(See NOTICE on Page CI-13 hereof)

5th Revised Title Page
Cancels 4th Revised Title Page

AIRLINE TARIFF PUBLISHING COMPANY, AGENT
INTERNATIONAL PASSENGER RULES AND FARES
TARIFF NO. CI-1

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

CHINA AIRLINES, LTD.

APPLICABLE TO THE

TRANSPORTATION OF PASSENGERS
AND BAGGAGE BETWEEN POINTS IN THE

UNITED STATES

AND POINTS IN

AREAS 1/2/3

AND BETWEEN POINTS IN

CANADA AND AREA 3

FOR LIST OF PARTICIPATING CARRIERS, SEE INTERNATIONAL PASSENGER GOVERNING TARIFF NO. IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373, PAGES 5 THROUGH 9.

Departure from the terms of Sections 221.22(d), 221.32, 221.111(c) and 221.240 of its Economic Regulations authorized by the Department of Transportation (9734).
Departure from the terms of Section 221.114 of its Economic Regulations authorized by the Department of Transportation (9737).
Departure from the terms of Sections 221.110 and 221.113 of its Economic Regulations authorized by the Department of Transportation (9728).
Departure from the terms of Section 221.59 of its Economic Regulations authorized by the Department of Transportation (9673).
Departure from the terms of Section 221.35 of its Economic Regulations authorized by the Department of Transportation (9700).

This tariff is governed, except as otherwise provided herein, by Maximum Permitted Mileage Tariff No. MPM-1, C.A.B. No. 424, NTA(A) No. 239, Aircraft Type Seating Configuration Tariff No. TS-2, C.A.B. No. 220, NTA(A) No. 111, and International Passenger Governing Tariff No. IPGT-1, C.A.B. No. 581 NTA(A) No. 373 issued by Airline Tariff Publishing Company, Agent, Supplements thereto and reissues thereof.

FOR EXPLANATION OF ABBREVIATIONS, REFERENCE MARKS AND SYMBOLS USED BUT UNEXPLAINED HEREON, SEE PAGES CI-17 THROUGH CI-24.

ISSUED:	Issued by:	EFFECTIVE:
JANUARY 30, 2008	†[C]WILLIAM J ANDRES, PRESIDENT AIRLINE TARIFF PUBLISHING COMPANY, AGENT DULLES INTERNATIONAL AIRPORT P.O. BOX 17415 WASHINGTON, D.C. 20041	MARCH 15, 2008 (Original Tariff Effective October 15, 1987) (Except as noted)

(Printed in U.S.A.)
† - Effective January 31, 2008 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 23599.

†SUPPLEMENT NO. 6
TO
¶C.A.B. NO. 529

TRANSFER AND CANCELLATION SUPPLEMENT

(Supplement Nos. 1, 2, 3, 4, 5 and #6 are the only effective Supplements)

AIRLINE TARIFF PUBLISHING COMPANY, AGENT

SUPPLEMENT NO. 6 TO

INTERNATIONAL PASSENGER RULES AND FARES

TARIFF NO. CI-1

ON BEHALF OF

CHINA AIRLINES, LTD.

APPLICABLE TO THE

TRANSPORTATION OF PASSENGERS

AND BAGGAGE BETWEEN POINTS IN THE

UNITED STATES

AND POINTS IN

AREAS 1/2/3

AND BETWEEN POINTS IN

CANADA AND AREA 3

TRANSFER AND CANCELLATION NOTICE

All existing and prospective General and Unpublished Fare Rule provisions set forth herein for Rules 1, 2, 5, 25, 27, 40, 55, 115 and 130 governing transportation to/from the U.S.A. have been transferred to the On-line Tariff Database maintained by Airline Tariff Publishing Company, Agent. All other General and Unpublished Fare Rule provisions published herein, for transportation to/from the U.S.A. are hereby cancelled from this tariff.

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

#NOTE: Supplement No. 6 is in effect for C.A.B. No. 529 only.

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

Issued by:

ISSUED:	MICHAEL G. FERRIER, President	EFFECTIVE:
January 7, 2000	AIRLINE TARIFF PUBLISHING COMPANY, AGENT DULLES INTERNATIONAL AIRPORT P.O. BOX 17415 WASHINGTON, D.C. 20041	March 7, 2000 (Except as noted)

(Printed in U.S.A.)

† - Effective January 8, 2000 for transportation to/from the U.S.A.

3110Z

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

3rd Revised Page CI-1
Cancels 2nd Revised Page CI-1

CORRECTION NUMBER CHECK SHEET

EACH TIME REVISED OR ADDITIONAL ORIGINAL PAGES ARE RECEIVED, CHECK MARKS SHOULD BE MADE ON THE CHECK SHEET OPPOSITE THE CORRECTION NUMBERS CORRESPONDING TO THOSE APPEARING IN THE LOWER RIGHT HAND CORNER OF THE REVISED OR ADDITIONAL ORIGINAL PAGES. IF PAGES SHOULD NOT BE RECEIVED BEARING CONSECUTIVE CORRECTION NUMBERS THE ISSUING AGENT SHOULD BE REQUESTED TO FURNISH THE PAGE BEARING THE CORRECTION NUMBER FOR WHICH A PAGE HAS NOT BEEN RECEIVED.

▲ CORRECTION NUMBERS

4621	4671	4761	4831	4901	4971	5041	5111	5181	5251	5321
4622	4672	4762	4832	4902	4972	5042	5112	5182	5252	5322
4623	4673	4763	4833	4903	4973	5043	5113	5183	5253	5323
4624	4674	4764	4834	4904	4974	5044	5114	5184	5254	5324
4625	4675	4765	4835	4905	4975	5045	5115	5185	5255	5325
4626	4676	4766	4836	4906	4976	5046	5116	5186	5256	5326
4627	4677	4767	4837	4907	4977	5047	5117	5187	5257	5327
4628	4678	4768	4838	4908	4978	5048	5118	5188	5258	5328
4629	4679	4769	4839	4909	4979	5049	5119	5189	5259	5329
4630	4700	4770	4840	4910	4980	5050	5120	5190	5260	5330
4631	4701	4771	4841	4911	4981	5051	5121	5191	5261	5331
4632	4702	4772	4842	4912	4982	5052	5122	5192	5262	5332
4633	4703	4773	4843	4913	4983	5053	5123	5193	5263	5333
4634	4704	4774	4844	4914	4984	5054	5124	5194	5264	5334
4635	4705	4775	4845	4915	4985	5055	5125	5195	5265	5335
4636	4706	4776	4846	4916	4986	5056	5126	5196	5266	5336
4637	4707	4777	4847	4917	4987	5057	5127	5197	5267	5337
4638	4708	4778	4848	4918	4988	5058	5128	5198	5268	5338
4639	4709	4779	4849	4919	4989	5059	5129	5199	5269	5339
4640	4710	4780	4850	4920	4990	5060	5130	5200	5270	5340
4641	4711	4781	4851	4921	4991	5061	5131	5201	5271	5341
4642	4712	4782	4852	4922	4992	5062	5132	5202	5272	5342
4643	4713	4783	4853	4923	4993	5063	5133	5203	5273	5343
4644	4714	4784	4854	4924	4994	5064	5134	5204	5274	5344
4645	4715	4785	4855	4925	4995	5065	5135	5205	5275	5345
4646	4716	4786	4856	4926	4996	5066	5136	5206	5276	5346
4647	4717	4787	4857	4927	4997	5067	5137	5207	5277	5347
4648	4718	4788	4858	4928	4998	5068	5138	5208	5278	5348
4649	4719	4789	4859	4929	4999	5069	5139	5209	5279	5349
4650	4720	4790	4860	4930	5000	5070	5140	5210	5280	5350
4651	4721	4791	4861	4931	5001	5071	5141	5211	5281	5351
4652	4722	4792	4862	4932	5002	5072	5142	5212	5282	5352
4653	4723	4793	4863	4933	5003	5073	5143	5213	5283	5353
4654	4724	4794	4864	4934	5004	5074	5144	5214	5284	5354
4655	4725	4795	4865	4935	5005	5075	5145	5215	5285	5355
4656	4726	4796	4866	4936	5006	5076	5146	5216	5286	5356
4657	4727	4797	4867	4937	5007	5077	5147	5217	5287	5357
4658	4728	4798	4868	4938	5008	5078	5148	5218	5288	5358
4659	4729	4799	4869	4939	5009	5079	5149	5219	5289	5359
4660	4730	4800	4870	4940	5010	5080	5150	5220	5290	5360
4661	4731	[redacted]	4871	4941	5011	5081	5151	5221	5291	5361
4662	4732	[redacted]	4872	4942	5012	5082	5152	5222	5292	5362
4663	4733	4803	4873	4943	5013	5083	5153	5223	5293	5363
4664	4734	4804	4874	4944	5014	5084	5154	5224	5294	5364
4665	4735	4805	4875	4945	5015	5085	5155	5225	5295	5365
4666	4736	4806	4876	4946	5016	5086	5156	5226	5296	5366
4667	4737	4807	4877	4947	5017	5087	5157	5227	5297	5367
4668	4738	4808	4878	4948	5018	5088	5158	5228	5298	5368
4669	4739	4809	4879	4949	5019	5089	5159	5229	5299	5369
4670	4740	4810	4880	4950	5020	5090	5160	5230	5300	5370
4671	4741	4811	4881	4951	5021	5091	5161	5231	5301	5371
4672	4742	4812	4882	4952	5022	5092	5162	5232	5302	5372
4673	4743	4813	4883	4953	5023	5093	5163	5233	5303	5373
4674	4744	4814	4884	4954	5024	5094	5164	5234	5304	5374
4675	4745	4815	4885	4955	5025	5095	5165	5235	5305	5375
4676	4746	4816	4886	4956	5026	5096	5166	5236	5306	5376
4677	4747	4817	4887	4957	5027	5097	5167	5237	5307	5377
4678	4748	4818	4888	4958	5028	5098	5168	5238	5308	5378
4679	4749	4819	4889	4959	5029	5099	5169	5239	5309	5379
4680	4750	4820	4890	4960	5030	5100	5170	5240	5310	5380
4681	4751	4821	4891	4961	5031	5101	5171	5241	5311	5381
4682	4752	4822	4892	4962	5032	5102	5172	5242	5312	5382
4683	4753	4823	4893	4963	5033	5103	5173	5243	5313	5383
4684	4754	4824	4894	4964	5034	5104	5174	5244	5314	5384
4685	4755	4825	4895	4965	5035	5105	5175	5245	5315	5385
4686	4756	4826	4896	4966	5036	5106	5176	5246	5316	5386
4687	4757	4827	4897	4967	5037	5107	5177	5247	5317	5387
4688	4758	4828	4898	4968	5038	5108	5178	5248	5318	5388
4689	4759	4829	4899	4969	5039	5109	5179	5249	5319	5389
4690	4760	4830	4900	4970	5040	5110	5180	5250	5320	5390

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages CI-17 through CI-24.

ISSUED: AUGUST 9, 1990

EFFECTIVE: OCTOBER 8, 1990

(Printed in U.S.A.)

CORRECTION NO. 4687

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

3rd Revised Page CI-2
Cancels 2nd Revised Page CI-2

CORRECTION NUMBER CHECK SHEET

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▲ CORRECTION NUMBERS

5391	5461	5531	5601	5671	5741	5811	5881	5951	6021	6091
5392	5462	5532	5602	5672	5742	5812	5882	5952	6022	6092
5393	5463	5533	5603	5673	5743	5813	5883	5953	6023	6093
5394	5464	5534	5604	5674	5744	5814	5884	5954	6024	6094
5395	5465	5535	5605	5675	5745	5815	5885	5955	6025	6095
5396	5466	5536	5606	5676	5746	5816	5886	5956	6026	6096
5397	5467	5537	5607	5677	5747	5817	5887	5957	6027	6097
5398	5468	5538	5608	5678	5748	5818	5888	5958	6028	6098
5399	5469	5539	5609	5679	5749	5819	5889	5959	6029	6099
5400	5470	5540	5610	5680	5750	5820	5890	5960	6030	6100
5401	5471	5541	5611	5681	5751	5821	5891	5961	6031	6101
5402	5472	5542	5612	5682	5752	5822	5892	5962	6032	6102
5403	5473	5543	5613	5683	5753	5823	5893	5963	6033	6103
5404	5474	5544	5614	5684	5754	5824	5894	5964	6034	6104
5405	5475	5545	5615	5685	5755	5825	5895	5965	6035	6105
5406	5476	5546	5616	5686	5756	5826	5896	5966	6036	6106
5407	5477	5547	5617	5687	5757	5827	5897	5967	6037	6107
5408	5478	5548	5618	5688	5758	5828	5898	5968	6038	6108
5409	5479	5549	5619	5689	5759	5829	5899	5969	6039	6109
5410	5480	5550	5620	5690	5760	5830	5900	5970	6040	6110
5411	5481	5551	5621	5691	5761	5831	5901	5971	6041	6111
5412	5482	5552	5622	5692	5762	5832	5902	5972	6042	6112
5413	5483	5553	5623	5693	5763	5833	5903	5973	6043	6113
5414	5484	5554	5624	5694	5764	5834	5904	5974	6044	6114
5415	5485	5555	5625	5695	5765	5835	5905	5975	6045	6115
5416	5486	5556	5626	5696	5766	5836	5906	5976	6046	6116
5417	5487	5557	5627	5697	5767	5837	5907	5977	6047	6117
5418	5488	5558	5628	5698	5768	5838	5908	5978	6048	6118
5419	5489	5559	5629	5699	5769	5839	5909	5979	6049	6119
5420	5490	5560	5630	5700	5770	5840	5910	5980	6050	6120
5421	5491	5561	5631	5701	5771	5841	5911	5981	6051	6121
5422	5492	5562	5632	5702	5772	5842	5912	5982	6052	6122
5423	5493	5563	5633	5703	5773	5843	5913	5983	6053	6123
5424	5494	5564	5634	5704	5774	5844	5914	5984	6054	6124
5425	5495	5565	5635	5705	5775	5845	5915	5985	6055	6125
5426	5496	5566	5636	5706	5776	5846	5916	5986	6056	6126
5427	5497	5567	5637	5707	5777	5847	5917	5987	6057	6127
5428	5498	5568	5638	5708	5778	5848	5918	5988	6058	6128
5429	5499	5569	5639	5709	5779	5849	5919	5989	6059	6129
5430	5500	5570	5640	5710	5780	5850	5920	5990	6060	6130
5431	5501	5571	5641	5711	5781	5851	5921	5991	6061	6131
5432	5502	5572	5642	5712	5782	5852	5922	5992	6062	6132
5433	5503	5573	5643	5713	5783	5853	5923	5993	6063	6133
5434	5504	5574	5644	5714	5784	5854	5924	5994	6064	6134
5435	5505	5575	5645	5715	5785	5855	5925	5995	6065	6135
5436	5506	5576	5646	5716	5786	5856	5926	5996	6066	6136
5437	5507	5577	5647	5717	5787	5857	5927	5997	6067	6137
5438	5508	5578	5648	5718	5788	5858	5928	5998	6068	6138
5439	5509	5579	5649	5719	5789	5859	5929	5999	6069	6139
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5441	5511	5581	5651	5721	5791	5861	5931	6001	6071	6141
5442	5512	5582	5652	5722	5792	5862	5932	6002	6072	6142
5443	5513	5583	5653	5723	5793	5863	5933	6003	6073	6143
5444	5514	5584	5654	5724	5794	5864	5934	6004	6074	6144
5445	5515	5585	5655	5725	5795	5865	5935	6005	6075	6145
5446	5516	5586	5656	5726	5796	5866	5936	6006	6076	6146
5447	5517	5587	5657	5727	5797	5867	5937	6007	6077	6147
5448	5518	5588	5658	5728	5798	5868	5938	6008	6078	6148
5449	5519	5589	5659	5729	5799	5869	5939	6009	6079	6149
5450	5520	5590	5660	5730	5800	5870	5940	6010	6080	6150
5451	5521	5591	5661	5731	5801	5871	5941	6011	6081	6151
5452	5522	5592	5662	5732	5802	5872	5942	6012	6082	6152
5453	5523	5593	5663	5733	5803	5873	5943	6013	6083	6153
5454	5524	5594	5664	5734	5804	5874	5944	6014	6084	6154
5455	5525	5595	5665	5735	5805	5875	5945	6015	6085	6155
5456	5526	5596	5666	5736	5806	5876	5946	6016	6086	6156
5457	5527	5597	5667	5737	5807	5877	5947	6017	6087	6157
5458	5528	5598	5668	5738	5808	5878	5948	6018	6088	6158
5459	5529	5599	5669	5739	5809	5879	5949	6019	6089	6159
5460	5530	5600	5670	5740	5810	5880	5950	6020	6090	6160

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages CI-17 through CI-24.

RULE

TABLE OF CONTENTS

For unexplained abbreviations, reference marks and symbols see Pages 17 through 24.

† - Effective April 1, 2015 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 66520.

PAGES CI-4 THROUGH CI-12 ARE INTENTIONALLY LEFT BLANK

NOTICE

Rules, fares and provisions applicable via CI were formerly published in Passenger Rules Tariff No. PR-3, C.A.B. No. 55, NTA(A) No. 46 and Transpacific Passenger Fares Tariff No. 2, C.A.B. No. 95, NTA(A) No. 71 and Transatlantic Passenger Fares Tariff No. A-2, C.A.B. No. 102 NTA(A) No. 77 issued by Official Airlines Guides, Inc., Agent and transferred herein effective October 15, 1987.

†[C]LIST OF PARTICIPATING CARRIERS

This tariff is issued and filed with the National Transportation Agency (Air) of Canada and the U.S. Department of Transportation by Airline Tariff Publishing Company, Agent, for and on behalf of China Airlines, LTD and other participating carriers under their powers of attorney and concurrences filed with the National Transportation Agency (Air) of Canada and the U.S. Department of Transportation as set forth in International Passenger Governing Tariff No. IPGT-1, NTA(A) No. 373, C.A.B. No. 581 issued by Airline Tariff Publishing Company, Agent.

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†List of Participating Carriers, previously published hereon and not brought forward, see International Passenger Governing Tariff No. IPGT-1, C.A.B. No. 581, NTA(A) No. 373.

For unexplained abbreviations, reference marks and symbols see Pages 17 through 24.

†List of Participating Carriers, previously published hereon and not brought forward, see International Passenger Governing Tariff No. IPGT-1, C.A.B. No. 581, NTA(A) No. 373.

For unexplained abbreviations, reference marks and symbols see Pages 17 through 24.

† - Effective December 19, 1988 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 64138 and on not less than one (1) day's notice under NTA(A) Special Permission No. 90146.

†List of Participating Carriers, previously published hereon and not brought forward, see International Passenger Governing Tariff No. IPGT-1, C.A.B. No. 581, NTA(A) No. 373.

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or unexplained abbreviations, reference marks and symbols see Pages 17 through 24.

† - Effective December 19, 1988 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 64138 and on not less than one (1) day's notice under NTA(A) Special Permission No. 90146.

PARTICIPATING CARRIER CANCELLATION

Jet America Airlines, Inc. (SI) eliminated as a participant in this tariff and all provisions published in connection with said carrier cancelled effective April 29, 1988 by Original Page CI-16-A. Air Virginia (Flight America, Inc. D/B/A) (CE); Mid Pacific Airlines, Inc. (HO); Omniflight Helicopter (DH) eliminated as participating carriers in this tariff and all provisions published in connection with said carriers cancelled effective August 16, 1988 by 1st Revised Page CI-16-A. [N]Air Midwest, Inc. (ZV); Britt Airways, Inc. (RU); Caribbean Express (WH); Florida Express (ZO); LA Helicopter, Inc. (RH); Pilgrim Airlines (PM); RMA, Inc. (Rocky Mountain Airways, Inc. D/B/A) (JC); Tennessee Airways (ZN), cancelled as participating carriers in this tariff and all provisions published in connection with said carriers cancelled effective November 1, 1988 by 2nd Revised Page CI 16-A.

SUBSTITUTION NOTICE

The carrier named in Column 1 having taken over the tariffs, etc. of the carrier named in Column 2 by Adoption Notice as shown in Columns 3 and 4, is hereby substituted for the carrier in Column 2, whenever the latter appears in this tariff (as amended).

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
Adopting Carrier	Adopted Carrier	As per Adoption Noticed C.A.B.	As per Adoption Notice NTA(A)
British Airways Plc	British Caledonian Airways Limited	No. 2	-
Canadian Airlines International	Canadian Pacific Air Lines, Limited/Pacific Western Airlines, Ltd.	No. 1	-
P.T. Garuda Indonesia	P.T. Garuda Indonesian Airways	No. 1	-
USAIR, Inc. d/b/a USAir	Pacific Southwest Airlines	No. 2	-

For unexplained abbreviations, reference marks and symbols see Pages 17 through 24.

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(PAGES CI-17 THROUGH CI-24 ARE INTENTIONALLY LEFT BLANK)

INDEX OF POINTS OF ORIGIN AND DESTINATION

Points of origin and destination are arranged alphabetically throughout the tariff as follows:

(1) ARBITRARY APPLICATION
Points of origin and destination in the table of arbitraries are arranged in the following order by areas of the world:
Arbitraries
Area No. 1 and Area No. 3.
Arbitraries within each area are arranged alphabetically by country. Within each country arbitraries are arranged alphabetically as sideline points under each gateway city (gateway cities are listed in the Table of Contents).

(2) FARE APPLICATION
Foreign points of origin and destination in the table of international fares are arranged in the following order by areas of the world:
(a) Transatlantic Fares
Area No. 2 and Area No. 3
(b) Transpacific Fares
Area No. 3
Fares within each Area are arranged alphabetically by country. Within each foreign country listing, points in Area No. 2 and Area No. 3 are arranged alphabetically as sideline points.

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see pages CI-17 through CI-24.

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†Alphabetical List of Points Served, previously published hereon and not brought forward, see International Passenger Governing Tariff No. IPGT-1, C.A.B. No. 581, NTA(A) No. 373.

For unexplained abbreviations, reference marks and symbols see Pages 17 through 24.

†Alphabetical List of Points Served, previously published hereon and not brought forward, see International Passenger Governing Tariff No. IPGT-1, C.A.B. No. 581, NTA(A) No. 373.

RULE	SECTION I - GENERAL RULES

C1 †[C]DEFINITIONS

As used herein:

Add-On Fare - See "ARBITRARY".

Adult - A person who has reached his/her 12th birthday as of the date of commencement of travel.

Africa - The area comprised of Central Africa, East Africa, Southern Africa, West Africa, Libyan Arab Jamahiriya and the Indian Ocean Islands.

Arbitrary - Special amounts used only in combination with gateway fares for the purpose of creating a through international fare. Also referred to as "ADD-ON FARE".

Area 1 - All of the North and South American Continents; Bermuda; Greenland; Netherlands Antilles; Bahamas; Leeward, the State of Hawaii; Midway and Palmyra Islands; and the Caribbean Islands..

Area 2 - All of Europe (including that part of the Russian Federation lying west of the Urals) and the adjacent islands; Iceland; the Azores; all of Africa and the adjacent islands (including Ascension); Libyan Arab Jamahiriya; all of the Middle East; that part of Asia lying west of and including Iran, Islamic Republic of.

Area 3 - All of Asia except that portion included in Area 2; all of the East Indies; Australia; New Zealand; all islands of Indonesia, Melanesia, Micronesia and Polynesia (except Midway and Palmyra Islands), Guam Island; Wake Island; Marshall Islands; Mariana Islands; Caroline Islands; Society Islands; Fiji Islands; Samoa Islands; New Caledonia; Norfolk Island; and Tasmania.

Assembly Point - A point in the itinerary where the entire qualifying group assembles and commences transportation as group.

Asia - Afghanistan; Bangladesh; Bhutan; Brunei Darussalam; Myanmar; China; Hong Kong; India; Indonesia; Islands of Pacific Ocean in Area 3 north of the equator except Gilbert Island; Japan; Cambodia; Korea, Republic of; Laos, Peoples' Democratic Republic of; Malaysia; Maldives; Nepal; Mongolia; Pakistan; Philippines; Sikkim, India; Singapore; Sri Lanka; Timor; Thailand; Russian Federation (east of the Ural Mountains); and Viet Nam.

Assembly Point - A point in the itinerary where the entire qualifying group assembles and commences transportation as group.

Australasia - Australia; New Caledonia; New Zealand; New Hebrides; Fiji; Samoa; Cook Islands; Tahiti and the adjacent islands.

Baggage - Luggage; such articles, effects and other personal property of a passenger as are necessary or appropriate for wear, use, comfort or convenience in connection with her/his trip. Unless otherwise specified, it shall include both checked and unchecked baggage of the passenger.

Baggage Check - Those portions of the ticket which provide for the carriage of passenger's checked baggage and which are issued by carrier as a receipt for passenger's checked baggage.

Baggage Tag - A document issued by carrier solely for identification of checked baggage, the baggage (strap) tag portion of which is attached by carrier to a particular article of checked baggage and the baggage (claim) tag portion of which is given to the passenger.

Bankers Buying Rate (BBR) - The rate at which, for the purpose of the transfer of funds through banking channels (i.e. other than transactions in bank notes, travelers cheques and similar banking instruments), a bank will purchase a given amount of foreign currency in exchange for one unit (or units) of the national currency of the country in which the exchange transaction takes place.

Bankers Selling Rate (BSR) - the rate at which, for the purpose of the transfer of funds through banking channels (i.e. other than transactions in bank notes, travelers cheques and similar banking instruments), a bank will sell a given amount of foreign currency in exchange for one unit (or units) of the national currency of the country in which the exchange transaction takes place.

Checked Baggage - Registered luggage; baggage of which the carrier takes sole custody and for which the carrier has issued a baggage check and baggage (claim) tag(s).

Caribbean - Anguilla; Antigua; Aruba; Barbados; Barbuda; Bonaire; Cayman Islands; Cuba; Curacao; Dominica; Dominican Republic; Grenada; Guadeloupe; Haiti; Jamaica; Martinique; Montserrat; Nevis; Puerto Rico; Saba; St. Barthelemy; St. Eustatius; St. Kitts; St. Lucia; St. Maarten; St. Vincent; Trinidad and Tobago, Virgin Islands.

(Continued on next page)

† - Effective August 3, 1995 (except to/from Canada) and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 28837.

RULE	SECTION I - GENERAL RULES

C1 †[C]DEFINITIONS (Continued)

Carriage - Transportation, which is carriage of passenger and/or baggage by air, gratuitous or for hire.

Carrier - Any or all of the participating carriers named in this tariff.

Central Africa - Malawi, Zambia and Zimbabwe.

Central America - Belize; Costa Rica; El Salvador; Guatemala; Honduras; Nicaragua.

Child - a person who has reached his/her second birthday but not his/her 12th birthday as of the date of commencement of travel.

Circle Trip - Travel from one point and return to the same point:
(a) Where travel from and to the same point for which different inbound and outbound fares apply in the lowest class of service used, and/or
(b) where a higher intermediate point or mileage surcharge is assessed, and/or
(c) where more than two fare components apply for the journey.

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

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

Civil Aeronautics Board - Means Department of Transportation.

Combination - Whenever two or more one-way or roundtrip or half roundtrip fares are used and shown separately in a fare calculation.

Conjunction Tickets - Two or more tickets concurrently issued to a passenger and which together constitute a single contract of carriage.

Consequential Damages - Damages which are reasonable out of pocket expenses and other provable damages incurred by passenger as the consequence of the loss, damage or delay in the delivery of such personal property.

Constructed Fare - Unspecified through fares created by the use of add-on amounts, or two or more fares shown as a single amount in a fare calculation.

Continental U.S.A. - (Continental United States) The District of Columbia and all states of the United States other than Alaska and Hawaii.

Country of Commencement of Travel means the country from which travel on the first sector takes place.

Country of Payment means the country where payment is made.

Convention - The Convention for the Unification of Certain Rules relating to International Carriage by Air, signed at Warsaw, October 12, 1929, or that Convention as amended by the Hague Protocol, 1955, whichever may be applicable to carriage hereunder.

Currency of the Country of Payment - The currency in which international fares from that country are denominated.

Date of Transaction - The date of issuance of the ticket, MCO or PTA.

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

(Continued on next page)

† - Effective August 3, 1995 (except to/from Canada) and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 28837.

RULE	SECTION I - GENERAL RULES

C1 †[C]DEFINITIONS (Continued)

Deadline - Reservations: The minimum number of days/months before the day of departure by which reservations must be confirmed.
Payment: The minimum number of days/months before the day of departure by which full payment must be made.
Ticketing: The minimum number of days/months before the day of departure by which ticketing must be completed.
Notes: 1. When 'deadline' is used in paragraphs other than Reservations, Payment, Ticketing, the terms refers to the deadline for reservations, payment and ticketing. When different deadline apply, it is necessary to specify which deadline (e.g. 'before ticketing deadline')
2. 'Before deadline' includes transactions made on the deadline date.

Destination - The ultimate stopping place as shown on the ticket.

Domestic Carriage - Travel in which the points of departure, stopover and destination are within one sovereign state.

D.O.T. - Means U.S. Department of Transportation.

Eastern Africa - Burundi; Djibouti; Ethiopia; Kenya; Rwanda; Somalia; Tanzania; and Uganda.

Eastern Hemisphere - Area comprising Areas 2 and 3.

Endorsement - The transfer of authority required when a passenger with an international ticket wishes to rebook to a carrier other than the carrier shown on the ticket. Specific guidelines are outlined in Rule 80 of this tariff.

End-On Combination - Combination of two or more fares which could be ticketed separately at a fare construction point (not applicable to combination of fares between the same points).

Europe - Albania; Algeria; Andorra; Austria; Belgium; Bulgaria; Czech Republic; Denmark; Finland; France; Germany; Gibraltar; Greece; Hungary; Iceland; Ireland; Italy; Liechtenstein; Luxembourg; Malta; Monaco; Morocco; Netherlands; Norway; Poland; Portugal; Romania; San Marino; Slovakia; Spain; Sweden; Switzerland; Tunisia; Turkey (in Europe and Asia); United Kingdom; Russian Federation (west of the Urals); Yugoslavia.

Family - (Immediate family) Spouse, children, adopted children, sons-in-law, daughters-in-law, grandchildren, brothers, brothers-in-law, sisters, sisters-in-law, parents, fathers-in-law, mothers-in-law and grandparents.

Fare Break Points - See "Fare Construction Points".

Fare Component - A portion of an itinerary between two consecutive fare construction points. The point of origin and the point of destination of the journey are fare construction points.

Fare Construction Points - The terminal points of a fare component (These are also termed fare break points).

Flight Coupon - The portion of the passenger ticket that indicates particular places between which the coupon is good for carriage.

French Gold Francs - Francs consisting of 65.50 milligrams of gold with a fineness of nine hundred thousandths.

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† - Effective August 3, 1995 (except to/from Canada) and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 28837.

RULE	SECTION I - GENERAL RULES
C1	†[C]DEFINITIONS (Continued)

Gateway - The first point of arrival/last point of departure in a country/area.

Global Indicator - Means the global routing applicable to a fare. AP-Atlantic/Pacific, AT-Atlantic, EH-Within the Eastern Hemisphere, FE-Travel wholly via points in Area 3 and the Russian Federation West of the Urals (exluding travel via TS routings), PA-Via Central, North or South Pacific, PO-Via North Polar Route (ANC) SP-Via South Polar Route, TS-Trans-Siberian travel wholly or partly via: (a) Europe-Japan/Korea, Republic of, non-stop flights, (b) Siberia-Japan/Korea, Republic of, routings, WH-within the Western Hemisphere.

Guardian - (Legal guardian) A person acting in lieu of parents in the event of death or legal incapacity of parents.

Half Round Trip Fare - Half of specified or constructed round trip normal or special fare. In the absence of a specified or constructed round trip normal fare, the one way normal fare is considered to be a half round trip normal fare. If a specified or constructed one way special fare may be doubled to establish a round trip special fare, the one way special fare is considered to be a half round trip special fare.

Immediate Family - Spouse, children (including adopted children), parents, brothers, sisters, grandparents, grandchildren, parents-in-law, brothers-in-law, sisters-in-law, sons-in-law, daughters-in-law.

Inclusive Tour - A pre-arranged combination of air transportation and surface arrangements other than solely public transportation.

Indian Subcontinent - Afghanistan; Bangladesh; India; Nepal; Pakistan; and Sri Lanka.

Infant - A person who has not reached his/her second birthday as of the date of commencement of travel.

Interline Transfer - Transfer from the service of one carrier to the service of another carrier.

Interline Transfer Point - Any point at which the passenger transfers from the services of one carrier to the services of a different carrier.

Interline Transportation - Transportation on the services of more than one carrier.

International Transfer - A change from the international service of one carrier to another international service of the same carrier (online transfer) or to the international service of another carrier (interline transfer).

Leg - The space between two consecutive scheduled touchdown points on any given flight.

Local Currency Fares - Fares and related charges expressed in the currency of the country of commencement of travel.

Maximum Permitted Mileage (MPM) - Means the maximum permitted miles which may be traveled between the origin and destination of a fare component.

Micronesia - Area comprised of Guam, Johnson Island, Koror, Kwajalein, Majuro, Ponape, Rota, Saipan, Tinian, Truk and Yap.

Mid Atlantic Area - Bahamas; Bermuda; Bolivia; Belize; Canal Zone; Colombia; Costa Rica; Ecuador, El Salvador; French Guiana; Guatemala; Guyana; Honduras; the Islands of the Caribbean Sea (including Puerto Rico and the Virgin Islands); Nicaragua; Panama; Peru; Surinam; Venezuela.

Middle East - Bahrain; Cyprus; Egypt; Islamic Republic of Iran; Iraq; Israel; Jordan; Kuwait; Lebanon; Qatar; Saudi Arabia; Sudan; Oman; Syria; United Arab Emirates; Yemen, Republic of.

Miscellaneous Charges Order - A document issued by a carrier or its agents requesting issue of an appropriate passenger ticket and baggage check for provisions of services to the person named in such document.

Month - (Gregorian Calendar Month) A period of time starting with any date and ending with that same day of the following month. When the same day does not occur in the following month, this period ends on the last day of that month.

National - Means a person who has the citizenship of a country either by birth or by naturalization.

Normal Fares - The full fare established for First, Intermediate or Economy Class service, the application of which is not dependent upon any limited period of ticket validity of other special circumstances. (As used herein, special circumstances do not include transfer point, stopover and seasonality restrictions). Children's fares and infants' fares which are established as a percentage of the fares referred to above are also considered to be normal fares.

(Continued on next page)

† - Effective August 3, 1995 (except to/from Canada) and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 28837.

RULE	SECTION I - GENERAL RULES

C1 †[C]DEFINITIONS (Continued)

North America - Alaska; Canada; Continental U.S.A.; Hawaii; Mexico; St. Pierre; and Miguelon.

North Atlantic Area - Canada; Mexico; U.S.A. (including Hawaii and Alaska but excluding Canal zone, Puerto Rico and the Virgin Islands, American Samoa, Canton, Guam, Midway, and Wake Island).

North Central Pacific - All points in Area 3 except those in the South Pacific.

Neutral Unit of Construction (NUC) common unit used to construct fares using different local currencies. (See Rule 130).

One Way - Any journey which, for fare calculation purposes, is not a complete round or circle trip.

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

Online Transfer Point - A point at which the passenger transfers from one service of a carrier to another service of the same carrier bearing a different flight number.

Open Jaw - As used in this tariff, open jaw shall refer to either single open jaw and/or double open jaw journeys.

Open Jaw Double - An open jaw journey where both the outward and inward point of departure and arrival are not the same.

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A-------B
        C
       /
      /
     D
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Open Jaw Single - A journey where the outward point of departure and the inward point of arrival are not the same, or, the outward point of arrival and inward point of departure are not the same.

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    B                    A-----B
   /                    /
  /          or        /
 A-----C              C
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Open Jaw-(Special Fares) - Travel comprising two international fare components whereby:

(a) for 'turnaround open jaw' the outward point of arrival and the inward point of departure are different, or
(b) for 'origin open jaw' the outward point of departure and the inward point of arrival are different, or
(c) for 'single open jaw' either (a) or (b) apply, or
(d) for 'open jaw' any combination of the above may apply.

(Continued on next page)

† - Effective August 3, 1995 (except to/from Canada) and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 28637.

RULE	SECTION I - GENERAL RULES
C1	†[C]DEFINITIONS (Continued) Origin - The initial starting place of the journey as shown on the ticket. Other Charges - Charges such as taxes, fees, etc., not to be shown in the fare construction box of the ticket excluding excess baggage charges. Passenger - Any person, except members of the crew, carried or to be carried in an aircraft with the consent of the carrier. Passenger Coupon - That portion of the passenger ticket constituting the passenger's written evidence of the contract of carriage. Passenger Ticket - Those portions of the ticket issued by the carrier which provide for the carriage of the passenger. Prepaid Ticket Advice - The notification by teletype, commercial wire or mail that a person in one city has purchased and requested issuance of prepaid transportation to a person in another city. Proportional Fare - An amount published for use only in combination with other fares for carriage between specified points. Rate of Exchange (ROE) means a rate based on the IATA Clearing House Rate which will be revised at least 4 times yearly. The ROE is used to convert local currency fares to NUC's and vice versa. (See Rule 145). Rebooking - Change of reservation or other changes which do not require ticket reissuance except as outlined in specific rules. Reissue - An alteration to a ticket that cannot be accomplished through revalidation, that requires the issuance of a new ticket. Related Charges - Charges such as cancellation penalties, non-refundable amounts, rebooking and rerouting charges, stopover charges, weekend surcharge, etc, and excess baggage charges.

(Continued on next page)

† - Effective August 3, 1995 (except to/from Canada) and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 28837.

RULE | SECTION I - GENERAL RULES

C2 STANDARD FORMAT OF FARE RULES IN SECTIONS III AND IV †[N](Applicable for transportation to/from the U.S.A. only)

Fare rules in this tariff in Sections III and IV appear in standardized format. Conditions governing the fares are described in paragraphs (A) through (P). Each paragraph is assigned a letter from A through P and retains that letter in every rule. When a paragraph is marked "Intentionally left blank", provisions outlined in this rule and in Section I of this tariff will apply.

(A) APPLICATION
This paragraph includes the following items:
(1) Applicable Area
The general or specific geographical areas between which the fares apply.
(2) Class of Service
The class of service applicable.
(3) Type of Transportation
The type of travel permitted, e.g. one way, round trip, circle trip, open jaw; any provision that a published round trip fare may apply for circle trip or open jaw travel.

(B) COMBINATIONS
This paragraph includes:
(1) Those fares and/or arbitraries which are combinable with the fares specified in the particular rule.
(2) Any special method of combination which is requested in such combinations, such as permitting combinations only over points en route actually transited by the passenger.
(3) Any restrictions on the types of combinations, such as combining 50 percent of one or more fares to form other types of fares.

(C) PERIOD OF VALIDITY
(1) Unless otherwise specified in the governing fare rule, all fares are valid during the entire year.
(2) When fares apply only during certain periods (e.g. "Basic" or "Peak" seasons) referred to in a rule, travel must be commenced during such period(s).
(3) (Applicable to Transpacific Fares)
Unless otherwise stated, the date of commencement of outbound travel on the transpacific sector shall determine the respective round trip seasonal level to be applied.
(4) If the fare applies only on certain days of the week, i.e., "Midweek" or "Weekend", this subparagraph states what part of the week the fare applies.

(D) SURCHARGES
This paragraph will include any special surcharges (i.e. weekend surcharges, holiday surcharges, etc.) which must be added to the published fare.

(E) LENGTH OF STAY
This paragraph will include any minimum stay requirements as well as any maximum stay limitations. The following general rule shall apply in determining minimum and maximum stay requirements.
(1) Minimum Stay:
Minimum stay is determined by counting from the date after commencement of outbound transpacific/transatlantic travel to the first day that return transpacific/transatlantic travel is permitted. When a minimum stay is stated in months, return travel will not be permitted prior to the same (numerically-designated) day of the month when minimum stay requirements are met. When there is no similar, numberically-designated day in the month in which minimum stay requirements are met, the last day of the month will be considered as the end of the minimum stay requirement.
(2) Maximum Stay:
Maximum stay is determined by counting from the day after commencement of travel from the point of origin, to the last day in which return travel must commence from the last stopover point (including for this purpose the point of turnaround). When a maximum stay is stated in months, return travel must commence by the same (numerically-designated) day of the month when maximum stay limitations expire. When there is no similar, numberically-designated day in the month in which maximum stay limitations expire, the last day of the month will be considered as the end of the maximum stay limitation. When no maximum stay period is outlined for a particular fare type, the maximum stay period shall in no event be more than one year from the date travel commences from the point of origin.

(Continued on next page)

† - Effective March 23, 1993 for C.A.B. No. 529.

RULE	SECTION I - GENERAL RULES

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

(F) STOPOVERS
This paragraph includes any limitation on the number of stopovers permitted when using the fare outlined in this fare rule.
(1) Unless otherwise stated in the fare rule, stopovers are permitted.
(2) All fares permit a free stopover at the point of turnaround (fare construction point).
(3) Unless otherwise stated, "Stopover" means a stop at an intermediate point from which the passenger is not scheduled to depart on the date of arrival. If there is no scheduled connecting departure on the date of arrival, departure on the next day within 24 hours of arrival will not constitute a stopover.

C †[C](G) CHILDREN'S AND INFANTS' FARES
Except as otherwise indicated, Rule 200 (CHILDREN'S AND INFANTS' FARES) is applicable to fares governed by this rule.

