(See NOTICE on Page FI-9 hereof)

6th Revised Title Page
Cancels 5th Revised Title Page

AIRLINE TARIFF PUBLISHING COMPANY, AGENT

INTERNATIONAL PASSENGER RULES AND FARES

TARIFF NO. FI-1

CONTAINING LOCAL AND JOINT
RULES, FARES AND CHARGES ON BEHALF OF
ICELANDAIR, EHF
APPLICABLE TO THE

TRANSPORTATION OF PASSENGERS
AND BAGGAGE BETWEEN POINTS IN THE

UNITED STATES/CANADA
AND POINTS IN

AREAS 1/2/3

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

Departure from the terms of Sections 221.22(d), 221.32, 221.111(c) and 221.240 of its Economic Regulations authorized by the Department of Transportation (9734).
Departure from the terms of Section 221.114 of its Economic Regulations authorized by the Department of 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).

This tariff is governed, except as otherwise provided herein, by Passenger Rules Tariff No. IPR-2, C.A.B. No. 376, NTA(A) No. 210; 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 IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

ISSUED:	Issued by:	EFFECTIVE:
JANUARY 31, 2008	†[C]WILLIAM J. ANDRES, PRESIDENT AIRLINE TARIFF PUBLISHING COMPANY, AGENT DULLES INTERNATIONAL AIRPORT P.O. BOX 17415 WASHINGTON, D.C. 20041	MARCH 16, 2008 (EXCEPT AS NOTED) (Original Tariff Effective September 15, 1987)

(Printed in U.S.A.)

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† - Effective June 9, 2006 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 11831.

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† - Effective February 28, 2000 for transportation to/from Canada.
†Provisions of the Table of Contents formerly appearing on this page and not brought forward are hereby cancelled.

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

Airline Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF
NO. FI-1

39th Revised Page FI-6
Cancels 38th Revised Page FI-6

†[N]NOTE

By Special Permission No. 18627 granted to the extent that NTA(A) No. 447 commences from the revised pages hereunder.

This tariff NTA(A) No. 447 is initially filed with the National Transportation Agency (Air) to become effective September 4, 1993 and the following revised pages that do not bear the NTA(A) No. 447 designation will hereinafter be deemed to bear the designated NTA(A) No. 447 effective September 4, 1993.

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Airline Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF
NO. FI-1

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†[N]NOTE

By Special Permission No. 18627 granted to the extent that NTA(A) No. 447 commences from the revised pages hereunder.

This tariff NTA(A) No. 447 is initially filed with the National Transportation Agency (Air) to become effective September 4, 1993 and the following revised pages that do not bear the NTA(A) No. 447 designation will hereinafter be deemed to bear the designated NTA(A) No. 447 effective September 4, 1993.

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

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†Provisions of the Table of Contents formerly appearing on this page and not brought forward are hereby cancelled.

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

† - Effective January 15, 2000 for transportation to/from the U.S.A.
† - Effective February 28, 2000 for transportation to/from Canada.
†Provisions of the Table of Contents formerly appearing on this page and not brought forward are hereby cancelled.

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

NOTICE

Rules, fares and provisions applicable via FI were formerly published in Passenger Rules Tariff No. PR-3, C.A.B. No. 55, and Transatlantic Passenger Fares Tariff No. A-2, C.A.B. No. 102 issued by Official Airlines Guides, Inc., Agent and transferred herein effective September 15, 1987.

CANCELLATION NOTICE

Fares, charges and provisions formerly published in C.A.B. No. 102 and not brought forward herein are hereby cancelled.

†[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 Flugleidir, H.F./Icelandair 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, C.A.B. No. 581 issued by Airline Tariff Publishing Company, Agent.

†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 13 through 19.

†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 13 through 19.

†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.

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

†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 13 through 19.

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 25, 1988 by Original Page FI-12-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 14, 1988 by 1st Revised Page FI-12-A. [N]Air Midwest, Inc. (ZV); Britt Airways, Inc. (RU); Caribbean Express, Inc. (WH); Florida Express, Inc. (ZO); LA Helicopter, Inc. (RH); Pilgrim Airlines (Pilgrim Aviation & Airlines, Inc. D/B/A) (PM); Princeton Air Link Corporation (IV); RMA, Inc. (Rocky Mountain Airways, Inc. D/B/A) (JC); Tennessee Airways, Inc. (ZN), cancelled as participating carriers in this tariff and all provisions published in connection with said carriers cancelled effective January 9, 1989 by 2nd Revised Page FI-12-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
Adopting Carrier	Adopted Carrier Noticed C.A.B.	As per Adoption Notice C.A.B.
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
Trinidad and Tobago (BWIA International) Airways Corporation d/b/a BWIA International-Trinidad and Tobago Airways	British West Indian Airways Limited	No. 1
USAIR, Inc. d/b/a USAir	Pacific Southwest Airlines	No. 2

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

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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:
Transatlantic Arbitraries
Area No. 1, Area No. 2 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:
Transatlantic Fares
Area No. 2 and 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 unexplained abbreviations, reference marks and symbols see Pages 13 through 19.

†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 13 through 19.

RULE	SECTION I - GENERAL RULES

1 DEFINITIONS

AFRICA means the area comprised of all the countries on the Continent of Africa, other than Algeria, Morocco, Sudan, Tunsia, and United Arab Republic, but including the following islands: Cape Verde, Comoros, Fernando Poo, Malagasy, Mauritius, Reunion, Sao Tome and Seychelles.

ANIMALS In addition to the usual connotation, includes reptiles, birds, poultry and fish.

ARBITRARY means 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 No. 1 means all of the North and South American Continents, Greenland, Bermuda, Cuba, Haiti, Dominican Republic, Puerto Rico, Jamaica, Netherlands Antilles, Trinidad, Bahamas, Leeward, Virgin, and Windward Islands, the State of Hawaii, Midway and Palmyra Islands.

AREA No. 2 means all of Albania, Austria, Azores, Belgium, Bulgaria, Canary Islands, Czech Republic, Slovakia, Denmark, Finland, France (including French North Africa), Germany, Gibraltar, Greece, Hungary, Iceland, Italy, Lichtenstein, Luxembourg, Madeira, Malta, Monaco, the Netherlands, Norway, Poland, Portugal, Romania, San Marino, Spain (including Spanish Morocco), Sweden, Switzerland, Tangier, Turkey (in Europe and Asia), the Russian Federation (West of the Urals), Armenia, Georgia, Azerbaijan, Moldova, Ukraine, Belarus, Estonia, Latvia, Lithuania, the United Kingdom. Croatia, Slovenia, Bosnia and Herzegovina, all of Africa, Madagascar, Ascension Island, that part of Asia lying west of and including Iran.

AREA No. 3 means all of Asia except that portion included in Area No. 2 above; all of the East Indies, Australia, New Zealand, all Islands of Indonesia, Malaysia, Micronesia and Polynesia (except Midway and Palmyra Islands), Guam Island, Wake Island, Caledonia, Norfolk Island and Tasmania.

ASIA means the area comprised of the South Asian Subcontinent and South East Asia.

BAGGAGE, which is equivalent to luggage, means such articles, effects and other personal property of a passenger as are necessary or appropriate for wear, use, comfort or convenience in connection with his trip. Unless otherwise specified, it shall include both checked and unchecked baggage of the passenger.

BAGGAGE CHECK means those portions of the ticket which provide for the carriage of passenger's checked baggage and which are issued by Carrier as a receipt for passenger's checked baggage.

BAGGAGE TAG MEANS A DOCUMENT ISSUED BY Carrier solely for identification of checked baggage, the baggage (strap) tag portion of which is attached by Carrier to a particular article of checked baggage and the baggage (claim) tag portion of which is given to the passenger.

BANKER'S 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' 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.

BANKER'S SELLING 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' 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.

CARIBBEAN AREA means the area comprising Anguilla, Antigua, Aruba, Barbados, Bonaire, Cayman Islands, Cuba, Dominica, Dominican Republic, Grenada, Guadeloupe, Haiti, Jamica, Martinique, Nevis, St. Kitts, St. Lucia, St. Martin, St. Vincent, Trinidad and Tobago.

CARRIAGE which is equivalent to transportation, means carriage of passenger and/or baggage by air.

CARRIER means any or all of the participating carriers named in this tariff.

CENTRAL AMERICA MEANS THE AREA COMPRISING Belize, Costa Rica, El Salvador, Guatemala, Honduras, and Nicaragua.

CHECKED BAGGAGE which is equivalent to register luggage, means baggage of which Carrier takes sole custody and for which Carrier has issued a baggage check and baggage (claim) tag(s).

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

(Continued on next page)

RULE	SECTION I - GENERAL RULES
1	DEFINITIONS (Continued)
	CIVIL AERONAUTICS BOARD means Department of Transportation.
	CIVIL AERONAUTICS BOARD OF THE UNITED STATES OF AMERICA means Department of Transportation.
	CONJUNCTION TICKET means two or more tickets concurrently issued to a passenger and which together constitute a single contract of carriage.
	CONSEQUENTIAL DAMAGES means damages which are reasonable out of pocket expenses and other provable damages incurred by passenger as the consequence of the loss, damage, or delay in the delivery of such personal property.
	CONTINENTAL U.S.A. means the 48 contiguous federated states and the Federal District of Columbia of the United States of America.
	COUNTRY OF PAYMENT means the country where payment is made by the purchaser to the airline or its agent. Payment by cheque, credit card or other banking instruments shall be deemed to have been made at the place where such instrument is accepted by the airline or its agent.
C	[C]CONVENTION means, unless the context requires otherwise, 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, and Montreal Convention, May 28, 1999, whichever may be applicable to carriage hereunder.
	DATE OF TRANSACTION means the date of issuance of the ticket, MCO or PTA.
	DAYS means full calendar days, including Sundays and legal holidays; provided that for purposes of notification the balance of the day upon which notice is dispatched shall not be counted and that, for purposes of determining durations of validity, the balance of the day upon which the ticket is issued or flight commenced shall not be counted.
	DESTINATION means the ultimate destination of the passenger's journey as shown on the ticket.
	DOMESTIC CARRIAGE means travel in which the points of departure, stopover and destination are within one sovereign state.
	DOUBLE OPEN JAW TRIP means an open jaw trip with an open sector at both the origin/destination and the turnaround ends.
	EASTERN HEMISPHERE means the area comprised of Africa, Asia/Area 3, Europe, and the Middle East for travel via the Atlantic Ocean.
	ENDORSEMENT means the transfer of authority required when a passenger with and international ticket wishes to rebook to a carrier other than the carrier shown on the ticket. Specific guidelines are outlined in Rule 80 (REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS) of this tariff.
	EUROPE means that area comprised of Albania, Algeria, Andorra, Austria, Azores, Belgium, Bulgaria, Canary Islands, Czech Republic, Solvakia, Denmark, Finland, France, Germany, Gibraltar, Greece, Hungary, Iceland, Ireland, Italy, Lichtenstein, Luxembourg, Maderia, Malta, Monaco, Morocco, the Netherlands, Norway, Poland, Portugal, Romania, San Marino, Spain, Sweden, Switzerland, Tunisia, Turkey (in Europe and Asia), United Kingdom, Russian Federation (West of the Urals), Armenia, Georgia, Azerbaijan, Moldova, Ukraine, Belarus, Estonia, Latvia, Lithuania and Yugoslavia.
	FLIGHT COUPON means a portion of the passenger ticket that indicates particular places between which the coupon is good for carriage.
	FOREIGN AIR TRANSPORTATION means transportation between a point in the United States and a point outside thereof.
	GATEWAY refers to the last U.S.A. point prior to departure on the transatlantic leg of a trip or first point of arrival in the U.S.A.
	IATA RATE OF EXCHANGE means the rate of exchange notified by IATA quarterly to convert local currency fares to NUC and to convert total NUC amount to the currency of commencement of transportation.

(Continued on next page)

RULE	SECTION I - GENERAL RULES
1	DEFINITIONS (Continued)
	INDIAN SUBCONTINENT means the area comprising Afghanistan, Bangladesh, India, Nepal, Pakistan and Sri Lanka.
	INTERLINE TRANSFER POINT means any point at which the passenger tranfers from the services of one carrier to the services of a different carrer.
	INTERLINE TRANSPORTATION means transportation on the services of more than one carrier.
	INTERMEDIATE FARE means the full fare established for normal, regular or unusual service, the application of which is not dependent upon any specifically limited period of ticket validity or other special circumstances. Unless otherwise specified for the application of the provisions of this tariff intermediate fares shall be considered to include all year One Way/Round Trip/Circle Trip/Open Jaw, Basic Season/Peak Season for Business/Executive Cabin/Medallion/Preference Class travel.
C	[N]INTERNATIONAL CARRIAGE means (except when the Warsaw Convention is applicable) carriage in which according to the contract of carriage, the place of departure and any place of landing are suituated in more than one state. As used in this definition the term "State" includes all territory subject to the sovereignty, suzerainty, mandate, authority or trusteeship thereof. International Carriage as Defined by the Warsaw Convention means any carriage in which according to the contract of carriage, or transshipment, are situated either within the territories of two High contracting Parties, or within the territory of a single High contracting Party, if there is an agreed stopping place within a territory subject to the sovereignty, suzerainty, mandate or authority of another State, even though the State is not party to the convention.
	LOCAL CURRENCY FARES means fares related charged expressed in the currency of the country of commencement of travel, as defined in Local Currency Fares and Charges, C.A.B. 527, Rule 145.
	MIDDLE EAST means the area comprised of Bahrain, Cyprus, Egypt (Arab Republic of Egypt), Islamic Republic of Iran, Iraq, Israel, Jordan, Kuwait, Lebanon, Oman, Oatar, Saudi Arabia, Sudan, Syria, Syrian Arab Republic, United Arab Emirates (Abu Dhabi, Ajman, Dubai, Fujairah, Ras-el Khaiman, Sharjah, Umn al Qaiwain) and Yemen.
	MISCELLANEOUS CHARGES ORDER (MCO) means a document issued by a carrier or its agents requesting issue of an appropriate passenger ticket and baggage check or provision of services to the person named in such document.
	MONTH means a period of time starting with any date in a month and ending with the same date in the following month. In the event the same date does not occur in the following month, then this period will end on the last day of that month.
	A NATIONAL means a person who has the citizenship of a country, either by birth or by naturalization.

(Continued on next page)

RULE	SECTION I - GENERAL RULES
1	DEFINITIONS (Continued)
	NORMAL FARE means the full fare established for a normal, regular or usual service, the application of which is not dependent upon any specially limited period of ticket validity or other special circumstances. Unless otherwise specified, for the application of provisions of this tariff, normal fares shall be considered to include all year One-Way Round, Circle and Open-Jaw Trip fares, First Class, Tourist/Coach Class, Thrift Class, Economy Class, Executive Full Facilities, One Class and Standard Class Service fares, on-season (peak) and off-season (basic) fares, Business Class fares and Ronda Executive Class fares.
	NORTH AMERICA means the area comprising Alaska, Canada, Continental U.S.A. and Mexico.
	NUC means neutral unit of construction.
C	†[N]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 means 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 TRIP means travel which is essentially of a round trip nature but the outward point of departure and inward point of arrival and/or outward point of arrival and inward point of departure are not the same.
	OTHER CHARGES means charges such as taxes, fees, etc. not to be shown in the fare construction box of the ticket excluding excess baggage charges.
	OVERSEAS TRANSPORTATION means transportation between a point in any State of the United States or the District of Columbia and a point in a Territory or Possession of the United States.
	PASSENGER means any person, except members of the crew, carried or to be carried in an aircraft with the consent of Carrier.
	PASSENGER COUPON means that portion of the passenger ticket constituting the passenger's written evidence of the contract of carriage.
	PREPAID TICKET ADVICE (PTA) means the notification by teletype commercial wire or mail that a person in one city has requested the issuance of prepaid transportation to a person in another city.
	REISSUE means an alteration to a ticket that cannot be accomplished through revalidation, that requires the issuance of a new ticket.
	RELATED CHARGES means those charges to be shown in the fare construction box if the ticket and excess baggage charges; provided that a more restricted definition may form part of an agreement reached locally.
	RESIDENT means a person normally living in a country.
	REROUTE means a change of routing, fare, carrier, class of service, flight or date from that originally provided for on the ticket. Not applicable to open tickets.
	REVALIDATION means the authorized stamping or writing upon of the passenger's ticket evidencing that it has been officially altered by the carrier. There can be no change to origin, destination, stopover point, or fare.
	ROUND TRIP which is equivalent to return journey, means travel from one point to another and return by the same air route for which the same normal all year through one-way fare of the same class applies from the point of origin; provided that this definition shall not apply to the journeys for which the same all year through one-way fare is established between two points, in either direction around the world.

Continued on the next page

† - Effective December 18, 1989 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 78724.

RULE

SECTION I— GENERAL RULES

1 DEFINITIONS (Continued)

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

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

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

ROUND TRIP which is equivalent to return journey, means:

(1) travel from one point to another and return by the same air route used outbound whether or not the fares outbound and inbound be the same, or

(2) travel from one point to another and return by an air route different from that used outbound, for which the same normal, through, one way fare is established.

SCANDINAVIA means the area comprising Denmark, Norway and Sweden.

SOUTH AMERICA means the area comprising Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, French Guiana, Guyana, Panama, Paraguay, Peru, Suriname, Uruguay and Venezuela.

SOUTH ASIAN SUBCONTINENT means the area comprised of Afghanistan, Bangladesh, Bhutan, India, Maldives, Nepal, Pakistan and Sri Lanka.

SOUTH EAST ASIA means the area comprised on Brunei, Burma, China, Guam, Hong Kong, Indonesia, Kampuchea, Laos, Malaysia, Mongolia, Philippines, Singapore, Taiwan, Thailand, Union of Soviet Socialist Republics (East of the Urals) and Vietnam.

SOUTH WEST PACIFIC means that area comprised of Australia, Cook Islands, Fiji Islands, Kiribati, New Caledonia, New Zealand, Papua New Guinea, Samoan Islands, Society Islands, Solomon Islands, Tonga, Tuvaiu, Vanuatu and Intermediate Islands.

SPECIAL FARE means a fare other than a normal fare.

SPECIAL DRAWING RIGHT means a special unit of currency, the value of which is specified in the applicable rules.

STOPOVER which is equivalent to a break of journey, means a deliberate interruption of a journey by the passenger, agreed to in advance by Carrier, at a point between the place of departure and the place of destination.

TICKET means the 'Passenger Ticket and Baggage Check' including all flight, passenger and other coupons contained therein, issued by Carrier, which provides for the carriage of the passenger and his baggage.

TICKETED POINT means any point(s) shown in the 'good for passage' section of the ticket plus any point(s) used for fare construction and shown in the 'fare construction box' of the ticket.

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

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

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

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

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

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

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages FI-13 through FI-19.

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RULE

SECTION I - GENERAL RULES

2 STANDARD FORMAT OF FARE RULES IN SECTION III

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

(A) APPLICATION
This paragraph includes the following items:
(1) Applicable Area
(The general or specific 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.)

(B) COMBINATIONS
This paragraph includes provisions governing the combination with published arbitraries and local fares. This paragraph may also include additional provisions for the combination of 50 percent of a published round trip fare with another fare to construct round trip/circle trip/open jaw transportation. The following general rules apply to the combination of fares.

C †[C](1) Any one-way fare may be combined with any other one-way fare that permits the combination provided all conditions of the fares are met. End-to-end combinations are permitted, and all travel must be via the point of combination, unless otherwise specified.
(2) Unless otherwise restricted in the specific fare rules, 50 percent of a round trip fare published in this tariff may be combined with 50 percent of a similar fare published by another carrier in another tariff.

C †[C](3) (a) When fifty percent of a published roundtrip fare is combined with 50 percent of another roundtrip fare, the most restrictive rules apply.
(b) Except for end-to-end combinations, and unless otherwise specified, any roundtrip transatlantic fare that would otherwise be combineable with another roundtrip transatlantic fare on a half-roundtrip basis, is subject to the provision that both fares to be combined must apply for travel originating in the same direction from and the same geographical areas.

C †[C](4) Unless otherwise specified in the fare rule, fares may be combined with arbitraries.
(5) Unless otherwise specified in the fare rule, fifty percent of a Midweek fare may be combined with fifty percent of a Weekend fare.

(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) Unless otherwise stated, the date of commencement of travel on the first outbound international sector shall determine the respective round trip seasonal level to be applied.
(4) Day of Week Travel Restrictions
(a) The date of the first international, transoceanic flight of each fare sector will determine type of fare to be applied to such sector.
(b) Midweek/Weekend Fare Application - Fares designated as Midweek apply for travel on transoceanic flights operating on Mondays, Tuesdays, Wednesdays and Thursdays. Fares designated as Weekend apply for travel on transoceanic flights operating on Fridays, Saturdays and Sundays. The statement "normal provisions apply" will appear in this paragraph unless an exception exists, in which case, the appropriate Midweek/Weekend periods will be specified in the applicable fare rule.
(5) If there are restricted travel days, those restrictions will be specified in this paragraph.

(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/maximum stay requirements.
(1) Minimum Stay: Return travel from the last point of stopover (i.e. on the last continuous sector) may not commence prior to the minimum stay period stated in the rule, after the date of departure from the point of origin. When no minimum stay period is stated in a rule, return travel may commence at any time within the period of validity of the fare.
(2) Maximum Stay: Return travel on the last continuous sector (i.e. from the last point of stopover) must commence by midnight of the last day of the maximum stay period stated in the rule, after the date of departure from the point of origin. When no maximum stay period is outlined for a particular type of fare, the maximum stay period shall, in no case, be more than one year from the date travel commences from the point of origin.

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RULE | SECTION I - GENERAL RULES

2 STANDARD FORMAT OF FARE RULES IN SECTION III (Continued)

(F) STOPOVERS
This paragraph contains information pertaining to stopovers. Unless otherwise specified in the governing fare rules, en route stopovers shall be permitted free of charge. All round trip fares permit a free stopover at the point of turnaround.

C †[C](G) CHILDREN'S AND INFANTS' FARES
(1) Except as otherwise indicated, Rule 200 (CHILDREN'S AND INFANTS' FARES) is applicable to fares governed by this rule.
(2) Except as otherwise indicated, the same percentage of discount applicable to children's fares will also apply to any applicable surcharges and/or rebooking or cancellation penalties.

(H) TOUR REQUIREMENTS
(1) Tour Features
(a) This paragraph shall include, where applicable, any required inclusive tour and the features/options which it must contain. Alternatively, when a particular fare may not be used for inclusive tour purposes, a statement to that effect will appear in this paragraph.
(b) Individual and Group Inclusive Tour Fare Requirements
(i) Except as otherwise noted, the INDIVIDUAL INCLUSIVE TOUR must include in its published price and appropriate literature, in addition to air transportation, the cost of sleeping or hotel accommodations for at least 6 nights, plus any other facilities or attractions such as airport transfers, sightseeing, motorcoach trips, and car rentals.
(ii) Except as otherwise noted, the GROUP INCLUSIVE TOUR must include in its published price and appropriate literature, in addition to air transportation, the cost of airport transfers and sleeping or hotel accommodations for the total duration of the trip, plus other facilities or attractions such as sightseeing, motorcoach trips, and car rentals.
(iii) Tours must be paid for in full prior to commencement of travel, and price of tour features and facilities may not be less than the amount specified in Paragraph (H)(2), Minimum Tour Price, of the particular rule.
(2) Minimum Tour Price
This paragraph will include:
(a) The minimum selling price of the inclusive tour, normally expressed as the applicable inclusive tour plus a specific dollar amount.
(b) Any increase in the minimum selling price due to extra days of stay en route.
NOTE: The term "Minimum Tour Price" (MTP) shall be understood to mean the minimum selling price of the tour per passenger.

(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
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.

(Continued on next page)

† - Effective November 7, 1993 for transportation to/from Canada.

RULE

SECTION I— GENERAL RULES

2 STANDARD FORMAT OF FARE RULES IN SECTION III (Continued)

(I) GROUP REQUIREMENTS (Continued)

(3) Eligibility

(a) This paragraph includes any special requirements making a person or group of persons eligible for a particular fare.

(b) Affinity Group Requirements

(i) The travel group must be formed only from Affinity Groups, i.e., member (or employee) of the same association, corporation, company or other legal entity (referred to as the 'Organization').

(ii) The principal purposes, aims and objectives of the Organization, must be other than travel.

(iii) Sufficient affinity must exist prior to the application for transportation in order to distinguish and set the group apart from the general public.

(iv) Each member of the travel group must be a member of the Organization at the time of application for the group fares discount and must have been a member for at least six months immediately prior to the date of commencement of travel.

(v) The travel group may include the spouse and dependent children of a member of the Organization from which the party to be transported is drawn. In addition, parents living in the same household as a member may be included. However, any such spouse, dependent children or parents must be accompanied on the flight by such member, unless the member has been compelled to cancel his passage.

(vi) Limitation of Solicitation

With respect to the formation of Affinity Groups:

(aa) Solicitation is limited to personal letters, circulars and telephone calls addressed to members of the Organization, to group publications intended solely for members of the Organization (or for members of the federation or organization to which the Organization belongs) and to any other form of solicitation not defined as public solicitation in paragraph (vii) below.

(bb) Solicitation must be effected only by officials of the Organization or members of the travel group.

(cc) The travel group must not be gathered directly or indirectly by a person engaged in soliciting or selling transportation services or providing or offering to provide transportation to the general public. However, the mere ascertainment of the group fare and/or its collection from members of the travel group will not of itself be considered as engaging in such acts.

(dd) If the organizers of the travel group employ a travel agent to assist in the travel arrangements, he must in no way solicit members of the travel group. However, after the party to be transported is formed, the travel agent may contact members of the group for the purposes of arranging other travel services in addition to assisting in travel arrangements.

(vii) Definition of 'Public Solicitation'

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

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RULE

SECTION I— GENERAL RULES

2 STANDARD FORMAT OF FARE RULES IN SECTION III (Continued)

(I) GROUP REQUIREMENTS (Continued)

(3) Eligibility (Continued)

(c) Incentive/Own Use Group Requirements

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

(i) the voluntary contributions are not solicited/obtained solely from the passengers to be carried:

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

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

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

(d) Incentive Group Requirements

(i) Incentive Groups mean groups of employees and/or dealers and/or agents (including their spouses) of the same business firm(s), corporation(s) or enterprise(s) (excluding non-profit organizations), also referred to as the 'organization', travelling under an established Incentive Travel Program which rewards the employee, dealers and agents for past work or provides an incentive for future activities.

(ii) The Incentive Travel Program is to include air transportation, accommodations, sightseeing, entertainment and other features the cost of which is borne entirely by the business firm, corporation or enterprise and not passed on directly or indirectly to the employees, dealers or agents.

