

Original Title Page

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

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

HAINAN AIRLINES COMPANY LIMITED

APPLICABLE TO THE  
TRANSPORTATION OF PASSENGERS  
AND BAGGAGE BETWEEN POINTS IN THE  
UNITED STATES/IN CANADA

AND POINTS IN  
AREA 3

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

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

Departure from the terms of Section 221.114 of its Economic Regulations authorized by the Department of  
Transportation (9737).

Departure from the terms of Sections 221.110 and 221.113 of its Economic Regulations authorized by the  
Department of Transportation (9728).

Departure from the terms of Section 221.59 of its Economic Regulations authorized by the Department of  
Transportation (9673).

Departure from the terms of Section 221.35 of its Economic Regulations authorized by the Department of  
Transportation (9700).

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

## ISSUED:

AUGUST 16, 2010

## Issued by:

WILLIAM J. ANDRES,  
PRESIDENT  
AIRLINE TARIFF PUBLISHING COMPANY,  
AGENT  
DULLES INTERNATIONAL AIRPORT  
P.O. BOX 17415  
WASHINGTON, D.C. 20041

EFFECTIVE:  
SEPTEMBER 30, 2010

(Printed in U.S.A.)

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

Original Page HU-1

**RULE**

**HAINAN AIRLINES**  
**TABLE OF CONTENTS**

**IN]SECTION I - GENERAL RULES**

<b>TITLE</b>	<b>RULE NO.</b>	<b>PAGE NO.</b>
ACCEPTANCE OF CHILDREN . . . . .	24	HU-19
ADMINISTRATIVE FORMALITIES - PASSPORTS VISAS AND TOURISTS CARDS . . . . .	45	HU-12
APPLICATION OF TARIFF . . . . .	5	HU-16
APPLICABILITY OF FARE . . . . .	142	HU-65
BAGGAGE REGULATIONS . . . . .	118	HU-41-HU-48
CAPACITY LIMITATIONS . . . . .	61	HU-19
CLASSES OF SERVICE . . . . .	6	HU-17
CURRENCY OF PAYMENT . . . . .	75	HU-33
DEFINITIONS . . . . .	1	HU-2-HU-9
DENIED BOARDING COMPENSATION . . . . .	89	HU-37-HU-38
ELECTRONIC SURVEILLANCE OF PASSENGERS AND BAGGAGE . . . . .	15	HU-17
FARES . . . . .	130	HU-49-HU-64
FUEL SURCHARGE . . . . .	27	HU-21
GRATUITOUS TRANSPORTATION . . . . .	58	HU-27
GROUND TRANSFER SERVICE . . . . .	32	HU-22
LIABILITY OF CARRIERS . . . . .	55	HU-24-HU-26
PASSENGER EXPENSES EN ROUTE . . . . .	35	HU-22
PERSONAL DATA . . . . .	141	HU-65
REFUNDS . . . . .	90	HU-39-HU-40
REFUSAL TO TRANSPORT - LIMITATIONS OF CARRIER . . . . .	25	HU-20
RESERVATIONS . . . . .	60	HU-28
REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS . . . . .	80	HU-34-HU-36
ROUTINGS . . . . .	140	HU-65
SCHEDULES, DELAYS AND CANCELLATION OF FLIGHTS . . . . .	85	HU-36
STANDARD FORMAT OF ELECTRONIC RULES . . . . .	2	HU-15
STOPOVERS . . . . .	135	HU-65
TAXES . . . . .	40	HU-23
TICKETS . . . . .	65	HU-30-HU-32
TRANSPORT OF PASSENGERS WITH DISABILITIES . . . . .	21	HU-18

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

**ISSUED: August 16, 2010****EFFECTIVE: September 30, 2010**

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

Original Page HU-2

RULE	HAINAN AIRLINES SECTION I - GENERAL RULES
C1	<p><b>[N]DEFINITIONS</b></p> <p>As used herein:</p> <p><u>Add-On-Fare</u>: See "Arbitrary"</p> <p><u>Adult</u> means a person who has reached his/her 12th birthday as of the date of commencement of travel.</p> <p><u>Africa</u> means the area comprised of all the countries on the Continent of Africa, other than Algeria, Morocco, Sudan, Tunisia, and Egypt, but including the following Islands: Cape Verde, Comoro, Fernando Poo, Malagasy, Mauritius, Reunion, Sao Tome and Seychelles.</p> <p><u>Allowance, Free Baggage</u> means the baggage which may be carried without payment of a charge in addition to the fare.</p> <p><u>Animals</u> in addition to the usual connotation, include reptiles, birds, poultry and fish.</p> <p><u>Arbitrary</u> means an amount published for use only in combination with other fares for the construction of through fares. It is also referred to as "Proportional Fare", "Basing Fare", and "Add-On-Fare".</p> <p><u>Area No. 1</u> means all of the North and South American Continents and the islands adjacent thereto; Greenland, Bermuda, the West Indies and the islands of the Caribbean Sea, the Hawaiian Islands (including Midway and Palmyra).</p> <p><u>Area No. 2</u> means all of Europe (including that part of the Russian Federation in Europe) and the islands adjacent thereto; Iceland, the Azores, all of Africa and the islands adjacent thereto; Ascension Island; that part of Asia lying west of and including Iran.</p> <p><u>Area No. 3</u> means all of Asia and the islands adjacent thereto except that portion included in Area No. 2; all of the East Indies, Australia, New Zealand, and the islands adjacent thereto; the islands of the Pacific Ocean except those included in Area No. 1; Russian Federation East of the Urals.</p> <p><u>Baggage</u>, which is equivalent to luggage, means, such articles, effects and other personal property of a passenger as are necessary or appropriate for wear, use, comfort or convenience in connection with his trip. Unless otherwise specified, it shall include both checked and unchecked baggage of the passenger.</p> <p><u>Baggage Check</u> means those portions of the ticket which provide for the carriage of passenger's checked baggage and which are issued by carrier as a receipt for passenger's checked baggage.</p> <p><u>Baggage Checked</u> means baggage of which the carrier takes sole custody and for which carrier has issued a baggage check.</p> <p><u>Baggage Excess</u> that part of baggage which is in excess of the baggage which may be carried free of charge.</p> <p><u>Baggage Tag</u> means a document issued by carrier solely for identification of checked baggage, the baggage (strap) tag portion of which is attached by carrier to a particular article of checked baggage and the baggage (claim) tag portion of which is given to the passenger.</p> <p><u>Baggage Unchecked</u> means a baggage of which the passenger retains custody.</p> <p><u>Bankers Buying Rate</u> means the rate at which, for the purpose of the transfer of funds through banking channels (i.e. other than transaction in bank notes, travellers cheques and similar banking instruments), a bank will purchase a given amount of foreign currency in exchange for one unit (or units) of the national currency of the country in which the exchange transaction takes place.</p> <p><u>Bankers Selling Rate</u> means the rate at which, for the purpose of the transfer of funds through banking channels (i.e. other than transactions in bank notes, travellers cheques and similar banking instruments), a bank will sell a given amount of foreign currency in exchange for one unit (or units) of the national currency of the country in which the exchange transaction takes place.</p> <p><u>Basing Fare</u>: See "Arbitrary"</p> <p><u>Calendar Month</u> - 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.</p> <p><u>Calendar Week</u> means a period of seven days starting at 12:01 A.M. Sunday and ending at 12:00 P.M. of the following Saturday; provided that when a carrier offers only once a week service between two points, it shall mean a period of eight days commencing with 12:01 A.M. on the day the flight operates.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

ISSUED: August 16, 2010

EFFECTIVE: September 30, 2010

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

Original Page HU-3

RULE	<p align="center"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
C1	<p><b>[N]DEFINITIONS (Continued)</b></p> <p><u>Carriage</u>, which is equivalent to transportation, means carriage of passengers and/or baggage by air, gratuitously or for hire.</p> <p><u>Carrier</u> means the air carrier issuing the ticket and all air carriers that carry or undertake to carry the passenger and/or his baggage thereunder or to perform any other services related to such air carriage.</p> <p><u>Child</u> means a person who has reached his/her second birthday but not his/her 12th birthday (2-11 inclusive) as of the date of commencement of travel.</p> <p><u>Circle Trip - Normal Fares</u> means travel from a point and return thereto by a continuous, circuitous air route, including journeys comprising two fare components but which do not meet the conditions of the round trip definition.</p> <p><u>Circle Trip - Special Fares</u> means travel from a point and return thereto by a continuous, circuitous air route, comprising two fare components which do not meet the conditions of the round trip definition; provided that where no reasonable direct scheduled air route is available between two points, a break in the circle between two fare construction points may be traveled by any other means of transportation without prejudice to the circle trip.</p> <p><u>Civil Aeronautics Board</u> means Department of Transportation.</p> <p><u>Combination</u> whenever two or more OW, RT or half round trip fares are used and shown separately in a fare calculation. Combinations are only permitted with fares when by their own terms are combinable. Fares used in combination are to be shown separately on the ticket.</p> <p><u>Conjunction Ticket</u> means two or more tickets concurrently issued to a passenger and which together constitute a single contract of carriage.</p> <p><u>Consequential Damages</u> 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.</p> <p><u>Constructed Fares</u> was specified through fares created by the use of add-on amounts, or two or more fares shown as a single amount in a fare calculation and shown as a -c/xxx. xxx indicates the city over which the fare was constructed.</p> <p><u>Continental U.S.A. or Continental United States each</u> means the District of Columbia and all states of the United States other than Alaska and Hawaii.</p> <p><u>Convention</u> means the Convention for the Unification of Certain Rules relating to International Carriage by Air, Signed at Warsaw, October 12, 1929, or that Convention as amended by the Hague Protocol, 1955, or the Montreal Convention whichever may be applicable to carriage hereunder.</p> <p><u>Country of Commencement of Transportation</u> means the country from which travel on the first international sector takes place.</p> <p><u>Country of Payment</u> means the country where payment is made by the purchaser to the airline or its agent; payment by cheque, credit card or other banking instruments shall be deemed to have been made at the place where such instrument is accepted by the airline or its agent.</p> <p><u>Country of Unit Origin</u> the country in which the unit origin is situated.</p> <p><u>Currency of the Country of Payment</u> means the currency in which international fares from that country are denominated.</p> <p><u>Date of Transaction</u> means the date of issuance of the ticket, MCO or PTA.</p> <p><u>Days</u> means full calendar days, including Sundays and legal holidays; provided that for the purposes of notification the balance of the day upon which notice is dispatched shall not be counted; and that for purposes of determining duration of validity, the balance of the day upon which the ticket is issued or flight commenced shall not be counted.</p> <p><u>Deadline</u> means</p> <p>(1) <u>Reservations</u>: The minimum/maximum number of days/months before the day of departure by which reservations must be confirmed.</p> <p>(2) <u>Payment</u>: The minimum number of days/months before the day of departure by which full payment must be made.</p> <p>(3) <u>Ticketing</u>: The minimum/maximum number of days/months before the day of departure by which ticketing must be completed. Issue date of a DTA constitutes the ticketing date.</p> <p><b>NOTE 1:</b> When "deadline" is used in paragraphs other than Reservations, Payment, Ticketing, the term refers to the deadline for reservations, payment and ticketing. When different deadlines apply, it is necessary to specify which deadline (e.g. "before ticketing deadline")</p> <p><b>NOTE 2:</b> "before deadline" includes transactions made on the deadline date.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

ISSUED: August 16, 2010

EFFECTIVE: September 30, 2010

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

Original Page HU-4

RULE	<p align="center"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
C1	<p><b>[N]DEFINITIONS (Continued)</b></p> <p><u>Direct Route</u> means the shortest all year route operated by a carrier in both directions between ticketed points at which it exercises traffic rights.</p> <p><u>Direct Route Fare</u> means the fare over the direct route between two points. When no direct route fare exists between two ticketed points a fare must be established by combination over a ticketed point on the itinerary.</p> <p><u>Domestic carriage</u> means (except as otherwise specified) carriage in which, according to the contract of carriage, the place of departure, the place of destination or stopover, and the entire transportation are within the sovereign state.</p> <p><u>Double Open Jaw</u> means travel which is essentially of a round trip nature except that the outward point of arrival and the inward point of departure and the outward point of departure and the inward point of arrival are not the same.</p> <p><u>Eastbound</u> means travel from a point in Area No. 1 to a point in Areas No. 2 or 3 via the Atlantic Ocean or travel from points in Area No. 2 or 3 to a point in Area No. 1 via the Pacific Ocean.</p> <p><u>Educational Establishment</u> 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.</p> <p><u>End-on Combination</u> 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).</p> <p><u>Excursion Fares</u> a non advance purchase round trip fare, whereby reservation for all segments are not required at time of ticketing.</p> <p><u>Europe</u> means the area comprised of Albania, Algeria, Andorra, Armenia, Austria, Azerbaijan, Azores, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Canary Islands, Croatia, Czech Republic, Denmark, Estonia, Finland, France, Georgia, Germany, Gibraltar, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Madeira, Malta, Monaco, Montenegro, Morocco, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation (west of the Urals), San Marino, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Tunisia, Turkey in Europe and Asia, Ukraine, and United Kingdom.</p> <p><u>EC member states</u> Austria, Belgium, Denmark, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Luxembourg, Netherlands, Norway, Portugal, Spain, Sweden, United Kingdom.</p> <p><u>Fare</u> means the amount charged by the carrier for the carriage of a passenger and his 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.</p> <p><u>Fare Break Points</u> - see Fare Construction Points.</p> <p><u>Fare Component</u> means a portion of an itinerary between two consecutive fare construction points - the point of origin and the point of destination of the journey are fare construction points.</p> <p><u>Fare Construction Points</u> means the terminal points of a fare component (these are also termed fare break points).</p> <p><u>Flight Coupon</u> means a portion of the passenger ticket that indicates particular places between which the coupon is good for carriage.</p> <p><u>Foreign Air Transportation</u> means transportation between a point in the United States and a point outside thereof.</p> <p><u>French Gold Francs</u> means the francs consisting of 65.50 milligrams of gold with a fineness of nine hundred thousandths.</p> <p><u>Gateway</u> means the passenger's first point of arrival or last point of departure in Areas No. 1, 2 or 3.</p> <p><u>Guardian</u> means a legal guardian or a person acting in lieu of parents in the event of death or legal incapacity of parents.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

ISSUED: August 16, 2010

EFFECTIVE: September 30, 2010

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

Original Page HU-5

RULE	<p align="center"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
C1	<p><b>[N]DEFINITIONS (Continued)</b></p> <p><u>Half Round Trip Fare</u> means half of a specified or constructed round trip normal or special fare. In the absence of a specified or constructed round trip normal fare, the one way normal fare is considered to be a half round trip normal fare. If a specified or constructed one way special fare may be doubled to establish a round trip special fare, the one way special fare is considered to be a half round trip special fare.</p> <p><u>IATA Rate of Exchange</u> means the rate of exchange issued by IATA from time to time and published in Rule 145 (E).</p> <p><u>Immediate Family</u>, except as otherwise indicated, shall mean: spouse, children, (including adopted children), parents, brothers, sisters, grandparents, grandchildren, sons-in-law, daughters-in-law, brothers-in-law, sisters-in-law, fathers-in-law, mothers-in-law.</p> <p><u>Indirect Route</u> means any scheduled continuous air route other than a direct route.</p> <p><u>Infant</u> means a person who has not reached his/her second birthday as of the date of commencement of travel.</p> <p><u>Interline Transfer Point</u> means any point at which the passenger transfers from the services of one carrier to the services of another carrier.</p> <p><u>Interline Transportation</u> means transportation on the services of more than one carrier.</p> <p><u>International Carriage</u> means (except when the 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, suzerainty, mandate, authority or trusteeship thereof. International carriage as defined by the 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 a transshipment, are situated either within the territories of two High Contracting Parties to the Convention or within the territory of a single High Contracting Party to the Convention, if there is an agreed stopping place within a territory subject to the sovereignty, suzerainty, mandate or authority of another power even though that power is not a party to the Convention.</p> <p><u>International Transportation</u> means any transportation or other services, furnished by any carrier, which are included within the scope of the term "international transportation" as used in the Convention for the Unification of Certain Rules Relating to International Transportation by Air signed at Warsaw, October 12, 1929, or such convention as amended, whichever may be applicable to the transportation hereunder and to which the said Convention applies. For the purpose of determining the applicability of the term "international transportation":</p> <p><u>Agreed Stopping Place</u>. All stops between the original place of departure and the place of final destination scheduled by any carrier by air which participates in the transportation between such places, as shown in the schedules or time tables of such carriers shall constitute "agreed stopping places;" but each participating carrier reserves the right to alter the "agreed stopping places" in the case of necessity without thereby depriving the transportation of its international character; and</p> <p><u>Single Operation</u>. Transportation to be performed by several successive carriers by air, arrangements for which are made in advance, is regarded as "a single operation" and shall be deemed to be "one undivided transportation" whether one or more tickets or other documents are issued to cover such transportation, and whether or not all such tickets or documents are issued prior to the commencement of such transportation; but this provision shall not be deemed to contain an exclusive definition of transportation which is regarded by the parties as "a single operation".</p> <p><u>Intraline Transportation</u> means transportation solely by the services of a single carrier.</p> <p><u>IROE IATA RATE OF EXCHANGE</u> means published in the 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.</p> <p><u>Itinerary/Receipt</u> means a document or documents forming part of the electronic ticket which contains the information and notices required.</p> <p><u>Journey</u> means the origin to destination of the entire ticket.</p> <p><u>Local Currency</u> fares means fares and related charges expressed in the currency of the country of commencement of travel, as defined in Rule 145 (A).</p> <p><u>Maximum Outside linear Dimensions</u> means the sum of the greatest outside length plus the greatest outside depth plus the greatest outside height.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

ISSUED: August 16, 2010

EFFECTIVE: September 30, 2010

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

Original Page HU-6

RULE	<p align="center"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
C1	<p><b>[N]DEFINITIONS (Continued)</b></p> <p><u>Medical Certificate</u> means the following:  (A) In the case of illness a note issued by a doctor on letterhead or prescription pad.  (B) In the case of hospitalization - a copy of any document certifying hospitalization issued by the hospital administration involved.</p> <p><u>Military Agencies</u> means departments of the Army, Navy, Air Force, the Marine Corps, the Coast Guard, the respective academies of the Army, Navy, Air Force, and Coast Guard, and the National Guard. The Reserve Officer Training Corps is not included.</p> <p><u>Military Passenger</u> means military personnel of the U.S. 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.</p> <p><u>Miscellaneous Charges Order</u> means a document issued by a carrier or its agents requesting issue of and appropriate passenger ticket and baggage check or provision of services to the person named in such document.</p> <p><u>Month(s)</u> means a period of time from a given date in one month to the corresponding date in a subsequent month(s), e.g.  1 Month: January 1 to February 1  2 Months: January 15 to March 15</p> <p><u>EXCEPTION 1:</u> When the given date is the last date in one month, the corresponding date in a subsequent month(s) shall be the last date in such subsequent month, e.g.  1 Month: January 31 to February 28, 29  1 Month: March 31 to April 30  2 Months: June 30 to August 31</p> <p><u>EXCEPTION 2:</u> When the corresponding date does not exist in a shorter subsequent month, the month(s) shall mean from a given date in one month to the last date of such shorter subsequent month, e.g.  1 Month: January 31 to February 28, 29  2 Months: July 31 to September 30</p> <p><u>National</u> means a person who has the citizenship of a country, either by birth or by naturalization.</p> <p><u>Normal Fare</u> means a fare established for First, Intermediate or Economy Class service and any other fares denominated and published as a normal fare. 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.</p> <p><u>No-Show</u> means a passenger who fails to use reserved accommodation for reason other than missed connections.</p> <p><u>No-Show Charge</u> means the charge made by reason of the failure of a passenger to use reserved accommodation, either through failure to arrive at the airport at the time fixed by the carrier, or through arriving improperly documented or otherwise not ready to travel on flight.</p> <p><u>Neutral Unit of Constructions (NUC)</u> means the unit value equivalent of local currency fares, add-ons and related charges derived by converting same using the IATA rate of exchange.</p> <p><u>On-line Tariff Data Base</u> means the remotely accessible, on-line version, maintained by the filer, of (1) the electronically filed tariff data submitted to the "official D.O.T. tariff database," and (2) the Departmental approvals, disapprovals and other actions, as well as Departmental notations concerning such approvals, disapprovals or other actions, that Subpart M 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.</p> <p><u>One Way Subjourney</u> part of a journey whenever travel from one country does not return to such country and to which the fare is assessed as a single pricing unit using a one way fare.</p> <p><u>Online Transfer Point</u> means any point at which the passenger transfers from one service of a carrier to another service of the same carrier (bearing a different flight number).</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

ISSUED: August 16, 2010

EFFECTIVE: September 30, 2010



## HAINAN AIRLINES

### SECTION I - GENERAL RULES

C1

IN]DEFINITIONS (Continued)

Open Jaw Trip means:

(A) (Not applicable between Canada and Puerto Rico/Virgin Islands) travel which is essentially of a round trip nature but the outward point of departure and inward point of arrival and/or outward point of arrival and inward point of departure of which are not the same.