(H) TOUR REQUIREMENTS
This paragraph includes any required Inclusive Tour and the features or options which it must contain plus the minimum tour price.
(1) Tour Features
Unless otherwise indicated in a particular rule, the fares shall apply only as a part of an Inclusive Tour. In addition to air transportation, the Inclusive Tour must include in the published price and appropriate tour literature, features or options as specified below which must be paid for prior to commencement of the tour.
(a) Sleeping accommodations for the total duration of the round, circle, single or open jaw trip, in hotels, motels (including commercially operated mobile/immobile caravan/trailers), in commercially operated pensions or tents. Sleeping accommodations may be provided on means of public transportation, provided that such transportation and sleeping accommodations are featured in approved tour literature.
(b) A program of one or more of the following for at least half of the number of days in the total trip:
(i) sightseeing,
(ii) entertainment feature,
(iii) motor coach trips,
(iv) rail trips, or
(v) car rentals (not to include the purchase of cars)
(c) Any modification to approved air itineraries shall be subject to one of the following provisions:
(i) (Applicable to Group Inclusive Tour and Advance Purchase Excursion fares) Modification to approved air itineraries shall be permitted only when and to the extent modification of the itinerary of the entire travel group is necessitated by circumstances beyond the control of the tour operator. Other revisions to the approved air itineraries will be considered as cancellations of previously confirmed space and the provisions outlined in Rule 90 (REFUNDS) and in the applicable fare rule shall apply.
(ii) (Applicable to Non-Affinity fares and Affinity, Incentive or Own Use Group fares) Modification to approved air itineraries shall not be permitted and shall be considered as cancellation of previously confirmed space. In such instances, the provisions outlined in Rule 90 (REFUNDS) and in the applicable fare rule shall apply, provided that, the entire travel group may return to the point of departure at an earlier date than indicated on the application on services of the same carrier(s) specified in the application.

(Continued on next page)

† - Effective February 26, 1998 (except to/from Canada) and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 45688.

RULE

SECTION I— GENERAL RULES

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

(H) TOUR REQUIREMENTS (Continued)

(2) Minimum Tour Price

The term 'Minimum Tour Price' shall be understood to mean the minimum selling price of the tour per passenger. This paragraph shall include:

(a) The minimum selling price of the Inclusive Tour, normally expressed as the applicable Inclusive Tour fare plus a specific dollar amount. The price of such tour features or options may not be less than the amount specified in the particular fare rule.

(b) Any increase in the minimum selling price due to extra days of stay en route.

(I) GROUP REQUIREMENTS

(1) Group Size

A minimum group size refers to the minimum number of passengers required to form a group, which will permit the use of a particular fare. Unless otherwise specified in the fare rule, in order to determine the minimum group size, two children each paying at least 50 percent of the applicable group fare will be counted as one member of the group.

(2) Group Travel Requirements

(a) This paragraph includes the portion(s) of travel over which the group (if a requirement of the fare) must travel together, or conversely, those portion(s) of the itinerary where individual travel is permitted or any other exceptions or special conditions regarding the group travel requirements.

(b) (Applicable to Group Inclusive Tour fares) Unless otherwise specified in the governing fare rule, all members of the travel group must travel together as a single group on the same flight(s) for the entire itinerary. Should lack of seating accommodation or other operating conditions prevent the group from traveling together, the carrier may transport some members of the group on the next preceding or succeeding flight on which space is available.

(3) Eligibility

This paragraph includes:

(a) Any special requirements which would make a group of persons eligible for the fare.

(b) All conditions required for the formation and/or composition of the group.

(c) When the required conditions pertain to affinity, own use or incentive travel, the following provisions shall apply.

Affinity Groups

(i) the travel group shall be formed only from affinity groups, i.e. members or employees of the same association, corporation, company or other legal entity (hereinafter referred to as the 'organization') which shall have principal purposes, aims and objectives other than travel, and sufficient affinity existing prior to the application for transportation to distinguish it and set it apart from the general public;

(ii) with respect to the formation of affinity travel groups:

(aa) solicitation shall be limited to personal letters, circulars and telephone calls addressed to members of the organization, to group publications intended solely for members of the organization (or for members of the federation or body to which the organization belongs) and to any other form of solicitation not being public solicitation as defined in subparagraph (cc) below,

(bb) solicitation shall be effected only by officials of the organization or members of the travel group.

(cc) 'public solicitation' shall be deemed to exist when the group transportation is described, referred to, announced in advertisements or any other writing or by means of public communication, whether paid or unpaid, including but not limited to telephone campaigns, radio, telegraph and television; provided, however, that a statement in public news media, other than advertisement, that could not reasonably be construed as calculated or likely to induce travel as a member of the travel group and which has not been initiated by the organization, any member of the travel group, the carrier or an agent or representative of any of them, shall not be considered public solicitation.

(dd) the travel group shall not be gathered directly or indirectly by a person engaged in soliciting or selling transportation services or providing or offering to provide transportation to the general public; provided that the mere ascertainment of the group fare and/or its collection from members of the travel group shall not of itself be deemed to constitute engaging in such acts; provided further that if the organizer of the travel group (hereinafter referred to as 'applicant') employs a travel agent to assist in the travel arrangements, such travel agent shall in no way solicit members of the travel group, except that after the party to be transported is formed the travel agent may contact the members of such group for the purposes of arranging other travel services in addition to assisting in travel arrangements.

(Continued on next page)

SECTION I— GENERAL RULES

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

(I) GROUP REQUIREMENTS (Continued)

(3) Eligibility (Continued)

(c) (Continued)

(ii) (Continued)

(ee) each member of the travel group shall be a member of the organization at the time of application for the group fare and shall have been such a member for at least six months immediately prior to the date on which the transportation will commence.

(ff) the travel group may include the spouse and dependent children of a member of the organization from which the party to be transported is drawn and parents of a member living in the same household as the member; provided, however, that any such spouse, dependent children or parents are accompanied on the flight by such member unless the member has been compelled to cancel his passage and only if such member's fare is not refunded.

Own Use Groups

The travel group shall be formed only for own use of one person (which expression shall include an individual person or a legal entity such as an association, partnership, company or corporation) (hereinafter referred to as 'the purchaser'); provided that such purchaser shall not, wholly or partially, directly or indirectly, share the cost of the air transportation with other persons interested in obtaining such transportation including the passengers carried. Notwithstanding the foregoing, such cost may have been raised by voluntary contributions; provided that:

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

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

(iii) the minimum amount of each person's contribution has not been prescribed by the purchaser, and

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

Incentive Groups

Incentive travel groups shall be comprised of groups of employees and/or dealers and/or agents (including spouses) of the same business firm(s), corporation(s) or enterprise(s) (excluding non-profit organizations) traveling under an established incentive travel program, which rewards the employees, dealers and/or agents for past work or provides an incentive for future activities; provided that:

(i) the incentive travel program shall include air transportation, accommodation, sightseeing, entertainment and other features the cost of which is borne entirely by such firm/corporation/enterprise and not passed on directly or indirectly to the employees, dealers or agents;

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

(iii) each member of the incentive group is a member of the organization at the time of application for group fare.

(4) Documentation

This paragraph includes the time limits for passenger substitutions/additions and/or submission of the appropriate travel documents (e.g., application forms, vouchers, etc.) required in conjunction with the particular fare.

(a) WRITTEN APPLICATION shall be in the form required by the issuing carrier, setting forth the names and total number of passengers, the inclusive tour code number, and shall be signed by either the applicant, tour operator or a single Passenger Sales Agent (also referred to as the 'travel organizer'). Such application shall be submitted to the 'issuing carrier' (the carrier whose tickets are to be issued) prior to the commencement of outbound travel.

(b) (Applicable to Group Inclusive Tour fares only) There must be vouchers specifying sleeping accommodations and vouchers specifying sightseeing tours and other features of the tour. Such documentation, including those for ground transportation, must be available for inspection during check-in prior to commencement of the outward transpacific portion of travel.

(Continued on next page)

e explanation of abbreviations, reference marks and symbols used but unexplained hereon, see pages CI-17 through CI-24.

RULE	SECTION I— GENERAL RULES
2	STANDARD FORMAT OF FARE RULES IN SECTIONS III AND IV (Continued) (J) RESERVATIONS AND TICKETING This paragraph includes, where required, provisions for advance reservations, purchase of special fare tickets prior to commencement of travel and any special method of ticket issuance, requirement for advance payment and/or ticketing, or receipt of documents needed prior to ticketing. (K) CAPACITY LIMITATIONS CI reserves the right to limit the number of passengers carried on any flight at fares published in this tariff and fares will not necessarily be available on all flights. The number of seats that CI will make available on any given flight will be determined by the carrier's best judgement. (L) ROUTING/REROUTING (1) This paragraph includes any special provisions for routing restrictions or limitations on the rerouting of itineraries covered by the applicable fare, either prior to departure or after departure. (2) Also included will be any additional special provisions or restrictions which apply in connection with the application of mileage and/or routing. (M) CANCELLATION AND REFUNDS This paragraph includes, if applicable, a statement that the following cancellation and refund provisions shall apply and/or describes additional cancellation and/or refund restrictions or penalties as they apply prior to departure and after departure. Unless otherwise indicated in the governing fare rule, the provisions in Rule 90 (REFUNDS) will apply. (N) NOT USED (O) RULES AND DISCOUNTS Rules in Section I other than those referenced in previous paragraphs, that do not apply to fares governed by this fare rule. (P) OTHER CONDITIONS Any other information that cannot be categorized in the preceding paragraphs.

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see pages CI-17 through CI-24.

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RULE	SECTION I - GENERAL RULES
C2	†[N]STANDARD FORMAT OF ELECTRONIC RULES (Applicable to transportation to/from Canada only) RULE TITLE/APPLICATION (Category **) This category contains the rule title and defines the application of the rule. It will be used to indicate the geographical application of the rule, type of service (first, coach, etc.), type of transportation (one way or round trip), type of journey (single open jaw, round trip, etc.) and applicability for use with joint fares, tour fares and group fares. Provisions for capacity limitations, General Rules which are NOT applicable and miscellaneous information which is not category specific will also appear here. This category will appear with every rule with at least the rule title. ELIGIBILITY (Category 1) Intentionally Left Blank DAY/TIME (Category 2) Intentionally Left Blank SEASONALITY (Category 3) (1) Unless otherwise specified in the governing fare rule, all fares are valid during the entire year. (2) When fares apply only during certain periods (e.g. "Basic" or "Peak" seasons) referred to in a rule, travel must be commenced during such period(s). (3) (Applicable to Transpacific Fares) Unless otherwise stated, the date of commencement of outbound travel on the transpacific sector shall determine the respective round trip seasonal level to be applied. FLIGHT APPLICATION (Category 4) Intentionally Left Blank ADVANCE RESERVATIONS/TICKETING (Category 5) Intentionally Left Blank MINIMUM STAY (Category 6) Minimum stay is determined by counting from the date after commencement of outbound transpacific/transatlantic travel to the first day that return transpacific/transatlantic travel is permitted. When a minimum stay is stated in months, return travel will not be permitted prior to the same (numerically-designated) day of the month when minimum stay requirements are met. When there is no similar, numerically-designated day in the month in which minimum stay requirements are met, the last day of the month will be considered as the end of the minimum stay requirement. MAXIMUM STAY (Category 7) Maximum stay is determined by counting from the day after commencement of travel from the point of origin, to the last day in which return travel must commence from the last stopover point (including for this purpose the point of turnaround). When a maximum stay is stated in months, return travel must commence by the same (numerically-designated) day of the month when maximum stay limitations expire. When there is no similar, numerically-designated day in the month in which maximum stay limitations expire, the last day of the month will be considered as the end of the maximum stay limitation. When no maximum stay period is outlined for a particular fare type, the maximum stay period shall in no event be more than one year from the date travel commences from the point of origin. STOPOVERS (Category 8) Intentionally Left Blank TRANSFERS (Category 9) Intentionally Left Blank PERMITTED COMBINATIONS (Category 10) Intentionally Left Blank BLACKOUT DATES (Category 11) Intentionally Left Blank SURCHARGES (Category 12) Intentionally Left Blank ACCOMPANIED TRAVEL (Category 13) Intentionally Left Blank TRAVEL RESTRICTIONS (Category 14) Intentionally Left Blank SALES RESTRICTIONS (Category 15) Intentionally Left Blank

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

RULE	SECTION I - GENERAL RULES
2	STANDARD FORMAT OF ELECTRONIC RULES (Continued) PENALTIES (Category 16) Unless otherwise indicated in the governing fare rule, the provisions in Rule 90 (REFUNDS) will apply. HIGHER INTERMEDIATE POINT (Category 17) Intentionally Left Blank TICKET ENDORSEMENTS (Category 18) Intentionally Left Blank
C	†[C]CHILDREN'S DISCOUNTS (Category 19) Except as otherwise indicated, Rule 200 (CHILDREN'S AND INFANTS' FARES) is applicable to fares governed by this rule. TOUR CONDUCTOR DISCOUNTS (Category 20) Intentionally Left Blank AGENT DISCOUNTS (Category 21) Intentionally Left Blank ALL OTHER DISCOUNTS (Category 22) Intentionally Left Blank MISCELLANEOUS PROVISIONS (Category 23) Intentionally Left Blank (Category 24) Currently Not Available (Category 25) Currently Not Available GROUPS (Category 26) (1) Group Size A minimum group size refers to the minimum number of passengers required to form a group, which will permit the use of a particular fare. Unless otherwise specified in the fare rule, in order to determine the minimum group size, two children each paying at least 50 percent of the applicable group fare will be counted as one member of the group. (2) Group Travel Requirements (Applicable to Group Inclusive Tour fares) Unless otherwise specified in the governing fare rule, all members of the travel group must travel together as a single group on the same flight(s) for the entire itinerary. Should lack of seating accommodation or other operating conditions prevent the group from traveling together, the carrier may transport some members of the group on the next preceding or succeeding flight on which space is available.

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† - Effective February 26, 1998 (except to/from Canada) and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 45688.

RULE	SECTION I - GENERAL RULES

C2

†[N]STANDARD FORMAT OF ELECTRONIC RULES (Continued)

GROUPS (Category 26) (Continued)

(3) Eligibility

(a) Affinity Groups

(i) the travel group shall be formed only from affinity groups, i.e. members or employees of the same association, corporation, company or other legal entity (hereinafter referred to as the "organization") which shall have principal purposes, aims and objectives other than travel, and sufficient affinity existing prior to the application for transportation to distinguish it and set it apart from the general public;

(ii) with respect to the formation of affinity travel groups:

(aa) solicitation shall be limited to personal letters, circulars and telephone calls addressed to members of the organization, to group publications intended solely for members of the organization (or for members of the federation or body to which the organization belongs) and to any other form of solicitation not being public solicitation as defined in subparagraph (cc) below,

(bb) solicitation shall be effected only by officials of the organization or members of the travel group.

(cc) "public solicitation" shall be deemed to exist when the group transportation is described, referred to, announced in advertisements or any other writing or by means of public communication, whether paid or unpaid, including but not limited to telephone campaigns, radio, telegraph and television; provided, however, that a statement in public news media, other than advertisement, that could not reasonably be construed as calculated or likely to induce travel as a member of the travel group and which has not been initiated by the organization, any member of the travel group, the carrier or an agent or representative of any of them, shall not be considered public solicitation.

(dd) the travel group shall not be gathered directly or indirectly by a person engaged in soliciting or selling transportation services or providing or offering to provide transportation to the general public; provided that the mere ascertainment of the group fare and/or its collection from members of the travel group shall not of itself be deemed to constitute engaging in such acts; provided further that if the organizer of the travel group (hereinafter referred to as "applicant") employs a travel agent to assist in the travel arrangements, such travel agent shall in no way solicit members of the travel group, except that after the party to be transported is formed the travel agent may contact the members of such group for the purposes of arranging other travel services in addition to assisting in travel arrangements.

(ee) each member of the travel group shall be a member of the organization at the time of application for the group fare and shall have been such a member for at least six months immediately prior to the date on which the transportation will commence.

(ff) the travel group may include the spouse and dependent children of a member of the organization from which the party to be transported is drawn and parents of a member living in the same household as the member; provided, however, that any such spouse, dependent children or parents are accompanied on the flight by such member unless the member has been compelled to cancel his passage and only if such member's fare is not refunded.

(b) Own Use Groups

The travel group shall be formed only for own use of one person (which expression shall include an individual person or a legal entity such as an association, partnership, company or corporation) (hereinafter referred to as "the purchaser"); provided that such purchaser shall not, wholly or partially, directly or indirectly, share the cost of the air transportation with other persons interested in obtaining such transportation including the passengers carried. Notwithstanding the foregoing, such cost may have been raised by voluntary contributions; provided that:

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

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

(iii) the minimum amount of each person's contribution has not been prescribed by the purchaser, and

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

(Continued on next page)

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

RULE	SECTION I - GENERAL RULES

C2

†[N]STANDARD FORMAT OF ELECTRONIC RULES (Continued)

GROUPS (Category 26) (Continued)

(3) Eligibility (Continued)

(c) Incentive Groups

Incentive travel groups shall be comprised of groups of employees and/or dealers and/or agents (including spouses) of the same business firm(s), corporation(s) or enterprise(s) (excluding non-profit organizations) traveling under an established incentive travel program, which rewards the employees, dealers and/or agents for past work or provides an incentive for future activities; provided that:

(i) the incentive travel program shall include air transportation, accommodation, sightseeing, entertainment and other features the cost of which is borne entirely by such firm/corporation/enterprise and not passed on directly or indirectly to the employees, dealers or agents;

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

(iii) each member of the incentive group is a member of the organization at the time of application for group fare.

(4) Documentation

(a) Written application shall be in the form required by the issuing carrier, setting forth the names and total number of passengers, the inclusive tour code number, and shall be signed by either the applicant, tour operator or a single Passenger Sales Agent (also referred to as the "travel organizer"). Such application shall be submitted to the "issuing carrier" (the carrier whose tickets are to be issued) prior to the commencement of outbound travel.

(b) (Applicable to Group Inclusive Tour fares only) There must be vouchers specifying sleeping accommodations and vouchers specifying sightseeing tours and other features of the tour. Such documentation, including those for ground transportation, must be available for inspection during check-in prior to commencement of the outward transpacific portion of travel.

TOURS (Category 27)

(1) Tour Features

Unless otherwise indicated in a particular rule, the fares shall apply only as a part of an Inclusive Tour. In addition to air transportation, the Inclusive Tour must include in the published price and appropriate tour literature, features or options as specified below which must be paid for prior to commencement of the tour.

(a) Sleeping accommodations for the total duration of the round, circle, single or open jaw trip, in hotels, motels (including commercially operated mobile/immobile caravan/ trailers), in commercially operated pensions or tents. Sleeping accommodations may be provided on means of public transportation, provided that such transportation and sleeping accommodations are featured in approved tour literature.

(b) A program of one or more of the following for at least half of the number of days in the total trip:

(i) sightseeing,
(ii) entertainment feature,
(iii) motor coach trips,
(iv) rail trips, or
(v) car rentals (not to include the purchase of cars)

(c) Any modification to approved air itineraries shall be subject to one of the following provisions:

(i) (Applicable to Group Inclusive Tour and Advance Purchase Excursion fares) Modification to approved air itineraries shall be permitted only when and to the extent modification of the itinerary of the entire travel group is necessitated by circumstances beyond the control of the tour operator. Other revisions to the approved air itineraries will be considered as cancellations of previously confirmed space and the provisions outlined in Rule 90 (REFUNDS) and in the applicable fare rule shall apply.

(ii) (Applicable to Non-Affinity fares and Affinity, Incentive or Own Use Group fares) Modification to approved air itineraries shall not be permitted and shall be considered as cancellation of previously confirmed space. In such instances, the provisions outlined in Rule 90 (REFUNDS) and in the applicable fare rule shall apply, provided that, the entire travel group may return to the point of departure at an earlier date than indicated on the application on services of the same carrier(s) specified in the application.

(2) Minimum Tour Price

(a) The term "Minimum Tour Price" shall be understood to mean the minimum selling price of the tour per passenger.

(b) The price of such tour features or options may not be less than the amount specified in the particular fare rule.

VISIT ANOTHER COUNTRY (Category 28)
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DEPOSITS (Category 29)
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† - Effective January 25, 1993 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 15454.

RULE	SECTION I - GENERAL RULES

5 APPLICATION OF TARIFF

(A) GENERAL

(1) The provisions of this tariff apply to carriage of passengers, baggage and services related to such carriage on CI jointly via the services of CI and other carriers participating in this tariff.

(2) Rules stating any limitation on, or condition relating to, the liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States, except to the extent provided in Rule 55 with respect to Tariff C.A.B. No. 529 NTA(A) No. 323 published by Airline Tariff Publishing Co., Agent. Any such limitation or condition in any rule herein except to the extent provided in Rule 55 is not a part of Tariff C.A.B. No. 529 NTA(A) No. 323 filed with the Department of Transportation. Nothing in this tariff modifies or waives any provision of the Warsaw Convention.

(3) This tariff shall apply to carriage of passengers and baggage including all services incidental thereto performed by Carrier under local and joint rates and charges of Carrier contained in tariffs which make specific reference to this tariff for governing rules, regulations and conditions of carriage.

(4) Fares and charges of monetary amounts shown in dollars or cents are stated in terms of U.S. currency except where fares and charges or monetary amounts are specifically stated as being published in Canadian currency or other currency.

(5) Rules in this tariff govern the application of all fares and charges published in tariffs which specifically refer to and are made subject to this tariff with such exceptions as may be expressly stated in such tariffs. These rules constitute the conditions upon which each carrier transports or agrees to transport and are expressly agreed to by the passenger to the same extent as if such rules were included as conditions in the contract of carriage.

(6) The rates, fares, charges, classifications, rules, regulations, practices and services provided herein and in tariffs governed by this tariff have been filed in each country in which filing is required by treaty, convention or agreement entered into between that country and Canada, in accordance with the provisions of the applicable treaty, convention or agreement.

C †[C](7) Except as otherwise provided below, fare rule provisions, local or joint fares, including arbitraries contained in the On-line Tariff Database maintained by Airline Tariff Publishing Company, Agent on behalf of CI are considerd to be part of this tariff.

EXCEPTION: For Fares Published by Rule, see page no. CI-533 of C.A.B. No. 529 NTA(A) No. 323.

(B) GRATUITOUS CARRIAGE

With respect to gratuitous carriage, carrier reserves the right to exclude the application of all or any part of this tariff.

(C) CHANGE WITHOUT NOTICE

Except as may be required by applicable laws, government regulations, orders and requirements, Carrier's rules, regulations and conditions of carriage are subject to change without notice; provided, that no such change shall apply to a contract of carriage after the carriage has commenced.

(D) EFFECTIVE RULES, FARES AND CHARGES

Except as otherwise provided herein, the applicable rules, fares and charges for carriage of passengers and/or baggage are those duly published by Carrier and shall be those in effect on the date of commencement of carriage covered by the first flight coupon of the ticket. When the fares or charges collected are not the applicable fares or charges, the difference will be refunded to or collected from the passenger, as may be appropriate.

EXCEPTION: No increase will be collected in a case where the ticket has been issued prior to the effective date of a tariff containing an increase in the applicable fare, effected through a change in fare level, a change in conditions governing the fare, or a cancellation of the fare itself, providing the following conditions are met:

(1) The tickets must be issued on CI ticket stock reflecting confirmed reservations from the point of origin to the first point of stopover outside the IATA traffic conference area (i.e. Area 1, Area 2 or Area 3) where travel begins.

(2) No voluntary change is made at the passenger's request to the confirmed reservation as stipulated in (1) above subsequent to the effective date of any increase in the applicable fare.

(Continued on next page)

† - Effective November 18, 1996 (except to/from Canada) and issued on not less than one (1) day's notice under D.O.T. Special Tariff Permission No. 41455.

RULE	SECTION I - GENERAL RULES
6	CLASSES OF SERVICE (A) FIRST CLASS SERVICE First Class Fares apply when travel is in the First Class compartment of combination compartment flights operated with jet aircraft. (1) The First Class section will be located in the forward-most compartment of the aircraft. (2) Separate check-in facilities will be provided for passengers eligible for First Class seating, when airport space and staffing permit. (3) Passengers eligible for First Class seating will be afforded use of First Class lounges where such facilities exist. (4) Passengers seated in the First Class section will (when flight times permit) be afforded in-flight amenities such as complimentary beverages (including cocktails) and the complimentary use of headsets audio-visual entertainment (where such feature is provided in-flight). (B) ECONOMY CLASS SERVICE (1) Economy Class fares apply when travel is in the Economy Class compartment of combination compartment flights operated with jet aircraft. (2) The Economy section will be located immediately behind the First Class compartment except on aircraft operating with a Dynasty Class service section where the Economy Class section will then begin immediately after the Dynasty Class service section. (C) DYNASTY CLASS SERVICE (1) The Dynasty Class Service section will be located immediately behind the First Class section and on the upper deck. (2) Passengers eligible for Dynasty Class seating will be those passengers paying the Dynasty Class and Special Dynasty Class (C/CO2) fares. (3) Separate check-in facilities will be provided for passengers eligible for Dynasty Service when airport space and staffing permit. (4) Dynasty Class passengers will be eligible for a premium dish of Hors d'oeuvers plus a choice of main courses, complimentary beverages (including cocktails) and other in-flight amenities such as souvenirs, complimentary comfort socks and use of special headsets for audio-visual entertainment (when flight times permit and where such feature is provided in flight). (5) Dynasty Class service will apply when travel is in the Economy Class compartment of flights utilizing aircraft which do not have a separate Dynasty Class section. A passenger paying this fare who is seated in the Economy Class compartment will not be entitled to a refund. (6) Dynasty Class passengers will be eligible for First Class baggage allowance.
C12	[N]TRANSPACIFIC SECURITY SURCHARGE (1) A security charge of HKD 33 will be collected from each child or adult passenger during ticket issuance worldwide for each enplanement out of Hong Kong. (2) The amount to be charged will be incorporated in the fare calculations in Q surcharge, by converting HKD 33 using applicable IATA Rate of Exchange (IROE). (3) The security charge will apply to passengers departing Hong Kong including through passengers with a stopover in Hong Kong. (4) The security service charge HKD 33 shall apply to all types of passengers transferring or transiting HK SAR regardless of class of travel and the type of fare used including CH/IN/AD/ID/FOC ticket etc. This charge is not subject to any exemption. (5) The HK security service charge is interlinable and applicable to interline service charge.

For unexplained abbreviations, reference marks and symbols see Pages 17 through 24.

,LE	SECTION I - GENERAL RULES
25	REFUSAL TO TRANSPORT - LIMITATIONS OF CARRIAGE
C	(A) [C]DEALING WITH REFUSAL TO TRANSPORT: REFUSAL, CANCELLATION OR REMOVAL (1) CI will refuse to carry, cancel the reserved space of, or remove en route any passenger: (a) When such action is necessary for reasons of safety; (b) When such action is necessary to prevent violation of any applicable laws, regulations, or orders of any state or country to be flown from, into or over; (c) When the conduct, age, status or mental or physical condition of the passenger is such as to (i) require special assistance of carrier; or
C	(ii) [X]
	(iii) involve any hazard or risk to himself or to other persons or to property. (d) When the passenger refuses on request to produce positive identification. NOTE: Carrier shall have the right, but shall not be obligated, to require positive identification of persons purchasing tickets and/or presenting a ticket(s) for the purpose of boarding aircraft. (e) When the passenger refuses to permit search of his person or property for explosives or a concealed, deadly or dangerous weapon or article. (2) If question arises of any aircraft being overloaded, carrier shall decide which passengers or articles will be carried. (3) Subject to the provisions of Rule 87 (DENIED BOARDING COMPENSATION) herein, the sole recourse of any person so refused carriage or removed en route for any reason specified in the foregoing paragraphs shall be recovery of the refund value of the unused portion of his/her ticket as hereinafter provided in Rule 90 (REFUNDS) herein. NOTE: China Airlines will accept the disabled person's determination as to self-reliance. (B) CARRIAGE OF UNACCOMPANIED CHILDREN (1) Children under twelve (12) years of age will be accepted for carriage unaccompanied only under the following conditions: (a) They are accompanied to the airport at the time of departure by a parent, guardian or responsible adult who shall remain with the child until enplaned and evidence is presented by such parent, guardian or responsible adult that the child will be met at the airport of stopover or destination by another parent, guardian or responsible adult upon deplaning; (b) The flight on which space is held is not expected to terminate short of or by-pass the destination due to weather conditions. (2) Children under five (5) years of age will not be accepted unless advance arrangements have been made with the carrier.

For unexplained abbreviations, reference marks and symbols see Pages 17 through 24.

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SECTION I - GENERAL RULES

C27 [C]TRANSPORTATION OF DISABLED PASSENGERS

(A) ACCEPTANCE FOR CARRIAGE
The carrier will make every effort to accommodate a person with a disability and will not refuse to transport a person solely based on his/her disability. In instances when refusing transportation to a person with a disability is necessary, the carrier will provide a written explanation to the person for the decision to refuse carriage at the time of the refusal.

(B) ACCEPTANCE OF DECLARATION OF SELF-RELIANCE
Except for applicable safety-related rules and regulations, the carrier will accept the determination made by or on behalf of a person with a disability as to self-reliance. Once advised that he or she is "self-reliant", the carrier shall not refuse such passenger transportation on the basis that the person with a disability is not accompanied by a personal attendant or based on the assumption that the passenger may require assistance from airline employees in meeting the passenger's needs such as assistance with eating, using the washroom facilities or administering medication which are beyond the range of services that are normally offered by the carrier.

(C) MEDICAL CLEARANCE
A carrier will not automatically require a medical clearance for persons with disabilities as a condition of travel. Rather, a carrier may, in good faith and using its reasonable discretion, determine that a person with a disability requires medical clerance where their safety or well-being, in terms of such things as assistance with eating, using the washroom facilities, or that of other passengers is in question. Where a carrier refuses to transport a passenger for such reasons, a written explanation must be provided at the time of refusal. When medical clearance is required, a carrier may assess a person's fitness to travel based on information and/or documention submitted by the person with a disability (such as a note from the person's physician or healthcare professional).

(D) ADVANCE NOTICE
Where a passenger requires a service set out in this rule at least 48 hours prior to departure, the carrier will provide the service. Such requests should be made by the passenger at the time of reservation, and as far in advance of travel as possible. Where a passenger requests a service less than 48 hours prior to departure, the carrier will make a reasonable effort to provide the service.

(E) SEATING RESTRICTIONS AND ASSIGNMENTS
When a person identifies the nature of his or her disability, the carrier will inform the passenger of the available seats that are most accessible and then establish with that passenger an appropriate seat assignment. Passengers with a disability will not be permitted to occupy seats in designated emergency exit rows, or otherwise in accordance with applicable safety-related rules and regulations. Persons with disabilities and their attendants, who will meet the persons' disability-related needs, will be seated together.

(F) ACCEPTANCE OF AIDS
In addition to the regular baggage allowance, the carrier will accept, without charge, as priority checked baggage, mobility aids, including:
(1) an electric wheelchair, a scooter or a manually operated rigid-frame wheelchair;
(2) a manually operated folding wheelchair;
(3) a walker, a cane, crutches or braces;
(4) any device that assists the person to communicate; and
(5) any prosthesis or medical device.
Where space permits, the carrier will, without charge, permit the person to store a manually operated folding wheelchair and small aids in the passenger cabin during the flight. The assembly and disassembling of mobility aids is provided by the carrier without charge. Wheelchairs and mobility aids will be the last items to be stowed in the aircraft hold and the first items to be removed. Applicable to domestic operations only: where the design of the aircraft that has fewer than 60 passengers seats does not permit the carriage of a person's aid, the air carrier is not required to carry the aid. The carrier will advise the person about transportation arrangements that are available for the aid.

(G) MANUALLY OPERATED WHEELCHAIR ACCESS
The carrier will permit the person who uses a manually operated wheelchair to remain in the wheelchair:
(1) until the person reaches the boarding gate;
(2) Where facilities permit, while the person is moving between the terminal and the door of the aircraft;
(3) Where space and facilities permit, while the person is moving between the terminal and the passenger seat

(Continued on next page)

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SECTION I - GENERAL RULES

C27 [C]TRANSPORTATION OF DISABLED PASSENGERS (Continued)

(H) SERVICE ANIMALS
The carrier will accept for transportation, without charge, a Service Animal required to assist a person with a disability provided that the animal is properly harnessed and certified in writing as having been trained by a professional service animal institution. 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. The carrier will assign a seat to the person which provides sufficient space for the person and the Service Animal and the carrier will permit the Service Animal to accompany the person on board the aircraft and to remain on the floor at the person's passenger seat. Where there is insufficient floor space in the seat row of the person's passenger seat, the carrier will permit the service Animal to remain on the floor in an area where the person can still exercise control over the animal.

(I) SERVICES TO BE PROVIDED TO PERSONS WITH DISABILITIES
The carrier will ensure that services are provided to persons with disabilities when a request for such services is made at least 48 hours prior to departure, and will make reasonable efforts to accommodate requests not made within this time limit. Services to be provided upon request will include:
(1) Assisting with registration at the check-in counter;
(2) Assisting in proceeding to the boarding area;
(3) Assisting in boarding and deplaning;
(4) Assisting in stowing and retrieving carry-on baggage and retrieving checked baggage;
(5) Assisting in moving to and from an aircraft lavatory;
(6) Assisting in proceeding to the general public area or, in some cases, to a representative of another carrier;
(7) Transferring a person between the person's own mobility aid and a mobility aid provided by the carrier;
(8) Transferring a person between a mobility aid and the person's passenger seat;
(9) Providing limited assistance with meals, such as opening packages identifying items and cutting large food portions;
(10) Inquiring periodically during a flight about a person's needs; and
(11) Briefing individual passengers with disabilities and their attendant on emergency procedures and the layout of the cabin.

(J) BOARDING AND DEPLANING
Where a person with a disability requests assistance in boarding or seating or in stowing carry-on baggage, an air carrier will allow the person, upon request, to board the aircraft in advance of other passengers where time permits. The carrier may also require a person, even in the absence of a request to do so, to board the aircraft in advance of other passengers in order that it has sufficient time to provide the requested assistance.

(K) COMMUNICATION AND CONFIRMATION OF INFORMATION
Announcement to passengers concening stops, delays, schedule changes, connections onboard services and claiming of baggage will be made in visual, verbal and/or written format to persons with disabilities who request such a service. The carrier will supply a written confirmation of services that it will provide to that person. Modification to reflect that pre-boarding can occur upon request of the person with a disability as well as a requirement by the carriers.

(L) INQUIRE PERIODICALLY
When persons in wheelchairs who are not independently mobile are waiting to board aircraft, the carrier will inquire periodically about their needs, and shall attend to those needs where the services required are usually provided by the air carrier.

RULE	SECTION I - GENERAL RULES
35	PASSENGER EXPENSES EN ROUTE (A) INFLIGHT SERVICES Meals Meals, if served, will be free of charge, unless otherwise specified in the published tariffs of carrier. (B) EN ROUTE GROUND SERVICES Hotel, Accommodations and Other Services (1) When requested by passenger, Carrier's representatives will make application on their behalf for hotel reservations, but the availability thereof is not guaranteed. All expenses incurred by carrier or its representatives in arranging, or attempting to arrange, for reservations will be chargeable to passengers, except as otherwise provided in this tariff. (2) Except as provided below, hotel expenses are not included in passenger fares, and in the case of scheduled overnight or other stops on through services, the cost of hotel accommodation may be borne by carrier. (C) ARRANGEMENTS MADE BY CARRIER In making arrangements for hotel or other housing and board accommodation for passengers, or for other services requested by passengers, whether or not the cost of such arrangements are for the account of carrier, carrier acts only as agent for the passenger and carrier is not liable for loss, damage or expense incurred by the passenger as a result of, or in connection with, the use by the passenger of such accommodation or other service, or the denial of the use thereof to the passenger by any other person, company or agency.

For unexplained abbreviations, reference marks and symbols see Pages 17 through 24.

RULE	SECTION I - GENERAL RULES
37	CHINA AIRLINES NAVIGATION CANADA SURCHARGE
	(A) A navigation surcharge will be collected at the time of ticket issuance for all passengers on a fare component basis.
	(B) To/From Canada Travel Via — Navigation Surcharge Transatlantic — CAD 15.00 in each direction Transpacific — CAD 15.00 in each direction Western Hemisphere — CAD 15.00 in each direction NOTE 1: Effective for travel on after 01DEC01. NOTE 2: The Navigation surcharge will not apply to: EXCEPTION 1: Passengers transiting Canada where no fare break occurs. C EXCEPTION 2: [CANCELLED] EXCEPTION 3: All fares to/from Japan and the U.S. via the Atlantic or Pacific. 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) The surcharge applies in addition to all other charges and is not subject to any further discounts.
	(D) The navigation surcharge will not apply for travel to/from Japan/Korea via the Pacific.
	(E) The navigation surcharge will accrue to China Airlines when travel to/from Canada is via the services of China Airlines.
C	(F) [CANCELLED]

For unexplained abbreviations, reference marks and symbols see Pages 17 through 24.

RULE	SECTION I - GENERAL RULES
38	FUEL SURCHARGES (1) (Applicable for tickets sold and issued in USA) (A) The fuel surcharge applies on each CI transpacific flight. Passengers traveling on a round trip/circle trip or open jaw journey via CI international flights in both directions shall be assessed twice the amount of the fuel surcharge. (B) The surcharge applies in addition to all other charges and it is not subject to any discount - including those for children and infants. (C) The surcharge is interlineable and subject to Interline Service Charge. (D) The surcharges must be collected at time of ticket issuance and will be incorporated in the fare calculation as a -Q- surcharge by converting the surcharge into NUC using the applicable IATA rate of exchange (IROE). (E) Fuel surcharges to be included in fares quoted to passengers for itineraries originating from USA as below: (1) Between the United States and TPE/TYO originating the United States - A fuel surcharge of USD 72.00 per direction will be added to the applicable fare for departure of each transpacific sector. (2) Between the United States and KHH originating the United States - A fuel surcharge of USD 83.00 per direction will be added to the applicable fare for departure of each transpacific sector. (3) Between the United States and India originating United States - A fuel surcharge of USD 99.00 per direction will be added to the applicable fare for departure of each transpacific sector. (4) Between United States and South West Pacific originating United States - A fuel surcharge of USD 143.00 per direction will be added to the applicable fare for departure of each transpacific sector. (5) Between the United States and Area 3 except Taiwan/India originating United States - A fuel surcharge of USD 88.00 per direction will be added to the applicable fare for departure of each transpacific sector. (2) (Applicable for tickets sold and issued in Guam) (A) The fuel surcharge applies on each CI international flight. Passengers traveling on a round trip/circle trip or open jaw journey via CI international flights in both directions shall be assessed twice the amount of the fuel surcharge. (B) The surcharge applies in addition to all other charges and it is not subject to any discount - including those for children and infants. (C) The surcharge is interlineable and subject to Interline Service Charge. (D) The surcharge must be collected at time of ticket issuance and will be incorporated in the fare calculation as a -Q- surcharge by converting the surcharge into NUC using the applicable IATA rate of exchange (IROE). C (E) Fuel surcharges to be included in fares quoted to passengers for itineraries originating from [C]Guam as below: (1) Between Guam and TPE originating in Guam - A fuel surcharge of USD 27.00 per direction will be added to the applicable fare for departure of each international sector. (2) Between Guam and KHH originating in Guam - A fuel surcharge of USD 38.00 per direction will be added to the applicable fare for departure of each international sector. (3) Between Guam and HKG originating in Guam - A fuel surcharge of USD 43.00 per direction will be added to the applicable fare for departure of each international sector. (4) Between Guam and Area 3 except Taiwan/HKG originating in Guam - A fuel surcharge of USD 54.00 per direction will be added to the applicable fare for departure of each international sector.

For unexplained abbreviations, reference marks and symbols see Pages 17 through 24.

RULE	SECTION I— GENERAL RULES
40	TAXES Any tax or other charge imposed by government authority and collectable from a passenger will be in addition to the published fares and charges. EXCEPTION: Transit taxes at connecting points will be borne by carrier in case or scheduled overnight or other stops on through services.

RULE

SECTION I— GENERAL RULES

45 ADMINISTRATIVE FORMALITIES, PASSPORTS, VISAS AND TOURIST CARDS

(A) COMPLIANCE WITH REGULATIONS
The passenger shall comply with all laws, regulations, orders, demands or travel requirements of countries to be flown from, into or over, and with all rules, regulations and instructions of Carrier. Carrier shall not be liable for any aid or information given by any agent or employee of Carrier to any passenger in connection with obtaining necessary documents or complying with such laws, regulations, orders, demands, requirements or instructions, whether given orally or in writing; or for the consequences to any passenger resulting from his failure to obtain such documents or to comply with such laws, regulations, orders, demands, requirements or instructions.

(B) PASSPORTS AND VISAS
(1) The passenger must present all exit, entry and other documents required by laws, regulations, orders, demands or requirements of the countries concerned. Carrier will refuse carriage to any passenger who has not complied with applicable laws, regulations, orders, demands or requirements or whose documents are not complete. Carrier is not liable to the passenger for loss or expense due to the passenger's failure to comply with this provision.
(2) Subject to applicable laws and regulations, the passenger agrees to pay the applicable fare whenever carrier, on government order, is required to return a passenger at his point of origin or elsewhere due to the passenger's inadmissibility into a country, whether of transit or of destination. Carrier will apply to the payment of such fares any funds paid by the passenger to carrier for unused carriage, or any funds of the passenger in the possession of carrier. The fare collected for carriage to the point of refusal or deportation will not be refunded by carrier.

(C) CUSTOMS INSPECTION
If required, the passenger must attend inspection of his baggage, checked or unchecked, by customs or other government officials. Carrier accepts no responsibility toward the passenger if the latter fails to observe this condition. If damage is caused to carrier because of the passenger's failure to observe this condition, the passenger shall indemnify carrier therefor.