(iii) Officials (and their spouses) of such business firms, corporations or enterprises may also be included in the group if they are travelling for the purpose of making awards or officiating in the Incentive Travel Program.

(iv) Each member of the Incentive Group must be a member of the Organization at the time of application for the group fare.

(4) Documentation

(a) This paragraph includes the time limits for submission of group application, passenger name changes/additions, and/or any other appropriate travel documents.

(b) General Requirements For All Individual And Group Inclusive Tours

There must be vouchers specifying sleeping accommodations and any sightseeing or other features of the tour. Such voucher, including those for ground transportation, must be available for inspection during check-in prior to commencement of outbound transatlantic travel.

(c) Affinity/Incentive/Non-Affinity/Own Use Group Requirement

(i) written application, in the form required by FI shall provide a full description of the travel desired, the names and total number of passengers, and, where applicable, the affinity/incentive/own use provision under which the travel is being requested, and must be signed by the applicant (the person responsible for the travel arrangements of the group).

(ii) The application must be submitted to the issuing carrier (the carrier whose tickets are to be issued) prior to commencement of outbound travel. The deadline for receipt of the application is specified in each particular group travel rule.

(iii) Except as otherwise noted, only those passengers listed in the written application may be transported.

(iv) Passenger Substitution/Additions - If name changes and/or additions to the list of participants in the travel group may be made after the written application has been submitted, a statement will appear in this sub-paragraph giving the number of changes and/or additions permitted and the deadline, if any is involved.

(v) Each travel group shall be identified by a definite number (group code) assigned by FI.

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RULE

SECTION I - GENERAL RULES

2 STANDARD FORMAT OF FARE RULES IN SECTION III (Continued)

(I) GROUP REQUIREMENTS (Continued)
(4) Documentation (Continued)
(d) Group Inclusive Tour Requirement (Not required for tours initiated by FI.)
(i) Written application, in the form required by FI, shall provide the names and total number of passengers and the inclusive tour code number, and be signed by the tour operator or a passenger sales agent (also referred to as the "Travel Organizer").
(ii) The application must be submitted to the issuing carrier (the carrier whose tickets are to be issued) prior to commencement of outbound travel. The deadline for receipt of the application is specified in each particular group travel rule.
(iii) Except as otherwise noted, only those passengers listed in the written application may be transported.
(iv) Passenger Substitutions/Additions - If name changes and/or additions to the list of participants in the travel group may be made after the written application has been submitted, a statement will appear in this sub-paragraph giving the number of changes and/or additions permitted and the deadline, if any is involved.

(J) RESERVATIONS AND TICKETING
(1) This paragraph includes, where required, provisions for advance reservations, purchase of special fare tickets prior to commencement of travel and any special method of ticket issuance, requirement for advance payment and/or ticketing, or receipt of documents needed prior to ticketing.
(2) Advance Purchase Fares
Requires that reservations be made, and payment and ticketing be completed prior to commencement of outbound travel. The number of days in advance of departure date required to fulfill these conditions will be specified in each advance purchase fare rule. Any voluntary changes in reservation(s)/ticket(s) after a ticket(s) has been issued will result in the imposition of a charge or penalty by the carrier concerned, as indicated in Paragraphs (L) and (M) of the applicable fare rule.
(3) Group Fares (including Group Inclusive Tour fares)
(a) Require that reservations be made, and tickets for all members of the group be issued and paid for prior to commencement of outbound travel. The number of days in advance of departure date required to fulfill these conditions will be specified in each group fare rule.
(b) Where applicable, this paragraph will also indicate any payment and ticketing deadline for added/substitute passengers in the group.
(c) Each ticket shall indicate by means of the appropriate ticketing code that the passenger is a member of a travel group, and show the applicable inclusive tour code or group code assigned by the carrier, as the case may be.

(K) CAPACITY LIMITATIONS
FI 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 FI 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) Rerouting of Advance Purchase and Group Fare Passengers
Unless otherwise specified, voluntary reroutings are not permitted but will be subject to the provisions specified in the paragraph of the fare rule.
C †[N](3) Unless otherwise specified, unlimited on-line transfers are permitted in North America, in addition to one transfer at the North American gateway in each direction, and unlimited transfers in Area 2/3 when in routing applicable to fare.

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† - Effective June 5, 1993 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 13258.

RULE	SECTION I - GENERAL RULES

2 STANDARD FORMAT OF FARE RULES IN SECTION III (Continued)

(M) CANCELLATION AND REFUNDS

(1) This paragraph describes any cancellation and refund restrictions/penalties that apply prior to departure (i.e. commencement of outbound travel) and/or after departure (en route).

(2) Except as otherwise provided in a particular rule, refunds shall be in accordance with Rule 80 (REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS).

(3) Advance Purchase Fares

(a) Prior to Departure

(i) In the event of cancellation by the passenger or failure to use confirmed space as ticketed prior to or at departure time for any reason, except as provided in (ii) and (iii) below, a portion of the fare will be deemed non-refundable and will be forfeited by the passenger. The applicable non-refundable amount will be specified in each advance purchase/advance purchase excursion rule.

(ii) Full refund will be made in the event of:

(aa) death or illness of the prospective passenger or a member of the passenger's immediate family (attested to by an appropriate certificate);

(bb) an increase in the advance purchase fare after a ticket has been issued, and the passenger desires to cancel.

(iii) If, after issuance of the ticket, schedule changes by the carrier(s) create alterations to the ticketed itinerary which are unacceptable to the passenger, the passenger may cancel or have the ticket reissued in accordance with applicable tariffs, without incurring a penalty.

(b) After Departure

(i) In the event of cancellation by the passenger or failure to use confirmed space as ticketed after travel has commenced, except as provided in (ii) below, refund will be the difference between the fare paid and the fare for the transportation used less the non-refundable amount specified in the applicable rule.

(ii) In the case of death en route of a member of a family traveling together, the surviving member(s) will be permitted a rerouting of the balance of the journey without penalty.

(c) After the ticket has been issued, the non-refundable portion of the fare shall not be used as credit towards payment of any other fares. However, an advance purchase fare ticket may be upgraded to another fare type, only as specified in the applicable rule, subject to all conditions of the new fare, in which case the original non-refundable amount shall still not be refundable. The "NONREF/APEX" entry shall continue to be carried in the "Form of Payment" box of the new ticket and any subsequent reissues.

(4) Group Fares (Including G.I.T. fares)

(a) Prior to Departure

(i) Refunds shall be made only to or at the direction of the person responsible for the travel arrangements of the group.

(ii) In the event of voluntary cancellation by the group or a member of the group less than the number of days stated in the rule prior to commencement of outbound travel, except as provided in (iii) below, a portion of the group fare paid will be deemed non-refundable and will be forfeited by the non-departing group member(s). The applicable non-refundable amount will be specified in each group rule.

(iii) Full refund will be made in the case of:

(aa) death or illness of the passenger or of a member of the passenger's immediate family (attested to by an appropriate certificate);

(bb) replaced passenger, if substitutions are permitted in the rule being detailed;

(cc) cancellation of affinity/non-affinity/incentive/own use group transportation by the carrier.

(Continued on next page)

RULE	SECTION I - GENERAL RULES
2	STANDARD FORMAT OF FARE RULES IN SECTION III (Continued)

(M) CANCELLATION AND REFUNDS (Continued)

(4) Group Fares (Including G.I.T. fares) (Continued)

(b) After Departure

(i) Normal cancellation and refund procedures will apply provided that in the event of cancellation or rerouting by a member of the group due to:

(aa) death of the passenger en route, the difference, if any, by which the group fare paid exceeds the applicable fare for the portions actually flown by the passenger, calculated from the original point of origin, will be refunded;

(bb) a death in the immediate family of a passenger, the amount of the group fare paid by the passenger will be applied as a credit (but not in cash) towards the purchase of transportation at applicable fares for the portions actually flown by the passenger, calculated from the original point of origin. Similar arrangements may be made for other members of the travel group who belong to the immediate family of such passenger;

(cc) a passenger being unable to complete or continue his/her journey with the group due to illness, which must be substantiated by a medical certificate, the amount of the group fare paid will be applied as a credit towards the purchase of transportation at applicable fares for the portions actually flown by the passenger, calculated from the original point of origin. Similar arrangements for transportation may be made for other members of the inclusive tour group who belong to the immediate family of such passenger.

(ii) Except as provided above, in case of voluntary cancellation of the group or a member of the group, refund will be an amount equal to the excess of the group fare paid over the all-year fare applicable for transportation from the point of origin to the point of cancellation, less the percentage/penalty specified in the applicable rule.

(iii) In the event a passenger discontinues his/her journey en route for any reason, the amount of the fare paid will be applied as a credit toward the purchase of transportation at the applicable fare calculated from the point of origin.

(c) In any of the circumstances described above, the remaining members of the travel group, regardless of their number, shall commence or continue with the itinerary, subject to all other conditions of the rule.

(N) NOT USED

(O) RULES AND DISCOUNTS

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

(P) OTHER CONDITIONS

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

C †[N](2) At no time will a point on a specified routing for a published fare be considered a higher intermediate point.

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

† - Effective June 5, 1993 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 13258.

RULE	SECTION I - GENERAL RULES

C2

†[N]STANDARD FORMAT OF ELECTRONIC RULES (Applicable for 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.
FI 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 FI will make available on any given flight will be determined by the carrier's best judgment.

ELIGIBILITY (Category 1)
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DAY/TIME (Category 2)
Day of Week Travel Restictions
(1) The date of the first international, transoceanic flight of each fare sector will determine the type of fare to be applied to such sector.
(2) Midweek/Weekend Fare Application
Fares designated as Midweek apply for travel on transoceanic flights operating on Mondays, Tuesdays, Wednesdays and Thursdays. Fares designated as Weekend apply for travel on transoceanic flights operating on Fridays, Saturdays and Sundays. The statement "normal provisions apply" will appear in this category unless an exception exists, in which case, the appropriate Midweek/Weekend periods will be specified in the applicable fare rule.

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) Unless otherwise stated, the date of commencement of travel on the first outbound international sector shall determine the respective round trip seasonal level to be applied.

FLIGHT APPLICATION (Category 4)
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ADVANCE RESERVATIONS/TICKETING (Category 5)
(1) This paragraph includes, where required, provisions for advance reservations, purchase of special fare tickets prior to commencement of travel and any special method of ticket issuance, requirement for advance payment and/or ticketing, or receipt of documents needed prior to ticketing.
(2) Advance Purchase Fares
Advance Purchase Fares require that reservations be made, and payment and ticketing be completed prior to commencement of outbound travel. The number of days in advance of the departure date required to fulfill these conditions will be specified in each advance purchase fare rule. Any voluntary changes in reservation(s)/ticket(s) after a ticket(s) has been issued will result in the imposition of a charge or penalty by the carrier concerned, as indicated in Category 16 of the applicable fare rule.
(3) Group Fares (including Group Inclusive Tour fares)
(a) Require that reservations be made, and tickets for all members of the group be issued and paid for prior to commencement of outbound travel. The number of days in advance of departure date required to fulfill these conditions will be specified in each group fare rule.
(b) Where applicable, this paragraph will also indicate any payment and ticketing deadline for added/substitute passengers in the group.
(c) Each ticket shall indicate by means of the appropriate ticketing code that the passenger is a member of a travel group, and show the applicable inclusive tour code or group code assigned by the carrier, as the case may be.

MINIMUM STAY (Category 6)
Return travel from the last point of stopover (i.e., on the last continuous sector) may not commence prior to the minimum stay period stated in the rule, after the date of departure from the point of origin. When no minimum stay period is stated in a rule, return travel may commence at any time within the period of validity of the fare.

MAXIMUM STAY (Category 7)
Return travel on the last continuous sector (i.e., from the last point of stopover) must commence by midnight of the last day of the maximum stay period stated in the rule, after the date of departure from the point of origin. When no maximum stay period is outlined for a particular type of fare, the maximum stay period shall, in no case, be more than one year from the date travel commences from the point of origin.

STOPOVERS (Category 8)
Unless otherwise specified in the governing fare rules, en route stopovers shall be permitted free of charge.

(Continued on next page)

† - Effective May 11, 1996 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 30410.

RULE

SECTION I - GENERAL RULES

2 STANDARD FORMAT OF ELECTRONIC RULES (Continued)

TRANSFERS (Category 9)
Unless otherwise specified, unlimited on-line transfers are permitted in North America, in addition to one transfer at the North American gateway in each direction, and unlimited transfers in Area 2/3 when in routing applicable to fare.

PERMITTED COMBINATIONS (Category 10)
This paragraph includes provisions governing the combination with published arbitraries and local fares. This paragraph may also include additional provisions for the combination of 50 percent of a published round trip fare with another fare to construct round trip/circle trip/open jaw transportation. The following general rules apply to the combination of fares.

(1) Any one-way fare may be combined with any other one-way fare that permits the combination provided all conditions of the fares are met. End-to-end combinations are permitted, and all travel must be via the point of combination, unless otherwise specified.
(2) Unless otherwise restricted in the specific fare rules, 50 percent of a round trip fare published in this tariff may be combined with 50 percent of a similar fare published by another carrier in another tariff.
(3) (a) When fifty percent of a published roundtrip fare is combined with 50 percent of another roundtrip fare, the most restrictive rules apply.
(b) Except for end-to-end combinations, and unless otherwise specified, any roundtrip transatlantic fare that would otherwise be combineable with another roundtrip transatlantic fare on a half-roundtrip basis, is subject to the provision that both fares to be combined must apply for travel originating in the same direction from and the same geographical areas.
(4) Unless otherwise specified in the fare rule, fares may be combined with arbitraries.
(5) Unless otherwise specified in the fare rule, fifty percent of a Midweek fare may be combined with fifty percent of a Weekend fare.

BLACKOUT DATES (Category 11)
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SURCHARGES (Category 12)
Intentionally Left Blank

ACCOMPANIED TRAVEL (Category 13)
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TRAVEL RESTRICTIONS (Category 14)
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SALES RESTRICTIONS (Category 15)
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PENALTIES (Category 16)
(1) Routing/Rerouting
Rerouting of Advance Purchase and Group Fare Passengers
Unless otherwise specified, voluntary reroutings are not permitted but will be subject to the provisions specified in the category of the fare rule.
(2) Cancellation and Refunds
(a) Advance Purchase Fares
(i) Prior to Departure
(aa) In the event of cancellation by the passenger or failure to use confirmed space as ticketed prior to or at departure time for any reason, a portion of the fare will be deemed non-refundable and will be forfeited by the passenger. The applicable non-refundable amount will be specified in each advance purchase/advance purchase excursion rule.
(bb) If, after issuance of the ticket, schedule changes by the carrier(s) create alterations to the ticketed itinerary which are unacceptable to the passenger, the passenger may cancel or have the ticket reissued in accordance with applicable tariffs, without incurring a penalty.
(ii) After Departure
C In the event of cancellation by the passenger or failure to use confirmed space as ticketed after travel has commenced, [X], refund will be the difference between the fare paid and the fare for the transportation used less the non-refundable amount specified in the applicable rule.
(iii) After the ticket has been issued, the non-refundable portion of the fare shall not be used as credit towards payment of any other fares. However, an advance purchase fare ticket may be upgraded to another fare type, only as specified in the applicable rule, subject to all conditions of the new fare, in which case the original non-refundable amount shall still not be refundable. The "NONREF/APEX" entry shall continue to be carried in the "Form of Payment" box of the new ticket and any subsequent reissues.

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RULE	SECTION I - GENERAL RULES
2	STANDARD FORMAT OF ELECTRONIC RULES (Continued)
	PENALTIES (Category 16) (Continued)
	(2) (Continued)
	(b) Group Fares (Including G.I.T. fares)
	(i) Prior to Departure
	(aa) Refunds shall be made only to or at the direction fo the person responsible for the travel arrangements of the group.
	(bb) In the event of voluntary cancellation by the group or a member of the group less than the number of days stated in the rule prior to commencement of outbound travel, except as provided in (cc) below, a portion of the group fare paid will be deemed non-refundable and will be forfeited by the non-departing group member(s). The applicable non-refundable amount will be specified in each group rule.
	(cc) Full refund will be made in the case of:
C	(AA) [X]
	(BB) Replaced passenger, if substitutions are permitted in the rule being detailed;
	(CC) Cancellation of affinity/non-affinity/incentive/own use group transportation by the carrier.
	(ii) After Departure
C	[C](aa) Normal cancellation and refund procedures will apply provided that in the event of cancellation or rerouting by a member of the group.
C	(AA) [X]
C	(BB) [X]
C	(CC) [X]
C	[C](bb) in case of voluntary cancellation of the group or a member of the group, refund will be an amount equal to the excess of the group fare paid over the all-year fare applicable for transportation from the point of origin to the point of cancellation, less the percentage/penalty specified in the applicable rule.
	(cc) In the event a passenger discontinues his/her journey en route for any reason, the amount of the fare paid will be applied as a credit toward the purchase of transportation at the applicable fare calculated from the point of origin.
	(iii) In any of the circumstances described above, the remaining members of the travel group, regardless of their number, shall commence or continue with the itinerary, subject to all other conditions of the rule.
	(3) Except as otherwise provided in a particular rule, refunds shall be in accordance with Rule 80 (REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS).
	HIGHER INTERMEDIATE POINT (Category 17)
	At no time will a point on a specified routing for a published fare be considered a higher intermediate point.
	TICKET ENDORSEMENTS (Category 18)
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	CHILDREN'S DISCOUNTS (Category 19)
	(1) Except as otherwise indicated, Rule 200 (CHILDREN'S AND INFANTS' FARES) is applicable to published fares.
	(2) Except as otherwise indicated, the same percentage of discount applicable to children's fares will also apply to any applicable surcharges and/or rebooking or cancellation penalties.
	TOUR CONDUCTOR DISCOUNTS (Category 20)
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	AGENT DISCOUNTS (Category 21)
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	ALL OTHER DISCOUNTS (Category 22)
	Intentionally Left Blank
	MISCELLANEOUS PROVISIONS (Category 23)
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RULE

SECTION I - GENERAL RULES

C2

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

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

(b) Incentive/Own Use Group Requirements
The travel group shall be formed only for own use of one person or a legal entity, such as an association, partnership, company or corporation (referred to as the "Purchaser"). Such Purchaser may not, wholly or partially, directly or indirectly, share the cost of the air transportation with other persons interested in obtaining such transportation, including the passengers carried. However, such cost may be raised by voluntary contributions if:
(i) the voluntary contributions are not solicited/obtained solely from the passengers to be carried:
(ii) participation in the travel group is not limited to those actually contributing;
(iii) the minimum amount of each person's contribution has not been prescribed by the Purchaser; and
(iv) each person to be included in the travel group is selected by the Purchaser and for reasons other than such person's request that he/she be included in the travel group.

(c) Incentive Group Requirements
(i) Incentive Groups mean groups of employees and/or dealers and/or agents (including their spouses) of the same business firm(s), corporation(s) or enterprise(s) (excluding non-profit organizations), also referred to as the "organization", travelling under an established Incentive Travel Program which rewards the employee, dealers and agents for past work or provides an incentive for future activities.

(Continued on next page)

RULE	SECTION I - GENERAL RULES

C2

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

GROUPS (Category 26) (Continued)

(2) (Continued)

(c) (Continued)

(ii) The Incentive Travel Program is to include air transportation, accommodations, sightseeing, entertainment and other features the cost of which is borne entirely by the business firm, corporation or enterprise and not passed on directly or indirectly to the employees, dealers or agents.

(iii) Officials (and their spouses) of such business firms, corporations or enterprises may also be included in the group if they are travelling for the purpose of making awards or officiating in the Incentive Travel Program.

(iv) Each member of the Incentive Group must be a member of the Organization at the time of application for the group fare.

(3) Documentation

(a) General Requirements For All Individual And Group Inclusive Tours

There must be vouchers specifying sleeping accommodations and any sightseeing or other features of the tour. Such voucher, including those for ground transportation, must be available for inspection during check-in prior to commencement of outbound transatlantic travel.

(b) Affinity/Incentive/Non-Affinity/Own Use Group Requirement

(i) Written application, in the form required by FI shall provide a full description of the travel desired, the names and total number of passengers, and, where applicable, the affinity/incentive/own use provision under which the travel is being requested, and must be signed by the applicant (the person responsible for the travel arrangements of the group).

(ii) The application must be submitted to the issuing carrier (the carrier whose tickets are to be issued) prior to commencement of outbound travel. The deadline for receipt of the application is specified in each particular group travel rule.

(iii) Except as otherwise noted, only those passengers listed in the written application may be transported.

(iv) Passenger Substitution/Additions - If name changes and/or additions to the list of participants in the travel group may be made after the written application has been submitted, a statement will appear in this category giving the number of changes and/or additions permitted and the deadline, if any is involved.

(v) Each travel group shall be identified by a definite number (group code) assigned by FI.

(c) Group Inclusive Tour Requirement (Not required for tours initiated by FI.)

(i) Written application, in the form required by FI, shall provide the names and total number of passengers and the inclusive tour code number, and be signed by the tour operator or a passenger sales agent (also referred to as the "Travel Organizer").

(ii) The application must be submitted to the issuing carrier (the carrier whose tickets are to be issued) prior to commencement of outbound travel. The deadline for receipt of the application is specified in each particular group travel rule.

(iii) Except as otherwise noted, only those passengers listed in the written application may be transported.

(iv) Passenger Substitutions/Additions - If name changes and/or additions to the list of participants in the travel group may be made after the written application has been submitted, a statement will appear in this sub-paragraph giving the number of changes and/or additions permitted and the deadline, if any is involved.

TOURS (Category 27)

(1) Individual and Group Inclusive Tour Fare Requirements

(a) Except as otherwise noted, the Individual Inclusive Tour must include in its published price and appropriate literature, in addition to air transportation, the cost of sleeping or hotel accommodations for at least 6 nights, plus any other facilities or attractions such as airport transfers, sightseeing, motorcoach trips, and car rentals.

(b) Except as otherwise noted, the Group Inclusive Tour must include in its published price and appropriate literature, in addition to air transportation, the cost of airport transfers and sleeping or hotel accommodations for the total duration of the trip, plus other facilities or attractions such as sightseeing, motorcoach trips, and car rentals.

(c) Tours must be paid for in full prior to commencement of travel, and the price of the tour features and facilities may not be less than the amount specified in Minimum Tour of the particular fare rule.

(2) Minimum Tour Price

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

VISIT ANOTHER COUNTRY (Category 28)

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DEPOSITS (Category 29)

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

† - Effective May 11, 1996 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 30410.

RULE

SECTION I - GENERAL RULES

5 APPLICATION OF TARIFF

(A) GENERAL

(1) 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.

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

(3) (a) 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.

(b) The fares, routings and rules published herein take precedence over fares published in the Industry Fares section of International Passenger RULES AND FARES Tariff No. TARF-1, C.A.B. No. 531 in which FI is a participant. Except as otherwise provided, fares are published in the Industry Fares Section of C.A.B. No. 531, International Passenger Rules and Fares Tariff No. TARF-1, on behalf of FI and provided that such fares shall not apply to direct service markets, i.e., markets served on a non-stop or single-flight-number basis of FI, which are published herein. Additionally, fares to/from a country published in the Industry Fares Section of C.A.B. No. 531, International Passenger Rules and Fares Tariff No. TARF-1, shall not apply, if FI published any fare to/from the same country in this tariff.

(4) 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.

(5) 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 FI are considered to be part of this tariff.

C [X]

(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) When rules or provisions in this tariff or tariffs governed hereby provide for the application of fares and charges based upon percentages of other fares and charges, such proportionate fares and charges will be determined in accordance with the Percentage Conversion Table of this tariff.

(E) 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 1: (Applicable only for sales and tickets issued in the U.S.A. for local and joint transportation originating in the U.S.A.) No increase will be collected in cases where the ticket has been issued prior to the effective date of a tariff containing an increase in the applicable fare, affected through a change in fare level, a change in conditions governing the fare, or a cancellation of the fare itself, provided:

(a) The originating flight coupon of the ticket was issued for a specific flight at the fare contained in a tariff lawfully in effect on the date of ticket issuance (determined by the validation on the ticket);

(b) The originating flight shown on the ticket is not voluntarily changed at the passenger's request subsequent to the effective date of any increase in the applicable fare;

NOTE: The provisions of subparagraph (a) and (b) above will not apply to tickets issued at published standby fares.

(Continued on next page)

RULE	SECTION I - GENERAL RULES
5	APPLICATION OF TARIFF (Continued) (E) EFFECTIVE RULES, FARES AND CHARGES (Continued) EXCEPTION 1: (Continued) (c) This provision shall apply only to the passenger to whom the ticket was originally issued. Furthermore, this provision will not apply to sales made outside the U.S.A. for tickets to be issued in the U.S.A. EXCEPTION 2: (Applicable only for local transportation originating in the U.S.A. for 20 or more passengers whose tickets are paid for and issued in the U.S.A.) Upon the execution of a contract between the group organizer and FI and payment of a deposit of 25 percent of the applicable fare, the applicable fare will be either (a) or (b) below, whichever produces the lower fare. (b) The fare in effect on the date the tickets are issued or, (c) The fare in effect on the date the organizer and FI enter into a contractual agreement. Such contractual agreement shall not exceed a term of 12 months.

RULE	SECTION I - GENERAL RULES
C6	[C]CLASSES OF SERVICE (A) Business Class Passengers travelling at Business Class fares will be seated in the Business Class compartment of the aircraft. (B) Economy Comfort Class Passengers travelling at Economy Comfort Class Class fares will be seated in the Economy Comfort Class compartment of the aircraft. (C) Economy Class Passengers travelling at Economy Class Class fares will be seated in the Economy Class compartment of the aircraft.

