

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

5th Revised Page 128-S
 Cancels 4th Revised Page 128-S

RULE

SECTION V - FARES - GENERAL RULES

127

BAGGAGE REGULATIONS (Continued)(I) EXCESS BAGGAGE CHARGES (Continued)(2) Excess Piece Charges, (Continued)

(g) Between points in the U.S.A. and points in Areas 2 and 3 via the Atlantic Ocean.

BETWEEN	AND	EWR/LGA/BOS/ PHL/IAD/DCA
(i) Albania		USD 90.00
Algeria		USD 90.00
Armenia		USD 109.00
Austria		USD 90.00
Azerbaijan		USD 109.00
Azores		USD 90.00
Belarus		USD 109.00
Belgium		USD 90.00
Bosnia and Herzegovina		USD 90.00
Bulgaria		USD 90.00
Croatia		USD 90.00
Czech Republic		USD 90.00
Denmark		USD 90.00
Estonia		USD 109.00
Finland		USD 90.00
France		USD 90.00
Germany		USD 90.00
Georgia		USD 109.00
Gibraltar		USD 90.00
Greece		USD 90.00
Hungary		USD 90.00
Iceland		USD 90.00
Ireland		USD 90.00
Italy (EB)		USD 90.00
Italy (MB)		ITL 119000
Kazakhstan		USD 109.00
Latvia		USD 109.00
Lithuania		USD 109.00
Luxembourg		USD 90.00
Macedonia, The Former Yugoslav Republic of		USD 90.00
Malta		USD 90.00
Moldova, Republic of		USD 109.00
Morocco		USD 90.00
Netherlands		USD 90.00
Norway		USD 90.00
Poland		USD 90.00
Portugal (Including Madeira)		USD 110.00
Romania		USD 90.00
Russian Federation		USD 109.00
Slovakia		USD 90.00
Slovenia		USD 90.00
Spain		USD 90.00
Sweden		USD 90.00
Switzerland		USD 90.00
Tunisia		USD 90.00
Turkey		USD 90.00
Ukraine		USD 109.00
United Kingdom		USD 90.00
Uzbekistan		USD 109.00
Yugoslavia		USD 90.00
Former Republics of the U.S.S.R.		
not specified above:		USD 109.00
All Other Countries in Europe not specified above:		USD 110.00

(Continued on next page)

For provisions of Rule 127 in effect prior to the effective date, see 16th Revised Page 128-P.

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

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

5th Revised Page 128-T
 Cancels 4th Revised Page 128-T

RULE

SECTION V - FARES - GENERAL RULES

127

BAGGAGE REGULATIONS (Continued)

- (I) EXCESS BAGGAGE CHARGES (Continued)
- (2) Excess Piece Charges (Continued)
- (g) (Continued)

BETWEEN	AND	ALL OTHER INTERIOR POINTS NOT SPECIFIED
(1) Albania		USD 110.00
Algeria		USD 110.00
Armenia		USD 124.00
Austria		USD 110.00
Azerbaijan		USD 124.00
Azores		USD 124.00
Belarus		USD 124.00
Belgium		USD 110.00
Bosnia and Herzegovina		USD 110.00
Bulgaria		USD 110.00
Croatia		USD 110.00
Czech Republic		USD 110.00
Denmark		USD 110.00
Estonia		USD 124.00
Finland		USD 110.00
France		USD 110.00
Germany		USD 110.00
Georgia		USD 124.00
Gibraltar		USD 110.00
Greece		USD 110.00
Hungary		USD 110.00
Iceland		USD 110.00
Ireland		USD 110.00
Italy (EB)		USD 110.00
Italy (MB)		ITL 142000
Kazakhstan		USD 124.00
Latvia		USD 124.00
Lithuania		USD 124.00
Luxembourg		USD 110.00
Macedonia, The Former Yugoslav Republic of		USD 110.00
Malta		USD 110.00
Moldova, Republic of		USD 124.00
Morocco		USD 110.00
Netherlands		USD 110.00
Norway		USD 110.00
Poland		USD 110.00
Portugal (Including Madeira)		USD 110.00
Romania		USD 110.00
Russian Federation		USD 124.00
Slovakia		USD 110.00
Slovenia		USD 110.00
Spain		USD 110.00
Sweden		USD 110.00
Switzerland		USD 110.00
Tunisia		USD 110.00
Turkey		USD 110.00
Ukraine		USD 124.00
United Kingdom		USD 110.00
Uzbekistan		USD 124.00
Yugoslavia		USD 110.00
Former Republics of the U.S.S.R.		
not specified above:		USD 124.00
All Other Countries in Europe not specified above:		USD 110.00

(Continued on next page)

For provisions of Rule 127 in effect prior to the effective date, see 16th Revised Page 128-P.

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

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

4th Revised Page 128-U
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RULE

SECTION V - FARES - GENERAL RULES

127

BAGGAGE REGULATIONS (Continued)

- (I) EXCESS BAGGAGE CHARGES (Continued)
 (2) Excess Piece Charges (Continued)
 (g) (Continued)

BETWEEN	AND	EWR/LGA/BOS/ PHL/IAD/DCA
(ii) Middle East, other than the countries listed below:		USD 135.00
(a) Cyprus, Egypt, Jordan, Lebanon and Syrian Arab Republic		USD 135.00
(b) Israel		USD 135.00
(iii) Africa, other than the countries listed below:		USD 135.00
(a) Benin, Burkina Faso, Cape Verde, Gambia, Ghana, Guinea, Guinea-Bissau, Cote d'Ivoire, Liberia, Mali, Mauritania, Niger, Nigeria, Senegal, Sierra Leone, and Togo		USD 120.00
(b) South Africa		USD 135.00
(iv) Points in Area 3, other than those listed below:		USD 145.00
(a) Afghanistan, Bangladesh, India, Maldives, Myanmar, Nepal and Sri Lanka		USD 130.00
(b) Pakistan		USD 130.00
(c) Southwest Pacific		USD 150.00

(Continued on next page)

For provisions of Rule 127 in effect prior to the effective date, see 6th Revised Page 128-Q.

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

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

4th Revised Page 128-V
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RULE

SECTION V - FARES - GENERAL RULES

127

BAGGAGE REGULATIONS (Continued)

- (I) EXCESS BAGGAGE CHARGES (Continued)
 (2) Excess Piece Charges (Continued)
 (g) (Continued)

BETWEEN	AND	ALL OTHER INTERIOR POINTS NOT SPECIFIED
(ii) Middle East, other than the countries listed below:		USD 150.00
(a) Cyprus, Egypt, Jordan, Lebanon and Syrian Arab Republic		USD 150.00
(b) Israel		USD 150.00
(iii) Africa, other than the countries listed below:		USD 150.00
(a) Benin, Burkina Faso, Cape Verde, Gambia, Ghana, Guinea, Guinea-Bissau, Cote d'Ivoire, Liberia, Mali, Mauritania, Niger, Nigeria, Senegal, Sierra Leone, and Togo		USD 135.00
(b) South Africa		USD 150.00
(iv) Points in Area 3, other than those listed below:		USD 160.00
(a) Afghanistan, Bangladesh, India, Maldives, Myanmar, Nepal and Sri Lanka		USD 145.00
(b) Pakistan		USD 145.00
(c) Southwest Pacific		USD 160.00
(h) Between Papua New Guinea and Japan/points in Micronesia:		USD 41.00 per excess piece.
(i) Between Papua New Guinea and Manila:		USD 82.00 per excess piece.

(Continued on next page)

For provisions of Rule 127 in effect prior to the effective date, see 6th Revised Page 128-Q.