(D) GOVERNMENT REGULATION
No liability shall attach to carrier if carrier in good faith determines that what it understands to be applicable law, government regulation, demand, order or requirement requires that it refuse and it does refuse to carry a passenger.

ne explanation of abbreviations, reference marks and symbols used but unexplained hereon, see pages CI-17 through CI-24.

RULE	SECTION I— GENERAL RULES
50	PRE-PLANNED OXYGEN SERVICE Carrier will provide online in-flight oxygen service on all international flights, subject to the following conditions: (1) Passenger will be required to give CI at least 72 hours notice that in-flight oxygen will be needed, provided that it will be the passenger's responsibility to make arrangements for oxygen service via other carriers involved in interline transportation, if required. (2) Passenger must present a written statement from his/her physician certifying the need for in-flight oxygen service, the maximum usage per hour and the oxygen flow rate per minute. (3) The charges for oxygen service will be as follows: (a) Transpacific flight - USD 200.00 (b) Transatlantic flight - USD 200.00 (c) Middle East/Europe flight - USD 200.00 (d) Flight within Area 3 - USD 100.00 (4) Passengers using in-flight oxygen will not be boarded in First Class compartment of any aircraft. (5) Passenger may not use his/her own oxygen bottles due to the aircraft accommodation facility.

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see pages CI-17 through CI-24.

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RULE

SECTION I - GENERAL RULES

55 LIABILITY OF CARRIERS

(A) SUCCESSIVE CARRIERS
Carriage to be performed under one ticket or under a ticket and any conjunction ticket issued in connection therewith by several successive Carriers is regarded as a single operation.

(B) LAWS AND PROVISIONS APPLICABLE
(1) Carriage hereunder is subject to the rules and limitations relating to liability established by the Convention (Rule 1, herein) unless such carriage is not international carriage as defined by the Convention (Rule 1, herein).
(2) To the extent not in conflict with the provisions of paragraph (1) above, all carriage under this tariff 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; and
(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.
(3) Carrier's name may be abbreviated in the ticket and carrier's address shall be the airport of departure shown opposite the first abbreviation of carrier's name in the ticket; and for the purpose of the Convention, the agreed stopping places are those places, except the place of departure and the place of destination set forth in the ticket and any conjunction ticket issued therewith or as shown in carrier's timetable as scheduled stopping places on the passenger's route. A list giving the full name, and its abbreviation of each carrier concurring in this tariff is set forth in this tariff.
C [N](4) For the purpose of international carriage governed by the Montreal Convention, the liability rules set out in the Montreal Convention are fully incorporated herein and shall supersede and prevail over any provisions of this tariff which may be inconsistent with those rules.

(C) LIMITATION OF LIABILITY
Except as the Convention or other applicable law may otherwise require:
(1) Carrier is not liable for any loss or claim of whatsoever nature (hereinafter in this tariff collectively referred to as "damage") arising out of or in connection with carriage or other services performed by carrier incidental thereto, unless such damage is proved to have been caused by the negligence or willful fault of carrier and there has been no contributory negligence of the passenger.
(2) Under no circumstances will carrier be liable for damage to unchecked baggage not attributed to negligence of carrier. Assistance rendered the passenger by carrier's employees in loading, unloading or transshipping unchecked baggage shall be considered as gratuitous service to the passenger.
(3) Carrier is not liable for any damage directly and solely arising out of its compliance with any laws or with governmental regulations, orders or requirements, or from failure of the passenger to comply with same, or out of any cause beyond the carrier's control.
(a) The carrier shall avail itself of the limitation of liability provided in the Convention for the Unification of Certain Rules Relating to International Carriage by Air signed at Warsaw, October 12, 1929, or provided in the said Convention as amended by the protocol signed at The Hague, September 28, 1955. However, in accordance with Article 22(I) of said Convention, or said convention amended by said protocol, the carrier agrees that, as to all international transportation by the carrier as defined in the said Convention or said Convention as amended by said protocol, which, according to the Contract of Carriage, includes a point in the United States of America as a point of origin, point of destination, or agreed stopping place.
The limit of liability for each passenger for death, wounding, or other bodily injury shall be the sum of USD 75,000, inclusive of legal fees and costs, except that, in case of a claim brought in a State where provision is made for separate award of legal fees and costs, the limit shall be the sum of USD 58,000 exclusive of legal fees and costs.
(b) Carrier shall avail itself of the limitation of liability to passengers as provided in the Convention (see Rule 1 herein); and, in the international transportation of passengers, except as provided in (C)(3)(a) above, the liability of the carrier for personal injury or death of each passenger shall be limited to the sum of 125,000 French Gold Francs (USD 10,000.00) (CAD 10,000.00) or 250,000 French Gold Francs (USD 20,000.00) (CAD 20,000.00) if The Hague Protocol Amendment of the convention is applicable.
(c) In any event liability of carrier for delay of passenger shall not exceed the limitation set forth in the Convention.
(4) Any liability of carrier is limited to 250 French Gold Francs, USD 20.00, CAD 20.00 per kilogram in the case of checked baggage, and 5,000 French Gold Francs, USD 400.00, CAD 400.00, per passenger in the case of unchecked baggage, or other property, unless a higher value is declared in advance and additional charges are paid pursuant to Carrier's tariff. In that event, the liability of carrier shall be limited to such higher declared value. In no case shall the Carrier's liability exceed the actual loss suffered by the passenger. All claims are subject to proof of amount of loss.

(Continued on next page)

RULE | SECTION I - GENERAL RULES

55 LIABILITY OF CARRIERS (Continued)

(C) (Continued)

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

(6) Carrier is not liable for damage to a passenger's baggage caused by property contained in the passenger's baggage. Any passenger whose property causes damages 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.

(7) LIABILITY FOR FRAGILE, IRREPLACEABLE OR PERISHABLE ARTICLES
Carrier is not liable for loss, damage to or delay in the delivery of fragile or perishable articles, money, jewelry, silverware, negotiable papers, securities or other valuables, business documents or samples which are included in the passengers' unchecked baggage, whether with or without the knowledge of carrier.

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

(9) LIABILITY - SERVICES OF OTHER AIRLINES

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

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

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

NOTE: Except to the extent provided in Rule 55 (LIABILITY OF CARRIERS) with respect to Tariff C.A.B. No 529, issued by the Airline Tariff Publishing Company, Agent, rules affecting liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States and Rule 55 (LIABILITY OF CARRIERS) is included herein as part of the tariff filed with governments other than United States and not as part of Tariff C.A.B. No. 529 issued by Airline Tariff Publishing Company, Agent.

(10) 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.

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

(12) GRATUITOUS TRANSPORTATION

(a) Gratuitous transportation by carrier of persons as hereinafter described shall be governed by all the provisions of this rule, except subparagraph (b) and (c) which follow and by all other applicable rules of this tariff.

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

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

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

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

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

(b) Except in respect of gratuitous transportation of persons described in (a) above, carrier in furnishing gratuitous transportation shall not be liable (the provisions of this rule to the contrary notwithstanding) under any circumstances whether of its own negligence or that of its officers, agents, representatives or employees, or otherwise, and the person using such free transportation, on behalf of himself, his heirs, legal representatives, defendants and other parties in interest, and their representatives, assignees, releases and agrees to idemnify 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.

(Continued on next page)

RULE	SECTION I— GENERAL RULES

55 LIABILITY OF CARRIERS (Continued)

(C) (Continued)
(12) (Continued)
(c) Except in respect of gratuitous transportation of persons described in paragraph (a) above, carrier in furnishing gratuitous transportation shall not be liable (the provisions of this rule to the contrary notwithstanding) under any circumstances whether of its own negligence or that of its officers, agents, representatives or employees, or otherwise, and the person using such free transportation, on behalf of himself, his heirs, legal representatives, defendants and other parties in interest, and their representatives, assignees, releases and agrees to idemnify Carrier, its officers, agents, representatives and employees from all liability (including cost and expenses) for any and all death or injury, to such person (See NOTE).
NOTE: Except to the extent provided in this rule with respect to Tariff C.A.B. No. 529, issued by Airline Tariff Publishing Company, Agent, rules affecting liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States and Rule 55 (LIABILITY OF CARRIERS) is included herein as part of the tariff filed with governments other than the United States and not as part of Tariff C.A.B. No. 529, issued by Airline Tariff Publishing Company, Agent, filed with the Department of Transportation.

(D) TIME LIMITATIONS ON CLAIMS AND ACTIONS
(1) No action shall lie in the case of damage to baggage unless the person entitled to delivery complains to an office of carrier forthwith after the discovery of the damage, and, at the latest, within seven (7) days from the date of receipt; and in the case of delay or loss, unless the complaint is made at the latest within twenty-one (21) days for all carriers from the date on which the baggage has been placed at his disposal (in the case of delay) or should have been placed at his disposal (in the case of loss). Every complaint must be in writing and dispatched within the times aforesaid. Where carriage is not 'international carriage' as defined in the Convention, failure to give notice shall not be a bar to suit where claimant proves that:
(a) it was not reasonably possible for him to give such notice, or
(b) that notice was not given due to fraud on the part of carrier, or
(c) the management of carrier had knowledge of damage to passenger's baggage.
(2) Any right to damages against carrier shall be extinguished unless an action is brought within two (2) years reckoned from the date of arrival at the destination or from the date on which the aircraft ought to have arrived, or from the date on which the carriage stopped.

(E) OVERRIDING LAW MODIFICATION AND WAIVER
(1) OVERRIDING LAW - Insofar as any provision contained or referred to in the ticket or in this tariff may be contrary to mandatory law, government regulations, orders, or requirements, such provisions shall remain applicable to the extent that it is not over-ridden thereby. The invalidity of any provision shall not affect any other part.
(2) MODIFICATION AND WAIVER - No agent, servant or representative of carrier has authority to alter, modify or waive any provisions of the contract of carriage or of this tariff.

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see pages CI-17 through CI-24.

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RULE	SECTION I - GENERAL RULES
C57	[N]CODESHARE SERVICES (A) Conditions of CI Codeshare Services (1) As a general rule and unless otherwise agreed in writing in a separate addendum, the marketing carrier's (as designated by the two letter airline code on the passenger's ticket) general operating rules and regulations will apply to the marketing carrier's passengers traveling on codeshare flights. (2) In accordance with the Department of Transportation notice of action (docket number OST-QQ-SSSS-D dated month 00, 2001), both parties have implicitly agreed "that the carrier selling such transportation (i.e., the carrier shown on the ticket) accept responsibility for the entirety of the codeshare journey for all obligations established in its contract of carriage with the passenger". In certain situations the contract of carriage will reflect differences that are applicable for CI customers traveling on flights operated by codeshare partners. These differences are attributable to operational requirements and policies of codeshare partner airlines and are specifically detailed in the appropriate section of published general rules for the codeshare partner. Primary tariff-related differences detailed include carry-on baggage allowances and procedures and compensation amounts relating to denied boarding. (3) In order to fulfill the department of transportation's mandate regarding the contract of carriage for codeshare passengers, both parties agree to exchange published information regarding denied boarding compensation (see CI Rule 87), baggage (see CI Rule 115), irregular operations (see CI Rule 80), etc. This will allow the operating carrier to properly service the marketing carrier's passenger to be in full compliance with OST-QQ-SSSS-D and the marketing carrier's contract of carriage.

For unexplained abbreviations, reference marks and symbols see Pages 17 through 24.

RULE	SECTION I— GENERAL RULES

60 RESERVATIONS

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

(B) CONDITIONS OF RESERVATIONS
Reservations shall be tentative unless and until carrier has issued a validated ticket or Miscellaneous Charges Order for the carriage for which space is reserved. Carrier will cancel a reservation at any time without notice on the failure of the passenger to purchase a ticket for the space reserved.

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

(D) ALLOCATION OF ACCOMMODATIONS
Carrier does not guarantee allocation of any particular space in the aircraft.

(E) ARRIVAL OF PASSENGERS AT AIRPORTS
The passenger must present himself at the airport of departure for check-in at least 45 minutes prior to the scheduled departure time of the flight on which he/she holds a reservation. If the passenger fails to arrive at such airport of departure by the established time limit or appears improperly documented and not ready to travel, carrier(s) will cancel space reserved for him/her. Departure will not be delayed for passengers who arrive at airports of departure too late for such formalities to be completed before scheduled departure time. Carrier(s) is not liable to the passenger for loss or expense due to passenger's failure to comply with this provision.

(F) COMMUNICATIONS COSTS UPON CANCELLATION
Except as otherwise provided in this tariff, whenever a passenger cancels reservations made for him/her and such cancellation is not subject to a service charge, carrier will require payment from the passenger to cover the communications costs of making such reservations and subsequent cancellation thereof.

(G) RECONFIRMATION OF RESERVATION
Carrier will cancel the reservation of an international portion of an itinerary (including the complete remaining international itinerary) of any passenger on a flight operated by it:
(1) From any stopover point; or
(2) From the point of origin of the continuing or return trip, unless the passenger advises the carrier of his/her intention to use his/her reservation by communicating with a reservations or ticket office of the carrier at least 72 hours before scheduled departure of the flight. However, reconfirmation of reservations is not required if the passenger remains at any point less than 72 hours.

(H) CANCELLATION OF CONTINUING SPACE
If a passenger fails to occupy space which has been reserved for him/her, carrier will cancel all other reservations held by such passenger for continuing or return space. Carrier is not liable for such cancellation but carrier will refund in accordance with Voluntary Refund provisions published herein.

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see pages CI-17 through CI-24.

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SECTION I - GENERAL RULES

C65

[C]TICKETS

(A) GENERAL

(1) A ticket will not be issued and in any case carrier will not be obligated to carry until the passenger has paid the applicable fare or has complied with credit arrangements established by carrier.

(2) No person shall be entitled to transportation except upon presentation of a valid ticket. Such ticket shall entitle the passenger to transportation only between points of origin and destination and via the routing designated thereon.

(3) The fare paid shall only be applicable when international travel actually commences in the country of the point of origin shown on the ticket, i.e. if international travel actually commences in a different country, the fare must be reassessed from such country. For example, if the ticket was issued at the Hong Kong dollar fare for travel Hong Kong-Tokyo-Los Angeles and the passenger actually commences travel in Tokyo, instead of Hong Kong, the fare must be reassessed at the Tokyo-Los Angeles, Japanese Yen fare level.

(4) Flight coupons will be honored only in the order in which they are issued, and only if all unused flight coupon and passenger coupons are presented together.

(5) A ticket which has not been validated, or which has been altered, multilated or improperly issued shall not be valid.

(6) Tickets are not transferable but carrier is not liable to the owner of a ticket for honoring or refunding such ticket when presented by another person.

(7) Unless otherwise provided, purchase of a prepaid ticket advice (PTA) will constitute purchase and issuance of ticket.

(B) VALIDITY FOR CARRIAGE

(1) GENERAL

When validated, the ticket is good for carriage from the airport at the place of departure to the airport at the place of destination via the route shown therein and for the applicable class of service and is valid for period of time specified or referred to in paragraph(B)(2) below. Each flight coupon will be accepted for carriage on the date and flight for which accommodation has been reserved. When flight coupons are issued on an "Open Date" basis, accommodations will be reserved upon application, subject to the availability of space. The place and date of issue are set forth on the flight coupons.

(2) Period of Validity

The period of validity for transpoprtation will be one year from the date of issuance of the original ticket, except as provided in paragraph (C) and (D).

(a) Normal Fare Ticket - The above period of validity applies, however a ticket for a normal fare trip which limits the carriage to specific periods of the day, week, month or year, is good for carriage only during the period to which the fare applies.

(b) Excursion or special fare tickets - If tickets is for an excursion or special fare having a shorter period of validity than indicated above, such shorter period of validity applies only in respect to such excursion or special fare transportation.

(3) "Open Exchange Order"/Miscellaneous charges order an exchange order or miscellaneous charges order issued without definite date of passage must be presented for a ticket within one year from the date of issue; otherwise it will not be honored for a ticket.

(4) Expired Ticket

An expired ticket or exchange order will be accepted for refund in accordance with Rule 90(E)(Refunds).

(5) Cpmputation of Validity

When determining ticket validity, return limits and all other calendar periods specified herein, the first day to be counted shall be the day following that upon which the ticket is issued or the transportation commenced.

(6) Expiration of validity

Tickets expired at midnight on the date of expiration of ticket validity

(C) EXTENSION OF TICKET VALIDITY

(1) If a passenger is prevented from travelling within the period of validity of his ticket because carrier:

(a) Cancels the flight upon which the passenger holds confirmed space;

(b) Omits a scheduled stop, provided this is the passenger's place of departure, place of destination, or place of stopover;

(c) Fails to operate a flight reasonably according to schedule;

(d) Causes the passenger to miss a connection;

(e) Substitutes a different class of service, or

(f) Is unable to provide previously confirmed space, carrier will, without additional collection of fare, extend the validity of such passengers ticket until the first service of carrier, on the class for which the fare has been paid, on which space is available, but not for more than 30 days.

(2) Lack of Space

When a passenger in possession of a normal fare ticket, or a special fare ticket that has the same validity as a normal fare ticket, is prevented from travelling within the period of validity of his ticket because carrier is unable to provide space on the flight, the validity of such passenger's ticket will be extended until the first flight, of the same class of service paid for, upon which space is available, but not for more than seven days.

(Continued on next page)

RULE | SECTION I - GENERAL RULES

C65 [C]TICKETS (Continued)

(D) WAIVER OF MINIMUM/MAXIMUM STAY PROVISIONS

(1) Once travel has commenced, the minimum stay requirement with regard to any fare will be waived or the maximum stay requirement with regard to any fare will be extended in the event of the death of any member of the passenger's immediate family as defined in Rule 1 (definitions) occuring after commencement of travel.

(a) In the event the minimum stay requirement is waived, the ticket must be endorsed "Earlier Return on account of the death of...(name of passenger's immediate family member/relationship)."

(b) The maximum stay requirement will be extended for not more than 45 days after the date of death of passenger's immediate family member.

(c) A death certificate (or copy) duly executed by the competent authorities (i.e. those designated to issue a death certificate by the applicable laws of the country concerned) in which death occurred must be presented at the time of reticketing.

(2) Once travel has commenced, the minimum stay requirement with regard to any fare will be waived or the maximum stay requirement with regard to any fare will be extended in the event of illness or hospitalization occurring after commencement of travel of a passenger or any member of the passenger's immediate family as defined in Rule 1 (Definitions).

(a) In the event the minimum stay requirement is waived, the ticket must be endorsed "Earlier return on account of illness of. (name of passenger or passenger's immediate family member/relationship)."

(b) The maximum stay requirement will be extended until the date when the passenger becomes fit to travel or member of the passenger's immediate family becomes fit according to a medical certificate, or until the date of the first available flight after such date for the class of service for which the fare has been paid, provided that the validity of such ticket will be extended for not more than one year from the date of commencement of flight.

(c) A document certifying hospitalization issued by the administrative authority of the hospital where confinement occurred or physicians certificate stating the circumstance which necessitates travel under this provision must be presented at the time of reticketing.

(3) If the death certificate or medical certificate is not available at the time the passenger is to travel or if the carrier has reason to doubt the validity of such certificate, the passenger will be accommodated only upon payment of the fare applicable to the transportation actually used and a request for refund may be filed with the carrier. Upon receipt of the claim form and all supporting documents and after determining the validity of the claim the carrier will refund to the passenger the difference between the total fare paid by the passenger and the amount the passenger would have paid under the provision of this Rule.

(E) COUPON SEQUENCE AND PRODUCTION OF THE TICKET

Flight coupons must be used in sequence from the place of departure as shown on the passenger coupon. The passenger throughout his journey must retain the passenger coupon and all flight coupons of the ticket not previously surrendered to carrier. He must, when required, produce the ticket or surrender any applicable portion to carrier.

(F) ABSENCE LOSS OR IRREGULARITIES OF TICKET:

(1) Carrier is not obligated to accept a ticket if any part of it is multilated or if it has been altered by other than carrier or if it is presented without the passenger coupon and all unused flight coupons.

(2) Carrier will refuse carriage to any person not in possession of a valid ticket. In case of loss or non-presentation of the ticket or the applicable portion thereof, carriage will not be furnished for that part of the trip covered by such ticket or portion thereof until the passenger purchases another ticket at the current applicable fare for the carriage to be performed.

(3) Not withstanding the foregoing, Carrier will issue at the passenger's request a new ticket to replace the lost one upon receipt of proof of loss satisfactory to carrier, and if the circumstances of the case in carrier's opinion warrant such action; provided that the passenger agrees, in such form as may be presented by carrier, to indemnify carrier for any loss or damage that carrier may sustain by reason thereof.

(Continued on next page)

LE	SECTION I - GENERAL RULES
C65	[C]TICKETS (Continued) (G) NON-TRANSFERABILITY: (1) A ticket is not transferable, but carrier shall not be liable to the person entitled to be transported or to the person entitled to receive such refund for honoring or refunding such ticket when presented by someone other than the person entitled to be transported thereunder or to a refund in connection therewith. (2) If a ticket is in fact used by any person other than the person to whom it was issued, carrier will not be liable for the destruction, damage, or delay of such unauthorized person's baggage or other personal property or the death or injury of such unauthorized use. (H) PREPAID TICKET ADVICE Unless otherwise provided, purchase of a prepaid ticket advice (PTA) will constitute purchase and issuance of ticket.

RULE | SECTION I - GENERAL RULES

C75 [C]CURRENCY OF PAYMENT

Except as noted below, fares and charges are payable in any currency acceptable to the carrier. When payment is made in currency other than the currency in which the fare is published, such payment will be made at the rate of exchange established for such purpose by the carrier, the currency statement of which is available for inspection by the passenger at the carrier's office where the ticket is purchased. The provisions of this Rule are also subject to applicable exchange laws and government regulations.

(A) Payment of fares in the U.S.A. for travel originating in the U.S.A. shall be in U.S. dollars (USD).

(B) Payment of fares in Canada for travel originating in Canada shall be in Canadian dollars (CAD).

(C) Payment of fares for travel originating at a point outside of the U.S.A./Canada shall be in the currency of the country of origin or in USD/CAD. If payment is made in USD/CAD, then the fare calculated in the currency of the country of origin is converted into USD/CAD at the local Bankers Selling Rate of Exchange.

(D) When a transportation document is presented for either rerouting or refund at points in the U.S.A.; or points outside the U.S.A. covering travel originating and paid for in the U.S.A., the difference between the value of the revised journey and the value of the original transportation document shall be calculated in the currency of the country where travel commenced.

(1) If the value of the revised journey exceeds the value of the original transportation document, the difference in value shall constitute an additional collection and it shall be converted from the currency in which calculated into the currency being collected from the passenger or purchaser at the local Bankers' Buying Rate of Exchange at the time of such transaction.

(2) If the value of the original transportation document exceeds the value of the revised journey, the difference in value shall constitute a refund and it shall be converted from the currency in which calculated into the currency being refunded to the passenger or purchaser at the local Bankers' Buying Rate of Exchange at the time of such transaction.

NOTE: The carrier will pay a refund in the same form (i.e., cash, check, credit card, etc.) that was used in purchasing the original transportation document. The Carrier, in making the refund, will also observe any refund restriction that is published in the governing Rule(s) applicable to the fare paid by the passenger. Furthermore, the carrier will observe any government or carrier restriction imposed on the conversion and refund of currencies outside the country whose currency was originally collected.

(E) As used herein the term "Bankers' Buying Rate" means the rate at which, for the purpose of the transfer of funds through Banking Channels (i.e. other than transactions in Bank Notes, Travellers Checks, and similar Banking Instruments), a bank will purchase a given amount of foreign currency in exchange for one unit (or units) of the National Currency of the country in which the exchange transaction takes place.

(F) As used herein, the term "Bankers Selling Rate" means transfer of funds through Banking Channels (i.e. other than transactions in Bank Notes, Travellers Checks and similar Banking Instruments), a bank will sell a given amount of foreign currency in exchange for one unit (or units) of the National Currency of the country in which the exchange transaction takes place.

EXCEPTION 1: In the U.S.A. the "Bankers Selling Rate" or "Bankers Buying Rate" means the rate published each Tuesday in the Wall Street Journal under the heading of "Selling prices for Bank Transfers in the U.S. for Payment Abroad". This rate will be applicable from Wednesday of each week up to and including the Tuesday of the following week. When a national holiday fall on a Monday, foreign exchange rates do not appear in the Tuesday edition of the Wall Street Journal. In this case, the previous week rates are used through Wednesday instead of Tuesday, and the Wednesday edition of the Wall Street Journal will be used for the period Thursday through Tuesday.

EXCEPTION 2: In Canada, the "Bankers' Selling Rate" or "Bankers Buying Rate" means the unit rate published in the Toronto Globe and Mail Friday edition each week, as the foreign exchange mid market rate in Canada funds. For currencies not quoted in such publication, the Banker's Rate shall mean the Bank Buying Rate quoted by the "Royal Bank of Canada", Main office in Winnipeg, as of the close of business on Thursday of each week. These Rates will be applicable from Monday of the following week up to and including Sunday.

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SECTION I - GENERAL RULES

C80 [C]REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS

(A) CHANGES REQUESTED BY PASSENGER

(1) At the passenger's request, CA will effect a change in the routing (other than the point of origin), carrier(s), class(es) of service, destination, fare or validity specified in an unused ticket/flight coupon(s)/Miscellaneous Charges Order (MCO)/Prepaid Ticket Advice (PTA), provided that:

(a) CA issued the original ticket/PTA/MCO or;

(b) CA is the carrier designated in the "via carrier" box (or no carrier is designated in the "via carrier" box) of the unused flight coupon MCO/PTA for the first onward carriage from the point on the route at which the passenger desires the change to commence.

EXCEPTION: The provisions of subparagraph (A)(1)(c), below, shall apply when a carrier other than CA issued the ticket/MCO/PTA and; such carrier is designated in the "via carrier" box on any subsequent flight coupon/MCO/PTA; and such carrier has an office or general agent (who is authorized to make endorsements) at the point on the route where the change is to commence or the point where the change is requested, or,

(c) CA has received written or telegraphic authority from the carrier who is authorized to make such changes. Changes requested by the passenger shall be effected by reticketing the passenger or endorsing any unused ticket/flight coupon/PTA/MCO to the new receiving carrier.

(2) When the rerouting results in a change of fare, the new fare and charges shall be constructed as follows: Which the rerouting takes place, as shown on the ticket submitted for rerouting, to the new destination;

(a) the new fare shall be calculated upon the basis of that which would have been applicable had the passenger purchased transportation for the revised itinerary (which includes those points for which transportation has already been completed) prior to departure from point of origin.

(b) Additional passage at the through fare and charges shall not be permitted unless request therefor has been made prior to arrival at the destination named on the original ticket or miscellaneous charges order; and after carriage has commenced:

(i) A one-way ticket shall not be converted into a round, circle or open jaw trip ticket at the round, circle or open jaw trip discount for any portion already flown. Discount will be applied only to any rerouted portion of the trip and only from the point of rerouting, not based on any portion of the trip already flown;

(ii) A round, circle or discounted open jaw trip ticket can be converted into any other one of these categories provided that the request therefor is made prior to arrival at the destination named on the original ticket or miscellaneous charges order

(3) Any difference between the fares and charges applicable under subparagraph (2) above, and the fares and charges paid by the passenger, will be collected from the passenger by the carrier accomplishing the rerouting who will also pay to the passenger any amounts due on account of refunds.

(4) The expiration date of any new ticket issued for a revised routing will be limited to the expiration date that would have been applicable had the new ticket been issued on the date of sale of the original ticket or miscellaneous charges order.

(5) Time limits on cancellations and charges for late cancellations will be applicable to revised routings requested by the passenger.

(a) at the passenger's request, CA will effect a change in the routing (other than the point of origin), carrier(s), class(es) of service, destination, fare or validity specified in an unused ticket/flight coupon(s)/Miscellaneous charge order (MCO)/Prepaid Ticket Advice (PTA), provided that:

(i) CA issued such ticket/PTA/MCO, or

(ii) CA is the carrier designated in the "via carrier" box (or no carrier is designated in the "via carrier" box) of the unused flight coupon/MCO/PTA for the first onward carrage from the point on the route at which the passenger desires the change to commence.

EXCEPTION: The provisions of subparagraph (A)(1)(c), below, shall apply when a carrier other than CA issued the ticket/MCO/PTA and; such carrier is designated in the "via carrier" box on any subsequent flight coupon/MCO/PTA; and such carrier has an office or general agent (who is authorized to make endorsements) at the point on the route where the change is to commence or the point where the change is requested, or

(iii) CA has received written or telegraphic authority from the carrier who is authorized to make such changes. Changes requested by the passenger shall be effected by reticketing the passenger or endorsing any unused ticket/flight coupon/PTA/MCO to the new receiving carrier.

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RULE | SECTION I - GENERAL RULES

C80 [C]REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS (Continued)

(A) CHANGES REQUESTED BY PASSENGER (Continued)

(5) (Continued)

(b) When the rerouting results in a change of fare, the new fare and charges shall be constructed as follows:

(i) If the destination is unchanged, the new fare shall be constructed from the last fare construction point preceding the point at which the rerouting takes place, as shown on the ticket submitted for rerouting, beyond which the original fare construction remains applicable.
NOTE: For the purpose of this rule, fare construction point, as used herein, means the point to which the previous fare was calculated.

(ii) If the destination is changed, the new fare shall be constructed from the last fare construction point preceding the point at which the rerouting takes place, as shown on the ticket submitted for rerouting to the new destination;
NOTE 1: The points of origin and destination, as well as the point of outward destination in the case of a round trip ticket, shall also be fare construction points, and the fares and charges to be used for the contruction of the new fare shall be those which would have been applicable as of the date of commencement of carriage.
NOTE 2: For the purpose of this Rule, fare construction point, as used herein, means the point to which the previous fare was calculated.

(iii) Additional passage at the through fare and charges shall not be permitted unless request therefor has been made prior to arrival at the destination named on the original ticket or miscellaneous charges order; and, after carriage has commenced.
(aa) A one way ticket shall not be converted into a round, circle or open jaw trip ticket at the round, circle or open jaw trip discount for any portion already flown. Discount will be applied only to any rerouted portion of the trip and only from the point or rerouting, not based on any portion of the trip already flown;
(bb) A round, circle or discounted open jaw trip ticket can be converted into any other one of these categories provided that the request therefore is made prior to arrival at the destination named on the original ticket or miscellaneous charges order.

(c) Any difference between the fares and charges applicable under subparagraph (b) above, and the fares and charges paid by the passenger, will be collected from the passenger by the carrier accomplishing the rerouting who will also pay to the passenger any amounts due on account of refunds.

(d) The expiration date of any new ticket issued for a revised routing will be limited to the expiration date that would have been applicable had the new ticket been issued on the date of sale of the original ticket or miscellaneous charges order.

(e) Time limits on cancellations and charges for late cancellations will be applicable to revised routings requested by passenger.

(B) INVOLUNTARY REVISED ROUTINGS

(1) In the event carrier cancels a flight, fails to operate according to schedules, substitutes a different type of equipment or different class of service, or is unable to provide previously confirmed space, or the passenger is refused passage or removed, in accordance with Rule 55 (REFUSAL TO TRANSPORT-LIMITATION OF CARRIAGE) herein, carrier will either:

(a) Carry the passenger on another of its passenger aircraft on which space is available; or

(b) Endorse to another carrier or to any other transportation service the unused portion of the ticket for purposes of rerouting; or

(c) Reroute the passenger to destination named on the ticket or applicable portion thereof by its own services or by other means of transportation; and, if the fare, excess baggage charges and any applicable service charge for the revised routing is higher than the refund value of the ticket or applicable portions as determined from Rule 90 (REFUNDS) herein, carrier will require no additional payment from the passenger, but will refund the difference if the fare and charges for the revised routing are lower.

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

(3) FREE BAGGAGE ALLOWANCE: An involuntarily rerouted passenger shall be entitled to retain the free baggage allowance applicable for the type of service originally paid for. This provision shall apply even though the passenger may be transferred from a First Class flight to an Economy/Tourist/Coach/Thrift Class flight and is entitled to a fare refund.

RULE	SECTION I— GENERAL RULES
85	SCHEDULES, DELAYS AND CANCELLATIONS OF FLIGHTS (A) SCHEDULES The times shown in timetables or elsewhere are approximate and not guaranteed, and form no part of the contract of carriage. Schedules are subject to change without notice and carrier assumes no responsibility for making connections. Carrier will not be responsible for errors or omissions either in timetables or other representations of schedules. No employee, agent or representative of carrier is authorized to bind carrier as to the dates or times of departure or arrival or of the operation of any flight. (B) CANCELLATIONS: (1) Carrier may, without notice, substitute alternate carriers or aircraft. (2) Carrier may, without notice cancel, terminate, divert, postpone or delay any flight or the further right of carriage or reservation or traffic accommodations and determine if any departure or landing should be made, without any liability except to refund in accordance with its tariffs the fare and baggage charges for any unused portion of the ticket if it would be advisable to do so: (a) Because of any fact beyond its control (including, but without limitation, meteorological conditions, acts of God, force majeure, strikes, riots, civil commotions, embargoes, wars, hostilities, disturbances, or unsettled international conditions) actual, threatened or reported or because of any delay, demand, conditions, circumstance or requirement due, directly or indirectly, to such fact; or (b) Because of any fact not be foreseen, anticipated or predicted; or (c) Because of any government regulation, demand or requirement; or (d) Because of shortage of labor, fuel or facilities, or labor difficulties of carrier or others. (3) Carrier will cancel the right or further right of carriage of the passenger and his baggage upon the refusal of the passenger, after demand by carrier, to pay the fare or the portion thereof so demanded, or to pay any charge so demanded and assessable with respect to the baggage of the passenger without being subject to any liability therefore except to refund, in accordance herewith, the unused portion of the fare and baggage charge(s) previously paid, if any.

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see pages CI-17 through CI-24.

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SECTION I - GENERAL RULES

87 DENIED BOARDING COMPENSATION (See also Rule 80 REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS) and Rule 90 (REFUNDS)

C (A) †[C]DEFINITIONS
FOR THE PURPOSE OF THIS RULE, except as otherwise specifically provided herein:

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

ALTERNATE TRANSPORTATION mean air transportation with a confirmed reservation at no additional charge, operated by a carrier as defined below, or other transportation accepted and used by the passenger in the case of denied boarding.

CARRIER means:
(1) a direct air carrier, except a helicopter operator, holding a certificate issued by the Department of Transportation pursuant to section 401(d)(1), (2), (5), or (8) of the Act, or an exemption from section 401(a) of the Act, authorizing the transportation of persons, or
(2) a foreign route air carrier holding a permit issued by the Department of Transportation pursuant to section 402 of the Act, or an exemption from section 402 of the Act, authorizing the scheduled foreign air transportation of persons, or
C †[N](3) A person who is engaged in the transportation of goods or passengers by any means of transport under the legislative authority of Parliment as per the Canada Transportation Act subsection 6.

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

CONFIRMED RESERVED SPACE means space on a specific date and on a specific flight and class of service of a carrier which has been requested by a passenger including a passenger with a "zero fare ticket", and which the carrier or it's agent has verified, by appropriate notation on the ticket or in any other manner provided therefore by the carrier as being reserved for the accommodation of the passenger.

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

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

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

ZERO FARE TICKET means a ticket acquired without substantial monetary payment such as by using frequent flyer miles or vouchers, or a consolidator ticket obtained after a monetary payment that does not show a fare amount on the ticket. A zero fare ticket does not include free or reduced rate air transportation provided to airline employees and guests.

C (B) APPLICABLE ONLY TO FLIGHTS OR PORTIONS OF FLIGHTS ORIGINATING IN THE UNITED STATES/†[N]CANADA
(1) Conditions for Payment of Compensation
Subject to the exceptions in this subparagraph, carrier will tender to passenger the amount of compensation specified in (2) when:
(a) Passenger holding a ticket for confirmed reserved space presents himself/herself for carriage at the appropriate time and place, having complied fully with carrier's requirements as to ticketing, check-in (See Rule 60 (RESERVATIONS) and reconfirmation procedures and being acceptable for transportation and
(b) The flight for which the passenger holds confirmed reserved space is unable to accommodate the passenger and departs without him/her, except as provided below.

(2) The passenger will not be eligible for compensation i.e.:
C †[N](a) If, for operational and safety reasons beyond carrier's control, his/her aircraft has been substituted with one having lesser capacity and carrier is able to demonstrate that all reasonable measures were taken to avoid substitution or it was impossible to take such measure.
(b) By operational and/or safety reasons.
(c) Passenger is accommodated on the flight for which he/she holds confirmed reserved space, but is offered accommodations or is seated in a compartment of the aircraft other than that specified on his/her ticket at no extra charge, provided that a passenger seated in a section for which a lower fare is charged shall be entitled to an appropriate refund.

(Continued on next page)

RULE

SECTION I - GENERAL RULES

87 DENIED BOARDING COMPENSATION (See also Rule 80 REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS) and Rule 90 (REFUNDS) (Continued)

C (B) APPLICABLE ONLY TO FLIGHTS OR PORTIONS OF FLIGHTS ORIGINATING IN THE U.S./[N]CANADA (Continued)

(2) The passenger will not be eligible for compensation i.e.: (continued)

(d) The carrier arranges comparable air transportation, or other transportation used by the passenger at no extra cost to the passenger, that at the time such arrangements are made is planned to arrive at the passenger's next stopover, or if none, final destination within one hour after the scheduled arrival time of the passenger's original flight or flights. The passenger is traveling on employees' free or reduced rate ticket.

(e) The passenger refused to be security checked.

(f) The flight for which the passenger holds a confirmed reserved space is cancelled.

(g) The passenger is traveling on an industry free or an industry reduced rate ticket.

(3) Amount of Compensation Payable

C (a) Subject to the provisions of this rule, carrier will tender liquidated damages at 200% of the fare to the passenger's destination or first stopver, with a maximum of $†[C]675 USD/CAD, if the carrier offers alternate transportation that is planned to arrive at the passenger's destination or first stopover more than one hour but less than four hours after the planned arrival time of the passenger's original flight; and 400% of the fare to the passenger's destinaton or first stopover with a maximum of

C $†[C]1,350 USD/CAD, if the carrier does not offer alternate transportation that is planned to arrive at the airport of the passenger's destination or first stopover less than four hours after tha planned arrival time of the passenger's original flight.

(b) Said tender will be made by the carrier on the day and at the place where the failure occurs and, if accepted, will be receipted for by the passenger; provided, however, that when carrier arranges for the passenger's convenience, alternate means of transportation which departs prior to the time such tender can be made to the passenger, tender shall be made by mail or other means within 24 hours after the time the failure occurs.

(4) Written Explanation of Denied Boarding Compensation and Denied Boarding Priorities

Carrier shall furnish all passengers who are denied boarding involuntarily from flights on which they hold confirmed reserved space a copy of the following written statement.

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

(b) Volunteers and Boarding Priorities - If a flight is oversold (more passengers hold confirmed reservations than there are seats available) no one may be denied boarding against his will until airline personnel first ask for volunteers who will give up their reservations willingly, in exchange for a payment of the airline's choosing. If there are not enough volunteers, other passengers may be denied boarding involuntarily, in accordance with the following boarding priority of each of the carriers named below: Persons with disabilities, their attendants and/or service animals will be the first boarding priority, following a denied boarding situation.

C †[C](i) Persons with disabilities and any accompanying attendant or service animal.

C †[C](ii) Passengers travelling under the services of the unaccompanied minor program.

C †[C](iii) Passengers holding Business class ticket.

C †[C](iv) All other passengers.

C †[X]

(c) Compensation for Involuntary Denied Boarding - If you are denied boarding involuntarily, you are entitled to a payment of "Denied Boarding Compensation" from the airline unless:

(i) You have not fully complied with the airline's ticketing, check-in, and reconfirmation requirements or you are not acceptable for transportation under the airline's usual rules and practices.

(ii) You are denied boarding because the flight is cancelled; or

C †[C](iii) If, for operational and safety reasons beyond carrier's control, his/her aircraft been substituted with one having lesser capacity and carrier is able to demonstrate that all reasonable measures were take to avoid substitution or it was impossible to take such measures.

(iv) You are offered accommodations in a section of the aircraft other than that specified in your ticket at no extra charge. (A passenger seated in a section for which a lower fare is charged must be given an appropriate refund); or

(v) The airline is able to place you on another flight, or flights, that are planned to reach your destination within one hour of the scheduled arrival of your original flight.

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† - Effective November 9, 2017 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 58361.

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SECTION I - GENERAL RULES

87 DENIED BOARDING COMPENSATION (See also Rule 80 REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS) and Rule 90 (REFUNDS) (Continued)

(B) APPLICABLE ONLY TO FLIGHTS OR PORTIONS OF FLIGHTS ORIGINATING IN THE U.S./CANADA (Continued)

(3) Written Explanation of Denied Boarding Compensation and Denied Boarding Priorities (Continued)

(d) Amount of Denied Boarding Compensation

C Passengers traveling from the United States/Canada to a foreign point who are denied boarding involuntarily from an oversold flight originating at a U.S./†[N]Canadian airport are entitled to:

(i) No compensaton if the carrier offers alternate transportation that is planned to arrive at the passenger's destination or first stopover not later than one hour after tha planned arrival time of the passenger's original flight;

C (ii) 200% of the fare to the passenger's destination or first stopover, with a maximum of $†[I]675 USD/CAD, if the carrier offers alternate transportation that is planned to arrive at the passenger's destination or first stopover more than one hour but less than four hours after the planned arrival time of the passenger's original flight; and

(iii) 400% of the fare to the passenger's destination or first stopover, with a maximum of $1,350 USD/CAD, if the carrier does not offer alternate transportation that is planned to arrive at the airport of the passenger's destination or first stopover less than four hours after the planned arrival time of the passenger's original flight.

