

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15OCT17

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

TITLE/APPLICATION - 70

A DEFINITIONS

AS USED HEREIN:

ADD-ON-FARE: SEE "ARBITRARY"

ADULT - A PERSON WHO HAS REACHED HIS/HER 12TH BIRTHDAY AS

OF

THE DATE OF COMMENCEMENT OF TRAVEL.

AFRICA - THE AREA COMPRISED OF ALL THE COUNTRIES ON THE
CONTINENT OF AFRICA OTHER THAN ALGERIA, MOROCCO, SUDAN,
TUNISIA, AND EGYPT, BUT INCLUDING THE FOLLOWING ISLANDS:
CAPE VERDE, COMOROS, FERNANDO POO, MALAGASY, MAURITIUS,
REUNION, SAO TOME, AND SEYCHELLES.

ANIMALS - (APPLICABLE BETWEEN CANADA AND PUERTO RICO/VIRGIN
ISLANDS) IN ADDITION TO THE USUAL CONNOTATION INCLUDE
DOMESTIC PETS, REPTILES, BIRDS, POULTRY AND FISH.

ARBITRARY - AN AMOUNT PUBLISHED FOR USE ONLY IN COMBINATION
WITH OTHER FARES FOR THE CONSTRUCTION OF THROUGH FARES. IT
IS ALSO REFERRED TO AS "PROPORTIONAL FARE", "BASING FARE",
AND "ADD-ON-FARE".

AREA NO. 1 (OR "AREA 1") - THE AREA COMPRISED OF ALL OF THE
NORTH AND SOUTH AMERICAN CONTINENTS AND THE ISLANDS

ADJACENT

THERE TO; GREENLAND, BERMUDA, THE WEST INDIES, THE ISLANDS

OF

THE CARIBBEAN SEA, AND THE HAWAIIAN ISLANDS (INCLUDING
MIDWAY AND PALMYRA).

AREA NO. 2 (OR "AREA 2") - THE AREA COMPRISED OF ALL OF
EUROPE (INCLUDING THAT PART OF THE RUSSIAN FEDERATION IN
EUROPE) AND THE ISLANDS ADJACENT THERETO; ICELAND, THE
AZORES, ALL OF AFRICA AND THE ISLANDS ADJACENT THERETO;
ASCENSION ISLAND; THAT PART OF ASIA LYING WEST OF AND SOUTH
WEST OF AND INCLUDING IRAN, ISLAMIC REPUBLIC OF.

AREA NO. 3 (OR "AREA 3") - THE AREA COMPRISED OF ALL OF

ASIA

AND THE ISLANDS ADJACENT THERETO EXCEPT THAT PORTION
INCLUDED IN AREA NO. 2; ALL OF THE EAST INDIES, SOUTH ASIAN
SUBCONTINENT, AUSTRALASIA, THE ISLANDS OF THE PACIFIC OCEAN
EXCEPT THOSE INCLUDED IN AREA NO. 1; RUSSIAN FEDERATION
(EAST OF THE URALS).

ASIA - THE AREA COMPRISED OF AFGHANISTAN, BANGLADESH,
BHUTAN, BRUNEI, CHINA, HONG KONG, INDIA, INDONESIA, THE
ISLANDS OF THE PACIFIC IN AREA NO. 3 NORTH OF THE EQUATOR,
JAPAN, KAZAKHSTAN, KAMPUCHEA, KOREA, KYRGYZSTAN, LAOS,
MALAYSIA, MALDIVES ISLAND, MYANMAR, NEPAL, OUTER MONGOLIA,
PAKISTAN, PHILIPPINES, RUSSIAN FEDERATION (EAST OF THE URAL
MOUNTAINS), SINGAPORE, SIR LANKA, TAIWAN, TAJIKISTAN,

TIMOR,

THAILAND, TURKMENISTAN, UZBEKISTAN AND VIETNAM.

AUSTRALASIA - THE AREA COMPRISED OF AUSTRALIA; NEW CALEDONIA; NEW ZEALAND; NEW HEBRIDES; FIJI; SAMOA, COOK ISLANDS, PAPUA NEW GUINEA, TAHITI AND THE ISLANDS ADJACENT THERETO.

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AUTHORIZED AGENT - A PASSENGER SALES AGENT WHO HAS BEEN APPOINTED BY CARRIER TO REPRESENT CARRIER IN THE SALE OF

AIR

PASSENGER TRANSPORTATION OVER THE SERVICES OF CARRIER AND, WHEN AUTHORISED, OVER THE SERVICES OF OTHER AIR CARRIERS. BAGGAGE, WHICH IS EQUIVALENT TO LUGGAGE, SUCH ARTICLES, EFFECTS AND OTHER PERSONAL PROPERTY OF A TICKETED PASSENGER AS ARE NECESSARY OR APPROPRIATE FOR THE WEAR, USE, COMFORT OR CONVENIENCE OF THE PASSENGER IN CONNECTION WITH THE PASSENGER'S TRIP. UNLESS OTHERWISE SPECIFIED, IT INCLUDES BOTH CHECKED AND UNCHECKED BAGGAGE OF THE PASSENGER. BAGGAGE CHECK - THOSE PORTIONS OF THE TICKET THAT PROVIDE FOR THE CARRIAGE OF A PASSENGER'S CHECKED BAGGAGE AND WHICH ARE ISSUED BY THE CARRIER AS RECEIPT FOR THE PASSENGER'S CHECKED BAGGAGE.

BAGGAGE TAG - A DOCUMENT ISSUED BY CARRIER SOLELY FOR THE IDENTIFICATION OF CHECKED BAGGAGE, THE BAGGAGE (STRAP) TAG PORTION OF WHICH IS ATTACHED BY THE CARRIER TO A PARTICULAR ARTICLE OF CHECKED BAGGAGE AND THE BAGGAGE (CLAIM) TAG PORTION OF WHICH IS GIVEN TO THE PASSENGER.

BANKERS BUYING RATE ("BBR") - 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 (OR UNITS) OF THE NATIONAL CURRENCY OF THE COUNTRY IN WHICH THE EXCHANGE TRANSACTION TAKES PLACE.

BANKERS SELLING RATE ("BSR") - THE RATE AT WHICH, FOR THE PURPOSE OF THE TRANSFER OF FUNDS THROUGH BANKING CHANNELS (I.E., OTHER THAN TRANSACTIONS IN BANK NOTES, TRAVELLERS CHEQUES AND SIMILAR BANKING INSTRUMENTS), A BANK WILL SELL

A

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

BASING FARE: SEE "ARBITRARY"

CALENDAR WEEK - A PERIOD OF SEVEN DAYS STARTING AT 12:01 A.M. SUNDAY AND ENDING AT 12:00 P.M. OF

THE FOLLOWING SATURDAY; PROVIDED THAT WHEN A CARRIER OFFERS ONLY ONCE A WEEK SERVICE BETWEEN TWO POINTS, IT SHALL MEAN

A

PERIOD OF EIGHT DAYS COMMENCING WITH 12:01 A.M. ON THE DAY THE FLIGHT OPERATES.

CARIBBEAN AREA - THE AREA COMPRISING ANGUILLA, ANTIGUA,
ARUBA, BAHAMAS, BARBADOS, BARBUDA, BERMUDA, BONAIRE,

BRITISH

VIRGIN ISLANDS, CAYMAN ISLANDS, CUBA, CURACAO, DOMINICA,
DOMINICAN REPUBLIC, GRENADA, GUADELOUPE, HAITI, JAMAICA,
LEEWARD ISLANDS, MARTINIQUE, MONTSERRAT, NETHERLANDS
ANTILLES, NEVIS, SABA, ST. BARTHELEMY, ST. EUSTATIUS, ST.
KITTS, ST. LUCIA, ST. MARTIN, ST. VINCENT, TRINIDAD AND
TOBAGO, TURKS AND CAICOS ISLANDS, WEST INDIES AND WINDWARD
ISLANDS.

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CARRIAGE - TRANSPORTATION OF PASSENGERS AND THEIR BAGGAGE

BY

AIR, EITHER GRATUITOUSLY OR FOR HIRE.

CARRIER - THE AIR CARRIER ISSUING THE TICKET AND ALL AIR
CARRIERS THAT CARRY OR UNDERTAKE TO CARRY THE PASSENGER
AND/OR HIS BAGGAGE THEREUNDER OR PERFORM OR UNDERTAKE TO
PERFORM ANY OTHER SERVICES RELATED TO SUCH AIR CARRIAGE.

CENTRAL AFRICA - THE AREA COMPRISED OF MALAWI, ZAMBIA AND
ZIMBABWE.

CENTRAL AMERICA - THE AREA COMPRISED OF BELIZE, COSTA RICA,
EL SALVADOR, GUATEMALA, HONDURAS, NICARAGUA AND PANAMA.

CERTIFIED DEATH OR ILLNESS - SUBSTANTIATED BY A
DEATH/MEDICAL CERTIFICATE.

CHARGE - AN AMOUNT TO BE PAID FOR CARRIAGE OF GOODS OR
EXCESS BAGGAGE, BASED ON THE APPLICABLE RATE FOR SUCH
CARRIAGE; OR AN AMOUNT TO BE PAID FOR A SPECIAL OR
INCIDENTAL SERVICE IN CONNECTION WITH THE CARRIAGE OF A
PASSENGER OR BAGGAGE.

CHILD - A PERSON WHO HAS REACHED HIS/HER SECOND BIRTHDAY

BUT

NOT HIS/HER 12TH BIRTHDAY AS OF THE DATE OF COMMENCEMENT OF
TRAVEL.

CIRCLE TRIP - NORMAL FARES - TRAVEL FROM A POINT AND RETURN
THERETO BY A CONTINUOUS CIRCUITOUS AIR ROUTE INCLUDING
TRAVEL COMPRISING TWO FARE COMPONENTS BUT WHICH DO NOT MEET
THE CONDITIONS OF THE ROUND TRIP DEFINITION PROVIDED THAT
WHERE NO REASONABLE DIRECT SCHEDULED AIR ROUTE IS AVAILABLE
BETWEEN THE BREAK POINTS, A BREAK IN THE CIRCLE BETWEEN TWO
FARE CONSTRUCTION POINTS MAY BE TRAVELLED BY ANY OTHER - OF
TRANSPORTATION WITHOUT PREJUDICE TO THE CIRCLE TRIP.

CIRCLE TRIP - SPECIAL FARES - TRAVEL FROM A POINT AND

RETURN

THERETO BY A CONTINUOUS CIRCUITOUS AIR ROUTE COMPRISING TWO
FARE COMPONENTS WHICH DO NOT MEET THE CONDITIONS OF THE
ROUND TRIP DEFINITION PROVIDED THAT WHERE NO REASONABLE
DIRECT SCHEDULED AIR ROUTE IS AVAILABLE BETWEEN THE BREAK
POINTS, A BREAK IN THE CIRCLE BETWEEN TWO FARE CONSTRUCTION

POINTS MAY BE TRAVELLED BY ANY OTHER - OF TRANSPORTATION WITHOUT PREJUDICE TO THE CIRCLE TRIP.
CIVIL AERONAUTICS BOARD ("C.A.B.") - THE UNITED STATES DEPARTMENT OF TRANSPORTATION ("D.O.T.").
COMBINATION OF FARES - WHEN TWO OR MORE ONE-WAY, ROUND TRIP OR HALF ROUND TRIP FARES ARE USED AND SHOWN SEPARATELY IN A FARE CALCULATION.
CONNECTION - THAT POINT FROM WHICH A PASSENGER IS SCHEDULED TO DEPART ON THE DAY OF ARRIVAL TO THE NEXT TICKETED POINT, ON A SCHEDULED SERVICE OF THE SAME OR ANOTHER CARRIER. IF THERE IS NO SCHEDULED SERVICE TO THE NEXT TICKETED POINT ON THE DAY OF ARRIVAL, DEPARTURE WITHIN 24 HOURS SHALL CONSTITUTE A CONNECTION UNLESS RESTRICTED BY A PARTICULAR FARE RULE.
CONSEQUENTIAL DAMAGES - DAMAGES WHICH ARE REASONABLE, OUT

OF

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POCKET EXPENSES AND OTHER PROVABLE DAMAGES INCURRED BY PASSENGER AS THE CONSEQUENCE OF THE LOSS, DAMAGE OR DELAY

IN

THE DELIVERY OF SUCH PERSONAL PROPERTY.
CONSTRUCTED FARES - AN UNSPECIFIED THROUGH FARE CONSTRUCTED BY THE USE OF ADD-ON AMOUNTS, OR TWO OR MORE FARES SHOWN AS A SINGLE AMOUNT IN A FARE CALCULATION.
CONTINENTAL U.S.A., CONTIGUOUS UNITED STATES OR CONTINENTAL UNITED STATES - THE DISTRICT OF COLUMBIA AND ALL STATES OF THE UNITED STATES OTHER THAN ALASKA AND HAWAII.
CONTRACT OF CARRIAGE - THE TERMS AND CONDITIONS IN THIS DOCUMENT, AS AMENDED FROM TIME TO TIME BY THE CARRIER.
CONVENTION MEANS THE CONVENTION FOR THE UNIFICATION OF CERTAIN RULES RELATING TO INTERNATIONAL CARRIAGE BY AIR, SIGNED AT WARSAW, OCTOBER 12, 1929, OR THAT CONVENTION AS AMENDED BY THE HAGUE PROTOCOL, 1955, OR THE MONTREAL CONVENTION WHICHEVER MAY BE APPLICABLE TO CARRIAGE HEREUNDER.

FROM

COUNTRY OF COMMENCEMENT OF TRANSPORTATION - THE COUNTRY WHICH TRAVEL ON THE FIRST INTERNATIONAL SECTOR TAKES PLACE.
COUNTRY OF PAYMENT - THE COUNTRY WHERE THE PURCHASER MAKES PAYMENT TO THE CARRIER OR ITS AGENT. PAYMENT BY CHEQUE, CREDIT CARD OR OTHER BANKING INSTRUMENTS SHALL BE DEEMED TO HAVE BEEN MADE AT THE PLACE WHERE THE CARRIER OR ITS AGENT ACCEPTS SUCH INSTRUMENT.
CURRENCY OF THE COUNTRY OF ORIGIN/PAYMENT - THE CURRENCY IN WHICH INTERNATIONAL FARES FROM THAT COUNTRY ARE

DENOMINATED.

DAMAGE INCLUDES DEATH, INJURY, DELAY, LOSS, PARTIAL LOSS OR OTHER DAMAGE OF WHATSOEVER NATURE ARISING OUT OF OR IN

CONNECTION WITH CARRIAGE OR OTHER SERVICES PERFORMED BY CARRIER INCIDENTAL THERETO.
DATE OF TRANSACTION - THE DATE OF ISSUANCE OF THE TICKET, MCO OR PTA.

DAYS - FULL CALENDAR DAYS, INCLUDING SUNDAYS AND LEGAL HOLIDAYS; PROVIDED THAT FOR PURPOSES OF NOTIFICATION, THE BALANCE OF THE DAY UPON WHICH NOTICE IS DISPATCHED SHALL

NOT

BE COUNTED; AND FOR PURPOSES OF DETERMINING THE DURATION OF A VALIDITY PERIOD, THE BALANCE OF THE DAY UPON WHICH THE TICKET IS ISSUED OR FLIGHT COMMENCED SHALL NOT BE COUNTED.

DEADLINE: (1) RESERVATIONS: THE MINIMUM NUMBER OF DAYS/WEEKS/MONTHS BEFORE THE DAY OF

DEPARTURE

BY WHICH RESERVATIONS MUST BE CONFIRMED.

(2) PAYMENT: THE MINIMUM NUMBER OF DAYS/WEEKS/MONTHS BEFORE THE DAY OF

DEPARTURE

BY WHICH FULL PAYMENT MUST BE MADE.

(3) TICKETING: THE MINIMUM NUMBER OF DAYS/WEEKS/MONTHS BEFORE THE DAY OF

DEPARTURE

BY WHICH TICKETING MUST BE COMPLETED.

NOTE 1: WHEN "DEADLINE" IS USED IN PARAGRAPHS OTHER THAN

RESERVATIONS,

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PAYMENT AND TICKETING, THE TERM REFERS TO THE DEADLINE FOR RESERVATIONS, PAYMENT AND TICKETING. WHEN DIFFERENT DEADLINES APPLY, THE RELEVANT DEADLINE WILL BE INDICATED, E.G., "BEFORE THE TICKETING DEADLINE".

NOTE 2: "BEFORE DEADLINE" INCLUDES TRANSACTIONS MADE ON THE DEADLINE DATE.

DECLARED VALUE FOR CARRIAGE - THE VALUE OF GOODS OR BAGGAGE DECLARED TO THE CARRIER BY THE PASSENGER FOR THE PURPOSES

OF

DETERMINING CHARGES OR OF ESTABLISHING THE LIMIT OF THE CARRIER'S LIABILITY FOR LOSS, DAMAGE OR DELAY.

DEPARTMENT OF TRANSPORTATION ("DOT") - THE UNITED STATES DEPARTMENT OF TRANSPORTATION.

DEPARTURE - THE DAY/TIME OF THE FLIGHT ON WHICH THE PASSENGER IS TICKETED TO TRAVEL.

(1) BEFORE DEPARTURE - THE FIRST FLIGHT OF THE PRICING UNIT.

THE (2) AFTER DEPARTURE - A SUBSEQUENT FLIGHT OF PRICING UNIT.

DESTINATION - THE ULTIMATE POINT OF THE PASSENGER'S JOURNEY AS SHOWN ON THE TICKET.

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

DIRECT FARE - IN FARE CONSTRUCTION, A FARE BETWEEN TWO POINTS WITHOUT THE APPLICATION OF FARE CONSTRUCTION CALCULATIONS.

CARRIAGE DOMESTIC CARRIAGE - (EXCEPT AS OTHERWISE SPECIFIED)

IN WHICH, ACCORDING TO THE CONTRACT OF CARRIAGE, THE PLACE OF DEPARTURE, THE PLACE OF DESTINATION OR STOPOVER, AND THE ENTIRE TRANSPORTATION ARE WITHIN THE SOVEREIGN STATE.

TRIP DOUBLE OPEN JAW - TRAVEL THAT IS ESSENTIALLY OF A ROUND NATURE EXCEPT THAT THE OUTWARD POINT OF ARRIVAL AND THE INWARD POINT OF DEPARTURE AND THE OUTWARD POINT OF

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

DOWNGRADE - A PASSENGER'S INVOLUNTARY DISPLACEMENT FROM FIRST CLASS TO BUSINESS CLASS, FIRST TO ECONOMY CLASS OR BUSINESS CLASS TO ECONOMY CLASS WHEN THERE ARE MORE PASSENGERS WITH CONFIRMED RESERVATIONS AND TICKETS THAN THERE ARE AVAILABLE SEATS.

EAST AFRICA - THE AREA COMPRISING BURUNDI, DJIBOUTI, ETHIOPIA, KENYA, RWANDA, SOMALIA, TANZANIA, AND UGANDA.

EASTBOUND - TRAVEL FROM A POINT IN AREA NO. 1 TO A POINT IN AREA NO. 2 OR 3 VIA THE ATLANTIC OCEAN OR TRAVEL FROM A POINT IN AREA NO. 2 OR 3 TO A POINT IN AREA NO. 1 VIA THE PACIFIC OCEAN.

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ASIA/AREA EASTERN HEMISPHERE - THE AREA COMPRISED OF AFRICA,

3, EUROPE AND THE MIDDLE EAST FOR TRAVEL VIA THE ATLANTIC OCEAN.

EDUCATIONAL ESTABLISHMENT - A SCHOOL, ACADEMY, COLLEGE, OR UNIVERSITY OFFERING FULL TIME EDUCATIONAL, VOCATIONAL OR TECHNICAL COURSES FOR A SCHOOL YEAR AND DOES NOT INCLUDE A COMMERCIAL OFFICE, INDUSTRIAL OR MILITARY ESTABLISHMENT OR

A

HOSPITAL AT WHICH A STUDENT IS SERVING AN APPRENTICESHIP UNLESS SUCH APPRENTICESHIP IS PART OF THE SCHOOL CURRICULUM OF THE EDUCATIONAL ESTABLISHMENT AT WHICH THE STUDENT IS ENROLLED.

END ON COMBINATION IS THE COMBINATION OF TWO OR MORE FARES

THAT COULD BE TICKETED SEPARATELY AT A FARE CONSTRUCTION POINT (NOT APPLICABLE TO COMBINATION OF FARES BETWEEN THE SAME POINTS).

ELECTRONIC COUPON - AN ELECTRONIC FLIGHT COUPON OR OTHER VALUE DOCUMENT HELD IN CARRIER'S DATABASE.

ELECTRONIC TICKET - THE ITINERARY/RECEIPT ISSUED BY OR ON BEHALF OF CARRIER, THE ELECTRONIC COUPONS AND, IF APPLICABLE, A BOARDING DOCUMENT.

EUROPE - THE AREA COMPRISED OF ALBANIA, ALGERIA, ANDORRA, ARMENIA, AUSTRIA, AZERBAIJAN, AZORES, BELARUS, BELGIUM, BOSNIA AND HERZEGOVINA, BULGARIA, CANARY ISLANDS, CROATIA, CZECH REPUBLIC, DENMARK, ESTONIA, FINLAND, FRANCE, GEORGIA, GERMANY, GIBRALTAR, GREECE, HUNGARY, ICELAND, IRELAND, ITALY, LATVIA, LIECHTENSTEIN, LITHUANIA, LUXEMBOURG, MADEIRA, MALTA, MONACO, MOROCCO, NETHERLANDS, NORWAY, POLAND, PORTUGAL, ROMANIA, RUSSIAN FEDERATION (WEST OF THE URAL MOUNTAINS), SAN MARINO, SERBIA AND MONTENEGRO, SLOVAKIA, SLOVENIA, SPAIN, SWEDEN, SWITZERLAND, TUNISIA, TURKEY IN EUROPE AND ASIA, UKRAINE, AND THE UNITED KINGDOM. EUROPEAN COMMUNITY ("EC") - THE MEMBER STATES COMPRISED OF AUSTRIA, BELGIUM, DENMARK, FINLAND, FRANCE, GERMANY,

GREECE,

ICELAND, IRELAND, ITALY, LUXEMBOURG, THE NETHERLANDS, NORWAY, PORTUGAL, SPAIN, SWEDEN AND THE UNITED KINGDOM.

EXCHANGE ORDER - 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.

OF

FARE - THE AMOUNT CHARGED BY THE CARRIER FOR THE CARRIAGE

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

FARE COMPONENT - THE PORTION OF AN ITINERARY BETWEEN TWO CONSECUTIVE FARE CONSTRUCTION POINTS - THE POINT OF ORIGIN AND THE POINT OF DESTINATION ARE FARE CONSTRUCTION POINTS. FARE CONSTRUCTION POINTS (FARE BREAK POINTS) - THE TERMINAL

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BREAK POINTS OF A FARE COMPONENT (THESE ARE ALSO TERMED FARE

POINTS).

FARES TARIFF - THE TARIFF CONCERNED WITH FARES AND RELATED CHARGES.

FLIGHT COUPON OR IN THE CASE OF AN "ELECTRONIC TICKET", THE ELECTRONIC COUPON - THAT PORTION OF THE TICKET THAT BEARS

PARTICULAR

THE NOTATION "GOOD FOR PASSAGE" AND INDICATES THE

PLACES BETWEEN WHICH THE COUPON IS GOOD FOR CARRIAGE.
FORCE MAJEURE - WEATHER OR OTHER CONDITIONS BEYOND QR'S
CONTROL INCLUDING, BUT NOT LIMITED TO ACTS OF GOD, STRIKES,
CIVIL COMMOTIONS, EMBARGOES, WARS, HOSTILITIES, TERRORIST
ACTIVITIES OR DISTURBANCES, WHETHER ACTUAL, THREATENED OR
REPORTED.

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

FREEDOM RIGHTS

- (1) THIRD FREEDOM - THE RIGHT TO DEPLANE TRAFFIC IN THE
FOREIGN COUNTRY THAT HAS BEEN ENPLANED IN THE HOME
COUNTRY OF THE CARRIER.
- (2) FOURTH FREEDOM - THE RIGHT TO ENPLANE TRAFFIC IN THE
FOREIGN COUNTRY THAT IS BOUND FOR THE HOME COUNTRY OF
THE CARRIER.
- (3) FIFTH FREEDOM - THE RIGHT TO ENPLANE TRAFFIC IN ONE
FOREIGN COUNTRY AND DEPLANE TRAFFIC IN ANOTHER FOREIGN
COUNTRY, NEITHER OF WHICH IS CARRIER'S COUNTRY OF
REGISTRATION.
- (4) SIXTH FREEDOM - THE RIGHT TO ENPLANE TRAFFIC IN ONE
FOREIGN COUNTRY, TRANSPORT THE TRAFFIC VIA THE COUNTRY
OF REGISTRATION AND DEPLANE THE TRAFFIC IN ANOTHER
FOREIGN COUNTRY.
- (5) SEVENTH FREEDOM - THE RIGHT TO ENPLANE TRAFFIC IN ONE
FOREIGN COUNTRY AND TRANSPORT THE TRAFFIC WITHOUT
TRANSITING THE COUNTRY OF REGISTRATION.

FRENCH GOLD FRANCS - THE FRANCS CONSISTING OF 65.50
MILLIGRAMS OF GOLD WITH A FINENESS OF NINE HUNDRED
THOUSANDTHS.

GATEWAY - THE PASSENGER'S FIRST POINT OF ARRIVAL OR LAST
POINT OF DEPARTURE IN AREAS 1, 2, OR 3.

GROUND TRANSPORTATION - BUS, LIMOUSINE, TAXI OR TRAIN
SERVICE BETWEEN THE TERMINAL AND AIRPORT.

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

HALF ROUND TRIP FARE - HALF OF A SPECIFIED OR CONSTRUCTED
ROUND TRIP NORMAL OR SPECIAL FARE. IN THE ABSENCE OF A
SPECIFIED OR CONSTRUCTED ROUND TRIP NORMAL FARE, THE ONE

WAY

NORMAL FARE IS CONSIDERED TO BE A HALF ROUND TRIP NORMAL
FARE. IF A SPECIFIED OR CONSTRUCTED ONE WAY SPECIAL FARE
MAY BE DOUBLED TO ESTABLISH A ROUND TRIP SPECIAL FARE, THE

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ONE WAY SPECIAL FARE IS CONSIDERED TO BE A HALF ROUND TRIP
SPECIAL FARE.

IATA RATE OF EXCHANGE (IROE) - THE RATE OF EXCHANGE ISSUED BY IATA FROM TIME TO TIME AND PUBLISHED IN RULE 145 (E) IPGT-1 NTA(A) NO. 373, C.A.B. NO. 581.

IBERIA OR IBERIAN PENINSULA - THE AREA COMPRISED OF GIBRALTAR, PORTUGAL (INCLUDING AZORES AND MADEIRA) AND

SPAIN

(INCLUDING BALEARIC AND CANARY ISLANDS).

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

INDIAN OCEAN ISLANDS - COMOROS, MADAGASCAR, MAURITIUS, MAYOTTE, REUNION, AND SEYCHELLES.

INDIAN SUBCONTINENT - THE AREA COMPRISED OF AFGHANISTAN, BANGLADESH, BHUTAN, INDIA, REPUBLIC OF MALDIVES, NEPAL, PAKISTAN AND SRI LANKA.

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

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

INTERLINE TRANSPORTATION - CARRIAGE ON THE SERVICES OF MORE THAN ONE CARRIER WHERE CARRIERS AGREE TO ACCEPT EACH

OTHER'S

TICKETS AND BAGGAGE.

INTERNATIONAL - TRAVEL BETWEEN ANY TWO OR MORE SOVEREIGN STATES.

INTERNATIONAL CARRIAGE - (EXCEPT WHEN THE CONVENTION IS APPLICABLE) CARRIAGE IN WHICH, ACCORDING TO THE CONTRACT OF CARRIAGE, THE PLACE OF DEPARTURE AND ANY PLACE OF LANDING ARE SITUATED IN MORE THAN ONE STATE. AS USED IN THIS DEFINITION, THE TERM "STATE" INCLUDES ALL TERRITORY SUBJECT TO THE SOVEREIGNTY, SUZERAINITY, MANDATE, AUTHORITY OR TRUSTEESHIP THEREOF. "INTERNATIONAL CARRIAGE" AS DEFINED

BY

THE CONVENTION - ANY CARRIAGE IN WHICH, ACCORDING TO THE CONTRACT OF CARRIAGE, THE PLACE OF DEPARTURE AND THE PLACE OF DESTINATION, WHETHER OR NOT THERE BE A BREAK IN THE CARRIAGE OR A TRANSSHIPMENT, ARE SITUATED EITHER WITHIN THE TERRITORIES OF TWO HIGH CONTRACTING PARTIES TO THE CONVENTION OR WITHIN THE TERRITORY OF A SINGLE HIGH CONTRACTING PARTY TO THE CONVENTION, IF THERE IS AN AGREED STOPPING PLACE WITHIN A TERRITORY SUBJECT TO THE SOVEREIGNTY, SUZERAINITY, MANDATE OR AUTHORITY OF ANOTHER POWER EVEN THOUGH THAT POWER IS NOT A PARTY TO THE CONVENTION.

INTERNATIONAL TRANSPORTATION - ANY TRANSPORTATION OR OTHER SERVICES, FURNISHED BY ANY CARRIER, WHICH ARE INCLUDED WITHIN THE SCOPE OF THE TERM "INTERNATIONAL TRANSPORTATION" AS USED IN THE CONVENTION FOR THE UNIFICATION OF CERTAIN

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RULES RELATING TO INTERNATIONAL TRANSPORTATION BY AIR

SIGNED

AT WARSAW, OCTOBER 12, 1929, OR SUCH CONVENTION AS AMENDED, WHICHEVER MAY BE APPLICABLE TO THE TRANSPORTATION HEREUNDER AND TO WHICH SAID CONVENTION APPLIES. FOR THE PURPOSE OF DETERMINING THE APPLICABILITY OF THE TERM "INTERNATIONAL TRANSPORTATION", THE FOLLOWING TERMS APPLY:

AGREED STOPPING PLACE: ALL STOPS BETWEEN THE ORIGINAL PLACE OF DEPARTURE AND THE PLACE OF FINAL DESTINATION SCHEDULED BY ANY CARRIER BY AIR IN THE TRANSPORTATION BETWEEN SUCH PLACES, BUT EACH PARTICIPATING CARRIER RESERVES THE RIGHT TO ALTER THE "AGREED STOPPING PLACES" IN CASE OF NECESSITY WITHOUT THEREBY DEPRIVING THE TRANSPORTATION OF ITS INTERNATIONAL CHARACTER;

AND,

SINGLE OPERATION TRANSPORTATION TO BE PERFORMED BY SEVERAL SUCCESSIVE CARRIERS BY AIR, ARRANGEMENTS FOR WHICH ARE MADE IN ADVANCE, IS REGARDED AS "A SINGLE OPERATION" AND SHALL BE DEEMED TO BE "ONE UNDIVIDED TRANSPORTATION" WHETHER ONE OR MORE TICKETS OR OTHER DOCUMENTS ARE ISSUED TO COVER SUCH TRANSPORTATION, AND WHETHER OR NOT ALL SUCH TICKETS OR DOCUMENTS ARE

ISSUED

PRIOR TO THE COMMENCEMENT OF SUCH TRANSPORTATION; BUT THIS PROVISION SHALL NOT BE DEEMED TO CONTAIN AN EXCLUSIVE DEFINITION OF TRANSPORTATION WHICH IS REGARDED BY THE PARTIES AS "A SINGLE OPERATION."

INTERSTATE TRANSPORTATION - TRANSPORTATION BETWEEN A POINT IN ANY STATE OF THE UNITED STATES (U.S.A.) AND THE DISTRICT OF COLUMBIA AND A POINT IN ANY OTHER STATE OF THE U.S.A. OR THE DISTRICT OF COLUMBIA.

INTRALINE OR "ON-LINE" TRANSPORTATION - CARRIAGE SOLELY

OVER

THE SERVICES OF A SINGLE CARRIER.

JOURNEY - ALL TRAVEL INCLUDED ON A TICKET OR GROUP OF CONJUNCTION TICKETS.

LEGAL GUARDIAN - ONE WHO LEGALLY HAS CARE AND MANAGEMENT OF AN INFANT OR MINOR.

LOCAL CURRENCY FARES - FARES AND RELATED CHARGES EXPRESSED IN THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRAVEL,

AS

DEFINED IN RULE 145 (A) IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

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

MEDICAL CERTIFICATE - A LETTER OR FORM FROM THE PASSENGER'S TREATING PHYSICIAN OR HOSPITAL, WHERE APPLICABLE, WHICH

MUST

BE SIGNED AND DATED WITHIN ONE WEEK OF THE FIRST AFFECTED FLIGHT DEPARTURE BY THE TREATING PHYSICIAN OR HOSPITAL IN

THE COUNTRY WHERE THE ILLNESS OR TREATMENT AROSE AND WHICH CERTIFIES THE NATURE OF THE PASSENGER'S ILLNESS AND TREATMENT.

MICRONESIA - THE AREA COMPRISED OF GUAM, JOHNSTON ISLAND,

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TITLE/APPLICATION - 70 (CONT)

MARIANA MARSHALL ISLANDS, CAROLINE ISLANDS, PALAU ISLAND AND ISLANDS.

ANTIGUA, MID ATLANTIC AREA - THE AREA COMPRISED OF ANGUILLA,

CURACAO, BAHAMAS, BARBADOS, BARBUDA, BERMUDA, BOLIVIA, BONAIRE, BELIZE, CAYMAN ISLANDS, COLOMBIA, COSTA RICA, CUBA,

DOMINICAN REPUBLIC, ECUADOR, EL SALVADOR, FRENCH GUIANA, GUADELOUPE, GUATEMALA, GUYANA, HAITI, HONDURAS, JAMAICA, MARTINIQUE, MONTSERRAT, NEVIS, NICARAGUA, PANAMA, PERU, PUERTO RICO, ST. KITTS, ST. CROIX, ST. MAARTEN, ST. THOMAS, SURINAME, TRINIDAD AND TOBAGO, AND VENEZUELA.

MIDDLE EAST - THE AREA COMPRISED OF ADEN; BAHRAIN; CYPRUS; EGYPT; IRAN, THE ISLAMIC REPUBLIC OF; IRAQ; ISRAEL; JORDAN; KUWAIT; LEBANON; OMAN; QATAR; SAUDI ARABIA; SUDAN; THE SYRIAN ARAB REPUBLIC; THE UNITED ARAB EMIRATES AND THE REPUBLIC OF YEMEN.

MILITARY AGENCIES - THE DEPARTMENTS OF THE ARMY, NAVY, AIR FORCE, THE MARINE CORPS, THE COAST GUARD, THE RESPECTIVE ACADEMIES OF THE ARMY, NAVY, AIR FORCE, AND COAST GUARD,

AND THE NATIONAL GUARD. THE RESERVE OFFICER TRAINING CORPS IS NOT INCLUDED.

MILITARY PASSENGER - MILITARY PERSONNEL OF THE U.S.A. MILITARY AGENCIES WHO ARE ON ACTIVE DUTY STATUS OR WHO HAVE BEEN DISCHARGED FROM ACTIVE MILITARY SERVICE WITHIN SEVEN DAYS OF THE DATE OF COMMENCEMENT OF TRAVEL.

MINOR - A PASSENGER WHO HAS REACHED HIS/HER SECOND BIRTHDAY BUT NOT HIS/HER 12TH BIRTHDAY AS OF THE DATE OF

COMMENCEMENT OF TRAVEL.

A MISCELLANEOUS CHARGES ORDER ("MCO") - A DOCUMENT ISSUED BY

CARRIER OR ITS AGENTS REQUESTING ISSUE OF AN APPROPRIATE PASSENGER TICKET AND BAGGAGE CHECK OR THE PROVISION OF SERVICES TO THE PERSON NAMED IN SUCH DOCUMENT.

MONTH - A PERIOD OF TIME FROM A GIVEN DATE IN ONE MONTH TO THE CORRESPONDING DATE IN A SUBSEQUENT MONTH(S), E.G.

1 MONTH: JANUARY 1 TO FEBRUARY 1

2 MONTHS: JANUARY 15 TO MARCH 15

EXCEPTION 1: WHEN THE GIVEN DATE IS THE LAST DATE IN ONE MONTH, THE CORRESPONDING DATE IN A

SUBSEQUENT MONTH(S) SHALL BE THE LAST DATE IN SUCH SUBSEQUENT MONTH, E.G.

1 MONTH: JANUARY 31 TO FEBRUARY 28, 29

1 MONTH: MARCH 31 TO APRIL 30

2 MONTHS: JUNE 30 TO AUGUST 31

EXCEPTION 2: WHEN THE CORRESPONDING DATE DOES NOT EXIST IN A SHORTER SUBSEQUENT MONTH(S) SHALL MEAN

FROM A GIVEN DATE IN ONE MONTH TO THE LAST DATE OF SUCH SHORTER SUBSEQUENT MONTH, E.G.

1 MONTH: JANUARY 31 TO FEBRUARY 28, 29

2 MONTHS: JULY 31 TO SEPTEMBER 30

NATIONAL ("A NATIONAL") - A PERSON WHO HAS THE CITIZENSHIP

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OF A COUNTRY, EITHER BY BIRTH OR BY NATURALIZATION. NATIONAL TRANSPORTATION AGENCY ("NTA") - THE CANADIAN TRANSPORTATION AGENCY.

INTERMEDIATE

NORMAL FARE - THE FARE ESTABLISHED FOR A FIRST,

OR ECONOMY CLASS SERVICE AND RESTRICTED FARES DENOMINATED AND PUBLISHED AS NORMAL FARES. CHILDREN'S AND INFANTS' FARES THAT ARE ESTABLISHED AS A PERCENTAGE OF THE FARES REFERRED TO ABOVE ARE ALSO CONSIDERED NORMAL FARES. NORTH AMERICA - THE AREA COMPRISED OF CANADA, CONTINENTAL U.S.A. AND MEXICO.

THE

NORTH CENTRAL PACIFIC - ALL ROUTES BETWEEN POINTS IN CANADA/U.S.A. AND POINTS IN AREA NO. 3, EXCEPT POINTS IN

SOUTHWEST PACIFIC VIA THE PACIFIC OCEAN.

NEUTRAL UNIT OF CONSTRUCTION (NUC) - THE UNIT VALUE EQUIVALENT OF LOCAL CURRENCY FARES, ADD-ONS AND RELATED CHARGES DERIVED BY CONVERTING SAME USING THE IATA RATE OF EXCHANGE.

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

ONLINE TRANSFER POINT - 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).

FROM ONE WAY SUB JOURNEY - PART OF A JOURNEY WHENEVER TRAVEL
THE ONE COUNTRY DOES NOT RETURN TO SUCH COUNTRY AND TO WHICH
FARE IS ASSESSED AS A SINGLE PRICING UNIT USING A ONE WAY
FARE.
ONE WAY TRIP - A ONE WAY TRIP IS ANY JOURNEY THAT FOR FARE
CALCULATION PURPOSES IS NOT A COMPLETE ROUND TRIP OR CIRCLE
TRIP BY AIR.
OPEN JAW TRIP - TRAVEL WHICH IS ESSENTIALLY OF A ROUND TRIP
NATURE BUT THE OUTWARD POINT OF DEPARTURE AND INWARD POINT
OF ARRIVAL AND/OR OUTWARD POINT OF ARRIVAL AND INWARD POINT
OF DEPARTURE OF WHICH ARE NOT THE SAME.
OPEN JAW NORMAL - TRAVEL FROM ONE COUNTRY AND RETURN
THERETO

COMPRISING NOT MORE THAN TWO INTERNATIONAL FARE COMPONENTS
WITH A DOMESTIC SURFACE BREAK IN ONE COUNTRY EITHER AT UNIT
ORIGIN OR UNIT TURNAROUND OR A SURFACE BREAK AT BOTH UNIT
ORIGIN AND UNIT TURNAROUND AND FOR WHICH THE FARE IS
ASSESSED AS A SINGLE PRICING UNIT USING HALF ROUND TRIP

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TITLE/APPLICATION - 70 (CONT)

FARES. IN THIS CONTEXT:

- A) TURNAROUND OPEN JAW SHALL MEAN WHERE THE OUTWARD POINT
OF ARRIVAL IN THE COUNTRY OF UNIT TURNAROUND AND THE
INWARD POINT OF DEPARTURE IN THE COUNTRY OF UNIT
TURNAROUND ARE DIFFERENT.
- B) ORIGIN OPEN JAW SHALL MEAN WHERE THE OUTWARD POINT OF
DEPARTURE IN THE COUNTRY OF UNIT ORIGIN AND THE INWARD
POINT OF ARRIVAL IN THE COUNTRY OF UNIT ORIGIN ARE
DIFFERENT.

