

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

23rd Revised Page 45  
 Cancels 22nd Revised Page 45

RULE	SECTION I - GENERAL RULES
C30	<p><b>GROUND TRANSFER SERVICE</b> (Not applicable to AC, CD, CP, X and NZ)</p> <p>(A) <b>GENERAL</b>                      Except as otherwise specified below, carrier does not maintain, operate, or provide ground transfer service between airports or between airports and city centers.  <b>NOTE:</b> (Applicable to TM only.) It is agreed that any such service is performed by independent operators who are not and shall not be deemed to be agents or servants of TM. Anything done by an employee, agent or representative of TM in assisting the passenger to make arrangements for such ground transfer shall in no way make TM liable for the acts or omissions of such independent operator.</p> <p>(B) <b>POINTS IN AREA NO. 1</b></p> <p>(1) <b>Between Airports and Cities</b>                      Ground transfer service between airports and cities served is not included in the fare.</p> <p>(2) <b>Between Airports at Detroit, New York, and Washington</b>                      At the request of the passenger, ground transfer service will be provided without additional charge for passengers traveling between a point in the United States or Canada and a point in Area 2 or 3 via routings specified in connection with fares published in the applicable fares tariff, as specified in subparagraphs (a) and (b) below:</p> <p>(a) <b>List of Airports Between Which Ground Transfer Service will be Provided</b></p> <p>(i) (Applicable to SK and SN only) Between John F. Kennedy International Airport and LaGuardia Airport or Newark Airport, (Not applicable to passengers originating or terminating their travel at New York, N.Y. or Newark, N.J.)</p> <p>(ii) Between John F. Kennedy International Airport and LaGuardia Airport, (Not applicable to passengers originating or terminating their travel at New York, N.Y.)</p> <p>(iii) (Not applicable to SK or SN.) Between Detroit Metropolitan Airport and Willow Run Airport. (Not applicable for passengers originating or terminating their travel at Detroit, Michigan.)</p> <p>(iv) (Not applicable to SK or SN.) Between Dulles International Airport and Washington National Airport, or Friendship Airport. (Not applicable for passengers originating or terminating their travel at Washington, D.C. or Baltimore, Md.)</p> <p>(b) <b>Types of Connections</b>                      The ground transfer service herein provided applies only to passengers:</p> <p>(i) (Not applicable to SK or SN.) Making connection on TM flights within the U.S.A. that are scheduled to depart not more than 12 hours after the passenger's arrival on TM transatlantic flights, or</p> <p>(ii) (Not applicable to SK or SN.) Arriving on a TM flight from a point in the U.S.A. and making connection to TM transatlantic flights that are scheduled to depart not more than 12 hours after the passenger's arrival, or</p> <p>(iii) (Not applicable to SK or SN.) Arriving on flights of other carriers and making connection to TM transatlantic flights that are scheduled to depart not more than 6 hours after the passenger's arrival, or</p> <p>(iv) (Not applicable to SK or SN.) Arriving on TM transatlantic flights and making connection to flights of other carriers that are scheduled to depart not more than 6 hours after the passenger's arrival.</p> <p>(v) (Applicable to SK and SN only.) Making connections with other air services within the U.S.A. which are scheduled to depart not more than 12 hours after passenger's arrival on carrier's transatlantic flights.</p> <p><b>EXCEPTION:</b> In the case of scheduled overnight or other stops on through services via the same or a combination of carriers, ground transfer charges may be borne by the carrier at its option.</p>

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

ISSUED: March 3, 1993

EFFECTIVE: May 2, 1993

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

30 GROUND TRANSFER SERVICE (Continued)

(B) POINTS IN AREA NO. 1 (Continued)

(3) Between Terminals at New York and Los Angeles International Airports  
 (a) (Not applicable to TM.) At the request of the passenger, ground transfer service will be provided without additional charge for passengers traveling between a point in Area 1 (other than New York, N.Y., Newark, N.J. or Los Angeles, Cal.) and a point in Area 2 or 3 via routings specified in connection with fares published in tariffs governed by this rules tariff as follows:  
 (i) Between the SK passenger terminals and other carriers' passenger terminals at John F. Kennedy International Airport for passengers making connections to or from SK transatlantic flights.  
 (ii) Between the SK passenger terminals and other carriers' passenger terminals at Los Angeles International Airport for passengers making connections to or from SK flights.  
 (b) (Applicable to TM only.)  
 At the request of the passenger, ground transfer service will be provided without additional charge for passengers traveling between a point in Area 1 (other than New York, N.Y., or Los Angeles, Cal.) and a point in Area 2 or 3 via routings specified in connection with fares published in tariff governed by this rules tariff as follows:  
 (i) Between the TM passenger terminals and other carriers' passenger terminals at John F. Kennedy International Airport for passengers making connections to or from TM transatlantic flights.  
 (ii) Between the TM passenger terminals and other carriers' passenger terminals at Los Angeles International Airport for passengers making connections to or from TM flights.

(4) Between Terminals at New York  
 (Applicable to TM locally or jointly when TM is the carrier between New York and a point in the Caribbean.) Ground transfer service is herein provided between John F. Kennedy International Airport and Laguardia Airport and applies only to passengers:  
 (a) Making connection on TM flights within the U.S.A. that are scheduled to depart not more than 12 hours after the passenger's arrival on TM Caribbean flights, or  
 (b) Arriving on a TM flight from a point in the U.S.A. and making a connection to TM Caribbean flights that are scheduled to depart not more than 12 hours after the passenger's arrival, or  
 (c) Arriving on flights of other carriers and making connection to TM Caribbean flights that are scheduled to depart not more than 6 hours after the passenger's arrival, or  
 (d) Arriving on TM Caribbean flights and making connection to flights of other carrier's that are scheduled to depart not more than 6 hours after the passenger's arrival.  
EXCEPTION: In the case of scheduled overnight or other stops on through services via the same or a combination of carriers ground transfer charges may be borne by the carrier at its option.

(C) POINTS IN EUROPE  
 Ground transfer service between airports and the cities served is not included in the fare.  
EXCEPTION 1: Ground transfer service is included in the fare at Athens, Greece.  
EXCEPTION 2: (Applicable to SN only.) Ground transfer service is included in the fare at Prague, Czechoslovakia.  
EXCEPTION 3: (Applicable to AZ and TM only.) Ground transfer service between the two Milan airports (Malpensa Airport and Linate Airport) is included in the fares and will be provided without additional charge for passengers making connections from TM flights to AZ flights at Milan.  
NOTE: In the case of scheduled overnight or other stops on through services via the same or a combination of carriers, ground transfer charges may be borne by the carrier at its option.

(D) POINTS IN AREA NO. 2 (EXCEPT EUROPE) AND AREA NO. 3  
 Ground transfer service between airports and the cities served is included in the fare and will be furnished without additional charge at all scheduled stops on the lines of participating carriers, except at the following points via the carriers shown:

Dakar, Senegal . . . . .	SK, SN
India . . . . .	SN
Indonesia . . . . .	SN
Johannesburg, South Africa . . . . .	SN
Kinshasa, Zaire . . . . .	SN
Malaysia . . . . .	SN
Manila, Philippine Islands . . . . .	SK, SN
Monrovia, Liberia . . . . .	SN
Singapore . . . . .	SN
Tokyo, Japan . . . . .	TX, SK, SN

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

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

**ISSUED:** October 1, 1992 **EFFECTIVE:** November 30, 1992 (Except as Noted)

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17th Revised Page 47  
 Cancels 16th Revised Page 47

**RULE SECTION I - GENERAL RULES**

**C31 +[C]CARRIAGE OF INCAPACITATED PASSENGERS FROM CANADA-SUGGESTED PROVISIONS FOR AIRCRAFT WITH 30 OR MORE PASSENGER SEATS (Applicable to NZ only)**

**C +[N](A) Transportation of a Person With Disability**

(i) **Definitions**  
 "Non-self-reliant" means a person who is incapable of self-care during flight.  
 "Self-reliant" means a person who is independent, self-sufficient and capable of taking care of all physical needs during flight, and who requires no special or unusual attention beyond that afforded to the general public, except for assistance in boarding or deplaning.

(ii) **Acceptance of a Passenger With a Disability**

(a) The carrier will accept the determination of a person with a disability as to self-reliance. When a passenger has advised a carrier of his self-reliance, a carrier shall not refuse such passenger transportation on the basis that there is a lack of escort or that the passenger may require additional attention from airline employees.

(b) Passengers with a disability will be accepted for transportation as outlined below:

Disability	Assistant Required
Blind	No
Deaf	No
Blind and Deaf	Yes
Mentally Handicapped/Self-reliant	No
Mentally Handicapped/Non-self-reliant	Yes
Ambulatory/Self-reliant	No
Ambulatory/Non-self-reliant	Yes
Non-Ambulatory/Self-reliant	Yes
Non-Ambulatory/Non-self-reliant	Yes

**NOTE: The Maximum per flight: No limit.**

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

(d) Carrier will refuse to transport or will remove at any point, any passenger through whose actions or inactions proves to the carrier that his mental or physical conditions is such as to render him incapable of caring for himself without assistance, unless he is accompanied by an attendant who will be responsible for caring for him en route, and with the care of such attendant, he will not require unreasonable attention or assistance from employees of the carrier.

(iii) Passengers with a disability will not be permitted to occupy seats in designated emergency exit rows, overwing emergency exit rows or where the ventral stair may have to be used as an emergency exit or the upper deck of the aircraft.

(iv) Reservations should be made at least 24 hours in advance of travel, advising the carrier as to the nature of the disability and assistance required, so that arrangements can be made. Carrier will make every effort to accommodate passengers who fail to make reservations 24 hours in advance.

(v) In addition to the regular free baggage allowance; the carrier will accept the following items as priority checked baggage without charge:

(a) Wheelchairs with non-spillable batteries with terminals disconnected and taped.