The requirements of this section apply to passenger with "zero fare tickets." The fare paid by these passengers for purposes of calculating denied boarding compensation shall be the lowest cash, check, or credit card payment charged for a ticket in the same class of service on that flight.

(e) Method of Payment - except as provided below, the airlines must give each passenger who qualifies for involuntary denied boarding compensation a payment by cash, check for the amount specified above, on the day and place the involuntary denied boarding occurs. If the airline arranges alternate transportation for the passenger's convenience that departs before the payment can be made, the payment will be sent to the passenger within 24 hours. The air carrier may offer free or discounted transportation in place of the cash payment. In that event, the carrier must disclose all material restrictions on the use of the free or discounted transportation before the passenger decides whether to accept the transportaton in lieu of a cash or check payment. The passenger may insist on the cash/check payment or refuse all compensation and bring private legal action.

(f) Passenger's Options - Acceptance of the compensation (by endorsing the check, draft or MCO within 30 days) relieves carrier from any further liability to the passenger caused by its failure to honor the confirmed reservation. However, the passenger may decline payment and seek to recover damages in a court of law or in some other manner.

† - Effective November 9, 2017 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 58361.

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RULE

SECTION I— GENERAL RULES

90 REFUNDS

(A) GENERAL

(1) In case of refund, whether due to failure of carrier to provide the accommodation called for by the ticket, or due to voluntary change of arrangements by the passenger, the conditions and amount of refund will be governed by carrier's tariffs.

(2) Except as otherwise provided in paragraph (F) of this rule, refund by carrier for an unused ticket or portion therof or Miscellaneous Charges Order will be made to the person named as the passenger in such ticket or Miscellaneous Charges Order unless at the time of purchase the purchaser designates on the ticket or Miscellaneous Charges Order another person to whom refund shall be made in which event refund will be made to persons so designated, and only upon delivery of the passenger coupon and all unused flight coupons of the ticket or Miscellaneous Charges Order. A refund made in accordance with this procedure to a person representing him as the person named or designated in the ticket or Miscellaneous Charges Order will be considered a valid refund and carrier will not be liable to the true passenger for another refund.

EXCEPTION 1: Refund in accordance with paragraph (E) below of tickets for transportation which have been issued against a credit card will be made only to the credit card account of the person to whom such credit card has been issued.

EXCEPTION 2: Refund of a ticket which has been issued pursuant to a Prepaid Ticket Advice (PTA) will be made to the person who paid carrier for the ticket.

(3) Carrier will refuse to refund on a ticket which has been presented to government officials of a country or to carrier as evidence of intention to depart therefrom, unless the passenger establishes to carrier's satisfaction that he has permission to remain in the country or that he will depart therefrom by another carrier or conveyance.

(4) Refund will be made provided that the unused coupons are surrendered to carrier within two (2) years after the expiry date of the validity of the ticket.

(B) CURRENCY

All refunds will be subject to government laws, rules, regulations or orders of the country in which the ticket was originally purchased and of the country in which the refund is being made. Subject to the foregoing provisions, refunds will be made in the currency in which the fare was paid, or in lawful currency of the country of the carrier making the refund or of the country where the refund is made, or in the currency of the country in which the ticket was purchased, in an amount equivalent to the amount due in the currency in which the fare or fares for the flight covered by the ticket as originally issued was collected.

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RULE

SECTION I— GENERAL RULES

90

REFUNDS (Continued)

(C) SPECIAL HANDLING BY CARRIER Carrier will make all or any individual refunds through its general accounting offices or regional sales or accounting offices, and will require prior written applications for refunds to be prepared by passenger on special forms furnished by carrier.

(D) INVOLUNTARY REFUNDS (See also Rule 80 (INVOLUNTARY REVISED ROUTINGS) and Rule 87 (DENIED BOARDING COMPENSATION) For the purpose of this paragraph, the term 'Involuntary Refund' shall mean any refund to a passenger who is prevented from using the carriage provided for in his ticket because of cancellation of flight, inability of carrier to provide previously confirmed space, substitution of a different type of equipment or different class of service by carrier, missed connections, postponement or delay of flight, omission of a scheduled stop, or removal or refusal to carry under conditions prescribed in Rule 25 (REFUSAL TO TRANSPORT-LIMITATIONS OF CARRIAGE). Involuntary refunds will be computed as follows:

(1) When no portion of the trip has been made, the amount of refund will be equal to the fare paid.

(2) When a portion of the trip has been made, the amount of refund will be:

(a) Either an amount equal to the one way fare less the same rate of discount, if any, that was applied in computing the original one way fare (or on round or circle trip tickets, one-half of the round trip fare) and charges applicable to the unused transportation from the point of termination to the destination or stopover point named on the ticket or to the point at which transportation is resumed, via:

(i) The routing specified on the ticket, if the point of termination was on such routing; or

(ii) The routing of any carrier operating between such points, if the point of termination was not on the routing specified on the ticket; in such case the amount of refund will be based on the lowest fare applicable between such points; or

(b) The difference between the fare paid and the fare for the transportation used, whichever is higher.

EXCEPTION: When a passenger holding a ticket for carriage for a higher class of service between an origin and a destination is required by carrier to use a lower class of service for any portion of such carriage, the amount of refund will be as follows:

(1) For One-Way Tickets The difference between the fare for the higher class of service and the fare for the lower class of service between the points where the lower class service is used;

(2) For Round Trip, Circle Trip or Open-Jaw Tickets The difference between 50 percent of the round trip fare for the higher class of service and 50 percent of the round trip fare for the lower class of service between the points where the lower class of service is used.

FOR THE PURPOSE OF THIS EXCEPTION, FARES ARE PUBLISHED IN THE FOLLOWING DESCENDING ORDER OF CLASSES OF SERVICE:

(a) First Class fares applicable on jet aircraft.
(b) First Class fares applicable on propeller aircraft.
(c) One Class Standard Service fares.
(d) Economy Class, Tourist Class, or Coach Class fares applicable on jet aircraft.
(e) Economy Class, Tourist Class, or Coach Class fares applicable on propeller aircraft.
(f) Thrift Class fares applicable on jet aircraft.
(g) Thrift Class fares applicable on propeller aircraft.

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

(3) The service charge provided for in Rule 60 (RESERVATIONS) herein, will not be assessed, and any communication expenses paid by the passenger in accordance with Rule 60 (RESERVATIONS) will be refunded, or if such expense at the time has not been collected by carrier, its collection will be waived.

(Continued on next page)

: the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see pages CI-17 through CI-24.

RULE	SECTION I - GENERAL RULES

90 REFUNDS (Continued)

(E) VOLUNTARY REFUNDS

For the purpose of this paragraph, the term "Voluntary Refund" shall mean any refund of a ticket or portion thereof other than an involuntary refund, as described in paragraph (D) of this rule. Voluntary refunds shall be computed as follows:

(1) If no portion of the ticket has been used, refund will be the full amount of the fare paid, less any applicable service charge and communication expenses, or

(2) If a portion of a ticket has been used, refund will be made in an amount equal to the difference, if any, between the fare paid and the applicable fare between the points between which the ticket has been used, less any applicable service charge and communication expenses.

(3) When the refunding of any portion of a ticket would result in the use of such ticket between any points where the carriage of traffic is prohibited, the refund, if any, will be determined as if such ticket had been used to a point beyond which would not result in the violation of carrier's operating rights or privileges. The passenger will be refunded the difference between the fare paid from the point of origin to such farther point and the total fare paid, less any applicable charges.

(4) A penalty for voluntary cancellation shall not apply and the total amount paid shall be refunded if such cancellation is made after an increase in the fare is made applicable between the time of the initial payment and the date of travel.

(5) A service charge of USD 25.00 will be assessed in any case where the passenger requests a refund of an unused ticket or any unused portion of a ticket.

EXCEPTION: This service charge will not apply to refunds of the following:

(1) Sales Agents' Discount tickets, Industry Tickets for Interline Employees or Government Tickets.

(2) Replacement Tickets issued in case of lost tickets;

(3) Class difference resulting from voluntary or involuntary downgrading of tickets.

(4) Any fares by whose rules a higher amount of refund penalty is established and such higher amount shall apply in the refund case.

(6) The refund amount shall be assessed in the currency of the country of commencement of transportation. But when refunded in another currency, the bank rate applicable on the date of the refund transaction is used to convert the refunded amount to the currency of refund. If the original payment was made in a currency other than the local currency, any refund in the same currency as originally tendered shall be at the same rate of exchange used for the original payment.

(F) LOST TICKET

The following provisions will govern refund of a lost ticket or unused portion thereof:

(1) When a lost ticket or portion thereof is not found, refund as stipulated will be made upon receipt of proof of loss satisfactory to carrier and after receipt of written request for refund from the passenger. Refund will only be made provided that the lost ticket or portion thereof has not been honored for transportation of, or refunded, upon surrender by any person prior to the time the refund is made and further provided that the passenger agrees to indemnify and hold carrier harmless against any and all loss, damage, claim or expense, including without limitation, reasonable attorney fees, which carrier may suffer or incur by reason of the making of such refund and/or the subsequent presentation of said ticket(s) for transportation or refund of any other use whatsoever.

EXCEPTION: Written request for refund must be made not later than one month after the expiration date of the lost ticket.

C †[C](2) A service charge of USD 100.00 in the U.S.A., CAD 70 in Canada, USD 50.00 except in U.S.A./Canada (or the equivalent amount in foreign currency as applicable) will be imposed per passenger/document for handling such request for refund or replacement of a lost ticket; this service charge is not subject to any discount and cannot be refunded.

(3) The foregoing provisions shall also apply to lost Miscellaneous Charges Order, deposit receipts and excess baggage tickets.

For unexplained abbreviations, reference marks and symbols see Pages 17 through 24.

† - Effective July 13, 2003 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 79701.

RULE | SECTION I - GENERAL RULES

115 BAGGAGE

(A) CHECKED BAGGAGE

(1) Nothing contained in this tariff shall entitle a passenger to have his baggage checked on a journey for which carrier does not offer facilities for the checking of baggage.

(2) Upon delivery to carrier of the baggage to be checked, carrier will insert in the ticket the number of pieces and weight of the checked baggage (which act shall constitute the issuance of the baggage check); in addition carrier will issue for identification purposes only, a baggage (claim) tag for each piece of baggage so delivered and covered by the baggage check. All checked baggage must be properly packed in suitcases or similar containers in order to ensure safe carriage with ordinary care in handling. Fragile or perishable articles, money, jewelry, silverware, negotiable papers, securities or other valuables will not be accepted as checked baggage.

(B) MOVEMENT OF BAGGAGE

Checked baggage will be carried in the same aircraft as the passenger unless such carriage is deemed impractical by carrier in which event carrier will move the baggage in the next preceding or subsequent flight on which space is available. CI has the right to refuse to transport baggage on any flight other than the one carrying the passenger.

C EXCEPTION: Checked [C]baggage carried to the Philippines which exceeds the free checked baggage outlined in Paragraphs (G) and (H) below will be transported on a space available basis, and may be transported on an aircraft other than one used to carry the passenger.

(C) INSPECTION BY CARRIER

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

(D) DANGEROUS, DAMAGEABLE OR UNSUITABLE BAGGAGE

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

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

(1) FIREARMS

(a) Firearms will be accepted only when unloaded and suitably packed and when checked for carriage in the baggage or other compartment of the aircraft not accessible to the passenger.

(b) At the time of check-in, firearm(s) will be surrendered and the passenger will be required to make a written or verbal declaration that the firearm(s) as surrendered is safe for transportation.

(c) When firearms used for sport purposes are carried on the aircraft, entry permits shall be in the possession of the passenger for the country or countries of transit and destination.

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

(Continued on next page)

RULE	SECTION I - GENERAL RULES

115 BAGGAGE

(A) CHECKED BAGGAGE

(1) Nothing contained in this tariff shall entitle a passenger to have his baggage checked on a journey for which carrier does not offer facilities for the checking of baggage.

(2) Upon delivery to carrier of the baggage to be checked, carrier will insert in the ticket the number of pieces and weight of the checked baggage (which act shall constitute the issuance of the baggage check); in addition carrier will issue for identification purposes only, a baggage (claim) tag for each piece of baggage so delivered and covered by the baggage check. All checked baggage must be properly packed in suitcases or similar containers in order to ensure safe carriage with ordinary care in handling. Fragile or perishable articles, money, jewelry, silverware, negotiable papers, securities or other valuables will not be accepted as checked baggage.

(B) MOVEMENT OF BAGGAGE

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

(C) INSPECTION BY CARRIER

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

(D) DANGEROUS, DAMAGEABLE OR UNSUITABLE BAGGAGE

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

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

(1) FIREARMS

(a) Firearms will be accepted only when unloaded and suitably packed and when checked for carriage in the baggage or other compartment of the aircraft not accessible to the passenger.

(b) At the time of check-in, firearm(s) will be surrendered and the passenger will be required to make a written or verbal declaration that the firearm(s) as surrendered is safe for transportation.

(c) When firearms used for sport purposes are carried on the aircraft, entry permits shall be in the possession of the passenger for the country or countries of transit and destination.

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

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

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

(a) Small arms ammunition for sporting purposes in quantities not exceeding 5 kilograms (11 lbs.) gross weight per passenger, securely packaged for personal use, excluding those with explosive or incendiary projectiles.

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

(3) LIQUIDS

(Continued on next page)

RULE

SECTION I - GENERAL RULES

115 BAGGAGE (Continued)

(D) DANGEROUS, DAMAGEABLE OR UNSUITABLE BAGGAGE (Continued)

(6) The following items may not be carried on board an aircraft or checked as baggage:
- (a) compressed gases
- (b) corrosives
- (c) flammable materials
- (d) oxidizing materials
- (e) poisons
- (f) radioactive materials

(7) In addition to the aforementioned articles, any article that is listed in the Department of Transportation Hazardous Materials Regulations (49 CFR 171-177); the international Civil Aviation Origination Technical Instructions for the Safe Transport of Dangerous Goods Regulations will only be accepted under the provisions outlined therein.

(E) FREE BAGGAGE ALLOWANCE FOR PASSESNGERS OTHER THAN CHILDREN:

(1) (a) BUSINESS CLASS SERVICE (Applicable between Area 2 and Area 3 or within Area 2 or Area 3)
The free baggage allowance, including checked and unchecked baggage of each passenger paying the adult Business Class fare, except as otherwise required by other governments of country of origin, will be 40 Kilograms (88 pounds).

(b) PREMIUM ECONOMY CLASS SERVICE (Applicable between Area 2 and Area 3 or within Area 2 or Area 3)
The free baggage allowance, including checked and unchecked baggage of each passenger paying the Adult Premium Economy Class fare, will be 35 Kilograms (77 pounds).

(2) ECONOMY CLASS SERVICE (Applicable between Area 2 and Area 3 or within Area 2 or Area 3)
The free baggage allowance, including checked and unchecked baggage, of each passenger paying the adult Economy Class fare, except as otherwise provided below, will be 30 kilograms (66 pounds).

(3) COMBINED SERVICES
- (a) For through journeys where the passenger travels partly on Business Class service, and partly on Economy Class services, the free baggage allowance for each portion of the trip shall be that applicable to the class of service for which the fare is paid.
- (b) When a passenger who has paid the Business Class fare travels on Economy Class service, the free baggage allowance will be that applicable to the Business Class service.

(4) HAND CARRIED BAGGAGE
In addition to the free baggage allowances provided herein, each passenger may carry, without additional charges, the following articles of baggage only when retained in the passenger's custody; except that items listed in (g) and (h) may be carried in the passenger or baggage compartment of the aircraft:
- (a) A handbag, pocketbook or purse which is appropriate to normal traveling dress and which is not being used as a container for the transportation of articles regarded as baggage;
- (b) An overcoat, wrap or blanket;
- (c) An umbrella or walking stick;
- (d) A small camera and a pair of binoculars;
- (e) A reasonable amount of reading matter for the flight;
- (f) Infant's food for consumption in flight;
- (g) Infant's carrying basket or bassinet;
- (h) A fully collapsible invalid's wheel chair and/or a pair of crutches, and/or braces or other prosthetic device for the passenger's use; provided that the passenger is dependent upon them.
- (i) Any other articles, including overnight bags, brief cases, typewriter, personal radios, vanity or cosmetic cases, hat boxes, large cameras and reading matter which cannot reasonably be read during the flight will not be carried free unless they are included in the free baggage allowance.

C (5) [C]DOGS ACCOMPANYING PASSENGERS MOBILITY AIDS AND SERVICE ANIMALS
A dog trained to lead the blind will be carried free of charge in addition to the normal free baggage allowance provided that such a dog accompanies a passenger with impaired
C vision dependent upon it, and is properly harnessed [X], and does not occupy a seat. However, such dogs will not be carried unless proper permits are obtained for entry into the country or territory of destination and countries or territories of transit where such permits are required and only if the evidence of possession of such permits is presented prior to reservations being made. If any country or territory on the route prohibits the
C entry of dogs, carriage will be refused. [X] It is impractical to carry a dog in the passenger compartments and under such conditions carriage will be refused. Carrier will not be responsible in the event any such dog is refused entry into or passage through any
C country or territory. [X].

(Continued on next page)

SECTION I - GENERAL RULES

115 BAGGAGE (Continued)

(E) FREE BAGGAGE ALLOWANCE FOR PASSENGERS OTHER THAN CHILDREN (Continued)

(6) ACCOMPANIED PETS
(Not applicable between points in the U.S.A. and points outside the U.S.A./Canada.)
Accompanied pets, when accepted, including the containers carried, will not be included in the free baggage allowance of the passenger, and the passenger will be assessed the applicable excess baggage weight charge.

(7) BICYCLES
(Not applicable between points in the U.S.A. and points outside the U.S.A./Canada.)
The weight of bicycles will not be included in the free baggage allowance of the passenger and will be assessed the applicable excess baggage weight charge.

(8) FREE BAGGAGE ALLOWANCE FOR INVOLUNTARILY REROUTED PASSENGERS
Involuntarily rerouted passengers will receive the free baggage allowance applicable to the class of service for which tickets were originally issued, regardless of whether such passengers are subsequently transferred to a different class of service.

(F) FREE BAGGAGE ALLOWANCE FOR CHILDREN (Not applicable between points in the U.S.A. and points outside the U.S.A./Canada).

(1) Children carried without charge, or for whom the fare is 10 percent of the normal adult
C fare, will be granted a free baggage allowance of [C]10 kilograms (22 pounds).

(2) Children for whom the fare is 50 percent or more of the normal adult fare will be granted free baggage allowance on the same basis as a passenger paying the adult fare and subject to the same exceptions as set forth in paragraph (E) above.

(G) COMBINATION OF FREE BAGGAGE ALLOWANCES
When two or more passengers traveling as one party to a common destination or point of stopover by the same flight, present themselves and their baggage for traveling at the same time and place, they shall be permitted a total free baggage allowance equal to the combination of their individual free baggage allowances.

(H) EXCESS WEIGHT CHARGES
(Not applicable between points in the U.S.A. and points outside the U.S.A./Canada.)
Baggage weighing in excess of the free baggage allowance will be charged at a rate per kilogram
C [X], except that:

EXCEPTION 1 - FOR SNOW/WATER SKIING EQUIPMENT
One set per passenger of snow/water skiing equipment consisting of one pair each of skis, one pair of ski poles and one pair of boots, or one snowboard, one pair of boots, or one pair of standard water skis or one slalom water ski subject to the following conditions:

(i) The charge shall be equal to the applicable rate for three kilograms of excess baggage.
(ii) Such charge shall only be assessed when the above articles are not included in the normal checked baggage allowance for the class of service paid.
(iii) When the above articles are included in the checked baggage allowance, any overweight resulting from such inclusion shall be assessed at the above special charge or the normal baggage charge, whichever is less. This charge shall be available for the carriage of only one set of the above articles per passenger; for any snow/water skiing equipment in excess thereof the normal excess baggage charge as established in (H) above shall apply.

EXCEPTION 2 - FOR GOLFING EQUIPMENT
One set per passenger of golfing equipment as described above and weighing not more than 15 kgs. (33 lbs.), when not included in the free baggage allowance as specified in paragraph (E) above, shall be assessed a charge equal to the applicable excess weight charge for 6 kgs. (13.2 lbs.) of excess baggage, calculated in accordance with the provisions stated above. Any weight of the golfing equipment in excess of the 15 kgs. (33 lbs.) shall be assessed the normal excess weight charges specified in (H) above, provisions shall apply only between the points listed below:

BETWEEN POINTS IN:	AND POINTS IN:
Alaska, Continental U.S.A., Canada, Hawaii, Mexico, Bahamas, Bermuda, Caribbean, Puerto Rico and the Virgin Islands	South America excluding points in Venezuela, Guyana, Surinam and French Guiana

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SECTION I - GENERAL RULES

115 BAGGAGE (Continued)

(H) EXCESS WEIGHT CHARGES (Continued)

C (1) The charge for the baggage so carried per seat shall be computed at the rate per kilogram (2.2 pounds). [X]

(2) When a passenger requests that an item of baggage be carried in the cabin, and it is determined by Carrier that the item is acceptable as cabin baggage, but it is so fragile and/or bulky as to require the use of a seat, the provisions specified below will apply.

(a) Cabin-seat baggage must be carried aboard the aircraft by the passenger and secured in a seat.

(b) Carrier will charge 100 percent of the applicable full fare for that portion of the trip on which the extra seat is used.

(I) COLLECTION OF EXCESS WEIGHT/OVERSIZE AND/OR ADDITIONAL PIECE CHARGES

At the passenger's option, excess weight, oversize and/or additional piece charges will be payable either at the point of origin for the entire journey to final destination, or at the point of origin to the point of stopover, in which event, when carriage is resumed, charges will be payable from the point of stopover to the next point or destination. When on a journey for which a through excess baggage ticket has been issued there is an increase in the amount of excess baggage carried, carrier will issue a separate excess baggage ticket for such increase and collect charges to destination or a stopover point as the case may be.

Unit rate: USD

Country	City	Country	Price	Type
	GUM	TW	50	Piece
	GUM	TH/MY/PH/VN/ID/ SG/KH/MM/CN/HK	55	Piece
	GUM	JP/KR/PW	60	Piece
	GUM	South Asia/AU/NZ	80	Piece
	GUM	Europe/Middle East/Africa/CA	100	Piece
AU	SYD/ BNE	NZ	6	KG
TW		TW	2	KG
TW		TH/MY/PH/VN/ID/ SG/KH/MM/CN/HK/ JP/KR/PW	6	KG
TW		South Asia/AU/NZ/ Europe/Middle East/Africa	15	KG
TW		US/CA	115	Piece
TW		Central America/ South America	170	Piece
TH/MY/PH/VN/ID/ SG/KH/MM/HK/CN		TH/MY/PH/VN/ID/ SG/KH/MM/HK/CN/ JP/KR/PW	6	KG
TH/MY/PH/VN/ID/ SG/KH/MM/HK/CN		South Asia/AU/NZ/ Europe/Middle East/Africa	15	KG
TH/MY/PH/VN/ID/ SG/KH/MM/HK/CN		US/CA	115	Piece
TH/MY/PH/VN/ID/ SG/KH/MM/HK/CN		Central/South America	180	Piece
JP/KR/PW		JP/KR/Palau	6	KG
JP/KR/PW		South Asia/AU/NZ/ Europe/Middle East/Africa	15	KG
JP/KR/PW		US/CA	130	Piece
JP/KR/PW		Central/South America	185	Piece
South Asia/AU/NZ		South Asia/AU/NZ/ Europe/Middle East/Africa	15	KG
South Asia/AU/NZ		US/CA	145	KG
South Asia/AU/NZ		Central/South America	200	Piece
Europe/Middle East/Africa		US/CA	165	Piece
Europe/Middle East/Africa		Central/South America	220	Piece

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SECTION I - GENERAL RULES

115 BAGGAGE (Continued)

(I) COLLECTION OF EXCESS WEIGHT/OVERSIZE AND/OR ADDITIONAL PIECE CHARGES (Continued)

C [N] Payment of Excess Baggage Charges
The payment of excess baggage charges shall be made at the local currency of the countries of origin or en-route cities. When payment is made in countries other than the U.S.A., the excess baggage charge specified in USD shall be converted to the local currencies of countries of origin or en-route cities at the applicable banker's selling rate.

(J) EXCESS VALUE CHARGES
Except as otherwise provided in paragraph (K) below, a passenger may declare a value in excess of USD 20.00/CAD 20.00 (250 French Gold Francs) or its equivalent per kilogram in the case of checked baggage and USD 400.00/CAD 400.00 (5,000 French Gold Francs) or its equivalent per passenger in the case of unchecked baggage or other property. When such declarations are made, charges for value in excess of the amounts specified above will be assessed by each carrier participating in the carriage at the rate of USD 0.50/CAD 0.50 per each USD 100.00 or fraction thereof.

(K) VALUATION LIMIT OF BAGGAGE
No baggage of any one passenger having a declared value in excess of USD/CAD 2,500.00 will be accepted for carriage, unless special arrangement has been made in advance between the passenger and the carriers concerned.

(L) COLLECTION OF EXCESS VALUE CHARGES
Except as otherwise provided in carrier's regulations, excess value charges will be payable at the point of origin for the entire journey to final destination; provided that, if at a stopover en route, a passenger declares a higher excess value than that originally declared, additional value charges for the increased value from the stopover at which the higher excess value was declared to final destination will be payable.

(M) PAYMENT OF CHARGES
Carrier will not be obligated to carry baggage until the passenger has paid all applicable charges or has complied with credit arrangements established by carrier.

(N) EXCESS WEIGHT/OVERSIZE AND/OR ADDITIONAL PIECE AND VALUE CHARGES ON REROUTINGS OR CANCELLATIONS
When a passenger is rerouted or his carriage cancelled, the provisions which govern with respect to the payment of additional fares or the refunding of fares shall likewise govern the payment or the refunding of excess weight charges and the payment of excess value charges, but no refund of value charges will be made when a portion of the carriage has been completed.

(Continued on next page)

RULE | SECTION I - GENERAL RULES

115 BAGGAGE (Continued)

(O) CHECKING OF BAGGAGE BY CARRIER

Except as otherwise provided in this rule, each participating carrier will, upon presentation by a fare paying passenger of a valid ticket covering transportation over the lines of such carrier, or over the lines of such carrier and one or more other participating carriers, check personal property which is tendered by the passenger for transportation as baggage, when tendered at the city or airport office designated by the carrier, and within the times prescribed by such carrier; but no participating carrier will check property so tendered:

(1) Beyond the destination, or not on the routing, designated on such ticket;
(2) Beyond a point of stopover;
(3) Beyond a point of transfer to any other carrier, if the passenger has declared a valuation in excess of the amounts specified in paragraph (J) above except between points where through interline service is provided without change of aircraft by two or more participating carriers;
(4) Beyond a point beyond which the passenger holds no reservation;
(5) Beyond a point at which the passenger is to transfer to a connecting flight, and such flight is scheduled to depart from a different airport than that at which the passenger is scheduled to arrive at such point;
(6) Beyond a point at which the passenger desires to resume possession of such property or any portion thereof; or
(7) Beyond a point beyond which all applicable charges have not been paid;
(8) (Applicable only for through transportation.) To a point to which the passenger holds no reservation, unless the passenger's name or initials are on the outside of such baggage.

(P) DELIVERY OF CHECKED BAGGAGE BY CARRIER

(1) Checked baggage will be delivered to the bearer of the baggage check upon payment of all unpaid sums due carrier under contract of carriage and upon return to carrier of the baggage (claim) tag(s) issued in connection with such baggage. Carrier is under no obligation to ascertain that the bearer of the baggage check and baggage (claim) tag is entitled to delivery of the baggage, and carrier is not liable for any loss, damage or expense arising out of or in connection with such delivery of the baggage. Except as otherwise provided in paragraph (3) herein, delivery will be made at the destination shown in the baggage check.
(2) If the provisions of paragraph (1) above, are not complied with by a person claiming the baggage, carrier will deliver the baggage only on condition that such person establishes to carrier's satisfaction his rights thereto, and if required by carrier, such person shall furnish adequate security to indemnify Carrier for any loss, damage or expense which may be incurred by carrier as a result of such delivery.
(3) At the request of the bearer of the baggage check and baggage (claim) tag(s), checked baggage will be delivered at the place of departure or an intermediate stopping place upon the same condition provided for in paragraph (1) hereof, unless precluded by government regulations, or unless time and circumstances do not permit. In delivering baggage at the place of departure or at any intermediate stopping place, carrier shall be under no obligation to refund any charges paid.
(4) Acceptance of baggage by the bearer of the baggage check and baggage (claim) tag(s) without written complaint at the time of delivery is presumptive evidence that the baggage has been delivered in good condition and in accordance with the contract of carriage.

C (Q) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN THE U.S.A./[N]CANADA AND POINTS IN AREA 3

Subject to the provisions of subparagraph (E) of this rule, the free baggage allowance and excess baggage charges will be:

(1) FREE BAGGAGE ALLOWANCE FOR PASSENGERS OTHER THAN CHILDREN

(a) Business Class Service

(i) Two pieces of baggage of which the sum of the greatest outside linear dimensions of each bag does not exceed 158 cms (62 inches) and provided the weight of each bag does not exceed 32 Kgs (70 lbs).

(ii) One or more additional pieces of baggage (measured together if more than one piece) of which the sum of the greatest outside linear dimensions does not exceed 115 cms (23cm x 36cm x 56cm) 45 inches (9in x 14in x 22in) and the weight should not exceed 7 Kgs only when retained in the passenger's custody, except where actual underseat space facilities require a bag of lesser size. Such additional piece(s) must be carried on board the aircraft by the passenger.

(b) Premium Economy

Two pieces of baggage (measured together) of which the sum of the greatest outside linear dimensions of each bag does not exceed 158 cms (62 inches), and provided the weight of each bag does exceed 28 Kgs (61 lbs).

(Continued on next page)

RULE | SECTION I - GENERAL RULES

115 BAGGAGE (Continued)

C (Q) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN THE U.S.A/[N]CANADA AND POINTS IN AREA 3 (Continued)

(1) Continued)

(c) Economy Class Service

(i) Two pieces of baggage (measured together) of which the sum of the greatest outside linear dimensions does not exceed 273 cms (107 inches) provided that the outside linear dimensions of each bag does not exceed 158 cms (62 inches), and provided the weight of each bag does not exceed 23 kgs (50 lbs).

(ii) One or more additional pieces (measured together if more than one piece) of which the sum of the greatest outside linear dimensions does not exceed 115 cms (23cm x 36cm x 56cm) or 45 inches (9in x 14in x 22in) and the weight should not exceed 7 kgs only when retained in the passenger's custody, except where actual underseat space facilities require a bag of lesser size. Such additional piece(s) must be carried on board the aircraft by the passenger.

(d) Other Special Pieces of Baggage

(i) In lieu of pieces of baggage provided for in (a) or (b) above, any article listed below, regardless of the actual dimensions will be considered to be a piece of baggage whose outside linear dimensions are 55 in., will be accepted.

(aa) One sleeping bag or bedroll;
(bb) One rucksack/knapsack/backpack;
(cc) One pair of snow skis with one pair of ski poles and one pair of ski boots;
(dd) One golf bag containing golf clubs and one pair of golf shoes;
(ee) One duffel-type bag or B-4-type bag;
(ff) One surfboard.
(gg) (Applicable only to/from Japan) One suitably packed bicycle (single seat touring or racing bicycle, non-motorized) regardless of its actual dimensions, as a piece of baggage at 55 inches.

(ii) In lieu of the pieces of baggage provided for in (a) or (b), any portable musical instrument not exceeding 39 inches in length will be considered to be one piece of baggage at 39 inches.

(2) FREE BAGGAGE ALLOWANCE FOR CHILDREN

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

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

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

(3) EXCESS BAGGAGE CHARGES

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

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

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

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

C (iv) Each piece of baggage whose sum of the three dimensions exceeds 80 inches, and/or whose weight exceeds 23 kgs (for [C]Business Class Service: 32 kgs) and for Premium Economy Class service: 28 kgs.), will be carried as accompanied baggage only if advance arrangements are made with carrier. Such baggage shall be weighed and it shall be assessed 300 percent of the applicable charge listed in subparagraph (e) below for the first 45 kgs. or fraction thereof. Each additional 10 kgs. or fraction thereof will be assessed the applicable charge listed in subparagraph (e) below.

(v) For baggage up to and including 70 lbs. (32 kgs.) The charge for each bag (piece) within the free allowance whose weight exceeds 50 lbs. (23 kgs.) and the charge for each bag (piece) within the free allowance whose weight exceeds 61 lbs. (28 kgs.) for Premium Economy Class service and within the free allowance whose weight exceeds 50 lbs. (23 kgs.) for Economy Class Service shall be as follows:

NOTE: USD 32.00 or equivalent in local currency at the Bankers Rate of Exchange shall apply except the countries below:

Chinese Taipei:	TWD 1000
Canada:	CAD 32

(Continued on next page)

RULE | SECTION I - GENERAL RULES

115 BAGGAGE (Continued)

(Q) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN THE U.S.A./CANADA AND POINTS IN AREA 3 (Continued)

(3) EXCESS BAGGAGE CHARGES (Continued)

(b) Sporting equipment will be assessed the charges published below for each item of sporting equipment listed:

(i) Golfing equipment consisting of one golf bag (containing golf clubs) and one pair of golf shoes will be included in determining the free baggage allowance and if in excess will be assessed 50 percent of the applicable charge listed in subparagraph (e) below. However, only one set of golfing equipment will be included in the free baggage allowance. Any sets of golfing equipment in excess of one will not be included in the free baggage allowance and will be assessed the applicable charge listed in subparagraph (e) below.

(ii) Snow/water skiing equipment consisting of one pair of skis, one pair of ski poles and one pair of ski boots or one snowboard, one pair of boots, or one pair of standard water skis or one slalom water ski will be included in determining the free baggage allowance and if in excess will be assessed 33 percent of the applicable charge listed in subparagraph (e) below. However, only one set of snow skiing equipment will be included in the free baggage allowance. Any sets of snow skiing equipment in excess of one will not be included in the free baggage allowance and will be assessed the applicable charge listed in subparagraph (e) below.

(iii) Surfboards consisting of one surfboard will not be included in checked baggage allowance and will be assessed as follows - one surfboard not exceeding 109 inches (277 cm) at 100 percent of one ecess baggage charge as listed in subparagraph (E) below, or - one surfboard exceeding 109 inches (277 cm) at 150 percent of one excess baggage charge as listed in subparagraph (E) below.

(c) Accompanied pets in containers, subject to the conditions of acceptance stated in this rule will not be included in determining the free baggage allowance and will be assessed at 100 percent of the applicable charge listed in subparagraph (e) below, irrespective of being transported as checked baggage or in the cabin compartment.

(i) Pet as checked baggage
The greatest outside linear dimensions of the container is 62 inches (158 cm). For those exceeding 62 inches (158 cm), excess baggage charge applicable to normal checked baggage in over-size or over-weight conditions in subparagraph (a) shall apply.

(ii) Pet handcarried into the cabin
Dimensions of the container should not be larger than 12" X 15" X 19" (inches).

(d) Cabin Baggage

(i) If an item of baggage is acceptable for carriage but requires the use of a seat, such baggage may not be included in the free baggage allowance and is not subject to normal excess/oversize baggage charges. Such baggage will be accepted only if it does not exceed 165 lbs. (75 kgs.). The charge for such seat shall be the fare which would have been charged to a passenger occupying such seat(s) for the applicable journey. However, inclusive tour, child or other rebated fare like spouse, agent or ship crew fares may not be used.

(Continued on next page)

RULE

SECTION I - GENERAL RULES

115 BAGGAGE (Continued)

(Q) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN THE U.S.A./CANADA AND POINTS IN AREA 3 (Continued)

(3) EXCESS BAGGAGE CHARGES (Continued)

(d) Cabin Baggage (Continued)

(ii) Handcarried baggage whose weight exceeded 7 kgs and does not exceed 12 kgs will be subject to the following charge at the boarding gate.

NOTE: USD 32.00 or equivalent in local currency at the bankers rate of exchange shall apply except the countries below:
Chinese Taipei: TWD 1000
Canada: CAD 32

Country	City	Country	Price	Curr
	GUM	TW	50	USD
	GUM	TH/MY/PH/VN/ID/ SG/KH/MM/CN/HK	55	USD
	GUM	JP/KR/PW	60	USD
	GUM	South Asia/AU/NZ	80	USD
	GUM	Europe/Middle East/Africa/CA	100	USD
AU	SYD/ BNE	NZ	6	USD
TW		TW	2	USD
TW		TH/MY/PH/VN/ID/ SG/KH/MM/CN/HK/ JP/KR/PW	6	USD
TW		South Asia/AU/NZ/ Europe/Middle East/Africa	15	USD
TW		US/CA	115	USD
TW		Central America/ South America	170	USD
TH/MY/PH/VN/ID/ SG/KH/MM/HK/CN		TH/MY/PH/VN/ID/ SG/KH/MM/HK/CN/ JP/KR/PW	6	USD
TH/MY/PH/VN/ID/ SG/KH/MM/HK/CN		South Asia/AU/NZ/ Europe/Middle East/Africa	15	USD
TH/MY/PH/VN/ID/ SG/KH/MM/HK/CN		US/CA	115	USD
TH/MY/PH/VN/ID/ SG/KH/MM/HK/CN		Central/South America	180	USD
JP/KR/PW		JP/KR/Palau	6	USD
JP/KR/PW		South Asia/AU/NZ/ Europe/Middle East/Africa	15	USD
JP/KR/PW		US/CA	130	USD
JP/KR/PW		Central/South America	185	USD
South Asia/AU/NZ		South Asia/AU/NZ/ Europe/Middle East/Africa	15	USD
South Asia/AU/NZ		US/CA	145	USD
South Asia/AU/NZ		Central/South America	200	USD
Europe/Middle East/Africa		US/CA	165	USD
Europe/Middle East/Africa		Central/South America	220	USD

Payment of Excess Baggage Charges
The payment of excess baggage charges shall be made at the local currency of the countries of origin or en-route cities. When payment is made in countries other than the U.S.A., the excess baggage charge specified in USD shall be converted to the local currencies of countries of origin or en-route cities at the applicable banker's selling rate.

(Continued on next page)

RULE

SECTION I - GENERAL RULES

115 BAGGAGE (Continued)

(Q) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN THE U.S.A./CANADA AND POINTS IN AREA 3 (Continued)

(3) EXCESS BAGGAGE CHARGES (Continued)

C [N](e) Piece System

(i) (Premium) Business Classes of Service

(aa) One time of the applicable rates shall apply to:
Excess Number: Each bag (piece) exceeding 2 checked bags (pieces), and
Oversize: Each bag (piece) of which the total dimensions exceeds 158 cm (62 in), but not exceeding 203 cm (80 in).

(bb) Twice the applicable unit rates shall apply to each bag (piece) exceeding 2 checked bags (pieces) and of which the total dimensions exceeds 158 cm (62 in), but not exceeding 203 cm(80 in)-Excess Number plus Oversized.

(cc) Any baggage of which the sum of the three dimensions exceeds 80 inches (203 cm) and/or the weight of which 32 kg (70 lb) shall not be carried as accompanied baggage unless prior handling arrangements have been made with the carrier(s). Any such baggage shall be excluded from the free baggage allowance and shall be weighed and charged at three times the applicable unit rates for the first 45 kg or fraction thereof; for each additional 10 kg or fraction thereof, one additional unit rate shall be charged exceeding 203 cm (80 in)-Excess Number plus Overhead.

(ii) (Premium) Economy Class of Service

(aa) For the first two pieces (two pieces as free baggage allowance)
For any pieces weighing over 28 kg (61 lb) but not higher than 32 kg (70 lb), the following charges shall apply:
TWD 1000: ex Taiwan
CAD 32: ex Canada
USD 32: ex U.S.A.
USD 32 or equivalent amount of currencies: from countries other than Taiwan/Canada/U.S.A. to USA or Canada

(bb) One time of the applicable rates shall apply to:
Excess number: Each bag (piece) exceeding 2 checked bags (pieces) not weighing over 28 kg and
Oversized: Each bag (piece) of which the total dimensions exceed 158 cm (62 in), but not exceeding 203 cm (80 in).

(cc) One time of the applicable rates plus TWD 1000, CAD 32, USD 32 or equivalent amounts of other currencies, as applicable, shall apply to:
Excess number: Each bag (piece) exceeding 2 checked bags (pieces) weighing over 28 kg (61 lb) but not higher than 32 kg (70 lb)

(dd) Twice the applicable unit rates shall apply to:
Each bag (piece) exceeding 2 checked bags (pieces) weighing not higher than 28 kg (61 lb) and of which the total dimensions exceeds 158 cm (62 in), but not exceeding 203 cm (80 in)-Excess Number plus Oversized.

(ee) Twice the applicable unit rates plus TWD 1000, CAD 32, USD 32 or equivalent amounts of other currencies, as applicable, shall apply to:
Each bag (piece) exceeding 2 checked bags (pieces) weighing 28 kg-32 kg of which the total dimensions exceeds 158 cm (62 in), but not exceeding 203 cm (80 in)
Excess Number, over-weight plus Oversized.

(ff) Any baggage of which the sum of the three dimensions exceeds 80 inches (203 cm) and/or the weight of which exceed 32 kg (70 lb) shall not be carried as accompanied baggage unless prior handling arrangement have been made with the carrier(s). Any such baggage shall be excluded from the free baggage allowance and shall be weighed and charged at three times the applicable unit rates for the first 45 kg or fraction thereof; for each additional 10 kg or fraction thereof, one additional unit rate shall be charged.