(B) (Applicable between Canada and Puerto Rico/Virgin Islands.) Open Jaw Trip means any trip which is essentially of a round trip or circle trip nature but the outward point of departure and the inward point of arrival or the outward point of arrival and inward point of departure of which are not the same.

Example of Open Jaw Trip

<u>Point 1</u>	_____	<u>Point 2</u>
<u>Point 3</u>		

Origin means the initial starting place of the journey as shown on the ticket.

Other Charges means charges such as taxes, fees, etc not to be shown in the fare construction box of the ticket excluding excess baggage charges.

Over-booking means a condition which exists when more seats have been booked on a flight than seats allowable for sale.

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

Passenger Coupon means that portion of the passenger ticket constituting the passenger's written evidence of the contract of carriage.

Passenger Ticket means the document entitled "passenger ticket and baggage check" or the electronic ticket, in each case issued by or on behalf of the carrier, and includes notice of contract terms incorporated by reference and notices and the flight and passenger coupons contained therein.

PEX Fares Round trip fares whereby reservations and ticketing must be completed at the same time. Tickets must show reservations for the entire journey.

Point of Turnaround the farthest geographical fare break (between two fare components) from the Pricing Unit origin.

Prepaid Ticket Advice means:  
The notification between offices of a carrier by teletype, commercial wire or mail that a person in one city has purchased and requested issuance of prepaid transportation to a person in another city.

Pricing Unit a journey or part of a journey which is priced as a separate entity, i.e. is capable of being ticketed separately.

Proportional Fare: See "Arbitrary"

Rebooking means change of reservation or other changes which do not require ticket reissuance.

Refund means the repayment to the purchaser of all or a portion of a fare rate or charge for unused carriage or service.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

**ISSUED:** August 16, 2010

**EFFECTIVE:** September 30, 2010



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

Original Page HU-8

RULE	<p style="text-align: center;"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
C1	<p><b>[N]DEFINITIONS (Continued)</b></p> <p><u>Refund, Involuntary</u> means a refund of an unused ticket or portion thereof or an unused MCO required where because of safety or legal requirements or the condition or conduct of the passenger carriage is refused.</p> <p><u>Refund, Voluntary</u> means a refund of an unused ticket or portion thereof or an unused MCO other than a involuntary refund.</p> <p><u>Reissue</u> means an alteration to a ticket that cannot be done through revalidation and requires issuance of a new ticket. Issuance of a new ticket against a previously issued ticket in accordance with the provisions of voluntary rerouting for party used pricing units.</p> <p><u>Related Charges</u> means those charges to be shown in the fare construction box of the ticket and excess baggage charges.</p> <p><u>Related Charges</u> charges such as cancellation penalties, non-refundable amounts, rebooking and rerouting charges, stopover charges, weekend surcharges etc., and excess baggage charges.</p> <p><u>Reroute</u> means to issue a new ticket covering transportation to the same destination, but via a different routing than that designated on the ticket, or to honor the ticket held by the passenger for transportation to the same destination but via a different routing.</p> <p><u>Rerouting</u> means a change of routing or other changes which require ticket reissuance. With respect to a passenger, means a change of route, fare, carrier, type of aircraft, class of service, flight or validity from that originally provided in the appropriate transportation document.</p> <p><u>Resident</u> means a person legally living in a given country of which he/she is/is not a citizen.</p> <p><u>Return Subjourney</u> part of a journey wherein travel is from a point/country and return thereto and for which the fare is assessed as a single pricing unit using half round trip fares - round trip, circle trip, normal fare open jaw; also applicable to special fare open jaw returning to the same or another country.</p> <p><u>Round-the-World (RTW)</u> means travel from the point of origin and return thereto which involves only one crossing of the Atlantic and only one crossing of the Pacific Ocean.</p> <p><u>Round Trip</u> travel entirely by air from a point to another point and return to the original point comprising two half round trip fare components only, for which the applicable normal half round trip fare for each component, measured from the point of unit origin, is the same for the routing travelled; provided that this definition shall not apply to round the world travel if the fares to be used differ through class of service/seasonality/midweek/carrier variations, the outbound fare shall be used also for the inbound fare component for the purpose of determining if the pricing unit is a round trip.</p> <p><u>Routing</u> means the carrier(s) and/or the cities and/or class of service and/or type of aircraft (jet or propeller) via which transportation is provided between two points.</p> <p><u>Scandinavia</u> means the area comprising Denmark, Norway and Sweden.</p> <p><u>Special Drawing Right</u> 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.</p> <p><u>Side Trip</u> means a journey from and/or to an en-route point of a fare component.</p> <p><u>Side Trip Combination</u> means the combination of a fare which could be ticketed separately from and/or to an en-route point of a fare component.</p> <p><u>Single Open Jaw Trip</u> means travel that is essentially of a round trip nature, except that the outward point of arrival and inward point of departure are not the same or the outward point of departure and inward point of arrival are not the same.</p> <p><u>Special Fare</u> means a fare other than a normal fare.</p> <p><u>Stopover</u>  When a passenger arrives at an intermediate point and is scheduled to depart later than 24 hours after arrival.</p> <p><u>Through Fare</u> means a fare applicable for travel between two consecutive fare construction points via an intermediate point(s).</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

ISSUED: August 16, 2010

EFFECTIVE: September 30, 2010

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

Original Page HU-9

RULE	<p align="center"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
C1	<p><b>[N]DEFINITIONS (Continued)</b></p> <p><u>Ticket</u> means the "Passenger Ticket and Baggage Check," including all flight, passenger and other coupons therein, issued by carrier, which provide for the carriage of the passenger and his baggage.</p> <p><u>Ticketed Point</u> means points 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 of the passenger ticket; provided that two flight numbers of two carriers such as for an interchange flight will not be permitted on one flight coupon.</p> <p><u>Transfer Point</u> 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.</p> <p><u>Transit Point</u> means any stop at an intermediate point on the route to be travelled (whether or not a change of planes is made) which does not fall within the definition of a stopover.</p> <p><u>Transpacific Sector</u> 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.</p> <p><u>Unaccompanied</u> when used for children and infants fares, this shall mean the child/infant is not accompanied by an adult.</p> <p><u>Unchecked Baggage</u> which is equivalent to hand luggage, is baggage other than checked baggage.</p> <p><u>Unit Origin</u> The initial starting point of a pricing unit.</p> <p><u>Unit Destination</u> The ultimate stopping place of a pricing unit.</p> <p><u>"United States of America"</u> or the "United States" or the "U.S.A." each means, unless otherwise specified, the area comprising the 48 contiguous Federated States; The Federal District of Columbia; Alaska, Hawaii, Puerto Rico, The U.S. Virgin Islands, American Samoa, The Canal Zone, Guam, Midway and Wake Islands.</p> <p><u>United States Department of Defense</u> means the U.S. Departments of the Army, Navy, and Air Force and the U.S. Marine Corps.</p> <p><u>Validate</u> means to stamp or write on the passenger ticket an indication that the passenger ticket has been officially issued by carrier.</p> <p><u>Westbound</u> means travel from a point in Area No. 2 or 3 to a point in Area No. 1 via the Atlantic Ocean or travel from a point in Area No. 1 to a point in Area Nos. 2 or 3 via the Pacific Ocean.</p>
For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.	
ISSUED: August 16, 2010	EFFECTIVE: September 30, 2010

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

Original Page HU-10

RULE	<p align="center"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>		
C2	<p><b><u>IN]STANDARD FORMAT OF ELECTRONIC RULES</u></b></p> <p><b><u>RULE TITLE/APPLICATION (Category **)</u></b>  This category contains the rule title and defines the application of the rule. It will be used to indicate the geographical application of the rule, type of service (first, coach, etc.), type of transportation (one way or round trip), type of journey (single open jaw, round trip, etc.) and applicability for use with joint fares, tour fares and group fares. Provisions for capacity limitations, General Rules which are NOT applicable and miscellaneous information which is not category specific will also appear here. This category will appear with every rule with at least the rule title.</p> <p><b><u>ELIGIBILITY (Category 1)</u></b>  Intentionally Left Blank</p> <p><b><u>DAY/TIME (Category 2)</u></b>  Intentionally Left Blank</p> <p><b><u>SEASONALITY (Category 3)</u></b>  Unless otherwise specified in the governing fare rule, the following general rules will apply:  (1) Fares with no seasonal designation shall apply all year.  (2) <b><u>Published OM Seasonal Fares:</u></b>  The date of the first international/transoceanic flight of each fare sector will determine the seasonal fare to be applied to such sector.  (3) <b><u>Published RT Seasonal Fares:</u></b>  The date of the first international/transoceanic flight will determine the seasonal fare level to be applied to the entire journey.  (4) <b><u>Midweek/Weekend Application</u></b>  The day of departure on the transoceanic sector in each direction determines the respective midweek and weekend application.</p> <p><b><u>FLIGHT APPLICATION (Category 4)</u></b>  Intentionally Left Blank</p> <p><b><u>ADVANCE RESERVATIONS/TICKETING (Category 5)</u></b>  (1) <b><u>Reservations</u></b>  (a) If no specific provisions are included in the specific fare rule, then reservations may be made at any time prior to the departure of a desired flight, subject to availability of space.  (b) Unless otherwise specified in the specific fare rule, any advance reservation requirement applies to reservations for the entire journey.  (c) Unless otherwise stated in the specific fare rule, any advance reservation requirements stated in this category refer to the number of days prior to the date of commencement of travel (from the point of origin) that reservations must be confirmed. The actual date of departure may not be included in counting the advance reservation requirement. When an advance reservation requirement is stated in months, reservations must be confirmed no later than the same (numerically-designated) day of the month when the reservation deadline occurs. When there is no similar, numerically-designated day in the month in which the deadline occurs, the last day of the month will be considered as the deadline.  (d) If a fare has an advance reservation requirement, the waitlist segments may not be retained beyond the reservation deadline.  (2) <b><u>Payment and Ticketing</u></b>  Unless otherwise stated in the specific fare rule, the purchase of a Prepaid Ticket Advice (PTA) will constitute the purchase of a ticket; therefore, any provision outlined in the fare rule for tickets shall also apply to PTA's (see also Rule 65 (<u>TICKETS</u>)).</p> <p><b><u>MINIMUM STAY (Category 6)</u></b>  (1) Where a rule states that there is no minimum stay requirement, then return travel may begin at any time prior to the maximum stay limit.  (2) Minimum stay is measured by counting from the day after commencement of outbound international/transoceanic travel to the earliest day return international/transoceanic travel is permitted. When a minimum stay is stated in months, return travel will not be permitted prior to the same (numerically-designated) day of the month when minimum stay requirements are met. When there is no similar, numerically-designated day in the month in which minimum stay requirements are met, the last day of the month will be considered as the end of the minimum stay requirement. When specified in a fare rule that the minimum stay is required in or at a specific area, country or city, the minimum stay requirement is counted from the day after the day of arrival at the specified area, country or city to the earliest day that return travel may commence.</p>		
	<p align="right">(Continued on next page)</p> <p>For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.</p> <table border="1"> <tr> <td data-bbox="110 1921 771 1965">ISSUED: August 16, 2010</td> <td data-bbox="771 1921 1425 1965">EFFECTIVE: September 30, 2010</td> </tr> </table>	ISSUED: August 16, 2010	EFFECTIVE: September 30, 2010
ISSUED: August 16, 2010	EFFECTIVE: September 30, 2010		

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

Original Page HU-11

RULE	<p align="center"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
C2	<p><b><u>IN STANDARD FORMAT OF ELECTRONIC RULES</u></b></p> <p><b><u>MAXIMUM STAY (Category 7)</u></b>  (1) Where a rule states that there is no maximum stay limitation, travel will be permitted within the normal validity of the ticket, which is one year from the date travel commences from the point of origin, or for open tickets, one year from the date of issue.  (2) Maximum stay is measured by counting from the day after departure from the point of origin to the last day travel may commence from the last stopover point (including the point of turnaround if no other stopovers are made). When a maximum stay is stated in months, return travel must commence by the same (numerically-designated) day of the month when maximum stay limitations expire. When there is no similar, numerically-designated day in the month in which maximum stay limitations expire, the last day of the month will be considered as the end of the maximum stay limitation.</p> <p><b><u>STOPOVERS (Category 8)</u></b>  (1) Unless otherwise stated in a specific fare rule, stopovers, as defined below, will be permitted in accordance with Rule 135 (STOPOVERS) as shown in this tariff.  (2) A stopover will occur when a passenger arrives at an intermediate point from which the passenger is not scheduled to depart on the date of arrival. If there is no connecting departure scheduled on the date of arrival, departure on the next day, within 24 hours of arrival, shall not constitute a stopover.</p> <p><b><u>TRANSFERS (Category 9)</u></b>  (1) Unless otherwise stated in a specific fare rule, unlimited transfers are permitted.  (2) If there are limitations on the number of stopovers and transfers, each stopover utilizes one of the transfers permitted.</p> <p><b><u>PERMITTED COMBINATIONS (Category 10)</u></b>  Each fare shall be specified as one or more of the following types of journeys:  (1) One Way (OW): A fare designated as OW applies to one way transportation. Unless otherwise stated in the specific fare rule, this fare may only be used in combination with other fares as a component of a one way journey.  (2) Round Trip (RT)/Circle Trip (CT):  (a) In the case of published one way fares, the fare for RT/CT transportation will be the sum of the applicable fares for each sector of the journey.  (b) In the case of published round trip fares, the fare for RT/CT transportation will be the applicable published fare when travel is via the same international carrier in both directions and via the routing/mileage provisions specified for the fare. If travel is not via the same international carrier in both directions, or if travel does not adhere to the routings/mileage provisions specified for the fare, 50 percent of a RT fare may be combined with 50 percent of another applicable RT fare; provided such combination is permitted in this category but no commission for the entire ticket.  (3) Single Open Jaw (SOJ)/Open Jaw (OJ):  (a) In the case of published one way fares, the fare for SOJ/OJ transportation will be the sum of the applicable fares for each sector of the journey.  (b) In the case of published round trip fares, the fare for SOJ/OJ transportation will be 50 percent of the applicable round trip fare for each sector of the journey; provided such combination is permitted in this category. The open jaw portion(s) of a journey will be considered to be a single point in determining the minimum and maximum stay requirements, stopover conditions, etc.  (4) Any fare may be combined, end-on-end, with any other fare that permits such combination; provided all conditions of each fare are met. Travel must be via the fare combination point(s).  (5) Any fare may be combined with the applicable arbitraries.  (6) Unless otherwise restricted in the specific fare rule, 50 percent of a RT fare published in this tariff may be combined with 50 percent of another RT fare governed by the same rule published in this tariff.  (7) When a specific fare rule permits combination of 50 percent of a RT fare with 50 percent of another fare in the same tariff or another tariff, and the governing provisions of the rules differ, the following provisions will apply unless otherwise stated in the applicable fare rules:  (a) <b><u>Period of Validity</u></b>  (i) <b><u>Seasonality</u></b>  When 50 percent of a RT fare is combined with another fare and seasonality applications vary, the date of the first international or transoceanic flight on the outbound portion of the journey will be applied to the seasonality specifications of each fare component to determine the seasonal fare to be applied to such sectors.  (ii) <b><u>Day of Week</u></b>  The day of week application of each fare shall apply to the appropriate sector over which the fare is assessed.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

ISSUED: August 16, 2010

EFFECTIVE: September 30, 2010

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

Original Page HU-12

RULE	<p align="center"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
C2	<p><b>[N] STANDARD FORMAT OF ELECTRONIC RULES</b></p> <p><b>PERMITTED COMBINATIONS (Category 10) (Continued)</b></p> <p>(7) (Continued)</p> <p>(b) <u>Surcharges</u>  The surcharge provisions of each fare shall apply to the appropriate sector over which the fare is assessed.</p> <p>(c) <u>Length of Stay</u>  (i) The longer minimum stay requirement will apply to the entire journey.  (ii) The shorter maximum stay requirement will apply to the entire journey.</p> <p>(d) <u>Stopovers</u>  The stopover restrictions of each fare shall apply to the appropriate sector over which the fare is assessed; provided that the passenger will not receive more than the maximum allowable number of stops in the most restrictive rule.</p> <p>(e) <u>Discounts</u>  The discount which results in the highest fare shall apply to the entire journey.</p> <p>(f) <u>Tour Requirements</u>  Tour features may be sold in conjunction with combined fares provided both fares are combinable with inclusive tour packages. When specific tour features are required, the largest amount of tour features shall apply to the entire journey. When minimum tour prices are specified, the largest minimum tour price shall apply to the entire journey.</p> <p>(g) <u>Group Requirements</u>  (i) The larger minimum group size of the two fares shall apply to the entire journey.  (ii) The group travel requirements of each fare shall apply to the appropriate sector over which the fare is assessed.</p> <p>(h) <u>Reservations and Ticketing</u>  (i) The longer advance reservation requirement will apply to the entire journey.  (ii) The longer advance payment/ticketing requirement will apply to the entire journey.  (iii) Any rule provision requiring simultaneous payment and ticketing shall apply in addition to the longer advance payment/ticketing deadline.  (iv) If there is a deposit required in conjunction with advance reservations, the largest requirement will apply to the entire journey.</p> <p>(i) <u>Routing/Rerouting</u>  (i) The routing conditions of each fare shall apply to the appropriate sector over which the fare is assessed.  (ii) The most restrictive voluntary rerouting provisions will apply to the entire journey.  (iii) The involuntary rerouting provisions of each fare shall apply to the appropriate sector over which the fare is assessed.</p> <p>(j) <u>Cancellation and Refunds</u>  The largest cancellation penalty that is applicable during any given time period will apply to the entire journey.</p> <p><b>BLACKOUT DATES (Category 11)</b>  Intentionally Left Blank</p> <p><b>SURCHARGES (Category 12)</b>  Intentionally Left Blank</p> <p><b>ACCOMPANIED TRAVEL (Category 13)</b>  Intentionally Left Blank</p> <p><b>TRAVEL RESTRICTIONS (Category 14)</b>  Intentionally Left Blank</p> <p><b>SALES RESTRICTIONS (Category 15)</b>  Intentionally Left Blank</p> <p><b>PENALTIES (Category 16)</b></p> <p>(1) <u>Routing of Advance Purchase and Group Fare Passengers</u>  Unless otherwise specific, voluntary reroutings are not permitted but will be subject to the provisions specified in this category of the fare rule.</p> <p>(2) <u>Rerouting</u>  <u>Advance Purchase Fares</u>  (a) <u>Prior to Departure</u>  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.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