(b) Wheelchairs with spillable wet cell batteries on certain types of aircraft with terminals disconnected and taped providing they can be securely fastened in upright position and protected against contact with other articles. Carrier requires 24 hours notice for carriage of spillable wet cell battery operated wheelchair.

(c) Mobility aids such as, but not limited to manually operated wheelchairs, walkers, crutches and canes.

(iv) Walkers, crutches and canes may be retained in the passenger's custody provided they are stowed in accordance with carrier's safety regulations and provided that they may be accommodated.

(vii) The carrier will accept for transportation, without charge, a service animal required to assist a person with a disability provided that the animal is properly harnessed and certified as having been trained at a professional service animal institution. Such animal may not occupy a seat in the aircraft. For the comfort of all passengers the carrier staff will determine, in consultation with the person with a disability, where the person and service animal will be seated. 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.

(viii) 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.

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

**ISSUED: December 1, 1998**      **EFFECTIVE: January 30, 1999**      (Except as Noted)

+ - Effective December 2, 1998 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 45346.

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 Cancels 20th Revised Page 48

<b>RULE</b>	<b>SECTION I - GENERAL RULES</b>
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<b>32 C</b>	<b>TRANSATLANTIC FUEL SURCHARGE</b> (Applicable to LY only) [CANCELLED]
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For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

<b>ISSUED:</b> December 8, 2004	<b>EFFECTIVE:</b> January 22, 2005
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 NO. IPR-2

18th Revised Page 48-A  
 Cancels 17th Revised Page 48-A

RULE	<b>SECTION I - GENERAL RULES</b>
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33  C	<p><b>PALAU FACILITY SURCHARGE</b> (Applicable to CO only)</p> <p>CO will assess a USD +[C]10.00 facility surcharge for any fare paying passenger each time travel involves enplanement at ROR on a CO flight. The facility surcharge applies in addition to all other charges and is not subject to any discount.</p> <p><u>EXCEPTION:</u> The facility surcharge will not apply to passengers who are traveling on any CO free ticket.</p>
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For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

<b>ISSUED:</b> December 17, 1996	<b>EFFECTIVE:</b> February 15, 1997	(Except as Noted)
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0035G                      + - Effective December 18, 1996 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 41882.

Airline Tariff Publishing Company, Agent  
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19th Revised Page 48-B  
 Cancels 18th Revised Page 48-B

RULE

## SECTION I - GENERAL RULES

C34

~~[C]~~NAVIGATION SURCHARGE FOR TRAVEL TO/FROM/VIA CANADA (NZ ONLY)

Effective for ticketing on/after [C]July 11, 2009

C

- (a) A navigation surcharge of CAD 15.00 will be collected at the time of ticket insurance for all passengers on a fare component basis applicable to Transpacific/~~[N]~~Transatlantic/Western Hemisphere travel to/from Canada. The surcharge of CAD 15.00 is per adult/child/infant and will apply in each direction.
- (b) The amount to be charged will be incorporated in the fare calculation shown as a Q surcharge. The surcharge may be converted to the applicable currency for the country of origin in accordance with the appropriate IATA Rate of Exchange.
- (c) Additional Conditions  
 (1) The surcharge applies in addition to all other charges and is not subject to any discount.  
 (2) The navigation surcharge will not apply to:  
 (a) Passengers transiting Canada where no fare break occurs.  
 (b) Passengers who are travelling on a NZ free ticket.  
 (c) Tour Conductor discounted tickets.  
 (d) All fares to/from United States via the Atlantic or Pacific Ocean.

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

ISSUED: May 27, 2009

EFFECTIVE: July 11, 2009

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32nd Revised Page 48-C  
 Cancels 31st Revised Page 48-C

<b>RULE</b>	<b>SECTION I - GENERAL RULES</b>
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35	<p><b><u>PASSENGER EXPENSES EN ROUTE</u></b> (Not applicable to FF or PH)</p> <p><b>(A) <u>MEALS, HOTEL ACCOMMODATIONS, GROUND TRANSPORTATION AND TRANSIT TAXES</u></b></p> <p>(1) If food is provided, it is provided at no charge.</p> <p>(2) Hotel expenses, charges for ground transportation service (except as provided in Rule 31), meals other than those served aloft, airport service charges and transit taxes are not included in passenger fares:</p> <p><b><u>EXCEPTION:</u></b> (Applicable to SK, SN and NZ) Carrier will absorb such expenses under the following conditions:</p> <p>(a) at any scheduled stopping point on a single carrier through-flight; or</p> <p>(b) at points where carrier's flight connects with another of its flights, or with the flight of another carrier, provided that:</p> <p>(i) a through-service exists between two points between which such connecting service operates and that the fare for the same class of service via such connecting service is the same as or greater than that for the through-service; and</p> <p>(ii) the passenger, before arrival at the connecting point, is ticketed or holds confirmed space out of such connecting point; and</p> <p>(iii) such expenses shall not be assumed beyond the departure of the next scheduled connection of the carrier in the class of service for which the passenger is ticketed and on which space is available, or beyond 24 hours after arrival at the connecting point whichever is earlier; where there is no onward flight of the carrier scheduled to depart within such 24-hour period, such expenses may be absorbed only for 24 hours after arrival at the connecting point, and where there is an onward flight of the carrier scheduled to depart within such 24 hour period but the passenger does not depart from such connecting point within 24 hours, no such expense will be absorbed.</p> <p>(iv) the passenger does not stop over and is not ticketed to stop over at the connecting point.</p> <p><b><u>EXCEPTION:</u></b> This rule does not apply at connecting points in the U.S.A. or Canada for passengers originating in, destined to or having their point of turnaround in that area. This rule also does not apply at connecting points in Western Hemisphere for Economy fare passengers originating in, destined to, or having their point of turnaround in Area No. 1.</p> <p><b><u>NOTE:</u></b> For the purpose of this rule, connecting point means a point to which a passenger holds or held confirmed space on a flight of one carrier and out of which the passenger holds or held confirmed space on a flight of the same or another carrier. All airports through which a city is served by any carrier shall be deemed to be a single connecting point when the receiving carrier has confirmed reservations to the delivery carrier.</p>
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Provisions of CU formerly appearing on this page and not brought forward are hereby cancelled.

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

**ISSUED:** March 13, 2002

**EFFECTIVE:** April 12, 2002

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31st Revised Page 48-D  
 Cancels 30th Revised Page 48-D

<b>RULE</b>	<b>SECTION I - GENERAL RULES</b>
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<b>35</b>	<p><b>PASSENGER EXPENSES EN ROUTE (Continued)</b></p> <p><b>(A) MEALS, HOTEL ACCOMMODATIONS, GROUND TRANSPORTATION AND TRANSIT TAXES (Continued)</b>                  (3) (Continued)</p> <p>(b) At any points where Carrier's flight connects with another of its flights, or with the flight of another Carrier, provided that:</p> <ul style="list-style-type: none"> <li>(i) the passenger, before arrival at a connecting point between flights of the same or another carrier is ticketed onward from such point, whether on a confirmed space or requested basis or holds confirmed space onward from such point;</li> <li>(ii) such expenses shall not be absorbed beyond the departure of the next scheduled flight of the Carrier on which the passenger is ticketed and holds confirmed space or beyond 24 hours after arrival at the connecting point, whichever is earlier;</li> <li>(iii) such expenses will not be absorbed where there are onward connecting services of any Carrier, within 24 hours, to the passenger's destination or next connecting or stopover point as shown on the passenger's ticket but the passenger does not depart from the connecting point within 24 hours; and</li> <li>(iv) where there are no such connecting services of any carrier within 24 hours, such expenses will only be absorbed up to a maximum period of 24 hours irrespective of the carrier on whose service the passenger is booked for onward transportation from the connecting point provided the passenger departs on the first connecting service of the onward carrier shown on the ticket.</li> </ul> <p><b>EXCEPTION 1:</b> Carrier will not absorb expenses at connecting points in the U.S.A. or Canada for passengers originating in, destined to, or having a turnaround point in that area.</p> <p><b>EXCEPTION 2:</b> Carrier will not absorb expenses at connecting points in Area No. 1 for passengers travelling across the Atlantic Ocean from/to a point in Area No. 2 to/from a point in Area No. 1 outside the U.S.A. and/or Canada.</p> <p><b>EXCEPTION 3:</b> Carrier will not absorb expenses at connecting points within Europe for passengers whose travel is wholly performed within that area.</p> <p><b>EXCEPTION 4:</b> Carrier will not absorb expenses at connecting points in Australia, New Zealand, or Fiji for passengers originating in, destined to, or having a turnaround point in Australia, New Zealand or Fiji respectively.</p> <p><b>EXCEPTION 5:</b> When travel is wholly within Area No. 3 Carrier will not absorb expenses at connecting points in the Southwest Pacific for passenger originating in, destined to, or having a turnaround point in the Southwest Pacific.</p> <p><b>EXCEPTION 6:</b> When travel is wholly within Area No. 3 Carrier will not absorb expenses at connecting points for passengers travelling on an inclusive tour based on a fare other than a normal fare.</p> <p><b>EXCEPTION 7:</b> When travel is wholly within Area No. 1 Carrier will not absorb expenses at connecting points.</p> <p><b>NOTE:</b> (Applicable to AC for travel from/to U.S.A. only.) For the purpose of this rule, the connecting point to which a passenger holds, or held, confirmed space on a flight of one carrier and out of which the passenger holds, or held, confirmed space on a flight of the same carrier or another carrier shall be deemed to be a single connecting point when the receiving carrier has confirmed reservations to the delivering carrier.</p> <p>(c) Expenses may not be absorbed if the passenger is ticketed to stopover at the stopping or connecting point.</p> <p><b>(4) CANCELLED</b></p>
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For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

**ISSUED:** October 7, 1994

**EFFECTIVE:** December 6, 1994



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2nd Revised Page 48-E  
 Cancels 1st Revised Page 48-E

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## SECTION I - GENERAL RULES

C41

+ [N] OTHER CHARGES

DISTRIBUTION COST SURCHARGES (DCC)

- (A) Austrian International Airlines will collect a distribution cost surcharge (DCC) for tickets issued on OS 257 ticket stock when OS is a participating carrier in the itinerary.
- (B) The charge will only be applicable at original time of ticket issuance and only when sales are made by travel agencies or online travel agencies.
- (C) The charges is not applicable when tickets will be reissued.
- (D) Until further notice the code "YR" will be used and the amount will be shown in the tax box of the ticket.
- (E) The value of the surcharge is CAD 23/CHF 16/EUR 16/USD 17.50.