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

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

7th Revised Page 128-M
 Cancels 6th Revised Page 128-M

RULE	SECTION V - FARES - GENERAL RULES
127	<p><u>BAGGAGE REGULATIONS</u> (Continued)</p> <p>(I) <u>EXCESS BAGGAGE CHARGES</u> (Continued)</p> <p>(3) <u>Excess Piece Charges For Travel from a Country in Area 2 or 3 to U.S.A.</u> To determine the charges, the U.S. dollar amounts in paragraph (2) above must be converted into the local currency by the Bankers Buying Rate of Exchange.</p> <p>(4) <u>Oversize Baggage Charges</u> Where the free baggage allowance is a piece allowance, the charge for a piece which is acceptable under the terms of paragraph (A) but which exceed the maximum outside linear dimensions and/or weight accepted free (paragraph (H)) will be:</p> <p>(a) (Not applicable to/from Mexico/Caribbean/Central America/South America or between the U.S.A. and the Philippines.) Each piece of baggage will be assessed the applicable charge listed above when:</p> <p>(i) The sum of the three dimensions exceeds those permitted but does not exceed 80 inches.</p> <p>(ii) The weight exceeds the weight permitted but does not exceed 32 Kgs. (70 pounds)</p> <p>(b) (Not applicable to/from Mexico/Caribbean/Central America/South America or between the U.S.A. and the Philippines/Papua New Guinea) Each piece of baggage will be assessed 200 percent of the applicable charge listed above when it is both in excess of the number permitted and when:</p> <p>(i) The sum of three dimensions exceeds those permitted but does not exceed 80 inches.</p> <p>(ii) The weight exceeds the weight permitted but does not exceed 32 Kgs. (70 pounds)</p> <p>(c) (Not applicable to/from Mexico/Caribbean/Central America/South America or between the U.S.A. and the Philippines.) Each piece of baggage whose sum of the three dimensions exceeds 80 inches but does not exceed 115 inches and/or whose weight exceeds 32 Kgs. but does not exceed 45.4 Kgs. will be carried as accompanied baggage only if advance arrangements are made with CO. Such baggage shall be weighed and it shall be assessed 300 percent of the applicable charge listed above.</p> <p>(d) (Between points in the U.S.A./Canada and points in Mexico)</p> <p>(i) When the oversize piece is a single piece which weighs more than 70 lbs. but less than 100 lbs. or the maximum outside linear dimensions are more than 62 inches but do not exceed 115 inches, the charge will be USD 60.00/CAD 77.00.</p> <p>(ii) When the oversize piece is a single piece which weighs more than 70 lbs. but less than 100 lbs. and the maximum outside linear dimensions are more than 62 inches but do not exceed 115 inches, the charge will be USD 75.00/CAD 96.00.</p> <p>(e) (Applicable between the U.S.A. and the Philippines only) Items weighing 71-100 lbs, whose total outside linear dimensions do not exceed 63 inches, will be accepted as checked baggage only upon payment of the excess baggage charge, as listed in Paragraph (2) above, for the first 70 lbs., plus USD 3.00 for each additional pound.</p> <p>(f) (Between the U.S.A./Canada and points in Central/South America)</p> <p>(i) Items weighing 71-100 lbs. will be accepted as checked baggage upon payment of 150 percent of the applicable charge listed in (2) above.</p> <p>(ii) Items whose total outside linear dimensions are 62-80 inches will be accepted as checked baggage upon payment of 200 percent of the applicable charge listed in (2) above, per item.</p> <p>(iii) Items whose total outside linear dimensions are 81-115 inches will be accepted as checked baggage upon payment of 300 percent of the applicable charge listed in (2) above, per item.</p> <p>(iv) [N]Items weighing 71-100 lbs and whose total outside linear dimensions are 8-115 inches will be accepted as checked baggage upon payment of 300 percent of the applicable charge listed in (2) above, per item.</p> <p>(g) (Between points in the U.S.A./Canada and the Caribbean)</p> <p>(i) Items weighing 71-100 lbs. will be accepted as checked baggage upon payment of the excess charges specified in (I)(2)(e) above.</p> <p>(ii) Items whose total outside linear dimensions are 62-80 inches will be accepted as checked baggage upon payment of USD 80/CAD 102 per item.</p> <p>(iii) Items whose total linear dimensions are 81-115 inches will be accepted as checked baggage upon payment of USD 115.00/CAD 146.00 per item.</p> <p>(iv) Items whose weight exceeds 70 lbs., but does not exceed 100 lbs and whose outside linear dimensions exceed 71 inches but does not exceed 115 inches will be accepted as checked baggage upon payment of USD 115.00/CAD 146.00 per item.</p>
<p>For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.</p>	
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Airline Tariff Publishing Company, Agent
INTERNATIONAL PASSENGER RULES AND FARES TARIFF
 NO. IPR-2

70th Revised Page 129
 Cancels 69th Revised Page 129

RULE	SECTION V - FARES - GENERAL RULES
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C&I30	<p>FARES (Not applicable to EI, SK, [NIQF])</p> <p>(A) GENERAL Fares apply only for carriage from the airport at the point of origin to the airport at point of destination and do not include ground transfer service between airports or between airports and city centers except where Rule 30 specifically provides that such ground transfer service will be furnished without additional charge.</p> <p>EXCEPTION 1: (Applicable to SN and TZ only.) The fare paid shall only be applicable when international travel commences in the country of the point of origin shown on the ticket. If international travel actually commences outside the country of the ticketed point of origin, the fare must be reassessed from the point where international travel actually began. For example, if a ticket is purchased at the Drachma fare for travel Athens-Brussels-New York and the passenger actually commences travel in Brussels instead of Athens, the fare must be reassessed at the Brussels-New York Belgian Franc level.</p> <p>EXCEPTION 2: (Applicable to AZ only) The fare paid shall only be applicable when international travel commences in the country of origin shown on the ticket, i.e. if international travel actually commences outside the country of the ticketed point of origin, the fare must be reassessed from the point where international travel actually began. For example, if a ticket is purchased at the Drachma fare for travel Athens-Rome-New York and the passenger actually commences travel in Rome instead of Athens, the fare must be reassessed at the Rome-New York Italian Lire level.</p> <p>EXCEPTION 3: [CANCELLED]</p> <p>(B) APPLICABLE FARES</p> <p>(1) Except as provided in (C)(1) below, where a fare is published via the desired routing from point of origin to point of destination, such fare is applicable over such route notwithstanding that it is higher or lower than the combination of intermediate fares via the same routing. For the purpose of this rule, a published fare includes a fare obtained by combining a published arbitrary and a published international fare. Where no through one-factor fare is published from point of origin to point of destination via the route of movement for the class of service and the type of aircraft used, the applicable fare for such transportation shall be constructed as provided below: <u>One Class of Service</u> Where the journey from point of origin to point of destination is in one class of service, the applicable fare shall be the lowest combination of fares via the route of movement applicable to the transportation used (Not applicable to AZ) but in no event shall such constructed fare exceed the through one way fare applicable to or from a more distant point via the same routing.</p> <p>EXCEPTION 1: (Applicable to SN only) Except as provided in subparagraph (B)(1) above, fare construction must be via the actual itinerary of the passenger. The addition of points not on the passenger's itinerary shall not be permitted. This does not preclude fare construction with add-on amounts within a fare component.</p> <p>EXCEPTION 2: (Applicable to AZ only) Except as provided in subparagraph (B)(1) above, the addition of points not in the passenger's itinerary shall not be permitted. Fare construction must be via the actual itinerary of the passenger. This does not preclude construction with add-on amounts.</p> <p>(2) All published fares governed by this tariff and all fares constructed in accordance with this tariff are applicable only when in compliance with the provisions governing travel via a higher-rated intermediate point (paragraph (C)(3)). Mileage routings (see Maximum Permitted Mileage Tariff No. MPM-1, C.A.B. No. 424, NTA(A) No. 239) may be applied to any published or constructed fare; however, if a diagrammatic or linear routing is specified in connection with a fare, such routing must be observed for that portion of the transportation covered by that fare.</p> <p>(3) (Applicable to AZ only for local or joint transportation) When AZ is the transatlantic carrier for travel between points in the U.S.A. and Italy, the higher fare shall be assessed only if the passenger makes a stopover at Rome for which a higher fare is published.</p>
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For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.