ISSUED: August 16, 2010

EFFECTIVE: September 30, 2010



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

Original Page HU-13

RULE	<p align="center"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
C2	<p><b>[N]STANDARD FORMAT OF ELECTRONIC RULES (Continued)</b></p> <p><b>PENALTIES (Category 16) (Continued)</b></p> <p><b>(2) Rerouting (Continued)</b></p> <p><b>(a) Prior to Departure (Continued)</b></p> <p>(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.</p> <p><b>(b) After Departure</b></p> <p>(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.</p> <p>(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.</p> <p>(c) After the ticket has been issued, the non-refundable portion of the fare shall not be used as credit towards payment of any other fares. However, an advance purchase fare ticket may be upgraded to another fare type, only as specified in the applicable rule, subject to all conditions of 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.</p> <p><b>(3) Group Fares (Including Group Inclusive Tour Fares)</b></p> <p><b>(a) Prior to Departure</b></p> <p>(i) Refunds shall be made only to or at the direction of the person responsible for the travel arrangements of the group.</p> <p>(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).</p> <p>(iii) Full Refund will be made in the case of:</p> <p>(aa) Death or illness of the passenger or of a member of the passenger's immediate family (attested to by an appropriate certificate);</p> <p>(bb) Replaced passenger, if substitutions are permitted in the rule being detailed;</p> <p>(cc) Cancellation of affinity/non-affinity/incentive/own use group transportation by the carrier.</p> <p><b>(b) After Departure</b></p> <p>(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:</p> <p>(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;</p> <p>(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;</p> <p>(cc) A passenger being unable to complete or continue his/her journey with the group due to illness, which must be substantiated by a medical certificate, the amount of the group fare paid will be applied as a credit towards the purchase of transportation at applicable fares for the portions actually flown by the passenger, calculated from the original point of origin. Similar arrangements for transportation may be made for other members of the inclusive tour group who belong to the immediate family such passenger.</p> <p>(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.</p> <p>(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.</p> <p>(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.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

ISSUED: August 16, 2010

EFFECTIVE: September 30, 2010

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

1st Revised Page HU-14  
 Cancels Original Page HU-14

RULE	<p align="center"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
2	<p><u><b>STANDARD FORMAT OF ELECTRONIC RULES</b></u></p> <p><u><b>PENALTIES (Category 16) (Continued)</b></u></p> <p><u><b>(4) Individual Inclusive Tour Fares</b></u></p> <p><u><b>(a) Prior to Departure</b></u></p> <p>(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.</p> <p>(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);</p> <p><u><b>(b) After Departure</b></u></p> <p>(i) In the event of cancellation by the passenger or failure to use confirmed space as ticketed after travel has commenced, except as provided in (ii) below refund will be the difference between the fare paid and the fare for the transportation used less the non-refundable amount specified in the applicable fare.</p> <p>(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.</p> <p><u><b>(c) Credit Towards Further Transportation</b></u></p> <p>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.</p> <p><u><b>HIGHER INTERMEDIATE POINT (Category 17)</b></u></p> <p>Intentionally Left Blank</p> <p><u><b>TICKET ENDORSEMENTS (Category 18)</b></u></p> <p>Intentionally Left Blank</p> <p><u><b>CHILDREN'S DISCOUNTS (Category 19)</b></u></p> <p>Unless otherwise stated in a specific fare rule, provisions of Rule 25 (REFUSAL TO TRANSPORT), as shown in this tariff, as well as the following conditions will apply.</p> <p><u><b>(1) Infants' Fares:</b></u></p> <p>An infant who is at least 14 days of age but less than 2 years of age (on the date of commencement of travel from the point of origin) accompanied by a passenger who is at least 18 years of age will be charged the amount specified in the fare rule.</p> <p>A passenger traveling at an infant discount fare is not entitled to a seat that is reserved prior to departure. If a seat is reserved prior to departure, the infant will be eligible only for discounts applicable to infants occupying a seat.</p> <p><u><b>(2) Children's Fares:</b></u></p> <p>A child who is at least 2 years of age but less than 12 years of age (on the date of commencement of travel from the point of origin), accompanied by a passenger who is at least 18 years of age, will be charged the amount specified in the specific fare rule.</p> <p><u><b>(a)</b></u> Where the specific fare rule does not permit children's discounts, then the accompanied child will either pay the full adult fare.</p> <p><b>C</b> <u><b>†[C](b)</b></u> Unless otherwise stated in a specific fare rule, the discount listed for children will not apply to any charge or surcharge and to any cancellation or refund penalty which would normally be assessed to the adult fare.</p> <p><b>C</b> <u><b>†[N](c)</b></u> Unless otherwise stated in a specific fare rule, the discount listed for infants will apply to any charge or surcharge and to any cancellation or refund penalty which would normally be assessed to the adult fare.</p> <p><u><b>TOUR CONDUCTOR DISCOUNTS (Category 20)</b></u></p> <p>Intentionally Left Blank</p> <p><u><b>AGENT DISCOUNTS (Category 21)</b></u></p> <p>Intentionally Left Blank</p> <p><u><b>ALL OTHER DISCOUNTS (Category 22)</b></u></p> <p>Intentionally Left Blank</p> <p><u><b>MISCELLANEOUS PROVISIONS (Category 23)</b></u></p> <p>Intentionally Left Blank</p> <p><u><b>(Category 24)</b></u></p> <p>Currently Not Available</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

**ISSUED: September 23, 2010**

**EFFECTIVE: November 7, 2010**

(Except  
as Noted)



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

Original Page HU-15

RULE	<p align="center"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
C2	<p><u>IN STANDARD FORMAT OF ELECTRONIC RULES</u>          (Category 25)          Currently Not Available</p> <p><u>GROUPS (Category 26)</u>          (1) <u>Group Size</u>          A minimum group size refers to the minimum number of adult fare paying passengers. In order to determine the minimum group size, child and infant paying the applicable adult fare, will be counted as one adult fare paying passenger.          (2) <u>Group Travel Requirements</u>          A group is required to travel together on the same flight(s).</p> <p><u>TOURS (Category 27)</u>          (1) <u>Individual and Group Inclusive Tour Requirements</u>          (a) Except as otherwise noted, 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) <u>Minimum Tour Price</u>          (a) The minimum selling price of the inclusive tour, normally expressed as the applicable inclusive tour plus a specific amount.          (b) Any increase in the minimum selling price due to extra days of stay en route.  <u>NOTE:</u> The term "Minimum Tour Price" (MTP) shall be understood to mean the minimum selling price of the tour per passenger.</p> <p><u>VISIT ANOTHER COUNTRY (Category 28)</u>          Intentionally Left Blank</p> <p><u>DEPOSITS (Category 29)</u>          Intentionally Left Blank</p>
<p>For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.</p> <p><b>ISSUED:</b> August 16, 2010</p>	
<p><b>EFFECTIVE:</b> September 30, 2010</p>	

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

1st Revised Page HU-16  
Cancels Original Page HU-16

RULE	<p style="text-align: center;"><b>HAINAN AIRLINES</b> <b>SECTION I - GENERAL RULES</b></p>		
<p>5</p>	<p><b><u>APPLICATION OF TARIFF</u></b></p> <p>(A) <b><u>GENERAL</u></b></p> <p>(1) This tariff shall apply to carriage of passengers and baggage (and services related to such (carriage) on HU or jointly via the services of HU and other carriers participating in this tariff.</p> <p>(2) The provisions outlined in this tariff shall apply to transportation of passengers and/or baggage at fares/charges outlined in this tariff (and in compliance with the Montreal Convention (1999) (MC99 hereafter) as applicable. These rules constitute the conditions applying to the contract for carriage 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.</p> <p>(3) International transportation shall be subject to the rules relating to liability established by the Convention for Unification of Certain Rules Relating to International Carriage by Air signed in Warsaw, October 12, 1929 as amended by the protocol signed at the Hague, September 28, 1955. Only Rule 55 (Liability of Carriers) of this tariff may state any limitation on the carrier's liability for personal injury or death. Insofar as any other portion of this tariff refers to other limitations or conditions on the liability for personal injury or death, such reference are included in this tariff as a part of the tariff filed with governments other than the U.S.A. and Canada, and are not as part of this tariff filed with the United States Department of Transportation and Canadian Transportation Agency.</p> <p>(4) <b><u>Overriding Law</u></b> If any provision contained or referred to in the ticket or in this tariff is contrary to mandatory law, government regulations, orders or requirements, such provision shall remain applicable to the extent that it is not overridden by such law/regulation/order/requirement. The invalidity of any provision shall not affect any other part.</p> <p>(5) <b><u>Modification and Waiver</u></b> No agent, servant or representative of the carrier has authority to alter, modify or waive any provision of the contract of carriage or this tariff.</p> <p>(6) Except as otherwise provided, charges or monetary amounts shown in this tariff in dollars or cents are stated in terms of lawful U.S. currency. Charges or monetary amounts are also stated in terms of lawful Canadian currency whenever so indicated directly in connection therewith.</p> <p>(7) Except as otherwise provided below, fare rule provisions, local or joint fares, including arbitraries contained in the On-line Tariff Database maintained by Airline Tariff Publishing Company, agent on behalf of HU are considered to be part of this tariff.</p> <p>(B) <b><u>GRATUITOUS CARRIAGE</u></b> With respect to gratuitous carriage, HU reserves the right to exclude the application of all or any part of this tariff.</p> <p>(C) <b><u>CHANGE WITHOUT NOTICE</u></b> Change without notice rules, regulations and conditions of carriage are subject to change without notice except as required by applicable laws, orders or government regulations. However, any change in a contract for carriage will not apply if such carriage has already commenced.</p> <p>(D) <b><u>GUARANTEED DAY OF PURCHASE PROVISIONS</u></b> 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 a ticket. When there is a difference between the fare/charges originally collected and the fare/charges in effect on the date of commencement of travel (from the point of origin), the passenger may be entitled to a non-refund of any over-collected amount or may be subject to additional collection for any under-collected amount.</p> <p><b><u>EXCEPTION:</u></b> For travel originating in the U.S.A. or Canada, no increase will be collected in cases where the ticket has been issued prior to the effective date of tariff containing an increase in the applicable fare, effected through a change in fare level, a change in conditions governing the fare, or a cancellation of the fare itself provided:</p> <p>(1) The originating international flight coupon of the ticket was issued for a specific flight at the fare contained in a tariff lawfully in effect on the date of ticket issuance (determined by the validation stamped or imprinted on the ticket).</p> <p>(2) The originating international flight shown on the ticket is not voluntarily changed at the passenger's request subsequent to the effective date of any increase in the applicable fare.</p> <p><b><u>NOTE:</u></b> The provisions of sub-paragraphs (1) and (2) above will not apply to tickets issue at published standby fares.</p>		
<p>For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.</p> <table border="1" style="width: 100%;"> <tr> <td style="width: 50%;"><b>ISSUED:</b> September 23, 2010</td> <td style="width: 50%;"><b>EFFECTIVE:</b> November 7, 2010 (Except as Noted)</td> </tr> </table>		<b>ISSUED:</b> September 23, 2010	<b>EFFECTIVE:</b> November 7, 2010 (Except as Noted)
<b>ISSUED:</b> September 23, 2010	<b>EFFECTIVE:</b> November 7, 2010 (Except as Noted)		

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

Original Page HU-17

RULE	<p align="center"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
C6	<p><b>[N]CLASSES OF SERVICE</b></p> <p>(A) <u>FIRST CLASS SERVICE</u></p> <ol style="list-style-type: none"> <li>(1) First Class service is provided to passengers paying the First Class fares for transportation in the First Class section of flights designated as First Class, Business Class and Economy Class or First Class and Economy Class in carrier's general schedules.</li> <li>(2) The First Class section will be located in the forward most portion of the aircraft.</li> <li>(3) Passengers eligible for First Class service will be afforded the use of the First Class lounges, where such facilities exist and separate check-in facilities, when airport space and staffing permits.</li> <li>(4) Passengers seated in the First Class service section will (when flight times permit) be afforded inflight amenities such as complimentary meals and beverages and complimentary use of headsets for audio/visual entertainment (where such feature is provided inflight).</li> </ol> <p>(B) <u>BUSINESS CLASS SERVICE</u></p> <ol style="list-style-type: none"> <li>(1) Business Class service is provided to passengers paying the Business Class fares for transportation in the Business Class service section of flights designated as First Class, Business Class and Economy Class in carrier's general schedule.</li> <li>(2) The Business Class section will be located, immediately behind the First Class section of combination class aircraft operated with First Class, Business Class and Economy Class seating configuration.</li> <li>(3) Passengers eligible for Business Class service will be afforded separate check-in facilities when airport space and staffing permits.</li> <li>(4) Passengers seated in the Business Class service section will be afforded in-flight amenities such as complimentary meals and beverages (including cocktails, beer or wine) and complimentary use of headsets for audio/visual entertainment (where such feature is provided inflight).</li> </ol> <p>(C) <u>ECONOMY CLASS SERVICE</u></p> <ol style="list-style-type: none"> <li>(1) Economy Class service is provided to passengers paying Economy Class fares for transportation in the Economy Class section of combination class aircraft operated with First Class, Business Class and Economy Class or First Class and Economy Class in carrier's general schedules.</li> <li>(2) The Economy Class section will be located immediately behind the First Class section or the Business Class section, as the case may be.</li> <li>(3) Passengers seated in the Economy Class Section will (when flight times permit) be afforded in-flight amenities such as complimentary meals and beverages and complimentary use of headsets for audio/visual entertainment (where such feature is provided inflight.)</li> </ol>
C15	<p><b>[N]ELECTRONIC SURVEILLANCE OF PASSENGERS AND BAGGAGE</b></p> <p>Passengers and their baggage are subject to inspection with an electronic detector with or without the passenger's consent or knowledge.</p>
<p>For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.</p> <p><b>ISSUED:</b> August 16, 2010</p>	
<p><b>EFFECTIVE:</b> September 30, 2010</p>	

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

1st Revised Page HU-18  
 Cancels Original Page HU-18

RULE	HAINAN AIRLINES SECTION I - GENERAL RULES																								
21	<p><b>†(C)TRANSPORT OF PASSENGERS WITH DISABILITIES</b></p> <p>(A) <b>DEFINITIONS</b> 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.</p> <p>(1) <b>Ambulatory</b> - a person who is able to move about within the aircraft unassisted.</p> <p>(2) <b>Non-Ambulatory</b> - a person who is not able to move within the aircraft unassisted.</p> <p>(3) <b>Self-reliant</b> - except for needs and assistance related to safety, "Self Reliant" means a person who is independent, self-sufficient and capable of taking care of all personal needs during flight, and does not require who requires assistance of a personal nature such as assistance with eating, using the washroom facilities or administering medication nor does not require assistance from the carrier beyond the range of services that are normally offered by the HU.</p> <p>(4) <b>Non-self-reliant</b> - a person who is incapable of self-care during a flight.</p> <p>(5) <b>Determination of self-reliance</b> - Except for safety-related matters governed by Transport Canada, HU will accept the determination made by or on behalf of a person with a disability as to self-reliance. Once advised that he or she is self-reliant, HU shall not refuse such passenger transportation on the basis that there is a lack of a personal attendant or based on the assumption that the passenger may require additional attention from airline employees to assist with the passenger's needs such as assistance with eating, using the washroom facilities or administering medication which are beyond the range of services that are normally offered by HU.</p> <p>(6) <b>Assistant (Personal Attendant)</b> - an able-bodied person physically capable of assisting a passenger with a Disability to an exit in the event of an emergency and who will attend to the personal needs of that passenger during flight, where such is required.</p> <p>(7) <b>Wheel Chair Bound Athlete</b> - a non-ambulatory person with upper body and arm development such is 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.</p> <p>(8) <b>Random Seating</b> - 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.</p> <p>(9) <b>Planned Seating</b> - 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.</p> <p>(B) <b>ACCEPTANCE OF PASSENGERS WITH DISABILITIES</b> (1) Except for safety-related matters governed by Transport Canada, HU will accept the determination made by or on behalf of a person with a disability as to self-reliance. (Detail see Rule 70 (C)(5)).</p> <p>(2) HU 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 -</p> <p>(a) He/She is accompanied by an attendant who will be responsible for caring for him/her en route, and</p> <p>(b) With the care of such attendant, he/she will not require unreasonable attention or assistance from employees of the carrier.</p> <p>(3) Passengers with disabilities will be accepted for transportation as outlined in the following:</p> <table><thead><tr><th>DISABILITY</th><th>ASSISTANT REQUIRED</th><th>MAXIMUM NO PER FLIGHT</th></tr></thead><tbody><tr><td>Passenger with visual impairment</td><td>No</td><td>No Limit</td></tr><tr><td>Passenger with hearing impairment</td><td>No</td><td>No Limit</td></tr><tr><td>Passenger with hearing impairment and visual impairment</td><td>Yes</td><td>No Limit</td></tr><tr><td>Passenger with a Mental health disability/self reliant</td><td>No</td><td>No limit</td></tr><tr><td>Passenger with a Mental health disability/Non-self-reliant</td><td>Yes</td><td>No limit</td></tr><tr><td>Passenger with mobility impairment/self-reliant</td><td>No</td><td>No limit</td></tr><tr><td>Passenger with mobility impairment/Non-self-reliant</td><td>Yes</td><td>No Limit</td></tr></tbody></table> <p>(C) <b>SERVICE ANIMAL</b> (1) "Service animal" means an animal that is required by a person with a disability for assistance and is certified, in writing as having been trained to assist a person with a disability by a professional service animal institution and which is properly harnessed in accordance with standards established by a professional service animal institution.</p> <p>(2) Acceptance of service animals: The carrier will accept for transportation, without charge, a service animal required to assist a person with disability provided that the animal is properly harnessed and certified in writing as having been trained by a professional service animal institution, to accompany the person on board the aircraft and to remain on the floor at the person's passenger seat.</p>	DISABILITY	ASSISTANT REQUIRED	MAXIMUM NO PER FLIGHT	Passenger with visual impairment	No	No Limit	Passenger with hearing impairment	No	No Limit	Passenger with hearing impairment and visual impairment	Yes	No Limit	Passenger with a Mental health disability/self reliant	No	No limit	Passenger with a Mental health disability/Non-self-reliant	Yes	No limit	Passenger with mobility impairment/self-reliant	No	No limit	Passenger with mobility impairment/Non-self-reliant	Yes	No Limit
DISABILITY	ASSISTANT REQUIRED	MAXIMUM NO PER FLIGHT																							
Passenger with visual impairment	No	No Limit																							
Passenger with hearing impairment	No	No Limit																							
Passenger with hearing impairment and visual impairment	Yes	No Limit																							
Passenger with a Mental health disability/self reliant	No	No limit																							
Passenger with a Mental health disability/Non-self-reliant	Yes	No limit																							
Passenger with mobility impairment/self-reliant	No	No limit																							
Passenger with mobility impairment/Non-self-reliant	Yes	No Limit																							

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

**ISSUED: September 23, 2010**

**EFFECTIVE: November 7, 2010**

(Except as Noted)

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

Original Page HU-18-A

RULE	<p align="center"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
C21	<p><b>+ [C] TRANSPORT OF PASSENGERS WITH DISABILITIES (Continued)</b></p> <p><b>(C) SERVICE ANIMAL (Continued)</b></p> <p>(3) <u>Medical Clearance</u>  The carrier reserves the right to require a medical clearance from the Company Medical Authorities if travel involves any unusual risk or hazard to the passenger or to other persons (including, in cases of pregnant passengers, unborn children).</p> <p>(4) <u>Limitation of liability-service animals</u>  Should injury to or death of a service animal result from 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.</p> <p><b>(D) LIST OF THE TYPE OF ASSISTANCE TO BE PROVIDED TO PERSONS WITH DISABILITIES</b>  Services provided by HU to persons with disabilities when a request for such services is made at least 48 hours prior to departure, include:</p> <p>(1) <u>Arrival and departure services</u>  HU provides assistance when requested by a passenger with a disability.</p> <ul style="list-style-type: none"> <li>• registration at the check-in counter;</li> <li>• moving to the boarding area;</li> <li>• boarding (if assistance is requested, the carrier may require a person to preboard the aircraft) and deplaning;</li> <li>• retrieving checked baggage;</li> <li>• getting to a representatives of another air carrier within the same terminal for a change of flight;</li> <li>• moving to the general public area; and</li> <li>• transferring to a wheelchair, boarding chair or other mobility aid provided by the air carrier from person's own mobility aid.</li> </ul> <p>Air carrier personnel are also required to ask periodically if assistance is needed by any passenger who is in a wheelchair, boarding chair or any other device in which the passenger is not independently mobile, and to provide such assistance where it is the usual practice of HU or where the services are required to be provided by HU pursuant to these regulations. This is required only when the passenger is waiting for a flight after check-in or is in transit between flights.</p> <p>(2) <u>Services on board</u>  A person with a disability is entitled to receive the following services while on board an aircraft:</p> <ul style="list-style-type: none"> <li>• assistance to put away and retrieve carry-on baggage (if assistance is requested, the carrier may require a person to preboard the aircraft);</li> <li>• assistance to transfer to and from a wheelchair, boarding chair or other mobility aid (if assistance is requested, the carrier may require a person to preboard the aircraft);</li> <li>• assistance - other than being carried - to move to and from an aircraft washroom, including assistance in the use of an on-board wheelchair if available; and</li> <li>• special meals, where available, and some help with meals such as opening packages, identifying items and cutting food.</li> </ul> <p>On-board staff are expected to check periodically to see if a passenger requires assistance.</p> <p><b>(E) RESERVATION</b>  Reservation should be made at least 48 hours in advance of travel, advising the carrier as to the nature of disability and assistance required, so that arrangements can be made. The carrier will make a reasonable effort to accommodate passengers who fail to make reservations 48 hours in advance.</p> <p><b>(F) SEATING RESTRICTIONS</b>  Passengers with disability will not be permitted to occupy seats in designated emergency exit rows, in over-wing emergency exit rows, where the ventral stair may have to be used as an emergency exit, or on the upper deck of the aircraft or, otherwise in accordance with safety rules and regulations administered by Transport Canada.</p>
<p>For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.</p> <p><b>ISSUED: September 23, 2010</b></p>	
<p><b>EFFECTIVE: November 7, 2010</b> (Except as Noted)</p>	

+ - Effective September 30, 2010 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 57123.

