

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

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Title Page

Airline Tariff Publishing Company, Agent
International Passenger Rules and Fares

Tariff No. SS1

Containing
Local Rules, Fares & Charges
on Behalf of

Corsair International (Corsair T/a)

Applicable to the
Transportation of Passengers and Baggage
Between Points in

Canada/USA
and Points in
Area 1/2/3

For list of participating carriers, see IPGT-1, DOT:581, CTA:373

This tariff is governed, except as otherwise provided herein,
by Maximum Permitted Mileage Tariff No. MPM-1, DOT:424, CTA:239;
Aircraft Type Seating Configuration Tariff No. TS-2, DOT:220,
CTA:111; and International Passenger Governing Tariff No. IPGT-1,
DOT:581, CTA:373 issued by Airline Tariff Publishing Company,
Agent, supplements thereto and reissues thereof.

Issued by:
Rolf Purzer, President
Airline Tariff Publishing Company, Agent

Table of Contents

Table of Contents	2
Rule 1 Definitions	4
Rule 2 Standard Format of Electronic Rules	18
Rule 5 Application of Tariff	27
Rule 6 Classes of Service	29
Rule 15 Electronic Surveillance of Passengers and Baggage	30
Rule 19 Fuel Surcharge	31
Rule 20 General	32
Rule 21 Transport of Passengers with Disabilities	33
Rule 25 Refusal to Transport/Limitation of Carriage	37
Rule 30 Ground Transfer Service	40
Rule 35 Passenger Expenses En Route	41
Rule 40 Taxes	42
Rule 45 Administrative Formalities, Passports, Visas and Tourist Cards	43
Rule 55 Liability of Carriers	44
Rule 60 Reservations	56
Rule 65 Tickets	59
Rule 75 Currency of Payment	64
Rule 80 Revised Routings, Failure to Carry and Missed Connections ..	67
Rule 85 Schedules, Delays and Cancellations of Flights	70
RULE 86 Delays, Cancellations, denial of boarding and other flight disruptions	71
Rule 90 Refunds	81
Rule 115 Baggage	87
Rule 130 Fares	103
Rule 135 Stopovers	109
Rule 140 Routings	110
Rule 145 Currency Applications	111
Rule 200 Children's and Infants' Fares	133
Rule 201 Infant Restraint Devices	136
Rule 205 Free and Reduced Rate Transportation for Agents	137
Rule 210 Free and Reduced Fare Transportation for Tour Conductors .	141
Rule 300 Pre-Planned in-Flight Oxygen Service	146
Rule 500 Passengers on Stretchers	147

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

Rule 1 Definitions

ADD-ON-FARE SEE "ARBITRARY:."
ADULT MEANS A PERSON WHO HAS REACHED HIS/HER 12TH BIRTHDAY AS OF THE DATE OF COMMENCEMENT OF TRAVEL. EXCEPT AS NOTED AND DEFINED IN RULE 200 GOVERNED HEREIN.
AFRICA MEANS THE AREA COMPRISED OF CENTRAL AFRICA, EASTERN AFRICA, INDIAN OCEAN ISLANDS, LIBYA, SOUTHERN AFRICA AND WESTERN AFRICA.
AGENT MEANS AN ENTITY APPOINTED BY THE CARRIER TO MAKE SALES ON ITS BEHALF.
ALLOWANCE, FREE BAGGAGE MEANS THE BAGGAGE WHICH MAY BE CARRIED WITHOUT PAYMENT OF A CHARGE IN ADDITION TO THE FARE.
APPLICABLE FARE MEANS THE NORMAL OR SPECIAL FARE TO BE APPLIED BY TAKING INTO ACCOUNT ALL CONDITIONS RELATING TO THE PASSENGER AND HIS/HER TRAVEL.
APPR MEANS THE CANADIAN AIR PASSENGER PROTECTION REGULATIONS SOR/2019-150.
ARBITRARY MEANS AN AMOUNT PUBLISHED FOR USE ONLY IN COMBINATION WITH OTHER FARES FOR THE CONSTRUCTION OF UNPUBLISHED THROUGH FARES. IT IS ALSO REFERRED TO AS "PROPORTIONAL FARE", "BASING FARE" AND "ADD-ON-FARE".
AREA NO. 1 MEANS ALL OF THE NORTH AND SOUTH AMERICAN CONTINENTS AND ADJACENT ISLANDS, ISLANDS OF THE CARIBBEAN SEA, WEST INDIES, GREENLAND, BERMUDA, THE STATE OF HAWAII, MIDWAY AND PALMYRA ISLANDS.
AREA NO. 2 MEANS ALL OF EUROPE, INCLUDING RUSSIAN FEDERATION WEST OF THE URALS, AND ADJACENT ISLANDS, AZORES, ICELAND, ALL OF AFRICA AND ADJACENT ISLANDS, MADAGASCAR, ASCENSION ISLANDS, 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 THE PACIFIC OCEAN (INCLUDING INDONESIA, MALAYSIA, MICRONESIA AND POLYNESIA, GUAM ISLANDS, WAKE ISLAND, CALEDONIA, NORFOLK ISLAND AND TASMANIA) EXCEPT THOSE INCLUDED IN AREA NO. 1 (INCLUDING MIDWAY AND PALMYRA ISLANDS).
AROUND THE WORLD FARES MEANS CIRCLE TRIP FARES WHICH APPLY TO CONTINUOUS EASTBOUND OR WESTBOUND TRAVEL VIA BOTH THE ATLANTIC AND PACIFIC OCEANS, COMMENCING FROM AND RETURNING TO THE SAME POINT.
ASIA MEANS THE AREA COMPRISED OF AFGHANISTAN, BANGLADESH, BHUTAN, BURNEI, CAMBODIA, CHINA, HONG KONG, INDIA, INDONESIA, ISLANDS OF PACIFIC OCEAN IN AREA 3 NORTH OF THE EQUATOR EXCEPT GILBERT ISLAND, JAPAN, KAZAKHSTAN, KOREA, KYRGYZSTAN, LAOS, MALAYSIA, MALDIVE ISLANDS, MYANMAR, NEPAL, OUTER MONGOLIA, PAKISTAN, PHILIPPINES, RUSSIAN FEDERATION (EAST OF URAL MOUNTAINS) SINGAPORE, SRI LANKA, TAIWAN, TAJIKISTAN, THAILAND, TIMOR, TURKMENISTAN, UZBEKISTAN AND VIET NAM.
ASSEMBLY POINT MEANS A POINT IN THE ITINERARY WHERE THE ENTIRE GROUP ASSEMBLES AND COMMENCES TRANSPORTATION AS A GROUP.
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

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

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 PASSENGERS' CHECKED BAGGAGE AND WHICH ARE ISSUED BY CARRIER AS A RECEIPT FOR PASSENGERS' 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/IDENTIFICATION) 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(S) 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(S) OF THE NATIONAL CURRENCY OF THE COUNTRY IN WHICH THE EXCHANGE TRANSACTION TAKES PLACE.

BETWEEN ... AND... MEANS EITHER IN ONE OR IN THE OTHER DIRECTION BETWEEN TWO GIVEN PLACES OR AREAS.

BRITISH OVERSEAS TERRITORY MEANS THE AREA COMPRISING ANGUILLA, BERMUDA, BRITISH ANTARCTIC TERRITORY, BRITISH INDIAN OCEAN, CAYMAN ISLANDS, FALKLAND ISLANDS, GIBRALTAR, HONG KONG, MONTSERRAT, PITCAIRN ISLANDS, ST. HELENA PLUS DEPENDENCIES, SOUTH GEORGIA, SOUTH SANDWICH ISLANDS, TURKS AND CAICOS.

BUSINESS CLASS FARE MEANS THE FULL FARE ESTABLISHED FOR A NORMAL REGULAR OR USUAL 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, BUSINESS CLASS FARES SHALL BE CONSIDERED TO INCLUDE ALL YEAR OW,RT,CT TRAVEL.

CALENDAR MONTH MEANS THE PERIOD OF TIME STARTING WITH ANY DAY IN A MONTH, IDENTIFIED BY NUMBER, AND ENDING WITH THE SAME DAY OF THE FOLLOWING MONTH. WHEN THE SAME DAY DOES NOT OCCUR IN THE FOLLOWING MONTH, THIS PERIOD ENDS ON THE LAST DAY OF THAT MONTH.

CARIBBEAN AREA MEANS THE AREA COMPRISING BAHAMAS, BERMUDA, THE CARIBBEAN ISLANDS (INCLUDING THE NETHERLAND ANTILLES, PUERTO RICO, U.S. VIRGIN ISLANDS), GUYANA, FRENCH GUIANA, SURINAM, VENEZUELA.

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 AFRICA MEANS MALAWI, ZAMBIA AND ZIMBABWE.

CENTRAL AMERICA MEANS THE AREA COMPRISING BELIZE, COSTA RICA, EL SALVADOR, GUATEMALA, HONDURAS AND NICARAGUA.

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

CHECKED BAGGAGE, WHICH IS EQUIVALENT TO REGISTERED LUGGAGE, MEANS BAGGAGE OF WHICH CARRIER TAKES SOLE CUSTODY AND FOR WHICH CARRIER HAS ISSUED A BAGGAGE CHECK AND BAGGAGE (CLAIM) TAG(S).

CHILD MEANS A PERSON WHO HAS REACHED HIS/HER SECOND BIRTHDAY PRIOR TO COMMENCEMENT OF TRAVEL OF EACH SECTOR BUT NOT HIS/HER 12TH BIRTHDAY AS OF THE DATE OF COMMENCEMENT OF TRAVEL OF THE JOURNEY.

CIRCLE TRIP-NORMAL FARES MEANS TRAVEL FROM ONE POINT OF ORIGIN AND RETURN THERETO BY A CONTINUOUS, CIRCUITOUS AIR ROUTE: THIS MAY ALSO INCLUDE JOURNEYS COMPRISING TWO FARE COMPONENTS WHICH DO NOT MEET THE CONDITIONS OF A ROUND TRIP BUT ARE IN LINE WITH THE AFOREMENTIONED; PROVIDED THAT WHERE NO DIRECT SCHEDULED AIR ROUTE IS AVAILABLE BETWEEN TWO POINTS, A BREAK IN THE CIRCLE BETWEEN TWO FARE CONSTRUCTION POINTS MAY BE TRAVELLED BY ANY OTHER MEANS OF TRANSPORTATION WITHOUT PREJUDICE TO THE CIRCLE TRIP.

CIRCLE TRIP MINIMUM MEANS THE FARE TO BE CHARGED FOR A CIRCLE TRIP (EXCLUDING ANY SIDE TRIP FOR WHICH A SEPARATE FARE IS ASSESSED) SHALL NOT BE LESS THAN THE DIRECT ROUTE FARE FOR THE HIGHEST RATED PAIR OF POINTS, APPLICABLE TO THE CLASS OF SERVICE USED, FROM THE POINT OF ORIGIN TO ANY STOPOVER POINT ON THE INTINERARY.

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

CIVIL AERONAUTICS BOARD MEANS DEPARTMENT OF TRANSPORTATION.
CIVIL AERONAUTICS BOARD OF THE UNITED STATES OF AMERICA MEANS DEPARTMENT OF TRANSPORTATION.

CLASSES OF SERVICE MEANS:

ECONOMY CLASS

PREMIUM ECONOMY CLASS (CLASSE GRAND LARGE)

BUSINESS CLASS

COMBINATION MEANS WHENEVER TWO OR MORE ONE WAY, ROUND TRIP OR HALF ROUND TRIP FARES ARE USED AND SHOWN SEPARATELY IN A FARE CALCULATION.

CONJUNCTION TICKET MEANS TWO OR MORE TICKETS CONCURRENTLY ISSUED TO A PASSENGER AND WHICH TOGETHER CONSTITUTE A SINGLE CONTRACT OF CARRIAGE.

COMMERCIAL AGREEMENT: AGREEMENT TO SELL TICKETS ON ANOTHER CARRIER'S FLIGHT, OR EACH OTHER'S FLIGHTS (LIKE A CODE-SHARE, OR A BLOCK SPACE AGREEMENT).

CONDITIONS OF CARRIAGE MEANS THE TERMS AND CONDITIONS ESTABLISHED BY A CARRIER IN RESPECT TO ITS CARRIAGE.

CONDITIONS OF CONTRACT MEANS THE TERMS AND CONDITIONS SHOWN ON THE PASSENGER TICKET AND BAGGAGE CHECK.

CONSTRUCTED FARE MEANS UNSPECIFIED THROUGH FARES CREATED BY THE USE OF ADD-ON AMOUNTS, OR TWO MORE FARES SHOWN AS A SINGLE AMOUNT IN A FARE CALCULATION.

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

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

OTHER THAN ALASKA AND HAWAII AND THE FEDERAL DISTRICT OF COLUMBIA OF THE UNITED STATES OF AMERICA.

CONVENTION MEANS EITHER THE MONTREAL CONVENTION OR THE WARSAW CONVENTION WHERE APPLICABLE.

- (A) MONTREAL CONVENTION: MEANS THE CONVENTION FOR THE UNIFICATION OF CERTAIN RULES FOR INTERNATIONAL CARRIAGE BY AIR, SIGNED AT MONTREAL, MAY 28, 1999;
- (B) WARSAW CONVENTION: MEANS THE CONVENTION FOR THE UNIFICATION OF CERTAIN RULES RELATING TO INTERNATIONAL CARRIAGE BY AIR, SIGNED AT WARSAW, OCTOBER 12, 1929, AS AMENDED, BUT NOT INCLUDING THE MONTREAL CONVENTION AS DEFINED ABOVE.

CORSAIR MEANS CORSE AIR INTERNATIONAL D/B/A CORSAIR.

COUNTRY OF COMMENCEMENT OF TRANSPORTATION MEANS THE COUNTRY FROM WHICH TRAVEL ON THE FIRST INTERNATIONAL SECTOR TAKES PLACE.

COUNTRY OF PAYMENT MEANS THE COUNTRY WHERE PAYMENT IS MADE BY THE PURCHASER TO THE AIRLINE OR ITS AGENT. PAYMENT BY CHECK, 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.

COUPON, FLIGHT MEANS THE PORTION OF THE PASSENGER TICKET AND BAGGAGE CHECK OR EXCESS BAGGAGE TICKET THAT INDICATES PARTICULAR PLACES BETWEEN WHICH THE COUPON IS GOOD FOR CARRIAGE.

COUPON, PASSENGER MEANS THE PORTION OF THE PASSENGER TICKET AND BAGGAGE CHECK THAT CONSTITUTES THE PASSENGER'S WRITTEN EVIDENCE OF THE CONTRACT OF CARRIAGE.

CURRENCY OF THE COUNTRY OF PAYMENT MEANS THE COUNTRY WHERE PAYMENT IS MADE BY THE PURCHASER TO THE CARRIER OR ITS AGENT.

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.

DEADLINE MEANS:

- (1) RESERVATIONS: THE MINIMUM NUMBER OF DAYS/MONTHS BEFORE THE DAY OF DEPARTURE BY WHICH RESERVATIONS MUST BE CONFIRMED.
- (2) PAYMENT: THE MINIMUM NUMBER OF DAYS/MONTHS BEFORE THE DAY OF DEPARTURE BY WHICH FULL PAYMENT MUST BE MADE.
- (3) TICKETING: THE MINIMUM NUMBER OF DAYS/MONTHS BEFORE THE DAY OF DEPARTURE BY WHICH TICKETING MUST BE COMPLETED.

DECLARED VALUE FOR CARRIAGE MEANS THE VALUE OF GOODS OR BAGGAGE DECLARED TO THE CARRIER BY THE PASSENGER FOR THE PURPOSE OF DETERMINING CHARGES OR OF ESTABLISHING THE LIMIT OF THE CARRIER'S LIABILITY FOR LOSS, DAMAGE OR DELAY.

DESTINATION MEANS THE ULTIMATE STOPPING PLACE OF THE PASSENGER'S JOURNEY AS SHOWN ON THE TICKET.

DIRECT ROUTE FARE MEANS THE FARE OVER THE DIRECT ROUTE BETWEEN THE TWO POINTS.

DIRECT ROUTING MEANS THE SHORTEST ROUTE OPERATED BY ANY CARRIER IN BOTH DIRECTIONS BETWEEN TWO POINTS.

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

DOMESTIC FARE MEANS A FARE APPLICABLE BETWEEN POINTS WITHIN THE SAME COUNTRY.

DOMESTIC TRANSFER MEANS A CHANGE FROM THE DOMESTIC SERVICE OF ONE CARRIER TO ANOTHER DOMESTIC SERVICE OF THE SAME CARRIER (ONLINE TRANSFER) OR TO THE DOMESTIC SERVICE OF ANOTHER CARRIER (INTERLINE TRANSFER).

DOUBLE OPEN JAW TRIP MEANS AN OPEN JAW TRIP WITH AN OPEN SECTOR AT BOTH THE ORIGIN/DESTINATION AND THE TURNAROUND ENDS.

E C MEMBER STATES MEANS THE COUNTRIES OF AUSTRIA, BELGIUM, CYPRUS, CZECH REPUBLIC, DENMARK, ESTONIA, FINLAND, FRANCE, GERMANY, GREECE, HUNGARY, ICELAND, IRELAND, ITALY, LATVIA, LITHUANIA, LUXEMBOURG, MALTA, NETHERLANDS, NORWAY, POLAND, PORTUGAL, SLOVAKIA, SLOVENIA, SPAIN, SWEDEN AND UNITED KINGDOM.

EASTERN AFRICA MEANS THE AREA COMPRISING BURUNDI, DJIBOUTI, ERITREA, ETHIOPIA, KENYA, RWANDA, SOMALIA, TANZANIA AND UGANDA.

EASTERN CARIBBEAN MEANS THE AREA COMPRISING ANQUILLA, ANTIGUA, DOMINICA, GRENADA, MONTSERRAT, NEVIS, ST. KITTS, ST. LUCIA AND ST. VINCENT.

EASTBOUND MEANS TRAVEL FROM A POINT IN AREA 1 TO A POINT IN AREAS 2 AND 3 VIA THE ATLANTIC OCEAN, OR TRAVEL FROM A POINT IN AREA 3 TO A POINT IN AREA 1 VIA THE PACIFIC OCEAN.

EASTERN HEMISPHERE MEANS THE AREA COMPRISED OF AFRICA, ASIA/AREA 3, EUROPE, AND THE MIDDLE EAST FOR TRAVEL VIA THE ATLANTIC OCEAN.

ECONOMY CLASS FARE MEANS THE FULL FARE ESTABLISHED FOR A NORMAL, REGULAR OR USUAL 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, ECONOMY FARES SHALL BE CONSIDERED TO INCLUDE ALL YEAR OW, RT, CT AND ON-SEASON (PEAK) AND OFF-SEASON (BASIC) FARES FOR PREMIUM ECONOMY CLASS (CLASSE GRAND LARGE)/ECONOMY CLASS TRAVEL.

EDUCATIONAL ESTABLISHMENT MEANS A SCHOOL-ACADEMY-COLLEGE OR UNIVERSITY OFFERING FULL TIME EDUCATIONAL-VOCATIONAL OR TECHNICAL COURSES FOR A SCHOOL YEAR AND DOES NOT INCLUDE A COMMERCIAL OFFICE, INDUSTRIAL OR MILITARY ESTABLISHMENT OR A HOSPITAL AT WHICH A STUDENT IS SERVING AN APPRENTICESHIP UNLESS SUCH APPRENTICESHIP IS PART OF THE SCHOOL CURRICULUM OF THE EDUCATIONAL ESTABLISHMENT AT WHICH THE STUDENT IS ENROLLED.

END-ON-COMBINATIONS MEANS A COMBINATION OF TWO OR MORE FARES WHICH COULD BE TICKETED SEPARATELY AT A FARE CONSTRUCTION POINT. NOT APPLICABLE TO COMBINATION OF FARES BETWEEN THE SAME POINTS.

EUROPE MEANS (ACCORDING TO IATA RESOLUTIONS) THE AREA COMPRISING ALBANIA, ALGERIA, ANDORRA, ARMENIA, AUSTRIA, AZERBAIJAN, BELARUS, BELGIUM, BOSNIA HERZEGOVINA, BULGARIA, CROATIA, CYPRUS, CZECH REPUBLIC, DENMARK, ESTONIA, FINLAND, FRANCE, GEORGIA, GERMANY, GIBRALTAR, GREECE, HUNGARY, ICELAND, IRELAND, ITALY, LATVIA, LIECHTENSTEIN, LITHUANIA, LUXEMBOURG, MALTA, MONACO, MOROCCO, REPUBLIC OF MOLDOVA, POLAND, PORTUGAL INCLUDING AZORES AND MADERIA, ROMANIA, RUSSIAN FEDERATION (WEST OF URALS), SAN MARINO, SLOVENIA, SLOVAKIA, SPAIN

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

INCLUDING CANARY ISLANDS, SWEDEN, SWITZERLAND, TUNISIA, TURKEY (IN EUROPE AND ASIA), UKRAINE, UNITED KINGDOM AND MACEDONIA, THE FORMER YUGOSLAV REPUBLIC OF.

FARE MEANS THE AMOUNT CHARGED BY THE CARRIER FOR THE CARRIAGE OF A PASSENGER AND HIS/HER ALLOWABLE FREE BAGGAGE AND IS THE CURRENT FARE WHICH A CARRIER IN THE PUBLICATION IT NORMALLY USES TO PUBLISH FARES, HOLDS OUT TO THE PUBLIC, OR THE APPROPRIATE SEGMENT OF THE PUBLIC, AS BEING APPLICABLE TO THE CLASS OF SERVICE TO BE FURNISHED.

FARE BREAK POINT MEANS THE ORIGIN AND/OR DESTINATION POINT OF A FARE COMPONENT.

FARE COMPONENT MEANS A PORTION OF AN ITINERARY BETWEEN TWO CONSECUTIVE FARE CONSTRUCTION POINTS - THE POINT OF ORIGIN AND THE POINT OF DESTINATION ARE FARE CONSTRUCTION POINTS.

FARE CONSTRUCTION POINTS MEANS THE TERMINAL POINTS OF A FARE COMPONENT. THESE ARE ALSO TERMED FARE BREAK POINTS.

FARE, LOCAL MEANS A FARE WHICH APPLIES FOR CARRIAGE OVER THE LINES OF A SINGLE CARRIER.

FARE, JOINT MEANS A FARE WHICH APPLIES FOR CARRIAGE OVER THE LINES OF TWO OR MORE CARRIERS AND WHICH IS PUBLISHED AS A SINGLE AMOUNT.

FREEDOM RIGHTS

- (1) THIRD FREEDOM THE RIGHT TO DEPLANE TRAFFIC IN THE FOREIGN COUNTRY THAT HAS BEEN ENPLANED IN THE HOME COUNTRY OF THE CARRIER.
- (2) FOURTH FREEDOM THE RIGHT TO ENPLANE TRAFFIC IN THE FOREIGN COUNTRY THAT IS BOUND FOR THE HOME COUNTRY OF THE CARRIER.
- (3) FIFTH FREEDOM THE RIGHT TO ENPLANE TRAFFIC IN ONE FOREIGN COUNTRY AND TO DEPLANE TRAFFIC IN ANOTHER FOREIGN COUNTRY.

FLIGHT COUPON MEANS A PORTION OF THE PASSENGER TICKET THAT INDICATES PARTICULAR PLACES BETWEEN WHICH THE COUPON IS GOOD FOR CARRIAGE.

FRENCH GOLD FRANCS MEANS FRANCS CONSISTING OF 65-1/SS-2 MILIGRAMS OF GOLD WITH A FINENESS OF NINE HUNDRED THOUSANDTHS.

FRENCH OVERSEAS DEPARTMENTS MEANS THE AREA COMPRISED OF GUADELOUPE, FRENCH GUIANA, MARTINIQUE, REUNION AND ST. PIERRE AND MIQUELON.

FRENCH OVERSEAS TERRITORIES MEANS THE AREAS COMPRISED OF FRENCH POLYNESIA, MAYOTTE, NEW CALEDONIA AND DEPENDENCIES OF THE T.A.A.F. (TERRES AUSRALES AND ANTARTIQUES FRANCAISES) CONSISTING OF CROZET ARCHIPELAGO, KREGUELEN ISLANDS, ST. PAUL, NOUVELLE AMSTERDAM AND TERRE ADELIE.

FRENCH POLYNESIA MEANS THE SOCIETY ISLANDS WHICH ARE COMPRISED OF THE WINDWARD ISLANDS (MOOREA AND TAHITI), LEEWARD ISLANDS (BORA BORA, HUAHINE, MAUPITI AND RAIATEA), TUAMOTU ISLANDS (ANAA, HOA, MANIHI AND RANGIRAO), GAMBIER ISLANDS (RIKITEA), MARQUESAS ISLANDS (HIVA OA, NUKU HIVA, UA HUKA AND UA POU), AUSTRALES ISLANDS (RURUTU AND TUBAI).

FRENCH WEST INDIES MEANS THE AREA COMPRISED OF GUADELOUPE AND ADJACENT ISLANDS/DEPENDENCIES (LA DESIRADE, MARIE GALANTE, ISLES DES SAINTES, ST. BARTHELEMY AND FRENCH ST. MARTIN) AND MARTINIQUE.

FROM... TO... MEANS THE APPLICATION IN ONE DIRECTION BETWEEN TWO GIVEN POINTS.

GATEWAY REFERS TO THE LAST U.S.A./CANADIAN POINT PRIOR TO

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

DEPARTURE ON THE TRANSATLANTIC/TRANSPACIFIC LEG OF A TRIP OR THE FIRST POINT OF ARRIVAL IN THE U.S.A./CANADA.

GEOGRAPHICAL AFRICA MEANS THE AREA COMPRISING AFRICA PLUS ALGERIA, CANARY ISLANDS, EGYPT, MADEIRA, MOROCCO, TUNISIA AND SUDAN.

GROUND TRANSPORTATION MEANS BUS, LIMOUSINE, TAXI OR TRAIN SERVICE BETWEEN AIR TERMINAL AND AIRPORT.

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

GULF AREA MEANS THE AREA COMPRISING BAHRAIN, KUWAIT, OMAN, QATAR AND UNITED ARAB EMIRATES.

HALF ROUND TRIP FARE MEANS HALF OF A SPECIFIED OR CONSTRUCTED ROUND TRIP NORMAL OR SPECIAL FARE.

- (1) IN THE ABSENCE OF A SPECIFIED OR CONSTRUCTED ROUND TRIP NORMAL FARE, THE ONE WAY NORMAL FARE IS CONSIDERED TO BE A HALF ROUND TRIP NORMAL FARE.
- (2) IF A SPECIFIED OR CONSTRUCTED ONE WAY SPECIAL FARE MAY BE DOUBLED TO ESTABLISH A ROUND TRIP SPECIAL FARE, THE ONE WAY SPECIAL FARE IS CONSIDERED TO BE A HALF ROUND TRIP SPECIAL FARE.

HOSPITALIZATION MEANS ADMITTANCE/CONFINEMENT TO A HOSPITAL ON AN INPATIENT BASIS OF AT LEAST 1 NIGHT DURATION.

INCLUSIVE TOUR MEANS A PRE-ARRANGED COMBINATION OF AIR TRANSPORTATION AND SURFACE ARRANGEMENTS OTHER THAN SOLELY PUBLIC TRANSPORTATION.

INDIRECT ROUTE MEANS ANY SCHEDULED CONTINUANCE AIR ROUTE OTHER THAN A DIRECT ROUTE.

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

INTERLINE TRANSFER MEANS A TRANSFER FROM THE SERVICE OF ONE CARRIER TO THE SERVICE OF ANOTHER CARRIER.

IATA RATE OF EXCHANGE (ROE) MEANS THE RATES OF EXCHANGE NOTIFIED BY IATA QUARTERLY TO CONVERT LOCAL CURRENCY FARES TO A NEUTRAL UNIT OF CONSTRUCTION (NUC) AND TO CONVERT TOTAL NUC AMOUNTS TO THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.

IBERIAN PENINSULA MEANS THE AREA COMPRISING OF GIBRALTAR, PORTUGAL INCLUDING AZORES AND MADEIRA, SPAIN INCLUDING BALEARIC AND CANARY ISLANDS.

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

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

INTERLINE TRANSFER POINT MEANS ANY POINT AT WHICH THE PASSENGER TRANSFERS FROM THE SERVICES OF ONE CARRIER TO THE SERVICES OF ANOTHER 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 OW, RT, CT OR OJ TRAVEL.

INTERNATIONAL CARRIAGE MEANS (EXCEPT WHEN THE WARSAW

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CONVENTION IS APPLICABLE) CARRIAGE IN WHICH ACCORDING TO THE CONTRACT OF CARRIAGE, THE PLACE OF DEPARTURE AND ANY PLACE OF LANDING ARE SITUATED IN MORE THAN ONE STATE. AS USED IN THIS DEFINITION, THE TERM "STATE" INCLUDES ALL TERRITORY SUBJECT TO THE SOVEREIGNTY, SUZERAINITY, MANDATE, AUTHORITY OR TRUSTEESHIP THEREOF. INTERNATIONAL CARRIAGE IS DEFINED BY THE WARSAW CONVENTION MEANS ANY CARRIAGE IN WHICH, ACCORDING TO THE CONTRACT OF CARRIAGE, THE PLACE OF DEPARTURE AND THE PLACE OF DESTINATION, WHETHER OR NOT THERE BE A BREAK IN THE CARRIAGE OR 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, SUZERAINITY, MANDATE OR AUTHORITY OF ANOTHER STATE, EVEN THOUGH THAT STATE IS NOT A PARTY TO THE CONVENTION.

INTERNATIONAL SECTOR MEANS A SECTOR OF UNINTERRUPTED AIR TRAVEL FOR WHICH THE ARRIVAL AND DEPARTURE POINTS ARE IN TWO DIFFERENT COUNTRIES, HOWEVER, WHEN TRANSOCEANIC TRAVEL IS INVOLVED IN A FARE COMPONENT, TRAVEL ON THE TRANSOCEANIC SECTOR SHALL BE CONSIDERED THE INTERNATIONAL SECTOR.

INTERNATIONAL TRANSFER MEANS A CHANGE FROM THE INTERNATIONAL SERVICE OF ONE CARRIER TO ANOTHER INTERNATIONAL SERVICE OF THE SAME CARRIER (ONLINE TRANSFER) OR TO THE INTERNATIONAL SERVICE OF ANOTHER CARRIER (INTERLINE TRANSFER).

INTERSTATE TRANSPORTATION MEANS TRANSPORTATION BETWEEN A POINT IN ANY STATE OF THE UNITED STATES OR THE DISTRICT OF COLUMBIA AND A POINT IN ANY OTHER STATE OF THE UNITED STATES OR THE DISTRICT OF COLUMBIA.

ISSUING CARRIER MEANS A CARRIER WHOSE TICKETS ARE ISSUED TO THE PASSENGER.

LOCAL COMBINATION MEANS A COMBINATION OF FARES BETWEEN THE SAME POINTS.

LOCAL CURRENCY FARES MEANS FARES AND RELATED CHARGES EXPRESSED IN THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRAVEL.

NOTE: SEE RULE 145, IPGT-1 NTA(A) NO. 373 FOR THOSE COUNTRIES WHERE THE U.S. DOLLAR IS USED FOR LOCAL CURRENCY.

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

MAXIMUM PERMITTED MILEAGE - (MPM) MEANS THE MAXIMUM MILEAGE THAT MAY BE TRAVELLED FOR A FARE COMPONENT.

MICRONESIA MEANS THE AREA COMPRISED OF GUAM, JOHNSTON ISLANDS, MARSHALL ISLANDS, CAROLINE ISLANDS, PALAU ISLANDS AND MARIANA ISLANDS.

MID ATLANTIC AREA MEANS THE AREA COMPRISING BAHAMAS, BARBADOS, BERMUDA, BOLIVIA, BELIZE, CAYMAN ISLANDS, COLOMBIA, COSTA RICA, CUBA, DOMINICAN REPUBLIC, ECUADOR, EL SALVADOR, FRENCH GUIANA, GUADELOUPE, GUATEMALA, GUYANA, HAITI, HONDURAS, JAMAICA, LEEWARD ISLANDS, MARTINIQUE, NETHERLANDS ANTILLES, NICARAGUA, PANAMA, PANAMA CANAL ZONE, PERU, PUERTO RICO, SURINAM, TRINIDAD AND TOBAGO, VENEZUELA, VIRGIN ISLANDS AND WINDWARD ISLANDS.

MID ATLANTIC FARES MEANS FARES APPLICABLE BETWEEN THE MID ATLANTIC AREA AND POINTS IN AREAS 2 AND 3 VIA THE NORTH, MID OR SOUTH ATLANTIC OCEAN.

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MIDDLE EAST MEANS THE AREA COMPRISING OF BAHRAIN, EGYPT (ARAB REPUBLIC OF EGYPT), IRAN, IRAQ, ISRAEL, JORDAN, KUWAIT, LEBANON, OMAN, QATAR, SAUDI ARABIA, SUDAN, SYRIA, UNITED ARAB EMIRATES (INCLUDING ABU DHABI, AJAM, DUBAI, FUJAIRAH, RAS AL KHAIMAH, SHARJA, OMN AL QAIWAIN) AND YEMEN. MILITARY AGENCIES MEANS DEPARTMENTS OF THE ARMY, NAVY, AIR FORCE, MARINE CORPS, COAST GUARD, THE RESPECTIVE ACADEMIES OF THE ARMY, NAVY, AIR FORCE, MARINE CORPS, COAST GUARD AND THE NATIONAL GUARD. THE RESERVE OFFICER TRAINING CORPS IS NOT INCLUDED.

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

MINIMUM GROUP SIZE MEANS THE MINIMUM NUMBER OF PASSENGERS REQUIRED TO QUALIFY FOR A FARE.

MINIMUM TOUR PRICE MEANS THE MINIMUM SELLING PRICE FOR THE TOUR CALCULATED AS THE AIR FARE PLUS AN AMOUNT FOR LAND ARRANGEMENTS.

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.

MONDAY RULE (MO) MEANS RETURN JOURNEY FROM THE LAST STOPOVER POINT OUTSIDE THE COUNTRY OF ORIGIN MAY NOT BE COMMENCED PRIOR TO 00.01 HOURS ON THE MONDAY AFTER THE DATE OF ARRIVAL AT THE FIRST STOPOVER POINT OUTSIDE THE COUNTRY OF ORIGIN. THIS DEFINITION SHALL BE USED IN CONNECTION WITH CERTAIN SPECIAL FARES AS DENOTED CORRESPONDING RULE.

NATIONAL MEANS A PERSON WHO HAS THE CITIZENSHIP OF A COUNTRY EITHER BY BIRTH OR BY NATURALIZATION.

NEUTRAL UNIT OF CONSTRUCTION (N.U.C.) MEANS A COMMON UNIT USED TO CONSTRUCT FARES USING DIFFERENT LOCAL CURRENCIES.

NORMAL FARE MEANS A FARE ESTABLISHED AS BUSINESS (C), PREMIUM ECONOMY (W) (A.K.A. GRAND LARGE), ECONOMY (Y) CLASS OF SERVICE AND ANY OTHER FARE DENOMINATED AND PUBLISHED AS A NORMAL FARE (E.G., C2, F2, Y2). CHILDREN'S FARES AND INFANTS' FARES WHICH ARE ESTABLISHED AS A PERCENTAGE OF THE FARES REFERRED TO ABOVE ARE ALSO CONSIDERED TO BE NORMAL FARES.

NORTH AMERICA MEANS THE AREA COMPRISING ALASKA, CANADA, CONTINENTAL U.S.A., HAWAII, MEXICO, ST. PIERRE AND MIQUELON.

NO SHOW MEANS A PASSENGER WHO FAILS TO USE RESERVED ACCOMMODATION FOR REASON OTHER THAN MISSED CONNECTION.

NORTH ATLANTIC FARES MEANS FARES APPLICABLE BETWEEN THE NORTH ATLANTIC AREA AND POINTS IN AREAS 2 AND 3 VIA THE ATLANTIC OCEAN.

NORTH PACIFIC FARES MEANS FARES APPLICABLE BETWEEN POINTS IN AREA 1 AND POINTS IN AREAS 2 AND 3 VIA THE NORTH PACIFIC AND CENTRAL PACIFIC OCEAN.

NUC MEANS THE NEUTRAL UNIT OF CONSTRUCTION.

ONE WAY TRIPS MEANS A ONE-WAY TRIP IS CONSIDERED TO BE ANY JOURNEY WHICH, FOR FARE CALCULATION PURPOSES, IS NOT A COMPLETE ROUND OR CIRCLE TRIP ENTIRELY BY AIR.

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

Tariff: SS1 - CTA No. 507 DOT No. 851
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(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 MEANS A TRANSFER FROM THE SERVICE OF ONE CARRIER TO ANOTHER SERVICE OF THE SAME CARRIER.

ONWARD COMBINATION MEANS A COMBINATION OF TWO OR MORE FARES AT A FARE CONSTRUCTION POINT. NOT APPLICABLE TO COMBINATION OF FARES BETWEEN THE SAME POINTS.

ONE-WAY TRIPS MEANS A ONE-WAY TRIP IS CONSIDERED TO BE ANY JOURNEY WHICH, FOR FARE CALCULATION PURPOSES, IS NOT A COMPLETE ROUND OR CIRCLE TRIP ENTIRELY BY AIR.

OPEN-JAW TRIP (APPLICABLE TO SPECIAL FARES ONLY)

MEANS TRAVEL WHEREBY:

- (1) TURNAROUND OPEN JAW (TOJ) - THE OUTWARD POINT OF ARRIVAL AND THE INWARD POINT OF DEPARTURE ARE NOT THE SAME.
- (2) ORIGIN OPEN JAW (OOJ) - THE OUTWARD POINT OF DEPARTURE AND THE INWARD POINT OF ARRIVAL ARE NOT THE SAME.
- (3) SINGLE OPEN JAW (SOJ) - EITHER TURNAROUND OPEN JAW OR ORIGIN OPEN JAW.
- (4) OPEN JAW (OJ) (A.K.A. DOUBLE OPEN JAW (DOJ)) - ANY COMBINATION OF THE ABOVE.

ORIGIN MEANS THE INITIAL STARTING PLACE OF THE JOURNEY AS SHOWN ON THE TICKET.

OTHER CHARGES MEANS CHARGES SUCH AS TAXES, FEES, ETC. NOT INTENDED 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 AND BAGGAGE CHECK CONSTITUTING THE PASSENGER'S WRITTEN EVIDENCE OF THE CONTRACT OF CARRIAGE.

PASSENGER TICKET MEANS THOSE PORTIONS OF THE TICKET ISSUED BY THE CARRIER THAT PROVIDE FOR THE CARRIAGE OF THE PASSENGER.

PITCH, SEAT MEANS THE DISTANCE BETWEEN THE FRONT EDGE OF ONE SEAT IN AN AIRCRAFT AND THE FRONT EDGE OF THE SEAT

IMMEDIATELY IN FRONT WHEN BOTH ARE IN THE UPRIGHT POSITION.

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.

PROPORTIONAL FARE SEE "ARBITRARY"

PUBLIC SPECIAL FARES MEANS ALL SPECIAL FARES EXCEPT INDIVIDUAL INCLUSIVE TOUR (IIT) AND GROUP INCLUSIVE TOUR (GIT) FARES.

REBOOKING MEANS CHANGE OF RESERVATION OR OTHER CHANGES WHICH

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DO NOT REQUIRE TICKET REISSUANCE.

RECONFIRMATION MEANS A REQUIREMENT THAT PASSENGERS, UNDER CERTAIN GIVEN CIRCUMSTANCES, ADVISE A CARRIER OF THEIR INTENTION TO USE THE SPACE RESERVED.

REFUND MEANS THE REPAYMENT TO THE PURCHASER OF ALL OR A PORTION OF A FARE RATE OR CHARGE FOR UNUSED CARRIAGE OR SERVICE.

RELATED CHARGES MEANS THOSE CHARGES (SUCH AS STOPOVER CHARGES, WEEKEND SURCHARGES) INTENDED TO BE SHOWN IN THE FARE CONSTRUCTION BOX OF THE TICKET AND EXCESS BAGGAGE CHARGES.

REROUTING MEANS A CHANGE OF ROUTING OR OTHER CHANGES WHICH REQUIRE TICKET REISSUANCE.

RESERVATION MEANS EQUIVALENT TO THE TERM "BOOKING". THE ALLOTMENT IN ADVANCE OF SEATING OR SLEEPING ACCOMMODATIONS FOR A PASSENGER OR OF SPACE OR WEIGHT CAPACITY FOR BAGGAGE.

RESIDENT MEANS A PERSON NORMALLY LIVING IN A COUNTRY OF WHICH HE MAY/MAY NOT BE A CITIZEN.

REVALIDATION MEANS THE AUTHORIZED STAMPING OR WRITING UPON THE PASSENGER TICKET EVIDENCING THAT IT HAS BEEN OFFICIALLY ALTERED BY THE CARRIER.

ROUND THE WORLD (RTW) MEANS TRAVEL FROM THE POINT OF ORIGIN AND RETURN THERETO WHICH INVOLVES ONLY ONE CROSSING OF THE ATLANTIC OCEAN AND ONLY ONE CROSSING OF THE PACIFIC OCEAN.

ROUNDTRIP WHICH IS EQUIVALENT TO RETURN JOURNEY, MEANS TRAVEL FROM ONE POINT TO ANOTHER AND RETURN BY AN 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 JOURNEYS FOR WHICH THE SAME ALL YEAR THROUGH ONE WAY FARE IS ESTABLISHED BETWEEN TWO POINTS, IN EITHER DIRECTION AROUND THE WORLD. SCANDINAVIA MEANS THE AREA COMPRISING DENMARK, NORWAY AND SWEDEN.

SCHOOL YEAR MEANS A PERIOD OF 12 CONSECUTIVE MONTHS LESS WHATEVER INTERRUPTIONS FOR VACATIONS ARE NORMALLY GRANTED BY THE EDUCATION ESTABLISHMENT AT WHICH THE STUDENT IS ENROLLED; PROVIDED THAT WHERE THE OFFICIAL SCHOLASTIC YEAR IS LESS THAN 12 MONTHS, "SCHOOL YEAR" SHALL MEAN NOT LESS THAN 6 MONTHS PERIOD LESS WHATEVER INTERRUPTIONS FOR VACATIONS ARE NORMALLY GRANTED AT THE EDUCATIONAL ESTABLISHMENT AT WHICH THE STUDENT IS ENROLLED.

SECTOR MEANS THAT PORTION OF A JOURNEY COVERED BY A SINGLE FLIGHT COUPON.