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

68th Revised Page 130
 Cancels 67th Revised Page 130

RULE	SECTION V - FARES - GENERAL RULES
8130	<p>FARES (Continued)</p> <p>(C) CONSTRUCTION OF FARES</p> <p>(1) Combining Domestic U.S. Fares with International Fares</p> <p>(a) Domestic U.S. Normal Fares (Applicable to AZ and SN only.) A normal fare applicable within the U.S.A. may be combined end on end with an international fare to construct a through fare, which is less than the published international through fare from point of origin to point of destination, provided travel is via the fare construction points.</p> <p>(b) Domestic U.S. Special Fares</p> <p>(i) A special fare applicable within the U.S.A. may be combined with an international fare to construct a through fare, which is less than the published fare from point of origin to point of destination, provided that the passenger complies with all conditions (e.g., period of validity, minimum/maximum stay, advance purchase requirements, group size, etc.) of the special fare. EXCEPTION: Any minimum tour price required by the special fare within the U.S.A. will not be applicable when that fare is combined with an international inclusive tour fare having a minimum tour price of the same or a higher amount.</p> <p>(ii) Passengers travelling under a fare constructed in (i) above may be routed via any gateway city regardless of the fare construction point(s).</p> <p>(2) Combining Arbitraries With International Fares When a through fare is not published via a desired routing between a point in Canada or the U.S.A. and a point in Area 2 or 3, the fare for such transportation will be constructed by combining the carrier's published arbitrary and published international fare for the fare class applicable to the transportation. Passenger may be routed via any gateway city regardless of the fare construction point(s).</p> <p>(3) Travel Via a Higher-Rated Intermediate Point</p> <p>(a) (Not applicable to AZ, TZ.) Except where specified, no fare governed by this tariff is applicable for travel via a higher-rated intermediate point on an itinerary. An intermediate point on an itinerary is a higher-rated point when the normal fare between such intermediate point and:</p> <p>(i) the point of origin of the itinerary;</p> <p>(ii) the point of destination of the itinerary; or</p> <p>(iii) another intermediate point of the itinerary, is higher than the normal fare between the points of origin and destination of the itinerary. ([X]) At no time will a point on a specified routing for a published fare be considered a higher-rated intermediate point.</p> <p>(b) (Not applicable to TZ.) Except as provided in (c), (d), (e), (f), (g), (h), (i), (j), (k), (l), (m), (n), (o), (p) and (q) below, when travel is via a higher-rated intermediate point, the applicable fare for the itinerary will be the highest of the fares applicable between such intermediate point and:</p> <p>(i) the point of origin of the itinerary;</p> <p>(ii) the point of destination of the itinerary; or</p> <p>(iii) another intermediate point of the itinerary.</p> <p>(c) (Not applicable to TZ.) For travel to a point in the U.S.A. which commences and is paid for in the United Kingdom or Ireland and which is via a point in Europe (other than in the United Kingdom or Ireland), the provisions of paragraph (c) above will not apply. The fare for such travel will be the combination of the applicable fare between the point in the United Kingdom or Ireland and the point in Europe and the fare between the point in Europe and the point in the United States.</p> <p>(d) (Not applicable to TZ.) When a passenger purchases a one-way ticket for transportation via a higher-rated intermediate point, the fare for such transportation will be constructed by calculating the round trip fare for transportation via the higher-rated intermediate point and subtracting therefrom the one way fare for direct (not involving a higher-rated intermediate point) transportation between the points involved.</p> <p>(e) NOT USED</p> <p>(f) (Not applicable to TZ.) For travel between a point in the U.S.A. (other than a point in the States of California, Oregon or Washington) and a point in Area 2 or 3, which is via a point in the States of California, Oregon or Washington, the provisions of paragraph (c) will not apply. The fare for such travel will be the lowest fare constructed by combining:</p> <p>(i) the applicable fare between the point of origin or destination in the U.S.A. and Los Angeles, Portland, Ore., Sacramento, San Diego, San Francisco, or Seattle and</p> <p>(ii) the applicable fare between those points and the point of origin or destination in Area 2 or 3.</p> <p>Travel at a fare so constructed need not be via the point over which the fare was constructed.</p>
	(Continued on next page)
For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.	
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Airline Tariff Publishing Company, Agent
 INTERNATIONAL PASSENGER RULES AND FARES TARIFF
 NO. IPR-2

29th Revised Page 130-A
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RULE	SECTION V - FARES - GENERAL RULES
8130 C	<p><u>FARES</u> (Continued)</p> <p>(C) <u>CONSTRUCTION OF FARES</u> (Continued)</p> <p>(3) <u>Travel Via a Higher-Rated Intermediate Point</u> (Continued)</p> <p>(g) (Not applicable to AC, AZ, CU, CP, SN or T(IN)TZ) For travel between a point in the U.S.A. and a point in Italy when travel is via the higher-rated intermediate point of Rome, the fare for such travel will be the fare applicable between the point of origin and the point of destination. The higher fare shall be assessed only if the passenger makes a stopover at Rome for which a higher fare is published.</p> <p>(h) NOT USED</p>

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

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(Except
as Noted)

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

27th Revised Page 130-B
Cancels 26th Revised Page 130-B

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Airline Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF
NO. IPR-226th Revised Page 130-C
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RULE

SECTION V - FARES - GENERAL RULES

130

FARES (Continued)

(C) CONSTRUCTION OF FARES (Continued)

(3) Travel Via a Higher-Rated Intermediate Point (Continued)

(i) NOT USED

(j) (Applicable to AZ, [X], SN only)

(i) Normal Fares

- (aa) A through normal fare between origin and destination must not be lower than:
- (1) the normal fare between the point of origin and any intermediate ticketed point along the routing;
 - (2) the normal fare between the destination and any intermediate ticketed point along the routing;
 - (3) the normal fare between any two ticketed intermediate points along the routing.
- (bb) When the direct normal fare for a segment of an itinerary is lower than an intermediate point normal fare, the direct normal fare must be raised to the highest of any such intermediate point normal fares.
- (cc) When the total of Ticketed Point Mile's for an itinerary exceeds the MPM, the normal fare must be surcharged in accordance with the procedures for Excess Mileage Surcharges. If the routing passes through a higher intermediate ticketed point, the appropriate fare to be surcharged is normal fare between the origin and destination of that segment which has been raised to the level of the higher intermediate ticketed point normal fare.
- (dd) All conditions of the normal fare between origin and destination apply.
- (ee) When tickets are issued in the country of commencement of travel (SITI/SOTI), a higher intermediate fare is deemed to be applicable only in the case of intermediate ticketed points at which a stopover is made.
EXCEPTION: (Applicable to SN only when travel between the SN U.S.A. gateway and the fare breakpoint is entirely on the services of SN) For sales made in the U.S.A. and for travel commencing in the U.S.A., the higher intermediate fare check is not applicable to normal fares.
- (ff) For the purposes of sub-paragraph (ee) above, the following geographical areas are considered one country:
- (1) Denmark, Norway and Sweden
 - (2) Canada and U.S.A.
- (gg) When tickets are issued in the country of commencement of travel (SITI/SOTI), in West Africa, higher intermediate points in each fare component must be checked at all ticketed points in West Africa except when travel is via Angola, Nigeria and/or Zaire, in which case, the higher intermediate points must be checked only if a stopover is made at such point.
- (hh) When comparing normal fares of the same class of service in order to determine if there is a higher intermediate fare, the following sequence shall be followed:
- (1) First class fare is compared with first class fare, if no first class fare, compare with intermediate class fare (or next lower class fare).
 - (2) Intermediate class fare is compared with intermediate class fare, if no intermediate class fare, compare with the highest economy class fare.
 - (3) Economy class fare is compared with Economy Class fare.
- (ii) [CANCELLED]
- (jj) Fares in the direction of travel are used when comparing normal fares. However, for the last fare component into the country of origin, the fare applicable to such fare component from the country of origin must be used for round trip, circle trip or open jaw travel terminating in the country of origin.

(Continued on next page)

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

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

11th Revised Page 130-D
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RULE

SECTION V - FARES - GENERAL RULES

8130

- FARES (Continued)
 (C) CONSTRUCTION OF FARES (Continued)
 (3) Travel Via a Higher-Rated Intermediate Point (Continued)
 (j) (Continued)
 (ii) Special Fares
 (aa) If there is no higher normal fare between:
 (1) point of origin and any intermediate ticketed point; or
 (2) destination point and any intermediate ticketed point than the normal fare between origin and destination, the special fare (surcharged, if necessary) between origin and destination applies.
 (bb) If there is a higher normal fare between:
 (1) point of origin and any intermediate ticketed point; or
 (2) destination point and any intermediate ticketed point than the normal fare between origin and destination, the special fare must be raised to the level of such higher normal fare (surcharged if necessary), unless
 (3) the same or lower special fare of the same type exists between such points, in which case the special fare (surcharged, if necessary) between origin and destination applies; or
 (4) a higher special fare of the same type exists between such points, in which case such higher special fare (surcharged, if necessary) applies.
 (cc) In defining a "fare of the same type", the comparison is limited to the class of service and the following:
 (1) (a) Late booking fares or
 (b) APEX fares or
 (c) PEX fares or
 (d) Excursion fares
 (2) (a) Group Inclusive Tour fares
 (b) Individual Inclusive Tour fares
 (c) Excursion fares
 (3) (a) Group fares
 (b) Excursion fares

(Continued on next page)