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

RULE	SECTION I - GENERAL RULES
15	ELECTRONIC SURVEILLANCE OF PASSENGERS AND BAGGAGE Passengers and their baggage are subject to inspection with an electronic detector with or without the passengers' consent or knowledge.
C21	[C]TRANSPORT OF PASSENGERS WITH A DISABILITY (A) DEFINITIONS (1) Passengers with a disability - A person who is a Passenger, whose physical, medical or mental condition requires individual attention on enplaning, deplaning, during flight, in an emergency evacuation or during ground handling which is not extended to other passengers. (2) Ambulatory - a person who is able to move about within the aircraft unassisted. (3) Non-Ambulatory - a person who is not able to move within the aircraft unassisted. (4) Self-reliant - Except for needs and assistance related to safety, "Self-reliant" means a passenger who is independent, self-sufficient and capable of taking care of all personal needs during flight, and does requires assistance of a personal nature, such as assistance with eating, using the washroom facilities or administering medication nor does not require assistance from the carrier beyond the range of services that are normally offered by the carrier. (5) Non-self-reliant - a passenger who is incapable of self-care during a flight. (6) Determination of self-reliance Except for safety related matters governed by Transport Canada and/or the Icelandic Civil Aviation Administration, the carrier will accept the determination made by or on behalf of a passenger 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 there is a lack of personal attendant or based on the assumption that the passenger may require additional attention from airline employees to assist with 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. (7) Assistant (Personal attendant) - an able-bodied person physically capable of assisting a passenger with a disability to an exit in the event of an emergency and who will attend to the personal needs of that passenger during flight, where such is required. (8) Wheelchair-Bound Athlete - a non-ambulatory passenger with upper body and arm development such as to make him/her physically capable of egressing an aircraft in an emergency with minimal assistance, and who is a member of a bona-fide sports organization. (9) Random Seating - the assignment of any passenger seat on the main deck of an aircraft except a seat in a row of seats at an emergency exit. (10) Planned Seating - the assignment of passenger seats at or near the end of an evacuation line to an exit which, in general, will be floor level exit. (11) Mobility Aid - includes wheelchairs, scooters, transfer chairs, walkers, canes, crutches and braces, communication devices, prostheses or medical devices. (12) Service Animal - an animal that is required by a passenger with a disability for assistance and is certified, in writing, as having been trained to assist a passenger with a disability by a professional service animal institution and which is properly harnessed in accordance with standards established by a professional service animal institution.

(Continued on next page)

RULE | SECTION I - GENERAL RULES

C21 [C]TRANSPORT OF PASSENGERS WITH A DISABILITY (Continued)

(B) ACCEPTANCE OF PASSENGERS WITH A DISABILITY

(1) Reservations and requests for additional services as per paragraph (7) should be made at least 48 hours in advance of departure, advising the carrier as to the nature of the disability and assistance required, so that arrangements can be made. The carrier will make a reasonable effort to assist passengers who fail to make the reservations 48 hours in advance.

(2) The carrier will accept the determination of a passenger with a disability as to self-reliance.

(3) Carrier will refuse to transport or will remove at any point, any passenger whose mental or physical condition is such as to render him/her incapable of caring for himself/herself without assistance, unless -

(a) he/she is accompanied by an attendant who will be responsible for caring for him/her en route, and

(b) with the care of such attendant, he/she will not require unreasonable attention or assistance from employees of the carrier, beyond that which is described in paragraph (6) below.

(4) Passengers with a disability will be accepted for transportation as outlined in the following:

DISABILITY	ASSISTANT REQUIRED
Blind	No
Deaf	No
Blind and Deaf	Yes
With a mental disability/ Self-reliant	No
With a mental Disability/ Non-self-reliant	Yes
Ambulatory/Self-reliant	No
Ambulatory/Non-self-reliant	Yes
Non-ambulatory/Non-self-reliant	Yes
Non-ambulatory/Self-Reliant	Yes

(5) The maximum number of non-ambulatory passengers with a disability (persons with reduced mobility) is limited to 10 per flight. The total number of non-ambulatory passengers with a disability allowed for travelling without an assisting person is two. If more non-ambulatory passengers with a disability are travelling, one assisting person is required for each exceeding the two. If travelling as a group one assisting person is required for each group of five. For persons that are blind or deaf, no special restrictions apply individually but when travelling as a group, one assisting person is required for each group of five. One assisting person is required for every non-ambulatory passenger with a disability requiring a stretcher and must be assigned prior to flight. The maximum number of non-ambulatory passengers with a disability requiring a stretcher is two.

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

(7) The carrier will provide services to customers with disabilities when a request for such services is made at least 48 hours prior to departure. The carrier will make reasonable efforts to accommodate such requests not made within this time limit. Services to be provided upon request include:

(a) assisting with registration at the check-in counter;
(b) assisting in proceeding to the boarding areas;
(c) assisting in boarding and deplaning;
(d) assisting in stowing and retrieving baggage;
(e) assisting in moving to and from an aircraft lavatory (by means other than carrying the passenger);
(f) assisting in proceeding to the general public area or, if the passenger with a disability is changing to a flight of another carrier within the same terminal, to a representative of the receiving carrier;
(g) transferring a passenger between his/her mobility aid and a mobility aid provided by the carrier;
(h) transferring a passenger between his/her mobility aid and the passenger's seat;
(i) providing limited assistance with meals
(j) inquiring periodically during a flight about the passenger's needs; and

(8) Passengers with a disability will not be permitted to occupy seats in designated emergency exit rows or, otherwise in accordance with safety rules and regulations administered by Transport Canada and/or the Icelandic Civil Aviation Administration.

(Continued on next page)

RULE	SECTION I - GENERAL RULES
C21	[C]TRANSPORT OF PASSENGERS WITH DISABILITIES (Continued) (C) ACCEPTANCE OF MOBILITY AIDS (1) In addition to the regular free baggage allowance, the carrier will accept the following mobility aids as priority checked baggage without charge: (a) an electric wheelchair, a scooter or a manually operated rigid-frame wheelchair; (b) manually operated folding wheelchair; (c) a walker, a cane, crutches or braces; (d) a communication device necessary to assist the passenger to communicate effectively; (e) a prosthesis or medical device. (2) Where a mobility aid cannot be carried in the passenger cabin, the carrier will provide assistance in disassembling and packaging the aid, unpacking and reassembling the aid, and returning the aid promptly on arrival at the passenger's destination, all without charge. (3) Notwithstanding the normal carrier liability, as contained in Rule 55, if a mobility aid is damaged or lost while in the care of the carrier, after acceptance, the carrier will as soon as possible provide a suitable temporary replacement without charge. If a damaged aid can be repaired, the carrier will arrange, at its expense, for the prompt and adequate repair of the aid and return it to the passenger as soon as possible. If a damaged aid cannot be repaired promptly and adequately, the carrier will, at its discretion, replace it with a comparable aid satisfactory to the passenger, or reimburse the passenger for the replacement cost of the aid (excluding any added high-value accessories not necessary for the operation of the mobility aid and not needed to provide reasonable comfort to the user). (4) If a temporary replacement mobility aid has been provided, the passenger shall continue to have the use of that aid: (a) until the time the passenger's (repaired) aid is returned, or (b) until a reasonable period for the replacement of the aid has lapsed, where the carrier has taken steps to, at its discretion, replace the aid or reimburse the passenger. (D) ACCEEPTANCE OF SERVICE ANIMALS (1) The carrier will accept for transportation, without charge, a service animal required to assist a passenger with a disability provided that the animal is properly harnessed and certified in writing as having been trained by a professional service animal institution, to accompany the passenger with a disability on board the aircraft and to remain on the floor at the person's passenger seat. (2) Service animals will not be carried unless proper permits are obtained for entry into the country or territory of the destination and countries or territories of transit where such permits are required and only if the evidence of possession of such permits are presented prior to reservations being made. If any country or territory on the route prohibits the entry of service animals, carriage will be refused. The Carrier will not be responsible in the event any such service animals is refused entry into or passage through any country or territory. (3) The carrier will accept carriage of a service animal subject to the condition that the passenger shall observe the carrier's rules and shall be fully responsible for such animal. The carrier shall not be liable for injury to, sickness or death of, such a service animal if and to the extent that such an event resulted from the inherent nature of the animal. Notwithstanding the normal carrier liability, as contained in Rule 55, should injury to or death of a service animal result from the negligence of the carrier, the carrier's liability will be limited to undertaking steps to provide expeditiously, and at its own expense, for medical care, and if necessary, replacement of the animal.
22	U.S. PASSENGER CIVIL AVIATION SECURITY SERVICE FEE SECURITY SURCHARGE USD 2.50 per enplanement on passengers flight segments originating at airports in United States. The fee is to be collected at the point of sale and shown seperately on the ticket.

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

RULE | SECTION I - GENERAL RULES

C25 [C]REFUSAL TO TRANSPORT - LIMITATIONS OF CARRIAGE

(A) REFUSAL, CANCELLATION OR REMOVAL

(1) Carrier 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

(ii) involve any hazard or risk to himself/herself to other persons or to property, including;

- mental derangement or incapacitation (excluding disabled passengers such as escorted mental patients)
- risk from a contagious disease;
- intoxication from drugs or alcohol;
- abusive, offensive, threatening, intimidating, violent, or otherwise disorderly conduct, where there is a possibility that the passenger would cause disruption or serious impairment to the comfort and safety of other passengers and carrier employees or otherwise threaten flight safety;
- failure to observe instructions of carrier and its employees, including the 'no smoking' rule, 'fasten seatbelts' rule and use of electronic items while being advised not to;
- carriage of prohibited articles, restricted dangerous goods or weapons;

(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), 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 herein.

(4) Determination of self-reliance - The carrier will accept the determination of a person with a disability as to self-reliance.

(B) CONDITIONAL ACCEPTANCE FOR CARRIAGE

If a passenger, whose status, age, or mental or physical condition is such as to involve any hazard or risk to himself/herself is carried, it is on the express condition that carrier shall not be liable for any injury, illness or disability, or any aggravation or consequence therof, including death caused by such status, age, or mental or physical condition (see NOTE):

NOTE: Except to the extent provided in Rule 55 (LIABILITY OF CARRIERS) with respect to Tariff C.A.B. No. 527, 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 25 (REFUSAL TO TRANSPORT - LIMITATIONS OF CARRIER) 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. 527 issued by Airline Tariff Publishing Company, Agent, filed with the Department of Transportation of the United States.

(C) CARRIAGE OF UNACCOMPANIED CHILDREN

(1) Children under 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;

EXCEPTION: The carrier requires that such evidence be in writing and duplicate of which must be in child's possession.

(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 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 13 through 19.

RULE	SECTION I - GENERAL RULES
30	GROUND TRANSFER SERVICE
	(A) GENERAL (1) Except as otherwise provided below, carrier does not maintain, operate or provide ground transfer service between airports or between airports and town centers. Except where ground transfer service is directly operated by carrier, it is agreed that any such service is performed by independent operators who are not and shall not be deemed to be agents or servants of carrier. Anything done by an employee, agent or representative of carrier in assisting the passenger to make arrangements for such ground transfer service shall in no way make carrier liable for the acts or omissions of such an independent operator. In cases where a carrier maintains and operates for its passengers local transfer services, the terms, conditions, rules and regulations of the carrier, including (but without limitation) those stated or referred to in their tickets, baggage checks and baggage valuation agreements shall be deemed applicable to such local services. No portion of the fare shall be refundable in the event local transfer services are not used. (2) In the case of scheduled overnight stops on through service via the same or a combination of carriers named, ground transfer charges may be borne by the carrier.
	(B) AT POINTS IN AREA NO. 1 (1) Ground transfer service between airports and the town centers served is not included in the fare. (2) Ground transfer service between airports serving the same city is provided at the following points at no additional charge. (a) Buenos Aires, Argentina From steamer dock to Ezeiza Airport . . . . . Upon request by a passenger connecting by boat from Montevideo, Uruguay, to carrier's services scheduled to depart on the same day of arrival.
C	(b) [X]

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 the 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 13 through 19.

RULE | SECTION I - GENERAL RULES

40 TAXES

Any tax or other charge imposed by government authority and collectible from a passenger will be in addition to the published fares and charges.
EXCEPTION: Transit taxes at connecting points will be born by the carrier in case of scheduled overnight or other stops on through services.

41 FUEL SURCHARGES

(A) GENERAL CONDITIONS
(1) FI will assess surcharges on international fares as outlined below. Surcharges will be applied on a fare component basis unless otherwise specified in the individual surcharge paragraph. Passengers travelling on a round trip, circle trip or open jaw journey via FI fares in both directions will be assessed twice the amount specified in the charts below.
(2) The surcharge shall be designated in the fare ladder as "Q". Surcharges published in a currency other than the currency of the country of origin will be converted into NUC using the applicable IATA Rate of Exchange (IROE).
(3) Surcharges contained in this rule will be applied in addition to all other charges and are not subject to any discounts.
(4) Surcharges do not apply to any free FI tickets unless otherwise noted below.
(5) Surcharges are per sector.

(B) TRANSATLANTIC FUEL SURCHARGE
(1) Eligibility
Between North America and Iceland
Originating North America -
If infant under 2 without a seat.
There is no fuel surcharge per direction.
Originating North America-
C For ticketing on/before [C]18APR11
C A fuel surcharge of USD [I]122.00 per direction will be added to the applicable fare per adult/child/infant for departure of each transatlantic sector.
NOTE - For ID00R2 - ID00R1 - and ID00S2 - tickets. There is no fuel surcharge per direction.
Eligibility
Between North America and Iceland
Originating North America-
If infant under 2 without a seat.
There is no fuel surcharge per direction.
Originating North America-
C For ticketing on/after [C]19APR11
C A fuel surcharge of USD [I]134.00 per direction will be added to the applicable fare per adult/child/infant for departure of each transatlantic sector.
NOTE - For ID00R2 - ID00R1 - and ID00S2 - tickets. There is no fuel surcharge per direction.

Eligibility
Between North America and Europe
Originating North America -
If infant under 2 without a seat.
There is no fuel surcharge per direction.
Originating North America-
C For ticketing on/before [C]18APR11
C A fuel surcharge of USD [I]191.00 will be added to the applicable fare for departure of each transatlantic sector.
NOTE - For ID00R2 - ID00R1 - and ID00S2 - tickets. There is no fuel surcharge per direction.
Eligibility
Between North America and Europe
Originating North America-
If infant under 2 without a seat.
There is no fuel surcharge per direction.
Originating North America-
C For ticketing on/after [C]19APR11
C A fuel surcharge of USD [I]209.00 will be added to the applicable fare for departure of each transatlantic sector.
NOTE - For ID00R2 - ID00R1 - and ID00S2 - tickets. There is no fuel surcharge per direction.

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RULE	SECTION I - GENERAL RULES
41	FUEL SURCHARGES (Continued)
	(B) TRANSATLANTIC FUEL SURCHARGE (Continued)
	(2) Between Canada and Iceland
	If infant under 2 without a seat.
	Originating Canada-
	There is no fuel surcharge per direction.
	Originating Canada-
C	For ticketing on/before [C]18APR11
C	A fuel surcharge of USD [I]119.00 will be added to the applicable fare for departure of each transatlantic sector.
	NOTE - For ID00R2 - ID00R1 - and ID00S2 - tickets. There is no fuel surcharge per direction.
	Eligibility
	Between Canada and Iceland
	If infant under 2 without a seat.
	There is no fuel surcharge per direction.
	Originating North America-
C	For ticketing on/after [C]19APR11
C	A fuel surcharge of USD [I]128.00 will be added to the applicable fare for departure of each transatlantic sector.
	NOTE - For ID00R2 - ID00R1 - and ID00S2 - tickets. There is no fuel surcharge per direction.
	Eligibility
	Between Canada and Europe
	If infant under 2 without a seat.
	Originating Canada -
	there is no fuel surcharge per direction.
	Originating Canada-
C	For ticketing on/before [C]18APR11
C	A fuel surcharge of CAD [I]186.00 per direction and will be added to the applicable fare per adult/child/infant for departure of each transatlantic sector.
	NOTE - For ID00R2 - ID00R1 - and ID00S2 - tickets. There is no fuel surcharge per direction.
	Eligibility
	Between Canada and Europe
	If infant under 2 without a seat.
	Originating Canada -
	there is no fuel surcharge per direction.
	Originating Canada-
C	For ticketing on/after [C]19APR11
C	A fuel surcharge of CAD [I]200.00 per direction and will be added to the applicable fare per adult/child/infant for departure of each transatlantic sector.
	NOTE - For ID00R2 - ID00R1 - and ID00S2 - tickets. There is no fuel surcharge per direction.

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 instrucions, 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 therefore.

(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.

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RULE

SECTION I - GENERAL RULES

55 LIABILITY OF CARRIER

(A) SUCCESSIVE CARRIERS
Carriage to be performed under one ticket or under a ticket issued in connection therewith by several successive Carriers is reguarded 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 DEFINITIONS, herein) unless such carriage is not "international carriage" as defined by the Convention (Rule 1 DEFINITIONS, herein).
(2) To the extent not in conflict with the provisions of paragraph (A) above, all carriage under this tariff and other services performed by each carrier are subject to:
(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 purose of the Convention, the agreed stopping places are those places, except the place of departure and the place of destination set forth in the ticket and any conjunction ticket issued therewith or as shown Carrier's time table as scheduled stopping places on the passenger's route. A list giving the full name, and its abbreviation of each carrier concurring in this tariff is set forth in Section 1.
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 and there has been no contributory negligence of the passenger.
(2) Under no circumstances will carrier be liable for damage to unchecked baggage not attributable 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.
(4) 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.
(a) 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) The carrier shall not, with respect to any claim arising out of the death, wounding or other bodily injury of a passenger, avail itself of any defense under Article 20(I) of said Convention or said Convention as amended by said protocol. Nothing herein shall be deemed to affect the rights and liabilities of the carrier with regard to any claim brought by, or on behalf of or in respect of, any person who has willfully caused damage which resulted in death, wounding or other bodily injury of a passenger.

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RULE	SECTION I - GENERAL RULES
55	LIABILITY OF CARRIER (Continued)
	(C) LIMITATION OF LIABILITY (Continued)
	(4) (Continued)
	(c) Carrier shall avail itself of the limitation of liability to passengers as provided in the Convention (see Rule 1 DEFINITIONS herein); and, in the international transportation of passengers, except as provided in (C)(1) above, the liability of the carrier for personal injury or death of each passenger shall be limited to the sum of 75,000 USD/CAD if the Hague Protocol Amendment of the Convention is applicable. In any event liability of carrier for delay of passenger shall not exceed the limitation set forth in the Convention.
C	(5) Any liability of carrier is limited to [C]1131 SDR in the case of checked baggage, and (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.
	(6) (Not applicable to LR) In the event of delivery to the passenger of part but not all of his checked baggage (or in the event of damage to part but not all of such baggage) the liability of the carrier with respect to the not delivered (or damaged) portion shall be reduced proportionately on the basis of weight, notwithstanding the value of any part of the baggage or contents thereof.
	(7) Carrier is not liable for damage to a passenger's baggage caused by property contained in the passenger's baggage. Any passenger whose property caused damage to another passenger's baggage or to the property of carrier shall indemnify carrier for all losses and expenses incurred by carrier as a result thereof.
	(8) LIABILITY FOR FRAGILE, IRREPLACEABLE OR PERISHABLE ARTICLES Carrier is not liable for loss, damage to or delay in the delivery of fragile or perishable articles, money, jewelry, silverware, negotiable papers, securities or other valuables, business documents or samples which are included in the passengers checked baggage, whether with or without the knowledge of carrier.
	(9) Carrier will refuse to accept any articles which do not constitute baggage as such term is defined herein, but if delivered to and received by carrier, such articles shall be deemed to be within the baggage valuation and limit of liability and shall be subject to the published rates and charges of carrier.
	(10) LIABILITY - SERVICES OF OTHER AIRLINES
	(a) A carrier issuing a ticket or checking baggage for carriage over the lines of others does so only as agent.
	(b) No carrier shall be liable for the delay of a passenger or the loss, damage or delay of unchecked baggage, not occurring on its own line; and no carrier shall be liable for the loss, damage or delay of checked baggage not occurring on its own line, except that the passenger shall have a right of action for such loss, damage or delay on the terms herein provided against the first carrier 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 with respect to Tariff C.A.B. No. 527, issued by Airline Tariff Publishing, Agent, rules affecting liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States, and Rule 55 (J) 3, 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. 527 issued by Airline Tariff Publishing, Agent, filed with the Department of Transportation.
	(11) Carrier shall not be liable in any event for any consequential or special damage arising from carriage subject to this tariff, whether or not carrier had knowledge that such damages might be incurred.
	(12) Whenever the liability of carrier is excluded or limited under these conditons, 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.

(Continued on next page)

RULE	SECTION I - GENERAL RULES

55 LIABILITY OF CARRIER (Continued)

(D) GRATUITOUS TRANSPORTATION

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

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

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

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

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

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

(2) Except in respect of gratuitous transportation of persons described in paragraph (D)(1) above, carrier in furnishing gratuitous transportation shall not be liable (the provisions of Rules 25 (A) through 25 (L) to the contrary notwithstanding) under any circumstances whether of its own negligence or that of its officers, agents, representatives or employees, or otherwise, and the person using such free transportation, on behalf of himself, his heirs, legal representatives, defendants and other parties in interest, and their representatives, assignees, releases and agrees to indemnify carrier, its officers, agents, representatives and employees from all liability (including cost and expenses), for any and all delay, and for failure to complete passage, and from any and all loss or damage to the property of such person.

(3) Except in respect of gratuitous transportation of persons described in paragraph (D) (1) above, carrier in furnishing gratuitous transportation shall not be liable (the provisions of 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 indemnify 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 (C) above, 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 (D) (3) is included herein as part of the tariff filed with governments other than the United States.

(E) TIME LIMITATIONS ON CLAIMS AND ACTIONS

(1) No action shall lie in the case of damage to baggage unless the person entitled to delivery complains to an office of carrier forthwith after the discovery of the damage, and, at the latest, within 7 days from the date of receipt; and in the case of delay or loss, unless the complaint is made at the latest within 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 2 years reckoned from the date of arrival at the destination or from the date on which the aircraft ought to have arrived, or from the date on which the carriage stopped.

(F) OVERRIDING LAW, MODIFICATION AND WAIVER

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

(2) MODIFICATION 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 unexplained abbreviations, reference marks and symbols see Pages 13 through 19.

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. EXCEPTION: A reservation of space on a given flight is valid when the availability and allocation of such space is confirmed by a reservations agent of the carrier and a record of the confirmed space is reflected in the carriers reservation system. Subject to payment or satisfactory credit arrangement, a validated ticket will be issued by the carrier indicating such confirmed space provided the passenger applies to carrier for such ticket. (a) Before the expiration of the time agreed upon between the carrier and the passenger when the reservation was confirmed but not later than [C]3 days prior to the day of departure of the flight. When the reservation is made within [C]3 days of the departure of the flight the ticket must be issued not later than the time specified in subparagraph B, below. (b) When airport ticketing was agreed upon, at least 60 minutes prior to the scheduled departure time of the flight. Such reservations of space is subject to cancellation by the carrier without notice if the passenger has not obtained a validated ticket specifying thereon his confirmed reserved space by the time limit agreed upon between the carrier and the passenger.
C C	
	(C) RESERVATIONS AND TICKETING TIME LIMITS (1) When a reservation is made more than 72 hours in advance of the scheduled departure time without payment of the applicable fare, carrier will require that such reservation be ticketed and paid for in full not less than 48 hours prior to such departure time. (2) Tickets for reservations must be issued and paid for no later than two hours prior to the scheduled departure time of the flight to which such reservation applies. (3) Failure to pay the balance of fare or the full fare by the time specified above will result in automatic cancellation of the reservation, with refund to the passenger of the fare, less any communications expenses in accordance with Paragraph (D) of this rule.
C	(D) [X]
	(E) ALLOCATION OF ACCOMMODATIONS Carrier does not guarantee allocation of any particular space in the aircraft.
	(F) ARRIVAL OF PASSENGERS AT AIRPORTS The passenger must present himself at the airport of departure for check-in at least 60 minutes prior to the scheduled departure time of the flight on which he/she holds a reservation. If the passenger fails to arrive at such airport of departure by the established time limit or appears improperly documented and not ready to travel, carrier(s) will cancel space reserved for him/her. Departure will not be delayed for passengers who arrive at airports of departure too late for such formalities to be completed before scheduled departure time. Carrier(s) is not liable to the passenger for loss or expense due to passenger's failure to comply with this provision.

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

RULE	SECTION I - GENERAL RULES
65	TICKETS

(A) GENERAL

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

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

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

C (4) [X]

(B) VALIDITY

(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 one year from the date of commencement of flight except as otherwise specified in Carrier's tariffs. Each flight coupon will be accepted for carriage on the date and flight for which accommodation has been reserved. When flight coupons are issued on an "Open Date" basis, accommodation will be reserved upon application subject to the availability of space. The place and date of issue are set forth on the flight coupons. Any extension of ticket validity will be in accordance with Carrier's tariffs.

EXCEPTION 1: If the ticket is for or includes an excursion or other special fare having a shorter period of ticket validity than indicated above, such shorter period validity shall apply only in respect to such excursion or special fare transportation.

EXCEPTION 2: If no portion of the ticket is used, the period of validity will be one year from date of issuance of the ticket.

(2) PERIODS OF VALIDITY

Tickets expire at midnight on the date of expiration of ticket validity, except that such period of validity will be extended by Carrier without additional collection of fare as follows:

(a) For no longer than seven days beyond the original limit when a passenger who holds a ticket valid for one year is unable to obtain space at time of application to Carrier.

(b) For no longer than thirty days beyond the original limit when Carrier is unable to provide previously confirmed space; or a flight is cancelled or postponed during the period of validity; a scheduled stop which is either a stopover or destination for the passenger is omitted; Carrier substitutes a different class of service, or causes a passenger to miss a connection, or fails to operate a flight reasonably according to schedule.

(Continued on next page)

RULE	SECTION I - GENERAL RULES
65	TICKETS (Continued)

(B) VALIDITY (Continued)

(2) Periods of Validity (Continued)

(c) Until the date when the passenger, who is prevented from traveling within the period of validity of his ticket by reason of illness, becomes fit to travel according to a medical certificate, or until the first service of the class for which the fare has been paid on the Carrier on which space is available after such date from the point where the journey is resumed or from the last connecting point. Provided, that when the flight coupons remaining in a ticket having a one year validity involve one or more stopovers, the validity of such ticket will be extended for not more than 3 months from the date shown on such certificate. In such circumstances Carrier will extend similarly the period of validity of tickets of persons traveling with an incapacitated passenger.

(d) For no longer than forty-five (45) days after the date of death of a passenger for tickets of the persons accompanying the deceased passenger.

(e) A 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.

C †[C](C) COUPON SEQUENCE AND PRODUCTION OF THE TICKET:

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

(2) 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.

C †[C](D) ABSENCE, LOSS OR IRREGULARITIES OF TICKET: Carrier will refuse carriage to any person not in possession of a valid ticket. In case of loss or non-presentation of the ticket or the applicable portion thereof, carriage will not be furnished for that part of the trip covered by such ticket or portion thereof until the passenger purchases another ticket at the current applicable fare for the carriage to be performed. Carrier will not accept a ticket if any part of it is mutilated or if it has been altered by other than Carrier or it is presented without the passenger coupon and all unused flight coupons. Notwithstanding the foregoing, Carrier will issue at the passenger's request a new ticket to replace the lost one upon receipt of proof of loss satisfactory to Carrier, and if the circumstances of the case in Carrier's opinion warrant such action; provided, that the passenger agrees, in such form as may be prescribed by Carrier, to indemnify Carrier for any loss or damage which Carrier may sustain by reason thereof, as provided in rule 90 (REFUNDS) paragraph (F)(LOST TICKETS).