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

SIDE TRIP COMBINATION MEANS THE COMBINATION OF A FARE WHICH COULD BE TICKETED SEPARATELY FROM AND/OR TO ENROUTE POINT OF A FARE COMPONENT

SINGLE OPEN-JAW TRIP MEANS TRAVEL WHICH IS ESSENTIALLY OF A ROUND TRIP NATURE EXCEPT THAT:

- (1) THE OUTWARD POINT OF ARRIVAL AND INWARD POINT OF DEPARTURE ARE NOT THE SAME; OR
- (2) THE OUTWARD POINT OF DEPARTURE AND INWARD POINT OF ARRIVAL ARE NOT THE SAME.

SITI MEANS SALE IN AND TICKET ISSUANCE IN THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.

SITO MEANS SALE IN BUT TICKET ISSUANCE OUTSIDE THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.

Tariff: SS1 - CTA No. 507 DOT No. 851
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SOTI MEANS SALE OUTSIDE BUT TICKET ISSUANCE IN THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.

SOTO MEANS SALE OUTSIDE AND TICKET ISSUANCE OUTSIDE THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.

SOUTH AMERICA MEANS THE AREA COMPRISING ARGENTINA, BOLIVIA, BRAZIL, CHILE, COLUMBIA, 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 ATLANTIC AREA MEANS THE AREA COMPRISING ARGENTINA, BRAZIL, CHILE, PARAGUAY AND URUGUAY.

SOUTH ATLANTIC FARES MEANS FARES APPLICABLE BETWEEN SOUTH ATLANTIC AREA AND POINTS IN AREAS 2 AND 3 VIA THE SOUTH ATLANTIC OCEAN.

SOUTHERN AFRICA MEANS THE AREA COMPRISING BOTSWANA, LESOTHO, MOZAMBIQUE, NAMIBIA (SOUTH WEST AFRICA), SOUTH AFRICA AND SWAZILAND.

SOUTH EAST ASIA MEANS THE AREA COMPRISED OF BRUNEI, CHINA (PEOPLE'S REPUBLIC OF), GUAM, HONG KONG, INDONESIA, KAMPUCHEA, KAZAKHSTAN, KYRGYZSTAN, LAOS, MALAYSIA, MONGOLIAN REPUBLIC, MYANMAR, PHILIPPINES, RUSSIAN FEDERATION (EAST OF URALS), SINGAPORE, TAIWAN, THAILAND, TAIJKISTAN, TURKMENISTAN, UZBEKISTAN AND VIET NAM.

SOUTH PACIFIC FARES MEANS FARES APPLICABLE BETWEEN POINTS IN AREA 1 AND POINTS IN SOUTH WEST PACIFIC VIA THE SOUTH PACIFIC OCEAN.

SOUTH WEST PACIFIC MEANS THAT PORTION OF AREA 3 WHICH INCLUDES AMERICAN SAMOA, AUSTRALIA, COOK ISLANDS, ELLICE ISLANDS, FIJI ISLANDS, GILBERT ISLANDS, KIRIBATI ISLANDS, LOYALTY ISLANDS, NAURU ISLANDS, NEW CALEDONIA, NEW HEBRIDES ISLANDS, NEW ZEALAND, NORFOLK ISLANDS, PAPUA NEW GUINEA, PITCAIRN ISLAND, POLYNESIAN ISLANDS, SAMOA ISLANDS, SOCIETY ISLANDS, SOLOMON ISLANDS, TASMANIA, TONGA, TUVALU, VANUATU, WALLIS AND FUTURA ISLANDS.

SPECIAL FARE MEANS A FARE OTHER THAN A NORMAL FARE.

SPECIAL DRAWING RIGHT MEANS A SPECIAL UNIT OF CURRENCY, THE CURRENCY VALUES OF WHICH FLUCTUATE AND ARE RECALCULATED EACH BANKING DAY. THESE VALUES ARE KNOWN TO MOST COMMERCIAL BANKS AND ARE REPORTED IN SOME NEWSPAPERS AND IN THE IMF SURVEY, PUBLISHED WEEKLY BY THE INTERNATIONAL MONETARY FUND, WASHINGTON, D.C. 20431.

STOPOVER MEANS WHEN A PASSENGER ARRIVES AT AN INTERMEDIATE POINT AND IS NOT SCHEDULED TO DEPART WITHIN 24 HOURS OF ARRIVAL.

SUNDAY RULE (SU) MEANS RETURN JOURNEY FROM THE LAST STOPOVER POINT OUTSIDE THE COUNTRY OF ORIGIN MAY NOT BE COMMENCED PRIOR TO 00.01 HOURS ON THE SUNDAY AFTER THE DATE OF ARRIVAL AT THE FIRST STOPOVER POINT OUTSIDE THE COUNTRY OF ORIGIN. THIS DEFINITION SHALL BE USED IN CONNECTION WITH CERTAIN SPECIAL FARES AS DENOTED CORRESPONDING RULE.

SURFACE SECTOR MEANS A SECTOR BETWEEN TWO INTERMEDIATE POINTS OF A FARE COMPONENT WHERE TRAVEL IS VIA OTHER THAN AIR TRANSPORTATION IN THE CASE OF A MILEAGE FARE, THE TICKETED POINT MILEAGE BETWEEN THE ORIGIN AND THE DESTINATION OF THE SURFACE SECTOR IS INCLUDED IN THE TPM CALCULATION OF THE THROUGH FARE COMPONENT. IN THE CASE OF A ROUTING FARE, BOTH THE ORIGIN AND DESTINATION POINTS OF THE

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SURFACE SECTOR SHOULD BE ON THE SPECIFIED ROUTING. THE FARE OVER THE SURFACE SECTOR IS COVERED BY THE THROUGH FARE COMPONENT.

TARIFFS MEANS THE PUBLISHED FARES, RATES, CHARGES AND/OR RELATED CONDITIONS OF A CARRIER.

THROUGHFARE MEANS THE FARE APPLICABLE FOR TRAVEL BETWEEN TWO CONSECUTIVE FARE CONSTRUCTION POINTS VIA AN INTERMEDIATE POINT(S).

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 SHOWN IN THE "GOOD FOR PASSAGE" SECTION OF THE PASSENGER TICKET PLUS ANY OTHER POINT(S) USED FOR FARE CONSTRUCTION AND SHOWN IN THE 'FARE CONSTRUCTION BOX' FOR THE PASSENGER TICKET; PROVIDED THAT TWO FLIGHT NUMBERS OR TWO CARRIERS SUCH AS FOR AN INTERCHANGE FLIGHT WILL NOT BE PERMITTED ON ONE FLIGHT COUPON.

TICKETED POINT MILEAGE - (TPM) MEANS THE DISTANCE BETWEEN PAIRS OF POINTS PUBLISHED IN THE TICKETED POINT MILEAGE MANUAL.

TICKETING TIME LIMIT MEANS A TIME BY WHICH THE PASSENGER MUST SECURE HIS/HER TICKET FOR A CONFIRMED RESERVATION AS REQUIRED BY THE CARRIER.

TOUR CONDUCTOR MEANS AN INDIVIDUAL WHO IS IN CHARGE OF AND/OR WHO PERSONALLY ESCORTS A GROUP OF AT LEAST 10 PASSENGERS FOR ALL OR PART OF THE ITINERARY.

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

TRAFFIC DOCUMENT MEANS TICKET, MCO OR ANY OTHER ACCOUNTABLE PASSENGER TRAFFIC DOCUMENT.

TRANSATLANTIC FARES MEANS FARES APPLICABLE BETWEEN POINTS IN AREA 1 AND POINTS IN AREAS 2 AND 3 VIA THE NORTH/MID OR SOUTH ATLANTIC OCEAN AND VIA POLAR ROUTES.

TRANSATLANTIC OR TRANSATLANTIC SECTOR MEANS THE PORTION OF TRAVEL COVERED BY A SINGLE FLIGHT COUPON FROM THE POINT OF DEPARTURE IN AREA 1 TO THE POINT OF ARRIVAL IN AREA 2, AND VICE VERSA.

TRANSFER MEANS A CHANGE FROM THE SERVICE OF ONE CARRIER TO ANOTHER SERVICE OF THE SAME CARRIER (ONLINE TRANSFER) OR TO THE SERVICE OF ANOTHER CARRIER (INTERLINE TRANSFER).

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

TRANSPACIFIC OR TRANSPACIFIC SECTOR MEANS THE PORTION OF TRAVEL COVERED BY A SINGLE FLIGHT COUPON FROM THE POINT OF DEPARTURE IN AREA NO. 1 TO THE POINT OF ARRIVAL IN AREA NO. 3 AND VICE VERSA.

TRUST TERRITORY MEANS THE AREA COMPRISING THE CAROLINE ISLANDS, MARIANA ISLANDS AND MARSHALL ISLANDS.

TURNAROUND MEANS A POINT IN A ROUND TRIP JOURNEY WHERE THE OUTWARD JOURNEY ENDS AND THE INWARD JOURNEY BEGINS.

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

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HEIGHT, LENGTH AND WIDTH.

UNITED KINGDOM OR U.K. MEANS ENGLAND, SCOTLAND, WALES AND NORTHERN IRELAND INCLUDING THE CHANNEL ISLANDS AND THE ISLE OF MAN.

"UNITED STATES OF AMERICA" OR "THE UNITED STATES" OR "THE U.S.A." EACH MEANS, UNLESS OTHERWISE SPECIFIED, THE AREA COMPRISING OF 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.

U.S. TERRITORIES MEANS THE OVERSEAS TERRITORIES OF THE UNITED STATES OF AMERICA INCLUDING:

AMERICAN SAMOA, BAKER ISLANDS, GUAM, HOWLAND ISLANDS, JARVIS ISLANDS, JOHNSTON ATOLL, KINGMAN REEF, MIDWAY ISLAND, NORTHERN MARIANA ISLAND, PUERTO RICO, SAIPAN, SWAINS ISLANDS, PACIFIC TRUST TERRITORIES, PALMYRA ISLANDS, PANAMA CANAL ZONE, U.S. VIRGIN ISLANDS AND WAKE ISLANDS.

VALIDATION MEANS THE AUTHORIZED STAMPING OR WRITING UPON THE PASSENGER TICKET EVIDENCING THAT IT HAS BEEN OFFICIALLY ISSUED BY THE CARRIER.

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).

WESTERN AFRICA MEANS ANGOLA, BENIN, BURKINO FASO, CAMEROON, CAPE VERDE, CENTRAL AFRICAN REPUBLIC, CHAD, CONGO, COTE D'IVOIRE (IVORY COAST), EQUATORIAL GUINEA, GABON, GAMBIA, GHANA, GUINEA, GUINEA BISSAU, LIBERIA, MALI, MAURITANIA, NIGER, NIGERIA, SAO TOME & PRINCIPE, SENEGAL, SIERRA LEONE, TOGO AND ZAIRE.

WESTERN HEMISPHERE MEANS THE AREA COMPRISING OF AREA 1.

WESTBOUND MEANS TRAVEL FROM A POINT IN AREA 2 OR 3 TO A POINT IN AREA 1 VIA THE ATLANTIC OCEAN, OR FROM A POINT IN AREA 1 TO A POINT IN AREA 2 OR 3 VIA THE PACIFIC OCEAN.

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Rule 2 Standard Format of Electronic Rules

RULE TITLE/APPLICATION (CATEGORY **)

THIS CATEGORY CONTAINS THE RULE TITLE AND DEFINES THE APPLICATION OF THE RULE. IT WILL BE USED TO INDICATE THE GEOGRAPHICAL APPLICATION OF THE RULE, TYPE OF SERVICE (BUSINESS, PREMIUM ECONOMY (GRAND LARGE), ECONOMY), TYPE OF TRANSPORTATION (ONE WAY OR ROUND TRIP), TYPE OF JOURNEY (SINGLE OPEN JAW, ROUND TRIP, ETC.) AND APPLICABILITY FOR USE WITH JOINT FARES, TOUR FARES AND GROUP FARES. PROVISIONS FOR CAPACITY LIMITATIONS, GENERAL RULES WHICH ARE NOT APPLICABLE AND MISCELLANEOUS INFORMATION WHICH IS NOT CATEGORY SPECIFIC WILL ALSO APPEAR HERE. THIS CATEGORY WILL APPEAR WITH EVERY RULE WITH AT LEAST THE RULE TITLE.

ELIGIBILITY (CATEGORY 1)

INTENTIONALLY LEFT BLANK

DAY/TIME (CATEGORY 2)

INTENTIONALLY LEFT BLANK

SEASONALITY (CATEGORY 3)

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FLIGHT APPLICATION (CATEGORY 4)

"UNLESS OTHERWISE STATED, THE DATE OF EACH DEPARTURE ON THE LONG HAUL SEGMENT IN EACH DIRECTION, DETERMINES THE APPLICABLE SEASONAL LEVEL FOR EACH SEGMENT." THE DATE OF THE FIRST INTERNATIONAL, TRANSOCEANIC FLIGHT OF EACH FARE SECTOR WILL DETERMINE THE TYPE OF FARE TO BE APPLIED TO SUCH SECTOR.

ADVANCE RESERVATIONS/TICKETING (CATEGORY 5)

GROUPS FARES (INCLUDING GROUP INCLUSIVE TOUR FARES) AND ALSO APPLIES TO TICKETS PURCHASED INDIVIDUALLY.

- (1) 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.
- (2) WHERE APPLICABLE, THIS CATEGORY WILL ALSO INDICATE ANY PAYMENT AND TICKETING DEADLINE FOR ADDED/SUBSTITUTE PASSENGERS IN THE GROUP.
- (3) 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)

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MAXIMUM STAY (CATEGORY 7)

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STOPOVERS (CATEGORY 8)

UNLESS OTHERWISE SPECIFIED IN THE GOVERNING FARE RULES, EN ROUTE STOPOVERS SHALL BE PERMITTED FREE OF CHARGE.

TRANSFERS (CATEGORY 9)

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PERMITTED COMBINATIONS (CATEGORY 10)

ANY FARE MAY BE COMBINED WITH ANY OTHER FARE THAT PERMITS COMBINATION PROVIDED ALL CONDITIONS OF THE FARES ARE MET.

Tariff: SS1 - CTA No. 507 DOT No. 851
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TRAVEL NEED NOT BE VIA FARE CONSTRUCTION POINTS UNLESS OTHERWISE SPECIFIED IN EITHER FARE RULE.

BLACKOUT DATES (CATEGORY 11)

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SURCHARGES (CATEGORY 12)

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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) 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 THIS CATEGORY OF THE FARE RULE.

(2) ADVANCE PURCHASE FARES

(A) PRIOR TO DEPARTURE

IN THE EVENT OF SUBMISSION FOR REFUND OR FAILURE TO USE CONFIRMED SPACE AS TICKETED WITHIN THE "ADVANCE PURCHASE PERIOD" FOR ANY REASON, EXCEPT AS PROVIDED 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 RULE.

(I) FULL REFUND WILL BE MADE IN THE EVENT OF:

(AA) DEATH OR ILLNESS OF 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.

(II) 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 SUBMISSION FOR REFUND OR FAILURE TO USE CONFIRMED SPACE AS TICKETED AFTER TRAVEL HAS COMMENCED, EXCEPT AS PROVIDED 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 TRAVELLING TOGETHER, THE SURVIVING MEMBER(S) WILL BE PERMITTED 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.

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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 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.

- (3) GROUP FARES (INCLUDING GROUP INCLUSIVE TOUR 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 MEMBER OF THE GROUP LESS THAN THE NUMBER OF DAYS STATED IN THE RULE PRIOR TO COMMENCEMENT OF OUTBOUND TRAVEL, EXCEPT AS PROVIDED BELOW, A PORTION OF THE GROUP PAID WILL BE DEEMED NON-REFUNDABLE AND WILL BE FORFEITED BY THE NON-DEPARTING GROUP MEMBER(S).
 - (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.
 - (B) (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

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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 SUCH PASSENGER.

AFTER DEPARTURE

- (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 FARE 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.
- (4) INDIVIDUAL INCLUSIVE TOUR 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) 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 INDIVIDUAL INCLUSIVE TOUR FARE RULE.
 - (II) FULL REFUND WILL BE MADE IN THE EVENT OF DEATH OR ILLNESS OF THE PROSPECTIVE PASSENGER OR A MEMBER OF THE PASSENGER'S IMMEDIATE FAMILY (ATTESTED TO BY AN APPROPRIATE CERTIFICATE);
 - (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

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- APPLICABLE FARE.
- (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) CREDIT TOWARDS FURTHER TRANSPORTATION IN CASE OF VOLUNTARY REROUTING OR CHANGE OF RESERVATIONS, THE AMOUNT OF THE FARE PAID MAY BE USED AS A CREDIT TOWARDS PAYMENT OF A HIGHER APPLICABLE FARE CALCULATED FROM THE POINT OF ORIGIN, IN WHICH CASE THE ORIGINAL NON-REFUNDABLE AMOUNT SHALL REMAIN NON-REFUNDABLE IN THE NEW TICKET AS WELL AS ANY SUBSEQUENT REISSUES.

HIGHER INTERMEDIATE POINT (CATEGORY 17)

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TICKET ENDORSEMENTS (CATEGORY 18)

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CHILDREN'S DISCOUNTS (CATEGORY 19)

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TOUR CONDUCTOR DISCOUNTS (CATEGORY 20)

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AGENT DISCOUNTS (CATEGORY 21)

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ALL OTHER DISCOUNTS (CATEGORY 22)

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MISCELLANEOUS PROVISIONS (CATEGORY 23)

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(CATEGORY 24)

CURRENTLY NOT AVAILABLE

(CATEGORY 25)

CURRENTLY NOT AVAILABLE

GROUPS (CATEGORY 26)

(1) GROUP SIZE

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

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

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

Tariff: SS1 - CTA No. 507 DOT No. 851
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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.
 - (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

Tariff: SS1 - CTA No. 507 DOT No. 851
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- THESE MUST BE VOUCHERS SPECIFYING SLEEPING ACCOMMODATIONS AND ANY SIGHTSEEING OR OTHER FEATURES OF THE TOUR. SUCH VOUCHERS, INCLUDING THOSE FOR GROUND TRANSPORTATION, MUST BE AVAILABLE FOR INSPECTION DURING CHECK-IN PRIOR TO COMMENCEMENT OF TRAVEL FROM THE POINT OF ORIGIN.
- (B) AFFINITY/INCENTIVE/NON-AFFINITY/OWN USE GROUP REQUIREMENTS
- (I) WRITTEN APPLICATION, IN THE FORM REQUIRED, 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 THE CARRIER.
- (C) GROUP INCLUSIVE TOUR REQUIREMENTS
- (I) WRITTEN APPLICATION, IN THE FORM REQUIRED, 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 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 CATEGORY GIVING THE NUMBER OF CHANGES AND/OR

Tariff: SS1 - CTA No. 507 DOT No. 851
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ADDITIONS PERMITTED AND THE DEADLINE, IF ANY
IS INVOLVED.

TOURS (CATEGORY 27)

- (1) INDIVIDUAL AND GROUP INCLUSIVE TOUR REQUIREMENTS
- (A) EXCEPT AS OTHERWISE NOTED, THE INDIVIDUAL INCLUSIVE TOUR MUST BE INCLUDED IN IT'S PUBLISHED PRICE AND APPROPRIATE LITERATURE, IN ADDITION TO AIR TRANSPORTATION, THE COST OF SLEEPING OR HOTEL ACCOMMODATIONS, 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 IT'S PUBLISHED PRICE 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 PRICE OF TOUR FEATURES AND FACILITIES MAY NOT BE LESS THAN THE AMOUNT SPECIFIED IN THIS CATEGORY OF THE PARTICULAR FARE RULE.
- (2) MINIMUM TOUR PRICE
- (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.

VISIT ANOTHER COUNTRY (CATEGORY 28)

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DEPOSITS (CATEGORY 29)

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Rule 5 Application of Tariff†^Δ

(A) GENERAL

- (1) EXCEPT AS PROVIDED BELOW, THE PROVISIONS OF THIS TARIFF APPLY LOCALLY VIA THE SERVICES OF THE CARRIERS SHOWN BELOW OR JOINTLY VIA THE SERVICES OF THESE CARRIERS WITH THE OTHER PARTICIPANTS IN THIS TARIFF: CORSAIR INTERNATIONAL D/B/A CORSAIR
- (2) THIS TARIFF SHALL APPLY TO CARRIAGE OF PASSENGERS AND BAGGAGE INCLUDING ALL SERVICES INCIDENTAL THEREOF PERFORMED BY CARRIER UNDER LOCAL AND JOINT RATES AND CHARGED OF CARRIER CONTAINED IN TARIFFS WHICH MAKE SPECIFIC REFERENCE TO THIS TARIFF FOR GOVERNING RULES, REGULATIONS AND CONDITIONS OF CARRIAGE.
- (3) FARES AND CHARGES OF MONETARY AMOUNTS SHOWN IN DOLLARS OR CENTS ARE STATED IN TERMS OF U.S. CURRENCY EXCEPT WHERE FARES AND CHARGES OR MONETARY AMOUNTS ARE SPECIFICALLY STATED AS BEING PUBLISHED IN CANADIAN CURRENCY OF OTHER CURRENCY.
- (4) RULES IN THIS TARIFF GOVERN THE APPLICATION OF ALL FARES AND CHARGES PUBLISHED IN TARIFF WHICH SPECIFICALLY REFER TO AND 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.
- (5) 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.
- (6) 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 SS ARE CONSIDERED TO BE PART OF THIS TARIFF.
- (7) THE OBLIGATIONS OF THE CARRIER UNDER THE AIR PASSENGER PROTECTION REGULATIONS (APPR) FORM PART OF THE TARIFF AND SUPERSEDE ANY INCOMPATIBLE OR INCONSISTENT TERM AND CONDITION OF CARRIAGE SET

† Tracked changes applicable to/from Canada and annotated throughout the entirety of Rule 5 are effective April 06, 2023, pursuant to Order Number 2021-A-3 of the CTA.

Δ Tracked changes applicable to/from the United States and annotated throughout the entirety of Rule 5 are effective April 06, 2023, pursuant to Docket OST-1997-2050.

Tariff: SS1 - CTA No. 507 DOT No. 851
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OUT IN THE TARIFF TO THE EXTENT OF SUCH INCONSISTENCY OR INCOMPATIBILITY, BUT DO NOT RELIEVE THE CARRIER FROM APPLYING TERMS AND CONDITIONS OF CARRIAGE THAT ARE MORE FAVORABLE TO THE PASSENGER THAN THE OBLIGATIONS SET OUT IN THE APPR.

- (a) THE CARRIER OPERATING A FLIGHT IS LIABLE TO PASSENGERS WITH RESPECT TO THE OBLIGATIONS SET OUT IN SECTIONS 7 TO 22 AND 24 OF THE APPR, OR, IF THEY ARE MORE FAVOURABLE TO THOSE PASSENGERS, THE OBLIGATIONS ON THE SAME MATTER THAT ARE SET OUT IN THE APPLICABLE TARIFF.
 - (b) HOWEVER, IF ONE CARRIER CARRIES PASSENGERS ON BEHALF OF ANOTHER CARRIER UNDER A COMMERCIAL AGREEMENT, THE CARRIERS ARE JOINTLY AND SEVERALLY, OR SOLIDARILY, LIABLE TO THOSE PASSENGERS ONLY WITH RESPECT TO THE OBLIGATIONS SET OUT IN SECTIONS 7, 22 AND 24 OF THE APPR, OR, IF THEY ARE MORE FAVOURABLE TO THOSE PASSENGERS, THE OBLIGATIONS ON THE SAME MATTER THAT ARE SET OUT IN THE APPLICABLE TARIFF.
- (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 REQUIREMENT, 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 INSTRUCTION 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 IN EFFECT ON THE DATE OF COMMENCEMENT OF CARRIAGE COVERED BY THE FIRST FLIGHT COUPON OF THE TICKET. WHEN THE FARES OF CHARGES, COLLECTED ARE NOT THE APPLICABLE FARES OR CHARGES THE DIFFERENCE WILL BE REFUNDED TO OR COLLECTED FROM THE PASSENGER, AS MAY BE APPROPRIATE.

Rule 6 Classes of Service

- (A) ECONOMY CLASS
- (1) ECONOMY CLASS "Y/X/S/M/O/K/B/H/P/T/U/L/N/Q/G/F/R" FARES WILL APPLY WHEN TRAVEL IS IN FLIGHTS DESIGNATED AS ECONOMY CLASS FLIGHTS IN THE CARRIER'S SCHEDULE OR IN THE ECONOMY CLASS COMPARTMENT OF COMBINATION COMPARTMENT FLIGHTS OPERATED WITH JET AIRCRAFT.
 - (2) DESCRIPTION/CONDITIONS OF SERVICE
PASSENGERS SEATED IN THE ECONOMY CLASS SECTION WILL BE AFFORDED IN-FLIGHT AMENITIES SUCH AS COMPLIMENTARY BEVERAGES (INCLUDING COCKTAILS) AND THE COMPLIMENTARY USE OF HEADSETS FOR AUDIO/VISUAL ENTERTAINMENT (WHERE SUCH FEATURE IS PROVIDED IN FLIGHT).
- (B) PREMIUM ECONOMY CLASS (CLASSE GRAND LARGE)
- (1) CORSAIR PREMIUM ECONOMY CLASS (CORSAIR CLASSE GRAND LARGE) OR "W/E/V/Z" FARES WILL APPLY WHEN TRAVEL IS IN THE CORSAIR PREMIUM ECONOMY CLASS IN THE CARRIER'S SCHEDULE.
 - (2) DESCRIPTION/CONDITIONS OF SERVICE
PASSENGERS SEATED IN THE CORSAIR PREMIUM ECONOMY CLASS (CLASSE GRAND LARGE) OR SECTION WILL BE AFFORDED IN-FLIGHT AMENITIES SUCH AS COMPLIMENTARY BEVERAGES (INCLUDING COCKTAILS) AND THE COMPLIMENTARY USE OF HEADSETS FOR AUDIO/VISUAL ENTERTAINMENT (WHERE SUCH FEATURE IS PROVIDED IN FLIGHT).
- (C) BUSINESS CLASS
- (1) CORSAIR BUSINESS OR "J/C/D/I" FARES WILL APPLY WHEN TRAVEL IS IN THE CORSAIR BUSINESS CLASS IN THE CARRIER'S SCHEDULE.
 - (2) DESCRIPTION/CONDITIONS OF SERVICE
PASSENGERS SEATED IN THE CORSAIR BUSINESS CLASS OR SECTION WILL BE AFFORDED IN-FLIGHT AMENITIES SUCH AS COMPLIMENTARY BEVERAGES (INCLUDING COCKTAILS) AND THE COMPLIMENTARY USE OF HEADSETS FOR INDIVIDUAL AUDIO/VISUAL ENTERTAINMENT (WHERE SUCH FEATURE IS PROVIDED IN FLIGHT).

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

Rule 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.

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

Rule 19 Fuel Surcharge

1. SS WILL LEVY A FUEL SURCHARGE "YQ" FOR ALL PASSENGERS TRAVELING ON CORSAIR FLIGHTS AND TICKETED ON SS TICKET STOCK 923.
2. THE SURCHARGE WILL BE COLLECTED AT POINT OF SALE/IS APPLICABLE TO ALL FARE TYPES/WILL APPLY IN ADDITION TO ALL OTHER CHARGES AND WILL NOT BE SUBJECT TO ANY DISCOUNT. THE AMOUNT WILL BE COLLECTED FROM ALL PASSENGERS HOLDING DOCUMENTS ISSUED ON SS923 TICKET STOCK.
3. AMOUNT OF CAD 263 (EUR 182) FOR BUSINESS CLASS, AMOUNT OF CAD 238 (EUR 165) FOR PREMIUM ECONOMY CLASS (CLASSE GRAND LARGE) AND AMOUNT OF CAD 238 (EUR 165) FOR ECONOMY CLASS FOR EACH COUPON WHERE SS IS THE DESIGNATED CARRIER. THE TOTAL AMOUNT COLLECTED SHALL BE ENTERED IN THE TAX/FEE/CHARGE BOX OF THE TICKET REFLECTED AS "YQ" SURCHARGE IN THE CALCULATION OF THE TICKET.
4. THE SURCHARGE IS NOT INTERLINEABLE OR COMMISSIONABLE. REFUND APPLY FOR UNUSED TICKETS. REFUND WILL NOT APPLY FOR NON REFUNDABLE TICKET.

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

Rule 20 General

THE FOLLOWING IS A LIST OF PAYMENT OPTIONS ACCEPTED BY THE CARRIER FOR THE PAYMENT OF TICKETS AND SERVICES OFFERED BY THE CARRIER.

1. CASH IN CURRENCIES ACCEPTABLE TO THE CARRIER: ACCEPTED
2. CREDIT CARD: ONLY VI, CA AND PT
3. BANK DEBIT CARD, WHERE FACILITIES PERMIT: ARE NOT ACCEPTED
4. CERTIFIED CHEQUES: ACCEPTED ONLY IF RESERVATION PAYMENT IS DONE VIA TRAVEL AGENCIES
5. BANK DRAFTS: ARE NOT ACCEPTED
6. MCOS (MISCELLANEOUS CHARGES ORDER): ARE NOT ACCEPTED
7. VOUCHERS: ARE NOT ACCEPTED
8. TRAVELERS CHEQUES ARE NOT ACCEPTED
9. REDEEMABLE TRAVELS POINTS OR TRAVEL MILES: "CLUB" CARD HOLDER ONLY

Rule 21 Transport of Passengers with Disabilities

- (A) DEFINITIONS -PASSENGERS SHALL BE CONSIDERED DISABLED WHEN THEIR PHYSICAL, MEDICAL OR MENTAL CONDITION REQUIRES INDIVIDUAL ATTENTION ON ENPLANING, DEPLANING, DURING FLIGHT, IN AN EMERGENCY EVACUATION OR DURING GROUND HANDLING WHICH IS NORMALLY NOT EXTENDED TO OTHER PASSENGERS.
- (1) AMBULATORY - A PERSON WHO IS ABLE TO MOVE ABOUT WITHIN THE AIRCRAFT UNASSISTED.
 - (2) NON-AMBULATORY - A PERSON WHO IS NOT ABLE TO MOVE WITHIN THE AIRCRAFT UNASSISTED.
 - (3) SELF-RELIANT - A PERSON WHO IS INDEPENDENT, SELF-SUFFICIENT AND CAPABLE OF TAKING CARE OF ALL PHYSICAL NEEDS DURING FLIGHT, AND WHO REQUIRES NO SPECIAL OR UNUSUAL ON BOARD ATTENTION BEYOND THAT AFFORDED TO THE GENERAL PUBLIC. EXCEPT THAT ASSISTANCE IN BOARDING AND DEPLANING MAY BE REQUIRED.
 - (4) NON-SELF-RELIANT - A PERSON WHO IS INCAPABLE OF SELF-CARE DURING A FLIGHT.
 - (5) DETERMINATION OF SELF-RELIANCE
THE CARRIER WILL ACCEPT THE DISABLED PERSON'S DETERMINATION AS TO SELF-RELIANCE.
 - (6) ASSISTANT (PERSONAL ATTENDANT) - AN ABLE-BODIED PERSON PHYSICALLY CAPABLE OF ASSISTING A DISABLED PASSENGER TO AN EXIT IN THE EVENT OF AN EMERGENCY AND WHO WILL ATTEND TO THE PERSONAL NEEDS OF THAT PASSENGER DURING FLIGHT, WHERE SUCH IS REQUIRED.
 - (7) WHEELCHAIR-BOUND ATHLETE - A NON-AMBULATORY PERSON WITH UPPER BODY AND ARM DEVELOPMENT SUCH AS TO MAKE HIM/HER PHYSICALLY CAPABLE OF EGRESSING AN AIRCRAFT IN AN EMERGENCY WITH MINIMAL ASSISTANCE, AND WHO IS A MEMBER OF A BONA-FIDE SPORTS ORGANIZATION.
 - (8) RANDOM SEATING - THE ASSIGNMENT OF ANY PASSENGER SEAT ON THE MAIN DECK OF AN AIRCRAFT EXCEPT A SEAT IN A ROW OF SEATS AT AN EMERGENCY EXIT.
 - (9) PLANNED SEATING - THE ASSIGNMENT OF PASSENGER SEATS AT OR NEAR THE END OF AN EVACUATION LINE TO AN EXIT WHICH, IN GENERAL, WILL BE FLOOR LEVEL EXIT.
 - (10) SERVICE ANIMALS - THE CARRIER WILL ACCEPT FOR TRANSPORTATION, WITHOUT CHARGE, A SERVICE ANIMAL REQUIRED TO ASSIST A PERSON WITH A DISABILITY PROVIDED THAT THE ANIMAL IS PROPERLY HARNESSSED AND CERTIFIED AS HAVING BEEN TRAINED BY A PROFESSIONAL SERVICE ANIMAL INSTITUTION. SUCH AN ANIMAL MAY NOT OCCUPY A SEAT IN THE AIRCRAFT. FOR THE COMFORT OF ALL PASSENGERS, THE CARRIER'S STAFF WILL DETERMINE, IN CONSULTATION WITH THE PERSON WITH A DISABILITY, WHERE THE PERSON AND SERVICE ANIMAL WILL BE SEATED. SERVICE ANIMALS WILL NOT BE CARRIED UNLESS PROPER PERMITS ARE OBTAINED FOR ENTRY INTO THE COUNTRIES OF TRANSIT/FINAL DESTINATION, AND SUCH PERMITS ARE PRESENTED PRIOR

Tariff: SS1 - CTA No. 507 DOT No. 851
 Carrier: Corsair International (Corsair T/A) - SS

TO COMMENCEMENT OF TRAVEL. SHOULD INJURY TO OR DEATH OF A SERVICE ANIMAL RESULT FROM THE FAULT OR NEGLIGENCE OF THE CARRIER, THE CARRIER WILL UNDERTAKE TO PROVIDE EXPEDITIOUSLY, AND AT ITS OWN EXPENSE, FOR MEDICAL CARE, AND IF NECESSARY, REPLACEMENT OF THE ANIMAL.

(B) ACCEPTANCE OF DISABLED PASSENGER

- (1) THE CARRIER WILL ACCEPT THE DISABLED PERSON'S DETERMINATION AS TO SELF-RELIANCE.
- (2) CARRIER WILL REFUSE TO TRANSPORT OR WILL REMOVE AT ANY POINT, ANY PASSENGER WHOSE MENTAL OR PHYSICAL CONDITION IS SUCH AS TO RENDER HIM/HER INCAPABLE OF CARING FOR HIMSELF/HERSELF WITHOUT ASSISTANCE, UNLESS -
 - (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.
- (3) DISABLED PASSENGERS WILL BE ACCEPTED FOR TRANSPORTATION AS OUTLINED IN THE FOLLOWING:

DISABILITY	ASSISTANT REQUIRED
BLIND	YES
DEAF	YES
BLIND AND DEAF/SELF RELIANT	YES
BLIND AND DEAF/NON SELF RELIANT	YES
INTELLECTUALLY DISABLED/ SELF-RELIANT	YES
INTELLECTUALLY DISABLED/ NON-SELF-RELIANT	YES
AMBULATORY/SELF-RELIANT	YES
AMBULATORY/NON-SELF-RELIANT	YES
NOTE: THE MAXIMUM NO. PER FLIGHT: NO LIMIT.	
NON-AMBULATORY/NON- SELF-RELIANT	YES
NON-AMBULATORY/SELF- RELIANT	YES

- (4) MEDICAL CLEARANCE
 CARRIER RESERVES THE RIGHT TO REQUIRE A MEDICAL CLEARANCE FROM THE COMPANY MEDICAL AUTHORITIES IF TRAVEL INVOLVES ANY UNUSUAL RISK OR HAZARD TO THE PASSENGER OR TO OTHER PERSONS (INCLUDING, IN CASES OF PREGNANT PASSENGERS, UNBORN CHILDREN).

(C) SEATING RESTRICTIONS

DISABLED PASSENGERS WILL NOT BE PERMITTED TO OCCUPY SEATS IN DESIGNATED EMERGENCY EXIT ROWS, OVER-WING EMERGENCY EXIT ROWS OR WHERE THE VENTRAL STAIR MAY HAVE TO BE USED AS AN EMERGENCY EXIT OR THE UPPER DECK OF THE B747.

(D) RESERVATIONS/CHECK-IN REQUIREMENTS

RESERVATIONS SHOULD BE MADE AT LEAST 48 HOURS IN ADVANCE OF TRAVEL, ADVISING THE CARRIER AS TO THE NATURE OF THE DISABILITY AND ASSISTANCE REQUIRED, SO THAT CARRIER ARRANGEMENTS CAN BE MADE. CARRIERS WILL MAKE EVERY EFFORT TO ACCOMMODATE PASSENGERS WHO FAIL TO

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

MAKE RESERVATIONS 48 HOURS IN ADVANCE.

(E) ACCEPTANCE OF MOBILITY AIDS

IN ADDITION TO THE REGULAR FREE BAGGAGE ALLOWANCE PROVIDED RULE 115 (FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES). CARRIER WILL ACCEPT THE FOLLOWING ITEMS WHICH MUST BE STOWED IN THE BAGGAGE COMPARTMENT:

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

IN ADDITION TO THE ABOVE, WHERE SPACE PERMITS, ONE MANUALLY OPERATED FOLDING WHEELCHAIR PER FLIGHT MAY BE STORED IN THE PASSENGER CABIN WITHOUT CHARGE. WHERE A MOBILITY AID CANNOT BE CARRIED IN THE PASSENGER CABIN SS WILL PROVIDE ASSISTANCE IN DISASSEMBLING AND PACKAGING THE AID, UNPACKING AND REASSEMBLING THE AID, AND RETURNING THE AID PROMPTLY ON ARRIVAL AT THE PERSON'S DESTINATION, ALL WITHOUT CHARGE. PASSENGERS ARE REQUESTED TO CHECK-IN LEAST 3 HOURS PRIOR TO DEPARTURE TIME.

- (4) CRUTCHES AND CANES MAY BE RETAINED IN THE PASSENGER'S CUSTODY PROVIDED THEY ARE STOWED IN ACCORDANCE WITH CARRIER'S SAFETY REGULATIONS.

(F) SERVICE ANIMALS TRAINED TO LEAD THE BLIND AND/OR ASSIST THE DEAF

CARRIER ACCEPTS FOR TRANSPORTATION WITHOUT CHARGE A PROPERLY HARNESSSED SERVICE ANIMALS TRAINED TO LEAD THE BLIND, AND/OR ASSIST THE DEAF, WHEN IT ACCOMPANIES A PASSENGER WITH IMPAIRED VISION/HEARING DEPENDENT UPON SUCH SERVICE ANIMAL. THE SERVICE ANIMALS WILL BE PERMITTED TO ACCOMPANY SUCH PASSENGER INTO THE CABIN, BUT WILL NOT BE PERMITTED TO OCCUPY A SEAT.

(G) REFUSAL TO TRANSPORT

CARRIER IS NOT LIABLE FOR ITS REFUSAL TO TRANSPORT ANY PASSENGER OR FOR ITS REMOVAL OF ANY PASSENGER IN ACCORDANCE WITH THE PRECEDING PARAGRAPHS OF THIS RULE, BUT SUCH CARRIER WILL, AT THE REQUEST OF THE PASSENGER, REFUND IN ACCORDANCE WITH RULE 90 (REFUNDS - INVOLUNTARY).

(H) RULES AND DISCOUNTS

THE FOLLOWING RULES ARE APPLICABLE:

55 (LIABILITY OF CARRIERS)

80 (REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS)

85 (SCHEDULES, DELAYS AND CANCELLATION OF FLIGHTS)

86 (DELAYS, CANCELLATIONS, DENIAL OF BOARDING AND OTHER FLIGHT DISRUPTIONS)

90 (REFUNDS - INVOLUNTARY)

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

Rule 25 Refusal to Transport/Limitation of Carriage

- (A) REFUSAL, CANCELLATION OR REMOVAL
- (1) CARRIER WILL REFUSE TO CARRY, CANCEL THE RESERVED SPACE OF, OR REMOVE EN ROUTE ANY PASSENGER OR PASSENGER'S BAGGAGE:
- (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 WHEN NOT REQUIRED PREVIOUSLY BY PASSENGER; OR
- (II) CAUSE DISCOMFORT OR MAKE HIMSELF/HERSELF OBJECTIONABLE TO OTHER PASSENGERS; OR
- (III) INVOLVE ANY HAZARD OR RISK TO HIMSELF/HERSELF OR TO OTHER PERSONS OR TO PROPERTY;
- NOTE: PASSENGERS WITH PHYSICAL DISABILITIES HAVE THE RIGHT TO DETERMINE THEIR OWN SELF RELIANCE.
- (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/HER PERSON OR PROPERTY FOR EXPLOSIVES OR A CONCEALED, DEADLY OR DANGEROUS WEAPON OR ARTICLE.
- (F) THE TICKET PRODUCED BY THE PASSENGER:
- (I) HAS BEEN ACQUIRED UNLAWFULLY OR HAS BEEN PURCHASED FROM AN UNAGREED ENTITY OTHER THAN THE ISSUING CARRIER OR ITS AUTHORIZED AGENTS; OR
- (II) HAS BEEN REPORTED AS BEING LOST OR STOLEN; OR
- (III) IS A COUNTERFEIT OR FALSIFIED TICKET; OR
- (IV) ANY FLIGHT COUPON HAS BEEN ALTERED BY ANYONE OTHER THAN THE CARRIER OR ITS AUTHORIZED AGENTS, OR HAS BEEN MUTILATED.
- IN THE ABOVE CASES, THE CARRIER RESERVES THE RIGHT TO RETAIN THE SAID TICKET.
- (G) THE PERSON PRODUCING THE TICKET CANNOT PROVE THAT HE/SHE IS THE PERSON NAMED IN THE "NAME

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

OF PASSENGER" BOX, AND THE CARRIER RESERVES
THE RIGHT TO RETAIN THE SAID TICKET AND TO
ADVISE THE LOCAL AUTHORITIES;

(H) THE PASSENGER HAS PREVIOUSLY COMMITTED ONE OF
THE ACTS OR OMISSIONS REFERRED TO ABOVE.

(2) CARRIER IS NOT LIABLE TO THE PASSENGER FOR ANY LOSS OR
EXPENSE INCURED BY THE PASSENGER AS A RESULT OF THE REFUSAL TO CARRY,
CANCELLATION OF THE RESERVED SPACE, OR REMOVAL EN ROUTE OF THE
PASSENGER OR PASSENGER'S BAGGAGE IN ANY OF THE FOREGOING SITUATION.