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

ISSUED: February 26, 2016

EFFECTIVE: April 11, 2016

(Except  
as Noted)

0036G

+ - Effective February 27, 2016 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 57700.

No Change on this Page

NTA(A) No. 210 T.C.A.B. No. 376

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Cancels 21st Revised Page 49

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

ISSUED: January 16, 1990

EFFECTIVE: March 17, 1990

(Printed in U.S.A.)

0037G

CORRECTION  
NO.

106295

Airline Tariff Publishing Company, Agent  
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RULE	SECTION I - GENERAL RULES
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35	<u>PASSENGER EXPENSES EN ROUTE</u> (Continued)
	(B) <u>HOTEL RESERVATIONS</u>
C	(1) (+X) When requested by passenger, carrier will make application on their behalf for hotel reservations, but the availability thereof is not guaranteed. All expenses incurred by carrier in arranging, or attempting to arrange for reservations will be chargeable to passengers.
C	(2) †CANCELLED
	(C) <u>ARRANGEMENTS MADE BY CARRIER</u>
	In making arrangements for hotel or other housing and board accommodations for passengers or for excursion trips on the ground or other similar arrangements whether or not the cost of such arrangements is for the account of carrier, carrier acts only as agent for the passenger and carrier is not liable for loss, damage or expense of any nature whatsoever incurred by the passenger as a result of or in connection with the use by the passenger of such accommodation or the denial of the use thereof to the passenger by any other person, company or agency.

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

ISSUED: January 16, 1990

EFFECTIVE: March 17, 1990

(Except as Noted)

(Printed in U.S.A.)

+ - Effective January 21, 1990 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 93245.

CORRECTION NO.

0037G

Airline Tariff Publishing Company, Agent  
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 Cancels 24th Revised Page 50

<b>RULE</b>	<b>SECTION I - GENERAL RULES</b>
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40	<p><u>TAXES</u></p> <p>Any tax or other charge imposed by government authority and collectable from a passenger will be in addition to the published fares and charges, except that transit taxes at connecting points may be absorbed under the conditions indicated in Rule 35, paragraph (A)(2)(a) and (b), provided also that such transit tax is not applicable to such through service.</p>
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42	<p><u>FUEL SURCHARGE</u> [CANCELLED]</p>
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For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

**ISSUED:** April 17, 2012

**EFFECTIVE:** June 1, 2012

Airline Tariff Publishing Company, Agent  
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50th Revised Page 50-A  
 Cancels 49th Revised Page 50-A

RULE	SECTION I - GENERAL RULES
42	<u>FUEL SURCHARGE</u> (Continued) [CANCELLED]
For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.	
ISSUED: April 17, 2012	EFFECTIVE: June 1, 2012

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 Cancels 29th Revised Page 50-B

RULE	SECTION I - GENERAL RULES
45	<p><b>ADMINISTRATIVE FORMALITIES - PASSPORTS, VISAS AND TOURIST CARDS (Continued)</b></p> <p>(B) <b>PASSPORTS AND VISAS (Continued)</b></p> <p>(3) <b>PASSENGER TRANSITTING WITHOUT VISA (TRMOV) - SERVICE CHARGE</b></p> <p>(a) (Applicable to AC only) A passenger transiting, without a visa, a point(s) within a country requiring a visa for lawful entry, will be assessed, by AC, a Service Charge of USD 55.00 (CAD 66.00) when AC is the carrier providing such passenger with transportation to such point(s).  <b>NOTE:</b> This Service Charge will be assessed either when AC issues/reissues the passenger's ticket or when passenger check-ins for flight.</p> <p>(c) (Applicable to CP only) A passenger transiting, without a visa, a point(s) within a country requiring a visa for lawful entry, will be assessed a Service Charge of USD 50.00/CAD 66.00 when CP is the carrier providing such passenger with transportation to such point(s).  <b>NOTE:</b> This Service Charge will be assessed either when CP issues/reissues the passenger's ticket or when passenger checks-in for flight.</p> <p><b>EXCEPTION 1:</b> The above service charge will not be assessed when the passenger makes an online connection at the point(s) where they are transiting without a visa.</p> <p><b>EXCEPTION 2:</b> The above service charge will not be assessed when passengers who are Nationals at the following countries: Indonesia, Philippines, Taiwan, and Thailand make a connection at Vancouver where they are transiting without a visa.</p> <p>(C) <b>CUSTOMS INSPECTION</b>                  If required, the passenger must attend inspection of his baggage, checked or unchecked, by customs or other government officials. Carrier accepts no responsibility toward the passenger if the latter fails to observe this condition. If damage is caused to carrier because of the passenger's failure to observe this condition, the passenger shall indemnify carrier therefor. Carrier shall not be liable to the passenger for any aid, assistance, data, or other information provided to customs or other government agencies involved in border controls of any country pertaining to passenger or passenger's travel.</p> <p>(D) <b>GOVERNMENT REGULATION</b>                  No liability shall attach to carrier if carrier in good faith determines that what it understands to be applicable law, government regulation, demand, order or requirement, requires that it refuse and it does refuse to carry a passenger.</p>
46 C	<p><b>INSURANCE SURCHARGE (Applicable to NZ only)</b>                  †[CANCELLED]</p>
<p>For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.</p>	
ISSUED: March 31, 2004	EFFECTIVE: May 15, 2004 (Except as Noted)

† - Effective April 1, 2004 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 84379.

Airline Tariff Publishing Company, Agent  
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28th Revised Page 50-C  
 Cancels 27th Revised Page 50-C

RULE	SECTION I - GENERAL RULES
50	<p><u>PREPLANNED OXYGEN SERVICE</u></p> <p>(A) (Applicable to TM only) Passengers requesting that the carrier provide in-flight oxygen service, on a preplanned basis, will be required to give the carrier 48 hours notice that such oxygen is needed. TM will assess each passenger a per coupon charge of USD 75.00 (seventy-five) as a minimum charge. This charge is not subject to any discounts.  <u>EXCEPTION:</u> In-flight oxygen service is not offered on Trans World Express flights 7000-7599, 7800-7899.</p> <p>(B) (Applicable to AC only.) AC will provide online in-flight oxygen service on all flights subject to the following conditions:</p> <p>C [C](1) Passenger will be required to give AC at least 48 hours notice that in-flight oxygen will be needed. It will be the passenger's responsibility to make arrangements for oxygen service via other carriers involved in interline transportation, if required.</p> <p>(2) Passengers' attending physician must obtain the approval of an AC Medical Officer as to the passenger's ability to travel and to determine the rate of oxygen flow to be maintained.  <u>NOTE:</u> The oxygen equipment is voluntarily maintained to a standard in full compliance with FAA Rule 121.574.</p> <p>C [C](3) The charge for preplanned oxygen service will be CAD 100.00/USD 75.00. The charge for oxygen service is per passenger from point of enplanement to the passenger's destination point or stopover, or interline connecting point, whichever occurs first. This charge is not subject to discount.</p> <p>(4) Passengers using in-flight oxygen will not be boarded in the First Class compartment of any aircraft.</p> <p>(5) Passenger must be accompanied by an attendant who is knowledgeable as to the passenger's needs and in the operation of the equipment, and who will operate the equipment however, when authorized to do so by a AC medical officer, a passenger requiring oxygen may be permitted to travel unaccompanied on AC online services.</p> <p>C [N](6) When oxygen is also required at airports (boarding, connecting and upon arrival), the passenger is responsible to make those arrangements separately.</p> <p>(C) (Applicable to CP only.) Oxygen service will be provided on all flights subject to the following conditions:</p> <p>(1) Passengers will be required to give CP at least 24 hours notice that in-flight oxygen will be required. It will be the passenger's responsibility to make arrangements for oxygen service via other carriers involved in interline transportation, if required.</p> <p>(2) A written statement from the passenger's physician that the passenger requires oxygen service on a form acceptable to CP (MEDIF T43) is required for each journey (2 forms for round trips).</p> <p>(3) The charge for oxygen service will be CAD +[I]100.00/USD +[I]75.00 per passenger from point of enplanement to the passenger's destination, point of stopover, or interline connecting point, whichever occurs first. These charges are not subject to any discount. An oxygen medi-pak contains either 4 bottles of oxygen with a capacity of 310 litres each or one bottle of oxygen with a capacity of 840 litres.</p>
(Continued on next page)	
For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.	
ISSUED: December 22, 1998	EFFECTIVE: February 20, 1999

No Change on this Page

NTA(A) No. 210 T.C.A.B. No. 376

Airline Tariff Publishing Company, Agent  
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21st Revised Page 50-D  
Cancels 20th Revised Page 50-D

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

ISSUED: November 5, 1991

EFFECTIVE: January 4, 1992



Airline Tariff Publishing Company, Agent  
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 NO. IPR-2