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SECTION I - GENERAL RULES

115 BAGGAGE (Continued)

(Q) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN THE U.S.A./CANADA AND POINTS IN AREA 3 (Continued)

(3) EXCESS BAGGAGE CHARGES (Continued)

C [N](e) Piece System (Continued)

(iii) Economy Class of Service

(aa) For the first two pieces (two pieces as free baggage allowance)
For any piece weighing over 23 kg (50 lb) but not higher than 32 kg (70 lb), the following charges shall apply:
TWD 1000: ex Taiwan
CAD 32: ex Canada
USD 32: ex U.S.A.
USD 32 or equivalent amount of currencies: from countries other than Taiwan/Canada/U.S.A. to USA or Canada

(bb) One time of the applicable rates shall apply to:
Excess number: Each bag (piece) exceeding 2 checked bags (pieces) not weighing over 23 kg and
Oversized: Each bag (piece) of which the total dimensions exceed 158 cm (62 in), but not exceeding 203 cm (80 in).

(cc) One time of the applicable rates plus TWD 1000, CAD 32, USD 32 or equivalent amounts of other currencies, as applicable, shall apply to:
Excess number: Each bag (piece) exceeding 2 checked bags (pieces) weighing over 23 kg (50 lb) but not higher than 32 kg (70 lb).

JLE	SECTION I - GENERAL RULES
115	BAGGAGE (Continued) (Q) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN THE U.S.A./CANADA AND POINTS IN AREA 3 (Continued) (3) EXCESS BAGGAGE CHARGES (Continued) (e) The charge for each piece of excess or oversize baggage will be as indicated below: (Continued)
C	[CANCELLED]

RULE

SECTION I - GENERAL RULES

C116 †[N]INTERLINE BAGGAGE ACCEPTANCE
(Effective to/from Canada for tickets issued on/after April 1, 2015)

(A) APPLICABILITY
This rule is applicable to all interline itineraries issued on a single ticket whose origin or ultimate ticketed destination is in Canada.
It establishes how CI will determine which carrier's baggage rules apply to any passenger's entire interline itinerary.

(B) GENERAL
For the purposes of interline baggage acceptance:
(1) The carrier whose designator code is identified on the first segment of the passenger's interline ticket will be known as the selecting carrier.
(2) Any carrier who is identified as providing interline transportation to the passenger by virtue of the passenger's ticket will be known as a participating carrier.

(C) BAGGAGE RULE DETERMINATION BY SELECTING CARRIER
(1) Checked Baggage
The selecting carrier will:
(a) Select and apply its own baggage rules as set out in its tariff to the entire interline itinerary; or
(b) Select the Most Significant Carrier, as determined by IATA Resolution 302 and conditioned by the Canadian Transportation Agency, in order for that carrier's baggage rules, as established in its tariff, to apply to the entire interline itinerary.
The carrier identified by means of a) or b) will be known as the selected carrier.
(2) Carry-On Baggage
Each operating carrier's carry-on baggage allowances will apply to each flight segment in an interline itinerary. Notwithstanding, the carry-on baggage charges that will apply to the entire interline itinerary will be those of the selected carrier.

(D) BAGGAGE RULE APPLICATION BY PARTICIPATING CARRIER
Where CI is not the selected carrier on an interline itinerary but is a participating carrier that is providing transportation to the passenger based on the ticket issued, CI will apply as its own the baggage rules of the selected carrier throughout the interline itinerary.

(E) DISCLOSURE OF BAGGAGE RULES
Summary Page at the end of an Online Purchase and E-Ticket Disclosure

(1) For baggage rules provisions related to a passenger's 1st and 2nd checked bag and the passenger's carry-on baggage (i.e. the passenger's "standard" baggage allowance), when the carrier sells and issues a ticket for an interline itinerary, it will disclose to the passenger on any summary page at the end of an online purchase and on the passenger's itinerary/receipt and e-ticket at the time of ticketing the baggage information relevant to the passenger itinerary as set out in paragraph 2 below. The disclosed information will reflect the baggage rules of the selected carrier.
(2) The carrier will disclose the following information:
(a) name of the carrier whose baggage rules apply;
(b) passenger's free baggage allowance and/or applicable fees;
(c) size and weight limits of the bags, if applicable;
(d) terms or conditions that would alter or impact a passenger's standard baggage allowances and charges (e.g. frequent flyer status, early check-in, pre-purchasing baggage allowances with a particular credit card);
(e) existence of any embargoes that may be applicable to the passenger's itinerary; and,
(f) application of baggage allowances and charges (i.e. whether they are applied once per direction or if they are applicable at each stopover point).
(3) The carrier will provide this information in text format on the passenger's e-ticket confirmation. Any fee information provided for carry-on bags and the first and second checked bag will be expressed as specific charges (i.e., not a range).

WEB SITE DISCLOSURE
The carrier will disclose on its Web site, in a convenient and prominent location, a complete and comprehensive summary of all the carrier's own baggage rules, including information concerning:
(a) The maximum weight and dimensions of passenger bags, if applicable, both checked and unchecked;
(b) The number of checked and unchecked passenger bags that can be transported and the applicable charges;
(c) Excess and oversized baggage charges;
(d) Charges related to check in, collection and delivery of checked baggage;
(e) Acceptance and charges related to special items, e.g. surf boards, pets, bicycles, etc.;
(f) Baggage provisions related to prohibited or unacceptable items, including embargoes;
(g) Terms or conditions that would alter or impact the baggage allowances and charges applicable to passsengers (e.g.frequent flyer status, early check in, pre-purchasing baggage allowances with a particular credit card); and,
(h) Other rules governing treatment of baggage at stopover points, including passengers subject to special baggage allowances or charges etc.

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† - Effective April 1, 2015 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 66520.

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SECTION I - GENERAL RULES

C116

†[N]INTERLINE BAGGAGE ACCEPTANCE (Continued)
(Effective to/from Canada for tickets issued on/after April 1, 2015) (Continued)

(F) DEFINITIONS

"Airline Designator Code"
an identification code comprised of two-characters which is used for commercial and traffic purposes such as reservations, schedules, timetables, ticketing, tariffs and airport display systems. Airline designators are assigned by IATA. When this code appears on a ticket, it reflects the carrier that is marketing the flight, which might be different from the carrier operating the flight.

"Baggage Rules"
the conditions associated with the acceptance of baggage, services incidental to the transportation of baggage, allowances and all related charges. For example, baggage rules may address the following topics:

- The maximum weight and dimensions of passenger bags, if applicable, both checked and unchecked;
- The number of checked and unchecked passenger bags that can be transported and the applicable charges;
- Excess and oversized baggage charges;
- Charges related to check-in, collection and delivery of checked baggage;
- Acceptance and charges related to special items, e.g. surfboards, pets, bicycles, etc;
- Baggage provisions related to prohibited or unacceptable items, including embargoes;
- Terms or conditions that would alter or impact the baggage allowances and charges applicable to passengers (e.g. frequent flyer status, early check-in, pre-purchasing baggage allowances with a particular credit card); and,
- Other rules governing treatment of baggage at stopover points, including passengers subject to special baggage allowances or charges, etc.

"Interline agreement":
an agreement between two or more carriers to co-ordinate the transportation of passengers and their baggage from the flight of one air carrier to the flight of another air carrier (through to the next point of stopover).

"Interline itinerary":
all flights reflected on a single ticket involving multiple air carriers. Only travel on a single ticket is subject to the Agency's approach provided the origin or the ultimate ticketed destination is a point in Canada.

"Interline travel":
travel involving multiple air carriers listed on a single ticket that is purchased via a single transaction.

"Single ticket":
a document that permits travel from origin to destination. It may include interline/code-share and intra-line segments. It may also include end-to-end combinations (i.e., stand alone fares that can be bought separately but combined together to form one price).

"Summary page at the end of an online purchase":
a page on a carrier's Web site which summarizes the details of a ticket purchase transaction just after the passenger has agreed to purchase the ticket from the carrier and has provided a form of payment.

"Ultimate ticketed destination":
In situations where a passenger's origin is a non-Canadian point and the itinerary includes at least one stop in Canada, as well as at least one stop outside Canada. If the stop in Canada is the farthest checked point and the stop is more than 24 hours, the Agency would consider the ultimate ticketed destination to be Canada.

(Continued on next page)

† - Effective April 1, 2015 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 66520.

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SECTION I - GENERAL RULES

C116

†[N]INTERLINE BAGGAGE ACCEPTANCE (Continued)
(Effective to/from Canada for tickets issued on/after April 1, 2015) (Continued)

(F) DEFINITIONS (Continued)

CARRIER DEFINITIONS (Various)

"Down Line Carrier ":
any carrier, other than the selecting carrier, who is identified as providing interline transportation to the passenger by virtue of the passsenger's ticket.

"Marketing Carrier":
the carrier that sells flights under its code.

"Most Significant Carrier (MSC)":
is determined by a methodology, established by IATA (Resolution 302), which establishes, for each portion of a passenger's itinerary where baggage is checked through to a new stopover point, which carrier will be performing the most significant part of the service. For travelers under the Resolution 302 system, the baggage rules of the MSC will apply. For complex itineraries involving multiple checked baggage points, there may be more than one MSC, resulting in the appplication of differing baggage rules through an itinerary.

"Most Significant Carrier (MSC)-IATA Resolution 302 as conditioned by the Agency":
in this instance, the MSC is determined by applying IATA Resolution 302 methodology as conditioned by the Agency. The Agency's reservation has stipulated that only a single set of baggage rules may apply to any given interline itinerary. The aim of the Agency's reservation is to allow the selecting carrier to use the MSC methodology to determine which carrier's baggage rules apply to an international interline itinerary to or from Canada, while reinforcing the role of tariffs in the determination of which carrier's rules apply.

"Operating Carrier":
the carrier that operates the actual flight.

"Participating Carrier(s)":
includes both the selecting carrier and down line carriers who have been identified as providing interline transportation to the passenger by virtue of the passenger's ticket.

"Selected Carrier":
the carrier whose baggage rules apply to the entire interline itinerary.

"Selecting Carrier":
the carrier whose designator code is identified on the first segment of the passenger's ticket at the beginning of an itinerary issued on a single ticket whose origin or ultimate destination is in Canada.

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RULE	SECTION I - GENERAL RULES
130	FARES (PART B)
	(A) GENERAL Fares specified in this tariff apply only for carriage from the airport at the point of origin to the airport at the point of turnaround and do not include ground transportation between or to/from airports unless otherwise specified in an individual fare rule(s).
	(B) APPLICABLE FARES (1) Fares specified in this tariff between any two points are subject to: (a) The maximum permitted mileages as contained in the M.P.M. Tariff, CAB No. 424/NTA(A) No. 239, referred to as Mileage Fares, provided that when a journey exceeds the MPM, the fare must be surcharged in accordance with the procedures for excess mileage surcharges, or (b) a diagrammatic or linear routing, referred to as Routing Fares. (2) Fares published in this tariff may also be obtained by combination of a published arbitrary and a published international gateway fare. Travel need not be via the gateway combination point.
C	†[C](3) Lowest Combination Principle Where no through fare is published via the desired routing for the class of service used, the applicable fare for such transportation shall be the lowest combination of two or more sector fares over an intermediate ticketed point(s) along the actual route of travel.
	(4) Ticketed Point means points shown in the "good for passage" section of the passenger ticket plus any point(s) used for fare construction and shown in the fare construction box of the passenger ticket. (5) Combination of U.S. Domestic/U.S.-Canada Transborder Promotional Fares with International Fares: (a) A promotional U.S. Domestic or U.S.-Canada transborder fare may be combined with an international fare to construct a through fare which is less than the published fare from the point of origin to the point of destination provided the passenger complies with all conditions of the special fare (e.g. period of validity, minimum/maximum stay, advance purchase requirements, group size, flight/airport/carrier/routing specification, penalty). Travel must be via the fare combination points(s). (b) The maximum Permitted Mileage shall apply from the gateway used for fare construction/combination.
C	†[N](c) Direction of Fares Fares to be applied are those applicable to the direction of travel, except that the fare component which terminates in the country of origin shall be applied from the country of origin. When applying this provision to round trip, circle trip and/or open jaw fares combined end-on with another round trip fare via a common point, or when applying this provision to round trip fares combined as side round trip fares, the country from which such fare(s) is assessed will be considered the same country. NOTE: For this purpose Canada and the U.S.A. shall be considered the same country and Denmark, Norway, and Sweden shall be considered the same country. EXCEPTION: When used in circle trip construction, fare components between Canada and the U.S.A. and between Denmark, Norway and Sweden shall be assessed in the direction of travel.

(Continued on next page)

† - Effective August 28, 1994 for transportation to/from Canada.
†For provisions of Rule 130 (A)-(B) in effect prior to the effective date hereon, see 3rd Revised Page CI-88-A.

For unexplained abbreviations, reference marks and symbols see Pages 17 through 24.

RULE	SECTION I - GENERAL RULES

130 FARES (PART B) (Continued)

(C) DEFINITIONS
For purpose of this rule the following definitions will apply:

(1) ONE WAY:
Travel which is not a complete round or circle trip.

C †[C](2) ROUND TRIP: (Not applicable to round the world journeys)
A journey entirely by air from a point of origin to another point and return to the point of origin, comprising two fare components only, for which the applicable normal half round trip fare for each component, measured from the point of origin, is the same for the routing travelled; provided that this definition shall not apply to journeys for which the same all year through one way fare is established, between two points, in either direction around the world.
NOTE: If the fares to be used differ through class of service/seasonality/midweek-weekend/carrier variations, the outbound fare shall be used also for the inbound fare component for the purpose of determining if the journey is a round trip.

C †[C](3) CIRCLE TRIP:
Travel, other than a round trip, from one point and return to the same point by a continuous, circuitous air route, including journeys comprising two fare components but which do not meet the conditions of the round trip definition; provided that where no reasonable direct scheduled air route is available between two points, a break in the circle between two fare construction points may be travelled by any other means of transportation without prejudice to the circle trip.

(4) SIDE TRIP:
A side trip occurs to/from an intermediate ticketed point on any fare component for which a one way or half round trip fare is charged.

(5) SINGLE OPEN JAW:
(a) travel where the outward point of departure and the inward point of arrival are not the same, or
(b) where the outward point of arrival and the inward point of departure are not the same.

(6) DOUBLE OPEN JAW:
Travel where both the outward point of departure and arrival and the inward point of departure and arrival are not the same.

(7) OPEN JAW:
Travel which comprises either a single or double open jaw journey.

(8) ROUND-THE-WORLD:
Travel in the same general global direction from the point of origin and return via both the Pacific and Atlantic oceans.

C †[N](9) HALF ROUND TRIP FARE:
Half of a specified round trip normal or special fare. In the absence of a specified round trip normal fare, the one way normal fare is considered to be a half round trip normal fare. If a specified one way special fare may be doubled to establish a round trip special fare, the one way special fare is considered to be a half round trip special fare.

(Continued on next page)

† - Effective August 28, 1994 for transportation to/from Canada.
†For provisions of Rule 130 (C) in effect prior to the effective date hereon, see 3rd Revised Page CI-88-A.

RULE	SECTION I - GENERAL RULES
130	FARES (PART B) (Continued)
C	†[C](D) SALE & TICKET INDICATORS For purpose of this rule the sale & ticket indicators below will determine the applicable Higher Intermediate Point Checks and One Way/Open Jaw Fares' Directional Minimum Checks. These indicators must be shown on all tickets: (1) SITI: Sale inside and ticket issued inside the country of commencement of international transportation. (2) SITO: Sale inside and ticket issued outside the country of commencement of international transportation. (3) SOTI: Sale outside and ticket issued inside the country of commencement of international transportation. (4) SOTO: Sale outside and ticket issued outside the country of commencement of international transportation. NOTE: For the purpose of this paragraph, Canada and the U.S.A. shall be considered one country and Denmark, Norway and Sweden shall be considered one country.
	(E) CONSTRUCTION OF FARES Fares contained in the examples below are expressed in NUC's and are for illustrative purposes only. They do not reflect the published fares in this tariff. (1) Round Trip Fares (Applicable to SITI/SOTI/SITO/SOTO transactions only) (a) When a round trip ticket is purchased prior to departure, the fare will be round trip fares published for the desired routing and class of service. If no round trip fare is published for such routing and service, the applicable fare will be the sum of twice the one way fare from the point of origin for the desired routing and class of service. (b) For travel partly by air and partly by sea, when tickets are purchased prior to departure, the air fare for each flown sector will be 50 percent of the all year round trip normal fare published for the desired service, or the one way fare if no round trip normal trip normal fare is published.
C	†[N](2) Circle Trip Fares - When a circle trip ticket is purchased prior to commencement of carriage, the fare for such trip will be the sum of 50 percent of applicable round trip fares for the class of service for the respective fare components of the itinerary, constructed from point of origin via the route of travel to point of destination, that produces the lowest fare for the class of service used and/or: When transportation is partially via fares published in this tariff and partially via fares published in other tariffs, 50 percent of round trip fares published in the respective tariffs may be used to construct a through circle trip fare provided that: (a) fares, which by their own terms, are combinable with other fares, shall be used in construction of Circle Trip fares; (b) when constructing Circle Trip special fares involving fare or cities with different conditions (advance purchase requirements, minimum/maximum stay, stopover charges, cancellation penalties, etc.) The most restrictive conditions applicable to any fare used in the construction will apply to the entire journey. EXCEPTION: Unless otherwise stated in an applicable fares rule, when combining special fares with other types of fares, the restrictive provisions of the special fare apply only to the special fare and not to any other fare used in combination.

(Continued on next page)

† - Effective August 28, 1994 for transportation to/from Canada.
†For provisions of Rule 130 (A)-(B) previously published on 3rd Revised Page CI-88-A, see 6th Revised Page CI-87.
†For provisions of Rule 130 (C) previously published on 3rd Revised Page CI-88-A, see 6th Revised Page CI-88.
†For provisions of Rule 130 (D)-(E)(2) in effect prior to the effective date hereon, see 3rd Revised Page CI-88-B.

For unexplained abbreviations, reference marks and symbols see Pages 17 through 24.

RULE | SECTION I - GENERAL RULES

130 FARES (PART B) (Continued)

(E) CONSTRUCTION OF FARES (Continued)

(3) Side Trip Fares - When a fare for a side trip is charged separately, all provisions of this rule, as applicable, shall apply from the point of origin of such fare component(s) provided that the sale and ticket indicator (SITI, SITO, SOTO, SOTI) determined by the country of commencement of transportation of the entire ticket will also apply to the side trip.
EXCEPTION: Combination of one way normal fares with international side trip one way fares to or via the country of commencement of transportation shall not be permitted.

(4) End On Combination - When a round trip journey is combined end on with another journey via a common ticketed point, all provisions of this rule, as applicable, shall apply separately to each such journey provided that sale and ticket indicator (SITI, SITO, SOTO, SOTI) determined by the country of commencement of transportation of the entire ticket will apply to all combined fares.

(5) Around the World Fares - Around the world fares are circle trip fares and apply to continuous EB or WB travel commencing from and returning to the same point via both Atlantic and Pacific Oceans.
NOTE: Unless otherwise indicated, only normal fares may be used to construct an around the world fare.

(6) Fares for via Travel Different Classes of Service (Applicable to SITI/SOTI/SITO/SOTO transactions only)
(a) When travel involves different classes of service over the route flown, the fare for the entire journey shall not be less than the lowest fare resulting from the calculation, subject to the conditions of paragraphs (E)(6) and (E)(7) below:
(i) The combination of the sector fares for the class of service used.
(ii) Within each fare component the applicable through fare for the lowest class of service used plus a differential in the direction of the fare component for each sector where a higher class of service is used; such differential being the difference between the one way or 1/2 round trip fare for the lowest class of service used and the corresponding one way or 1/2 round trip higher class like fare. However, where consecutive sectors are flown in the same class of service, the applicable through fare in the same class of service shall be the fare used on those consecutive sectors within each fare component. No special fare(s) shall be used in constructing a through fare.
(iii) The through fare for the highest class of service used.
C [N]EXCEPTION: Whenever a segment is flown partially in J class and other segments are in a lower class, J class fares must be used to accessed for class differential calculations.
(b) The above rules may not be used to circumvent any stopover or transfer restriction applicable to the through fare for the lowest class of service used.
(c) The One Way Backhaul Minimum Check, as in paragraph (E)(5) below, will not be charged on class differentials.

(7) Fares via a Higher Intermediate Point-Normal Mileage Fares (Applicable only to all one way and half round trip fare components used in a fare construction)
(a) (Applicable to tickets issued in the country of origin with SITI/SOTI indicators only).
(i) The through normal fare from the origin to the destination must not be less than the applicable fare in the lowest class of service used on the journey from:
(aa) the point of origin to any intermediate stopover point; or
(bb) from any intermediate stopover point to the destination; or
(cc) from any intermediate stopover point to any other subsequent intermediate stopover point along the routing.
(ii) If travel is via a higher intermediate stopover point the fare from the origin to the destination must be raised to such higher fare. All conditions of the fares from the origin to the destination apply.
(iii) When more than one normal fare is published for the carrier and the class of service used, the lower/lowest level may be used subject to the stopover and transfer conditions of the lower/lowest fare.
(iv) EC Member States shall be considered as one country, provided that:
(aa) travel is wholly within the Europe sub-area and is between EC Member States;
(bb) all fare construction points must be in EC Member States; and
(cc) travel must commence in the country of the point of origin shown on the ticket.
(v) If travel from the origin to the destination exceeds the MPM, the appropriate excess mileage surcharge must be applied to the higher intermediate fare.
(vi) When comparing fares, the lowest qualifying normal mileage fare for the lowest class of service used may be used for comparision.
(vii) When comparing normal fares, the fares in the direction of travel shall be used except that for the fare component into the country of origin, the normal fare applicable from the country of origin will be used.

(Continued on next page)

RULE | SECTION I - GENERAL RULES

130 FARES (Continued)

(7) Fares via a Higher Intermediate Point-Normal Mileage Fares (Applicable only to all one way and half round trip components used in a fare construction) (Continued)

(b) (Applicable to tickets issued outside the country of origin with SITO/SOTO indicators only)
The higher intermediate point rules in (a) above will apply for any ticketed points whether or not a stopover occurs at such ticketed points(s).

(c) For purposes of the Higher Intermediate Point Rules above:
(i) Canada and the U.S.A. are considered as one country;
(ii) Denmark, Norway and Sweden are considered as one country.

C †[C](d) (Applicable for travel originating in Western Africa only for SITI/SOTI situations only) The Higher Intermediate point shall be checked from all ticketed points en route in Western Africa.

(8) Fares via a Higher Intermediate Point-Special Mileage Fares (Applicable only to all one way and half round trip components used in a fare construction)

(a) (Applicable to tickets issued in the country of origin with SITI/SOTI indicators only)
(i) A special fare may be applied from the point of origin to the destination provided there is no higher normal fare in the same class of service than the normal fare from the origin to the destination from either:
(aa) the origin to any intermediate stopover point, or
(bb) any intermediate stopover point to the destination.

(ii) If there is a higher normal fare the special fare shall not be less than such normal fare (surcharged if necessary) except:
(aa) if at the higher intermediate point there is a special fare of the same type at the same level or lower, than the special fare from the origin to the destination (surcharged if necessary) shall apply, or
(bb) if at the higher intermediate point there is a special fare of the same type at a higher level than the special fare from the origin to the destination, then such higher special fare (surcharged if necessary) shall apply.

(iii) In comparing special fares, fares of the same type shall mean:
(aa) fares with the same fare basis code governed by the same rule, or if not available,
(bb) the lowest fare of the same type that qualifies for the class of service booked.
(cc) For purposes of this rule, fares of the "same type" shall be limited to the class of service and

late booking fare, or	GIT fare, or	Public Group fare, or
APEX fare, or	Individual IT fare, or	Excursion fare, or
PEX fare		

(iv) If there is no special fare of the same type as the through special fare from the origin to the destination, the fare shall not be less than the lowest of the next higher category of special fare.

(v) In case there is more than one special fare in the same category, apply the fare with conditions most similar to those of the through special fare from the origin to the destination. For rule comparison the following check list must be used. If the first condition on the list below does not exist or is different for the fare being compared, check the subsequent condition(s) until a match is found for the special fare being applied:
1. Advance Purchase
2. Period of Validity
3. Minimum/Maximum Stay
4. Stopovers
5. Group Size
6. Tour Requirements

(vi) In case of travel via a point at which no higher normal fare applies but which has no special fare then no minimum check need apply.

(vii) In no event shall a through One Way special fare from the point of origin to the destination be compared with 1/2 of a Special Round Trip Fare, and vice versa.

(viii) All conditions of the through special fare from the origin to the destination apply.

(ix) When comparing normal fares, the fares in the direction of travel shall be used except that for the fare component into the country of origin, the normal fare applicable from the country of origin will be used.

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† - Effective August 3, 1995 (except to/from Canada) and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 28837.

RULE | SECTION I - GENERAL RULES

130 FARES (PART B) (Continued)

(E) CONSTRUCTION OF FARES (Continued)

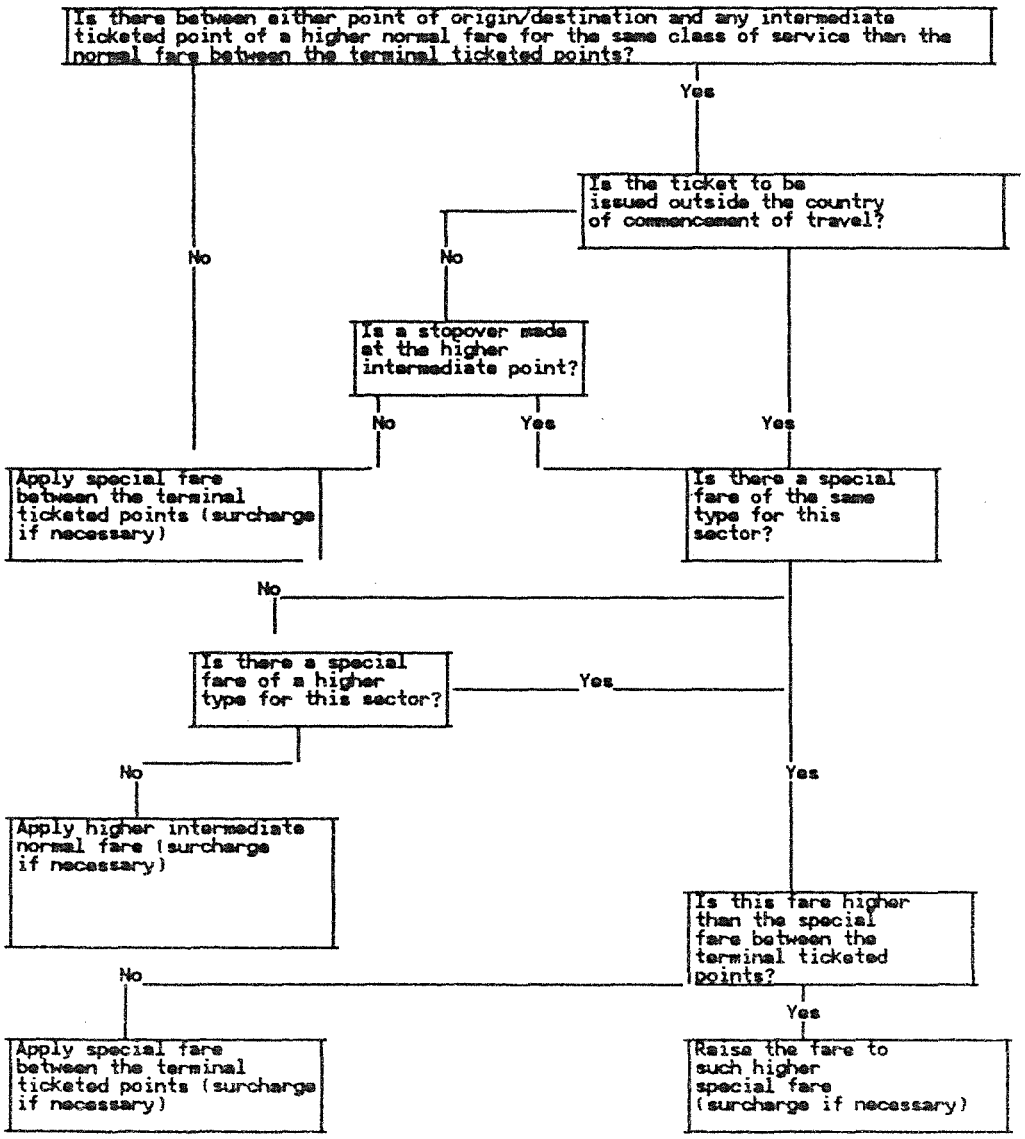
(8) Fares via a Higher Intermediate Point-Special Mileage Fares (Applicable to all one way and half round trip components used in a fare construction) (Continued)

(b) (Applicable to tickets issued outside the country of origin with SITO/SOTO indicators only) The higher intermediate point rules in (a) above will apply for any ticketed points whether or not a stopover occurs at such ticketed points(s).

(c) For purposes of the Higher Intermediate Point rules above:
(i) Canada and the U.S.A. are considered as one country;
(ii) Denmark, Norway and Sweden are considered as one country;

(d) (Applicable for travel originating in Western Africa for SITI/SOTI situations only): The Higher Intermediate point shall be checked from all ticketed points en route in Western Africa, except if travel is via Angola, Nigeria and/or Zaire, the check at a point in Angola, Nigeria and/or Zaire shall only be made if a stopover is made.

FLOW CHART FOR SPECIAL FARES CHECK



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RULE | SECTION I - GENERAL RULES

130 FARES (PART B) (Continued)

(E) CONSTRUCTION OF FARES (Continued)

(9) One Way Backhaul Minimums - (Applicable only to one way or open jaw journeys based on mileage fares, excluding open jaws using 1/2 round trip mileage fares) (Applicable to SITI/SOTI/SITO/SOTO Transactions):

(a) When on a one way journey, travel is via a higher rated intermediate stopover point, the fare for such fare component is assessed either:
(i) the applicable fare between the fare construction points; or
(ii) the fare from the origin fare construction point of the fare component:
(aa) to the highest rated intermediate stopover points
(bb) plus the difference between such fare and the direct route fare between the fare construction points whichever produces the higher amount.

(b) For each through one way fare component the one way backhaul rule above will not apply to points for which a separate fare has been charged.

(c) A One Way Backhaul minimum will not be charged on class differentials.

(10) Directional Minimum Fare Checks (Not applicable to sales made in the U.S.A. and U.S. Territories)

The directional minimum fare checks (DMC) apply to one way or open-jaw journeys whenever the tickets are sold and/or issued outside the country of commencement of transportation (SITO/SOTI/SOTO). The fare for the one way or open-jaw trips shall not be less than the following minimum fare:

DMC for each fare component:

The highest applicable one way or half round trip fare in the case of open jaw fare between any two ticketed points in either direction of each fare component.

EXCEPTION: Above checks do not apply to the following:

(a) Tickets sold and issued in the country of origin (SITI).
(b) Sales made in USA, US territories and Canada.
(c) Travel wholly within Area 1.
(d) Sales made in Area 1 for travel originating from Area 1.
(e) Sales made outside Canada for travel to/from Canada.
(f) Travel originating in Benin, Burkina Faso, Cameroon, Central African Republic, Chad, Congo, Cote d'Ivoire, Equatorial Guinea, Gabon, Mali, Niger, Senegal or Togo and is sold in these countries.
(g) For PTA's sold in Germany for one way transportation from a point outside Europe to a point in Germany provided travel is within the maximum permitted mileage, contains no enroute stopovers, and is covered by one fare component.
(h) When the journey is round trip or circle trip.
NOTE: When more than one normal fare is published for the carrier and the class of service used, the lower/lowest level may be used for the minimum check.

C †[N](i) Fare components priced at CI routing fares.

(11) Minimum Fares for Other than Round or Circle Trip Journeys (Applicable to normal one way fares, special one way fares, one way fares based on a percentage of normal one way fares and half round trip normal fares as permitted in paragraph (b) below)

NOTE: Where more than one normal fare is published for the carrier and the class of service used the lower/lowest level may be used.

(a) Country of Origin Minimum When one way fares are used and travel on the second or the subsequent international fare component is via the country of origin shall not be less than the highest international fare from any ticketed point in the country of origin in the fare component to any other ticketed point in the country of origin in the fare component. This rule applies whether or not a stopover is made at the point(s) in the country of origin.

(b) Common Ticketed Point Minimum
Where a journey from one country and return thereto is comprised of not more than two international fare components and has the surface break in the country of origin, the country of turnaround or both, half roundtrip normal fares shall be used for each component subject to the following minimum checks:
(i) If there is a surface sector in the country of origin and there is a common ticketed point in the country of origin in both directions, the fare for the entire journey must not be less than the highest applicable RT/CT fare from the common point(s).
(ii) If there is a surface sector in the country of turnaround and there is a common ticketed point in the country of turnaround in both directions, the fare for the entire journey must not be less than the highest applicable RT/CT fare to the common point(s).
(iii) If there is a common ticket point in the country of origin and the country of turnaround in both directions, the fare for the entire journey must not be less than the highest applicable RT/CT fare which would apply for travel to/from such common points.

(c) Minimum Fares for Round Trip/Circle Trip (Applicable only to Normal fares sold in Japan for travel commencing outside Japan and destined to or via Japan) The total fare, excluding any class differentials/surcharges, shall in no event be less than the highest direct round trip fares from any ticketed point in Japan to any ticketed point on the itinerary.

(Continued on next page)

† - Effective April 20, 1995 for transportation to/from Canada.

For unexplained abbreviations, reference marks and symbols see Pages 17 through 24.

† - Effective March 7, 1995 (except to/from Canada) and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 25874.

RULE | SECTION I - GENERAL RULES

130 FARES (PART B) (Continued)

(E) CONSTRUCTION OF FARES (Continued)

(12) Circle Trip Minimum Fares (Not applicable to Routing Fares, or Routing and Mileage Fares used in combination) (Applicable to SITI/SOTI/SITO/SOTO transactions only)

(a) The fare for a circle trip shall be assessed using the lowest combination of 1/2 round trip fares (or one way fares in the absence of round trip fares) in the direction of travel starting from the point of origin, except that the fare component into the country of origin shall be the fare applicable from the country of origin.
For purposes of this rule:
(i) Canada and the U.S.A. are considered as one country.
(ii) Denmark, Norway and Sweden shall be considered as one country.

(b) The minimum fare will be the highest Round Trip fare from point of origin to any stopover point, excluding the points of a side-trip for which a separate fare has been assessed.
Remarks: (i) The following rules should be observed to determine if a return journey with two fare components in Circle Trip and Circle Trip Minimum fare should applied: If the fares used for outbound and inbound fare components differ through class of service/seasonality/carrier variations/midweek-weekend, the outbound fare shall be used also for the inbound fare component for the purpose of determining if the journey is a Circle Trip.
(ii) Where more than one normal fare is published for the carrier and the class of service used, the lower/lowest level may be used for the minimum check.
(iii) Circle Trip Minimum check need not be applied to points on a journey which have been excluded from the Higher Intermediate Point rule.
(iv) When there are round trip fares from the point of origin to any stopover point which differ according to carrier(s) used on the outbound and inbound journeys, the fare to be used for the check shall be the lower of such round trip fares.

(13) Minimum Fares for RTW Journeys (This rule does not apply to joint Round-the-World Fares published by rule separately in this or another Tariff)
The minimum fare for RTW journeys, including side trips separately assessed shall be:
(a) The highest Round Trip fare from the point of origin to any stopover point, including points for which a separate side trip has been assessed,
(b) provided that where two different published or constructed fares apply in opposite global directions, the lower one of the two fares is used to assess the minimum RTW fare.
NOTE 1: When there are round trip fares from the point of origin to any stopover point which differ according to carrier(s) used on the outbound and inbound journeys, the fare to be used for the check shall be the lower of such round trip fares.
NOTE 2: When more than one normal fare is published for the carrier and the class of service used, the lower/lowest level may be used for the minimum check.

(14) Surface Transportation
(a) For travel which includes one or more surface sectors, the total through fare for any one way or half round trip journey shall be the lower of either:
(i) the total through fares or,
(ii) the sum of sector fares actually flown.
(b) In the case of normal fare travel where the mileage for an international surface break is greater than the ticketed point mileage over the routing travelled from the origin point up to the point where the surface break begins, and the surface break is not included in the through fare, the journey from the point of origin up to the surface break must be ticketed separately. The fare for the remainder of the journey must be assessed in accordance with the provisions of paragraph (6) above.

(15) (Not applicable to travel to/from Canada) For SOTI/SOTO transactions, when sale is made in Japan and travel is to or via Japan in round/circle trip normal fare journeys, the total fare excluding any class differentials and/or surcharges must be not lower than the highest direct normal round trip fare from any ticketed point in Japan to any ticketed point in the itinerary.

C †[N](16) Where CI North/Central Transpacific routing fare combines with Normal fare(s), the total must not undercut only the published through fare of the same type as the CI North/Central Transpacific routing fare. There is no need to check against all published through fares of other types.

† - Effective April 20, 1995 for transportation to/from Canada.

For unexplained abbreviations, reference marks and symbols see Pages 17 through 24.

† - Effective March 7, 1995 (except to/from Canada) and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 25874.

RULE	SECTION I - GENERAL RULES
C135	†[C]STOPOVERS Stopovers will be permitted under the following conditions: (A) Stopovers must be arranged with the carrier in advance and specified on the ticket. (B) Stopovers will be permitted at any point which can be included in an itinerary constructed either by the use of a mileage routing or as specified in the published routing, unless such stopover is prohibited by the carrier's tariff or government regulations. (C) To count the number of stopovers, the following provisions shall apply: (1) In the case of round or circle trips, the stopover at point of turnaround (fare construction point) is not counted. (2) In the case of turnaround open-jaw trips, the outward point of arrival and the inward point of departure together constitute one stopover which is not counted. (3) When one or more portions of a journey are traveled by surface the last point of arrival by air and the first point of departure by air on each such break in the journey together count as one stopover, provided that (a) If stopovers are restricted to a specific area and there is a surface sector involved, both points in the surface sector must be in such specific area. (b) Where a specific routing permits stopovers at named point, surface sectors to/from that named point are not permitted; provided surface sectors are permitted between two named stopover points.

For unexplained abbreviations, reference marks and symbols see Pages 17 through 24.

† - Effective October 21, 1993 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 15892.

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RULE | SECTION I - GENERAL RULES

C145 CURRENCY APPLICATIONS - †[N]PART A (Applicable for tickets issued on/before June 30, 1989)

(A) STATEMENT OF FARES AND CHARGES
Fares and charges governed by this tariff are stated as follows:
(1) In U.S. dollars for travel originating in the U.S.A.;
(2) In Canadian dollars for travel originating in Canada;
(3) In the currency of the country of origin for travel originating in Area 3;
(4) In Fare Construction Units (FCU's) in order to calculate fares where not specifically published in the currency of the country of origin.

(B) CONVERSION OF FCU'S AND ARBITRARIES TO THE CURRENCY OF THE COUNTRY OF ORIGIN
For the purpose of this rule, arbitrary amounts in Canadian and U.S. dollars will be considered as FCU's; arbitrary amounts published between two points in the U.S. in FCU's will be considered as U.S. dollars. When fares and charges are not published in the currency of the country of origin, FCU's must be converted to such currency in accordance with following steps:

Step 1: Determine the applicable fare/charge in FCU's as published or in accordance with Rule 130 (FARES). Include stopover/weekend and Peak of Peak surcharges except for travel originating in Canada/U.S.A.

Step 2: Refer to the Currency Conversion Table below and multiply the FCU amount from Step 1 by any positive or negative currency adjustment percentage shown in Column 5 opposite the country of origin and for the applicable fare type. The currency adjustment percentages shown in parentheses, ( ), are negative percentages.
(a) When a currency surcharge (positive percentage) applies, round up to the next higher .10 FCU;
(b) When a currency deduction (negative percentage) applies, round down to the next lower .10 FCU.
EXCEPTION: When converting FCU's to U.S. or Canadian dollars, the result of this step is rounded up to a whole FCU amount if .50 or more and rounded down to a whole FCU amount if .49 or less.

Step 3: Add or subtract the currency surcharge or deduction obtained in Step 2 to or from the amount from Step 1.

Step 4: Add to the amount from Step 3 any additional amounts such as Stopover and Weekend surcharges if not included in Step 1.

Step 5: Refer to the Currency Conversion Table below and multiply the FCU amount from Step 4 by the conversion rate shown opposite the country of origin in Column 6 and rounded up to the resulting amount to the next higher currency unit shown in Column 7.
EXCEPTION 1: U.S. and Canadian dollar amounts of 50 cents or more are rounded up to the next higher dollar while amounts of 49 cents or less are rounded down to the next lower dollar.
EXCEPTION 2: Hong Kong dollar amounts of HKD 5.00 or more are rounded up to the next higher ten dollars while Hong Kong dollar amounts of HKD 4.99 cents or less are rounded down to the next lower ten dollars.
EXCEPTION 3: Irish pounds are rounded as follows:

Amount	Round To
.01-.49 pounds	Next lowest 1 pound
.50-.99 pounds	Next highest 1 pound

(C) MINIMUM FARE APPLICABLE WHEN PAYMENT IS MADE OUTSIDE THE COUNTRY OF COMMENCEMENT OF TRAVEL
For travel originating outside Canada/the U.S.A. when tickets/PTAs are issued and paid for in Canada/the U.S.A.:
(1) For all travel except as provided in Paragraph (2) below, convert the local currency fare into Canadian/U.S. dollars at the Bankers' Selling Rate.
(2) For travel originating in the following countries, the local currency of the country of origin will not be accepted for fare calculations or construction, and instead, the FCU constructed amount shall be treated as U.S. dollars: Angola, Botswana, Burkina Faso, Cameroon, Cape Verde, Chad, Congo, Djibouti, Equatorial Guinea, Egypt, Ethiopia, Gabon, Greece, Guinea Bissau, Guyana, Hungary, Ivory Coast, Kenya, Lebanon, Lesotho, Liberia, Madagascar, Malawi, Mali, Mauritania, Mauritius, Mozambique, Niger, Nigeria, Poland, Rwanda, Senegal, Seychelles, Sierra Leone, Solomon Islands, Somalia, Sri Lanka, Sudan, Tanzania, Togo, Tunisia, Turkey, Zaire, Zambia and Zimbabwe.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 17 through 24.