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

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

78th Revised Page 131
 Cancels 77th Revised Page 131

RULE	SECTION V - FARES - GENERAL RULES
130	<p>+ [C] FARES (Continued)</p> <p>(C) CONSTRUCTION OF FARES (Continued)</p> <p>(3) <u>Travel Via a Higher-Rated Intermediate Point</u> (Continued)</p> <p>(j) (Continued)</p> <p>(ii) (Continued)</p> <p>(dd) If, from the origin ticketed point to any intermediate ticketed point, there is no special fare of the same type as the through special fare, the fare must not be less than the lowest of any higher type of special fare or normal fare (in the absence of a special fare) in the same class of service.</p> <p>(ee) Ticket validity and minimum stay requirements need not be the same.</p> <p>(ff) In case there is more than one special fare of the same type for comparison on any given sector, the fare with conditions most similar to those of the special fare between the terminal ticketed points are used for comparison.</p> <p>(gg) When tickets are issued in the country of commencement of travel, a higher intermediate fare is deemed to be applicable only in the case of intermediate ticketed points at which a stopover is made.</p> <p>(hh) For the purposes of sub-paragraph (gg) above, the following geographical areas are considered one country:</p> <p>(1) Denmark, Norway and Sweden.</p> <p>(2) Canada and USA.</p> <p>(ii) When tickets are issued in country of commencement of travel (SITL/SOTI) in West Africa, higher intermediate points in each fare component must be checked at all ticketed points in West Africa except when travel is via Angola, Nigeria and/or Zaire, in which case, the higher intermediate points must be checked only if a stopover is made at such point.</p> <p>(jj) All conditions of the special fare between origin and destination apply.</p> <p>(KK) <u>One Way Backhaul</u> When a passenger purchases a one way ticket for transportation via a higher rated intermediate stopover point, the fare for such transportation will be constructed by calculating the round trip fare for transportation from the point of origin to the higher rated stopover intermediate point and subtracting the one way fare for direct (not involving a higher rated intermediate point) transportation between the point of origin and destination.</p> <p>(K) NOT USED</p> <p>* (l) (Applicable to SN for transportation between the U.S.A. and Africa) Travel may be permitted via any higher intermediate point provided that stopovers at the higher intermediate point shall not be permitted and passenger/baggage must be through booked/checked. Travel must be entirely via the services of SN.</p> <p>(m) (Applicable to SN:) The higher intermediate point of Brussels can be ignored on all routing fares.</p> <p>(4) <u>Round Trip Fares</u></p> <p>(a) (Not applicable to AC, AZ, CO and CP) When a round trip ticket is purchased prior to commencement of carriage, the fare for such trip will be the round trip fare published for the desired routing and the class of service used. If no round trip fare is published, the applicable fare will be the sum of the one-way fares published for the segments of the desired routing and for the class of service used.</p> <p>(b) (Not applicable to AC, CO and CP) When transportation is partially via fares governed by this tariff and partially via fares published in other tariffs, 50 percent of a round trip fare governed by this tariff may be combined with 50 percent of a round trip fare published in other tariffs to construct a through round trip or circle trip fare provided that:</p> <p>(i) fares which, by their terms, are not combinable with other fares, shall not be used in the construction of round trip fares;</p> <p>(ii) the most restrictive provisions applicable to any fare used in the construction will apply to the entire trip;</p> <p>(iii) This provision will not apply when any part of the round trip is via the services of a nonscheduled carrier or on a charter or military flight.</p>
	<p style="text-align: right;">(Continued on next page)</p> <p>For Rule 130(c)(3)(l) through (m), shown in effect hereon, see 36th R.P. 132-A. For Rule 130(c)(4)(a) through (b)(iii) shown in effect hereon, see 13th R.P. 132-C.</p>
<p>For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.</p> <p>ISSUED: October 1, 1998</p>	<p>EFFECTIVE: November 30, 1998 (Except as Noted)</p>

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

78th Revised Page 132
Cancels 77th Revised Page 132

RULE	SECTION V - FARES - GENERAL RULES
130	<p>†(C)FARES (Continued)</p> <p>(C) CONSTRUCTION OF FARES (Continued)</p> <p>(4) Round Trip Fares (Continued)</p> <p>(c) (Applicable to AC, AZ, CO, CP and SN only)</p> <p>(i) Unless otherwise specified, the fare for a round trip journey shall be twice the through one way fare applicable to the outbound journey.</p> <p>(ii) Round trip fares which by their own terms are combinable may be used with other fares on the basis of half the round trip fare instead of the one way fare.</p> <p>(d) (Applicable to CP only) When travel involves combinations of fares governed by different fare rules, and provision is made that the most restrictive conditions of either rule must govern transportation, this provision shall apply to all conditions except children's and infants' fares, period of validity, routings and transfers.</p> <p>(5) Circle Trip Fares</p> <p>(a) (i) (Not applicable to AC, AZ, CO and CP only) 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 the applicable round trip fares for the class of service to be used for the respective sections of the itinerary, constructed from point of origin via the route of travel to point of destination, that produces the lowest fare for the circle trip for the class of service used and/or:</p> <p>(ii) (Not applicable to AC, CO and CP) When transportation is partially via fares governed by this tariff and partially via fares published in other tariffs, 50 percent of a round trip fare governed by this tariff may be combined with 50 percent of a round trip fare published in other tariffs to construct a through round trip or circle trip fare provided that:</p> <p>(aa) fares which, by their terms, are not combinable with other fares, shall not be used in the construction of circle trip fares;</p> <p>(bb) the most restrictive provisions applicable to any fare used in the construction will apply to the entire trip;</p> <p>(cc) (This provision will not apply when any part of the circle trip is via the services of a nonscheduled carrier or on a charter or military flight.</p> <p>(iii) (Not applicable to CP only.) If a circle trip so constructed is less than the highest direct route round trip fare applicable via the same class of service between any two points on the circle trip route, such highest direct round trip fare shall apply.</p> <p>(iv) (Applicable to AC, AZ, CO and SN only)</p> <p>(aa) The fare for a circle trip shall be the lowest combination of half round trip fares in the direction of travel along respective sections involved in the trip, beginning the calculation from the point of origin of the trip; provided that for the fare component into the country of origin, the fare applicable to such component from the country of origin shall be used.</p> <p>(bb) For the purpose of the foregoing:</p> <p>(a) Denmark, Norway and Sweden shall be considered as one country,</p> <p>(b) Canada and the U.S.A. shall be considered as one country.</p> <p>(cc) The fare for a circle trip shall be not less than the highest direct normal or special round trip fare, as appropriate, applicable to the lowest class of service used from the point of origin to any stopover point on the route of travel, including any separately assessed side trips.</p> <p>(v) (Applicable to CP only.)</p> <p>(aa) The fare for a circle trip shall be the lowest combination of half round trip fares in the direction of travel along respective sections involved in the trip, beginning the calculation from the point of origin of the trip; provided that for the fare component into the country of origin, the fare applicable to such component from the country of origin shall be used.</p> <p>(bb) For the purpose of the foregoing:</p> <p>(a) Denmark, Norway and Sweden shall be considered as one country,</p> <p>(b) Canada and the U.S.A. shall be considered as one country.</p> <p>(cc) The fare for a circle trip shall be not less than the highest direct normal or special round trip fare, as appropriate, applicable to the lowest class of service used from the point of origin to any stopover point on the route of travel, excluding any separately assessed side trips.</p>
<p style="text-align: right;">(Continued on next page)</p> <p>For Rule 130(C)(4) through (5)(a)(cc) shown in effect hereon, see 13th R.P. 132-C.</p>	
<p>For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.</p>	
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Airline Tariff Publishing Company, Agent
INTERNATIONAL PASSENGER RULES AND FARES TARIFF
NO. IPR-2