12th Revised Page 50-E  
 Cancels 11th Revised Page 50-E

RULE	SECTION I - GENERAL RULES
51	<p><u>GROUND TRANSFER SERVICE</u> (Applicable to CD only.)</p> <p>(A) <u>GENERAL</u>                      Except as otherwise provided below, CD does not maintain, operate or provide ground transfer service between airports or between airports and town centers. Except where ground transfer service is directly operated by CD, it is agreed that any such service is performed by independent operators who are not and shall not be deemed to be agents or servants of CD. Anything done by an employee, agent or representative of CD in assisting the passenger to make arrangements for such ground transfer service shall in no way make CD liable for the acts or omissions of such an independent operator. In cases where CD maintains and operates for its passengers local transfer services, the terms, conditions, rules and regulations of CD, including (but without limitation) those stated or referred to in CD's tickets, baggage checks and baggage valuation agreements shall be deemed applicable to such local services. No portion of the fare shall be refundable in the event local transfer services are not used.</p> <p>(B) <u>AT POINTS IN AREA NO. 2</u>                      Ground transfer service between London-Gatwick airport and London-Heathrow airport shall be provided by Speedlink at no additional charge to the passenger; provided that the passenger is ticketed to/from points beyond London, U.K. and transatlantic service on CD is utilized. Neither CD nor Speedlink will be liable for the transfer of the passengers personal property, including baggage, from the services of CD to the services of Speedlink and V. V.</p>
53 C	<p><u>CHARGES FOR ELECTRICAL INVERTERS</u></p> <p>CANCELLED</p>
<p>For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.</p>	
ISSUED: October 7, 1994	EFFECTIVE: December 6, 1994

No Change on this Page

NTA(A) No. 210 T.C.A.B. No. 376

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12th Revised Page 50-F  
Cancels 11th Revised Page 50-F

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

ISSUED: October 7, 1994

EFFECTIVE: December 6, 1994

0038G

Airline Tariff Publishing Company, Agent  
**INTERNATIONAL PASSENGER RULES AND FARES TARIFF**  
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8th Revised Page 50-G  
 Cancels 7th Revised Page 50-G

RULE	SECTION I - GENERAL RULES
C54	<p>†[N]LIMITATION OF LIABILITY (Applicable to MA only)</p> <p>(A) MA's liability for loss of, damage to or delay in the delivery of registered baggage and cargo, is limited to a sum of 250 francs per kilogram, unless the passenger or consignor, at the time of presenting such baggage or cargo for transportation, has made a special declaration of interest declaring a higher value and paid an additional charge in accordance with the provisions of this tariff. In that case the carrier will be liable to pay a sum not exceeding the declared sum, unless he proves that that sum is greater than the passenger's or consignor's actual interest in delivery at destination.</p> <p>(B) In the case of loss, damage or delay of part of registered baggage or cargo, or of any object contained therein, the weight to be taken into consideration in determining the amount to which the carrier's liability is limited shall be only the total weight of the package or packages concerned. Nevertheless, when the loss, damage or delay of a part of the registered baggage or cargo, or of an object contained therein, affects the value of other packages covered by the same baggage check or the same air waybill, the total weight of such package or packages shall also be taken into consideration in determining the limit of liability. As regards objects of which the passenger takes charge himself the liability of the carrier is limited to 5000 francs per passenger.</p> <p>(C) For the purpose of settlement of claims and in the event of an action against the carrier, any sums in francs shall be converted into Canadian dollars according to the Warsaw Convention as amended at the Hague and the Carriage by Air Act, R.S., 1985, c. C.26. Any sum in francs shall be converted into Canadian dollars by:            (1) converting francs into Special Drawing Rights (SDR) at the rate of one SDR for 15.075 francs; and            (2) converting SDR into Canadian dollars at the rate established by the International Monetary Fund.            The rate of exchange shall be the rate prevailing on the date of settlement or judgement.</p> <p>(D) At the time of filing this tariff provision, 250 francs convert to approximately CAD 33.00 and 5000 francs convert to approximately CAD 660.00. These converted values are provided for general reference only. MA's liability will be calculated for each claim individually, based on the above rules.</p> <p>(E) If the passenger or consignor wishes to declare a higher value, an additional charge shall be payable and MA's liability will not exceed the declared value. The additional charge is 5 percent of the difference between the declared value and the "basic carrier liability". "Basic carrier liability" is 250 francs multiplied by the registered weight.</p> <p>(F) In no case shall MA's liability exceed the actual loss suffered by the passenger. All claims are subject to proof of amount of loss.</p> <p>(G) In the case of damage, the person entitled to delivery must complain to the carrier forthwith after the discovery of the damage, and, at the latest, within seven days from the date of receipt in the case of baggage and fourteen days from the date of receipt in the case of cargo. In the case of delay, the complaint must be made at the latest within twenty-one days from the date on which the baggage or cargo have been placed at his disposal. All complaints shall be made in writing and must be dispatched within the times aforesaid. Failing complaint within the times aforesaid, no action shall lie against the carrier.</p>
† - Effective June 5, 2003 for transportation to/from U.S.A.	
For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.	
ISSUED: June 4, 2003	EFFECTIVE: July 19, 2003 (Except as Noted)

No Change on this Page

NTA(A) No. 210 T.C.A.B. No. 376

Airline Tariff Publishing Company, Agent  
INTERNATIONAL PASSENGER RULES AND FARES TARIFF  
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7th Revised Page 50-H  
Cancels 6th Revised Page 50-H

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

ISSUED: February 12, 1993

EFFECTIVE: April 13, 1993

1882G

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

55th Revised Page 51  
 Cancels 54th Revised Page 51

RULE	SECTION I - GENERAL RULES
55	<p><b>LIABILITY OF CARRIERS</b></p> <p>(A) <b>SUCCESSIVE CARRIERS</b>          Carriage to be performed under one ticket or under a ticket and any conjunction ticket issued in connection therewith by several successive carriers is regarded as a single operation.</p> <p>(B) <b>LAWS AND PROVISIONS APPLICABLE</b></p> <p>(1) (a) (Applicable to AZ, EI, NZ and PH only)          The carrier shall avail itself of the limitation of liability provided in the Convention for the Unification of Certain Rules Relating to International Carriage by Air, signed at Warsaw, October 12th, 1929, or provided in the said Convention as amended by the Protocol signed at The Hague, September 28th, 1955. However, in accordance with Article 22(1) of said Convention, or said Convention as amended by said Protocol, the carrier agrees that, as to all international transportation by the carrier as defined in the said Convention or said Convention as amended by said Protocol, which, according to the Contract of Carriage, includes a point in the United States of America as a point of origin, point of destination, or agreed stopping place.</p> <p>(i) (Not applicable to AZ or SK) The limit of liability for each passenger for death, wounding, or other bodily injury shall be the sum of U.S. \$75,000 (Canadian \$75,750.00) 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 U.S. \$58,000 (Canadian \$58,580.00) exclusive of legal fees and costs.</p> <p>(ii) The carrier shall not, with respect to any claim arising out of the death, wounding, or other bodily injury of a passenger, avail itself of any defense under Article 20(1) of said Convention or said Convention as amended by said Protocol. Nothing herein shall be deemed to affect the rights and liabilities of the carrier with regard to any claim brought by, or on behalf of, or in respect of, any person who has willfully caused damage which resulted in death, wounding, or other bodily injury of a passenger.</p> <p>(b) (Applicable to NZ only)          Pursuant to Article 22(1) of the Convention Air New Zealand Limited agrees with its passengers that in respect of all international carriage as defined in the Convention which is provided by Air New Zealand Limited and which includes a point of origin, point of destination or an agreed stopping place in the United States.</p> <p>(i) It shall not invoke the limit of liability in Article 22(1) of the Convention as to any claim for recoverable compensatory damages arising under Article 17 of the Convention; and</p> <p>(ii) It shall not avail itself of any defense under Article 20 of the Convention, with respect to that portion of such claim that does not exceed 100,000 Special Drawing Rights.</p> <p>(iii) Provided however that neither the waiver of the limits nor the waiver of defenses in the foregoing provisions (i) and (ii) shall apply to any claim however founded or asserted and whether by virtue of subrogation, statutory authority or otherwise, by any public social insurance or similar bodies (except such bodies of the United States). All such claims shall be subject to and be governed by the provisions of Article 22(1) and Article 20(1) of the Convention.</p> <p>(c) (Not applicable to EI and SK) Except as provided in subparagraph (1)(a) above, carriage hereunder is subject to the rules and limitations relating to liability established by the Convention for the Unification of Certain Rules Relating to International Carriage by Air, signed at Warsaw, October 12, 1929 or that Convention as amended by The Hague Protocol, 1955, whichever may be applicable (hereinafter called "the Convention"), unless such carriage is not international carriage as defined by the Convention. In the international carriage (as defined in the Convention) of passengers, the liability of the carrier for each passenger is limited to the sum of \$125,000 French gold francs or its equivalent (U.S. equivalent approximately \$10,000.00) or 250,000 French gold francs or its equivalent (U.S. equivalent approximately \$20,000.00) if The Hague Protocol Amendment of the Convention is applicable. (See NOTE below.)</p> <p>(d) (Applicable to QF only) Except as provided in subparagraph (1) (a) above and in accordance with Article 22(1) of the Warsaw Convention or the Warsaw Convention as amended by the Hague Protocol, the Carrier with respect to all international transportation, as defined in the said Convention or in the said Protocol, performed by it, agrees that the limit of liability for each passenger for death or wounding or other personal injury shall be limited to proven damages not to exceed the sum of 100,000 Special Drawing Rights exclusive of legal fees and costs.</p> <p>(e) (Not applicable to AZ, EI, NZ, PH, PK, QF, SK, SN or T2 only) Carrier shall avail itself of the limitation of liability to passengers as provided in the Convention (see Rule 1); and, in the international transportation of passengers, the liability of the carrier for personal injury or death of each passenger shall be limited to the sum of 125,000 French gold francs or its equivalent (the United States equivalent is approximately \$10,000.00) or 250,000 French gold francs or its equivalent (the United States equivalent is approximately \$20,000.00) if The Hague Protocol Amendment of the Convention is applicable.</p>
	(Continued on next page)
	For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.
ISSUED: May 3, 2007	EFFECTIVE: June 17, 2007

Airline Tariff Publishing Company, Agent  
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54th Revised Page 52  
 Cancels 53rd Revised Page 52

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

**55** LIABILITY OF CARRIERS (Continued)

(B) LAWS AND PROVISIONS APPLICABLE (Continued)

(1) (Continued)

(f) (Applicable to SN and QF only) The Carrier agrees in accordance with Article 22(1) of the Convention for the Unification of Certain Rules relating to International Transportation by Air signed at Warsaw, October 12, 1929 or, where applicable, that Convention as amended by the Protocol signed at the Hague on September 28, 1955 (the "Convention") that, as to all international carriage or transportation hereunder as defined in the Convention:

- (i) The Carrier shall not invoke the limitation of liability in Article 22(1) of the Convention as to any claim for recoverable compensatory damages arising under Article 17 of the Convention.
- (ii) The Carrier shall not avail itself of any defense under Article 20(1) of the Convention with respect to that portion of such claim which does not exceed 100,000 Special Drawing Rights ("SDR").
- (iii) Except as otherwise provided in paragraphs (i) and (ii) hereof, the Carrier reserves all defenses available under the Convention to any such claim. With respect to third parties, the Carrier reserves all rights of recourse against any other person, including without limitation, rights of contribution and indemnity.
- (iv) (Not applicable to social agencies in the United States)

Neither the waiver of limits nor the waiver of defenses shall be applicable in respect of claims made by public social insurance or similar bodies however asserted. Such claims shall be subject to the limit in Article (22)(1) and to the defenses under Article (20)(1) of the Convention.