† - Effective June 25, 1989 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 71659 and on not less than one (1) day's notice under NTA(A) Special Permission No. 91646.

RULE

SECTION I - GENERAL RULES

C145

CURRENCY APPLICATIONS - †[N]PART A (Continued)

CURRENCY CONVERSION TABLE (Applicable only via the Pacific)

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4	COLUMN 5	COLUMN 6	COLUMN 7
COUNTRY OF ORIGIN	CURRENCY	CURRENCY CODE	FARE/TYPE CHARGES	CURRENCY ADJUSTMENT PERCENTAGE	CONVERSION RATE ONE FCU EQUALS	ROUND UP TO:
CANADA	Dollar	CAD	All	32 (Applies to FCU from Vancouver to points in Area 3)	1.00	*
HONG KONG	Dollar	HKD	All	26	5.58161	*
INDONESIA	U.S. Dollar	USD	All	5 (NOTE)	1.00	1
JAPAN	Yen	JYE	F/C/C02/ Y/Y02	(13.6) (Not applicable to addons between points within Japan)	296.00	100
			CR02/YR02 (to Hawaii only)	(19) (Not applicable to addons between points within Japan)		
			CR/YR	(28.75) (Not applicable to addons between points within Japan)		
			FR/CR2/YR2 (except to Hawaii)	(24.54) (Not applicable to addons between points within Japan)		

(Continued on next page)

* - See rounding in Rule 145 (B) - Step 5.
NOTE: Applies to FCU from the country indicated to Los Angeles/San Francisco/Seattle/Vancouver only.

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RULE | SECTION I - GENERAL RULES

&200 CHILDREN'S AND INFANTS' FARES

(A) ACCOMPANIED CHILDREN AND INFANTS
Fares for accompanied infants and children will be charged according to the chart below, provided:

C (1) Infants under 2 years of age are accompanied by a passenger [C]18 years of age or over paying the applicable adult fare;

(2) Only two infants are permitted to accompany each passenger paying the applicable adult in order to apply the charge in Column 3.

C (3) Children 2 years of age or over but under 12 years of age are accompanied by a passenger [C]18 years of age or over paying the applicable adult fare.

(4) Percentage shown shall be applied to the applicable adult fare.

(a) TABLE 1 (Applicable for travel between Area 1 and Area 3)

COLUMN 1 WHEN TRAVEL IS:	COLUMN 2 FARE TYPE:	COLUMN 3 ACCOMPANIED INFANTS under 2 years of age NOT occupying a seat will pay:
Between Area 1 and Area 3 except as listed below	ALL	10 percent (See NOTE below)
From Japan	C/CR/Y/YR/YO2/YO2R	10 percent (See NOTE below)
	All others	10 percent (See NOTE below)
From Pakistan	F/FR/C/CR/Y/YR	10 percent (See NOTE below)
	All others	10 percent

(Continued on next page)

NOTE: (Issued in lieu of 13th and 14th Revised Page CI-96-E, rejected by the NTA(A)). Cancels 11th Revised Page CI-96-E. 12th Revised Page CI-96-E has not and will not be issued.

RULE

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

&200 CHILDREN'S AND INFANTS' FARES

(A) ACCOMPANIED CHILDREN AND INFANTS
(4) (Continued)
(a) TABLE 1 (Applicable for travel between Area 1 and Area 3)

	COLUMN 1	COLUMN 2	COLUMN 3
	WHEN TRAVEL IS:	FARE TYPE:	ACCOMPANIED INFANTS under 2 years of age occupying a seat will pay:
	Between Area 1 and Area 3 except as listed below	ALL	67 percent
C	From Japan †[C]	ALL	67 percent
C	†[N]From U.S.A./Canada	ALL	75 percent
C	†[N]From Taiwan/Thailand/ Hong Kong/Philippines	ALL	75 percent
	From Pakistan	F/FR/C/CR/ Y/YR	50 percent
		All others	67 percent

	COLUMN 1	COLUMN 2	COLUMN 3
	WHEN TRAVEL IS:	FARE TYPE:	ACCOMPANIED CHILDREN 2 years of age or over but under 12 will pay:
	Between Area 1 and Area 3 except as listed below	ALL	67 percent
C	From Japan †[C]	ALL	67 percent
C	†[N]From U.S.A./Canada	ALL	75 percent
C	†[N]From Taiwan/Thailand/ Hong Kong/Philippines	ALL	75 percent
	From Pakistan	F/FR/C/CR/ Y/YR	50 percent
		All others	67 percent

(b) TABLE 2 (Applicable for travel within Area 3)
Percentage shown shall be applied to the applicable adult fare.

COLUMN 1	COLUMN 2	COLUMN 3
WHEN TRAVEL IS:	FARE TYPE:	ACCOMPANIED INFANTS under 2 years of age NOT occupying a seat will pay:
Within Area 3 except from Japan	ALL	10 percent (See NOTE below)
Within Area 3 from Japan	YOW/YRT/ Y2OW/Y2RT/ COW/CRT	10 percent (See NOTE below)
	All others	10 percent (See NOTE below)

(Continued on next page)

† - Effective September 18, 1999 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 49627 and on not less than one (1) day's notice under NTA(A) Special Permission No. 51047.

.ULE

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

&200 CHILDREN'S AND INFANTS' FARES (Continued)

(A) ACCOMPANIED CHILDREN AND INFANTS (Continued)
(4) (Continued)
(b) TABLE 2 (Applicable for travel within Area 3)
Percentage shown shall be applied to the applicable adult fare.

COLUMN 1	COLUMN 2	COLUMN 3
WHEN TRAVEL IS:	FARE TYPE:	ACCOMPANIED INFANTS under 2 years of age occupying a seat will pay:
Within Area 3 except as listed below	ALL	67 percent
Within Area 3 from Hong Kong/Malaysia	F/C/Y	75 percent
Within Area 3 from Taiwan to Japan	F/C/Y	75 percent
Within Area 3 from Philippines/Thailand	ALL	75 percent
Within Area 3 from Japan	ALL	67 percent
WHEN TRAVEL IS:	FARE TYPE:	ACCOMPANIED INFANTS 2 years of age or over but under 12 will pay:
Within Area 3 except as listed below	ALL	67 percent
Within Area 3 from Hong Kong/Malaysia	F/C/Y	75 percent
Within Area 3 from Taiwan to Japan	F/C/Y	75 percent
Within Area 3 from Philippines/Thailand	ALL	75 percent
Within Area 3 from Japan	ALL	67 percent

NOTE: When domestic sectors within the USA/Canada, including transborder sectors between the USA and Canada, are included in an international journey, travel over such sectors will be permitted free of charge.

(B) UNACCOMPANIED CHILDREN (See also Rule 25 (B))
Fares for unaccompanied children will be as follows:
(1) Infants and children aged between 3 months and 5 years will be charged the full adult fare, plus one one way normal fare as escort service charge from point of enplanement to point of disembarkation. Children 5 years of age and over but under 12 will be charged the applicable children fare.
(2) Children 5 years of age and over but under 12 will be charged the applicable adult fare.
EXCEPTION: For itineraries originating from Japan, children 5 years of age and over but under 12 will be charged the applicable children fare.
C (3) Unaccompanied young passenger aged 12 years but less than [I]18 years, an escort service will
C be provided with a YP optional service fee of USD [I]75/one-way paid.

RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
&200	CHILDREN'S AND INFANTS' FARES (Continued)
C	(C)[C](1) The age limits referred to in this rule shall be those in effect on the date of commencement of the travel from the point of origin.
C	[N](2) Infants who will reach their second birthday during the journey will, in accordance with safety regulations, be required to occupy a seat, paying the child's or lowest applicable fare in accordance with Paragraph (F) below, for those sectors to be travelled after reaching two years of age.
	(D) (1) Unless otherwise specified in an applicable rule, children's discounts apply on any charge or surcharge and any cancellation or refund fee.
	(2) Unless otherwise specified in an applicable rule, infant's discounts apply on any stopover charge. Any other charge or surcharge to any cancellation, refund or other fee shall not apply.
	(E) (1) Newly born infants within 14 days of birth shall not be accepted for carriage under any circumstances.
	(2) An infant under 3 months of age will not be accepted for unaccompanied travel.
	(F) When a separate seat is required on a portion of the itinerary, discounts available in Column 3 in Table 1 and 2 may be combined within an itinerary but not within a fare component.

For Rule 200 (C) thru (F), shown in effect hereon, see 8th Revised Page CI-98.

For unexplained abbreviations, reference marks and symbols see Pages 17 through 24.

RULE

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

6205 FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS

(A) GENERAL AGENTS AND GENERAL SALES AGENTS

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

(1) WHEN TRANSPORTATION IS FOR THE PURPOSE OF CARRIER'S BUSINESS: Transportation will be issued free of charge to the General Agent, general agency officials and employees when such transportation is on the carrier's business:

(2) WHEN TRANSPORTATION IS FOR THE PURPOSE OF VACATION: Transportation will be issued free of charge to the general agency officials or employees (including members of their immediate families) by the carriers when transportation is for the purpose of personal vacation of the general agent or an official or employee of a general agency, but not to exceed one trip per person per calendar year:

(3) ELIGIBILITY: To be eligible for the reductions specified above, the General Agent, the official or employee of the general agency must devote all, or substantially all, of his time to the business of the carrier; and with respect to subparagraph (2), above, the appointment of the general agency must have been in effect continuously for at least 12 months prior to the commencement of the reduced fare transportation.

(4) APPLICATION FOR FARE REDUCTIONS: In order to obtain the above fare reductions, application must be made in writing by the General Agent or a senior official of the general agency to the carrier which is to furnish the transportation. Transportation will not be issued until approval has been given by an authorized official of the carrier which is furnishing the transportation.

EXCEPTION FOR CANADA: The free and/or reduced fare transportation specified above is not applicable to carriage solely between points in Canada on the one hand and points in Continental U.S.A. or Alaska on the other.

(B) PASSENGER SALES AGENTS LOCATED OUTSIDE THE UNITED STATES

(1) APPLICATION: Owners, officers, directors and employees of an authorized passenger sales agency or the carrier, will be allowed transportation over the lines of each such carrier on the following basis:

(a) Reduced fare transportation at twenty-five (25) percent of the applicable fare;

(b) Not more than two trips per calendar year per authorized agency office location;

(c) The outward portion of travel must be commenced during the calendar year in which the ticket is issued, and all travel must be completed within three (3) months from date of issuance;

(d) Owners, officers, directors or employees of the passenger sales agency may pool the total number of tickets which carrier will grant pursuant to subparagraphs (a), and (b), above within each country.

(2) SPOUSES: The spouse of a person eligible under paragraph (1) will be allowed;

(a) Reduced fare transportation at 50 percent of the applicable fare;

(b) Not more than one trip per calendar year for each spouse via each carrier;

(c) The spouse must accompany the eligible person on the same aircraft to the point of turnaround.

(3) ELIGIBILITY:

(a) Reduced fare transportation will be granted provided that the agent has been on the IATA and/or carrier approved list of agents continuously for at least one year immediately prior to the issuance of the transportation.

(b) The reduced fare transportation will be granted whether or not there is a Standard IATA Sales Agency Agreement between each carrier participating in the transportation and the agent; provided that a Standard IATA Sales Agency Agreement exists between the carrier issuing the ticket and the agent.

(4) APPLICATION FOR TRANSPORTATION: In order to obtain the foregoing transportation, application shall be made in writing to the carrier which is to issue the ticket by a responsible official of the Passenger Sales Agency. Such application shall include the point of origin, stopover points, point of destination, carrier and flight to be used on each portion of the transportion and dates of travel.

(Continued on next page)

RULE

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

8205 FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS (Continued)

(C) PASSENGER SALES AGENTS LOCATED IN THE UNITED STATES

(1) APPLICATION: Owners, officers, directors and employees of an authorized Passenger Sales Agency of the carriers will be allowed transportation over the lines of such carriers on the following basis:

(a) Reduced fare transportation at twenty-five (25) percent of the applicable fare.

(b) Not more than two trips per calendar year for each qualified person at each approved location will be permitted provided that no carrier will honor more than two such reduced fare tickets per approved location per calendar year; provided further that the carrier may pool among the qualified personnel of the agent the total number of tickets which the carrier is entitled to grant within the United States.

(c) The outward portion of travel must be commenced during the calendar year in which the ticket is issued, and all travel shall be completed within three months from the date of issuance of ticket;

(d) Owners, officers, directors or employees of the Passenger Sales Agency may pool the total number of tickets which carrier(s) will grant pursuant to subparagraphs (a), and (b), within the United States.

(2) SPOUSES: The spouse of a person eligible under paragraph (C)(1) above will be allowed:

(a) Reduced fare transportation at 50 percent of the applicable fare;

(b) Not more than one trip per calendar year for each spouse via each carrier;

(c) The spouse must accompany the eligible person on the same aircraft to the point of turnaround.

(3) ELIGIBILITY:

(a) Reduced fare transportation will be granted by the carrier(s) as indicated above provided the agent has been on the IATA and/or carrier approved list of agents continuously for at least one year immediately prior to the date of application for such reduced fare transportation and provided the pasesnger has been in the service of the agent continuously and without interruption for a period of not less than one year immediately prior to the date of application for such reduced fare transportation.

EXCEPTION: A person previously eligible for reduced rate transportation in the employ of another approved location or agent, may be granted such transportation after three months service with another approved location or agent provided the new employment is taken up immediately on termination of the old.

(b) The reduced fare transportation will be granted whether or not there is a Standard IATA Sales Agency Agreement between each carrier participating in the transportation and the agent; provided that a Standard IATA Sales Agency Agreement exists between the carrier issuing the ticket and the agent.

(4) APPLICATION FOR TRANSPORTATION

(a) On or before December 1 of each year, Passenger Sales Agents desiring to establish eligibility for the foregoing transportation for the next calendar year shall submit the names of agency personnel eligible or to become eligible during the subsequent calendar year for reduced fare transportation to the Secretary, Traffic Conference 1 of the International Air Transport Association.

(b) The Secretary of Traffic Conference 1 shall furnish each agent with one Educational Travel Development Trip Authorization for each permissible trip.

(c) In order to obtain the foregoing transportation, application shall be made in writing to the carrier which is to issue the ticket by a responsible official of the Passenger Sales Agency, and countersigned by the person(s) who will make the trip(s). Such application shall be accompanied by the trip authorization as received in (3)(B) above and must be received by the carrier at least 14 days prior to commencement of travel.

(Continued on next page)

RULE

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

C300 HONG KONG SAR/MACAU SAR SENIOR DISCOUNT [N](From HKG to Canada)

(A) APPLICATION:
(a) (1) Application:
C For travel purely on Cathay Pacific, [C]from Hong Kong SAR to Vancouver and Toronto served by Cathay Pacific operated flight only:
(2) Fares
C [N](a) 25 percent discount on applicable First, Business, Premium Economy and Economy Class fares (excluding group, hotel package, joint fares and fanfares).
(b) Fares only apply if purchased before departure
(3) Passenger Expenses: Not permitted

(B) ELIGIBILITY
(a) (1) Eligibility: For Hong Kong/Macau residents who have reached the age of 65.
(2) Documentation:
Passengers are required to provide proof of identity and age at time of ticketing/check-in by means of:
(a) Hong Kong identity card or
(b) Senior Citizen card issued by Hong Kong Social Welfare Department, or
(c) Passport issued by HKSAR or
(d) Macau identity card (Macau BI Card) or
(e) Passport issued by Macau Sar

(C) DAY/TIME
day/time conditions of base fare apply, if any

(D) SEASONALITY
C [C]Outbound travel valid betweeen 10NOV14 - 31MAR15
Blackout date restriction of base fares are also apply, if any,

(E) FLIGHT APPLICATION
C [C]Flight application of base fare apply (if any) and valid on CX operating flight only.

(F) RESERVATIONS AND TICKETING
(1) reservation and ticketing conditions of base fare apply, if any.
[C](2) In addition tickets must be issued in Hong Kong 10NOV14 - 24 NOV14.
[C](3) Fare basis: For first, Business, Premium Economy and Economy Class '/CD25' must be entered after applicable fare basis code. EXAMPLE BEE2M/CD25
[N](4) Reservation booking must be made uner the same PNR, Senior and companion message must be input in the PNR under OSI.
eg. OSI: CX senior discounts age 65/valid on CX operating flight only.

(G) MINIMUM STAY
Minimum stay requirement of base fare apply, if any

(H) MAXIMUM STAY
C [N]Maximum stay requirement of the base fare apply, if any

(I) STOPOVERS
stopover conditions of base fare apply, if any

(J) TRANSFERS
transfer limitation of base apply, if any

(K) CONSTRUCTIONS AND COMBINATIONS
constructions and/or combination of base fare apply, if any

(L) BLACKOUT DATES
C [N]Outbound Travel: 20DEC14-26DEC14 and 14FEB15-21FEB15
blackout date restrictions of base fare apply, if any

(M) SURCHARGES
surcharges conditions of base fare apply, if any

(N) ACCOMPANIED TRAVEL
accompanied travel conditions of base fare apply, if any

(O) TRAVEL RESTRICTIONS
travel restriction of base fare apply, if any

(Continued on next page)

RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
300	HONG KONG SAR/MACAU SAR SENIOR DISCOUNT [N](From HKG to Canada) (Continued)
	(P) SALES RESTRICTIONS (1) Advertising and Sales restriction of base fare apply, if any
C	[C](2) In addition, sales must be made in Hong Kong 10NOV14 and 24NOV14.
	(Q) PENALTIES penalties on cancellation, No-show, upgrading (for Rebooking and Rerouting) of base fare apply, if any.
	(R) HIGHER INTERMEDIATE POINT AND MILEAGE EXCEPTIONS Higher intermediate point and mileage Exceptions conditions of base fare apply, if any
	(S) TICKET ENDORSEMENTS (1) requirement on Ticket Endorsements of base fare apply, if any.
C	[C](2) In addition, For Senior Citizen - Senior disounts/valid on CX operating flight only.
	(T) CHILDREN AND INFANT DISCOUNTS Children and Infant Discount: Not applicable
C	(U) TOUR CONDUCTOR DISCOUNTS [C]Not Permitted
C	(V) AGENT DISCOUNTS [C]Not Permitted
	(W) OTHER DISCOUNTS/SECONDARY FARE APPLICATIONS No other discount/secondary fare applications shall be permitted in addition to Senior Discount.
C	(X) GROUPS [C]Not Permitted
C	(Y) TOURS [C]Not Permitted
	(Z) DEPOSITS [C]Not Permitted

For unexplained abbreviations, reference marks and symbols see Pages 13 through 19.

RULE

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

C350 SPECIAL HONG KONG SAR/MACAU SAR SENIOR DISCOUNT [N](From HKG to USA)

(A) APPLICATION:
(1) Application:
For travel purely on Cathay Pacific, from Hong Kong SAR to Los Angeles, San Francisco, New York, Chicago, served by Cathay Pacific operated flight only.
(2) Fares
C [C](a) 25 percent discount on applicable First, Business, Premium Economy class and Economy Class Fares (excluding Group, Hotel Package, Joint Fares and Fanfares.
(b) Fares only apply if purchased before departure
(3) Passenger Expenses: Not permitted

(B) ELIGIBILITY
(1) Eligibility
For Hong Kong/Macau residents who have reached the age of 65.
(2) Documentation
Passengers are required to provide proof of identity and age at time of ticketing/check-in by means of
(a) Hong Kong Identity Card or
(b) Senior Citizen Card issued by Hong Kong Social Welfare Department or
(c) Passport issued by Hong Kong SAR, PRC or
(d) Macau Identity Card or
(e) Passport issued by Macau SAR, PRC

(C) DAY/TIME
Day/time conditions of base fare apply, if any.

(D) SEASONALITY
C Outbound travel valid between [C]03NOV14 - 31MAR15.
C Blackout date restriction of base fares are also apply, if any.

(E) FLIGHT APPLICATION
Flight applicaton of base fare apply (if any) and valid on CX operating flight only.

(F) RESERVATIONS AND TICKETING
(1) Reservation and ticketing conditions of base fare apply, if any.
[C](2) In addition tickets must be issued in Hong Kong [C]03NOV14 - 24NOV14.
[C](3) Fares basis:
For First, Business, Premium Economy and Economy Class - '/CD25' must be entered after applicable fare basis code.
Example: BEE2M/CD25
(4) Reservation booking must be made under the same PNR, Senior and Companion message must be input in the PNR under OSI.
EG. OSI: CX Senior discounts age 65/valid on CX operating flight only.

(G) MINIMUM STAY
Minimum stay requirement of base fare apply, if any

(H) MAXIMUM STAY
Maximum stay requirement of base fare apply, if any.

(I) STOPOVERS
Stopover conditions of base fare apply, if any.

J) TRANSFERS
Transfer limitation of base fare apply, if any.

(K) CONSTRUCTIONS AND COMBINATIONS
Constructions and/or combination of base fare apply, if any.

(L) BLACKOUT DATES
C Outbound Travel: 20DEC14-26DEC14, 14FEB15-21FEB15
Blackout date restrictions of base fare also apply, if any

(M) SURCHARGES
Surcharges conditions of base fare apply, if any

(Continued on next page)

RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
350	SPECIAL HONG KONG SAR/MACAU SAR SENIOR DISCOUNT [N](From HKG to USA) (Continued)
	(N) ACCOMPANIED TRAVEL Accompanied travel conditions of base fare apply, if any.
	(O) TRAVEL RESTRICTIONS Travel restrictions of base fare apply, if any
	(P) SALES RESTRICTIONS (1) Advertising and Sales restrictions of base fare apply, if any
C	(2) In addition, sales must be made in Hong Kong [C]03NOV14 and 24NOV14.
	(Q) PENALTIES Penalties on cancellation, No-show, upgrading (for Rebooking and Rerouting) of base fare apply, if any.
	(R) HIGHER INTERMEDIATE POINT AND MILEAGE EXCEPTIONS Higher intermediate point and mileage exceptions conditions of base fare apply, if any
	(S) TICKET ENDORSEMENTS (1) requirement on Ticket Endorsements of base fare apply, if any. (2) In addition For Senior Citizen Senior discounts/valid on CX operating flight only
	(T) CHILDREN AND INFANT DISCOUNT Children and Infant discount: not applicable
	(U) TOUR CONDUCTOR DISCOUNTS Not permitted.
	(V) AGENT DISCOUNTS Not permitted.
	(W) OTHER DISCOUNTS/SECONDARY FARE APPLICATIONS No other discount/secondary fare applications shall be permitted in addition to senior discount.
	(X) GROUPS Not permitted.
	(Y) TOURS Not permitted.
	(Z) DEPOSITS Not applicable.

RULE

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

6205 FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS (Continued)

(D) CARGO SALES AGENTS LOCATED OUTSIDE THE UNITED STATES AND CANADA (Continued)

(1) APPLICATION: Sole proprietors, partners, officers, directors and employees of an authorized Cargo Sales Agency of the carrier will be allowed international transportation over the lines of each such carrier on the following basis:

(a) Reduced fare transportation at 25 percent of the applicable fare. Not more than two (2) tickets per calendar year for each Agent registered for a specific country; provided that a maximum of forty (40) additional tickets may be issued per calendar year for each registered agent for a specific country as follows: Two tickets may be issued for each 100 percent of commissionable sales or part thereof over and above the national average for the specific country in which the agent is registered.

(b) The outward portion of travel must be commenced during the calendar year in which the ticket is issued, and all travel must be completed within 3 months from date of issuance.

(c) Sole proprietors, partners, officers, directors and employees of the Cargo Sales Agency may pool the total number of tickets which carrier will grant pursuant to subparagraph (a) above within each country.

(2) ELIGIBILITY:

(a) Reduced fare transportation will be granted provided that the agent has been on the IATA approved List of Agents continuously for at least one year immediately prior to the date of application for such reduced fare transportation, provided that a period of not less than three months shall be qualifying period if the Agent was previously eligible for reduced fare transportation in the service of another IATA and/or Carrier appointed Cargo Agent immediately prior to his present employment and this is so certified in writing by the IATA and/or Carrier appointed Cargo Agent making the application.

(b) Reduced fare transportation may also be granted to the spouse of such eligible agent travelling provided that:

(i) The spouse travels together with the eligible person from the point of origin to the point of destination (in the case of one way trips) or to the point of turnaround (in the case of round trips) or to the highest rated point (in the case of circle trips).

(ii) The discount granted is no greater than 50 percent of the applicable fare, and in no event shall such spouse receive more than one ticket per year.

(iii) The transportation shall not be charged against the Agency's annual allotment noted under (1)(c) above.

(c) The reduced fare transportation will be granted whether or not there is a Standard IATA Cargo Agency Agreement between each carrier participating in the transportation and the agent, provided that a Standard IATA Cargo Agency agreement exists between the carrier issuing the ticket and the agent.

(3) APPLICATION FOR TRANSPORTATION: In order to obtain the foregoing transportation, application shall be made in writing to the carrier which is to issue the ticket by an owner or officer of the Cargo Sales Agency. Such application shall include the point of origin, stopover ponts, point of destination, carrier and flight to be used on each portion of the transportation, and dates of travel.

(4) ADDITIONAL FREE AND REDUCED FARE TRANSPORTATION

(a) ATTENDANCE AT OFFICIAL IATA/FIATA MEETINGS: Reduced fare international transportation at 25 percent of the applicable fare to and from the point where the meeting is being held will be provided by carrier to the person who represents FIATA in an official capacity at such meeting. This reduced fare transportation will be in addition to that provided in (1) above. In order to obtain the transportation, application shall be made in writing to the carrier. The agent shall attach to the application a certification by the Director of the Air Freight Institute of FIATA that the person is attending such meeting as an official representative of FIATA, showing the date, place and purpose of such meeting.

(b) TRAINING COURSES FOR CARGO AGENTS: Carriers may individually or jointly provide programmed cargo training courses for instructions of employees of their cargo agents:

(i) Transportation: Carrier(s) providing the training will grant free transportation to the individual(s) to be trained on its own services between the individual's domicile and the training location. If the organizing carrier cannot provide the transportation within the time limits specified below, he may reroute the passenger on the services of another carrier, or if no air services are available, by surface transportation. The organizing carrier may absorb the surface and/or off-line air transportation provided it does not exceed the value of the normal Economy Class fare, and provided further that where air transportation over the services of another carrier is used, such carrier may absorb the cost of such transportation.

(Continued on next page)

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

8205 FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS (Continued)

(D) CARGO SALES AGENTS LOCATED OUTSIDE THE UNITED STATES AND CANADA (Continued)
(4) ADDITIONAL FREE AND REDUCED FARE TRANSPORTATION (Continued)
(b) TRAINING COURSES FOR CARGO AGENTS (Continued)

(ii) Arrival and Departure: The employee to be trained must reach the airport of the specified training location not more than 24 hours prior to the commencement of a full time training course, except that if the employee's journey exceeds 4,000 miles he must reach the specified training location airport not more than 48 hours prior to commencement of the course. The return journey must commence within 24 hours after completion of the course.

(iii) Stopovers: Stopovers are permitted only on the return journey provided the agent pays 25 percent of the applicable fare for the portion of transportation from the first stopover point to the last point of departure of the outward journey.

(iv) All Cargo Carriers: The organizing carrier may grant to an active all cargo carrier the same free transportation specified in (b)(1) above for the purpose of providing instructions to such all cargo carrier's agents.

(v) Size of Group: Eligibility of Trainees:
(aa) The instruction ust be a full-time training course for a minimum of eight trainees. The employees to be trained must have been employed by an IATA and/or carrier appointed cargo agent for not less than three consecutive months prior to date of commencement of travel and, further, the agent with whom they are employed must have been an IATA and/or carrier appointed cargo agent.
(bb) If at any time prior to commencement of travel there is a change affecting the eligibility of the IATA and/or carrier appointed cargo agent or person selected for travel (i.e., the agent comes under notice of default or the person selected leaves the employ of the agent), the agent shall immediately so notify the issuing carrier to whom it shall also immediately return the ticket; provided that the carrier shall be responsible for cancelling the free or reduced fare transportation only if it knows or reasonably should have known of the changed eligibility.
(cc) Notwithstanding subparagraph (aa) above, in the event that pursuant to subparagraph (bb) above a group organized in accordance with this rule is reduced to less than eight persons, the remaining members of the group shall be permitted to travel.

(vi) Duration: Daily Instructions
The duration of the training course shall be not less than three nor more than five consecutive days on each of which there shall be not less than six hours of instruction per day. This may include instruction conducted at the carrier's cargo terminal facilities at the specified training location.

(vii) Program: Names of Trainees:
A copy of the course program outlining the syllabus, the training location, the commencement and termination dates of the course, the names of the trainees attending each course and names of such trainees' employers shall be retained by the organizaing carrier for 12 months subsequent to the date of commencement of the course.

(viii) Absorption of Expenses: Carrier(s) will arrange and pay for the expenses of such persons attending the training course as follows:
(aa) At the point of instructions: hotel and meal expenses, local taxes, ground transportation between the destination airport and the hotel and between the hotel and the specified training location, also, between, the specified training location/hotel/cargo terminal facilities, and entertainment.
(bb) En route: Hotel and meal expenses, ground transportation, airport services charges and transit taxes.

(ix) Special one-day courses: Carriers may also establish special one-day courses which shall be subject to the above provisions except that:
(aa) there shall not be less than four hours of instructions; and
(bb) that the absorption of expenses shall be limited to the day of instructions; provided that where the arrival/departure does not permit the use of the carriers' own services on the same day, expenses may also be absorbed for one night.

(Continued on next page)

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

6205 FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS (Continued)

(E) CARGO SALES AGENTS LOCATED IN THE UNITED STATES OR CANADA

(1) APPLICATION: Sole proprietors, partners, officers, directors and sales/traffic management employees of an authorized Cargo Sales Agency of the carriers will be allowed international reduced fare transportation at 25 percent of the applicable fare over the lines of such carriers on the following basis:

(a) Not more than two trips per calendar year for each registered agent; provided that a maximum of forty (40) additional tickets may be issued per calendar year for each registered agent as follows: six (6) tickets may be issued for each 100 percent of commissionable sales or part thereof over and above the national average.

(b) The outward portion of travel must be commenced during the calendar year in which the ticket is issued and all travel must be completed within three months from date of issuance;

(c) Sole proprietors, partners, officers, directors and sales/traffic management employees of the Cargo Sales Agency may pool the total number of tickets which carrier(s) will grant pursuant to subparagraphs (a) and (b) above with each country.

(2) ELIGIBILITY

(a) Reduced-fare transportation will be granted provided that the agent has been on the IATA approved list of agents; continuously for at least one year immediately prior to the date of application for such reduced fare transportation; provided that a period of not less than three months shall be the qualifying period if the agent was previously eligible for reduced fare transportation in the service of another IATA and/or carrier appointed cargo agent immediately prior to his present employment and this is so certified in writing by the IATA and/or carrier appointed cargo agent making the application.

(b) Reduced fare transportation may also be granted to the spouse of such eligible Agent travelling provided that:

(i) The spouse travels together with the eligible person from the point of origin to the point of destination (in the case of one way trips) or to the point of turnaround (in the case of round trips) or the highest rated point (in the case of circle trips).

(ii) The discount granted is no greater than 50 percent of the applicable fare and in no event shall such spouse receive more than one ticket per year.

(iii) The transportation shall not be charged against the Agency's annual allotment noted under (1)(c) above.

(c) The reduced fare transportation will be granted whether or not there is a standard IATA Cargo Agency Agreement between each carrier participating in the transportation and the agent, provided that a Standard IATA Cargo Agency Agreement exists between the carrier issuing the ticket and the agent.

(3) APPLICATION FOR TRANSPORTATION

(a) The Secretary of Traffic Conference 1 shall furnish each Cargo Sales Agent with two Educational and Market Development Trip Authorization for each approved location.

(b) In order to obtain the foregoing transportation, application shall be made in writing to the carrier which is to issue the ticket by an owner or officer of the Cargo Sales Agency. Such application, together with an Educational and Market Development Trip Authorization, must be received by the carrier at least 14 days prior to commencement of travel.

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see pages CI-17 through CI-24.

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RULE

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

6210 FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS

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

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

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

(Continued on next page)

RULE

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

8210 FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS (Continued)

(D) APPLICATION FOR AND ISSUANCE OF TRANSPORTATION:

(1) Transportation will not be issued to tour conductors unless application is made in writing by the travel agent or the travel organizer to the initial carrier accompanied by a sample or facsimile of all matter advertising the tour. Such written application shall designate the name of the tour conductor. Written application must be directed to the office of the initial carrier which will arrange the transportation and must also include a description of the purpose itinerary of the group with all pertinent information describing the group if not fully set forth in the advertising matter submitted.

(2) The passengers included in the tour must travel as an organized group, and for that purpose the initial carrier must approve the itinerary of the various passengers forming the group and coordinate their transportation under the advertised group tour. All members of the group shall with respect to the air portion of the tour, commence transportation on the same airplane and shall,

(a) if round trip passengers, travel together to the point of turnaround;

(b) if circle trip passengers, travel together to the first point of stopover;

provided that where lack of seating accommodation or where other operating conditions prevent passengers from commencing transportation on the flight scheduled, the carrier will transport some members of the group on the next preceding or succeeding flight on which space is available or on such flight of another carrier.

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

(1) The tour conductor and all passengers travel together from the assembly point to the point of turnaround, if a round trip, or to the first point or stopover if a circle trip;

(2) All such passengers and the tour conductor travel between the departure points and the assembly point within a period of seven days prior to the scheduled departure of the entire group from the assembly point;

(3) At least one passenger of the group travels from the same departure point as the tour conductor to the assembly point on the services of the carrier transporting the tour conductor;

(4) Where the total number of passengers traveling between one or more departure points and the assembly point is 10 or more, but less than 15, the tour conductor will receive a reduction of 50 percent of the applicable fare, and where the total number of passengers traveling between one or more departure points and the assembly point is 15 or more, one free transportation passage for a tour conductor will be issued for each 15 passengers; provided that:

(a) If the tour conductor travels from a departure point to the assembly point on the services of the carrier transporting the group from the assembly point onwards, the qualifying number of passengers referred to above may travel from the departure points to the assembly point on the services of any carrier, subject to the provision of (C) above.

(b) If the tour conductor travels from a departure point to the assembly point on the services of a carrier who does not transport the group from the assembly point onwards, the qualifying number of passengers referred to above shall all travel from the departure points to the assembly point on the services of such carrier, subject to the provision of (C) above.

(3) Upon determination that the application meets the requirements of this rule, the initial carrier will advise the agent or organizer that the tour conductor's transportation, either free or at the reduced fare, as the case may be, will be issued by each carrier in the itinerary, and the initial carrier will notify each carrier which has indicated that it will participate. In cases where two or more carriers may have arrangements between them for the issuance of tour conductors' transportation, the initial carrier will issue such transportation on all such carriers.

(4) In obtaining approval to accept free or reduced fare transportation of a tour conductor as provided herein, written authorization must be given by one of the authorized officials of the carrier(s) furnishing the transportation.

(E) BAGGAGE, MEALS AND TRANSFERS:

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

For explanation of abbreviations, reference marks and symbols used but unexplained hereon, see pages CI-17 through CI-24.

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

500 PASSENGERS ON STRETCHERS

CI will accept an incapacitated person travelling on a stretcher in the Economy Class sections of the aircraft only, under the following conditions and charges:

(A) MEDICAL INFORMATION: A medical certificate from a licensed authority will be required.

(B) ATTENDANTS: The stretcher passenger must be accompanied by one or more attendants who shall take care of the stretcher passenger during his trip and who must occupy the seats adjoining those occupied by the stretcher passenger.

(C) CHARGES: The applicable fares and stretcher surcharges should be:

(1) Incapacitated Passenger:
Any applicable economy class fare with entitlement to firm booking.

(2) Attendants:
Any applicable economy class fare with entitlement to firm booking.

C [C](3) Stretcher Surcharge:
Carriage of the stretcher for aircraft model:
(a) A350:
Shall be nine times of applicable one way Y-/B-/M- class economy adult fare.
(b) All excluding A350:
Shall be six times of applicable one-way Y-/B-/M- class economy adult fare.

(4) In addition to the fares of stretcher passenger, the cost of ambulance, hospitalization and other expenses incurred should be borne by the passenger.

RULE

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

550 PASSENGERS OCCUPYING TWO SEATS

Upon request and advance arrangement, the carrier will permit the exclusive use of two seats by a passenger, not including unaccompanied children and infant, subject to payment of one applicable fare for the first seat and an applicable adult fare for the second seat, for the points between which the two seats will be used. The fare for two seats shall be issued in one ticket. The free baggage allowance will be that applicable to the number of fares paid.

C551 †[N]SEAT SELECTION FEE

With an aim to provide optimal service and to meet passenger's mounting requirements of selecting seat in advance of travels, the following fees shall be claimed for selecting aisle seats in advance of flight departure.

(1) Applicable Flights Sectors for Seat Selection

REGION	SECTOR
Transpacific	TPEHNL v.v., TPESFO v.v., TPELAX v.v., TPEJFK v.v., TPEYVR v.v., NRTHNL v.v.,
European	TPEFRA v.v., TPEAUH v.v., TPEVIE v.v., TPEAMS v.v., BKKAMS v.v., TPEFCO v.v., BKKFCO v.v.
Australia	TPESYD v.v., TPEBNE v.v.

(2) Applicable Aisle Seats for Pre-selection with Fee
Aisle seats of all 10 rows in Zone C of 744/74B and 11 front row aisle seats in Zone B of 333/343 will be blocked for seat selection with additional payment.

A/C TYPE	ZONE AREA	ROW NUMBER	TOTAL AISLE SEAT FOR SSF
744	C	Row 29-37	31
74B/74C	C	Row 30-37	28
333/33A	B	Row 8-17	34
343	B	Row 7-16	33

(3) Payment of the Fee
(a) The payment methods for seat selection fee should be made through CI.COM by Credit Card or Debit card.
(b) Seat selection fee is TWD500 per seat/per segment or the following amount in local currency based on the country of commencement of travel.

	Charge
USD	15
CAD	15
TWD	500
JPY	1,800
HKD	125
MYR	50
SGD	20
THB	500
AUD	20
EUR	10
KRW	17,000

(c) Passengers eligible for exemption of the seat selection fee-
(i) Members of Paragon and Emerald Card.
(ii) Handicapped passengers or medical case passengers with official certificate.
(iii) Passengers who are traveling with infant.
(iv) Senior citizens aged 65 years or older according to the birthday on their passports.
(d) The seat selection fee is not refundable after payment except in the following cases-
(i) Passengers change to travel in First/Business class by way of additional payment or mileage redemption, or
(ii) Passengers change to a non-seat selection flight other than that of the originally booked.
(iii) Passengers cancelled their planned trips.
(e) No child or any other discount shall be applied to this seat selection fee.

For unexplained abbreviations, reference marks and symbols see Pages 17 through 24.

† - Effective November 1, 2008 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 36673.

RULE

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

&1000 SEAMAN'S FARES

(A) APPLICATION

(1) Eligibility
Fares making reference to this rule apply to bona fide members of the Merchant Marines of all nationalities.

(2) Applicable Area
These fares apply to travel between points in the U.S.A./Canada and points in Area 3 except Auckland, New Zealand.

(3) Class of Service
These fares apply on Economy Class service.

(4) Type of Transportation
These fares apply to OW transportation.

C †[C](B) FARES FREE BAGGAGE ALLOWANCES
Fares governed by this rule shall be at following percentages of the applicable OW Normal Economy/Special Economy class fares between points in the USA/Canada and points in Area 3 except Auckland, New Zealand.
(1) Finland and Greece: Seamen or merchants marine of these two countries, 65 percent.
(2) All other countries: 75 percent.
Seamen travel will be entitled to same free baggage allowances as those who pay full adult fares.

(C) DOCUMENTATION
Documentation as indicated below will be required by bona fide members of each Merchant Marine.

BELGIAN	Only members of the Belgian Merchant Marine, working aboard a Belgian ship and appearing on the crew list, are eligible, provided that arrangements for transportation and payment thereof, is made by the Belgian Shipping Company. Application for transportation must be accompanied by a certificate issued by the steamship company or its representative, or a ship's captain, certifying that the beneficiary is employed on a ship of the Belgian Merchant Marine and that travel is in connection with the steamship company's requirements. The seaman will be required to present his seaman's discharge book at the time the ticket is issued.
CHINESE	The discount will be granted only upon a written application from the shipping company concerned, its agents or the ship's captain, certifying that the travel requested is for duty purposes and giving full details of the transportation required, including place of origin, place of destination, name and status of passenger(s), name of vessel, port of registry, name of shipping company and date of the transportation.
DUTCH	In order to qualify, bona fide seamen (including ship's officers) or medical personnel accompanying such persons when sick or incapacitated must be traveling to resume their duties on a ship, or they must be traveling to their homes from their ship. The steamship company or its agent must submit in writing a statement, certifying that the seaman is traveling to man a ship or is being repatriated.
FIJIAN	In order to qualify, bona fide seamen of the Fiji Merchant Marine and personnel of the Fiji Navy will qualify only upon a written application from the steamship company or its agent, or the ship's captain, as the case may be, certifying that the passenger is traveling on duty and giving full details of the transportation required, including origin and destination, name and status or rank.

(Continued on next page)

† - Effective July 16, 1993 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 13962.