37th Revised Page 132-A
Cancels 36th Revised Page 132-A

RULE	SECTION V - FARES - GENERAL RULES
130	<p>†(C)FARES (Continued)</p> <p>(C) CONSTRUCTION OF FARES (Continued)</p> <p>(5) Circle Trip Fares (Continued)</p> <p>(b) (Not applicable to AC, AZ, CO and TZ) Round trip fares may only be used to construct a circle trip fare in accordance with the provisions governing travel via a higher-rated intermediate point in paragraph (3) above.</p> <p>(c) Round-the-World Fares (Applicable to SN only)</p> <p>(i) <u>Definition</u> Round-the-world fares are circle trip fares and apply to continuous EB or MB travel via both the Atlantic and Pacific, commencing from and returning to the same point.</p> <p>(ii) <u>Fare Construction</u></p> <p>(aa) Calculation of such fares is always to be made from point of origin. The total round-the-world fare, excluding any side trip, shall not be less than the round trip fare from the point of origin to any point on the route of travel excluding the side trip fare for which a separate fare is assessed. In case of different round trip fares between such point of origin in opposite global directions the fare shall not be less than the lower of such round trip fares from the point of origin to any point on the circle trip excluding the side trip for which a separate fare is assessed.</p> <p>(bb) In case of round-the-world fares involving travel from or via the South West Pacific such undercut need not be assessed. If a circle trip fare, established in accordance with the aforementioned provisions, would permit travel between the point of origin in Area 1 and Tokyo via the Atlantic and Copenhagen, thence via India, thence between Tokyo and the point of origin in Area 1 via the North or Central Pacific, such circle fare may also be applied when the portion of the journey between Copenhagen, on the one hand, and Tokyo, on the other, is travelled on a Polar service.</p> <p>(d) <u>Partly Via Air and Partly Via Sea</u> When tickets are purchased prior to commencement of carriage for a circle-trip for combined air and sea travel, the air fare for each one-way section of the air journey will be fifty percent (50%) of the all year round-trip fare published in tariffs governed by this tariff and applicable between the points and via the class of service used. A break in the circle-trip is permitted to allow passengers to make their own way by any means of transportation between airports and adjacent seaports.</p> <p>(e) (Applicable to CP only) When travel involves combinations of fares governed by different fare rules, and provision is made that the most restrictive conditions of either rule must govern transportation, this provision shall apply to all conditions except children's and infants' fares, period of validity, routings and transfers.</p> <p>(6) <u>Open-Jaw Trip Fares</u> When a ticket is purchased prior to commencement of carriage for an open-jaw trip, the fare for such open-jaw trip will be constructed as follows:</p> <p>(a) When the point of departure and final destination are the same, the sum of 50 percent of the applicable round-trip fare from the point of departure to each outer point of the open-jaw; and</p> <p>(b) Where the points of departure and final destination are not the same, the sum of 50 percent of the applicable round-trip fare from the point of departure to the outer point of the outward section plus 50 percent of the round-trip fare from the point of destination to the outer point of the inbound section.</p> <p>(c) (Applicable to CP only) When travel involves combinations of fares governed by different fare rules, and provision is made that the most restrictive conditions of either rule must govern transportation, this provision shall apply to all conditions except children's and infants' fares, period of validity, routings and transfers.</p>
<p style="text-align: right;">(Continued on next page)</p> <p>For Rule 130(C)(3)(1) through (m) previously published on 36th R.P. 132-A, see 78th R.P. 131. For Rule 130(C)(5) through (6)(c) shown in effect hereon, see 14th R.P. 132-D.</p>	
<p>For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.</p>	
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Airline Tariff Publishing Company, Agent
INTERNATIONAL PASSENGER RULES AND FARES TARIFF
NO. IPR-2

36th Revised Page 132-B
 Cancels 35th Revised Page 132-B

RULE	SECTION V - FARES - GENERAL RULES
130	<p>+ [C] FARES (Continued)</p> <p>(C) CONSTRUCTION OF FARES (Continued)</p> <p>(7) <u>FARES FOR OTHER THAN ROUND OR CIRCLE TRIPS</u> (Applicable to AC, AZ, CO, CP, SN and TZ only)</p> <p>(a) These rules apply as follows:</p> <ul style="list-style-type: none"> (i) normal one way fares; (ii) special one way fares; (iii) one way fares based on a percentage of normal one way fares; (iv) half round trip normal fares as permitted in paragraph c below. <p>(b) (Applicable to SITI/SOTI/SITO/SOTO transactions only)</p> <ul style="list-style-type: none"> (i) Fares shall be applicable in the direction of travel except, when more than one fare component is involved, for any fare component which terminates in the country of origin, the fare applicable to such fare component from the country of origin shall be used. (ii) When one way fares are used and travel is via the country of origin, the fare for the component 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 such fare component. This rule applies whether or not a stopover is made at the point(s) in the country of origin. (iii) (aa) (Not applicable to CP) Where a single open jaw journey comprises not more than two international fare components and has a surface break in one country, either at destination or origin, and where a double open jaw comprises, and has a surface break both in the country of destination and in the country of origin, half round trip normal fares shall be used for each fare component. For travel originating in Canada or the USA, the surface break may be permitted between countries in the Europe sub-area, provided travel in both directions is via the Atlantic. (bb) (Applicable to CP only) <p><u>Normal Fares</u> Fifty percent of round trip normal fares shall be charged when published for any fare component of a journey from one country and return to the same country with:</p> <ul style="list-style-type: none"> (aa) a surface break at origin and/or, (bb) a surface break at destination, provided that <ul style="list-style-type: none"> (i) travel to/from points of surface break may not be via the Atlantic Ocean in one direction and the Pacific Ocean in the other, or vice-versa, and/or (ii) neither point of surface break may be in the tariff subarea of the point of origin of the journey, and/or (iii) except for travel between Areas 2 and 3, and except for travel between Area 1 and Area 3 via the Pacific, travel must be via fares of the same global indicators to and from points of the surface break. <p><u>Note:</u> For purpose of this provision, the following are considered tariff subareas:</p> <ul style="list-style-type: none"> Area 1: North America, Central America (including Panama), South America (excluding Panama), IATA Caribbean Area 2: IATA Europe, Africa, Middle East. Area 3: Asia (excluding Southwest Pacific), Southwest Pacific. (iv) In the case of a single open jaw trip where the outward point of departure and the inward point of arrival are not the same, and where a common ticketed point(s) in the country of origin is used in both the outbound and inbound journeys, the fare for the entire journey must not be less than the round or circle trip fare, as applicable, from such common point(s). (v) In the case of a single open jaw trip where the outward point of arrival and the inward point of departure are not the same and where a common ticketed point(s) in the country of turnaround is used in both the inbound and outbound journeys, the fare for the entire journey must not be less than the round or circle trip fare, as applicable to such common point(s).
(Continued on next page)	
For Rule 130(C)(7)(a) through (b)(v) shown in effect hereon, see 20th R.P. 132-E.	
For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.	
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Airline Tariff Publishing Company, Agent
 INTERNATIONAL PASSENGER RULES AND FARES TARIFF
 NO. IPR-2

17th Revised Page 132-D
 (See Note)

RULE	SECTION V - FARES - GENERAL RULES
130	<p><u>FARES</u> (Continued)</p> <p>(C) <u>CONSTRUCTION OF FARES</u> (Continued)</p> <p>(8) <u>Travel Via Different Classes of Service</u> (Applicable to EI, PH, [X] and SN.) Where no through one-factor fare is published from point of origin to point of destination via the route of movement for the class of service used, the applicable fare for such transportation shall be constructed as provided below (see Note 1):</p> <p>(a) <u>Combination of First Class and Executive/Business/Economy/Tourist Class</u> Where the journey from point of origin to point of destination is partly in First Class service and partly in Executive/Business/Economy/Tourist Class service the applicable fare shall be constructed as follows, but in no event shall such constructed fare exceed that provided in Note 2:</p> <p>(i) Where a through one-factor fare for Executive/Business/Economy/Tourist/ Coach Class service is published from point of origin to point of destination via the route of movement the applicable fare shall be such through one-factor fare, plus the difference between the First Class and highest Executive/Business/Economy/Tourist fare, between the points where First Class service is used. <u>EXCEPTION:</u> Not applicable to the Qantas JP2/JP2C fares governed by Rule 6072.</p> <p>(ii) Where a through one-factor fare for Executive/Business/Economy/Tourist Class service is not published from point of origin to point of destination via the route of movement, the applicable fare shall be the lowest combination of fares applicable to the transportation used.</p> <p>(b) <u>Combination Executive/Business/Economy/Tourist, and One-Class Standard Service/Standard Service</u> Where the journey from point of origin to point of destination is partly in Executive/Business/Economy/Tourist Class service and partly in One-Class Standard service or Standard service, the applicable fare shall be constructed as follows, but in no event shall such constructed fare exceed that provided in NOTE 2:</p> <p>(i) Where a through one-factor fare for Executive/Business/Economy/Tourist Class service is published from point of origin to point of destination via the route of movement, the applicable fare shall be such through one-factor fare plus the difference between the fare for one class Standard service or Standard service and the highest fare for Executive/Business/Economy/Tourist Class service between the points where one-class Standard service or Standard service is used.</p> <p>(ii) Where a through one-factor fare for Executive/Business/Economy/Tourist Class service is not published from point of origin to point of destination via the route of movement, the applicable fare shall be the lowest combination of fares applicable to the transportation used.</p> <p>(iii) (Applicable to EI only.) Where a through one-factor fare for Super Executive Class service is not published from point of origin to point of destination via the route of movement, a passenger will be permitted to travel on transatlantic sectors in Super Executive Class at a differential of FCU 300.00 one-way over the applicable normal economy fare.</p> <p>(c) <u>Combination of Executive/Business/Economy/Tourist/Statesman and Thrift Class Service</u> Where the journey from point of origin to point of destination is partly in Executive/Business/Economy/Tourist Class service and partly in Thrift Class service, the applicable fare shall be the lowest combination of fares via the route of movement applicable to the transportation used but in no event shall such constructed fare exceed that provided in NOTE 2.</p>
NOTE:	<p>(Continued on next page) Issued in lieu of 16th Revised Page 132-D rejected by the NTA(A). Cancels 14th Revised Page 132-D. 15th Revised Page 132-D has not and will not be issued.</p>
For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.	
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Airline Tariff Publishing Company, Agent
INTERNATIONAL PASSENGER RULES AND FARES TARIFF
 NO. IPR-2