(E) 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, with or without the knowledge and consent of the person to whom it was issued, Carrier will not be liable for the destruction, damage, or delay of such unauthorized person's baggage or other personal property arising from or in connection with such unauthorized use.

(3) If a ticket is in fact used by any person other than the person to whom it was issued, with or without the knowledge and consent of the person to whom it was issued. Carrier will not be liable for the death or injury of such unauthorized person arising from or in connection with such unauthorized use.

NOTE: Except to the extent provided in Rule 15 with respect to Tariff C.A.B. No. 527 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 this rule 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. 527 issued by Airline Tariff Publishing Company, Agent, filed with the Department of Transportation.

(Continued on next page)

† - Effective November 18, 1992 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 9360.

RULE	SECTION I - GENERAL RULES
65	TICKETS (Continued)
	(F) PREPAID TICKET ADVICE (1) GENERAL Tickets may be purchased by means of a prepaid ticket advice (PTA); however, unless otherwise provided, payment for a PTA will not constitute ticket issuance, the ticketing time limit requirement, when specified in the rule governing the Applicable Fare will be met only when the ticket itself is issued.
C	(2) SERVICE CHARGE The carrier will impose a service charge of USD [I]100.00/CAD 100.00 for each Prepaid Ticket Advice (PTA) issued. This service charge is not subject to any discount and cannot be refunded. The charge shall accrue to the carrier issuing the PTA.
	(G) WAIVER OF MINIMUM/MAXIMUM STAY REQUIREMENTS (1) When a ticket is sold at a special fare containing a minimum-stay requirement, the minimum-stay requirement will be waived on presentation of a death certificate or copy thereof for passengers who are: (a) members of the immediate family of a passenger who dies enroute, or (b) other persons actually accompanying a passenger who dies enroute. (2) If a passenger holding a special fare ticket with a minimum-stay requirement desires to commence the return before the expiry of the minimum-stay period owing to the death of an immediate family member not accompanying the passenger, and a death certificate or copy thereof is not immediately available, the passenger will be entitled to a refund of the additional amounts paid to permit earlier return, on presentation of a death certificate attesting to the death of such family member after the passenger's commencement of travel.
C	(H) [X]

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

RULE	SECTION I - GENERAL RULES

75 CURRENCY OF PAYMENT

Except as otherwise provided below, fares and charges are payable in any currency acceptable to 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 Carrier, the current statement of which is available for inspection by the passenger at Carrier's office where the ticket is purchased. The provisions of this paragraph are subject to applicable exchange laws and government regulations:

(1) Payment of fares in the U.S.A. for travel originating in the U.S.A. shall be in U.S. dollars.
(2) Payment of fares in Canada for travel originating in Canada shall be in Canadian dollars.
(3) Payment of fares for travel originating at a point outside the U.S.A. or Canada and destined to a point in the U.S.A. or Canada shall be in the currency of the country of origin, except as provided in (4) below.
(4) Payment of fares for travel originating at a point outside the U.S.A. or Canada and destined to a point in the U.S.A. or Canada may also be made in the U.S.A. or Canada in U.S. or Canadian dollars. When the fare in the currency of the country of origin is converted to U.S. or Canadian dollars the local Banker's Buying Rate of Exchange will apply.
(5) When a transportation document is presented for either rerouting or refund at:
    (a) Points in the U.S.A.; or
    (b) Points outside the U.S.A. covering travel originating and paid for in the U.S.A.
(6) 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 in which travel commenced; and
    (a) 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 Banker's Buying Rate of Exchange in effect at the time of such transaction; or
    (b) 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 Banker's Buying Rate of Exchange in effect at the time of such transaction.

NOTE: Carrier will pay the refund in the same form (i.e., cash, check, credit card, etc.) that was used in purchasing the original transportation document. Carrier, in making the refund, will observe any refund restriction that may be published in the applicable rules governing the original transportation document. Further, Carrier will observe any government or carrier restriction imposed on the conversion and refund of currencies outside the country whose currency was originally collected.

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

RULE

SECTION I— GENERAL RULES

80 REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS

(A) CHANGES REQUESTED BY PASSENGER

(1) At the passenger's request, carrier will effect a change in the routing (other than the point of origin), carrier(s), class(es) of service, destination, fare or validity specified in an unused ticket, flight coupon(s) or Miscellaneous Charges Order by issuing a new ticket or by endorsing such unused ticket, flight coupon(s) or Miscellaneous Charges Order, provided that:

(a) such carrier: issued the original ticket or:

(b) such carrier is the carrier designated in the 'via carrier' box, or no carrier is designated in the 'via carrier' box, of the unused flight coupon or Miscellaneous Charges Order for the first onward carriage from the point on the route at which the passenger desires the change to commence; however, where the carrier who issued the ticket is designated as carrier for any subsequent section(s) and 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 where the passenger makes his request for such change, the reissuing carrier shall obtain such issuing carrier's endorsement; or

(c) such carrier has received written or telegraphic authority to do so from the carrier entitled, under (A) or (B) above, to effect the change.

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

(a) (Not applicable to/from points in the U.S.A.) - If the destination is unchanged, the new fare shall be constructed from the last fare construction point preceding the point at which the rerouting takes place, as shown on the ticket submitted for rerouting, to the fare construction point shown on the ticket submitted for rerouting, beyond which the original fare construction remains applicable.

Note: For the purposed of this rule, fare construction point, as used herein, means the point to which the previous fare was calculated.

(b) (Not applicable to/from points in the U.S.A.) - If the destination is changed, the new fare shall be constructed from the last fare construction point preceding the point at which the rerouting takes place, as shown on the ticket submitted for rerouting, to the new destination:

Note 1: The points of origin and destination, as well as the point of outward destination in the case of a round trip ticket, shall also be fare construction points, and the fares and charges to be used for the construction of the new fare shall be those which would have been applicable as of the date of commencement of carriage.

Note 2: For the purpose of this rule, fare construction point, as used herein, means the point to which the previous fare was calculated.

(c) (Applicable only from/to points in the U.S.A.) - The new fare shall be calculated upon the basis of that which would have been applicable had the passenger purchased transportation for the revised itinerary (which includes those points for which transportation has already been completed) prior to departure from point of origin.

(d) Additional passage at the through fare and charges shall not be permitted unless request therefore has been made prior to arrival at the destination named on the original ticket or Miscellanous 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 therefore is made prior to arrival at the destination named on the original ticket or Miscellaneous Charges Order.

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

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

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

(Continued on next page)

RULE	SECTION I—GENERAL RULES
80	REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS (Continued)

(B) INVOLUNTARY REVISED ROUTINGS (See also Rule 87 - (DENIED BOARDING COMPENSATION))

In the event carrier cancels a flight, fails to operate according to schedules, substitutes a different type of equipment or different class of service, or is unable to provide previously confirmed space, or the passenger is refused passage or removed, in accordance with Rule 15 herein, carrier will either:

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

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

(3) Reroute the passenger to destination named on the ticket or applicable portion thereof by its own services or by other means of transportation and, if the fare, excess baggage charges and any applicable service charge for the revised routing is higher than the refund value of the ticket or applicable portions as determined from Rule 18 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.

(C) MISSED CONNECTIONS: In the event a passenger misses an onward connecting flight on which space has been reserved for his/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 18 (D) herein.

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

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 of traffic accommodations and determine if any departure or landing should be made, without any liability except to refund in accordance with its tariffs the fare and baggage charges for any unused portion of the ticket if it would be advisable to do so:
(a) Because of any fact beyond its control (including, but without limitation, meteorological conditions, acts of God, force mejeure, 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 to 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 for the portion thereof so demanded, or to pay and 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.

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RULE	SECTION I - GENERAL RULES
85	SCHEDULES, DELAYS AND CANCELLATIONS OF FLIGHTS (A) SCHEDULES The flights times shown in timetables may change between the date of publication and the date the passenger actually travels. Carrier does not guarantee them to the passengers and thay do not form part of the passengers contract with carrier. Before carrier accepts the passengers booking, it will notify of scheduled flight time in effect as of the time, and will be shown on the ticket. If the passenger provides correct contact information, Carrier will endeavour to notify the passenger of any such changes. If, after the passenger purchases the ticket, a significant change to the scheduled flight time is made, , which is not acceptable to the passenger, he/she will be entitled to a refund in accordance with Rule 90. (B) CANCELLATION, REROUTING, DELAYS, ETC Carrier will take all necessary mearsures to avoid delay in carrying the passenger and his/her baggage. In the exercise of these measures and in order to prevent a flight cancellation, in exceptional circumstances Carrier may arrange for a flight to be operated on its behalf by an alternative Carrier and/or aircraft. In case of a flight cancellation or flight delay Carrier offers assistance and compensation to the concerned passengers according to the Regulation EC 261/2004.

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

RULE

SECTION I— GENERAL RULES

87 DENIED BOARDING COMPENSATION

For the purpose of this rule, except as otherwise specifically provided herein:

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

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

CARRIER means

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

(B) a foreign route air carrier holding a permit issued by the Department of Transportation pursuant to section 402 of the Act, or an exemption from section 402 of the Act, authorizing the scheduled foreign air transportation of persons.

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

CONFIRMED RESERVED SPACE means space on a specific date and on a specific flight and class of service of a carrier which has been requested by a passenger and which the carrier or 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.

(A) APPLICABLE ONLY TO FLIGHTS OR PORTIONS OF FLIGHTS ORIGINATING IN THE UNITED STATES

(1) CONDITIONS FOR PAYMENT OF COMPENSATION

Subject to the exceptions in this subparagraph, carrier will tender to the passenger the amount of compensation specified in subparagraph (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 12(F)) and reconfirmation procedures and being acceptable for transportation under carrier's tariff; and

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

EXCEPTION: The passenger will not be eligible for compensation if:

(1) The flight upon which the passenger holds confirmed reserved space is unable to accommodate him/her because of substitution of equipment of lesser capacity when required by operational and/or safety reasons; or

(2) Passenger is accommodated on the flight for which he/she holds confirmed reserved space, but is offered accommodations or is seated in a compartment of the aircraft other than that specified on his/her ticket, provided that a passenger seated in a section for which a lower fare is charged shall be entitled to an appropriate refund.

(3) If the carrier arranges comparable air transportation accepted by the passenger which at the time such arrangement is made, is planned to arrive at the airport of the passengers next stopover, or if not later than one hour at the airport of the passengers destination not later than one hour after the time the direct connecting flight on which the confirmed space is held.

(Continued on next page)

RULE

SECTION I — GENERAL RULES

87

DENIED BOARDING COMPENSATION (Continued)

(A) APPLICABLE ONLY TO FLIGHTS OR PORTIONS OF FLIGHTS ORIGINATING IN THE UNITED STATES (Continued)

(2) AMOUNT OF COMPENSATION PAYABLE

(a) Subject to the provisions of subparagraph (1) of this rule, carrier will tender liquidated damages at the rate of 200 percent of the sum of the values of the passenger's remaining flight coupons up to the passengers next stopover or, if none, to his/her final destination, with a $400.00 maximum. Provided, however, that the compensation shall be one-half the aforesaid amount, with a $200.00 maximum, if the carrier arranges for comparable air transportation or other transportation accepted, (i.e., used) by the passenger, which at the time either such arrangement is made, is planned to arrive at the airport of the passenger's final destination not later than 4 hours after the time the direct or connecting flight on which the confirmed space is held is planned to arrive.

(b) Said tender will be made by 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.

(3) BOARDING PRIORITY

(a) Passengers holding a confirmed reservation will always be boarded before any passenger not holding a confirmed reservation or not entitled to a firm reservation.

(b) Passengers holding a confirmed reservation who have fully paid a fare (including special fares, excursion fares, discounted fares-such as for children) approved by the U.S. C.A.B. for publication and sale to the general public, will be boarded in the sequence in which they have presented themselves, properly documented for the flight and at the appropriate time and place, for check-in.

EXCEPTION: The following passengers cannot be left behind:

(a) FI crew members traveling with confirmed reservations.
(b) FI employees on duty travel with confirmed reservations.
(c) Unaccompanied children (under 12 years of age).
(d) Sick and handicapped passengers.
(e) Heads of States and other leading Statesmen, official Government delegations, Diplomatic couriers.
(f) Inaugural Flight Invitees.
(g) Hardship cases as determined by the manager on duty.

(4) WRITTEN EXPLANATION OF DENIED BOARDING COMPENSATION AND DENIED BOARDING PRIORITIES:

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

(b) Volunteer and Boarding Priorities - If a flight is oversold, 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 compensation at the choice of the airline. If there are not enough volunteers, other passengers may be denied boarding involuntarily in accordance with the following boarding priorities of carrier;

(i) Passengers holding a confirmed reservation will always be boarded before any passenger not holding a confirmed reservation, or not entitled to a firm reservation.

(ii) Passengers holding a confirmed reservation who have fully paid a fare (including special fares, excursion fares, discounted fares - such as for children) approved by the U.S. C.A.B. for publication and sale to the general public, will be boarded in the sequence in which they have presented themselves, properly documented for the flight and at the appropriate time and place for check-in.

EXCEPTION - The following passengers cannot be left behind:

(a) FI crew members traveling with confirmed reservations
(b) FI employees on duty travel with confirmed reservations
(c) Unaccompanied children (under 12 years of age)
(d) Sick and handicapped passengers
(e) Heads of States and other leading Statemen, official Government delegations, Diplomatic Couriers
(f) Inaugural Flight Invitees
(g) hardship cases as determined by the manager on duty

(Continued on next page)

RULE	SECTION I— GENERAL RULES
87	DENIED BOARDING COMPENSATION (Continued) (A) APPLICABLE ONLY TO FLIGHTS OR PORTIONS OF FLIGHTS ORIGINATING IN THE UNITED STATES (Continued) (4) WRITTEN EXPLANATION OF DENIED BOARDING COMPENSATION AND DENIED BOARDING PRIOPITIES (Continued) (c) Compensation for Denied Boarding (Involuntary) - If you are denied boarding, 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 tariff filed with the C.A.B., or (ii) you are denied boarding because the flight is cancelled, or (iii) you are denied boarding because a smaller capacity aircraft was substituted for safety or operational reasons, or (v) you are offered accommodations in a section of the aircraft other than that specified on your ticket, at no extra charge (a passenger seated in a section for which a lower fare is charged, will be given an appropriate refund). (d) Amount of Denied Boarding Compensation - Passengers who are eligible for denied boarding compensation must be offered a payment equal to the sum of the face values of their ticket coupons, with a $200.00 maximum. However, if the airline cannot arrange alternate transportation (see above) for the passenger, the compensation is doubled ($400.00 maximum). The value of a ticket coupon is the one-way fare for the flight shown on the coupon, including any surcharge and air transportation tax, minus any applicable discount. All flight coupons, including connecting flights, to the passenger's destination or first 4-hour stopover are used to compute the compensation. (e) Method of Payment - The airline will give to each passenger who qualifies for denied boarding compensation, a payment by check, or cash, or MCO, or voucher for the amount specified, on the day and place the involuntary denied boarding occurs. However, if the airline arranges alternate transportation for the passenger's convenience that departs before the payment can be made, the payment will be sent to the passenger within 24 hours. The air carrier may offer free tickets in place of the cash payment. The passenger, may, however, insist on the cash payment, or refuse all compensation and bring private legal action. (f) Passenger's Options - Acceptance of the compensation may relieve the carrier from any further liability to the passenger caused by its failure to honor the confirmed reservations. However, the passenger may decline the payment and seek to recover damages in a court of law or in some other manner.

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

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.

(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.

(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, paragraph (A). 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 to be 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:

(Continued on the next page)

RULE	SECTION I - GENERAL RULES
90	REFUNDS
	(D) INVOLUNTARY REFUNDS (Continued) (2) (Continued) (b) (Continued) EXCEPTION: (Continued) (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: (aa) First Class fares applicable on jet aircraft. (bb) First Class fares applicable on propeller aircraft. (cc) One Class Standard Service fares. (dd) Economy Class, Tourist Class, or Coach Class fares applicable on jet aircraft. (ee) Economy Class, Tourist Class, or Coach Class fares applicable on propeller aircraft. (ff) Thrift Class fares applicable on jet aircraft. (gg) Thrift Class fares applicable on propeller aircraft. The term "Jet Aircraft" as used above means A-300, BAC-111, B-707, B-720, B-7208, B-727, B-737, B-747, Caravelle Convair 600, Comet 4, Comet 4-C, DC-8, DC-9, DC-10, Illyushin IL-62, L-1011, Tupolev TU-114 and VC-10.
C	(3) [X]
	(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:
C	[C](1) If no portion of the ticket has been used, refund will be according to fare rule, less any applicable service charge.
C	[C](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.
C	[X]
	(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.

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RULE

SECTION I - GENERAL RULES

90 REFUNDS (Continued)

(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 or any other use whatsoever.
EXCEPTION: Refund will not be made in less than four months after receipt of proof of loss satisfactory to carrier.

(2) Refund will be made on one of the following basis, whichever is applicable:
(a) If no portion of the ticket has been used, and:
C [C](i) the passenger has not purchased a replacement ticket, refund will be according to fare rule.
(ii) the passenger has purchased a replacement ticket, the carrier which issued the original ticket will refund to the passenger the fare paid for such replacement ticket.
(b) If a portion of the ticket has been used, and
(i) the passenger has not purchased a replacement ticket, 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 actually used:
(ii) the passenger has purchased a replacement ticket, the carrier which issued the original ticket will refund the fare paid for such replacement ticket.

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

(4) A Non-Refundable service charge as indicated below will be imposed per passenger/document for handling such request for refund or replacement of a passenger ticket, Miscellaneous Charges Order (MCO), Excess Baggage Ticket, stated in USD/CAD (or the equivalent local currency):

	PASSENGER TICKET/MCO		EXCESS BAGGAGE TICKETS	
	USD	CAD	USD	CAD
C	[I]100.00	[R]100.00	[R]100.00	[R]100.00

NOTE: FI will assess this handling charge for refunding or replacing, wholly or partly, a lost, missing, mislaid, stolen passenger ticket, Miscellaneous Charges Order or excess baggage ticket.

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RULE	SECTION I - GENERAL RULES

115 BAGGAGE

(A) CHECKED BAGGAGE

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

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

(B) MOVEMENT OF BAGGAGE

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

(C) INSPECTION BY CARRIER

(1) 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.

(2) Carrier will refuse to transport or will remove at any point any baggage which the passenger refuses to allow the carrier, upon the request of the carrier, to examine.

(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, firearms(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 ammunition for sporting purposes, excluding those with explosive 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 that a total against movement. The declaration shall also confirm that the passenger is not carrying more than a total of 55 lbs. (25 kgs.) gross weight.

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RULE

SECTION I - GENERAL RULES

115 BAGGAGE (Continued)

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

(3) LIQUIDS

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

(5) PETS

ACCEPTABILITY

Pets, including dogs, cats and birds, when properly crated in leakproof containers and accompanied by valid health and rabies vaccination certificates, entry permits and other documents required by countries of entry or transit will be accepted for carriage at the owner's risk, and subject to requirements of carrier. Carrier may limit the number and type of pets, refuse to carry pets in any one aircraft either in the baggage or cargo compartments or in the passenger cabin, or refuse to carry pet(s) if it requires attention in transit (See Rule 16 (E)(6).

EXCEPTION: Carrier will accept pets for carriage only in cargo compartments or in all cargo aircraft.

(6) PHOTOFLASH BULBS when appropriately marked and contained in the original package of the manufacturer.

(7) RESTRICTED ARTICLES

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

(E) FREE BAGGAGE ALLOWANCE FOR PASSENGERS OTHER THAN CHILDREN

(1) Business Class Service

2 pieces checked baggage not weighing more than 32 kg (70 lb) each and each with total maximum dimension of 158 cms(62 in) (length plus width plus height).

(2) Tourist/Coach/Economy or Thrift Class Service

2 pieces checked baggage, neither one exceeding total dimensions of 158 cm (62 inches) (length plus height plus width) and maximum weight [R]23 Kgs ([R]50 lbs).

C

(3) Combined Services

(a) For through journeys where the passenger travels partly on First Class services, and partly on Business/Tourist/Coach/Economy or Thrift 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 First Class fare travels on Business/Tourist/Coach/Economy or Thrift Class service, the free baggage allowance will be that applicable to the First 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 cargo 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.

EXCEPTION: (Applicable only from/to Canada) Any other articles shall not be carried free in addition to the free allowance and carriers shall limit the acceptance of such other articles for carriage in the passenger cabin to conform with security regulations and/or interline limitations.

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RULE	SECTION I - GENERAL RULES
115	BAGGAGE (Continued)
	(E) FREE BAGGAGE ALLOWANCE FOR PASSENGERS OTHER THAN CHILDREN (Continued)
C	[C](5) Service Animals Service animals will be carried free of charge in addition to the normal free baggage allowance provided that such a service animal accompanies a disabled passenger dependent upon it. The transport of service animals is subject to the provisions of Rule 21, Transport of Passengers with Disabilities and must meet all requirements, restrictions and limitations contained therein. (6) Accompanied Pets Accompanied pets, when accepted, (See Rule 16 (D)) 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) 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 (1) Children carried without charge, or for whom the fare is 10 percent of the normal adult fare, will be granted no free baggage allowance. (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: Where 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.

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RULE | SECTION I - GENERAL RULES

115 BAGGAGE (Continued)

(H) 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.

(I) EXCESS VALUE CHARGES
C Except as otherwise provided in paragraph (K) below a passenger may declare a value in excess of [C]SDR 1000 or its equivalent in the case of checked baggage, and USD 400.00, CAD 400.00 [X] 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 0.15, CAD 0.15 per each USD 100.00 or fraction therof, except that a single charge as provided above will be assessed for:

C EXCEPTION: Except as otherwise provided in paragraph (L) below, a passenger may declare a value [C]in excess of SDR 1000 or its equivalent per kilogram in the case of checked baggage. When such declarations are made, charges for the entire value of such baggage or property will be assessed by or on behalf of carrier and applicable only to the portion(s) of the journey flown entirely by FI at the rate USD 0.50, CAD 0.50 per each USD 100.00, CAD 100.00 or fraction thereof; provided however, that such higher declared value shall not apply to money, jewelry, silverware, negotiable papers, securities, business documents, samples, paintings, antiques, artifacts, manuscripts, irreplaceable books or publications, cameras or other photographic or movie equipment, and working papers, i.e., working files, studies, reference material, correspondence, theses, or other similar valuables when such valuables are included in baggage checked or otherwise delivered into the custody of the carrier.

(J) 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 therefore has been made in advance between the passenger and the carriers concerned.

(K) COLLECTION OF EXCESS VALUE CHARGES
Except as otherwise provided in carrier's regulations, excess value charges will be payable at the point or 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.

(L) 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.

(M) 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.

(N) 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 person 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:

(Continued on next page)

RULE

SECTION I— GENERAL RULES

115 BAGGAGE (Continued)

(N) CHECKING OF BAGGAGE BY CARRIER (Continued)

(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 (K) of this rule except between points where through interline service is provided without change of aircraft by two or more participating carriers; and provided further, that the carrier will check such baggage beyond a point of transfer to international 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.

(O) 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 sub-paragraph (3) herein, delivery will be made at the destination shown in the baggage check.

(2) If the provisions of subparagraph (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 subparagraph (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.

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

Subject to the provisions of 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) For First Class service:

(i) Two pieces of baggage of which the sum of the greatest outside linear dimensions of each bag does not exceed 62 inches.

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

(b) Economy Executive/Tourist/Coach/Thrift/Holiday Class service.

(i) Two pieces of baggage (measured together) of which the sum of the greatest outside linear dimensions does not exceed 106 inches provided that the outside linear dimensions of each bag does not exceed 62 inches.

EXCEPTION: Carrier will accept only two pieces of baggage (measured together) of which the outside linear dimension does not exceed 107 inches.

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

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RULE

SECTION I— GENERAL RULES

115

BAGGAGE (Continued)

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

(c) 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.

(a) One sleeping bag or bedroll;
(b) One rucksack/knapsack/backpack;
(c) One pair of snow skis with one pair of ski poles and one pair of ski boots;
(d) One golf bag containing golf clubs and one pair of golf shoes;
(e) One duffel-type bag or B-4-type bag (see NOTE)
(f) Fishing equipment, consisting of no more than two fishing rods, one reel, one landing net, one pair of fishing boots and one fishing tackle box;
(g) One packed bicycle (single seat touring or racing bicycle, non-motorized) provided that the handlebars are fixed sideways and the pedals are removed.

NOTE: 'Duffel Bag' means a canvas cylindrical-shaped bag, folded and fastened at one end; 'Sea Bag' means a canvas cylindrical-shaped bag closed at one end by means of draw ropes, and 'B-4' bag means a suitcase-type of handbag made of canvas with leather and metal bindings and fittings and with expandable canvas compartments on the two sides of the bag.

(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 check baggage whose sum of the three dimensions does not exceed 39 inches plus one checked fully collapsible child's stroller or push-chair.

EXCEPTION: Children paying 10 percent of the normal adult fare will be allowed one piece of checked baggage whole sum of the three dimensions does not exceed 45 inches plus one 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.

(iv) Each piece of baggage whose sum of the three dimensions exceeds 80 inches, and/or whose weight exceeds 32 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 subparagrah (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.

(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.

(Continued on next page)

RULE	SECTION I - GENERAL RULES
115	BAGGAGE (Continued)

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

(3) Excess Baggage Charges (Continued)

(b) (Continued)

(ii) Snow skiing equipment consisting of one pair of snow skis, one pair of ski poles and one pair of ski boots will be included in determining the free baggage allowance and if in excess will be assessed 25 percent of the applicable charge listed in subparagraph (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) One bicycle (single seat touring or racing bicycle, non-motorized, provided the handlebars are fixed sideways and pedals removed) will be included in determining the free baggage allowance and if in excess will be assessed the applicable charge listed in subparagraph (e) below regardless of the actual dimensions.

(c) Accompanied pets in a container, subject to the conditions of acceptance stated in Rule No. 16 (D)5, will not be included in determining the free baggage allowance and will be assessed the applicable charge listed in subparagraph (e) below.

(d) Bulky Baggage

Bulky baggage retained in the passenger's custody other than articles listed in (E)(5) above.

Subject to advance arrangements, each passenger may carry on board the aircraft baggage of such bulky or fragile nature as to require the blocking out or use of a seat(s);

(i) Maximum Weight

The maximum weight of 75 kgs. (165 lbs.) per seat is permitted, provided that the weight of such baggage shall not be included in determining the passenger's free baggage allowance or excess baggage charges.

(ii) Charges

The charge per seat shall be the applicable charge listed in subparagraph (e) below or a minimum charge equal to 75 percent of the normal one-way adult fare for the class of service used by the passenger between the point between which the baggage is to be transported.