EXCEPTIONS:

- 1) FOR TRAVEL ORIGINATING IN CANADA OR U.S.A., THE
SURFACE BREAK MAY BE PERMITTED BETWEEN COUNTRIES IN
THE EUROPE SUB-AREA PROVIDED TRAVEL IN BOTH
DIRECTIONS IS VIA THE ATLANTIC.
- 2) CANADA/U.S.A. SHALL BE CONSIDERED AS ONE COUNTRY.
- 3) SCANDINAVIA SHALL BE CONSIDERED AS ONE COUNTRY.

OPEN JAW SPECIAL - TRAVEL COMPRISING ONLY TWO INTERNATIONAL
FARE COMPONENTS WITH A SURFACE BREAK(S) WHICH UNLESS
OTHERWISE SPECIFIED IN A SPECIAL FARES RESOLUTION MAY BE
BETWEEN ANY TWO POINTS/COUNTRIES IN THE AREA(S) OF UNIT
ORIGIN AND/OR TURNAROUND FOR WHICH THE SPECIAL FARE
RESOLUTION APPLIES AND FOR WHICH THE FARE IS ASSESSED AS A
SINGLE PRICING UNIT USING HALF ROUND TRIP FARES IN THIS
CONTEXT.

- A) FOR TURNAROUND OPEN JAW THE OUTWARD POINT OF ARRIVAL

AND

THE INWARD POINT OF DEPARTURE ARE DIFFERENT OR,

B) FOR ORIGIN OPEN JAW THE OUTWARD POINT OF DEPARTURE AND THE INWARD POINT OF ARRIVAL ARE DIFFERENT OR,
C) FOR SINGLE OPEN JAW EITHER A) OR B) APPLIES OR,
D) FOR OPEN JAW, ANY COMBINATION OF THE ABOVE MAY APPLY.
OPERATING CARRIER - THE AIRLINE ACTUALLY PROVIDING CARRIAGE OR OTHER SERVICES INCIDENTAL TO SUCH SERVICES. THE OPERATING CARRIER MAY BE DIFFERENT FROM THE MARKETING CARRIER IN SITUATIONS WHERE BILATERAL AGREEMENTS EXIST; E.G., CODE SHARE AGREEMENTS.
ORIGIN - THE INITIAL STARTING PLACE OF THE JOURNEY AS SHOWN ON THE TICKET.
OTHER CHARGES - CHARGES SUCH AS TAXES, FEES, ETC., WITH NO RELATION TO FARES, NOT TO BE SHOWN IN THE FARE CONSTRUCTION BOX OF THE TICKET, EXCLUDING EXCESS BAGGAGE CHARGES.
PASSENGER - ANY PERSON, EXCEPT MEMBERS OF THE CREW, CARRIED OR TO BE CARRIED IN AN AIRCRAFT WITH THE CONSENT OF

CARRIER.

PASSENGER COUPON - THAT PORTION OF THE PASSENGER TICKET ISSUED BY OR ON BEHALF OF THE CARRIER, CONSTITUTING THE PASSENGER'S WRITTEN EVIDENCE OF THE CONTRACT OF CARRIAGE.
PASSENGER TICKET OR "TICKET" - THE RECORD OF AGREEMENT FOR THE CARRIER(S) TO PROVIDE TRANSPORTATION AND RELATED SERVICES UNDER CERTAIN TERMS AND CONDITIONS TO THE

PASSENGER

NAMED ON THE TICKET AND IN ACCORDANCE WITH APPLICABLE

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TITLE/APPLICATION - 70 (CONT)

GOVERNING TARIFFS AND REGULATIONS.
POINT OF TURNAROUND - THE FARTHEST GEOGRAPHICAL FARE BREAK (BETWEEN TWO FARE COMPONENTS) FROM THE PRICING UNIT ORIGIN.
PREPAID TICKET ADVICE (PTA) - THE NOTIFICATION BETWEEN OFFICES OF A CARRIER OR BETWEEN CARRIERS THAT A PERSON HAS PURCHASED AND REQUESTED ISSUANCE OF PREPAID TRANSPORTATION TO ANOTHER PERSON.
PRICING UNIT IS A JOURNEY OR PART OF A JOURNEY THAT IS PRICED AS A SEPARATE ENTITY; I.E., IS CAPABLE OF BEING TICKETED SEPARATELY.
PROPORTIONAL FARE: SEE "ARBITRARY."
QR - QATAR AIRWAYS
REBOOKING - A CHANGE OF RESERVATION OR OTHER CHANGE NOT REQUIRING TICKET REISSUANCE.
REROUTING - A CHANGE OF ROUTING OR OTHER CHANGES THAT REQUIRE TICKET REISSUANCE.
RESERVATION OR BOOKING - THE ALLOTMENT IN ADVANCE OF

SEATING

OR SLEEPING ACCOMMODATION FOR A PASSENGER OR OF SPACE

WEIGHT

CAPACITY FOR BAGGAGE OR GOODS.
RESERVATIONS BOOKING DESIGNATOR (RBD) - THE CODE USED IN

RESERVATIONS MESSAGES TO DENOTE THE COMPARTMENT IN WHICH RESERVATIONS ARE MADE.
RESIDENT ("A RESIDENT") - A PERSON WHOSE USUAL RESIDENCE IS IN A CERTAIN COUNTRY, PROVIDED THAT A MORE RESTRICTED DEFINITION MAY APPLY UNDER LOCAL DEFINITION.
ROUND THE WORLD (RTW) - TRAVEL FROM THE POINT OF ORIGIN AND RETURN THERETO THAT INVOLVES ONLY ONE CROSSING OF THE ATLANTIC OCEAN AND ONE CROSSING OF THE PACIFIC OCEAN.
ROUND TRIP - TRAVEL ENTIRELY BY AIR FROM A POINT TO ANOTHER POINT AND RETURN TO THE ORIGINAL POINT COMPRISING TWO HALF ROUND TRIP FARE COMPONENTS ONLY, FOR WHICH THE APPLICABLE NORMAL HALF ROUND TRIP FARE FOR EACH COMPONENT, MEASURED FROM THE POINT OF UNIT ORIGIN, IS THE SAME FOR THE ROUTING TRAVELLED; PROVIDED THAT THIS DEFINITION SHALL NOT APPLY TO ROUND THE WORLD TRAVEL. IF THE FARES TO BE USED DIFFER THROUGH CLASS OF SERVICE/SEASONALITY/MIDWEEK-

WEEKEND/CARRIER

VARIATIONS, THE OUTBOUND FARE SHALL BE USED ALSO FOR THE INBOUND FARE COMPONENT FOR THE PURPOSE OF DETERMINING IF

THE

PRICING UNIT IS A ROUND TRIP.
ROUTING - THE CARRIER(S) AND/OR THE CITIES AND/OR CLASS OF SERVICE AND/OR TYPE OF AIRCRAFT VIA WHICH CARRIAGE IS PROVIDED BETWEEN TWO POINTS.

SCANDINAVIA - THE AREA COMPRISED OF DENMARK, NORWAY AND SWEDEN.

SCHOOL YEAR - A PERIOD OF 12 CONSECUTIVE MONTHS LESS WHATEVER INTERRUPTIONS FOR VACATIONS ARE NORMALLY GRANTED

BY

THE EDUCATIONAL ESTABLISHMENT AT WHICH THE STUDENT IS ENROLLED; PROVIDED THAT WHERE THE OFFICIAL SCHOLASTIC YEAR IS LESS THAN 12 MONTHS, "SCHOOL YEAR" SHALL MEAN NOT LESS

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THAN A 6 MONTH PERIOD LESS WHATEVER INTERRUPTIONS FOR VACATIONS ARE NORMALLY GRANTED AT THE EDUCATIONAL ESTABLISHMENT AT WHICH THE STUDENT IS ENROLLED.

SECTOR OR SEGMENT IS A PORTION OF A JOURNEY COVERED BY A SINGLE FLIGHT COUPON.

SEGMENT - A PORTION OF A JOURNEY COMPRISED OF LEGS OR SEGMENTS USUALLY USED IN FARE CONSTRUCTION.

SERVICE ANIMALS - ANY GUIDE DOG OR OTHER ANIMAL TRAINED TO PROVIDE NECESSARY ASSISTANCE TO A QUALIFIED INDIVIDUAL WITH A DISABILITY OR A TRAINED ANIMAL THAT ASSISTS LAW ENFORCEMENT OFFICERS IN THE SEARCH FOR CONTRABAND AND OTHER ITEMS OR THAT PROVIDES ASSISTANCE WITH RESCUE EFFORTS.

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

COULD SIDE TRIP COMBINATION - THE COMBINATION OF A FARE THAT
A BE TICKETED SEPARATELY FROM AND/OR TO AN EN ROUTE POINT OF
FARE COMPONENT.
ROUND SINGLE OPEN JAW TRIP - TRAVEL THAT IS ESSENTIALLY OF A
TRIP NATURE, EXCEPT THAT THE OUTWARD POINT OF ARRIVAL AND
INWARD POINT OF DEPARTURE ARE NOT THE SAME OR THE OUTWARD
POINT OF DEPARTURE AND INWARD POINT OF ARRIVAL ARE NOT THE
SAME.
SITI - THE SALE AND TICKET ISSUANCE BOTH OCCUR IN THE
COUNTRY OF COMMENCEMENT OF TRANSPORTATION.
SITO - THE TICKET SALE OCCURS IN THE COUNTRY OF
COMMENCEMENT OF TRANSPORTATION AND THE TICKET ISSUANCE OCCURS OUTSIDE
THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.
SOTI - THE TICKET SALE OCCURS OUTSIDE THE COUNTRY OF
COMMENCEMENT OF TRANSPORTATION AND THE TICKET ISSUANCE
OCCURS IN THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.
SOTO - THE TICKET SALE AND TICKET ISSUANCE BOTH OCCUR
OUTSIDE THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.
SOUTH AMERICA - THE AREA COMPRISED OF ARGENTINA, BOLIVIA,
BRAZIL, CHILE, COLOMBIA, ECUADOR, FRENCH GUIANA, GUYANA,
PARAGUAY, PERU, SURINAME, URUGUAY AND VENEZUELA.
SOUTH ASIAN SUBCONTINENT - THE AREA COMPRISED OF
AFGHANISTAN, BANGLADESH, BHUTAN, INDIA, NEPAL, PAKISTAN,
MALDIVES AND SRI LANKA.
SOUTH EAST ASIA - THE AREA COMPRISED OF BRUNEI; DAR ES
SALAAM; CHINA; GUAM; HONG KONG; INDONESIA; KAMPUCHEA;
KAZAKHSTAN; KYRGYZSTAN; LAOS, PEOPLE'S DEMOCRATIC REPUBLIC
OF; MALAYSIA; MONGOLIA; MYANMAR; PHILIPPINES; SINGAPORE;
TAIWAN, PROVINCE OF; TAJIKISTAN; THAILAND; TURKMENISTAN;
RUSSIAN FEDERATION (EAST OF THE URAL MOUNTAINS); UZBEKISTAN
AND VIETNAM.
SOUTH PACIFIC - THE AREA COMPRISED OF ALL ROUTES BETWEEN
POINTS IN THE U.S.A./CANADA AND POINTS IN THE SOUTHWEST
PACIFIC VIA THE PACIFIC OCEAN.
SOUTHERN AFRICA - POINTS WITHIN AFRICA COMPRISED OF

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BOTSWANA, LESOTHO, MOZAMBIQUE, NAMIBIA, SOUTH AFRICA AND
SWAZILAND.
SOUTHWEST PACIFIC - THE AREA COMPRISED OF AMERICAN SAMOA,
AUSTRALIA, COOK ISLANDS, FIJI, FRENCH POLYNESIA, GILBERT
AND
ELLICE ISLANDS, LOYALTY ISLANDS, NEW CALEDONIA, NEW
HEBRIDES, NEW ZEALAND, PAPUA NEW GUINEA, SAMOA, SOCIETY

ISLANDS, SOLOMON ISLANDS, TONGA AND INTERMEDIATE ISLANDS.
SPECIAL DRAWING RIGHT ("SDR") - A SPECIAL UNIT OF CURRENCY,
THE VALUE OF WHICH FLUCTUATES AND IS RECALCULATED EACH
BANKING DAY. THESE VALUES ARE KNOWN TO MOST COMMERCIAL
BANKS AND ARE REPORTED IN SOME NEWSPAPERS AND IN THE IMF
SURVEY, PUBLISHED WEEKLY BY THE INTERNATIONAL MONETARY

FUND,

WASHINGTON, D.C. 20431.

SPECIAL FARE - A FARE OTHER THAN A NORMAL FARE.

STANDBY PASSENGERS - PASSENGERS WHO BOARD A FLIGHT SUBJECT
TO SPACE AVAILABILITY AT DEPARTURE TIME AND ONLY AFTER ALL
PASSENGERS HAVING RESERVATIONS FOR SUCH FLIGHT AND ALL
PASSENGERS WITHOUT RESERVATIONS BUT PAYING FARES OTHER THAN
ADULT STANDBY FARES HAVE BOARDED THE FLIGHT.

POINT

STOPOVER - WHEN A PASSENGER ARRIVES AT AN INTERMEDIATE

AND IT NOT SCHEDULED TO DEPART WITHIN 24 HOURS OF ARRIVAL.
SUNDAY RULE - RETURN TRAVEL FROM THE LAST FARE CONSTRUCTION
POINT OUTSIDE THE COUNTRY OF UNIT ORIGIN MUST NOT BE
COMMENCED BEFORE 0001 HOURS ON THE SUNDAY AFTER THE DATE OF
ARRIVAL AT THE FIRST FARE CONSTRUCTION POINT OUTSIDE THE
COUNTRY OF UNIT ORIGIN.

SURFACE SECTOR - TRANSPORTATION BY MEANS OTHER THAN AIR
BETWEEN TWO INTERMEDIATE POINTS IN A FARE COMPONENT.

INTERMEDIATE

THROUGH CHARGE/FARE - A FARE APPLICABLE FOR TRAVEL BETWEEN
TWO CONSECUTIVE FARE CONSTRUCTION POINTS VIA AN

POINT(S).

TICKET (OR "PASSENGER TICKET") - EITHER THE DOCUMENT
ENTITLED PASSENGER TICKET AND BAGGAGE CHECK" OR THE
ELECTRONIC TICKET, IN EACH CASE ISSUED BY OR ON BEHALF OF
THE CARRIER, AND INCLUDING CONDITIONS OF CONTRACT, NOTICES
AND THE COUPONS CONTAINED IN IT.

USED

TICKETED POINT - POINTS SHOWN IN THE 'GOOD FOR PASSAGE'
SECTION OF THE PASSENGER TICKET PLUS ANY OTHER POINT(S)

BOX

FOR FARE CONSTRUCTION AND SHOWN IN THE FARE CONSTRUCTION

OF

OF THE PASSENGER TICKET; PROVIDED THAT TWO FLIGHT NUMBERS

TWO CARRIERS SUCH AS FOR AN INTERCHANGE FLIGHT WILL NOT BE
PERMITTED ON ONE FLIGHT COUPON.

NO.

TRANSATLANTIC SECTOR - THAT PORTION OF TRAVEL COVERED BY A
SINGLE FLIGHT COUPON FROM THE POINT OF DEPARTURE IN AREA

1 TO THE POINT OF ARRIVAL IN AREA NO. 2 AND VICE VERSA.

TRANSFER - A CHANGE FROM THE FLIGHT ON ONE CARRIER TO THE
FLIGHT OF ANOTHER CARRIER; OR A CHANGE FROM THE FLIGHT OF A
CARRIER TO ANOTHER FLIGHT OF THE SAME CARRIER BEARING THE
SAME FLIGHT NUMBER OR A CHANGE FROM THE FLIGHT OF A CARRIER

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TO ANOTHER FLIGHT; THAT IS, SERVICE BEARING A DIFFERENT FLIGHT NUMBER OF THE SAME CARRIER, IRRESPECTIVE OF WHETHER OR NOT A CHANGE OF AIRCRAFT OCCURS.

TRANSFER POINT - ANY POINT AT WHICH THE PASSENGER TRANSFERS FROM THE SERVICES OF ONE CARRIER TO ANOTHER SERVICE OF THE SAME CARRIER (BEARING A DIFFERENT FLIGHT NUMBER) OR TO THE SERVICE OF ANOTHER CARRIER.

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

TRANSPACIFIC SECTOR - THE PORTION OF TRAVEL COVERED BY A SINGLE FLIGHT COUPON FROM THE POINT OF DEPARTURE IN AREA

NO.

1 TO THE POINT OF ARRIVAL IN AREA NO. 3 AND VICE VERSA.

TRUST TERRITORY - THE AREA COMPRISED OF THE CAROLINE ISLANDS, MARIANA ISLANDS AND MARSHALL ISLANDS.

UNITED KINGDOM (OR "U.K.") - THE AREA COMPRISED OF ENGLAND, SCOTLAND, WALES, NORTHERN IRELAND, CHANNEL ISLANDS AND THE ISLE OF MAN.

UNITED STATES OF AMERICA (OR THE "UNITED STATES" OR THE "U.S.A.") -, UNLESS OTHERWISE SPECIFIED, THE AREA COMPRISED OF THE 48 CONTIGUOUS STATES; THE DISTRICT OF COLUMBIA; ALASKA; HAWAII; PUERTO RICO; THE U.S. VIRGIN ISLANDS; AMERICAN SAMOA; THE CANAL ZONE; GUAM; MIDWAY AND WAKE ISLANDS.

UNITED STATES DEPARTMENT OF DEFENSE - THE U.S.A.

DEPARTMENTS

OF THE ARMY, NAVY, AIR FORCE AND THE U.S. MARINE CORPS.

VALIDATE - TO STAMP OR WRITE ON A PASSENGER TICKET AN INDICATION THAT THE PASSENGER TICKET HAS BEEN OFFICIALLY ISSUED BY CARRIER.

WEST AFRICA - THE AREA COMPRISED OF ANGOLA, BENIN, BURKINA FASO, CAMEROON, CAPE VERDE, CENTRAL AFRICAN REPUBLIC, CHAD, CONGO, COTE D' IVOIRE, EQUATORIAL GUINEA, GABON, GAMBIA, GHANA, GUINEA, GUINEA-BISSAU, LIBERIA, MALI, MAURITANIA, NIGER, NIGERIA, SAO TOME AND PRINCIPE, SENEGAL, SIERRA LEONE, TOGO AND THE CONGO.

WESTBOUND - 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 HEMISPHERE - THE AREA COMPRISED OF THE CONTINENTAL UNITED STATES, ALASKA, HAWAII, PUERTO RICO, U.S. VIRGIN ISLANDS, CANADA, GREENLAND, MEXICO, CENTRAL AND SOUTH AMERICA, AND THE CARIBBEAN AREA.

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TITLE/APPLICATION - 70

A STANDARD FORMAT OF ELECTRONIC RULES
RULE TITLE/APPLICATION (CATEGORY **)
THIS CATEGORY CONTAINS THE RULE TITLE AND DEFINES THE
APPLICATION OF THE RULE. IT WILL BE USED TO INDICATE THE
GEOGRAPHICAL APPLICATION OF THE RULE, TYPE OF SERVICE
(FIRST, COACH, ETC.), TYPE OF TRANSPORTATION (ONE WAY OR
ROUND TRIP), TYPE OF JOURNEY (SINGLE OPEN JAW, ROUND TRIP,
ETC.) AND APPLICABILITY FOR USE WITH JOINT FARES, TOUR

FARES

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

ELIGIBILITY - 71

A ELIGIBILITY (CATEGORY 1)
THIS CATEGORY IS USED TO DEFINE THE IDENTIFICATION
REQUIREMENTS AND AGE RANGE FOR A PARTICULAR PASSENGER TYPE,
IF SUCH CONDITIONS EXIST. IT IS NOT USED TO DEFINE THE
ACTUAL PASSENGER TYPES; E.G., CLERGY, MILITARY, ETC., FOR A
FARE CLASS. PASSENGER TYPE INFORMATION IS PROVIDED IN THE
FARE CLASS APPLICATION. IF THIS CATEGORY IS NOT PRESENT,
THE ASSUMPTION IS THAT THERE ARE NO ELIGIBILITY
RESTRICTIONS.

DAY/TIME - 72

A DAY/TIME (CATEGORY 2)
THIS CATEGORY REFLECTS TIMES AND/OR DAYS WHEN TRAVEL IS
PERMITTED. THE DAY/TIME INFORMATION APPLIES TO ORIGINS OF
TRIPS SCHEDULED TO DEPART DURING THAT TIME PERIOD. IF THIS
CATEGORY IS NOT PRESENT, THE ASSUMPTION IS THAT THE FARE IS
AVAILABLE FOR TRAVEL AT ALL TIMES OF THE DAY AND ALL DAYS

OF

THE WEEK.

SEASONALITY - 73

A SEASONALITY (CATEGORY 3)
UNLESS OTHERWISE SPECIFIC IN THE GOVERNING FARE RULE, THE
FOLLOWING GENERAL RULES APPLY:

- (1) FARES WITH NO SEASONAL DESCRIPTION APPLY ALL YEAR.
- (2) PUBLISHED ONE WAY SEASONAL FARES
THE DATE OF THE FIRST INTERNATIONAL/TRANSOCEANIC

FLIGHT

OF EACH FARE SECTOR WILL DETERMINE THE SEASONAL FARE

TO

BE APPLIED TO EACH SECTOR.

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SEASONALITY - 73 (CONT)

FLIGHT TO (3) PUBLISHED IT SEASONAL FARES
THE DATE OF THE FIRST INTERNATIONAL/TRANSOCEANIC
OF EACH FARE SECTOR WILL DETERMINE THE SEASONAL FARE
BE APPLIED TO THE ENTIRE JOURNEY.

FLIGHT FARE (4) DAY OF WEEK TRAVEL RESTRICTIONS
THE DATE OF THE FIRST INTERNATIONAL/TRANSOCEANIC
OF EACH FARE SECTOR WILL DETERMINE THE DAY-OF-WEEK
LEVEL TO BE APPLIED TO EACH SECTOR.

FLIGHT APPLICATION - 74

STOP, A FLIGHT APPLICATION (CATEGORY 4)
THIS CATEGORY REFLECTS INFORMATION REGARDING THE USE OF A
FARE ON SPECIFIC FLIGHT NUMBERS, TYPES OF SERVICE (NON-
MULTI-STOP, ETC.), EQUIPMENT TYPES AND TRAVEL VIA POINTS.
IT MAY BE USED TO REFLECT EITHER POSITIVE OR NEGATIVE
APPLICATION OF THE INFORMATION. IF THIS CATEGORY IS NOT
PRESENT, IT INDICATES THAT THERE ARE NO FLIGHT RESTRICTIONS
FOR THE FARE.

ADVANCE RES/TICKETING - 75

RULE, A ADVANCE RESERVATIONS/TICKETING (CATEGORY 5)
(1) RESERVATIONS
(A) IF NO SPECIFIC PROVISIONS ARE INCLUDED IN THE
APPLICABLE FARE RULE, RESERVATIONS MAY BE MADE AT
ANY TIME PRIOR TO THE DEPARTURE OF THE DESIRE
FLIGHT, SUBJECT TO AVAILABILITY OF SPACE.
(B) UNLESS OTHERWISE STATED IN THE SPECIFIC FARE
ANY ADVANCE RESERVATION REQUIREMENT APPLIES TO
RESERVATIONS FOR THE ENTIRE JOURNEY.
(C) UNLESS OTHERWISE STATED IN THE SPECIFIC FARE
ANY ADVANCE RESERVATION REQUIREMENTS STATED IN
THIS CATEGORY REFER TO THE NUMBER OF DAYS PRIOR
TO THE DATE OF COMMENCEMENT OF TRAVEL (FROM THE
POINT OF ORIGIN) THAT RESERVATIONS MUST BE CONFIRMED.
THE ACTUAL DATE OF DEPARTURE MAY NOT BE INCLUDED
IN COUNTING THE ADVANCE RESERVATION REQUIREMENT.
WHEN AN ADVANCE RESERVATION REQUIREMENT IS STATED
IN MONTHS, RESERVATIONS MUST BE CONFIRMED NO
LATER THAN THE SAME (NUMERICALLY DESIGNATED) DAY OF THE
MONTH WHEN THE RESERVATION DEADLINE OCCURS. WHEN
THERE IS NO SIMILAR, NUMERICALLY DESIGNATED DAY
IN THE MONTH IN WHICH THE DEADLINE OCCURS, THE LAST
DAY OF THE MONTH WILL BE CONSIDERED AS THE
DEADLINE.
(D) ALL BOOKINGS WILL BE CANCELLED AT THE TICKETING

TIME LIMIT IRRESPECTIVE OF THE STATUS OF THE
FLIGHT SEGMENTS.

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ADVANCE RES/TICKETING - 75 (CONT)
(2) PAYMENT AND TICKETING
(A) UNLESS OTHERWISE STATED IN THE SPECIFIC FARE
RULE,
THE PURCHASE OF A PTA WILL CONSTITUTE PURCHASE OF
A TICKET; THEREFORE, ANY PROVISION STIPULATED IN
PTAS THE FARE RULE FOR TICKETS SHALL ALSO APPLY TO
(SEE ALSO RULE 65 - TICKETS).
(B) IF NO SPECIFIC PROVISIONS ARE STIPULATED IN THE
APPLICABLE FARE RULE, THEN PAYMENT AND TICKETING
MAY BE COMPLETED ANY TIME PRIOR TO DEPARTURE FROM
POINT OF ORIGIN; FURTHERMORE, SUCH FARE MAY BE
RETROACTIVELY APPLIED IN THE CALCULATION OF
REFUNDS (SEE CATEGORY 16). IF, HOWEVER, THE FARE
RULE SPECIFICALLY STATES "PRIOR TO DEPARTURE"
THEN
PAYMENT AND TICKETING MUST OCCUR PRIOR TO
DEPARTURE AND MUST FOLLOW ANY OTHER SPECIFIED
TICKETING GUIDELINES AND RETROACTIVE APPLICATION
FOR REFUNDS IS NOT PERMITTED.
MINIMUM STAY - 76
A MINIMUM STAY (CATEGORY 6)
(1) WHERE A RULE STATES THAT THERE IS NO MINIMUM STAY
REQUIREMENT, THE RETURN TRAVEL MAY COMMENCE AT ANY
TIME
PRIOR TO THE MAXIMUM STAY LIMIT.
AFTER (2) MINIMUM STAY IS MEASURED BY COUNTING FROM THE DAY
COMMENCEMENT OF OUBOUND INTERNATIONAL/TRANSOCEANIC
TRAVEL TO THE EARLIEST DAY RETURN
INTERNATIONAL/TRANSOCEANIC TRAVEL IS PERMITTED. WHEN
A
MINIMUM STAY IS STATED IN MONTHS, RETURN TRAVEL WILL
NOT BE PERMITTED PRIOR TO THE SAME NUMERICALLY
DESIGNATED DAY OF THE MONTH WHEN THE MINIMUM STAY
REQUIREMENTS ARE MET. WHEN THERE IS NO SIMILAR,
NUMERICALLY DESIGNATED DAY IN THE MONTH IN WHICH THE
DEADLINE OCCURS, THE LAST DAY OF THE MONTH WILL BE
CONSIDERED AS THE MINIMUM STAY REQUIREMENT. WHEN
SPECIFIED IN A FARE RULE THAT THE MINIMUM STAY IS
REQUIRED IN OR AT A SPECIFIC AREA, COUNTRY OR CITY,
THE
MINIMUM STAY REQUIREMENT IS COUNTED FROM THE DAY AFTER
ARRIVAL IN THAT SPECIFIED AREA, COUNTRY OR CITY TO THE
EARLIEST DAY THAT RETURN TRAVEL MAY COMMENCE.

MAXIMUM STAY - 77

A MAXIMUM STAY (CATEGORY 7)

- (1) WHERE A RULE STATES THAT THERE IS NO MAXIMUM STAY, TRAVEL WILL BE PERMITTED WITHIN THE NORMAL VALIDITY OF THE TICKET, WHICH IS USUALLY ONE YEAR FROM THE DATE TRAVEL COMMENCES FROM THE POINT OF ORIGIN, OR FOR OPEN TICKETS, ONE YEAR FROM THE DATE OF ISSUE.

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MAXIMUM STAY - 77 (CONT)

- (2) MAXIMUM STAY IS MEASURED BY COUNTING FROM THE DAY AFTER DEPARTURE FROM THE POINT OF ORIGIN TO THE LAST DAY TRAVEL MAY COMMENCE FROM THE LAST STOPOVER POINT, INCLUDING THE POINT OF TURNAROUND IF NO OTHER

STOPOVERS

ARE MADE. WHEN A MAXIMUM STAY IS STATED IN MONTHS, RETURN TRAVEL MUST COMMENCE BY THE SAME NUMERICALLY DESIGNATED DAY OF THE MONTH WHEN THE MAXIMUM STAY LIMITATIONS EXPIRE. WHEN THERE IS NO SIMILAR, NUMERICALLY DESIGNATED DAY IN THE MONTH IN WHICH MAXIMUM STAY LIMITATIONS EXPIRE, THE LAST DAY OF THE MONTH WILL BE CONSIDERED AS THE MAXIMUM STAY LIMITATION.

STOPOVERS - 78

A STOPOVERS (CATEGORY 8)

- (1) UNLESS OTHERWISE SPECIFICALLY STIPULATED IN A SPECIFIC RULE, STOPOVERS ARE PERMITTED IN ACCORDANCE WITH RULE 135 (STOPOVERS) AS SHOWN IN THIS TARIFF.
- (2) A STOPOVER WILL OCCUR WHEN A PASSENGER ARRIVES AT AN INTERMEDIATE POINT FROM WHICH HE IS NOT SCHEDULED TO DEPART ON THE DAY OF ARRIVAL. IF THERE IS NO CONNECTING DEPARTURE SCHEDULED ON THE DAY OF ARRIVAL, DEPARTURE ON THE NEXT DAY WITHIN 24 HOURS OF ARRIVAL SHALL NOT CONSTITUTE A STOPOVER.

TRANSFERS - 79

A TRANSFERS (CATEGORY 9)

IT IS ASSUMED THAT AN UNLIMITED NUMBER OF TRANSFERS MAY BE MADE AND THAT NO RESTRICTIONS APPLY TO TRANSFERS. THIS CATEGORY DEFINES THE CONDITIONS OR RESTRICTIONS UNDER WHICH TRANSFERS MAY OCCUR AND THE APPLICABLE CHARGES, CARRIERS

AND

CATEGORY

LOCATIONS ASSOCIATED WITH THESE TRANSFERS. IF THIS

IS NOT PRESENT, TRANSFERS MAY BE MADE ANYWHERE ALONG THE PASSENGER'S ROUTE.

PERMITTED COMBINATIONS - 80

A PERMITTED COMBINATIONS (CATEGORY 10)

EACH FARE SHALL BE SPECIFIED AS ONE OR MORE OF THE FOLLOWING

TYPES OF JOURNEYS:

(1) ONE WAY (OW): A FARE DESIGNATED AS OW APPLIES TO ONE WAY TRANSPORTATION. UNLESS OTHERWISE STATED IN THE SPECIFIC FARE RULE, THIS FARE MAY ONLY BE USED IN COMBINATION WITH OTHER FARES AS A COMPONENT OF A ONE WAY JOURNEY.

(2) ROUND TRIP (RT)/CIRCLE TRIP (CT):

(A) IN THE CASE OF PUBLISHED ONE WAY FARES, THE FARE

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PERMITTED COMBINATIONS - 80 (CONT)

FOR RT/CT TRANSPORTATION WILL BE THE SUM OF THE APPLICABLE FARES FOR EACH SECTOR OF THE JOURNEY.

(B) IN THE CASE OF PUBLISHED ROUND TRIP FARES, THE FARE FOR RT/CT TRANSPORTATION WILL BE THE APPLICABLE PUBLISHED FARE WHEN TRAVEL IS VIA THE SAME INTERNATIONAL CARRIER IN BOTH DIRECTIONS AND VIA THE ROUTING/MILEAGE PROVISIONS SPECIFIED FOR THE FARE. IF TRAVEL IS NOT VIA THE SAME INTERNATIONAL CARRIER IN BOTH DIRECTIONS, OR IF TRAVEL DOES NOT ADHERE TO THE ROUTINGS/MILEAGE PROVISIONS SPECIFIED FOR THE FARE, 50 PERCENT OF

A

RT FARE MAY BE COMBINED WITH 50 PERCENT OF

ANOTHER

APPLICABLE RT FARE PROVIDED SUCH COMBINATION IS PERMITTED IN THIS CATEGORY.

(3) SINGLE OPEN JAW (SOJ)/OPEN JAW (OJ):

(A) IN THE CASE OF PUBLISHED ONE WAY FARES, THE FARE FOR SOJ/OJ TRANSPORTATION WILL BE THE SUM OF THE APPLICABLE FARES FOR EACH SECTOR OF THE JOURNEY.

(B) IN THE CASE OF PUBLISHED ROUND TRIP FARES, THE FARE FOR SOJ/OJ TRANSPORTATION WILL BE 50 PERCENT OF THE APPLICABLE ROUND TRIP FARE FOR EACH SECTOR OF THE JOURNEY, PROVIDED SUCH COMBINATION IS PERMITTED IN THIS CATEGORY. THE OPEN JAW PORTION(S) OF A JOURNEY WILL BE CONSIDERED TO BE

A

SINGLE POINT IN DETERMINING THE MINIMUM AND MAXIMUM STAY REQUIREMENTS, STOPOVER CONDITIONS, ETC.

(4) ANY FARE MAY BE COMBINED, END-ON-END, WITH ANY OTHER FARE THAT PERMITS SUCH COMBINATION PROVIDED ALL CONDITIONS OF EACH FARE ARE MET. TRAVEL MUST BE VIA THE FARE COMBINATION POINT(S).

(5) ANY FARE MAY BE COMBINED WITH THE APPLICABLE ARBITRARIES.

(6) UNLESS OTHERWISE RESTRICTED IN THE SPECIFIC FARE RULE, 50 PERCENT OF A RT FARE PUBLISHED IN THIS TARIFF MAY

BE

BY
COMBINED WITH 50 PERCENT OF ANOTHER RT FARE GOVERNED
THE SAME RULE PUBLISHED IN THIS TARIFF.
(7) UNLESS OTHERWISE STATED IN THE SPECIFIC FARE RULE, 50 PERCENT OF A RT FARE PUBLISHED IN THIS TARIFF MAY NOT BE COMBINED WITH:
(A) 50 PERCENT OF A SIMILIAR FARE PUBLISHED IN THE SAME GLOBAL DIRECTION PUBLISHED IN THIS TARIFF.
(B) 50 PERCENT OF A SIMILIAR FARE PUBLISHED IN THE SAME GLOBAL DIRECTION BY ANOTHER CARRIER IN ANOTHER TARIFF.
(C) 100 PERCENT OF A ONE WAY FARE TO CONSTRUCT A
ROUND
TRIP OR CIRCLE TRIP FARE.
(8) WHEN A SPECIFIC FARE RULE PERMITS COMBINATION OF 50 PERCENT OF A RT FARE WITH 50 PERCENT OF ANOTHER FARE
IN

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PERMITTED COMBINATIONS - 80 (CONT)
THE SAME TARIFF OR ANOTHER TARIFF, AND THE GOVERNING PROVISIONS OF THE RULES DIFFER, THE FOLLOWING PROVISIONS WILL APPLY UNLESS OTHERWISE STATED IN THE APPLICABLE FARE RULES:
(A) PERIOD OF VALIDITY
(I) SEASONALITY
WHEN 50 PERCENT OF A RT FARE IS COMBINED
WITH
ANOTHER FARE AND SEASONALITY APPLICATIONS VARY, THE DATE OF THE FIRST INTERNATIONAL/TRANSOCEANIC FLIGHT ON THE OUTBOUND PORTION OF THE JOURNEY WILL BE APPLIED TO THE SEASONALITY SPECIFICATIONS OF EACH FARE COMPONENT TO DETERMINE THE
SEASONAL
FARE TO BE APPLIED TO SUCH SECTORS.
(II) DAY OF WEEK
THE DAY OF WEEK APPLICATION OF EACH FARE SHALL APPLY TO THE APPROPRIATE SECTOR OVER WHICH THE FARE IS ASSESSED.
(B) SURCHARGES
THE SURCHARGE PROVISIONS OF EACH FARE SHALL APPLY TO THE APPROPRIATE SECTOR OVER WHICH THE FARE IS ASSESSED.
(C) LENGTH OF STAY
(I) THE LONGER MINIMUM STAY REQUIREMENT WILL APPLY TO THE ENTIRE JOURNEY.
(II) THE SHORTER MAXIMUM STAY REQUIREMENT WILL APPLY TO THE ENTIRE JOURNEY.
(D) STOPOVERS

APPLY

THE STOPOVER RESTRICTIONS OF EACH FARE SHALL

TO THE APPROPRIATE SECTOR OVER WHICH THE FARE IS ASSESSED, PROVIDED THAT THE PASSENGER WILL NOT RECEIVE MORE THAN THE MAXIMUM ALLOWABLE NUMBER OF STOPS IN THE MOST RESTRICTIVE RULE.

(E) DISCOUNTS

THE DISCOUNT THAT RESULTS IN THE HIGHEST FARE SHALL APPLY TO THE ENTIRE JOURNEY.

(F) TOUR REQUIREMENTS

TOUR FEATURES MAY BE SOLD IN CONJUNCTION WITH COMBINED FARES PROVIDED BOTH FARES ARE COMBINABLE WITH INCLUSIVE TOUR PACKAGES. WHEN SPECIFIC TOUR FEATURES ARE REQUIRED, THE LARGEST NUMBER OF TOUR FEATURES SHALL APPLY TO ENTIRE JOURNEY. WHEN MINIMUM TOUR PRICES ARE SPECIFIED, THE HIGHEST MINIMUM TOUR PRICE SHALL APPLY TO THE ENTIRE JOURNEY.

(G) GROUP REQUIREMENTS

- (I) THE LARGER MINIMUM GROUP SIZE OF THE TWO FARES SHALL APPLY TO THE ENTIRE JOURNEY.
- (II) THR GROUP TRAVEL REQUIREMENTS OF EACH FARE

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PERMITTED COMBINATIONS - 80 (CONT)

SHALL APPLY TO THE APPROPRIATE SECTOR OVER WHICH THE FARE IS ASSESSED.

(H) RESERVATIONS AND TICKETING

- (I) THE LONGEST ADVANCE RESERVATION REQUIREMENT WILL APPLY TO THE ENTIRE JOURNEY.
- (II) THE LONGEST ADVANCE PAYMENT/TICKETING REQUIREMENT WILL APPLY TO THE ENTIRE

JOURNEY.

- (III) ANY RULE PROVISION REQUIRING SIMULTANEOUS PAYMENT AND TICKETING SHALL APPLY IN

ADDITION

TO THE LONGER ADVANCE PAYMENT/TICKETING DEADLINE.

- (IV) IF THERE IS A DEPOSIT REQUIRED IN

CONJUNCTION

WITH ADVANCE RESERVATIONS, THE LARGEST REQUIREMENT WILL APPLY TO THE ENTIRE

JOURNEY.

(I) ROUTING/REROUTING

- (I) THE ROUTING CONDITIONS OF EACH FARE SHALL APPLY TO THE APPROPRIATE SECTOR OVER WHICH THE FARE IS ASSESSED.
- (II) THE MOST RESTRICTIVE VOLUNTARY REROUTING PROVISIONS WILL APPLY TO THE ENTIRE JOURNEY.
- (III) THE INVOLUNTARY REROUTING PROVISIONS OF EACH

FARE SHALL APPLY TO THE APPROPRIATE SECTOR
OVER WHICH THE FARE IS ASSESSED.