(3) SUBJECT TO THE PROVISIONS OF RULE 86 (DELAYS, CANCELLATIONS,
DENIAL OF BOARDING AND OTHER FLIGHT DISRUPTIONS) HEREIN, IF QUESTION
ARISES OF ANY AIRCRAFT BEING OVERLOADED, CARRIER SHALL DECIDE WHICH
PASSENGERS OR ARTICLES WILL BE CARRIED. SUBJECT TO THE PROVISIONS OF
RULE 86 (DELAYS, CANCELLATIONS, DENIAL OF BOARDING AND OTHER FLIGHT
DISRUPTIONS), THE SOLE RECOURSE OF ANY PERSON SO REFUSED CARRIAGE OR
REMOVED EN ROUTE SHALL BE RECOVERY OF THE REFUND VALUE OF THE UNUSED
PORTION OF HIS/HER TICKET AS HEREINAFTER PROVIDED IN RULE
90 (REFUNDS).

(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 THEREOF, INCLUDING DEATH
CAUSED BY SUCH STATUS, AGE, OR MENTAL OR PHYSICAL
CONDITION.

(C) CARRIAGE OF UNACCOMPANIED CHILDREN

(1) EXCEPT AS OTHERWISE PROVIDED, CHILDREN 4 YEARS OF
AGE OR OVER BUT UNDER 12 YEARS OF AGE WILL BE
ACCEPTED FOR CARRIAGE UNACCOMPANIED ONLY UNDER THE
FOLLOWING CONDITIONS:

(A) AT FARES PROVIDED BY RULE 200 OF THIS TARIFF.

(B) ADVANCE ARRANGEMENTS HAVE BEEN MADE WITH THE
CARRIER.

(C) CHILDREN 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 SATISFACTORY
EVIDENCE IS PRESENTED THAT THE CHILD WILL BE
MET AT THE AIRPORT OF DESTINATION BY ANOTHER
PARENT, GUARDIAN OR RESPONSIBLE ADULT UPON
DEPLANING. IN ADDITION CARRIER REQUESTS THAT
SUCH EVIDENCE MUST BE IN WRITING, DUPLICATE
OF WHICH MUST BE IN CHILD'S POSSESSION.

(D) THE FLIGHT ON WHICH SPACE IS HELD IS NOT
EXPECTED TO TERMINATE SHORT OF OR BY-PASS THE
DESTINATION.

(E) FOR ON-LINE TRANSPORTATION ONLY.

(2) CHILDREN UNDER 4 YEARS OF AGE WILL NOT BE ACCEPTED
UNLESS ACCOMPANIED BY AN ADULT AT LEAST 18 YEARS
OLD AND ADVANCE ARRANGEMENTS HAVE BEEN MADE WITH
THE CARRIER.

(3) FOR CARRIAGE TO/FROM CANADA, IN ADDITION TO THE
ABOVE, CHILDREN UNDER 5 YEARS OF AGE WILL NOT BE
ACCEPTED UNLESS ACCOMPANIED BY AN ADULT AT LEAST 18
YEARS OLD AND ADVANCE ARRANGEMENTS HAVE BEEN MADE

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

WITH THE CARRIER.

- (4) A CHILD SHALL BE CONSIDERED UNACCOMPANIED:
 - (A) A CHILD AT LEAST 4 YEARS OF AGE BUT UNDER 12 YEARS OF AGE, IF NOT ACCOMPANIED BY A PASSENGER AT LEAST 18 YEARS OF AGE.
 - (B) AN INFANT UNDER 2 YEARS OF AGE IF NOT ACCOMPANIED BY A PASSENGER AT LEAST 18 YEARS OF AGE.

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

Rule 30 Ground Transfer Service

- (A) 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 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.
- (B) 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.

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

Rule 35 Passenger Expenses En Route

- (A) INFLIGHT SERVICES
MEALS, IF SERVED, WILL BE FREE OF CHARGE, UNLESS OTHERWISE SPECIFIED IN THE PUBLISHED TARIFFS OF CARRIER.
- (B) EN ROUTE GROUND SERVICES
 - (1) WHEN REQUESTED BY PASSENGER, CARRIER'S REPRESENTATIVES WILL MAKE APPLICATION ON THEIR BEHALF FOR HOTEL RESERVATIONS, BUT THE AVAILABILITY THEREOF IS NOT GUARANTEED. ALL EXPENSES INCURRED BY CARRIER OR ITS REPRESENTATIVES IN ARRANGING, OR ATTEMPTING TO ARRANGE, FOR RESERVATIONS WILL BE CHARGEABLE TO PASSENGERS, EXCEPT AS OTHERWISE PROVIDED IN THIS TARIFF.
 - (2) EXCEPT AS PROVIDED BELOW, HOTEL EXPENSES ARE NOT INCLUDED IN PASSENGER FARES, AND IN THE CASE OF SCHEDULED OVERNIGHT OR OTHER STOPS ON THROUGH SERVICES, THE COST OF HOTEL ACCOMMODATION MAY BE BORNE BY CARRIER.
- (C) ARRANGEMENTS MADE BY CARRIER
IN MAKING ARRANGEMENTS FOR HOTEL OR OTHER HOUSING AND BOARD ACCOMMODATION FOR PASSENGERS, OR FOR OTHER SERVICES REQUESTED BY PASSENGERS, WHETHER OR NOT THE COST OF SUCH ARRANGEMENTS ARE FOR THE ACCOUNT OF CARRIER, CARRIER ACTS ONLY AS AGENT FOR THE PASSENGER AND CARRIER IS NOT LIABLE FOR LOSS, DAMAGE OR EXPENSE INCURRED BY THE PASSENGER AS A RESULT OF, OR IN CONNECTION WITH, THE USE BY THE PASSENGER OF SUCH ACCOMMODATION OR OTHER SERVICE, OR THE DENIAL OF THE USE THEREOF TO THE PASSENGER BY ANY OTHER PERSON, COMPANY OR AGENCY.

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

Rule 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 BORNE BY CARRIER IN CASE OF SCHEDULED OVERNIGHT OR OTHER STOPS ON THROUGH SERVICES.

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

Rule 45 Administrative Formalities, Passports, Visas and Tourist Cards

- (A) COMPLIANCE WITH REGULATIONS
THE PASSENGER SHALL COMPLY WITH ALL LAWS, REGULATIONS, ORDERS, DEMANDS OR TRAVEL REQUIREMENTS OF COUNTRIES TO BE FLOWN FROM, INTO OR OVER, AND WITH ALL RULES, REGULATIONS AND INSTRUCTIONS OF CARRIER. CARRIER SHALL NOT BE LIABLE FOR ANY AID OR INFORMATION GIVEN BY ANY AGENT OR EMPLOYEE OF CARRIER TO ANY PASSENGER IN CONNECTION WITH OBTAINING NECESSARY DOCUMENTS OR COMPLYING WITH SUCH LAWS, REGULATIONS, ORDERS, DEMANDS, REQUIREMENTS OR INSTRUCTIONS, WHETHER GIVEN ORALLY OR IN WRITING, OR FOR THE CONSEQUENCES TO ANY PASSENGER RESULTING FROM HIS FAILURE TO OBTAIN SUCH DOCUMENTS OR TO COMPLY WITH SUCH LAW, REGULATIONS, ORDERS, DEMANDS, REQUIREMENTS OR INSTRUCTIONS.
- (B) PASSPORTS AND VISAS
- (1) THE PASSENGER MUST PRESENT ALL EXITS, ENTRY AND OTHER DOCUMENTS REQUIRED BY LAWS, REGULATIONS, ORDERS, DEMANDS OR REQUIREMENTS OF THE COUNTRIES CONCERNED. CARRIER MAY REFUSE CARRIAGE TO ANY PASSENGER WHO HAS NOT COMPLIED WITH APPLICABLE LAWS, REGULATIONS, ORDERS, DEMANDS OR REQUIREMENTS OR WHOSE DOCUMENTS ARE NOT COMPLETED. 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 TO 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 LATER FAILS TO OBSERVE THIS CONDITION. IF DAMAGE IS CAUSED TO CARRIER BECAUSE OF THE PASSENGER'S FAILURE TO OBSERVE THIS CONDITION, THE PASSENGER SHALL INDEMNIFY CARRIER THEREFOR.
- (D) GOVERNMENT REGULATION
NO LIABILITY SHALL ATTACH TO CARRIER IF CARRIER IN GOOD FAITH DETERMINES THAT WHAT IT UNDERSTANDS TO BE APPLICABLE LAW, GOVERNMENT REGULATION, DEMAND, ORDER TO REQUIREMENT REQUIRES THAT IT REFUSE AND IT DOES REFUSE TO CARRY A PASSENGER.

Rule 55 Liability of Carriers

- (A) SUCCESSIVE CARRIERS
CARRIAGE TO BE PERFORMED UNDER ONE TICKET OR UNDER A TICKET AND ANY CONJUNCTION TICKET ISSUED IN CONNECTION THEREWITH BY SEVERAL SUCCESSIVE CARRIERS IS REGARDED AS A SINGLE OPERATION.
- (B) LAWS AND PROVISIONS APPLICABLE
- (1) CARRIAGE HEREUNDER IS SUBJECT TO THE RULES AND LIMITATIONS RELATING TO LIABILITY ESTABLISHED BY THE CONVENTION (RULE 1 DEFINITIONS HEREIN) UNLESS SUCH CARRIAGE IS NOT "INTERNATIONAL CARRIAGE" AS DEFINED BY THE CONVENTION (RULE 1 DEFINITIONS HEREIN).
- (2) CARRIAGE TO/FROM CANADA IS SUBJECT TO THE APPR (RULE 1 DEFINITIONS HEREIN) UNLESS THIS TARIFF SET OUT MORE FAVORABLE PROVISIONS. SS IS BOUND BY THE OBLIGATIONS OF A SMALL CARRIER SET OUT IN THE APPR (RULE 1 DEFINITIONS HEREIN), EXCEPT WHEN CARRIAGE IS PROVIDED BY SS ON BEHALF OF A LARGE CARRIER UNDER A COMMERCIAL AGREEMENT, IN WHICH CASE SS IS BOUND BY THE SAME OBLIGATIONS AS A LARGE CARRIER.
- (3) TO THE EXTENT NOT IN CONFLICT WITH THE PROVISIONS OF PARAGRAPH (1) AND (2) 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 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.
- (4) CARRIER'S NAME MAY BE ABBREVIATED IN THE TICKET AND CARRIER'S ADDRESS SHALL BE THE AIRPORT OF DEPARTURE SHOWN OPPOSITE THE FIRST ABBREVIATION OF CARRIER'S NAME IN THE TICKET; AND FOR THE PURPOSE OF THE CONVENTION, THE AGREED STOPPING PLACES ARE THOSE PLACES, EXCEPT THE PLACE OF DEPARTURE AND THE PLACE OF DESTINATION SET FORTH IN THE TICKET AND ANY CONJUNCTION TICKET ISSUED THEREWITH OR AS SHOWN IN CARRIER'S TIMETABLE AS SCHEDULED STOPPING PLACES ON THE PASSENGER'S ROUTE. A LIST GIVING THE FULL NAME, AND ITS ABBREVIATIONS OF EACH CARRIER CONCURRING IN THIS TARIFF IS SET FORTH HEREIN.

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

(C) LIMITATION OF LIABILITY

(1) FOR TRAVEL GOVERNED BY THE MONTREAL CONVENTION 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.

(2) FOR TRAVEL GOVERNED BY THE WARSAW CONVENTION CARRIAGE HEREUNDER IS SUBJECT TO THE RULES AND LIMITATIONS RELATING TO LIABILITY ESTABLISHED BY THE WARSAW CONVENTION UNLESS SUCH CARRIAGE IS NOT "INTERNATIONAL CARRIAGE", AS DEFINED BY THE WARSAW CONVENTION.

(3) FOR TRAVEL GOVERNED BY THE MONTREAL CONVENTION OR THE WARSAW CONVENTION, CARRIER SHALL AVAIL ITSELF OF ALL DEFENSES, LIMITATIONS OF LIABILITY AND EXEMPTIONS OF LIABILITY PROVIDED IN THE MONTREAL CONVENTION OR IN THE WARSAW CONVENTION, INCLUDING, WITHOUT LIMITATION, THE EXONERATION DEFENSES OF ARTICLE 20 OF THE MONTREAL CONVENTION AND ARTICLE 21 OF THE WARSAW CONVENTION, AS APPLICABLE.

(4) EXCEPT AS THE CONVENTION OR OTHER APPLICABLE LAW MAY OTHERWISE REQUIRE:

- (a) CARRIER IS NOT LIABLE FOR ANY LOSS OR CLAIM OF WHATSOEVER NATURE (HEREINAFTER IN THIS TARIFF COLLECTIVELY REFERRED TO AS "DAMAGE") ARISING OUT OF OR IN CONNECTION WITH CARRIAGE OR OTHER SERVICES PERFORMED BY CARRIER INCIDENTAL THERETO, UNLESS SUCH DAMAGE IS PROVED TO HAVE BEEN CAUSED BY THE NEGLIGENCE OR WILLFUL FAULT OF CARRIER AND THERE HAS BEEN NO CONTRIBUTORY NEGLIGENCE OF THE PASSENGER.
- (b) UNDER NO CIRCUMSTANCES WILL CARRIER BE LIABLE FOR DAMAGE TO UNCHECKED BAGGAGE NOT ATTRIBUTED TO NEGLIGENCE OF CARRIER. ASSISTANCE RENDERED TO THE PASSENGER BY CARRIER'S EMPLOYEES IN LOADING, UNLOADING OR TRANSSHIPPING UNCHECKED BAGGAGE SHALL BE CONSIDERED AS GRATUITOUS SERVICE TO THE PASSENGER.
- (c) 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.

(D) LIABILITY - PASSENGERS

(1) FOR TRAVEL GOVERNED BY THE MONTREAL CONVENTION

THERE ARE NO MAXIMUM AMOUNTS FOR LIABILITY IN THE EVENT OF THE DEATH OR INJURY OF PASSENGERS. CARRIER SHALL NOT BE ABLE TO EXCLUDE OR LIMIT ITS LIABILITY FOR DAMAGES UP TO 128,821 SDR PER PASSENGER. ABOVE THIS AMOUNT, THE CARRIER SHALL NOT BE LIABLE FOR DAMAGES IF IT PROVES THAT (A) SUCH DAMAGES WERE NOT DUE TO THE NEGLIGENCE OR OTHER WRONGFUL ACT OR OMISSION OF THE CARRIER OR ITS SERVANTS OR AGENTS; OR (B) SUCH DAMAGES WERE SOLELY DUE

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

TO THE NEGLIGENCE OR OTHER WRONGFUL ACT OR OMISSION OF A THIRD PARTY.

CARRIER IS LIABLE FOR DAMAGES INCURRED AS A RESULT OF A DELAY IN THE CARRIAGE OF PASSENGERS UNLESS ALL REASONABLE MEASURES TO AVOID SUCH DAMAGE HAVE BEEN TAKEN OR IF IT HAS BEEN IMPOSSIBLE TO TAKE SUCH MEASURES. THE LIABILITY FOR DAMAGE DUE TO DELAYED PERFORMANCE IN THE CARRIAGE OF PASSENGERS IS LIMITED TO 5,346 SDR.

(2) FOR TRAVEL GOVERNED BY THE WARSAW CONVENTION

THE CARRIER WITH RESPECT TO ALL INTERNATIONAL TRANSPORTATION, AS DEFINED IN THE SAID CONVENTION, PERFORMED BY IT, AGREES THAT THE LIMIT OF LIABILITY FOR EACH PASSENGER FOR DEATH OR WOUNDING OR OTHER PERSONAL INJURY SHALL BE LIMITED TO PROVEN DAMAGES NOT TO EXCEED THE SUM OF SDR 100,000 EXCLUSIVE OF LEGAL FEES AND COSTS.

(3) FOR TRAVEL GOVERNED BY THE MONTREAL CONVENTION OR THE WARSAW CONVENTION:

IF THE CARRIER PROVES THAT THE DAMAGE WAS CAUSED BY, OR CONTRIBUTED TO BY THE NEGLIGENCE OF THE INJURED OR DECEASED PASSENGER, THE CARRIER MAY BE EXONERATED IN WHOLE OR IN PART FROM ITS LIABILITY IN ACCORDANCE WITH APPLICABLE LAW. NOTHING HEREIN SHALL BE DEEMED TO AFFECT THE RIGHTS AND LIABILITIES OF THE CARRIER WITH REGARD TO ANY PERSON WHO HAS WILLFULLY CAUSED DAMAGE WHICH RESULTED IN DEATH, WOUNDING OR OTHER BODILY INJURY OF A PASSENGER OR PASSENGERS. FURTHERMORE, NOTHING HEREIN SHALL IMPLY THAT THE CARRIER IS THE SOLE PARTY LIABLE TO PAY DAMAGES OR SHALL RESTRICT THE RIGHTS OF THE CARRIER TO SEEK CONTRIBUTION OR INDEMNITY FROM ANY OTHER PARTY IN ACCORDANCE WITH APPLICABLE LAW.

(E) LIABILITY - BAGGAGE

(1) PURSUANT TO THE APPR, FOR CARRIAGE TO/FROM CANADA, IN CASE OF LOST OR DAMAGED BAGGAGE, IN ADDITION TO COMPENSATIONS PAYABLE UNDER THE MONTREAL CONVENTION, SS WILL REIMBURSE THE FEES PAID BY THE PASSENGER FOR THAT LOST OR DAMAGED BAGGAGE. REFUNDS UNDER THE APPR WILL BE PROVIDED WITHIN 30 DAYS OF THE BAGGAGE BEING DELAYED, DAMAGED OR LOST. REFUNDS UNDER THE APPR MUST BE PAID BY THE METHOD USED FOR THE ORIGINAL PAYMENT AND TO THE PERSON WHO PAID FOR THE BAGGAGE FEES, UNLESS (1) THE CARRIER HAS INFORMED THE PERSON IN WRITING OF THE MONETARY VALUE OF THE BAGGAGE FEES, AND THE AVAILABILITY OF A REFUND BY THE METHOD USED FOR THE ORIGINAL PAYMENT; (2) THE REFUND IS OFFERED IN ANOTHER FORM THAT DOES NOT EXPIRE; AND, (3) THE PERSON CONFIRMS, IN WRITING, THAT THE CARRIER HAS INFORMED THEM OF THEIR RIGHT TO RECEIVE THE REFUND BY THE METHOD USED FOR THE ORIGINAL PAYMENT AND THAT THE PERSON HAS CHOSEN TO RECEIVE THE REFUND IN ANOTHER FORM.

(2) FOR TRAVEL GOVERNED BY THE MONTREAL CONVENTION:
CARRIER IS LIABLE FOR THE DELAY, DESTRUCTION AND LOSS OF OR DAMAGE TO BAGGAGE UP TO THE VALUE OF 1,288 SDR UNLESS THE PASSENGER HAS MADE, AT THE TIME WHEN THE CHECKED BAGGAGE WAS HANDED OVER TO CARRIER, A SPECIAL DECLARATION OF INTEREST IN

DELIVERY AT DESTINATION AND HAS PAID A SUPPLEMENTARY SUM WHICH IS CALCULATED IN APPLICATION OF RULE 115 ("BAGGAGE").

- (a) IN CASE OF DELAY, CARRIER IS LIABLE FOR DAMAGES UP TO THE AMOUNT MENTIONED ABOVE, UNLESS ALL REASONABLE MEASURES TO AVOID SUCH DAMAGE HAVE BEEN TAKEN OR IF IT HAS BEEN IMPOSSIBLE TO TAKE SUCH MEASURES.
 - (b) IN CASE OF DESTRUCTION AND LOSS OF OR DAMAGE TO CHECKED BAGGAGE, LIABILITY APPLIES UPON CONDITION ONLY THAT THE EVENT WHICH CAUSED THE DESTRUCTION, LOSS OR DAMAGE TOOK PLACE ON BOARD THE AIRCRAFT OR DURING ANY PERIOD WITHIN WHICH THE CHECKED BAGGAGE WAS IN THE CHARGE OF THE CARRIER. HOWEVER, CARRIER SHALL NOT BE LIABLE FOR DAMAGES RESULTING FROM THE INHERENT DEFECT, QUALITY OR VICE OF THE BAGGAGE.
 - (c) IN THE CASE OF BAGGAGE THAT HAS NOT BEEN CHECKED IN, CARRIER IS ONLY LIABLE FOR DESTRUCTION, LOSS OR DAMAGE RESULTING FROM ITS FAULT OR THE FAULT OF ITS SERVANTS OR AGENTS.
 - (d) RECEIPT BY THE PERSON ENTITLED TO DELIVERY OF CHECKED BAGGAGE WITHOUT COMPLAINT IS PRIMA FACIE EVIDENCE THAT THE SAME HAS BEEN DELIVERED IN GOOD CONDITION.
 - (e) BAGGAGE SHALL BE DEEMED LOST ON THE 21TH DAY FOLLOWING THE DAY ON WHICH THE BAGGAGE SHOULD HAVE ARRIVED.
 - (f) ANY CLAIM, WHETHER FOR DAMAGE, PARTIAL LOSS, DELAY OR LOSS MUST BE MADE IN WRITING AND MUST BE DISPATCHED WITHIN THE TIMES MENTIONED UNDER PARAGRAPH G "TIME LIMITATION ON CLAIMS AND ACTIONS". IF NO CLAIM IS MADE WITHIN THESE TIMES, NO ACTION SHALL LIE AGAINST CARRIER;
- (3) FOR TRAVEL GOVERNED BY THE WARSAW CONVENTION
- (A) CARRIER LIABILITY, FOR THE LOSS OF, DAMAGE TO, OR DELAY IN THE DELIVERY OF ANY PERSONAL PROPERTY, INCLUDING CHECKED BAGGAGE AND GOODS, IS LIMITED TO THE SUM OF 50 EUROS PER KILOGRAM, UNLESS THE PASSENGER OR THE CONSIGNOR, AT THE TIME OF PRESENTING SUCH BAGGAGE OR GOODS FOR TRANSPORTATION HAS DECLARED A HIGHER VALUE AND PAID AN ADDITIONAL CHARGE IN ACCORDANCE WITH THE PROVISIONS OF THIS RULE. AS REGARDS OBJECTS OF WHICH THE PASSENGER TAKES CHARGE HIMSELF, THE LIABILITY OF THE CARRIER IS LIMITED TO 800 EUROS PER PASSENGER.
 - (B) IN THE CASE OF LOSS, DAMAGE OR DELAY OR PART OF PROPERTY CARRIED AS CHECKED BAGGAGE, THE WEIGHT TO BE TAKEN INTO CONSIDERATION IN DETERMINING THE AMOUNT TO WHICH THE CARRIER'S LIABILITY IS LIMITED SHALL BE ONLY THE TOTAL WEIGHT OF THE PROPERTY LOST, DAMAGED OR DELAYED. NEVERTHELESS, WHEN THE LOSS, DAMAGE OR DELAY OF A PART OF THE PROPERTY AFFECTS THE VALUE OF OTHER PROPERTY COVERED BY THE SAME BAGGAGE CHECK, THE TOTAL WEIGHT OF THE PROPERTY COVERED BY THE BAGGAGE CHECK SHALL ALSO BE TAKEN INTO CONSIDERATION IN DETERMINING THE LIMIT OF LIABILITY.
 - (C) THE MONETARY UNIT REFERRED TO IN THIS RULE SHALL BE DEEMED TO REFER TO THE GOLD FRANC

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

REFERRED TO IN THE CARRIAGE BY AIR ACT,
R.S..C. C-26. FOR THE PURPOSE OF SETTLEMENT
OF CLAIMS AND IN THE EVENT OF AN ACTION
AGAINST THE CARRIER, ANY SUM IN EUROS SHALL
BE CONVERTED INTO CANADIAN DOLLARS BY
CONVERTING FRANCS INTO SPECIAL DRAWING RIGHTS
AT

THE RATE OF ONE SPECIAL DRAWING RIGHT FOR
2300 EUROS; AND CONVERTING SPECIAL DRAWING
RIGHTS INTO CANADIAN DOLLARS AT THE RATE
ESTABLISHED BY THE INTERNATIONAL MONETARY
FUND.

- (D) THE RATE OF EXCHANGE FOR CONVERTING SPECIAL
DRAWING RIGHTS INTO CANADIAN DOLLARS SHALL BE
THE RATE PREVAILING ON THE DATE ON WHICH THE
AMOUNT OF ANY DAMAGE TO BE PAID BY THE
CARRIER IS ASCERTAINED BY A COURT OR, IN THE
EVENT A SETTLEMENT IS AGREED BETWEEN THE
CARRIER AND CLAIMANT, ON THE DATE SETTLEMENT
IS AGREED.

NOTE 1: AT THE TIME OF FILING OF THIS
TARIFF PROVISION, 50 EUROS CONVERT
APPROXIMATELY TO CAD \$33.00 AND 800
EUROS CONVERT APPROXIMATELY TO CAD
1130.00. THESE CONVERTED VALUES
ARE PROVIDED FOR GENERAL REFERENCE
ONLY. THE CARRIER'S LIABILITY WILL
BE CALCULATED FOR EACH CLAIM
INDIVIDUALLY, BASED ON THE FORMULA
SET OUT IN THIS RULE.

NOTE 2: IF THE PASSENGER OR CONSIGNOR
ELECTS TO DECLARE A HIGHER VALUE,
AN ADDITIONAL CHARGE SHALL BE
PAYABLE AND THE CARRIER'S LIABILITY
WILL NOT EXCEED THE HIGHER VALUE
DECLARED. THE ADDITIONAL CHARGE
WILL BE CALCULATED AS FOLLOWS:

- (I) THE AMOUNT OF THE CARRIER'S
LIABILITY CALCULATED IN
ACCORDANCE WITH THE PARTS OF
THIS RULE SET OUT ABOVE SHALL
BE REFERRED TO AS "BASIC
CARRIER LIABILITY";
- (II) NO CHARGE SHALL BE PAYABLE ON
THAT PART OF THE DECLARED
VALUE WHICH DOES NOT EXCEED
BASIC CARRIER LIABILITY;
- (III) FOR THAT PART OF THE DECLARED
VALUE WHICH DOES EXCEED BASIC
CARRIER LIABILITY, A CHARGE
SHALL BE PAYABLE AT THE RATE
OF CAD \$0.50 FOR EACH CAD
\$100.00 OR FRACTION THEREOF.
WHETHER THE PASSENGER OR
CONSIGNOR DECLARES HIGHER
VALUE OR NOT, IN NO CASE WILL
THE CARRIER'S LIABILITY EXCEED
THE ACTUAL LOSS SUFFERED BY

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

THE PASSENGER OR CONSIGNOR.
ALL CLAIMS ARE SUBJECT TO
PROOF OF AMOUNT OF LOSS.

- (E) EVERY CLAIM, WHETHER FOR DAMAGE, PARTIAL LOSS, DELAY OR LOSS MUST BE MADE IN WRITING AND MUST BE DISPATCHED WITHIN THE TIMES MENTIONED HEREIN. FAILING CLAIM WITHIN THESE TIMES, NO ACTION SHALL LIE AGAINST THE CARRIER;
- (I) IN THE CASE OF DAMAGE OR PARTIAL LOSS, THE PERSON ENTITLED TO DELIVERY MUST COMPLAIN TO THE CARRIER FORTHWITH AFTER DISCOVERY OF THE DAMAGE OR PARTIAL LOSS AND, AT THE LATEST, WITHIN SEVEN DAYS FROM THE DATE OF RECEIPT OF THE BAGGAGE. ANY CLAIM AS A RESULT OF THE DAMAGE OR PARTIAL LOSS MUST BE MADE TO THE CARRIER WITHIN THIRTY DAYS FROM THE DATE OF REPORTING THE DAMAGE OR PARTIAL LOSS.
- (II) IN THE CASE OF DELAY, THE COMPLAINT MUST BE MADE AT THE LATEST WITHIN 21 DAYS FROM THE DATE ON WHICH THE BAGGAGE HAS BEEN PLACED AT HIS DISPOSAL.
- (III) BAGGAGE SHALL BE DEEMED LOST ON THE 15TH DAY FOLLOWING THE DAY ON WHICH THE REPORT HAS BEEN MADE. IN THE CASE OF LOSS, THE CLAIM MUST BE MADE AT THE LATEST WITHIN 30 DAYS FROM THE DATE THE BAGGAGE WAS REPORTED AS DELAYED.
- (IV) EVERY COMPLAINT, WHETHER FOR LOSS, PARTIAL LOSS, DAMAGE OR DELAY, MUST BE MADE IN WRITING AND MUST BE DISPATCHED WITHIN THE TIMES AFORESAID. FAILING COMPLAINT WITHIN THE TIMES AFORESAID, NO ACTION MAY BE BROUGHT AGAINST THE CARRIER. FURTHERMORE, IN THE EVENT OF DELAY IN DELIVERY OR LOSS OF BAGGAGE, THE CLAIMANT MUST NOTIFY THE CARRIER'S AIRPORT PERSONNEL IN WRITING AS SOON AS THE FAILURE TO DELIVER CHECKED BAGGAGE AT THE AIRPORT OF DESTINATION IS ASCERTAINED.
- (F) THE CARRIER SHALL NOT BE LIABLE FOR LOSS, DAMAGE OR DELAY IN THE DELIVERY OF FRAGILE ITEMS INCLUDING ANY KINDS OF CAMERAS, LAPTOPS AND OTHER COMPUTING EQUIPMENT OR DEVICES OR PERISHABLE ARTICLES, MONEY, JEWELRY, SILVERWARE, NEGOTIABLE PAPERS, SECURITIES OR OTHER VALUABLES, SAMPLES OF BUSINESS DOCUMENTS AND TOOLS OF BUSINESS OR TRADE, WHETHER THE NON-ACCEPTABLE PROPERTY IS INCLUDED IN THE PASSENGER'S CHECKED BAGGAGE, WITH OR WITHOUT THE CARRIER'S KNOWLEDGE. THE CARRIER SHALL HAVE NO LIABILITY FOR ANY DAMAGE TO BAGGAGE IN THE FORM OF SCRATCHES, DENTS, SCUFFS, SOILING, NICKS, OR TO HANDLES, STRAPS, SEAMS, ZIPPERS, WHEELS OR LOCKS, OR RESULTING FROM MANUFACTURER'S DEFECT(S),

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

- NORMAL WEAR AND TEAR OR ADVERSE WEATHER CONDITIONS. IN ADDITION, CARRIER SHALL NOT BE LIABLE WHEN DAMAGE, OR PARTIAL LOSS OCCURS AFTER THE COMPLETION OF A LIMITED RELEASE TAG AS SET FORTH THEREON AND FURTHER, CARRIER SHALL NOT BE LIABLE FOR ANY ITEM STOLEN OR MISSING FROM BAGS THAT WERE NOT LOCKED WITH A COMBINATION OR KEY LOCK.
- (G) NO CLAIM SHALL BE ELIGIBLE UNDER THIS RULE UNLESS THE PERSON PRESENTS A VALID BAGGAGE TAG ISSUED BY THE CARRIER FOR THE LOST, DAMAGED OR DELAYED BAG AND RELEVANT FLIGHT.
- (H) NOTWITHSTANDING PARAGRAPHS (A) AND (B) OF THIS RULE, IN THE CASE OF DELAYED BAGGAGE UPON THE PASSENGER'S ARRIVAL AT A POINT IN THE ITINERARY OTHER THAN THE PLACE OF RESIDENCE, THE CARRIER'S LIABILITY SHALL BE LIMITED TO CAD 50.00 PER DAY PER BAG, UNTIL THE PASSENGER RECEIVES THE BAG(S) OR UP TO A MAXIMUM OF CAD 350.00, WHICHEVER COMES FIRST. SUBJECT TO ALL OF THE ABOVE-STATED MONETARY LIMITS, CARRIER SHALL ONLY REIMBURSE EXPENSES INCURRED FOR NECESSARY ITEMS PURCHASED. ANY CLAIMS FOR REIMBURSEMENT MUST BE SUPPORTED BY ORIGINAL RECEIPTS AND ANY AMOUNTS PAYABLE UNDER THIS PARAGRAPH (I) SHALL NOT BE PAYABLE TO A PASSENGER WHOSE BAGGAGE IS DELAYED UPON ARRIVAL AT THIS PLACE OF RESIDENCE.
- (I) NOTWITHSTANDING PARAGRAPHS (A) AND (B) OF THIS RULE, IN THE CASE OF DAMAGED BAGGAGE, THE CARRIER'S LIABILITY SHALL BE LIMITED TO REPAIRING THE DAMAGED BAG, PAYING THE COST OF THE REPAIR - IF SUCH REPAIR WERE PREAPPROVED BY THE CARRIER ON THE BASIS OF AN ESTIMATE - OR REPLACING THE BAG IF IT IS NOT REPAIRABLE. THE CARRIER SHALL HAVE THE DISCRETION TO DETERMINE WHICH, IF ANY, OF THE THREE ABOVE MECHANISMS TO USE TO COMPENSATE THE PASSENGER.
- (J) ANY AMOUNTS PAID TO A PASSENGER TO COMPENSATE FOR EXPENSES INCURRED AS A RESULT OF DELAYED BAGGAGE SHALL BE DEDUCTED FROM THE COMPENSATION COVERED UNDER PARAGRAPHS (A) OR (B) OF THIS RULE.
- (K) IN THE CASE OF UNCLAIMED BAGGAGE WHICH CANNOT BE IDENTIFIED, THE CARRIER WILL HOLD THE BAGGAGE AND ITEMS THEREIN FOR UP TO 60 DAYS, SUBSEQUENT TO WHICH IT WILL DISPOSE OF THE BAG AND ITS CONTENTS AS IT SEES FIT. IF THE BAGGAGE CAN BE IDENTIFIED BY A NAME, ADDRESS, TELEPHONE NUMBER, THE CARRIER WILL MAKE REASONABLE EFFORTS TO INFORM THE PASSENGER THAT HIS/HER BAG IS IN THE POSSESSION OF THE CARRIER AND THAT HE/SHE SHOULD MAKE ARRANGEMENTS AT HIS/HER OWN COST AND EXPENSE FOR COLLECTING THE SAID BAGGAGE WITHIN 30 DAYS AFTER WHICH TIME THE CARRIER WILL DISPOSE OF THE BAG AND ITS CONTENTS AS IT

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

- SEES FIT.
- (L) IN THE EVENT OF LOSS OR PARTIAL LOSS, THE PASSENGER MUST SUBMIT ORIGINAL RECEIPTS WHEN FILING A CLAIM. THE CARRIER WILL DEPRECIATE THE COST OF THE ITEM(S) AS EVIDENCED BY THE RECEIPT, AT THE RATE OF 10 PERCENT FOR EACH YEAR FROM THE DATE OF PURCHASE TILL THE DATE OF THE CLAIM. THE CARRIER MAY DISALLOW ANY AND ALL CLAIMS WHEN THE PASSENGER FAILS TO PROVIDE PROOF OF LOSS IN THE FORM OF RECEIPTS OF PURCHASE.
 - (M) NOTWITHSTANDING PARAGRAPHS (A) AND (B) OF THIS RULE, IN THE CASE OF DAMAGED BAGGAGE, THE CARRIER'S LIABILITY SHALL BE LIMITED TO REPAIRING THE DAMAGED BAG, PAYING THE COST OF THE REPAIR - IF SUCH REPAIR WERE PREAPPROVED BY THE CARRIER ON THE BASIS OF AN ESTIMATE - OR REPLACING THE BAG IF IT IS NOT REPAIRABLE. THE CARRIER SHALL HAVE THE DISCRETION TO DETERMINE WHICH, IF ANY, OF THE THREE ABOVE MECHANISMS TO USE TO COMPENSATE THE PASSENGER.
 - (N) IN ANY EVENT LIABILITY OF CARRIER FOR DELAY OF PASSENGER SHALL NOT EXCEED THE LIMITATION SET FORTH IN THE CONVENTION.
 - (O) ANY LIABILITY OF CARRIER IS LIMITED TO EQUIVALENT IN LOCAL CURRENCY OF:
 - (I) 17 SDR (SPECIAL DRAWING RIGHTS) WHICH CAN NEVER BE LESS THAN THE AMOUNT SET FORTH IN THE WARSAW CONVENTION (I.E. USD 20.00, CAD 20.00) PER KILOGRAM FOR CHECKED BAGGAGE;
NOTE: FOR THE PURPOSE OF DETERMINING LIABILITY UNDER THE CONVENTION, WITH RESPECT TO PASSENGER'S BAGGAGE ACCEPTABLE FOR CHECKING UNDER RULE 115 (BAGGAGE), THE WEIGHT OF EACH PIECE OF SUCH BAGGAGE SHALL BE DEEMED TO BE THE MAXIMUM ALLOWABLE WEIGHT FOR EACH PIECE OF SUCH BAGGAGE UNDER THE RULE 115, UNLESS THE ACTUAL WEIGHT IS STATED ON THE BAGGAGE CHECK. ALL CLAIMS ARE SUBJECT TO PROOF OF AMOUNT OF LOSS.
 - (II) 332 (SPECIAL DRAWING RIGHTS) WHICH CAN NEVER BE LESS THAN THE AMOUNT SET FORTH IN THE WARSAW CONVENTION (I.E. USD 400.00, CAD 400.00) IN THE CASE OF UNCHECKED BAGGAGE UNLESS A HIGHER VALUE IS DECLARED IN ADVANCE AND ADDITIONAL CHARGES ARE PAID PURSUANT TO CARRIER'S TARIFF.
 - (P) 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 SUCH BAGGAGE) THE LIABILITY OF THE CARRIER WITH RESPECT TO THE NOT DELIVERED (OR

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

- DAMAGED) PORTION SHALL BE REDUCED PROPORTIONATELY ON THE BASIS OF WEIGHT, NOTWITHSTANDING THE VALUE OF ANY PART OF THE BAGGAGE OR CONTENTS THEREOF.
- (Q) 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 DAMAGED 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.
- (R) LIABILITY FOR FRAGILE, IRREPLACEABLE OR PERISHABLE ARTICLES
- (I) 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, LIQUIDS, COMPUTERS, PRESCRIPTION DRUGS, PHOTOGRAPHIC EQUIPMENT, VIDEO EQUIPMENT AND CELLULAR TELEPHONES WHICH ARE INCLUDED IN THE PASSENGER'S CHECKED BAGGAGE, WHETHER WITH OR WITHOUT THE KNOWLEDGE OF CARRIER.
- (II) 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.
- (S) THE OWNER OF A PET SHALL BE RESPONSIBLE FOR COMPLIANCE WITH ALL GOVERNMENTAL REGULATIONS AND RESTRICTIONS, INCLUDING PROVIDING VALID HEALTH AND RABIES VACCINATION CERTIFICATES WHEN REQUIRED. CARRIER WILL NOT BE LIABLE FOR LOSS OR EXPENSES DUE TO THE PASSENGER'S FAILURE TO COMPLY WITH THIS PROVISION, NOR WILL IT BE RESPONSIBLE IF ANY PET IS REFUSED PASSAGE INTO OR THROUGH ANY COUNTRY, STATE OR TERRITORY.
- (T) 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

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

- 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.
 - (U) 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.
 - (V) WHENEVER THE LIABILITY OF CARRIER IS EXCLUDED OR LIMITED UNDER THESE CONDITIONS, SUCH EXCLUSION OR LIMITATION SHALL APPLY TO AGENTS, SERVANTS OR REPRESENTATIVES OF THE CARRIER AND ALSO ANY CARRIER WHOSE AIRCRAFT IS USED FOR CARRIAGE AND ITS AGENTS, SERVANTS OR REPRESENTATIVES.
- (F) 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.
 - (E) TRANSPORTATION OF OFFICERS, EMPLOYEES AND SERVANTS OF CARRIER TRAVELING IN THE COURSE OF THEIR EMPLOYMENT AND IN THE FURTHERANCE OF CARRIER'S BUSINESS.
 - (2) EXCEPT WITH RESPECT TO GRATUITOUS TRANSPORTATION OF PERSONS DESCRIBED IN PARAGRAPH (E) (1) ABOVE, CARRIER IN FURNISHING GRATUITOUS TRANSPORTATION SHALL NOT BE LIABLE (THE PROVISIONS OF RULE 55 (LIABILITY OF CARRIERS) 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/HERSELF, HIS/HER 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

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

- SUCH PERSON.
- (3) EXCEPT WITH RESPECT TO GRATUITOUS TRANSPORTATION OF PERSONS DESCRIBED IN PARAGRAPH (E) (1) ABOVE, CARRIER, IN FURNISHING GRATUITOUS TRANSPORTATION, SHALL NOT BE LIABLE (THE PROVISIONS OF RULE 55 (LIABILITY OF CARRIERS) 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/HERSELF, HIS/HER 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.
- (G) TIME LIMITATIONS ON CLAIMS AND ACTIONS
- (1) NO ACTION SHALL LIE IN THE CASE OF DAMAGE TO BAGGAGE UNLESS THE PERSON ENTITLED TO DELIVERY COMPLAINS TO AN OFFICE OF CARRIER FORTHWITH AFTER THE DISCOVERY OF THE DAMAGE, AND AT THE LATEST, WITHIN SEVEN (7) DAYS FROM THE DATE OF RECEIPT; AND IN THE CASE OF DELAY OR LOSS, UNLESS THE COMPLAINT IS MADE AT THE LATEST WITHIN TWENTY-ONE (21) DAYS FOR ALL CARRIERS FROM THE DATE ON WHICH THE BAGGAGE HAS BEEN PLACED AT HIS DISPOSAL (IN THE CASE OF DELAY) OR SHOULD HAVE BEEN PLACED AT HIS DISPOSAL (IN THE CASE OF LOSS). EVERY COMPLAINT MUST BE IN WRITING AND DISPATCHED WITHIN THE TIMES AFORESAID. WHERE CARRIAGE IS NOT "INTERNATIONAL CARRIAGE" AS DEFINED IN THE CONVENTION, FAILURE TO GIVE NOTICE SHALL NOT BE A BAR TO SUIT WHERE CLAIMANT PROVES THAT:
- (A) IT WAS NOT REASONABLY POSSIBLE FOR HIM TO GIVE SUCH NOTICE, OR
- (B) THAT NOTICE WAS NOT GIVEN DUE TO FRAUD ON THE PART OF CARRIER, OR
- (C) THE MANAGEMENT OF CARRIER HAD KNOWLEDGE OF DAMAGE TO PASSENGER'S BAGGAGE.
- (2) ANY RIGHT TO DAMAGES AGAINST CARRIER SHALL BE EXTINGUISHED UNLESS AN ACTION IS BROUGHT WITHIN TWO (2) YEARS RECKONED FROM THE DATE OF ARRIVAL AT THE DESTINATION OR FROM THE DATE ON WHICH THE AIRCRAFT OUGHT TO HAVE ARRIVED, OR FROM THE DATE ON WHICH THE CARRIAGE STOPPED.
- (H) 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 AND WAIVER
NO AGENT, SERVANT OR REPRESENTATIVE OF CARRIER HAS

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

AUTHORITY TO ALTER, MODIFY OR WAIVE AND PROVISIONS
OF THE CONTRACT OF CARRIAGE OR OF THIS TARIFF.