(e) The charge for each piece of excess up to a total of 23 kg/50 lb per piece, a flat rate of EUR 25/USD 30/ISK will be charged. Maximum weight of baggage may never exceed 32 kg (70 lb). Oversize baggage will be as indicated below:

C Rates between USA and Europe: EUR 65/USD 85/[N]CAD 85/ISK 9100

C Rates between USA and Iceland: EUR 55/USD 72/[N]CAD 72/ISK 7700

(Continued on next page)

RULE	SECTION I - GENERAL RULES

115 BAGGAGE (Continued)

(Q) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN CANADA AND POINTS OUTSIDE CANADA

(1) Free Baggage Allowance

C (a) Business Class [N]and Economy Comfort Service:

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

(ii) one additional piece of baggage the sum of the three dimensions of which does not exceed 45 inches (115 cms.) provided such bag can be stowed in the underseat space and it is carried on board by the passenger. When such baggage consists of more than one bag they shall be measured together and they shall be considered as one bag provided that the sum of the three dimensions does not exceed 45 inches (115 cms.).

(b) Economy Class Service:

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

(ii) one additional piece of baggage the sum of the three dimensions of which does not exceed 45 inches (115 cms.) provided such bag can be stowed in the underseat space and it is carried on board by the passenger. When such baggage consists of more than one bag they shall be measured together and they shall be considered as one bag provided that the sum of the three dimensions does not exceed 45 inches (115 cms.).

(c) Other Special Pieces of Baggage:

(i) In lieu of the pieces of baggage provided for in (a) or (b) above, any article listed below, regardless of the actual dimensions will be considered to be a piece of baggage whose outside linear dimensions are 53 inches (135 cms.), will be accepted.

(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 (See NOTE);
(ff) one suitably packed bicycle (single seat touring or racing bicycle, non-motorized) provided that the handlebars are fixed sideways and the pedals are removed.

NOTE: "Duffel bag" means a canvas cylindrical shaped bag, folded and fastened at one end; "B-4 bag" means a suitcase type of handbag made of canvas with leather and metal bindings and fittings and with expandable canvas compartments on the two sides of the bag.

(ii) In lieu of the pieces of baggage provided for in (a) or (b) above, any portable muscial instrument not exceeding 39 inches (100 cms.) in length will be considered to be one piece of baggage at 39 inches (100 cms.)

(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 (115 cms.) 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.

(Continued on next page)

RULE	SECTION I - GENERAL RULES

115 BAGGAGE (Continued)

(Q) (Continued)

(3) Excess Baggage Charges

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

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

(b) Each piece of baggage whose sum of the three dimensions exceeds those permitted above but does not exceed 80 inches (203 cms.) or the weight of which does not exceed 50 lbs. (23 kgs.) will be assessed the applicable charge listed in subparagraph (h) below.

(c) Each piece of baggage both in excess of the number permitted and whose dimensions exceed the dimensions permitted above but does not exceed 80 inches (203 cms.) or the weight of which does not exceed 50 lbs. (23 Kgs.) - will be assessed 200 percent of the applicable charge listed in subparagraph (h) below.

C (d) (Not applicable to the Special Pieces of Baggage listed in [C](Q)(1)(c) above) - Each piece of baggage whose sum of the three dimensions exceeds 80 inches (203 cms.) and/or whose weight exceeds 50 lbs. (23 kgs.) will be carried as accompanied baggage only if advance arrangements are made with carrier. Such baggage shall be weighed and it shall be assessed 300 percent of the applicable charge listed in subparagraph (h) below for the first 45 kgs. or fraction thereof. Each additional 10 kgs. or fraction thereof will be assessed the applicable charge listed in subparagraph (h) below.

(e) 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 (h) 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 (h) below.

(ii) Snow skiing equipment consisting of one pair of snow skis, one pair of ski poles and one pair of ski boots will be included in determining the free baggage allowance and if in excess will be assessed 25 percent of the applicable charge listed in subparagraph (h) below. However, only one set of snow skiing equipment will be included in the free baggage allowance. Any sets of snow skiing equipment in excess ofone will not be included in the free baggage allowance and will be assessed the applicable charge listed in subparagraph (h) below.

(f) Accompanied Pets in a container, subject to the conditions of acceptance stated in paragraph (D)(4) of this Rule will not be included in determining the free baggage allowance and will be assessed the applicable charge listed in subparagraph (h) below.

(g) Bulky Baggage retained in the passenger's custody other than articles listed in paragraph (E)(4) of this Rule. Each passenger may carry on board the aircraft baggage of such bulky or fragile nature as to require the blocking out or use of a seat or seats, subject to a maximum weight of 75 kgs. (166 lbs.) per seat, provided that, the weight of such baggage so carried shall not be included in determining the passenger's free baggage allowance nor his excess baggage charges. The charge for the baggage so carried per seat shall be the applicable charge listed in subparagraph (h) below, subject to a minimum charge equal to the applicable one-way full adult fare for the class of service used by the passenger between the points between which the baggage is to be transported.

(Continued on next page)

RULE	SECTION I - GENERAL RULES
115	BAGGAGE (Continued)
	(Q) (Continued)
	(3) Excess Baggage Charges (Continued)
	(h) Between USA/Canada
	(i) For extra weight, if the baggage weighs 51 lbs/24 kg to 70 lbs/32 kg, the following per piece one-way fee will be collected in each direction:
	Iceland ISK 7700 EUR 55 USD 72/
C	[N]CAD 72
	All other European destinations ISK 9100 EUR 65 USD 85/
C	[N]CAD 85
	(ii) For extra pieces each weighing 1 lb-50 lbs (1-23 kg) the following per-piece one-way fee will be collected in each direction:
	Iceland ISK 11500 EUR 82 USD 110/
C	[N]CAD 110
	All other European destinations ISK 13500 EUR 93 USD 125/
C	[N]CAD 125

RULE	SECTION I - GENERAL RULES
130	FARES
C	†[C] (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. All published fares governed by this tariff and all fares constructed in accordance with this tariff are applicable only when in compliance with all the provisions governing travel as stated herein. 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. 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.
C	†[C] (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. For the purposes of this rule, a published fare includes a fare obtained by combining a published arbitrary and a published international fare.
C	†[C] (C) ROUND TRIP FARES Unless otherwise specified, the fare for a round trip shall be: (1) the round trip fare published in the applicable tariff(s) of carrier(s) via the desired routing 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.
C	†[C] (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 (3) the more restrictive fare conditions shall apply to the entire round trip journey. (4) 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. (5) In the case of around the world journeys, if round trip fares in opposite global directions exist 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. (6) The provisions in paragraphs (4) and (5) 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.

(Continued on next page)

† - Effective August 22, 1989 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 73503.

RULE	SECTION I - GENERAL RULES
C130	FARES (Continued)
C	†[C] (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, (d) half round trip normal fares as permitted in paragraph (2)(c) below. (2) For SITI/SOTI/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 U.S.A. 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. (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). (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). (3) For SOTI/SITO/SOTO transactions the following additional rules will apply: "(SEE NOTE)" (a) Normal Fares (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. (ii) More than one fare component (one way fares) (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 (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. (iii) More than one fare component (half round trip fares) (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. (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.

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NOTE: The provisions of this paragraph are shown for informational purposes only and do not constitute a part of C.A.B. 527.

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

† - Effective August 22, 1989 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 73503.

RULE	SECTION I - GENERAL RULES
130	FARES (Continued)
C	†[C] (E) FARES OTHER THAN ROUND OR CIRCLE TRIPS (Continued) (3) (Continued) (b) Special Fares (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. (ii) More than one fare component. (a) The above rule shall apply to each fare component, and (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. (iii) In defining a fare of the same fare type, the comparison shall be limited to the class of service and (a) Late Booking fare or Apex fare or Pex fare or Excursion fare (b) GIT fare or Individual IT fare or Excursion fare (c) Public Group fare or Excursion fare (c) Exceptions: The foregoing provisions shall not apply: (1) for transportation wholly within Area 1, (2) for sales made in TC1 for transportation commencing in AREA 1, (3) for sales made in U.S.A., U.S. territories and Canda for transportation to U.S.A., U.S. territories and Canada, (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. (5) When travel originates in Denmark, Norway or Sweden and sold in another of these countries.
C	†[C] (F) CONSTRUCTION OF FARES Where no through one-factor fare is published from point of origin to point of destination via the route of movement for the class of service used, the applicable fare for such transportation shall be constructed as provided below: (1) One Class of Service 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. (2) Travel Partly in One Class and Partly in Another Class of Service (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.

(Continued on next page)

RULE	SECTION I - GENERAL RULES
130	FARES (Continued)
C	†[C] (F) CONSTRUCTION OF FARES (Continued) (3) Combining U.S. or Canadian Domestic Special Fares with International Fares (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, EXCEPTION: Any minimum tour price required by the domestic special fare within the U.S.A. or 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 the particular international fare used, regardless of the fare construction point(s). (b) Mileage routings set forth in MPM-1 tariff C.A.B. 424 (published 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 in Area 2/3 or between the U.S.A. or Canadian gateway point and the point in Area 2/3.
C	†[C] (G) CARRIAGE VIA MORE THAN ONE CARRIER (1) Entirely Via Air 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 scheduled 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. (2) Partly Via Air and Partly Via Sea (a) When tickets are purchased prior to commencement of carriage for a round trip or circle trip for combined air and sea travel, the air fare for each one way section of the air journey will be fifty (50) percent of the all year round trip fare published in tariffs governed by this tariff and applicable between the points and via the class of service used. A break in the round trip or circle trip is permitted to allow passengers to make their own way by means of transportation between airports and adjacent seaports. (b) The fare specified above will apply only via the routings published in connection with the all-year fares in tariffs making reference to this tariff for governing provisions. EXCEPTION: When an excursion fare is used, the routing published in connection with such excursion fare will apply.
C	†[C] (H) ROUTING (1) Unless otherwise provided in carrier(s) tariffs, fares apply only to the services 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.

(Continued on next page)

RULE	SECTION I - GENERAL RULES

130 FARES (Continued)

(I) HIGHER INTERMEDIATE FARES

(1) Normal and Special Fares

When reference is made to the higher intermediate fare check, the following procedures apply:

(a) SITI/SOTI Transactions: the higher intermediate fare check applies only to the intermediate stopover points.

EXCEPTION: 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) SITO/SOTO Transactions: 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.

(d) At no time will a point on a specified routing for a published fare be considered a higher intermediate point.

(2) Normal Fares

(a) A through normal fare between origin and destination must not be lower than:

(i) the normal fare between the point of origin and any intermediate ticketed point along the routing; or

(ii) the normal fare between the destination and any intermediate ticketed point along the routing; or

(iii) the normal fare between any two ticketed intermediate points along the routing.

(b) 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 fare.

(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, CAB 424 Maximum Permitted Mileage, published 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.

(d) All conditions of the normal fare between origin and destination apply.

(e) When comparing normal fares, fares of the same type shall mean the same class of service and same seasonal application.

(3) Special Fares

(a) If there is no higher normal fare between:

(i) point of origin and any intermediate ticketed point; or

(ii) destination point and any intermediate ticketed point, then the special fare (surcharged, if necessary) between origin and destination applies.

(b) If there is a higher normal fare between:

(i) point of origin and any intermediate ticketed point; or

(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:

(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

(iv) a higher special fare of the same type exists between such points in which case such higher special fare (surcharged, if necessary) applies.

(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:

(i) Late Booking fare or
Apex fare or
Pex fare or
Excursion fare

(ii) GIT fare or
Individual IT fare or
Excursion fare

(iii) Public Group fare or
Excursion fare

(Continued on next page)

RULE	SECTION I - GENERAL RULES
130	FARES (Continued) (I) HIGHER INTERMEDIATE FARES (Continued) (3) Special Fares (Continued) (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. (e) All conditions of the special fare between origin and destination apply. (J) ONE WAY BACKHAUL RULE C [X] (K) 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. (L) GROUND TRANSFERS Published fares do not include ground transfer service between airports nor between airport and town centers unless Carrier's tariff specifically provide that such ground transfer service will be furnished without additional charge. (See Rule 30-GROUND TRANSFER SERVICE herein).
135	STOPOVERS (A) Except as otherwise provided in this rule, stopovers within the validity period of the ticket will be permitted at any scheduled stop unless Carrier's tariffs or government regulations do not permit a stopover at any such stop. (B) Stopovers must be arranged with Carrier in advance and specified on the ticket.

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

RULE

SECTION I - GENERAL RULES

C145 †[C]CURRENCY APPLICATIONS-PART A (Applicable to 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 the currency of the country of origin for travel originating in Areas 2 and 3; and

(3) In Fare Construction Units (FCU's) in order to calculate fares where not specifically published in the currency of the country of origin.

EXCEPTION: When fares governed by this tariff are published in USD only, and do not indicate that they apply only for travel from/to the U.S.A. (i.e. fares bearing a footnote F or T); these fares apply for travel originating in the U.S.A. and they also apply for travel originating outside the U.S.A. for destination to the U.S.A. To obtain the local currency fare, convert the published USD amount to the local currency by the Bankers' Buying Rate.

(B) CONVERSION OF FCU'S AND ARBITRARIES TO THE CURRENCY OF THE COUNTRY OF ORIGIN

For the purpose of this rule, arbitrary amounts in U.S. dollars will be considered as FCU's; arbitrary amounts published between two points in the U.S. in FCU will be considered as U.S. Dollars.

When fares and charges are not published in the currency of the country of origin, FCU's must be converted to such currency in accordance with the following steps:

Step 1: Determine the applicable fare/charge in FCU's as published or in accordance with Rule 130 (FARES). Include stopover/weekend surcharges only. For travel originating in any country with a negative currency adjustment as shown in column 5 of the Currency Conversion Table below.

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.

Round the amount obtained as follows:

(a) When a currency surcharge (positive percentage) applies, round up to the next higher .10 FCU;

(b) When a currency deduction (negative percentage) applies, round down to the next lower .10 FCU.

EXCEPTION: When converting FCU's to U.S. Dollars, the result of this step is rounded up to a whole FCU amount if .50 or more and rounded down to whole FCU amount if .49 or less.

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 round up the resulting amount to the next higher currency unit shown in column 7.

EXCEPTION 1: U.S. 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: U.K. pounds are rounded as follows:

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

(Continued on next page)

RULE

SECTION I - GENERAL RULES

145

CURRENCY APPLICATIONS (Continued)

CURRENCY CONVERSION TABLE I (Applicable to Area 1 only via the Atlantic) (Continued)

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:
Austria	Schilling	AUS	C/Y	(25)	23.60	10
			All except C/Y	(34)		
Denmark	Krone	DKK	All	15	6.98	5
Finland	Markka	FIM	C/Y	(30)	23.60	10
			All except C/Y	(35)		
France	Franc	FFR	C/Y	26 (Not applicable to add-ons/domestic fares between points within France.)	5.1188	5
			All except as noted above	58 (Not applicable to add-ons/domestic fares between points within France.)		
Germany (Federal Republic and West Berlin)	Mark	DMK	C	(23)	3.25	1
			CR	(36)		
			All except as noted above	(20)		
			Excess baggage	(24)	23.60	10
Iceland	Krona	IKR	All	11.71	6.00	10

(Continued on next page)

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RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
200	CHILDREN'S AND INFANTS' FARE
	(A) Accompanied Children (Infant(s)) Under Two Years of Age. When accompanied by an adult passenger, children who are less than two years of age on the date of commencement of the outward journey will be assessed 10 percent of the applicable adult fare for one child (infant) not occupying an individual seat.
	(B) Accompanied Children Two Years of Age or Over, but Under 12. When accompanied by an adult passenger the fare for children who have reached their second birthday but have not reached their twelfth birthday on the date of commencement of their
C	outward journey will be assessed [C]the applicable children fare.
	(C) UNACCOMPANIED CHILDREN UNDER EIGHT YEARS OF AGE (1) Applicable Only Between Points Wholly Within Area No. 1 Unaccompanied children under eight years of age on the date of commencement of their outward journey will be charged the full applicable adult fare.
C	(2) (a) On Icelandair flights an unaccompanied minor (UM) is a child between 5-11 (11 included) years of age who is not accompanied by a passenger that is 12 years of age or older having the same reservation status and capable of guarding and guiding the child througout the journey, including the check-in formalities, customs, Immigration etc and capable of taking full responsibility for the child. (b) A child under 5 years of age will not be accepted for travel unless accompanied by a passenger who is 12 years or older, travelling on the same flight or an escort provided by Icelandair. (c) A maximum of four unaccompanied minors will be accepted on any one flight.
C	(D) [X]

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

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

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

RULE

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

205 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:

C EXCEPTION: [X]

(1) WHEN TRANSPORTATION IS FOR THE PURPOSE OF CARRIER'S BUSINESS

Transportation will be issued free of charge to the General Agent, General Agency Officials and employees when such transportation is on the carrier's business;

(2) WHEN TRANSPORTATION IS FOR THE PURPOSE OF VACATION

Transportation will be issued free of charge to the General Agent or to General Agency Officials or employees (including members of their immediate families) by the carriers when transportation is for the purpose of personal vacation of the General Agent or an official or employee of a General Agency, but not to exceed one trip per person per calendar year.

(3) ELIGIBILITY

To be eligible for the reductions specified above, the General Agent, the official or employee of the General Agency must devote all, or substantially all, of his time to the business of the Carrier; and with respect to 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 of the carrier, will be allowed transportation over the lines of each such carrier on the following basis:

(a) Reduced fare transportation at 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 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) ELIGIBILITY

(a) Reduced fare transportation will be granted 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 participting in the transportation and the agent; provided that a Standard IATA Sales 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 a responsible official of the Passenger Sales Agency. Such application shall include the point of origin, stopover points, point of destination, carrier and flight to be used on each portion of the transportation and dates of travel.

(Continued on next page)

RULE

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

205 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 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) above, within the United States.

(2) SPOUSES

The spouse of a person eligible under paragraph (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 passenger has been in the service of the agent continuously and without interruption for a period of not less than one year immediately prior to the date of application for such reduced fare transportation.

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, the 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.

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

(1) APPLICATION

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

(a) Reduced fare transportation at 25 percent of the applicable fare. Not more than 2 tickets per calendar year for each Agent registered for a specific country; provided that a maximum of 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.

(Continued on next page)

RULE

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

0205 FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS (Continued)

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

(1) APPLICATION (Continued)

(b) Reduced fare transportation at 50 percent of the applicable all-year First Class or Economy Class fare. Not more than 20 tickets may be issued per calendar year for each agent registered for a specific country.

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

(d) Sole proprietors, partners, officers, directors and employees of the Cargo Sales Agency may pool the total number of tickets which carrier will grant pursuant to subparagraph (a) (b) and (c) above within each country.

(2) ELIGIBILITY

(a) Reduced fare transportation will be granted provided that the agent has been on the IATA approved List of Agents - continuously for at least one year immediately prior to the date of application for such reduced fare transportation; provided that a period of not less than three months shall be the qualifying period if the Agent was previously eligible for reduced fare transportation in the service of another IATA and/or Carrier appointed Cargo Agent immediately prior to his present employment and this is so certified in writing by the IATA and/or Carrier appointed Cargo Agent making the application.

(b) Reduced fare transportation may also be granted to the spouse of such eligible agent traveling provided that;

(i) The spouse travels together with the eligible person from the point of origin to the point of destination (in the case of one-way trips) or the point of turnaround (in the case of round trips) or to the highest rates point (in the case of circle trips).

(ii) The discount granted is no greater than 50 percent of the applicable fare, and in no event shall such spouse receive more than one ticket per year.

(iii) The transportation shall not be charged against the Agency's annual allotment noted under (1)(c) above.

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

(3) APPLICATION FOR TRANSPORTATION

In order to obtain the foregoing transportation, application shall be made in writing to the carrier which is to issue the ticket by an owner or officer of the Cargo Sales Agency. Such application shall include the point of origin, stopover points, point of destination, carrier and flight to be used on each portion of the transportation, and dates of travel.

(4) ADDITIONAL FREE AND REDUCED FARE TRANSPORTATION

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 (D)(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.

(Continued on next page)

RULE

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

8205 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 40 additional tickets may be issued per calendar year for each registered agent as follows: 6 tickets may be issued for each 100 percent of commissionable sales or part thereof over and above the national average.

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

(c) Sole proprietors, partners, officers, directors and sales/traffic management employees of the Cargo Sales Agency may pool the total number of tickets which carrier(s) will grant pursuant to subparagraphs (a) and (b) above, within each country.

(2) ELIGIBILITY

(a) Reduced-fare transportation will be granted provided that the agent has been on the IATA approved List of Agents continuously for at least one year immediately prior to the date of application for such reduced fare transportation; provided that a period of not less than three months shall be the qualifying period if the agent was previously eligible for reduced fare transportation in the service of another IATA and/or carrier appointed cargo agent immediately prior to his present employment and this is so certified in writing by the IATA and/or Carrier appointed Cargo Agent making the application.

(b) Reduced fare transportation may also be granted to the spouse of such eligible Agent traveling provided that;

(i) The spouse travels together with the eligible person from the point of origin to the point of destination (in the case of one-way trip(s) or 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 an the agent.

(3) APPLICATION FOR TRANSPORTATION

(a) The Secretary of Traffic Conference 1 shall furnish each Cargo Sales Agent with two Educational and Market Development Trip Authorizations for each approved location.

(b) In order to obtain the foregoing transportation, application shall be made in writing to the carrier which is to issue the ticket by an owner or officer of the Cargo Sales Agency. Such application, together with an Educational and Market Development Trip Authorization, must be received by the carrier at least 14 days prior to commencement of travel.

RULE

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

210 FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS

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

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

(C) NUMBER OF BOOKED PASSENGERS REQUIRED FOR TOUR CONDUCTOR TRANSPORTATION
Where the group of passengers on the advertised tour, whose passage has been booked and fully paid for, consists of:
C (1) [R](10) or more passengers, one free passage for a tour conductor will be issued for each
C [I]20 passengers in the group.
C (2) [X]

(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 touring group, and for that purpose the initial carrier must approve the itinerary of the various passengers forming the group and coordinate their transportation under the advertised group tour. All members of the group shall with respect to the air portion of the tour, commence transportation on the same airplane and shall;
(a) if round trip passengers, travel together to the point of turnaround;
(b) if circle trip passengers, travel together to the first point of stopover;
provided that where lack of seating accommodation or where other operating conditions prevent passengers from commencing transportation on the flight scheduled, the carrier will transport some members of the group on the next preceding or succeeding flight on which space is available or on such flight of another carrier.

(Continued on next page)

RULE

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

210 FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS (Continued)

(D) APPLICATION FOR AND ISSUANCE OF TRANSPORTATION (Continued)

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

(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 of 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 conductor's 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 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 unexplained abbreviations, reference marks and symbols see Pages 13 through 19.

RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
300	SHOPPING AND ADVENTURE INDIVIDUAL INCLUSIVE TOUR FARE FROM THE U.S.A. TO REYKJAVIK
C	†CANCELLED

(Continued on next page)

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

† - Effective August 1, 1991 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 415.

RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
300	SHOPPING AND ADVENTURE INDIVIDUAL INCLUSIVE TOUR FARE FROM THE U.S.A. TO REYKJAVIK (Continued)
C	†CANCELLED

† - Effective August 1, 1991 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 415.

RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
&500	PASSENGERS ON STRETCHERS (A) Passengers traveling on a stretcher will be accepted for transportation by the carriers listed below, subject to Rule 25 herein, provided advance arrangements are made and space and appropriate equipment for mounting within the aircraft are available; and subject to the conditions and charges indicated provided that: (1) The cost of ambulances, hospitalization and other ground expenses will be borne by the passenger occupying the stretcher. (2) Except as otherwise provided, the normal free baggage allowance will apply to each fare paid. (B) Carrier will upon advance arrangements and subject to availability of equipment and space carry an incapacitated passenger on a stretcher provided such passenger is accompanied by at least two attendants and under the following conditions and charges. C (1) Stretcher passenger shall pay [C]3 one way full C-1SAGA fares applicable between points carried. (2) Attendants will pay applicable normal adult all year fare. (3) Medical certificate must be furnished stating that the passenger can be transported by air. (4) Baggage Allowance. The total free baggage allowance will be according to the number of fares paid, but passenger will be allowed to carry only the single entitlement of personal articles.

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

RULE

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

600 FI'S FREQUENT FLYER PROGRAM - ICELANDAIR SAGA CLUB

(A) ELIGIBILITY

(1) Members of the Icelandair Saga Club who comply with the rules, regulations, conditions and limitations of the program, may accumulate points, and use awards and tickets to receive, based on the points accumulated, awards applicable for free/discounted transportation on FI, and participating partners, except in countries where this program is prohibited.

(2) Airline employees are not eligible to accrue points or benefits under the program when travelling at free or reduced fares.

(B) GENERAL TERMS

Terms and Conditions

(1) Conditions for Membership

Individuals, 18 years of age or older, are eligible for membership. Corporations, organizations and or other entities are not eligible for membership. In applying for membership the applicant authorizes Icelandair to use all stored information for marketing and public relations purposes. An application will only be accepted if it is fully completed. All applications and notifications of change of address or names must be signed by the applicant/member. Members may only hold one points account. A member may resign from the program at any time by sending written notice to Icelandair Customer Club along with his or her card, cut in half. All accumulated points will then be cancelled. Notice that each email address can only be assigned to one member.

(2) The Points Award System

Members earn points by buying and using the services of Icelandair and its service partners which are specified as granting Award Points. Points can be earned for flights taken 30 days prior to application to the Saga Club. Only tickets indicating a published fare give points. No Award Points are given for fares issued under special agreements and/or special offers. The number of points depends on the price of the ticket, length of the trip and booked class of travel. No points are given for an issued ticket until travel is completed. In the case of an upgrade, points are based on the class paid for. BEST and SPEC fares are not available upgrades for points. Saga Gold and Saga Silver benefits only applies when travelling on Icelandair's schedule flights.

(3) Earning Points

Every time you book a scheduled Icelandair flight or a partner's services, accommodation or car rental, you need to present your Icelandair Saga Card, or state the Saga number and name as it appears on the card. The number must be registered whenever a reservation is made, otherwise no points will be accredited to your account. Points can not be registered at check-in at airport. No points can be earned prior to registration to the program. Two kinds of points are given: Award Points and Card Points.
Award Points are used to obtain travel, accommodation or car rental awards. Card Points determine entitlement to membership of Saga Silver or Saga Gold. All Icelandair scheduled flights give both Award Points and Card Points. Services purchased from partners give Award Points. Only tickets indicating a published fare give points. In the case of an upgrade, points are given based on the booked and paid class, not the upgraded class. Points are given for completed travel. No points are given for tickets that are purchased but not used. Icelandair may add service partners to the program. Services of partners specified in the current points table give Award Points, but not Card Points. In the case of death of a member, one legal heir may apply for membership and have the Award Points transferred to his/hers account. Card Points cannot be inherited.