23rd Revised Page 132-E
 Cancels 22nd Revised Page 132-E

RULE	SECTION V - FARES - GENERAL RULES
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130	<p><u>FARES</u> (Continued)</p> <p>(C) <u>CONSTRUCTION OF FARES</u> (Continued)</p> <p>(8) <u>Combinations of First/Pacific/Economy Class</u> (Applicable to NZ only) For itineraries involving travel in the First/Pacific service between Los Angeles and Honolulu only, the fare will be the charge for the through one-factor fare for Pacific/Economy Class plus a surcharge shown in the table below.</p> <table style="margin-left: 40px;"> <tr> <td>Between Economy (Y) to Pacific (J)</td> <td style="text-align: right;">USD/100.00</td> </tr> <tr> <td>Between Economy (Y) to First (P)</td> <td style="text-align: right;">USD/200.00</td> </tr> <tr> <td>Between Pacific (J) to First (P)</td> <td style="text-align: right;">USD/100.00</td> </tr> </table> <p>(9) [CANCELLED]</p> <p>(10) <u>Travel Via Different Classes of Service</u> (Applicable to AZ, SN and TZ only.)</p> <p>(a) A through fare which provides for a combination of different classes of service shall be the lowest fare resulting from the following:</p> <ul style="list-style-type: none"> (i) The combination of sector fares for the class of service used. (ii) The applicable through fare for the lowest class of service used plus a differential for each portion where a higher class of service is used; such differential being the difference between the one way or half round trip fares for the lowest class of service used for the portion(s) concerned and the corresponding one way or half round trip higher class fare. (iii) The through fare for the highest class of service used. <p>(b) The application of paragraph (1) above shall not be used to circumvent any stopover or transfer restrictions applicable to the through fare for the lowest class of service used.</p> <p>(c) Class differentials as described in paragraph (1) above.</p> <ul style="list-style-type: none"> (i) may not be added to special fares; (ii) must be assessed within each fare component; (iii) must be assessed in the direction of travel except that for travel into the country of origin, assess the class differential from the country of origin. <p>(11) <u>Surface Transportation</u> (Applicable to AZ only) A through fare must not be charged over a surface sector at the point of origin/destination of an itinerary.</p>	Between Economy (Y) to Pacific (J)	USD/100.00	Between Economy (Y) to First (P)	USD/200.00	Between Pacific (J) to First (P)	USD/100.00
Between Economy (Y) to Pacific (J)	USD/100.00						
Between Economy (Y) to First (P)	USD/200.00						
Between Pacific (J) to First (P)	USD/100.00						

(Continued on next page)

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

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

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 Cancels 24th Revised Page 132-F

RULE

SECTION V - FARES - GENERAL RULES

130

FARES (Continued)**(E) EXTRA MILEAGE ALLOWANCES AND PERMISSION SPECIFIED ROUTINGS**Extra Mileage Allowances (Applicable to SN only)

Extra mileage allowances are permitted in certain markets in addition to the published MPM, however, only one extra mileage allowance is permitted per fare component. Extra mileage allowance apply only in connection with the through fares between the points or area specified; and the route of travel, including scheduled stopover. Intermediate travel points, and connecting points, must be ticketed via the point(s) specifically indicated. The extra mileage allowance should be deducted from the sum total of the TPM's before making the comparison between the total TPM and the applicable MPMs.

BETWEEN	AND	EXTRA MILEAGE ALLOWANCE	VIA
(aa) Oregon/Washington	Austria/ Belgium/ Denmark/ Finland/ France/ Germany/ Italy/ Netherlands/ Norway/ Spain/ Sweden/U.K./ Czech Republic/ Ireland/ Slovakia	750	U.S.A (except MIA)
(bb) Anchorage	Spain/Greece	2600	--
(cc) Canada	Area 2/3	850	U.S.A.
Canada	Europe	1100	ZRH/BRU
Canada/USA	West Africa	2300	ZRH/BRU
(dd) Caribbean	Europe	1000 500 550	MIA SJU NYC/EWR
(ee) Mexico/United States/Canada	South Africa	660	TLV
(ff) United States	Portugal/ Algeria/ Morocco/ Tunisia [C]West Africa	250 2300	RDU/MIA and LON/PAR ZRH/BRU
(gg) Portugal	BOS/NYC/EWR	500	LON/PAR/ MAD/BRU/ ZRH/MIL/ ROM/FRA
	CHI/DFW/ MIA	150	

(Continued on next page)

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

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 INTERNATIONAL PASSENGER RULES AND FARES TARIFF
 NO. IPR-2

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RULE **SECTION V - FARES - GENERAL RULES**

130	FARES (Continued)			
	(E) EXTRA MILEAGE ALLOWANCES AND PERMISSION SPECIFIED ROUTINGS (Continued)			
	BETWEEN	AND	EXTRA MILEAGE ALLOWANCE	VIA
	(hh) Points in	Area 2/3	1000	CHI and/or DFW
	Connecticut, District of Columbia, Delaware, Florida, Georgia, Maryland, Maine, Massachusetts, New Hampshire, New York, New Jersey, North Carolina, Pennsylvania, South Carolina, Rhode Island, Virginia, Vermont, West Virginia			
	Points in	Area 2/3	1500	MIA
	Connecticut/Massachusetts/New York/New Jersey/Pennsylvania			
	Points in	Area 2/3	1000	MIA
	Delaware/Florida/District of Columbia/Georgia/Maryland/Maine/New Hampshire/North Carolina/Rhode Island/South Carolina/Virginia/Vermont/West Virginia			
	Points in	Area 2/3	1200	CHI
	Puerto Rico and the U.S.		1000	MIA
	Virgin Islands		500	BOS and/or NYC/EMR
	Points in	Area 2/3	650	DFW
	Kentucky/TYS			
	Points in the	Area 2/3	550	DFW and/or CHI
	U.S.A. other than those specified above			
C	(I) Points in the	Europe	1100	DFW and/or CHI and/or MIA and/or RDU
	U.S.A.			
	(ii) Points in	Spain	1000	MIA
	Illinois/Indiana/Iowa/Michigan/Minnesota/Missouri/Ohio/Missouri			
	(jj) SCL/LIH	PAR/LON	1000	DFW and/or BOS
	(I) IRIQ/SAO	Europe	1800	CHI/DFW
C	(kk) Washington	Belarus/Estonia/Latvia	800	BRU/FRA/LON/STO/ZRH
	Lithuania/	Ukraine	700	
	Oregon		200	
	California			
	(ll) Washington	Russia	1400	BRU/FRA/LON/STO/ZRH
	Oregon		1200	
	California		600	

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

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Original Page 132-H

RULE	SECTION V - FARES - GENERAL RULES
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131 FARES (Applicable to EI only)

(A) GENERAL

Except as provided in paragraph (M) below, published fares apply only for carriage from the airport at the point of origin to the airport at the point of destination.

For the purposes of this rule:

- (1) U.S.A. and Canada shall be considered as one country, and
- (2) Denmark, Norway and Sweden shall be considered one country.

(B) PRECEDENCE OF FARES

Unless otherwise provided in Carrier's tariffs, a published fare takes precedence over the combination of intermediate fares applicable to the same class between the same points via the same routing except as provided in paragraph (C) below.

(C) ROUND TRIP FARES

Unless otherwise specified, the fare for round trip travel shall be:

- (1) the round trip fare published in the applicable tariff(s) of carrier(s) via the desired routings and for the class of service used, or
- (2) twice the through one way fare applicable to the outbound journey, or
- (3) round trip fares which by their own terms are combinable may be used with other fares on the basis of half the round trip instead of one way fare, provided that the more restrictive fare conditions apply to the entire round trip journey.

(D) CIRCLE TRIP FARES

Unless otherwise specified, the fare for a circle trip shall be the lowest combination of half round trip fares in the direction of travel along respective sections involved in the trip, beginning the calculation from the point of origin of the trip; provided that:

- (1) for the fare component into the country of origin, the fare applicable to such component from the country of origin shall be used,
- (2) only those fares, which by their own terms are combinable, shall be used in construction of circle trip fares, and the more restrictive fare conditions shall apply to the entire round trip journey.
- (3) The fare for a circle trip shall not be less than the highest direct normal or special round trip fare, as appropriate, applicable to the lowest class of service used from the point of origin to any stopover point on the route of travel, including separately assessed side trips.
- (4) In the case of around the world journeys, if round trip fare in opposite global directions exit between the point of origin and any stopover point, the fare shall not be less than the lower of such round trip fares from the point of origin.
- (5) The provisions in paragraphs 3 and 4 above need not be applied for points on a journey which have been excluded from the higher intermediate point rule, subject to the same conditions contained in the exclusion.