(J) CANCELLATION AND REFUNDS
THE HIGHEST CANCELLATION PENALTY THAT IS
APPLICABLE DURING ANY GIVEN TIME PERIOD WILL

APPLY

TO THE ENTIRE JOURNEY.

BLACKOUT DATES - 81

A BLACKOUT DATES (CATEGORY 11)
THIS CATEGORY IS USED TO DEFINE SINGLE DATES OR DATE RANGES
WHEN TRAVEL IS NOT PERMITTED. THE ASSUMPTION IS MADE THAT
BLACKOUTS APPLY TO THE SCHEDULED DEPARTURE TIME OF A FLIGHT
REGARDLESS OF THE PORTION OF THE PASSENGER'S TRAVEL THEY
REPRESENT. IF THIS CATEGORY IS NOT PRESENT, THE FARE IS

NOT

SUBJECT TO BLACKOUT DATES.

SURCHARGES - 82

A SURCHARGES (CATEGORY 12)
THIS CATEGORY DEFINES THE CONDITIONS UNDER WHICH SURCHARGES
ARE APPLICABLE AND THE CORRESPONDING CHARGE. THE

ASSUMPTION

IS THAT THERE ARE NO SURCHARGES UNLESS THIS CATEGORY IS
PRESENT. IF RESTRICTIONS FOR A FARE MAY BE WAIVED OR
MODIFIED BASED UPON PAYMENT OF A CHARGE, THESE CONDITIONS
WILL BE FOUND IN EITHER THIS CATEGORY OR IN (CATEGORY 16)
PENALTIES.

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ACCOMPANIED TRAVEL - 83

A ACCOMPANIED TRAVEL (CATEGORY 13)
THIS CATEGORY IS USED AS A COMPONENT OF A RULE WHEN TRAVEL
WITH ONE OR MORE OTHER PASSENGERS IS NECESSARY TO QUALIFY
FOR A FARE. IF THIS CATEGORY IS NOT PRESENT, ANY PASSENGER
MAY TRAVEL ALONE OVER THE ENTIRE ROUTING.

MAY

TRAVEL RESTRICTIONS - 84

A TRAVEL RESTRICTIONS (CATEGORY 14)
THIS CATEGORY IS USED TO STATE SPECIFIC TRAVEL DATE
RESTRICTIONS. USUALLY THESE ARE THE DATES WHEN THE FARE

FIRST BE USED FOR TRAVEL OR AFTER WHICH IT MAY NO LONGER BE
USED. IF THIS CATEGORY IS NOT PRESENT, THE FARE IS
AVAILABLE FOR TRAVEL AT ALL TIMES.

SALES RESTRICTIONS - 85

A SALES RESTRICTIONS (CATEGORY 15)
THIS CATEGORY IS USED TO DEFINE A FARE THAT IS AVAILABLE

FOR

SALE SUBJECT TO RESTRICTIONS BASED ON DATE, POINT OF SALE

OR

SIMILAR CONDITIONS. THE DATES ARE MOST COMMONLY FIRST AND
LAST RESERVATION OR TICKETING DATES. IF THIS CATEGORY IS

NOT PRESENT, THE FARE IS AVAILABLE FOR RESERVATIONS AND TICKETING AT ALL TIMES, ANYWHERE AND BY ANYONE.

PENALTIES - 86

A PENALTIES (CATEGORY 16)

(1) ROUTING

UNLESS FURTHER RESTRICTED IN THE SPECIFIC FARE RULE, TRAVEL MUST BE VIA THE ROUTING AND/OR MILEAGE PROVISIONS THAT ARE SPECIFIED FOR THE FARE. IF THERE IS MORE THAN ONE ROUTING AT THE SAME FARE, THE PASSENGER MAY SPECIFY THE ROUTING PRIOR TO ISSUANCE OF THE TICKET. IF ANY PORTION OF THE TICKET IS LEFT ON THE "OPEN" BASIS, THE PASSENGER MAY SPECIFY ANY OF THE OPTIONAL ROUTINGS, OTHERWISE THE CARRIER WILL

DETERMINE

THE ROUTING.

(2) REROUTING

REROUTING WILL REQUIRE A TICKET TO BE EITHER REVALIDATED (CHANGE TO THE FLIGHT NUMBER AND/OR TRAVEL DATE) OR REISSUED (CHANGE TO THE DESTINATION, CONNECTION OR STOPOVER POINT(S)).

(A) VOLUNTARY REROUTING

AS USED HEREIN, "VOLUNTARY REROUTING" SHALL REFER TO ANY CHANGES IN RESERVATIONS OF CONFIRMED FLIGHTS REQUESTED BY A PASSENGER. UNLESS OTHERWISE STATED IN A SPECIFIC FARE RULE, THE FOLLOWING CONDITIONS WILL APPLY:

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PENALTIES - 86 (CONT)

(I) IF THERE ARE NO SPECIFIC RESTRICTIONS ON REROUTING IN THE SPECIFIC FARE RULE, THEN VOLUNTARY REROUTING SHALL BE PERMITTED AS OUTLINED IN RULE 255 (REROUTINGS) OF THIS TARIFF. THE REVISED ROUTING MUST CONFORM TO THE PROVISIONS OF THE ORIGINAL FARE OR THE REVISED ITINERARY, AS OUTLINED IN RULE 255 (REROUTINGS) OF THIS TARIFF.

(II) IN THE CASE OF FARES THAT HAVE ADVANCE RESERVATION RESTRICTIONS, VOLUNTARY

REROUTING

WILL BE PERMITTED, WITHOUT PENALTY, PRIOR TO THE ADVANCE RESERVATION DEADLINE. WHERE A RESTRICTION IS PLACED ON VOLUNTARY

REROUTING,

SUCH RESTRICTION WILL APPLY ONLY AFTER THE RESERVATIONS DEADLINE HAS PASSED.

(III) IF THERE IS A PENALTY FOR REROUTING, RESERVATIONS FOR THE REVISED ITINERARY WILL ONLY BE CONFIRMED PRIOR TO THE ADVANCE RESERVATIONS DEADLINE OR UPON SIMULTANEOUS

REISSUE/ REVALIDATION OF THE PASSENGER'S TICKET.

(IV) IF VOLUNTARY REROUTING IS NOT PERMITTED IN THE SPECIFIC FARE RULE, THE CANCELLATION PROVISIONS (OUTLINED IN CATEGORY 16 OF THE SPECIFIC FARE RULE) SHALL APPLY WHENEVER A PASSENGER VOLUNTARILY CHANGES CONFIRMED RESERVATIONS.

(B) INVOLUNTARY REROUTING
NORMAL INVOLUNTARY REROUTING PROCEDURES IN ACCORDANCE WITH RULE 255 (REROUTINGS) IN THIS TARIFF SHALL APPLY UNLESS SPECIFICALLY STATED IN THE APPLICABLE FARE RULE.

(3) CANCELLATION PRIOR COMMENCEMENT OF TRAVEL

(A) UNLESS OTHERWISE AMENDED BY SPECIFIC PROVISIONS

IN

THE APPLICABLE FARE RULE, THE PROVISIONS OF RULE 90 (REFUNDS), IN THIS TARIFF, SHALL APPLY.

RULE,

(B) UNLESS OTHERWISE STATED IN THE SPECIFIC FARE

IN THE CASE OF FARES THAT HAVE ADVANCE PAYMENT/TICKETING REQUIREMENTS, THE SPECIFIED CANCELLATION PENALTY WILL APPLY ONLY AFTER THE ADVANCE PAYMENT/TICKETING DEADLINE HAS PASSED.

(C) IF A PASSENGER FAILS TO USE THE CONFIRMED FLIGHTS INDICATED ON THE TICKET, ALL FLIGHT COUPONS REMAINING IN THE TICKET WILL BECOME VOID FOR FURTHER TRANSPORTATION AT THE TICKETED FARE. THE APPLICABLE CANCELLATION PENALTY WILL BE APPLIED BEFORE ANY REFUND WILL BE PROCESSED.

(4) CANCELLATION AFTER COMMENCEMENT OF TRAVEL

(A) UNLESS OTHERWISE AMENDED BY SPECIFIC PROVISIONS

IN

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PENALTIES - 86 (CONT)

THE APPLICABLE FARE RULE, THE PROVISIONS OF RULE 90 (REFUNDS), SHALL APPLY.

(B) WHEN A FARE HAS A SPECIFIED CANCELLATION PENALTY AND A PASSENGER FAILS TO USE THE CONFIRMED FLIGHT(S) INDICATED ON THE TICKET, ALL FLIGHT COUPONS STILL REMAINING IN THE TICKET WILL BECOME VOID FOR FURTHER TRANSPORTATION AT THE TICKETED FARE. THE ORIGINAL FARE PAID BY THE PASSENGER

MAY

BE APPLIED TOWARD THE PURCHASE OF ANY FARE(S)

THAT

MAY BE RETROACTIVELY APPLIED TO THE SECTOR(S) FLOWN BY THE PASSENGER. THE CANCELLATION PENALTY WILL BE DEDUCTED FROM ANY REFUNDABLE AMOUNT.

(5) AT ANY TIME
CANCELLATION PENALTIES MAY BE APPLIED TOWARD THE
PURCHASE OF A HIGHER QR FARE GOVERNED BY A DIFFERENT
RULE FROM THAT ORIGINALLY TICKETED PROVIDING THAT ANY
TICKETS ISSUED FOR REVISED ITINERARIES ARE ANNOTATED
"NON-REF (AMOUNT OF CANCELLATION PENALTY)".

HIGHER INTERMEDIATE PT - 87

A HIGHER INTERMEDIATE POINT (CATEGORY 17)
IT IS ASSUMED THAT THE HIGHER INTERMEDIATE POINT RULE
APPLIES. THIS CATEGORY IS USED TO NEGATE THAT ASSUMPTION
WHEN STOPOVERS OR CONNECTIONS ARE MADE AT SPECIFIC
GEOGRAPHIC LOCATIONS.

TICKET ENDORSEMENT - 88

A TICKET ENDORSEMENTS (CATEGORY 18)
THIS CATEGORY IS USED TO INDICATE TICKET ENDORSEMENT TEXT
AND THE LOCATION ON THE TICKET FOR THE ENDORSEMENT. IF

THIS

CATEGORY IS NOT PRESENT, THERE ARE NO ENDORSEMENT
REQUIREMENTS FOR THE FARE.

DISCOUNTS - 89

K CHILDREN'S DISCOUNTS (CATEGORY 19)
UNLESS OTHERWISE STATED IN A SPECIFIC FARE RULE, PROVISIONS
OF RULE 200 (CHILDREN'S AND INFANTS' FARES) AND RULE 50
(ACCEPTANCE OF CHILDREN), IN THIS TARIFF, AS WELL AS THE
FOLLOWING CONDITIONS WILL APPLY.

(1) INFANTS' FARES:

AN INFANT LESS THAN TWO YEARS OF AGE ON THE DATE OF
COMMENCEMENT OF TRAVEL FROM THE POINT OF ORIGIN WILL

BE

CHARGED THE AMOUNT SPECIFIED IN THE FARE RULE.

(A) A PASSENGER TRAVELING AT AN INFANT DISCOUNT FARE
IS NOT ENTITLED TO A SEAT THAT IS RESERVED PRIOR
TO DEPARTURE. IF A SEAT IS RESERVED PRIOR TO

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DISCOUNTS - 89 (CONT)

DEPARTURE, THE INFANT WILL BE ELIGIBLE ONLY FOR
DISCOUNTS APPLICABLE TO INFANTS OCCUPYING A SEAT.

(B) WHEN INFANTS BEGIN THEIR JOURNEY (LESS THAN 2
YEARS) BUT ON THEIR RETURN FLIGHT THEY BECOME A
CHILD (2 YEARS OR MORE). A SEPARATE SEAT WILL BE
PROVIDED TO PASSENGER OF TWO YEARS OR MORE. THE
FOLLOWING TWO OPTIONS WILL BE OFFERED TO THE
PASSENGER TO CHOOSE FROM:

TWO ONE WAY E-TICKETS MUST BE ISSUED WITH
DIRECTIONAL ONE WAY FARES I.E.

(I) FOR THE OUTBOUND, ONE WAY INFANT FARE WILL

BE

APPLICABLE.

(II) FOR THE INBOUND, ONE WAY CHILD FARE WILL BE

APPLICABLE.

FOR (C) SHOULD A CUSTOMER OPTS TO HAVE A SEPARATE SEAT
PASSENGER THE INFANT THEN A RETURN CHILD FARE WITH
TYPE CODE CHD WILL BE APPLICABLE FOR THE ENTIRE JOURNEY.

ON (D) WHERE THE SPECIFIC FARE RULE DOES NOT PERMIT AN
INFANT'S DISCOUNT, A DISCOUNT MAY BE CALCULATED
THE LOWEST FARE FOR WHICH HIS/HER ITINERARY QUALIFIES (CONSIDERING ROUTING RESTRICTIONS, MINIMUM/MAXIMUM STAY AND ADVANCE PURCHASE/TICKETING RESTRICTIONS AND RESERVATION BOOKING CODES WHERE NECESSARY).

(E) WHERE THE SPECIFIC FARE RULE ALLOWS FOR FREE INFANT TRANSPORTATION, EITHER FOR THE ENTIRE JOURNEY OR A PORTION OF THE JOURNEY, A TICKET/COUPON MUST BE ISSUED FOR THE ENTIRE JOURNEY, INCLUDING THE FREE TRANSPORTATION.
(2) CHILDREN'S FARES:

A CHILD WHO IS AT LEAST TWO (2) YEARS OF AGE BUT LESS THAN 12 YEARS OF AGE ON THE DATE OF COMMENCEMENT OF TRAVEL FROM THE POINT OF ORIGIN, ACCOMPANIED BY A PASSENGER WHO IS AT LEAST 18 YEARS OF AGE, WILL BE CHARGED THE AMOUNT SPECIFIED IN THE SPECIFIC FARE

RULE. (A) WHERE THE SPECIFIC FARE RULE DOES NOT PERMIT CHILDREN'S DISCOUNTS, THEN THE ACCOMPANIED CHILD WILL EITHER PAY THE FULL ADULT FARE OR A DISCOUNT MAY BE CALCULATED ON THE LOWEST APPLICABLE FARE FOR WHICH HIS/HER ITINERARY QUALIFIES

(CONSIDERING ROUTING RESTRICTIONS, MINIMUM/MAXIMUM STAY AND ADVANCE PURCHASE/TICKETING RESTRICTIONS AND RESERVATIONS BOOKING CODES).

(B) THE DISCOUNT LISTED FOR CHILDREN AND INFANTS WILL ALSO APPLY TO ANY CHARGE OR SURCHARGE AND TO ANY CANCELLATION OR REFUND PENALTY THAT WOULD

NORMALLY BE ASSESSED TO THE ADULT FARE.

TOUR CONDUCTOR DISCOUNTS (CATEGORY 20)

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DISCOUNTS - 89 (CONT)

THIS CATEGORY IS USED TO PROVIDE EITHER SPECIFIC FARE AMOUNTS OR THE INFORMATION FOR CALCULATING DISCOUNT FARES FOR TOUR CONDUCTORS. IT ALSO SPECIFIES ACCOMPANYING TRAVEL REQUIREMENTS FOR THE TOUR CONDUCTORS TRAVELLING AT THE CALCULATED OR SPECIFIED FARE. IF THIS CATEGORY IS NOT

PRESENT, THE FARE IS NOT DISCOUNTABLE FOR TOUR CONDUCTORS.
AGENT DISCOUNTS (CATEGORY 21)

THIS CATEGORY IS USED TO PROVIDE EITHER SPECIFIC FARE AMOUNTS OR THE INFORMATION FOR CALCULATING DISCOUNT FARES FOR AGENTS. IT ALSO SPECIFIES THE ACCOMPANYING TRAVEL REQUIREMENTS FOR AGENTS TRAVELLING AT THE CALCULATED OR SPECIFIED FARE. IF THIS CATEGORY IS NOT PRESENT, THE FARE IS NOT DISCOUNTABLE FOR AGENTS.

ALL OTHER DISCOUNTS (CATEGORY 22)

THIS CATEGORY IS USED TO PROVIDE THE SPECIFIC FARE AMOUNTS OR THE INFORMATION FOR CALCULATING DISCOUNT FARES FOR ALL PASSENGER TYPES OTHER THAN CHILDREN, TOUR CONDUCTORS AND AGENTS. IT ALSO SPECIFIES THE ACCOMPANYING TRAVEL REQUIREMENTS FOR THE PASSENGERS TRAVELLING AT THE

CALCULATED

OR SPECIFIED FARE. IF THIS CATEGORY IS NOT PRESENT, THE FARE IS NOT DISCOUNTABLE FOR THE PASSENGER TYPES THAT FALL INTO THIS CATEGORY.

MISCELLANEOUS PROVISIONS - 90

A MISCELLANEOUS PROVISIONS (CATEGORY 23)

THIS CATEGORY IS USED TO SPECIFY WHETHER SPECIFIC FARES SHOULD OR SHOULD NOT BE USED FOR CONSTRUCTION OF

UNPUBLISHED

FARES, PRORATION, REFUND CALCULATION, CURRENCY ADJUSTMENTS OR AS PROPORTIONAL FARES. THE ASSUMPTION IS THAT FARES MAY BE USED FOR ANY PURPOSES.

(CATEGORY 24)

CURRENTLY NOT AVAILABLE

(CATEGORY 25)

CURRENTLY NOT AVAILABLE

GROUPS - 91

A GROUPS (CATEGORY 26)

(1) GROUP SIZE

A MINIMUM GROUP SIZE REFERS TO THE MINIMUM NUMBER OF 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.

(2) AFFINITY

(A) THE TRAVEL GROUP SHALL BE FORMED FROM AFFINITY

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GROUPS - 91 (CONT)

GROUPS; I.E., MEMBERS OR EMPLOYEES OF THE SAME ASSOCIATION, CORPORATION, COMPANY OR OTHER LEGAL ENTITY (HEREINAFTER REFERRED TO AS THE "ORGANIZATION") WHICH SHALL HAVE PRINCIPAL

PURPOSES, AIMS AND OBJECTIVES OTHER THAN TRAVEL,
AND SUFFICIENT AFFINITY EXISTING PRIOR TO THE
APPLICATION FOR TRANSPORTATION TO DISTINGUISH IT
AND SET IT APART FROM THE GENERAL PUBLIC;

PROVIDED

THAT NO TRANSPORTATION MAY BE OFFERED TO AN
ORGANIZATION.

(B) WITH RESPECT TO THE FORMATION OF AFFINITY TRAVEL
GROUPS:

(I) SOLICITATION SHALL BE LIMITED TO PERSONAL
LETTERS, CIRCULARS AND TELEPHONE CALLS
ADDRESSED TO MEMBERS OF THE ORGANIZATION, TO
GROUP PUBLICATIONS INTENDED SOLELY FOR
MEMBERS OF THE FEDERATION OR BODY TO WHICH
THE ORGANIZATION BELONGS, AND TO ANY OTHER
FORM OF SOLICITATION AS DEFINED IN (III)
BELOW,

(II) SOLICITATION SHALL BE EFFECTED ONLY BY
OFFICIALS OF THE ORGANISATION OR MEMBERS OF
THE TRAVEL GROUP,

(III) "PUBLIC SOLICITATION" SHALL BE DEEMED TO
EXIST WHEN THE GROUP TRANSPORTATION IS
DESCRIBED, REFERRED TO OR ANNOUNCED IN
ADVERTISEMENTS OR ANY OTHER WRITING OR BY
MEANS OF PUBLIC COMMUNICATION, WHETHER PAID
OR UNPAID, INCLUDING BUT NOT LIMITED TO
TELEPHONE CAMPAIGNS, RADIO, TELEGRAPH AND
TELEVISION; PROVIDED, HOWEVER, THAT A
STATEMENT IN PUBLIC NEWS MEDIA, OTHER THAN
ADVERTISEMENT, THAT COULD NOT REASONABLY BE
CONSTRUED AS CALCULATED OR LIKELY TO INDUCE
TRAVEL AS A MEMBER OF THE TRAVEL GROUP AND
WHICH HAS NOT BEEN INITIATED BY THE
ORGANIZATION, ANY MEMBER OF THE TRAVEL

GROUP,

THE CARRIER OR AN AGENT OR REPRESENTATIVE OF
ANY OF THEM, SHALL NOT BE CONSIDERED PUBLIC
SOLICITATION.

(IV) THE TRAVEL GROUP SHALL NOT BE GATHERED
DIRECTLY OR INDIRECTLY BY A PERSON ENGAGED

IN

SOLICITING OR SELLING TRANSPORTATION

SERVICES

OR PROVIDING OR OFFERING TO PROVIDE
TRANSPORTATION TO THE GENERAL PUBLIC,
PROVIDED THAT THE MERE ASCERTAINMENT OF THE
GROUP FARE AND/OR ITS COLLECTION FROM

MEMBERS

OF THE TRAVEL GROUP SHALL NOT OF ITSELF BE
DEEMED TO CONSTITUTE ENGAGING IN SUCH ACTS;

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GROUPS - 91 (CONT)

THE
ASSIST
AGENT
TRAVEL

PROVIDED FURTHER THAT IF THE ORGANIZER OF
TRAVEL GROUP (HEREINAFTER REFERRED TO AS
"APPLICANT") EMPLOYS A TRAVEL AGENT TO
IN THE TRAVEL ARRANGEMENTS, SUCH TRAVEL
SHALL IN NO WAY SOLICIT MEMBERS OF THE

GROUP, EXCEPT THAT AFTER THE PARTY TO BE
TRANSPORTED IS FORMED, THE TRAVEL AGENT MAY
CONTACT MEMBERS OF SUCH GROUP FOR THE
PURPOSES OF ARRANGING OTHER TRAVEL SERVICES
IN ADDITION TO ASSISTING IN TRAVEL
ARRANGEMENTS.

HAVE

- (V) EACH MEMBER OF THE TRAVEL GROUP SHALL BE A
MEMBER OF THE ORGANIZATION AT THE TIME OF
APPLICATION FOR THE GROUP FARE AND SHALL

BEEN SUCH A MEMBER FOR AT LEAST SIX MONTHS
IMMEDIATELY PRIOR TO THE DATE ON WHICH THE
TRANSPORTATION WILL COMMENCE.

- (VI) THE TRAVEL GROUP MAY INCLUDE THE SPOUSE AND
DEPENDENT CHILDREN OF A MEMBER OF THE
ORGANIZATION FROM WHICH THE PARTY TO BE
TRANSPORTED IS DRAWN AND THE PARENTS OF A
MEMBER LIVING IN THE SAME HOUSEHOLD AS THE
MEMBER; PROVIDED, HOWEVER, THAT ANY SUCH
SPOUSE, DEPENDENT CHILDREN OR PARENTS ARE
ACCOMPANIED ON THE FLIGHT BY SUCH MEMBER
UNLESS THE MEMBER HAS BEEN COMPELLED TO
CANCEL HIS PASSAGE AND ONLY IF SUCH MEMBER'S
FARE IS NOT REFUNDED.

(3) OWN USE GROUPS

- (A) THE TRAVEL GROUP SHALL BE FORMED ONLY FOR USE OF
ONE PERSON (WHICH EXPRESSION SHALL INCLUDE AN
INDIVIDUAL PERSON OR LEGAL ENTITY SUCH AS AN
ASSOCIATION, PARTNERSHIP, COMPANY OR CORPORATION)
(HEREINAFTER REFERRED TO AS "THE PURCHASER");
PROVIDED THAT SUCH PURCHASER SHALL NOT, WHOLLY OR
PARTIALLY, DIRECTLY OR INDIRECTLY, SHARE THE COST
OF AIR TRANSPORTATION WITH OTHER PERSONS
INTERESTED IN OBTAINING SUCH TRANSPORTATION
INCLUDING THE PASSENGERS CARRIED.

NOTWITHSTANDING

THE FOREGOING, SUCH COST MAY HAVE BEEN RAISED BY
VOLUNTARY CONTRIBUTIONS, PROVIDED THAT THE
VOLUNTARY CONTRIBUTIONS ARE NOT SOLICITED NOR
OBTAINED SOLELY FROM THE PASSENGERS TO BE

CARRIED.

- (B) PARTICIPATION IN THE TRAVEL GROUP IS NOT LIMITED

TO THOSE ACTUALLY CONTRIBUTING.

- (C) THE MINIMUM AMOUNT OF EACH PERSON'S CONTRIBUTION HAS NOT BEEN PRESCRIBED BY THE PURCHASER; AND,
- (D) EACH PERSON TO BE INCLUDED IN THE TRAVEL GROUP IS SELECTED BY THE PURCHASER AND FOR REASONS OTHER

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GROUPS - 91 (CONT)

THAN SUCH PERSON'S REQUEST THAT HE BE INCLUDED IN THE TRAVEL GROUP.

(4) INCENTIVE GROUPS

THE TRAVEL GROUP SHALL BE COMPRISED OF GROUPS OF EMPLOYEES AND/OR DEALERS AND/OR AGENTS (INCLUDING SPOUSES) OF THE SAME BUSINESS FIRM(S), CORPORATION(S) OR ENTERPRISES(S) (EXCLUDING NON-PROFIT ORGANIZATIONS) TRAVELLING UNDER AN ESTABLISHED INCENTIVE TRAVEL PROGRAM THAT REWARDS THE EMPLOYEES, DEALERS AND/OR AGENTS FOR PAST WORK OR PROVIDES AN INCENTIVE FOR FUTURE ACTIVITIES; PROVIDED THAT:

- (A) THE INCENTIVE TRAVEL PROGRAM SHALL INCLUDE AIR TRANSPORTATION, ACCOMMODATIONS, SIGHTSEEING, ENTERTAINMENT AND OTHER FEATURES, THE COST OF WHICH IS BORNE ENTIRELY BY SUCH FIRM/CORPORATION/ENTERPRISE AND NOT PASSED ON DIRECTLY OR INDIRECTLY TO THE EMPLOYEES, DEALERS OR AGENTS;
- (B) OFFICIALS (AND SPOUSES) OF SUCH FIRM, CORPORATION OR ENTERPRISE MAY BE INCLUDED IN THE GROUP IF

THEY

ARE TRAVELLING FOR THE PURPOSES OF MAKING AWARDS OR OFFICIATING IN THE INCENTIVE TRAVEL PROGRAM;

- (C) EACH MEMBER OF THE INCENTIVE GROUP IS A MEMBER OF THE ORGANIZATION AT THE TIME OF APPLICATION FOR THE GROUP FARE.

(5) DOCUMENTATION

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

OF

- (I) WRITTEN APPLICATION, IN THE FORM REQUIRED, SHALL PROVIDE A FULL DESCRIPTION OF THE TRAVEL DESIRED, THE NAMES AND TOTAL NUMBER

PASSENGERS, AND, WHERE APPLICABLE, THE

AFFINITY/INCENTIVE 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

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GROUPS - 91 (CONT)

THE APPLICATION IS SPECIFIED IN EACH PARTICULAR GROUP TRAVEL RULE.

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

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

TOURS - 92

- A TOURS (CATEGORY 27)
INTENTIONALLY LEFT BLANK

VISIT ANOTHER COUNTRY - 93

- A VISIT ANOTHER COUNTRY (CATEGORY 28)
INTENTIONALLY LEFT BLANK

DEPOSITS - 94

- A DEPOSITS (CATEGORY 29)
THIS CATEGORY INDICATES IF THERE ARE DEPOSIT REQUIREMENTS

TO

QUALIFY FOR A FARE, E.G., DEPOSIT AMOUNT, DAYS REQUIRED PRIOR TO TICKETING/TRAVEL, REFUND OF DEPOSIT CONDITIONS AND WAIVERS FOR THE DEPOSIT REQUIREMENTS. IF THIS CATEGORY IS NOT PRESENT, THE ASSUMPTION IS THAT THERE ARE NO DEPOSIT REQUIREMENTS FOR THE FARE.

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

TITLE/APPLICATION - 70

- A APPLICATION OF TARIFF
(A) GENERAL

- (1) THIS TARIFF SHALL APPLY TO CARRIAGE OF PASSENGERS AND BAGGAGE, AND TO ALL SERVICES INCIDENTAL THERETO, BY QR UNDER LOCAL AND JOINT FARES AND CHARGES.

(2) RULES APPLY TO LOCAL CARRIAGE VIA QR AND TO JOINT
TRANSPORTATION VIA QR IN CONJUNCTION WITH OTHER
PARTICIPATING CARRIERS.

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TITLE/APPLICATION - 70 (CONT)

(3) FARES, CHARGES AND MONETARY AMOUNTS SHOWN IN
DOLLARS OR CENTS ARE STATED IN TERMS OF U.S.
CURRENCY EXCEPT WHERE FARES, CHARGES AND MONETARY
UNITS ARE SPECIFICALLY STATED AS BEING IN
CANADIAN
DOLLARS OR OTHER CURRENCY.

(4) RULES STATING ANY LIMITATION ON OR CONDITIONS
RELATING TO THE LIABILITY OF CARRIERS FOR
PERSONAL
TARIFFS.
INJURY OR DEATH ARE NOT TO BE INCLUDED IN
EXCEPT AS OTHERWISE PROVIDED HEREIN, NOTHING IN
THIS TARIFF MODIFIES OR WAIVES PROVISIONS OF THE
WARSAW CONVENTION.

(5) RULES IN THIS TARIFF GOVERN THE APPLICATION OF
ALL
THIS
TO
CARRIAGE.
FARES AND CHARGES PUBLISHED IN TARIFFS THAT
SPECIFICALLY REFER TO AND ARE MADE SUBJECT TO
TARIFF WITH SUCH EXCEPTIONS THAT 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
BY THE PASSENGER TO THE SAME EXTENT AS IF SUCH
RULES WERE INCLUDED IN THE CONDITIONS OF

(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.

(7) EXCEPT AS OTHERWISE PROVIDED BELOW, FARE RULE
PROVISIONS, LOCAL OR JOINT FARES, INCLUDING
ARBITRARIES CONTAINED IN THE ONLINE TARIFF
DATABASE MAINTAINED BY AIRLINE TARIFF PUBLISHING
COMPANY, AGENT ON BEHALF OF QR ARE CONSIDERED TO
BE PART OF THIS TARIFF.

(B) GRATUITOUS CARRIAGE
WITH RESPECT TO GRATUITOUS CARRIAGE, CARRIER RESERVES

PART THE RIGHT TO EXCLUDE THE APPLICATION OF ALL OR ANY
OF THIS TARIFF.
(C) CHANGE WITHOUT NOTICE
EXCEPT AS MAY BE REQUIRED BY APPLICABLE LAWS,
GOVERNMENT REGULATIONS, ORDERS AND REQUIREMENTS, QR'S
RULES, REGULATIONS AND CONDITIONS OF CARRIAGE ARE
SUBJECT TO CHANGE WITHOUT NOTICE; PROVIDED, THAT NO
SUCH CHANGE SHALL APPLY TO A CONTRACT OF CARRIAGE
AFTER THE CARRIAGE HAS COMMENCED.
(D) EFFECTIVE RULES, FARES AND CHARGES
EXCEPT AS OTHERWISE PROVIDED HEREIN, THE APPLICABLE
RULES, FARES AND CHARGES FOR CARRIAGE OF PASSENGERS
AND OR BAGGAGE ARE THOSE DULY PUBLISHED BY QR AND SHALL BE

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TITLE/APPLICATION - 70 (CONT)
CARRIAGE THOSE IN EFFECT ON THE DATE OF COMMENCEMENT OF
WHEN COVERED BY THE FIRST FLIGHT COUPON OF THE TICKET.
OR THE FARES OR CHARGES COLLECTED ARE NOT THE APPLICABLE
FARES OR CHARGES, THE DIFFERENCE WILL BE REFUNDED TO
IN COLLECTED FROM THE PASSENGER AS MAY BE APPROPRIATE.
EXCEPTION 1: (APPLICABLE TO QR FOR LOCAL AND JOINT
TRANSPORTATION ORIGINATING IN U.S.A. OR
CANADA) NO INCREASE WILL BE COLLECTED
IN CASES WHERE THE TICKET HAS BEEN ISSUED
PRIOR TO THE EFFECTIVE DATE OF A TARIFF
CONTAINING AN INCREASE IN THE
APPLICABLE FARE, EFFECTED THROUGH A CHANGE IN FARE
LEVEL, A CHANGE IN CONDITIONS GOVERNING
THE FARE, OR A CANCELLATION OF THE FARE
ITSELF, PROVIDED:
(A) THE ORIGINATING INTERNATIONAL
FLIGHT COUPON OF THE TICKET WAS
ISSUED FLIGHT SPECIFIC AT THE FARE
CONTAINED IN A TARIFF LAWFULLY IN
EFFECT ON THE DATE OF TICKET
ISSUANCE (DETERMINED BY THE
VALIDATION STAMPED OR IMPRINTED ON
THE TICKETS).
(B) THE ORIGINATING INTERNATIONAL
FLIGHT SHOWN ON THE TICKET IS NOT
VOLUNTARILY CHANGED AT THE

PASSENGER'S REQUEST SUBSEQUENT TO THE EFFECTIVE DATE OF ANY INCREASE IN THE APPLICABLE FARE.

- (C) FLIGHTS OTHER THAN THE ORIGINATING INTERNATIONAL FLIGHT ARE NOT VOLUNTARILY CHANGED TO REFLECT A REVISED ROUTING VIA WHICH THE ORIGINAL FARE CHARGED WOULD NOT HAVE BEEN APPLICABLE.
- (D) THIS PROVISION SHALL APPLY ONLY TO THE PASSENGER TO WHOM THE TICKET WAS ORIGINALLY ISSUED.

EXCEPTION 2: (APPLICABLE FOR LOCAL AND JOINT TRANSATLANTIC TRANSPORTATION OR ORIGINATING IN CANADA TO POINTS IN AREA NO. 2 FOR DOWNGRADES ONLY). WHEN A NEW FARE IS INTRODUCED OR A CURRENT FARE IS REDUCED, TICKETED PASSENGERS MAY DOWNGRADE PRIOR TO DEPARTURE OF THE ORIGINATING FLIGHT AND RECEIVE A REFUND OF THE DIFFERENCE IN FARES LESS AN ADMINISTRATIVE SERVICE CHARGE, SUBJECT TO THE FOLLOWING CONDITIONS:

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TITLE/APPLICATION - 70 (CONT)

- (A) NO CHANGE MAY BE MADE TO THE ORIGIN/DESTINATION/CONNECTION/STOPO
- (B) ALL CONDITIONS OF THE NEW FARE MUST BE MET INCLUDING REBOOKING IN THE CORRECT BOOKING CODE.
- (C) AN ADMINISTRATIVE SERVICE CHARGE OF CAD 50.00 WILL BE APPLIED FOR ALL TICKETED/UNTICKETED PTAS PRESENTED FOR DOWNGRADE.
- (D) IF THE ORIGINAL TICKET HAD A NON-REFUNDABLE PENALTY, THE ORIGINAL NON-REFUNDABLE AMOUNT WILL REMAIN NON-REFUNDABLE.
- (E) THIS PROVISION SHALL APPLY ONLY TO THE PASSENGER TO WHOM THE TICKET WAS ORIGINALLY ISSUED.
- (E) PERCENTAGE OF FARES OR CHARGES WHEN RULES OR PROVISIONS IN THIS TARIFF, OR TARIFFS

GOVERNED HEREBY, PROVIDE FOR THE APPLICATION OF FARES AND CHARGES BASED UPON PERCENTAGES OF OTHER FARES AND CHARGES, SUCH PROPORTIONATE FARES AND CHARGES WILL BE DETERMINED IN ACCORDANCE WITH THE PERCENTAGE

CONVERSION

TABLE OF THIS TARIFF.

(F) REFERENCE TO TARIFFS, PAGES, RULES, ITEMS AND NOTES

ARE

CONTINUOUS AND INCLUDE REVISIONS, SUPPLEMENTS THERETO AND REISSUES THEREOF.

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

(H) OVERRIDING LAW: (APPLICABLE TO QR ONLY FOR TRANSPORTATION TO, FROM, OR VIA A POINT(S) OUTSIDE CANADA.) 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 OVERRIDDEN THEREBY. THE INVALIDITY OF ANY PROVISION SHALL NOT AFFECT ANY OTHER PART.

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TITLE/APPLICATION - 70

A CAPACITY LIMITATIONS

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TITLE/APPLICATION - 70 (CONT)

QR SHALL LIMIT THE NUMBER OF PASSENGERS CARRIED ON ANY ONE FLIGHT AT FARES GOVERNED BY RULES OR FARES MAKING REFERENCE HERETO AND SUCH FARES WILL NOT NECESSARILY BE AVAILABLE ON ALL FLIGHTS OR IN ALL MARKETS. THE NUMBER OF SEATS THAT QR SHALL MAKE AVAILABLE ON A GIVEN FLIGHT WILL BE DETERMINED

BY

QR'S BEST JUDGEMENT AS TO THE ANTICIPATED TOTAL PASSENGER LOAD ON EACH FLIGHT.

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

TITLE/APPLICATION - 70

A TRANSPORT OF DISABLED PASSENGERS

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

OTHER

PASSENGERS.

- (1) AMBULATORY - A PERSON WHO IS ABLE TO MOVE ABOUT WITHIN THE AIRCRAFT UNASSISTED.
- (2) NON-AMBULATORY - A PERSON WHO IS NOT ABLE TO MOVE WITHIN THE AIRCRAFT UNASSISTED.
- (3) SELF-RELIANT - A PERSON WHO IS INDEPENDENT, SELF-SUFFICIENT AND CAPABLE OF TAKING CARE OF ALL PERSONAL NEEDS DURING FLIGHT, AND DOES NOT

REQUIRE

ASSISTANCE OF A PERSONAL NATURE, SUCH AS ASSISTANCE WITH EATING, USING THE WASHROOM FACILITIES OR ADMINISTERING MEDICATION NOR DOES NOT REQUIRE ASSISTANCE FROM THE CARRIER BEYOND

THE

RANGE OF SERVICES THAT ARE NORMALLY OFFERED BY

THE

CARRIER.

- (4) NON-SELF-RELIANT - A PERSON WHO IS INCAPABLE OF SELF-CARE DURING A FLIGHT.
- (5) DETERMINATION OF SELF-RELIANCE
THE CARRIER WILL ACCEPT THE DISABLED PERSON'S DETERMINATION AS TO SELF-RELIANCE.
- (6) ASSISTANT (PERSONAL ATTENDANT) - AN ABLE-BODIED PERSON PHYSICALLY CAPABLE OF ASSISTING A DISABLED PASSENGER TO AN EXIT IN THE EVENT OF AN EMERGENCY AND WHO WILL ATTEND TO THE PERSONAL NEEDS OF THAT PASSENGER DURING FLIGHT, WHERE SUCH IS REQUIRED.
- (7) WHEELCHAIR-BOUND ATHLETE - A NON-AMBULATORY

PERSON

WITH UPPER BODY AND ARM DEVELOPMENT SUCH AS TO MAKE HIM/HER PHYSICALLY CAPABLE OF EGRESSING AN AIRCRAFT IN AN EMERGENCY WITH MINIMAL ASSISTANCE,

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TITLE/APPLICATION - 70 (CONT)

AND WHO IS A MEMBER OF A BONA-FIDE SPORTS ORGANIZATION.