(i) Points Statement

Members can study their points statements on our website by entering their username and password through the Log-in.

(ii) Correction of Points Statements

If anything has been incorrectly registered or omitted in your statement you can send a copy of your flight ticket or copies of receipt from our service partners within the next 12 months. For corrections to points registration for car rentals, you must send a copy of the car rental agreement, and for corrections to points registration for hotel accommodation, you must send a copy of the hotel bill to the Icelandair Saga
C Club. [C]Icelandair has to be contacted if points are missing for flight with them. It is also advisable to keep all flight tickets and boarding passes in order to be able to claim a correction.

(iii) Travel Awards and Service Awards

Once you have accumulated a sufficient number of Award Points, you can apply for a travel Award or service Award. Members shall order travel Awards on Icelandair Saga Club web-site or they can contact Icelandair Sales Agent. Award Points can be used for friends and relatives. Award flights may be taken at any time of year. Seating availability is dependent on supply and demand. It is therefore vital for members to book their flights well in advance. Reservations for travel Awards on scheduled Icelandair flights may be changed after tickets have been issued for a change fee. Members must hold a valid card and must have accumulated sufficient points to qualify for the travel or service Award applied for. Award Points can not be used as part-payment for a flight ticket. Points can be bought with the Saga Club Buy program, you can purchased up to 60,000 Saga Club Award Points per member, per calendar year. Maximumn 20,000 Award points can be bought in one transaction. Now if you're close to reaching an award, the Saga Club BUY program lets you purchase the points you need to reach your goal and claim an award. Please allow 24 hours for the points to post to your account. To Buy, Give or Share points members have to sign in to 'My Account'. Transaction fee is added to each transaction.

(Continued on next page)

RULE

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

600 FI'S FREQUENT FLYER PROGRAM - ICELANDAIR SAGA CLUB (Continued)

(B) GENERAL TERMS (Continued)

(3) Earning Points (Continued)

(iv) Taxes and Other Charges

You are personally responsible for payment of airport taxes relating to Award travel, and for other charges not included in the air fare. The most convenient form of payment is for you to state your credit card number to be debited for such charges. Members can have tickets sent to them. No service fee is charged for an award booking if it is made through the internet on the page Award Bookings. All requests are answered within 24 hours. Service fee of IKR. 2000 per adult for all Hotel and Car rental Awards.

(4) Depreciation

Award Points are valid for up to four years, i.e. the calendar year when the respective flight is made and the three following years. If a member has not used their points for an Award flight or service by that time, all the points accumulated for the first year become void on December 31. Unused points earned during the second year become void at the end of
C the following [C]year.

(5) Saga Silver

Saga Club members who earn 40,000 Card Points within a 12 month period are upgraded to Saga Silver. This entitles members to a number of privileges, and they continue to earn points as before.

Examples of Saga Silver privileges:

Priority on waiting lists
Check-in at the Saga Class check-in counters.
Extra baggage allowance without additional charge; 10 kg to Europe or 1 additional bag to the United States
Access to selected Airport Lounges at Icelandair destinations.

(6) Saga Gold

Saga Silver members who earn 80,000 Card Points within a 12 month period are automatically upgraded to Saga Gold. This entitles members to a number of additional privileges, while they continue to earn points as before.

Examples of Saga Gold privileges:

Upgrade to Saga Business Class at check-in, subject to availability.
Priority on waiting lists
Check-in at the Saga Business Class check-in counter.
Extra baggage allowance without additional charge; 10 kg to Europe or 1 additional bag to the United States
Access to Airport Lounges at all Icelandair destinations, with one guest.
Free weekend stay at an Icelandair Hotel, Radisson BLU Hotels, Park Inn Hotels I or Radisson an Park Plaza Hotels once during the validity of the card.
Special parking space at Keflavik airport.

(7) Renewal

Saga Club Cards have four years validity. If points are registered during the fourth year the card is renewed. New cards are not issued.

Members who hold Icelandair co-branded credit cards have their Saga Bonus Club membership automatically renewed.

Saga Silver Club members must earn 30,000 Card Points within a 12 month period for membership to be renewed. If the stipulated number of points have not been earned within the 12 month period, the member will be sent a Saga Club Card.

Saga Gold Club members must earn 70,000 Card Points within a 12 month period for membership to be renewed. If the stipulated number of points is not earned within that period, the member will be sent a Saga Silver or Saga Club Card.

(8) Other Provisions

Icelandair reserves the right to terminate or change its Frequent Flyer Program, Icelandair Saga Club, at any time, with or without prior notice. This includes the right to change or terminate these terms and conditions, the Membership Guide, points structure, redemption terms and card issuing procedure. If the program is terminated, all accumulated points may be cancelled. Icelandair will make a reasonable effort to notify members if it is decided to terminate the program.

Icelandair shall not be liable for any loss or damage resulting from such changes in rules or termination of the program. Any change to these terms and conditions shall be binding upon the member 30 days from notification of change. A member who cannot accept the change shall return the card, cut in half, to Icelandair within 30 days of notification of change. The member will be deemed as having accepted the changes on using the card, or ordering or using any Award or benefit offered.

Award flights may under no circumstances be sold. Icelandair reserves the right to cancel Award flights that have been wrongfully obtained.

Unwillingness to comply with these terms, as well as other Icelandair Saga Club terms, can lead to confiscation of a member's card and cancellation of points.

All flight and service Awards are offered subject to changes and availability. In some instances Icelandair has made an arrangement with other parties to render certain services to members such as Airline partners, Car Rentals and Hotels. Current parties (partners) are: Alsaka Airlines, Finnair and Air Iceland. Hertz Car Rental and Sixt Car Rental. Radisson Edwardian Hotels, Radisson BLU and Park Inn Hotels. Radisson ogPark Plaza, Icelandair Hotels, HiltonHonors and Points.com. Icelandair may, add certain partners to the program and/or cancel current partnership.

Icelandair will make a reasonable effort to ensure that these services will be available to members, but does not guarantee their availability.

(Continued on next page)

RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
600	FI'S FREQUENT FLYER PROGRAM - ICELANDAIR SAGA CLUB (Continued)
C	(B) GENERAL TERMS (Continued) [C](8) Other Provisions (Continued) Icelandair shall not be liable for any loss or damage caused by provision or non provision of its partners' services. Icelandair shall not be liable for any loss or damage caused by withdrawal of any of these parties from the program. Icelandair will never share your email address with any third party. If you wish to be removed from our mailing database, please send and email to icc@icelandair.is with "Remove" in the subject line. (C) CONDITIONS AND POINTS ACCUMULATION (1) Conditions Points credit will be issued to the member under whose account number the points have been accumulated. (2) Points of Accumulation (a) Membership Levels (i) Saga Club - blue card - Automatic on Enrollment (ii) Saga Silver - 40,000 Card Points earned in 12 months (iii) Saga Gold - 80,000 Card Points earned in 12 months (b) Class of Service (i) Economy Class - Saga Points and Card points dependent on fare paid - 100% (ii) Economy Comfort - Saga Points and Card Points 220% (iii) Saga Class - Saga Points and Card Points 300% (c) Additional Points Accruals (i) 10% more Card Points for Saga Silver and 20% more for Saga Gold (ii) Special Promotions - FI reserves the right to give Bonus points for special promotions. (3) Redemptions of Points (a) All points presented for an award must be issued from the same Program Account number. (b) Redemption of free award tickets will be accomplished by the member under whose account number the points have been accumulated, only at an FI ticketing location C [C]or on FI website. (c) Tickets deemed by FI to have been sold or bartered are void and will not be honored. (4) Capacity Limitations The carrier shall limit the number of passengers carried on any given flight for travel governed by this rule and seats may not be available on all flights. The number of seats which the carrier shall make available on a given flight will be determined by the carrier's best judgments as to the anticipated total passenger load.
650	PASSENGERS OCCUPYING TWO SEATS An extra seat can be booked if a passenger requiring one due to physical dimension or personal comfort. Please note that a manual check-in is required. The charge for the extra seat will be the fare, which would be charged to a passenger occupying such seat for the applicable journey at the time of booking and payment. Passenger service charges, security charges and other applicable charges to the passenger are exempted for the extra seat.

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

ICELANDAIR
TRANSATLANTIC ROUTINGS

APPLICATION OF ROUTINGS

GENERAL Routings are applicable only to the fares which make specific reference to them.

The routing may be traveled via any or all of the cities named, unless otherwise restricted.

Except as otherwise provided in individual routings, all or part of the applicable routing may be non-stop.

Where a routing number indicates more than one option applicable between the origin and destination points, any one of the options may be used.

All routings are applicable in either direction, unless otherwise restricted.

For those routings permitting choice of carrier for carriage between the same points, only one of those carriers may be used.

Where no carrier is indicated between two points, travel shall be limited to FI.

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.

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.

EXPLANATION OF ENTRY/EXIT POINTS
* - Denotes an entry or exit point in a map.

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

ICELANDAIR
TRANSATLANTIC ROUTINGS
FOR APPLICATION, SEE PAGE FI-227

‡∂ROUTING NO. 5

TRAVEL MUST BE DIRECT.

ROUTING NO. 10

SLC-HEL---|-ENF/IVL/JOE/KAJ/KEM/KTT
|-KOK/KOA/MHQ/RVN/JYV/KUO*
|-OUL/POR/SVL/TMP/TKU/VAA*
|-VRK/LPP/MIK/SJY*

ROUTING NO. 11

AMS/FRA---FI---REK---FI---NYC/BOS/BWI/MSP/ORL

‡ - Effective DECEMBER 9, 2006 for transportation to/from Canada.
For explanation of abbreviations, reference marks and symbols, see Pages 13 through 19.

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

1st REVISED PAGE FI-227-B
CANCELS ORIGINAL PAGE FI-227-B

ICELANDAIR
TRANSATLANTIC ROUTINGS
FOR APPLICATION, SEE PAGE FI-227

ROUTING NO. 102

```
*FMY--US--ORL/CLT/TPA-------|                *TUS--HP--------|
*GSO--US--CLT---------------|                *LYH-US---------|-|-BWI/NYC/WAS-(A)
*JAX--US--CLT/GSO/RIC-------|                *LAX-HP-LAS--HP-|  |-YHZ/BOS-----(B)
*PNS--US--PHL/JAX/CLT/GSO---|                *SFO-HP-LAS--HP-|
*RDU--US--PHL/GSO-----------|--US--|
*TPA--US--CLT/GSO/JAX-------|      |
*CLT/FMY/GSO/JAX/MIA--------|      |-YHZ/BOS/NYC/MSP---|
*PNS/RDU/TPA/PVD/BHM--------|   --|-BWI/WAS/FLL/ORL---|
                                                       |
*FMY/JAX/MIA/TPA----------------TW--|            (A)-|
*DEN-US-PHL/CLT/PIT-----------------|            (B)-|
                                                       |
*CAK--US--CAE/PIT---------------US-----|               |
*ALB--US--PHL/ISP/SYR-----------US-----|               |
*ABQ--TW--STL-------------------TW-----|               |
*CVG--US--PHL/PIT---------------US-----|               |
*HNL--TW--SFO-------------------TW-----|               |
*IND--US--PHL/PIT---------------US-----|               |
*ITH--US--PHL/SYR---------------US-----|               |
*MKC--US--PIT/PHL-----------------------|               |
*LAS--HP--CMH---------------------------|               |
*BNA--US--PIT/CLT/PHL-----------US-----|               |
*MSY--US--CLT-------------------US-----|               |
*ORF--US--PHL/RIC---------------US-----|               |
*ORL--US--CLT/GSO/JAX/TPA------US-----|               |
                                       |               |
*PHX--HP--CMH-------------------HP-----|               |
*ROC--US--BUF/PHL---------------US-----|               |
*RIC--US--PHL/ORF---------------US-----|               |
*DEN------F9----------------------------|               |
*ABQ/ELP/LAX/PHX-----DEN---F9---------|               |
*SAN--HP--PHX-------------------HP-----|               |
*SLC/SAN/SFO/OMA-----DEN---F9---------|  |-YHZ/BOS/MSP----|
*SYR--US--ALB/PHL---------------US-----|--|-NYC/BWI/WAS----|--REK-
*TUL--TW--STL-------------------TW-----|               |
*DEN--TW--STL-------------------TW-----|               |
*FLL/MSY/GSO--US--CLT-----------------|               |
                                       |               |
*MIA/PBI/CAK/ALB/ABQ/ATL-----|         |               |
*BWI/NYC/BOS/BUF/CHI/CVG/CLE-|         |               |
*CMH/DFW/DTT/FLL/HFD/HOU/IND-|-|--KW--|               |
*ITH/MKC/LAS/LAX/SDF/MKE/MSP-|  |      |               |
*BNA/MSY/ORF/ORL/PHL/PIT/ROC-|  |--US--|               |
*RIC/STL/SAT/SYR/WAS/PDX/SFO-|         |               |
*SAN/SEA---------------------|         |               |
                                       |               |
*ABQ/ATL/BWI/BOS/CHI/CVG/NYC---|       |               |
*DFW/DTT/FLL/HNL/HOU-----------|       |               |
*HFD/IND/LAS/MKE/MSP-----------|--TW--|               |
*BNA/MSY/ORL/PHL/PHX/PDX/STL---|       |               |
*SAT/TPA/TUL/WAS/SFO/SAN/SEA---|       |               |
                                       |               |
    *ABQ/CMH/LAS/LAX/PHX-------|-HP---|               |
    *PDX/SLC/SAN/SFO/SEA/RNO---|       |               |
                                       |               |
*ABQ/CMH/SDF/SAT--US---PIT------US----|               |
                                                       |
*FLL--------------TW/US-----------------------ORL--------|
*ORL--------------TW/US-----------------------FLL--------|
*LAX----MIA-------OP---------------------NYC-------------|
                                           *X------------|
```

```
*OSL-BU-HAU/AES/MOL/KSU/TRS*
-OSL-BU-BOO/EVE/TOS/LYR/STO*

-CPH--JZ--LPI/BLE*

-STO-JZ-VBY/BLE/ORB/LPI*
-STO-BU-LLA/OSD/UME/SDL/JKG*
-STO/CPH---OV--TLV*
--MUC*
--HEL*
--FRA*
--CPH--HAM*
--HAM*
--STO/CPH--OV--TLL*
--STO--OSL*
--GOT*
--AMS*
--PAR*
--LON*
--GLA*
--OSL*
--CPH/FRA/LON/PAR--LG--LUX*
```

NOT APPLICABLE TO TW FLT. NOS. 7535-7569 AND 7900-8999.
U.S.A. INTERMEDIATE CONNECTION CITIES ARE OPTIONS AND NOT BINDING.

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

ICELANDAIR
TRANSATLANTIC ROUTINGS
FOR APPLICATION, SEE PAGE FI-227

†∅ROUTING NO. 103

```
                                  |-X-HEL*
                                  |-MAN*
                                  |-PAR*
*BOS/NYC/BWI/WAS/MSP---|          |-MUC/∅BER*
              *ORL---|---REK------|-AMS*
                                  |-OSL/STO/CPH*
                                  |-FRA/HAM*
                                  |-LON/GLA*
                                  |-LON/DUB*
                                  |-CPH-FI-HAM*
                                  |-CPH-SK/QI-LUX*
                                  |-RC---FAE*
```

FLIGHTS FROM WAS ON FI SERVICE FROM BWI ONLY

ROUTING NO. 104

```
                    |--LUX*
  *FLL----REK-----  |--AMS*
                    |--CPH-----HAM*
                    |--OSL*
                    |--STO*
                    |--LON*
```

NOT APPLICABLE TO TW FLT. NOS. 7535-7649 AND 7799-8999.
U.S.A. INTERMEDIATE CONNECTION CITIES ARE OPTIONS AND NOT BINDING.

ROUTING NO. 105

```
              *NYC--|--REK-|-AMS*
              *BWI--|      |-FRA*
              *ORL--|      |-HAM*
              *BOS--|      |-GLA*
              *MSP--|      |-LON-BD--MAN*
                           |-PAR*
                           |-MAN*
                           |-CPH*
                           |-STO*
                           |-OSL*
                           |-BCN*
                           |-MIL*
```

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

† - EFFECTIVE DECEMBER 5, 2003 FOR TRANSPORTATION TO/FROM THE UNITED STATES ONLY.

ICELANDAIR
TRANSATLANTIC ROUTINGS
FOR APPLICATION, SEE PAGE FI-227

ROUTING NO. 106

```
*ATL/RDU--YY--NYC/BOS--FI--REK--FI--CPH--SK/DM--AAL/AAR/BLL/RNN/EBJ/KRP/SGD*
*ATL/CHI/DEN/LAS/LAX/PHX/SFO/RDU/HOU/DTT/DFW-YY-BWI--FI--REK--FI--CPH--SK/DM--AAL/AAR/BLL/RNN/EBJ/KRP/SGD*
*DEN/DFW/DTT/X/LAS/LAX/PHX/SEA/SFO/SLC/STL--YY-MSP-FI-REK--FI--CPH--SK/DM--AAL/AAR/BLL/RNN/EBJ/KRP/SGD*
*MIA--YY--ORL/BWI/BOS/NYC--FI--REK--FI--CPH--SK/DM--AAL/AAR/BLL/RNN/EBJ/KRP/SGD*
*FLL--YY--BWI--FI--REK--FI--CPH--SK/DM--AAL/AAR/BLL/RNN/EBJ/KRP/SGD*
*ORL--FI--REK--FI---CPH--SK/DM--AAL/AAR/BLL/RNN/EBJ/KRP/SGD*
*ORL/DTT--YY-ATL-YY-BWI-FI-REK-FI-CPH-SK/DM-AAL/AAR/BLL/RNN/EBJ/KRP/SGD*
*ORL/MSP/WAS/BWI/BOS/NYC--FI--REK--FI--CPH--SK/DM--AAL/AAR/BLL/RNN/EBJ/KRP/SGD*
*PIT-YY-WAS-YY-BWI-FI-REK-FI-CPH--SK/DM-AAL/AAR/BLL/RNN/EBJ/KRP/SGD*
*PIT/BOS---YY--NYC--FI--REK--FI--CPH--SK/DM--AAL/AAR/BLL/RNN/EBJ/KRP/SGD*
*CHI/CLT/PHL-----YY--BWI/NYC/BOS---FI--REK--FI---CPH--SK/DM--AAL/AAR/BLL/RNN/EBJ/KRP/SGD*
*RNO/TUS/HOU--|--YY--MSP--FI--REK--FI--CPH--SK/DM--AAL/AAR/BLL/RNN/EBJ/KRP/SGD*
*SAN/MSY/DTT--|
*MSY--YY--WAS--YY--BWI--FI--REK--FI--CPH--SK/DM--AAL/AAR/BLL/RNN/EBJ/KRP/SGD*
*MSY--YY--ATL--YY--BWI--FI--REK--FI--CPH--SK/DM--AAL/AAR/BLL/RNN/EBJ/KRP/SGD*
*TPA--YY--SEA--YY--MSP--FI--REK--FI--CPH--SK/DM--AAL/AAR/BLL/RNN/EBJ/KRP/SGD*
*SJC--YY--SLC--YY--MSP--FI--REK--FI--CPH--SK/DM--AAL/AAR/BLL/RNN/EBJ/KRP/SGD*

*CLE----YY------MSP/BOS/NYC/BWI--------FI----REK----FI----CPH----DM/SK------|--AAL/AAR/BLL/EBJ*
                                                                              |--KRP/RNN*

*TPA/X-------YY----ORL/BWI--FI----REK----FI--CPH--DM/SK----|------AAL/AAR/BLL/EBJ*
                                                            |----KRP/RNN*
```

YY - MEANS TRAVEL VIA ANY PARTICIPATING CARRIER'S DIRECT SERVICE.

ROUTING NO. 107

```
*TSS----------------YY---------------|
*WAS-----------------------DL/UA/US--|--NYC------------|

*ALB/BDL/BOS/PIT------------------US--|
*BUF/ROC/SYR/PHL--------------DL/US--|
*UCA/BGM/SWF/BTV/ORH/PVD----------US--|
*CMH/DAY/CLE/CVG--------------DL/US--|
*IND/STL----------------------DL/US--|
*CHI/DEN/SFO---------------DL/UA/US--|
*MHT/PWM/GRR/CMI/AZO-------------US--|
*ICT/ERI/EVV/HTS/LAN-------------US--|
*FNT/ORF/PHF----------------------US--|
*BGR-----------------------------DL--|
*ABQ/BNA/DFW/HOU/MSY-----------DL/US-|
*DEN/FWA-------------------DL/UA/US--|
*MRY-----------------------------US--|
*CAK/TOL/TRI/TYS/RNO----------DL/US--|                    |-REK--LUX*
*SMF/FAT/BHM/AVP/ABE-------------US--|
*CHO/HAR/ELM/ITH/AIY-------------US--|
*LAS/LAX/SAN------------DL/HP/UA/US--|                --|                  |--PAR*
*OAK--------------------------HP/UA--|                  |                  |--NCE*
*MSN/ANC/EUG/PSP------------------UA--|                  |                  |--FRA*
*SBN---------------------------UA/US--|                  |                  |--HAM*
*DSM/MSP/MKE---------------DL/UA/US--|                  |                  |--MUC*
*SEA/PHX-------------------HP/UA/US--|                  |--LUX----LG----|--BER*
*SLC/PDX/SJC/HNL--------------DL/UA--|--|--NYC---------|                  |--MIL*
*SAT/ONT/AUS/DTT/MKC-------------US--|  |--BWI---------|                  |--ROM*
*TUS---------------------------HP/US--|                                  |--VIE*
        *NAS---------------------US--|                                  |--BUD*
                                                                          |--LON*
                                                                          |--ATH*

*AGS/AVL/LYH/OAJ/RIC-------------US--|
*CAE/CHA/CHS/CRW--------------DL/US--|
    *CLT/FAY/ILM/ISO-------------US--|
*ROA/SAV----------------------------US--|  |--NYC---------|
*ATL/SDF----------------------DL/US--|--|--BWI---------|
*LEX/MEM/DAB------------------DL/US--|  |--ORL---------|
*GSP/GSO/RDU/MYR--------------DL/US--|  |--FLL---------|
*FMY/PBI/MIA---------------DL/UA/US--|
*TPA/SRQ----------------------DL/UA--|
*JAX/MLB/PNS/TLH/GNV-------------US--|

*FLL-----------------------------------------US---ORL----
*ORL-----------------------------------------US---FLL----

*FLL/FMY/JAX/MLB-----------|--UA----ORL---|--REK-------|
*MIA/TPA/SRQ---------------|               |

*ORL---------------------------UA----FLL---|
```

NOT APPLICABLE TO UA FLIGHT NUMBERS 5651 - 6149 AND OVER 6600, TW FLIGHT NUMBERS OVER 7000 OR DL FLIGHT NUMBERS OVER 3000.

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

ICELANDAIR
TRANSATLANTIC ROUTINGS
FOR APPLICATION, SEE PAGE FI-227

```
ROUTING NO. 108
-------------------
        *REK--FI--ORL*

        *FLL/MIA/ORL/TPA-|-US/UA/DL/X----|-WAS-|-US/UA/DL/X---|-BWI/BOS/NYC/MSP--FI--REK*
                         |-AA/CO/NW------|     |----AA/CO/NW--|

ROUTING NO. 109
-------------------
*TSS-----------------------YY-------|
*WAS----------------------DL/UA/US---|--NYC------------|
*BWI--------------------------DL/US--|                 |

*ALB/BDL/BOS/PIT---------YY/US-------|                 |
*BUF/ROC/SYR/PHL--------DL/YY/US-----|                 |
*UCA/BGM/SWF/BTV/ORH/PVD---------US--|                 |
*CMH/DAY/CLE/CVG-----DL/YY/US--------|                 |
*IND/STL---------------DL/YY/US------|                 |
*CID/PUB/LIT/MLI-------------YY------|                 |
*CHI/DEN/SFO---------DL/YY/UA/US-----|                 |
*MHT/PWM/GRR/CMI/AZO--------------US--|                 |
*ICT/ERI/EVV/HTS/LAN------YY/US------|                 |
*FNT/ORF/PHF---------------------US--|                 |
*BGR----------------------------DL--|                 |

*ABQ/BNA/DFW----------DL/YY/US-------|                 |
*HOU/MSY--------------DL/YY/US-------|                 |
*DEN/FWA---------DL/YY/UA/US---------|                 |
*MRY----------------------------US---|                 |
*TUL----------------------------US---|                 |
*CAK/TOL/TRI/TYS/RNO----------DL/US--|                 |
*SMF/FAT/BHM/AVP------------------US--|                 |
*ABE/CHQ/HAR/ELM/ITH/AIY----------US--|                 |

*LAS/LAX/SAN----DL/HP/YY/UA/US-------|                 |
*OAK--------------------------HP/UA--|                 |
*MSN/ANC/EUG/PSP------------------UA--|                 |
*SBN--------------------------UA/US--|                 |
*DSM/MSP/MKE---------------DL/UA/US--|                 |
*SEA/PHX-----------HP/YY/UA/US-------|                 |
*SLC/PDX/SJC/HNL---------DL/YY/UA-----|--|--NYC---------|
*SAT/ONT/AUS/DTT/MKC-------US/YY-----|  |--BWI---------|
*SUX/FSD/SGF/OKC/OMA/COS------YY-----|                 |
*TUS------------------HP/YY/US-------|                 |
*FLL/ORL-----------------YY/US-------|                 |
                                                        |-REK---|--LON*
                                                        |       |--GLA*
*AGS/AVL/LYH/OAJ/RIC--------------US--|                 |-
*CAE/CHA/CHS/CRW--------------DL/US--|                 |
*CLT/FAY/ILM/ISO------------------US--|                 |-LUX-LG---LON*
*ROA/SAV--------------------------US--|  |--NYC---------|
*ATL/SDF----------------DL/YY/US------|--|--BWI---------|
*LEX/MEM/DAB------------------DL/US--|  |--ORL---------|
*GSP/GSO/RDU/MYR--------------DL/US--|  |--FLL---------|
*FMY/PBI/MIA---------DL/YY/UA/US-----|                 |
*TPA/SRQ----------------DL/YY/UA-----|                 |
*JAX---------------------YY/US-------|                 |
*MLB/PNS/TLH/GNV-----------------US--|                 |

*FLL--------------------------------YY/US------ORL----|
*ORL------------------------------YY/US--------FLL----|
```

NOT APPLICABLE TO UA FLIGHT NUMBERS HIGHER THAN 5500, TW FLIGHT NUMBERS HIGHER THAN 7000, OR DL FLIGHT NUMBERS HIGHER THAN 3000. YY MEANS ANY CARRIER.