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

Rule 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, AND THE RESERVATION IS ENTERED INTO THE CARRIER'S RESERVATION SYSTEM. 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 1: 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 BEFORE THE TIME AGREED UPON BETWEEN THE CARRIER AND THE PASSENGER WHEN THE RESERVATION WAS CONFIRMED. HOWEVER, IF AIRPORT TICKETING WAS AGREED UPON, IT MUST BE MADE AT A TIME GREATER THAN 60 MINUTES PRIOR TO THE SCHEDULED TIME OF FLIGHT.

EXCEPTION 2: SUCH RESERVATION OF SPACE IS SUBJECT TO CANCELLATION BY THE CARRIER WITHOUT NOTICE IF THE PASSENGER HAS NOT OBTAINED A VALIDATED TICKET SPECIFYING HIS/HER CONFIRMED RESERVED SPACE BY THE TIME LIMIT AGREED UPON BETWEEN THE CARRIER AND THE PASSENGER.

EXCEPTION 3: IN THE EVENT OF THE TERMINATION OF AN INTERLINE TRAFFIC AGREEMENT BETWEEN CORSAIR AND ANOTHER CARRIER, SS WILL HONOR ANY RESERVATION FOR TRAVEL ON SS MADE BY SUCH OTHER CARRIER PRIOR TO TERMINATION OF THE AGREEMENT PROVIDED SS ISSUES THE TICKET IF SUCH TICKET WAS NOT ISSUED PRIOR TO TERMINATION.

EXCEPTION 4: IN THE EVENT THAT THE NUMBER OF PERSONS PRESENTING THEMSELVES WITH CONFIRMED RESERVATIONS FOR CARRIAGE ON A FLIGHT EXCEEDS THE NUMBER OF SEATS AVAILABLE, THOSE PASSENGERS WITH CONFIRMED RESERVATIONS WHO ARE NOT ACCOMODATED WILL BE SUBJECT TO

RULE 86 DELAYS, CANCELLATIONS, DENIAL OF BOARDING AND OTHER FLIGHT DISRUPTIONS)HEREIN.

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

(C) GENERAL

(1) A RESERVATION FOR SPACE ON A GIVEN FLIGHT IS VALID ONLY WHEN THE AVAILABILITY AND ALLOCATION OF THAT SPACE IS CONFIRMED BY THE CARRIER AND THE PASSENGER HAS PAID THE APPROPRIATE FARE AND A TICKET HAS BEEN ISSUED FOR THAT SPACE.

(2) ON A GIVEN FLIGHT, THE CARRIER MAY LIMIT THE NUMBER OF PASSENGERS CARRIED AT ANY GIVEN FARE. ALL FARES WILL NOT NECESSARILY 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 JUDGEMENT AS TO THE ANTICIPATED TOTAL NUMBER OF PASSENGERS ON EACH FLIGHT.

(D) COMMUNICATION CHARGES

THE PASSENGER WILL BE CHARGED FOR ANY COMMUNICATION EXPENSE PAID OR INCURRED BY CARRIER FOR TELEPHONE, TELEGRAPH, RADIO OR CABLE ARISING FROM A SPECIAL REQUEST OF THE PASSENGER CONCERNING A RESERVATION.

(E) ALLOCATION OF ACCOMMODATIONS

CARRIER DOES NOT GUARANTEE ALLOCATION OF ANY PARTICULAR SPACE OR SEAT IN THE AIRCRAFT.

(F) ASSIGNMENT OF SEAT TO CHILDREN UNDER THE AGE OF 14 YEARS

(1) FOR CARRIAGE TO/FROM CANADA SS WILL FACILITATE THE ASSIGNMENT OF A SEAT TO A CHILD WHO IS UNDER THE AGE OF 14 YEARS BY OFFERING, AT NO ADDITIONAL CHARGE,

(A) IN THE CASE OF A CHILD WHO IS 4 YEARS OF AGE OR YOUNGER, A SEAT THAT IS ADJACENT TO THEIR PARENT, GUARDIAN OR TUTOR'S SEAT;

(B) IN THE CASE OF A CHILD WHO IS 5 TO 11 YEARS OF AGE, A SEAT THAT IS IN THE SAME ROW AS THEIR PARENT, GUARDIAN OR TUTOR'S SEAT, AND THAT IS SEPARATED FROM THAT PARENT, GUARDIAN OR TUTOR'S SEAT BY NO MORE THAN ONE SEAT; AND

(C) IN THE CASE OF A CHILD WHO IS 12 OR 13 YEARS OF AGE, A SEAT THAT IS IN A ROW THAT IS SEPARATED FROM THE ROW OF THEIR PARENT, GUARDIAN OR TUTOR'S SEAT BY NO MORE THAN ONE ROW.

(2) IN ORDER TO FACILITATE THE ASSIGNMENT OF SEAT DESCRIBED ABOVE, SS WILL, FREE OF CHARGE:

(A) ASSIGN A SEAT TO THE CHILD BEFORE CHECK-IN, WHEN POSSIBLE; OR

(B) IF NOT POSSIBLE:

(I) ADVISE PASSENGERS BEFORE CHECK-IN, THAT SS WILL FACILITATE SEAT ASSIGNMENT OF CHILDREN IN CLOSE PROXIMITY TO A PARENT, GUARDIAN OR TUTOR AT NO ADDITIONAL CHARGE AT THE TIME OF CHECK-IN OR AT THE BOARDING GATE.

(II) ASSIGN SEATS AT THE TIME OF CHECK-IN, IF POSSIBLE,

(III) IF NOT POSSIBLE, ASK FOR VOLUNTEERS TO CHANGE SEATS AT THE TIME OF BOARDING, AND

(IV) IF NO PASSENGER HAS VOLUNTEERED TO CHANGE SEATS AT THE TIME OF BOARDING, ASK AGAIN FOR VOLUNTEERS TO CHANGE SEATS BEFORE

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

TAKE-OFF.

- (3) IF A PASSENGER IS ASSIGNED A SEAT IN ACCORDANCE WITH SUBSECTION (1) THAT IS IN A LOWER CLASS OF SERVICE THAN THEIR TICKET PROVIDES, SS WILL REIMBURSE THE PRICE DIFFERENCE BETWEEN THE CLASSES OF SERVICE, BUT IF THE PASSENGER CHOOSES A SEAT THAT IS IN A HIGHER CLASS OF SERVICE THAN THEIR TICKET PROVIDES, SS MAY REQUEST SUPPLEMENTARY PAYMENT REPRESENTING THE PRICE DIFFERENCE BETWEEN THE CLASSES OF SERVICE.
- (G) ARRIVAL OF PASSENGERS AT AIRPORTS
THE PASSENGER MUST PRESENT HIMSELF AT THE AIRPORT OF DEPARTURE FOR CHECK-IN AT LEAST THE NUMBER OF MINUTES INDICATED BELOW 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 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 IS NOT LIABLE TO THE PASSENGER FOR LOSS OR EXPENSE DUE TO PASSENGER'S FAILURE TO COMPLY WITH THIS PROVISION.
CARRIER LATEST CHECK-IN TIME IN MINUTES
SS 60 AT MONTREAL, QU/TORONTO, ON/MONCTON,
NB/PARIS, FRANCE
- (H) COMMUNICATIONS COSTS UPON CANCELLATION
EXCEPT AS OTHERWISE PROVIDED IN THIS TARIFF, WHENEVER A PASSENGER CANCELS RESERVATIONS MADE FOR HIM/HER AND SUCH CANCELLATION IS NOT SUBJECT TO A SERVICE CHARGE, CARRIER WILL REQUIRE PAYMENT FROM THE PASSENGER TO COVER THE COMMUNICATIONS COSTS OF MAKING SUCH RESERVATIONS AND SUBSEQUENT CANCELLATION THEREOF.
- (I) CANCELLATION OF CONTINUING SPACE
IF A PASSENGER FAILS TO OCCUPY SPACE WHICH HAS BEEN RESERVED FOR HIM/HER, CARRIER WILL CANCEL ALL OTHER RESERVATIONS HELD BY SUCH PASSENGER FOR CONTINUING OR RETURN SPACE. CARRIER IS NOT LIABLE FOR SUCH CANCELLATION BUT CARRIER WILL REFUND IN ACCORDANCE WITH VOLUNTARY REFUNDS PROVISIONS PUBLISHED HEREIN UNDER RULE 90(E).

Rule 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.
- (4) AN ELECTRONIC TICKET ("E-TICKET") IS THE RECORD OF AGREEMENT MAINTAINED AND PROCESSED WITHIN THE CARRIER'S ELECTRONIC RESERVATIONS SYSTEM. INSTEAD OF FLIGHT COUPONS (A "PAPER TICKET"), A WRITTEN RECEIPT IS PROVIDED TO THE PURCHASER, WHICH CONTAINS A FILE REFERENCE FOR RETRIEVING THE PASSENGER'S RECORD WITHIN THE CARRIER'S RESERVATIONS SYSTEM, AND INCLUDES A SUMMARY OF THE TICKET INFORMATION AND ITINERARY.

(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 ON WHICH TRANSPORTATION COMMENCES AT THE POINT OF ORIGIN ON ORIGINAL TICKET, 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, ACCOMODATION 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 OF 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 THE DATE OF ISSUANCE OF

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

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.
 - (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 THE CASE OF SHORT LIMIT SPECIAL FARE TICKETS, THE VALIDITY OF THE TICKET MAY BE EXTENDED IN THE EVENT OF ILLNESS OF THE PASSENGER UNTIL THE DATE OF THE FIRST AVAILABLE FLIGHT AFTER HE/SHE BECOMES FIT AGAIN TO TRAVEL ACCORDING TO A MEDICAL CERTIFICATE, BUT IN NO CASE LATER THAN 7 DAYS BEYOND THE DATE HE/SHE BECOMES FIT TO TRAVEL. 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.
 - (F) IN CASE OF DEATH OF A PASSENGER EN ROUTE, THE VALIDITY OF TICKETS OF PERSONS ACCOMPANYING

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

THE DECEASED PASSENGER MAY BE EXTENDED BY NO MORE THAN 45 DAYS FROM THE DATE OF DEATH. IN CASE OF DEATH IN THE IMMEDIATE FAMILY OF A PASSENGER WHO HAS COMMENCED TRAVEL, THE VALIDITY OF THE PASSENGER'S TICKET AND THOSE OF MEMBERS OF HIS IMMEDIATE FAMILY ACCOMPANYING HIM, MAY BE EXTENDED BY NO MORE THAN 45 DAYS FROM DATE OF DEATH. A DEATH CERTIFICATE, OR COPY THEREOF MUST BE PRESENTED AT THE TIME OF RETICKETING.

- (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. FOR EXAMPLE, IF A TICKET IS PURCHASED AT THE DRACHMA FARE FOR TRAVEL ATHENS/PARIS/NEW YORK, AND THE PASSENGER ACTUALLY COMMENCES TRAVEL IN PARIS INSTEAD OF ATHENS, THE FARE MUST BE REASSESSED AT THE PARIS/NEW YORK FRENCH FRANC LEVEL.
- (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.
- (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

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

- 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 (SEE NOTE).

NOTE: EXCEPT TO THE EXTENT PROVIDED IN RULE 55 (LIABILITY OF CARRIER) WITH RESPECT TO 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 FILED WITH THE DEPARTMENT OF TRANSPORTATION.

(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.

EXCEPTION: (APPLICABLE ONLY FOR TRAVEL ORIGINATING IN CANADA, PAID IN FRANCE AND ISSUED IN CANADA) THE PTA WILL CONSTITUTE TICKETING, PROVIDED IT IS ISSUED WITHIN TARIFF DEADLINES AND RESERVATION REQUIREMENTS ARE MET AND SHOWN ON THE PTA, ANY CANCELLATION, REFUND AND REROUTING WILL RESULT IN PENALTIES AGAINST THE PTA IN THE SAME MANNER AS THOUGH A TICKET WERE ISSUED. AN OPEN PTA WILL NOT CONSTITUTE TICKETING FOR ANY SPECIAL FARE REQUIREMENTS.

(2) SERVICE CHARGE
NO CHARGE

(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 EN ROUTE, OR

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

- (B) OTHER PERSONS ACTUALLY ACCOMPANYING A PASSENGER WHO DIES EN ROUTE.
- (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.

NOTE: THE SAME PROVISIONS WILL APPLY TO IMMEDIATE FAMILY MEMBER(S) ACCOMPANYING THE PASSENGER.

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

Rule 75 Currency of Payment

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

- (A) PAYMENT IN COUNTRY OF COMMENCEMENT OF TRANSPORTATION
PAYMENT SHALL BE MADE AS FOLLOWS:
- (1) IN THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION, OR
 - (2) IN ANY CURRENCY ACCEPTABLE TO THE CARRIER, PROVIDED THAT THE EQUIVALENT OF THE LOCAL CURRENCY FARE IS COLLECTED AT THE BANKERS BUYING RATE OF EXCHANGE IN EFFECT ON THE DATE OF ISSUANCE OF THE TRANSPORTATION DOCUMENT.
- (B) PAYMENT OUTSIDE THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION
PAYMENT SHALL BE MADE AS FOLLOWS:
- (1) THE AMOUNT TO BE PAID SHALL BE DETERMINED BY CONVERTING THE TOTAL AMOUNT TO BE COLLECTED, EXPRESSED IN THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION, INTO THE CURRENCY OF THE COUNTRY OF PAYMENT AT THE APPLICABLE BANKERS SELLING RATE OF EXCHANGE IN EFFECT ON THE DATE OF THE TRANSACTION.
 - (2) PAYMENT SHALL BE MADE EITHER IN THE CURRENCY OF THE COUNTRY OF PAYMENT, OR IN ANY CURRENCY APPLICABLE TO THE CARRIER, PROVIDED THAT THE EQUIVALENT OF THE LOCAL CURRENCY AMOUNT OF THE COUNTRY OF PAYMENT ESTABLISHED IN ACCORDANCE WITH PARAGRAPH 1. ABOVE IS COLLECTED BY THE BANKERS BUYERS RATE OF EXCHANGE ON THE DATE OF THE TRANSACTION.
- (C) RATES OF EXCHANGE
- (1) (APPLICABLE FOR CANADA)
THE BANKER'S BUYING RATE OR BANKER'S SELLING RATE MEANS THE UNIT RATE PUBLISHED IN THE TORONTO GLOBE AND MAIL FRIDAY EDITION EACH WEEK, AS THE FOREIGN EXCHANGE MID MARKET RATE IN CANADIAN FUNDS. THESE RATES WILL BE APPLICABLE FROM MONDAY OF THE FOLLOWING WEEK UP TO AND INCLUDING THE FOLLOWING SUNDAY. FOR CURRENCIES NOT PUBLISHED IN SUCH PUBLICATION, THE LATEST ISSUE OF THE "IATA CLEARING HOUSE MONTHLY FIVE DAY RATES" SHALL BE USED. FOR ARMENIA, AZERBAIJAN, BELARUS, CZECH REPUBLIC, ESTONIA, GEORGIA, HUNGARY, KAZAKHSTAN, KYRGYZSTAN, LATVIA, LITHUANIA, MOLDOVA, ROMANIA, RUSSIAN FEDERATION, SLOVAKIA, TAJIKISTAN, TURKMENISTAN, UKRAINE, UZBEKISTAN, THE LATEST ISSUE OF THE "IATA CLEARING HOUSE MONTHLY FIVE DAY RATES" SHALL BE USED."
 - (2) (APPLICABLE FOR FRANCE AND FRENCH TERRITORIES)
THE MEAN RATE UNDER THE COLUMN "COTE D' EXCHANGE" IN LE MONDE, LAST 'BOURSE' EDITION ON TUESDAY, DATED WEDNESDAY EACH WEEK FOR SIXTEEN CURRENCIES. FOR CURRENCIES NOT QUOTED IN SUCH PUBLICATION, THE GENERAL RULE WILL APPLY.
- (D) EN-ROUTE REASSESSMENT OF FARE

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

- (1) THE FARE WILL BE REASSESSED IN THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.
- (2) THE LOCAL CURRENCY FARES TO BE USED WILL BE THOSE APPLICABLE AT THE TIME OF COMMENCEMENT OF TRANSPORTATION.
- (3) THE IATA RATE OF EXCHANGE TO BE USED WILL BE THAT APPLICABLE AT THE TIME OF ORIGINAL TICKET ISSUANCE.
- (4) IF AN EN-ROUTE REASSESSMENT OF THE FARE RESULTS IN A REFUND, THE AMOUNT OF THE REFUND SHALL BE CONVERTED USING THE BANKER'S RATE APPLICABLE AT THE DATE OF THE REFUND, EXCEPT WHEN ORIGINAL PAYMENT HAS BEEN MADE IN A CURRENCY OTHER THAN THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION, REFUNDS IN THE SAME CURRENCY AS ORIGINALLY TENDERED WILL BE MADE AT THE EXCHANGE RATE USED FOR THE ORIGINAL PAYMENT.
- (5) IF AN EN-ROUTE REASSESSMENT OF THE FARE RESULTS IN AN ADDITIONAL COLLECTION, THE AMOUNT OF ADDITIONAL COLLECTION SHALL BE CONVERTED USING THE BANKER'S SELLING RATE APPLICABLE AT THE DATE OF ORIGINAL COLLECTION.

NOTE: CARRIERS WILL PAY THE REFUND IN THE SAME FORM (I.E. CASH, CHECK, CREDIT CARD, ETC.) THAT WAS USED IN PURCHASING THE ORIGINAL TRANSPORTATION DOCUMENT. CARRIERS, IN MAKING THE REFUND, WILL OBSERVE ANY REFUND RESTRICTION THAT MAY BE PUBLISHED IN THE APPLICABLE RULES GOVERNING THE ORIGINAL TRANSPORTATION DOCUMENT. FURTHER, SS WILL OBSERVE A GOVERNMENT OF SS RESTRICTION IMPOSED ON THE CONVERSION AND REFUND OF CURRENCIES OUTSIDE THE COUNTRY WHOSE CURRENCY WAS ORIGINALLY COLLECTED.

(E) ACCEPTABILITY OF CURRENCIES

- (1) FARES AND CHARGES ARE PAYABLE IN ANY CURRENCY ACCEPTABLE TO THE CARRIER HEREBY SPECIFIED IN RULE 145, (E) IN IPGT-1, NTA(A) NO. 373.
- (2) THOSE CURRENCIES HEREBY SPECIFIED IN RULE 145, PARAGRAPH (F) IN IPGT-1, NTA(A) NO. 373., MAY ONLY BE ACCEPTED IN THE COUNTRY OF WHICH IT IS THE LOCAL CURRENCY.

NOTE: FOR THE PURPOSE OF (E)(2) ABOVE, THE FOLLOWING WILL ONLY BE HONORED IN THE COUNTRY OF ORIGINAL PAYMENT:

- (A) MCOS FOR UNSPECIFIED TRANSPORTATION ISSUED IN SUCH CURRENCY.
- (B) UNUSED TRAFFIC DOCUMENTS PAID FOR IN SUCH CURRENCY.

(F) CONVERSION OF LOCAL CURRENCY AMOUNTS FOR COMBINATION/CONSTRUCTION PURPOSES

- (1) WHERE A JOURNEY REQUIRES THE COMBINATION OF LOCAL CURRENCY FARES, ON THE SAME TICKET, OR THE CONSTRUCTION OF FARES BY USE OF ADD-ON AMOUNTS, CONVERSION OF LOCAL CURRENCY FARES/ADD-ON AMOUNTS INTO THE CURRENCY OF COUNTRY OF COMMENCEMENT OF TRANSPORTATION SHALL BE TAKEN AS FOLLOW:
 - (A) ALL LOCAL CURRENCY AMOUNTS SHALL BE DIVIDED

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

BY THE RATE OF EXCHANGE TO THE US DOLLAR AS SHOWN HEREIN UNDER RULE 145 IPGT-1, NTA(A) NO. 373 FOR THE CURRENCY IN WHICH THE AMOUNT IS DENOMINATED, THE RESULTANT AMOUNT BEING EXPRESSED TO TWO DECIMAL PLACES IGNORING ANY FURTHER DECIMAL PLACES.

- (B) ALL RESULTANT AMOUNTS SHALL BE ADDED TOGETHER AND MULTIPLIED BY THE RATE OF EXCHANGE TO THE US DOLLAR AS SHOWN HEREIN UNDER RULE 145 IPGT-1, NTA(A) NO. 373 FOR THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION, THE RESULTANT AMOUNT BEING ROUNDED IN ACCORDANCE WITH THE FOLLOWING:

ROUNDING UNITS: CONVERSIONS/CHANGES SHALL BE CALCULATED TO ONE DECIMAL PLACE BEYOND THE NUMBER OF DECIMAL PLACES SHOWN IN RULE 145 IPGT-1, NTA(A) NO. 373 IGNORING ANY FURTHER DECIMAL PLACES AND UNLESS OTHERWISE SHOWN, ROUNDED UP THE NET HIGHER ROUNDING UNIT.

EXAMPLE:

- (I) WHEN ROUNDING UNIT IS WHOLE NUMBER, E.G. 100, CONVERT TOTAL FARE TO ONE DECIMAL PLACE AND UNLESS OTHERWISE STATED, ROUND UP THE NEXT HIGHER UNIT.
- (II) WHEN THE ROUNDING UNIT IS TO ONE DECIMAL, E.G. 0.1, CONVERT TOTAL FARE TO TWO DECIMAL PLACES AND, UNLESS OTHERWISE STATED, ROUND UP TO THE NEXT HIGHER UNIT.
- (III) WHEN THE ROUNDING UNIT IS TWO DECIMAL PLACES, E.G. 0.05, CONVERT TOTAL FARE TO THREE DECIMAL PLACES AND, UNLESS OTHERWISE STATED, ROUND UP TO THE NEXT HIGHER UNIT.

(G) TRANSPORTATION DOCUMENTS

- (1) ALL TRANSPORTATION DOCUMENTS SHALL SHOW THE APPLICABLE CURRENCY CODES AS SHOWN IN RULE 145 IPGT-1, NTA(A) NO. 373 GOVERNED HEREIN.
- (2) WHEN SHOWING LOCAL CURRENCY AMOUNTS IN THE "FARE" BOX AND "EQUIVALENT AMOUNT PAID" BOX OF THE TICKET, THE AMOUNT SHALL BE ROUNDED IN ACCORDANCE WITH PARAGRAPH (F)(1)(B) ABOVE AND EXPRESSED TO THE NUMBER OF DECIMALS SHOWN IN RULE 145 IPGT-1, NTA(A) NO. 373.

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

Rule 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) PARTLY USED TICKETS
- (A) WHERE THE REROUTING RESULTS IN A FARE CHANGE, THE NEW FARE AND CHARGE SHALL BE RECALCULATED FROM THE LAST FARE CONSTRUCTION POINT PRECEDING THE POINT FROM WHICH THE FLIGHT COUPON(S) WILL BE UPLIFTED TO THE DESTINATION OR TO THE NEXT FARE CONSTRUCTION POINT BEYOND WHICH THE ORIGINAL FARE CALCULATION REMAINS APPLICABLE; PROVIDED ONCE TRAVEL ON A FARE COMPONENT HAS BEEN COMPLETED SUCH FARE COMPONENT MAY NOT BE USED FOR SUBSEQUENT VOLUNTARY REROUTING.
- NOTE: FOR THE PURPOSE OF THIS RULE, FARE CONSTRUCTION POINT, AS USED HEREIN, MEANS THE POINT TO WHICH THE PREVIOUS FARE WAS CALCULATED.
- (B) ADDITIONAL PASSAGE AT THE THROUGH FARE AND CHARGES SHALL NOT BE PERMITTED UNLESS REQUEST THEREFOR HAS BEEN MADE PRIOR TO ARRIVAL AT THE DESTINATION NAMED ON THE ORIGINAL TICKET OR MISCELLANEOUS CHARGES ORDER, AND AFTER CARRIAGE HAS BEEN COMMENCED:
- (I) A ONE WAY TICKET SHALL NOT BE CONVERTED INTO A ROUND, CIRCLE OR OPEN JAW TRIP

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

TICKET AT THE ROUND, CIRCLE OR OPEN JAW TRIP DISCOUNT FOR ANY PORTION ALREADY FLOWN. DISCOUNT WILL BE APPLIED ONLY TO ANY REROUTED PORTION OF THE TRIP AND ONLY FROM THE POINT OF REROUTING, NOT BASED ON ANY PORTION OF THE TRIP ALREADY FLOWN.

- (II) A ROUND, CIRCLE OR DISCOUNTED OPEN JAW TRIP TICKET CAN BE CONVERTED INTO ANY OTHER ONE OF THESE CATEGORIES PROVIDED THAT THE REQUEST THEREFOR IS MADE PRIOR TO ARRIVAL AT THE DESTINATION NAMED ON THE ORIGINAL TICKET OR MISCELLANEOUS CHARGES ORDER.
- (3) TOTALLY UNUSED TICKETS
UNLESS OTHERWISE SPECIFIED IN THE APPLICABLE FARE RULE USED:
 - (A) WHEN A TOTALLY UNUSED TICKET IS PRESENTED FOR A CHANGE OF JOURNEY, THE TICKET SHALL BE REFUNDED AND A NEW TICKET SHALL BE ISSUED.
 - (B) THE FARE FOR THE NEW JOURNEY SHALL BE REASSESSED BASED ON THE FARES APPLICABLE AT THE TIME OF COMMENCEMENT OF THE NEW TRANSPORTATION AND THE RATE OF EXCHANGE APPLICABLE TO THE TIME OF REASSESSMENT.
 - (C) THE TICKET ISSUANCE DETAILS FROM THE OLD TICKET SHALL NOT BE CARRIED FORWARD TO THE NEW TICKET.
- (4) ANY DIFFERENCE BETWEEN THE FARES AND CHARGES APPLICABLE UNDER SUBPARAGRAPH (2) ABOVE, AND THE FARES AND CHARGES PAID BY THE PASSENGER, WILL BE COLLECTED FROM THE PASSENGER BY THE CARRIER ACCOMPLISHING THE REROUTING WHO WILL ALSO PAY TO THE PASSENGER ANY AMOUNTS DUE ON ACCOUNT OF REFUNDS.
- (5) THE EXPIRATION DATE OF ANY NEW TICKET ISSUED FOR A REVISED ROUTING WILL BE LIMITED TO THE EXPIRATION DATE THAT WOULD HAVE BEEN APPLICABLE HAD THE NEW TICKET BEEN ISSUED ON THE DATE OF SALE OF THE ORIGINAL TICKET OR MISCELLANEOUS CHARGES ORDER.
- (6) TIME LIMITS ON CANCELLATIONS AND CHARGES FOR LATE CANCELLATIONS WILL BE APPLICABLE TO REVISED ROUTINGS REQUESTED BY PASSENGER.
- (B) INVOLUNTARY REVISED ROUTINGS
 - (1) IN THE EVENT CARRIER CANCELS A FLIGHT, FAILS TO OPERATE ACCORDING TO SCHEDULES, SUBSTITUTES A DIFFERENT TYPE OF EQUIPMENT OR DIFFERENT CLASS OF SERVICE, OR IS UNABLE TO PROVIDE PREVIOUSLY CONFIRMED SPACE, OR THE PASSENGER IS REFUSED PASSAGE OR REMOVED, IN ACCORDANCE WITH RULE 25 (REFUSAL TO TRANSPORT - LIMITATIONS OF CARRIAGE) HEREIN, CARRIER WILL EITHER:
 - (A) CARRY THE PASSENGER ON ANOTHER OF ITS PASSENGER AIRCRAFT ON WHICH SPACE IS AVAILABLE; OR
 - (B) ENDORSE TO ANOTHER CARRIER OR TO ANY OTHER TRANSPORTATION SERVICE THE UNUSED PORTION OF

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

- (C) THE TICKET FOR PURPOSES OF REROUTING; OR REROUTING THE PASSENGER TO DESTINATION NAMED ON THE TICKET OR APPLICABLE PORTION THEREOF BY ITS OWN SERVICES OR BY OTHER MEANS OF TRANSPORTATION AND, IF THE FARE, EXCESS BAGGAGE CHARGES AND ANY APPLICABLE SERVICE CHARGE FOR THE REVISED ROUTING IS HIGHER THAN THE REFUND VALUE OF THE TICKET OR APPLICABLE PORTIONS AS DETERMINED FROM RULE 90 (REFUNDS), AND CHARGES FOR THE REVISED ROUTING ARE LOWER; OR
- (D) MAKE INVOLUNTARY REFUND IN ACCORDANCE WITH THE PROVISIONS OF THIS RULE.
- (2) IN THE EVENT OF DEATH, THE FOLLOWING PROVISIONS WILL APPLY FOR PASSENGER'S TRAVELLING AT A FARE WITH REROUTING OR CHANGE OF RESERVATION RESTRICTIONS:
 - (A) IN THE CASE OF DEATH OF A PASSENGER, THE ACCOMPANYING PASSENGERS MAY TERMINATE OR INTERRUPT TRAVEL BUT NO LATER THAN 45 DAYS AFTER THE TRAVEL IS INTERRUPTED.
 - (B) IN THE CASE OF DEATH IN THE IMMEDIATE FAMILY, A GROUP FARE PASSENGER OR AN INDIVIDUAL PASSENGER MAY RETURN TO THE PLACE OF ORIGIN SHOWN ON THE TICKET, WITHOUT STOPOVERS EN ROUTE, AT THE SAME FARE ON THE NEXT AVAILABLE FLIGHT, IF DEATH OCCURRED AT THE POINT AT WHICH TRAVEL IS INTERRUPTED, BUT NO LATER THAN 45 DAYS AFTER THE TRAVEL IS INTERRUPTED.
 - (C) THE TICKET OF RETURNING PASSENGERS WILL BE ENDORSED "RETURN ACCOUNT DEATH (NAME)" AND SUCH ENDORSEMENT SHALL BE AUTHENTICATED BY VALIDATION OR OTHER OFFICIAL STAMP.
 - (D) A DEATH CERTIFICATE MUST BE PRESENTED AT THE TIME OF RETICKETING OR IN THE COUNTRY WHERE DEATH OCCURRED.
- (C) MISSED CONNECTIONS
IN THE EVENT A PASSENGER MISSES AN ONWARD CONNECTING FLIGHT ON WHICH SPACE HAS BEEN RESERVED FOR HIM/HER BECAUSE THE DELIVERING CARRIER DID NOT OPERATE ITS FLIGHT ACCORDING TO SCHEDULES, OR CHANGED THE SCHEDULE OF SUCH FLIGHT, THE DELIVERING CARRIER WILL ARRANGE FOR THE CARRIAGE OF THE PASSENGER OR MAKE INVOLUNTARY REFUND IN ACCORDANCE WITH THIS RULE.
- (D) FREE BAGGAGE ALLOWANCE
AN INVOLUNTARY 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 BUSINESS CLASS FLIGHT TO A PREMIUM ECONOMY CLASS (CLASSE GRAND LARGE)/ECONOMY CLASS FLIGHT AND IS ENTITLED TO A FARE REFUND.

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

Rule 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 REPRESENTATIVES 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 ALTERNATIVE 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 ACCOMODATIONS AND DETERMINE IF ANY DEPARTURE OR LANDING SHOULD BE MADE IF IT WOULD BE ADVISABLE TO DO SO:
 - (A) BECAUSE OF ANY FACT BEYOND ITS CONTROL (INCLUDING, BUT WITHOUT LIMITATION, METEROLOGICAL CONDITIONS, ACTS OF GOD, FORCE MAJEURE, STRIKES, RIOTS, CIVIL COMMOTIONS, EMBARGOES, WARS, HOSTILITIES, DISTURBANCES, OR UNSETTLED INTERNATIONAL CONDITIONS) ACTUAL, THREATENED OR REPORTED 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.

THE LIABILITY OF THE CARRIER IN CASE OF FLIGHT CANCELLATIONS IS SET OUT UNDER RULE 86 (DELAYS, CANCELLATIONS, DENIAL OF BOARDING AND OTHER FLIGHT DISRUPTIONS)

- (3) CARRIER WILL CANCEL THE RIGHT OR FURTHER RIGHT OF CARRIAGE OF THE PASSENGER AND HIS BAGGAGE UPON THE REFUSAL OF THE PASSENGER, AFTER DEMAND BY CARRIER, TO PAY THE FARE OR THE PORTION THEREOF SO DEMANDED, OR TO PAY ANY CHARGE SO DEMANDED AND ASSESSABLE WITH RESPECT TO THE BAGGAGE OF THE PASSENGER WITHOUT BEING SUBJECT TO ANY LIABILITY THEREFOR EXCEPT TO REFUND, IN ACCORDANCE HEREWITH, THE UNUSED PORTION OF THE FARE AND BAGGAGE CHARGE(S) PREVIOUSLY PAID, IF ANY.

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

RULE 86 Delays, Cancellations, denial of boarding and other flight disruptions

FOR FLIGHTS TO/FROM CANADA, IN CASE OF DELAY, CANCELLATION, DENIAL OF BOARDING OR OTHER FLIGHT DISRUPTION, SS WILL COMPLY WITH THE APPR, INCLUDING, BUT NOT LIMITED TO, THE PROVISIONS LISTED BELOW, UNLESS APPLICABLE LOCAL LAW PROVIDES OTHERWISE.

FOR FLIGHTS DEPARTING FROM THE EUROPEAN UNION OR AN AIRPORT IN A THIRD COUNTRY OTHER THAN CANADA, THAT ARE NOT BOUND TO CANADA, SS WILL COMPLY WITH THE PROVISIONS OF THE EC REGULATION NO. 261/2004 OR OTHER APPLICABLE LOCAL LAW, AS APPLICABLE.

THE PROVISIONS BELOW ARE APPLICABLE ONLY WHEN THE APPR IS APPLICABLE AND TO THE EXTENT THAT THEY COMPLY WITH THE APPR:

- (A) DEFINITIONS: AS USED HEREIN:
- "ARRIVAL" MEANS THE TIME WHEN ONE OF THE DOORS OF AN AIRCRAFT IS OPENED AFTER IT LANDS TO ALLOW PASSENGERS TO LEAVE THE AIRCRAFT.
 - "DENIAL OF BOARDING" MEANS THAT A PASSENGER IS NOT PERMITTED TO OCCUPY A SEAT ON BOARD A FLIGHT BECAUSE THE NUMBER OF SEATS THAT MAY BE OCCUPIED ON THE FLIGHT IS LESS THAN THE NUMBER OF PASSENGERS WHO HAVE CHECKED IN BY THE REQUIRED TIME, HOLD A CONFIRMED RESERVATION AND VALID TRAVEL DOCUMENTATION AND ARE PRESENT AT THE BOARDING GATE AT THE REQUIRED BOARDING TIME.
 - "LARGE CARRIER" MEANS A CARRIER THAT HAS TRANSPORTED A WORLDWIDE TOTAL OF TWO MILLION PASSENGERS OR MORE DURING EACH OF THE TWO PRECEDING CALENDAR YEARS.
 - "SMALL CARRIER" MEANS ANY CARRIER THAT IS NOT A LARGE CARRIER.
- (B) FLIGHT DISRUPTIONS CATEGORIES
- (1) SITUATIONS OUTSIDE THE CARRIER'S CONTROL INCLUDE WITHOUT LIMITATION, WAR OR POLITICAL INSTABILITY; ILLEGAL ACTS OR SABOTAGE; METEOROLOGICAL CONDITIONS OR NATURAL DISASTERS THAT MAKE THE SAFE OPERATION OF THE AIRCRAFT IMPOSSIBLE; INSTRUCTIONS FROM AIR TRAFFIC CONTROL; A NOTAM, AS DEFINED IN SUBSECTION 101.01 (1) OF THE CANADIAN AVIATION REGULATIONS; A SECURITY THREAT; AIRPORT OPERATION ISSUES; A MEDICAL EMERGENCY; A COLLISION WITH WILDLIFE; A LABOUR DISRUPTION AT THE AIR CARRIER OR ESSENTIAL SERVICE PROVIDER SUCH AS AN AIRPORT OR AN AIR NAVIGATION SERVICE PROVIDER; A MANUFACTURING DEFECT IN AN AIRCRAFT THAT REDUCES THE SAFETY OF PASSENGERS AND THAT WAS IDENTIFIED BY THE MANUFACTURER OF THE AIRCRAFT OR A COMPETENT AUTHORITY, OR AN ORDER OR INSTRUCTION FROM AN OFFICIAL OF A STATE, A LAW ENFORCEMENT AGENCY OR A PERSON RESPONSIBLE FOR AIRPORT SECURITY.
 - (2) SITUATIONS WITHIN THE CARRIER'S CONTROL BUT REQUIRED FOR SAFETY PURPOSES INCLUDE ALL SITUATIONS REQUIRED BY LAW IN ORDER TO REDUCE RISK TO PASSENGER SAFETY AND INCLUDES REQUIRED BY SAFETY DECISIONS MADE WITHIN THE AUTHORITY OF THE

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

PILOT OF THE AIRCRAFT OR ANY DECISION MADE IN ACCORDANCE WITH A SAFETY MANAGEMENT SYSTEM AS DEFINED IN SUBSECTION 101.01 (1) OF THE CANADIAN AVIATION REGULATIONS BUT DOES NOT INCLUDE SCHEDULED MAINTENANCE IN COMPLIANCE WITH LEGAL REQUIREMENTS. THESE SITUATIONS ALSO INCLUDE MECHANICAL MALFUNCTIONS THAT REDUCE THE SAFETY OF PASSENGERS BUT DOES NOT INCLUDE A MECHANICAL MALFUNCTION THAT IS IDENTIFIED FURTHER TO SCHEDULED MAINTENANCE UNDERTAKEN IN COMPLIANCE WITH LEGAL REQUIREMENTS.

- (3) SITUATIONS WITHIN THE CARRIER'S CONTROL ARE THOSE THAT CANNOT BE SHOWN TO FALL INTO THE OTHER TWO CATEGORIES.
- (4) EARLIER FLIGHT DISRUPTION: WHEN A DELAY, CANCELLATION OR DENIAL OF BOARDING IS DIRECTLY ATTRIBUTABLE TO AN EARLIER DELAY OR CANCELLATION THAT IS DUE TO A SITUATION OUTSIDE THE CARRIER'S CONTROL OR A SITUATION WITHIN THAT CARRIER'S CONTROL BUT REQUIRED FOR SAFETY PURPOSES, SUCH DISRUPTION IS CONSIDERED TO ALSO BE OUTSIDE THE CARRIER'S CONTROL OR WITHIN THAT CARRIER'S CONTROL BUT REQUIRED FOR SAFETY PURPOSES (AS THE CASE MAY BE) IF THE CARRIER TOOK ALL REASONABLE MEASURES TO MITIGATE THE IMPACT OF THE EARLIER FLIGHT DELAY OR CANCELLATION.

(C) TARMAC DELAYS

- (1) SERVICES: IF A FLIGHT IS DELAYED ON THE TARMAC AFTER THE DOORS OF THE AIRCRAFT ARE CLOSED FOR TAKE-OFF OR AFTER THE FLIGHT HAS LANDED:
 - (a) SS WILL PROVIDE PASSENGERS WITH THE FOLLOWING, FREE OF CHARGE:
 - (I) IF THE AIRCRAFT IS EQUIPPED WITH LAVATORIES, ACCESS TO THOSE LAVATORIES IN WORKING ORDER;
 - (II) PROPER VENTILATION AND COOLING OR HEATING OF THE AIRCRAFT;
 - (III) IF IT IS FEASIBLE TO COMMUNICATE WITH PEOPLE OUTSIDE OF THE AIRCRAFT, THE MEANS TO DO SO; AND
 - (IV) FOOD AND DRINK, IN REASONABLE QUANTITIES, TAKING INTO ACCOUNT THE LENGTH OF THE DELAY, THE TIME OF DAY AND THE LOCATION OF THE AIRPORT.
 - (b) SS WILL FACILITATE ACCESS TO URGENT MEDICAL ASSISTANCE IF A PASSENGER REQUIRES SUCH URGENT MEDICAL ASSISTANCE.
- (2) DISEMBARKATION: IF A FLIGHT IS DELAYED ON THE TARMAC AT AN AIRPORT IN CANADA, SS WILL PROVIDE AN OPPORTUNITY FOR PASSENGERS TO DISEMBARK THREE HOURS AFTER THE AIRCRAFT DOORS HAVE BEEN CLOSED FOR TAKE-OFF OR THREE HOURS AFTER THE FLIGHT HAS LANDED, OR AT ANY EARLIER TIME IF IT IS FEASIBLE. IF FEASIBLE, PASSENGERS WITH DISABILITIES AND THEIR SUPPORT PERSON, SERVICE ANIMAL OR EMOTIONAL SUPPORT ANIMAL, IF ANY, WILL BE PROVIDED THE OPPORTUNITY TO DISEMBARK IN PRIORITY. SS WILL NOT PROVIDE AN OPPORTUNITY FOR THE PASSENGERS TO

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

DISEMBARK IF:

- (a) IT IS LIKELY THAT TAKE-OFF WILL OCCUR LESS THAN THREE HOURS AND 45 MINUTES AFTER THE DOORS OF THE AIRCRAFT ARE CLOSED FOR TAKE-OFF OR AFTER THE FLIGHT HAS LANDED;
- (b) SS IS ABLE TO CONTINUE TO PROVIDE THE STANDARD OF TREATMENT REFERRED TO ABOVE AFTER THE FLIGHT HAS LANDED; AND
- (c) DISEMBARKATION IS NOT POSSIBLE, INCLUDING FOR REASONS RELATED TO SAFETY AND SECURITY OR TO AIR TRAFFIC OR CUSTOMS CONTROL.
- (D) DENIAL OF BOARDING PROCEDURES (APPLICABLE TO SITUATIONS WITHIN THE CARRIER'S CONTROL, INCLUDING THOSE REQUIRED FOR SAFETY PURPOSES):
- (1) BEFORE SS DENIES BOARDING FOR A FLIGHT, SS WILL ASK ALL PASSENGERS IF THEY ARE WILLING TO GIVE UP THEIR SEAT.
- (2) IF SS OFFERS A BENEFIT IN EXCHANGE FOR A PASSENGER TO A PASSENGER ACCEPTS THE OFFERS, SS WILL PROVIDE THE PASSENGER WRITTEN CONFIRMATION OF THAT BENEFIT BEFORE THE FLIGHT DEPARTS.
- (3) SS WILL NOT DENY BOARDING TO A PASSENGER WHO IS ALREADY ON BOARD OF THE AIRCRAFT, UNLESS IT IS REQUIRED FOR REASONS OF SAFETY;
- (4) IF DENIAL OF BOARDING IS NECESSARY, SS WILL GIVE PRIORITY FOR BOARDING TO PASSENGERS IN THE FOLLOWING ORDER:
- (a) UNACCOMPANIED MINORS;
- (b) PERSONS WITH A DISABILITY AND THEIR SUPPORT PERSON, SERVICE ANIMAL, OR EMOTIONAL SUPPORT ANIMAL, IF ANY;
- (c) PASSENGERS TRAVELLING WITH FAMILY MEMBERS; AND
- (d) PASSENGERS WHO WERE PREVIOUSLY DENIED BOARDING ON THE SAME TICKET.
- (E) INFORMATION AND TREATMENT IN CASE OF DELAY, CANCELLATION AND DENIAL OF BOARDING
- (1) INFORMATION :
- (a) IN CASE OF DELAYS (INCLUDING TARMAC DELAYS), CANCELLATIONS AND DENIAL OF BOARDING, SS WILL PROVIDE, BY MEANS OF AUDIBLE ANNOUNCEMENTS, AND UPON REQUEST BY MEANS OF VISIBLE ANNOUNCEMENTS OR BY USING ANY AVAILABLE COMMUNICATION METHOD THAT THE PASSENGERS HAVE INDICATED THAT THEY PREFER (INCLUDING A METHOD COMPATIBLE WITH ADAPTIVE TECHNOLOGIES INTENDED TO ASSIST PERSONS WITH DISABILITIES), THE FOLLOWING INFORMATION TO THE AFFECTED PASSENGERS:
- (I) THE REASON FOR THE DELAY, CANCELLATION OR DENIAL OF BOARDING;
- (II) THE COMPENSATION TO WHICH THE PASSENGER MAY BE ENTITLED FOR THE INCONVENIENCE, IF APPLICABLE;
- (III) THE STANDARD OF TREATMENT FOR PASSENGERS, IF ANY; AND
- (IV) THE RECOURSE AVAILABLE AGAINST SS, INCLUDING THEIR RECOURSE TO THE CANADIAN TRANSPORTATION AGENCY.