**NOTE:** (Applicable only for transportation to and from the United States)  
 (Not applicable to QF) Paragraph (B)(1)(e) shall expire upon any final action of the Department of Transportation of the United States in proceedings in Docket OST-95-232 which does not make provisions for identical tariffs or in accordance with any order of the Department entered in the said proceedings.  
 (Applicable to QF only) In the United States, Paragraph (B)(1)(f) of Rule 55 shall expire upon any final action of the Department of Transportation which does not make provisions for tariffs identical to the above paragraph (B)(1)(f) or in accordance with any order of the Department.

**NOTE 1** (Not applicable to QF) Rules stating any limitation on, or condition relating to, the liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States, except to the extent provided in paragraph (B)(1) above with respect to Tariff C.A.B. No. 376. Insofar as this rule states any such limitation or condition it is included herein; except to the extent provided in paragraph (B)(1) above with respect to Tariff C.A.B. No. 376, as part of the tariff filed with governments other than the United States and not as part of tariff C.A.B. No. 376 filed with the Civil Aeronautics Board of the United States.

**NOTE 2** (Applicable to AZ only)  
 For all international carriage to which convention applies, the limit of liability for each passenger for death or personal injury shall be one hundred thousand (100,000) Special Drawing Rights as defined by the International Monetary fund to be converted into the National currency in accordance with the method of valuation applied by the International Monetary fund.

(g) (Applicable to SK only) SK agrees in accordance with article 22 (1) of the convention for the unification of certain rules relating to international carriages by Air, signed at Warsaw, October 12, 1929 or, the said Convention as amended by the protocol signed at The Hague on September 28, 1955 +[N]or the Convention for the Unification of Certain Rules for International Carriage by Air, signed at Montreal on 28MAY1999, that as to all international transportation by SK as defined in the said Convention or said Convention as amended by said Protocol, which, according to the contract of carriage, includes a point in the United States of America as a point of origin, point of destination, or agreed stopping place.

- (i) SK shall not apply or invoke the applicable limit of liability in article 22(1) of said Convention or said Convention as amended by said Protocol in defense of any claim for recoverable compensatory damages arising out of the death, wounding or other bodily injury of a passenger within the meaning of article 17 of the convention or said Convention as amended by said Protocol.
- (ii) SK shall not, with respect to any claim arising out of the death, wounding or other bodily injury of a passenger within the meaning of article 17 of Said Convention or said Convention as amended by said Protocol, avail itself of any defense under article 20(1) of said Convention or said Convention as amended by said Protocol with respect to that portion of such claim which does not exceed the sum of 100,000 S.D.R. exclusive of the costs of the action including lawyers' fees which the court finds reasonable.
- (iii) Except as otherwise provided in paragraphs (i) and (ii) hereof, SK reserves all defenses available under the convention or said Convention as amended by said protocol to any such claim. With respect to third parties, SK reserves all rights of recourse against any other person, including without limitation, rights of contribution and indemnity.

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

**ISSUED:** June 19, 2009 **EFFECTIVE:** August 3, 2009 (Except as Noted)

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

Airline Tariff Publishing Company, Agent  
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20th Revised Page 52-A  
 Cancels 19th Revised Page 52-A

RULE	SECTION I - GENERAL RULES
55	<p><u>LIABILITY OF CARRIERS</u> (Continued)</p> <p>(B) <u>LAWS AND PROVISIONS APPLICABLE</u> (Continued)</p> <p>(1) (Continued)</p> <p>(g) (Continued)</p> <p>(iv) Neither the waiver of limits nor the waiver of defenses shall be applicable in respect of claims made by the public social insurance or similar bodies (except with respect to any such bodies of the United States) however asserted. Such claims shall be subject to the limit in article (22)(1) and to the defenses under article (20)(1) of the convention(s).</p> <p>(v) This paragraph (B)(1)(g) covers transportation performed by SK, Scandinavian Airlines system (SAS), (I) as the operator of an aircraft during a flight on which the death, wounding or other body injury of a passenger occur and/or (I) as the carrier designated on the ticket as the carrier for such flight(s) as used in this paragraph (B)(1)(g), "SK" or "Carrier" refers to the carrier, whether it otherwise participates in this tariff, is as a successive carrier in an interline journey in which the carrier performs a portion of the transportation, or for any other reason, is to be determined in accordance with such carrier's own tariff publications and/or conditions of carriage.</p> <p><u>NOTE:</u> In the United States, paragraph (B)(1)(g) of Rule 55 shall upon any final action of the department of transportation which does not make provision of tariffs identical to that paragraph.</p> <p>(h) (Applicable to SK only) Nothing herein shall be deemed to affect the rights of the carrier with regard to any claim brought by, on behalf of, or in respect of any person who has willfully caused damage resulted in death, wounding or other bodily injury or a passenger.</p> <p>(i) (Applicable to SK only) The sum mentioned in terms of S.D.R. in this paragraph shall be deemed to the Special Drawing Rights as defined by the International Monetary Fund. Conversion of the sum into national currencies shall, in case of judicial proceedings, be made according to the value of such currencies in terms of the Special Drawing Rights at the date as the court may determine, or in case of the non-judicial proceedings, according to the value of such currencies in terms of the Special Drawing Rights at the date when damages to be paid is agreed.</p> <p>(j) (Applicable to AZ/NZ/INJOS/QF/SK/SN only) 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.</p>
C	<p>(Continued on next page)</p> <p>For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.</p> <p>ISSUED: September 30, 2011</p> <p>EFFECTIVE: November 14, 2011</p>

Airline Tariff Publishing Company, Agent  
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15th Revised Page 52-B  
 Cancels 14th Revised Page 52-B

RULE

## SECTION I - GENERAL RULES

55

LIABILITY OF CARRIERS (Continued)(B) LAWS AND PROVISIONS APPLICABLE (Continued)

- (2) Carrier's name may be abbreviated in the ticket, the full name and its abbreviation being set forth in carrier's tariffs, and carrier's address shall be the airport of departure shown opposite the first abbreviation of carrier's name in the ticket, and for the purpose of the Convention the agreed stopping places (which may be altered by carrier in case of necessity) are those places, except the place of departure and the place of destination set forth in the ticket and any conjunction ticket issued therewith, or shown in carrier's timetable as scheduled stopping places on the passenger's route. A list giving the full name and abbreviation of each carrier in this tariff is provided at the front of this tariff.
- (3) To the extent not in conflict with the provisions of paragraphs (1) and (2) above, all carriage hereunder and other services performed by each carrier are subject to:
- (a) applicable laws (including national laws implementing the Convention or extending the rules of the Convention to carriage which is not "international carriage" as defined in the Convention), government regulations, orders, and requirements;
  - (b) provisions set forth in the passenger's ticket;
  - (c) applicable tariffs;
  - (d) except in transportation between a place in the United States and any place outside thereof and also between a place in Canada and any place outside thereof, conditions of carriage, regulations and timetables (but not the times of departure and arrival therein specified) of carrier, which may be inspected at any of its offices and at airports from which it operates regular services.

(Continued on next page)

Provisions formerly shown on this page and not brought forward, are hereby cancelled.