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

1st Revised Page HU-19  
 Cancels Original Page HU-19

RULE	<p style="text-align: center;"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
<p>24</p> <p>C</p> <p>C</p>	<p><u><b>ACCEPTANCE OF CHILDREN</b></u>          For the purposes of the present rule, a minor means a person who has not reached his/her 18th birthday as of the date of commencement of travel.</p> <p>(A) <u><b>ACCOMPANIED</b></u>          Children are accepted for transportation when accompanied on the same flight and in the same compartment by a passenger at least 18 years of age. Only one infant will be accepted for carriage with each fare paying passenger at least 18 years of age occupying the same or adjacent seat occupied by the infant.  <u>NOTE:</u> The infant must be placed in an approved infant safety seat.</p> <p>(B) <u><b>UNACCOMPANIED</b></u>          Minors not accompanied on the same flight and in the same compartment by a passenger 18 years of age or over are accepted for transportation only under the following conditions:          Age of minor at last birthday under +[R]5 years of age via all classes of service not accepted under any conditions.</p> <p><u>5 to 11 years of age</u>          Unaccompanied minor service is mandatory. Accepted only for transportation on HU-operated non-stop flights. Connections or multi-leg itineraries are not permitted.</p> <p><u>12 to 16 years of age paying adult fare</u>          Unaccompanied minor service is not limited.</p> <p>(C) <u><b>FARE</b></u>          The fare applicable to the transportation of children is the applicable published fare. Fares applicable to unaccompanied minors are as follows:          Unaccompanied children 5 through 11 years old: Applicable adult fare.          Unaccompanied minors 12 through 16 years old: Applicable adult fare.</p> <p>Infants occupying a seat:          The fare for infants occupying a seat will be 100% of the applicable children fare or adult fare (if there is no children's discount).</p> <p>(D) <u><b>CONDITIONS OF APPLICATION OF THE SERVICE</b></u>          (1) Registration for the unaccompanied minor service must be made at least 1 hour prior to departure.          (2) The minor must be brought to the airport of departure by a parent or responsible adult who remains with the minor until carrier starts providing supervision, and who must furnish the carrier with satisfactory evidence that the minor will be met by another parent or responsible adult showing photo identification, upon deplaning at his destination. Children of ages 5 to 11 are not accepted if the flight on which the child holds a reservation is expected to terminate short of, or bypass his destination.          (3) Carrier will provide supervision for the minor from the time of boarding or check-in, where applicable, until the minor is met at destination by a parent or a responsible adult showing photo identification, as identified in the above paragraph.  <u>EXCEPTION:</u> Unaccompanied minor service is provided only for transportation on HU-operated non-stop flights. Connections or multi-leg itineraries are not permitted.          (4) <u>Standby/Waitlist</u>          Segments must be confirmed. Standby travel is not permitted.          (5) <u>Medical Conditions</u>          Children with medical conditions may not be accepted for travel as an unaccompanied minor. Medical approval from HU medical center is required for any unaccompanied minor service to be offered to a minor with a medical condition, including customers with disabilities. A child who is blind or deaf may not travel unaccompanied. A child with severe allergy will not be accepted for travel as an unaccompanied minor.          (6) The number of unaccompanied minors on each flight is limited to the type of aircraft and may be subject to prior arrangement with the carrier in accordance with HU's regulations.  <u>NOTE:</u> Severe allergy is defined as one that may cause the passenger to go into anaphylactic shock (life threatening status where breathing is difficult). Assessment of allergy severity must be determined by parents or guardian.          +[N](7) At present, HU does not allow passengers to carry any child seat on board.</p> <p>(E) <u><b>RESPONSIBILITY OF CARRIER</b></u>          Limited responsibilities of carrier with the exception of the service specifically provided to an unaccompanied minor in this rule, carrier will not assume any financial or guardianship responsibilities for unaccompanied minor beyond those applicable to an adult passenger.</p>

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

**ISSUED:** September 23, 2010

**EFFECTIVE:** November 7, 2010

(Except  
as Noted)



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

1st Revised Page HU-20  
 Cancels Original Page HU-20

RULE	<p align="center"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
<p>25</p> <p>C</p> <p>C</p> <p>C</p> <p>C</p> <p>C</p> <p>C</p> <p>C</p>	<p><b><u>REFUSAL TO TRANSPORT - LIMITATIONS OF CARRIER</u></b></p> <p>(A) <b><u>REFUSAL, CANCELLATION OR REMOVAL</u></b></p> <p>(1) HU will refuse to carry, cancel the reserved space of, or remove en route any passenger:</p> <p>(a) When such action is necessary for reasons of safety;</p> <p>(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;</p> <p>(c) When conduct, age, status or mental or physical condition of the passenger is such as to:</p> <p>(i) Require special assistance of carrier; or</p> <p>(ii) Cause discomfort to or make the passenger objectionable to other passengers; +[N]not applicable to persons with disabilities; or</p> <p>(iii) Involve any hazard or risk to the passenger or other persons or to property.</p> <p>(d) Passenger has failed to observe the instructions of the carrier, or passenger has refused to submit to a security check, or</p> <p>(e) The applicable fare or any charges or taxes payable have not been paid, or credit arrangement agreed between the carrier and the passenger (or the person paying for the ticket) have not been complied with; or</p> <p>(f) The passenger may seek to enter a country through which he or she is in transit, or</p> <p>(g) The passenger may destroy his or her documentation during the flight, or</p> <p>(h) The passenger will not surrender travel documents to be held by the flight crew, against receipt, when so requested by the carrier; or</p> <p>(i) The ticket has been acquired unlawfully or has been purchased from an entity other than the issuing carrier or its authorised agent, or</p> <p>(j) The ticket has been reported as being lost or stolen, or is counterfeit, or</p> <p>(K) Any flight or electronic coupon has been altered by anyone other than the carrier or its authorised agent, or in the case of a flight coupon, has been mutilated, and the carrier reserves the right to retain such ticket, or</p> <p>(L) The person presenting the ticket cannot prove that he or she is the person named in the ticket. The carrier reserves the right to retain such paper ticket, or</p> <p>+ [N](m) Passengers has not fully complied with the Airline's ticketing, check-in, reconfirmation requirements, or</p> <p>+ [N](n) The flight is cancelled;</p> <p>(2) If question arises of any aircraft being overloaded, HU shall decide which passengers or articles will be carried.</p> <p>(3) Subject to the provisions of Rule 87 (Denied Boarding Compensation) herein, the sole recourse of any person so refused carriage or removed en route for any reason specified in the foregoing paragraphs shall be recovery of the refund value of the unused portion of his/her ticket as hereinafter provided in Rule 90 (Refund) herein.</p> <p>(4) Determination of self-reliance - HU will accept the determination of a person with a disability as to self-reliance.</p> <p>+ [N](5) HU may cancel the right or further right of carriage of the passenger and his/her baggage upon refusal of the passenger, after demand by HU, to pay the fare or portion thereof so demanded, or to pay any charge so demanded and assessable with respect to the baggage of the passenger, without being subject to any liability therefore except to refund, in accordance herewith, the unused portion of the fare and baggage charge(s) previously paid, if any.</p> <p>(B) <b><u>CONDITIONAL ACCEPTANCE FOR CARRIAGE</u></b></p> <p>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, +[X]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. (See Note)</p> <p><b>NOTE:</b> Except to the extent provided in Rule 55 (Liability of Carriers) of this tariff, 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 +[X], and Rule 25 (Refusal to transport-Limitations of carrier) is included herein as part of the tariff filed with governments other than the United States and not as part of this tariff.</p> <p>(C) <b><u>CARRIAGE OF UNACCOMPANIED CHILDREN</u></b></p> <p>(1) Children +[C]5-11 years of age will be accepted for carriage unaccompanied only under the following conditions:</p> <p>(a) They are accompanied to the airport at the stipulation time of departure by a parent, guardian or responsible adult upon deplaning;</p> <p>(b) The flight on which space is held is not excepted to terminate short of or by pass the destination due to weather conditions.</p> <p>(c) Advance arrangement have been made with the carrier.</p> <p>(2) Children will not be accepted for unaccompanied transport if the child has not yet reach his/her 5th birthday.</p>

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

**ISSUED:** September 23, 2010

**EFFECTIVE:** November 7, 2010

(Except  
as Noted)

+ - Effective September 30, 2010 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 57123.



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

1st Revised Page HU-21  
 Cancels Original Page HU-21

RULE	HAINAN AIRLINES SECTION I - GENERAL RULES
C27	<p><b>[N]FUEL SURCHARGE</b></p> <p>(A) <u>POLICY AND CONDITIONS</u></p> <p>(1) For tickets issued on/before October 31, 2010, an international fuel surcharge will be collected for worldwide travel as follows in the grids below.</p> <p>(2) Applicable to all passengers.</p> <p>(3) Applicable to all HU stock (880), including interline tickets.</p> <p>(4) The amount is collected at the point of sale at the time of ticket issuance and is shown separately in the TAX/FEE/Charge Box of the ticket under code - YR- as the total amount.</p> <p>(B) <u>RESTRICTIONS</u> Non-commissionable</p> <p>(C) <u>FUEL SURCHARGES</u>          Originating from Canada to China: 130 CAD per sector          Originating from China to Canada: R1850 CNY per sector            Originating from USA to China: 95 USD per sector          Originating from China to USA: 600 CNY per sector</p>
C	<p>For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.</p>
ISSUED: September 3, 2010	EFFECTIVE: October 18, 2010

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

Original Page HU-22

RULE	<p align="center"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
C32	<p><b><u>[N]GROUND TRANSFER SERVICE</u></b></p> <p>Carrier does not maintain, operate or provide ground transfer service between airport or between airports and city centers. 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. In cases where Carrier maintains and operates for its passengers local transfer services, the terms, conditions, provisions, rules and regulations of 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 of such local transfer services are not used.</p>
C35	<p><b><u>[N]PASSENGER EXPENSES EN ROUTE</u></b> (Applicable to HU for passengers who have purchased a normal business class through fare provided HU is the international carrier).</p> <p>(A) <b><u>MEALS, HOTEL ACCOMMODATIONS, GROUND TRANSPORTATION AND TRANSIT TAXES</u></b></p> <p>(1) If food is provided, it is provided at no charge.</p> <p>(2) Hotel expenses, charges for Ground Transfer service meals other than those served aloft, airport service charges and transit taxes are not included in passenger fares.</p> <p>(B) <b><u>HOTEL RESERVATIONS</u></b></p> <p>(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 it's representatives in arranging, or attempting to arrange for reservations will be chargeable to passengers, except as otherwise provided in this tariff.</p> <p>(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 service, the cost of hotel accommodation may be borne by carrier.</p> <p>(C) <b><u>ARRANGEMENTS MADE BY CARRIER</u></b></p> <p>In making arrangements for hotel or other housing and board accommodations for passengers or for excursion trips on the ground or other similar arrangements whether or not the cost of such arrangements is for the account of carrier, carrier acts only as agent for the passenger and carrier is not liable for loss, damage or expense of any nature whatsoever incurred by the passenger as a result of or in connection with the use by the passenger of such accommodation or the denial of the use thereof to the passenger by any other person, company or agency.</p>
<p>For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.</p> <p><b>ISSUED: August 16, 2010</b></p>	
<p><b>EFFECTIVE: September 30, 2010</b></p>	

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

Original Page HU-23

RULE	<b>HAINAN AIRLINES</b> <b>SECTION I - GENERAL RULES</b>
C40	<p><b><u>IN TAXES</u></b></p> <p>(A) Any tax or other charge imposed by government authority and collectable from a passenger will be in addition to the published fares and charges.</p> <p>(B) Refund of unused taxes and fees available where permitted by imposing legislation or authority.</p>
C45	<p><b><u>IN ADMINISTRATIVE FORMALITIES - PASSPORTS, VISAS AND TOURIST CARDS</u></b></p> <p>(A) <b><u>COMPLIANCE WITH REGULATIONS</u></b>  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, in writing, or otherwise, or for the consequences to any passenger resulting from his failure to obtain such documents or to comply with such laws, regulations, orders, demands, requirements, or instructions.</p> <p>(B) <b><u>PASSPORTS AND VISAS</u></b>  (1) The passenger must present all exit, entry and other documents required by laws, regulations, orders, demands or requirements of the countries concerned. The carrier will refuse carriage to any passenger whose documents are incomplete or who has not complied with applicable laws, regulations, orders, demands or requirements. Furthermore, the 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 the applicable laws and regulations, the passenger agrees to pay the applicable fare whenever the carrier, on government order, is required to return a passenger at his/her 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.</p> <p>(C) <b><u>CUSTOMS INSPECTION</u></b>  If required, the passenger must attend inspection of his baggage, checked or unchecked, by customs or other government officials. Carrier accepts no responsibility toward the passenger if the latter fails to observe this condition. If damage is caused to carrier because of the passenger's failure to observe this condition, the passenger shall indemnify carrier therefor.</p> <p>(D) <b><u>GOVERNMENT REGULATION</u></b>  No liability shall attach to carrier if carrier in good faith determines that what it understands to be applicable law, government regulation, demand, order or requirement, requires that it refuse and it does refuse to carry a passenger.</p>
For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373. <b>ISSUED: August 16, 2010</b>	
<b>EFFECTIVE: September 30, 2010</b>	

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

1st Revised Page HU-24  
Cancels Original Page HU-24

RULE	<p style="text-align: center;"><b>HAINAN AIRLINES</b> <b>SECTION I - GENERAL RULES</b></p>
55	<p><b><u>LIABILITY OF CARRIERS</u></b></p> <p>(A) <b><u>SUCCESSIVE CARRIERS</u></b> Carriage to be performed under one ticket or under a ticket and any conjunction ticket issued in connection therewith by several successive carriers is regarded as a single operation.</p> <p>(B) <b><u>LAWS AND PROVISIONS APPLICABLE</u></b></p> <p>(1) In accordance with Article 22(1) of Convention for the Unification of Certain Rules relating to International Transportation by Air signed at Warsaw, October 12, 1929 or said convention as amended by the Protocol signed at the Hague, September 25, 1955 ("the Protocol"), HU agrees that, as to all international transportation as defined in said convention or said amended by said protocol, which according to the contract of carriage, includes a point in the United States of America as a point of origin, point of destination or agreed stopping place, HU shall not invoke the liability in Article 22(1) of the convention as to any claim for recoverable compensatory damages arising under Article 17 of the convention.</p> <p>(2) HU shall not avail itself of any defense under Article 20(1) of the Convention with respect to that portion of such claim which does not exceed 100,000 SDRS.</p> <p>(3) Except as otherwise provided in paragraphs (1) and (2) hereof, HU reserves all defenses available under the Convention to any such claim. With respect to third parties, HU also reserves all rights of recourse against any other person, including without limitation, rights of contribution and indemnity.</p> <p>(4) Neither the waiver of limits nor the waiver of defenses shall be applicable in respect of claims made by public social insurance or similar bodies (except with respect to any such bodies of the United States), however asserted. Such claims shall be subject to the limit in Article (22)(1) and to the defenses under Article (20)(1) of the Convention.</p> <p><b><u>NOTE:</u></b> In the United States, paragraph (B) of Rule 55 shall expire upon any final action of the Department of Transportation which does not make provision for tariffs identical to the above paragraph (B), or in accordance with any order of the department.</p> <p>(5) Carrier's name may be abbreviated in the ticket, the full name and its abbreviation being set forth in carrier's tariffs, and carrier's address shall be the airport of departure shown opposite the first abbreviation of carrier's name in the ticket, and for the purpose of the Convention the agreed stopping places (which may be altered by carrier in case of necessity) are those places, except the place of departure and the place of destination set forth in the ticket and any conjunction ticket issued therewith, or shown in carrier's timetable as scheduled stopping places on the passenger's route. A list giving the full name and abbreviation of each carrier in this tariff is provided at the front of this tariff.</p> <p>(6) to the extent not in conflict with the above convention or said convention as amended by said protocol, all carriage hereunder and other services performed by HU are subject to:</p> <p>(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;</p> <p>(b) Provisions set forth in the passenger's ticket;</p> <p>(c) Applicable tariffs;</p> <p>+ [N] (7) For purpose of international carriage governed by the Montreal Convention, the liability rules set out in the Montreal Convention are fully incorporated herein and shall supersede and prevail over any provisions of this tariff which may be inconsistent with those rules.</p> <p>(C) <b><u>LIMITATION OF LIABILITY</u></b></p> <p>(1) HU will be liable for the damage of the passenger occurring on the aircraft or boarding or descending the aircraft but is not liable for the death of the passenger totally caused by the passenger's health condition.</p> <p>(2) HU will be liable for any destruction, loss or damage occurring during carriage in flight or within a period controlled by HU. HU will be liable for the damages or unchecked baggage and hand baggage because of HU' employee or agent mistakes. But HU will not be liable for the damage of baggage (including checked baggage, unchecked baggage and hand baggage) if it is caused by the defect, quality and flaw of the baggage. HU does not assume liability for normal wear and tear to baggage, which includes: Damage to or loss of protruding baggage parts such as straps, pockets, pull handles, hanger hooks, wheels and feet, or other items attached to the baggage as well as damage to over sized/over packed bags.</p> <p>+ [C] (3) HU will be liable for the damage to the passenger and baggage if it is caused by delay in the transportation. But HU will not liable for the damage if HU' employee or agent has taken all measures to avoid damage or it is impossible for him/her to take such measure. Damaged or delayed property must be reported to HU within 7 days of arrival at destination otherwise HU is not liable for responsibility.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

**ISSUED:** September 23, 2010

**EFFECTIVE:** November 7, 2010

(Except  
as Noted)

† - Effective September 30, 2010 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 57123.