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

- (b) SS WILL ALSO PROVIDE ANY NEW INFORMATION AS SOON AS FEASIBLE.
- (c) IN CASE OF A DELAYS, INCLUDING TARMAC DELAYS, SS WILL COMMUNICATE STATUS UPDATES TO PASSENGERS EVERY 30 MINUTES UNTIL A NEW DEPARTURE TIME FOR THE FLIGHT IS SET OR ALTERNATE TRAVEL ARRANGEMENTS HAVE BEEN MADE FOR THE AFFECTED PASSENGER.

(2) STANDARD OF TREATMENTS

- (a) FOR DELAYS AND CANCELLATIONS WITHIN THE CARRIER'S CONTROL INCLUDING THOSE REQUIRED FOR SAFETY PURPOSES, WHEN THE PASSENGER IS INFORMED OF THE DELAY OR CANCELLATION LESS THAN 12 HOURS BEFORE THE DEPARTURE TIME INDICATED ON THEIR ORIGINAL TICKET, SS WILL PROVIDE THE FOLLOWING TREATMENT FREE OF CHARGE:
 - (I) IF THE PASSENGER HAS WAITED TWO HOURS AFTER SUCH DEPARTURE TIME: FOOD AND DRINK IN REASONABLE QUANTITIES, TAKING INTO ACCOUNT THE LENGTH OF THE WAIT, THE TIME OF DAY AND THE LOCATION OF THE PASSENGER, AS WELL AS ACCESS TO A MEANS OF COMMUNICATION;
 - (II) IF SS EXPECTS THAT THE PASSENGER WILL BE REQUIRED TO WAIT OVERNIGHT FOR THEIR ORIGINAL FLIGHT OR FOR A FLIGHT RESERVED AS PART OF ALTERNATE TRAVEL ARRANGEMENTS, AS APPLICABLE: HOTEL OR OTHER COMPARABLE ACCOMMODATION THAT IS REASONABLE IN RELATION TO THE LOCATION OF THE PASSENGER, AS WELL AS TRANSPORTATION TO THE HOTEL OR OTHER ACCOMMODATION AND BACK TO THE AIRPORT.
- (b) IN CASE OF DENIAL OF BOARDING, SS WILL PROVIDE THE PASSENGER, BEFORE IT BOARDS THE FLIGHT RESERVED AS PART OF AN ALTERNATIVE TRAVEL ARRANGEMENT, WITH THE FOLLOWING TREATMENT, FREE OF CHARGE:
 - (I) FOOD AND DRINK IN REASONABLE QUANTITIES, TAKING INTO ACCOUNT THE LENGTH OF THE WAIT, THE TIME OF DAY AND THE LOCATION OF THE PASSENGER AND ACCESS TO A MEANS OF COMMUNICATION;
 - (II) IF SS EXPECTS THAT THE PASSENGER WILL BE REQUIRED TO WAIT OVERNIGHT FOR A FLIGHT RESERVED AS PART OF ALTERNATE TRAVEL ARRANGEMENTS: HOTEL OR OTHER COMPARABLE ACCOMMODATION THAT IS REASONABLE IN RELATION TO THE LOCATION OF THE PASSENGER, AS WELL AS TRANSPORTATION TO THE HOTEL OR OTHER ACCOMMODATION AND BACK TO THE AIRPORT.
- (C) SS MAY LIMIT OR REFUSE TO PROVIDE A STANDARD OF TREATMENT REFERRED TO IN SUBSECTION (a) OR (b) ABOVE, IF PROVIDING THAT TREATMENT WOULD FURTHER DELAY THE PASSENGER.

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

(F) ALTERNATE TRAVEL ARRANGEMENTS
IN CASES OF DELAYS OF THREE HOURS OR MORE, THE ALTERNATE TRAVEL
ARRANGEMENTS DETAILED BELOW ARE PROVIDED IF THE PASSENGER DESIRES.

(1)(a) IN CASES OF FLIGHT CANCELLATIONS, DENIALS
OF BOARDING AND IN CASE OF DELAYS OF THREE HOURS
OR MORE RESULTING FROM
SITUATIONS WITHIN THE CARRIER'S
CONTROL, INCLUDING THOSE REQUIRED FOR SAFETY PURPOSES, SS
WILL PROVIDE THE PASSENGER, FREE OF CHARGE AND AS SOON AS
FEASIBLE, WITH A CONFIRMED RESERVATION FOR THE
NEXT AVAILABLE FLIGHT THAT IS OPERATED BY SS, OR A
CARRIER WITH WHICH SS HAS A COMMERCIAL AGREEMENT,
AND IS TRAVELLING ON ANY REASONABLE AIR ROUTE FROM
THE AIRPORT AT WHICH THE PASSENGER IS LOCATED TO
THE DESTINATION THAT IS INDICATED ON THE
PASSENGER'S ORIGINAL TICKET.

(b) WHEN CONSIDERED A LARGE CARRIER, SS WILL PROVIDE THE
FOLLOWING ALTERNATE TRAVEL ARRANGEMENTS INSTEAD OF THOSE AT SECTION
(a) ABOVE:

- (i) A confirmed reservation for the next available flight that is operated by SS, or a carrier with which SS has a commercial agreement, is travelling on any reasonable air route from the airport at which the passenger is located to the destination that is indicated on the passenger's original ticket and departs within 9 hours of the departure time that is indicated on that original ticket,
- (ii) If SS cannot provide a confirmed reservation that complies with subparagraph (i), a confirmed reservation for a flight that is operated by any carrier and is travelling on any reasonable air route from the airport at which the passenger is located to the destination that is indicated on the passenger's original ticket and departs within 48 hours of the departure time that is indicated on the original ticket, or
- (iii) If SS cannot provide a confirmed reservation that complies with subparagraphs (i) or (ii), transportation to another airport that is within a reasonable distance of the airport at which the passenger is located and a confirmed reservation for a flight that is operated by any carrier and is travelling on any reasonable air route from that other airport to the destination that is indicated on the passenger's original ticket.

(C) WHEN THE ALTERNATE TRAVEL

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

ARRANGEMENTS OFFERED ABOVE AT SECTION (a) OR (b) AS APPLICABLE DO NOT ACCOMMODATE THE PASSENGER'S

TRAVEL NEEDS, SS WILL:

(i) IN THE CASE WHERE THE PASSENGER IS NO LONGER AT THE POINT OF ORIGIN THAT IS INDICATED ON THE ORIGINAL TICKET AND THE TRAVEL NO LONGER SERVES A PURPOSE BECAUSE OF THE DELAY, CANCELLATION OR DENIAL OF BOARDING, REFUND THE TICKET IN ACCORDANCE WITH RULE 90 (REFUNDS) AND PROVIDE THE PASSENGER, FREE OF CHARGE, WITH A CONFIRMED

RESERVATION THAT IS FOR A FLIGHT TO THAT POINT OF ORIGIN, AND ACCOMMODATES THE PASSENGER'S TRAVEL NEEDS;

(ii) IN ANY OTHER CASE, REFUND THE UNUSED PORTION OF THE TICKET IN ACCORDANCE WITH RULE 90 (REFUNDS).

(2) IN CASES OF FLIGHT CANCELLATIONS AND DELAYS OF THREE HOURS OR MORE RESULTING FROM SITUATIONS OUTSIDE THE CARRIER'S CONTROL, SS WILL PROVIDE THE PASSENGER, FREE OF CHARGE AND AS SOON AS FEASIBLE, WITH :

(a) A CONFIRMED RESERVATION FOR THE NEXT AVAILABLE FLIGHT THAT IS OPERATED BY SS, OR A CARRIER WITH WHICH SS HAS A COMMERCIAL AGREEMENT, AND IS TRAVELLING ON ANY REASONABLE AIR ROUTE FROM THE AIRPORT AT WHICH THE PASSENGER IS LOCATED TO THE DESTINATION THAT IS INDICATED ON THE PASSENGER'S ORIGINAL TICKET AND DEPARTS WITHIN 48 HOURS AFTER THE DEPARTURE TIME THAT IS INDICATED ON THAT TICKET.

(b) IF SS CANNOT PROVIDE A CONFIRMED RESERVATION IN ACCORDANCE WITH (a) ABOVE, SS WILL PROVIDE, AT THE PASSENGER'S CHOICE:

(i) EITHER A REFUND FOR ANY UNUSED PORTION OF THE TICKET; OR

(ii) A CONFIRMED RESERVATION FOR THE NEXT AVAILABLE FLIGHT THAT IS OPERATED BY SS, OR A CARRIER WITH WHICH SS HAS A COMMERCIAL AGREEMENT, AND IS TRAVELLING ON ANY REASONABLE AIR ROUTE FROM THE AIRPORT AT WHICH THE PASSENGER IS LOCATED TO THE DESTINATION THAT IS INDICATED ON THE PASSENGER'S ORIGINAL TICKET.

(iii) WHEN CONSIDERED A LARGE CARRIER, SS WILL PROVIDE THE FOLLOWING ALTERNATE TRAVEL ARRANGEMENTS INSTEAD OF THOSE AT SECTION (ii) ABOVE: A CONFIRMED RESERVATION FOR THE NEXT AVAILABLE FLIGHT THAT IS OPERATED BY ANY CARRIER AND IS TRAVELLING ON ANY REASONABLE AIR ROUTE FROM THE AIRPORT AT WHICH THE PASSENGER IS LOCATED, OR ANOTHER AIRPORT THAT IS WITHIN A REASONABLE DISTANCE OF THAT AIRPORT, TO THE DESTINATION THAT IS INDICATED ON THE PASSENGER'S ORIGINAL TICKET. IF THE NEW DEPARTURE IS FROM AN AIRPORT OTHER THAN THE ONE AT WHICH THE PASSENGER IS LOCATED, SS WILL ALSO PROVIDE TRANSPORTATION TO THAT OTHER AIRPORT.

(c) A PASSENGER WHO IS ELIGIBLE TO BE REFUNDED AS PER (b)(i) ABOVE, MAY CHOOSE A REFUND, IN ACCORDANCE WITH RULE 90 (REFUNDS) AT ANY TIME PRIOR TO BEING PROVIDED WITH A CONFIRMED RESERVATION.

(d) IF A PASSENGER WHO CHOOSES TO BE REFUNDED IS NO LONGER AT THE POINT OF ORIGIN THAT IS INDICATED ON THEIR ORIGINAL TICKET AND THE TRAVEL NO LONGER SERVES A PURPOSE BECAUSE OF THE DELAY OR CANCELLATION, SS MUST REFUND THE TICKET AND PROVIDE THE PASSENGER, FREE OF CHARGE, WITH A CONFIRMED RESERVATION THAT IS

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

FOR A FLIGHT TO THAT POINT OF ORIGIN THAT ACCOMMODATES THE PASSENGER'S TRAVEL NEEDS.

(3) (a) IN CASES OF DENIAL OF BOARDING RESULTING FROM SITUATIONS OUTSIDE THE CARRIER'S CONTROL, SS WILL PROVIDE THE PASSENGER, FREE OF CHARGE AND AS SOON AS FEASIBLE, WITH A CONFIRMED RESERVATION FOR THE NEXT AVAILABLE FLIGHT THAT IS OPERATED BY SS, OR A CARRIER WITH WHICH SS HAS A COMMERCIAL AGREEMENT, AND IS TRAVELLING ON ANY REASONABLE AIR ROUTE FROM THE AIRPORT AT WHICH THE PASSENGER IS LOCATED TO THE DESTINATION THAT IS INDICATED ON THE PASSENGER'S ORIGINAL TICKET.

(b) WHEN CONSIDERED A LARGE CARRIER, SS WILL PROVIDE THE FOLLOWING ALTERNATE TRAVEL ARRANGEMENTS INSTEAD OF THOSE AT SECTION (a) ABOVE:

(i) A CONFIRMED RESERVATION FOR THE NEXT AVAILABLE FLIGHT THAT IS OPERATED BY SS, OR A CARRIER WITH WHICH SS HAS A COMMERCIAL AGREEMENT, AND IS TRAVELLING ON ANY REASONABLE AIR ROUTE FROM THE AIRPORT AT WHICH THE PASSENGER IS LOCATED TO THE DESTINATION THAT IS INDICATED ON THE PASSENGER'S ORIGINAL TICKET AND DEPARTS WITHIN 48 HOURS AFTER THE DEPARTURE TIME THAT IS INDICATED ON THAT TICKET;

(ii) IF SS CANNOT PROVIDE A CONFIRMED RESERVATION IN ACCORDANCE WITH (i) ABOVE, SS WILL PROVIDE THE PASSENGER WITH A CONFIRMED RESERVATION FOR THE NEXT AVAILABLE FLIGHT THAT IS OPERATED BY ANY CARRIER AND IS TRAVELLING ON ANY REASONABLE AIR ROUTE FROM THE AIRPORT AT WHICH THE PASSENGER IS LOCATED, OR ANOTHER AIRPORT THAT IS WITHIN A REASONABLE DISTANCE OF THAT AIRPORT, TO THE DESTINATION THAT IS INDICATED ON THE PASSENGER'S ORIGINAL TICKET. IF THE NEW DEPARTURE IS FROM AN AIRPORT OTHER THAN THE ONE AT WHICH THE PASSENGER IS LOCATED, SS WILL ALSO PROVIDE TRANSPORTATION TO THAT OTHER AIRPORT.

(4) TO THE EXTENT POSSIBLE, SERVICES COMPARABLE TO THOSE OF THE ORIGINAL TICKET WILL BE PROVIDED DURING THE ALTERNATE TRAVEL ARRANGEMENTS.

(5) IF THE ALTERNATE TRAVEL ARRANGEMENTS PROVIDE FOR A HIGHER CLASS OF SERVICE THAN THE ORIGINAL TICKET, NO ADDITIONAL FEE WILL BE REQUESTED.

(6) WHEN THE PASSENGER IS PROVIDED WITH ALTERNATE TRAVEL ARRANGEMENTS, SS WILL REFUND:

(a) ANY ADDITIONAL SERVICES PURCHASED IN CONNECTION WITH THE ORIGINAL

TICKET IF THE PASSENGER DID NOT RECEIVE THOSE SERVICES ON THE ALTERNATE FLIGHT OR IF THE PASSENGER PAID FOR THOSE SERVICES A SECOND TIME; AND

(b) THE DIFFERENCE IN THE COST OF THE APPLICABLE PORTION OF THE TICKET IF THE ALTERNATE TRAVEL ARRANGEMENTS PROVIDE FOR A LOWER CLASS OF SERVICE THAN THE ORIGINAL TICKET.

(7) ALL REFUNDS UNDER THIS SECTION MUST BE PAID WITHIN 30 DAYS OF THE FLIGHT DISRUPTION BY THE

METHOD USED FOR THE ORIGINAL PAYMENT AND TO THE PERSON WHO PURCHASED THE TICKET OR ADDITIONAL SERVICE UNLESS:

(a) SS HAS INFORMED THE PERSON IN WRITING OF THE MONETARY VALUE OF THE ORIGINAL TICKET OR ADDITIONAL SERVICE, AND THE AVAILABILITY OF A REFUND BY THE METHOD USED FOR THE ORIGINAL PAYMENT;

(b) THE REFUND IS OFFERED IN ANOTHER FORM THAT DOES NOT EXPIRE; AND,

(c) THE PERSON CONFIRMS, IN WRITING, THAT THE CARRIER HAS INFORMED THEM OF THEIR RIGHT TO RECEIVE THE REFUND BY THE METHOD USED FOR THE

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

ORIGINAL PAYMENT AND THAT THE PERSON HAS CHOSEN TO RECEIVE THE REFUND IN ANOTHER FORM.

(G) COMPENSATION

- (1) ALL COMPENSATION PROVIDED UNDER THIS SECTION WILL BE PAID IN THE FORM OF MONEY, UNLESS:
 - (A) THE COMPENSATION OFFERED IN ANOTHER FORM HAS A GREATER MONETARY VALUE THAN THE MONETARY VALUE OF THE COMPENSATION SET OUT BELOW AND DOES NOT EXPIRE;
 - (B) THE PASSENGERS HAVE BEEN INFORMED IN WRITING OF THE MONETARY VALUE OF THE OTHER FORM OF COMPENSATION; AND
 - (C) THE PASSENGERS HAVE CONFIRMED IN WRITING THAT THEY HAVE BEEN INFORMED OF THEIR RIGHT TO RECEIVE MONETARY COMPENSATION AND HAVE CHOSEN THE OTHER FORM OF COMPENSATION.
- (2) COMPENSATION IN ACCORDANCE WITH THE APPR WILL NOT BE REFUSED ON THE GROUNDS THAT THE PASSENGER IS ALSO ELIGIBLE FOR COMPENSATION FOR THE SAME EVENT UNDER A DIFFERENT PASSENGER RIGHTS REGIME. HOWEVER, COMPENSATION IN ACCORDANCE WITH THE APPR WILL BE REFUSED IF THE PASSENGER HAS ALREADY RECEIVED COMPENSATION FOR THE SAME EVENT UNDER A DIFFERENT PASSENGER RIGHTS REGIME.
- (3) FLIGHT DELAYS AND CANCELLATIONS:
 - (a) IN CASES OF FLIGHT DELAYS OR CANCELLATIONS WITHIN THE CARRIER'S CONTROL (TO THE EXCLUSION OF SITUATIONS REQUIRED FOR SAFETY PURPOSES), IF A PASSENGER IS INFORMED 14 DAYS OR LESS BEFORE THE DEPARTURE TIME ON THEIR ORIGINAL TICKET THAT THE ARRIVAL OF THEIR FLIGHT AT THE DESTINATION THAT IS INDICATED ON THAT ORIGINAL TICKET WILL BE DELAYED, SS WILL PROVIDE THE FOLLOWING COMPENSATIONS:
 - (I) \$125, IF THE ARRIVAL OF THE PASSENGER'S FLIGHT AT THE DESTINATION THAT IS INDICATED ON THE ORIGINAL TICKET IS DELAYED BY THREE HOURS OR MORE, BUT LESS THAN SIX HOURS,
 - (II) \$250, IF THE ARRIVAL OF THE PASSENGER'S FLIGHT AT THE DESTINATION THAT IS INDICATED ON THE ORIGINAL TICKET IS DELAYED BY SIX HOURS OR MORE, BUT LESS THAN NINE HOURS, OR;
 - (III) \$500, IF THE ARRIVAL OF THE PASSENGER'S FLIGHT AT THE DESTINATION THAT IS INDICATED ON THE ORIGINAL TICKET IS DELAYED BY NINE HOURS OR MORE.
 - (b) WHEN CONSIDERED A LARGE CARRIER, SS WILL PROVIDE THE FOLLOWING COMPENSATIONS INSTEAD OF THOSE INDICATED ABOVE:
 - (I) \$400, IF THE ARRIVAL OF THE PASSENGER'S FLIGHT AT THE DESTINATION THAT IS INDICATED ON THE ORIGINAL TICKET IS DELAYED BY THREE HOURS OR MORE, BUT LESS THAN SIX HOURS;
 - (II) \$700, IF THE ARRIVAL OF THE PASSENGER'S FLIGHT AT THE DESTINATION THAT IS

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

- INDICATED ON THE ORIGINAL TICKET IS DELAYED BY SIX HOURS OR MORE, BUT LESS THAN NINE HOURS, OR;
- (III) \$1,000, IF THE ARRIVAL OF THE PASSENGER'S FLIGHT AT THE DESTINATION THAT IS INDICATED ON THE ORIGINAL TICKET IS DELAYED BY NINE HOURS OR MORE.
- (c) COMPENSATION WILL BE LIMITED TO \$125 (OR TO \$400 WHEN SS IS CONSIDERED A LARGE CARRIER) WHEN A REFUND HAS BEEN MADE IN LIEU OF ALTERNATE TRAVEL ARRANGEMENTS.
- (d) TO RECEIVE THE COMPENSATION REFERRED TO ABOVE, A PASSENGER MUST FILE A REQUEST FOR COMPENSATION WITH SS BEFORE THE FIRST ANNIVERSARY OF THE DAY ON WHICH THE FLIGHT DELAY OR FLIGHT CANCELLATION OCCURRED.
- (e) SS WILL PROVIDE THE COMPENSATION OR AN EXPLANATION AS TO WHY COMPENSATION IS NOT PAYABLE WITHIN 30 DAYS AFTER THE DAY ON WHICH IT RECEIVES THE REQUEST.
- (4) DENIAL OF BOARDING
- IN CASES OF DENIAL OF BOARDING WITHIN THE CARRIER'S CONTROL (TO THE EXCLUSION OF SITUATIONS REQUIRED FOR SAFETY PURPOSES), SS WILL PROVIDE THE FOLLOWING COMPENSATIONS AS SOON AS IT IS OPERATIONALLY FEASIBLE, BUT NOT LATER THAN 48 HOURS AFTER THE TIME OF THE DENIAL OF BOARDING:
- (a) \$900, IF THE ARRIVAL OF THE PASSENGER'S FLIGHT AT THE DESTINATION THAT IS INDICATED ON THE ORIGINAL TICKET IS DELAYED BY LESS THAN SIX HOURS;
- (b) \$1,800, IF THE ARRIVAL OF THE PASSENGER'S FLIGHT AT THE DESTINATION THAT IS INDICATED ON THE ORIGINAL TICKET IS DELAYED BY SIX HOURS OR MORE, BUT LESS THAN NINE HOURS; AND
- (c) \$2,400, IF THE ARRIVAL OF THE PASSENGER'S FLIGHT AT THE DESTINATION THAT IS INDICATED ON THE ORIGINAL TICKET IS DELAYED BY NINE HOURS OR MORE.
- (I) IF THE COMPENSATION IS PAID BEFORE THE ARRIVAL OF THE FLIGHT RESERVED AS PART OF ALTERNATE TRAVEL ARRANGEMENTS AT THE DESTINATION THAT IS INDICATED ON THE PASSENGER'S TICKET, THAT COMPENSATION IS DETERMINED BASED ON THE FLIGHT'S EXPECTED ARRIVAL.
- (II) IF IT IS NOT POSSIBLE TO PROVIDE THE COMPENSATION BEFORE THE BOARDING TIME OF THE FLIGHT RESERVED AS PART OF ALTERNATE TRAVEL ARRANGEMENTS, SS WILL PROVIDE THE PASSENGER WITH A WRITTEN CONFIRMATION OF THE AMOUNT OF THE COMPENSATION THAT IS OWED.
- (III) IF THE ARRIVAL OF THE PASSENGER'S FLIGHT AT THE DESTINATION THAT IS INDICATED ON THEIR ORIGINAL TICKET IS AFTER THE TIME IT WAS EXPECTED TO ARRIVE WHEN THE COMPENSATION WAS PAID OR CONFIRMED IN WRITING AND THE AMOUNT THAT WAS PAID OR CONFIRMED NO LONGER REFLECTS THE AMOUNT DUE IN ACCORDANCE WITH THE ABOVE, SS WILL ADJUST THE AMOUNT OF THE COMPENSATION

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

ACCORDINGLY.

Rule 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 AND IN RULE 86 (DELAYS, CANCELLATIONS, DENIAL OF BOARDING AND OTHER FLIGHT DISRUPTIONS), 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 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: IF, AT THE TIME OF APPLICATION FOR REFUND, EVIDENCE IS SUBMITTED THAT A COMPANY PURCHASED THE TICKET ON BEHALF OF HIS/HER EMPLOYEE OR THAT THE TRAVEL AGENT REFUNDED HIS/HER CLIENT, SUCH REFUND WILL BE MADE DIRECTLY TO THE EMPLOYEE'S COMPANY OR TO THE TRAVEL AGENT.
 - EXCEPTION 3: 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 A TICKET WHICH HAS BEEN PRESENTED TO GOVERNMENT OFFICIALS OF A COUNTRY OR TO CARRIER AS EVIDENCE OF INTENTION TO DEPART THEREFROM, UNLESS THE PASSENGER ESTABLISHES TO CARRIER'S SATISFACTION THAT HE HAS PERMISSION TO REMAIN IN THE COUNTRY OR THAT HE WILL DEPART THEREFROM BY ANOTHER CARRIER OR CONVEYANCE.
- (4) TIME LIMITATION FOR REFUND REQUESTS
THE REFUND WILL BE MADE PROVIDED THAT THE UNUSED

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

COUPONS OF THE MISCELLANEOUS CHARGES ORDER/TICKET ARE SUBMITTED TO THE CARRIER NO LATER THAN EIGHTEEN (18) MONTHS AFTER THE DATE OF ISSUE OF THE ORIGINAL DOCUMENT. AN EXPIRED TICKET CANNOT BE REISSUED OR EXCHANGED AGAINST A MISCELLANEOUS CHARGES ORDER UNDER ANY CIRCUMSTANCE. REFUND OF A TICKET, MISCELLANEOUS CHARGES ORDER, PREPAID WILL THEREFORE BE DENIED IF REQUEST FOR REFUND IS MADE LATER THAN EIGHTEEN MONTHS AFTER THE DATE OF ITS ISSUANCE.

(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 REFUND DEPARTMENTS, AND WILL REQUIRE PRIOR WRITTEN APPLICATIONS FOR REFUNDS TO BE PREPARED BY PASSENGER ON SPECIAL FORMS PROVIDED BY CARRIER.

(D) INVOLUNTARY REFUNDS

(SEE ALSO RULE 80) - (REVISED ROUTINGS FAILURE TO CARRY AND MISSED CONNECTIONS) AND RULE 86 (DELAYS, CANCELLATIONS, DENIAL OF BOARDING AND OTHER FLIGHT DISRUPTIONS) - FOR THE PURPOSE OF THIS PARAGRAPH, THE

TERM "INVOLUNTARY REFUND" SHALL MEAN ANY REFUND TO A PASSENGER WHO IS PREVENTED FROM USING THE CARRIAGE PROVIDED FOR IN HIS TICKET BECAUSE OF CANCELLATION OF FLIGHT, INABILITY OF CARRIER TO PROVIDE PREVIOUSLY CONFIRMED SPACE, SUBSTITUTION OF A DIFFERENT TYPE OF EQUIPMENT OR DIFFERENT CLASS OF SERVICE BY CARRIER, MISSED CONNECTIONS, POSTPONEMENT OR DELAY OF FLIGHT, OMISSION OF A SCHEDULED STOP, OR REMOVAL OR REFUSAL TO CARRY UNDER CONDITIONS PRESCRIBED IN RULE 25 (REFUSAL TO TRANSPORT - LIMITATIONS OF CARRIAGE), DEATH OF THE PASSENGER OR DEATH IN THE IMMEDIATE FAMILY UNDER CONDITIONS PRESCRIBED IN RULE 80 - (REVISED ROUTINGS, FAILURE TO CARRY & MISSED CONNECTIONS). "INVOLUNTARY REFUND"

ALSO MEANS ANY REFUND REQUIRED UNDER THE APPR. 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 INCLUDING ANY OTHER RELATED CHARGES SUCH AS FUEL SURCHARGES, TAXES AND OTHER FEES THAT AMOUNT TO THE FULL TICKET PRICE PAID BY THE PASSENGER.
- (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

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

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:
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; FOR THE PURPOSE OF THIS EXCEPTION FARES ARE PUBLISHED IN THE FOLLOWING DESCENDING ORDER OF CLASSES OF SERVICE:
(A) BUSINESS CLASS
(B) PREMIUM ECONOMY CLASS (CLASSE GRAND LARGE)
(C) ECONOMY CLASS

- (3) THE SERVICE CHARGE PROVIDED FOR IN RULE 60 (RESERVATIONS) HEREIN, WILL NOT BE ASSESSED, AND ANY COMMUNICATION EXPENSES PAID BY THE PASSENGER IN ACCORDANCE WITH RULE 60 (RESERVATIONS) WILL BE REFUNDED, OR IF SUCH EXPENSE AT THE TIME HAS NOT BEEN COLLECTED BY CARRIER, ITS COLLECTION WILL BE WAIVED.
- (4) TIME LIMITATIONS FOR REFUND REQUESTS. THE REFUND WILL BE MADE PROVIDED THAT THE UNUSED COUPONS ARE SURRENDERED TO CARRIER WITHIN 18 MONTHS FROM THE DATE OF ISSUE OF THE ORIGINAL TICKET.

(5) WHERE A REFUND IS REQUIRED PURSUANT TO THE APPR, SUCH INVOLUNTARY REFUND WILL BE :

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

- (a) PROVIDED WITHIN 30 DAYS AFTER THE DAY ON WHICH THE CARRIER BECOMES OBLIGATED TO PROVIDE THE REFUND;
 - (b) PAID TO THE PERSON WHO PURCHASED THE TICKET, THE ADDITIONAL SERVICE OR THE BAGGAGE FEES REGARDING A DELAYED, DAMAGED OR LOST BAGGAGE, AND WILL BE PAID USING THE METHOD USED FOR THE ORIGINAL PAYMENT, UNLESS:
 - (i) THE CARRIER HAS INFORMED THE PERSON IN WRITING OF THE MONETARY VALUE OF THE ORIGINAL TICKET, ADDITIONAL SERVICE OR BAGGAGE FEES, AND THE AVAILABILITY OF A REFUND BY THE METHOD USED FOR THE ORIGINAL PAYMENT;
 - (ii) THE REFUND IS OFFERED IN ANOTHER FORM THAT DOES NOT EXPIRE; AND,
 - (iii) THE PERSON CONFIRMS, IN WRITING, THAT THE CARRIER HAS INFORMED THEM OF THEIR RIGHT TO RECEIVE THE REFUND BY THE METHOD USED FOR THE ORIGINAL PAYMENT AND THAT THE PERSON HAS CHOSEN TO RECEIVE THE REFUND IN ANOTHER FORM.
- (6) WHERE A REFUND IS REQUIRED PURSUANT TO THE APPR FOR ADDITIONAL SERVICES PURCHASED, SUCH INVOLUNTARY REFUNDS ARE NOT SUBJECT TO ANY RESTRICTIONS AND THE CARRIER WILL REFUND THE ENTIRE VALUE OF THE ADDITIONAL SERVICE PAID.
- (E) VOLUNTARY REFUNDS
- FOR THE PURPOSE OF THIS PARAGRAPH, THE TERM "VOLUNTARY REFUND" SHALL MEAN ANY REFUND OF A TICKET OR PORTION THEREOF OTHER THAN AN INVOLUNTARY REFUND, AS DESCRIBED IN PARAGRAPH (D) OF THIS RULE. VOLUNTARY REFUNDS SHALL BE COMPUTED AS FOLLOWS:
- (1) IF NO PORTION OF THE TICKET HAS BEEN USED, THE REFUND WILL BE THE FULL AMOUNT OF THE FARE PAID, LESS ANY APPLICABLE SERVICE CHARGE AND COMMUNICATION EXPENSES. (SEE RULES 60 (RESERVATIONS) AND 65 (TICKETS)); OR
 - (2) IF A PORTION OF A TICKET HAS BEEN USED, REFUND WILL BE MADE IN AN AMOUNT EQUAL TO THE DIFFERENCE, IF ANY, BETWEEN THE FARE PAID AND THE APPLICABLE FARE BETWEEN THE POINTS BETWEEN WHICH THE TICKET HAS BEEN USED, LESS ANY APPLICABLE SERVICE CHARGE AND COMMUNICATION EXPENSES. (SEE RULES 60 (RESERVATIONS) AND 65 (TICKETS)).
 - (3) WHEN THE REFUNDING OF ANY PORTION OF A TICKET WOULD RESULT IN THE USE OF SUCH TICKET BETWEEN ANY POINTS WHERE THE CARRIAGE OF TRAFFIC IS PROHIBITED, THE REFUND, IF ANY, WILL BE DETERMINED AS IF SUCH TICKET HAD BEEN USED TO A POINT BEYOND, WHICH WOULD NOT RESULT IN THE VIOLATION OF CARRIER'S OPERATING RIGHTS OR PRIVILEGES. THE PASSENGER WILL BE REFUNDED THE DIFFERENCE BETWEEN THE FARE PAID FROM THE POINT OF ORIGIN TO SUCH FARTHER POINT AND THE TOTAL FARE PAID, LESS ANY APPLICABLE CHARGES.
 - (4) A PENALTY FOR VOLUNTARY CANCELLATION SHALL NOT APPLY AND THE TOTAL AMOUNT PAID SHALL BE REFUNDED IF SUCH CANCELLATION IS MADE AFTER AN INCREASE IN THE FARE IS MADE APPLICABLE BETWEEN THE TIME OF THE INITIAL PAYMENT AND THE DATE OF TRAVEL.
 - (5) TIME LIMITATIONS FOR REFUND REQUEST. THE REFUND WILL BE MADE PROVIDED THAT THE UNUSED COUPONS ARE SURRENDERED TO CARRIER WITHIN 18 MONTHS FROM THE DATE OF ISSUE OF THE ORIGINAL

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

TICKET.

(6) VOLUNTARY REFUNDS FOR ADDITIONAL SERVICES PURCHASED ARE SUBJECT TO ANY RESTRICTIONS APPLICABLE PURSUANT TO THE TICKET'S FARE AND ANY REFUND WILL BE MADE IN ACCORDANCE WITH THOSE ASSOCIATED RESTRICTIONS.

(7) SERVICE CHARGES

(APPLICABLE TO VOLUNTARY REFUNDS SUBMITTED TO SS IN CANADA) A SERVICE CHARGE WILL BE ASSESSED WHEN A PASSENGER OR A TRAVEL AGENT SUBMITS A TICKET, EXCHANGE ORDER, DEPOSIT RECEIPT OR A PREPAID FOR A REFUND TO BE PROCESSED BY CORSAIR IN CANADA. THIS SERVICE CHARGE WILL BE DEDUCTED FROM THE REFUND AMOUNT.

THE SERVICE CHARGE IS \$100 PER TICKET FOR VOLUNTARY REFUND OF ECO SMART TICKETS IN THE ECONOMY CLASS AND PREMIUM SMART TICKETS IN THE PREMIUM ECONOMY (CLASSE GRAND LARGE).

NO VOLUNTARY REFUND WILL BE PERFORMED FOR ECO BASIC TICKETS AND ECO CLASSIC TICKETS IN THE ECONOMY CLASS. NO SERVICE FEES WILL BE APPLIED FOR VOLUNTARY REFUND OF ECO FLEX TICKETS IN THE ECONOMY CLASS AND PREMIUM FLEX TICKETS IN THE PREMIUM ECONOMY CLASS (CLASSE GRAND LARGE).

(F) LOST/STOLEN/EXPIRED TICKETS

THE FOLLOWING PROVISIONS WILL GOVERN REFUND OF A LOST TICKET OR UNUSED PORTION THEREOF.

(1) WHEN A LOST TICKET OR PORTION THEREOF IS NOT FOUND, REFUND AS STIPULATED WILL BE MADE UPON RECEIPT OF PROOF OF LOSS SATISFACTORY TO CARRIER AND AFTER RECEIPT OF WRITTEN REQUEST FOR REFUND FROM THE PASSENGER. REFUND WILL ONLY BE MADE PROVIDED THAT THE LOST TICKET OR PORTION THEREOF HAS NOT BEEN HONORED FOR TRANSPORTATION OF, OR REFUNDED, UPON SURRENDER BY ANY PERSON PRIOR TO THE TIME THE REFUND IS MADE AND FURTHER PROVIDED THAT THE PASSENGER AGREES TO INDEMNIFY AND HOLD CARRIER HARMLESS AGAINST ANY AND ALL LOSS, DAMAGE, CLAIM OR EXPENSE, INCLUDING WITHOUT LIMITATION, REASONABLE ATTORNEY FEES, WHICH CARRIER MAY SUFFER OR INCUR BY REASON OF THE MAKING OF SUCH REFUND AND/OR THE SUBSEQUENT PRESENTATION OF SAID TICKET(S) FOR TRANSPORTATION OR REFUND OF ANY OTHER USE WHATSOEVER.

EXCEPTION: REFUND WILL BE MADE ON ONE OF THE FOLLOWING BASIS, WHICHEVER IS APPLICABLE:

(A) IF NO PORTION OF THE TICKET HAS BEEN USED, AND:

(I) THE PASSENGER HAS NOT PURCHASED A REPLACEMENT TICKET, REFUND WILL BE THE FULL AMOUNT OF THE FARE PAID.

(II) THE PASSENGER HAS PURCHASED A REPLACEMENT TICKET, THE CARRIER WHICH ISSUED THE ORIGINAL TICKET WILL REFUND TO THE PASSENGER THE FARE

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

- 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 ACTUALLY BEEN 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;
 - (C) THE REFUNDS DESCRIBED IN SUBPARAGRAPHS (A) AND (B) ABOVE, WILL BE SUBJECT TO ANY EXPENSES INCURRED BY CARRIER AS A RESULT OF SUCH LOSS.
- (2) THE FOREGOING PROVISIONS SHALL ALSO APPLY TO LOST MISCELLANEOUS CHARGES ORDER, DEPOSIT RECEIPTS AND EXCESS BAGGAGE TICKETS.
 - (3) REFUND FOR LOST TICKETS WILL NOT BE MADE EARLIER THAN SIX MONTHS AFTER THEIR ISSUE DATE.
 - (4) SERVICE CHARGE:
UNLESS OTHERWISE PROVIDED FOR IN SPECIFIC FARE TYPES, A SERVICE CHARGE WILL BE LEVIED IN CANADA, PER PASSENGER, FOR HANDLING THE REQUEST FOR REFUND OR REPLACEMENT OF A LOST/STOLEN TICKET, AND FOR THE REFUND OF EXPIRED TICKETS. THE SERVICE CHARGE IS OF \$100 PER TICKET FOR ECO SMART TICKETS IN THE ECONOMY CLASS AND PREMIUM SMART TICKETS IN THE PREMIUM ECONOMY CLASS (CLASSE GRAND LARGE). NO VOLUNTARY REFUND WILL BE PERFORMED FOR ECO BASIC TICKETS AND ECO CLASSIC TICKETS IN THE ECONOMY CLASS. NO SERVICE FEES WILL BE APPLIED FOR ECO FLEX TICKET IN THE ECONOMY CLASS AND PREMIUM FLEX TICKET IN THE PREMIUM ECONOMY CLASS (CLASSE GRAND LARGE). THE ABOVE MENTIONED SERVICE CHARGE WILL ALSO APPLY TO MISCELLANEOUS CHARGES ORDERS (MCO), DEPOSIT RECEIPTS, EXCESS BAGGAGE TICKETS. THIS SERVICE CHARGE SHALL ACCRUE TO SS AND WILL BE DEDUCTED FROM THE REFUND AMOUNT.

Rule 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
CARRIER HAS THE RIGHT, BUT NOT THE OBLIGATION TO VERIFY IN THE PRESENCE OF THE PASSENGER THE CONTENTS OF HIS BAGGAGE, AND, IN THE CASE OF UNACCOMPANIED BAGGAGE, TO OPEN AND EXAMINE SUCH BAGGAGE WHETHER OR NOT THE PASSENGER IS PRESENT. THE EXISTENCE OR EXERCISE OF SUCH RIGHT SHALL NOT BE CONSTRUED AS AN AGREEMENT, EXPRESSED OR IMPLIED, BY CARRIER TO CARRY SUCH CONTENTS AS WOULD OTHERWISE BE PRECLUDED FROM CARRIAGE.
- (D) DANGEROUS, DAMAGEABLE OR UNSUITABLE BAGGAGE
PASSENGER MUST NOT INCLUDE IN HIS/HER BAGGAGE ARTICLES WHICH ARE LIKELY TO ENDANGER THE AIRCRAFT, PERSONS, OR PROPERTY, WHICH ARE LIKELY TO BE DAMAGED BY AIR CARRIAGE OR WHICH ARE UNSUITABLY PACKED, OR THE CARRIAGE OF WHICH IS FORBIDDEN BY ANY APPLICABLE LAWS, REGULATIONS OR ORDERS OF ANY STATE TO BE FLOWN FROM, INTO, OR OVER. IF THE WEIGHT SIZE OR CHARACTER OF BAGGAGE RENDERS IT UNSUITABLE FOR CARRIAGE ON THE AIRCRAFT, CARRIER, PRIOR TO OR AT ANY STAGE OF THE JOURNEY, WILL REFUSE TO CARRY THE BAGGAGE.
THE FOLLOWING ARTICLES WILL BE CARRIED AS BAGGAGE ONLY WITH THE PRIOR CONSENT OF AND ARRANGEMENT WITH CARRIER, IN ACCORDANCE WITH CARRIER'S REGULATIONS:
- (1) FIREARMS
 - (A) FIREARMS AND AMMUNITION (MAXIMUM 5 KGS PER PASSENGER) TO BE USED FOR HUNTING/SPORT PURPOSES OR PRIVATE ESCORTS WILL BE ACCEPTED FOR CARRIAGE WHEN UNLOADED, SUITABLY PACKED AND CHECKED FOR CARRIAGE IN THE BAGGAGE OR

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

OTHER COMPARTMENT OF THE AIRCRAFT NOT ACCESSIBLE TO THE PASSENGER. AT THE CHECK-IN TIME, THE PASSENGER WILL BE REQUIRED TO MAKE A WRITTEN OR VERBAL DECLARATION SPECIFYING THAT THE FIREARM(S) AS SURRENDERED IS/ARE SAFE FOR TRANSPORTATION. ENTRY PERMITS SHALL BE IN THE PASSENGER'S POSSESSION FOR THE COUNTRY OR COUNTRIES OF TRANSIT AND DESTINATION.

