/UA/US-Q	M/S/Y
YHWE6M	Y	AA/AS/NW-M AC-V DL-B TH/UA/US-Q	M/S/Y
YHXE6M	Y	AA/AS/NW-M AC-V DL-B TH/UA/US-Q	M/S/Y
YKWE6M	Y	AA/AS/NW-M AC-V DL-B TH/UA/US-Q	M/S/Y
YKXE6M	Y	AA/AS/NW-M AC-V DL-B TH/UA/US-Q	M/S/Y
YLWE6M	Y	AA/AS/NW-M AC-V DL-B TH/UA/US-Q	M/S/Y
YLXE6M	Y	AA/AS/NW-M AC-V DL-B TH/UA/US-Q	M/S/Y
YHWP4M	Y	AA/AS/NW-M AC-V DL-B TH/UA/US-Q	M/S/Y
YHXP4M	Y	AA/AS/NW-M AC-V DL-B TH/UA/US-Q	M/S/Y
YKWP4M	Y	AA/AS/NW-M AC-V DL-B TH/UA/US-Q	M/S/Y
YKXP4M	Y	AA/AS/NW-M AC-V DL-B TH/UA/US-Q	M/S/Y
YLWP4M	Y	AA/AS/NW-M AC-V DL-B TH/UA/US-Q	M/S/Y
YLXP4M	Y	AA/AS/NW-M AC-V DL-B TH/UA/US-Q	M/S/Y
YHGV4	Y	AA/AS/NW-M AC-V DL-B TH/UA/US-Q	M/S/Y
YLGv4	Y	AA/AS/NW-M AC-V DL-B TH/UA/US-Q	M/S/Y
YEAf	Y	AA/AS/NW-M AC-V DL-B TH/UA/US-Q	M/S/Y
YHAPAF	Y	AA/AS/NW-M AC-V DL-B TH/UA/US-Q	M/S/Y
YLAPAF	Y	AA/AS/NW-M AC-V DL-B TH/UA/US-Q	M/S/Y
YHGV5AF	Y	AA/AS/NW-M AC-V DL-B TH/UA/US-Q	M/S/Y
YLGv5AF	Y	AA/AS/NW-M AC-V DL-B TH/UA/US-Q	M/S/Y
YHGVAF	Y	AA/AS/NW-M AC-V DL-B TH/UA/US-Q	M/S/Y
YLGvAF	Y	AA/AS/NW-M AC-V DL-B TH/UA/US-Q	M/S/Y
YHESEA	Y	AA/AS/NW-M AC-V DL-B TH/UA/US-Q	M/S/Y
YLESEA	Y	AA/AS/NW-M AC-V DL-B TH/UA/US-Q	M/S/Y
YHAPSEA	Y	AA/AS/NW-M AC-V DL-B TH/UA/US-Q	M/S/Y
YLAPSEA	Y	AA/AS/NW-M AC-V DL-B TH/UA/US-Q	M/S/Y

NOTE: (Issued in lieu of Original Page AI-196-A rejected by the NTA(A)) Cancels Original Page AI-196-A to C.A.B. No. 522.

+ - (Applicable to/from Canada only) Effective May 28, 1992.

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(Except  
as Noted)



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**AI-1**

6th Revised Page AI-201  
 (See Note)

**AIR-INDIA**  
**TRANSATLANTIC FARES**

**&FARES PUBLISHED BY RULE**

<b>FARES</b>	<b>GOVERNING RULE (Published in AI-1 NTA(A) No. 317 C.A.B. No. 522)</b>	<b>GOVERNING RULE (Published in RM-1 NTA(A) No. 275, C.A.B. No. 468)</b>
Advance Purchase Economy Class Round The World Excursion Fares	--	360
CO/AY Round The World Advance Purchase Fare Via The North Atlantic And The North Pacific	--	380
CO/AY Round-The-World Advance Purchase Excursion Fare Via The North Atlantic And The South Pacific	--	370
ICIAir India 25 Percent Off in August Discount	1020	--
INJAY Transatlantic Visit U.S.A. Fares For Travel Originating in India	879	--
Application of Fares Via New York Helicopter Corp.	700	--
Children's and Infants' Fares	200	--
Free and Reduced Fare Transportation for Tour Conductors	210	--
Free and Reduced Rate Transportation For Agents	205	--
RM Joint Round-The-World Fares	--	2300
PR Joint Round-The-World Fare From Switzerland	--	1790
Reduced Fares For Government Employees	1050	--
Seaman's Fares	1000	--
INISpecial New York to India Standby Fare	1025	--
CANCELLED	1045	--