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

1st Revised Page HU-25  
 Cancels Original Page HU-25

RULE	<p style="text-align: center;"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
55	<p><u><b>LIABILITY OF CARRIERS</b></u> (Continued)</p> <p>(C) <u><b>LIMITATION OF LIABILITY</b></u> (Continued)</p> <p>(4) If it is confirmed that the losses are caused or facilitated by the faults of the claimant or the one from whom the claimant obtains rights, HU will be exempted from liability or just bear reduced responsibilities according to the degree of such faults which have caused or facilitated the losses. If confirmed by HU that other person rather than the passenger requires compensation for the passenger's injury or death and such injury or death is caused or facilitated by the passenger's own faults, HU will be exempted from liability or just bear reduced responsibilities according to the degree of such faults which have caused or facilitated the injury or death.</p> <p>(5) <u><b>On the Limitation of Liability</b></u></p> <p>(a) International carriage as defined in the 1999 Montreal convention, is subject to the liability rules of such convention.</p> <p>(b) International carriage as defined in the 1929 Warsaw Convention and 1955 Hague Protocol but not in 1999 Montreal Convention, is subject to the liability rules of Warsaw Convention and Hague Protocol.</p> <p>(c) Where international carriage is not subject to the liability rules of the convention, is subject to the bilateral agreement or civil aviation law of the People's Republic of China and related regulations about applicable laws, government regulations or orders.</p> <p>(6) <u><b>On the Limitation of Liability Regulated in Convention</b></u></p> <p>(a) <u><b>Warsaw convention and Hague Protocol</b></u></p> <p>(i) The compensation for injuries or deaths paid by HU to passenger will not exceed two hundred fifty thousand french francs or its equivalent.</p> <p>(ii) The compensation for checked baggage paid by HU is not more than two hundred and fifty french francs per kilogram or its equivalent. The compensation for unchecked baggage or hand baggage paid by HU is no more than five thousand french francs per passenger or its equivalent. If no baggage weight record in the baggage check, the weight of the checked baggage will be regarded as not exceed the free baggage allowance to the related class of cabin. The compensation for checked baggage shall be within the value declaration.</p> <p>(b) <u><b>1999 Montreal Convention</b></u></p> <p>(i) The compensation for injuries or deaths paid by HU to passenger who has no more than +M11131 SDRS is subject to the regulations in subparagraph 1 paragraph 20 and paragraph 20 of the convention.</p> <p>(ii) The compensation for baggage (including checked baggage, unchecked baggage and hand baggage) paid by HU to passenger is no more than one thousand SDRS or its equivalent. The compensation for checked baggage, which has declared its value subject to 9.8 of Article 9 shall be within the value declaration.</p> <p>+N) Notwithstanding the normal carrier liability, as contained in this Rule, the limit of liability will be waived for claims involving the loss of, damage to, or delay in delivery of mobility aids, when such items have been accepted as checked baggage or otherwise. In the event that a mobility aid is lost or damaged, compensation is to be based on the cost of repair or replacement value of the mobility aid.</p> <p>(7) To the extent not in conflict with the foregoing and whether or not the convention applies:</p> <p>(a) HU is liable only for damage occurring on its own line. HU issuing a ticket or checking baggage over the lines of another carrier does so only as agent for such other carrier.</p> <p>(b) HU is not liable for any damage arising from its compliance with any laws or government regulations, orders or requirements, or from failure of the passenger to comply with the same.</p> <p>(c) HU's liability shall not exceed the amount of proven damages. HU shall furthermore not be liable for indirect or consequential damages.</p> <p>(d) HU is not liable for injury to a passenger or for damage to a passenger's baggage. Any passenger whose property causes injury to another person or damage to another person's property or to the property of Hainan Airlines shall indemnify HU for all losses and expenses incurred by carrier as a result thereof.</p> <p>(e) HU is not liable for damage to fragile or perishable items, money, jewelry, precious metals, silverware, negotiable papers, securities or other valuables, business documents, passports and other identification documents, samples, medicines or drugs, which are included in the passenger's checked and carry-on baggage.</p> <p>(f) If a passenger is carried whose age or mental or physical condition is such as to involve any hazard or risk to himself or herself, HU shall not be liable for any illness, injury, disability or death.</p> <p>(g) Any exclusion or limitation of liability of HU shall apply to and be for the benefit of agents, employees and representatives of HU and any person whose aircraft is used by HU and HU's agents, employees and representatives. The aggregate amount recoverable from HU and from such agents, employees, representatives and persons shall not exceed the amount of HU's limit of liability. Unless so expressly provided nothing herein contained shall waive any exclusion or limitation of liability of carrier under the convention or applicable laws.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

**ISSUED: September 23, 2010**

**EFFECTIVE: November 7, 2010**

(Except  
as Noted)

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

Original Page HU-26

RULE	<p align="center"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
C55	<p><b>[N]LIABILITY OF CARRIERS (Continued)</b></p> <p><b>(D) TIME LIMITATIONS ON CLAIMS AND ACTIONS</b></p> <p>(1) No action shall lie in the case of damage to baggage unless the person entitled to delivery complains to the carrier forthwith after the discovery of the damage, and, at the latest, within seven days from the date of receipt; and in the case of delay, or loss, complaint must be made at the latest within 21 days from the date on which the baggage has been placed at his disposal (in the case of delay), or should have been placed at his disposal (in the case of loss). Every complaint must be made in writing and dispatched within the time aforesaid. Where carriage is not "international carriage" as defined in the Convention, failure to give notice shall not be a bar to suit where claimant proves that (a) it was not reasonably possible for him to give such notice, or (b) that notice was not given due to fraud on the part of carrier, or (c) the management of carrier had knowledge of damage to passenger's baggage.</p> <p>(2) Any right to damages against carrier shall be extinguished unless an action is brought within two years reckoned from the date of arrival at the destination, or from the date on which the aircraft ought to have arrived, or from the date on which the carriage stopped.</p> <p><b>(E) MODIFICATION AND WAIVER</b>  No agent, servant, or representative of carrier has authority to alter, modify, or waive any provisions of the contract of carriage of this tariff.</p> <p><b>(F) SEVERABILITY</b>  Should any provision in this tariff or in the ticket be determined to be invalid, illegal or unenforceable by a court of competent jurisdiction, all other provisions shall nevertheless remain valid, binding and effective.</p>
<p>For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.</p> <p><b>ISSUED: August 16, 2010</b></p>	
<p><b>EFFECTIVE: September 30, 2010</b></p>	

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

1st Revised Page HU-27  
Cancels Original Page HU-27

RULE	HAINAN AIRLINES SECTION I - GENERAL RULES
C58	<p><u>+IC]GRATUITOUS CARRIAGE</u></p> <p>With respect to Gratuitous Carriage, HU reserves the right to exclude the application of all or any part of this tariff.</p>
For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.	
ISSUED: September 23, 2010	EFFECTIVE: November 7, 2010 (Except as Noted)



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

Original Page HU-28

RULE	<p align="center"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
C60	<p><b>[N]RESERVATIONS</b></p> <p>(A) <b>GENERAL</b>  A ticket will be valid only for 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/flight coupon/miscellaneous charges order (MCO, prepaid ticket advice (PTA), or who wishes to change his/her ticketed reservation to another date, shall not be entitled to any preferential right with respect to the obtaining of reservations.</p> <p>(B) <b>CONDITIONS OF RESERVATIONS</b>  (1) A reservation for space on a given flight is valid when the availability and allocation of such space is confirmed by a reservation agent of the carrier and entered into the carrier's reservation system. Subject to payment or other satisfactory credit arrangement and compliance with the payment provisions, a validated ticket will be issued to the passenger by the carrier or agent of the carrier indicating such confirmed space provided the passenger applies for such ticket prior to the expiration of the time limits. Such reservation of space is subject to cancellation by the carrier without notice if the passenger has not applied to the carrier or agent of the carrier for a validated ticket specifying thereon the confirmed reserved space prior to the time limits.  <b>EXCEPTION:</b> If the passenger agrees to apply to the carrier or agent of the carrier for a validated ticket indicating such reserved space at a time earlier than the limits specified in paragraph (C) of this rule such earlier time limits will be entered into the carrier's reservation system. The reservation space of passenger is subject to cancellation without notice if the passenger has not applied to the carrier or agent of the carrier for a validated ticket specifying thereon the confirmed space prior to the agreed time in advance of the scheduled departure of the flight to which such reservation applies.</p> <p>(2) 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 accommodated will be subject to Rule 87 (Denied Boarding Compensation) herein.</p> <p>(C) <b>COMMUNICATION CHARGES</b>  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.</p> <p>(D) <b>ALLOCATION OF ACCOMMODATIONS</b>  The Carrier does not guarantee allocation of any particular space in the aircraft.</p> <p>(E) <b>ARRIVAL OF PASSENGERS AT AIRPORTS</b>  The passenger must present himself/herself at the airport of departure for check-in at least 60 minutes prior to the schedule 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, HU 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. HU is not liable to the passenger for loss or expenses due to passenger's failure to comply with this provision.  <b>NOTE:</b> For an air bus with over two hundred (inclusive) passenger seats (a.g. A330 type), the check-in process usually starts 240 minutes before departure and stops checkin 60 minutes before departure.</p> <p>(F) HU will cancel the reservation of an international portion of an itinerary (including the complete remaining international itinerary) of any passenger on a flight operated by it from any stopover point, unless the advises HU of his/her intention to use his/her by communicating with a reservation or ticket office of HU at the city where he/she intends to resume his/her trip.</p> <p>(G) <b>RESERVATIONS AND TICKETING TIME LIMITS</b>  Reservations - Reservations requested from any carrier or authorized agency will be accepted subject to the ticketing provision of the rule governing the fare used.</p>
<p>For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.</p> <p><b>ISSUED: August 16, 2010</b></p>	
<p><b>EFFECTIVE: September 30, 2010</b></p>	

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

Original Page HU-29

RULE	HAINAN AIRLINES SECTION I - GENERAL RULES
C61	<p><u>[N]CAPACITY LIMITATIONS</u></p> <p>(A) A reservation for space on a given flight is valid only when the availability and allocation of that space is confirmed at such fares by the carrier.</p> <p>(B) Carrier may limit the number of passengers carried on any one flight at fares governed by this rule and 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 carrier's best judgment as to the anticipated total passenger load on each flight.</p>
C63	<p><u>[N]HU CYBER TICKET OFFICE</u></p> <p>A reservation of space on a given flight is valid when it is entered in HU electronic reservation system and confirmed by the issuance of a record locator number.</p>
<p>For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.</p>	
<p>ISSUED: August 16, 2010</p>	
<p>EFFECTIVE: September 30, 2010</p>	

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

Original Page HU-30

RULE	<p align="center"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
65	<p><b><u>TICKETS</u></b></p> <p>(A) <b><u>GENERAL</u></b></p> <ol style="list-style-type: none"> <li>(1) A ticket will not be issued and in any case carrier will not be obligated to carry until the passenger has paid the applicable fare or has complied with credit arrangements established by carrier.</li> <li>(2) No person shall be entitled to transportation except upon presentation of a valid ticket. Such ticket shall entitle the passenger to transportation only between points of origin and destination and via the routing designated thereon.</li> <li>(3) Flight coupons must be used in sequence from the place of departure as shown on the passenger coupon. The passenger throughout his journey must retain the passenger coupon and all flight coupons of the ticket not previously surrendered to carrier. He/she must, when required, produce the ticket and surrender any applicable portion to carrier.</li> <li>(4) A ticket which has not been validated, or which has been altered, mutilated or improperly issued, shall not be valid.</li> <li>(5) Tickets may be purchased on credit installment or time payment plans lawfully in effect.</li> <li>(6) Duplicate bookings: carrier does not permit a passenger to hold more than one confirmed reservation/ticket on the same departure flight/origin and destination for the same travel date.</li> </ol> <p>(B) <b><u>COMPLIANCE WITH TERMS AND CONDITIONS OF SALE</u></b></p> <p>Compliance with terms and conditions of sale-tickets are valid for travel only when used in accordance with all terms and conditions of sale. Flight passes are subject to applicable conditions of sale and restrictions. Carrier reserves the right to apply the termination fee, name change fee, validity extension fees and other applicable fees, where applicable, as stipulated in the flight pass subscription contract and cancel bookings made outside the subscription period. Terms and conditions of sale include but are not limited to:</p> <ol style="list-style-type: none"> <li>(1) The passenger's itinerary, as stated on the ticket or in the passenger's reservation record;</li> <li>(2) Any requirement that the passenger stay over a specified date or length of time (for example, or weekend) at the destination specified on the ticket;</li> <li>(3) Any special purpose or status (for example, age in the case of senior citizen or children's discount, military status in the case of a military fare, Official Government business in the case of a government fare, or attendance at a qualified event in the case of a meeting or convention fare) that entitles the passenger to a special reduced rate; or</li> <li>(4) Any other requirement associated with the passenger's fare level.</li> </ol> <p>(C) <b><u>VALIDITY FOR CARRIAGE</u></b></p> <ol style="list-style-type: none"> <li>(1) <b><u>General</u></b> 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 the period of time specified or referred to in paragraph (2) below. Each flight coupon will be accepted for carriage on the date and flight for which accommodation has been reserved. When flight coupons are issued on an "open date" basis, accommodations will be reserved upon application, subject to the availability of space. The place and date of issue are set forth on the flight coupons.</li> <li>(2) <b><u>Period of Validity</u></b> The period of validity for transportation will be one year from the date on which transportation commences at the point of origin designated on the original ticket, or if no portion of the ticket is used, from the date of issuance of the original ticket. <ol style="list-style-type: none"> <li>(a) Normal fare tickets - The above period of validity applies, however a ticket for a normal fare trip which limits the carriage to specific periods of the day, week, month or year, is good for carriage only during the period to which the fare applies.</li> <li>(b) Excursion or Special fare tickets - If the ticket is for an excursion or special fare having a shorter period of validity than indicated above, such shorter period of validity applies only in respect to such excursion or special fare transportation.</li> </ol> </li> <li>(3) <b><u>"Open Exchange Order"/Miscellaneous Charges Order</u></b> An exchange order or miscellaneous charges order issued without definite date of passage must be presented for a ticket within one year from the date of issue; otherwise it will not be honored for a ticket.</li> <li>(4) <b><u>Expired Ticket</u></b> An expired ticket or exchange order will be accepted for refund in accordance with Rule 90(E), (VOLUNTARY REFUNDS).</li> <li>(5) <b><u>Computation of Validity</u></b> When determining ticket validity, return limits and all other calendar periods specified herein, the first day to be counted shall be the day following that upon which the ticket is issued or the transportation commenced.</li> <li>(6) <b><u>Expiration of Validity</u></b> Tickets expire at midnight on the date of expiration of ticket validity.  <b><u>EXCEPTION:</u></b> In the case of normal fare tickets or special fare tickets which have the same period of validity as normal fare tickets, travel under each flight coupon must be scheduled to commence before midnight local time at the airport of departure of the date of expiry shown on such flight coupon.</li> </ol>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

ISSUED: August 16, 2010

EFFECTIVE: September 30, 2010

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

Original Page HU-31

RULE	<p style="text-align: center;"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
65	<p><u><b>TICKETS</b></u> (Continued)</p> <p><b>(D) EXTENSION OF TICKET VALIDITY</b></p> <p><b>(1) Carrier's Operations</b>          If a passenger is prevented from travelling within the period of validity of his ticket because carrier:          (a) cancels the flight upon which the passenger holds confirmed space;          (b) omits a scheduled stop, provided this is the passenger's place of departure, place of destination, or place of stopover;          (c) fails to operate a flight reasonably according to schedule;          (d) causes the passenger to miss a connection;          (e) substitutes a different class of service, or          (f) is unable to provide previously confirmed space;          carrier will, without additional collection of fare, extend the validity of such passenger's ticket until the first service of carrier, on the class for which the fare has been paid, on which space is available, but not for more than 30 days.</p> <p><b>(2) Lack of Space</b>          When a passenger in possession of a normal fare ticket, or a special fare ticket that has the same validity as a normal fare ticket, is prevented from travelling within the period of validity of his ticket because carrier is unable to provide space on the flight, the validity of such passenger's ticket will be extended until the first flight, of the same class of service paid for, upon which space is available, but not for more than seven days.</p> <p><b>(E) WAIVER OF MINIMUM/MAXIMUM STAY PROVISIONS</b></p> <p><b>(1)</b> Once travel has commenced, the minimum stay requirement with regard to any fare will be waived or the maximum stay requirement with regard to any fare will be extended in the event of the death of any member of the passenger's immediate family as defined in Rule 1 (Definitions) occurring after commencement of travel.          (a) In the event the minimum stay requirement is waived, the ticket must be endorsed "earlier return on account of the death of ...(name of passenger's immediate family member/relationship)."          (b) The maximum stay requirement will be extended for not more than 45 days after the date of death of passenger's immediate family member.          (c) A death certificate (or a copy) duly executed by the competent authorities (i.e. those designated to issue a death certificate by the applicable laws of the country concerned) in which death occurred must be presented at the time of reticketing.</p> <p><b>(2)</b> Once travel has commenced, the minimum stay requirement with regard to any fare will be waived or the maximum stay requirement with regard to any fare will be extended in the event of illness or hospitalization occurring after commencement of travel of a passenger or any member of the passenger's immediate family as defined in Rule 1 (Definitions).          (a) In the event the minimum stay requirements is waived, the ticket must be endorsed "earlier return on account of illness of ..... (Name of passenger or passenger's immediate family member/relationship)."          (b) The maximum stay requirement will be extended until the date when the passenger becomes fit to travel or member of the passenger's immediate family member becomes fit according to a medical certificate, or until the date of the first available flight after such date for the class of service for which the fare has been paid; provided that, the validity of such ticket will be extended for not more than one year from the date of commencement of flight.          (c) A document certifying hospitalization issued by the administrative authority of the hospital where confinement occurred or physician's certificate stating the circumstance which necessitates travel under this provisions must be presented at the time of reticketing.</p> <p><b>(3)</b> If the death certificate or medical certificate is not available at the time the passenger is to travel or if the carrier has reason to doubt the validity of such certificate, the passenger will be accommodated only upon payment of the fare applicable to the transportation actually used and a request for refund may be filed with the carrier. Upon receipt of the claim form and all supporting documents and after determining the validity of the claim the carrier will refund to the passenger the difference between the total fare paid by the passenger and the amount the passenger would have under the provision of this rule.</p>
	<p style="text-align: right;">(Continued on next page)</p>
For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.	
ISSUED: August 16, 2010	EFFECTIVE: September 30, 2010

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

1st Revised Page HU-32  
 Cancels Original Page HU-32

RULE	<p align="center"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
65	<p><u><b>TICKETS</b></u> (Continued)</p> <p>(E) <u><b>WAIVER OF MINIMUM/MAXIMUM STAY PROVISIONS</b></u> (Continued)</p> <p>(4) <u><b>Upgrading</b></u></p> <ul style="list-style-type: none"> <li>(a) Before commencement of travel a passenger holding a ticket for return, circle trip or open jaw travel entirely on the services of HU may upgrade the total fare to a normal or excursion type fare only (not applicable to advance purchase type fares) having a higher value to any HU destination in the world provided travel is in accordance with (c) below.</li> <li>(b) After departure, a passenger holding a ticket for return, circle trip or open jaw travel may upgrade the total fare in accordance with the rule of the fare paid.</li> <li>(c) Passengers upgrading in accordance with (a) above, may do so provided:             <ul style="list-style-type: none"> <li>(i) The advance purchase and ticketing requirements applicable to the new fare have been met and,</li> <li>(ii) Travel is via HU and,</li> <li>(iii) Reservations have been rebooked in the booking class applicable to the new fare and,</li> <li>(iv) The difference in fares has been paid.</li> </ul> </li> <li>(d) The original fare paid (including all additional charges) shall be used as a full credit toward the fare applicable to the upgraded journey.</li> <li>(e) In the event travel at such new fare is subsequently changed and/or cancelled, the higher fee(s) applicable to either the original or new fare shall be assessed.  <u><b>EXCEPTION:</b></u> For travel which has been upgraded to a fare type for which there are no fees, changes may be made without additional charge; however, the cancellation fee from the original fare will be carried forward to such new fare.</li> <li>(f) Compensation fees are waived when a fare is upgraded in accordance with the provisions of this rule.</li> </ul> <p>(F) <u><b>ABSENCE, LOSS, OR IRREGULARITIES OF TICKET</b></u></p> <ul style="list-style-type: none"> <li>(1) Carrier is not obligated to accept a ticket if any part of it is mutilated or if it has been altered by other than carrier or if it is presented without the passenger coupon and all unused flight coupons.</li> <li>(2) Carrier will refuse carriage to any person not in possession of a valid ticket. In case of loss or nonpresentation 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.</li> <li>(3) 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 <sup>†</sup>[X] 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 that carrier may sustain by reason thereof.</li> </ul> <p>(G) <u><b>NONTRANSFERABILITY</b></u>        A ticket is non transferable, but carrier shall not be liable to the person entitled to receive such refund for honoring or refunding such ticket when presented by someone other than the person entitled to be transported thereunder or to a refund in connection therewith. If a ticket is in fact used by any person other than the person to whom it was issued, carrier will not be liable for the destruction, damage, or delay of such unauthorized person's baggage or other personal property or the death or injury of such unauthorized persons arising from or in connection with such unauthorized use.</p> <p>(H) <u><b>PREPAID TICKET ADVICE</b></u>        Unless otherwise provided, purchase of a prepaid ticket advice (PTA) will constitute purchase and issuance of ticket.</p>

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

**ISSUED:** September 23, 2010

**EFFECTIVE:** November 7, 2010

(Except  
as Noted)

<sup>†</sup> - Effective September 30, 2010 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 57123.