- (8) RANDOM SEATING - THE ASSIGNMENT OF ANY PASSENGER SEAT ON THE MAIN DECK OF AN AIRCRAFT EXCEPT A
- (9) PLANNED SEATING - THE ASSIGNMENT OF PASSENGER SEATS AT OR NEAR THE END OF AN EVACUATION LINE TO AN EXIT WHICH, IN GENERAL, WILL BE FLOOR LEVEL EXIT.
- (10) SERVICE ANIMALS - THE CARRIER WILL ACCEPT FOR TRANSPORTATION, WITHOUT CHARGE, A SERVICE ANIMAL REQUIRED TO ASSIST A PERSON WITH A DISABILITY PROVIDED THAT THE ANIMAL IS PROPERLY HARNESSSED

SEAT

AND

PROFESSIONAL

CERTIFIED AS HAVING BEEN TRAINED BY A

SERVICE ANIMAL INSTITUTION. SERVICE ANIMALS WILL NOT BE CARRIED UNLESS PROPER PERMITS ARE OBTAINED FOR ENTRY INTO THE COUNTRIES OF TRANSIT/FINAL DESTINATION, AND SUCH PERMITS ARE PRESENTED PRIOR TO COMMENCEMENT OF TRAVEL. SHOULD INJURY TO OR DEATH OF A SERVICE ANIMAL RESULT FROM THE FAULT

OR

NEGLIGENCE OF THE CARRIER, THE CARRIER WILL UNDERTAKE TO PROVIDE EXPEDITIOUSLY, AND AT ITS

OWN

EXPENSE, FOR MEDICAL CARE, AND IF NECESSARY, REPLACEMENT OF THE ANIMAL.

(B) ACCEPTANCE OF PASSENGER WITH DISABILITIES

- (1) THE CARRIER WILL ACCEPT THE DISABLED PERSON'S DETERMINATION AS TO SELF-RELIANCE.
- (2) CARRIER WILL REFUSE TO TRANSPORT OR WILL REMOVE

AT

ANY POINT, ANY PASSENGER WHOSE MENTAL OR PHYSICAL CONDITION IS SUCH AS TO RENDER HIM/HER INCAPABLE OF CARING FOR HIMSELF/HERSELF WITHOUT ASSISTANCE, UNLESS HE/SHE IS ACCOMPANIED BY AN ATTENDANT WHO WILL TAKE CARE OF HIM/HER AND WHO WILL PROVIDE HIM/HER WITH A SERVICE RELATED TO A DISABILITY THAT IS NOT USUALLY PROVIDED BY THE CARRIER'S STAFF.

(3) DISABLED PASSENGERS WILL BE ACCEPTED FOR TRANSPORTATION AS OUTLINED IN THE FOLLOWING:

DISABILITY	ASSISTANT REQUIRED
BLIND	NO
DEAF	NO
BLIND AND DEAF/SELF RELIANT	NO
BLIND AND DEAF/NON SELF RELIANT	YES
INTELLECTUALLY DISABLED/ SELF-RELIANT	NO
INTELLECTUALLY DISABLED/ NON-SELF-RELIANT	YES

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15OCT17

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

TITLE/APPLICATION - 70 (CONT)

AMBULATORY/SELF-RELIANT	NO
AMBULATORY/NON-SELF-RELIANT	YES
NOTE: THE MAXIMUM NO. PER FLIGHT: NO LIMIT.	
NON-AMBULATORY/NON- SELF-RELIANT	YES
NON-AMBULATORY/SELF-	NO*

RELIANT

* - EXCEPT IN CASES WHERE THE NUMBER OF SUCH PASSENGERS TRAVELLING ON A GIVEN FLIGHT EXCEEDS THE CIVIL AERONAUTICS DIRECTORATE TRANSPORT

CANADA

GUIDELINE COMMERCIAL AIR SERVICES (CARRIAGE OF NON-AMBULATORY PASSENGERS ON LARGE TURBO-JET AIRPLANES). CARRIERS ARE ADVISED TO REFER TO THE CURRENT GUIDELINE FOR FURTHER INFORMATION.

(4) MEDICAL CLEARANCE

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).

(C) SEATING RESTRICTIONS

DISABLED PASSENGERS WILL NOT BE PERMITTED TO OCCUPY SEATS IN DESIGNATED EMERGENCY EXIT ROWS, OVER-WING EMERGENCY EXIT ROWS OR WHERE THE VENTRAL STAIR MAY

HAVE

TO BE USED AS AN EMERGENCY EXIT OR THE UPPER DECK OF THE B747.

(D) RESERVATIONS/CHECK-IN REQUIREMENTS

RESERVATIONS SHOULD BE MADE AT LEAST 72 HOURS 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 24 HOURS IN ADVANCE.

(E) ACCEPTANCE OF MOBILITY AIDS

IN ADDITION TO THE REGULAR FREE BAGGAGE ALLOWANCE PROVIDED RULE 190, CARRIER WILL ACCEPT THE FOLLOWING ITEMS WHICH MUST BE STOWED IN THE BAGGAGE COMPARTMENT:

- (1) MANUALLY OPERATED WHEELCHAIRS AND WALKERS
ELECTRIC/BATTERY-POWERED WHEELCHAIRS AND
ELECTRIC-POWERED CARTS AND SCOOTERS.
- (2) WHEELCHAIRS WITH NONSPILLABLE BATTERIES WITH
TERMINALS DISCONNECTED AND TAPED.
- (3) WHEELCHAIRS WITH SPILLABLE WET CELL BATTERIES ON
CERTAIN TYPES OF AIRCRAFT WITH TERMINALS
DISCONNECTED AND TAPED, PROVIDING THEY CAN BE
SECURELY FASTENED IN AN UPRIGHT POSITION AND
PROTECTED AGAINST CONTACT WITH OTHER ARTICLES.
CARRIER REQUIRES 24 HOUR NOTICE FOR CARRIAGE OF

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15OCT17

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

TITLE/APPLICATION - 70 (CONT)
SPILLABLE WET CELL BATTERY OPERATED WHEELCHAIRS.

IN ADDITION TO THE ABOVE, WHERE SPACE PERMITS, ONE MANUALLY OPERATED FOLDING WHEELCHAIR PER FLIGHT MAY BE STORED IN THE PASSENGER CABIN WITHOUT CHARGE. WHERE A MOBILITY AID CANNOT BE CARRIED IN THE

PASSENGER

CABIN OR WILL PROVIDE ASSISTANCE IN DISASSEMBLING AND PACKAGING THE AID, UNPACKING AND REASSEMBLING THE AID, AND RETURNING THE AID PROMPTLY ON ARRIVAL AT THE PERSON'S DESTINATION, ALL WITHOUT CHARGE. PASSENGERS ARE REQUESTED TO CHECK-IN LEAST 3 HOURS PRIOR TO DEPARTURE TIME.

- (4) CRUTCHES AND CANES MAY BE RETAINED IN THE PASSENGER'S CUSTODY PROVIDED THEY ARE STOWED IN ACCORDANCE WITH CARRIER'S SAFETY REGULATIONS.
- (5) IF A MOBILITY AID IS DAMAGED OR LOST, THE CARRIER WILL IMMEDIATELY PROVIDE A SUITABLE TEMPORARY REPLACEMENT WITHOUT CHARGE. IF A DAMAGED AID CAN BE REPAIRED, THE CARRIER WILL ARRANGE, AT ITS EXPENSE, FOR THE PROMPT AND ADEQUATE REPAIR OF

THE

AID AND RETURN IT TO THE PASSENGER AS SOON AS POSSIBLE. IF A DAMAGED AID CANNOT BE REPAIRED OR IS LOST AND CANNOT BE LOCATED WITHIN 96 HOURS AFTER THE PASSENGER'S ARRIVAL, THE CARRIER WILL, AT ITS DISCRETION, REPLACE IT WITH AN IDENTICAL AID SATISFACTORY TO THE PASSENGER OR REIMBURSE

THE

PASSENGER FOR THE REPLACEMENT COST OF THE AID.

- (F) ACCEPTANCE OF SERVICE ANIMALS
OR ACCEPTS FOR TRANSPORTATION WITHOUT CHARGE A

PROPERLY

HARNESSED SERVICE ANIMAL TRAINED TO LEAD THE BLIND, AND/OR ASSIST THE DEAF, WHEN IT ACCOMPANIES A

PASSENGER

WITH IMPAIRED VISION/HEARING DEPENDENT UPON SUCH SERVICE ANIMAL. THE SERVICE ANIMALS WILL BE PERMITTED TO ACCOMPANY SUCH PASSENGER INTO THE CABIN, BUT WILL NOT BE PERMITTED TO OCCUPY A SEAT.

- (G) 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 OF THIS RULE, BUT SUCH CARRIER WILL, AT THE REQUEST OF THE

PASSENGER,

REFUND IN ACCORDANCE WITH RULE 90 (REFUNDS - INVOLUNTARY).

- (H) RULES AND DISCOUNTS
THE FOLLOWING RULES ARE APPLICABLE:
55 (LIABILITY OF CARRIERS)
80 (REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS)
85 (SCHEDULES, DELAYS AND CANCELLATION OF FLIGHTS)
87 (DENIED BOARDING COMPENSATION)
90 (REFUNDS)

GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15OCT17

AREA: ZZ TARIFF: IPRG CXR: QR RULE: 0022

TITLE/APPLICATION - 70

A MEDICAL SERVICES

(A) MEDICAL TRANSPORT

QATAR AIRWAYS CARRIES A SPECIAL WHEELCHAIR ON BOARD

THE

A300/600 AND A330 (ONE WHEELCHAIR IN OVERHEAD LOCKER
ABOVE SEAT 41D AND 42D RESPECTIVELY) TO TAKE

PASSENGERS

TO THEIR SEATS. THERE IS NO SPECIAL WHEELCHAIR ON
BOARD THE A320/A321 AIRCRAFT.

(B) EXPENSES

(1) EXPENSES FOR MEDICAL EXAMINATIONS OR SPECIAL
ATTENTION OF ANY KIND WHATSOEVER INCLUDING
HOSPITAL CHARGES AT NIGHT STOPS ETC. MUST BE BORNE
BY THE PASSENGERS. ANY FEE FOR COMPLETION OF THE
MEDICAL INFORMATION FORM (MEDIF) WILL BE THE
RESPONSIBILITY AND NO AUTHORITY FOR ARRANGING
HOSPITAL ADMISSION.

TO

(2) HOSPITAL ADMISSION: ARRANGEMENTS FOR ADMISSION
HOSPITALS MUST BE MADE BY MEDICAL AUTHORITIES AT
THE ORIGINATING STATION. QR HAS NO

RESPONSIBILITY

AND NO AUTHORITY FOR ARRANGING HOSPITAL

ADMISSION.

(3) AMBULANCES: AN AMBULANCE SERVICE IS AVAILABLE AT
MOST AIRPORTS AT ALL TIMES, HOWEVER AT EVERY
STATION, LOCAL PROCEDURES APPLY. REQUESTS FOR AN
AMBULANCE MUST BE MADE THROUGH THE QATAR AIRWAYS
SENIOR STATION REPRESENTATIVES, WELL IN ADVANCE.
CHARGES ARE TO BE BORNE BY THE PASSENGER. THIS
MATTER MUST BE CLARIFIED AND AGREED TO AT THE

TIME

OR RESERVATIONS WITH THE PASSENGER OR AGENT.

(C) WHEELCHAIRS

CATEGORIES:

WCHR PASSENGER CAN ASCEND/DESCEND STEPS AND MAKE OWN
WAY TO/FROM CABIN SEAT BUT CANNOT MANAGE LONG

DISTANCES

EQUALS WHEELCHAIR RAMP

WCHS PASSENGER CANNOT ASCEND/DESCEND STEPS BUT IS ABLE
TO MAKE OWN WAY SLOWLY TO/FROM CABIN SEAT EQUALS
WHEELCHAIR STEPS

WCHC PASSENGER IS COMPLETELY IMMOBILE AND REQUIRES A
WHEELCHAIR TO/FROM AIRCRAFT AND TO/FROM CABIN SEAT
EQUALS WHEELCHAIR CABIN (OR CARRY).

IN ADDITION TO THE ABOVE CODES AND DEFINITION OF
WHEELCHAIR PASSENGERS, THE FOLLOWING EQUIPMENT CODES

SHALL BE USED, WHENEVER THE PASSENGER CARRIES HIS/HER OWN WHEELCHAIR (NOTE THAT THESE WHEELCHAIRS ARE FREE OF CHARGE AND NOT INCLUDED IN THE BAGGAGE ALLOWANCE):
WCBP PASSENGER HAS OWN WHEELCHAIR WITH DRY BATTERY
WCMP PASSENGER HAS OWN WHEELCHAIR, NOT BATTERY; MANUAL POWER

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15OCT17

AREA: ZZ TARIFF: IPRG CXR: QR RULE: 0022

TITLE/APPLICATION - 70 (CONT)

NOTE: CANCELLED

AREA: ZZ TARIFF: IPRG CXR: QR RULE: 0023

TITLE/APPLICATION - 70

A PERSONAL DATA

THE PASSENGER RECOGNIZES THAT PERSONAL DATA HAS BEEN GIVEN TO QR FOR THE PURPOSE OF MAKING A RESERVATION FOR CARRIAGE, ISSUING A TICKET, ISSUING A BOARDING PASS OBTAINING ANCILLARY FACILITATING IMMIGRATION AND ENTRY REQUIREMENTS AND MAKING AVAILABLE SUCH DATA TO GOVERNMENT AGENCIES IN CONNECITON WITH PASSENGER TRAVEL. FOR THESE PURPOSES, THE PASSENGER AUTHORIZES QR TO RETAIN AND USE SUCH DATA AND TO TRANSMIT IT TO QR OFFICES AND AUTHORIZED AGENTS, GOVERNMENT AGENCIES, OTHER CARRIERS OR THE PROVIDERS OF SUCH SERVICES IN WHATEVER COUNTRY THEY MAY BE LOCATED.

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

TITLE/APPLICATION - 70

A SCREENING OF PASSENGERS AND BAGGAGE

PASSENGERS AND/OR THEIR BAGGAGE MAY BE SUBJECT TO SECURITY SCREENING, INCLUDING BUT NOT LIMITED TO, SECURITY

PROFILING,

PHYSICAL PAT-DOWNS AND INSPECTIONS, X-RAY SCREENING, MANUAL BAG SEARCHES, QUESTIONING OF PASSENGERS AND USE OF ELECTRONIC OR OTHER DETECTORS OR SECURITY SCREENING

DEVICES,

IN THE SOLE DISCRETION OF THE GOVERNMENT, AIRPORT OR QR,

AND

WITH OR WITHOUT PASSENGER'S PRESENCE, CONSENT OR KNOWLEDGE. NEITHER QR NOR ITS EMPLOYEES OR AGENTS IS LIABLE FOR ANY DAMAGE, LOSS, DELAY (INCLUDING REFUSAL TO TRANSPORT), CONFISCATION OF PROPERTY, INJURY OR OTHER HARM TO OR

ARISING

OUT OF SECURITY SCREENING OR PASSENGER'S FAILURE TO COMPLY WITH SUCH SCREENING.

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

TITLE/APPLICATION - 70

A REFUSAL TO TRANSPORT, LIMITATION OF CARRIAGE

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15OCT17

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

TITLE/APPLICATION - 70 (CONT)

(A) QR MAY REFUSE CARRIAGE OF A PASSENGER OR A BAGGAGE FOR REASONS OF SAFETY OR IF, IN THE EXERCISE OF QR REASONABLE DISCRETION, QR DETERMINE THAT:

(1) SUCH ACTION IS NECESSARY IN ORDER TO COMPLY WITH ANY APPLICABLE LAW, REGULATIONS OR ORDERS OF ANY STATE OR COUNTRY TO BE FLOWN, FROM, INTO OR OVER; OR

(2) PASSENGER CONDUCT, AGE OR MENTAL OR PHYSICAL STATE, INCLUDING PASSENGER IMPAIRMENT FROM

ALCOHOL

OR DRUGS IS SUCH AS TO:

(A) REQUIRE SPECIAL ASSISTANCE FROM QR; OR

(B) CAUSE DISCOMFORT OR MAKE PASSENGER OBJECTIONABLE TO OTHER PASSENGERS; OR

(C) INVOLVE ANY HAZARD OR RISK TO PASSENGER OR

TO

OTHER PERSONS OR TO PROPERTY OR

(3) SUCH ACTION IS NECESSARY BECAUSE PASSENGER HAS FAILED TO OBSERVE QR INSTRUCTIONS; OR

(4) PASSENGER HAS REFUSED TO SUBMIT TO A SECURITY CHECK; OR

(5) THE APPLICABLE FARE OR ANY CHARGES OR TAXES PAYABLE HAVE NOT BEEN PAID, OR CREDIT

ARRANGEMENTS

AGREED BETWEEN QR AND PASSENGER (OR THE PERSON PAYING FOR THE TICKET) HAVE NOT BEEN COMPLIED WITH; OR

(6) PASSENGER DOES NOT APPEAR TO BE PROPERLY DOCUMENTED;

(7) PASSENGER MAY SEEK TO ENTER A COUNTRY THROUGH WHICH PASSENGER IS IN TRANSIT; OR

(8) PASSENGER MAY DESTROY OR OTHERWISE DISPOSE OF HIMSELF/HERSELF DOCUMENTATION DURING FLIGHT; OR

(9) PASSENGER WILL NOT SURRENDER A TRAVEL DOCUMENT TO BE HELD BY THE FLIGHT CREW AGAINST RECEIPT, WHEN SO REQUESTED BY QR; OR

(10) THE TICKET PRESENTED BY PASSENGER:

(A) HAS BEEN ACQUIRED UNLAWFULLY OR HAS BEEN PURCHASED FROM AN ENTITY OTHER THAN THE ISSUING CARRIER OR ITS AUTHORIZED AGENT; OR

(B) HAS BEEN REPORTED AS BEING LOST OR STOLEN;

OR

(C) IS A COUNTERFEIT TICKET; OR

(D) ANY FLIGHT COUPON HAS BEEN ALTERED BY ANYONE OTHER THAN QR OR ANOTHER CARRIER OR QR

RESPECTIVE AUTHORIZED AGENTS, OR HAS BEEN
MUTILATED AND QR RESERVE THE RIGHT TO RETAIN
SUCH TICKET; OR

- (11) AS THE PERSON PRESENTING THE TICKET (PASSENGER)
CANNOT PROVE THAT (PASSENGER) IS THE PERSON NAMED
IN THE "NAME OF PASSENGER" BOX IN THE TICKET AND
QR RESERVE THE RIGHT TO RETAIN SUCH TICKET.

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15OCT17

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

TITLE/APPLICATION - 70 (CONT)

(B) SPECIAL ASSISTANCE

ACCEPTANCE FOR CARRIAGE OF UNACCOMPANIED CHILDREN,
INCAPACITATED PERSONS, PREGNANT WOMEN OR PERSONS WITH
ILLNESS ARE SUBJECT TO PRIOR ARRANGEMENT WITH QR.
PASSENGERS WITH ANY DISABILITIES WHO HAVE ADVISED QR

OF

ANY SPECIAL REQUIREMENTS THEY MAY HAVE AT THE TIME OF
TICKETING AND BEEN ACCEPTED BY QR, SHALL NOT
SUBSEQUENTLY BE REFUSED CARRIAGE ON THE BASIS OF SUCH
DISABILITY OR SPECIAL REQUIREMENTS.

(C) REFUSAL TO CARRY OR REMOVAL OF PASSENGER

QR MAY, IN QR REASONABLE DISCRETION, REFUSE TO CARRY
PASSENGER, OR REMOVE PASSENGER EN ROUTE, DUE TO
PASSENGERS CONDUCT, BEHAVIOUR, PHYSICAL OR MENTAL
CONDITION. IN SUCH A CASE, QR MAY CANCEL THE

REMAINING

UNUSED PORTION OF THE TICKET, AND PASSENGER WILL NOT

BE

ENTITLED TO FURTHER CARRIAGE OR TO A REFUND, EITHER IN
RESPECT OF THE SECTOR, WHICH WAS THE SUBJECT OF

REFUSAL

OF CARRIAGE OR REMOVAL, OR IN RESPECT OF ANY

SUBSEQUENT

SECTORS COVERED BY THE TICKET. QR WILL NOT BE LIABLE
FOR ANY CONSEQUENTIAL LOSS OR DAMAGE ALLEGED DUE TO

ANY

SUCH REFUSAL OF CARRIAGE OR REMOVAL EN ROUTE. QR
RESERVE THE RIGHT TO CLAIM FROM PASSENGERS ALL
REASONABLE AND PROPER COSTS OF SUCH REMOVAL AS

REFERRED

TO IN (A) (2) OF THESE CONDITIONS.

(D) CONDUCT ABOARD AIRCRAFT

(1) UNACCEPTABLE BEHAVIOUR

IF IN QR'S REASONABLE OPINION PASSENGER CONDUCTS
HIMSELF/HERSELF ABOARD THE AIRCRAFT SO AS TO
ENDANGER THE AIRCRAFT OR ANY PERSON OR PROPERTY

ON

BOARD, OR OBSTRUCT THE CREW IN THE PERFORMANCE OF
THEIR DUTIES, OR FAIL TO COMPLY WITH ANY
INSTRUCTIONS OF THE CREW, INCLUDING BUT NOT

LIMITED TO THOSE WITH RESPECT TO SMOKING, ALCOHOL OR DRUG CONSUMPTION OR BEHAVE IN A MANNER TO

WHICH

OTHER PASSENGERS MAY REASONABLY OBJECT, QR MAY TAKE SUCH MEASURES AS QR DEEMS NECESSARY TO PREVENT CONTINUATION OF SUCH CONDUCT, INCLUDING RESTRAINT. PASSENGER MAY BE DISEMBARKED AND REFUSED ONWARD CARRIAGE AT ANY POINT AND MAY BE PROSECUTED FOR OFFENCES COMMITTED ON BOARD THE AIRCRAFT.

- (2) PAYMENT OF DIVERSION COSTS IF AS A RESULT OF PASSENGERS BEHAVIOUR, QR

DIVERTS

THE AIRCRAFT TO AN UNSCHEDULED PLACE OF DESTINATION AND PASSENGERS ARE DISEMBARKED FROM THE AIRCRAFT, QR RESERVE THE RIGHT TO CLAIM FROM PASSENGER ALL THE REASONABLE AND PROPER COSTS OF THE DIVERSION INCLUDING BUT NOT LIMITED TO AIR TRAFFIC CONTROL CHARGES, DIVERSION FUEL COSTS,

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY IN EFFECT ON: 15OCT17

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

TITLE/APPLICATION - 70 (CONT)

AIRPORT LANDING CHARGES AND NECESSARY FLIGHT CREW COSTS.

- (3) USING ELECTRONIC DEVICES ONBOARD THE AIRCRAFT FOR SAFETY REASONS QR MAY FORBID OR LIMIT OPERATION BOARD THE AIRCRAFT OF ELECTRONIC EQUIPMENT INCLUDING BUT NOT LIMITED TO PORTABLE RADIOS, CD PLAYERS, ELECTRONIC GAMES OR TRANSMITTING DEVICES INCLUDING MOBILE TELEPHONES, RADIO CONTROLLED TOYS AND WALKIE-TALKIES. PASSENGER MUST NOT OPERATE ANY OTHER ELECTRONIC DEVICES ON BOARD WITHOUT QR PERMISSION, EXCEPT

THAT

PORTABLE RECORDERS HEARING AIDS AND HEART PACEMAKERS MAY BE USED.

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

TITLE/APPLICATION - 70

- A SMOKE FREE SERVICE ALL QR FLIGHTS ARE NON-SMOKING FLIGHTS. SMOKING IS PROHIBITED IN ALL AREAS OF THE AIRCRAFT.

AREA: ZZ TARIFF: IPRG CXR: QR RULE: 0030

TITLE/APPLICATION - 70

- A INTER-AIRPORT TRANSPORTATION WHEN A METROPOLITAN AREA IS SERVED BY MORE THAN ONE AIRPORT AND THE PASSENGER REQUIRES CONNECTING SERVICE WITH ARRIVAL

AT ONE AIRPORT AND DEPARTURE FROM ANOTHER AIRPORT,
TRANSPORTATION BETWEEN THOSE AIRPORTS MUST BE ARRANGED BY
AND AT THE PASSENGER'S EXPENSE. BAGGAGE MUST BE CLAIMED

AND

RECHECKED BY THE PASSENGER.

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

TITLE/APPLICATION - 70

A PASSENGER EXPENSES EN ROUTE
QR WILL PROVIDE PASSENGER EXPENSES EN ROUTE IN ACCORDANCE

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15OCT17

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

TITLE/APPLICATION - 70 (CONT)

WITH IATA MULTILATERAL INTERLINE TRAFFIC AGREEMENT - HOTEL
ACCOMMODATION, MEALS AND SURFACE TRANSPORT MULTILATERAL
AGREEMENT AND AS MODIFIED BY NOTES 65, 71, 83 AND 84
ATTACHED THERETO.

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

TITLE/APPLICATION - 70

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

AREA: ZZ TARIFF: IPRG CXR: QR RULE: 0041

TITLE/APPLICATION - 70

K FUEL SURCHARGE (YQ)
THE QR FUEL CHARGE, IS ASSESSED ON ALL QR ISSUED TICKETS
WORLDWIDE. EXCEPTIONS AND METHOD OF COLLECTION FROM EACH
JOURNEY ORIGIN COUNTRIES ARE MENTIONED IN THE BELOW
PARAGRAPH. THE REFLECTING AMOUNT IS OW AND RT IS DOUBLE OF
OW.

UNITED STATES OF AMERICA

ECONOMY (CURRENCY USD)

FROM/TO	AMERICA	EUROPE	FAR EAST	GCC	OTHERS	GCC	QA
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U.S.	455	275	244	218		226	
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U.S.

EXCEPTIONS	-	140	-	-		-	
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FROM/TO	ISC IN	ISC OTHERS	MEA1 R	AFRICA	AU
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U.S.	230	230	218	238	269
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PREMIUM (CURRENCY USD)

FROM/TO	AMERICA	EUROPE	FAR EAST	GCC	OTHERS	GCC	QA
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U.S.	525	369	390	360		369	
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U.S.

EXCEPTIONS	-	197	-	-		-	
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FROM/TO	ISC IN	ISC OTHERS	MEA1 R	AFRICA	AU
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NL
NO
SE

(2) US EXCEPTION COUNTRIES TABLE:

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15OCT17

AREA: ZZ TARIFF: IPRG CXR: QR RULE: 0041

TITLE/APPLICATION - 70 (CONT)

US EXCEPTIONS GR CY TR AZ AM BG

AREA: ZZ TARIFF: IPRG CXR: QR RULE: 0050

TITLE/APPLICATION - 70

K ACCEPTANCE OF CHILDREN

(A) TRANSPORTATION OF BABIES

AN INFANT BETWEEN 8 DAYS AND UNDER 2 YEARS OF AGE
(TRAVELLING AT 10% FARE) IS ACCEPTABLE WITH
AN ACCOMPANYING ADULT. INFANTS LESS THAN 8 DAYS OLD
MAY BE ACCEPTED, ONLY AS APPROVED MEDICAL CASE IF
TRAVELLING FOR EMERGENCY MEDICAL TREATMENT (IN
INCUBATORS) OR, IF THE MOTHER OF THE INFANT IS
TRAVELLING ON COMPASSIONATE GROUNDS.

(1) TWO INFANTS WITH ONE ACCOMPANYING ADULT ARE
ACCEPTABLE FOR TRAVEL IF THE SECOND INFANT IS

OVER

12 MONTHS AND IS ABLE TO SIT IN A SEAT WITH A

SEAT

BELT. (THE SECOND INFANT WILL TRAVEL AT 75%,

I.E.

CHILD FARE).

(2) THREE INFANTS ARE ACCEPTABLE WITH TWO ADULTS IF
EACH ADULT LOOKS AFTER ONE INFANT DURING TAKE-OFF
AND LANDING AND IF THE THIRD INFANT IS OVER 12
MONTHS AND IS ABLE TO SIT IN A SEAT WITH SEAT
BELT. (CHILD FARE OF 75% WILL APPLY TO THE THIRD
INFANT). IF THIS IS NOT POSSIBLE, THE THIRD
INFANT IS ONLY ACCEPTABLE WITH AN ESCORT.

(3) A COLLAPSIBLE CARRYCOT, PUSHCHAIR OR STROLLER, IN
WHICH AN INFANT UNDER 2 YEARS OF AGE IS CARRIED,
WILL BE ACCEPTED WITHOUT CHARGE.

(4) AN INFANT TRAVELLING AT 10% FARE, HAS 10 KGS OF
BAGGAGE ALLOWANCE. IF THE LIMIT IS EXCEEDED OR

IT

IS EVIDENT THAT UNAUTHORIZED ARTICLES HAVE BEEN
PACKED IN THE INFANT CABIN BAG, THEN TREAT THE
EXCESS WEIGHT AS PART OF THE ALLOWANCE OF THE
ACCOMPANYING ADULT PASSENGER.

(B) UNACCOMPANIED MINORS (UM)

ALL CHILDREN BETWEEN 5 AND 11 YEARS (I.E. UP TO BUT

NOT

INCLUDING THE 12TH BIRTHDAY), TRAVELLING ON FIRM

TICKETS (SEE NOTE) AND NOT ACCOMPANIED BY A PERSON OF AT LEAST 16 YEARS OF AGE.

- (1) ESCORT SERVICE
MINORS BETWEEN THE AGE OF 3 AND 5 WHO WISH TO TRAVEL ALONE ON QR, MUST BE ACCOMPANIED BY A QR ESCORT (ESCORTS MAY BE ALSO BE REQUESTED FOR CHILDREN OVER 5)

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY
IN EFFECT ON: 15OCT17

AREA: ZZ TARIFF: IPRG CXR: QR RULE: 0050

TITLE/APPLICATION - 70 (CONT)

- (2) YOUNG PASSENGERS (YP)
AGES 12 TO 15 YEARS (I.E. UP TO THE 16TH BIRTHDAY)
PASSENGER TRAVELLING ALONE OR NOT ACCOMPANIED BY A
OVER 16 YEARS OF AGE.
- (3) SICK OR MENTALLY DISABLED CHILDREN (OF ANY AGE) ARE NOT NORMALLY ACCEPTED FOR TRAVEL UNACCOMPANIED, UNLESS SPECIAL APPLICATION AND ARRANGEMENTS ARE MADE.
- (4) FIVE UNACCOMPANIED MINOR'S ARE ALLOWED PER FLIGHT.
- (5) YOUNG PASSENGERS CAN ALSO BE HANDLED AS UM. THIS IS ON REQUEST OF THE YPS PARENTS OR GUARDIAN.
- (6) ALL RESERVATIONS MUST BE CONFIRMED. NO UMS/YPS WILL BE BOOKED ON RQ OR SA BASIS (SEE NOTE).
NOTE: UMS/YPS CAN NORMALLY ONLY TRAVEL ON FIRM TICKETS. HOWEVER MINORS WITH RQ/SA STATUS (E.G. CHILDREN OF STAFF) CAN BE ACCEPTED ON
SINGLE SECTOR FLIGHTS. UNDER NO CIRCUMSTANCES WILL QR TAKE THE RESPONSIBILITY TO ACCEPT A MINOR WITH A NON-CONFIRMED CONNECTION. ONCE THE CHILD HAS BEEN ACCEPTED ON THE FLIGHT, IT CAN BE TREATED AS UM AND NORMAL PROCEDURES WILL APPLY. RESERVATIONS WHEN LISTING SUCH A PASSENGER FOR TRAVEL, AN SSR SHOULD BE ADDED SO THAT A COMMENT "UM ACTION

REQUIRED

WHEN ACCEPTED" IS INCLUDED.

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

TITLE/APPLICATION - 70

- K LIABILITY OF CARRIER
(A) SUCCESSIVE CARRIERS
CARRIERS CARRIAGE TO BE PERFORMED BY SEVERAL SUCCESSIVE
UNDER ONE TICKET OR UNDER A TICKET AND ANY CONJUNCTION

TICKET IN CONNECTION THEREWITH IS REGARDED AS A SINGLE OPERATION.

(B) LAWS AND PROVISIONS APPLICABLE
PERSONAL DAMAGES

- (1) SUBJECT TO (2) AND (3) BELOW, CARRIAGE HEREUNDER IS SUBJECT TO THE RULES AND LIMITATIONS RELATING TO LIABILITY ESTABLISHED BY THE APPLICABLE WARSAW CONVENTION OR THE MONTREAL CONVENTION UNLESS SUCH CARRIAGE IS NOT CARRIAGE BY AIR AND/OR IS NOT INTERNATIONAL CARRIAGE TO WHICH THE CONVENTIONS APPLY.

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

IN EFFECT ON: 15OCT17

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

TITLE/APPLICATION - 70 (CONT)

- LIABILITY
- (2) (A) SUBJECT TO 2(B) AND 2(C) BELOW, THE
- OF QR FOR DAMAGES SUSTAINED IN THE EVENT OF DEATH, WOUNDING OR ANY OTHER BODILY INJURY
- BY
- PASSENGER SHALL NOT BE SUBJECT TO ANY LIMIT IMPOSED BY THE APPLICABLE CONVENTION NOR BY ANY STATUTORY, LEGISLATIVE OR JUDICIAL INTERPRETATION OR APPLICATION THEREOF.
- (B) SUBJECT TO SUB-ARTICLE 2(C) BELOW, FOR ANY DAMAGE UP TO THE SUM OF THE EQUIVALENT OF 113,100 SDR, QR SHALL NOT EXCLUDE OR LIMIT
- OR
- LIABILITY BY PROVING THAT QR AND QR AGENTS HAVE TAKEN ALL NECESSARY MEASURES TO AVOID THE DAMAGE OR THAT IT WAS IMPOSSIBLE FOR IT OR THEM TO TAKE SUCH MEASURES.
- (C) NOTWITHSTANDING THE PROVISIONS OF (2) (A) OR (2) (B) ABOVE, IF QR PROVES THAT THE DAMAGE WAS CAUSED BY, OR CONTRIBUTED TO BY THE NEGLIGENCE OF THE INJURED OR DECEASED PASSENGER, QR MAY BE EXONERATED WHOLLY OR PARTLY FROM LIABILITY IN ACCORDANCE WITH APPLICABLE LAW.
- (3) (A) QR SHALL WITHOUT DELAY, AND IN ANY EVENT NOT LATER THAN FIFTEEN DAYS AFTER THE IDENTITY
- OF
- THE NATURAL PERSON ENTITLED TO COMPENSATION HAS BEEN ESTABLISHED, MAKE SUCH ADVANCE PAYMENTS AS MAY BE REQUIRED TO MEET
- IMMEDIATE
- ECONOMIC NEEDS ON A BASIS PROPORTIONAL TO
- THE
- HARDSHIP SUFFERED.
- (B) WITHOUT PREJUDICE TO (3) (A) ABOVE, AN
- ADVANCE

PER
BASIS
SUCH
IF
SUJECT

PAYMENT SHALL NOT BE LESS THAN 16,000 SDR
PASSENGER IN THE EVENT OF DEATH.
(C) AN ADVANCE PAYMENT SHALL NOT CONSTITUTE
RECOGNITION OF LIABILITY AND MAY BE OFFSET
AGAINST ANY SUBSEQUENT SUMS PAID ON THE
OF OUR LIABILITY, BUT IS NOT REFUNDABLE,
EXCEPT IN THE CASES PRESCRIBED IN (2) (C)
ABOVE OR IN CIRCUMSTANCES WHERE IT IS
SUBSEQUENTLY PROVED THAT THE PERSON WHO
RECEIVED THE ADVANCE PAYMENT CAUSED, OR
CONTRIBUTED TO, THE DAMAGE BY NEGLIGENCE OR
WAS NOT THE PERSON ENTITLED TO COMPENSATION.
(4) IN CARRIAGE WHICH IS NOT BY AIR AND OR WHICH IS
NOT INTERNATIONAL CARRIAGE TO WHICH THE
CONVENTIONS APPLY:
(A) QR SHALL BE LIABLE FOR DAMAGE TO PASSENGER
AND OR PASSENGER CHECKED BAGGAGE ONLY IF
DAMAGE HAS BEEN CAUSED BY OUR NEGLIGENCE.
THERE HAS BEEN CONTRIBUTORY NEGLIGENCE ON
PASSENGER PART, OUR LIABILITY SHALL BE

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TITLE/APPLICATION - 70 (CONT)
TO THE APPLICABLE LAW RELATING TO
CONTRIBUTORY NEGLIGENCE.
(B) EXCEPT IN THE CASE OF ACTS OR OMISSIONS DONE
WITH INTENT TO CAUSE DAMAGE OR RECKLESSLY
AND
WITH KNOWLEDGE THAT DAMAGE WOULD PROBABLY
RESULT,
(I) OUR LIABILITY WITH RESPECT TO PASSENGER
FOR DEATH, WOUNDING OR OTHER BODILY
INJURY SHALL BE LIMITED TO THE SUM OF
16,600 SDR PROVIDED THAT IF, IN
ACCORDANCE WITH APPLICABLE LAW, A
DIFFERENT LIMIT OF LIABILITY IS
APPLICABLE SUCH DIFFERENT LIMIT SHALL
APPLY.
(II) QR SHALL BE UNDER NO LIABILITY IN
RESPECT OF DELAY EXCEPT AS PROVIDED IN
THE APPLICABLE CONVENTION, THESE
CONDITIONS OF CARRIAGE AND OR

APPLICABLE

LAW.

(5) GENERAL

TO THE EXTENT NOT IN CONFLICT WITH FOREGOING AND WHETHER OR NOT THE CONVENTION APPLIES;

- (A) QR IS LIABLE ONLY FOR DAMAGE OCCURRING DURING THE CARRIAGE BY AIR BY QR. IF QR ISSUES A TICKET OR CHECK BAGGAGE OVER THE LINES OF ANOTHER CARRIER QR DOES SO ONLY AS THE AGENT FOR SUCH OTHER CARRIER. NEVERTHELESS WITH RESPECT TO CHECKED

BAGGAGE,

PASSENGER ALSO HAS A RIGHT OF ACTION AGAINST THE FIRST OR LAST CARRIER, WHERE THE

CARRIAGE

IS, IN ACCORDANCE WITH THESE CONDITIONS, CONSIDERED TO BE A SINGLE OPERATION.

- (B) QR IS NOT LIABLE FOR DAMAGE ARISING FROM COMPLIANCE WITH ANY LAWS OR GOVERNMENT REGULATIONS, OR FROM PASSENGER FAILURE TO COMPLY WITH THE SAME.
- (C) IF A PASSENGER IS CARRIED WHOSE AGE OR

MENTAL

OR PHYSICAL CONDITION IS SUCH AS TO INVOLVE ANY HAZARD OR RISK TO HIMSELF OR HERSELF, QR SHALL NOT BE LIABLE FOR ANY ILLNESS, INJURY OR DISABILITY, INCLUDING DEATH, ATTRIBUTABLE TO SUCH CONDITION OR FOR THE AGGRAVATION OF SUCH CONDITION.

- (D) ANY EXCLUSION OR LIMITATION OF LIABILITY AVAILABLE TO QR SHALL APPLY TO AND BE FOR

THE

BENEFIT OF QR EMPLOYEES, AGENTS AND REPRESENTATIVES AND ANY PERSON WHOSE

AIRCRAFT

IS USED BY QR EMPLOYEES' AGENTS AND REPRESENTATIVES. THE AGGREGATE AMOUNT

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RECOVERABLE FROM QR EMPLOYEES, AGENTS AND REPRESENTATIVES AND FROM SUCH OTHER PERSONS AND OR THEIR EMPLOYEES, AGENTS AND REPRESENTATIVES SHALL NOT EXCEED THE AMOUNT OF OUR LIMIT OF LIABILITY.

- (E) UNLESS SO EXPRESSLY PROVIDED NOTHING HEREIN CONTAINED SHALL WAIVE ANY EXCLUSION OR LIMITATION OF OUR LIABILITY UNDER THE APPLICABLE CONVENTIONS OR APPLICABLE LAWS.
- (F) A SPECIAL AGREEMENT IS APPLICABLE TO

CARRIAGE

TO FROM, OR WITH AN AGREED STOPPING PLACE IN THE UNITED STATES OF AMERICA (SEE APPLICABLE

US TARIFFS.) QR SHALL AVAIL ITSELF OF THE LIMITATION OF LIABILITY PROVIDED IN THE CONVENTION. HOWEVER, IN ACCORDANCE WITH ARTICLE 22 (1) OF THE CONVENTION, QR AND CERTAIN OTHER CARRIERS AGREE THAT AS TO ALL INTERNATIONAL CARRIAGE BY SUCH CARRIERS TO WHICH THE CONVENTION APPLIES AND WHICH ACCORDING TO THE CONDITIONS OF CONTRACT INCLUDES A POINT IN THE UNITED STATES OF AMERICA AS A POINT OF ORIGIN, A POINT OF DESTINATION OR AGREED STOPPING PLACE:

(I) THE LIMIT OF LIABILITY FOR EACH PASSENGER FOR DEATH, WOUNDING OR OTHER BODILY INJURY SHALL BE THE SUM OF US\$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

US\$58,000 EXCLUSIVE OF LEGAL FEES AND COSTS.