(E) FARES OTHER THAN ROUND OR CIRCLE TRIPS

(1) These rules apply to:

- (a) normal one way fares,
- (b) special one way fares,
- (c) one way fares based on a percentage of normal one way fares, and
- (d) half round trip normal fares as permitted in paragraph (2)(c) below.

(2) For SITI/SUTI/SITO/SOTO transactions:

- (a) Fares shall be applicable in the direction of travel except, when more than one fare component is involved, for any component which terminates in the country of origin, the fare applicable to such fare component from the country of origin shall be used.
- (b) When one way fares are used and travel is via the country of origin, the fare for the component 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 such fare component. This rule applies whether or not a stopover is made at the point(s) in the country of origin.
- (c) Where a single open jaw journey comprises not more than two international fare components and has a surface break in one country, either at a destination or origin, and where a double open jaw comprises not more than two international fare components, and has a surface break both in the country of destination and in the country of origin, half round trip normal fares shall be used for each fare component. For travel originating in the USA or Canada, the surface break may be permitted between the countries in the Europe sub-area, provided travel in both directions is via the Atlantic.

(Continued on next page)

For Rule 131(A) through (E)(b), shown in effect hereon, see Revised Page 13th Revised Page 134-C.

For Rule 131(E) (2)(c) shown in effect hereon, see 13th Revised Page 134-D.

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

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INTERNATIONAL PASSENGER RULES AND FARES TARIFF
NO. IPR-2

Original Page 132-I

RULE	SECTION V - FARES - GENERAL RULES
131	<p>FARES (Continued)</p> <p>(E) FARES OTHER THAN ROUND OR CIRCLE TRIPS (Continued)</p> <p>(2) (Continued)</p> <p>(d) In the case of a single open jaw trip where the outward point of departure and the inward point of arrival are not the same, and where a common ticketed point(s) in the country of origin is used in both the outbound and inbound journeys, the fare for the entire journey must not be less than the round or circle trip fare, as applicable, from such common point(s).</p> <p>(e) In the case of a single open jaw trip where the outward point of arrival and the inward point of departure are not the same and where a common ticketed point(s) in the country of turnaround is used in both the inbound and outbound journeys, the fare for the entire journey must not be less than the round or circle trip fare, as applicable to such common point(s).</p> <p>(3) For SOTL/SITD/SOTO transactions the following additional rules will apply: (See NOTE)</p> <p>(a) Normal Fares</p> <p>(i) Only one fare component, the fare to be charged shall not be less than the highest direct normal one way fare applicable in either direction for the class of service used between any ticketed points within the fare component.</p> <p>(ii) More than one fare component (one way fares):</p> <p>(a) The fare charged shall not be less than the highest direct normal one way fare applicable in either direction for the class of service used between any ticketed points within each fare component, and</p> <p>(b) The total fare for the journey shall not be less than the highest direct normal one way fare applicable in either direction for the class of service used between any ticketed points on the journey.</p> <p>(iii) More than one fare component (half round trip fares):</p> <p>(a) The fare to be charged shall not be less than the highest direct normal half round trip fare applicable in either direction for the class of service used between any ticketed points on the journey.</p> <p>(b) The total fare for the journey shall not be less than the highest direct normal half round trip fare applicable in either direction for the class of service used between any ticketed points on the journey.</p> <p>(b) Special Fares</p> <p>(i) Only one fare component, the fare to be charged shall not be less than the highest one way direct fare of the same type in either direction between any ticketed points within the fare component. In the absence of a fare of the same type, the next higher one way fare shall be used.</p> <p>(ii) More than one fare component</p> <p>(a) The above rule shall apply to each fare component, and</p> <p>(b) the total fare for the journey shall not be less than the highest one way direct fare of the same type in either direction between any ticketed points in the journey. In the absence of a fare of the same type, the next higher one way fare shall be used.</p> <p>(iii) In defining a fare of the same fare type, the comparison shall be limited to the class of service and</p> <p>(a) Late Booking fare or APEX fare or PEX fare or Excursion fares</p> <p>(b) GIT fare or IIT fare or Excursion fare</p> <p>(c) Public Group fare or Excursion fare</p> <p>(c) Exceptions: The foregoing provisions shall not apply:</p> <p>(1) for transportation wholly within Area 1,</p> <p>(2) for sales made in Area 1 for transportation commencing in Area 1,</p> <p>(3) for sales made in U.S.A., U.S. territories and Canada for transportation to U.S.A., U.S. territories and Canada,</p> <p>(4) when travel originates in Benin, Burkina Faso, Cameroon, Central African Republic, Chad, Congo, Cote d'Ivoire, Equatorial Guinea, Gabon, Ghana, Liberia, Mali, Niger, Senegal or Togo and is sold in another of these countries.</p>
(Continued on next page)	
For Rule 131 (E)(2)(b) through (3)(c), shown in effect hereon, see Revised Page 13th Revised Page 134-D.	
For unexplained abbreviations, reference marks and symbols see Pages 18-A through 26.	
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Airline Tariff Publishing Company, Agent
INTERNATIONAL PASSENGER RULES AND FARES TARIFF
NO. IPR-2

47th Revised Page 133
Cancels 46th Revised Page 133

RULE	SECTION V - FARES - GENERAL RULES
131	<p><u>FARES</u> (Continued)</p> <p>(F) <u>CONSTRUCTION OF FARES</u> When no through one-factor fare is published from point of origin to point of destination via the route of movement for the class of service used, the applicable fare for such transportation shall be constructed as provided below:</p> <p>(1) <u>One Class of Service</u> Where the journey from point of origin to point of destination is in one class of service, the applicable fare shall be the lowest combination of fares via the route of movement applicable to the transportation used, but in no event shall such constructed fare exceed the through one-factor fare applicable to or from a more distant point via the same routing.</p> <p>(2) <u>Travel Partly in One Class and Partly in Another Class of Service</u> (a) The provisions for fare construction shall apply to the lowest class of service used. (b) Any class differentials: (i) shall be assessed in the same direction as the fare component used, (ii) must be assessed within each fare component, and (iii) shall be charged in addition to the fares resulting from subparagraph (a) above.</p> <p>(3) <u>Combining U.S. or Canadian Domestic Special Fares with International Fares</u> (a) A special fare application within the U.S.A. or Canada may be combined with an international fare to construct a through fare, which is less than the published fare from the point of origin to the point of destination, provided that: (i) the passenger complies with all conditions (e.g. period of validity, minimum/maximum stay, advance purchase requirements, group size, etc.) of the special fare. <u>EXCEPTION:</u> Any minimum tour price required by the domestic special fare within the U.S.A. to Canada will not be applicable when the fare is combined with an international inclusive tour fare having a minimum tour price of the same or a higher amount. (ii) the passenger traveling under a fare constructed in accordance with this paragraph must be routed via the routing of this particular international fare used, regardless of the fare construction point(s). (b) Mileage routings set forth in MPM-1 tariff C.A.B. No. 424 (issued by Airline Tariff Publishing Company, Agent) may be applied to a fare constructed under paragraph (a) above, either for the entire journey between the point in U.S.A. or Canada and the point of Area 2/3 or between the U.S.A. or Canadian gateway point and the point of Area 2/3.</p> <p>(G) <u>CARRIAGE VIA MORE THAN ONE CARRIER ENTIRELY VIA AIR</u> When a ticket is purchased prior to commencement of carriage for a round trip or circle trip which is partly via the services of one carrier and partly via the services of another schedule air carrier(s), the fare for each section of carriage will be fifty (50) percent of the applicable round trip fare for such section of the round or circle trip, as the case may be.</p> <p>(H) <u>ROUTING</u> (1) Unless otherwise provided in carrier(s) tariffs, fares apply only to the service and routings of carrier(s) published in connection therewith. If there is more than one routing at the same fare, the passenger, prior to issuance of the ticket, may specify the routing, and in respect to any open date portion of such ticket, may specify optional routings. If no routing is specified by the passenger, Carrier may determine the routing. (2) Routings are published in one direction only, but apply for carriage in either direction, unless otherwise specified, and only to the fares published in connection therewith. An intermediate point(s) specified along the routing may be omitted provided that successive segments are flown non-stop on a single carrier named in the respective segments along the published routing.</p> <p>(I) <u>HIGHER INTERMEDIATE FARES</u> (1) <u>NORMAL AND SPECIAL FARES</u> When reference is made to the higher intermediate fare check, the following procedures apply: (a) <u>SITL/SOTI Transactions:</u> the higher intermediate fare check applies only to intermediate stopover points. <u>EXCEPTION:</u> When the ticket is issued in Western Africa, higher intermediate points shall be checked from all ticketed points en-route in Western Africa except when travel en-route is via a point(s) in Angola, Nigeria and/or Zaire, the higher intermediate points shall be checked only if a stopover is made at such point. (b) <u>SITD/SOTO Transactions:</u> the higher intermediate fare check applies to all intermediate ticketed points. (c) A stopover takes place when a passenger breaks the journey at an intermediate point and is not scheduled to depart on the day of arrival, or within 24 hours of arrival if there is no connection on the day of arrival.</p>
(Continued on next page)	
For Rule 130 (c)(8) through (9)(c) previously published on 46th Revised Page 133, see 15th Revised Page 132-D.	
For Rule 131(F) through (H) shown in effect hereon, see 13th Revised Page 134-E.	
For Rule 131(I)(1)(c) shown in effect hereon, see 13th Revised Page 134-C.	
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Airline Tariff Publishing Company, Agent
INTERNATIONAL PASSENGER RULES AND FARES TARIFF
NO. IPR-2