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

Original Page HU-33

RULE	<p align="center"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
C75	<p><b>[N]CURRENCY OF PAYMENT</b></p> <p>The provisions of this rule are subject to applicable exchange laws and government regulations.</p> <p>(A) <b>PAYMENT IN THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION</b></p> <ol style="list-style-type: none"> <li>(1) Payment of fares shall be made in the currency of the country of commencement of transportation; or</li> <li>(2) Payment of fares shall be made 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 airline transportation document.</li> <li>(3) When a transportation document issued outside the country of commencement of transportation is tendered for payment (in total or in part), the provisions of paragraph (B) below shall apply.</li> </ol> <p>(B) <b>PAYMENT OUTSIDE THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION</b></p> <ol style="list-style-type: none"> <li>(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.</li> <li>(2) Payment shall be made either in the currency of the country of payment, or in any currency acceptable to the carrier, provided that the equivalent of the local currency amount of the country of payment established in accordance with Paragraph (B)(1) above is collected at the Bankers' Buying Rate of exchange in effect on the date of the transaction.</li> </ol> <p>(C) <b>VOLUNTARY REROUTING</b></p> <p>In the event that voluntary rerouting or cancellation results in the reassessment of the fare:</p> <ol style="list-style-type: none"> <li>(1) The fare will be reassessed in the currency of the country of commencement of transportation.</li> <li>(2) The local currency fares to be used will be those applicable at the time of commencement of transportation.</li> <li>(3) The IATA Rate of Exchange to be used will be that applicable at the time of original ticket issuance.</li> </ol> <p>(D) <b>REFUNDS</b></p> <ol style="list-style-type: none"> <li>(1) The amount of refund shall be converted using the Bankers' Rate applicable on the date of the refund except as provided in (D)(2) below.</li> <li>(2) When the 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.</li> </ol> <p>(E) <b>ADDITIONAL COLLECTION</b></p> <p>When an additional collection is made in a country other than the country of commencement of transportation, the amount to be collected shall be converted using the Bankers' Selling Rate applicable on the date of the additional collection.</p> <p>(F) <b>RATES OF EXCHANGE</b></p> <p>The Bankers' Rates referred to in Paragraphs (A) through (E) above are defined as follows:</p> <ol style="list-style-type: none"> <li>(1) <b>In Canada:</b> The Bankers' Buying Rate or Bankers' Selling Rate means the unit rate published each Friday in the <u>Toronto Globe &amp; Mail</u> under the heading <u>Foreign Exchange Mid Market Rate in Canadian Funds</u>. For currencies not quoted in such publication, the bankers' rate shall mean the bank buying rate quoted by the <u>Royal Bank of Canada, Main Office in Winnipeg</u>, as of the close of business on Thursday of each week. These rates will be applicable from Monday of the following week up to and including the following Sunday.</li> <li>(2) <b>In U.S.A.:</b> The Bankers' Rate means the rate published each Tuesday in the <u>Wall Street Journal</u> under the heading <u>Foreign Exchange</u>. This rate will be applicable from Wednesday of each week up to and including Tuesday of the following week. When a national holiday falls on Monday, Foreign Exchange rates do not appear in the Tuesday edition of the <u>Wall Street Journal</u>. In such exceptional cases the previous week's rates are used through Wednesday instead of Tuesday and the Wednesday edition of the <u>Wall Street Journal</u> will be used for the period Thursday through Tuesday.</li> </ol>
<p>For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.</p>	
ISSUED: August 16, 2010	EFFECTIVE: September 30, 2010

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

Original Page HU-34

RULE	<p align="center"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
C80	<p><b>[N]REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS</b></p> <p>(A) <b>DEFINITIONS.</b> For the purpose of this rule, the following terms have the meaning indicated below.</p> <ol style="list-style-type: none"> <li>(1) <u>Comparable air transportation</u> means transportation provided by air carriers or foreign air carriers holding certificates of public convenience and necessity or foreign permits issued by the Civil Aeronautics Board.</li> <li>(2) <u>Connecting point</u> means a point to which a passenger holds or held confirmed space on a flight of one carrier and out of which the passenger holds or held confirmed space on a flight of the same or another carrier. All airports through which a city is served by any carrier shall be deemed to be a single connecting point when the receiving carrier has confirmed reservations to the delivering carrier.</li> <li>(3) <u>Delivering carrier</u> means a carrier on whose flight a passenger holds or held confirmed space to a connecting point.</li> <li>(4) <u>Misconnection</u> occurs at a connecting point when a passenger holding confirmed space on an original receiving carrier is unable to use such confirmed space because the delivering carrier was unable to deliver him to the connecting point in time to connect with such receiving carrier's flight.</li> </ol> <p><b>NOTE:</b> The same rules regarding delivering and receiving carriers responsibility apply at the subsequent point(s) of misconnection as would apply at the point of original misconnection.</p> <ol style="list-style-type: none"> <li>(5) <u>New receiving carrier(s)</u> means a carrier or combination of connecting carriers, other than the original receiving carrier(s), operating between the point of misconnection and the destination or next point of stopover or connecting point shown on the passenger's ticket, on whose flight a passenger is transported from the connecting point.</li> <li>(6) <u>Original receiving carrier(s)</u> means a carrier or combination of connecting carriers on whose flight(s) a passenger originally held or holds confirmed space from a connecting point to a destination, next stopover or connecting point.</li> <li>(7) <u>Outbound flight</u> means the flight on which a passenger originally held confirmed space beyond the point where the schedule irregularity or failure to carry occurs.</li> <li>(8) <u>Schedule irregularity</u> means any of the following irregularities: <ol style="list-style-type: none"> <li>(a) Delay in scheduled departure or arrival of a carrier's flight resulting in a misconnection, or</li> <li>(b) Flight cancellation, omission of a scheduled stop, or any other delay or interruption in the scheduled operation of a carrier's flight, or</li> <li>(c) Substitution of equipment of a different class of service, or</li> <li>(d) Schedule changes which require rerouting of passenger at departure time of the original flight.</li> </ol> </li> </ol> <p>(B) <b>CHANGES REQUESTED BY PASSENGER</b></p> <ol style="list-style-type: none"> <li>(1) <u>When Change can be Made</u>  At the passenger's request, carrier will effect a change in the routing (other than the point of origin), destination carrier(s), class of service, or validity specified in an unused ticket, flight coupon(s), or Miscellaneous Charges Order provided that: <ol style="list-style-type: none"> <li>(a) such carrier issued the ticket, or Miscellaneous Charges Order;</li> <li>(b) such carrier is designated in the "via carrier" box, or no carrier is designated in the "via carrier" box, of the unused flight coupon or exchange 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 that issued the ticket is designated as carrier for any subsequent section and has an office or general agent 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</li> <li>(c) such carrier has received written or telegraphic authority to do so from the carrier entitled, under (a) and (b) above, to effect the change.</li> </ol> </li> <li>(2) <u>Method of Effecting Change</u>  The change requested by the passenger shall be effected by: <ol style="list-style-type: none"> <li>(a) endorsement of such unused ticket, flight coupon(s), or exchange order to the new receiving carrier or</li> <li>(b) reticketing of the passenger.</li> </ol> </li> <li>(3) <u>Applicable Fare</u>  <ol style="list-style-type: none"> <li>(a) The fare and charges applicable as a result of any such change in routing, destination, or carrier shall be the fare and charges that would have been applicable if transportation had been purchased as of the date of commencement of carriage; provided that, <ol style="list-style-type: none"> <li>(i) additional passage at the through fare shall not be permitted unless request has been made prior to arrival at the destination named on the original ticket or Miscellaneous Charges Order; and</li> <li>(ii) after the carriage has commenced, a one way ticket shall not be converted into a round trip or circle trip ticket at the round trip or circle trip discount for any portion already flown; and</li> <li>(iii) after carriage has commenced a round trip ticket can be converted into a circle trip ticket, or vice versa provided that request is made prior to the passenger's arrival at the destination named on the original ticket or Miscellaneous Charges Order.</li> </ol> </li> </ol> </li> </ol>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

ISSUED: August 16, 2010

EFFECTIVE: September 30, 2010



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

Original Page HU-35

RULE	<p style="text-align: center;"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
C80	<p><b>[N]REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS (Continued)</b></p> <p>(B) <b>CHANGES REQUESTED BY PASSENGER (Continued)</b></p> <p>(3) <b>Applicable Fare (Continued)</b></p> <p>(b) Any difference between the fare and charges applicable under subparagraph (A) above, and the fare 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 or arrange for the applicable refund by the carrier that issued the original ticket.</p> <p>(4) <b>Expiration Date</b>  The expiration date of any new ticket issued for a change in routing, destination, carrier(s), class of service or validity will be limited to the expiration date that would have been applicable if the new ticket had been issued on the date of sale of the original ticket or Miscellaneous Charges Order.</p> <p>(C) <b>SCHEDULE IRREGULARITY</b></p> <p>(1) In the event carrier cancels a flight, fails to operate according to schedule, fails to stop at a point to which the passenger is destined or is ticketed to stopover, substitutes a different type of equipment or class of service, is unable to provide previously confirmed space, causes a passenger to miss a connecting flight on which he holds a reservation, or the passenger is refused passage or removed in accordance with Rule 25(A) carrier will at its option and as passenger's sole remedy either:</p> <p>(a) carry the passenger on another of its passenger aircraft on which space is available without additional charge regardless of the class of service; or t{N}at carrier's option;</p> <p>(b) endorse to another air carrier with which HU has an agreement for such transportation, the unused portion of the ticket for purposes of rerouting; or t{N}at carrier's option;</p> <p>(c) reroute the passenger to the destination named on the ticket or applicable portion thereof by its own or other transportation services; and if the fare for the revised routing or class of service is higher than the refund value of the ticket or applicable portion thereof as determined from Rule 90(D), carrier will require no additional payment from the passenger but will refund the difference if it is lower or.</p> <p>(d) at passenger's option or if carrier is unable to perform the option stated in (A), (B) or (C) above within a reasonable amount of time, make involuntary refund in accordance with Rule 90(D).</p> <p>(2) In the event carrier is a codeshare carrier and the operating carrier cancels a flight, fails to operate according to schedule, fails to stop at a point to which the passenger is destined or is ticketed to stopover, substitutes a different type of equipment or class of service, is unable to provide previously confirmed space, causes a passenger to miss a connecting flight on which he holds a reservation, or the passenger is refused passage or removed in accordance with Rule 25 (A) carrier will, as the passenger's sole remedy, if the operating carrier fails to do so:</p> <p>(a) carry the passenger on another of its passenger aircraft on which space is available without additional charge regardless of the class of service; or t{C}at carrier's option</p> <p>(b) endorse to another carrier or other transportation service, the unused portion of the ticket for purposes of rerouting; or at carrier's option</p> <p>(c) reroute the passenger to the destination named on the ticket or applicable portion thereof by its own or other transportation services; and if the fare for the revised routing or class of service is higher than the refund value of the ticket or applicable portion thereof as determined from Rule 90(D), carrier will require no additional payment from the passenger but will refund the difference if it is lower</p> <p>(d) or, at carrier's option or if carrier is unable to perform the option stated in (A) (B) or (C) above within a reasonable amount of time, make involuntary refund in accordance with Rule 90(D).</p> <p>(3) Except as otherwise provided in applicable local law, in addition to the provisions of this rule, in case of scheduled irregularity within its control HU will offer:</p> <p>(a) For a schedule irregularity lasting longer than 4 hours, a meal voucher for use, where available, at an airport restaurant or our on board cafe, of an amount dependant on the time of day.</p> <p>(b) for a schedule irregularity lasting overnight, hotel accommodation and ground transportation between the airport and the hotel, when available. This service is only available for out of town passengers.</p> <p>(c) If passengers are already on the aircraft when a delay occurs, HU will offer drinks and snacks if it is safe, practical and timely to do so. If the delay exceeds 90 minutes and circumstances permit, HU will offer passengers the option of disembarking from the aircraft until it is time to depart.</p>
	(Continued on next page)
<p>For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.</p> <p><b>ISSUED: August 16, 2010</b></p>	
<p><b>EFFECTIVE: September 30, 2010</b></p>	

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

1st Revised Page HU-36  
 Cancels Original Page HU-36

RULE	<p align="center"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
80	<p><b><u>REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS</u></b> (Continued)</p> <p>(D) <b><u>MISSED CONNECTIONS</u></b>          In the event a passenger misses an onward connecting flight on which space has been reserved because the delivering carrier did not operate its flight according to schedule or changed the schedule of such flight, the delivering carrier will arrange for the carriage of the passenger or make involuntary refund.</p> <p>(E) <b><u>FREE BAGGAGE ALLOWANCE</u></b>          An involuntarily rerouted passenger shall be entitled to retain the free baggage allowance applicable for the type of service originally paid for. This provision shall apply even though the passenger may be transferred from a First Class flight to a Business/Economy/Tourist/Economy/Thrift Class flight and is entitled to a fare refund.</p> <p>(F) Time limits on cancellations and charges for late cancellations will be applicable to revised routings requested by passenger.</p>
85	<p><b><u>SCHEDULES, DELAYS AND CANCELLATION OF FLIGHTS</u></b></p> <p>(A) <b><u>SCHEDULES</u></b>          Times and aircraft type 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 passenger making connections. Carrier will not be responsible for errors or omissions either in timetables or other representations of schedules. No employee, agent or representative of carrier is authorized to bind carrier by any statements or representation as to the dates or times of departure or arrival, or of the operation of any flight.</p> <p>(B) <b><u>CANCELLATIONS</u></b>          (1) Carrier may, without notice, substitute alternate carriers or aircraft.          (2) Carrier may, without notice, cancel, terminate, divert, postpone, or delay any flight or the further right of carriage or reservation of traffic accommodations and determine if any departure or landing should be made, without any liability except to refund in accordance with its tariffs the fare and baggage charges for any unused portion of the ticket, when it would be advisable to do so:              (a) because of any fact beyond its control (including, but without limitation, meteorological conditions, acts of God, force majeure, strikes, riots, civil commotions, embargoes, wars, hostilities, disturbances or unsettled international conditions), actual, threatened or reported or because of any delay, demand, condition, circumstances or requirement due, directly or indirectly, to such fact, or              (b) because of any fact not reasonably 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.</p> <p>C      (3) +[X]</p>
<p>For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.</p>	
ISSUED: September 23, 2010	EFFECTIVE: November 7, 2010 (Except as Noted)

+ - Effective September 30, 2010 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 57123.

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

1st Revised Page HU-37  
 Cancels Original Page HU-37

RULE	<p align="center"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
C89	<p><b>+IC]DENIED BOARDING COMPENSATION</b></p> <p><b>(A) REQUESTING VOLUNTEERS ON DENIED BOARDING</b></p> <p>(1) When HU judges that all passengers holding previously confirmed space and tickets on a flight cannot be accommodated on a given flight, HU will ask or call for volunteers and will solicit passengers to volunteer for denied boarding.</p> <p>(2) <b>Volunteers and boarding priorities</b>        If a flight is oversold (more passengers hold confirmed reservations than there are seats available), no one may be denied boarding against his/her will until Airline personnel first ask for volunteers who will give up their reservations willingly, in exchange for a payment of the Airline's choosing. If there are not enough volunteers, other passengers may be denied boarding involuntarily in accordance with the following boarding priority of HU:</p> <p>(a) Non-Revenue and Reduced Rate Airline employees and/or his/her family members.        (b) Tour Conductor(s) not accompanying a Tour Group.        (c) Passenger(s) (excluding tour conductors) other than Airline employee(s) traveling on reduced rate or non-revenue tickets.        (d) Local boarding revenue passenger(s) excluding those passengers who volunteered for denied boarding.        (e) Tour Conductor(s) accompanying a tour group.        (f) Transit revenue passengers continuing on the flight.        (g) Government Inspector(s) or checker(s).        (h) Deadhead crew members whose denied boarding may cause cancellation, delay or other forms or irregular operation to other scheduled flights.</p> <p><b>(B) COMPENSATION FOR DENIED BOARDING</b></p> <p>(1) If passenger has been denied a reserved seat on HU, passenger is entitled to monetary compensation unless:</p> <p>(a) Passenger is denied boarding because a smaller capacity aircraft was substituted for safety or operational reasons; or        (b) Passenger is offered accommodations in a section of the aircraft other than that specified on your ticket, at no extra charge (a passenger seated in a section for which a lower fare is charged must be given an appropriate refund.); or        (c) The airline is able to place passenger on another flight or flights that are planned to reach passenger's final destination within one hour of the scheduled arrival of passenger's original flight.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

**ISSUED: September 23, 2010**

**EFFECTIVE: November 7, 2010**

(Except  
as Noted)

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

1st Revised Page HU-38  
 Cancels Original Page HU-38

RULE	<p align="center"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
C89	<p><b>+IC]DENIED BOARDING COMPENSATION (Continued)</b></p> <p><b>(B) COMPENSATION FOR DENIED BOARDING (continued)</b></p> <p><b>(2) AMOUNT OF DENIED BOARDING COMPENSATION</b></p> <p>(a) If a flight is oversold in USA, amount of denied boarding compensation passengers who are eligible for denied boarding compensation must be offered a payment equal to the sum of the face value of their ticket coupons, with a USD \$200.00 maximum. However, if the airline cannot arrange an alternate transportation for the passenger, the compensation is doubled (USD \$400.00 maximum). The "value" of a ticket coupon is the one-way fare for the flight shown on the coupon, including any surcharge and air transportation tax, minus any applicable discount. All flight coupons, including connecting flights, to the passenger's destination or first 4-hour stopover are used to compute the compensation.</p> <p>(b) If a flight is oversold in Canada, amount of denied boarding compensation must be offered a payment equal to the sum of the face value of their ticket coupons, with a \$130.00 CAD maximum. However, if the airline cannot arrange an alternate transportation for the passenger, the compensation is doubled (\$390.00 CAD maximum). The "value" of a ticket coupon is the one-way fare for the flight shown on the coupon, including any surcharge and air transportation tax, minus any applicable discount. All flight coupons, including connecting flights, to the passenger's destination or first 4-hour stopover are used to compute the compensation.</p> <p><b>(C) METHOD OF PAYMENT</b>          The airline must give each passenger who qualifies for denied boarding compensation, a payment by check or draft or MCO for the amount specified above, on the day and place the involuntary denied boarding occurs. However, if the airline arranges alternate transportation for the passenger's convenience that departs before the payment can be made, the payment will be sent to the passenger within 24 hours. The carrier may offer free tickets in place of the cash payment. The passenger may, however, refuse all compensation and bring private legal action.</p> <p><b>(D) PASSENGER'S OPTIONS</b>          Acceptance of the compensation (by endorsing the check or draft or MCO within 30 days) relieves HU from any further liability to the passenger caused by its failure to honor the confirmed reservation. However, the passenger may decline the payment and seek to recover damages in a court of law or in some other manner.</p>
<p>For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.</p> <p><b>ISSUED: September 23, 2010</b></p>	
<p><b>EFFECTIVE: November 7, 2010</b> (Except as Noted)</p>	

+ - Effective September 30, 2010 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 57123.