TO

(II) SUCH CARRIERS SHALL NOT, WITH RESPECT ANY CLAIM ARISING OUT OF THE DEATH, WOUNDING OR OTHER BODILY INJURY OF A PASSENGER, AVAIL THEMSELVES OF ANY DEFENSE UNDER ARTICLE 20(1) OF THE CONVENTION.

WITH

NOTHING HEREIN SHALL BE DEEMED TO AFFECT THE RIGHTS AND LIABILITIES, OF SUCH CARRIERS

OF,

REGARD TO ANY CLAIM BROUGHT BY, ON BEHALF

ARE

OR IN RESPECT OF ANY PERSON WHO HAS WILFULLY CAUSED DAMAGE, WHICH RESULTED IN DEATH, WOUNDING OR OTHER BODILY INJURY OF A PASSENGER. THE NAMES OF CARRIERS PARTY TO THE AGREEMENT REFERRED TO IN THIS ARTICLE

AVAILABLE AT ALL TICKET OFFICES OF SUCH CARRIERS HAS ENTERED INTO THE SAID AGREEMENT

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SOLELY ON ITS OWN BEHALF AND WITH RESPECT TO CARRIAGE PERFORMED BY IT AND HAS NOT THEREBY IMPOSED ANY LIABILITY ON ANY OTHER CARRIER WITH RESPECT TO THE PORTION OF THE CARRIAGE PERFORMED BY SUCH OTHER CARRIER OR ASSUMED

LIABILITY WITH RESPECT TO THE PORTION OF THE CARRIAGE PERFORMED BY SUCH OTHER CARRIER, EXCEPT AS MAY BE SPECIFICALLY PROVIDED OTHERWISE IN THESE CONDITIONS OF CARRIAGE OR BY APPLICABLE LAW QR SHALL BE LIABLE TO PASSENGER ONLY FOR RECOVERABLE COMPENSATORY DAMAGES FOR PROVEN LOSSES.

SHALL

(H) NOTHING IN THESE CONDITIONS OF CARRIAGE

WAIVE ANY EXCLUSION OR LIMITATION OF OUR LIABILITY OR ANY DEFENSE AVAILABLE TO USE UNDER THE CONVENTION OR APPLICABLE LAWS UNLESS OTHERWISE EXPRESSLY STATED.

SHALL

(I) NOTHING IN THESE CONDITIONS OF CARRIAGE

WAIVE ANY EXCLUSION OR LIMITATION OF OUR LIABILITY OR ANY DEFENSE AVAILABLE TO QR UNDER THE CONVENTION OR APPLICABLE LAWS AS AGAINST ANY PUBLIC SOCIAL INSURANCE BODY OR ANY PERSON WHO IS LIABLE TO PAY COMPENSATION OR HAS PAID COMPENSATION IN RESPECT OF THE DEATH, WOUNDING OR OTHER BODILY INJURY OF A PASSENGER.

(6) DAMAGE TO BAGGAGE

(A) IN THE CASE OF UNCHECKED BAGGAGE INCLUDING PERSONAL ITEMS, THE CARRIER IS LIABLE IF THE DAMAGE RESULTED FROM ITS FAULT OR THAT OF ITS SERVANTS OR AGENTS.

(B) QR IS NOT LIABLE IF THE DAMAGE RESULTED FROM INHERENT DEFECT QUALITY OR VICE OF THE BAGGAGE. IF THERE HAS BEEN CONTRIBUTORY NEGLIGENCE ON PASSENGER PART, OUR LIABILITY SHALL BE SUBJECT TO THE APPLICABLE LAW RELATING TO CONTRIBUTORY NEGLIGENCE.

(C) OUR LIABILITY FOR DAMAGE TO BAGGAGE IS AS FOLLOWS:

(I) WHERE THE APPLIABLE WARSAW CONVENTION APPLIES: QR LIABILITY SHALL BE LIMITED TO US \$20 OR 17 SDR OR EQUIVALENT IN LOCAL CURRENCY PER KILOGRAM AND IN THE CASE

OF

DAMAGE TO UNCHECKED BAGGAGE SHALL BE LIMITED OF US \$400 OR 332 SDR OR EQUIVALENT IN LOCAL CURRENCY OR PER PASSENGER, (SEE RULE 21 (E) (5)) PROVIDED THAT IF THE WEIGHT

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OF THE BAGGAGE IS NOT RECORDED ON THE BAGGAGE CHECK, IT IS PRESUMED THAT THE TOTAL WEIGHT OF THE CHECKED BAGGAGE DOES NOT EXCEED THE APPLICABLE FREE BAGGAGE ALLOWANCE FOR THE CLASS OF SERVICE CONCERNED, AS PROVIDED IN CARRIER'S REGULATIONS. WHERE NO SUCH FREE BAGGAGE ALLOWANCE IS SPECIFIED IN CARRIER'S REGULATIONS AND NO WEIGHT HAS BEEN RECORDED A MAXIMUM OF 32 KILOGRAM IS PRESUMED. WHERE A PASSENGER'S BAGGAGE ALLOWANCE IS DETERMINED BY REFERENCE TO THE NUMBER OF ITEMS OF BAGGAGE RATHER THAN THE WEIGHT OF ITEMS AND NO WEIGHT HAS BEEN RECORDED A MAXIMUM WEIGHT OF 32 KILOGRAMS PER ITEM OF CHECKED BAGGAGE UP TO A MAXIMUM OF TWO ITEMS OF BAGGAGE IS PRESUMED FOR EACH ADULT PASSENGER AND FOR EACH CHILD PAYING AT LEAST 50% OF THE NORMAL ADULT FARE. IN THE CASE OF AN INFANT WHO IS NOT ENTITLED TO A SEPARATE SEAT, THE PRESUMED MAXIMUM WEIGHT SHALL BE 20 KILOGRAMS FOR A MAXIMUM OF ONE ITEM OF BAGGAGE. IF IN THE CASE OF CHECKED BAGGAGE HIGHER VALUE IS DECLARED, QR LIABILITY SHALL BE LIMITED TO SUCH HIGHER DECLARED VALUE. (II) WHERE THE MONTREAL CONVENTION APPLIES QR MAXIMUM LIABILITY IS LIMITED TO THE LOCAL CURRENCY EQUIVALENT OF 1,131 SDR PER PASSENGER FOR CHECKED AND UNCHECKED BAGGAGE. (III) IF, IN ACCORDANCE WITH APPLICABLE LAW, DIFFERENT LIMITS OF LIABILITY ARE APPLICABLE SUCH DIFFERENT LIMITS APPLY. (D) THE MAXIMUM LIMITS OF LIABILITY STATED IN (C) (I) AND (II) ABOVE SHALL NOT APPLY IF THE DAMAGE RESULTED FROM ANY ACT OR OMISSION DONE BY US WITH INTENT TO CAUSE DAMAGE OR RECKLESSLY AND WITH THE KNOWLEDGE THAT DAMAGE WOULD PROBABLY RESULT OR IN THE CASE OF CHECKED BAGGAGE A HIGHER VALUE IS DECLARED IN WRITING AT THE TIME IT WAS HANDED TO THE CARRIER AND AN ADDITIONAL CHARGE IS PAID TO THE CARRIER PURSUANT TO AN EXCESS VALUATION FACILITY.

(E) OUR LIABILITY SHALL NOT EXCEED THE AMOUNT OF
PROVEN DAMAGES. FURTHERMORE QR SHALL NOT BE
LIABLE FOR INDIRECT OR CONSEQUENTIAL
DAMAGES.

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(F) QR IS NOT LIABLE FOR INJURY TO PASSENGER OR
FOR DAMAGE TO PASSENGER BAGGAGE CAUSED BY
PROPERTY CONTAINED IN PASSENGERS BAGGAGE.
ANY PASSENGER WHOSE PROPERTY CAUSES INJURY

TO

ANOTHER PERSON OR DAMAGE TO QR'S OR ANOTHER
PERSON'S PROPERTY SHALL INDEMNIFY QR FOR ALL
LOSSES AND EXPENSES INCURRED BY QR AS A
RESULT THEREOF.

DOCUMENTS

(G) QR IS NOT LIABLE FOR DAMAGE TO FRAGILE OR
PERISHABLE ITEMS, MONEY, JEWELRY, PRECIOUS
METAL, SILVERWARE, NEGOTIABLE PAPER,
SECURITIES, OR OTHER IDENTIFICATION

THE

OR SAMPLES, WHICH ARE INCLUDED IN PASSENGERS
CHECKED BAGGAGE WHETHER OR NOT QR KNEW OF

INCLUSION OF SUCH ITEMS.

(7) FOR THE PURPOSE OF INTERNATIONAL CARRIAGE
GOVERNED BY THE MONTREAL CONVENTION, THE
LIABILITY RULES SET OUT IN THE MONTREAL
CONVENTION ARE FULLY INCORPORATED HEREIN
AND SHALL SUPERSEDE AND PREVAIL OVER ANY
PROVISIONS OF THIS TARIFF WHICH MAY BE
INCONSISTENT WITH THOSE RULES.

(C) LIMITATION OF LIABILITY

(1) TIME LIMITATION ON CLAIMS

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

IN

THE CASE OF DELAY, UNLESS THE COMPLAINT IS MADE

AT

THE LATEST WITHIN 21 DAYS FROM THE DATE ON WHICH
THE BAGGAGE HAS BEEN PLACED PASSENGER DISPOSAL.
EVERY COMPLAINT MUST BE MADE IN WRITING AND
DISPATCHED WITHIN THE TIME AFORESAID.

(2) TIME OF LIMITATION ON ACTIONS

ANY RIGHT TO DAMAGE SHALL BE EXTINGUISHED IF AN
ACTION HAS NOT BEEN BROUGHT WITHIN TWO YEARS
RECKONED FROM THE DATE OF ARRIVAL AT THE

DESTINATION, OR FROM THE DATE ON WHICH THE AIRCRAFT OUGHT TO HAVE ARRIVED, OR FROM THE DATE ON WHICH THE CARRIAGE STOPPED. THE METHOD OF CALCULATING THE PERIOD OF LIMITATION SHALL BE DETERMINED BY THE LAW OF THE COURT SEIZED OF THE CASE.

(D) OVERRIDING LAW

(1) OVERRIDING LAW

INSOFAR AS OTHER PROVISIONS CONTAINED OR REFERRED TO IN THE TICKET OR IN THIS TARIFF MAY BE

CONTRARY

TO MANDATORY LAW, GOVERNMENT REGULATIONS, ORDERS,
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OR REQUIREMENTS SUCH PROVISION SHALL REMAIN APPLICABLE TO THE EXTENT THAT IT IS NOT OVERRIDEN 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.

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TITLE/APPLICATION - 70

A RESERVATIONS, CONFIRMATIONS, INFORMATION DISCLOSURE

(A) RESERVATION REQUIREMENTS

A RESERVATION FOR SPACE ON A GIVEN QR FLIGHT IS VALID WHEN QR OR AN AUTHORIZED AGENT OF QR CONFIRMS THE AVAILABILITY AND ALLOCATION OF SUCH SPACE. SUBJECT TO PAYMENT OR OTHER SATISFACTORY CREDIT ARRANGEMENTS, A VALIDATED TICKET WILL BE ISSUED BY QR OR THE

AUTHORIZED

AGENT OF QR INDICATING SUCH CONFIRMED, RESERVED SPACE PROVIDED THE PASSENGER:

- (1) PURCHASES HIS TICKET IN ACCORDANCE WITH THE ADVANCE PURCHASE REQUIREMENTS OF THE APPLICABLE FARE RULE; OR,
- (2) PURCHASES HIS TICKET IN ACCORDANCE WITH QR'S SPECIFIC INSTRUCTIONS, IRRESPECTIVE OF THE PROVISIONS OF THE APPLICABLE FARE RULE; OR,
- (3) IN THE ABSENCE OF SPECIFIC INSTRUCTIONS, APPLIES TO QR OR THE AUTHORISED AGENT OF QR FOR SUCH TICKET AT LEAST ONE HOUR PRIOR TO THE TIME REQUIRED TO BE PRESENT FOR CHECK-IN BEFORE THE DEPARTURE OF THE ORIGINATING FLIGHT.
- (4) SUCH RESERVATION OF SPACE IS SUBJECT TO

PASSENGER

CANCELLATION BY QR WITHOUT NOTICE IF THE

DOES NOT COMPLY WITH THE AGREED ADVANCE PURCHASE REQUIREMENTS.

- (B) ONCE A PASSENGER OBTAINS A TICKET INDICATING CONFIRMED RESERVED SPACE FOR A SPECIFIC FLIGHT AND DATE EITHER FROM QR OR ITS AUTHORIZED AGENT, THE RESERVATION IS CONFIRMED EVEN IF THERE IS NO SUBSEQUENT RECORD

THEREOF

IN QR'S RESERVATION SYSTEM.

- (C) AT THE TIME A RESERVATION IS MADE AND PRIOR TO ACTUAL TICKET PURCHASE, QR WILL DISCLOSE ANY APPLICABLE INFORMATION REGARDING FLIGHTS THAT ARE OPERATED BY

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ANOTHER CARRIER ON WHICH QR HAS PLACED ITS CODE IN A CODE SHARE ARRANGEMENT.

- (D) QR DOES NOT GUARANTEE ALLOCATIONS OF ANY PARTICULAR SEAT IN THE AIRCRAFT, INCLUDING ADVANCED SEAT

REQUESTS.

QR RESERVES THE RIGHT TO ASSIGN OR REASSIGN SEATS AT ANY TIME, EVEN AFTER BOARDING OF THE AIRCRAFT. THIS MAY BE NECESSARY FOR OPERATIONAL, SAFETY OR SECURITY REASONS.

- (E) UPON REQUEST, QR WILL DISCLOSE GENERAL INFORMATION REGARDING AIRCRAFT CONFIGURATION AND ONBOARD PRODUCTS AND SERVICES FOR THE AIRCRAFT TYPE ON WHICH THE PASSENGER IS BOOKED. VARIATIONS MAY OCCUR WITHIN AN AIRCRAFT TYPE.

- (F) QR WILL MAKE AVAILABLE THROUGH ITS WEBSITE OR OTHERWISE, ITS GENERAL CONDITIONS OF CARRIAGE AND ASSOCIATED RULES AND RESTRICTIONS.

- (1) QR DOES NOT GUARANTEE ALLOCATIONS OF ANY PARTICULAR SEAT IN THE AIRCRAFT, INCLUDING ADVANCED SEAT REQUESTS.

- (2) QR WILL MAKE EVERY EFFORT TO PROVIDE SEATS FOR WHICH CONFIRMED RESERVATIONS HAVE BEEN MADE BUT

NO

ABSOLUTE GUARANTEE OF SEAT AVAILABILITY IS

DENOTED

BY THE EXPRESSIONS "RESERVATIONS," "BOOKINGS," "STATUS OK," "CONFIRMED," ETC., AND THE TIMINGS ATTACHED TO THEM. IF QR IS UNABLE TO PROVIDE SPACE IN THE CLASS OF SERVICE FOR WHICH A RESERVATION HAS BEEN MADE IN ACCORDANCE WITH PARAGRAPH (A) AND PARAGRAPH (F) HEREOF, QR SHALL BE LIABLE TO THE EXTENT PROVIDED IN RULE 55 (LIABILITY OF CARRIER).

- (G) TIMELY ARRIVAL AT CHECK-IN

(1) THE PASSENGER SHALL ARRIVE AT QR'S CHECK-IN LOCATION AT THE AIRPORT OR OTHER POINT OF DEPARTURE AT THE TIME FIXED BY QR OR, IF NO TIME IS FIXED, SUFFICIENTLY IN ADVANCE OF FLIGHT DEPARTURE TO PERMIT COMPLETION OF GOVERNMENT FORMALITIES AND DEPARTURE PROCEDURES.

(3)

(A) QR CHECK-IN COUNTERS WORLDWIDE OPEN THREE

HOURS BEFORE THE DEPARTURE OF EACH FLIGHT.

(B) FIRST AND BUSINESS CLASS PASSENGERS SHOULD REPORT TO QR CHECK-IN DESKS NO LATER THAN 60 MINUTES PRIOR TO DEPARTURE, BUT EARLIER CHECK-IN IS RECOMMENDED.

(C) ECONOMY CLASS PASSENGERS SHOULD REPORT TO QR CHECK-IN DESKS AT LEAST THREE (3) HOURS

PRIOR

TO DEPARTURE.

(D) PRE-ASSIGNED SEATS WILL BE RELEASED 50 MINUTES BEFORE DEPARTURE FOR FIRST AND BUSINESS CLASS PASSENGERS WHO HAVE NOT

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PRESENTED THEMSELVES FOR CHECK-IN 60 MINUTES PRIOR TO DEPARTURE AND 90 MINUTES PRIOR TO DEPARTURE FOR ECONOMY PASSENGERS.

(E) IF THE PASSENGER FAILS TO ARRIVE IN TIME AT QR'S CHECK-IN LOCATION AT SUCH AIRPORT OR OTHER POINT OF DEPARTURE, OR APPEARS IMPROPERLY DOCUMENTED AND NOT READY TO TRAVEL, QR MAY CANCEL THE SPACE RESERVED FOR HIM.

(F) 50 MINUTES BEFORE DEPARTURE FOR FIRST AND BUSINESS CLASS PASSENGERS WHO HAVE NOT PRESENTED THEMSELVES FOR CHECK-IN 60 MINUTES PRIOR TO DEPARTURE AND 90 MINUTES PRIOR TO DEPARTURE FOR ECONOMY PASSENGERS.

(G) PASSENGERS NOT AT THE BOARDING GATE 30 MINUTES PRIOR TO DEPARTURE MAY BE DENIED BOARDING AND THEIR BAGGAGE MAY BE OFFLOADED.

(H) QR IS NOT LIABLE TO THE PASSENGER FOR LOSS

OR

EXPENSE DUE TO PASSENGER'S FAILURE TO COMPLY WITH THESE PROVISIONS.

(H) COMMUNICATION EXPENSES

THE PASSENGER WILL BE CHARGED FOR COMMUNICATION EXPENSES INCURRED BY QR AS THE RESULT OF A REQUEST BY THE PASSENGER IN CONNECTION WITH HIS RESERVATION OR JOURNEY OTHER THAN COMMUNICATION EXPENSES INCURRED IN SECURING HIS ORIGINAL RESERVATION ON A FLIGHT.

(I) RECONFIRMATION OF RESERVATIONS
ANY ONWARD OR RETURN RESERVATION SHALL BE SUBJECT TO
THE REQUIREMENT TO RECONFIRM THE RESERVATION IN
ACCORDANCE WITH AND WITHIN THE LIMITS SPECIFIED IN

QR'S

REGULATIONS. FAILURE TO COMPLY WITH ANY SUCH
REQUIREMENT WILL ENTITLE QR TO CANCEL THE ONWARD OR
RETURN RESERVATION.

(J) CANCELLATION OF ONWARD RESERVATION MADE BY QR
IF A PASSENGER FAILS TO OCCUPY SPACE THAT HAS BEEN
RESERVED FOR HIM/HER ON A FLIGHT, QR SHALL BE ENTITLED
TO CANCEL OR TO REQUEST CANCELLATION OF ANY ONWARD OR
RETURN RESERVATIONS THAT QR HAS MADE OR PROCURED FOR
THE PASSENGER.

(K) QR WILL ENDEAVOUR TO PROVIDE THE AIRCRAFT SPECIFIED IN
THE TIMETABLE OR AT THE TIME THE PASSENGER TICKET IS
ISSUED; HOWEVER, QR CANNOT GUARANTEE ANY PARTICULAR
AIRCRAFT. QR RESERVES TO RIGHT TO SUBSTITUTE

DIFFERENT

AIRCRAFT TYPE AND MODELS. THIS MAY BE NECESSARY FOR
OPERATIONAL, SAFETY OR SECURITY REASONS.

(L) FOR OPERATIONAL, SAFETY OR SECURITY REASONS, THERE MAY
BE OCCASIONS WHERE IT WILL BE NECESSARY FOR QR TO
SUPPLEMENT ITS FLEET WITH SERVICES OPERATED ON QR'S
BEHALF BY ANOTHER OPERATOR. WHEN THIS OCCURS QR WILL

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TRY TO ENSURE THAT THE PASSENGER RECEIVES THE SAME
IN-FLIGHT SERVICE BUT THIS MAY NOT ALWAYS BE POSSIBLE.

(M) ALTHOUGH NOT GENERALLY REQUIRED BY QR, THE PASSENGER
MAY BE REQUIRED TO RECONFIRM HIS/HER RESERVATION. THE
PASSENGER IS RESPONSIBLE FOR CHECKING THE
RECONFIRMATION REQUIREMENTS OF QR.

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TITLE/APPLICATION - 70

K TICKETS

(A) PRIMA FACIE EVIDENCE OF CONTRACT

(1) A TICKET VALUABLE AND PASSENGER SHOULD TAKE
APPROPRIATE MEASURE TO SAFEGUARD IT AND ENSURE
THAT IT IS NOT LOST OR STOLEN. THE TICKET
CONSTITUTES PRIMA FACIE EVIDENCE OF THE CONTRACT
OF CARRIAGE BETWEEN QR AS THE CARRIER AND
PASSENGER AS THE PASSENGER NAMED ON THE TICKET AND
PASSENGER MAY BE REQUIRED TO PRODUCE APPROPRIATE
IDENTIFICATION. THE CONDITIONS OF CONTRACT
CONTAINED IN THE TICKET ARE A SUMMARY OF SOME OF
THESE CONDITIONS OF CARRIAGE. QR WILL PROVIDE

TICKET

CARRIAGE ONLY TO THE PASSENGER HOLDING SUCH

OR HOLDING AS PROOF OF PAYMENT OR PART PAYMENT, ANY OTHER CARRIER'S DOCUMENT ISSUED BY ANOTHER CARRIER OR ITS AUTHORIZED AGENT. THE TICKET IS AND REMAINS AT ALL TIMES THE PROPERTY OF THE ISSUING CARRIER.

- (2) REQUIREMENT FOR TICKET
PASSENGER WILL NOT BE ENTITLED TO BE CARRIED ON A FLIGHT UNLESS PASSENGER PRESENTS A TICKET VALID AND DULY ISSUED IN ACCORDANCE WITH QR REGULATIONS AND CONTAINING THE COUPON FOR THAT FLIGHT AND ALL OTHER UNUSED FLIGHT COUPONS AND THE PASSENGER COUPON. FURTHERMORE PASSENGER WILL NOT BE ENTITLED TO BE CARRIED IF THE TICKET PRESENTED IS MUTILATED OR IF IT HAS BEEN ALTERED OTHERWISE

THAN

BY QR OR BY AN AUTHORIZED AGENT. IN THE CASE OF AN ELECTRONIC TICKET, PASSENGER SHALL NOT BE ENTITLED TO BE CARRIED ON A FLIGHT UNLESS PASSENGER PROVIDE POSITIVE IDENTIFICATION AND A VALID ELECTRONIC TICKET HAS BEEN DULY ISSUED IN PASSENGER NAME.

- (3) LOSS OF TICKET
IN CASE OF LOSS OR MUTILATION OF A TICKET, OR

PART

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THEREOF, OR NON PRESENTATION OF A TICKET CONTAINING THE PASSENGER COUPON AND ALL UNUSED FLIGHT COUPONS, UPON PASSENGER REQUEST QR WILL REPLACE SUCH TICKET OR PART OF IT BY ISSUING A

NEW

TICKET PROVIDED THERE IS EVIDENCE READILY ASCERTAINABLE AT THE TIME THAT A TICKET VALID FOR THE FLIGHTS IN QUESTION WAS DULY ISSUED AND PASSENGER SIGN AN AGREEMENT TO REIMBURSE QR FOR THE COSTS AND LOSSES, WHICH ARE NECESSARILY AND REASONABLY INCURRED BY QR OR ANOTHER CARRIER FOR MISUSE OF THE TICKET. QR WILL NOT CLAIM REIMBURSEMENT FROM PASSENGER FOR ANY SUCH LOSSES, WHICH RESULT FROM QR'S NEGLIGENCE. THS ISSUING CARRIER MAY CHARGE A REASONABLE ADMINISTRATION

FEE

FOR THIS SERVICE (WHICH IN QR'S CASE WILL BE NO LESS THAN US\$50.00 (OR THE LOCAL CURRENCY EQUIVALENT)).

- (4) TICKET NOT TRANSFERABLE

BY A TICKET IS NOT TRANSFERABLE EXCEPT AS REQUIRED
ANY LOCALLY APPLICABLE LAWS, IN PARTICULAR THOSE
OF THE EUROPEAN COMMUNITY CONCERNING PACKAGE
HOLIDAYS. IF A TICKET IS PRESENTED BY SOMEONE
OTHER THAN THE PERSON ENTITLED TO BE CARRIED
THERE UNDER AND OR ENTITLED TO A REFUND IN CONNECTION
THEREWITH, QR SHALL NOT BE LIABLE TO THE PERSON
SO ENTITLED IF, IN GOOD FAITH, QR PROVIDES CARRIAGE
OR MAKES A REFUND TO THE PERSON PRESENTING A
TICKET.

(5) TICKETS SOLD AT DISCOUNTED FARES
SOME TICKETS ARE SOLD AT DISCOUNTED FARES, WHICH
MAY BE PARTIALLY OR COMPLETELY NON-REFUNDABLE.
PASSENGER SHOULD CHOOSE THE FARE BEST SUITED TO
HIS/HER NEEDS. PASSENGER MAY ALSO WISH TO ENSURE
THAT THEY HAVE APPROPRIATE INSURANCE TO COVER
INSTANCES WHERE PASSENGER HAS TO CANCEL TICKET.
MANY SPECIAL FARES ARE VALID ONLY ON THE DATES

AND FOR THE FLIGHTS SHOWN ON THE TICKET AND MAY NOT
BE CHANGED AT ALL, OR MAY BE CHANGED ONLY ON PAYMENT
OF AN ADDITIONAL FEE.

(B) PERIOD OF VALIDITY
(1) A TICKET IS VALID FOR CARRIAGE FOR ONE YEAR FROM
THE DAY OF COMMENCEMENT OF TRAVEL OR, IF NO
PORTION OF THE TICKET IS USED, FROM THE DAY OF
ISSUE THEREOF, EXCEPT AS OTHERWISE PROVIDED IN

THE TICKET, THESE CONDITIONS OR QR'S REGULATIONS.
(2) EXTENSION OF VALIDITY
IF PASSENGER IS PREVENTED FROM TRAVELLING WITHIN
THE PERIOD OF VALIDITY OF THE TICKET BECAUSE QR:
(A) CANCEL THE FLIGHT ON WHICH PASSENGER HOLD A

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RESERVATION; OR
(B) OMIT A SCHEDULED STOP, BEING PASSENGER PLACE
OF DEPARTURE, PLACE OF DESTINATION OR A
STOPOVER, OR
(C) FAIL TO OPERATE A FLIGHT REASONABLY
ACCORDING TO SCHEDULE OR
(D) CAUSE PASSENGER TO MISS A CONNECTION; OR
(E) SUBSTITUTE A DIFFERENT CLASS OF SERVICE; OR
(F) ARE UNABLE TO PROVIDED PREVIOUSLY CONFIRMED

SPACE.

THE VALIDITY OF PASSENGER TICKET WILL BE EXTENDED UNTIL QR'S FIRST FLIGHT ON WHICH SPACE IS AVAILABLE IN THE CLASS OF SERVICE FOR WHICH THE FARE HAS BEEN PAID.

(3) INABILITY TO PROVIDE SPACE
WHEN A PASSENGER HOLDING A TICKET IS PREVENTED FROM TRAVELLING WITHIN THE PERIOD OF VALIDITY OF THE TICKET BECAUSE, AT THE TIME SUCH PASSENGER REQUESTS RESERVATION, QR IS UNABLE TO PROVIDE SPACE ON THE FLIGHT, THE VALIDITY OF THAT PASSENGER'S TICKET WILL BE EXTENDED IN ACCORDANCE WITH QR'S REGULATIONS.

(4) ILLNESS OF PASSENGER
WHEN A PASSENGER AFTER HAVING COMMENCED HIS OR

HER

JOURNEY IS PREVENTED FROM TRAVELLING WITHIN THE PERIOD OF VALIDITY OF THE TICKET BY REASON OF ILLNESS, QR WILL EXTEND PROVIDED SUCH EXTENSION

IS

NOT PRECLUDED BY QR'S REGULATIONS APPLICABLE TO THE FARE PAID BY THE PASSENGER BECOMES FIT TO TRAVEL ACCORDING TO A MEDICAL CERTIFICATE, OR UNTIL QR'S FIRST FLIGHT AFTER SUCH DATE FROM

POINT

WHERE THE JOURNEY IS RESUMED ON WHICH SPACE IS AVAILABLE IN THE CLASS OF SERVICE FOR WHICH THE FARE HAS BEEN PAID. WHEN THE FLIGHT COUPONS REMAINING IN THE TICKET INVOLVE ONE OR MORE STOPOVERS, THE VALIDITY OF SUCH TICKET, SUBJECT

TO

QR REGULATIONS, WILL BE EXTENDED FOR NOT MORE

THAN

THREE MONTHS FROM THE DATE SHOWN ON SUCH CERTIFICATE. IN SUCH CIRCUMSTANCES, QR WILL EXTEND SIMILARLY THE PERIOD OF VALIDITY OF

TICKETS

OF OTHER MEMBERS OF THE PASSENGER'S IMMEDIATE FAMILY ACCOMPANYING AN INCAPACITATED PASSENGER.

(5) DEATH OF A PASSENGER
IN THE EVENT OF DEATH A PASSENGER EN ROUTE, THE TICKETS OF THE PERSONS ACCOMPANYING THE PASSENGER MAY BE MODIFIED BY WAIVING THE MINIMUM STAY OR EXTENDING THE VALIDITY. IN THE EVENT OF A DEATH IN THE IMMEDIATE FAMILY OF A PASSENGER WHO HAS COMMENCED TRAVEL, THE PASSENGER'S TICKET AND

THOSE

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OF HIS OR HER IMMEDIATE FAMILY ACCOMPANY THE PASSENGER MAY BE LIKEWISE MODIFIED. ANY SUCH MODIFICATION WILL BE MADE UPON RECEIPT OF A VALID DEATH CERTIFICATE AND ANY EXTENSION OF VALIDITY SHALL BE FOR A PERIOD NO LONGER THAN 45 DAYS FROM THE DATE OF DEATH.

(C) FLIGHT COUPON SEQUENCE

- (1) QR WILL HONOUR FLIGHT COUPONS ONLY IN SEQUENCE FROM THE PLACE OF DEPARTURE AS SHOWN ON THE TICKET.
- (2) THE TICKET MAY NOT BE VALID AND QR MAY NOT HONOUR PASSENGER TICKET IF THE FIRST FLIGHT COUPON FOR INTERNATIONAL TRAVEL HAS NOT BEEN USED AND PASSENGER COMMENCES HIS/HER JOURNEY AT ANY STOPOVER OR AGREED STOPPING PLACE.
- (3) EACH FLIGHT COUPON WILL BE ACCEPTED FOR CARRIAGE IN THE CLASS OF SERVICE SPECIFIED THEREIN ON THE DATE AND FLIGHT FOR WHICH ACCOMMODATION HAS BEEN RESERVED. WHEN FLIGHT COUPONS ARE ISSUED WITHOUT A RESERVATION BEING SPECIFIED THEREON, SPACE WILL BE RESERVED ON APPLICATION SUBJECT TO THE CONDITIONS OF THE RELEVANT FARE AND THE AVAILABILITY OF SPACE ON THE FLIGHT APPLIED FOR.

(D) NAME AND ADDRESS OF CARRIER

QR'S NAME MAY BE ABBREVIATED IN THE TICKET. QR'S ADDRESS SHALL BE DEEMED TO BE THE AIRPORT OF DEPARTURE SHOWN OPPOSITE THE FIRST ABBREVIATION OF QR IN THE "CARRIER" BOX IN THE TICKET, OR IN THE CASE OF AN ELECTRONIC TICKET, AS INDICATED FOR QR'S FIRST FLIGHT SEGMENT IN THE ITINERARY RECEIPT. THIS SHOULD NOT BE TAKEN TO BE THE PLACE WHERE QR IS DOMICILED OR HAS ITS PRINCIPAL PLACE OF BUSINESS FOR THE PURPOSE OF THE APPLICABLE CONVENTION.

(E) ANY FARES ISSUED IN CANADA BY QATAR AIRWAYS ATO/CTO OFFICE AND WILL EXTRACT THE FOLLOWING TICKETING FEES

VALIDATING CARRIER	SUBCODE	SECURITY TABLE	AMOUNT	CURRENCY
QR	T01	YTOQR0101	50	CAD
QR	T01	YMQQR0121	50	CAD
QR	T01	YULQR0001	50	CAD
QR	T01	YTOQR0101	100	CAD
QR	T01	YMQQR0121	100	CAD
QR	T01	YULQR0001	100	CAD
VALIDATING CARRIER	SUBCODE	TAX INCLUDED	FARE BASIS	COMMERICAL NAME
QR	T01	YES	ECONOMY	SERVICE FEE
QR	T01	YES	ECONOMY	SERVICE FEE
QR	T01	YES	ECONOMY	SERVICE FEE

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QR	T01	YES	PREMIUM	SERVICE FEE
QR	T01	YES	PREMIUM	SERVICE FEE
QR	T01	YES	PREMIUM	SERVICE FEE
VALIDATING	SUBCODE	SECURITY	AMOUNT	CURRENCY
CARRIER		TABLE		
QR	T01	ATLQR0020	25	USD
QR	T01	BOSQR0020	25	USD
QR	T01	CHIQR0101	25	USD
QR	T01	DFWQR0020	25	USD
QR	T01	FLLQR0730	25	USD
QR	T01	HOUQR0101	25	USD
QR	T01	IAHQR0001	25	USD
QR	T01	JFKQR0001	25	USD
QR	T01	LAXQR0020	25	USD
QR	T01	MIAQR0020	25	USD
QR	T01	NYCQR0101	25	USD
QR	T01	NYCQR0102	25	USD
QR	T01	ORDQR0020	25	USD
QR	T01	PHLQR0020	25	USD
QR	T01	PHLQR0005	25	USD
QR	T01	PHLQR0101	25	USD
QR	T01	WASQR0101	25	USD
VALIDATING	SUBCODE	TAX	FARE	COMMERICAL
CARRIER		INCLUDED	BASIS	NAME
QR	T01	YES	ALL	SERVICE FEE

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

 TITLE/APPLICATION - 70

A CURRENCY OF PAYMENT

SUBJECT TO EXCHANGE LAWS AND GOVERNMENT REGULATIONS, THE FOLLOWING RULES SHALL APPLY:

(A) PAYMENT IN COUNTRY OF COMMENCEMENT OF TRANSPORTATION PAYMENT SHALL BE MADE AS FOLLOWS:

- (1) IN THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION, OR
- (2) 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 TRANSPORTATION DOCUMENT.

(B) PAYMENT OUTSIDE THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION

PAYMENT SHALL BE MADE AS FOLLOWS:

- (1) THE AMOUNT TO BE PAID SHALL BE DETERMINED BY

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TITLE/APPLICATION - 70 (CONT)

CONVERTING THE TOTAL AMOUNT TO BE COLLECTED, EXPRESSED IN THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION, INTO THE CURRENCY OF THE COUNTRY OF PAYMENT AT THE APPLICABLE BANKERS SELLING RATE OF EXCHANGE IN EFFECT ON THE DATE OF THE TRANSACTION.

- (2) PAYMENT SHALL BE MADE EITHER IN THE CURRENCY OF THE COUNTRY OF PAYMENT, OR IN ANY CURRENCY ACCEPTABLE TO THE CARRIER, PROVIDED THAT THE EQUIVALENT OF THE LOCAL CURRENCY AMOUNT OF THE COUNTRY OF PAYMENT ESTABLISHED IN ACCORDANCE WITH PARAGRAPH (1) ABOVE IS COLLECTED AT THE BANKERS BUYING RATE OF EXCHANGE ON THE DATE OF THE TRANSACTION.

(C) RATES OF EXCHANGE

- (1) (APPLICABLE FOR THE U.S.A.)

THE BANKER'S RATES REFERRED TO IN THE PAYMENT RULES MEANS THE UNIT RATE PUBLISHED EACH TUESDAY IN THE WALL STREET JOURNAL UNDER THE HEADING "FOREIGN EXCHANGE". THIS RATE WILL BE APPLICABLE FROM WEDNESDAY FOR EACH WEEK UP TO AND INCLUDING TUESDAY THE FOLLOWING WEEK. WHEN A NATIONAL HOLIDAY FALLS ON MONDAY, FOREIGN EXCHANGE RATES

DO

NOT APPEAR IN THE TUESDAY EDITION OF THE WALL STREET JOURNAL. IN SUCH EXCEPTIONAL CASES, THE PREVIOUS WEEK'S RATES ARE USED THROUGH WEDNESDAY INSTEAD OF TUESDAY AND THE WEDNESDAY EDITION OF THE WALL STREET JOURNAL WILL BE USED FOR THE PERIOD THURSDAY THROUGH TUESDAY.

- (2) (APPLICABLE FOR CANADA)

THE BANKER'S BUYING RATE OR BANKERS SELLING RATES MEANS THE UNIT RATE PUBLISHED IN THE TORONTO

GLOBE

AND MAIL, FRIDAY EDITION, EACH WEEK, AS THE FOREIGN EXCHANGE MID-MARKET RATE IN CANADIAN FUNDS. FOR CURRENCIES NOT QUOTED IN SUCH PUBLICATION, THE BANKERS RATE SHALL MEAN THE BANK BUYING RATE QUOTED BY THE ROYAL BANK OF CANADA, MAIN OFFICE IN WINNIPEG, AS OF THE CLOSE OF BUSINESS ON THURSDAY OF EACH WEEK. THESE RATES WILL BE APPLICABLE FROM MONDAY OF THE FOLLOWING WEEK UP TO AND INCLUDING THE FOLLOWING SUNDAY.

(D) EN ROUTE REASSESSMENT OF FARE

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

THE

COUNTRY OF COMMENCEMENT OF TRANSPORTATION.

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

- (3) THE IATA RATE OF EXCHANGE TO BE USED WILL BE THAT

APPLICABLE AT THE TIME OF ORIGINAL TICKET

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TITLE/APPLICATION - 70 (CONT)

ISSUANCE.

IN (4) IF AN EN ROUTE REASSESSMENT OF THE FARE RESULTS

A REFUND, THE AMOUNT OF THE REFUND SHALL BE
CONVERTED USING THE BANKER'S RATE APPLICABLE AT
THE DATE OF THE REFUND, EXCEPT WHEN 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.

IN (5) IF AN EN ROUTE REASSESSMENT OF THE FARE RESULTS

ADDITIONAL AN ADDITIONAL COLLECTION, THE AMOUNT OF

COLLECTION SHALL BE CONVERTED USING THE BANKER'S
SELLING RATE APPLICABLE AT THE DATE OF ORIGINAL
COLLECTION.

OBSERVE NOTE: QR WILL PAY THE REFUND IN THE SAME FORM
(E.G., CASH, CHECK, CREDIT CARD, ETC.) THAT WAS
USED IN PURCHASING THE ORIGINAL TRANSPORTATION
DOCUMENT. QR, IN MAKING THE REFUND, WILL OBSERVE
ANY REFUND RESTRICTION THAT MAY BE PUBLISHED IN
THE APPLICABLE RULES GOVERNING THE ORIGINAL
TRANSPORTATION DOCUMENT. FURTHER, QR WILL

A GOVERNMENT OR QR RESTRICTION IMPOSED ON THE
CONVERSION AND REFUND OF CURRENCIES OUTSIDE THE
COUNTRY WHOSE CURRENCY WAS ORIGINALLY COLLECTED.