**NOTE:** (Issued in lieu of 5th Revised Page AI-201 rejected by the D.O.T. and NTA(A)) Cancels 4th Revised Page AI-201.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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Airline Tariff Publishing Company, Agent  
INTERNATIONAL PASSENGER RULES AND TARIFF NO.  
AI-15th Revised Page AI-203  
Cancels 4th Revised Page AI-203AIR-INDIA  
TRANSATLANTIC ARBITRARIES TO/FROM THE U.S.A.APPLICATION OF ARBITRARIES

- (1) When a through fare is not specifically published between a particular point in the U.S.A. and another point in Areas 2 or 3, such fare is constructed by combining the applicable international fare published between the gateway city in the U.S.A. and the gateway city in Area 2 or 3 with the applicable arbitrary amount published between:
  - (a) The gateway city in U.S.A. (shown as a headline point) and an interior point in the U.S.A. (shown as a sideline point), and/or
  - (b) The gateway city in Areas 2 or 3 (shown as a headline point) and an interior point in Areas 2 or 3 (shown as a sideline point).
- (2) The specified arbitrary amount is to be added to the fare published to/from the gateway city (cities), except in the case where an arbitrary amount is published in parentheses '()', in which case, the arbitrary amount is to be deducted from the published fare. When zero arbitraries are published, the applicable constructed through fare will be the same as the published fare to/from the gateway city (cities).
- (3) U.S.A. arbitraries may be considered as USD amounts.
- (4) When constructing fares with arbitraries, only one U.S.A.-North Atlantic arbitrary may be combined with a published international gateway fare, and only one Eastern Hemisphere arbitrary may be combined with the same published international gateway fare.
- (5) Arbitrarities published for a specific fare class code are combinable only with international fares published for the same fare class code. Fare class codes are explained at the beginning of this carrier's section. Where specific fare class codes are not published, arbitraries may be used, as explained below in 'Explanation of Area 1 and Eastern Hemisphere Arbitrarities'.
- (6) Arbitrarities published via a specific routing number are applicable only for transportation via that routing. Application or routing and routing numbers are explained at the end of this tariff.
- (7) Zone codes are shown in connection with each arbitrary in this column headed 'ZN'. Arbitrarities are combinable only with an international fare to or from a point defined for that zone under Explanation of Zone Codes.
- (8) Reference marks preceding the USD/FCU column are explained below under 'Explanation of Reference Marks.'
- (9) For arbitraries to/from a point in Column A below, apply the arbitrary and routing for the corresponding point in Column B.

COLUMN A	COLUMN B
Springfield, Mass.	Hartford
Tacoma	Seattle
Winston-Salem	Greensboro
Newark, NJ	New York

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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0091X

CORRECTION  
NO. 1004



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**AIR-INDIA**  
**TRANSATLANTIC ARBITRARIES TO/FROM THE U.S.A.**

## (10) EXPLANATION OF ZONE CODES

APPLICATION OF ARBITRARIES

ZONE (ZN.)	DEFINITION	
	ANY POINT IN:	EXCEPT AS FOLLOWS:
10	INDIA	---
21	FRANCE	---
40	AREA 3	INDIA
50	U.S.A.	---
52	U.S.A.	NYC
55	U.S.A./MEXICO	---
60	AREA 2	UNITED KINGDOM
	AREA 3	---
61	AREA 2	FRANCE
	AREA 3	---
62	AREA 2	FRANCE/GERMANY/UNITED KINGDOM
	AREA 3	---
70	AREA 2	---
75	AREA 3	---
80	AREA 2	GERMANY/UNITED KINGDOM/ †(N)WESTERN AFRICA
	AREA 3	---
85	AREA 2	---
	AREA 3	INDIA
100	ANY POINT OTHER THAN A POINT FOR WHICH AN APPLICABLE ARBITRARY IS SPECIFICALLY PUBLISHED AS DESCRIBED ON CARRIER APPLICATION PAGES.	

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 23.

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as Noted)

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