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

1st Revised Page HU-39  
 Cancels Original Page HU-39

RULE	<p style="text-align: center;"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
90	<p><b>REFUNDS</b></p> <p><b>(A) GENERAL</b></p> <p>(1) In case of refund, whether due to failure of the carrier to provide the accommodation called for by the ticket, or due to voluntary change of arrangements by the passenger, the conditions and amount of refund will be governed by this tariff.</p> <p>(2) Except as otherwise provided in paragraph (F) of this rule, refund by the carrier for unused ticket/flight coupon/miscellaneous charge order (MCO) will be made to the person named as the passenger in such transportation document unless, at the time of purchase, the purchaser designates on the ticket/MCO another person to whom refund shall be made.</p> <p><b>EXCEPTION 1:</b> In accordance with paragraph (E) of this rule, refund of a ticket/MCO which has 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.</p> <p><b>EXCEPTION 2:</b> Refund of prepaid ticket advice (PTA) or a ticket which has been issued against a PTA will be made only to the person who paid the carrier for the PTA. When the purchaser designates another person to receive a refund, the refund will be made to such person only upon delivery of the passenger coupon and all unused flight coupons of the ticket/MCO/PTA. A refund made in accordance with these procedures to a person who represents him/herself as the person named or designated on the ticket/MCO/PTA will be considered a valid refund and the carrier will not be liable to the true passenger for another refund.</p> <p>C (3) +[X]</p> <p>(4) Refund will be made provided that the unused coupons are surrendered to the carrier not later than the expiry date of the validity of the ticket.</p> <p><b>(B) CURRENCY</b></p> <p>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. Refunds will be made subject to the following provisions:</p> <p>(1) The currency in which the fare was paid;</p> <p>(2) The currency of the country where the refund is made;</p> <p>(3) the currency of the country in which the ticket was purchased; if the currency of refund is different than the currency of original payment, the refund will be calculated in the currency of original payment and converted into an equivalent amount in the currency of refund as outlined in Rule 75 (Currency of Payment).</p> <p><b>(C) SPECIAL HANDLING BY THE CARRIER</b></p> <p>The carrier will make all or any individual refunds through its general accounting offices or regional sales/accounting offices, and will require prior written applications for refunds to be prepared by the passenger on special forms furnished by the carrier.</p> <p><b>(D) INVOLUNTARY REFUNDS</b></p> <p>(1) For the purpose of this paragraph, the term "Involuntary Refund" shall mean any refund made in the event the passenger is prevented from using the carriage provided for in his/her ticket because of cancellation of flight, inability of carrier to provide previously confirmed space, substitution of a different type of equipment or 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 "acceptance of children" provisions of Rule 25.</p> <p>(2) <b>Amount of Involuntary Refunds</b></p> <p>The amount of involuntary refunds will be as follows:</p> <p>(a) When no portion of the trip has been made, the amount of refund will be the fare and charges paid.</p> <p>(b) When a portion of the trip has been made, the amount of refund will be either:</p> <p>(i) An amount equal to the one-way fare(s) and charges for the unused portion(s) calculated from the point of termination to the stopover/destination point or the point where travel resumed (less the same rate of discount, if any, that was applied in computing the original fare) via:</p> <p>(aa) The routing specified on the ticket, if the point of termination was on such routing; or</p> <p>(bb) 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.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

**ISSUED: September 23, 2010**

**EFFECTIVE: November 7, 2010**

(Except  
as Noted)

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

Original Page HU-40

RULE	<p style="text-align: center;"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
C90	<p><b>[N]REFUNDS (Continued)</b></p> <p>(D) <b>INVOLUNTARY REFUNDS (Continued)</b></p> <p>(2) <b>Amount of Involuntary Refunds (Continued)</b></p> <p>(b) (Continued)</p> <p>(ii) The difference between the fare paid and the fare for the transportation used, whichever is higher.</p> <p><b>EXCEPTION:</b> When a passenger holds a ticket for a higher class of service and is required by the carrier to use a lower class of service on any portion of such carriage, the amount refunded will be as follows:</p> <p>(aa) (Applicable to one way (OW) fares) the difference between the fare for the higher class of service and the corresponding fare for the lower class of service between the points where the lower class of service is used.</p> <p>(bb) (Applicable to round trip (RT)/circle trip (CT)/open jaw (OJ) fares) the difference between half of the RT/CT/OJ fare for the higher class of service and half of the corresponding RT/CT/OJ fare for the lower class of service between the points where the lower class of service is used. Communication charges, as outlined in Rule 60, Paragraph (C) (Reservations), will not be assessed, and any such communication expenses paid by the passenger will be refunded.</p> <p>(E) <b>VOLUNTARY REFUNDS</b></p> <p>(1) The term "Voluntary Refund," for the purpose of this paragraph, shall mean any refund of a ticket or portion thereof other than an involuntary refund as defined in paragraph (D) above.</p> <p>(2) <b>Amount of Voluntary Refund</b></p> <p>The amount of voluntary refunds will be as follows:</p> <p>(a) When no ticket coupons have been used, the amount of refund will be: The fare, service charges or cancellation penalty.</p> <p>(b) When any ticket coupons have been used, the amount of refund will be: The difference, if any, between the fare and charges paid and the fare applicable for transportation used, less any applicable communication expenses, service charges or cancellation penalty.</p> <p>(3) <b>Time Limitation for Refund Request</b></p> <p>Application for refund should be made during the period of validity of the ticket or exchange order, and the carrier reserves the right to refuse refund when application therefore is made more than 30 days after expiry date of the ticket or exchange order.</p> <p>(F) <b>LOST TICKETS MCO'S RECEIPTS</b></p> <p>The following provisions will govern refund of lost tickets/flight coupon/miscellaneous charge order (MCO)/prepaid ticket advice (PTA) or any other transportation document:</p> <p>When a lost ticket/flight coupon/MCO/PTA is not found, a refund as outlined in this rule, will be made upon receipt of proof of loss satisfactory to the carrier and after receipt of written request for refund from the passenger (which must be received within 30 days of the expiration of the travel document). Refund will only be made provided that:</p> <p>(1) The lost ticket/flight coupon/MCO/PTA has not been honored for transportation, or refunded prior to the time the lost ticket report is processed; and</p> <p>(2) 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 the carrier may suffer or incur by making such refund and/or honoring such ticket(s) for transportation.</p>
<p>For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.</p> <p><b>ISSUED: August 16, 2010</b></p>	
<p><b>EFFECTIVE: September 30, 2010</b></p>	



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

1st Revised Page HU-41  
 Cancels Original Page HU-41

RULE	<p align="center"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
118	<p><b><u>BAGGAGE REGULATIONS</u></b></p> <p>(A) <b><u>FREE BAGGAGE ALLOWANCE</u></b></p> <p>(1) For passengers entitled to travel in first or intermediate class on China-Canada and China-USA international flight. The free baggage allowance for each first and business class. Passenger is 2 pieces and the maximum weight for each bag must not exceed 70 pounds (32kg). The checked baggage allowance shall be two checked bags (pieces), provided that the sum of the three dimensions shall not exceed 62 inches (158 cm) for each bag (piece).</p> <p>(2) For passengers entitled to travel in economy class on China-Canada and China-USA international flights, the free baggage allowance for each economic class passenger is 2 pieces. Each piece of baggage must not exceed 50 pounds (23kg) in weight, and the linear dimensions of each piece of baggage must not exceed 62 inches (158 cm), and provided further that the overall dimensions of the two pieces shall not exceed 124 inches (316cm).</p> <p>(3) HU's VIP, CIP passengers and fortune wings gold, silver card member are entitled to additional preferential treatment in addition to regular free baggage allowance.</p> <p>(4) Baggage which is transported on China-Canada, China-USA flights and which exceeds 100 pounds (45kg) in weight must be transported as cargo, if that service is available, or repacked until baggage rules are met.</p> <p>(5) Children traveling on 75 percent of an adult fare are entitled to the same free baggage allowance as an adult. Infants traveling on 10 percent of an adult fare will be granted a free baggage allowance of one piece of baggage provided that the linear dimensions (i.e. aggregate of length, width and height) must not exceed 45 inches/115cm and its weight must not exceed 50 pounds/23kg and one collapsible baby carriage/baby stroller. If the infant's free baggage allowance is exceeded, the excess will become part of the fare paying adult's baggage allowance in which circumstances all restrictions and excess baggage charges shall apply.</p> <p>C +[C](B) <b><u>UNSUITABLE BAGGAGE</u></b>      Dangerous, damageable or unsuitable baggage passenger must not include in checked baggage items which are likely to endanger the aircraft, persons or property, or which are likely to be damaged by air carriage or which are unsuitably packed, or which due to their particular nature (fragile, perishable, valuable) the carrier does not agree to carry. If the weight, size or character of the baggage renders it unsuitable for carriage on the aircraft, carrier may, prior to, or at any stage of the journey, refuse to carry the baggage or any portion thereof.</p> <p>(C) <b><u>CARRIAGE OF SPECIAL ITEMS</u></b>      The following items will be carried as baggage only after prior consent of and arrangement with the carrier, with exceptions to the acceptance of certain items clearly indicated:</p> <p>(1) <b><u>Electronic Equipment</u></b>      Specialized audio/video equipment: HU allows employees of TV broadcasters, commercial film companies or film studios to board the plane with camera, lights, audio and movie equipment. HU only accepts specialized audio/video equipment as checked baggage. One piece of specialized audio/video equipment may be transported as free checked baggage. Any specialized audio/video equipment exceeding the free checked baggage allowance is subject to an extra standard excess baggage fees.</p> <p>(a) Personal photographic equipment: HU allows passengers to board the plane with photographic equipment in addition to the regular carry-on baggage allowance.</p> <p>(b) Remind passenger not to put any undeveloped film in their checked baggage as the security scanner might cause damage to the undeveloped film inside the photographic equipment. Undeveloped film should be placed in carry-on baggage or taken to the security check personnel for manual examination. HU is not liable for any damage to the negatives due to security check.</p> <p>(c) Portable electronic device (PED): to ensure battery safety of laptop computer and DVD player, remind passengers not to use a recalled or damaged battery in portable electronic device; they should take the battery out and put it in the carry-on baggage to avoid damage, ensure that the battery taken out is kept away from metallic objects (such as keys, and coins, etc), and ensure that battery terminals are properly put away to avoid short circuit or secure the device against activation by locking the activation switch in the "off" position, placing the device in a protective case, or by other appropriate measure.</p> <p>(d) Passengers may not pack spare lithium batteries in their checked baggage, but may pack spare lithium batteries in their carry-on baggage. Keep batteries and equipment with passengers, or in carry-on baggage - not in passenger's checked baggage.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

**ISSUED: September 23, 2010**

**EFFECTIVE: November 7, 2010**

(Except  
as Noted)

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

Original Page HU-42

RULE	<p style="text-align: center;"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
C118	<p><b>[N]BAGGAGE REGULATIONS (Continued)</b></p> <p><b>(C) CARRIAGE OF SPECIAL ITEMS (Continued)</b></p> <p><b>(2) Fragile/Perishable Articles</b></p> <p>(a) HU transports fragile and perishable articles either as passenger's carry-on baggage (subject to restrictive rules on carry-on baggage) or as checked baggage (only if insisted by passenger). If such articles are transported as checked baggage, HU is not liable for any loss of, damage to, or delay of such articles regardless of whether HU has prior knowledge of the availability of such fragile or perishable articles.</p> <p>(b) Perishable articles must comply with agricultural laws and regulations applicable to the destination country and are preferably sealed in air permeable hard edged containers with dry ice of no more than 2.2 kilograms (5 lbs). HU does not transport perishable articles stored in foamed plastic coolers or containers with dry ice.</p> <p>(c) Examples of fragile or perishable articles include without limitation to the following:</p> <ul style="list-style-type: none"> <li>(aa) Antiques, handicrafts, family heirlooms, collections, religious articles and religious handicrafts.</li> <li>(bb) Antlers</li> <li>(cc) Non-traveling backpacks, sleeping bags and camping backpacks which are made of plastics, other non-wear-resistance materials and which are equipped with aluminum rack, exterior pocket or protruding shoulder straps and strap buttons.</li> <li>(dd) Commercial equipment and commercial samples</li> <li>(ee) CD, DVD, MP3</li> <li>(ff) Pottery, glassware, ceramics, earthenware.</li> <li>(gg) Computer hardware/software and electronic parts/equipment</li> <li>(hh) Articles stored in cloth bag, paper bag or plastic bag which is not appropriately sealed to protect its content.</li> <li>(ii) Articles stored in a corrugated carton/carton (including cartons provided by HU) except for articles which can also be transported without carton (e.g. bike, overalls).</li> <li>(jj) Electronic and mechanical articles, including mobile phone, electronic game machine and other related articles.</li> <li>(kk) Glasses, binoculars, medical sunglasses, non-medical sunglasses and all other auxiliary equipment intended for improving eyesight.</li> <li>(ll) Non-traveling overalls</li> <li>(mm) Irreplaceable articles</li> <li>(nn) Paper articles (e.g. print ads, design drawings, maps, manuscripts, commercial/personal documents, historical files, photographs, books, negotiable documents, checks, etc.)</li> <li>(oo) Jewelry, keys, liquid, perfume, alcoholic drinks, lotions, medicines, medical equipment, currencies, gift cards and coupons, natural fur products.</li> <li>(pp) Perishable articles such as food, seafood, tobacco and related articles</li> <li>(qq) Photographic equipments/film-making equipments/acoustic recording equipments/video recording equipments, cameras and other related articles.</li> <li>(rr) Precious metal/stone, tools Kit/tools container, unprotected articles carrier by the passenger or tied to the baggage exterior such as tennis racket and umbrella.</li> <li>(ss) Silverware/small knife/sword, watch (timepieces), artwork such as drawings and sculptures other similar valuable or unique articles carried by the passenger or transported as checked baggage with or without HU knowledge of the existence thereof.</li> <li>(tt) Flowers and plants, fresh or frozen meat or poultry.</li> <li>(uu) Cheese, medicine, fruits and vegetables, seafood/baked foods.</li> </ul> <p><b>(3) Dry Ice</b></p> <p>(a) HU allows passengers to put dry ice of up to 5 pounds (2.2 kg) in their carry-on baggage or checked baggage.</p> <p>(b) The container or package must be well-ventilated to allow the emission of carbon dioxide gas. The container or package must bear a sign indicating the content, net weight and its volatile property. HU does not transport any foamed plastic cooler containing any dry ice.</p> <p>(c) A service charge of 35 USD for to/from US/40 CAD for to/from Canada shall be imposed for any checked baggage containing dry ice.</p> <p>(d) Any dry ice exceeding 5 pounds (2.2 kg) in weight must be transported as cargo, if the service is available.</p>
	<p style="text-align: right;">(Continued on next page)</p>
For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.	
ISSUED: August 16, 2010	EFFECTIVE: September 30, 2010

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

Original Page HU-43

RULE	<p style="text-align: center;"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
C118	<p><b>[N]BAGGAGE REGULATIONS (Continued)</b></p> <p><b>(C) CARRIAGE OF SPECIAL ITEMS (Continued)</b></p> <p><b>(4) Infant and Child Articles</b></p> <p>(a) HU allows passengers to carry necessary infant and child articles on board in addition to the regular baggage allowance. The following restrictive rules shall apply to child articles.</p> <p>(b) Infant diaper bag: passengers may carry an infant diaper bag on board in addition to the carry-on baggage allowance.</p> <p>(c) Breast milk and infant-formula milk powder: when traveling with an infant or toddler, in the absence of suspicious activity or items, greater than 3 ounces of baby formula, breast milk, or juice are permitted through the security checkpoint in reasonable quantities for the duration of your itinerary, if the following is performed: separate these items from the liquids, gels, and aerosols in the quart-size and zip-top bag; declare the items to a security officer at the security checkpoint; present these items for additional inspection once reaching the x-ray. These items are subject to additional screening.</p> <p>(d) Child traveling backpack: Passenger may carry a child traveling backpack onboard in addition to the carry-on baggage allowance.</p> <p>(e) Baby stroller: Space permitting, passengers may carry fully collapsible umbrella-shaped baby stroller on board in addition to the carry-on baggage allowance. HU also accepts child traveling backpacks and baby strollers as checked baggage. These items may also be treated as part of the free checked baggage allowance. When these items are transported as checked baggage, all excess, oversize and overweight charges shall apply.</p> <p><b>NOTE:</b> A baby stroller can be check-in in addition to one baggage with limitations of 23 kg (50 lbs) in weight and 115 (45 inches) in dimension as free allowance.</p> <p>(f) At present HU does not allow passengers to carry any child seat on board.</p> <p><b>(5) Medical Equipment</b></p> <p>(a) Syringes and needles: HU allows passengers to carry syringes and needles on board for medical treatment purposes. However, HU prohibits any flight attendant from assisting passengers to perform the injection.</p> <p>(b) All medicines must be differentiated with manufacturers or attached labels. The assistance of flight attendants should be sought to ensure proper disposal of used syringes/needles.</p> <p>(c) Auxiliary medical equipment/life-supporting equipment: HU allows passengers to carry auxiliary medical equipment/life-supporting equipment on board in addition to the carry-on baggage allowance.</p> <p>(i) If it is necessary to bring medical equipment such as a respirator or dialysis device on board for use during the flight, the corresponding medical certificate must be provided to confirm the passenger is medically suitable for air travel.</p> <p>(ii) Passengers traveling on an international flight must notify HU at least 48 hours before the departure time.</p> <p>(iii) A medical certificate completed by a licensed physician must be provided. For other contents, please refer to the requirements of the medical certificate.</p> <p>(iv) The passenger needs to be escorted by a medical person who has received professional training on how to operate such equipment. Refer to "requirement on escorts" for detailed information.</p> <p>(v) Passengers must provided a certificate or authorization that the electromagnetic wave of such equipment can be received to prevent interference. Normally, medical equipment may be used during the flight except during take-off, ascending, descending and landing.</p> <p>(vi) Power can not be guaranteed in the cabin for medical equipment, so passengers must bring enough batteries to last the flight.</p> <p>(vii) Medical equipment must be able to be stored under the seat or fixed on the adjacent seat (in which circumstances passengers must buy an extra ticket at full fare according to seat availability).</p> <p>(viii) Batteries that ensure the normal operation of life-maintaining or life-supporting equipment may be brought on board, however HU must be notified of the type of battery in advance.</p> <p>(iv) Wet batteries are not permitted on board.</p> <p>(x) HU is not liable for any consequences whatsoever arising from the malfunction of any medical equipment.</p> <p><b>(6) Alcoholic Beverages (In Containers Such as Bottles or Boxes)</b></p> <p>(a) With the exception of medications, any amount of liquid including alcohol greater than three ounces must be packed in checked baggage.</p> <p>(b) Please note that passengers may not take alcoholic beverages with more than 70 percent alcohol content (140 proof), including 95 percent grain alcohol and 150 proof rum, in checked luggage. Passengers may take up to five liters of alcohol with alcohol content between 24 percent and 70 percent per person as checked luggage if it's packaged in a sealable bottle or flask. Alcoholic beverages with less than 24 percent content are not subject to hazardous materials regulations and subject to no restrictions on the quantity and are allowable to be transported as checked baggage.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