46th Revised Page 134
Cancels 45th Revised Page 134

RULE	SECTION V - FARES - GENERAL RULES
131	<p>FARES (Continued)</p> <p>(I) HIGHER INTERMEDIATE FARES (Continued)</p> <p>(2) NORMAL FARES</p> <p>(a) A through normal fare between origin and destination must not be lower than:</p> <p>(i) the normal fare between the point of origin and any intermediate ticketed point along the routing;</p> <p>(ii) the normal fare between the destination and any intermediate ticketed points along the routing;</p> <p>(iii) the normal fare between any two ticketed intermediate points along the routing.</p> <p>(b) When the direct normal fare for segment of an itinerary is lower than an intermediate point normal fare, the direct normal fare must be raised to the highest of any such intermediate point normal fare.</p> <p>(c) When the total of Ticketed Point Mile's for an itinerary exceeds the MPM, the normal fare must be surcharged in accordance with the procedures for Excess Mileage Surcharges, C.A.B. No. 424 (issued by Airline Tariff Publishing Company, Agent). If the routing passes through a higher intermediate ticketed point, the appropriate fare to be surcharged is the normal fare between the origin and destination of that segment which has been raised to the level of the higher intermediate ticketed point normal fare.</p> <p>(d) All conditions of the normal fare between origin and destination apply.</p> <p>(e) When comparing normal fares, fares for the same type shall mean the same class of service and same seasonal application.</p> <p>(3) SPECIAL FARES</p> <p>(a) If there is no higher normal fare between:</p> <p>(i) point of origin and any intermediate ticketed point; or</p> <p>(ii) destination point and any intermediate ticketed point, then the special fare (surcharged, if necessary) between origin and destination applies.</p> <p>(b) If there is a higher normal fare between:</p> <p>(i) point of origin and any intermediate ticketed point; or</p> <p>(ii) destination point and any intermediate ticketed point, then the special fare must be raised to the level of such higher normal fare (surcharged, if necessary) unless:</p> <p>(iii) the same or lower special fare of the same type exists between such points, in which case the special fare (surcharged, if necessary) between origin and destination applies; or</p> <p>(iv) a higher special fare of the same type exists between such points in which case such higher special fare (surcharged, if necessary) applies.</p> <p>(c) When comparing special fares, fares of the same fare type shall mean the same class of service, the same seasonal application, the same general conditions, except ticket validity and minimum stay requirements, and limited to:</p> <p>(i) Late Booking fare or APEX fare or PEX fare or Excursion fare</p> <p>(ii) GIT fare or IIT fare or Excursion fare</p> <p>(iii) Public Group fare or Excursion fare</p> <p>(d) In the case of more than one special fare of the same type for any given sector, the fare with conditions most similar to those of the special fare between the terminal points is to be used for comparison.</p> <p>(e) All conditions of the special fare between origin and destination apply.</p> <p>(K) ONE WAY BACKHAUL RULE When a passenger purchased a one way ticket for transportation via a higher rated intermediate stopover point (as defined in section "Higher Intermediate Fares"), the fare for such transportation will be constructed by calculating the round trip fare for transportation from the point of origin to the higher rated intermediate stopover point and subtracting therefrom the one way fare for direct (not involving a higher rated intermediate point) transportation between the point of origin and destination.</p> <p>(L) COMBINATION OF INTERNATIONAL FLIGHT COUPONS FROM SEPARATE TICKETS Two or more international flight coupons from separate tickets will not be accepted for carriage on a direct service between the terminal points on the two coupons at less than the applicable through fare.</p> <p>(M) GROUND TRANSFERS Published fares do not include ground transfers service between airports and town centers unless Carrier's tariff specifically provides that such ground transfer service will be furnished without additional charge. (See Rule 30-GROUND TRANSFER SERVICE herein).</p>
For Rule 130 (c)(9) through (D) previously published on 45th Revised Page 134, see 21st Revised Page 132-E.	
For Rule 131(I)(2) through (3)(e) shown in effect hereon, see 13th Revised Page 134-F.	
For Rule 131(K) through (L) shown in effect hereon, see 7th Revised Page 134-G.	
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Airline Tariff Publishing Company, Agent
INTERNATIONAL PASSENGER RULES AND FARES TARIFF
 NO. IPR-2

39th Revised Page 134-A
 Cancels 38th Revised Page 134-A

RULE

SECTION V - FARES - GENERAL RULES

132

FARES (Applicable to TM only.)

(A) FARES

(1) GENERAL

Fares apply only for carriage from the airport at the point of origin to the airport at point of destination and do not include ground transfer service between airports or between airports and city centers except where Rule 30 specifically provides that such ground transfer service will be furnished without additional charge.

(2) APPLICABLE FARES

(a) For the purpose of this rule, a published fare includes a fare obtained by combining a published arbitrary and a published international fare. Where no through fare is published from point of origin to point of destination via the route of travel for the class of service and the type of aircraft used, the applicable fare for such transportation shall be constructed. Such constructed fare must not be less than the lowest amount obtained by one of the following principles:

(i) Mileage System

(ii) Lowest Combination of Fares

This comparison must be made for each fare component. (For round trip journeys, the outbound and inbound sectors of travel must be compared separately.)

NOTE: Fares constructed by the use of add-ons are considered through fares.

(b) All published fares governed by this tariff and all fares constructed in accordance with this tariff are applicable only when in compliance with the provisions governing travel via a higher-rated intermediate point [C](G) below. Mileage routings (see Maximum Permitted Mileage Tariff No. M.P.M. 1, C.A.B. No. 424, NTA(A) No. 239) may be applied to any published or constructed fare. However, if a diagrammatic or linear routing is specified in connection with a fare, such routing must be observed for that portion of the transportation covered by that fare.

(3) SALES AND TICKET INDICATORS

The following indicators will be used in determining the [C]application of fare construction principles as noted in each paragraph. In the absence of such note, the construction principle will apply to all fares regardless of indicators. These indicators must be shown in the "Origin/Destination" box of tickets.

(1) SITI: Ticket sold and issued inside country of commencement of [C]transportation.

(2) SOTI: Ticket sold outside but issued inside country of commencement of [C]transportation.

(3) SITD: Ticket sold inside but issued outside country of commencement of [C]transportation.

(4) SOTD: Ticket sold and issued outside country of commencement of [C]transportation.

NOTE: Country of commencement of transportation means the country from which the first international sector occurs.

NOTE: For the purpose of this paragraph, Canada and the U.S. will be considered one country and Denmark, Norway and Sweden shall be considered one country.

(B) CONSTRUCTION OF FARES

(1) CONSTRUCTION OF FARES

(a) Mileage System

(i) When to Apply The Mileage System:

The mileage system should be used whenever a desired itinerary between two points is not included in an applicable routing published in conjunction with a fare.

EXCEPTION: Whenever a fare is assigned only a routing number, the mileage system may not be used to establish routings for that fare.

(a) Basic Elements of the Mileage System:

There are three basic elements involved in the application of the mileage system

(aa) maximum Permitted Mileages.

(bb) Ticketed Point Mileages.

(cc) Excess Mileage Surcharges.

(b) Supplementary Factors:

In addition to the three [C]basic elements outlined above, other factors must be taken into consideration when the [C]mileage system is used. The most frequently [C]applied are:

(aa) Specified Routings

(bb) TPM/MPM Deductions

(cc) Stopovers

(dd) Side Trips

(ee) Indirect Travel Limitations

(ff) Higher Intermediate Fares

(gg) Minimum Fare Checks

(hh) Special Provisions

(ii) Maximum Permitted Mileages (MPMs)

The maximum permitted mileage published in conjunction with a fare is the maximum distance a passenger is allowed to travel between the terminal points of a fare component at the one way or half round trip fare.

(Continued on next page)

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

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