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

&1000 SEAMAN'S FARES (Continued)

(C) DOCUMENTATION (Continued)

FINNISH	The discount will be granted only upon a written application from the steamship company concerned, its agents or the ship's captain certifying that the travel requested is for duty purposes and giving full details of the transportation required, including place or origin, place of destination, name and status of passenger(s), name of vessel, port of registry, name of steamship company and date of commencement of the transportation. Payment shall be made by the steamship company concerned, its agent or the ship's captain.
FRENCH	In order to qualify, a bona fide seaman (and any doctor, nurse or attendant who must accompany them) must be in possession of: (1) A written application giving a complete description of the transportation required; (2) The place of origin or destination; (3) The number and name(s) of passenger(s); (4) The name of company by which employed; and (5) The date of commencement of the transportation. Such application must be submitted to carrier by the shipping company concerned, its agent, the ship's captain or Consulate of the French Government.
GERMAN	In order to qualify, bona fide seamen (including captain) must be in possession of: (1) A written application giving a complete description of the transportation required; (2) The place of origin and destination; (3) The number and name(s) of passenger(s); (4) The name of company which employed; and (5) The date of commencment of transportation. Such application and payment, must be made by the respective German steamship company and accompanied by a properly executed certificate signed by the steamship company.
KOREAN	Only seamen of the Korean Merchant Marine are eligible, provided arrangements for transportation, are made by the respective Korean steamship company. Application must be accompanied by a certificate issued by the steamship company or its representative, or a ship's captain, certifying that the seaman is employed by a ship of the Korean Merchant Marine and that travel is in connection with the steamship company's requirements. The seaman will be required to present his Merchant Service Book at the time the ticket is issued.
LIBERIAN	In order to qualify, bona fide seaman of the Liberian Merchant Marine (including ship's officers) must be traveling to resume their duties on a ship, or they must be traveling to their homes from their ship. The steamship company or its agent must submit in writing a statement certifying that the seaman is traveling to man a ship or is being repatriated.
PANAMANIAN	In order to qualify, bona fide seamen of any nationality, who work on ships of the Merchant Marine of Panama, personnel belonging to the "Direccion Consular y de Naves" or to persons who have to make a journey on behalf of the "Direccion Consular y de Naves" and particularly to the Merchant Marine of Panama, and any doctor, nurse or attendant who must accompany such passengers, must be in possession of a written application giving a complete description of the transportation required, from the Director of the "Direccion Consular y de Naves", of the "Ministerio de Hacienda y Tesoro", the shipping company, its respresentatives or the ship's captain.

(Continued on next page)

RULE

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

61000 SEAMAN'S FARES (Continued)

(C) DOCUMENTATION (Continued)

SINGAPORE	In order to qualify, bona fide seamen of the Singapore Merchant Marine will qualify only upon application for transportation which is accompanied by a certificate issued by the National Maritime Board of Singapore, the shipping company concerned, its agent, or the captain of the ship, certifying that the seaman is employed by a ship registered in Singapore and that travel is in connection with the shipping company's requirements.
SWISS	In order to qualify, bona fide seamen of the Swiss Merchant Marine (and accompanying doctors and nurses who must accompany them) must be in possession of a written application for transportation from the ship owner, his representative, the ship's captain or Consulate or the Swiss Government, certifying that the seaman is a holder of a Swiss Seaman's Book.
UNITED KINGDOM	In order to qualify, a bona fide seaman of the United Kingdom Merchant Marine must be in possession of a written application from the steamship company concerned, its agent or representative.
UNITED STATES	In order to qualify, bona fide seamen of the United States Merchant Marines must submit an application for transportation under this rule which must be accompanied by a certificate issued by the steamship company or its representative or a ship's captain, certifying that the beneficiary is employed on a ship of the United States Merchant Marines and that travel is in connection with the steamship company's requirements. The seamen will be required to present their seaman's discharge book at the time the ticket is issued.

(D) COMBINATIONS
(1) Fares herein shall be combined only with domestic fares.
EXCEPTION 1: Fares for Belgian, Dutch and United Kingdom Merchant Marines may also be combined with normal fares.
EXCEPTION 2: Fares for Chinese, Korean and French Merchant Marines may only be combined with fares within the U.S.A./Canada and within Area 3.
(2) The combinations referred to herein are all permitted, provided that the fare with which the Seaman's fare/Merchant Marine fare is to be combined allows combinations.

(E) PERIOD OF VALIDITY
These fares apply all year.

(F) STOPOVERS
Stopovers are permitted only for members of the Korean Merchant Marine between points in Korea and points in Area 1.

(G) CHILDREN'S AND INFANTS' FARES
Rule 200 (CHILDREN'S AND INFANTS' FARES) is not applicable.

(H) RESERVATIONS AND TICKETING
The cost of the transportation must be borne by the shipping company concerned, its agent or its ship's captain.
EXCEPTION: Payment may also be made by the appropriate government authority for German and Panamanian Merchant Marines.

(I) ROUTING/REROUTING
(1) Involuntary Rerouting: Normal rules for involuntary rerouting will apply.
(2) Voluntary Rerouting: Voluntary reroutings are not permitted.

(J) RULES AND DISCOUNTS NOT APPLICABLE
Rules 205 (FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS)
210 (FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see pages CI-17 through CI-24.

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RULE

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

&1070 NORTH/CENTRAL PACIFIC KAISUKEN FARES

(A) APPLICATION
(1) Applicable Area
These fares apply from Tokyo to Honolulu/Kahului/Kona/Lihue/Hilo.
(2) Class of Service
These fares apply on Dynasty Class Service (C).
(3) Type of Transportation
These fares apply on three RT tours.

(B) FARES
C (1) The fare JPY †[I]723,000 will apply for transportation from Tokyo to Honolulu.
C (2) The fare JPY †[I]747,000 will apply for transportation from Tokyo to Kahului/Kona/Lihue/Hilo.
(3) These fares shall apply only when tickets are purchased at such fares prior to commencement of travel.

(C) COMBINATIONS
Combinations are not permitted.

(D) PERIOD OF VALIDITY
(1) Minimum Stay: None.
(2) Maximum Stay: One Year.

(E) STOPOVERS
Stopovers are permitted only at the points of origin/point of turnaround for each of the three RT journeys.

(F) CHILDREN'S AND INFANTS' FARES
(1) Children's discounts shall not apply.
(2) Infants' discounts shall not apply.

(G) RESERVATIONS AND TICKETING
(1) The ticket shall show confirmed reservation for travel to the first stopover point.
(2) Ticketing and full payment for the three RT journeys shall be made simultaneously prior to commencement of travel.
(3) Ticketing Code:
(a) Fare Basis: C
(b) Ticketing Designator: KF
(4) The passenger's name in full (as evidenced by the passenger's passport) must be shown on the ticket.

(H) ROUTING/REROUTING
The same carrier shall be used on all transpacific sectors.

(I) CANCELLATION AND REFUNDS
(1) Prior to Departure:
Full refund shall apply.
(2) After Departure:
In the event of cancellation or failure to use the complete ticket within the maximum validity period for any reason, the amount of refund shall be the difference between the fare paid and the applicable fare for the transportation used.

(J) RULES AND DISCOUNTS NOT APPLICABLE
Rule 35 - (PASSENGER EXPENSES EN ROUTE)
205 - (FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS)
210 - (FREE AND REDUCED RATE TRANSPORTATION FOR TOUR CONDUCTORS)

For unexplained abbreviations, reference marks and symbols see Pages 17 through 24.

† - Effective April 23, 1999 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 49139 and on not less than one (1) day's notice under NTA(A) Special Permission No. 48490.

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RULE

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

C&1080 †[C]DYNASTY FLYER PROGRAM MEMBERSHIP

(A) ELIGIBILITY
Anyone at the age of 12 or above, certified by photocopies of two Economy Class tickets or one Business or First Class ticket of China or Mandarin Airlines international flights taken within the last six months, is eligible for enrollment of membership in the Dynasty Flyer Program.

(B) ENROLLMENT
(1) Applicant is requested to mail the application form with the required travel document to the designated CI office.
(2) CI will create a membership number for the applicant and issue a membership card. Generally, the applicant will receive his/her card within six weeks.

(C) MEMBERSHIP
There are three membership categories:
When travelling on a CI/AE international flights, members are entitled to different benefits.
(1) Dynasty Member
(a) Upon enrollment, the applicant will become a Dynasty Member automatically.
(b) Validity
(i) Dynasty Card is permanently valid. However, CI/AE reserves the right to terminate the validity if a member does not accumulate any mileage over a two-year period.
(c) A Dynasty Member is entitled to the following benefits:
(i) A simplified booking procedure (by advising CI/AE personnel your card number).
(ii) Special rates offered by selected hotels, car rentals and duty-free shops.
(iii) Members are entitled to the awards of the Bonus Mileage Program.
(2) Gold Member
(a) Regular members who have flown 45,000 miles or 10 First or Business Class flights with CI/AE within a one-year period in the nearest past will automatically become a Gold member and a Gold Card will be issued.
If Ticketed Point Mileage (TPM) of a flight is less than 500 miles, such First or Business Class flight will be counted as a half flight in determining if a passenger is entitled to a Gold membership.
(b) Validity
(i) Gold Card is valid for two years.
(ii) For the processing of card re-issuance/delivery, card holders are allowed to use their cards one month beyond the expiry date.
(c) Renewal
Gold membership will be renewed when a member has accumulated 50,000 miles or has flown 20 First or Business class flights on CI/AE within his/her card validity. If a member cannot achieve miles or flights as specified above, he/she will resume Dynasty Membership with the same card number.
(d) In addition to those benefits offered to Dynasty Members, Gold Members are entitled to extra ones as specified as follows:
(i) An exquisite gift will be awarded to new members.
(ii) Special ticketing counter at Taipei office.
(iii) Reservation (for CI flights only)
(aa) 3 facsimile lines in Taiwan area are set up exclusively for Emerald/Gold members' use for making reservations.
(bb) When booking is made through CI reservations office with a member's Gold card number being advised of, reconfirmation of onward reservations is not required. However, if original confirmed travel dates/flights are changed en route, flight, it is necessary for you to reconfirm the return or onward flight.
(cc) Please leave your local contact, so that we can reach you in case a seat confirmation from waiting-list is secured.
(iv) Airport service
(aa) Access to CI VIP Lounge when travelling on CI/AE flights.
(bb) Check-in at Dynasty Class counters.
(cc) Extra Free Baggage Allowance:
Weight system: 10 kgs or 22 pounds.
Piece system: One piece
(dd) Priority baggage loading/unloading.
(v) Newsletter is issued periodically for members' reference/use.
(3) Emerald Member
(a) Members who have travelled 120,000 miles on CI/AE flights within one year will be awarded Emerald Membership.
(b) Validity
Emerald Card is valid for two years.
(c) Renewal
(i) When an Emerald member has achieved 120,000 miles within two years of card validity, his/her membership will be renewed.
(ii) If an Emerald Member can not achieve the required mileage as specified above, he/she will resume Gold membership with the same card number.

(Continued on next page)

† - Effective December 18, 1994 for transportation to/from Canada.

† - Effective November 5, 1994 (except to/from Canada) and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 22365.

RULE

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

C&1080 †[C]DYNASTY FLYER PROGRAM MEMBERSHIP (Continued)

(C) MEMBERSHIP (Continued)
(3) (Continued)
(d) In addition to those benefits offered to Dynasty/Gold members, Emerald Members are entitled to extra ones specified as follows:
(i) Check-in at CI First or Dynasty class counters.
(ii) Access to CI/AE VIP Lounge. A member may invite one guest, including spouse, to the VIP Lounge.
(iii) Spouse accompanied by an Emerald member is eligible for a one-class upgrade to the member's travelling class on space available basis.
(aa) Name of the spouse must be specified by member on the reverse side of the card.
(bb) Upgrade request must be made at the airport check-in counter (by presenting the membership card, otherwise, it will not be accepted) and members and his/her spouse will be advised of the availability in due course.
(iv) More discounts on car rental from Avis.
(v) Exclusive phone numbers for making reservations in Taiwan area.
(vi) Guaranteed seats on most CI international flights if bookings are made 72 hours prior to departure (however, during holiday peak periods, Emerald members may be confirmed either on alternative class of service of the desired flight, or on a preceding or succeeding flight, if the desired service is completely/fully booked).
(vii) Prior Seat Selection
An Emerald Member may, at the time of booking his/her schedule flight, make a specific seat selection regardless of cabin class used.
(viii) Priority Loading and Unloading of Baggage
At the time of check-in, the member's baggage will be tagged with a First class or Dynasty class tag for priority handling.

(D) MILEAGE ACCUMULATION
(1) To ensure the mileage is properly credited, members are requested to show their membership card and advise CI/AE personnel of their card number when ticketing, making reservations, or checking in at airport.
(2) Card number sticker must be filled out and affixed to the lower right corner of the proper flight coupon.
(3) From the date of enrollment, the member's flown mileage on CI/AE flights will automatically be accumulated into one account. However, the mileage will be also credited if certified by photocopies of tickets taken on China or Mandarin Airlines international flights within the last six months along with your DFP completed application form.
(4) The mileage credited is based on IATA Ticketed Point Mileage (TPM).
(5) 200 percent of the TPM will be credited to members' records when travelling on First class.
150 percent of the TPM will be credited to members' records when travelling on Dynasty class.
100 percent of the TPM will be credited to members' records when travelling on Economy class.
(6) Mileage accumulation does not apply to the following:
(a) Tickets with discount of 50 percent or more.
(b) Awarded free tickets.
(c) Infant and child fare tickets.
(d) Charter tickets.
(e) Barter tickets.
(7) The mileages flown on domestic sectors within Taiwan, Province of, will not be included in mileage accumulation record.

(E) MILEAGE NOTIFICATION AND CORRECTION
(1) We will send a "Mileage Summary" to active members every 2 months to cross-check the mileage record in a member's account.
(2) Member's travel records can be retrieved at any of CI/AE on-line computers 3 days after flight departure. Mileage credit is based on the fare basis shown on the passenger's ticket and will be reconfirmed by CI within 60 days after flight departure.
(3) If a member finds any discrepancy of accumulated mileage based on his/her own records, he/she should contact a CI/AE ticketing office for correction. Following items should be provided for verification:
(a) Card number.
(b) Copies of the passenger coupon and boarding pass. If above items cannot be provided, CI/AE's records are to be used as the basis for mileage accumulation.
(4) Mileage correction can be made only within a six-month period after flight departure.

(F) BONUS MILEAGE PROGRAM
(1) Qualification
An award certificate will be issued for every 20,000 miles accumulated within the last 24 months. With required certificate(s), certificate holders are entitled to the various awards specified in paragraph (2).

(Continued on next page)

† - Effective December 18, 1994 for transportation to/from Canada.

For unexplained abbreviations, reference marks and symbols see Pages 17 through 24.

† - Effective November 5, 1994 (except to/from Canada) and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 22365.

RULE

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

C&1080 †[C]DYNASTY FLYER PROGRAM MEMBERSHIP (Continued)

(F) BONUS MILEAGE PROGRAM (Continued)

(2) Classification of Award

(a) Class upgrade awards

CERTIFICATES REQUIRED	TYPES OF UPGRADES	CODES
1	Economy to Dynasty class (OW)	B0
2	Economy to Dynasty class (OW)	B0A
2	Dynasty to First class (OW)	B1
3	Dynasty to First class (OW)	B1A
3	Economy to First class (OW)	B8
4	Economy to First class (OW)	B8A

*OW - means One-Way trips.

(b) Free ticket awards for routing within Asia

CERTIFICATES REQUIRED	TYPES OF FREE TICKETS	CODES
2	1 Free Dynasty class round-trip ticket for the same route is awarded with certificate holder's purchase of a	D1
4	Dynasty class round-trip ticket	D1A
3	One free first class round-trip ticket for the same route is awarded with certificate holder's purchase of a	D2
5	First class round-trip ticket	D2A
3	One Economy class round-trip ticket	D3
5	One Economy class round-trip ticket	D3A
4	One Dynasty class round-trip ticket	D4
6	One Dynasty class round-trip ticket	D4A
5	One first class round-trip ticket	D5
7	One first class round-trip ticket	D5A
5	Two Economy class round-trip tickets	D6
7	Two Economy class round-trip tickets	D6A
6	Two Dynasty class round-trip tickets	D7
8	Two Dynasty class round-trip tickets	D7A

(c) Free ticket awards for routing between Asia and North America/Europe/South Africa/Australia

CERTIFICATES REQUIRED	TYPES OF FREE TICKETS	CODES
3	1 Free Dynasty class round-trip ticket for the same route is awarded with certificate holder's purchase of a	B2
5	Dynasty class round-trip ticket	B2A
4	One free first class round-trip ticket for the same route is awarded with certificate holder's purchase of a	B3
6	First class round-trip ticket	B3A

(Continued on next page)

† - Effective December 18, 1994 for transportation to/from Canada.

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RULE

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

C&1080 †[C]DYNASTY FLYER PROGRAM MEMBERSHIP (Continued)

(F) BONUS MILEAGE PROGRAM (Continued)
(2) (Continued)
(c) (Continued)

CERTIFICATES REQUIRED	TYPES OF FREE TICKETS	CODES
5	One Economy class round-trip ticket	B4
7	One Economy class round-trip ticket	B4A
6	One Dynasty class round-trip ticket	B5
8	One Dynasty class round-trip ticket	B5A
7	One first class round-trip ticket	B6
9	One first class round-trip ticket	B6A
8	Two Dynasty class round-trip tickets	B7
10	Two Dynasty class round-trip tickets	B7A
9	Two First class round-trip tickets	B8
11	Two First class round-trip tickets	B8A

NOTES:
1. All above award codes ending with "A" mean tickets or class upgrades good for following Blackout Dates. For all tickets issued shown with codes without the suffix "A", travels within the Blackout Dates are not permitted.
   (aa) China Airlines

North America to Asia	JUN 01 through JUL 10 DEC 10 thorugh DEC 31
Asia to North America	JAN 01 through JAN 10 JUL 15 through SEP 10
Europe to Asia	JUN 25 through JUL 31 DEC 20 through JAN 05
Asia to Europe	JUL 10 through AUG 15 DEC 20 through JAN 26
South Africa to Asia	DEC 10 through DEC 31
Asia to South Africa	JAN 01 through JAN 15
Between TPE and TYO	JAN 01 through JAN 06 FEB 10 through FEB 15 APR 26 through MAY 07 AUG 07 through AUG 17 DEC 27 through DEC 31

   (bb) Mandarin Airlines

Australia to Taipei	DEC 01 through DEC 31
Taipei to Australia	JAN 15 through FEB 15

2. Free tickets given with purchased tickets for award codes of B2, B2A, B3, B3A, D1, D1A, D2, D2A must be issued at the same time at China Airlines or Mandarin Airlines ticketing offices on full basis.
3. No stopovers are permitted on intra-Asia routes. One additional certificate is required for each stopover.
4. Up to two stopover points are permitted on routes between Asia and Europe, North America, South Africa and Australia in addition to turn-around point.
5. Bonus awards may not be used on flights operated by CAL in conjunction with another airline on a code sharing, blocked space, or other such basis.
6. A member to whom a Bonus ticket not subject to blackout dates restrictions was issued may not request return of the extra Award Certificate(s) if he/she travels during the Non-Blackout period.

(Continued on next page)

† - Effective December 18, 1994 for transportation to/from Canada.

RULE

SECTION III - TRANSATLANTIC SPECIAL AND PROMOTIONAL FARES AND CHARGES - PUBLISHED FARES

C&1080 †[C]DYNASTY FLYER PROGRAM MEMBERSHIP (Continued)

(G) AWARD REDEMPTION

(1) Award Certificate

(a) An award certificate will be issued in the following 30 days for every 20,000 miles accumulated within the last 24 months.

(b) Award Certificates are issued in batch on monthly basis, individual or advance processing will not be accepted.

(c) An award certificate is valid for two years from the date of issuance.

(d) Award certificates can be used by a member or any person designated by the member. Selling or bartering Award certificates is prohibited.

(e) Award certificates may be transferred only once. A member's signature is mandatory.

(f) Award certificates can be used in combination provided that they are originally issued to the same member.

(2) Upgrade Awards

(a) Upgrade awards may not be used on free and discounted tickets.

(b) Stopovers are not permitted on upgrade awards.

(3) Free Ticket Award

(a) For free ticket issuance, members are requested to present their certificates to CI/AE ticketing offices (airport/downtown ticketing offices). Ticketing may be done in advance or at the time of travel.

(b) The free ticket award is valid for one year from the date of issuance. Passenger is entitled to travel on positive space basis.

(c) For free ticket award:
Backtracking in routing is not permitted.
Besides point of turn-around, only two stopovers enroute are permitted.

(d) Rerouting is not permitted after commencement of the journey.

(e) Free ticket holders may not be upgraded by paying the fare difference.

(f) For issuance of free companion ticket (B2, B3), certificate holder must simultaneously purchase a full fare Dynasty or First class ticket from CI/AE. The purchased ticket will be non-refundable and non-endorsable.

(g) Free companion ticket (B2, B3) may be issued to anyone except the certificate holder himself with the same itinerary as the ticket purchased by the certificate holder.

(h) Two free ticket awards (B7, B8) must be issued together.

(4) CI/AE will not honor refund requests for the following:

(a) Unused portions of the awards.

(b) Voluntary/Involuntary downgrading.

† - Effective December 18, 1994 for transportation to/from Canada.

For unexplained abbreviations, reference marks and symbols see Pages 17 through 24.

† - Effective November 5, 1994 (except to/from Canada) and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 22365.

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CHINA AIRLINES, LTD
TRANSPACIFIC FARES

EXPLANATION OF FARE CLASS CODES

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

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

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

ECONOMY CLASS SERVICE
Where the fare class application provides that fares apply on Economy Class service, the fare will apply for transportation:
(1) on Economy flights operated with single compartment aircraft;
(2) in the Economy section of flights operated with combination compartment aircraft.

SEASONAL FARES/DAY OF THE WEEK
(1) Fares designated with the letters H, J, L, O, W and X refer to specific seasons/days of the week and apply as follows:
(a) Days of the Week
W - WeeKend
X - MidWeek
(b) Seasons

LETTER DESIGNATOR	SEASON
H	Peak
J	Low Basic
L	Basic
O	Shoulder
Z	Holiday

(2) Seasons/Days of the Week are defined in the governing rule where applicable.

EXPLANATION OF NOTE

Sector	U.S.A. Domestic	Between Canada-U.S.A.	All Others
Carrier-Booking Code	AA-M/B CO-Q PA-M †[N]US-Q AS-M DL-B HP-K TW-†[C]Q ML-Q Others-Y	AC-V/H	Y

For unexplained abbreviations, reference marks and symbols see Pages 17 through 24.

† - Effective September 10, 1991 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 1015 and on not less than one (1) day's notice under NTA(A) Special Permission No. 98883.

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CHINA AIRLINES, LTD
TRANSPACIFIC FARES

&FARES PUBLISHED BY RULE

FARES	GOVERNING RULE		
	(Published in CI-1 [C]NTA(A) No. 323, C.A.B. No. 529)	[N](Published in CT-1 NTA(A) No. 274, C.A.B. No. 467)	[N](Published in RW-1 NTA(A) No. 275, C.A.B. No. 468)
ADVANCE PURCHASE CIRCLE PACIFIC EXCURSION FARES	--	1670	--
AA/CI/SN JOINT ROUND-THE-WORLD ADVANCE PURCHASE EXCURSION FARE	--	--	2350
†CANCELLED	200	--	--
CI BONUS MILEAGE PLAN	1040	--	--
[N]DYNASTY FLYER PROGRAM	1080	--	--
FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS	210	--	--
FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS	205	--	--
NORTH/CENTRAL PACIFIC COMPANION FARES	1050	--	--
NORTH/CENTRAL PACIFIC FAMILY FARE	1030	--	--
NORTH/CENTRAL PACIFIC FIRST CLASS SENIOR CITIZEN SPOUSE FARES	1060	--	--
NORTH/CENTRAL PACIFIC KAISUJEN FARES	1070	--	--
NORTH/CENTRAL PACIFIC SPOUSE FARE	1020	--	--
PASSENGERS ON STRETCHERS	500	--	--
SEAMAN'S FARES	1000	--	--

For unexplained abbreviations, reference marks and symbols see Pages 17 through 24.

† - Effective August 31, 1990 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 95043.

(PAGES CI-535 THROUGH CI-560 ARE INTENTIONALLY LEFT BLANK)

CHINA AIRLINES, LTD.
TRANSPACIFIC FARES TO/FROM CANADA

&NOTICE

In addition to point-to-point fares published herein, FARES PUBLISHED BY RULE as shown in the Index on Page CI-533 will be found in Section II of this tariff.

EXPLANATION OF REFERENCE MARKS

A - Fares bearing this reference mark apply for tickets issued on/before January 15, 1991.

B - Fares bearing this reference mark apply for tickets issued on/after January 16, 1991.

C - Fares bearing this reference mark apply for tickets issued on/before January 15, 1991.

D - Fares bearing this reference mark apply for tickets issued on/after January 16, 1991.

†[N]E - Fares bearing this reference mark apply for tickets issued on/before April 14, 1991.

F - Directional fare applicable for transportation only from headline point (and return when shown in connection with published round trip fares).

†[N]G - Fares bearing this reference mark apply for tickets issued on/after April 15, 1991.

M - Fares bearing this reference mark apply for tickets issued on/before February 13, 1991.

N - Fares bearing this reference mark apply for tickets issued on/after February 14, 1991.

Q - Fares bearing this reference mark apply for tickets issued on/before January 14, 1991.

R - Fares bearing this reference mark apply for tickets issued on/after January 15, 1991.

T - Directional fare applicable for transportation only to headline point (and return when shown in connection with published round trip fares).

Y - Fares bearing this reference mark apply for tickets issued on/before February 11, 1991.

Z - Fares bearing this reference mark apply for tickets issued on/after February 12, 1991.

For unexplained abbreviations, reference marks and symbols see Pages 17 through 24.

† - Effective April 14, 1991 and issued in conjunction with EFA No. 03APR91-001 filed with the D.O.T. and on not less than one (1) day's notice under NTA(A) Special Permission No. 97245.

EXPLANATION OF COLUMN HEADINGS

1) Fare Class:
See carrier's explanation of fare classes.

2) Fares:
a) The fares appearing in the left hand column apply from the headline city in the currency of the headline country.
b) The fares appearing in the right hand column apply to the headline city in the currency of the sideline country.
EXCEPTION: When an amount appears in the FCU column preceded by a "U", this amount is a U.S. Dollar amount.

3) Footnote:
See carrier's footnote explanation.

4) Rule:
The governing fare rule applicable to the fare.

5) RG(R)/MPM(M):
The routing applicable to the fare; i.e. "R" for a specified routing or "M" for maximum permitted mileage.

For unexplained abbreviations, reference marks and symbols see Pages 17 through 24.

(PAGES CI-563 THROUGH CI-810 ARE INTENTIONALLY LEFT BLANK)

CHINA AIRLINES, LTD.
TRANSPACIFIC ROUTINGS

CHINA AIRLINES
TRANSPACIFIC ROUTINGS
APPLICATION OF ROUTINGS

(1) The cities shown at the head of the fare column and the cities at the side of the columns between which the fares published, are referred to below as the headline and the sideline points, respectively.

(2) Diagrammatic routing shall be subject to the following:
- (1) Only ticketed points are considered. As used herein, the term "ticketed point" shall refer to any point which is shown on the "good for passage" section of the passenger ticket.
- (2) Where the headline point and the sideline point are named in the routings, apply only that portion of the routing between such points.
  - (a) Travel may only be routed via points which are connected in a directional, linear order.
  - (b) Where the routing indicates more than one routing option, only one option is permitted on a one way or half round trip journey.
  - (c) Where the routing permits choice of carrier for carriage between the same points, only one of those carriers shall be used.
- (3) Routing may be applied in either direction.
- (4) The symbol * denotes that entry or exit point on a routing. However, a routing may be entered or exited at any intermediate points.
- (5) Where no carrier is indicated between two points, travel shall be limited to CI non-stop/direct service.
- (6) At no time will a point specified on a routing of a published fare to considered a higher intermediate fare point, regardless of stopover.
- (7) Any portion of all of the authorized routing may be non-stop/direct service.
- (8) When any point is named more than once in the applicable routing between the headline point and the sideline point, only one stopover is permitted at the same point in connecting with a one way fare and only one stopover in each direction is permitted at the same point in connecting with a round trip fare.
- (9) CI transpacific routings will not apply to journeys which include a side trip from the origin or destination point of a one way/half round trip journey.
- (10) Itineraries involving surface transportation or the services of an air carrier other than the carrier's indicated shall be permitted, provided that:
  - (a) Such travel is not included at the fares governed by this tariff and is soley at the passenger's expense, and
  - (b) The point at which the passenger resumes using carrier's service (lines connecting cities in the routing diagram) is a point that is in the same linear direction that travel was originally headed.
- (11) When no direct service on the carrier specified between any two points within the U.S.A. in a routing is available, travel via an intermediate connecting point between such two points shall be permitted provided:
  - (a) Service of the same carrier is used for travel both into and out of such intermediate connecting point;
  - (b) No stopover is made at such intermediate point; and
  - (c) The direct normal fare published by the carrier used between the two points specified in the routing permits travel via such intermediate connecting point.
- (12) At no time will Direction Minimum Check be applied to the routing fare, regardless of where the payment is made.
- [N](13) Routings are applicable only to the fares which make specific reference to them.
- [N](14) Locate in the routing the point of origin and the points of destination between which the fare applies.
  Apply only the portion of the routing which connects the origin and destination points by a dash or a series of dashes and city codes.
- [N](15) The routing may be traveled via any or all of the cities named, unless otherwise restricted, or
- [N](16) Except as otherwise provided in individual routings, all or part of the applicable routing may be non-stop.
- [N](17) Where a routing number indicates more than one option applicable between the origin and destination points, any one of the options may be used.
- [N](18) Where a routing contains more than one option between any two intermediate points (indicated by brackets) only one of the options may be used for travel in the same general direction.
- [N](19) Where a carrier or city string within a routing cannot be accommodated on one line due to space limitations the remainder of the routing will be shown with an alpha in parenthesis, i.e. (A), (B), etc. the continuation of the string will be shown at the bottom of the routing with the same alpha designator.

For unexplained abbreviations, reference marks and symbols see Pages 17 through 24.

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CHINA AIRLINES, LTD.
TRANSPACIFIC ROUTINGS
FOR APPLICATION, SEE PAGE CI-811

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†∂ROUTING NO. 60
-----------------
*MSN/MKE-------------------------------------------------------YX-----------------------------------|
*ALB/AMA/ATL/AUS/BDL/BFL/BNA/BOS/BUF/BWI/CHI/CLL---------------------------|-AA-----------------|
*CID/CLE/CLT/CMH/DFW/BPT/DAY/CRP/CVG/DAB/PIT-------------------------------|                    |
*DSM/DTT/FLL/FMY/FSD/FSM/GRR/HOU/ICT/IND/JAX/LBB/LIT/LNK/MEM/MIA/MAF-------|                    |
*MKC/MKE/MLB/MOB/MRY/MSN/MSP/MSY/OKC/OMA/ORF/ORL/PBI/PHL/PSP/PVD/PDX-------|                    |
*RDU/RIC/FYV/ROC/RST/SAN/SEA/SBA/SBP/SAT/SDF/SGF/SNA/SUX/SWF---------------|                    |
*SHV/SRQ/STL/SYR/TPA/TUL/WAS/SJU-------------------------------------------|                    |
*BOI/PDX/PSC/SEA/ANC/BET/FAI/ADQ/JNU/SIT/KTN/CDV/DLG----------AS-----------------------------------|
*ATL/AUS/BDL/BIL/BNA/BOS/BPT/BRO/BTR/BTV/BUF/BWI/CHI/CLE/CMH/COS/CRP---|-CO---------------------|
*CHS/DEN/DFW/DTT/FLL/FMY/GSP/GSO/HAR/HOU/HRL/ICT/IND/JAX/MIA/MFE/MKC---|                        |
*MKE/MSP/MSY/OKC/OMA/ORL/PBI/PHL/PIT/PNS/PVD/PWM/ROC/MHT---------------|                        |
*SAT/SLC/SRQ/STL/SYR/TPA/WAS/AMA/CVG/JAN/MOB/SHV/LFT-------------------|                        |
*ATL-------------------------------------------------------------------CI---------------------|
 *AGS/ALB/ATL/AUS/BHM/BIL/BNA/BOI/BOS/BUF/CAE/CHA/CHI/CHS/CLE-------------------------|----DL--|
*FSD/FWA/BGM/CMH/COS/DAB/DAY/DEN/DFW/DTT/EVV/FLL/FMY/GPT/GSO/GSP/HOU/MSN/GNV-----------|        |
*IND/IDA/JAC/JAX/LAS/LEX/LIT/MEM/MIA/MGM/MKC/MLB/MOB/MSO/MSP/MSY/OKC-----------------|        |
*ORF/ORL/PBI/PIT/PNS/RDU/RIC/ROA/ROC/SAT/SAV/FCA/GTF/IDA/YUM-----------------------|        |
*SDF/SHV/SLC/SRQ/STL/SYR/TLH/TOL/TPA/TUL/TYS/WAS-----------------------------------|        |
*BDL/HSV/JAN/MKE/PHL/PVD/PWM/CLT/GEG/HAR/LBB/PDX/ONT-------------------------------|        |
*ABE/BWI/BTR/CSG/CVG/GRR/YTO/GTF/HLN/SBN-------------------------------------------|        |
*ABQ/ELP/LAS/PHX/TUS/DRO/FLG/FMN/GUP/IGM/MTJ/PRC----------------HP-----------------------------|
*ATL/BOS/BWI/DEN/DFW/CHI/MSP/OMA/AUS/FLL-----------------------------------|-F9--------------|
*RSW/IND/MKC/MSY/ORL/TPA/WAS/ABQ/ELP/FMY/ICT/NYC/OKC-----------------------|                 |
*∂DTT/MSP/SUX-----------------------------------------------NW-------------------------------------|

 *CHI/IND/PIE/TPA/MSP/FLL/PHL/BOS/WAS/FMY/SRQ/CLT/ORL/PIT/SJU-------------------------------TZ-

                                                                                                |---LAX/SFO*
*BOI/BOS/BWI/CHI/COS/DEN/DFW/DTT/PHL/FWA/GRR/HOU/LAN/MIA/MLI/MSY/ORL/PDX------|-UA--------------|-
*PHX/ONT/SEA/WAS/MSN/FSD/GJT/BTV/TUS/YUM/LNK/SNA/AZO/SBN/MHT/LAS/CLD----------|                 |  |---LAX-SFO*
 *AGS/ABE/ALB/AVP/BDL/BMI/BNA/BUF/BWI/CAK/CHA/CLE/CLT/CMH/SYR/TOL--------|-US-------------------|
*TUS/TYS/CVG/DAY/ERI/GRR/GSO/GSP/HAR/IND/ISP/LAS/LEX/MRY-----------------|                        |
    *AIY/BGR/PHL/PIT/PVD/PSP/ROA/RIC/ROC/SCE/SDF/MKC/SAN/WAS-------------|                        |-SFO-LAX*

*LAS-------------------------------------------------------------------AA--|  |--LAX*
*SAN/TUS---------------------------------------------------------------AS--|
 *OMA-------------------------------------------------------------------YX--|
*PHX/MLU/BZN/PSC/PSP/SAN/SBA/SEA/SFO/SJC/SMF/SBN/SDF------------------DL--|--
*ATL/AUS/CMH/COS/ICT/MKC/MSP/OAK/STL/SEA/WAS-------------------------HP--|

*ABQ/COS/LAS/SFO/SJC/RNO/TUS/SNA/FAT---------------------------AA--------|
*SLC/TPA/DFW/CVG-----------------------------------------CI--------------|
*MRY/PMD/SAN/PHX/AMA/SFO/SMF/IPL/SMX-------------------------------UA--|  |--LAX-SFO*

*LMT/GEG-----------------------------------------------AS--|                |--SFO*
*MKC-----------------------------------------------------US-|----------------|
*BZN/LAX/MLU/PHX/PSC/SAN/HLN---------------------DL---------|                |--SFO-LAX*
*OMA/SLC/RNO/SAN/EUG/ACV/RDD/LAX/SMF/FAT/SBP------------UA-|
*LAX-----------------------------------------------------AA--|
      *HII/IFP-----------------------------------------HP-|
    *SDF-----------------------------------------AA/CO-|

*DTT-----------------------------------------------------------------------NW---|
*BOS/BUF/PHL/SYR/WAS/MIA/BWI/ROC/RIC/CLE/RDU/BGR/ORH/SJU-------------------AA-|
*CHI/DTT/ORF/CVG/DAY/IND/ATL/MSN/FLL/BNA/ORL/PBI/TPA-------------------AA-----|
*RIC/BDL-----------------------------------------------------------------CO---|
*ATL/BOS/BWI/CLE/CLT/CMH/MIA/MSN/RIC/ORF/ORL/SYR/TPA/WAS/∂FLL------------DL---|--NYC-ANC*
*MIA/WAS/BTV-------------------------------------------------------------UA------|
 *CHI/IND/PIE/TPA-----------------------------------------------------------TZ---|
        *CHS/DAB/FMY/GSO----------------------DL-----------------------------|
        *CHI/ROC/MSN/ORF/RDU/CRW/SCE-------------------------------------UA---|
*ALB/BUF/BWI/CAK/CLE/CLT/DAY/GNV/HAR/ITH/MHT/AVP/BGR/PIT/PVD-----------|-US---|
              *IND/ORF/ORL/RDU/ROC/SRQ/SYR/PWM/RIC/JAX/BGM/SCE/WAS---|
*BET/FAI/ADQ/JNU/SIT/KTN/CDV/DLG-------------------------------AS-|
*FAI-----------------------------------------------------------DL-|-ANC*
 *PDX/SEA----------------------------HA-----------------------|
 *SFO/LAX----------------------AA/DL/HA/CI--------------------|---HNL*
 *ITO/JHM/KOA/LIH/OGG------------AQ-----------------------------|
 *MKK/LNY-----------------------AQ-----------------------------|
 *SJC---------------------------AA-----------------------------|
 *GEG/SEA/PDX-----------------------AC/AS---|----YVR*
 *EUG----------------------------UA/AS-----|

 BETWEEN LAX AND SFO SURFACE SECTOR PERMITTED.
 BETWEEN AK AND TC3 CAN BE VIA LAX/SFO IN EASTBOUND JOURNEY ONLY
```

For explanation of abbreviations, reference marks and symbols, see Pages 17 through 24.

† - EFFECTIVE DECEMBER 31, 2003 FOR TRANSPORTATION TO/FROM THE UNITED STATES ONLY.

CHINA AIRLINES, LTD.
TRANSPACIFIC ROUTINGS
FOR APPLICATION, SEE PAGE CI-811

ROUTING NO. 61

```
*NYC---HP------------|-LAX*
                     |-LAX-SFO*

*NYC--TZ/UA/F9/DL/CO/AA-LAX/SFO--|--LAX/SFO*
                                 |--LAX/SFO*
                                 |--SFO/LAX*
```

ROUTING NO. 62

```
    *NYC---------X-----------|
                             |
    *LAX/SFO-----------------|------TPE----------AUH*
```

ROUTING NO. 63

```
    *ITO/JHM/KOA/LIH/OGG---AQ/X--HNL---TYO-----|---YY---FUK/OKA/OSA/NGO*
                                               |
                                               |---TPE---OKA*
```

YY- MEANS TRAVEL VIA ANY PARTICIPATING CARRIER'S NONSTOP/DIRECT SERVICE.

†∂ROUTING NO. 64

```
    *LAX--------|---TPE-|---CI/AE---KHH----------|---CI/AE---HKG-|---JKT*
    *SFO--------|       |---------HAN*           |---HKT*        |---BKK---TG--HKT*
    *ANC--------|       |                        |---MNL*        |---KUL*
*HNL-TYO-FUK/NGO-|       |------JKT/DPS*          |---SGN*        |---SIN--SQ--DPS/SUB/JKT*
*YVR-------------|       |--KUL--MH------PEN*    |---SIN*
                         |                        |---KUL*
                         |--PEN/MES*              |---BKK*
                         -MNL-5J-CEB*
                         |--------SYD----NZ/QF------AKL*
                         |---------KUL---MH---BKI*
                         |---SIN---SQ---PEN*
                         |---------KUL---MH---LGK*
                         |------AE-----------CNX/RGN/CEB/X*
                         |
                         |------AE/CI/GE---KHH*
                         |---------HKG------|---SIN--SQ----JKT/DPS/SUB*
                         |---TO----PNH*     |
                                            |
                                            |---BKK----------|-------PG/TO------PNH*
                                            |                |---TG---HKT*
                                            |--JKT*          |--∂YY--∂VTE*
                                            |--KUL*          |--UB/TG-----RGN*
                                            |                |--VN--SGN/HAN*
                                            |
                                            |---AUH*
```

BETWEEN TYO AND FUK/NGO SURFACE SECTOR REQUIRED.
BETWEEN LAX AND SFO SURFACE SECTOR PERMITTED.
BETWEEN TPE AND KHH SURFACE SECTOR PERMITTED.
YY - MEANS TRAVEL VIA ANY CARRIER

† - Effective NOVEMBER 2, 2003 for transportation to/from Canada.
For explanation of abbreviations, reference marks and symbols, see Pages 17 through 24.

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

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†∂ROUTING NO. 65