- (B) ANY OFFICIAL AUTHORIZED PERSON, REGARDLESS OF HIS/HER NATIONALITY, PERFORMING A SECURITY DUTY ON BOARD AN AIRCRAFT MUST:
- COMPLETE AND SIGN A WRITTEN DECLARATION FORM AT CHECK-IN TIME INDICATING THAT THE FIREARM IS UNLOADED;
 - PLACE THE UNLOADED FIREARM IN A CARRIER ENVELOPE TO BE REMITTED TO THE CAPTAIN OF THE AIRCRAFT;
 - CHECK THE AMMUNITION AS BAGGAGE IN A TIGHT SECURELY PACKED HARD CONTAINER;
- EXCEPTION: FRENCH GOVERNMENT SECURITY AGENTS ARE AUTHORIZED TO KEEP THE AMMUNITION ON BOARD THE AIRCRAFT ONLY WHEN ESCORTING GOVERNMENT OFFICIALS/DIPLOMATS; THE AMMUNITION MUST BE CARRIED DISCRETELY, OUT OF VIEW OF THE PASSENGERS;
- BE PERSONALLY PRESENTED OR IDENTIFIED TO THE CAPTAIN BY AN AIRLINE REPRESENTATIVE.

- (C) ALL LUGGAGE CONTAINING AMMUNITIONS AND EXPLOSIVES MUST UNDERGO AN X-RAY EXAMINATION AT TIME OF CHECK-IN.

- (2) EXPLOSIVES (MUNITIONS, CORROSIVES AND ARTICLES WHICH ARE EASILY IGNITED.) SMALL ARMS AMMUNITIONS SHALL BE ACCEPTED ONLY FOR CARRIAGE IN THE BAGGAGE/CARGO COMPARTMENTS OF THE AIRCRAFT AND ONLY WITH PRIOR APPROVAL OF THE CARRIER AS FOLLOWS:
- (A) SMALL ARMS AMMUNITION FOR SPORTING PURPOSES IN QUANTITIES NOT EXCEEDING 5 KILOGRAMS (11 LBS.) GROSS WEIGHT PER PASSENGER, SECURELY PACKAGED FOR PERSONAL USE, EXCLUDING THOSE WITH EXPLOSIVE OR INCENDIARY PROJECTILES.
- (B) SMALL ARMS AMMUNITION FOR SPORTING PURPOSES, EXCLUDING THOSE WITH EXPLOSIVE OR INCENDIARY PROJECTILES, IN QUANTITIES EXCEEDING 5 KILOGRAMS (11 LBS.) GROSS WEIGHT BUT NOT EXCEEDING 55 LBS. (25 KGS.) GROSS WEIGHT PER PASSENGER FOR PERSONAL USE. WHEN SUCH AMMUNITION IS CARRIED, A WRITTEN DECLARATION SHALL BE MADE BY THE PASSENGER CONFIRMING THAT THE AMMUNITION IS PACKED IN A STRONG OUTSIDE CONTAINER MADE OF WOOD, METAL OR FIBERBOARD, AND THAT THE AMMUNITION INSIDE THE CONTAINER IS PROTECTED AGAINST SHOCK AND SECURED AGAINST MOVEMENT. THE DECLARATION SHALL ALSO CONFIRM THAT THE PASSENGER IS NOT

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

CARRYING MORE THAN A TOTAL OF 55 LBS. (25 KGS.) GROSS WEIGHT.

- (3) LIQUIDS
- (4) LIVE ANIMALS, INCLUDING BIRDS, OTHER THAN PETS, AND SERVICE ANIMALS TRAINED TO ASSIST THE DEAF AND THE BLIND.
- (5) PETS
ACCEPTABILITY
PETS, INCLUDING DOGS, CATS AND HOUSEHOLD 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. THE PASSENGER MUST MAKE ALL ARRANGEMENTS AND ASSUME FULL RESPONSIBILITY FOR COMPLYING WITH ANY APPLICABLE LAWS, CUSTOMS AND/OR OTHER GOVERNMENTAL REGULATIONS, REQUIREMENTS OR RESTRICTIONS OF THE COUNTRY, STATE OR TERRITORY TO WHICH THE ANIMAL IS BEING TRANSPORTED.
ONLY SMALL PETS (AS DEFINED IN PARAGRAPH (D)(4) NOT EXCEEDING 5 KG./11 LB., CARRIED IN A LEAK PROOF AND WELL VENTILATED CONTAINER, MAY BE ACCEPTED FOR TRANSPORTATION IN THE CABIN. THE PET IS NOT ALLOWED OUT OF ITS CONTAINER WHICH MUST BE STORED UNDER THE SEAT DIRECTLY IN FRONT OF THE PASSENGER.
CARRIER MAY LIMIT THE NUMBER AND TYPE OF PETS IN ANY 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.
- (6) PHOTOFLASH BULBS WHEN APPROPRIATELY MARKED AND CONTAINED IN THE ORIGINAL PACKAGE OF THE MANUFACTURER.
- (7) RESTRICTED ARTICLES
 - (A) BRIEFCASES AND ATTACHE CASES WITH INSTALLED ALARM DEVICES; OR INCORPORATIVE LITHIUM BATTERIES AND/OR PYROTECHNIC MATERIAL;
 - (B) COMPRESSED GASES (FLAMMABLE, NON-FLAMMABLE AND POISONOUS), SUCH AS CAMPING GAS;
 - (C) CORROSIVE MATERIALS (SUCH AS ACIDS, ALKALIS AND WET-CELL BATTERIES);
 - (D) ETIOLOGIC AGENTS (E.G., DISEASE CULTURES) AND TOXIC ITEMS; EXPLOSIVES, MUNITIONS, FIREWORKS AND FLARES (SEE SECTION 2 REGARDING MUNITIONS);
 - (E) FLAMMABLE LIQUIDS AND SOLIDS (SUCH AS LIGHTER OR HEATING FUELS, MATCHES AND ARTICLES WHICH ARE EASILY IGNITED); SUBSTANCES LIABLE TO SPONTANEOUS COMBUSTION; SUBSTANCES WHICH ON CONTACT WITH WATER EMIT FLAMABLE GASES;
 - (F) IRRITATING MATERIALS;
 - (G) MAGNETIZED MATERIALS;
 - (H) OXIDIZING AGENTS (SUCH AS BLEACHING POWDER AND PEROXIDES);
 - (I) POISONS AND INFECTIOUS SUBSTANCES, SUCH AS

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

- INSECTICIDES, WEED-KILLERS AND LIVE VIRUS MATERIALS;
- (J) RADIOACTIVE MATERIALS;
- (K) OTHER RESTRICTED ARTICLES, SUCH AS MERCURY OR NOXIOUS MATERIALS AS LISTED IN THE IATA RESTRICTED ARTICLES REGULATIONS;
- (L) PAINTS AND PAINT SOLVENTS;
- (M) ASBESTOS MATERIALS.
- (E) FREE BAGGAGE ALLOWANCE FOR PASSENGERS OTHER THAN CHILDREN
 - (1) COMBINED SERVICES
 - (A) FOR THROUGH JOURNEYS WHERE THE PASSENGER TRAVELS PARTLY ON BUSINESS CLASS SERVICES, AND PARTLY ON ECONOMY CLASS SERVICES, THE FREE BAGGAGE ALLOWANCE FOR EACH PORTION OF THE TRIP SHALL BE THAT APPLICABLE TO THE CLASS OF SERVICE FOR WHICH THE FARE IS PAID.
 - (B) WHEN A PASSENGER WHO HAS PAID THE BUSINESS CLASS FARE TRAVELS ON ECONOMY CLASS SERVICE, THE FREE BAGGAGE ALLOWANCE WILL BE THAT APPLICABLE TO THE BUSINESS CLASS SERVICE.
 - (C) FOR THROUGH JOURNEYS WHERE THE PASSENGER TRAVELS PARTLY ON PREMIUM ECONOMY CLASS (CLASSE GRAND LARGE) SERVICES, AND PARTLY ON ECONOMY CLASS SERVICES, THE FREE BAGGAGE ALLOWANCE FOR EACH PORTION OF THE TRIP SHALL BE THAT APPLICABLE TO THE CLASS OF SERVICE FOR WHICH THE FARE IS PAID.
 - (D) WHEN A PASSENGER WHO HAS PAID THE PREMIUM ECONOMY CLASS (CLASSE GRAND LARGE) FARE TRAVELS ON ECONOMY CLASS SERVICE, THE FREE BAGGAGE ALLOWANCE WILL BE THAT APPLICABLE TO THE PREMIUM ECONOMY CLASS (CLASSE GRAND LARGE) SERVICE.
 - (2) 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

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

OTHER PROSTHETIC DEVICES FOR THE PASSENGER'S USE; PROVIDED THAT THE PASSENGER IS DEPENDENT UPON THEM.

- (I) ANY OTHER ARTICLES, INCLUDING OVERNIGHT BAGS, BRIEF CASES, 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: 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.

- (3) SERVICE ANIMAL ACCOMPANYING PASSENGERS
A SERVICE ANIMAL WILL BE CARRIED FREE OF CHARGE IN ADDITION TO THE NORMAL FREE BAGGAGE ALLOWANCE PROVIDED THAT SUCH A SERVICE ANIMAL ACCOMPANIES A PASSENGER WITH IMPAIRED VISION DEPENDENT UPON IT, AND IS PROPERLY HARNESSSED AND DOES NOT OCCUPY A SEAT. HOWEVER, SUCH SERVICE ANIMAL WILL NOT BE CARRIED UNLESS PROPER PERMITS ARE OBTAINED FOR ENTRY INTO THE COUNTRY OR TERRITORY OF DESTINATION AND COUNTRIES OR TERRITORIES OF TRANSIT WHERE SUCH PERMITS ARE REQUIRED AND ONLY IF THE EVIDENCE OF POSSESSION OF SUCH PERMITS ARE PRESENTED PRIOR TO RESERVATIONS BEING MADE. IF ANY COUNTRY OR TERRITORY ON THE ROUTE PROHIBITS THE ENTRY OF SERVICE ANIMAL, CARRIAGE WILL BE REFUSED. SHOULD INJURY OR DEATH OF A SERVICE ANIMAL RESULT FROM THE FAULT OR NEGLIGENCE OF THE CARRIER, THE CARRIER WILL UNDERTAKE TO PROVIDE EXPEDITIOUSLY, AND AT ITS OWN EXPENSE, MEDICAL CARE FOR OR REPLACEMENT OF THE SERVICE ANIMAL. IN THE EVENT THE SERVICE ANIMAL IS REFUSED ENTRY INTO A COUNTRY, THE OWNER ASSUMES ALL RISKS IN THE CASE OF INJURY, SICKNESS OR DEATH OF THE SERVICE ANIMAL.
- (4) 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) 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 TRAVEL AT THE SAME TIME AND PLACE, THEY SHALL BE PERMITTED A TOTAL FREE BAGGAGE ALLOWANCE EQUAL TO THE COMBINATION OF THEIR

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

INDIVIDUAL FREE BAGGAGE ALLOWANCES PROVIDED THAT THE COMBINED WEIGHT DOES NOT EXCEED 2 PIECES OF 23 KGS. EACH IN ECONOMY CLASS AND 4 PIECES OF 32 KGS EACH IN BUSINESS CLASS AND PREMIUM ECONOMY CLASS (CLASSE GRAND LARGE).

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

AT THE PASSENGER'S OPTION, EXCESS WEIGHT, OVERSIZE 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.

(H) EXCESS VALUE CHARGES

EXCEPT AS OTHERWISE PROVIDED IN PARAGRAPH (I) BELOW, A PASSENGER MAY DECLARE A VALUE IN EXCESS OF THE LIABILITY LIMITS PROVIDED FOR BY THE MONTREAL CONVENTION OR THE WARSAW CONVENTION AS APPLICABLE. WHEN SUCH DECLARATIONS OF INTEREST IN DELIVERY AT DESTINATION ARE MADE, CHARGES FOR VALUE IN EXCESS OF THE AMOUNT SPECIFIED ABOVE WILL BE ASSESSED BY OR ON BEHALF OF CARRIER AND APPLICABLE ONLY TO THE PORTION(S) OF THE JOURNEY FLOWN ENTIRELY ON SS AT THE RATE OF USD 0.15, CAD 0.15 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, THESIS OR OTHER SIMILAR VALUABLE WHEN SUCH VALUABLES ARE INCLUDED IN BAGGAGE CHECKED OR OTHERWISE DELIVERED INTO THE CUSTODY OF THE CARRIER.

(I) VALUATION LIMIT OF BAGGAGE

NO BAGGAGE OF ANY ONE PASSENGER HAVING A DECLARED VALUE IN EXCESS OF USD/CAD 2,500 WILL BE ACCEPTED FOR CARRIAGE, UNLESS SPECIAL ARRANGEMENTS HAVE BEEN MADE IN ADVANCE BETWEEN THE PASSENGER AND THE CARRIERS CONCERNED.

(J) COLLECTION OF EXCESS VALUE CHARGES

EXCEPT AS OTHERWISE PROVIDED IN CARRIER'S REGULATIONS, EXCESS VALUE CHARGES WILL BE PAYABLE AT THE POINT OF ORIGIN FOR THE ENTIRE JOURNEY TO FINAL DESTINATION, PROVIDED THAT, IF AT A STOPOVER EN ROUTE, A PASSENGER DECLARES A HIGHER EXCESS VALUE THAN THAT ORIGINALLY DECLARED ADDITIONAL VALUE CHARGES FOR THE INCREASED VALUE FROM THE STOPOVER AT WHICH THE HIGHER EXCESS VALUE WAS DECLARED TO FINAL DESTINATION WILL BE PAYABLE.

EXCEPTION: EXCESS VALUE CHARGES WILL BE PAYABLE ONLY TO THE POINT TO WHICH THE BAGGAGE IS

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

- CHECKED OR TO THE POINT OF TRANSFER TO
ANOTHER CARRIER IF SUCH POINT PRECEDES THE
POINT TO WHICH BAGGAGE IS CHECKED.
- (K) 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.
- (L) 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.
- (M) CHECKING OF BAGGAGE BY CARRIER
EXCEPT AS OTHERWISE PROVIDED IN THIS RULE, EACH PARTICIPATING CARRIER WILL, UPON PRESENTATION BY A FARE-PAYING PASSENGER OF A VALID TICKET COVERING TRANSPORTATION OVER THE LINES OF SUCH CARRIER, OR OVER THE LINES OF SUCH CARRIER AND ONE OR MORE OTHER PARTICIPATING CARRIERS, CHECK PERSONAL PROPERTY WHICH IS TENDERED BY THE PASSENGER FOR TRANSPORTATION AS BAGGAGE, WHEN TENDERED AT THE CITY OR AIRPORT OFFICE DESIGNATED BY THE CARRIER, AND WITHIN THE TIMES PRESCRIBED BY SUCH CARRIER, BUT NO PARTICIPATING CARRIER WILL CHECK PROPERTY SO TENDERED:
- (1) BEYOND THE DESTINATION, OR NOT ON THE ROUTING, DESIGNATED ON SUCH TICKET;
 - (2) BEYOND A POINT OF STOPOVER;
 - (3) BEYOND A POINT OF TRANSFER TO ANY OTHER CARRIER, IF THE PASSENGER HAS DECLARED A VALUATION IN EXCESS OF THE AMOUNTS SPECIFIED IN PARAGRAPH (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 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.
- (N) DELIVERY OF CHECKED BAGGAGE BY CARRIER

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

- (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 SUBPARAGRAPH (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;
- (N) DELIVERY OF CHECKED BAGGAGE BY CARRIER (CONTINUED)
 - (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.
- (O) FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN POINTS IN CANADA AND POINTS OUTSIDE THEREOF TO/FROM THE FOLLOWING POINTS IN AREA 2:
SUBJECT TO THE PROVISIONS OF SUBPARAGRAPH (E) OF THIS RULE, THE FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES WILL BE:
 - (1) FREE BAGGAGE ALLOWANCE FOR PASSENGERS OTHER THAN CHILDREN
 - (A) BUSINESS CLASS : 2 PIECES OF MAX 32 KGS EACH
 - (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 32 KGS. AND
 - (II) ONE ADDITIONAL PIECE OF BAGGAGE THE SUM OF THE THREE DIMENSIONS OF WHICH DOES NOT

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

- EXCEED 45 INCHES (115 CMS.) AND THE WEIGHT DOES NOT EXCEED 18 KGS PROVIDED SUCH BAG CAN BE STOWED IN THE UNDERSEAT SPACE AND IT IS CARRIED ON BOARD BY THE PASSENGER. IN ADDITION, EITHER ONE GARMENT BAG OR ATTACHE CASE WILL ALSO BE PERMITTED.
- (B) PREMIUM ECONOMY CLASS (CLASSE GRAND LARGE): 2 PIECES OF MAX 32 KGS EACH.
- (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 32 KGS. AND
- (II) ONE ADDITIONAL PIECE OF BAGGAGE THE SUM OF THE THREE DIMENSIONS OF WHICH DOES NOT EXCEED 45 INCHES (115 CMS.) AND THE WEIGHT DOES NOT EXCEED 18 KGS PROVIDED SUCH BAG CAN BE STOWED IN THE UNDERSEAT SPACE AND IT IS CARRIED ON BOARD BY THE PASSENGER. IN ADDITION, EITHER ONE GARMENT BAG OR ATTACHED CASE WILL ALSO BE PERMITTED.
- (C) ECONOMY CLASS 1 PIECE OF MAX 23 KGS EACH
- (I) ONE PIECE OF BAGGAGE OF WHICH THE SUM OF THE GREATEST OUTSIDE LINEAR DIMENSIONS DOES NOT EXCEED 62 INCHES (158 CMS.) AND PROVIDED THE WEIGHT OF THE BAG DOES NOT EXCEED 23 KGS. AND;
- (II) ONE ADDITIONAL PIECE OF BAGGAGE THE SUM OF THE THREE DIMENSIONS OF WHICH DOES NOT EXCEED 45 INCHES (115 CMS.) AND 12 KG, AND PROVIDED SUCH BAG CAN BE STOWED IN THE UNDERSEAT SPACE AND IT IS CARRIED ON BOARD BY THE PASSENGER. EXCEPTION: WHEN TRAVEL BETWEEN , ABJ AND YMQ 2 PIECES OF MAX 23 KGS EACH ONE PIECE OF BAGGAGE (MEASURED TOGETHER) OF WHICH THE SUM OF THE GREATEST OUTSIDE LINEAR DIMENSIONS DOES NOT EXCEED 62 INCHES (158 CMS.) PROVIDED THAT THE OUTSIDE LINEAR DIMENSIONS OF EACH BAG DOES NOT EXCEED 62 INCHES (158 CMS.) FOR ONE BAG, AND 55 INCHES (140 CM.) FOR THE OTHER AND PROVIDED THE WEIGHT OF EACH BAG DOES NOT EXCEED (30 KGS.) AND; ONE ADDITIONAL PIECE OF BAGGAGE THE SUM OF THE THREE DIMENSIONS OF WHICH DOES NOT EXCEED 45 INCHES (115 CMS.) AND THE WEIGHT DOES NOT EXCEED 12 KG PROVIDED SUCH BAG CAN BE STOWED IN THE UNDERSEAT SPACE AND IT IS CARRIED ON BOARD BY THE PASSENGER.
- (D) MUSICAL INSTRUMENTS
SS WILL ACCEPT MUSICAL INSTRUMENTS AS CHECKED OR UNCHECKED BAGGAGE UNLESS ACCEPTING

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

SUCH MUSICAL INSTRUMENTS IS CONTRARY TO THE TERMS AND CONDITIONS OF THIS TARIFF WITH RESPECT TO WEIGHT AND/OR DIMENSIONS OF BAGGAGE OR SAFETY. EXCEPT AS OTHERWISE PROVIDED HEREIN, CARRIAGE OF MUSICAL INSTRUMENT IS INCLUDED IN THE FREE BAGGAGE ALLOWANCE. IF THE NUMBER, WEIGHT AND/OR SIZE OF THE MUSICAL INSTRUMENTS IS GREATER THAN THE FREE BAGGAGE ALLOWANCE LIMIT FOR THE PASSENGER'S CLASS OF SERVICE, THE EXCESS BAGGAGE CHARGES DESCRIBED BELOW WILL BE APPLICABLE.

- (I) ACOUSTIC GUITARS AND VIOLINS WILL BE ACCEPTED AS UNCHECKED BAGGAGE.
- (II) SAXOPHONES WILL BE ACCEPTED AS UNCHECKED BAGGAGE, PROVIDED THAT THE SUM OF THE THREE DIMENSIONS DOES NOT EXCEED 45 INCHES (115 CMS).
- (III) CELLOS WILL BE ACCEPTED IN THE CABIN ONLY IF AN EXTRA SEAT IS PURCHASED.
- (IV) ALL OTHER INSTRUMENTS WILL BE ACCEPTED AS UNCHECKED BAGGAGE PROVIDED THAT THE SUM OF THE THREE DIMENSIONS DOES NOT EXCEED 45 INCHES (115 CMS), OR AS CHECKED BAGGAGE PROVIDED THAT THEY DO NOT EXCEED THE WEIGHT AND/OR SIZE OF CHECKED BAGGAGE APPLICABLE TO PASSENGER'S CLASS OF SERVICE.
- (V) DOUBLE BASSES, HARPS AND OTHER INSTRUMENTS OF WHICH THE SUM OF THE THREE DIMENSIONS EXCEEDS 118 INCHES (300 CM), OR OF WHICH THE WEIGHT EXCEEDS 32 KGS MUST BE TRANSPORTED AS CARGO, AT THE APPLICABLE FARE, GIVEN THEIR SIZE AND FRAGILITY.
- (VI) IF MUSICAL INSTRUMENTS CANNOT BE CARRIED IN THE CABIN BECAUSE A FLIGHT WILL OCCUR ON A DIFFERENT AIRCRAFT THAN EXPECTED AND STOWAGE SPACE IN INSUFFICIENT IN THE CABIN, SUCH MUSICAL INSTRUMENTS WILL BE CARRIED AS CHECKED BAGGAGE, FREE OF CHARGE.
- (E) OTHER SPECIAL PIECES OF BAGGAGE IN ADDITION TO THE FREE BAGGAGE ALLOWANCE PROVIDED FOR IN (A), (B) AND (C) ABOVE, ANY ONE ARTICLE LISTED BELOW, WILL BE ACCEPTED FREE OF CHARGE.
 - (AA) ONE SLEEPING BAG OR BEDROLL;
 - (BB) ONE RUCKSACK/KNAPSACK/BACKPACK;
 - (CC) ONE PAIR OF SNOW SKIIS 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 DUFFLE-TYPE BAG OR B-4-TYPE BAG (SEE NOTE)

NOTE 1: "DUFFLE 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

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

FITTINGS AND WITH EXPANDABLE
CANVAS COMPARTMENTS ON THE TWO
SIDES OF THE BAG.

NOTE 2: GOLF BAG, AT THE OPTION OF THE
PASSENGER, MAY BE INCLUDED IN
THE FREE BAGGAGE ALLOWANCE OR
CHARGED AT THE FLAT RATE OF 6
KGS OF EXCESS BAGGAGE.

(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.

- (2) FREE BAGGAGE ALLOWANCE FOR INFANTS AND CHILDREN
(A) CHILDREN CARRIED FREE OF CHARGE WILL BE
GRANTED NO FREE BAGGAGE ALLOWANCE. INFANTS
PAYING 10 PERCENT OF THE ADULT APPLICABLE
FARE WILL HAVE 10 KGS OF 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 62 INCHES (158
CMS.) PLUS ONE CHECKED FULLY COLLAPSIBLE
CHILD'S STROLLER OR PUSH-CHAIR. CHILDREN
PAYING 75 PERCENT OF THE ADULT APPLICABLE
FARE WILL RECEIVE THE FOLLOWING FREE BAGGAGE
ALLOWANCE:
ECONOMY CLASS 1 PIECE OF BAGGAGE MAX 23 KGS
EACH, PREMIUM ECONOMY CLASS (CLASSE GRAND
LARGE) 2 PIECES OF BAGGAGE MAX 32 KGS. EACH
OR BUSINESS CLASS 2 PIECES OF BAGGAGE MAX 32
KGS EACH.
- (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:
BAGGAGE IN EXCESS OF THAT PROVIDED IN RULE 115
(O)(1)(A), (B), (C) AND (D) AS WELL AS RULE
115 (O)(2)(A) AND (B) WILL BE ACCEPTED ONLY UPON
PAYMENT OF THE FOLLOWING CHARGES.
(A) EXCESS WEIGHT IN ECONOMY CLASS FOR EACH
BAGGAGE EXCEEDING 23 BUT NOT 32 KGS 85
EUROS/100 CAD. NO BAGGAGE IN EXCESS OF 32
KGS WILL BE ACCEPTED AS CHECKED BAGGAGE.
(B) ADDITIONAL BAGGAGE
IN BUSINESS CLASS OR PREMIUM ECONOMY CLASS (CLASSE
GRAND LARGE) FOR EACH ADDITIONAL BAGGAGE NOT
EXCEEDING 32 KGS: EUR 100/CAD 130.
IN ECONOMY CLASS (CLASS HORIZON) FOR EACH
ADDITIONAL BAGGAGE NOT EXCEEDING 23 KGS: EUR
100/CAD 130.
EXCESS WEIGHT CHARGES WILL APPLY FOR ADDITIONAL
BAGGAGE BETWEEN 23 KGS AND 32 KGS AS
PROVIDED ABOVE
(C) EXCESS SIZE:
IN ALL CLASS OF SERVICES, FOR EACH OVERSIZE
BAGGAGE OF WHICH THE SUM OF THE THREE

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

DIMENSIONS IS BETWEEN 62 INCHES (159 CM) AND 118 INCHES (300 CM), PROVIDED THAT THEIR WEIGHT DOES NOT EXCEED 32 KGS FOR BUSINESS CLASS AND PREMIUM ECONOMY CLASS (CLASSE GRAND LARGE) OR 23 KGS FOR ECONOMY CLASS: 300 EUR/250 CAD/196 800 XOF). NO BAGGAGE OF WHICH THE SUM OF THE THREE DIMENSIONS EXCEEDS 118 INCHES (300 CM) WILL BE ACCEPTED AS CHECKED BAGGAGE.

(D) SPORTING EQUIPMENT

THE FOLLOWING ARTICLES OF SPORTING EQUIPMENT MAY BE CARRIED AS PART OF A PASSENGER'S FREE ALLOWANCE. IF, HOWEVER, THEY ARE CARRIED IN EXCESS OF THIS ALLOWANCE, THE FOLLOWING CHARGES WILL APPLY:

- (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 AT A FLAT RATE OF 10 EUROS/15 CAD PER KG UP TO 100 EUROS/150 CAD OF EXCESS BAGGAGE.
- (II) SNOW SKIING EQUIPMENT
SNOW SKIING EQUIPMENT CONSISTING OF ONE PAIR OF SNOW SKIIS, 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 AT THE APPLICABLE CHARGES.
- (III) WINDSURFING EQUIPMENT WILL BE ACCEPTED WITHIN THE SPACE LIMITATIONS AND CONSTRAINTS OF THE AIRCRAFT USED AND WILL BE ASSESSED A CHARGE OF: IT WILL BE CONSIDERED AS ONE PIECE AND IF IN EXCESS WILL BE ASSESSED AT A CHARGE OF 10 EUROS/15 CAD PER KG UP TO 100 EUROS/150 CAD.
- (IV) SURFBOARD EQUIPMENT WILL BE ACCEPTED WITHIN THE SPACE LIMITATIONS AND CONSTRAINTS OF THE AIRCRAFT USED AND WILL BE ASSESSED A CHARGE OF: IT WILL BE CONSIDERED AS ONE PIECE AND IF IN EXCESS WILL BE ASSESSED AT A CHARGE OF 10 EUROS/15 CAD PER KG UP TO 100 EUROS/150 CAD.
- (E) ACCOMPANIED PETS IN A CONTAINER, SUBJECT TO THE CONDITIONS OF ACCEPTANCE STATED IN THIS RULE WILL NOT BE INCLUDED IN DETERMINING THE FREE BAGGAGE ALLOWANCE AND WILL BE ASSESSED THE APPLICABLE CHARGE AS FOLLOWS: 150 EUROS OR CAD 200 IF CARRIED IN THE CARGO HOLD OF THE AIRCRAFT; 75 EUROS OR CAD 100 IF CARRIED IN THE PASSENGER CABIN OF THE AIRCRAFT.
- (F) BULKY BAGGAGE RETAINED IN THE PASSENGER'S CUSTODY OTHER THAN ARTICLES LISTED ABOVE SUBJECT TO ADVANCE ARRANGEMENTS, EACH

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

PASSENGER MAY CARRY ON BOARD THE AIRCRAFT BAGGAGE OF SUCH BULKY OR FRAGILE NATURE -VIOLA ONLY- AS TO REQUIRE THE BLOCKING OUT OR USE OF A SEAT OR SEATS, SUBJECT TO A MAXIMUM WEIGHT OF 65 KGS. (132 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 SUBJECT TO A MINIMUM CHARGE OF 75 PERCENT OF THE FULL ONE-WAY ADULT FARE FOR THE CLASS OF SERVICE USED BY THE PASSENGER BETWEEN THE POINTS BETWEEN WHICH THE BAGGAGE IS TO BE TRANSPORTED. NO ADDITIONAL BAGGAGE ALLOTMENT IS PERMITTED UNDER THIS RULE.

(P) INTERLINING
FOR TRAVEL TO/FROM CANADA/USA AS DETERMINED BY THE CTA
AND USDOT

(EFFECTIVE TO/FROM CANADA FOR TICKETS ISSUED ON/AFTER
APRIL 1, 2015)

DEFINITIONS

"AIRLINE DESIGNATOR CODE"

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

"BAGGAGE RULES"

THE CONDITIONS ASSOCIATED WITH THE ACCEPTANCE OF BAGGAGE, SERVICES INCIDENTAL TO THE TRANSPORTATION OF BAGGAGE, ALLOWANCES AND ALL RELATED CHARGES. FOR EXAMPLE, BAGGAGE RULES MAY ADDRESS THE FOLLOWING TOPICS:

- . THE MAXIMUM WEIGHT AND DIMENSIONS OF PASSENGER BAGS, IF APPLICABLE, BOTH CHECKED AND UNCHECKED;
- . THE NUMBER OF CHECKED AND UNCHECKED PASSENGER BAGS THAT CAN BE TRANSPORTED AND THE APPLICABLE CHARGES;
- . EXCESS AND OVERSIZED BAGGAGE CHARGES;
- . CHARGES RELATED TO CHECK-IN, COLLECTION AND DELIVERY OF CHECKED BAGGAGE;
- . ACCEPTANCE AND CHARGES RELATED TO SPECIAL ITEMS, E.G. SURFBOARDS, PETS, BICYCLES, ETC;
- . BAGGAGE PROVISIONS RELATED TO PROHIBITED OR UNACCEPTABLE ITEMS, INCLUDING EMBARGOES;
- . TERMS OR CONDITIONS THAT WOULD ALTER OR IMPACT THE BAGGAGE ALLOWANCES AND CHARGES APPLICABLE TO PASSENGERS (E.G. FREQUENT FLYER STATUS, EARLY CHECK-IN, PRE-PURCHASING BAGGAGE ALLOWANCES WITH A PARTICULAR CREDIT CARD); AND,
- . OTHER RULES GOVERNING TREATMENT OF BAGGAGE AT STOPOVER POINTS, INCLUDING PASSENGERS SUBJECT TO SPECIAL BAGGAGE ALLOWANCES OR CHARGES, ETC.

"INTERLINE AGREEMENT":

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

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

"INTERLINE ITINERARY":

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

"INTERLINE TRAVEL": TRAVEL INVOLVING MULTIPLE AIR CARRIERS LISTED ON A SINGLE TICKET THAT IS PURCHASED VIA A SINGLE TRANSACTION.

"SINGLE TICKET":

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

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

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

"ULTIMATE TICKETED DESTINATION":

IN SITUATIONS WHERE A PASSENGER'S ORIGIN IS A NON-CANADIAN POINT AND THE ITINERARY INCLUDES AT LEAST ONE STOP IN CANADA, AS WELL AS AT LEAST ONE STOP OUTSIDE CANADA. IF THE STOP IN CANADA IS THE FARTHEST CHECKED POINT AND THE STOP IS MORE THAN 24 HOURS, THE AGENCY WOULD CONSIDER THE ULTIMATE TICKETED DESTINATION TO BE CANADA.

CARRIER DEFINITIONS (VARIOUS)

"DOWN LINE CARRIER":

ANY CARRIER, OTHER THAN THE SELECTING CARRIER, WHO IS IDENTIFIED AS PROVIDING INTERLINE TRANSPORTATION TO THE PASSENGER BY VIRTUE OF THE PASSENGER'S TICKET.

"MARKETING CARRIER":

THE CARRIER THAT SELLS FLIGHTS UNDER ITS CODE.

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

MEANS IN THIS INSTANCE, THE MSC IS DETERMINED BY APPLYING IATA RESOLUTION 302 METHODOLOGY AS CONDITIONED BY THE AGENCY. THE AGENCY'S RESERVATION HAS STIPULATED THAT ONLY A SINGLE SET OF BAGGAGE RULES MAY APPLY TO ANY GIVEN INTERLINE ITINERARY. THE AIM OF THE AGENCY'S RESERVATION IS TO ALLOW THE SELECTING CARRIER TO USE THE MSC METHODOLOGY TO DETERMINE WHICH CARRIER'S BAGGAGE RULES APPLY TO AN INTERNATIONAL INTERLINE ITINERARY TO OR FROM CANADA, WHILE REINFORCING THE ROLE OF TARIFFS IN THE DETERMINATION OF WHICH CARRIER'S RULES APPLY.

"MOST SIGNIFICANT CARRIER (MSC)

MEANS IS DETERMINED BY A METHODOLOGY, ESTABLISHED BY IATA

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

(RESOLUTION 302), WHICH ESTABLISHES, FOR EACH PORTION OF A PASSENGER'S ITINERARY WHERE BAGGAGE IS CHECKED THROUGH TO A NEW STOPOVER POINT, WHICH CARRIER WILL BE PERFORMING THE MOST SIGNIFICANT PART OF THE SERVICE. FOR TRAVELERS UNDER THE RESOLUTION 302 SYSTEM, THE BAGGAGE RULES OF THE MSC WILL APPLY. FOR COMPLEX ITINERARIES INVOLVING MULTIPLE CHECKED BAGGAGE POINTS, THERE MAY BE MORE THAN ONE MSC, RESULTING IN THE APPLICATION OF DIFFERING BAGGAGE RULES THROUGH AN ITINERARY.

"OPERATING CARRIER":

THE CARRIER THAT OPERATES THE ACTUAL FLIGHT.

"PARTICIPATING CARRIER(S)":

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

"SELECTED CARRIER":

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

"SELECTING CARRIER":

THE CARRIER WHOSE DESIGNATOR CODE IS IDENTIFIED ON THE FIRST SEGMENT OF THE PASSENGER'S TICKET AT THE BEGINNING OF AN ITINERARY ISSUED ON A SINGLE TICKET WHOSE ORIGIN OR ULTIMATE DESTINATION IS IN CANADA.

(1) APPLICABILITY

THIS RULE IS APPLICABLE TO ALL INTERLINE ITINERARIES ISSUED ON A SINGLE TICKET WHOSE ORIGIN, ULTIMATE TICKETED DESTINATION OR FURTHEST CHECK POINT IN THE ITINERARY IS IN THE US OR CANADA. IT ESTABLISHES HOW SS WILL DETERMINE WHICH CARRIER'S BAGGAGE RULES APPLY TO ANY PASSENGER'S ENTIRE INTERLINE ITINERARY.

(2) GENERAL

FOR THE PURPOSE OF INTERLINE BAGGAGE ACCEPTANCE:

- (A) THE CARRIER WHOSE DESIGNATOR CODE IS IDENTIFIED ON THE FIRST SEGMENT OF THE PASSENGER'S INTERLINE TICKET WILL BE KNOWN AS THE SELECTING CARRIER.
- (B) ANY CARRIER WHO IS IDENTIFIED AS PROVIDING INTERLINE TRANSPORTATION TO THE PASSENGER BY VIRTUE OF THE PASSENGER'S TICKET WILL BE KNOWN AS A PARTICIPATING CARRIER.

(3) BAGGAGE RULE DETERMINATION BY SELECTING CARRIER

(A) CHECKED BAGGAGE

THIS SELECTING CARRIER WILL:

- (I) SELECT AND APPLY ITS OWN BAGGAGE RULES AS SET OUT IN ITS TARIFF TO THE ENTIRE INTERLINE ITINERARY, OR;
- (II) SELECT THE MOST SIGNIFICANT CARRIER, AS DETERMINED BY IATA RESOLUTION 302 AND CONDITIONED BY THE CANADIAN TRANSPORTATION AGENCY OR THE US DEPARTMENT OF TRANSPORTATION, IN ORDER FOR THAT CARRIER'S BAGGAGE RULES, AS ESTABLISHED IN ITS TARIFF, TO APPLY TO THE ENTIRE INTINERARY. THE CARRIER IDENTIFIED BY MEANS OF (I) OR (II) WILL

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

- BE KNOWN AS THE SELECTED CARRIER.
- (B) CARRY-ON BAGGAGE (HAND BAGGAGE)
EACH OPERATING CARRIER'S CARRY-ON BAGGAGE ALLOWANCES WILL APPLY TO EACH FLIGHT SEGMENT IN AN INTERLINE ITINERARY.
NOTWITHSTANDING, THE CARRY-ON BAGGAGE CHARGES THAT WILL APPLY TO THE ENTIRE INTERLINE ITINERARY WILL BE THOSE OF THE SELECTED CARRIER.
 - (C) BAGGAGE RULE APPLICATION BY PARTICIPATING CARRIER
WHERE SS IS NOT THE SELECTED CARRIER ON AN INTERLINE ITINERARY BUT IS A PARTICIPATING CARRIER THAT IS PROVIDING TRANSPORTATION TO THE PASSENGER BASED ON THE TICKET ISSUED, SS WILL APPLY AS ITS OWN THE BAGGAGE RULES OF THE SELECTED CARRIER THROUGHOUT THE INTERLINE ITINERARY.
- (4) DISCLOSURE OF BAGGAGE RULES SUMMARY PAGE AT THE END OF A PURCHASE AND E-TICKET DISCLOSURE
- (A) FOR BAGGAGE RULE PROVISIONS RELATED TO A PASSENGER'S 1ST AND 2ND CHECKED BAG AND THE PASSENGER'S CARRY-ON BAGGAGE (I.E., THE PASSENGER'S "STANDARD" BAGGAGE ALLOWANCE), WHEN SS SELLS AND ISSUES A TICKET FOR AN INTERLINE ITINERARY, IT WILL DISCLOSE TO THE PASSENGER ON ANY SUMMARY PAGE AT THE END OF AN ONLINE PURCHASE AND ON THE PASSENGER'S ITINERARY/RECEIPT AND E-TICKET AT THE TIME OF TICKETING THE BAGGAGE INFORMATION RELEVANT TO THE PASSENGER ITINERARY AS SET OUT IN (B) BELOW. THE DISCLOSED INFORMATION WILL REFLECT THE BAGGAGE RULES OF THE SELECTED CARRIER.
 - (B) SS WILL DISCLOSE THE FOLLOWING INFORMATION:
 - (I) NAME OF THE CARRIER WHOSE BAGGAGE RULES APPLY;
 - (II) PASSENGER'S FREE BAGGAGE ALLOWANCE AND/OR APPLICABLE FEES;
 - (III) SIZE AND WEIGHT LIMITS OF THE BAGS, IF APPLICABLE;
 - (IV) TERMS AND CONDITIONS THAT WOULD ALTER OR IMPACT A PASSENGER'S STANDARD BAGGAGE ALLOWANCES AND CHARGES (E.G. FREQUENT FLYER STATUS, SPECIAL FARE)
 - (V) EXISTENCE OF ANY EMBARGOES THAT MAY BE APPLICABLE TO PASSENGER'S ITINERARY;
 - (VI) APPLICATION OF BAGGAGE ALLOWANCES AND CHARGES (I.E., WHETHER THEY ARE APPLIED ONCE PER DIRECTION OR IF THEY ARE APPLICABLE AT EACH STOPOVER POINT).
 - (C) SS WILL PROVIDE THIS INFORMATION IN TEXT FORMAT ON THE PASSENGER'S E-TICKET CONFIRMATION. ANY FEE INFORMATION PROVIDED FOR CARRY-ON BAGS AND THE FIRST AND SECOND CHECKED BAG WILL BE EXPRESSED AS SPECIFIC CHARGES.
 - (D) WEB SITE DISCLOSURE

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

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

- (I) THE MAXIMUM WEIGHT AND DIMENSIONS OF PASSENGER BAGS, IF APPLICABLE, BOTH CHECKED AND UNCHECKED;
- (II) THE NUMBER OF CHECKED AND UNCHECKED PASSENGER BAGS THAT CAN BE TRANSPORTED AND THE APPLICABLE CHARGES;
- (III) EXCESS AND OVERSIZED BAGGAGE CHARGES;
- (IV) CHARGES RELATED TO CHECK IN, COLLECTION AND DELIVERY OF CHECKED BAGGAGE;
- (V) ACCEPTANCE AND CHARGES RELATED TO SPECIAL ITEMS E.G. SURF BOARDS, PETS, BICYCLES, ETC.;
- (VI) BAGGAGE PROVISIONS RELATED TO PROHIBITED OR UNACCEPTABLE ITEMS, INCLUDING EMBARGOES;
- (VII) TERMS OR CONDITIONS THAT WOULD ALTER OR IMPACT THE BAGGAGE ALLOWANCES AND CHARGES APPLICABLE TO PASSENGERS (E.G. FREQUENT FLYER STATUS, SPECIAL FARE), AND
- (VIII) OTHER RULES GOVERNING TREATMENT OF BAGGAGE AT STOPOVER POINTS, INCLUDING PASSENGERS SUBJECT TO SPECIAL BAGGAGE ALLOWANCES OR CHARGES, ETC.

Rule 130 Fares

(A) GENERAL

- (1) THE MILEAGE ROUTINGS OR SPECIFIED ROUTINGS CONTAINED IN THIS TARIFF SHALL APPLY ONLY WHEN THE TRANSPORTATION BETWEEN THE LAST POINT OF DEPARTURE IN THE AREA COMPRISING OF CANADA AND THE FIRST POINT OF ARRIVAL OUTSIDE SUCH AREAS, OR VICE VERSA, IS VIA THE SERVICE OF SS UNLESS OTHERWISE SPECIFIED IN THE RULE/ROUTING GOVERNING THE FARE USED.
- (2) FARES APPLY ONLY FOR CARRIAGE FROM THE AIRPORT AT THE POINT OF ORIGIN TO THE AIRPORT AT THE POINT OF DESTINATION AND DO NOT INCLUDE GROUND TRANSFER SERVICE BETWEEN AIRPORTS AND CITY CENTERS, EXCEPT WHERE RULE 30 SPECIFICALLY PROVIDES THAT SUCH GROUND TRANSFER SERVICE WILL BE FURNISHED WITHOUT ADDITIONAL CHARGE.