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

ISSUED: May 5, 2009

EFFECTIVE: June 19, 2009



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

<b>RULE</b>	<b>SECTION I - GENERAL RULES</b>
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55	<p><b>LIABILITY OF CARRIERS</b> (Continued)</p> <p>(B) <b>LAWS AND PROVISIONS APPLICABLE</b> (Continued)</p> <p>(4) (a) The Carrier shall not avail itself of any defense under Article 20(1) of the Convention with respect to that portion of such claim which does not exceed 100,000 Special Drawing Rights (SDR's).</p> <p>(b) Except as otherwise provided in paragraph (a) hereof, the Carrier reserves all defenses available under the Convention to such claims. With respect to Third parties, the Carrier reserves all rights of recourse against any other person, including without limitation, rights of contribution and indemnity.</p> <p>(c) The Carrier agrees that subject to applicable law recoverable compensatory damages for such claims may be determined by reference to the law of the domicile or permanent residence of the passenger.</p> <p><b>NOTE:</b> Paragraph (B)(5) shall expire as provided in DOT Order 97-1-2 and be replaced in accordance with any final action or order of that Department entered in Docket OST-96-1607.</p> <p>(C) <b>LIMITATION OF LIABILITY</b></p> <p>(1) Carrier is not liable for any death, injury, delay, loss, or other damage of whatsoever nature (hereinafter in this tariff collectively referred to as "damage") to passengers or unchecked baggage arising out of or in connection with carriage or other services performed by carrier incidental thereto, unless such damage is caused by the negligence of carrier. Assistance rendered to the passenger by carrier's employees in loading, unloading, or transshipping baggage shall be considered as gratuitous service to the passenger. AZ and SN are not liable for damage to such unchecked baggage incurred during, or as a result of such service, irrespective of the negligence of carrier's employees. (See NOTE, paragraph (B)(1) above.)</p> <p>(2) Carrier is not liable for any damage directly and solely arising out of its compliance with any laws, government regulations, orders, or requirements or from failure of passenger to comply with same, or out of any cause beyond carrier's control.</p> <p>(3) Any liability of carrier (†[N]via SK), for damage to baggage) is limited to (N)1000 SDR (Special Drawing Rights) per person \$20.00 (250 French gold francs, consisting of 65 1/2 milligrams of gold with a fineness of nine hundred thousandths) per kilogram in the case of checked baggage and \$400.00 (5,000 French gold francs) per passenger in the case of unchecked baggage or other property, unless a higher value is declared in advance and additional charges are paid pursuant to carrier's regulations. In that event the liability of the carrier shall be limited to such higher declared value. In no case shall the carrier's liability exceed the actual loss suffered by the passenger. All claims are subject to proof of amount of loss.</p> <p><b>NOTE 1:</b> (Applicable only to transportation exclusively on EI, SN, and QF; and to interline transportation where EI or QF is the originating carrier.) For purposes of determining liability under the Convention with respect to passenger baggage acceptable for checking under Rule 97 (Applicable to SN Rule 116) (<b>ACCEPTANCE OF BAGGAGE</b>), the weight of each piece of such baggage shall be deemed to be the maximum allowable weight for each piece of such baggage under the Rule, unless the actual weight is stated on the baggage check.</p> <p><b>NOTE 2:</b> Under no circumstances will the carrier be liable for the loss, delay or damage to unchecked baggage or cabin baggage not attributed to the negligence of the carrier. Assistance rendered to the passenger by the carrier's employees in loading, unloading or trans-shipping of unchecked or cabin baggage shall be considered as a gratuitous service to the passenger.</p>
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For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

**ISSUED:** June 19, 2009

**EFFECTIVE:** August 3, 2009

(Except as Noted)

<b>RULE</b>	<b>SECTION I - GENERAL RULES</b>
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55	<p><u>LIABILITY OF CARRIERS</u> (Continued)</p> <p>(C) <u>LIMITATION OF LIABILITY</u> (Continued)</p> <p>(4) (a) In any event liability of carrier for delay of a passenger shall not exceed 125,000 French gold francs, (†[N]via SK, 4150 SDR (Special Drawing Rights), or its equivalent.                  (b) In any event liability of carrier for death or injury shall not exceed 125,000 French gold francs, (†[N]via SK, should not be subject to any financial limit, except that liability of carrier for death or injury should not exceed 100,000 SDR per passenger where carrier can prove that (1) damages are not due to the negligence or other wrongful act or omission of carrier or its servants or agents, or (2) such damage was solely due to the negligence or other wrongful act or omission of a third party), or its equivalent. (See Note, paragraph (B)(1) above.)</p> <p>(5) (†[N]Not applicable to SK) In the event of delivery to the passengers of part but not all of his checked baggage, or in the event of damage to part but not all of such baggage, the liability of the carrier with respect to the undelivered or damaged portion shall be reduced proportionately on the basis of weight, notwithstanding the value of any part of the baggage or contents thereof.</p> <p>(6) (a) Carrier is not liable for damage to a passenger's baggage caused by property contained in the passenger's baggage. Any passenger whose property caused damage to another passenger's baggage or to the property of carrier shall indemnify carrier for all losses and expenses incurred by carrier as a result thereof.                  †[N](b) Via SK, carrier is not able for loss, damage to, or delay in the delivery of fragile or perishable articles that are included in the passenger's checked baggage with or without the knowledge of carrier.</p> <p>(7) (†[N]Not applicable to SK) Carrier is not liable for loss, damage to, or delay in the delivery of fragile or perishable articles, money, jewelry, silverware, negotiable papers, securities, or other valuables, business documents, or samples that are included in the passenger's checked baggage, with or without the knowledge of carrier.</p> <p>(8) Carrier may refuse to accept any articles that do not constitute baggage as such term is defined herein, but if delivered to and received by carrier, such articles shall be deemed to be within the baggage valuation and limit of liability, and shall be subject to the published rates and charges of carrier.</p> <p>(9) (a) Liability of carrier for damages shall be limited to occurrences on its own line, except in the case of checked baggage as to which the passenger also has a right of action against the first or last carrier.                  (b) A carrier issuing a ticket or checking baggage for carriage over the lines of another carrier does so only as agent. (See NOTE, paragraph (B)(1) above.)</p> <p>(10) Whenever AZ's liability towards the passenger is limited or excluded under this rule or under applicable laws, the passenger and all other persons or agencies who are party to the contract of carrier shall hold AZ free and harmless from any third party claims concerning passengers or baggage instituted in excess of such limitations or notwithstanding such provisions excluding AZ's liability.</p> <p>(11) Carrier shall not be liable in any event for any consequential or special damage arising from carriage subject to this tariff, whether or not carrier had knowledge that such damages might be incurred, nor shall carrier be liable for punitive or exemplary damages arising therefrom.</p> <p>(12) Any exclusion or limitation of liability of carrier under this tariff or the ticket shall apply to agents, servants, or representatives of the carrier acting within the scope of their employment and also to any person whose aircraft is used by the carrier and its agents, servants or representatives acting within the scope of their employment.</p> <p>(13) Carrier shall not be liable for the loss, damage, or delay in delivery of any property which is not acceptable for transportation in accordance with Rules 97, 100 and 105 or for any other loss or damage of whatever nature resulting from any such loss or damage or from the transportation of such property. This exclusion is applicable whether the nonacceptable property is included in the passenger's checked baggage with or without the knowledge of the carrier.</p> <p>(14) The owner of a pet shall be responsible for compliance with all governmental regulations and restrictions, including furnishing valid health and rabies vaccination certificates when required. Carrier will not be liable for loss or expense due to the passenger's failure to comply with this provision, and carrier will not be responsible if any pet is refused passage into or through any country, state or territory.</p>
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(Continued on next page)

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

<b>ISSUED:</b> June 19, 2009	<b>EFFECTIVE:</b> August 3, 2009	(Except as Noted)
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Airline Tariff Publishing Company, Agent  
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30th Revised Page 54  
 (See Note)

RULE	<b>SECTION I - GENERAL RULES</b>
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55	<p><b>LIABILITY OF CARRIERS (Continued)</b></p> <p>(D) <b>TIME LIMITATIONS ON CLAIMS AND ACTIONS</b>          (1) No action shall lie in the case of damage to baggage unless the person entitled to delivery complains to the carrier forthwith after the discovery of the damage, and, at the latest, within seven days from the date of receipt; and in the case of delay, or loss, complaint must be made at the latest within 21 days from the date on which the baggage has been placed at his disposal (in the case of delay), or should have been placed at his disposal (in the case of loss). Every complaint must be made in writing and dispatched within the time aforesaid. Where carriage is not "international carriage" as defined in the Convention, failure to give notice shall not be a bar to suit where claimant proves that (a) it was not reasonably possible for him to give such notice, or (b) that notice was not given due to fraud on the part of carrier, or (c) the management of carrier had knowledge of damage to passenger's baggage.          (2) Any right to damages against carrier shall be extinguished unless an action is brought within two years reckoned from the date of arrival at the destination, or from the date on which the aircraft ought to have arrived, or from the date on which the carriage stopped.</p> <p>(E) <b>OVERRIDING LAW</b>          Insofar as any provision contained or referred to in the ticket or in this tariff may be contrary to a law, government regulation, order or requirement which severally cannot be waived by agreement of the parties, such provisions shall remain applicable and be considered as part of the contract of carriage to the extent only that such provision is not contrary thereto. The invalidity of any provision shall not affect any other part.</p> <p>(F) <b>MODIFICATION AND WAIVER</b>          No agent, servant, or representative of carrier has authority to alter, modify, or waive any provisions of the contract of carriage of this tariff.</p> <p>(G) <b>GRATUITOUS TRANSPORTATION (Applicable to QF and NZ only)</b>          (1) Gratuitous transportation by carrier of persons as hereinafter described shall be governed by all the provisions of this rule, except subparagraph (2) below and by all other applicable rules of this tariff:          (a) Transportation of persons injured in aircraft accidents on the lines of carrier and physicians and nurses attending such persons.          (b) Transportation of persons, the object of which is that of providing relief in general epidemics, pestilence or other calamitous visitation.          (c) Transportation of persons, which is required by and authorized pursuant to Part 223 of the Economic Regulations of the Civil Aeronautics Board of the United States of America.          (d) Transportation of persons which is subject to the Convention.          (e) Transportation of officers, employees and servants of carrier traveling in the course of their employment and in the furtherance of carrier's business.          (2) Except in respect of gratuitous transportation of persons described in paragraph (G)(1) above, carrier in furnishing gratuitous transportation shall not be liable (the provisions of Rule 55(B) and (C) to the contrary notwithstanding) under any circumstances whether of its own negligence or that of its officers, agents, representatives or employees, or otherwise, and the person using such free transportation on behalf of himself, his heirs, legal representative, defendants and other parties in interest, and their representatives, assignees, releases and agrees to indemnify carrier, its officers, agents, representatives and employees from all liability (including cost and expenses), for any and all delay, and for failure to complete passage, and from any and all loss or damage to the property of such person.</p>
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**NOTE:** Issued in lieu of 29th Revised Page 54 rejected by the NTA(A), cancels 28th Revised Page 54.