```
                                                                  |-----DPS*
                                                                  |------PEN*
                                                                  |-----HKG-|-BKK/SIN/KUL/JKT*
                                                                  |         |-UA/CX---DEL*
  *YTO------------------AA/AC/DL---------|-|---LAX/SFO---|-TPE-   |         |--BL--DAD*
  *YVR------------------AC/AS------------| |---LAX--SFO--|        |---CI/AE-KHH--CI/AE--HKG-BKK/KUL/SIN/JKT*
  *YMQ------------------AA/AC------------| |---SFO--LAX--|        |-----MNL---PR/5J------CEB*
  *YYC/YEA---------------AC/DL-----------|                        |-----CI/AE--KHH---MNL*
  *YOW-------------------AC/US-----------|                        |----CI/BL---SGN*
  *YWG-------------------AC--------------|                        |-----HAN*
  *YVR-----AC/AS/HQ-----------------------|---LAX-------           |---GE-------MFM*
  *YHZ-----------------AC----------------| |---LAX---SFO-         |------HKT*
  *YTO----------------AA/DL/VP/AC--------| -----NYC-------         |----AE--CNX/RGN*
  *YMQ----------------------AA/AC/DL-----|                        |-----MES*
   *YOW------------------AC--------------|                        |-----TO--PNH*
  *YHZ/YQB-------------CO----------------|                        |-CI/AE-KHH-CI/AE-HKG-|---KA-|-KWL/HAK/NKG/CSX*
  *YCD/YYJ/YBL/YKA/YLW/YQQ---AC----|                              |                     |      |-SHA/WUH/FOC/NGB*
  *YYF/YCG/YQZ/YWL/YXC/YDQ---AC----|                              |                     |      |-HGH/KMG/DLC/BJS*
  *YPR/YPW/YQU/YXS/YXT/YEA---AC----|---YVR---------------|        |                     |      |-TAO/XMN/SIA/CKG*
  *YYC/YMQ/YOW/YQL/YXH/YQR---AC----|                              |                     |      |-------------CTU*
  *YQB/YWG/YTO/YSJ/YHZ/YYT---AC----|                              |                     |
  *YXE---------------------AC-------|                              |                     |-CZ-|---CAN/XMN/SWA/KMG*
    *YTO-----------------HQ--------|                              |                     |    |---CSX/KWL/WUH/HAK*
                                                                  |                     |    |---SYX/DLC/SHE*
*YVR-----AC------HNL-----TYO------TPE*                            |                     |    |----NNG*
                                                                  |                     |    |-∂BJS--∂CZ---∂SHE*
                                                                  |                     |
                                                                  |                     |---MU-|-SHA/FOC/HGH/NGB*
                                                                  |                     |      |-KHN/HFE/SIA*
                                                                  |                     |      |-WNZ*
                                                                  |                     |
                                                                  |                     |----CA--|--BJS/TSN/DLC*
                                                                  |                     |        |--CKG/CTU*
                                                                  |
                                                                  |-------HKG-----BKK---|-AI-BOM/DEL/CCU*
                                                                  |                     |-TG-DEL/CCU*
                                                                  |                     |-RA-KTM*
                                                                  |                     |-IC-----DEL/CCU*
                                                                  |                     |--TG/BG---DAC*
                                                                  |                     |--TO--PNH*
                                                                  |---SIN-|--AI-BOM/DEL/BLR/MAA*
                                                                  |       |--RA--KTM*
                                                                  |       |--SQ---PEN*
                                                                  |
                                                                  |---KUL-|--AI-----BOM/MAA*
                                                                  |       |--MH---PEN*
                                                                  |
                                                                  |---DEL--9W--BLR/MAA/HYD/CCU/BOM/TRV*
                                                                  |---DEL-9W-IXC/JAI/IXJ/JDH/HJR/IXL*
                                                                  |---DEL-9W-LKO/SXR/UDR/VNS/AMD/IDR/IXB*
                                                                  |---DEL-9W-GAU/PNQ/BDQ*
                                                                  |--∂OKA-----∂MU----∂SHA*
```

BETWEEN LAX AND SFO SURFACE SECTOR REQUIRED.

ROUTING NO. 66

```
                                                                  |--SIN-GA---JKT*
*ACA/CUN/CZM/GDL/MID/MTY/MZT/PVR/SJD/ZIH-MX-MEX-MX-LAX/SFO-TPE-|-KHH-|-MNL*  |-*
                                                                  |     |-HKG---|-BKK*
                                                                  |-JKT*      |-KUL*
```

ROUTING NO. 67

```
*YTO-|-AC---YVR-TPE-KHH*
```

For explanation of abbreviations, reference marks and symbols, see Pages 17 through 24.

† - EFFECTIVE OCTOBER 18, 2003 FOR TRANSPORTATION TO/FROM THE UNITED STATES ONLY.

CHINA AIRLINES, LTD.
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ROUTING NO. 68

```
*KHH---TPE-HNL*
```

ROUTING NO. 69

```
     *LAX--AA/UA/DL--SFO-----------------|-TPE-|--CI/AE--KHH----|--CI/AE--HKG-|-JKT*
   *LAX--HA/DL/AA/CI/CO--HNL-TYO-FUK/NGO-|     |---HAN/CNX*     |------HKT*   |-BKK--TG/PG---HKT*
                                         |     |                |------MNL*   |-CX-----MNL*
                           *LAX/NYC------|     |----SGN*        |             |-KUL*
    *LAX----UA/AS------SEA---------------|     |----JKT*        |----SGN*     |--SIN--SQ--|
                                         |     |----KUL*        |----SIN*                 |--DPS*
                                         |     |-CI/AE---RGN*   |-----KUL*                |--SUB*
                                         |     |--YY-----PNH*   |------BKK*               |--JKT*
                                         |
                                         |     |----DPS--GA-SUB*
                                         |     |----KUL--MH-BKI*
                                         |     |----KUL--MH-PEN*
                                         |     |----KUL--MH-LGK*
                                         |     |----CI/GE/AE----KHH*
                                         |
                                         |     |----HKG-|-----SIN--SQ--|--JKT*
                                         |                             |--DPS*
                                         |                             |--SUB*
                                         |
                                         |                 -----BKK------|--PG-------PNH*
                                         |                               |---TG------HKT*
                                         |                 ------JKT*    |---YY------VTE*
                                         |                 ------KUL*    |---TG/8M---RGN*
                                         |                               |---VN----SGN/HAN*
                                         |
                                         |                 ---MES*
                                         |                 -CX-----MNL*
```

YY - MEANS ANY CARRIERS NONSTOP OR DIRECT SERVICE

†∂ROUTING NO. 70

```
                                                |-----AI---DEL*
*LAX------------------------|---TPE--|-BKK---|--TG/CX----KHI*
*YVR------------------------|        |       |-----TG----LHE*
*SFO------------------------|        |       |-----AI---BOM---AI---TRV*
*ANC------------------------|        |       |--------AI/TG/IC---CCU*
*HOU---SEA------------------|        |       |------CX---BOM*
*HOU---UA/CO/DL/AA----------|        |       |----UL/TG--CMB*
                                      |       |-----TG/RA-KTM*
                                      |       |------IC----BLR/MAA/HYD/DEL*
                                      |
                                      |----SIN--|-----IC-BLR/DEL/MAA*
                                      |         |----SQ--MAA/CCU/BLR*
                                      |         |-----AI/SQ-BOM-AI--TRV*
                                      |         |---------AI----BLR/MAA*
                                      |         |--------------AI--HYD*
                                      |         |------------UL/CI-CMB*
                                      |-----DEL----|-9W--BLR/MAA/HYD/CCU/BOM/TRV/AMD/∂BDQ/∂PNQ*
                                      |            |-∂IC---∂AMD/∂BDQ/∂PNQ*
                                      |-------KUL----|-AI/IC--MAA*
                                      |              |--UL/TG-CMB*
                                      |              |--MH------BOM/BLR/MAA/HYD*
                                      |-------HKG--------CX----BOM/KHI*
```

MPM APPLIES.

ROUTING NO. 71

```
*BFL/CLD/FAT/LAS/MRY/SFO/PSP/SAN/SBA/SBP/SJC-------AA-----LAX-----|---TPE--VN--SGN/HAN*

*MRY-----------------------------------------------AA-----SFO-----|

*ABI/ACT/AEX/AMA/AUS/BPT/BTR/CLL/CRP/DFW/FSM------|--AA--LAX/SFO--|
*GGG/HRL/HOU/ILE/LAW/LBB/LCH/LFT/LRD/MAF/OKC------|
*SAT/SPS/TUL/TXK/TYR/CHI/DSM/MKC/OMA/STL/ICT------|
*CAK/BHM/CVG/CLE/CMH/DAY/DTT/FWA/GRR/IND/LIT------|
*SDF/MEM/MKE/MSP/BNA/MSY/RST/SHV/ALB/ATL/BWI------|
*BOS/BUF/CHS/CLT/FLL/FMY/GSO/BDL/HSV/ISP/JAX------|
*MIA/NYC/ORF/ORL/PHL/PIT/PVD/RDU/RIC/ROC/SYR------|
*TPA/WAS/PBI--------------------------------------|
```

† - Effective APRIL 17, 2005 for transportation to/from Canada.
For explanation of abbreviations, reference marks and symbols, see Pages 17 through 24.

CHINA AIRLINES, LTD.
TRANSPACIFIC ROUTINGS
FOR APPLICATION, SEE PAGE CI-811

```
   ROUTING NO. 72
-----------------
  *X---------------------|--X--X*
  *X---------------------|

  *NYC-----HP------------|-LAX*
                         |-LAX-SFO*

  *NYC--N7/TZ/UA/TW/F9/DL/CO/AA-LAX/SFO--|--LAX/SFO*
                                         |--LAX/SFO*
                                         |--SFO/LAX*
```

```
 †∂ROUTING NO. 205
------------------
*SPN--NW/CO--|--GUM-|-TPE--|---CI/AE--KHH*
*ROR----CO---|      |      |---HKG/MNL/SIN/KUL/BKK/JKT/SGN*
             |      |
*SPN------AE--------|
*†∂PPG--†∂HA--†∂HNL-|
```

For explanation of abbreviations, reference marks and symbols, see Pages 17 through 24.

† - EFFECTIVE MARCH 31, 2001 FOR TRANSPORTATION TO/FROM THE UNITED STATES ONLY.

CHINA AIRLINES, LTD.
TRANSPACIFIC ROUTINGS
FOR APPLICATION, SEE PAGE CI-811

ROUTING NO. 72

```
*NYC---HP------------|-LAX*
                     |-LAX-SFO*

*NYC--TZ/X/UA/F9/DL/CO/AA-LAX/SFO----|--LAX/SFO*
                                     |--LAX/SFO*
                                     |--SFO/LAX*

*NYC----ANC*
```

ROUTING NO. 205

```
*SPN--NW/CO--|--GUM-|-TPE--|---CI/AE--KHH*
*ROR----CO---|      |      |---HKG/MNL/SIN/KUL/BKK/JKT/SGN*
*MAJ----CO---|      |
*SPN------AE--------|
 *PPG----HA----HNL--|
```

†∂ROUTING NO. 307

```
*SAN---AA-------------LAX------------|--TPE---|--KHH/HKG/SIN/BKK/KUL/SGN*
                                     |        |--DEL/MES/PEN/JKT/DPS/HKT*
*MIA/DFW/CHI/STL/WAS--AA--|-LAX/SFO--|        |------KHH-------HKT*
*MSP/DTT------NW----------|          |        |---KHH---HKG---BKK/SIN/KUL/JKT*
  *HOU--------CO----------|
```

For explanation of abbreviations, reference marks and symbols, see Pages 17 through 24.

† - EFFECTIVE APRIL 1, 2003 FOR TRANSPORTATION TO/FROM THE UNITED STATES ONLY.

CHINA AIRLINES, LTD.
TRANSPACIFIC ROUTINGS
FOR APPLICATION, SEE PAGE CI-811

```
†∂ROUTING NO. 308
-----------------
  *SAN---DL/UA/AS/US/AA--|-LAX---|-TPE-|---CI/AE-KHH-SGN/MNL*
  *HOU--AA/CO/DL/UA------|        |     |---DPS/HAN/JKT/SYD/MES/PEN/BNE/CNX/SEL/PNH*
  *ATL-AA/CO/CI/DL/F9/HP-|        |     |---MNL--5J---CEB*
  *PHX--DL/HP/UA---------|        |     |---HKG---YY----DAD*
  *PDX--AA/AS/DL/UA------|        |     |---SIN---|-CMB-UL----BLR/MAA/TRV*
                         |        |     |         |-VN----SGN*
  *CHI-UA/AA/CO/DL/TZ/F9-|        |     -OKA-----MU-----SHA*          |-MF------FOC*
                         |        |                                   |-------CA-BJS/TSN/DLC/CKG*
  *RNO---------UA--------|-SFO---|                                   |-----BKK-TG/PG----HKT*
  *HOU--AA/CO/DL/UA------|        |     -CI/AE-KHH--CI/AE---HKG-------|----SIN-GA--JKT*
  *ATL--AA/CO/DL/F9/CI---|        |                                   -SIN-MH/SQ-KUL*
  *PDX--AA/AS/DL/UA------|        |                                   -KA/MU-----SIA*
                         |        |                                   ------KA-----PNH*
 *CHI-UA/AA/CO/DL/TZ/F9--|        |                                   --------CZ--|------CAN/XMN/SWA/KMG*
  *OGG-HA/AQ-HNL-TYO-FUK/NGO-----|                                   |           |-----CSX/KWL/WUH/HAK*
                         |        |                                   |           |------SYX/NNG/DLC*
  *BOS---AA/DL----|-NYC-ANC------|                                   |           |----BJS-----CZ------SHE*
  *WAS---AA/DL/UA-|        |     |                                   --CX------BJS/XMN*
                         |        |                                   ---MU---------SHA/FOC/HGH/NGB/KHN/WNZ*
*PDX-----------AS------|-SEA-----|                                   --KA----|-----KWL/HAK/NKG/CSX*
*HOU----------CI-------|        |                                   |       |------SHA/WUH/FOC/NGB*
*WAS--DL/UA/AS/TZ------|        |                                   |       |------HGH/KMG/DLC/BJS*
*CHI---UA/AA/DL/TZ/F9--|        |                                   |       |---------TAO/XMN/CKG*
                         |        |     |-IC-BLR/MAA/HYD*           --KA/CA------CTU*
                         |        |     |-----CX-BOM*               |-----------------JKT/KUL*
                         |        |     |-----TG-LHE*
                         |        |     -BKK-|-----VN-HAN*
                         |        |     |    |-----TG/CX---KHI*
                         |        |     |    |-----VN-SGN*
                         |        |     |    |---YY-VTE*
                         |        |     |    |---TG/RA--KTM*
                         |        |     |    |---BG/TG--DAC*
                         |        |     |    |---UL/TG---CMB*
                         |        |     |    |---AI/TG/IC-DEL/CCU*
                         |        |     |    |---PG/X-----PNH*
                         |        |     |    |---AI-BOM-AI-TRV*
                         |        |     -KHH-HKG-SIN-|---AI-BOM-AI-TRV*
                         |        |                  |-AI-MAA/HYD/DEL*
                         |        |                  |-AI/SQ-BOM*
                         |        |                  |--UL-CMB*
                         |        |                  |--SQ-KHI/MAA/CCU/BLR/DPS*
                         |        |                  |-IC----BLR/DEL/MAA*
                         |        |     -HKG-|-BKK-|-TG-CNX*
                         |        |     |    |     |-SQ/TG-------SIN*
                         |        |     |    |     |-TG/MH-KUL*
                         |        |     |    |     |-TG/8M----------RGN*
                         |        |     |    |-CX--BOM/KHI*
                         |        |     |    |-CX/AI------------DEL*
                         |        |     |    |-JKT*
                         |        |     -KUL---------------------------|--AI----KUL*
                         |        |     -CI/GE-KHH*                    |---AI/IC-MAA*
                         |        |     -AE-CNX/RGN/CEB*               |-----UL-CMB*
                         |        |     --EF------DAD*                 |---TG---CMB*
                         |        |           |--YY---VTE*             |-MH----BOM/LGK/BLR/MAA/HYD*
                         |        |     -HAN---|---VN--DAD/KMG*        |------MH--BKI*
                         |        |     -BI-BWN*                       |-----VN----SGN*
                         |        |     ---SGN-VN-----DAD*
                         |        |     --YY-------PNH*
```

YY MEANS DIRECT TRAVEL ON ANY APPLICABLE CARRIER OFFERING SERVICE

For explanation of abbreviations, reference marks and symbols, see Pages 17 through 24.

† - EFFECTIVE JULY 1, 2005 FOR TRANSPORTATION TO/FROM THE UNITED STATES ONLY.

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

68th REVISED PAGE CI-816-D
CANCELS 67th REVISED PAGE CI-816-D

CHINA AIRLINES, LTD.
TRANSPACIFIC ROUTINGS
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```
†∂ROUTING NO. 309
-----------------
  *PHL/MIA-AA/CO/DL/UA-----------------------------------|
  *DTT------------------AA/CO/DL/NW/UA-------------------|
  *BOS------------------AA/CO/DL/UA/F9/TZ----------------|
  *ORL--------------------AA/CO/DL/UA/TZ-----------------|
  *BWI--------------------AA/CO/DL/UA/F9-----------------|
  *MSN----------------AA/YX/DL/UA-------------------------|
  *BDL/CLE/CMH/CVG/PIT/SYR-AA/CO/DL/US-------------------|
  *MSP--------------------AA/CO/DL/NW/TZ-----------------|
  *FLL/JAX/PBI/STL/TPA-----------AA/CO/DL----------------|
  *ATL/AUS/MSY/MKC/FMY/OKC-------AA/CO/DL/F9-------------|
  *OMA/ICT-----------------------AA/CO/F9----------------|
      *CLT/DAY/LIT/ORF/RDU/SDF---AA/DL--------------------|
  *BUF/PVD/ROC-------------------AA/CO/DL/US-------------|----LAX/SFO*
  *MKE---------------------------AA/CO/DL/YX-------------|
  *PDX---------------------------AS/DL/AA/UA-------------|
  *SEA---------------------------AS/AA/UA----------------|
  *FSD---------------------------AA/DL/UA----------------|
  *BNA/HOU/MOB/SAT/SHV/SRQ/TUL---AA/CO/DL----------------|
  *ALB/GRR/MEM/RIC-----------------AA/DL/US-------------|
  *DEN---------------------------CO/DL/UA/F9-------------|
  *DFW-------AA/CO/DL/F9/UA------------------------------|   *BOS---------------------------AA/DL-|
  *COS/DEN-----------------------CO/DL/UA-----------------|   *ALB---------------------------DL/AA-|
  *WAS------AA/CO/DL/UA/TZ-------------------------------|   *BWI/CLE/SYR----------------DL/AA/US-|
  *CHI/FWA/GJT/GRR/LAN/MLI/MSY/BMI----------UA-----------|   *BUF/BGR-----------------------AA/US-|
  *BOI---------------------------AS/DL/UA----------------|   *ITH/AVP/BGM/CAK/HAR/MHT/PWM/PIT--US-|
 *BIL/BTR/JAN/PNS/PWM/SLC/CHS---CO/DL--------------------|   *BNA/PHL-----------------------------AA-|
  *BGM/IDA/EVV/FCA/GTF/CAE/MLU/MSO/PSC/TLH/JAC/SAV---DL--|   *CLT---------------------------DL/US-|
  *HOU-----AA/CO/DL/UA----------------------------------|   *CMH-----------------------AA/HP/US-|
  *LBB/MLB----------------------AA/DL---------------------|   *CRW-------------------------------UA-|
  *AMA/BPT/CRP-------------------AA/CO--------------------|   *CVG---------------------------AA/DL--|
  *NYC---------AA/CO/DL/TZ/UA/US/F9----------------------|   *DAY---------------------------AA/US-|-NYC*
  *SIT/PSC/ANC/BET/FAI/ADQ/JNU/KTN/CDV/DLG---AS----------|   *ORF-----------------------AA/UA/US-|
  *DUT/BRW/OME/ENA/HOM-------------------------AS--------|   *ORH/PVD-----------------------------AA-|
  *PIE/FLL/PHL/FMY/SRQ---------------------TZ------------|   *RDU-----------------------US/AA/UA-|
  *ABE/CHA/GSO/GSP/HAR/LEX/TOL/TYS/AGS/ROA--DL/US--------|   *RIC---------------------------CO/US--|
  *CHI/IND--AA/CO/DL/TZ/F9------------------------------|   *ROC-----------------------AA/UA/US-|
*PHL/WAS/BNA/CLT/DAY/SDF/BGR/MRY/IND/MKC-US--------------|   *SCE/∂WAS----------------------UA/US-|
  *DSM---------------------------AA----------------------|   *WAS-----------------------------AA/DL-|
  *BTV/MHT-----------------------CO/UA--------------------|   *BDL-------------------------------CO-|
   *ATL---------CI----------------------------------------|   *LAX-------------------------AA/DL/HA---|
  *SUX--------AA/NW-------------------------------------|   *OGG-----------------------------AQ------|
*BHM/BZN/DAB/FWA/GEG/GNV/GPT/HSV/MGM----------DL---------|   *SFO-------------------------AA/DL/HA---|-HNL*
  *BRO/HRL/LFT/MFE/GSO/HAR------------------CO-----------|   *ITO/JHM/KOA/LIH-----------------AQ------|
  *CID/SJU/SGF/CLL-------------------AA-------------------|   *MKK/LNY---------------------------AQ---|
*GRR/MRY/MAF/RST/SWF/FYV/FSM-------------------AA--------|
  *DRO/MTJ-----------------------------------HP-----------|
  *ABQ/ELP-----------------------------HP/F9-------------|
  *AVP/BWI/CAK/ERI/ISP/LGB/AIY-------------US-------------|
      *OMA-----------------------------------------YX------|
        *DFW/SLC/CVG/TPA------------------------CI------|
      *AZO/SBN-----------------------------UA----------|
      *LAS--------------AA/DL/HP/UA/US-------------------|
      *BFL---------------------------AA/AS/DL------------|
      *ABQ/CHI/COS/LAS/SBA-----------------------AA------|
      *PSP-----------------------------AA/DL/US---------|
      *SAN----------------------AS/US/DL/UA/AA----------|
      *PHX----------------------DL/HP/UA-----------------|
      *AMA/MRY/ONT/YUM--------------------------DL/UA---|-LAX*
      *TUS--------------------------AA/HP/UA/US---------|
      *BFF/SMF/SBN/SDF/ICT/SEA-------------------DL------|
      *ATL/AUS/CMH/COS/MKC/MSP/PRC/IGM----------HP------|
      *LNK---------------------------AA/UA---------------|
      *PMD/CLD/IPL/SMF/SMX/SNA------------------UA------|
      *NYC/STL/WAS/OAK/ICT/SEA/FLG/FMN/GUP/HII/IFP--HP--|
      *EUG-----------------------------------------AS------|
  *EUG/OMA/SLC/SMF/ACV/RDD/FAT/RNO/SBB----------UA--|
                                                    |-SFO*
  *LMT/GEG-----------------------------------------AS--|
  *HLN-----------------------------------------DL--|
  *SBP-----------------------------------------AA/UA--|
  *SDF-----------------------------------------AA/CO---|
  *BET/FAI/ADQ/JNU/SIT/KTN/CDV/DLG--AS--|
  *HOM/ENA/OME/BRW/DUT--------------AS--|-ANC*
  *FAI-----------------------------DL--|
  *HOM/ENA---------------------------7H--|
```

YY MEANS TRAVEL MAY BE VIA ANY PARTICIPATING CARRIER'S NONSTOP/DIRECT SERVICE.
BETWEEN AK AND TC3 CAN BE VIA LAX/SFO IN EASTBOUND JOURNEY ONLY.

For explanation of abbreviations, reference marks and symbols, see Pages 17 through 24.

†* - EFFECTIVE DECEMBER 19, 2003 FOR TRANSPORTATION TO/FROM THE UNITED STATES ONLY.

CHINA AIRLINES, LTD.
TRANSPACIFIC ROUTINGS
FOR APPLICATION, SEE PAGE CI-811

```
†∂ROUTING NO. 310
-----------------
*BDL-----------------------------CO-----------------|---NYC*       *HNL--NRT----CA/MU-----BJS/SHA*
*BWI/CLE-------------------------DL/AA/US-----------|
*BUF/BGR-------------------------AA/US--------------|
*ALB/ITH/AVP/BGM/CAK/HAR/MHT/PWM/PIT/PVD---------US-|
*PHL-----------------------------AA-----------------|
*CLT-----------------------------DL/US--------------|
*CMH/RIC-------------------------DL-----------------|
*CRW-----------------------------UA-----------------|
*CVG-----------------------------AA/DL--------------|
*DAY-----------------------------AA/US--------------|
*ORF-----------------------------AA/DL/UA/US--------|
*ORH-----------------------------AA-----------------|
*RDU-----------------------------US/AA/DL-----------|
*RIC/SYR-------------------------CO/US--------------|
*ROC-----------------------------AA/UA/US-----------|
*SCE-----------------------------UA/US--------------|
*WAS-----------------------------AA/DL/UA/US--------|

*MSP--------------------AA/CO/DL/TZ/∂F9-------------|--LAX/SFO*
*DTT--------------------AA/CO/DL/UA-----------------|

*MSP--------------------HP------LAX*

*MIA/JAX/ORL/TPA---------------------------AA/CO/DL----------------------|--HOU*
*HSV/MOB/PBI/PNS/SAV/SRQ/TLH---------------------CO/DL-------------------|
*AUS/DFW/LBB-----------------------------------CO/AA-------------------|
*BHM/FLL/AMA/BNA/BPT/BRO/BTR/CLL/CRP/ELP/FYV/HRL/ICT/JAN-----------CO---|
*LFT/LIT/MFE/MSY/MKC/OKC/OMA/SAT/SHV/STL/TUL/MAF-------------------CO---|
*ABI/DRT/SJT/TXK/ACT/GRK/GPT/TYR/VCT/MLU------------------------CO-----|
*ATL/DAB/GNV/MGM/MLB/CHA-------------------------------------------DL---|
*FYV/FSM-----------------------------------------------------------AA---|
```

For explanation of abbreviations, reference marks and symbols, see Pages 17 through 24.

† - EFFECTIVE JULY 1, 2005 FOR TRANSPORTATION TO/FROM THE UNITED STATES ONLY.

CHINA AIRLINES, LTD.
TRANSPACIFIC ROUTINGS
FOR APPLICATION, SEE PAGE CI-811

ROUTING NO. 311

```
  *NYC-----------AA/DL/TZ/UA/X---------------------------|-LAX/SFO/SEA*    *MSP/DTT-------NW---LAX/SFO/SEA*
 *ABE/LEX/TOL/ROA----------------------DL/US-------------|
 *BGM/MLU/EVV-------------------------------------DL---  |
 *ALB/GRR/HAR/RIC--------------AA/DL/US------------------|       *BOS/WAS---------------AS---|-----SEA*
 *AVP/ERI/AIY/BGM/BGR/CAK/ISP/SCE-------US---------------|       *CVG-------------------DL---|
*BDL/CLE/CMH/CVG/SYR/BUF/PVD/ROC------------AA/CO/DL/US--|       *DAY/FMY/PIE/TOL-------TZ---|
*DAY-------------------AA/DL/US--------------------------|       *HOU-----------------CI-----|
*BOS---AA/CO/DL/UA/F9/TZ----------------------------------|
*BTV/MHT----------------------CO/UA----------------------|
*CLT----------------------------AA/DL/US/TZ--------------|
*PHL-------------AA/CO/DL/TZ/UA/US----------------------|
*BWI-------------------AA/CO/DL/UA/US/F9-----------------|
*CAK/ISP---------------------------AA/US-----------------|
*FWA-------------------------------DL/UA-----------------|
*IND/PIT---------------AA/CO/DL/US/TZ-------------------|
*LAN/SWF--------------------------------UA---------------|
*ORF/RDU----------------------AA/DL----------------------|
*PWM--------------------------CO/DL----------------------|
*LFT---------------------------------CO-------------------|
*GSO/HAR-----------------------------CO/DL/US-------------|
*SWF/SJU-------------------------------AA----------------|

*WAS-----------------------AA/CO/DL/F9/TZ/UA/US---------|

*CMH/X/AUS-----------------------HP---------|---LAX*
*AZO/SBN---------------------------UA------|
*SBN/CRW---------------------------DL------|
 *WAS-----------------------------HP------|
 *CVG/TPA/DFW----------------------CI------|
 *AMA--------------------------DL/UA-------|
 *ABI--------------------------AA----------|
*SDF--------------------------------CO--------SFO*


  *ELP/NYC-----------------------------------------------HP/F9---------|
  *CLL/FYV/MAF/FSM-------------------------------------------AA---------|
  *BRO/HRL/LFT/MFE-------------------------------------------CO---------|
  *AMA/BPT/CRP-----------------------------------------AA/CO----------|
  *BNA/MEM/SDF-----------------------------------------AA/DL/US---------- |-LAX/SFO*
  *CAE/CHS/BHM/DAB/GNV/HSV/MGM/SAV/TLH/MLU/GPT-----------------DL---------|
  *CHA/GSP/LEX/TYS/AGS-----------------------------------DL/US----------|
  *FLL/FMY-------------------------------AA/CO/DL/F9/TZ----------------|
  *JAX/MOB/PBI/SAT/SHV/TUL-----------------------------AA/CO/DL----------|
  *MIA/HOU-----------------------------------------AA/CO/DL/UA---------|
  *MLB/LBB/LIT-------------------------------------------AA/DL----------|
  *ORL-------------------------------AA/CO/DL/F9/UA/TZ----------------|
  *PIE-------------------------------------------------------TZ---------|
  *PNS/BTR/JAN-----------------------------------------------CO/DL-------|
  *SRQ-----------------------------------------------AA/CO/DL/TZ-------|
  *TPA/AUS/OKC-----------------------------------------AA/CO/DL/F9-------|
  *DFW/MSY-----------------------------------AA/CO/DL/F9/UA-------------|
```

TRAVEL MUST BE VIA LAX/SFO/SEA.

For explanation of abbreviations, reference marks and symbols, see Pages 17 through 24.

CHINA AIRLINES, LTD.
TRANSPACIFIC ROUTINGS
FOR APPLICATION, SEE PAGE CI-811

ROUTING NO. 312

```
*LAX/HNL--TPE-YY-SGN*
*LAX/NYC/HNL/ANC/SFO------------TPE--|--BKK----AI/TG/IC--DEL*
                                     |--HKG----SIN---AI--DEL*
                                     |--HKG----CX/AI--DEL*
```

YY MEANS ANY PARTICIPATING CARRIER

†∂ROUTING NO. 313

```
*PDX------------------AS---------|-SEA-------|--TPE-|--JKT/DPS/MNL/PEN/MES/SYD/BNE/CNX/SEL/PNH/SIN/HKT/∂TYO*
*HOU-------CI--------------------|           |      |--AE--RGN/CNX/CEB*
*CHI---UA/AA/DL/TZ/F9------------|           |      |--CI/AE--KHH---|--CI/AE---HKG--BKK/SIN/KUL/JKT*
                                             |      |               |--SGN/HAN*
                                             |      |               |--HKG---KA-----PNH*
                                             |      |               |-MNL*
*CHI----UA/AA/CO/DL/TZ/F9-----------|--LAX---|      |--MNL--5J-CEB*
 *SAN----DL/UA/AS/US/AA-------------|        |      |--HKG------SIN/KUL/JKT*
 *HOU-----AA/CO/DL/UA---------------|        |      |---HKG----BKK----TG--------RGN*
 *ATL-------AA/CO/CI/DL/F9/HP-------|        |      |---DEL-IC-COK*
  *PHX---DL/HP/UA--------------------|        |      |---HKG----YY----DAD*
  *PDX---AA/AS/DL/UA-----------------|        |      |--SGN-VN-----DAD*
  *RNO------------AS----------------|        |      |--BKK----------|---PG--------PNH*
 *SEA----AS/AA/UA/DL/HP-------------|        |      |               |-----YY------VTE*
*SEA-----------AS/AA/UA-----------|-SFO------|      |               |-----TG-----CNX/HKT*
                                  |          |      |               |-----PG----HKT*
                                  |          |      |---HAN---|--VN---DAD/PNH*
*CHI----UA/AA/CO/DL/TZ/F9---------|          |      |         |--YY---VTE*
 *RNO----------------UA-----------|          |      |--EF---DAD*
 *HOU-----AA/CO/DL/UA-------------|          |      |--DEL-------9W--|----BLR/MAA/HYD/AMD*
 *ATL---------AA/CO/DL/F9/CI------|          |      |                |----CCU/BOM/TRV/JAI*
  *PDX----AA/AS/DL/UA-------------|          |      |--YY---------PNH*
                                  |          |
  *OGG--HA/AQ---HNL-----TYO----FUK--NGO------|
                                  |          |
 *BOS----------AA/DL----------|-|-NYC----ANC---|
 *WAS---------AA/DL/UA/US----|  |----NYC-------|
 *CVG---------AA/DL----------|
                             |
  *WAS---------AA/DL/UA------|
```

BETWEEN TYO AND FUK/NGO SURFACE SECTOR REQUIRED.
BETWEEN TPE AND KHH SURFACE SECTOR PERMITTED.
YY - MEANS ANY CARRIERS NONSTOP OR DIRECT SERVICE

† - Effective NOVEMBER 4, 2005 for transportation to/from Canada.
For explanation of abbreviations, reference marks and symbols, see Pages 17 through 24.

CHINA AIRLINES, LTD.
TRANSPACIFIC ROUTINGS
FOR APPLICATION, SEE PAGE CI-811

ROUTING NO. 314

```
*X*

*SFO/SJC/OAK/FAT---AA---|---LAX---TPE---DEL*
*SMF/FAT-----------UA---|
```

ROUTING NO. 315

```
*SFO/LAX/NYC/YVR----CI-TPE-CI-HKG-SHA-CA-BJS-CA-SFO/LAX/NYC/YVR*
*SFO/LAX/NYC/YVR----CI-TPE-CI-HKG-CA-BJS-CA-SFO/LAX/NYC/YVR*
```

BETWEEN BJS/SHA AND HKG SURFACE SECTOR PERMITTED.

ROUTING NO. 316

```
*MIA/JAX/ORL/TPA--------------------------AA/CO/DL----------------------|-HOU*
*HSV/MOB/PBI/PNS/SAV/SRQ/TLH--------------------CO/DL--------------------|
*AUS/DFW----------------------------------------CO/AA--------------------|
*BHM/FLL/AMA/BNA/BPT/BRO/BTR/CLL/CRP/ELP/HRL/ICT/JAN---------------CO----|
*LBB/LFT/LIT/MFE/MSY/MKC/OKC/OMA/SAT/SHV/STL/TUL/MAF/MEM-----------CO----|
*ATL/DAB/GNV/MGM/MLB/CHA/GSP--------------------------------------DL----|
*FYV/FSM----------------------------------------------------------AA----|
```

ROUTING NO. 317

```
*CHI-------UA/AA/CO/DL/TZ/F9---|----LAX----|--TPE--SGN---VN---HAN*
*SAN-------DL/UA/AS/US/AA------|           |
*HOU-----AA/CO/DL/UA-----------|           |
*ATL-----AA/CO/CI/DL/F9/HP-----|           |
*PHX-----DL/HP/UA--------------|           |
*PDX-----AA/AS/DL/UA-----------|           |
*ANC/FAI/RNO---AS--------------|           |

*CHI------UA/AA/CO/DL/TZ/F9----|----SFO----|
*RNO------UA-------------------|           |
*HOU-------AA/CO/DL/UA---------|           |
*ATL-------AA/CO/DL/F9/CI------|           |
*PDX-------AA/AS/DL/UA---------|           |

*BOS-------AA/DL--------|-|--NYC---ANC-----|
*WAS-------AA/DL/UA/US--| |----NYC---------|
```

For explanation of abbreviations, reference marks and symbols, see Pages 17 through 24.

CHINA AIRLINES, LTD.
TRANSPACIFIC ROUTINGS
FOR APPLICATION, SEE PAGE CI-811

```
†∂ROUTING NO. 318
-----------------
  *HOU--AA/CO/DL/UA------|-LAX---|-TPE-|---CI/AE-KHH-SGN/MNL/PNH*
  *SEA--------------AS---|        |     |---DPS/HAN/JKT/SYD/MES/PEN/BNE/CNX/SEL/PNH*
                         |        |     |---MNL--5J---CEB*
  *SEA-----------UA------|-SFO---|     |---HKG---YY----DAD*
  *HOU---AA/CO/DL/UA-----|        |     |---SIN---|-CMB-UL----BLR/MAA/TRV*
  *SEA-----------AS------|        |     |         |-VN----SGN*
                         |        |     |-OKA-----MU-----SHA*                |--MF----FOC*
  *SEA---HA--------|--HNL--TYO---|     |                                    |-------CA-BJS/TSN/DLC/CKG*
  *SFO--CI/HA------|        |     |     |                                    |-----BKK-TG/PG----HKT*
  *SFO--DL/AA------|        |     |     |-CI/AE-KHH--CI/AE---HKG-------|----SIN-GA--JKT*
  *LAX--AA/CI------|        |     |     |                                    |-SIN-MH/SQ-KUL*
  *LAX--HA/DL/CO---|        |     |     |                                    |-KA/MU-----SIA*
  *HOU--------------------|-SEA--|     |                                    |--KA------PNH*
*NYC--------DL/UA---------|        |     |                                    |--------CZ--|------CAN/XMN/SHA/KMG*
*NYC--------AA/TZ---------|        |     |                                    |            |-----CSX/KWL/WUH/HAK*
                         |        |     |                                    |            |------SYX/NNG/DLC*
*NYC---DL/UA-------|-LAX/SFO-----|     |                                    |            |----BJS-----CZ------SHE*
*NYC---F9/TZ-------|        |     |     |                                    |--CX-----BJS/XMN*
*NYC---AA/HP-------|        |     |     |                                    |---MU---------SHA/FOC/HGH/NGB/KHN/WNZ*
        *NYC------ANC------------|     |                                    |--KA----|-----KWL/HAK/NKG/CSX*
*ATL----CO/DL-------HOU----------|     |                                    |        |------SHA/WUH/FOC/NGB*
                                       |                                    |        |------HGH/KMG/DLC/BJS*
                                       |                                    |        |---------TAO/XMN/CKG*
                                       |     |-IC-BLR/MAA/HYD*              |--KA/CA------CTU*
                                       |     |-----CX-BOM*                  |------------------JKT/KUL*
                                       |     |-----TG-LHE*
                                       |-BKK-|-----VN-HAN*
                                       |     |-----TG/CX---KHI*
                                       |     |-----VN-SGN*
                                       |     |---YY-VTE*
                                       |     |---TG/RA--KTM*
                                       |     |---BG/TG--DAC*
                                       |     |---UL/TG---CMB*
                                       |     |---AI/TG/IC-DEL/CCU*
                                       |     |---PG/X-----PNH*
                                       |     |---AI-BOM-AI-TRV*
                                       |-KHH-HKG-SIN-|---AI-BOM-AI-TRV*
                                       |             |-AI-MAA/HYD/DEL*
                                       |             |-AI/SQ-BOM*
                                       |             |--UL-CMB*
                                       |             |--SQ-KHI/MAA/CCU/BLR/DPS*
                                       |             |-IC----BLR/DEL/MAA*
                                       |-HKG-|-BKK-|-TG-CNX*
                                       |     |     |-SQ/TG-------SIN*
                                       |     |     |-TG/MH-KUL*
                                       |     |     |-TG/8M----------RGN*
                                       |     |-CX--BOM/KHI*
                                       |     |-CX/AI------------DEL*
                                       |     |-JKT*
                                       |-KUL-------------------------|--AI----KUL*
                                       |-CI/GE-KHH*                  |---AI/IC-MAA*
                                       |-AE-CNX/RGN/CEB*             |-----UL-CMB*
                                       |--EF------DAD*               |---TG---CMB*
                                       |       |---YY---VTE*         |-MH----BOM/LGK/BLR/MAA/HYD*
                                       |-HAN---|---VN-DAD/KMG*       |------MH--BKI*
                                       |-BI-BWN*                     |-----VN----SGN*
                                       |---SGN-VN-----DAD*
                                       |-YY--------PNH*
```

YY MEANS DIRECT TRAVEL ON ANY APPLICABLE CARRIER OFFERING SERVICE

For explanation of abbreviations, reference marks and symbols, see Pages 17 through 24.

† - EFFECTIVE JULY 1, 2005 FOR TRANSPORTATION TO/FROM THE UNITED STATES ONLY.

CHINA AIRLINES, LTD.
TRANSPACIFIC ROUTINGS
FOR APPLICATION, SEE PAGE CI-811

ROUTING NO. 319

```
  *HOU--AA/CO/DL/UA------|-LAX---|-TPE---VN-SGN*
  *ANC/FAI/SEA------AS---|

  *SEA-----------UA------|-SFO---
  *HOU---AA/CO/DL/UA-----|
  *ANC/FAI/SEA---AS------|

  *LAX/SFO-|-CI/HA--|-HNL--TYO---
           |-DL/AA--|
  *SEA---------HA---|

  *ANC-------AS------------|-SEA-
  *HOU---------------------|
*NYC--------DL/UA----------|
*NYC--------AA/TZ----------|

*NYC---DL/UA-------|-LAX/SFO-----
*NYC---F9/TZ-------|
*NYC---AA/HP-------|
        *NYC------ANC------------
*ATL----CO/DL-------HOU----------
```

ROUTING NO. 320

```
 *YVR---CI----TPE----CI---HKG---MU---SHA---MU----YVR*

*LAX/SFO/SEA/HOU/NYC-----------CI--TPE/KHH--CI--HKG-MU--SHA-MU--LAX*
```

BETWEEN SHA AND HKG SURFACE SECTOR PERMITTED.

ROUTING NO. 1001

TRAVEL MUST BE NONSTOP.

ROUTING NO. 1002

TRAVEL MUST BE DIRECT.

For explanation of abbreviations, reference marks and symbols, see Pages 17 through 24.