(B) APPLICABLE FARES

- (1) PRECEDENCE OF FARES
 - (A) WHERE A FARE IS PUBLISHED VIA THE DESIRED ROUTING, SUCH FARE IS APPLICABLE OVER SUCH ROUTING NOTWITHSTANDING THAT IT IS HIGHER OR LOWER THAN THE COMBINATION OF INTERMEDIATE FARES VIA THE SAME FARE TYPE VIA THE SAME ROUTING.

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

- (B) FOR THE PURPOSE OF THIS RULE, A PUBLISHED FARE INCLUDES A FARE OBTAINED BY COMBINING A PUBLISHED ARBITRARY AND A PUBLISHED INTERNATIONAL FARE.
- (2) LOWEST COMBINATION PRINCIPLE
WHERE NO THROUGH ONE-FACTOR FARE IS PUBLISHED VIA THE DESIRED ROUTING FOR THE CLASS OF SERVICE USED, THE APPLICABLE FARE FOR SUCH TRANSPORTATION SHALL BE THE LOWEST COMBINATION OF TWO OR MORE SECTOR FARES OVER AN INTERMEDIATE TICKETED POINT(S) ALONG THE ACTUAL ROUTE OF TRAVEL.
- (3) DIRECTION OF FARES
 - (A) FARES TO BE APPLIED ARE THOSE APPLICABLE TO THE DIRECTION OF TRAVEL, EXCEPT THAT THE FARE COMPONENT WHICH TERMINATES IN THE COUNTRY OF ORIGIN SHALL BE APPLIED FROM THE COUNTRY OF ORIGIN.
 - (B) WHEN APPLYING THIS PROVISION TO ROUND TRIP, CIRCLE TRIP AND/OR OPEN JAW FARES COMBINED END-ON WITH ANOTHER ROUND TRIP FARE VIA A COMMON POINT OR WHEN APPLYING THIS PROVISION TO ROUND TRIP FARES COMBINED AS A SIDE ROUND TRIP FARES, THE COUNTRY FROM WHICH SUCH FARE(S) IS ASSESSED WILL BE CONSIDERED THE COUNTRY OF ORIGIN.
NOTE: FOR THE PURPOSE OF THIS RULE
 - (I) U.S.A. AND CANADA SHALL BE CONSIDERED AS ONE COUNTRY.
 - (II) DENMARK, NORWAY AND SWEDEN SHALL BE CONSIDERED AS ONE COUNTRY.
- (4) INTERRUPTED TRAVEL
 - (A) (APPLICABLE TO SPECIFIED ROUTING FARES)
 - (I) IF A FARE CONSTRUCTED FOR A TRIP, INTERRUPTED BY TRAVEL OTHER THAN VIA PARTICIPATING CARRIERS, EXCEEDS THE APPLICABLE THROUGH FARE FOR UNINTERRUPTED TRAVEL VIA THE ROUTING, THE APPLICABLE THROUGH FARE SHALL APPLY.
 - (II) THE PORTION FLOWN BY THE NON-PARTICIPATING CARRIER SHALL BE ASSESSED SEPARATELY AND IN ADDITION TO THE THROUGH FARE.
 - (B) (APPLICABLE TO NORMAL FARES)
IF THE MILEAGE FOR AN INTERNATIONAL SURFACE BREAK IS GREATER THAN THE TICKETED POINT MILEAGE OVER THE ROUTING TRAVELLED FROM ORIGIN TO THE POINT OF COMMENCEMENT OF THE SURFACE BREAK, AND THE SURFACE BREAK IS NOT INCLUDED IN THE THROUGH FARE, THE JOURNEY FROM ORIGIN UP TO THE SURFACE BREAK MUST BE TICKETED SEPARATELY.
NOTE: (I) IN THE APPLICATION OF SUB-PARAGRAPH (B) ABOVE, THE SURFACE BREAK SHALL BE MEASURED USING "TICKETED POINT MILEAGES (T.P.M.)".
(II) IF NO TICKETED POINT MILEAGE EXISTS FOR THE POINTS CONCERNED,

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

CALCULATE THE MILEAGE BY DIVIDING THE "MAXIMUM PERMITTED MILEAGE (M.P.M.)" BY 120, PROVIDED IN THE EVENT THERE IS NO SHORTEST OPERATED MILEAGE, THE T.P.M. SHALL BE ESTABLISHED BY A COMBINATION OF T.P.M.S.

- (C) FOR TRAVEL WHICH INCLUDES ONE OR MORE SURFACE SECTORS, APPLY THE THROUGH FARE OR THE SUM OF FARES OVER THE SECTORS ACTUALLY FLOWN, WHICHEVER IS LOWER.
- (5) GOVERNING CONDITIONS
 - (A) MILEAGE ROUTINGS (SEE MAXIMUM PERMITTED MILEAGE TARIFF NO. MPM-1, C.A.B. NO. 414, N.T.A.(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.
- (6) FARES FOR OTHER THAN ROUND OR CIRCLE TRIP JOURNEYS
 - (A) NORMAL FARES
 - WHERE A JOURNEY FROM ONE COUNTRY AND RETURN THERETO IS COMPRISED OF NOT MORE THAN 2 INTERNATIONAL FARE COMPONENTS AND HAS THE SURFACE BREAK IN THE COUNTRY OF ORIGIN, THE COUNTRY OF TURNAROUND OR BOTH, HALF ROUND-TRIP NORMAL FARES SHALL BE USED FOR EACH COMPONENT.
 - (B) OPEN JAW FARES (APPLICABLE TO SPECIAL FARES ONLY)
 - (I) WHEN A TICKET IS PURCHASED FOR AN OPEN JAW JOURNEY, THE FARE FOR SUCH JOURNEY SHALL BE THE SUM OF HALF THE APPLICABLE ROUND TRIP FARES FOR BOTH LEGS OF THE OPEN JAW; PROVIDED THAT WHEN A FARE COMPONENT TERMINATES IN THE COUNTRY OF ORIGIN, THE FARE APPLICABLE FROM THE COUNTRY OF ORIGIN SHALL BE USED.
 - (II) WHEN TRANSPORTATION IS PARTIALLY VIA FARES PUBLISHED IN THIS TARIFF AND PARTIALLY VIA FARES PUBLISHED IN OTHER TARIFFS, FIFTY (50) PERCENT OF ROUND TRIP FARES PUBLISHED IN THE RESPECTIVE TARIFFS MAY BE USED TO CONSTRUCT AN OPEN JAW FARE PROVIDED THAT;
 - (AA) FARES WHICH BY THEIR OWN TERMS ARE NOT COMBINABLE WITH OTHER FARES SHALL NOT BE USED IN THE CONSTRUCTION OF OPEN JAW FARES;
 - (BB) WHEN CONSTRUCTING OPEN JAW SPECIAL FARES INVOLVING FARE OR CITIES WITH DIFFERENT CONDITIONS (ADVANCE PURCHASE REQUIREMENTS, MINIMUM/MAXIMUM STAY, STOPOVER CHARGES, CANCELLATION PENALTIES, ETC.), THE MOST RESTRICTIVE PROVISIONS APPLICABLE TO ANY FARE

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

USED IN THE CONSTRUCTION WILL
APPLY.

EXCEPTION: UNLESS OTHERWISE
STATED IN AN
APPLICABLE FARES
RULE, WHEN COMBINING
SPECIAL FARES WITH
OTHER TYPES OF
FARES, THE
RESTRICTIVE
PROVISIONS OF THE
SPECIAL FARE APPLY
ONLY TO THE SPECIAL
FARE AND NOT TO ANY
OTHER FARES USED IN
COMBINATION.

(CC) THIS PROVISION WILL NOT APPLY WHEN
ANY PART OF THE OPEN JAW IS VIA
THE SERVICES OF A NONSCHEDULED
CARRIER OR A CHARTER OR MILITARY
FLIGHT.

(7) ROUND TRIP

- (A) UNLESS OTHERWISE SPECIFIED IN A FARE RULE, A
ROUND TRIP FARE WILL BE TWICE THE OUTBOUND
ONE WAY FARE.
- (B) WHEN A ROUND TRIP TICKET IS PURCHASED PRIOR
TO COMMENCEMENT OF CARRIAGE, THE FARE FOR
SUCH TRIP WILL BE THE ROUND TRIP FARE
PUBLISHED FOR THE DESIRED ROUTING AND THE
CLASS OF SERVICE USED.
- (C) WHEN TRANSPORTATION IS PARTIALLY VIA FARES
PUBLISHED IN THIS TARIFF AND PARTIALLY VIA
FARES PUBLISHED IN OTHER TARIFFS, FIFTY (50)
PERCENT OF ROUND TRIP FARES PUBLISHED IN THE
RESPECTIVE TARIFFS MAY BE USED TO CONSTRUCT A
ROUND TRIP FARE PROVIDED THAT:
 - (I) FARES, WHICH BY THEIR OWN TERMS, ARE NOT
COMBINABLE WITH OTHER FARES, SHALL NOT
BE USED IN CONSTRUCTION OF ROUND TRIP
FARES;
 - (II) ROUND TRIP FARES, WHICH BY THEIR OWN
TERMS ARE COMBINABLE, MAY BE USED WITH
OTHER FARES ON THE BASIS OF HALF ROUND
TRIP FARES INSTEAD OF THE ONE WAY FARE.
 - (III) WHEN CONSTRUCTING ROUND TRIP SPECIAL
FARES INVOLVING FARES WITH DIFFERENT
CONDITIONS, (ADVANCE PURCHASE
REQUIREMENTS, MINIMUM/MAXIMUM STAY,
STOPOVER CHARGES, CANCELLATION
PENALTIES, ETC.), THE MOST RESTRICTIVE
CONDITIONS APPLICABLE TO ANY FARE USED
IN THE CONSTRUCTION WILL APPLY.
EXCEPTION: UNLESS OTHERWISE STATED IN
AN APPLICABLE FARE RULE,
WHEN COMBINING SPECIAL FARES
WITH OTHER TYPES OF FARES,
THE RESTRICTIVE PROVISIONS
OF THE SPECIAL FARE APPLY

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

ONLY TO THE SPECIAL FARE AND
NOT TO ANY OTHER FARE USED
IN COMBINATION.

- (IV) THESE PROVISIONS IN ABOVE SUB-PARAGRAPHS (A) (B) AND (C) WILL NOT APPLY WHEN ANY PART OF THE ROUND TRIP IS VIA THE SERVICES OF A NONSCHEDULED CARRIER OR A CHARTER OR MILITARY FLIGHT.
- (8) CIRCLE TRIP
- (A) WHEN A CIRCLE TRIP TICKET IS PURCHASED PRIOR TO COMMENCEMENT OF CARRIAGE, THE FARE FOR SUCH TRIP WILL BE THE SUM OF FIFTY (50) PERCENT OF THE APPLICABLE ROUND TRIP FARES FOR THE CLASS OF SERVICE FOR THE RESPECTIVE FARE COMPONENT OF THE ITINERARY, CONSTRUCTED FROM THE POINT OF ORIGIN VIA THE ROUTE OF TRAVEL TO THE POINT OF DESTINATION, THAT PRODUCES THE LOWEST FARE FOR THE CLASS OF SERVICE USED AND/OR:
- (B) WHEN TRANSPORTATION IS PARTIALLY VIA FARES PUBLISHED IN THIS TARIFF AND PARTIALLY VIA FARES PUBLISHED IN OTHER TARIFFS, FIFTY (50) PERCENT OF ROUND TRIP FARES PUBLISHED IN THE RESPECTIVE TARIFFS MAY BE USED TO CONSTRUCT A THROUGH CIRCLE TRIP FARE PROVIDED THAT:
- (I) FARES, WHICH BY THEIR OWN TERMS, ARE NOT COMBINABLE WITH OTHER FARES, SHALL NOT BE USED IN CONSTRUCTION OF CIRCLE TRIP FARES;
- (II) WHEN CONSTRUCTING CIRCLE TRIP SPECIAL FARES INVOLVING FARES OR CITIES WITH DIFFERENT CONDITIONS, (ADVANCE PURCHASE REQUIREMENTS, MINIMUM/MAXIMUM STAY, STOPOVER CHARGES, CANCELLATION PENALTIES, ETC.), THE MOST RESTRICTIVE CONDITIONS APPLICABLE TO ANY FARE USED IN THE CONSTRUCTION WILL APPLY TO THE ENTIRE JOURNEY.
- EXCEPTION: UNLESS OTHERWISE STATED IN AN APPLICABLE FARE RULE, WHEN COMBINING SPECIAL FARES WITH OTHER TYPES OF FARES, THE RESTRICTIVE PROVISIONS OF THE SPECIAL FARE APPLY ONLY TO THE SPECIAL FARE AND NOT TO ANY OTHER FARE USED IN COMBINATION.
- (9) SIDE TRIP
- WHEN A FARE FOR A SIDE TRIP IS CHARGED SEPARATELY, ALL PROVISIONS OF THIS RULE, AS APPLICABLE, SHALL APPLY FROM THE POINT OF ORIGIN OF SUCH FARE COMPONENT(S), PROVIDED THAT THE SALE AND TICKET INDICATOR (SITI, SITO, SOTI, SOTO) DETERMINED BY THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION OF THE ENTIRE TICKET WILL ALSO APPLY TO THE SIDE TRIP.
- EXCEPTION: COMBINATION OF ONE WAY NORMAL FARES

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

WITH INTERNATIONAL SIDE TRIP ONE WAY
FARES TO OR VIA THE COUNTRY OF
COMMENCEMENT OF TRANSPORTATION SHALL
NOT BE PERMITTED.

- (10) END ON COMBINATIONS
WHEN A ROUND TRIP JOURNEY IS COMBINED END-ON WITH
ANOTHER JOURNEY VIA A COMMON TICKETED POINT, ALL
PROVISIONS OF THIS RULE, AS APPLICABLE, SHALL
APPLY SEPARATELY TO EACH SUCH JOURNEY PROVIDED
THAT THE SALE AND TICKET INDICATOR (SITI, SITO,
SOTI, SOTO) DETERMINED BY THE COUNTRY OF
COMMENCEMENT OF TRANSPORTATION OF THE ENTIRE
TICKET WILL APPLY TO ALL COMBINED FARES.

- (C) SALES AND TICKET INDICATORS
THE FOLLOWING INDICATORS SHALL BE USED IN DETERMINING
THE APPLICATION OF FARE CONSTRUCTION PRINCIPLES AS
NOTED IN EACH PARAGRAPH. IN THE ABSENCE OF SUCH NOTE,
THE CONSTRUCTION PRINCIPLE WILL APPLY TO ALL FARES
REGARDLESS OF INDICATORS, THESE INDICATORS MUST BE
SHOWN IN THE "ORIGIN/ DESTINATION" BOX OF TICKETS.
- (1) SITI: TICKET SOLD AND ISSUED INSIDE COUNTRY OF
COMMENCEMENT OF TRANSPORTATION.
 - (2) SOTI: TICKET SOLD OUTSIDE BUT ISSUED INSIDE
COUNTRY OF COMMENCEMENT OF TRANSPORTATION.
 - (3) SITO: TICKET SOLD INSIDE BUT ISSUED OUTSIDE
COUNTRY OF COMMENCEMENT OF TRANSPORTATION.
 - (4) SOTO: TICKET SOLD AND ISSUED OUTSIDE COUNTRY OF
COMMENCEMENT OF TRANSPORTATION.
- NOTE 1: COUNTRY OF COMMENCEMENT OF TRANSPORTATION
MEANS THE COUNTRY FROM WHICH THE FIRST
INTERNATIONAL SECTOR OCCURS.
- NOTE 2: FOR THE PURPOSE OF THIS PARAGRAPH, CANADA
AND THE U.S.A. SHALL BE CONSIDERED ONE
COUNTRY.
- NOTE 3: FOR THE PURPOSE OF THIS PARAGRAPH,
DENMARK, NORWAY AND SWEDEN SHALL BE
CONSIDERED ONE COUNTRY.

- (D) CONSTRUCTION OF FARES
COMBINING ARBITRARIES WITH INTERNATIONAL FARES
- (A) WHEN A THROUGH FARE IS NOT PUBLISHED VIA A DESIRED
ROUTING BETWEEN A POINT IN AREA 1 AND A POINT IN
AREA 1, 2 OR 3, THE FARE FOR SUCH TRANSPORTATION
WILL BE CONSTRUCTED BY COMBINING THE CARRIER'S
PUBLISHED ARBITRARY AND PUBLISHED INTERNATIONAL
FARE FOR THE FARE CLASS APPLICABLE TO THE
TRANSPORTATION.
 - (B) PASSENGERS MAY BE ROUTED VIA ANY GATEWAY CITY
REGARDLESS OF THE POINT OF COMBINATION, SUBJECT TO
THE ROUTING CONDITIONS GOVERNING THE FARE USED.

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

Rule 135 Stopovers

STOPOVERS WILL BE PERMITTED UNDER THE FOLLOWING CONDITIONS:

- (1) STOPOVERS MUST BE ARRANGED WITH THE CARRIER IN ADVANCE AND SPECIFIED ON THE TICKET.
- (2) STOPOVERS WILL BE PERMITTED AT ANY INTERMEDIATE POINT IN A FARE COMPONENT CONSTRUCTED EITHER BY THE USE OF MILEAGE ROUTING OR AS SPECIFIED IN THE PUBLISHED ROUTING, UNLESS SUCH STOPOVER IS PROHIBITED BY THE FARE RULE OR GOVERNMENT REGULATIONS PROVIDED.
 - (A) ONLY ONE STOPOVER IS PERMITTED AT ANY SINGLE POINT ON A ONE WAY OR HALF ROUND TRIP FARE.
 - (B) TRAVEL MAY NOT BE ROUTED VIA THE POINT OF ORIGIN OR POINT OF DESTINATION OF THE FARE COMPONENT, REGARDLESS WHETHER OR NOT A STOPOVER IS MADE AT SUCH POINT.
- (3) TO COUNT THE NUMBER OF STOPOVERS, THE FOLLOWING APPLIES:
 - (A) IN THE CASE OF ROUND OR CIRCLE TRIPS, THE STOPOVER AT A POINT OF TURNAROUND (FARE CONSTRUCTION POINTS) IS NOT COUNTED.
 - (B) STOPOVER PROVISIONS FOR FARES WITH SURFACE SECTORS (APPLICABLE TO ALL FARES FOR WHICH STOPOVERS OTHER THAN AT THE POINT OF TURNAROUND ARE PROHIBITED OR RESTRICTED IN NUMBER) WHEN TRAVEL AT A THROUGH FARE IS INTERRUPTED BY SURFACE TRAVEL, EITHER AT INTERMEDIATE POINTS OR AT THE POINTS OF TURNAROUND (FARE CONSTRUCTION POINT), THE LAST POINT OF ARRIVAL BY AIR AND THE FIRST POINT OF DEPARTURE BY AIR ON EACH SUCH BREAK IN THE JOURNEY TOGETHER COUNT AS ONE STOPOVER OR ONE POINT OF TURNAROUND PROVIDED THAT:
 - (I) IF STOPOVERS ARE RESTRICTED TO A SPECIFIC AREA AND THERE IS A SURFACE SECTOR INVOLVED, BOTH POINTS IN THE SURFACE SECTOR MUST BE IN SUCH SPECIFIC AREA.
 - (II) WHERE A SPECIFIC ROUTING PERMITS STOPOVERS AT A NAMED POINT, SURFACE SECTORS TO/FROM THAT NAMED POINT ARE NOT PERMITTED; HOWEVER, SURFACE SECTORS ARE PERMITTED BETWEEN TWO NAMED STOPOVER POINTS.
 - (III) IF TRAVEL INVOLVES A SIDE TRIP TO/FROM OR VIA THE COUNTRY OF ORIGIN, FOR WHICH A SEPARATE FARE IS ASSESSED, SUCH SIDE TRIP MUST BE TICKETED SEPARATELY.
 - (C) WHEN A TRANSIT POINT IS USED AS THE ORIGIN/DESTINATION OF A SIDETRIP, THAT POINT WILL BE COUNTED AS A STOPOVER UNLESS THE TIME INTERVAL BETWEEN THE ARRIVAL IMMEDIATELY PRECEDING THE SIDETRIP AND THE DEPARTURE IMMEDIATELY FOLLOWING THE SIDETRIP DOES NOT CONSTITUTE A STOPOVER AS DEFINED IN RULE 1 (DEFINITIONS) GOVERNED HEREIN.

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

Rule 140 Routings

- (A) APPLICATION
FARES GOVERNED BY THIS TARIFF APPLY ONLY VIA THE ROUTING SPECIFIED IN CONNECTION WITH SUCH FARES.
- (B) ROUTINGS
IF MORE THAN ONE ROUTING IS APPLICABLE VIA THE SAME FARE, THE PASSENGER, PRIOR TO THE ISSUANCE OF TICKET, MAY SPECIFY THE ROUTING. IF NO ROUTING IS SPECIFIED BY THE PASSENGER, THE CARRIER WILL DETERMINE THE ROUTING.

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

Rule 145 Currency Applications

LOCAL CURRENCY FARES AND CHARGES

(1) FARES AND RELATED CHARGES ARE EXPRESSED IN THE LOCAL CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION (COC), EXCEPT THOSE COUNTRIES LISTED BELOW WHICH ARE EXPRESSED (A) IN US DOLLARS OR (B) IN EURO:

(A)

AFGHANISTAN	LEBANON
ANGOLA	LIBERIA
ANGUILLA	MADAGASCAR
ANTIGUA AND BARBUDA	MALAWI
ARGENTINA	MALDIVES
BAHAMAS	MEXICO
BANGLADESH	MONGOLIA
BARBADOS	MONTSERRAT
BELIZE	NICARAGUA
BERMUDA	NIGERIA
BOLIVIA	PALESTINIAN TERRITORY
BONAIRE	PANAMA
BRAZIL	PARAGUAY
BURUNDI	PERU
CAMBODIA	PHILIPPINES
CAYMAN ISLANDS	RWANDA
CHILE	SABA
COLOMBIA	SAINT EUSTATIUS
CONGO, DEM. REP. OF	SAINT KITTS
COSTA RICA	AND NEVIS
CUBA	SAINT LUCIA
DOMINICA	SAINT VINCENT AND
DOMINICAN REPUBLIC	THE GRENADINES
ECUADOR	SAO TOME AND
EL SALVADOR	PRINCIPE
ERITREA	SIERRA LEONE
ETHIOPIA	SOMALIA
GAMBIA	SURINAME
GHANA	TANZANIA, UNITED
GRENADA	REPUBLIC OF
GUATEMALA	TIMOR LESTE
GUINEA	TRINIDAD AND
GUYANA	TOBAGO
HAITI	UGANDA
HONDURAS	UKRAINE
INDONESIA	UNITED STATES
IRAQ	AND U.S.TERRITORIES
ISRAEL	URUGUAY
JAMAICA	VENEZUELA
KENYA	VIET NAM
LAOS	ZAMBIA
	ZIMBABWE

(B)

ALBANIA
ARMENIA
AUSTRIA
AZERBAIJAN

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

BELARUS
BELGIUM
BOSNIA AND HERZEGOVINA
BULGARIA
CAPE VERDE
CROATIA
CYPRUS
ESTONIA
FINLAND
FRANCE EXCEPT FRENCH POLYNESIA
(INCLUDING WALLIS AND FUTUNA)
NEW CALEDONIA (INCLUDING LOYALTY ISLANDS)
GEORGIA
GERMANY
GREECE
IRELAND
ITALY
KYRGYZSTAN
LATVIA
LITHUANIA
LUXEMBOURG
MACEDONIA (FYROM)
MALTA
MOLDOVA, REPUBLIC OF MONACO
MONTENEGRO
NETHERLANDS
PORTUGAL
ROMANIA
RUSSIA
SERBIA
SLOVAKIA
SLOVENIA
SPAIN
TAJIKISTAN
TURKEY
TURKMENISTAN
UZBEKISTAN

- (2) ALL ADD-ONS SHALL BE ESTABLISHED IN THE CURRENCY OF THE COUNTRY CONCERNED, OR WHERE AGREED, IN U.S. DOLLARS OR IN EURO OR IN ANY OTHER CURRENCY.
COMBINATION OF LOCAL CURRENCY FARES
TO COMBINE TWO OR MORE LOCAL CURRENCY FARES, CONVERT ALL LOCAL CURRENCY FARES INTO THE CURRENCY OF THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION.
- STEP 1: (A) ESTABLISH THE NUC AMOUNT FOR EACH LOCAL CURRENCY FARE BY DIVIDING THE LOCAL CURRENCY FARE BY THE APPLICABLE IATA RATE OF EXCHANGE (ROE) SHOWN IN THE CURRENCY CONVERSION TABLE BELOW FOR THE COUNTRY IN WHICH THE CURRENCY IS DENOMINATED.
- (B) CALCULATE THE RESULTANT AMOUNT TO TWO DECIMALS PLACES, IGNORING ANY FURTHER DECIMAL PLACES.
- STEP 2: ADD THE RESULTANT NUC AMOUNTS FOR THE SECTORS INVOLVED.
- STEP 3: (A) ESTABLISHED THE THROUGH LOCAL CURRENCY FARE BY MULTIPLYING THE TOTAL NUC

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

AMOUNTS (DERIVED FROM STEPS 1, 2, AND 3 ABOVE) BY THE IATA RATE OF EXCHANGE (ROE) SHOWN IN THE CURRENCY CONVERSION TABLE BELOW FOR THE COUNTRY OF COMMENCEMENT OF TRAVEL.

- (B) CALCULATE THE RESULTANT AMOUNT OF ONE DECIMAL PLACE BEYOND THE NUMBER OF DECIMAL PLACES SHOWN NEXT TO THE LOCAL CURRENCY IN THE CONVERSION TABLE BELOW, IGNORING ANY FURTHER DECIMAL PLACES.
- (C) ROUND UP TO THE NEXT HIGHER ROUNDING UNIT SHOWN NEXT TO THE LOCAL CURRENCY IN THE CURRENCY CONVERSION TABLE, UNLESS OTHERWISE INDICATED.

EXCEPTION: WHEN AN INTERNATIONAL TICKET IS COMPRISED OF ALL DOMESTIC FARE COMPONENTS, BUT WITHIN DIFFERENT COUNTRIES, THE PROVISIONS OUTLINES ABOVE SHALL APPLY.

OTHER CHARGES

OTHER CHARGES SHALL BE SEPERATELY CONVERTED TO THE CURRENCY OF THE COUNTRY OF SALE USING THE BANKERS' SELLING RATE USING THE ROUNDING UNITS SHOWN NEXT TO OTHER CHARGES IN THE CURRENCY CONVERSION TABLE.

MCOS FOR UNSPECIFIED TRANSPORTATION AND PTAS.

MCOS FOR UNSPECIFIED TRANSPORTATION AND PTAS WHEN HONORED FOR PAYMENT OF AIR TRANSPORTATION SHALL BE SUBJECT TO THE PROVISIONS OF RULE 75 (CURRENCY OF PAYMENT). THE COUNTRY OF PAYMENT OF THE PTA OR MCO SHALL BE CONSIDERED THE COUNTRY OF ORIGINAL ISSUE AND DETERMINE CONSTRUCTION RULES TO APPLY.
CURRENCY TABLE

FOR IATA RATE OF EXCHANGE (ROE) CURRENCY CONVERSION TABLE
SEE PAGES 259-275.

LOCAL CURRENCY ROUNDING TABLE

FOR THOSE COUNTRIES WHERE FARES ARE EXPRESSED IN USA AND THE USD IS NOT THE LOCAL CURRENCY; SEE PAGES 280-Q THRU 282.

CURRENCY TABLE

ABU DHABI

(SEE UNITED ARAB EMIRATES)

AFGHANISTAN

US DOLLAR USD ROE:1.0 . NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

ALBANIA

EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01

ALGERIA

ALGERIAN DINAR DZD ROE:120.675876 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

AMERICAN SAMOA

US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

ANGOLA

US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

ANGUILLA

US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

ANTIGUA AND

BARBUDA

US DOLLAR USD ROE:1.0 NOTE D

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
ARGENTINA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
ARMENIA
EURO EUR ROE:.908104 NOTE E
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
ARUBA
ARUBAN GUILDER AWG ROE:1.800000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
AUSTRALIA
AUSTRALIAN
DOLLAR AUD ROE:1.468910 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
AUSTRIA
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
AZERBAIJAN
EURO EUR ROE:.908104 NOTE E
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
BAHAMAS
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
BAHRAIN
BAHRAINI DINAR BHD ROE: .376100 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
BANGLADESH
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
BARBADOS
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
BELARUS
EURO EUR ROE:.908104 NOTE E
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
BELGIUM
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
BELIZE
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
BENIN, REP. OF
CFA FRANC XOF ROE:595.677380 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100
BERMUDA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
BHUTAN
NGULTRUM BTN ROE:71.969032 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
BOLIVIA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
BONAIRE
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
BOSNIA AND
HERZEGOVINA

Tariff: SS1 - CTA No. 507 DOT No. 851
 Carrier: Corsair International (Corsair T/A) - SS

EURO	EUR	ROE:.908104	NOTE E
ROUND UP:	LOCAL CURRENCY - 1	OTHER CHARGES - 0.01	
BOTSWANA			
PULA	BWP	ROE:11.113232	NOTE -
ROUND UP:	LOCAL CURRENCY - 1	OTHER CHARGES - 0.1	
BRAZIL			
US DOLLAR	USD	ROE:1.0	NOTE D
ROUND UP:	LOCAL CURRENCY - 1	OTHER CHARGES - 0.1	
BRITISH VIRGIN ISLANDS			
US DOLLAR	USD	ROE:1.0	NOTE -
ROUND UP:	LOCAL CURRENCY - 1	OTHER CHARGES - 0.1	
BRUNEI DARUSSALAM			
BRUNEI DOLLAR	BND	ROE:1.385105	NOTE -
ROUND UP:	LOCAL CURRENCY - 1	OTHER CHARGES - 1	
BULGARIA			
EURO	EUR	ROE:.908104	NOTE E
ROUND UP:	LOCAL CURRENCY - 1	OTHER CHARGES - 0.01	
BURKINA FASO			
CFA FRANC	XOF	ROE:595.677380	NOTE -
ROUND UP:	LOCAL CURRENCY - 100	OTHER CHARGES - 100	
BURUNDI			
US DOLLAR	USD	ROE:1.0	NOTE D
ROUND UP:	LOCAL CURRENCY - 1	OTHER CHARGES - 0.1	
CAMBODIA			
US DOLLAR	USD	ROE:1.0	NOTE -
ROUND UP:	LOCAL CURRENCY - 1	OTHER CHARGES - 1.0	
CAMEROON			
CFA FRANC	XAF	ROE:595.677380	NOTE -
ROUND UP:	LOCAL CURRENCY - 100	OTHER CHARGES - 100	
CANADA			
CANADIAN DOLLAR	CAD	ROE:1.323867	NOTE -
ROUND UP:	LOCAL CURRENCY - 1	OTHER CHARGES - 0.1	
CAPE VERDE			
EURO	EUR	ROE:.908104	NOTE E
ROUND UP:	LOCAL CURRENCY - 1	OTHER CHARGES - 0.1	
CAYMAN ISLANDS			
US DOLLAR	USD	ROE:1.0	NOTE D
ROUND UP:	LOCAL CURRENCY - 1	OTHER CHARGES - 0.1	
CENTRAL AFRICAN REPUBLIC			
CFA FRANC	XAF	ROE:595.677380	NOTE -
ROUND UP:	LOCAL CURRENCY - 100	OTHER CHARGES - 100	
CHAD			
CFA FRANC	XAF	ROE:595.677380	NOTE -
ROUND UP:	LOCAL CURRENCY - 100	OTHER CHARGES - 100	
CHILE			
US DOLLAR	USD	ROE:1.0	NOTE D
ROUND UP:	LOCAL CURRENCY - 1	OTHER CHARGES - 0.1	
CHINA			
YUAN RENMINBI	CNY	ROE:7.145291	NOTE -
ROUND UP:	LOCAL CURRENCY - 10	OTHER CHARGES - 1	
CHINESE TAIPEI			
DOLLAR	TWD	ROE:31.279394	NOTE -
ROUND UP:	LOCAL CURRENCY - 1	OTHER CHARGES - 0.5	
COLOMBIA			
US DOLLAR	USD	ROE:1.0	NOTE D

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
COMOROS
COMORO
FRANC KMF ROE:446.758035 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 50
CONGO (BRAZZAVILLE)
CFA FRANC XAF ROE:595.677380 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100
CONGO (KINSHASA)
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
COOK ISLANDS
NEW ZEALAND
DOLLAR NZD ROE:1.568442 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
COSTA RICA
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
COTE D'IVOIRE
CFA FRANC XOF ROE:595.677380 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100
CROATIA
EURO EUR ROE:.908104 NOTE E
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
CUBA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
CURACAO
NETHERLANDS
ANTILLES
GUILDER ANG ROE:1.790000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
CYPRUS
EURO EUR ROE:0.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.05
CZECH
REPUBLIC
CZECH KORUNA CZK ROE:23.484744 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
DENMARK
DANISH KRONE DKK ROE:6.773884 NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1
DJIBOUTI
DJIBOUTI FRANC DJF ROE:177.721000 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100
DOMINICA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
DOMINICAN
REPUBLIC
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
ECUADOR
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
EGYPT
EGYPTIAN POUND EGP ROE:16.560000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

EL SALVADOR
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
EQUATORIAL GUINEA
CFA FRANC XAF ROE:595.677380 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100
ERITREA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
ESTONIA
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 0.1
ETHIOPIA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - . OTHER CHARGES - 0.1
ESWATINI
LILANGENI SZL ROE:15.071386 NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 1
EUROPEAN M. UNION
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.5
FALKLAND ISLANDS
FALKLAND ISLANDS POUND FKP ROE:.818146 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
FAROE ISLANDS
DANISH KRONE DKK ROE:6.773884 NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 0.1
FIJI
FIJI DOLLAR FJD ROE:2.204261 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
FINLAND
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
FRANCE
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
FRENCH GUIANA
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
FRENCH POLYNESIA
CFP FRANC XPF ROE:108.365631 NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1
GABON
CFA FRANC XAF ROE:595.677380 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100
GAMBIA
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
GEORGIA
EURO EUR ROE:.908104 NOTE E
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
GERMANY
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
GHANA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

GIBRALTAR
GIBRALTAR
POUND GIP ROE:.818146 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
GREECE
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 10
GREENLAND
DANISH KRONE DKK ROE:6.773884 NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1
GRENADA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
GUADELOUPE
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
GUAM
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
GUATEMALA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
GUINEA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
GUINEA-BISSAU
CFA FRANC XOF ROE:595.677380 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
GUYANA
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
HAITI
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
HONDURAS
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
HONG KONG
HONG KONG DOLLAR HKD ROE:7.841150 NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 1
HUNGARY
FORINT HUF ROE:299.756829 NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 10
ICELAND
ICELAND KRONE ISK ROE:126.754430 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 10
INDIA
INDIAN RUPEE INR ROE:71.969032 NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1
INDONESIA
INDONESIAN RUPIAH IDR ROE:14126.800000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
IRAN, ISLAMIC
REPUBLIC OF
IRANIAN RIAL IRR ROE:112807.000000 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100
IRAQ
IRAQ DINAR IQD ROE:1199.765150 NOTE D

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

ROUND UP: LOCAL CURRENCY - 0.1 OTHER CHARGES - 0.05
IRELAND
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
ISRAEL
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
ITALY
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
JAMAICA
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
JAPAN
YEN JPY ROE:106.608770 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 10
JORDAN
JORDANIAN DINAR JOD ROE: .709000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.05
KAZAKHSTAN
TENGE KZT ROE:387.166000 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
KENYA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
KIRIBATI
AUSTRALIAN
DOLLAR AUD ROE:1.468910 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
KOREA,
DEMOCRATIC
PEOPLE'S
REPUBLIC OF
NORTH KOREAN
WON KPW ROE:107.250000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
KOREA,
REPUBLIC OF
KOREAN WON KRW ROE:1201.730079 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100
KUWAIT
KUWAIT DINAR KWD ROE:.304751 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.05
KYRGYZSTAN
EURO EUR ROE:.908104 NOTE E
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
LAOS, PEOPLE'S
DEMOCRATIC
REPUBLIC OF
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
LATVIA
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
LEBANON
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
LESOTHO

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

LOTI LSL ROE:15.071386 NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 0.1
LIBERIA
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
LIBYAN ARAB
JAMAHIRIYA
LIBYAN DINAR LYD ROE:1.431813 NOTE -
ROUND UP: LOCAL CURRENCY - 0.1 OTHER CHARGES - 0.05
LITHUANIA
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
LUXEMBOURG
LUXEMBOURG
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
MACAO
PATACA MOP ROE:8.076385 NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 1
MADAGASCAR
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 50
MALAWI
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
MALAYSIA
MALAYSIAN
RINGGIT MYR ROE:4.194384 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
MALDIVES
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
MALI
CFA FRANC XOF ROE:595.677380 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100
MALTA
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
MARSHALL ISLANDS
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
MARTINIQUE
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
MAURITANIA
OUGUIYA MRO ROE:37.391920 NOTE -
ROUND UP: LOCAL CURRENCY - 20 OTHER CHARGES - 10
MAURITIUS
MAURITIUS RUPEE MUR ROE:37.445118 NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1
MAYOTTE
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
MEXICO
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
MICRONESIA
US DOLLAR USD ROE:1.00 NOTE -

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
MOLDOVA,
REPUBLIC OF
EURO EUR ROE:.908104 NOTE E
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
MONACO
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
MONGOLIA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
MONTENEGRO
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
MONTserrat
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
MOROCCO
MOROCCAN DIRHAM MAD ROE:9.756254 NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1
MOZAMBIQUE
METICAL MZM ROE:62.046000 NOTE -
ROUND UP: LOCAL CURRENCY - 10000 OTHER CHARGES - 10000
MYANMAR
KYAT MMK ROE:1546.704423 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
NAMIBIA
NAMIBIAN DOLLAR NAD ROE:15.071386 NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 1
NAURU
AUSTRALIAN
DOLLAR AUD ROE:1.468910 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
NEPAL
NAPALESE RUPEE NPR ROE:115.150452 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
NETHERLANDS
NETHERLANDS
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
NETHERLANDS
ANTILLES
NETHERLANDS
ANTILLEAN
GUILDER ANG ROE:1.790000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
NEW CALEDONIA
CFP FRANC XPF ROE:108.365631 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 10
NEW ZEALAND
NEW ZEALAND
DOLLAR NZD ROE:1.568442 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
NICARAGUA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
NIGER
CFA FRANC XOF ROE:595.677380 NOTE -

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100
NIGERIA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
NIUE
NEW ZEALAND DOLLAR NZD ROE:1.568442 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
NORFOLK ISLAND
AUSTRALIAN DOLLAR AUD ROE:1.468910 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
NORTHERN
MARIANA ISLANDS
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
NORWAY
NORWEGIAN KRONE NOK ROE:9.026063 NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1
OCCUPIED PALESTINIAN TERRITORY
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
OMAN
RIAL OMANI OMR ROE: .384500 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
PAKISTAN
PAKISTAN RUPEE PKR ROE:156.955904 NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 1
PALAU
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
PANAMA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
PAPUA NEW GUINEA
KINA PGK ROE:3.487872 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
PARAGUAY
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
PERU
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
PHILIPPINES
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
POLAND
PLN PLN ROE:3.948006 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
PORTUGAL
PORTUGUESE
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
PUERTO RICO
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
QATAR
QATARI RIAL QAR ROE:3.640000 NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 10

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

REUNION
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
ROMANIA
EURO EUR ROE:.908104 NOTE E
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
RUSSIAN
FEDERATION
EURO EUR ROE:.908104 NOTE E
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
RWANDA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
SABA
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
SAINT HELENA
SAINT HELENA
POUND SHP ROE: 0.818146 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
SAINT KITTS AND
NEVIS
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
SAINT LUCIA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
SAINT MAARTEN
GUILDER NETHERLANDS ANG ROE:1.790000 NOTE -
ANTILLES
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
SAINT PIERRE AND
MIQUELON
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 0.01 OTHER CHARGES - 0.01
SAINT VINCENT AND
THE GRENADINES
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
SAMOA
TALA WST ROE:2.758274 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
SAO TOME AND
PRINCIPE
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
SAUDI ARABIA
SAUDI RIYAL SAR ROE:3.750000 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
SENEGAL
CFA FRANC XOF ROE:595.677380 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 100
SERBIA
EURO EUR ROE:.908104 NOTE E
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
SEYCHELLES
SEYCHELLES
RUPEE SCR ROE:14.552957 NOTE -

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
SIERRA LEONE
US DOLLAR USD ROE:1.0 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
SINGAPORE
SINGAPORE
DOLLAR SGD ROE:1.385105 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
SLOVAKIA
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
SLOVENIA
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 1
SOLOMON ISLANDS
SOLOMON ISLANDS
DOLLAR SBD ROE:8.494263 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
SOMALIA
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
SOUTH AFRICA
RAND ZAR ROE:15.071386 NOTE -
ROUND UP: LOCAL CURRENCY - 10 OTHER CHARGES - 1
SOUTH SUDAN
SOUTH SUDANESE POUND SSP ROE:159.403000 NOTE
G
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
SPAIN
EURO EUR ROE:.908104 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.01
SRI LANKA
SRI LANKA RUPEE LKR ROE:181.346000 NOTE -
ROUND UP: LOCAL CURRENCY - 100 OTHER CHARGES - 1
SUDAN
SUDANESE DINAR SDG ROE:45.225000 NOTE G
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
SURINAME
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
SWEDEN
SWEDISH KRONE SEK ROE:9.726038 NOTE -
ROUND UP: LOCAL CURRENCY - 5 OTHER CHARGES - 1
SWITZERLAND
SWISS FRANC CHF ROE:.987367 NOTE -
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.5
SYRIAN ARAB
REPUBLIC
SYRIAN POUND SYP ROE:436.000000 NOTE G
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 1
TAJIKISTAN
EURO EUR ROE:.908104 NOTE E
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
TANZANIA, UNITED
REPUBLIC OF
US DOLLAR USD ROE:1.0 NOTE D
ROUND UP: LOCAL CURRENCY - 1 OTHER CHARGES - 0.1
THAILAND

Tariff: SS1 - CTA No. 507 DOT No. 851
 Carrier: Corsair International (Corsair T/A) - SS

BAHT	THB	ROE:30.821100	NOTE -
ROUND UP: LOCAL CURRENCY - 5			OTHER CHARGES - 5
TIMOR - LESTE			
US DOLLAR	USD	ROE:1.0	NOTE -
ROUND UP: LOCAL CURRENCY - 5			OTHER CHARGES - 0.1
TOGO			
CFA FRANC	XOF	ROE:595.677380	NOTE -
ROUND UP: LOCAL CURRENCY - 100			OTHER CHARGES - 100
TONGA			
PA'ANGA	TOP	ROE:2.385951	NOTE -
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
TRINIDAD AND TOBAGO			
US DOLLAR	USD	ROE:1.0	NOTE D
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
TUNISIA			
TUNISIAN DINAR	TND	ROE:2.918174	NOTE -
ROUND UP: LOCAL CURRENCY - 0.5			OTHER CHARGES - 0.5
TURKEY			
TURKISH			
LIRA	TRY	ROE:5.715780	NOTE D
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
TURKMENISTAN			
NEW MANAT	TMT	ROE:3.500000	NOTE D
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
TURKS AND CAICOS ISLANDS			
US DOLLAR	USD	ROE:1.0	NOTE -
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
TUVALU			
AUSTRALIAN			
DOLLAR	AUD	ROE:1.468910	NOTE -
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
UGANDA			
US DOLLAR	USD	ROE:1.0	NOTE D
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
UKRAINE			
US DOLLAR	USD	ROE:1.0	NOTE D
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
UNITED ARAB EMIRATES (COMPRISED OF ABU DHABI, AJMAN, DUBAI, FUJAIRAH, RAS-EL-KHAIMAH, SHARJAH, UMM AL QAIWAIN)			
UAE DIRHAM	AED	ROE:3.672750	NOTE -
ROUND UP: LOCAL CURRENCY - 10			OTHER CHARGES - 10
UNITED KINGDOM			
POUND STERLING	GBP	ROE:0.818146	NOTE -
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
UNITED STATES			
US DOLLAR	USD	ROE:1.0	NOTE -
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
URUGUAY			
US DOLLAR	USD	ROE:1.0	NOTE D
ROUND UP: LOCAL CURRENCY - 1			OTHER CHARGES - 0.1
UZBEKISTAN			

Tariff: SS1 - CTA No. 507 DOT No. 851
 Carrier: Corsair International (Corsair T/A) - SS

EURO	EUR	ROE:.908104	NOTE E
ROUND UP:	LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
VANUATU			
VATU	VUV	ROE:114.140000	NOTE -
ROUND UP:	LOCAL CURRENCY - 100		OTHER CHARGES - 10
VENEZUELA			
US DOLLAR	USD	ROE:1.0	NOTE D
ROUND UP:	LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
VIET NAM			
US DOLLAR	USD	ROE:1.0	NOTE D
ROUND UP:	LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
WALLIS AND FUTUNA ISLANDS			
CFP FRANC	XPF	ROE:108.365631	NOTE -
ROUND UP:	LOCAL CURRENCY - 100		OTHER CHARGES - 10
YEMEN, REPUBLIC OF			
YEMINI RIAL	YER	ROE:250.000000	NOTE G
ROUND UP:	LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
ZAMBIA			
US DOLLAR	USD	ROE:1.0	NOTE D
ROUND UP:	LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
ZIMBABWE			
ZIMBABWE DOLLAR	USD	ROE:1.0	NOTE -
ROUND UP:	LOCAL CURRENCY - 1		OTHER CHARGES - 0.1

NOTES:

- D INTERNATIONAL FARES FROM THIS COUNTRY ARE PUBLISHED IN US DOLLARS. THIS RATE OF EXCHANGE IS TO BE USED SOLELY TO CONVERT LOCAL CURRENCY DOMESTIC FARES TO US DOLLARS. THIS WILL ALLOW COMBINATION OF DOMESTIC FARES AND INTERNATIONAL FARES FROM THIS COUNTRY ON THE SAME TICKET AND PROVIDE A COMMON INDUSTRY BASE.
- E INTERNATIONAL FARES FROM THIS COUNTRY ARE PUBLISHED IN EURO. THIS RATE OF EXCHANGE IS TO BE USED SOLELY TO CONVERT LOCAL CURRENCY DOMESTIC FARES TO EURO. THIS WILL ALLOW COMBINATION OF DOMESTIC FARES AND INTERNATIONAL FARES FROM THIS COUNTRY ON THE SAME TICKET AND PROVIDE A COMMON INDUSTRY BASE.
- G THIS RATE OF EXCHANGE IS ESTABLISHED BY GOVERNMENT ORDER AND DOES NOT RESULT FROM THE APPLICATION OF RESOLUTION 024C.