NOTE: ISSUED IN LIEU OF 94TH, 93RD REVISED PAGE FI-228 BEARING AN ISSUE DATE OF OCTOBER 20, 2000 REJECTED BY THE NTA(A). CANCELS 93RD REVISED PAGE FI-228 BEARING AN ISSUE DATE OF SEPTEMBER 7, 2000.

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

ICELANDAIR
TRANSATLANTIC ROUTINGS
FOR APPLICATION, SEE PAGE FI-227

ROUTING NO. 110

```
*ABQ/ATL/BIL/BNA/CHI/CVG/DEN/DFW/DSM/GEG/HOU/LAS/LAX/MCI--NW/UA/HP/DL-|--MSP--REK--FI--PAR*
*MEM/MKE/MSN/OMA/SAN/SDF/SEA/SFO/SLC/SMF/STL/TUS--NW/UA/HP/DL---------|

*BUF/PHL/GSO--DL/US/AA--BOS--FI--REK--FI--PAR*
*JAX-US--BWI--FI--REK--FI--PAR*
```

ROUTING NO. 111

```
*REK----FI----MSP----NW-----YWG*
```

ROUTING NO. 112

```
*BOI/X/DEN/DFW/LAS/LAX/MKE/ONT---|-YY-MSP/BWI-FI-REK--FI-OSL-SK----|--HAU/KRS/TRD/KKN*
*PHX/RNO/SAN/SFO/SLC/SJC/SEA/PDX-|                                 |--SVG/AES/BGO/LKL*
    *TUS/HOU/MSY/X/MIA/CLE/TMP---|                                 |-TRF/BOO/EVE*
                                                                   |-BDU/TOS/ALF*

*DFW/MIA/LAS/PHL/RDU-----YY-BOS-FI-REK-FI-OSL-SK-----|-TRD/HAU/KRS/TRF/BOO/EVE/BDU*
                                                     |-SVG/BGO/AES/TOS/ALF/LKL/KKN*
*PHL/CHI/ATL/CLT----------|
*ATL/LAS/FLL--------------|-YY-BWI/BOS---FI--REK--FI-OSL-SK-----|-TRD/HAU/KRS/SVG/BGO/AES*
                                                                |-TRF/BOO/EVE/BDU/TOS/ALF/LKL/KKN*

*MIA-YY-ORL-FI-REK-FI-OSL-SK----|-TRD/HAU/KRS/SVG/BGO/AES*
                                |-TRF/BOO/EVE/BDU/TOS/ALF/LKL/KKN*
*NYC/BOS/BWI/WAS/MSP/OSL--REK--OSL--SK-----|-AES/BGO/HAU/KRS/SVG/TRD*
                                           |-TRF/BOO/EVE/BDU/TOS/ALF/LKL/KKN*

*ORL/MSP/WAS/BWI/BOS/NYC--FI--REK--FI--OSL--SK-----|--ALF/LKL/KKN/TOS/BDU*
                                                    |--BOO/TRF/HAU/KRS/TRD*
                                                    |--SVG/AES/BGO*
*ALB--YY--BOS--FI--REK--FI--OSL--SK-----|--HAU/KRS/TRD/KKN/SVG*
                                        |--AES/BGO/LKL/TRF/BOO*
                                        |--EVE/BDU/TOS/ALF*

*RDU/X/TPA--YY--MSP--FI--REK--FI--OSL--SK-------|--HAU/KRS/TRD/KKN/SVG*
                                                |--AES/BGO/LKL/TRF/BOO*
                                                |--EVE/BDU/TOS/ALF*

*FLL/GSO/JAX/PIT/ROC--YY--BWI--FI-REK--OSL-SK-----|--HAU/KRS/TRD/KKN/SVG*
                                                  |--AES/BGO/LKL/TRF/BOO*
                                                  |--EVE/BDU/TOS/ALF*

*ORF/RIC/SYR--YY--BOS--FI--REK--OSL--SK-----|--HAU/KRS/TRD/KKN/SVG*
                                            |--AES/BGO/LKL/TRF/BOO*
                                            |--EVE/BDU/TOS/ALF*

*BUF--YY--BOS--FI--REK--FI--OSL--SK-----|--HAU/KRS/TRD/KKN/SVG*
                                        |--AES/BGO/LKL/TRF/BOO*
                                        |--EVE/BDU/TOS/ALF*

*ORL--YY--MSP--FI--REK--FI--OSL--SK-----|--TRD/HAU/KRS/TRF/BOO/EVE/BDU*
                                        |--SVG/BGO/AES/TOS/ALF/KKN/LKL*

*ORL--YY--NYC--FI--REK--FI--OSL--SK-----|--TRD/HAU/KRS/TRF/BOO/EVE/BDU*
                                        |--SVG/BGO/AES/TOS/ALF/KKN/LKL*

*TPA--YY--BWI-|-REK-OSL-----SK----HAU/KRS/TRD/KKN/SVG/AES/BGO/LKL/TRF/BOO/EVE/BDU/TOS/ALF*
*ORF--YY--BOS-|
*MSP--YY--BOS-|
```

YY - MEANS TRAVEL VIA ANY PARTICIPATING CARRIER'S DIRECT SERVICE.

ROUTING NO. 113

```
*REK--FI--MSP--YY--LAX/SFO/SEA/DEN/DFW/PHX/LAS/SAN*
```

YY - MEANS TRAVEL VIA ANY PARTICIPATING CARRIER'S DIRECT SERVICE.

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

ICELANDAIR
TRANSATLANTIC ROUTINGS
FOR APPLICATION, SEE PAGE FI-227

```
†∂ROUTING NO. 115
-----------------
   *ATL/CHI/CLE/DEN--|
   *DFW/MKC/LAS/LAX--|--YY--MSP--FI--REK-FI--AMS*
   *PHX/SAN/SEA/STL--|

   *DFW------YY------BOS--FI----REK--FI--AMS*

  *DEN/LAS/PHX/SAN--HP---LAS/PHX-----HP--BOS/BWI/NYC/ORL/MSP-FI--REK-FI---AMS*
```

YY - MEANS TRAVEL VIA ANY PARTICIPATING CARRIER'S DIRECT SERVICE.

```
†∂ROUTING NO. 120
-----------------
  *CHI/DFW/DEN/IND-------------|
*LAS/LAX/PHX/SMF/SJC/STL/SAN---|---NW---------MSP--FI--REK---FRA*
*ATL/CHI/DEN/IND/LAS/PHL/PHX/SMF/STL------AA/UA/DL-BOS/BWI/NYC/ORL--FI--FRA*

   *SJC-UA/DL--MSP---FI--REK-----FRA*
*ABQ/BUR/DEN/ELP/LAX---|---HP---PHX/LAS--HP---BWI/BOS/NYC/MSP/ORL--FI--FRA*
*LGB/OAK/RNO/SAN/SFO---|
*SJC/SLC/SMF/SNA/TUS---|
```

```
   ROUTING NO. 121
-----------------
   *COS/OMA/OKC/TUL------------YY-------|
   *CHI/DEN-------------YY/UA/US--------|
   *BOS/PHL/ORL/FLL----------YY/US-------|
   *BUF/ROC/SYR/SLC-----------------US--|
   *PIT/CLE/DTT/MKC/MKE-----YY/US-------|
   *SAT/HOU/IND/STL/MSY-----YY/US-------|
   *BNA/CVG/CMH/DAY/DFW-----YY/US-------|  |--BOS------|
   *BDL/CLT/RDU/GSO-----------------US--|--|--NYC------|
   *RIC/ORF/MEM/PVD/PHF-------------US--|  |--BWI------|
   *MSP/SFO--------------YY/UA/US-------|                |  |---LUX*
   *LAS/LAX/PHX-------HP/YY/UA/US-------|                |  |---CPH----HAM*
   *SAN/TUS---------HP/YY/UA/US---------|                |  |---OSL*
   *OAK-----------------------------HP--|                |  |---STO----OSL*
   *PDX------------------YY/UA----------|                |--REK----|---AMS*
   *SEA/WAS------------YY/UA/US---------|                |  |---FRA*
                                        |                |  |---GOT*
   *ATL-----------------YY/US-----------|  |--BOS------|  |---HAM*
       *MIA/PBI/TPA-------YY/US---------|  |--NYC------|  |---LON*
   *JAX/FMY-------------YY/US-----------|--|--BWI------|  |---GLA*
   *SRQ-------------------YY/UA---------|  |--ORL------|
   *DAB/MLB/TLH---------------------US--|  |--FLL------|

    *FLL-----------------------------YY/US-------ORL---|
    *ORL-----------------------------YY/US-------FLL---|

    *FLL/FMY/JAX/MLB------------|--------UA-------ORL---|
    *MIA/TPA/SRQ----------------|                        |

     *ORL-------------------------------UA-------FLL---|
```

NOT APPLICABLE TO UA FLIGHT NUMBERS 5651 - 6149 AND OVER 6000, TW FLIGHT NUMBERS OVER 7000, OR DL FLIGHT NUMBERS OVER 3000. YY MEANS ANY CARRIER

NOTE: ISSUED IN LIEU OF 60TH REVISED PAGE FI-228-B BEARING AN ISSUE DATE OF JUNE 8, 2005 REJECTED BY THE NTA(A). CANCELS 60TH REVISED PAGE FI-228-B BEARING AN ISSUE DATE OF SEPTEMBER 7, 2000.

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

† - EFFECTIVE JUNE 11, 2005 FOR TRANSPORTATION TO/FROM THE UNITED STATES ONLY.

ICELANDAIR
TRANSATLANTIC ROUTINGS
FOR APPLICATION, SEE PAGE FI-227

ROUTING NO. 122

```
*FLL/ORL---------------US/X-----------BWI------|
                                               |
*FLL-------------------US/X-----------ORL------|
*ORL-------------------US/X-----------FLL------|
                                               |-----REK----LUX*
*FMY/JAX/MIA/MLB-------|          |------BWI----|
                       |--US/X---|------ORL----|
*PBI/TLH/TPA-----------|          |------FLL----|
                                               |
*FLL/FMY/JAX/MLB-----------|---UA----ORL-------|
*MIA/TPA/SRQ---------------|                   |
                                               |
*ORL-----------------------------UA----FLL----|
```

NOT APPLICABLE TO UA FLIGHT NUMBERS 5651 - 6149 AND OVER 6600, TW FLIGHT NUMBERS OVER 7000, OR DL FLIGHT NUMBERS OVER 3000.

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

ICELANDAIR
TRANSATLANTIC ROUTINGS
FOR APPLICATION, SEE PAGE FI-227

ROUTING NO. 150

```
*ALB/UCA/BGM/SWF------------US--|
*BUF/ROC/SYR/X/PHL-----DL/US----|
*BDL/BTV/ORH/PVD/BOS---------US--|
*BGR------------------------DL--|
*MHT/PWM/GRR/ICT------------US--|
*CMI/ERI/EVV/HTS------------US--|
*AZO/LAN/FNT/ORF/PHF--------US--|
*CMH/CAK/DAY/TOL/CLE-----DL/US--|
*MRY/ONT/SMF/FAT/BHM--------US--|
*TRI/TYS/BNA/RNO---------DL/US--|
*AVP/ABE/CHO/HAR------------US--|
*ELM/ITH/AIY----------------US--|--NYC/BWI*
*LAX/SAN/SEA/LAS------DL/UA/US--|
*OAK/MSN--------------------UA--|
*SBN/DSM/MSP/PHX/MKE-----UA/US--|
*STL/CVG/IND/ABQ---------DL/US--|
*CHI/DEN/FWA/SFO------DL/UA/US--|
*ANC/EUG/PSP----------------UA--|
*SLC/PDX/SJC/HNL---------DL/UA--|
    *AUS/DTT/MKC------------US--|
*MSY/DFW/HOU/SNA---------DL/US--|
*PIT/SAT/TUS----------------US--|
```

NOT APPLICABLE TO UA FLIGHT NUMBERS HIGHER THAN 5500.

ROUTING NO. 151

```
*BOS----------------------DL/US--|
*LAS/LAX/PHX-------------HP-----|--NYC/BWI*
*TUS/OAK/SAN-------------HP-----|
```

ROUTING NO. 152

```
*YTO/YOW---------US--|--NYC/BWI*
*YMQ----------DL/US--|
*NAS----------------US--|
```

ICELANDAIR
TRANSATLANTIC ROUTINGS
FOR APPLICATION, SEE PAGE FI-227

ROUTING NO. 160

```
*AGS/AVL-------------------------------US--|
*CAE/CHA/CHS/CRW-----------------------DL/US-|
*LYH/OAJ/RIC---------------------------US--|
*CLT/FAY/ILM---------------------------US--|--NYC/BWI/ORL/FLL*
*ROA/SAV-------------------------------US--|
*ATL/LEX/MEM/SDF/DAB-------------------DL/US-|
*GSP/GSO/RDU/MYR-----------------------DL/US-|
*X/FMY/PBI/MIA/TPA--------------DL/UA/US----|
*JAX/MLB/PNS/TLH/GNV-------------------US--|
*SRQ-----------------------------------DL/UA--|
```

NOT APPLICABLE TO UA FLIGHT NUMBERS HIGHER THAN 5500

ROUTING NO. 168

```
*FMY/JAX/MIA/PBI/TLH--------------US--|
*TPA/ORL/MLB----------------------US--|--FLL--REK--LUX*
```

ROUTING NO. 169 † CANCELLED

ROUTING NO. 180

```
*BOS/BWI/NYC/MSP/ORL----FI---REK---FI---AMS---KL/X-----EIN/MST*
```

YY - MEANS TRAVEL MAY BE VIA ANY CARRIER OPERATING DIRECT SERVICE

†∂ROUTING NO. 203

```
*†∂ABQ/ATL/BIL/BUF/BZN/CHI/CLE/CLT/CVG/DEN--|                          |--STO--BU--GOT*
*DFW/DSM/DTW/DEN/CID/FAR/GFK/LAS/LAX/HOU----|                          |--AMS-KL-BCN/BUD/BRU/CGN/MIL/NCE/PRG*
*JAX/PHL/PIT/RDU/SAN/SAT/SNA/TPA------------|                          |--AMS-KL-VIE/MAD/GVA/ZRH/ATH/WAW/BOD*
                                            |--YY-MSP----REK---|       |--AMS-KL-LED/MOW/LYS/NAP/VCE/FLR*
*LNK/MKC/MKE/MLI/MSY/PHX/PDX/RAP/RFD/SEA----|                  |       |--AMS/FRA/PAR--LG--LUX*
*SFO/SJC/SLC/STL----------------------------|                  |       |--AMS/PAR/LON/FRA--IB--BCN/MAD*
                                            |                  |       |--CPH--DM--KRS*
*ABR/ATW/ATY/BIS/BJI/BRD/DLH/DTT/EAU/FSD----|                  |       |--CPH--FI/SK--HAM*
*GPZ/HIB/INL/MSN/PIR------------------------|                  |   --  |--CPH--LO--WAW*
                                            |                  |       |--CPH--SK-|-BGO/BOO/BRU/BUD/GOT/KRS*
*RST/STC/TVF/IND/SNA/ONT/GEG/FCA/GTF/MOT----|                  |       |          |-WAW/VIE/TOS/PRG/MUC/BLL*
*OMA/GRB/SMF--------------------------------|                  |       |          |--EBJ/SVG*
                                            |                  |       |--CPH/AMS/FRA/OSL--OV--TLL*
*WAS----------------------------------------|                  |       |--CPH/OSL/STO--SK/FI--HEL/MUC/DUS/BRU/ZRH*
                                            |                  |       |--FRA-LH-|-BER/CGN/GVA/LIS/MAD/MUC/ROM*
*ORL----------------------------------------------------REK---|       |         |-ZRH/BRU/ATH/MOW/STR/LED*
                                                                |       |         |--NAP/VCE/FLR*
                                                                |       |--FRA/LON/AMS/PAR--OA--ATH*
                                                                |       |--FRA/PAR/AMS/LON/GLA*
                                                                |       |--HEL--AY--MOW/LED/TKU/VAA/OUL*
                                                                |       |--LON--BA--ATH/BFS/STR/LYS/MAN/BOD*
                                                                |       |--LON--BA--LIS/NAP/VCE/FLR*
                                                                |       |--LON-BA-BCN/BRU/BUD/GVA/LIS/MAD/MIL/MUC*
                                                                |       |--LON-BA-NCE/ROM/VIE/ZRH*
                                                                |       |--LON-FI/BD--DUB/BFS*
                                                                |       |--OSL-BU-BGO/BOO/KSU/TRD/KRS/SVG/TOS*
                                                                |       |--PAR-AF-BCN/BRU/GVA/LIS/ROM/ZRH/VIE/NCE*
                                                                |       |--PAR-AF-MAD/ATH/BOD/MOW/LIS/FLR/NAP/VCE*
                                                                |       |--PAR/AMS/LON/FRA/CPH/OSL/STO--SN--BRU*
                                                                |       |--PAR/AMS/LON/FRA/HEL--SU--MOW*
                                                                |       |--CPH/OSL/STO--FI/SK--HEL*
                                                                |       |--OSL--SK--BGO/KRS/TRD*
                                                                |       |--STO--SK--OSD/LLA/GOT*
                                                                |       |--GLA--BA--BHX*
                                                                |       |--GLA--BD/FI--EMA*
```

YY MEANS ANY PARTICIPATING CARRIER.

ROUTING NO. 422 † CANCELLED

ROUTING NO. 1003

```
*YHZ/BOS/NYC/BWI/MSP---|                |---AMS/LUX*
              *ORL---|--------REK--------|---CPH---HAM*
              *FLL---|                   |---STO---OSL*
              *WAS---|                   |---OSL*
   *FLL--TW/US--ORL---|                   |---FRA/HAM/MUC/BER*
   *ORL--TW/US--FLL---|                   |---LON/GLA*
```

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

† - EFFECTIVE MARCH 31, 2001 FOR TRANSPORTATION TO/FROM THE UNITED STATES ONLY.

ICELANDAIR
TRANSATLANTIC ROUTINGS
FOR APPLICATION, SEE PAGE FI-227

```
‡∂ROUTING NO. 1004
-------------------
*ZBF/YBR/YYC/YBL/YCG/YCL----|
*YYG/YCH/ZUM/YYQ/YQQ/YXC----|
*YDQ/YDF/YHD/YEA/YFO/YAG----|----------AC----------------|
*YMM/YYE/YXJ/YSM/YFC/YQX----|
*YGX/YYR/YQU/YHZ/YHY/YKA----|
*YLW/YQK/YGK/YQL/VLL/YXU----|
*YYL/YXH/YQM/YCD/YYB/YOW----|
*YPE/YYF/YZT/YPW/YPA/YXS----|
*YPR/YQB/YQZ/YQR/YUY/YSJ----|
*YYT/YSL/YZP/YZR/YXE/YAM----|
*YZV/YYD/YJT/YSB/YQY/YXT----|
*YQD/YTH/YQT/YTS/YTO/YVO----|
*YVR/YYJ/YWK/YQH/YXY/YWL----|
*YQG/YWG/YQI/YZF/YHZ--------|

*YEA/YYB/YOW/YQR/YAT/YTS----|--AC---YTO-----AC-----------
*YVR/YQG/YYC/YXU/YZR/YXE----|
*YAM/YSB/YWG----------------|

*YEA/YOW/YQT/YVR/YQG/YYC----|-YY-YTO------YY-------------
*YGK/YXU/YZR/YAM/YSB/YWG----|

*YOW/YQB/YQR/YUY/YVO--------|-AC---YMQ-----AC------------
*YWK/YVR--------------------|

*YQB/YUY/YVO/YWK/YYC-----YY--YMQ--YY---------------------
                                                          |-TRD*
                                                          |-SVG*
*YCD/YYJ/YQQ-------------AC-YVR-AC-----------------------  |-HEL*  |-KRS*
                                                          |--MUC* |-BGO*
*YCD/YYF/YXS/YYJ----|                                      |-HAM*  |
*YWK/YVR------------|-YY--YMQ--YY------------------------ -YHZ/BOS/MSP/NYC/BWI-FI-REK-FI-|-|-OSL-SK--|
                                                          |--FRA*
                                                          |---STO--SK--GOT*
*YYR------AC-----YYT---------AC--------------------------  |---CPH-----HAM*
                                                          |-----STO*
*YOW/YDF-------YY--YYT--YY-------------------------------  |---STO--OSL*
*YFC/YCH----YY-YSJ------YY-------------------------------  |---------GOT*
*YFC--------AC-------YQM-----AC---------------------------  |--------AMS*
                                                          |-------PAR*
*YVR/YYC--------AC-YOW---AC------------------------------  |----LON/BHX/MAN*
                                                          |-------GLA*
*YDF--------YY---YQX-------YY----------------------------  |-LUX-LG-|--PAR*
*YYT--------AC-----YDF--------AC------------------------  |        |--NCE*
                                                          |        |-FRA*
*ZBF/YBR/YYC/YBL/YCG/YCL-----|                            |        |---HAM*
*YYG/YCH/ZUM/YYQ/YQQ/YXC-----|                            |        |--MUC*
*YDQ/YDF/YHD/YEA/YFO/YAG-----|                            |        |----BER*
*YMM/YYE/YXJ/YSM/YFC/YQX-----|                            |        |--LON*
*YGX/YYR/YQU/YHZ/YHY/YKA-----|                            |        |---MIL*
*YLW/YQK/YGK/YQL/VLL/YXU-----|                            |        |--ROM*
*YYL/YXH/YQM/YCD/YYB/YOW-----|                            |        |---VIE*
*YPE/YYF/YZT/YPW/YPA/YXS-----|                            |
*YPR/YQB/YQZ/YQR/YUY/YSJ-----|------AA/CO/DL/NW/UA/US------BOS/NYC/BWI/MSP---FI--REK--FI-|
*YYT/YSL/YZP/YZR/YXE/YAM-----|
*YZV/YYD/YJT/YSB/YQY/YXT-----|
*YQD/YTH/YQT/YTS/YTO/YVO-----|
*YVR/YYJ/YWK/YQH/YXY/YWL-----|
*YQG/YWG/YQI/YZF/YHZ---------|
```

YY MEANS ANY PARTICIPATING CARRIER

NOTE: ISSUED IN LIEU OF 12TH, 11TH, 10TH REVISED PAGES FI-228-F BEARING ANISSUE DATE OF MARCH 4,1999 REJECTED BY THE NTA(A). CANCELS 10TH REVISED PAGE FI-228-F BEARING AN ISSUE DATE OFMARCH 2, 1999.
‡ - Effective JULY 25, 2005 for transportation to/from Canada.
For explanation of abbreviations, reference marks and symbols, see Pages 13 through 19.

ICELANDAIR
TRANSATLANTIC ROUTINGS
FOR APPLICATION, SEE PAGE FI-227

ROUTING NO. 1005

```
*YHZ--------REK---FI---CPH---SK---AAL/AAR/BLL/RNN/EBJ/KRP/SGD*

*YHZ--------REK---FI---OSL---SK--|--HAU/KRS/TRD/KKN/SVG/AES/BGO*
                                 |--LKL/TRF/BOO/EVE/BDU/TOS/ALF*

*YHZ--------REK---FI---STO---SK--|--AGH/AJR/BLE/EVG/GEV/GOT/HLF*
                                 |--JKG/KID/KLR/KRF/KRN/KSD/LLA*
                                 |--LPI/LYC/MMA/MXX/NRK/ORB/OER*
                                 |--OSD/OSK/RNB/SDL/SFT/SOO/SQO*
                                 |------THN/UME/VBY/VHM/VST/VXO*
```

ROUTING NO. 1006

```
   *ABR/ATY/BIS/BJI/BRD/DLH------|
   *EAU/FAR/FSD/GFK/GPZ/HIB------|--NW--MSP---REK---OSL*
   *INL/MOT/PIR/RAP/RST/STC/TVF--|
```

ROUTING NO. 1007

```
*ABQ/AUS/BNA/CHI/CID/CLE/CMH----|
*COS/CVG/DAY/DEN/DFW/DSM/DTT----|
*FLL/FSD/HDN/HNL/HOU/ICT/IND----|
*LAS/LAX/LIT/LNK/MIA/MKC/MKE----|--TW----BOS/MSP/NYC/BWI/ORL--FI--REK*
*MLI/MSP/MSY/OKC/OMA/ONT/PDX----|
*PHX/RNO/SAN/SAT/SDF/SEA/SFO----|
*SGF/SHV/SJC/SJU/SLC/SMF/SNA----|
*STL/TPA/TUL/TYS----------------|
```

NOT APPLICABLE FOR TW FLIGHT NUMBERS 7535-8999

ROUTING NO. 1009 † CANCELLED

ROUTING NO. 1010

```
*YHZ/BOS/NYC/BWI/MSP--|                |--STO----FI----HEL*
            *ORL------|                |--MAN*
           *FLL-------|----REK---------|--PAR*
           *WAS-------|                |--MUC*
*FLL--TW/US--ORL------|                |--AMS/LUX*
*ORL---TW/US---FLL----|                |--OSL/STO/CPH*
                                       |--FRA/HAM*
                                       |--LON/GLA*
```

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

† - EFFECTIVE MARCH 31, 2001 FOR TRANSPORTATION TO/FROM THE UNITED STATES ONLY.