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

**ISSUED:** May 3, 2007

**EFFECTIVE:** June 17, 2007

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37th Revised Page 55  
 (See Note)

RULE	<b>SECTION I - GENERAL RULES</b>
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55	<p><b><u>LIABILITY OF CARRIERS</u></b> (Continued)</p> <p>(H) <b><u>BAGGAGE LIABILITY</u></b> (Applicable to TZ only) (Not applicable to/from Canada)</p> <p>(1) Liability, if any, for loss, damage, pilferage, or delay to baggage is limited as follows:</p> <p>(a) <b><u>Domestic:</u></b> For travel solely between U.S. points, it shall not exceed the actual value of the property up to a maximum liability of USD 3,000.00 per ticketed passenger. On domestic flights, ATA Airlines, Inc. assumes no liability for valuables including, but not limited to: money, jewelry, camera and other valuables. ATA Airlines, Inc. also assumes no liability for any consequential damages resulting from any loss of, pilferage of, damage to, or delay in any checked property beyond the limit stated above. ATA Airlines, Inc. also assumes no liability for any damage to fragile or perishable articles on domestic flights.</p> <p>(b) <b><u>International:</u></b> The carrier is liable for damages sustained in the case of destruction or loss of, damage to, or delay of checked and unchecked baggage, as provided in the following paragraphs:</p> <p>(i) The liability of the carrier is limited to 1,000 Special Drawing Rights (approximately USD 1400) for each passenger in the case of destruction, loss, damage, or delay of baggage, whether checked or unchecked, under the Warsaw Convention or the Montreal Convention, whichever may apply. Unless the passenger proves otherwise:</p> <p>(aa) all baggage checked by a passenger shall be considered to be the property of that passenger;</p> <p>(bb) a particular piece of baggage, checked or unchecked, shall not be considered to be the property of more than one passenger; and</p> <p>(cc) unchecked baggage, including personal items, shall be considered to be the property of the passenger in possession of the baggage at the time of embarkation.</p> <p>(ii) In the case of unchecked baggage, the carrier is liable only to the extent the damage resulted from its fault, or that of its servants or agents.</p> <p>(iii) The carrier is not liable for destruction, loss, damage, or delay of baggage not in the charge of the carrier, including baggage undergoing security inspections or measure not under the control and direction of the carrier.</p> <p>(iv) The carrier reserves all defenses and limitations available under the Warsaw Convention, except for Article 22(3) thereof, and the Montreal Convention, whichever may be applicable, to such claims.</p> <p><b><u>EXCEPTION 1:</u></b> The above maximum liability shall be waived for an individual claimant where it can be shown that, with respect to that claimant, TZ failed to provide notice of limited liability for baggage.</p> <p><b><u>EXCEPTION 2:</u></b> In the unlikely event a customer's wheelchair is lost or damaged beyond repair, ATA Airlines will reimburse the original purchase cost of the equipment, after receiving documentation establishing the original purchase price (i.e., purchase receipt, cancelled check, credit card receipt). The reimbursement for wheelchairs lost or damaged beyond repair applies to domestic and, where ATA Airlines is the carrier, international flight itineraries.</p> <p><b><u>NOTE:</u></b> Any failure to enforce the maximum limitations of liability at USD 2,800.00 shall not be construed as a waiver of the right to limit liability at some higher amount.</p> <p>(2) When the transportation is over the lines of TZ and one or more other carriers with a limitation of liability of more than USD 2,800.00 for each fare-paying passenger and responsibility for loss, pilferage, damage, or delay in delivery of baggage cannot be determined, the liability limit (as referenced above) will be applied to all carriers.</p> <p>(3) <b><u>Preliminary Notice</u></b>                  In the case of missing, pilfered or damaged baggage, preliminary notice of the incident must be submitted to the carrier before leaving the airport after the arrival of the flight on which the mishandling occurred. In the event of failure to give such notice, no action can be taken against ATA Airlines. The claimant may provide notice within 24 hours of the arrival of the flight on which the mishandling occurred if claimant establishes to the satisfaction of ATA Airlines that he/she was unable to give such notice at the airport for good cause. While searching for missing baggage, ATA Airlines attempts to contact customers at least once per day, to provide an update, until the baggage is located. ATA Airlines makes every reasonable effort to return unclaimed and missing checked baggage to customers within 24 hours of receipt of a customer's claim.</p>
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**NOTE:** Issued in lieu of 36th and 35th Revised Page 55 rejected by the NTA(A), cancels 34th Revised Page 55.

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

**ISSUED:** May 3, 2007

**EFFECTIVE:** June 17, 2007

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

35th Revised Page 56  
 (See Note)

RULE	SECTION I - GENERAL RULES
55	<p><u>LIABILITY OF CARRIERS</u> (Continued)</p> <p>(H) <u>BAGGAGE LIABILITY</u> (Continued)</p> <p>(4) <u>Baggage Claims</u>            On domestic travel, no action shall be maintained for any loss of, damage to or any delay in the delivery of, any property or baggage, or on any other claim (exception: only personal injury or death), arising out of, or in connection with, transportation of, or failure to transport any passenger or property or baggage, unless notice of the claim is presented in writing to an office of ATA Airlines within 45 days after the alleged occurrence of the events rise to the claim, and unless the action is commenced within one year after such alleged occurrence. Failure to give the above notice shall not be a bar if the claimant established to the satisfaction of ATA Airlines he/she was unable to give such notice. With respect to international travel, no action shall be maintained for damaged baggage unless the written claim is filed with ATA Airlines within seven days from the date of receipt of the baggage by the passenger. In the case of delay, the complaint must be made, at the latest, within 21 days from the date on which the baggage has been placed at the passenger's disposal. In the case of lost luggage, the complaint must be made, at the latest, within 21 days from the date of travel.</p> <p>(5) <u>Exclusions from Liability</u></p> <p>(a) The owner of a pet shall be responsible for compliance with all governmental regulations and restrictions, including furnishing valid health and rabies vaccination certificates when required. The carrier will not be liable for loss or expense due to the passenger's failure to comply with this provision, and the carrier will not be responsible if any pet is refused passage into or through any country, state, or territory.</p> <p>(b) When the carrier has exercised the ordinary standard of care, it shall not be liable for spoilage resulting from delay in delivery of any perishables described in this rule, nor for damage to, or damage caused by, fragile articles also described in this rule, that are unsuitably packed and that are included in the passenger's checked baggage without the carrier's knowledge. The carrier shall not be liable for the damage or delay in delivery of a passenger's checked baggage and property accepted pursuant to the execution of a release as referenced in section (C), paragraph (4), to the extent that such release relieves the carrier of liability.</p> <p>(c) Whenever responsibility for loss, pilferage, damage, or delay in delivery of baggage cannot be determined and when transportation is via TZ and one or more carriers which exclude certain items in checked baggage from their liability, TZ will not be liable for that excluded items.</p> <p>(d) ATA Airlines is not responsible for the following items on domestic flights: high value, fragile, or irreplaceable articles such as camera/electronic/audio/video equipment, and/or accessories, computers, compact discs, jewelry, currency, keys, medications or prescriptions, eye glasses, contacts, securities, legal and/or business documents, commercial effects, samples and/or goods for resale, furs, artwork, books, etc. ATA Airlines is not responsible for damage to baggage resulting from normal handling, such as minor cuts, scratches, dents, soil, broken feet or wheels, damage to overpacked/oversize bags, damage to or loss of pull handles/straps, items of fragile or perishable nature, or manufacturer's defect.</p> <p>(6) <u>Declaration of Higher Value</u>            Passengers desiring valuation coverage in excess of TZ's normal liability limit should be referred to private insurance representatives.</p>
<p><b>NOTE:</b> Issued in lieu of 34th Revised Page 56 rejected by the NTA(A), cancels 33rd Revised Page 56.</p>	
<p>For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.</p>	
<p><b>ISSUED:</b> May 3, 2007</p>	<p><b>EFFECTIVE:</b> June 17, 2007</p>

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33rd Revised Page 57  
(See Note)

NOTE: Issued in lieu of 32nd Revised Page 57 rejected by the NTA(A), cancels 31st Revised Page 57.

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

**ISSUED:** May 3, 2007

**EFFECTIVE:** June 17, 2007

NTA(A) No. 210 T.C.A.B. No. 376

Airline Tariff Publishing Company, Agent  
INTERNATIONAL PASSENGER RULES AND FARES TARIFF  
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30th Revised Page 58  
(See Note)

NOTE: Issued in lieu of 29th Revised Page 58 rejected by the NTA(A), cancels 28th Revised Page 58.

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

ISSUED: May 3, 2007

EFFECTIVE: June 17, 2007

0039G

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

11th Revised Page 58-A  
 Cancels 10th Revised Page 58-A

RULE	SECTION I - GENERAL RULES
C56  C	<p>+<u>NAVIGATION SURCHARGE</u> (Applicable to QF only)            Effective for ticketing on/after April 15, 1999</p> <p>(A) A navigation surcharge of CAD 15.00 will be collected at the time of ticket issuance for ALL passengers on a fare component basis applicable to Transatlantic/Transpacific/Western Hemisphere travel to/from Canada.</p> <p>(B) The amount to be charged will be incorporated in the fare calculation shown as a Q surcharge. The surcharge may be converted to the applicable currency for the country of origin in accordance with the appropriate IATA Rate of Exchange.</p> <p>(C) Additional Conditions            (1) The surcharge applies in addition to all other charges and is not subject to any discount.            (2) The navigation surcharge will not apply to:                (i) Passengers transiting Canada where no fare break occurs.                (ii) Passengers who are travelling on a QF free ticket.                (iii) All fares to/from Japan via the Atlantic or Pacific Ocean.</p>
<p>QF is filing to clarify Navigation and correct a clerical error by adding statement and changing rule number.            FA: NAVCAN</p>	
<p>For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.</p>	
<p><b>ISSUED:</b> May 5, 1999</p>	<p><b>EFFECTIVE:</b> July 4, 1999 <span style="float: right;">(Except as Noted)</span></p>



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64th Revised Page 58-C  
 Cancels 63rd Revised Page 58-C

**RULE SECTION I - GENERAL RULES**

C57 †[N]FUEL SURCHARGE (Applicable to QF) (Applicable to/from Canada only)