LOCAL CURRENCY ROUNDING TABLE

FOR THOSE COUNTRIES WHERE FARES ARE EXPRESSED IN USD AND THE USD IS NOT THE LOCAL CURRENCY, AND WHEN PAYMENT IS TENDERED IN THE LOCAL CURRENCY, THE AMOUNTS SHALL BE ROUNDED UP TO NEXT UNIT AS PER THE FOLLOWING TABLE, UNLESS OTHERWISE SHOWN:

AFGHANISTAN			
AFGHANI	AFA		NOTE -
ROUND UP:	LOCAL CURRENCY - 1		OTHER CHARGES - 1
ALBANIA			
LEK	ALL		NOTE -
ROUND UP:	LOCAL CURRENCY - 1		OTHER CHARGES - 1
ANGOLA			
KWANZA	AOK		NOTE -
ROUND UP:	LOCAL CURRENCY - 1000000		OTHER CHARGES - 0.1
KWANZA REAJUSTADO			
	AOR		NOTE -

Tariff: SS1 - CTA No. 507 DOT No. 851
 Carrier: Corsair International (Corsair T/A) - SS

ROUND UP: LOCAL CURRENCY - 100	OTHER CHARGES - 100
ANGUILLA	
EC DOLLAR XCD	NOTE 3
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
ANTIGUA AND BARBUDA	
EC DOLLAR XCD	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
ARGENTINA	
ARGENTINE PESO ARS	NOTE 1,3
ROUND UP: LOCAL CURRENCY - 1000	OTHER CHARGES - 1000
ARMENIA	
ARMENIAN DRAM AMD	NOTE -
ROUND UP: LOCAL CURRENCY - 100	OTHER CHARGES - 10
AZERBAIJAN	
AZERBAIJANIAN MANAT AZM	NOTE -
ROUND UP: LOCAL CURRENCY - 100	OTHER CHARGES - 10
BAHAMAS	
BAHAMIAN DOLLAR BSD	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
BANGLADESH	
TAKA BDT	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 1
BARBADOS	
BARBADOS DOLLAR BBD	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
BELARUS	
BELARUSSIAN RUBLE BYB	NOTE -
ROUND UP: LOCAL CURRENCY - 100	OTHER CHARGES - 10
BELIZE	
BELIZE DOLLAR BZD	NOTE 1
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
BERMUDA	
BERMUDIAN DOLLAR BMD	NOTE 3
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
BOLIVIA	
BOLIVIANO BOB	NOTE 1
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 0.1
BOSNIA AND HERZEGOVINA	
DINAR BAD	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 1
BRAZIL	
BRAZILIAN REAL BRL	NOTE 1,2
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 1
BURUNDI	
BURUNDI FRANC BIF	NOTE -
ROUND UP: LOCAL CURRENCY - 10	OTHER CHARGES - 5
BULGARIA	
LEV BGL	NOTE -
ROUND UP: LOCAL CURRENCY - 1	OTHER CHARGES - 1
CAMBODIA	
RIEL KHR	NOTE -
ROUND UP: LOCAL CURRENCY - 10	OTHER CHARGES - 10

Tariff: SS1 - CTA No. 507 DOT No. 851
 Carrier: Corsair International (Corsair T/A) - SS

CAPE VERDE		
CAPE VERDE		
ESCUDO	CVE	NOTE -
ROUND UP: LOCAL CURRENCY - 100		OTHER CHARGES - 100
CAYMAN ISLANDS		
CAYMAN ISLAND		
DOLLAR	KYD	NOTE 3
ROUND UP: LOCAL CURRENCY - 0.1		OTHER CHARGES - 0.1
CHILE		
CHILEAN PESO	CLP	NOTE 1
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
COLOMBIA		
COLOMBIAN PESO	COP	NOTE 1
ROUND UP: LOCAL CURRENCY - 100		OTHER CHARGES - 100
COSTA RICA		
COSTA RICAN		
COLON	CRC	NOTE 1
ROUND UP: LOCAL CURRENCY - 10		OTHER CHARGES - 10
CROATIA		
CROATIAN KUNA	HRK	NOTE 3
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
CUBA		
CUBAN PESO	CUP	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
DOMINICA		
EC DOLLAR	XCD	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
DOMINICAN REPUBLIC		
DOMINICAN PESO	DOP	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
ECUADOR		
SUCRE	ECS	NOTE 1,3
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
EL SALVADOR		
EL SALVADOR		
COLON	SVC	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
ERITREA		
ETHIOPIAN BIRR	ETB	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
ESTONIA		
KROON	EEK	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
ETHIOPIA		
ETHIOPIAN BIRR	ETB	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
GAMBIA		
DALASI	GMD	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
GEORGIA		
LARI	GEL	NOTE -
ROUND UP: LOCAL CURRENCY - 100		OTHER CHARGES - 10
GHANA		
CEDI	GHC	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
GRENADA		

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

EC DOLLAR	XCD	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
GUATEMALA		
QUETZAL	GTQ	NOTE 3
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
GUINEA		
GUINEA FRANC	GNF	NOTE -
ROUND UP: LOCAL CURRENCY - 100		OTHER CHARGES - 100
GUYANA		
GUYANA DOLLAR	GYD	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
HAITI		
GOURDE	HTG	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.5
HONDURAS		
LEMPIRA	HNL	NOTE 1
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.2
INDONESIA		
RUPIAH	IDR	NOTE -
ROUND UP: LOCAL CURRENCY - 100		OTHER CHARGES - 100
ISRAEL		
SHEKEL	ILS	NOTE 3
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
JAMAICA		
JAMAICAN DOLLAR	JMD	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
KAZAKHSTAN		
KAZAKHSTAN		
TENGE	KZT	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
KENYA		
KENYAN SHILLING	KES	NOTE -
ROUND UP: LOCAL CURRENCY - 5		OTHER CHARGES - 5
KYRGYZSTAN		
SOM	KGS	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - .1
LAOS, PEOPLE'S DEMOCRATIC REPUBLIC OF		
KIP	LAK	NOTE -
ROUND UP: LOCAL CURRENCY - 10		OTHER CHARGES - 10
LATVIA		
LATVIAN LATS	LVL	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
LEBANON		
LEBANESE POUND	LBP	NOTE -
ROUND UP: LOCAL CURRENCY - 100		OTHER CHARGES - 100
LIBERIA		
LIBERIAN DOLLAR	LRD	NOTE -
ROUND UP: LOCAL CURRENCY - 100		OTHER CHARGES - 100
LITHUANIA		
LITHUANIAN LITAS	LTL	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
MACEDONIA, THE FORMER YUGOSLAV REPUBLIC OF		
DENER	MKD	NOTE 3
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1

Tariff: SS1 - CTA No. 507 DOT No. 851
 Carrier: Corsair International (Corsair T/A) - SS

MADAGASCAR		
MALAGASY FRANC	MGF	NOTE -
ROUND UP: LOCAL CURRENCY	-1000	OTHER CHARGES - 50
MALAWI		
KWACHA	MWK	NOTE -
ROUND UP: LOCAL CURRENCY	- 1	OTHER CHARGES - 0.1
MALDIVES		
RUFIIYAA	MVR	NOTE 1
ROUND UP: LOCAL CURRENCY	- 1	OTHER CHARGES - 1
MEXICO		
MEXICAN PESO	MXN	NOTE -
ROUND UP: LOCAL CURRENCY	- 1	OTHER CHARGES - 1
MOLDOVA, REPUBLIC OF		
MOLDOVAN LEU	MDL	NOTE -
ROUND UP: LOCAL CURRENCY	- 1	OTHER CHARGES - 0.1
MONGOLIA		
TUGRIK	MNT	NOTE -
ROUND UP: LOCAL CURRENCY	- -	OTHER CHARGES - -
MONTSERRAT		
EC DOLLAR	XCD	NOTE 3
ROUND UP: LOCAL CURRENCY	- 1	OTHER CHARGES - 0.1
NEPAL		
NEPALESE RUPEE	NPR	NOTE -
ROUND UP: LOCAL CURRENCY	- 1	OTHER CHARGES - 1
NICARAGUA		
CORDOBA ORO	NIO	NOTE 1
ROUND UP: LOCAL CURRENCY	- 1	OTHER CHARGES - 1
NIGERIA		
NAIRA	NGN	NOTE -
ROUND UP: LOCAL CURRENCY	- 1	OTHER CHARGES - 0.1
PANAMA		
BALBOA	PAB	NOTE -
ROUND UP: LOCAL CURRENCY	- 1	OTHER CHARGES - 0.1
PARAGUAY		
GUARANI	PYG	NOTE 1
ROUND UP: LOCAL CURRENCY	- 1000	OTHER CHARGES - 1000
PERU		
NUEVO SOL	PES	NOTE -
ROUND UP: LOCAL CURRENCY	- 0.1	OTHER CHARGES - 0.1
PHILIPPINES		
PHILIPPINE PESO	PHP	NOTE -
ROUND UP: LOCAL CURRENCY	- 1	OTHER CHARGES - 1
POLAND		
ZLOTY	PLN	NOTE -
ROUND UP: LOCAL CURRENCY	- 1	OTHER CHARGES - 0.1
ROMANIA		
LEU	ROL	NOTE -
ROUND UP: LOCAL CURRENCY	- 1	OTHER CHARGES - 1
RUSSIAN FEDERATION		
BELARUSSIAN RUBLE	BYB	NOTE -
ROUND UP: LOCAL CURRENCY	- 100	OTHER CHARGES - 10
RWANDA		
RWANDA FRANCE	RWF	NOTE -
ROUND UP: LOCAL CURRENCY	- 10	OTHER CHARGES - 5

Tariff: SS1 - CTA No. 507 DOT No. 851
 Carrier: Corsair International (Corsair T/A) - SS

SAINT KITTS AND NEVIS		
EC DOLLAR	XCD	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
SAINT LUCIA		
EC DOLLAR	XCD	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
SAINT VINCENT AND THE GRENADINES		
EC DOLLAR	XCD	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
SAO TOME AND PRINCIPE		
DOBRA	STD	NOTE -
ROUND UP: LOCAL CURRENCY - 10		OTHER CHARGES - 10
SIERRA LEONE		
LEONE	SLL	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
SOMALIA		
SOMALI SHILLING	SOS	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
SURINAM		
SURINAM GUILDER	SRG	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
TAJKIKISTAN		
TASIK RUBLE	TJR	NOTE -
ROUND UP: LOCAL CURRENCY - 100		OTHER CHARGES - 10
TANZANIA, UNITED REPUBLIC OF		
TANZANIAN SHILLING	TZS	NOTE -
ROUND UP: LOCAL CURRENCY - 10		OTHER CHARGES - 10
TRINIDAD AND TOBAGO		
TRINIDAD AND TOBAGO DOLLAR	TTD	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
TURKEY		
TURKISH LINA	TRL	NOTE -
ROUND UP: LOCAL CURRENCY - 1000		OTHER CHARGES - 100
TURKMENISTAN		
TURKMENISTAN MANAT	TMM	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
UGANDA		
UGANDA SHILLING	UGX	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
UKRAINE		
HRYVNIA	UAH	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.1
URUGUAY		
URUGUAYO PESO	UYU	NOTE -1,3
ROUND UP: LOCAL CURRENCY - 100		OTHER CHARGES - 100
UZBEKISTAN		
UZBEKISTAN SUM	UZS	NOTE -
ROUND UP: LOCAL CURRENCY - 100		OTHER CHARGES - 10

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

VENEZUELA		
BOLIVAR	VEB	NOTE -
ROUND UP: LOCAL CURRENCY - 10		OTHER CHARGES - 10
VIET NAM		
DONG	VND	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
YEMEN, REPUBLIC OF		
YEMENI RIAL	YER	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
YUGOSLAVIA		
NEW DINAR	YUM	NOTE 4
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 1
ZAIRE		
NEW ZAIRE	ZRN	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 0.05
ZAMBIA		
KWACHA	ZMK	NOTE -
ROUND UP: LOCAL CURRENCY - 1		OTHER CHARGES - 5

NOTES:

1. FOR DOCUMENTS ISSUED IN THE LOCAL CURRENCY OF THIS COUNTRY, REFUNDS SHALL ONLY BE MADE IN THIS COUNTRY AND IN THE CURRENCY OF THIS COUNTRY.
2. NO ROUNDING IS INVOLVED, ALL DECIMALS BEYOND TWO SHALL BE IGNORED.
3. ROUNDING OF FARES AND OTHER CHARGES SHALL BE TO THE NEAREST ROUNDING UNIT.
4. ROUNDING SHALL BE ACCOMPLISHED BY DROPPING AMOUNTS OF 50 PARAS AND LESS AND INCREASING AMOUNTS OF MORE THAN 50 PARAS TO THE NEXT HIGHER NEW DINAR.

Rule 200 Children's and Infants' Fares

- (A) CONDITIONS FOR ACCOMPANIED/UNACCOMPANIED CHILDREN
- (1) "ADULT" - AS USED HEREIN, SHALL MEAN SOMEONE AT LEAST 12 YEARS OF AGE.
 - (2) "INFANT" - AS USED HEREIN, SHALL MEAN A CHILD UNDER TWO YEARS OF AGE.
 - (3) WHEN RULE 200 IS NOT APPLICABLE TO A FARE, AS INDICATED IN PARAGRAPH (G) OF A FARE-RULE, THE FULL ADULT FARE WILL APPLY INSTEAD OF THE DISCOUNTED FARES STATED IN THIS RULE, PROVIDED THAT THE PASSENGER QUALIFIES FOR SUCH AIRFARE IN ACCORDANCE WITH OTHER PROVISIONS OF THE FARE-RULE.
 - (4) WHEN THE APPLICATION OF RULE 200 IS MODIFIED BY THE APPLICABLE FARE-RULE IN PARAGRAPH (G), THAT MODIFICATION WILL BE APPLICABLE TO UNACCOMPANIED AS WELL AS ACCOMPANIED CHILDREN IN RULE 200.
EXAMPLE: WHEN THE EXCEPTION FOR CHILDREN (2 THROUGH 11 YEARS OLD) IS GIVEN AT 75 PERCENT, THE "PERCENT OF THE APPLICABLE ADULT FARE" IN RULE 200 PARAGRAPHS (B), (C), (D) AND (E) WILL BE 75 PERCENT INSTEAD OF THE 50 PERCENT SHOWN IN RULE 200, AND INFANTS (UNDER 2 YEARS OLD) PAYING THE CHILDREN'S FARE AS IN PARAGRAPH (B)(3) OF RULE 200 WILL PAY 75 PERCENT, NOT 50 PERCENT, OF THE APPLICABLE ADULT FARE.
 - (5) THE AGE LIMITS REFERRED TO IN THIS RULE SHALL BE THOSE IN EFFECT ON THE DATE OF COMMENCEMENT OF TRAVEL. HOWEVER, INFANTS WHO WILL REACH THEIR SECOND BIRTHDAY DURING THE JOURNEY WILL, IN ACCORDANCE WITH SAFETY REGULATIONS, BE REQUIRED TO OCCUPY A SEAT, PAYING THE CHILD'S OR LOWEST APPLICABLE FARE IN ACCORDANCE WITH PARAGRAPH (6) BELOW, FOR THOSE SECTORS TO BE TRAVELED AFTER REACHING TWO YEARS OF AGE.
 - (6) WHEN A SEPARATE SEAT IS REQUESTED OR REQUIRED ON A PORTION OF THE ITINERARY, COMBINATION OF AN INFANT NO-SEAT FARE(S) AND AN INFANT BOOKED SEAT FARE(S) OR CHILD'S FARE(S) IS PERMITTED WITHIN AN ITINERARY BUT NOT WITHIN A FARE COMPONENT.
 - (7) UNLESS OTHERWISE SPECIFIED IN AN APPLICABLE FARE RULE
 - (A) CHILDREN'S DISCOUNTS APPLY TO ANY CHARGE OR SURCHARGES AND ANY CANCELLATION OR REFUND FEE.
 - (B) INFANTS' DISCOUNTS APPLY TO ANY APPLICABLE STOPOVER CHARGES. INFANTS NOT OCCUPYING A SEAT SHALL NOT PAY ANY OTHER CHARGE OR SURCHARGE OR ANY CANCELLATION, REFUND OR OTHER FEE.EXCEPTION: CHILDREN'S AND INFANTS' DISCOUNTS WILL NOT APPLY TO SECURITY SURCHARGES, IF ANY.

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- (8) CHARGES APPLICABLE TO THE CARRIAGE OF INFANTS WITH/WITHOUT A CONFIRMED SEAT ASSIGNMENT ARE AS FOLLOWS:
- (A) INFANT WITH NO SEAT ASSIGNED: CHARGE 10 PERCENT OF THE APPLICABLE ADULT FARE.
 - (B) INFANT WITH A SEAT ASSIGNED: CHARGE 90 PERCENT OF THE APPLICABLE ADULT FARE.
- (B) ACCOMPANIED INFANTS UNDER TWO YEARS OF AGE
- (1) INFANTS TRAVELLING BY AIR ARE PERMITTED, PROVIDED:
 - (A) INFANT(S) ARE ACCOMPANIED BY A PASSENGER 18 YEARS OF AGE OR OVER, ON THE SAME FLIGHT AND IN THE SAME COMPARTMENT, PAYING THE APPLICABLE ADULT FARE.
 - (B) ONLY ONE INFANT PAYING THE APPLICABLE FARE, AS PER RULE 200 (A)(8) ABOVE, WILL BE PERMITTED TO BE ACCOMPANIED BY EACH PASSENGER PAYING THE APPLICABLE ADULT FARE.
 - (2) FARES FOR ACCOMPANIED INFANTS OCCUPYING AN INDIVIDUAL SEAT, SHALL BE CHARGED:
FOR TRANSPORTATION VIA THE ATLANTIC: 90 PERCENT OF THE APPLICABLE ADULT FARE PER CHILD.
- (C) ACCOMPANIED CHILDREN 2 YEARS OF AGE OR OVER, BUT UNDER 12
ACCOMPANIED CHILDREN FARES SHALL BE CHARGED AS FOLLOWS (EXCEPT AS OTHERWISE PROVIDED IN THE APPLICABLE FARE RULES):
FOR TRANSPORTATION VIA THE ATLANTIC: 90 PERCENT OF THE APPLICABLE ADULT FARE PER CHILD.
- NOTES: (1) WHEN ONE CHILD IS TRAVELLING, HE/SHE MUST BE ACCOMPANIED BY A PASSENGER 18 YEARS OF AGE OR OVER, ON THE SAME FLIGHT AND IN THE SAME COMPARTMENT, PAYING THE APPLICABLE ADULT FARE.
- (2) WHEN TWO OR MORE, BUT NOT MORE THAN 12 CHILDREN ARE TRAVELLING, THEY MUST BE ACCOMPANIED BY A PASSENGER 18 YEARS OF AGE OR OVER, ON THE SAME FLIGHT AND IN THE SAME COMPARTMENT, PAYING THE APPLICABLE ADULT FARE.
- (D) CHILDREN UNDER THE AGE OF 4 YEARS
CHILDREN UNDER 4 YEARS OF AGE WILL NOT BE ACCEPTED UNLESS ACCOMPANIED BY AN ADULT AT LEAST 18 YEARS OLD AND ADVANCE ARRANGEMENTS HAVE BEEN MADE WITH THE CARRIER. FOR CARRIAGE TO/FROM CANADA, IN ADDITION TO THE ABOVE, CHILDREN UNDER 5 YEARS OF AGE WILL NOT BE ACCEPTED UNLESS ACCOMPANIED BY AN ADULT AT LEAST 18 YEARS OLD AND ADVANCE ARRANGEMENTS HAVE BEEN MADE WITH THE CARRIER.
- NOTE: FOR CONDITIONS GOVERNING THE ACCEPTANCE OF UNACCOMPANIED CHILDREN SEE RULE 25 (REFUSAL TO TRANSPORT - LIMITATION OF CARRIAGE).
- (E) UNACCOMPANIED CHILDREN 4 YEARS OF AGE OR OVER BUT UNDER 12 YEARS OF AGE
UNACCOMPANIED CHILDREN WHO HAVE REACHED THEIR FOURTH BIRTHDAY BUT HAVE NOT REACHED THEIR TWELFTH BIRTHDAY ON THE DATE OF COMMENCEMENT OF THEIR OUTWARD JOURNEY WILL BE CHARGED 75 PERCENT OF THE APPLICABLE TRANSATLANTIC ADULT FARE. EXCEPT AS OTHERWISE PROVIDED IN THE

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APPLICABLE FARE-RULES.

FOR CARRIAGE TO/FROM CANADA, THIS RULE WILL BE APPLICABLE TO UNACCOMPANIED CHILDREN 5 YEARS OF AGE OR OVER BUT UNDER 12 YEARS OF AGE.

NOTE: FOR CONDITIONS GOVERNING THE ACCEPTANCE OF UNACCOMPANIED CHILDREN SEE RULE 25 (REFUSAL TO TRANSPORT - LIMITATION OF CARRIAGE).

- (F) LENGTH OF STAY
INTENTIONALLY LEFT BLANK.
- (G) OTHER CONDITIONS FOR ACCOMPANIED/UNACCOMPANIED CHILDREN UNLESS OTHERWISE SPECIFIED IN AN APPLICABLE FARE RULE, CHILDREN'S AND INFANTS' DISCOUNTS APPLY TO ANY CHARGE OR SURCHARGE AND ANY CANCELLATION OR REFUND FEE.

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Rule 201 Infant Restraint Devices

AN ADULT TRAVELING WITH AN INFANT MAY, AT HIS/HER DISCRETION, RESERVE AN ADJACENT SEAT FOR THE PURPOSE OF CARING FOR THE INFANT, SUBJECT TO THE FOLLOWING CONDITIONS:

- (1) IT IS THE RESPONSIBILITY OF THE ADULT TRAVELING WITH THE INFANT TO HOLD THE INFANT DURING THE PHASES OF TAKE-OFF AND LANDING OF THE AIRCRAFT.
 - (A) IN A EMERGENCY ROW, OR
 - (B) IN A SEAT WHICH WOULD PREVENT ACCESS TO EMERGENCY OR SAFETY EQUIPMENT.

THE BASE OF THE DEVICE CANNOT EXCEED 41CM/16".
THE INFANT'S SEAT MUST BE LOCATED BY THE WINDOW AND IT MUST BE ADJACENT TO THE SEAT OF THE ACCOMPANYING ADULT.

- (2) THE CHARGE FOR THE SEAT IN WHICH THE INFANT IS SEATED SHALL BE THE APPLICABLE CHILD'S FARE.

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Rule 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:
- (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 PARAGRAPH (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 TWENTY-FIVE (25) PERCENT OF THE APPLICABLE FARE;
 - (B) NOT MORE THAN TWO TRIPS PER CALENDAR YEAR PER

Tariff: SS1 - CTA No. 507 DOT No. 851
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- AUTHORIZED AGENCY OFFICE LOCATION;
 - (C) THE OUTWARD PORTION OF TRAVEL MUST BE COMMENCED DURING THE CALENDAR YEAR IN WHICH THE TICKET IS ISSUED, AND ALL TRAVEL MUST BE COMPLETED WITHIN THREE (3) MONTHS FROM DATE OF ISSUANCE;
 - (D) OWNERS, OFFICERS, DIRECTORS OR EMPLOYEES OF THE PASSENGER SALES AGENCY MAY POOL THE TOTAL NUMBER OF TICKETS WHICH CARRIER WILL GRANT PURSUANT TO PARAGRAPHS (A) AND (B) ABOVE WITHIN EACH COUNTRY.
 - (2) SPOUSES:
 - (A) REDUCED FARE TRANSPORTATION AT 50 PERCENT OF THE APPLICABLE FARE;
 - (B) NOT MORE THAN ONE TRIP PER CALENDAR YEAR FOR EACH SPOUSE VIA EACH CARRIER;
 - (C) THE SPOUSE MUST ACCOMPANY THE ELIGIBLE PERSON ON THE SAME AIRCRAFT TO THE POINT OF TURNAROUND.
 - (3) ELIGIBILITY:
 - (A) REDUCED FARE TRANSPORTATION WILL BE GRANTED PROVIDED THAT THE AGENT HAS BEEN ON THE IATA AND/OR CARRIER APPROVED LIST OF AGENTS CONTINUOUSLY FOR AT LEAST ONE YEAR IMMEDIATELY PRIOR TO THE ISSUANCE OF THE TRANSPORTATION.
 - (B) THE REDUCED FARE TRANSPORTATION WILL BE GRANTED WHETHER OR NOT THERE IS A STANDARD IATA SALES AGENCY AGREEMENT BETWEEN EACH CARRIER PARTICIPATING IN THE TRANSPORTATION AND THE AGENT; PROVIDED THAT A STANDARD IATA SALES AGENCY AGREEMENT EXISTS BETWEEN THE CARRIER ISSUING THE TICKET AND THE AGENT.
 - (4) APPLICATION FOR TRANSPORTATION: IN ORDER TO OBTAIN THE FOREGOING TRANSPORTATION, APPLICATION SHALL BE MADE IN WRITING TO THE CARRIER WHICH IS TO ISSUE THE TICKET BY A RESPONSIBLE OFFICIAL OF THE PASSENGER SALES AGENCY. SUCH APPLICATION SHALL INCLUDE THE POINT OF ORIGIN, STOPOVER POINTS, POINT OF DESTINATION, CARRIER AND FLIGHT TO BE USED ON EACH PORTION OF THE TRANSPORTATION AND DATES OF TRAVEL.
- (C) CARGO SALES AGENTS LOCATED IN THE UNITED STATES OR CANADA:
 - (1) APPLICATION: SOLE PROPRIETORS, PARTNERS, OFFICERS, DIRECTORS AND SALES/TRAFFIC MANAGEMENT EMPLOYEES OF AN AUTHORIZED CARGO SALES AGENCY OF THE CARRIERS WILL BE ALLOWED INTERNATIONAL REDUCED FARE TRANSPORTATION AT 25 PERCENT OF THE APPLICABLE FARE OVER THE LINES OF SUCH CARRIERS ON THE FOLLOWING BASIS:
 - (A) NOT MORE THAN TWO TRIPS PER CALENDAR YEAR FOR EACH REGISTERED AGENT; PROVIDED THAT A MAXIMUM OF FORTY (40) ADDITIONAL TICKETS MAY BE ISSUED PER CALENDAR YEAR FOR EACH REGISTERED AGENT AS FOLLOWS: SIX (6) TICKETS MAY BE ISSUED FOR EACH 100 PERCENT OF COMMISSIONABLE SALES OR PART THEREOF OVER AND

Tariff: SS1 - CTA No. 507 DOT No. 851
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- 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 TRIPS) OR TO THE POINT OF TURNAROUND (IN THE CASE OF ROUND TRIPS) OR TO THE HIGHEST RATED POINT (IN THE CASE OF CIRCLE TRIPS).
 - (II) THE DISCOUNT GRANTED IS NO GREATER THAN 50 PERCENT OF THE APPLICABLE FARE AND IN NO EVENT SHALL SUCH SPOUSE RECEIVE MORE THAN ONE TICKET PER YEAR.
 - (C) THE REDUCED FARE TRANSPORTATION WILL BE GRANTED WHETHER OR NOT THERE IS A STANDARD IATA CARGO AGENCY AGREEMENT BETWEEN EACH CARRIER PARTICIPATING IN THE TRANSPORTATION AND THE AGENT, PROVIDED THAT A STANDARD IATA CARGO AGENCY AGREEMENT EXISTS BETWEEN THE CARRIER ISSUING THE TICKET AND THE AGENT.
- (3) APPLICATION FOR TRANSPORTATION:
 - (A) THE SECRETARY OF TRAFFIC CONFERENCE 1 SHALL FURNISH EACH CARGO SALES AGENT WITH TWO EDUCATIONAL AND MARKET DEVELOPMENT TRIP 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

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

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 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 QUALIFIES IN ACCORDANCE WITH THIS RULE AND WHETHER TOUR CONDUCTOR'S TRANSPORTATION AT FREE OR REDUCED FARES MAY BE ISSUED IN ACCORDANCE HEREWITH.
 - (2) THE TERM "TRAVEL AGENT" MEANS AN AGENT DULY APPOINTED BY THE CARRIER TO SELL AIR PASSENGER TRANSPORTATION OVER ITS LINES.
 - (3) THE TERM "TRAVEL ORGANIZER" MEANS A PERSON WHO WITH THE APPROVAL AND CONSENT OF THE CARRIER, ORGANIZES AND ARRANGES AN ADVERTISED GROUP TOUR FOR A GROUP OF PASSENGERS.
 - (4) THE TERM "ADVERTISED GROUP TOUR" MEANS A TOUR INVOLVING A ROUND OR CIRCLE TRIP, IN WHOLE OR IN PART ON THE LINES 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.

Tariff: SS1 - CTA No. 507 DOT No. 851
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- (8) THE TERM "ROUND TRIP" AND "CIRCLE TRIP" SHALL INCLUDE TRANSPORTATION PARTLY BY AIR AND PARTLY BY SURFACE MEANS.
- (C) NUMBER OF BOOKED PASSENGERS REQUIRED FOR TOUR CONDUCTOR TRANSPORTATION WHERE THE GROUP OF PASSENGERS ON THE ADVERTISED TOUR, WHOSE PASSAGE HAS BEEN BOOKED AND FULLY PAID FOR CONSISTS OF;
- (1) FIFTEEN OR MORE PASSENGER, ONE FREE PASSAGE FOR A TOUR CONDUCTOR WILL BE ISSUED FOR EACH 15 PASSENGERS IN THE GROUP.
- (2) NOT LESS THAN TEN NOR MORE THAN FOURTEEN PASSENGERS, A REDUCTION OF FIFTY PERCENT OF THE FARE WILL BE GRANTED FOR THE TOUR CONDUCTOR.
- (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.
- (C) IF OPEN-JAW TRIP, PASSENGERS TRAVEL TOGETHER TO THE POINT OF TURNAROUND IN THE CASE OF ORIGIN OPEN JAWS, OR TO THE POINT AT WHICH THE SURFACE BREAK COMMENCES IN THE CASE OF TURNAROUND OPEN JAWS.
- 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

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

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 SHALL TRAVEL TOGETHER AS FOLLOWS:

(A) FOR ROUND TRIP: FROM THE ASSEMBLY POINT TO THE POINT OF TURN-AROUND.

(B) FOR CIRCLE TRIP: TO THE FIRST POINT OF STOPOVER.

(C) FOR OPEN JAW TRIP: TO THE POINT OF TURNAROUND IN THE CASE OF ORIGIN OPEN JAWS, OR TO THE POINT AT WHICH THE SURFACE BREAK COMMENCES IN THE CASE OF TURNAROUND OPEN JAWS.

(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

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

- 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.
- (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.
- (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

Tariff: SS1 - CTA No. 507 DOT No. 851
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FARE TRANSPORTATION OF A TOUR CONDUCTOR AS PROVIDED HEREIN, WRITTEN AUTHORIZATION MUST BE GIVEN BY ONE OF THE AUTHORIZED OFFICIALS OF THE CARRIER(S) FURNISHING THE TRANSPORTATION.

- (E) BAGGAGE, MEALS AND TRANSFERS
FREE BAGGAGE ALLOWANCE FOR A TOUR CONDUCTOR WILL BE THE SAME AS IF HE WERE TRAVELING AT THE NORMAL ADULT FARE. THE REDUCTION FOR A TOUR CONDUCTOR IS APPLICABLE ONLY TO AIR TRANSPORTATION AND WILL INCLUDE MEALS, HOTEL ACCOMMODATIONS, AND GROUND TRANSFERS ONLY WHERE INCLUDED IN THE NORMAL AIR FARE. IN NO CASE WILL THE REDUCTION APPLY TO ANY OTHER CHARGES OR SERVICES, SUCH AS CHARGES FOR EXCESS BAGGAGE.

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

Rule 300 Pre-Planned in-Flight Oxygen Service

SS GROUP WILL PROVIDE ON-LINE IN-FLIGHT OXYGEN SERVICE, ON A PREPLANNED BASIS.

NOTE: SS DOES NOT ACCEPT A PASSENGER'S OWN EQUIPMENT FOR IN-FLIGHT OXYGEN.

- (A) PASSENGER WILL BE REQUIRED TO GIVE AT LEAST 5 DAYS NOTICE PRIOR TO DEPARTURE. THE MINIMUM CHECK-IN TIME FOR THE OXYGEN PASSENGER AND ESCORT WILL BE THE MINIMUM AIRPORT CHECK-IN TIME FOR THE FLIGHT OF DEPARTURE (SEE MINIMUM AIRPORT CHECK-IN TIME REQUIREMENT AS PROVIDED IN RULE 60) AND FOR CONNECTING FLIGHTS, IT WILL BE THE MINIMUM CONNECTING TIME (MCT) PLUS ONE HOUR.
- (B) WRITTEN STATEMENT OR MEDICAL CERTIFICATE FROM THE PASSENGER'S LICENSED PHYSICIAN ATTESTING TO HIS/HER NEEDS FOR OXYGEN AND DESCRIBING HIS/HER CONDITION AND FITNESS TO TRAVEL BY AIR IS REQUIRED; THE EFFECTIVE FLOW NEEDED MUST BE INDICATED. MEDICAL CLEARANCE BY SS MEDICAL STAFF IS MANDATORY.
- (C) FOR PASSENGER WITH IN-FLIGHT OXYGEN SERVICE BUT NOT ON A STRETCHER, THE MEDICAL CLEARANCE MAY REQUIRE THAT THE PASSENGER BE ACCOMPANIED BY AN ESCORT WHO IS KNOWLEDGEABLE AS TO HIS/HER NEEDS, AND WHO WILL OPERATE THE OXYGEN EQUIPMENT. A PASSENGER NOT ON A STRETCHER REQUIRING OXYGEN MAY BE ACCEPTED IN PREMIUM ECONOMY CLASS (CLASSE GRAND LARGE) ON SOME AIRCRAFT ONLY.
- (D) PASSENGER AND THE ESCORT WILL EACH PAY THE APPLICABLE PUBLISHED FARES FOR TRANSPORTATION. THE PASSENGER WILL ALSO BE CHARGED THE APPLICABLE PUBLISHED FARE WITHOUT TAX FOR EACH ADDITIONAL SEAT RESERVED FOR THE OXYGEN KIT. THE NUMBER OF ADDITIONAL SEATS REQUIRED DEPENDS ON TYPE OF AIRCRAFT AND SUPPLY OF OXYGEN NEEDED FOR THE FLIGHT DURATION. IN ADDITION, SUPPLEMENT WILL BE CHARGED PER OXYGEN KIT AS FOLLOWS:
EUR 383.00 OR CAD 613.00 ON ALL CORSAIR INTERNATIONAL FLIGHTS.
- (E) FOR SECURITY REASONS, SPECIFIC SEATS ARE ALLOCATED ON BOARD. ONE (1) OXYGEN KIT ONLY IS PERMITTED ON THE UPPER DECK OF B747 AIRCRAFT IN PREMIUM ECONOMY CLASS (CLASSE GRANDE LARGE).
- (F) CANCELLATION:
FEES FOR THE OXYGEN KIT MAY ONLY BE REFUNDED, IF IT IS CANCELLED AT LEAST 24 HOURS PRIOR TO DEPARTURE.

Tariff: SS1 - CTA No. 507 DOT No. 851
Carrier: Corsair International (Corsair T/A) - SS

Rule 500 Passengers on Stretchers

- (A) PASSENGERS TRAVELING ON STRETCHERS WILL BE ACCEPTED FOR TRANSPORTATION, SUBJECT TO RULE NO. 25 (REFUSAL TO TRANSPORT - LIMITATIONS OF CARRIER) HEREIN, PROVIDED ADVANCE ARRANGEMENTS ARE MADE AT LEAST 72 HOURS PRIOR TO DEPARTURE AND SPACE AND APPROPRIATE EQUIPMENT FOR MOUNTING WITHIN THE AIRCRAFT ARE AVAILABLE; AND SUBJECT TO THE CONDITIONS AND CHARGES INDICATED, PROVIDED THAT THE COST OF AMBULANCES, HOSPITALIZATION AND OTHER GROUND EXPENSES WILL BE BORNE BY THE PASSENGER OCCUPYING THE STRETCHER.
- (B) CARRIER(S) WILL CARRY AN INCAPACITATED PASSENGER ON A STRETCHER SUBJECT TO THE FOLLOWING CONDITIONS AND CHARGES:
 - (1) SUCH PASSENGERS WILL BE ACCOMMODATED IN THE ECONOMY CLASS SECTION OF THE AIRCRAFT ONLY.
 - (2) THE INCAPACITATED PASSENGER MUST BE ACCOMPANIED BY AN ATTENDANT COMPETENT TO CARE FOR HIM/HER DURING THE FLIGHT AND WHO WILL BE REQUIRED TO PAY THE NORMAL ADULT ECONOMY FARE.
 - (3) ALL RESERVATIONS FOR FLIGHTS ON WHICH THE STRETCHER IS TO BE USED MUST BE CONFIRMED BEFORE DEPARTURE.
 - (4) THE INCAPACITATED PASSENGER MUST PRESENT A MEDICAL CERTIFICATE STATING THAT HE MAY SAFELY TRAVEL BY AIR, AND HE MUST SIGN A WAIVER OF RESPONSIBILITY.
 - (5) (A) THE ONE-WAY CHARGE FOR THE INCAPACITATED PASSENGER WILL BE SIX NORMAL ADULT ECONOMY CLASS FARES FOR EACH SEGMENT ON WHICH THE STRETCHER WILL BE USED AND FOR WHICH A FLIGHT COUPON IS ISSUED.
(B) THE COST TO SET UP THE STRETCHER IS 400 EUROS OR CAD 640, FOR EACH SEGMENT ON WHICH THE STRETCHER WILL BE USED.
- (C) BAGGAGE ALLOWANCE
THE NORMAL FREE BAGGAGE ALLOWANCE SPECIFIED IN RULE 115 (BAGGAGE) WILL APPLY TO BOTH THE STRETCHER PASSENGER AND HIS/HER ATTENDANT. IN ADDITION, FOR THE STRETCHER PASSENGER ONLY, SS WILL ALLOW ALSO THE NORMAL FREE BAGGAGE ALLOWANCE GRANTED TO BUSINESS CLASS OR PREMIUM ECONOMY CLASS (CLASSE GRAND LARGE).