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

25th REVISED PAGE FI-229
CANCELS 24th REVISED PAGE FI-229

ICELANDAIR
TRANSATLANTIC ROUTINGS
FOR APPLICATION, SEE PAGE FI-227

```
†∂ROUTING NO. 2001
-------------------
*ABR/ATY/BIS/BJI/BRD/DLH/EAU/FSD/GPZ/CID--------------|                    |----STO-BU-GOT*
*MKC/HIB/INL/MOT/PIR/RST/STC/TVF/IND/DTT--------------|                    |            -WAW*
*ABQ/BIL/CHI/CLE/CVG/DEN/DFW/DSM/DTW/FAR/GFK/LAS/LAX--|                    |            -PRG/VIE/MAD/GVA/ZRH/ATH*
*BZN--------------------------------------------------|                    |
*HOU/SAN/CMH------------------------------------------|                    |
*LNK/MKC/MKE/MLI/MSY/MSN/PHX/PDX/RAP/RFD/SEA/SFO------| -YY- |-MSP-|        |----AMS-KL-|-BCN/BUD/BRU/CGN/MIL/NCE*
*SJC/SLC/STL/SNA/ONT/GEG/FCA/GTF/OMA/GRB/ATW/SMF------|                    |----AMS-KL--|--BOD/LED/MOW/LYS*
*PHX/LAS----------------------HP-------------------------|                |            -NAP/VCE/FLR/ROM/MIL/IST*
*ATL/CVG----------------------------------------DL---------BWI---         |----AMS/FRA/PAR-LG-LUX*
*BGR/ALB/LAX------------------------------------------AA--BOS---         |----AMS/PAR/FRA-AF/LH/KL-DUS/MUC/CGN*
*ATL/PHL/HPN------------------------------------------DL--BOS---         |----AMS/PAR/LON/FRA-IB-BCN/MAD*
*WAS/PHL----------------------------------------------FI---BWI--         |----CPH-FI/SK-HAM/GOT*
*BUF/HAR/BGR/PHL/ALB/HPN------------------------------US--BOS---         |----CPH-LO-WAW*
*BUF/HAR/PIT/RDU/TPA/RIC/JAX/CLT----------------------US--BWI---         |-CPH-SK-|----BGO/BOO/BRU/BUD/GOT/KRS*
*BUF/CLT/HAR/PIT/RDU/TPA/RIC/JAX----------------DL/US-------BWI-----     |        |----WAW/VIE/TOS/PRG/MUC/BLL*
*CHI--------------------------------------------------UA--BOS---         |        |
*CID--------------------------------------------------NW-MSP----  -REK-  |        |----EBJ/SVG*
*CLE/ALB/HPN------------------------------------------CO--BOS---         |-CPH/AMS/FRA/OSL----OV-TLL*
*CLE/ALB----------------------------------------AA/UA--NYC---             |-CPH/OSL/STO-SK/FI-HEL/MUC/DUS/BRU-(B)
*DEN----------------------------------------------UA/F9--MSP---           |----CPH/OSL/STO-SK-|-HEL/MUC*
*CHI--------------------------------------------------UA---BOS--         |                   |-DUS/BRU*
*CHI/SFO----------------------------------------------UA---BWI--         |                   |-ZRH*
*CHI--------------------------------------------------AA---BWI--         |----FRA-LH-|-BER/CGN/GVA/LIS/MAD/MUC*
*DFW/CMH----------------------------------------AA----------BOS---         |           |-ROM/ZRH/BRU/ATH/MOW/STR*
*HOU/CLE----------------------------------------------CO--BWI---         |           |-LED/STR/NAP/VCE/FLR/IST*
*LAX/PIT/SFO------------------------------------------AA--NYC---         |----FRA/LON/AMS/PAR-OA-ATH*
*LAX/SFO----------------------------------------DL/UA-----NYC/BOS--       |----FRA/PAR/AMS/LON/GLA*
*LAS--------------------------------------------------HP--BWI---         |----HEL-AY-MOW/LED/TKU/VAA/OUL*
*ORL--------------------------------------------------FI--------         |----LON-BA-|-ATH/BFS/BHX/STR/LYS/MAN*
*BGR----------------------------------------------AA-----BOS---          |           |-BOD*
*ATL/BWI----------------------------------FL----------------BOS-----     |----LON--BA--LIS/NAP/VCE/FLR*
*PHF/ATL----------------------------------FL----------------NYC-----     |----LON-BA-|-BCN/BRU/BUD/GVA/LIS/MAD*
*ATL--------------------------------------FL----------------MSP-----     |           |-MIL/MUC/NCE/ROM/VIE/ZRH*
*FLL/MIA/BOS/ROC/ATL/ORL/TPA/FMY-------FL----------------BWI-----        |----LON-FI-DUB*
*NYC--------------------------------DL/UA/AA/US----------BOS-----         |----OSL-BU-|-BGO/BOO/KSU/TRD/KRS/SVG*
                                                                          |           |-TOS/TRD*
        *RDU--------------DL/AA------BOS-------------------------|        |------CPH-----DM----KRS*
                                                                          |----PAR-AF-|-BCN/BRU/GVA/LIS/ROM/ZRH*
                                                                          |           |-VIE/NCE/MAD/ATH/BOD/MOW*
                                                                          |----PAR--AF--LIS/FLR/NAP/VCE/IST*
                                                                          |----PAR/AMS/LOM/FRA/CPH/OSL-|-SN-BRU*
                                                                          |----STO----------------------|
                                                                          |----PAR/AMS/LON/FRA/HEL-SU-MOW*
                                                                          |----OSL-|---SK/FI/BU/JZ/DM-(A)
                                                                          |----CPH-|
                                                                          |----STO-|
                                                                          |----CPH/OSL/STO-FI/SK-HEL*
                                                                          |----STO-SK/FI-OSD/LLA/GOT*
                                                                          |----GLA-BA-BHX*
                                                                          |----OSL-SK-BGO/KRS/TRD*
                                                                          |----HH---MAD*
                                                                          |-----LON--FI/BD-DUB/BFS*
                                                                          |-----GLA--BD/FI-EMA*
                                                                          |-----LON-BD-MAN*
                                                                          |-----MIL*
                                                                          |----PAR/AMS------|-AZ-ROM/MIL*
                                                                          |----LON/FRA------|
                                                                          |----CPH/STO------|
                                                                          |----OSL----------|
                                                                          |----CPH/STO/HEL-------KF----|--HEL*
                                                                          |-----LON----EI---SNN*       |--TKU*
                                  (A)-|-BGO/KRS/TRD/SGD/KRP/RNN/AAL/BLL/AES*                        |--TMP*
                                      |-EVE/HAU/KRS/SVG/GOT/HAD/JKG/KID/KLR/KSD*                     |--VAA*
                                      |-LPI/NRK/ORB/RNB/THN/VST/VXO/AAR/HLF/MMA/OSK*                 |--OUL*

                                                                                        (B)-------ZRH/VIE*
```

YY MEANS ANY OTHER CARRIER

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

ISSUED: DECEMBER 11, 2003 | EFFECTIVE: JANUARY 25, 2004 (EXCEPT AS NOTED)

† - EFFECTIVE DECEMBER 12, 2003 FOR TRANSPORTATION TO/FROM THE UNITED STATES ONLY.

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TARIFF NO. FI-1

10th REVISED PAGE FI-229-A
CANCELS 9th REVISED PAGE FI-229-A

ICELANDAIR
TRANSATLANTIC ROUTINGS
FOR APPLICATION, SEE PAGE FI-227

```
†∂ROUTING NO. 2002
--------------------
  *YFC/YQM/YMQ/YOW/YSJ/YYT/YTO/YYG---AC/AA/DL--BOS------|
  *YYC/YEA/YQR/YXE/YQT/YVR/YWG---NW--MSP----------------|          |-AMS*
  *YFC/YQM/YMQ/YOW/YSJ/YYT/YTO-AC/X---YHZ----------------|          |-CPH/OSL/STO*
  *YOW/YQB-----------------------------AA/DL--BOS--------|--REK----|-FRA/HAM*
  *YMQ-------------------------------AA---------NYC------|          |
  *YTO/YMQ-------------------------AC/X/UA/AA--BOS-------|          |-LON/GLA/DUB*
  *YTO-------------------------------AC/X/NW-MSP---------|          |-STO/HEL*
  *YVR-----------------------------------------------NYC--|          |-PAR*
  *YYG-----------------------------------------------------|          |-LON/DUB*

   ROUTING NO. 2003
--------------------
*ATL/CHI/CLE/CLT/CVG/DEN/DFW-|-TW---STL-TW-MSP-|          |-AMS*
*HOU/IND/MKC/MKE/PIT/RDU/SAT-|                  |          |-CPH/OSL/STO*
*STL/ABQ/LAS/LAX/PDX/PHX/SEA-|                  |          |-FRA/HAM*
*SAN/DTT/SLC/SFO-------------|                  |          |-LON/GLA*
                             |                  |          |-LON-FI-DUB*
*LAS/SFO-----------------------TW---STL-TW-NYC-|----REK--|-STO-FI-HEL*
                             |                  |          |-AMS/FRA/PAR-LG-LUX*
*DEN/DFW/MKC/STL/LAS/LAX-------TW---STL-TW-BOS-|          |-PAR*
*PHX/SEA/SFO-------------------TW---STL-TW-BWI-|          |-FRA-FI-HAM*
                             |                  |
*STL-----TW------------------|--MSP------------|
                             |--BWI------------|
                             |--BOS------------|
                             |--NYC------------|

   ROUTING NO. 2004
--------------------
*BOS/BWI/MSP/ORL/WAS------------REK-----------LON----BA/EI----DUB/SNN*

   ROUTING NO. 2005
--------------------
*BOS/BWI/MSP/NYC/WAS/ORL-|-FI--REK--|--PAR--AH--ALG*
                         |           |--PAR--UY--DLA/YAO/GOU*
*NYC---AA/DL------BOS----|           |--PAR--RK--ABJ/DKR*
                                     |--AMS--KL--ABJ/CAI/CAS/LOS/NBO/TUN*
                                     |--FRA--LH--ABJ/CAI/ADD/TUN*
                                     |--LON--BA--ABJ/CAI/CAS/NBO/DAR/TUN*
                                     |--LON/AMS/PAR/FRA--MS--CAI*
                                     |--PAR--AF--ALG/DLA/YAO/ABJ/CAI/CAS/RBA/LOS/DKR/TUN/LBV*
                                     |--PAR/AMS/LON/FRA--AT--CAS/RBA*
                                     |--LON-VS/BA-------LOS*
                                     |--AMS/LON--KQ--NBO*
                                     |--LON/CPH/FRA--ET--ADD*
                                     |--PAR/AMS/LON/FRA/CPH--YY--|-ABJ/CAI/CAS/NBO/DAR/TUN/LOS*
                                     |                           |-DLA/YAO/GOU/ADD/CAS/RBA/CAI*
                                     |--PAR/AMS/LON/FRA--YY--LBV/ALG*
                                     |--LON--VS--LOS/CPT/JNB*
                                     |--AMS/CPH/FRA/LON--ET---|---ABJ/ACC/ADD/BJM/JIB/BZV/BKO/DAR/JRO*
                                                              |---EBB/FIH/JNB/HRE/LOS/KAN/KGL/KRT*
                                                              |---LAD/NDJ/LFW/LLW/LUN/NBO/ZNZ*

YY MEANS ANY DIRECT SERVICE ON ANY AVAILABLE CARRIER
.....................................................................

   ROUTING NO. 2006
--------------------
*PHL/WAS/NYC---FI/2V--BWI---FI-----REK---|--LON/GLA/FRA/AMS/PAR/CPH/STO/OSL*
                                         |--MIL/BCN/BER*
                                         |--CPH/OSL/STO--FI/SK----HEL*

   ROUTING NO. 2008
--------------------
*CLE/CLT/LAS----US-----PIT----------------|
*GSO/RDU/ATL/MIA/ORL/FLL--US---CLT--------|------BWI------FI----REK*
*CLE/RIC/RDU/ITH/ABE/ROC/ORL--------------|
                                          |
*ROC/ATL/MIA/ORK/FLL----FL----------------|

   ROUTING NO. 2009
--------------------
*GYE/UIO-----CM---PTY---ORL------FI-----REK*

   ROUTING NO. 2010
--------------------
*BOS/MSP-------AA/DL/NW-------ORL----------REK*
```

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

† - EFFECTIVE MARCH 31, 2004 AND ISSUED ON NOT LESS THAN 1 DAY'S NOTICE UNDER NTA(A) SPECIAL PERMISSION NO. 84905.

ICELANDAIR
TRANSATLANTIC ROUTINGS
FOR APPLICATION, SEE PAGE FI-227

ROUTING NO. 2011

```
*YHZ---REK---OSL---BU---AES/TRD/KRS/SVG/BGO/HAU*
```

ROUTING NO. 2012

```
   *MSY/SJC/SAN------------|
*SFO/LAX/LAS/SEA/X/PHX-----|-YY-MSP-FI-REK-FI-STO/CPH/OSL-SK/FI/9B--|
 *DEN/DTT/DFW/SLC----------|                                       |
                                                                   |
 *ATL/SAN/TPA------|-YY--BWI/NYC--FI--REK-FI-STO/CPH/OSL-SK/FI/9B---|
*FLL/PHL/IAH-------|                                                |
*PIT/CLE/CLT-------|                                                |
  *SFO/LAX/CHI/DEN/DTT---YY---BWI--FI-REK-FI-STO/CPH/OSL-SK/FI/9B---|
                                                                   |
                                                                   |-AGH/AGE/AJR/BLE/EVG/GEV/GOT/HLF/JKG*
  *LAS--YY--BWI--FI--REK--FI--STO/CPH/OSL-SK/FI/9B-----------------|-KID/KLR/KRF/KRN/KSD/LLA/LPI/LYC*
                                                                   |-MMA/MXX/NRK/ORB/OER/OSD/OSK/RNB*
                                                                   |-SDL/SFT/SOO/SQO/THN/UME*
  *MIA--YY--ORL--FI--REK--FI--STO/CPH/OSL-SK/FI/9B-----------------|-VBY/VHM/VST/VXO*
                                                                   |
                                                                   |
  *SFO/LAX--YY--WAS--YY--BWI--FI--REK--FI--STO/CPH/OSL-SK/FI/9B-----|
                                                                   |
  *SFO/LAX--YY--LAS--YY--BWI--FI--REK--FI---STO/CPH/OSL-SK/FI/9B----|
                                                                   |
                                                                   |
  *NYC/BOS/BWI/WAS/MSP/ORL-FI-REK-FI-STO/CPH-SK/9B-----------------|
                                                                   |
 *PHL---|-YY---BOS---FI---REK---FI---STO/CPH/OSL---SK/FI------------|
 *SAN---|
 *CHI---|
 *ATL---|
 *CLT---|
```

YY - MEANS TRAVEL VIA ANY PARTICIPATING CARRIER'S DIRECT SERVICE.

ROUTING NO. 2013

```
  *LAX/LAS/PBI/JAX/DEN/MKC/MKE----FL----ATL----|                    |
                                               |---FL---BWI----|                |----FI----LON/GLA*
  *ORL/MSY/HOU/RDU/PNS/MEM/ICT----FL----ATL----|               |-------REK-----|----FI----PAR/AMS/FRA*
                                                                               |----FI----CPH/STO/OSL*
*ROC/ATL/MIA/ORL/FLL/MKE/TPA/DFW/MKC/DAY/FMY---FL--------------|               |----FI----BER/MUC/HEL*
```

ROUTING NO. 2015

```
  *MSP---------REK---FI---PAR---AF---|-NCE/MRS/LYS/GNB/TLS/BOD/MPL/CFE*
                                     |-SXB/MLH/PUF/BES/LRT/UIP/RNS/NTE*
```

ROUTING NO. 2021

```
                                     |-TRD/HAU/KRS/TRF*
                                     |-EVE/BDU/SVG/BGO*
*YHZ--FI---REK----FI-OSL-SK/BU---|-AES/TOS/ALF/KLK/KNN*


                                     |-AGE/AJR/BLE/EVG/GEV/GOT*
*YHZ--FI--REK--FI--OSL/STO/CPH--SK--|-HLF/JKG/KID/KLR/KRK/KRN*
                                     |-KSD/LLA/LPI/LYC/MMA/MXX*
                                     |-NRK/ORB/OER/OSD/OSK/RNB*
                                     |-SDL/SFT/SOO/SQO/THN/UME*
                                     |-VBY/VHM/VST/VXO*
                                     |-AAL/AAR/BLL/EBJ/RNN/KRF*
```

ROUTING NO. 3000

```
*LON/GLA---REK---MSP/ORL/BOS/BWI/NYC*
```

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

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TARIFF NO. FI-1

5th REVISED PAGE FI-229-C
CANCELS 4th REVISED PAGE FI-229-C

ICELANDAIR
TRANSATLANTIC ROUTINGS
FOR APPLICATION, SEE PAGE FI-227

```
†∂ROUTING NO. 4000
------------------
*JAX--US--CLT/GSO/RIC-----|
*RDU--US--PHL/GSO---------|
*TPA--US---CLT/GSO/JAX----|
*FMY/SRQ-US-ORL/CLT/TPA---|
*RDU/SJU/FLL--------------|--US/AA/CO-|-NYC/BWI/BOS/MSP/ORL-|

*FMY/JAX/MIA/TPA/SJU/FLL-----TW-------    *NYC--FI--BWI-----
                                          *NYC--YY--BOS-----
*RDU/SJU--------------------UA--------|
*OGG---UA---LAX-----UA----------------|
   *PHX/SAN/SEA/SFO/LAX--UA--CHI/DEN-UA----
*OAK/PVD/STT/∂PWM/∂AMA/∂ONT-------AA-------
                         *HNL/PHX--AA/CO----
                         *TUS/TUL/DEN-AA/CO-
*ICT-----AA-----STL-------------------------
                         *LYH/AIY---US-------
*CVG/IND/MKC--US--PHL/PIT---------US-------
*CAK--US--CAE/PIT-----------------US-------
*ALB/ITH--US--PHL/SYR-------------US-------
*SYR/AIY---US---PHL/ALB-----------US-------
*BNA--US--PHL/PIT/CLT-------------US-------
*ROC---US---PHL/BUF---------------US-------
*ORF---US---PHL/RIC---------------US-------
*RIC/∂ELM/∂HAR/∂PHF------US---PHL/ORF-US---
*ABQ/CMH/SDF/SAT/∂FWA----US--PIT--US-------
*AVL/GSP/∂BTR/∂CHA/∂JAN-------US--CLT---US-
*LAS/PHX--HP--CMH-----------------HP-------
*SAN--HP---PHX--------------------HP-------
                         *TUS-----HP----------
                 *SFO/LAX---HP---LAS----HP-----
*STX----AA----SJU-----AA--------------------
*SLC--UA--DEN/CHI/PHL-------------UA--------
*MKE--UA---CHI--------------------UA--------
*∂BUR/∂EUG/∂GJT/∂JAC-------UA----DEN---UA--
*ABQ--TW--STL---------------------TW--------|-BOS/MSP------
*HNL--TW--SFO---------------------TW--------|-NYC/BWI------
*TUL--TW---STL--------------------TW--------
 *∂MOB/∂MYR/∂SAV------US-----CLT-----US----
*FLL/MSY/GSO--US--CLT--US-------------------
*ABQ/LAX/PHX/SAN/SEA/SFO/SLC--F9--DEN--F9--

*ABE/ABQ/ALB/ANC/ASE/ATL/AUS---|
*AVL/BDL/BGM/BGR/BHM/BNA/BTV---|
*BUF/CAE/CAK/CHI/CHS/CID/CLE---|
*CLT/CMH/COS/CVG/DAY/DAB/DFW---|
*DTT/ELP/FAY/FAT/FLL/GRR/HOU---|
*IND/ITH/LAS/LAX/LEX/LIT/MEM---|
*MIA/MKC/MKE/MEM/MSN/MSY/OKC---|-UA/AC--
*ORF/ORL/PBI/PDX/PDV/PHL/PHX---|-CP/DL--
*PIT/RIC/ROC/RNO/SAN/SAT/SBN---|--US/AA--
*SEA/SDF/SFO/SJU/SLC/SMF/SRQ---|-KW/CO--
*STL/SYR/TLH/TUL/TYS/WAS-------|

*ABQ/ATL/BNA/BGR/CLE/CVG---------|
*DFW/DTT/FLL/HNL/HOU/IND---------|
*LAS/LAX/MKE/MSN/MSY/ORL---------|---TW----
*PDX/PHX/SAN/SAT/SMF/TPA---------|
*TUL/WAS-------------------------|

*ABQ/BGR/DEN/PDX/LAS/LAX/RNO-----|---HP----
*SLC/SAN/SFO/SEA/SYR/SMF---------|

*FLL/FMY/JAX/MLB/MIA/TPA/SRQ---UA---ORL-----------------

*ALO/BRD/DLH/EAU/FSD/GPZ/LSE/RST-|
*STC/ABR/ATW/BJI/CID/DSM/FAR/GFK-|
*GRB/INL/MKE/MLI/MSN/OMA/SUX/TVF-|--NW-MSP-----------------
*AZO/BIS/CHI/GRR/IND/LNK/MCI/MOT-|
*PIA/PIR/RAP/STL/BIL/BNA/CLE/COS-|
*CVG/DAY/DEN/DTT/MEM/PIT/TUL-----|
*ABQ/ATL/AUS/BDL/BHM/BZN/CLT/DFW-|  *WAS/PHL-----FI---BWI---
*FCA/GTF/HOU/MSO/MSY/RDU/SLC/BOI-|
*GEG/LAS/ORL/PHX/SAT/TPA/TUS/LAX-|  *ORL---YY---BWI/BOS-----
*MIA/ONT/PDX/RNO/SAC/SEA/SFO/SJC-|
*SAN/SNA/ANC/FAI/HNL/SDF---------|

                                                                  -AGH/GOT/KLR*
                                                                  -KRN/KSD/LLA*
                                                  -FI/SK------   -OER/OSD/SDL*
                                                                  -UME/VXO/RNB*
                                  -STO----
                                                  -FI/JZ------   -BLE/HAD/JKG*
                                                                  -KID/KRF/ORB*
                                                                  -SFT/THN/VBY*
                                  -CPH---|--FI/SK------|-GOT/AAL/AAR*
                                                       |-BLL/EBJ/SVG*
                                  -REK-
                                         --FI/DM------KRS*
                                         --FI/WF------TRF*
                                         --FI/JZ------|-LPI/NRK*
                                                      |-MXX/VST*
                                         -FI/QI-----KRP/RNN/SGD*
                                         -FI---|-QSG/QXV/XAH/XAK*
                                               |-XJE/XVX/ZBB*
                                               |-ZBJ/ZBQ/ZBT/ZDY*
                                               |-ZGX/ZIB/ZIR*
                                               |-ZJH/ZKN/ZTG*
                                  -OSL---|-FI/SK-----BGO/HAU/SVG/TRD*
                                          |-FI/BU------|-AES/ALF/BDU*
                                                       |-BOO/EVE/KKN*
                                                       |-KRS/KSU/LYR*
                                                       |-MOL/TOS*
                                  -CPH----FI/9B------MMA/XFP/XFR*
```

YY MEANS DIRECT TRAVEL ON ANY APPLICABLE CARRIER OFFERING SERVICE

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

† - EFFECTIVE FEBRUARY 14, 2003 FOR TRANSPORTATION TO/FROM THE UNITED STATES ONLY.

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TARIFF NO. FI-1

3rd REVISED PAGE FI-229-D
CANCELS 2nd REVISED PAGE FI-229-D

ICELANDAIR
TRANSATLANTIC ROUTINGS
FOR APPLICATION, SEE PAGE FI-227

```
†∂ROUTING NO. 4040
------------------
*MSY/SJC/SAN/STL/RNO/PDX--|
*SFO/LAX/LAS/SEA/PHX/MIA--|
*DEN/DTT/DFW/SLC/TUS/CLE--|--YY--MSP-|
*HOU/RDU/BOI/MKE/ONT/ORL--|           |                                   |-†∂AGH/†∂GOT/†∂KLR*
*PIT/TPA------------------|           |                                   |-†∂KRN/†∂KSD/†∂LLA*
                                      |                   |-†∂FI/†∂SK--   |-†∂OER/†∂OSD/†∂SDL*
*SAN/IAH/CLE-------YY-----NYC--------|                                   |-†∂UME/†∂VXO/†∂RNB*
                                      |                                   |
*BUF/ORF/ORL-------|                  |                   |-†∂STO--       |
*RIC/SYR/PIT/NYC---|---YY---BOS------|--FI--REK--FI-----|               |-†∂FI/†∂JZ--   |-†∂BLE/†∂HAD/†∂JKG*
                                      |                   |               |               |-†∂KID/†∂KRF/†∂ORB*
*PHL/CHI-|  |-DL/US-|                |                   |               |               |-†∂SFT/†∂THN/†∂VBY*
*ATL/CLT-|-|-AA/UA-|-BOS/BWI/NYC-----|                   |               |
                                      |                   |--†∂CPH-       |--†∂FI/†∂SK--  |-†∂GOT/†∂AAL/†∂AAR*
*DFW/RDU----YY----NYC/BOS------------|                   |               |               |-†∂BLL/†∂EBJ/†∂SVG*
                                      |                   |               |
*NYC/BOS/BWI/WAS/MSP/ORL-------------|                   |               |--†∂FI/†∂DM--†∂KRS*
                                      |                   |               |--†∂FI/†∂WF--†∂TRF*
*MIA/FLL/TPA---YY--ORL/BWI/BOS/NYC---|                   |               |--†∂FI/†∂JZ--  |-†∂LPI/†∂NRK*
                                      |                   |               |               |-†∂MXX/†∂VST*
*DEN/DFW/LAS/LAX/MKE----|-YY-BWI-----|                   |               |-†∂FI/†∂QI-†∂KRP/†∂RNN/†∂SGD*
*ONT/PHX/RNO/SAN/SFO----|            |                   |               |-†∂FI-         |-†∂QSG/†∂QXV/†∂XAH/†∂XAK*
*SLC/SJC/SEA/TUS/HOU----|            |                   |                               |-†∂XJE/†∂XVX/†∂ZBB*
*MSY/MIA/CLE/GSO/JAX----|            |                   |                               |-†∂ZBJ/†∂ZBQ/†∂ZBT/†∂ZDY*
*PIT/ROC/BUF/ORF/DTT----|            |                   |                               |-†∂ZGX/†∂ZIB/†∂ZIR*
*RDU/ORL----------------|            |                   |                               |-†∂ZJH/†∂ZKN/†∂ZTG*
                                      |                   |
*WAS/PHL-FI-BWI----------------------|                   |--†∂OSL-       |-†∂FI/†∂SK-†∂BGO/†∂HAU/†∂SVG/†∂TRD*
                                                          |               |
                                                          |               |-†∂FI/†∂BU--   |-†∂AES/†∂ALF/†∂BDU*
                                                          |                               |-†∂BOO/†∂EVE/†∂KKN*
                                                          |                               |-†∂KRS/†∂KSU/†∂LYR*
                                                          |                               |-†∂MOL/†∂TOS*
                                                          |
                                                          |--†∂CPH--†∂FI/†∂9B--†∂MMA/†∂XFP/†∂XFR*
```

YY MEANS TRANSPORTATION ON ANY APPLICABLE CARRIER OFFERING DIRECT SERVICE

```
ROUTING NO. 7000
----------------
*BOS/NYC/MSP------|                                        |--OV--TLL*
*BWI/WAS/FLL/ORL--|------REK--FI--CPH/STO/PAR/FRA/AMS--|--TE--VNO*
                                                          |--BT--RIX*
```

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

† - EFFECTIVE JANUARY 1, 2003 FOR TRANSPORTATION TO/FROM THE UNITED STATES ONLY.

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TRANSATLANTIC ROUTINGS
FOR APPLICATION, SEE PAGE FI-227

ROUTING NO. 9015

*YHZ---FI---KEF---FI---PAR---AF---	--NCE/MRS/LYS/GNB/TLS/BOD/MPL/CFE*
	--SXB/MLH/PUF/BES/LRT/UIP/RNS/NTE*