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

TITLE/APPLICATION - 70

A SCHEDULE CHANGES, FLIGHT DELAYS AND CANCELLATION

(A) TIMES AND SCHEDULES NOT GUARANTEED

THE (1) QR UNDERTAKES TO USE ITS BEST EFFORTS TO CARRY

PASSENGER AND HIS BAGGAGE WITH REASONABLE
DISPATCH. TIMES SHOWN IN THE TICKET, TIMETABLES
OR ELSEWHERE ARE NOT GUARANTEED AND DO NOT FORM
PART OF THE CONTRACT OF CARRIAGE AND QR ASSUMES

NO RESPONSIBILITY FOR MAKING CONNECTIONS.

(2) SCHEDULES ARE SUBJECT TO CHANGE WITHOUT NOTICE.
QR MAY, WHEN CIRCUMSTANCES SO REQUIRE, ALTER OR

OMIT STOPPING PLACES SHOWN ON THE TICKET OR IN SCHEDULES AND MAY WITHOUT NOTICE SUBSTITUTE ALTERNATIVE CARRIER OR AIRCRAFT.

- (3) QR WILL NOT BE LIABLE FOR ERRORS OR OMISSIONS IN TIMETABLES OR OTHER PUBLICATIONS OR SCHEDULES OR IN STATEMENTS OR REPRESENTATIONS MADE BY

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TITLE/APPLICATION - 70 (CONT)

EMPLOYEES, AGENTS OR REPRESENTATIVES OF QR AS TO THE DATES OR TIMES OF DEPARTURE OR ARRIVAL OR AS TO THE OPERATION OF ANY FLIGHT.

- (B) RIGHT TO CANCEL, POSTPONE, ETC.

WHEN CIRCUMSTANCES SO REQUIRE, QR MAY WITHOUT NOTICE CANCEL, TERMINATE, DIVERT, POSTPONE, OR DELAY ANY FLIGHT, IN WHICH CASE, IF QR IS UNABLE TO PROVIDE PREVIOUSLY CONFIRMED SPACE, OR CAUSES A PASSENGER TO MISS A CONNECTING FLIGHT ON WHICH HE/SHE HOLDS A RESERVATION, QR WITH DUE CONSIDERATION TO THE PASSENGER'S REASONABLE INTEREST SHALL:

- (1) CARRY THE PASSENGER ON ANOTHER OF ITS SCHEDULED FLIGHTS ON WHICH SPACE IS AVAILABLE; OR
(2) REROUTE THE PASSENGER TO THE DESTINATION

INDICATED

ON THE TICKET OR APPLICABLE PORTION THEREOF BY

ITS

OWN SCHEDULED SERVICES OR THE SCHEDULED SERVICES OF ANOTHER CARRIER, OR BY MEANS OF SURFACE TRANSPORTATION. IF THE FARE, EXCESS BAGGAGE CHARGES AND ANY APPLICABLE SERVICE CHARGE FOR THE REVISED ROUTING ARE HIGHER THAN THE REFUND VALUE OF THE TICKET OR APPLICABLE PORTION THEREOF AS DETERMINED UNDER RULE 90, NO ADDITIONAL FARE OR CHARGE SHALL BE COLLECTED FROM THE PASSENGER. IN THE EVENT THE FARE AND CHARGES FOR THE REVISED ROUTING ARE LOWER, A REFUND SHALL BE MADE; OR

- (3) MAKE A REFUND IN ACCORDANCE WITH THE PROVISIONS

OF

RULE 90 AND, EXCEPT AS ABOVE, QR SHALL NOT HAVE ANY OTHER LIABILITY TO PASSENGER.

AREA: ZZ TARIFF: IPRG CXR: QR RULE: 0087

TITLE/APPLICATION - 70

DENIED BOARDING COMPENSATION

NOTE: IN THE CASE OF CODE-SHARE, PASSENGERS ARE ADVISED THAT THE DENIED BOARDING RULES APPLICABLE TO THEIR TRANSPORTATION ARE THOSE OF THE CARRIER IDENTIFIED ON YOUR TICKET AND NOT OF THE CARRIER OPERATING THE FLIGHT. WHEN THE CARRIER IS UNABLE TO PROVIDE PREVIOUSLY CONFIRMED SPACE

DUE TO THERE BEING MORE PASSENGERS HOLDING CONFIRMED RESERVATIONS AND TICKETS THAN FOR WHICH THERE ARE AVAILABLE SEATS ON A FLIGHT, THE CARRIER WILL FOLLOW THE PROVISIONS

OF

THIS RULE, UNLESS AS OTHERWISE PROVIDED IN OTHER APPLICABLE FOREIGN LEGISLATION.

(A) APPLICABILITY

- (1) THIS RULE APPLIES TO ALL PASSENGERS IRRESPECTIVE
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TITLE/APPLICATION - 70 (CONT)

OF THE TYPE OF TICKETED FARE.

- (2) A PASSENGER WHO FAILS TO CHECK-IN OR PRESENT THEMSELVES AT THE BOARDING AREA WITHIN THE CARRIER'S CHECK-IN DEADLINE AND/OR BOARDING TIME DEADLINE WILL NOT RECEIVE DENIED BOARDING COMPENSATION, WILL HAVE THEIR RESERVATIONS CANCELLED AND WILL BE SUBJECT TO THE TERMS AND CONDITIONS ASSOCIATED WITH THE FARE ON WHICH HE

OR

SHE IS TRAVELLING.

(B) REQUEST FOR VOLUNTEERS

WHEN A SITUATION OF DENIED BOARDING DUE TO OVERBOOKING OCCURS, THE FOLLOWING WILL APPLY:

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

AREAS.

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

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

OF

BOARDING, THE PASSENGER IS TO BE ADVISED OF ANY FURTHER COMPENSATION TO WHICH HE OR SHE MAY BE ENTITLED TO RECEIVE.

- (3) THE PASSENGER WHO VOLUNTARILY SURRENDERS HIS/HER SEAT WILL RECEIVE AGREED UPON BENEFITS FROM THE

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

(A) A MEAL VOUCHER, IF THE TRANSPORTATION ACCEPTABLE TO THE PASSENGER DEPARTS MORE

THAN

FOUR (4) HOURS AFTER THE ORIGINAL DEPARTURE TIME OF THE FLIGHT ON WHICH PASSENGERS WERE DENIED BOARDING.

(B) AN OVERNIGHT HOTEL STAY AND AIRPORT TRANSFERS, IF THE TRANSPORTATION ACCEPTABLE

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TITLE/APPLICATION - 70 (CONT)

TO THE PASSENGERS DEPARTS MORE THAN EIGHT

(8)

HOURS AFTER THE ORIGINAL DEPARTURE TIME OF THE FLIGHT ON WHICH THE PASSENGER WAS DENIED BOARDING AND INVOLVES AN OVERNIGHT STAY, PROVIDED THE PASSENGER'S TRAVEL DID NOT

START

AT THE AIRPORT WHERE THE DENIED BOARDING SITUATION OCCURRED.

(C) A TELEPHONE CALL, EMAIL OR FAX MESSAGE TO

THE

DESTINATION POINT OF TRAVEL.

(C) BOARDING PRIORITIES

IN THE EVENT THERE ARE NOT ENOUGH VOLUNTEERS, THE REMAINING PASSENGERS WILL BE DENIED BOARDING ON AN INVOLUNTARY BASIS. PASSENGERS HOLDING CONFIRMED AND TICKETED RESERVATIONS WILL BE PERMITTED TO BOARD IN

THE

FOLLOWING ORDER UNTIL ALL AVAILABLE SEATS ARE OCCUPIED:

(1) PERSONS WITH DISABILITIES AND ANY ACCOMPANYING ATTENDANT OR SERVICE ANIMAL.

(2) PASSENGERS TRAVELLING UNDER THE SERVICES OF THE UNACCOMPANIED MINOR PROGRAM.

(3) PASSENGERS TRAVELLING DUE TO DEATH OR ILLNESS OF

A

MEMBER OF THE PASSENGER'S FAMILY.

(4) PASSENGERS FOR WHOM, IN THE CARRIER'S OWN ASSESSMENT, FAILURE TO TRAVEL WOULD CAUSE SEVERE HARDSHIP.

(5) PASSENGERS HOLDING FIRST/EXECUTIVE/BUSINESS OR FULL ECONOMY CLASS TICKETS.

(6) PASSENGERS TRAVELLING AS A GROUP INCLUDING THE

TOUR CONDUCTOR OF THE GROUP.

- (7) ALL OTHER PASSENGERS WITH CONFIRMED AND TICKETED RESERVATIONS WILL BE ACCOMMODATED IN THE ORDER IN WHICH THEY PRESENTED THEMSELVES FOR CHECK-IN.
- (D) TRANSPORTATION FOR PASSENGER DENIED BOARDING
A PASSENGER HAS THE RIGHT TO TAKE THE FLIGHT HE OR SHE HAS PURCHASED. THE CARRIER WILL PRESENT A PASSENGER WHO HAS DENIED BOARDING, WHETHER VOLUNTARILY OR INVOLUNTARILY, WILL BE PRESENTED WITH THE FOLLOWING OPTIONS:

- (1) CARRY THE PASSENGER TO THE DESTINATION NAMED ON THE TICKET, OR APPLICABLE PORTION THEREOF, WITHIN

A

REASONABLE AMOUNT OF TIME, ON ANOTHER OF ITS PASSENGER AIRCRAFT OR IN A DIFFERENT CLASS OF SERVICE ON WHICH SPACE IS AVAILABLE, WITHOUT ADDITIONAL CHARGE, REGARDLESS OF CLASS OF SERVICE IN WHICH THE PASSENGER WAS BOOKED; OR,

- (2) REROUTE THE PASSENGER TO THE DESTINATION NAMED ON THE TICKET, OR APPLICABLE PORTION THEREOF, ON ITS OWN TRANSPORTATION SERVICES WITHIN A REASONABLE AMOUNT OF TIME. IF THE FARE FOR THE REVISED

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TITLE/APPLICATION - 70 (CONT)

ROUTING OR CLASS OF SERVICE IS HIGHER THAN THE FARE PAID BY THE PASSENGER, THE CARRIER WILL REQUIRE NO ADDITIONAL PAYMENT FROM THE PASSENGER. IF THE FARE FOR THE REVISED ROUTING IS IN A LOWER CLASS OF SERVICE, A REFUND WILL BE MADE FOR THE DIFFERENCE IN FARE. THE REFUND WILL BE MADE TO THE PURCHASER OF THE TICKET. THE FORM OF REFUND WILL BE THE SAME AS THE FORM OF PAYMENT USED FOR THE TICKET. THE REFUND WILL BE BASED ON THE TOTAL VALUE OF THE TICKET; OR

- (3) REROUTE THE PASSENGER TO THE DESTINATION NAMED ON THE TICKET, OR APPLICABLE PORTION THEREOF, ON ANOTHER AIR CARRIER'S TRANSPORTATION SERVICES, INCLUDING INTERLINE OR, WHERE POSSIBLE AND NECESSARY, NON-INTERLINE CARRIERS, WITHIN A REASONABLE AMOUNT OF TIME. IF THE FARE FOR THE REVISED ROUTING OR CLASS OF SERVICE IS HIGHER

THAN

THE FARE PAID BY THE PASSENGER, THE CARRIER WILL REQUIRE NO ADDITIONAL PAYMENT FROM THE PASSENGER IF THE FARE FOR THE REVISED ROUTING IS IN LOWER CLASS OF SERVICE, A REFUND WILL BE MADE FOR THE DIFFERENCE IN FARE. THE REFUND WILL BE MADE TO THE PURCHASER OF THE TICKET. THE FORM OF REFUND

OR
PURPOSE
WITHIN
IF
THE
THE

WILL BE BASED ON THE TOTAL VALUE OF THE TICKET;

(4) IF THE PASSENGER CHOOSES TO NO LONGER TRAVEL AS THE DENIED BOARDING RESULTS IN THE LOSS OF OF TRAVEL OR IF THE CARRIER IS UNABLE TO PERFORM THE OPTIONS STATED IN (1), (2) OR (3) ABOVE

A REASONABLE AMOUNT OF TIME, THE CARRIER WILL TRANSPORT THE PASSENGER TO THE POINT OF ORIGIN NAMED ON THE TICKET AND REFUND THE AMOUNT OF THE TICKET IN ACCORDANCE WITH RULE 90, IRRESPECTIVE

TRAVEL HAS COMMENCED, OR SUBJECT TO PASSENGER'S AGREEMENT, OFFER A TRAVEL VOUCHER FOR FUTURE TRAVEL IN THE SAME AMOUNT.

(5) OTHERWISE, SHOULD THE ALTERNATE TRANSPORTATION PROPOSED BY THE CARRIER NOT MEET THE PASSENGER'S SATISFACTION, THE CARRIER WILL OFFER A REFUND EQUAL TO THE FARE AND CHARGE PAID. THE REFUND WILL BE MADE TO THE PURCHASER OF THE TICKET(S). THE FORM OF REFUND WILL BE THE SAME FORM USED AS PAYMENT OF THE TICKET(S). THE REFUND WILL BE BASED ON THE TOTAL VALUE OF THE TICKET(S). FOR COMPLETE CONDITIONS ON REFUNDS SEE RULE 90. NOTHING IN THE ABOVE SHALL LIMIT OR REDUCE THE PASSENGER'S RIGHT, IF ANY, TO CLAIM DAMAGES, IF ANY, UNDER THE APPLICABLE CONVENTION, OR UNDER

LAW WHEN NEITHER CONVENTION APPLIES. IN ADDITION TO THE ABOVE, THE CARRIER WILL ALWAYS CONSIDER

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AND
AVOID
BOARDING
HIM/HERSELF

TITLE/APPLICATION - 70 (CONT)
NEEDS OF THE PASSENGER ON A CASE BY CASE BASIS

TAKE INTO ACCOUNT ALL KNOWN CIRCUMSTANCES TO

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

(E) COMPENSATION FOR PASSENGERS INVOLUNTARY DENIED

IN ADDITION TO PROVIDING TRANSPORTATION, THE FOLLOWING WILL APPLY TO A PASSENGER WHO IS INVOLUNTARILY DENIED BOARDING.

(1) CONDITIONS OF PAYMENT
(A) THE PASSENGER HOLDING A CONFIRMED AND TICKETED RESERVATION MUST PRESENT

FOR CARRIAGE IN ACCORDANCE WITH THIS TARIFF,
HAVING COMPLETED FULLY WITH THE CARRIER'S
APPLICABLE RESERVATION, TICKETING, CHECK-IN
AND BOARDING REQUIREMENTS WITHIN THE TIME
LIMITS AND AT THE LOCATION SET OUT IN RULE
60 (F) .

(B) THE CARRIER MUST NOT HAVE BEEN ABLE TO
ACCOMMODATE THE PASSENGER ON THE FLIGHT ON
WHICH HE OR SHE CONFIRMED AND TICKETED
RESERVATIONS AND THE FLIGHT DEPARTED WITHOUT
THE PASSENGER.

(2) A PASSENGER WILL NOT BE ELIGIBLE FOR COMPENSATION
UNDER THE FOLLOWING CONDITIONS:

(A) THE PASSENGER WHO CHECKS-IN AFTER THE
CARRIER'S CHECK-IN DEADLINE OR PRESENTS
HIM/HERSELF AT THE BOARDING AREA AFTER THE
CARRIER'S BOARDING TIME DEADLINE, AS
SPECIFIED UNDER 60 (F) , WILL NOT RECEIVE
DENIED BOARDING COMPENSATION AND WILL HAVE
HIS/HER RESERVATION CANCELLED AS SPECIFIED
UNDER RULE 25, REFUSAL TO TRANSPORT.

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

(C) WHEN SPACE ON A FLIGHT HAS BEEN

REQUISITIONED

FOR

BY A GOVERNMENT OR BY MEDICAL AUTHORITIES
EMERGENCY TRANSPORTATION.

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

IT

WAS IMPOSSIBLE OR THE CARRIER TO TAKE SOME
MEASURES.

(E) IF THE CARRIER ARRANGES COMPARABLE
TRANSPORTATION AT NO EXTRA COST TO THE
PASSENGER AND THE PASSENGER USES THIS
COMPARABLE TRANSPORTATION TO REACH THEIR

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IN EFFECT ON: 15OCT17

AREA: ZZ TARIFF: IPRG CXR: QR RULE: 0087

TITLE/APPLICATION - 70 (CONT)

FINAL DESTINATION WITHIN ONE HOUR OF THE
SCHEDULED ARRIVAL OF THEIR ORIGINAL FLIGHT

ON

WHICH BOARDING WAS DENIED.

(3) RULES FOR COMPENSATION AND ASSISTANCE

TO

(A) DENIED BOARDING IS A REFUSAL BY AN AIRLINE

CARRY A PASSENGER ON A FLIGHT, EVEN THOUGH THE PASSENGER HAS PRESENTED HIM OR HERSELF FOR BOARDING UNDER THE CONDITIONS MENTIONED ABOVE UNDER THE HEADING APPLICABILITY,

EXCEPT

WHEN THERE ARE REASONABLE GROUNDS TO DENY BOARDING, SUCH AS REASONS OF HEALTH, SAFETY, SECURITY OR INADEQUATE TRAVEL DOCUMENTATION.

(B) QR GIVES HIGHER BOARDING PRIORITY TO ANY PERSON WITH A DISABILITY OR MEDICAL

CONDITION

AND UNACCOMPANIED MINORS.

(C) BEFORE QR DENIES BOARDING FOR A FLIGHT, QR WILL CALL FOR VOLUNTEERS TO SURRENDER THEIR RESERVATIONS, IN RETURN FOR BENEFITS UNDER CONDITIONS TO BE AGREED, AND ALSO ASSISTANCE AS DESCRIBED IN PARAGRAPH (B).

(D) IF SUFFICIENT NUMBER OF VOLUNTEERS COME FORWARD, AND QR DENIES BOARDING TO THE PASSENGER AGAINST THEIR WILL, QR WILL COMPENSATE THE PASSENGER.

(I) CAD 650 CASH OR THREE TIMES THE AMOUNT OF CASH IN THE FORM OF MCO/FUTURE

TRAVEL

VOUCHERS FOR A DEVIATION OF MORE THAN FOUR HOURS FROM SCHEDULED TIME OF

FLIGHT

ARRIVAL AT FINAL DESTINATION;

(II) CAD 350 CASH OR THREE TIMES THE AMOUNT OF CASH IN THE FORM OF MCO/FUTURE

TRAVEL

VOUCHERS FOR A DEVIATION OF ONE HOUR TO FOUR HOURS FROM SCHEDULED TIME OF

FLIGHT

ARRIVAL AT FINAL DESTINATION;

(III) OFFER DUTY OF CARE FOR A DEVIATION OF LESS THAN ONE HOUR FROM SCHEDULED TIME OF FLIGHT ARRIVAL AT FINAL DESTINATION.

(IV) PASSENGERS ARE ENTITLED TO EXCHANGE THE TRAVEL VOUCHERS FOR CASH AT THE RATE OF CAD \$1.00 IN CASH BEING EQUIVALENT TO CAD \$3.00 IN TRAVEL VOUCHERS WITHIN ONE (1) MONTH.

(E) QR WILL OFFER THE PASSENGER, FREE OF CHARGE:

(I) MEALS AND REFRESHMENTS IN A REASONABLE RELATION TO THE WAITING TIME;

(II) HOTEL ACCOMMODATION IN CASES WHERE A STAY OR ONE OR MORE NIGHTS BECOMES NECESSARY;

(III) TRANSPORT BETWEEN THE AIRPORT AND PLACE

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IN EFFECT ON: 15OCT17

AREA: ZZ TARIFF: IPRG CXR: QR RULE: 0087

TITLE/APPLICATION - 70 (CONT)

OF ACCOMMODATION (HOTEL OR OTHER); AND
(IV) TWO TELEPHONE CALLS, TELEX OR FAX
MESSAGES OR E-MAILS.

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

FREE

OF CHARGE:

(A) A MEAL VOUCHER, IF THE TRANSPORTATION
ACCEPTABLE TO THE PASSENGER DEPARTS MORE

THAN

FOUR (4) HOURS AFTER THE ORIGINAL DEPARTURE
TIME OF THE FLIGHT ON WHICH PASSENGERS WAS
DENIED BOARDING.

(B) AN OVERNIGHT HOTEL STAY AND AIRPORT
TRANSFERS, IF THE TRANSPORTATION ACCEPTABLE
TO THE PASSENGER DEPARTS MORE THAN EIGHT (8)
HOURS AFTER THE ORIGINAL DEPARTURE TIME OF

THE

FLIGHT ON WHICH THE PASSENGER WAS DENIED
BOARDING AND INVOLVES AN OVERNIGHT STAY,
PROVIDED THE PASSENGER'S TRAVEL DID NOT

START

AT THE AIRPORT.

(C) A TELEPHONE CALL, EMAIL OR FAX MESSAGE TO

THE

DESTINATION POINT OF TRAVEL.

(5) TIME OF OFFER OF COMPENSATION

(A) ONCE COMPENSATION HAS BEEN OFFERED, AND IT
ACCEPTED, THE PASSENGER WILL SIGN AN
ACKNOWLEDGEMENT OF OFFER ON THE DAY AND AT
THE PLACE WHERE THE DENIED BOARDING

OCCURRED.

(B) IN THE EVENT THE ALTERNATE TRANSPORTATION
DEPARTS BEFORE THE ACKNOWLEDGEMENT OF OFFER
CAN BE SIGNED, THE OFFER WILL BE SENT BY

MAIL

OR BY OTHER MEANS WITHIN 24 HOURS AFTER THE
TIME THE DENIED BOARDING OCCURS. THE
PASSENGER WILL, IN TURN, SIGN THIS
ACKNOWLEDGEMENT AND RETURN IT BY MAIL TO THE
CARRIER.

(F) DENIED BOARDING COMPENSATION (APPLICABLE FOR
TRANSPORTATION FROM THE U.S.)

(1) APPLICABILITY

THE FOLLOWING RULES SHALL APPLY:

(A) IN RESPECT OF FLIGHT DEPARTING FROM AN
AIRPORT IN THE U.S.;

(B) ON CONDITION THAT THE PASSENGER HAS A

CONCERNED

CONFIRMED RESERVATION ON THE FLIGHT

AND PRESENT HIMSELF/HERSELF FOR CHECK-IN AS STIPULATED AND AT THE TIME INDICATED IN ADVANCE AND IN WRITING OR ELECTRONICALLY,

OR,

IF NO TIME IS INDICATED, NOT LATER THAN 60 MINUTES BEFORE THE PUBLISHED DEPARTURE TIME;

(C) ONLY TO THE PASSENGERS TRAVELLING AT A FARE -71-

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TITLE/APPLICATION - 70 (CONT)

AVAILABLE DIRECTLY OR INDIRECTLY TO THE PUBLIC, OR; ON TICKETS ISSUED UNDER A FREQUENT FLYER PROGRAM OR OTHER COMMERCIAL PROGRAM;

(D) WHERE QR IS THE OPERATING CARRIER OF THE FLIGHT.

(2) RULES FOR COMPENSATION AND ASSISTANCE

(A) DENIED BOARDING IS A REFUSAL BY AN AIRLINE

TO

CARRY A PASSENGER ON A FLIGHT, EVEN THOUGH THE PASSENGER HAS PRESENTED HIMSELF/HERSELF FOR BOARDING UNDER THE CONDITIONS MENTIONED ABOVE UNDER THE HEADING APPLICABILITY,

EXCEPT

WHEN THERE ARE REASONABLE GROUNDS TO DENY BOARDING, SUCH AS REASONS OF HEALTH, SAFETY, SECURITY OR INADEQUATE TRAVEL DOCUMENTATION.

(B) QR WILL COMPENSATE THE PASSENGER: DEVIATION FROM STANDARD TIME OF ARRIVAL

(STA)

AT FINAL DESTINATION (OR POINT OF STOPOVER

IF

STOPOVER EXCEEDS 24 HOURS):

(I) MORE THAN 1 HOURS AND LESS THAN OR

EQUAL

TO 4 HOURS FROM STA - OFFER

COMPENSATION

EQUIVALENT TO 200% OF ONE-WAY FARE (BUT NOT MORE THAN 675 USD) IN THE FORM OF CASH OR CHECK.

(II) MORE THAN 4 HOURS FROM STA - OFFER COMPENSATION EQUIVALENT TO 400% OF ONE-WAY FARE (BUT NOT MORE THAN 1,350 USD) IN THE FORM OF CASH OR CHECK.

AREA: ZZ TARIFF: IPRG CXR: QR RULE: 0088

TITLE/APPLICATION - 70

A ISSUANCE OF TICKET STOCK
(A) QR WILL ISSUE TO A PERSON A STOCK OF TICKETS AND
VALIDATING STAMP FOR THE PURPOSE OF ISSUING TICKETS

FOR

TRANSPORTATION, SUBJECT TO 1) REASONABLE CREDIT
REQUIREMENTS AND 2) ENTERING INTO A WRITTEN AGREEMENT
AUTHORIZING THE ISSUANCE OF TICKETS AND PROVIDING FOR
ACCOUNTING, RESERVATION AND TICKETING PROCEDURES AND
PROVISIONS PROTECTING QR FROM LOSS OR MISUSE OF THE
TICKETS.

(B) QR WILL ARRANGE FOR THE ISSUANCE OF A TICKETING

MACHINE

TO A PERSON FOR THE PURPOSE OF ISSUING TICKETS FOR
TRANSPORTATION, SUBJECT TO 1) REASONABLE CREDIT
REQUIREMENTS AND 2) ENTERING INTO A WRITTEN AGREEMENT

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GFS TEXT MENU RULE CATEGORY TEXT DISPLAY

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AREA: ZZ TARIFF: IPRG CXR: QR RULE: 0088

TITLE/APPLICATION - 70 (CONT)

AUTHORIZING THE ISSUANCE OF TICKETS AND PROVIDING FOR
ACCOUNTING, RESERVATION AND TICKETING PROCEDURES AND
PROVISIONS PROTECTING QR FROM LOSS OR MISUSE OF THE
TICKETS. QR WILL MAKE NO CHARGE FOR THE TICKET

MACHINE

OR RELATED COMMUNICATION SERVICE. THE TICKETING
MACHINE AND RELATED COMMUNICATION SERVICES WILL BE
PROVIDED BY AN INDEPENDENT COMPANY, WHICH IS NOT AN
AGENT OF QR AND AT THE PERSON'S EXPENSE.

NOTE: FOR THE PURPOSE OF THE ABOVE PARAGRAPHS,
"PERSON" MEANS AN INDIVIDUAL, FIRM,
COPARTNERSHIP, CORPORATION, COMPANY, ASSIGNEE

OR

SIMILAR REPRESENTATIVE THEREOF.

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

TITLE/APPLICATION - 70

A TRAVEL DOCUMENTS

(A) CHECK OF OFFICAL TRAVEL DOCUMENTS

(1) POLICY

(A) PASSENGER(S) MUST HOLD VALID TRAVEL
DOCUMENTS:

(I) PASSPORTS OR IDENTITY CARDS OR OTHER
TYPES OF DOCUMENTS

(II) VISA, IF NEEDED

(III) HEALTH CERTIFICATES(S), IF NEEDED

(B) ALTHOUGH IT IS THE RESPONSIBILITY OF THE
PASSENGER TO ENSURE THAT HIS/HER TRAVEL
DOCUMENTS ARE IN ORDER FOR THE DESTINATION
(AND TRANSFER POINTS) OF THE JOURNEY, AS
STATED IN QR "CONDITIONS OF CARRIAGE", IT IS

QR POLICY TO CHECK THAT THESE TRAVEL DOCUMENTS ARE IN ORDER FOR THE ENTIRE

JOURNEY

OF THE PASSENGER.

(C) WHERE A PASSENGER ARRIVES WITH AN EXPIRED IDENTITY DOCUMENT OR WITHOUT A VISA, SUCH PASSENGER WILL BE DECLARED INADMISSIBLE AND ORDERED TO LEAVE THE COUNTRY IMMEDIATELY BY THE AUTHORITIES AT THE AIRPORT OF ARRIVAL. NON COMPLIANCE WITH ENTRY REQUIREMENTS WILL RESULT IN HEAVY FINES FOR THE AIRLINE

(2) IDENTITY DOCUMENT

(A) AN OFFICIAL DOCUMENT ISSUED BY A COMPETENT NATIONAL AUTHORITY TO NATIONALS OR TO ALIEN
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TITLE/APPLICATION - 70 (CONT)

THE

RESIDENTS (COULD BE STATELESS PERSONS) OF

ISSUING COUNTRY. SUCH IDENTITY DOCUMENTS CONFIRM THE CITIZENSHIP OF THE HOLDER.

(B) TYPES OF IDENTITY DOCUMENTS

- (I) ORDINARY PASSPORT
- (II) DIPLOMATIC OR CONSULAR PASSPORT
- (III) OFFICIAL, SPECIAL OR SERVICE PASSPORTS ISSUED TO GOVERNMENT OFFICIALS
- (IV) MILITARY IDENTITY DOCUMENTS
- (V) "LAISSEZ PASSER" DOCUMENT FROM THE UN
- (VI) SEAMAN'S BOOK
- (VII) NATIONAL IDENTITY CARD
- (VIII) CHILDREN'S IDENTITY CARD
- (IX) CERTIFICATE OF IDENTITY ISSUED TO REFUGEES ("STATELESS")
- (X) JOINT (FAMILY) PASSPORTS, NORMALLY A PASSPORT IS ONLY ISSUED TO ONLY ONE SINGLE PERSON; HOWEVER, THERE ARE ALSO JOINT PASSPORTS IN WHICH CASE ONE PASSPORT IS ISSUED FOR SEVERAL FAMILY MEMBERS (USUALLY A MOTHER AND HER CHILDREN UNDER 16 YEARS OF AGE OR HUSBAND AND WIFE WITH OR WITHOUT CHILDREN); FOR TRAVEL ALONE SUCH PASSPORTS MAY ONLY BE USED BY THE

PERSON

NAMED FIRST IN THE PASSPORT; A WIFE MAY NOT USE THE PASSPORT FOR TRAVEL WITHOUT HER HUSBAND, OR A CHILD WITHOUT ITS PARENT.

(C) THE NAME IN THE TICKET SHOULD BE CHECKED AGAINST THE NAME IN THE IDENTITY DOCUMENT.

BE (D) PHOTOGRAPH IN THE IDENTITY DOCUMENT SHOULD
CHECKED AGAINST THE PERSON IN FRONT OF
PASSENGER.
SPECIFIED (E) AN IDENTITY DOCUMENT IS ONLY ISSUED FOR A
LIMITED PERIOD OF VALIDITY WHICH IS
IN THE DOCUMENT AND WHICH MAY BE EXTENDED BY
APPROPRIATE ANNOTATION IN THE DOCUMENT, BY
THE ISSUING AUTHORITIES.

(3) VISA
(A) CITIZENS OF CERTAIN COUNTRIES REQUIRE AN
ENTRY IN A PASSPORT OR OTHER TRAVEL DOCUMENT
TO ENABLE THEM TO ENTER OR TRANSIT OTHER
COUNTRIES. THIS ENTRY IS CALLED A VISA AND
IS ISSUED BY A CONSULAR OFFICIAL OF A
GOVERNMENT TO INDICATE THAT THE BEARER HAS
BEEN GIVEN AUTHORITY TO ENTER OR RE-ENTER
THE COUNTRY CONCERNED.
CONSULATE (B) VISAS ARE NORMALLY ONLY ISSUED BY A

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

TITLE/APPLICATION - 70 (CONT)
RARE ABROAD OF SUCH COUNTRY AND WILL ONLY, IN
EXCEPTIONAL CASES, BE ISSUED ON ARRIVAL. A
VISA APPEARS ON ONE PAGE OF THE PASSPORT
EITHER AS A STAMP OR AS A STICKER WITH STAMP
AND SIGNATURE OF THE ISSUING CONSULATE.
MULTIPLE (C) VISAS COULD BE FOR SINGLE, DOUBLE OR
ENTRIES AND THEY USUALLY HAVE VALIDITY.
SOME VISAS COULD ALSO BE VALID FOR A LENGTHY
PERIOD OF TIME OR FOR THE HOLDER'S LIFETIME
OR FOR THE DURATION OF THE PASSPORT.
BUSINESS (D) THERE ARE DIFFERENT TYPES OF VISAS:
VISA, VISITOR'S VISA, TOURIST VISA,
IMMIGRANT VISA AND OTHER VISAS FOR SPECIAL PURPOSES
(E.G. PILGRIMS, STUDENTS ETC...) COUNTRIES
CAN IMPOSE DIFFEENT INDIVIDUAL CONDITIONS ON
THESE VISAS.
PASSPORT (E) A VISA ISSUED IN A FAMILY PASSPORT IS VALID
ONLY FOR THOSE FAMILY MEMBERS IN THE
I.E. WHO ARE EXPRESSLY MENTIONED IN THE VISA,

VISA
THOSE
TRANSIT

HOLDING
OR
AS

ENTRY WILL NOT BE PERMITTED TO ANY FAMILY MEMBER IN THE PASSPORT WHO IS NOT EXPRESSLY MENTIONED IN THE VISA.
(F) FOR TRANSIT THROUGH A COUNTRY, A TRANSIT WITH MUCH SHORTER VALIDITY IS ISSUED TO THOSE REQUIRING A VISA. TO SOME NATIONALS, VISAS ARE ISSUED ON ARRIVAL OR SOME PASSENGERS MAY BE ALLOWED TO TRANSIT WITHOUT VISA (TWOV).
TWOV FACILITIES ARE NOT INTENDED FOR THOSE SA (SPACE AVAILABLE) TICKETS E.G. AIRLINE STAFF OTHER PASSENGERS TRAVELLING ON INDUSTRY DISCOUNT.
NOTE: IN SOME COUNTRIES, A VALID VISA, AS WELL

A GENERAL VISA EXEMPTION FOR CERTAIN NATIONALS, IS NOT A GUARANTEE FOR BEING PERMITTED ENTRY INTO SUCH COUNTRIES BY THE IMMIGRATION AUTHORITIES, E.G. WHERE THE PASSENGER HOLDS INSUFFICIENT FUNDS TO SUSTAIN LIVING IN THAT COUNTRY OR TO LEAVE THE COUNTRY AGAIN, OR WHERE THE TAKING-UP OF ILLEGAL WORK IS SUSPECTED.

(4) VACCINATION/HEALTH CERTIFICATE ONLY A FEW COUNTRIES, MOSTLY IN TROPICAL AREAS, REQUIRE FOR ENTRY, PROOF OF CERTAIN VACCINATIONS AND/OR A HEALTH CERTIFICATE. AS A RULE A VACCINATION CERTIFICATE IN AN INTERNATIONAL

FORMAT

AS LAID DOWN BY THE (WHO) HEALTH ORGANIZATION (WHO) CONTAINING CONFIRMATION OF THESE VACCINATIONS, IS RECOGNIZED. DIFFERENT VACCINATIONS HAVE DIFFERENT PERIOD OF VALIDITY.

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

TITLE/APPLICATION - 70 (CONT)
NORMALLY IT IS THE PASSENGER'S RESPONSIBILITY TO CHECK WHETHER HE/SHE HAS THE NECESSARY VACCINATIONS/CERTIFICATES.

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

TITLE/APPLICATION - 70
A REFUNDS
(A) VOLUNTARY
GENERAL

FOLLOWING QR FAILURE TO PROVIDE CARRIAGE IN ACCORDANCE WITH THE CONDITIONS OF CONTRACT, OR WHERE PASSENGER REQUEST A VOLUNTARY CHANGE OF PASSENGER ARRANGEMENTS, REFUND FOR AN UNUSED TICKET OR PORTION THEREOF WILL BE MADE BY QR IN ACCORDANCE WITH THIS RULE OR WITH QR'S REGULATIONS.

(B) PERSON TO WHOM REFUND WILL BE MADE

(1) EXCEPT AS HEREINAFTER PROVIDED QR SHALL BE ENTITLED TO MAKE REFUND EITHER TO THE PERSON

NAMED

ON THE TICKET, OR TO THE PERSON WHO HAS PAID FOR THE TICKET UPON PRESENTATION OF SATISFACTORY

PROOF

OF SUCH PAYMENT. IF A TICKET HAS BEEN PAID FOR

BY

A PERSON OTHER THAN THE PASSENGER NAMED IN THE TICKET AND QR HAS INDICATED ON THE TICKET THAT THERE IS A RESTRICTION ON REFUND, QR WILL MAKE A REFUND ONLY TO THE PERSON PAYING FOR THE TICKET

OR

TO THAT PERSON'S ORDER.

(2) EXCEPT IN THE CASE OF LOST TICKETS, REFUNDS WILL ONLY BE MADE ON SURRENDER TO QR OF THE PASSENGER COUPON OR PASSENGER RECEIPT AND SURRENDER OF ALL UNUSED FLIGHT COUPONS.

(3) A REFUND MADE TO ANYONE PRESENTING THE PASSENGER COUPON OR PASSENGER RECEIPT AND ALL UNUSED FLIGHT COUPONS AND HOLDING HIMSELF OR HERSELF OUT AS A PERSON TO WHOM THE REFUND MAY BE MADE UNDER SUB-PARAGRAPHS (1)(2) ABOVE SHALL BE DEEMED A PROPER REFUND AND WILL DISCHARGE QR FROM

LIABILITY

AND ANY FURTHER CLAIM FOR REFUND.

(C) INVOLUNTARY REFUNDS

IF QR CANCELS A FLIGHT, FAILS TO OPERATE A FLIGHT REASONABLY ACCORDING TO SCHEDULE, FAILS TO STOP AT A POINT TO WHICH THE PASSENGER IS DESTINED OR TICKETED

TO

STOPOVER, IS UNABLE TO PROVIDE PREVIOUSLY CONFIRMED SPACE OR CAUSE PASSENGER TO MISS A CONNECTING FLIGHT

ON

WHICH PASSENGER HOLD A RESERVATION, THE AMOUNT OF

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TITLE/APPLICATION - 70 (CONT)

REFUND WILL BE; IF NO PORTION OF THE TICKET HAS BEEN USED, THE AMOUNT EQUAL TO THE FARE PAID, IF A PORTION OF THE TICKET HAS BEEN USED, THE REFUND WILL BE THE HIGHER OF:

(I) THE ONE WAY FARE (LESS APPLICABLE DISCOUNTS AND

DESTINATION CHARGES) FROM POINT OF INTERRUPTION TO
OR POINT OF NEXT STOPOVER, OR
(II) THE DIFFERENCE BETWEEN THE FARE PAID AND THE FARE
FOR THE TRANSPORTATION USED.

(D) VOLUNTARY REFUNDS
IF PASSENGER WISHES TO HAVE A REFUND OF HIS/HER TICKET
FOR REASONS OTHER THAN THOSE SET OUT IN PARAGRAPH (C)
IT WILL BE AT OUR SOLE DISCRETION TO DETERMINE THE
REFUND, THE AMOUNT OF WHICH:

(1) IF NO PORTION OF THE TICKET HAS BEEN USED, AN
AMOUNT EQUAL TO THE FARE PAID, LESS ANY
APPLICABLE SERVICE CHARGES OR CANCELLATION FEES' OR
(2) IF A PORTION OF THE TICKET HAS BEEN USED, ANY
REFUND WILL BE AN AMOUNT EQUAL TO THE DIFFERENCE
BETWEEN THE FARE PAID AND THE APPLICABLE FARE FOR
TRAVEL BETWEEN THE POINTS FOR WHICH THE TICKET
HAS BEEN USED, LESS ANY APPLICABLE SERVICE CHARGES OR
CANCELLATION FEES.