Point of Ticketing	Charge Basis	Journey Appl	Cabin Description	Currency
Canada Sector			Infant travel on/ after 15JAN14: All sectors	CAD/USD 0
Canada Sector			On flts QF3934-3944	CAD/AUD 0
Canada Sector			On all sectors within NZ	CAD/AUD 0
Canada Sector			On all sectors ADL-DLP	USD/CAD 0
Canada Sector			On all sectors within AU	USD 0.00
Canada Sector		Y	On all sectors btwn DXB & SYD/MEL	n/a
Canada Sector		Y	On all sectors btwn DXB & MEL/SYD/BNE/ADL/PER	n/a
Canada Sector		PY	On all sectors DXB & SYD/MEL	n/a
Canada Sector		PY	On all sectors btwn DXB & MEL/SYD/BNE/ADL/PER	n/a
Canada Sector		F/J	On all sectors btwn DXB & SYD/MEL	n/a
Canada Sector		F/J	On all sectors btwn DXB & MEL/SYD/BNE/ADL/PER	n/a
Canada Sector			On all sectors within Europe	CAD 40/EUR 25
Canada Sector			On all sectors within Middle East	USD/CAD 0
Canada Sector			On all sectors btwn SIN & IN	CAD 97/USD 85
Canada Sector			On all sectors btwn SIN - DPS/JKT	USD 0.00
Canada Sector			On all sectors into/ out of HKG	USD 120/CAD 134
Canada Sector			On all sectors within South East Asia	USD 0.00
Canada			*AU gateway cities defined as: SYD/ADL/BNE/CNS/DRW/MEL/PER	
Canada			*NZ gateway cities defined as: AKL/CHC/MLG/ZQN	
Canada			*Europe gateway cities defined as: LON/FRA/PAR/ROM/HEL/MAN/MIL/VIE/PRG/CPH/LYS/NCE/TLS/DUS/HAM/MUC/ATH/DUB/AMS/MOW/LED/BCN/MAD/ZRH/GVA/IST/BHX/NCL/GLA/WAW/STO	
Canada Journey			Per direction when journey is btwn AU/NZ & EUR for travel btwn gateway cities in AU/NZ & FRA/HEL/LON/PAR/ROM	CAD 350
Canada Journey	Between AU/NZ & Europe		Per direction when journey is btwn AU/NZ & EUR for travel btwn gateway cities in AU*/NZ* & Europe*	CAD 350
Canada Journey			Per direction when journey is btwn AU/NZ & USA/Canada for travel btwn gateway cities in AU/NZ & BUE/DFW/LAX/MEX/NYC/SCL/SFO/YVR	CAD 340

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

**ISSUED:** January 23, 2014      **EFFECTIVE:** March 9, 2014      (Except as Noted)

† - Effective January 24, 2014 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 95909.

Airline Tariff Publishing Company, Agent  
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 NO. IPR-2

13th Revised Page 58-D  
 Cancels 12th Revised Page 58-D

RULE	SECTION I - GENERAL RULES				
C57	+ [N] <u>FUEL SURCHARGE</u> (Applicable to QF ) (Applicable to/from Canada only) (Continued)				
	Point of Ticket ing	Charge Basis	Journey Appl	Cabin Description	Curr
				Canada Journey	Per direction when journey is btwn AU/ NZ & South America for travel btwn gateway cities in AU/NZ & BUE/DFW/ LAX/MEX/NYC/SCL/ SFO/YVR CAD 260
				Canada Sector	Btwn AU/ NZ-USA/ Canada/ South America On all sectors btwn AU & NZ USD/CAD 0
				Canada Journey	Per direction when journey is btwn AU/ NZ/FJ/NC & India for travel between gate- way cities in AU/FJ/ NC/NZ & BOM/DEL CAD 205
				Canada Journey	Btwn AU/ FJ/NC/NZ & India Per direction for travel btwn gateway cities in AU/FJ/NC/ NZ & SIN CAD 69/USD 60
				Canada Journey	Btwn AU/ FJ/NC/NZ & India Per direction for travel btwn gateway cities in AU/FJ/NC/ NZ & BKK CAD 69/USD 60
				Canada Sector	On all sectors btwn AU & JNB CAD 245
				Canada Sector	On all sectors btwn CA & USA CAD 0.00
				Canada Sector	On all sectors within USA CAD 0.00
				Canada Sector	Y On all sectors btwn BHX/GLA/MAN/NCL/DUB/ LON & DXB CAD 194/USD 171
				Canada Sector	PY On all sectors btwn BHX/GLA/MAN/NCL/DUB/ LON & DXB CAD 186/USD 202
				Canada Sector	F/J On all sectors btwn BHX/GLA/MAN/NCL/DUB/ LON & DXB CAD 229/USD 232
				Canada Sector	Y On all sectors btwn DXB & SYD/MEL CAD 368/USD 326
				Canada Sector	PY On all sectors btwn DXB & SYD/MEL CAD 403/USD 357
				Canada Sector	F/J On all sectors btwn DXB & SYD/MEL CAD 443/USD 393
				Canada Sector	On all sectors btwn AU & JNB CAD 245
				Canada Sector	On all other sectors CAD 150
For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.					
ISSUED: January 23, 2014			EFFECTIVE: March 9, 2014		(Except as Noted)

Airline Tariff Publishing Company, Agent  
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 NO. IPR-2

7th Revised Page 58-E  
 Cancels 6th Revised Page 58-E

RULE	SECTION I - GENERAL RULES
C58	<p>+<del>(N)</del>HONG KONG SECURITY SERVICE CHARGE (Applicable to AC only)</p> <p>(A) A security service charge of HKD20 will be collected from each passenger of any age group during ticket issuance worldwide for each departure out of Hong Kong.</p> <p>(B) The amount to be charged will be incorporated in fare calculation as in "Q" surcharge, by converting HKD20 into NUC using the applicable IATA rate of exchange (IROE).</p> <p>(C) The security service charge will apply to passengers departing Hong Kong including through passengers with stopover(s) in Hong Kong.</p> <p>(D) The security service charge will not apply to:</p> <ol style="list-style-type: none"> <li>(1) Passengers transferring/transitting Hong Kong</li> <li>(2) Passengers traveling on ID/AD tickets</li> <li>(3) Passengers holding Diplomatic passports.</li> <li>(4) Infants</li> </ol> <p>(E) The applicable security service charge is subject to refund when Hong Kong is no longer a departing and/or stopover point as a result of cancellation/rerouting of a ticket.</p>
† - Effective May 21, 1995 for travel to/from Canada.	
For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.	
ISSUED: April 6, 1995	EFFECTIVE: June 5, 1995 (Except as Noted)

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

9th Revised Page 58-F  
Cancels 8th Revised Page 58-F

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

ISSUED: May 5, 1999

EFFECTIVE: July 4, 1999

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

30th Revised Page 58-G  
 Cancels 29th Revised Page 58-G

RULE	SECTION I - GENERAL RULES
58	<p><u>FUEL SURCHARGE</u> (Applicable to NZ for tickets issued from New Zealand, Applicable to/from the USA)</p> <p>(A) A fuel surcharge of NZD 60.00 will be collected at time of ticket issuance and will be applied for sectors within USA. Surcharge applies to all passengers and will apply per sector (Infants are excluded).</p> <p>(B) Surcharges should be applied to all NZ flight numbers within USA.</p> <p>(C) Surcharges should be applied to all passengers regardless of class of travel, type of fares and type of passenger (Infants are excluded).</p> <p>(D) Surcharges should be reflected in the tax/fee/charge box of tickets under code -YQ-.</p> <p>(E) Surcharges must be collected whenever NZ is the ticketed carrier on the sector.</p> <p>(F) These surcharges are effective immediately.</p>
59	<p><u>FUEL SURCHARGE</u> (Applicable to/from Canada)</p> <p>(A) Applicable to NZ for tickets issued from Canada</p> <p>(1) A fuel surcharge of CAD 45.00 or equivalent will be collected at time of ticket issuance and will be applied for International travel. Surcharge applies to all passengers and will apply per sector (Infants are excluded).</p> <p><u>EXCEPTION:</u> For travel on sector to/from HKG, a fuel surcharge of CAD 53.00 or equivalent will be applied for international travel. Surcharge applies to all passengers and will apply per sector (infants are excluded).</p> <p>(2) Surcharges should be collected at the time ticket issuance or reissue for Worldwide travel.</p> <p>(3) Surcharges should be applied to all NZ flight numbers excluding NZ flights within USA/Canada or between USA/Canada, and NZ flights within South West Pacific..</p> <p>(4) Surcharges should be applied to all passengers regardless of class of travel, type of fares and type of passenger (Infants are excluded).</p> <p>(5) Surcharges should be reflected in the tax/fee/charge box of tickets under code -YQ-.</p> <p>(6) Surcharges must be collected whenever NZ is the ticketed carrier on the sector.</p> <p>(7) These surcharges are applicable for tickets issued or reissued on/before +[C]31OCT06.</p> <p>C</p> <p>C</p> <p>(B) (Applicable to NZ for tickets issued from New Zealand +[N]for tickets issued or reissued on/before 31OCT06)</p> <p>(1) No fuel surcharge will apply for tickets sold in New Zealand for travel to Canada.</p> <p>(2) Surcharges do not apply to all NZ flight numbers within Canada or between USA/Canada.</p>
<p>For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.</p>	
<p><b>ISSUED:</b> April 20, 2006</p>	<p><b>EFFECTIVE:</b> June 4, 2006 (Except as Noted)</p>

0044G

+ - Effective April 21, 2006 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 99767.

No Change on this Page

NTA(A) No. 210 T.C.A.B. No. 376

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INTERNATIONAL PASSENGER RULES AND FARES TARIFF  
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7th Revised Page 58-H  
(See Note)

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**NOTE:** Cancels 5th Revised Page 58-H, the 6th Revised Page 58-H, has not and will not be issued.

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

**ISSUED:** June 2, 1993

**EFFECTIVE:** August 1, 1993