(E) REFUND OF LOST TICKET
IF A TICKET OR PORTION THEREOF, OR A CARD USED FOR
ISSUANCE OF AN ELECTRONIC TICKET IS LOST, REFUND WILL
BE MADE ON PROOF OF LOSS SATISFACTORY TO QR AND UPON
PAYMENT OF ANY APPLICABLE SERVICE CHARGES, PROVIDED
THAT

(A) THE LOST TICKET, OR PORTION THEREOF, HAS NOT BEEN
USED, PREVIOUSLY REFUNDED OR REPLACED, AND
(B) THE PERSON TO WHOM THE REFUND IS MADE UNDERTAKES,
IN SUCH FORM AS MAY BE PRESCRIBED BY QR, TO REPAY
TO QR THE AMOUNT REFUNDED IN THE EVENT AND TO THE
EXTENT THAT THE LOST TICKET OR PORTION THERE OF
IS USED BY ANY PERSON OR THAT REFUND THEREOF IS MADE
TO ANY PERSON IN POSSESSION OF THE TICKET.

(C) IF QR OR OUR AUTHORIZED AGENT LOSES THE TICKET OR
A PORTION OF IT, THE LOSS WILL BE QR'S
RESPONSIBILITY.

(F) RIGHT TO REFUSE REFUND
(1) AFTER THE EXPIRY OF THE VALIDITY OF THE TICKET,
QR MAY REFUSE REFUND WHEN PASSENGER APPLICATION IS
MADE LATER THAN THE TIME PRESCRIBED IN QR'S
REGULATIONS.

(2) QR MAY REFUSE REFUND ON A TICKET, WHICH HAS BEEN
PRESENTED TO QR OR TO GOVERNMENT OFFICIALS AS
EVIDENCE OF INTENTION TO DEPART FROM THAT COUNTRY
UNLESS PASSENGER ESTABLISH TO QR'S SATISFACTION

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

TITLE/APPLICATION - 70 (CONT)

THAT PASSENGER HAS PERMISSION TO REMAIN IN THE
COUNTRY OR THAT PASSENGER WILL DEPART BY ANOTHER
CARRIER OR ANOTHER MEANS OF TRANSPORT.

(G) CURRENCY

ALL REFUNDS WILL BE SUBJECT TO GOVERNMENT LAWS, RULES
AND 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 PROVISION, REFUNDS WILL NORMALLY BE MADE IN
THE CURRENCY IN WHICH THE TICKET WAS PAID FOR, BUT MAY
BE MADE IN ANOTHER CURRENCY IN ACCORDANCE WITH QR'S
REGULATIONS.

(H) BY WHOM TICKET REFUNDABLE

VOLUNTARY REFUNDS WILL BE MADE ONLY BY THE CARRIER,
WHICH ORIGINALLY ISSUED THE TICKET OR BY ITS AGENT IF
SO AUTHORIZED.

(I) CHARTER TICKET NON REFUNDABLE

CHARTER TICKETS USED AS PART OF INCLUSIVE TOUR

HOLIDAYS

ARE NOT REFUNDABLE BY QR IN ANY CIRCUMSTANCES.

(J) REFUND TO CREDIT CARDS ACCOUNTS

REFUND DUE ON TICKETS PAID FOR WITH A CREDIT CARD CAN
ONLY BE CREDITED TO THE CREDIT CARD ACCOUNT USED FOR
THE ORIGINAL PURCHASE. THE REFUNDABLE AMOUNT TO BE
PAID BY QR WILL BE ACCORDANCE WITH THE RULES WITHIN
THIS ARTICLE ONLY ON THE BASIS OF THE AMOUNT AND THE
CURRENCY ENTERED IN THE TICKET. THE REFUNDABLE AMOUNT
TO BE CREDITED TO THE CREDIT CARD ACCOUNT OF THE CARD
OWNER CAN VARY FROM THE ORIGINALLY DEBITED AMOUNT BY
THE CREDIT CARD COMPANY FOR THE TICKET DUE TO
DIFFERENCES IN RATES OF CURRENCY CONVERSION. SUCH
VARIATIONS DO NOT ENTITLE THE RECIPIENT OF THE REFUND
TO CLAIM AGAINST QR.

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

(DESCRIPTION NOT AVAILABL - 70

K INTERLINE BAGGAGE ACCEPTANCE

(A) APPLICABILITY

THIS RULE IS APPLICABLE TO ALL INTERLINE ITINERARIES
ISSUED ON A SINGLE TICKET WHOSE ORIGIN OR ULTIMATE
TICKETED DESTINATION IS IN CANADA.

IT ESTABLISHES HOW QR WILL DETERMINE WHICH CARRIER'S
BAGGAGE RULES APPLY TO ANY PASSENGER'S ENTIRE

INTERLINE

ITINERARY.

(B) GENERAL

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(DESCRIPTION NOT AVAILABL - 70 (CONT)

FOR THE PURPOSES OF INTERLINE BAGGAGE ACCEPTANCE:

(1) THE CARRIER WHOSE DESIGNATOR CODE IS IDENTIFIED

ON

THE FIRST SEGMENT OF THE PASSENGER'S INTERLINE
TICKET WILL BE KNOWN AS THE SELECTING CARRIER.

(2) ANY CARRIER WHO IS IDENTIFIED AS PROVIDING
INTERLINE TRANSPORTATION TO THE PASSENGER BY
VIRTUE OF THE PASSENGER'S TICKET WILL BE KNOWN AS
A PARTICIPATING CARRIER.

(C) BAGGAGE RULE DETERMINATION BY SELECTING CARRIER

(1) CHECKED BAGGAGE

THE SELECTING CARRIER WILL:

(A) SELECT AND APPLY ITS OWN BAGGAGE RULES AS

SET

OUT IN ITS TARIFF TO THE ENTIRE INTERLINE
ITINERARY; OR

(B) SELECT THE MOST SIGNIFICANT CARRIER, AS
DETERMINED BY IATA RESOLUTION 302 AND
CONDITIONED BY THE CANADIAN TRANSPORTATION
AGENCY, IN ORDER FOR THAT CARRIER'S BAGGAGE
RULES, AS ESTABLISHED IN ITS TARIFF, TO

APPLY

TO THE ENTIRE INTERLINE ITINERARY.

THE CARRIER IDENTIFIED BY MEANS OF A) OR B) WILL
BE KNOWN AS THE SELECTED CARRIER.

(2) CARRY-ON BAGGAGE

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

AN

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

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

(E) DISCLOSURE OF BAGGAGE RULES
SUMMARY PAGE AT THE END OF AN ONLINE PURCHASE AND
E-TICKET DISCLOSURE

(1) FOR BAGGAGE RULES PROVISIONS RELATED TO A
PASSENGER'S 1ST AND 2ND CHECKED BAG AND THE
PASSENGER'S CARRY-ON BAGGAGE (I.E. THE

PASSENGER'S

"STANDARD" BAGGAGE ALLOWANCE), WHEN THE CARRIER
SELLS AND ISSUES A TICKET FOR AN INTERLINE
ITINERARY, IT WILL DISCLOSE TO THE PASSENGER ON
ANY SUMMARY PAGE AT THE END OF AN ONLINE PURCHASE

AND ON THE PASSENGER'S ITINERARY/RECEIPT AND
E-TICKET AT THE TIME OF TICKETING THE BAGGAGE
INFORMATION RELEVANT TO THE PASSENGER ITINERARY

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SET OUT IN PARAGRAPH 2 BELOW. THE DISCLOSED
INFORMATION WILL REFLECT THE BAGGAGE RULES OF THE
SELECTED CARRIER.

(2) THE CARRIER WILL DISCLOSE THE FOLLOWING
INFORMATION:

- (A) NAME OF THE CARRIER WHOSE BAGGAGE RULES
APPLY;
- (B) PASSENGER'S FREE BAGGAGE ALLOWANCE AND/OR
APPLICABLE FEES;
- (C) SIZE AND WEIGHT LIMITS OF THE BAGS, IF
APPLICABLE;
- (D) TERMS OR CONDITIONS THAT WOULD ALTER OR
IMPACT A PASSENGER'S STANDARD BAGGAGE
ALLOWANCES AND CHARGES (E.G. FREQUENT FLYER
STATUS, EARLY CHECK-IN, PRE-PURCHASING
BAGGAGE ALLOWANCES WITH A PARTICULAR CREDIT
CARD);
- (E) EXISTENCE OF ANY EMBARGOES THAT MAY BE
APPLICABLE TO THE PASSENGER'S ITINERARY;

AND,

CHARGES

(F) APPLICATION OF BAGGAGE ALLOWANCES AND

(I.E. WHETHER THEY ARE APPLIED ONCE PER
DIRECTION OR IF THEY ARE APPLICABLE AT EACH
STOPOVER POINT).

(3) THE CARRIER WILL PROVIDE THIS INFORMATION IN TEXT
FORMAT ON THE PASSENGER'S E-TICKET CONFIRMATION.
ANY FEE INFORMATION PROVIDED FOR CARRY-ON BAGS

AND

EXPRESSED

THE FIRST AND SECOND CHECKED BAG WILL BE

AS SPECIFIC CHARGES (I.E., NOT A RANGE).

WEB SITE DISCLOSURE

THE CARRIER WILL DISCLOSE ON ITS WEB SITE, IN A
CONVENIENT AND PROMINENT LOCATION, A COMPLETE AND
COMPREHENSIVE SUMMARY OF ALL THE CARRIER'S OWN BAGGAGE
RULES, INCLUDING INFORMATION CONCERNING:

- (A) THE MAXIMUM WEIGHT AND DIMENSIONS OF PASSENGER
BAGS, IF APPLICABLE, BOTH CHECKED AND UNCHECKED;
- (B) THE NUMBER OF CHECKED AND UNCHECKED PASSENGER

BAGS

THAT CAN BE TRANSPORTED AND THE APPLICABLE
CHARGES;

- (C) EXCESS AND OVERSIZED BAGGAGE CHARGES;
- (D) CHARGES RELATED TO CHECK IN, COLLECTION AND DELIVERY OF CHECKED BAGGAGE;
- (E) ACCEPTANCE AND CHARGES RELATED TO SPECIAL ITEMS, E.G. SURF BOARDS, PETS, BICYCLES, ETC.;
- (F) BAGGAGE PROVISIONS RELATED TO PROHIBITED OR UNACCEPTABLE ITEMS, INCLUDING EMBARGOES;
- (G) TERMS OR CONDITIONS THAT WOULD ALTER OR IMPACT

THE

BAGGAGE ALLOWANCES AND CHARGES APPLICABLE TO PASSENGERS (E.G. FREQUENT FLYER STATUS, EARLY CHECK IN, PRE-PURCHASING BAGGAGE ALLOWANCES WITH

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PARTICULAR CREDIT CARD); AND,

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

(F) DEFINITIONS

"AIRLINE DESIGNATOR CODE"

AN IDENTIFICATION CODE COMPRISED OF TWO-

CHARACTERS

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

"BAGGAGE RULES"

THE CONDITIONS ASSOCIATED WITH THE ACCEPTANCE OF BAGGAGE, SERVICES INCIDENTAL TO THE

TRANSPORTATION

OF BAGGAGE, ALLOWANCES AND ALL RELATED CHARGES. FOR EXAMPLE, BAGGAGE RULES MAY ADDRESS THE FOLLOWING TOPICS:

- . THE MAXIMUM WEIGHT AND DIMENSIONS OF PASSENGER BAGS, IF APPLICABLE, BOTH CHECKED AND UNCHECKED;
- . THE NUMBER OF CHECKED AND UNCHECKED

PASSENGER

BAGS THAT CAN BE TRANSPORTED AND THE APPLICABLE CHARGES;

- . EXCESS AND OVERSIZED BAGGAGE CHARGES;
- . CHARGES RELATED TO CHECK-IN, COLLECTION AND DELIVERY OF CHECKED BAGGAGE;
- . ACCEPTANCE AND CHARGES RELATED TO SPECIAL

FLYER . ITEMS, E.G. SURFBOARDS, PETS, BICYCLES, ETC;
BAGGAGE PROVISIONS RELATED TO PROHIBITED OR
UNACCEPTABLE ITEMS, INCLUDING EMBARGOES;
TERMS OR CONDITIONS THAT WOULD ALTER OR
IMPACT THE BAGGAGE ALLOWANCES AND CHARGES
APPLICABLE TO PASSENGERS (E.G. FREQUENT
STATUS, EARLY CHECK-IN, PRE-PURCHASING
BAGGAGE ALLOWANCES WITH A PARTICULAR CREDIT
CARD); AND,
OTHER RULES GOVERNING TREATMENT OF BAGGAGE
AT STOPOVER POINTS, INCLUDING PASSENGERS
SUBJECT TO SPECIAL BAGGAGE ALLOWANCES OR CHARGES,
ETC.

"INTERLINE AGREEMENT":

AN AGREEMENT BETWEEN TWO OR MORE CARRIERS TO
CO-ORDINATE THE TRANSPORTATION OF PASSENGERS AND
THEIR BAGGAGE FROM THE FLIGHT OF ONE AIR CARRIER
TO THE FLIGHT OF ANOTHER AIR CARRIER (THROUGH TO

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THE NEXT POINT OF STOPOVER).

"INTERLINE ITINERARY":

ALL FLIGHTS REFLECTED ON A SINGLE TICKET

INVOLVING

MULTIPLE AIR CARRIERS. ONLY TRAVEL ON A SINGLE
TICKET IS SUBJECT TO THE AGENCY'S APPROACH
PROVIDED THE ORIGIN OR THE ULTIMATE TICKETED
DESTINATION IS A POINT IN CANADA.

"INTERLINE TRAVEL":

TRAVEL INVOLVING MULTIPLE AIR CARRIERS LISTED ON

A

SINGLE TICKET THAT IS PURCHASED VIA A SINGLE
TRANSACTION.

"SINGLE TICKET":

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

"SUMMARY PAGE AT THE END OF AN ONLINE PURCHASE":

A PAGE ON A CARRIER'S WEB SITE WHICH SUMMARIZES
THE DETAILS OF A TICKET PURCHASE TRANSACTION JUST
AFTER THE PASSENGER HAS AGREED TO PURCHASE THE
TICKET FROM THE CARRIER AND HAS PROVIDED A FORM

OF

PAYMENT.

"ULTIMATE TICKETED DESTINATION":

IN SITUATIONS WHERE A PASSENGER'S ORIGIN IS A NON-CANADIAN POINT AND THE ITINERARY INCLUDES AT LEAST ONE STOP IN CANADA, AS WELL AS AT LEAST ONE STOP OUTSIDE CANADA. IF THE STOP IN CANADA IS

THE

FARTHEST CHECKED POINT AND THE STOP IS MORE THAN 24 HOURS, THE AGENCY WOULD CONSIDER THE ULTIMATE TICKETED DESTINATION TO BE CANADA.

CARRIER DEFINITIONS (VARIOUS)

"DOWN LINE CARRIER ":

ANY CARRIER, OTHER THAN THE SELECTING CARRIER,

WHO

IS IDENTIFIED AS PROVIDING INTERLINE TRANSPORTATION TO THE PASSENGER BY VIRTUE OF THE PASSENGER'S TICKET.

"MARKETING CARRIER":

THE CARRIER THAT SELLS FLIGHTS UNDER ITS CODE.

"MOST SIGNIFICANT CARRIER (MSC)":

IS DETERMINED BY A METHODOLOGY, ESTABLISHED BY IATA (RESOLUTION 302), WHICH ESTABLISHES, FOR

EACH

PORTION OF A PASSENGER'S ITINERARY WHERE BAGGAGE IS CHECKED THROUGH TO A NEW STOPOVER POINT, WHICH CARRIER WILL BE PERFORMING THE MOST SIGNIFICANT PART OF THE SERVICE. FOR TRAVELERS UNDER THE RESOLUTION 302 SYSTEM, THE BAGGAGE RULES OF THE MSC WILL APPLY. FOR COMPLEX ITINERARIES

INVOLVING

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MULTIPLE CHECKED BAGGAGE POINTS, THERE MAY BE

MORE

THAN ONE MSC, RESULTING IN THE APPPLICATION OF DIFFERING BAGGAGE RULES THROUGH AN ITINERARY.

"MOST SIGNIFICANT CARRIER (MSC)-IATA RESOLUTION 302 AS CONDITIONED BY THE AGENCY":

IN THIS INSTANCE, THE MSC IS DETERMINED BY APPLYING IATA RESOLUTION 302 METHODOLOGY AS CONDITIONED BY THE AGENCY. THE AGENCY'S RESERVATION HAS STIPULATED THAT ONLY A SINGLE SET OF BAGGAGE RULES MAY APPLY TO ANY GIVEN INTERLINE ITINERARY. THE AIM OF THE AGENCY'S RESERVATION

IS

TO ALLOW THE SELECTING CARRIER TO USE THE MSC METHODOLOGY TO DETERMINE WHICH CARRIER'S BAGGAGE RULES APPLY TO AN INTERNATIONAL INTERLINE

THE ITINERARY TO OR FROM CANADA, WHILE REINFORCING

ROLE OF TARIFFS IN THE DETERMINATION OF WHICH CARRIER'S RULES APPLY.

"OPERATING CARRIER":

THE CARRIER THAT OPERATES THE ACTUAL FLIGHT.

"PARTICIPATING CARRIER(S)":

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

"SELECTED CARRIER":

THE CARRIER WHOSE BAGGAGE RULES APPLY TO THE ENTIRE INTERLINE ITINERARY.

"SELECTING CARRIER":

THE CARRIER WHOSE DESIGNATOR CODE IS IDENTIFIED

ON

THE FIRST SEGMENT OF THE PASSENGER'S TICKET AT

THE

BEGINNING OF AN ITINERARY ISSUED ON A SINGLE TICKET WHOSE ORIGIN OR ULTIMATE DESTINATION IS IN CANADA.

AREA: ZZ TARIFF: IPRG CXR: QR RULE: 0131

TITLE/APPLICATION - 70

A APPLICABILITY OF FARES
THE FARE PAID SHALL ONLY BE APPLICABLE WHEN INTERNATIONAL TRAVEL COMMENCES IN THE COUNTRY OF THE POINT OF ORIGIN

SHOWN

ON THE TICKET; I.E., IF INTERNATIONAL TRAVEL ACTUALLY COMMENCES OUTSIDE THE COUNTRY OF THE TICKETED POINT OF ORIGIN, THE FARE MUST BE REASSESSED FROM THE POINT WHERE INTERNATIONAL TRAVEL ACTUALLY BEGAN, FOR EXAMPLE, IF A TICKET IS PURCHASED AT THE INDIAN RUPEE FARE FOR TRAVEL

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AREA: ZZ TARIFF: IPRG CXR: QR RULE: 0131

TITLE/APPLICATION - 70 (CONT)

MUMBAI-DOHA-LONDON-NEW YORK AND THE PASSENGER ACTUALLY COMMENCES TRAVEL IN DUBAI INSTEAD OF MUMBAI, THE FARE MUST BE REASSESSED AT THE DOHA-NEW YORK QATARI RIAL LEVEL.

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

TITLE/APPLICATION - 70

A STOPOVERS AND AGREED STOPPING PLACES
(A) ADVANCE ARRANGEMENTS REQUIRED
STOPOVERS WILL BE PERMITTED ONLY IF ARRANGED WITH CARRIER IN ADVANCE AND PROVIDED FOR IN THE TICKET.
(B) AGREED STOPPING PLACES

STOPOVERS MAYBE PERMITTED AT THE AGREED STOPPING
PLACES
SUBJECT TO GOVERNMENT REQUIREMENTS AND QR REGULATIONS.
AREA: ZZ TARIFF: IPRG CXR: QR RULE: 0136

TITLE/APPLICATION - 70

A FARES, CHARGES AND ROUTINGS

(A) GENERAL

FARES APPLY ONLY FOR CARRIAGE FROM THE AIRPORT AT THE POINT OF ORIGIN TO THE AIRPORT AT THE POINT OF DESTINATION. FARES DO NOT INCLUDE GROUND TRANSPORT SERVICE BETWEEN AIRPORTS AND BETWEEN AIRPORTS AND TOWN CENTERS, UNLESS QR'S WITHOUT ADDITIONAL CHARGE.

(B) APPLICABLE FARES

APPLICABLE FARES FOR CARRIAGE GOVERNED BY THESE CONDITIONS ARE THOSE PUBLISHED BY QR, OR, IF NOT SO PUBLISHED, CONSTRUCTED IN ACCORDANCE WITH QR'S REGULATIONS. EXCEPT AS OTHERWISE PROVIDED IN QR'S REGULATIONS, THE APPLICABLE FARE IS THE FARE FOR THE FLIGHT OR FLIGHTS IN EFFECT ON THE DATE OF

COMMENCEMENT

OF THE CARRIAGE COVERED BY THE FIRST FLIGHT COUPON OF THE TICKET. WHEN THE AMOUNT THAT HAS BEEN COLLECTED

IS

NOT THE APPLICABLE FARE, THE DIFFERENCE SHALL BE PAID BY THE PASSENGER OR, AS THE CASE MAY BE, REFUNDED BY

QR

IN ACCORDANCE WITH CARRIER'S REGULATIONS.

(C) ROUTING

UNLESS OTHERWISE PROVIDED IN QR'S REGULATIONS, FARES APPLY ONLY TO ROUTINGS PUBLISHED IN CONNECTION THEREWITH. IF THERE IS MORE THAN ONE ROUTING AT THE

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AREA: ZZ TARIFF: IPRG CXR: QR RULE: 0136

TITLE/APPLICATION - 70 (CONT)

SAME FARE, THE PASSENGER, PRIOR TO TICKET ISSUE, MAY SPECIFY THE ROUTING. IF NO ROUTING IS SPECIFIED, QR MAY DETERMINE THE ROUTING.

(D) CURRENCY

SUBJECT TO APPLICABLE LAW, FARES AND CHARGES ARE PAYABLE IN ANY CURRENCY ACCEPTABLE TO QR. WHEN

PAYMENT

IS MADE IN A CURRENCY OTHER THAN THE CURRENCY IN WHICH THE FARE IS PUBLISHED, SUCH PAYMENT WILL BE MADE AT

THE

RATE OF EXCHANGE ESTABLISHED IN ACCORDANCE WITH QR'S REGULATIONS.

(E) TAXES FEES AND CHARGES

APPLICABLE FARES, TAXES, FEES AND CHARGES IMPOSED BY

GOVERNMENT OR OTHER AUTHORITY, OR BY THE OPERATOR OF AN AIRPORT SHALL BE PAYABLE BY PASSENGER. AT THE TIME THE PASSENGER PURCHASES A TICKET, HE/SHE WILL BE ADVISED OF TAXES, FEES AND CHARGES NOT INCLUDED IN THE FARE, MOST OF WHICH NORMALLY BE SHOWN SEPARATELY ON

THE

TICKET. THE TAXES, FEES AND CHARGES IMPOSED ON AIR TRAVEL ARE CONSTANTLY CHANGING AND CAN BE IMPOSED

AFTER

THE DATE OF TICKET ISSUANCE. IF THERE IS AN INCREASE IN TAX, FEE OR CHARGE SHOWN ON THE TICKET, PASSENGER WILL BE REQUIRED TO PAY IT. SIMILARLY, IF A NEW TAX, FEE OR CHARGE IS IMPOSED EVEN AFTER TICKET ISSUANCE PASSENGER WILL BE REQUIRED TO PAY IT. IN THE EVENT OF ANY TAXES, FEES OR CHARGES, WHICH PASSENGER HAVE PAID TO QR AT THE TIME OF TICKET ISSUANCE ARE ABOLISHED OR REDUCED SUCH THAT THEY NO LONGER APPLY TO PASSENGER,

OR

A LESSER AMOUNT IS DUE, PASSENGER WILL BE ENTITLED TO CLAIM A REFUND.

AREA: ZZ TARIFF: IPRG CXR: QR RULE: 0140

TITLE/APPLICATION - 70

A WAITLISTS

WAITLIST ACCEPTANCE/CLEARANCE IS BASED ON ACTUAL REVENUE VALUE AND IS AT QR'S DISCRETION. QR'S AUTOMATIC WAITLIST CLEARANCE/PRIORITIZATION IS BASED ON CUSTOMER IMPORTANCE, REVENUE VALUE, LIKELIHOOD OF TRAVEL IF CONFIRMED AND FAIRNESS TO PASSENGER.

AREA: ZZ TARIFF: IPRG CXR: QR RULE: 0150

TITLE/APPLICATION - 70

A APPLICATION OF FARES

(A) WHERE A LOCAL OR JOINT FARE IS SPECIFICALLY PUBLISHED VIA THE DESIRED ROUTING FROM POINT OF ORIGIN TO POINT OF DESTINATION, SUCH FARE IS APPLICABLE OVER SUCH ROUTE.

(B) UNLESS OTHERWISE PROVIDED, FLIGHTS DESIGNATED BY CLASS(ES) OF SERVICE; E.G., FIRST CLASS, BUSINESS

CLASS

OR ECONOMY CLASS AND FLIGHT DEPARTURE OR ARRIVAL TIME AS SPECIFIED IN CONNECTION WITH THE APPLICATION OF FARES REFER TO FLIGHTS BEARING SUCH DESIGNATIONS AND SCHEDULES, FLIGHT DEPARTURE OR ARRIVAL TIMES, AS SET FORTH IN QR'S OFFICIAL GENERAL SCHEDULE.

(C) FARES AND CHARGES APPLY ONLY TO AIR TRANSPORTATION BETWEEN THE AIRPORTS THROUGH WHICH THE CITIES NAMED, IN CONNECTION WITH SUCH FARES AND CHARGES ARE SERVED BY THE CARRIER OR CARRIERS BY WHOM, OR ON WHOSE BEHALF,

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TITLE/APPLICATION - 70 (CONT)

SUCH FARES AND CHARGES ARE PUBLISHED. GROUND
TRANSPORTATION OTHER THAN THAT SPECIFIED BELOW WILL BE
ARRANGED BY THE PASSENGER AT HIS/HER OWN EXPENSE.

AREA: ZZ TARIFF: IPRG CXR: QR RULE: 0165

TITLE/APPLICATION - 70

A FARE CONSTRUCTION

WHEN THE FARE BETWEEN ANY TWO POINTS IS NOT
SPECIFICALLY PUBLISHED VIA THE DESIRED ROUTING, SUCH
FARE SHALL BE CONSTRUCTED BY COMBINING THOSE FARES
APPLICABLE VIA THE DESIRED ROUTING FROM THE

PASSENGER'S

POINT OF ORIGIN TO POINT OF DESTINATION THAT PRODUCE
THE LOWEST FARE FOR THE CLASS OF SERVICE USED;
PROVIDED, HOWEVER, THAT SUCH FARE WILL NOT EXCEED THE
LOWEST FARE DETERMINED IN ACCORDANCE WITH THIS RULE.
QR'S TELEPHONE RESERVATION SALES REPRESENTATIVE WILL
OFFER CUSTOMERS THE LOWEST APPLICABLE FARE FOR
ITINERARIES FOR THE FLIGHTS, DATES AND CLASS OF

SERVICE

REQUESTED TO WHICH OUR REPRESENTATIVES HAVE ACCESS.
FARES NOT ACCESSIBLE VIA OUR TELEPHONE RESERVATION
SYSTEM MAY INCLUDE, BUT ARE NOT LIMITED TO,

UNPUBLISHED

FARES, CONSOLIDATOR FARES, NEGOTIATED FARES, TOUR OR
PACKAGE FARES, AND DISCOUNTS AVAILABLE ONLY VIA
INTERNET WEB SITES.

- (A) CIRCLE-TRIP/ROUND-TRIP MAXIMUM
IF THE FARE CONSTRUCTED FOR SUCH ROUTING EXCEEDS
THE FARE FOR A CIRCLE TRIP OR ROUND TRIP
CONSTRUCTED FROM THE SAME POINT OF ORIGIN THAT
WOULD INCLUDE SUCH ROUTING, THE CIRCLE-TRIP OR
ROUND-TRIP FARE WOULD APPLY.
- (B) INTERRUPTED TRAVEL
IF A FARE CONSTRUCTED FOR A TRIP INTERRUPTED BY
TRAVEL OTHER THAN VIA THE PARTICIPATING CARRIERS
EXCEEDS THE APPLICABLE THROUGH FARE FOR
UNINTERRUPTED TRAVEL VIA THE ROUTING, THE
APPLICABLE THROUGH FARE WILL APPLY.
- (C) MAXIMUM FARE-TRAVEL VIA THE SAME OR DIFFERENT
CLASSES OF SERVICE
A COMBINATION OF FARES OF THE SAME OR DIFFERENT
CLASSES OF SERVICE MAY NOT EXCEED THE LOWEST OF
THE FOLLOWING FARES OR COMBINATION OF FARES VIA
THE SAME CARRIER(S) BETWEEN AND VIA THE SAME
POINT:

(1) A COMBINATION OF FARES VIA THE CLASS OF

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TITLE/APPLICATION - 70 (CONT)

SERVICE USED FOR A PORTION OF THE
TRANSPORTATION AND FARES FOR A HIGHER CLASS
OF SERVICE FOR THE REMAINDER OF THE
TRANSPORTATION, OR

- (2) A COMBINATION OF FARES VIA HIGHER CLASSES OF
SERVICE, OR
- (3) A THROUGH PUBLISHED FARE VIA A HIGHER CLASS
OF SERVICE.

EXCEPTION: A THROUGH PUBLISHED FARE VIA A
HIGHER CLASS OF SERVICE TO OR FROM A MORE
DISTANT POINT MAY NOT BE USED TO CONSTRUCT A
FARE FOR AN INTERMEDIATE POINT(S) IF THERE

IS

A PUBLISHED FARE FOR THE SAME HIGHER CLASS

OF

SERVICE TO OR FROM SUCH INTERMEDIATE
POINT(S).

- (4) IN THE EVENT THAT TWO OR MORE FARE
TYPES/BOOKING CODES ARE USED IN AN

ITINERARY,

THE THROUGH FARE TO BE USED, IF LOWER THAN
THE SUM OF APPLICABLE FARES, IS THE HIGHEST
FARE TYPE/BOOKING CODE RANKED ABOVE.

AREA: ZZ TARIFF: IPRG CXR: QR RULE: 0170

TITLE/APPLICATION - 70

A ROUND-TRIP FARES

WHEN A TICKET IS PURCHASED BEFORE THE TRANSPORTATION
COMMENCES OR IS REISSUED PURSUANT TO RULE 255 (REROUTING),
THE FARE APPLICABLE TO A ROUND TRIP BETWEEN TWO POINTS OVER
THE LINES OF ONE OR MORE CARRIERS SHALL BE:

- (A) WHEN SPECIFICALLY PUBLISHED VIA THE DESIRED ROUTING,
THE APPLICABLE ROUND-TRIP FARE SPECIFICALLY PUBLISHED
BY OR ON BEHALF OF SUCH CARRIER(S).
- (B) WHEN NOT SPECIFICALLY PUBLISHED VIA THE DESIRED
ROUTING, THE SUM OF THE ONE-WAY FARES APPLICABLE TO

THE

RESPECTIVE ONE-WAY SEGMENTS OR THE SUM OF THE
ROUND-TRIP SEGMENT FARES IF THESE ARE PUBLISHED.

AREA: ZZ TARIFF: IPRG CXR: QR RULE: 0175

TITLE/APPLICATION - 70

A CIRCLE-TRIP FARES

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AREA: ZZ TARIFF: IPRG CXR: QR RULE: 0175

TITLE/APPLICATION - 70 (CONT)
EXCEPT AS PROVIDED BELOW, WHEN A TICKET IS PURCHASED BEFORE
THE TRANSPORTATION COMMENCES OR IS REISSUED PURSUANT TO
RULE
255 (REROUTING), THE FARE APPLICABLE TO A CIRCLE-TRIP VIA
PARTICIPATING CARRIERS OR PARTLY VIA PARTICIPATING CARRIERS
AND PARTLY VIA OTHER SCHEDULED AIR CARRIERS SHALL BE FOR
THE
PORTION OF CARRIAGE VIA ONE OR MORE PARTICIPATING CARRIERS,
THE SUM OF 50 PERCENT OF THE APPLICABLE ROUND-TRIP FARES
FOR
THE RESPECTIVE SECTIONS, CONSTRUCTED FROM THE POINT OF
ORIGIN VIA THE ROUTE OF TRAVEL THAT PRODUCES THE LOWEST
FARE
FOR THE CIRCLE TRIP FOR CLASS OF SERVICE USED.
EXCEPTION: THE PROVISIONS OF THIS RULE ARE NOT APPLICABLE
WHEN ANY PORTION OF THE CIRCLE TRIP IS FLOWN VIA CHARTER
SERVICES OR MILITARY AIR SERVICES.
AREA: ZZ TARIFF: IPRG CXR: QR RULE: 0185

TITLE/APPLICATION - 70
A ROUTINGS
(A) EACH FARE APPLIES ONLY TO TRANSPORTATION VIA THE
ROUTINGS SPECIFIED IN CONNECTION WITH SUCH FARE. ANY
LOCAL ROUTING IN CONNECTION WITH A FARE APPLICABLE TO
TRANSPORTATION OVER THE LINES OF ANY ONE CARRIER
BETWEEN ANY TWO POINTS SHALL BE INCLUDED IN ANY
ROUTING
IN CONNECTION WITH ANY PUBLISHED JOINT FARE THAT
INCLUDES TRANSPORTATION OVER THE LINES OF SUCH CARRIER
BETWEEN SUCH POINTS, UNLESS EXPRESSLY EXCLUDED FROM
THE
JOINT FARE ROUTING OR ROUTINGS.
(B) WHERE MORE THAN ONE LOCAL FARE APPLIES FOR THE PORTION
OF PASSAGE VIA A CARRIER PARTICIPATING IN A JOINT
FARE,
THE JOINT FARE SHALL APPLY ONLY VIA THE ROUTINGS
SPECIFIED IN CONNECTION WITH THE LOWEST LOCAL FARE.
EXCEPTION: THE PROVISIONS OF PARAGRAPH (B) WILL NOT
APPLY TO JOINT FARES CONSTRUCTED IN ACCORDANCE WITH
RULE 165 (FARE CONSTRUCTION). TRAVEL WILL BE
PERMITTED
VIA THE ROUTING AUTHORIZED IN CONNECTION WITH THE
LOCAL
FARES USED IN CONSTRUCTING SUCH JOINT FARES.
AREA: ZZ TARIFF: IPRG CXR: QR RULE: 0190

TITLE/APPLICATION - 70
K BAGGAGE

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TITLE/APPLICATION - 70 (CONT)

(A) DEFINITION, CONTENTS

"BAGGAGE 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.

QR HAS THE RIGHT (EXCEPT FOR DIPLOMATIC BAGS) BUT NOT THE OBLIGATION, TO VERIFY, IN THE PRESENCE OF THE PASSENGER, THE CONTENTS OF HIS BAGGAGE".

(B) LIABILITY OF CARRIER

WHILE STAFF SHOULD NOT BE INVOLVED IN DISCUSSIONS CONCERNING FINANCIAL SETTLEMENT, THEY SHOULD BE AWARE OF QR'S LEGAL SITUATION.

QR'S LIABILITY TO PAY COMPENSATION IS LIMITED AND IS CALCULATED ON THE WEIGHT OF THE BAGGAGE LOST, DAMAGED, PILFERED OR DELAYED. IT IS IN NO WAY INSURANCE OR AN AUTOMATIC PAYMENT AND ALL CLAIMS ARE SUBJECT TO PROOF OF VALUE.

(CANCELLED)

(C) CATEGORIES: CHECKED, UNCHECKED, UNACCOMPANIED

(1) CHECKED BAGGAGE: THOSE PIECES OF BAGGAGE, ACCEPTED AT THE CHECK-IN COUNTER, REGISTERED ON THE FLIGHT COUPON (PIECES AND WEIGHT), TAGGED TO THE CORRECT DESTINATION AND FOR WHICH THE PASSENGER IS GIVEN A RECEIPT (EQUALS PASSENGER'S IDENTIFICATION/CLAIM PORTION).

UNCHECKED BAGGAGE: THOSE PIECES OF BAGGAGE, CARRIED BY THE PASSENGER DURING THE FLIGHT IN CABIN; ALSO CALLED: HAND BAGGAGE; CARRY ON BAGGAGE.

(2) UNACCOMPANIED BAGGAGE: THOSE PIECES OF BAGGAGE ACCEPTED FOR CARRIAGE AS CARGO.

(A) UNACCOMPANIED BAGGAGE/RUSH BAGGAGE

(B) UNACCOMPANIED BAGGAGE SENT AS CARGO

(I) UNACCOMPANIED BAGGAGE IS BAGGAGE ACCEPTED FOR CARRIAGE AS CARGO.

(II) CONTENTS: UNACCOMPANIED BAGGAGE SHALL CONSIST OF PERSONAL WEARING APPAREL AND PERSONAL ARTICLES BELONGING TO PASSENGERS (INCLUDING HOUSEHOLD GOODS, PORTABLE MUSICAL INSTRUMENTS AND PORTABLE SPORTS EQUIPMENT BUT EXCLUDING MACHINERY, MACHINE SPARE PARTS, MONEY, SECURITIES, JEWELRY, WATCHES, PLATED WARE, FURS, FILMS, CAMERAS, TICKETS, DOCUMENTS, LIQUORS, PERFUMES, MERCHANDISE AND SALESMAN SAMPLES).

(III) RATES: UNACCOMPANIED BAGGAGE IS ACCEPTED AT CARGO RATES. CHARGES WILL

BE BASED ON WEIGHT OR VOLUMETRIC

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EQUIVALENT, WHICHEVER IS THE GREATER.

(IV) CLEARANCE OF UNACCOMPANIED BAGGAGE MAY INVOLVE MORE FORMALITIES THAN ACCOMPANIED EXCESS BAGGAGE, AS IT WILL HAVE TO BE DONE AT THE CARGO TERMINAL.

(V) ENSURE BAGGAGE IS OWNER NAME LABELLED PRIOR TO ACCEPTANCE.

(D) RUSH BAGGAGE/EXPEDITE BAGGAGE

(1) RUSH BAGGAGE, IS BAGGAGE WHICH HAS BEEN

MISHANDLED

BY A STATION DUE TO REASONS BEYOND THE PASSENGERS CONTROL (E.G. PAYLOAD RESTRICTION, NON-

AVAILABILITY

OF SPACE, OVERSIGHT ETC.) AND SHALL BE DELIVERED TO THE PASSENGER.

(2) RUSH BAGGAGE CAN BE SENT UNDER THE FOLLOWING CONDITIONS:

(A) IT MUST HAVE BEEN SCREENED.

(B) IT MUST BE ENSURED THAT THE PASSENGER HAS BEEN ALREADY TRAVELED.

NOTES:

RUSH BAGGAGE MUST BE STORED AT THE AIRPORT IN A SECURE STORAGE AREA

PIECES

IT IS IMPERATIVE THAT THE CORRECT NUMBER OF

AND WEIGHT IS TRANSMITTED TO THE LOAD CONTROL STAFF.

IMPORTANT: THIS TRANSMISSION OF INFORMATION MUST BE DOCUMENTED. THEREFORE A SITA TELEX IS RECOMMENDED.

(E) CARRIAGE OF DANGEROUS GOODS

(1) DANGEROUS GOODS ARE ARTICLES AND SUBSTANCES,

WHICH

POSE SIGNIFICANT RISK TO HEALTH, SAFETY AND PROPERTY. THEREFORE THEIR CARRIAGE IS STRICTLY CONTROLLED BY INTERNATIONAL DANGEROUS GOODS REGULATIONS, WHICH SPECIFY THE CONDITIONS UNDER WHICH DANGEROUS GOODS CAN BE TRANSPORTED WITHOUT RISKING THE SAFETY OF PEOPLE AND PROPERTY.

(2) THE INTERNATIONAL DANGEROUS GOODS REGULATIONS (AS CLASSIFIED IN IATA DANGEROUS GOODS REGULATIONS MANUAL) PROHIBIT THE CARRIAGE OF DANGEROUS GOODS WITH THE EXCEPTION OF CERTAIN ITEMS PASSENGERS (AND CREW) MAY CARRY IN THEIR HAND OR CHECKED BAGGAGE PROVIDED THE ITEMS ARE LIMITED IN

QUANTITY

AND FOR PERSONAL USE ONLY.

- (3) MANY DANGEROUS GOODS CAN BE CARRIED AS CARGO PROVIDED THE APPLICABLE CONDITIONS FOR THEIR CARRIAGE HAVE BEEN MET.
- (4) SOME "DANGEROUS GOODS" MAY BE CARRIED ON BOARD IN RESTRICTED QUANTITIES.
- (5) SOME "DANGEROUS GOODS" ARE RESTRICTED TO CARGO AIRCRAFT ONLY AND OTHERS ARE PROHIBITED UNDER ANY

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CIRCUMSTANCES.

- (F) GOODS: RESTRICTED ARTICLES
FOLLOWING ITEMS MAY BE CARRIED BY PASSENGERS PROVIDED THEY ARE CARRIED ACCORDING TO FOLLOWING RULES:

- (1) ALCOHOLIC BEVERAGES, WHEN PACKED IN RECEPTACLES

OF

LESS THAN 5 LITRES PERMITTED IN HAND BAGGAGE AND CHECKED-IN BAGGAGE

- (2) NON-RADIOACTIVE MEDICINAL AND TOILET ARTICLES, WHEN LESS THAN A MAX OF 2 KG NET WEIGHT OR LESS THAN 2 LITRES PERMITTED ON ONE'S PERSON, IN HAND BAGGAGE OR CHECKED-IN BAGGAGE
- (3) DRY ICE, MAX 2 KG, WHEN USED TO PACK PERISHABLES PERMITTED AS HAD BAGGAGE OR CHECKED-IN BAGGAGE. PERMISSION OF THE OPERATOR IS REQUIRED
- (4) SMALL GASEOUS OXYGEN OR AIR CYLINDERS REQUIRED

FOR

MEDICAL USE PERMITTED IN HAND BAGGAGE, CHECKED-IN BAGGAGE OR ON ONE'S PERSON. THE APPROVAL OF THE OPERATOR IS REQUIRED

- (5) SECURELY BOXED, CARTRIDGES FOR SPORTING PURPOSES, MAX 5KG GROSS WEIGHT, EXCLUDING AMMUNITION WITH EXPLOSIVE OR INCENDIARY PROJECTILES ONLY AS CHECKED-IN BAGGAGE. THE APPROVAL OF THE OPERATOR IS REQUIRED. VALID EXPORT/IMPORT LICENSES MAY BE REQUIRED
- (6) SAFETY MATCHES OR A LIGHTER FOR PERSONAL USE ON BOARD. HOWEVER LIGHTERS CONTAINING UNABSORBED LIQUID FUEL, LIGHTER FUEL AND LIGHTER REFILLS ARE NOT PERMITTED. ONLY ALLOWED ON ONE'S PERSON, NOT ALLOWED IN BAGGAGE
- (7) WHEELCHAIR AND OTHER BATTERY-POWERED MOBILITY

AIDS

SHIPPED AS BAGGAGE.

- (G) CANCELLED
- (H) DANGEROUS GOODS: HIDDEN IN THE PASSENGERS' BAGGAGE
 - (1) WHEN PASSENGERS CHECKED OR UNCHECKED BAGGAGE ARE ACCEPTED, GREAT CARE MUST BE TAKEN THAT NO DANGEROUS GOODS, OTHER THAN THE "DANGEROUS GOODS

EXCEPTED" ARE TAKEN ABOARD OF AN AIRCRAFT AS BAGGAGE.

- (2) CONFIRMATION SHOULD BE SOUGHT FROM A PASSENGER ABOUT THE CONTENTS OF ANY ITEM WHERE THERE ARE SUSPICIONS THAT IT MIGHT CONTAIN DANGEROUS GOODS.
- (3) TYPICAL EXAMPLES OF ITEMS WHICH MAY CONTAIN OR INDICATE THE PRESENCE OF DANGEROUS GOODS INCLUDE:
 - AEROSOL CANS CAN LEAK IF NOT PROPERLY SEALED

DUE

TO CABIN PRESSURE. THEY ARE ALSO VERY SUSCEPTIBLE TO HEAT AND THERE HAVE BEEN INCIDENTS WHERE THE CANS HAVE EXPLODED AS A RESULT OF BECOMING OVERHEATED IN AN AIRCRAFT CABIN

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- AUTOMOBILE PARTS MAY CONTAIN WET BATTERIES, AIR BAG INFLATORS, AIR BAG MODULES, FUEL, - ETC.
- BULL SEMEN IS USUALLY COOLED WITH A CRYOGENIC LIQUEFIED GAS WHICH CONTINUOUSLY VAPORIZES
- CAMPING EQUIPMENT CAN CONTAIN FLAMMABLE LIQUID, OR BUTANE METAL BOTTLES WHICH CONTAIN A FLAMMABLE COMPRESSED GAS
- MOST CHEMICALS ARE DANGEROUS AND ONLY QUALIFIED CARGO STAFF CAN ADVISE IF IT IS ACCEPTABLE AS CARGO. DANGEROUS CHEMICALS MUST NEVER BE ACCEPTED AS BAGGAGE
- DENTAL APPARATUS MAY CONTAIN CHEMICALS SUCH AS RESINS OR SOLVENTS
- DIAGNOSTIC SPECIMENS MAY CONTAIN INFECTIOUS SUBSTANCES
- DIVING EQUIPMENT MAY INCLUDE AQUALUNG AIR CYLINDERS, WHICH CAN ONLY BE ACCEPTED IF THEY ARE EMPTIED DIVING LAMPS MAY CONTAIN RECHARGEABLE LEAD ACID BATTERIES WHICH, WHEN ACCIDENTALLY OPERATED, MAY GENERATE EXTREME

HEAT

AND CAN CAUSE FIRE NOTE THAT HEAT PRODUCING ARTICLES SUCH AS UNDERWATER TORCHES MAY BE CARRIED IN CARRY-ON BAGGAGE ONLY WITH THE APPROVAL OF THE OPERATOR; THE HEATING PRODUCING COMPONENT OR THE ENERGY SOURCE MUST BE REMOVED TO PREVENT ACCIDENTAL FUNCTIONING DURING TRANSPORT

- DRILLING/MINING EQUIPMENT MAY CONTAIN

EXPLOSIVES

OR OTHER DANGEROUS GOODS

- ELECTRICAL EQUIPMENT MAY CONTAIN MAGNETIZED

MATERIAL

- EXPEDITIONARY EQUIPMENT MAY CONTAIN SEVERAL DANGEROUS GOODS LIKE EXPLOSIVES, GASOLINE, BATTERIES, ETC.

FROZEN FOOD MAY BE PACKED IN CARBON DIOXIDE, SOLIDE (DRY ICE), WHICH IS A DGR

- FIREWORKS ARE EXPLOSIVES
- FROZEN EMBROYOS MAY CONTAIN LIQUID NITROGEN.
- GAS CYLINDERS IF FILLED, WILL CONTAIN GAS UNDER PRESSURE AND CAN ONLY BE ACCEPTED AS CARGO

HOUSEHOLD CLEANERS CAN CONTAIN CHLORIDES OR AMMONIAS. MANY BLEACHING POWDERS CONTAIN STRONG OXIDIZERS WHICH REACT DANGEROUSLY WITH OTHER MATERIALS, PRODUCING FUMES.

- AMMONIAS ARE VERY CORROSIVE AND REACT WITH OXIDIZING MATERIALS. AMMONIA ALSO PRODUCES TOXIC FUMES. THERE HAVE BEEN INSTANCES WHERE

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AIRCRAFT HAVE HAD TO RETURN TO AN AIRPORT DUE TO AMMONIA FUMES AFFECTING

PASSENGER

AND CREW

HOUSEHOLD GOODS CAN CONTAIN PAINTS, AEROSOLS, AND FLAMMABLE LIQUIDS

- INSTRUMENTS MAY CONTAIN MERCURY E.G. IN BAROMETERS, MANO-METERS AND INDUSTRIAL THERMOMETERS, ETC.

- MERCURY IS A METAL WHICH REMAINS IN LIQUID FORM AT -38 C. IF GIVES OFF TOXIC FUMES

AT HIGH AND LOW PRESSURES. LIQUID MERCURY WILL QUICKLY PENETRATE ALUMINIUM AND IT

BECOMES WEAK AND BRITTLE. AS MOST AIRCRAFT ARE PRODUCED FROM ALUMINIUM, IT CAN CAUSE

SEVERE STRUCTURAL DAMAGE IF SPILLED IN AN AIRCRAFT, ESPECIALLY AS IT IS DIFFICULT TO TRACE AND REMOVE.

- MOST PAINTS ARE FLAMMABLE LIQUIDS AND CAN ONLY BE ACCEPTED AS CARGO. CLASSIFIED

AS PAINTS ARE ENAMELS, LACQUERS, STAINS, SHELLAC, VARNISH, POLISH FILLERS AND THINNERS.

- PHOTOGRAPHIC EQUIPMENT CAN CONTAIN HAZARDOUS CHEMICALS, RACING CAR TEAM EQUIPMENT MAY

CONTAIN FLAMMABLE AEROSOLS, NITROMETHANE, OTHER FUEL ADDITIVES OR WET BATTERIES.

- REPAIR KITS CAN CONTAIN ADHESIVES, CELLULOSE, PAINT, SOLVENTS ETC. TOOL BOXES MAY

CONTAIN SEVERAL DANGEROUS GOODS. VACCINES ARE

OFTEN PACKED WITH DRY ICE.

WET CELL BATTERIES CONTAIN ACIDS, WHICH CAN DAMAGE THE AIRCRAFT STRUCTURE AND ADJACENT BAGGAGES.

- (I) PASSENGER BAGGAGE REQUIRING SPECIAL PACKAGING
 - (1) ARTICLES AND SUBSTANCES WHICH DO NOT FALL WITHIN THE DEFINITIONS OF DANGEROUS GOODS BUT WHICH, IN THE EVENT OF LEAKAGE, MAY CAUSE SERIOUS CLEAN-UP PROBLEMS OR CORROSION TO ALUMINIUM ON A LONG TERM BASIS, MUST BE CHECKED BY THE PASSENGER TO AT LEAST ENSURE THAT THE PACKAGING IS ADEQUATE TO PREVENT LEAKAGE DURING TRANSPORT.
 - (2) IN CASE OF DOUBT AS THE ACCEPTABILITY OF AN ITEM OR SUBSTANCE, THE QUESTION MUST BE REFERRED TO PASSENGER SUPERVISOR (IT IS PREFERABLE THAT DOUBTFUL ARTICLES ARE LEFT BEHIND RATHER THAN

RISK
THE

ENDANGERING THE AIRCRAFT AND POSSIBLY BREAKING LAW).

- (3) PASSENGER BAGGAGE BEARING A DANGEROUS GOODS MARK AND/OR LABEL
 - (A) PASSENGER MAY BE CONFRONTED WITH AN ARTICLE

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OR PACKAGING SHOWING A WARNING SYMBOL OR CONSUMER HAZARD LABEL, BUT IT IS POSSIBLE THAT THE ARTICLES IN THE PACKAGING DO NOT MEET THE CRITERIA FOR CLASSIFICATION SHOWN

IN

THE CURRENT IATA DANGEROUS GOODS

REGULATIONS.

IN SUCH A CASE ONE MUST OBTAIN CLARIFICATION THAT THE ARTICLE IS NOT RESTRICTED BEFORE ACCEPTING THE ARTICLE OR SUBSTANCE.

- (B) A PASSENGER MAY ATTEMPT TO CARRY, EITHER AS CHECKED OR UNCHECKED BAGGAGE, A PACKAGE MARKED AND/OR LABELLED FOR DANGEROUS GOODS. THIS WOULD INDICATE THAT THE PACKAGE CONTAINS, OR MIGHT POSSIBLY CONTAIN, DANGEROUS GOODS. THE PASSENGER MUST THEN BE CHALLENGED TO DETERMINE THE EXACT NATURE OF THE CONTENTS. SHOULD THE MARKING OR LABEL INDICATE THE CORRECT NATURE OF THE GOODS,

THE

PACKAGE MUST BE REFUSED AS BAGGAGE AND THE OWNER REFERRED TO THE CARGO DEPARTMENT. SHOULD THE CONTENTS BE OTHER THAN DANGEROUS GOODS, THE PASSENGER MUST REMOVE OR

OBLITERATE THE MARKING PRIOR TO ACCEPTANCE.
(J) SPECIAL LOAD IN CABIN

(1) GENERAL

(A) BAGGAGE MAY BE CARRIED ON THE SEATS OF QR AIRCRAFT, PROVIDED IT BELONGS TO ONE OF THE FOLLOWING CATEGORIES:

(B) DELICATE ITEMS THAT COULD BE DAMAGED OR BROKEN IF CARRIED IN THE AIRCRAFT HOLDS. THIS INCLUDES MUSICAL INSTRUMENTS,

PAINTINGS,

ELECTRONIC EQUIPMENT,

(C) VALUABLES SUCH AS MONEY, GOLD, JEWELRY

(D) ONLY BAGGAGE ACCOMPANIED BY A PASSENGER MAY BE ACCEPTED.

(E) CARGO SHALL NOT BE CABIN LOADED.

(F) LIMITATIONS:

MAXIMUM WEIGHT OF ANY SUCH ITEM IS 75 KG

MAXIMUM LENGTH OF ANY SUCH ITEM IS 120 CM

(48

INCHES)

(2) PROVISIONS OF ITEMS IN EXCESS OF THESE SPECIFICATIONS, MUST BE ARRANGES WITH DOHGSQR-GROUND SERVICES.

(3) A MAXIMUM OF 3 EXTRA SEATS CAN BE BOOKED PER PASSENGER.

(A) DANGEROUS GOODS MUST NEVER BE ACCEPTED AS CABIN LOAD (EXCEPT THE ALLOWED LIMITED QUANTITY OF DRY ICE WHICH IS 2 KG.

(B) THERE IS NO BAGGAGE ALLOWANCE FOR TICKETS THAT ARE ISSUED SPECIFICALLY FOR LOAD ON

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EXTRA SEATS.

(C) A MAXIMUM OF 3 EXTRA SEATS CAN BE BOOKED PER PASSENGER. SEATS REQUIRED FOR BAGGAGE

SHOULD

BE RESERVED BY THE PASSENGER WHEN HE MAKES HIS OWN RESERVATION. SEATS FOR BAGGAGE NOT BOOKED WILL BE OFFERED ON A SUBJECT-TO-LOAD BASIS AT THE AIRPORT.

(K) DIPLOMATIC COURIERS

GENERAL

(1) DIPLOMATIC MAIL BAGS (FROM EMBASSY OF MINISTRY) CAN BE CARRIED IN THE CABIN AND THE COURIER REMAINS RESPONSIBLE FOR THEM.

(2) THERE IS NO BAGGAGE ALLOWANCE FOR TICKETS THAT

ARE

ISSUED SPECIFICALLY FOR DIPLOMATIC BAGGAGE ON EXTRA SEATS.

- (3) MAXIMUM WEIGHT OF ANY SUCH ITEM IS 75 KG
- (4) A MAXIMUM OF 3 EXTRA SEATS CAN BE BOOKED PER PASSENGER DIPLOMATIC MAIL WHEN DIP IS ACCEPTED AND CARRIED AS BAGGAGE IN

THE

HOLD.

- (5) NORMAL EXCESS BAGGAGE RATES ARE CHARGED, AFTER ALLOWING FOR THE ENTITLED FREE BAGGAGE ALLOWANCE.

NOTE 1: WHEN DIP IS ACCEPTED AND CARRIED AS CARGO IN HOLD, THE RELEVANT PROCEDURES ARE FOLLOWED AS ENUMERATED IN THE CARGO AND MAIL SERVICES MANUAL.

NOTE 2: DIP MUST NEVER BE ACCEPTED AND CARRIED UNACCOMPANIED AS BAGGAGE, BUT SHOULD BE TREATED AS CARGO. ALL RELEVANT PROCEDURES WILL BE FOLLOWED AS ENUMERATED IN THE CARGO AND MAIL SERVICES MANUAL.

(L) ACCEPTANCE OF CHECKED BAGGAGE

ACCEPTANCE CRITERIA

DETAILED ACCEPTANCE CRITERIA CAN BE FOUND IN THE CONDITIONS OF CARRIAGE,

- (1) BAGGAGE FREE ALLOWANCE IS INDICATED IN THE TICKET (WEIGHT OR PIECE CONCEPT). APART FROM SEVERAL EXCEPTIONS TO DESTINATIONS.
- (2) QR RESTRICTS THE WEIGHT AND SIZE OF A PIECE OF CHECKED BAGGAGE TO MAXIMUM 32 KG (70 LBS) AND 406 CM (160 INCH) (LENGTH PLUS WIDTH PLUS HEIGHT). PIECES EXCEEDING THESE CRITERIA MUST NOT BE ACCEPTED AS CHECKED BAGGAGE.
- (3) THERE ARE SPECIAL INSTRUCTIONS FOR THE ACCEPTANCE AND HANDLING OF ODD-SIZE BAGGAGE, ANIMALS, DANGEROUS GOODS AND OTHER NON-STANDARD BAGGAGE.
 - (A) BAGGAGE MUST BE IN GOOD CONDITION.
 - (B) BAGGAGE THAT IS DAMAGED, UNSUITABLY PACKED

OR

CONTAINS PERISHABLE ITEMS:

- (4) CHECKED BAGGAGE MUST BEAR THE PASSENGER'S NAME ON THE OUTSIDE AND PREFERABLY ALSO ON THE INSIDE.

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ADVISE THE PASSENGER THAT THE NAME SHOULD BE THE SAME AS THE ONE MENTIONED IN THE TICKET. ENCOURAGE THE PASSENGER TO ALSO WRITE DOWN

HIS/HER

ADDRESS, PHONE NUMBER AND, IF AVAILABLE, E-MAIL ADDRESS. NAME STICKERS AND NAME LABELS SHOULD ALWAYS BE OFFERED WHEN A TICKET IS ISSUED AND BE AVAILABLE ON CHECK-IN DESKS.

- (5) PASSENGERS SHOULD CARRY THEIR OWN BAGGAGE WHICH THEY HAVE BEEN RESPONSIBLE FOR PACKING AND SHOULD NOT ACCEPT ANY ITEMS FROM OTHER PASSENGERS

(UNKNOWN PERSONS) .

- (6) ENSURE THE PASSENGER PRESENTS ALL THE BAGGAGE AT CHECK-IN. AT THE SAME TIME, CHECK WHETHER ALL UNCHECKED BAGGAGE (HAND BAGGAGE) IS PRESENTED.
- (7) THE ACT OF "CHECKING" BAGGAGE IS THE ENTRY IN THE APPROPRIATE BOXES OF THE "PASSENGER TICKET AND BAGGAGE CHECK" OF THE DETAILS OF THE PASSENGERS' CHECKED BAGGAGE. (PIECES AND WEIGHT). IN THE EVENT THAT BAGGAGE GETS LOST, THE CLAIM

SETTLEMENT

WILL BE CALCULATED UPON THESE DETAILS.

- (A) CLEARLY EXPLAIN TO THE PASSENGER THE FINAL DESTINATION TO WHICH THE BAGGAGE HAS BEEN CHECKED AND AFFIX THE CORRECT DESTINATION TAG.
- (B) IN ADDITION TO THE DESTINATION TAG, AFFIX CLASS TAG, PRIORITY TAG OR ANY OTHE CUSTOMER SERVICE TAG IF NEEDED.
- (C) EXPLAIN TO PASSENGERS THE CUSTOM REGULATIONS AT INTERMEDIATE STOPS. EITHER THE BAGGAGE

IS

AUTOMATICALLY TRANSFERRED TO THE CONNECTING CARRIER, OR THE PASSENGER HAS TO PICK UP THE BAGGAGE AT FIRST POINT OF ENTRY IN A PARTICULAR COUNTRY, AND CLEAR CUSTOMS.

- (D) CORRECT BAGGAGE ACCEPTANCE IS ESSENTIAL. MISHANDLED BAGGAGE (LOST, DAMAGED, SENT TO WRONG DESTINATION) IS A HUGH FINANCIAL LOSS TO THE AIRLINE AND RESULTS IN DISSATISFIED PASSENGERS.
- (M) BAGGAGE FREE ALLOWANCE: WEIGHT AND PIECE CONCEPT
 - (1) BAGGAGE WEIGHT CONCEPT
 - (A) WHEN THE WEIGHT CONCEPT APPLIES, THE ALLOWANCE BOX OF THE TICKET WILL SHOW THE AMOUNT OF KILOS.
 - (B) THE WEIGHT ALLOWED TO BE CARRIED FREE OF CHARGE, MARKED IN THE "ALLOW" BOX OF THE TICKET, DEPENDS ON THE CLASS OF TRAVEL PAID FOR:

FREE ALLOWANCE	
F-CLASS	40 KGS (88 LBS)

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J-CLASS	30 KGS (66 LBS)
Y-CLASS	20 KGS (44 LBS)

(C) AN INFANT TRAVELLING ON A 67% TICKET (CHILD FARE), THEN THE NORMAL FREE BAGGAGE

ALLOWANCE

APPLIES.

(D) BAGGAGE EXCEEDING THE FREE ALLOWANCE IS SUBJECT TO EXCESS CHARGES.

(E) INFANTS ON 10% TICKETS NOT ENTITLED TO A SEAT SHALL BE ALLOWED 10 KG (22 LBS) AS FREE BAGGAGE ALLOWANCE AND IN ADDITION ONE FULLY COLLAPSIBLE BABY PUSHCHAIR OR STOLLER OR BABY BASKET.

(F) INCAPACITATED PASSENGERS: MAY CARRY FREE OF CHARGE AND IN ADDITION TO THE GENERAL FREE ALLOWANCE: A COLLAPSIBLE WHEELCHAIR, CRUTCHES OR AN OTHER ORTHOPEDIC DEVICE.

(G) MAXIMUM WEIGHT PER PIECE IS 32 KG (70 LBS). ANY SINGLE PIECE OF BAGGAGE WEIGHING OVER 32 KG (70 LBS) MUST BE RE-PACKED OR SENT AS UNACCOMPANIED BAGGAGE IN CARGO. THE 32 KG (70 LBS) LIMIT ON AN INDIVIDUAL BAG DOES NOT AFFECT THE TOTAL BAGGAGE WEIGHT ALLOWANCE, AS APPROVED BY THE COMMERCIAL DEPARTMENT.

NOTE: THE 32KG. (70 LB.) RULE IS MANDATORY FOR ALL FLIGHTS TO AND FROM DOHA INTERNATIONAL AIRPORT (DIA).

(2) BAGGAGE PIECE CONCEPT

(A) THE PIECE CONCEPT IS BASED ON THE NUMBER, SIZE AND WEIGHT OF THE CHECKED BAGGAGE.

(B) THE PIECE CONCEPT ONLY APPLIES FOR TRAVEL BETWEEN USA/CANADA AND OTHER COUNTRIES.

(C) WHEN THE PIECE CONCEPT IS APPLICABLE, THE ALLOWANCE BOX OF THE TICKET MUST SHOW THE CODE "PC".

FREE ALLOWANCE

F-CLASS	2 PIECES
J-CLASS	2 PIECES
Y-CLASS	2 PIECES

(D) MAXIMUM WEIGHT PER PIECE IS 32 KGS. (70 LBS).

(E) MAXIMUM DIMENSIONS: 158 CM (62 INCH) (LENGTH PLUS WIDTH PLUS HEIGHT)

(F) THE FREE ALLOWANCE ABOVE APPLIES FOR ALL TICKETS EXCEPT FOR INFANTS TRAVELLING ON 10% TICKETS.

(G) FOR INFANTS AND INCAPACITATED PASSENGERS, SPECIAL ALLOWANCES APPLY. SEE BELOW.

(H) BAGGAGE EXCEEDING THE FREE ALLOWANCE DUE TO EXCESSIVE DIMENSIONS, WEIGHT AND/OR NUMBER IS SUBJECT TO EXCESS CHARGING.

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- (I) INFANTS ON 10% TICKETS ARE ALLOWED FREE OF CHARGE:
- (J) ONE BAG MAX 115 CM (45 INCH) (LENGTH PLUS WIDTH PLUS HEIGHT), WHICH MAY BE CARRIED AS CABIN BAGGAGE, AND
- (K) ONE FULLY COLLAPSIBLE BABY PUSHCHAIR OR STROLLER OR CARRYING BASKET. THE WEIGHT OF THE ALLOWED ITEMS MAY NOT EXCEED 10 KGS IN TOTAL.
- (L) INCAPACITATED PASSENGERS MAY CARRY FREE OF CHARGE AND IN ADDITION TO THE GENERAL FREE ALLOWANCE: A COLLAPSIBLE WHEELCHAIR, CRUTCHES OR ANOTHER ORTHOPEDIC DEVICE.

(N) UNCHECKED BAGGAGE POLICY

- (1) FREE ALLOWANCE: ONE SMALL SIZE BRIEFCASE OR LADIES HANDBAG, ONE COAT OR ONE CAPE OR ONE BLANKET, ONE UMBRELLA, ONE PAIR OF CRUTCHES OR

ONE

WALKING STICK, ONE SMALL CAMERA/BINOCULARS, LIMITED READING MATERIAL, AND INFANT'S CARRYING BAG.

- (2) LIMITATIONS: CARRIAGE OF OTHER ARTICLES IS LIMITED TO THE FOLLOWING MAXIMUM:

- (A) FIRST AND BUSINESS CLASS PAX CAN CARRY: 2 PIECES, 15 KGS/33 LBS, 50 X 37 X 25 CMS

(20

X 15 X 10 INCHES)

- (B) ECONOMY PAX CAN CARRY:

1 PIECE, 7 KGS. 15 LBS, 50 X 37 X 25 CMS (20 X 15 X 10 INCHES)

- (3) ALL BAGGAGE EXCEEDING THE UNCHECKED BAGGAGE

LIMITS

MUST BE CHECKED-IN. A BAGGAGE CHECKER IS

ADVISED.

(O) ACCEPTANCE OF LIVE ANIMALS

AVIH - ANIMAL IN HOLD

PETC - PET IN CABIN

ACCEPTANCE AND HANDLING

PETC ARE NOT ALLOWED IN THE CABIN OF ANY QR AIRCRAFT.

- (1) LIVE ANIMALS AND ALL PETS CAN ONLY BE ACCEPTED PROVIDED THAT IATA LIVE ANIMALS REGULATIONS IN THEIR ENTIRETY, AS WELL AS ANY ADDITIONAL GOVERNMENT REGULATIONS, WHICH APPLY IN THE STATE OF ORIGIN, TRANSIT AND DESTINATION, ARE MET.

LIVE

ANIMALS ACCEPTED AS BAGGAGE MUST BE HARMLESS, DOMESTICATED PETS. (NOT APPLICABLE TO SERVICE ANIMALS) IN CASE OF INTERLINE JOURNEY, ENSURE THE REGULATIONS AND RESTRICTIONS OF ALL CARRIERS INVOLVED ARE COMPLIED WITH.

NOT

(2) VERY YOUNG AND FRAGILE ANIMALS SHOULD NOT BE ACCEPTED. ALSO FEMALE WITH SUCKLING YOUNG ARE

TO BE CARRIED.

(3) RODENTS SUCH AS MICE, RATS, MARMOTS, RABBITS ARE

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CARRIED

NOT ALLOWED AS CHECKED BAGGAGE (ONLY TO BE

AS CARGO).

(4) PETS MUST BE PACKED IN KENNELS OR PET CONTAINERS

(5) EXPORT AND IMPORT OF ANIMALS AS BAGGAGE

(A) EACH COUNTRY HAS ITS OWN SET OF REGULATIONS ON THE EXPORT AND IMPORT OF ANIMALS. THESE REGULATIONS MUST BE CHECKED IN THE "TIM" OR, IF IT IS AVAILABLE IN THE SYSTEM, TIMATIC
NOTE: SEEING EYE AND HEARING SERVICE ANIMALS: MAY TRAVEL IN THE CABIN WITH PASSENGERS FREE OF CHARGE.

(B) LIVE ANIMALS ARE SUBJECT TO THE CONDITIONS

OF

AIRCRAFT TYPE.

(P) ACCEPTANCE OF ARMS AND AMMUNITION

(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, FIREARMS 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.

(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) (25KGS) 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

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OUTSIDE CONTAINER MADE OF WOOD, METAL OR FIBERBOARD, AND THAT THE AMMUNITION INSIDE THE CONTAINER MADE OF WOOD, METAL OR FIBERBOARD, AND THAT THE AMMUNITION INSIDE THE CONTAINER IS PROTECTED AGAINST SHOCK AND SECURED MOVEMENT. THE DECLARATION SHALL ALSO CONFIRM THAT THE PASSENGER IS NOT CARRYING MORE THAN A TOTAL OF 55 LBS. (25 KGS) GROSS WEIGHT.

(Q) ACCEPTANCE OF SPORT EQUIPMENT

(1) BICYCLES

ACCEPTANCE:

BICYCLES MUST BE PROPERLY PACKED BY THE OWNER. A STRONG CARDBOARD BOX IS CONSIDERED AS THE

SUITABLE

PACKING FOR A BICYCLE. THIS BOX WILL PROTECT

BOTH

THE BIKE AND THE BAGGAGE OF THE OTHER PASSENGERS.

(2) SKI EQUIPMENT (SNOW AND WATER SKI)

ACCEPTANCE

SKI EQUIPMENT MUST BE PROPERLY PACKED BY THE OWNER.

(3) GOLF EQUIPMENT

ACCEPTANCE

GOLF EQUIPMENT MUST BE PROPERLY PACKED BY THE OWNER.

(4) SURFBOARD, WINDSURFING EQUIPMENT, KAYAKS

ACCEPTANCE

QR WILL ACCEPT WIND SURFER BOARDS AND KAYAKS AS BAGGAGE PROVIDED THAT THEY ARE LESS THAN 3 METRES (10 FEET) IN LENGTH AND THE MAST/SAIL IS DETACHABLE AND COLLAPSIBLE. PASSENGERS WISHING

TO

TAKE WIND SURFER BOARDS OR KAYAKS OF GREATER LENGTH MUST BE REFERRED TO QR CARGO DEPARTMENT. SURFING EQUIPMENT AND KAYAKS MUST BE PROPERLY PACKED BY THE OWNER.

(5) SCUBA DIVING EQUIPMENT

ACCEPTANCE
DIVING EQUIPMENT NORMALLY CONSIST OF: SUIT,
VEST,
SOCKS, MASK, SHOES, TORCH, WEBS, KNIFE, OXYGEN
CYLINDER AND A REGULATOR.
DIVING CYLINDERS MUST BE EMPTY (METER MUST SHOW
ZERO). MUST BE PROPERLY PACK.

(6) FISHING EQUIPMENT
ACCEPTANCE
FISHING EQUIPMENT NORMALLY CONSIST OF: TWO RODS,
ONE REEL, ONE LANDING NET, ONE PAIR OF FISHING
BOOTS AND ONE FISHING TACKLE BOX. MUST BE
PROPERLY PACKED.

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A REROUTING

(A) QR WILL REROUTE A PASSENGER AT HIS/HER REQUEST AND
UPON
PRESENTATION OF THE TICKET OR PORTION THEREOF HELD BY
THE PASSENGER.

EXCEPTION: THE PROVISIONS OF RULE 255 (A) SHALL
REQUIRE QR OR REISSUE/REROUTE ONLY BETWEEN POINTS

NAMED

ON THE ORIGINAL TICKETS THAT ARE SERVED BY QR.

(B) FARE APPLICABLE TO REROUTING OR CHANGE IN DESTINATION

(1) THE PASSENGER MAY CHANGE THE ROUTING AND/OR
ULTIMATE DESTINATION ON THE TICKET IN ACCORDANCE
WITH PARAGRAPH (2) BELOW, PROVIDED THAT, AFTER
TRANSPORTATION HAS COMMENCED, A ONE WAY TICKET
WILL NOT BE CONVERTED INTO A ROUND TRIP, CIRCLE
TRIP OR OPEN JAW TRIP,

(2) EXCEPT AS OTHERWISE PROVIDED IN RULE 85 (SCHEDULE
CHANGES, FLIGHT DELAYS AND CANCELLATIONS), WHEN A
PASSENGER REQUESTS A REROUTING OR CHANGE IN THE
ULTIMATE DESTINATION PRIOR TO ARRIVAL AT THE
ORIGINAL DESTINATION, THE FARES AND CHARGES IN
EFFECT ON THE DATE THE CHANGE IS EFFECTED SHALL

BE

APPLICABLE FOR THE ENTIRE REVISED ITINERARY.

(C) FARE APPLICABLE TO UPGRADING CLASS OF SERVICE WHILE
IN

FLIGHT

WHEN A PASSENGER MOVES FROM ONE COMPARTMENT TO ANOTHER
COMPARTMENT OF A MULTICOMPARTMENT AIRCRAFT WHILE IN
FLIGHT, AN ADDITIONAL COLLECTION WILL BE MADE IN AN
AMOUNT SHOWN IN THE TABLES BELOW.

TABLE A

ALL FARE DIFFERENTIALS ARE IN USD/QR
ONE WAY FARE DIFFERENTIALS

BETWEEN DOH
AND CITIES
BELOW

BETWEEN

	Y TO J		Y TO F		J TO F	
	USD	QAR	USD	QAR	USD	QAR
ABU DHABI	200	730	300	1095	100	365
ALEXANDRIA	200	730	500	1825	300	1095
ALGIERS	500	1825	900	3285	400	1460
AMMAN	200	730	500	1825	300	1095
ATHENS	200	730	500	1825	300	1095
BAHRAIN	200	730	300	1095	100	365
BANGKOK	500	1825	900	3285	400	1460
BEIJING	500	1825	900	3285	400	1460
BEIRUT	200	730	500	1825	300	1095
BERLIN	600	2190	1000	3650	400	1460
CAIRO	200	730	500	1825	300	1095

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CAPE TOWN	500	1825	900	3285	400	1460
CASABLANCA	500	1825	900	3285	400	1460
CEBU	500	1825	900	3285	400	1460
COLOMBO	300	1095	500	1825	200	730
DAMASCUS	200	730	500	1825	300	1095
DAMMAM	200	730	300	1095	100	365
DELHI	300	1095	500	1825	200	730
DHAKA	300	1095	500	1825	200	730
DUBAI	200	730	300	1095	100	365

ALL FARE DIFFERENTIALS ARE IN USD/QAR
ONE WAY FARE DIFFERENTIALS

BETWEEN DOH
AND CITIES
BELOW

BETWEEN

	Y TO J		Y TO F		J TO F	
	USD	QAR	USD	QAR	USD	QAR
FRANKFURT	600	2190	1000	3650	400	1460
HONG KONG	500	1825	900	3285	400	1460
HYDERABAD	300	1095	500	1825	200	730
ISLAMABAD	300	1095	500	1825	200	730
ISTANBUL	200	730	500	1825	300	1095
JAKARTA	500	1825	900	3285	400	1460
JEDDAH	200	730	300	1095	100	365
JOHANNESBURG	500	1825	900	3285	400	1460
KARACHI	300	1095	500	1825	200	730
KATHMANDU	300	1095	500	1825	200	730
KHARTOUM	500	1825	900	3285	400	1460
KOCHI	300	1095	500	1825	200	730
KUALA LUMPUR	500	1825	900	3285	400	1460
KUWAIT	200	730	300	1095	100	365
LAGOS	500	1825	900	3285	400	1460

LAHORE	300	1095	500	1825	200	730
LONDON	600	2190	1000	3650	400	1460
LUXOR	200	730	500	1825	300	1095
MADRID	600	2190	1000	3650	400	1460
MALE	300	1095	500	1825	200	730
MANCHESTER	600	2190	1000	3650	400	1460
MANILA	500	1825	900	3285	400	1460
MASHAD	200	730	300	1095	100	365
MILAN	600	2190	1000	3650	400	1460
MOSCOW	600	2190	1000	3650	400	1460
MUMBAI	300	1095	500	1825	200	730
MUNICH	600	2190	1000	3650	400	1460
MUSCAT	200	730	300	1095	100	365
NAIROBI	500	1825	900	3285	400	1460

ALL FARE DIFFERENTIALS ARE IN USD/QAR

ONE WAY FARE DIFFERENTIALS

BETWEEN DOH AND CITIES BETWEEN

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BELOW

	Y TO J		Y TO F		J TO F	
	USD	QAR	USD	QAR	USD	QAR
OSAKA	500	1825	900	3285	400	1460
PARIS	600	2190	1000	3650	400	1460
PESHAWAR	300	1095	500	1825	200	730
RIYADH	200	730	300	1095	100	365
ROME	600	2190	1000	3650	400	1460
SANAA	200	730	300	1095	100	365
SEOUL	500	1825	900	3285	400	1460
SEYCHELLES	500	1825	900	3285	400	1460
SHANGHAI	500	1825	900	3285	400	1460
SINGAPORE	500	1825	900	3285	400	1460
TEHRAN	200	730	300	1095	100	365
TRIPOLI	500	1825	900	3285	400	1460
TRIVANDRUM	300	1095	500	1825	200	730
TUNIS	500	1825	900	3285	400	1460
VIENNA	600	2190	1000	3650	400	1460
YANGON	300	1095	500	1825	200	730
ZURICH	600	2190	1000	3650	400	1460

CHILD FARE IS 75 PERCENT OF THE APPLICABLE ADULT FARE

TABLE B

FARE DIFFERENTIALS FOR UPGRADING

ADULT PASSENGERS

BETWEEN CITIES LISTED BELOW

ALL FARE DIFFERENTIALS ARE IN USD/QAR

BETWEEN CITIES ONE WAY FARE DIFFERENTIALS BETWEEN

Y - J Y - F J - F

	USD	QAR	USD	QAR	USD	QAR
TUNIS-ALGIERS	200	730	300	1095	100	365
JOHANNESBURG- CAPE TOWN	200	730	300	1095	100	365
TRIPOLI- CASABLANCA	200	730	300	1095	100	365
SINGAPORE-CEBU	200	730	300	1095	100	365
KUALA LUMPUR- JARKARTA	200	730	300	1095	100	365
SINGAPORE- JARKARTA	200	730	300	1095	100	365
SHANGHAI-SEOUL	200	730	300	1095	100	365

CHILD FARE IS 75 PERCENT OF THE APPLICABLE ADULT FARE

(D) TICKET EXCHANGES WITHIN ONE YEAR OF ORIGINAL ISSUE, PURSUANT TO CHANGES IN RULES, FARES AND CHARGES, WILL BE REISSUED WITH THE FOLLOWING VALIDITY DATES:

(A) TICKETS THAT ARE REISSUED AS AN EXCHANGE, EITHER WHOLLY UNUSED OR PARTIALLY USED, WHEN THE RESIDUAL VALUE HAS BEEN USED TO

DETERMINE

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THE REISSUE VALUE, WILL HAVE A NEW VALIDITY DATE EFFECTIVE FOR ONE YEAR FROM THE DATE OF THE EXCHANGE.

(B) TICKETS THAT ARE REISSUED WHERE ANY OR ALL

OF

THE ORIGINAL FARES AND CHARGES ARE CARRIED

ON

TO THE NEW TICKET WILL RETAIN THE ORIGINAL VALIDITY DATE.

(E) NOTWITHSTANDING THE PROVISIONS OF THIS RULE QR WILL NOT ACCEPT FOR ANY PURPOSES UNDER THIS RULE, PASSENGER TICKETS OR RELATED TRANSPORTATION DOCUMENTS ISSUED BY ANY CARRIER THAT IS IN SUBSTANTIAL DEFAULT OF ITS INTERLINE OBLIGATIONS OR THAT VOLUNTARILY OR INVOLUNTARILY HAS BECOME THE SUBJECT OF BANKRUPTCY PROCEEDINGS (" THE DEFAULTING CARRIER").

THIS

EXCEPTION: NOTWITHSTANDING THE PROVISIONS OF

PARAGRAPH, TICKETS ISSUED BY THE DEFAULTING CARRIER OR ITS SALES AGENT WILL BE REISSUED/REROUTED ONLY

BETWEEN

POINTS NAMED ON THE ORIGINAL TICKET THAT ARE SERVED BY QR, PROVIDED THAT SUCH TICKETS WERE ISSUED BY SUCH

DEFAULTING CARRIER OR SALES AGENT IN
EITHER'S CAPACITY AS AN AGENT FOR QR
AND FOR SPECIFIED TRANSPORTATION VIA
QR. WHEN TICKETS ARE ACCEPTED, NO
ADJUSTMENTS IN FARE WILL BE MADE THAT
WOULD REQUIRE QR TO REFUND MONEY TO
THE PASSENGER.