ISSUED: August 16, 2010

EFFECTIVE: September 30, 2010

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

Original Page HU-44

RULE	<p style="text-align: center;"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
C118	<p><b>[N]BAGGAGE REGULATIONS (Continued)</b></p> <p><b>(C) CARRIAGE OF SPECIAL ITEMS (Continued)</b></p> <p><b>(6) Alcoholic Beverages (In Containers Such as Bottles or Boxes)</b></p> <p>(c) Alcoholic beverages carried by passengers traveling internationally must meet restrictive rules of the import regulations of the destination country.</p> <p>(d) Packages of alcoholic beverages must be damage-proof. HU is not liable for any damage to or leakage of alcoholic drinks. When transported as checked baggage, alcoholic beverages shall be subject to all oversize, overweight and excess charges and restrictive rules on carry-on baggage.</p> <p>(e) Passengers traveling on connecting flights must put in tax-free liquid bought in the checked baggage.</p> <p><b>(7) Musical Instruments</b></p> <p>(a) HU accepts musical instruments within the size and/or weight limit to be transported as checked baggage or as baggage placed on the cabin seat. Musical instruments are not included in the free checked baggage allowance.</p> <p>(b) Baggage placed on the cabin seat: Passengers wishing to place the musical instrument on the cabin seat are required to buy an extra ticket, notify HU in advance for advanced arrangement, and place the musical instrument in a hard-shell case to be placed against the cabin wall.</p> <p>(i) The instrument must be packaged well or covered in some way to prevent injury to other passengers.</p> <p>(ii) The instrument must be secured in the seat with seat belt to prevent moving during the flight.</p> <p>(iii) The instrument may not block any normal/emergency exit or aisle.</p> <p>(iv) The instrument may not block any instructional signs of "seat belt", "smoking-prohibited", or "exits".</p> <p>(v) The instrument shall not contain any hazardous items.</p> <p>(c) Checked baggage: Passengers must put musical instruments to be transported as checked baggage in a hard-edged or stress-against container and pay an extra charge as excess baggage.</p> <p>(d) Carry-on baggage: If the linear dimensions of a guitar or a small-sized musical instrument do not exceed 45 inches (20 cm*40 cm*50*), then such instrument may be treated as one piece of carry-on baggage. Carry-on baggage must be able to be stored under the passenger's seat or in the overhead compartment. Such musical instruments may be in lieu of the passenger's carry-on baggage. Passengers traveling with a guitar or small-sized musical instrument may also carry a small quantity of personal items.</p> <p>(e) HU is not liable for any loss of, damage to, or delay of any musical instruments during the transportation. Baggage value declaration does not apply to the transportation of musical instruments. The agent has to attach a limited liability baggage tag with the passenger's signature on the instruments.</p> <p><b>(8) Life Jacket</b></p> <p>(a) HU allows passengers to put one piece of CO2-inflatable life jacket in their checked or carry-on baggage.</p> <p>(b) A life jacket may be treated as part of the checked baggage or carry-on baggage, or as a separate piece of checked or carry-on baggage.</p> <p>(c) The following are restrictions on life jacket carriage: A maximum of two small-sized non-combustible gas pitchers and a maximum of two spare gas pitchers may be transported together with the life jacket. The signal flare/flare gun with which the life jacket is equipped must be removed, otherwise the life jacket shall be prohibited from being transported.</p> <p><b>(9) Reserved Seat Baggage</b></p> <p>(a) HU doesn't accept cargo as seat baggage. Passengers may buy a seat for any article that cannot be transported as checked baggage due to its fragility or excessive size upon HU's approval.</p> <p>(b) Passenger takes responsibility for the seat baggage he or she carries. The weight of seat baggage for each seat may not be in excess of 75 kg and the package should be proper. To guarantee the safety of the flight, the seats of the passengers and their seat baggage shall be designated by HU.</p> <p>(c) Seat baggage is not included in free baggage allowance and the fare is charged according to the adult ticket fare of passenger.</p> <p>(d) Seat belt must be used to fasten the baggage to prevent it from shaking during the flight; the baggage must be placed in such a way as not to be block other passengers' way or their access to any regular/emergency exit or aisle; signs such as "please fasten your seat belt", "no smoking" or "exits" must not be blocked from passengers' sight; the baggage may not contain any dangerous articles. The baggage should be accounted for packaging tightly to avoid any injury to passengers and crew. The baggage loaded on the seat should not exceed the load limitation for the seats.</p>
	(Continued on next page)
For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.	
ISSUED: August 16, 2010	EFFECTIVE: September 30, 2010



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

Original Page HU-45

RULE	<p align="center"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
C118	<p><b>[N]BAGGAGE REGULATIONS (Continued)</b></p> <p><b>(C) CARRIAGE OF SPECIAL ITEMS (Continued)</b></p> <p><b>(10) Sporting Apparatus</b>          HU accepts various sports apparatus on board subject to the following terms, restrictive conditions and charges. Due to the load and capacity restrictions of certain types of aircraft, group passengers that carry large-sized sports apparatus such as skateboards, golf clubs, or bicycles, it may not be able to load all sports apparatus on the same aircraft. Therefore, passengers carrying large-sized sports apparatus are required to notify HU's ticket center or ticket office a minimum of 24 hours in advance to make arrangements.</p> <p><b>(a) Bicycles</b>          (i) HU only accepts traveling unmotorized bicycles, racing bicycles or tandem bicycles as checked baggage. HU only allows bicycles which weight does not exceed 70 pounds (inclusive) on board the aircraft. Bicycles exceeding 70 pounds must be transported as cargo.          (ii) HU allows one bicycle or at most two bicycles without motors stored in one box to be transported as checked baggage for each passenger.          (iii) Bicycles may be checked as one free baggage item within the free baggage allowance.          (iv) HU only accepts bicycles whose handle bars have been fixed at one side and whose pedals have been removed or bicycles whose handle bars and pedals have all been wrapped with protective materials on board the aircraft. HU recommends that passengers put bicycles in dedicated (individual) cases for safe transportation.          (v) HU is not liable for any damage to any bicycle due to passenger' failure to fix the handle bars at one side or remove the pedals, or packing the handle bars and pedals in foamed container or container of similar materials, or failure to package the bicycle in carton or hard-edged case.          (vi) Due to restrictions of HU's aircraft types, HU does not transport tandem bicycles on its trans-pacific flights.          (vii) HU is not liable for any loss of, damage to, or delay of any bicycle during the transportation. The baggage value declaration does not apply to the transportation of bicycles.</p> <p><b>(b) Archery Equipment</b>          (i) A passenger is allowed to carry one piece of arrow apparatus (archery equipment) in lieu of one piece of free baggage. All items must be properly packed in suitable containers.          (ii) A set of arrow apparatus includes: One bow bag containing a bow, one arrow bag containing an arrow, and one maintenance kit that protects parts from being damaged accidentally.          (iii) Arrow apparatus checked as one piece exceeding the free baggage allowance shall be subject to all excess baggage charges currently in effect. HU is not liable for any damage to the arrow apparatus that is not stored in hard-edged case.</p> <p><b>(c) Surfboard</b>          (i) HU accepts one surfboard not exceeding 43 inches (107 cm) in length or a surfboard bag containing at most two such surfboards for transportation.          (ii) The surfboard may be checked as free baggage within the free baggage allowance. The first surfboard exceeding the free baggage allowance shall be subject to the special rate of excess baggage fee regarding on the special items - 33 percent of 110USD for to/from US/160CAD for to/from Canada. Except for the first one, the other ones should be subject to the normal policy of the excess baggage fee.          (iii) HU is not liable for any loss of, damage to or delay of any surfboard during the transportation. Baggage value declaration does not apply to the transportation of surfboards.</p> <p><b>(d) Fishing Tackle</b>          (i) HU accepts one set of fishing tackle (including two fishing poles with reels, fishing basket, fishing net, one pair of boots and one fishing kit) in lieu of one piece of free checked baggage for transportation.          (ii) The fishing pole container must not exceed 160 inches. Fishing pole, fishing basket, fishing net and boots must be properly packed in suitable containers. Fishing kit must be sealed or locked.          (iii) Fishing tackle may only be transported as checked baggage. Fishing tackle exceeding the free checked baggage allowance is subject to an extra charge as excess baggages.          (iv) HU is not liable for any loss of, damage to, or delay or any fishing tackle during the transportation. Baggage value declaration does not apply to the transportation of fishing tackle.</p> <p><b>(e) Golfing Equipment</b>          (i) Notwithstanding (ii) below, HU establish a special excess baggage charge for golfing equipment contained in not more than one golf bag, which may also include one pair of golf shoes.          (ii) The charge for such golfing equipment if in excess of the normal checked baggage allowance shall be 50 percent of the applicable excess baggage charge.          (iii) This charge shall be available for the carrier of only one such golf bag per passenger, for any golf bag in excess thereof the normal excess baggage charge as established in (e)(ii) shall apply.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

ISSUED: August 16, 2010

EFFECTIVE: September 30, 2010

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

1st Revised Page HU-46  
 Cancels Original Page HU-46

RULE	<p style="text-align: center;"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>				
118	<p><b>BAGGAGE REGULATIONS (Continued)</b>  <b>(C) CARRIAGE OF SPECIAL ITEMS (Continued)</b>  <b>(10) Sporting Apparatus</b>  <b>(f) Scuba Diving Equipment</b>          (i) HU accepts one diving scuba gear (not empty diving bottle) in lieu of one piece of free checked baggage. The compressed gas cylinders are allowed in checked baggage only if the regulator valve is completely disconnected from the cylinder and the cylinder is no longer sealed.          (ii) For trans-pacific flights, the scuba diving equipment which is included in the free checked baggage allowance and which is within the weight and size limit is exempt from extra charge. <b>NOTE:</b> The diving bottle must be empty. If there is CO2 gas cylinder on the spear guns, the cylinder must be empty and not sealed.          (iii) HU is not liable for any loss of, damage to, or delay of, scuba diving equipment during transport. Baggage value declaration does not apply to the transportation of diving equipment.  <b>(g) Sled and Ski Equipment</b>          (i) HU accepts one set of sled/or ski equipment in lieu of one piece of free checked baggage. Sled or/ski equipment may only be transported as checked baggage. One set of sled/or ski equipment is defined as one sled bag containing at most two (2) pairs of sled and one (1) ski boots bag, or one (1) ski board or ski board bag containing at most two (2) ski boards.          (ii) Sled and ski bag exceeding the free checked baggage allowance are subject to excess charges. Other sled and ski bag or ski equipment not in compliance with free checked baggage allowance rules shall be charged of 33 percent of an extra charge of 110USD for to/from US or 160CAD for to/from Canada. HU recommends that passengers use hard-shell case for transportation of sled/ski equipment.          (iii) HU is not liable for any loss of, damage to, or delay of sled/ski equipment during the transportation. Baggage value declaration does not apply to the transportation of sled/ski equipment.  <b>(h) Surfing Equipment</b>          (i) HU accepts surfing equipment only as checked baggage. HU may unilaterally determine that certain types of aircraft are not suitable for transportation surfing equipment. One (1) piece of surfing equipment is defined as one (1) surf board not exceeding 109 inches (277 cm) in length, or one (1) windsurfing board consisting of masts and sails.          (ii) HU does not accept surfing equipment as free checked baggage. One piece of surfing equipment is subject to 50 percent of an extra charge of 110USD for to/from US or 160CAD for to/from Canada for trans-pacific flights. Except for that, other surfing equipment should be deemed as normal excess baggage and be subject to extra charge as excess baggages.          (iii) HU is not liable for any loss of, damage to, or delay of the surfing equipment during the transportation. Baggage value declaration does not apply to the transportation of surfing equipment.  <b>(i) Bowling Equipment</b>          (i) Each passenger is allowed one set of bowling equipment in lieu of one piece of free baggage.          (ii) One set of bowling equipment includes 1-3 bowling balls (HU allows a maximum of three bowling balls in one bag), one bowling ball bag and one pair of bowling shoes.          (iii) Bowling equipment not included in the free baggage allowance is subject to all excess baggage charges currently in effect.          (iv) HU is not liable for any damage to the bowling equipment. Baggage value declaration does not apply to the transportation of bowling equipment.  <b>(j) Wheelchair and Mobile Devices</b>  <b>†(C)(i)</b> HU scooters, braces, any device (any prosthesis or medical device are not included) required by persons with disabilities free of charge in the cabin where, in the view of HU, space and safety requirements permit and designates as priority baggage. Passengers' mobility aids device required by persons with disabilities could be also accepted as priority checked baggage without charge subject to HU's relevant Rules as below:          (ii) HU allows passengers who must depend on wheelchairs for movement to check as one additional free bag in addition to the free checked baggage allowance. For passengers who do not depend on wheelchairs for movement, wheelchairs exceeding the free checked baggage allowance are subject to excess baggage charges. Wheelchairs may be checked in at the check-in counter or the boarding gate.          (aa) Collapsible manual wheelchair: Passengers who use the priority boarding service may store the personal collapsible wheelchair in the cabin. There is at least one (1) priority wheelchair storage space in the cabin of HU's aircrafts. Not all priority storage space can hold all types of wheelchairs. Only dry batteries and gel batteries are allowed in the cabin.          (bb) Wheelchairs powered by dry battery or gel battery: Dry-cell and gel-cell batteries are considered leakproof and have fewer handling requirements. Baggage handlers must disconnect the battery post connector with tape if it is not completely enclosed within a case or compartment to prevent electrical shorting. Baggage handlers must not disconnect the battery on wheelchairs with a leak-proof battery completely enclosed within a case or compartment, however, should switch the valve of wheelchair to 'off' position. The handlers must remove and package the battery if wheelchair cannot be loaded or stowed in an upright position.</p>				
	<p style="text-align: right;">(Continued on next page)</p> <p>For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.</p> <table border="1" style="width: 100%;"> <tr> <td style="width: 50%;">ISSUED: September 23, 2010</td> <td style="width: 50%;">EFFECTIVE: November 7, 2010</td> </tr> <tr> <td></td> <td style="text-align: right;">(Except as Noted)</td> </tr> </table>	ISSUED: September 23, 2010	EFFECTIVE: November 7, 2010		(Except as Noted)
ISSUED: September 23, 2010	EFFECTIVE: November 7, 2010				
	(Except as Noted)				

+ - Effective September 30, 2010 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 57123.



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

Original Page HU-47

RULE	<p style="text-align: center;"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
C118	<p><b>[N]BAGGAGE REGULATIONS (Continued)</b></p> <p><b>(C) CARRIAGE OF SPECIAL ITEMS (Continued)</b></p> <p><b>(10) Sporting Apparatus</b></p> <p><b>(j) Wheelchair and Mobile Devices</b></p> <p><b>(ii) (Continued)</b></p> <p><b>(cc) Wheelchairs driven by wet battery:</b> if the wheelchair can be loaded, stowed, secured and unloaded always in an upright position, and the battery can be disconnected to prevent short circuit and the battery is securely attached to the wheelchair, then such wheelchair can be delivered as checked baggage. If the wheelchair can not always be loaded, stowed, secured and unloaded in an upright position, then such wheelchair can be delivered as checked baggage without restrictions after the battery has been removed. The removed battery must be stored in reliable steel package for transportation, the outside packaging must be leak proof and the battery must be protected against upset by securing to pallets or by securing in cargo compartments using appropriate means of securing (other than by bracing with freight or baggage) such as with restrained straps, brackets or holders. Batteries must be protected against short circuits, secured upright in the outside packaging and surrounded by compatible absorbent material sufficient to absorb their total leakage of liquid content.</p> <p><b>(dd) The package must bear signs such as "this side up", "battery wet/dry with wheelchair" and "corrosive article" in accordance with rules on dangerous articles.</b></p> <p><b>(ee) The captain must be notified of the loading position of the wheelchair with battery or packaged battery.</b></p> <p><b>(iii) Other mobile device:</b> HU defines walking stick, fixative support and artificial limbs as special carry-on items and allows passengers to carry these items on board free of charge in addition to the standard carry-on baggage allowance.</p> <p><b>(k) Camping Device</b></p> <p><b>(i) HU accepts camping devices in lieu of free baggage. Camping device include without limitation to the following items: Tent, backpack or suitcase, sleeping bag. Any camping device exceeding the free baggage allowance is subject to excess baggage charges.</b></p> <p><b>(ii) Articles made of cloth, plastics, vinyl or other non-wear resistant materials and articles equipped with aluminum rack, exterior pocket, straps, strap buttons and other protruding parts may be transported as fragile articles.</b></p> <p><b>(iii) HU is not liable for any damage to fragile articles. According to regulations on dangerous articles, camp lanterns, furnaces, heating apparatus using liquid fuel, propane, butane or similar substances are not allowed to be transported as baggage.</b></p> <p><b>(l) Hockey/Lacrosse Equipment</b></p> <p><b>(i) HU allows each passenger to check two tied-together hockey sticks or lacrosse sticks in lieu of one piece of free baggage. Any hockey stick or lacrosse stick exceeding the free baggage allowance is subject to excess baggage charges.</b></p> <p><b>(ii) HU is not liable for any damage to the hockey stick or lacrosse stick. Baggage value declaration does not apply to the transportation of hockey sticks or lacrosse sticks.</b></p> <p><b>(m) Javelin</b></p> <p><b>(i) HU accepts javelins as one piece of free baggage. Javelins must be tied together and fully packed inside a hard-edged case.</b></p> <p><b>(ii) Javelins not included in the free baggage allowance are subject to all excess baggage charges currently in effect.</b></p> <p><b>(iii) HU is not liable for any damage to javelins.</b></p> <p><b>(D) EXCESS/OVERSIZE/OVERWEIGHT</b></p> <p><b>(1) For Economy Class Passengers</b></p> <p><b>Each piece of baggage which exceeds 50 pounds (23 kg) in weight but does not exceed 70 pounds (32 kg) excess charges will be 25USD for to/from US or 75CAD for to/from Canada.</b></p> <p><b>(2) All Cabins</b></p> <p><b>(a) Any piece of baggage which does not exceed size and weight limits in addition to the original two (three pieces for fortune wing golden/silver card members or any piece of baggage whose total length of three sides exceeds 62 inches (158 cm) but does not exceed 80 inches (203 cm), excess charges will be 110USD for to/from US or 160CAD for to/from Canada.</b></p> <p><b>(b) Each piece of baggage which exceed quantity and size limitation (the total length of three sides exceeds 62 inches/158 cm but does not exceed 80 inches/203 cm), excess charges will be 220USD for to/from US or 320CAD for to/from Canada.</b></p> <p><b>(c) A piece of baggage which exceeds 70 pounds (32 kg) in weight but does not exceed 100 pounds (45 kg), and/or a piece of baggage which total length of three sides exceeds 80 inches (203 cm), excess charges will be 330USD for to/from US or 480CAD for to/from Canada.</b></p> <p><b>(d) A piece of baggage which exceeds 100 pounds (45 kg) in weight, may not be checked as baggage, but may be accepted as cargo, if the service is available.</b></p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

ISSUED: August 16, 2010

EFFECTIVE: September 30, 2010

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

1st Revised Page HU-48  
 Cancels Original Page HU-48

RULE	HAINAN AIRLINES SECTION I - GENERAL RULES
118	<p><b><u>BAGGAGE REGULATIONS</u></b> (Continued)</p> <p>(E) <b><u>CARRY-ON BAGGAGE</u></b>          HU allows one piece of carry-on baggage for each passenger. The carry-on baggage must be of suitable size and shape so that it can be stored in the overhead compartment or under the seat. Carry-on baggage must not exceed 10 kg in weight, and the linear dimensions must not exceed 45 inches (115 cm). Baggage that does not meet these requirements must be transported as checked baggage under those regulations, including, if in excess, an additional charge.</p> <p>(F) <b><u>PERSONAL ITEMS</u></b>          In addition to carry-on baggage, passengers may also carry one purse (wallet)/briefcase/laptop computer/small backpack on board provided that these additional articles must not exceed 15 inches x 11 inches x 6 inches in size and at least one carry-on baggage may be stored under the passenger's seat. Additional allowable carry-on items not included in the carry-on baggage allowance include: Overcoat or scarf, camera and/or binoculars/umbrella/two-wheeled baggage wagon/children's car seat/reading materials of reasonable quantity/fully-collapsible umbrella-shaped baby stroller/walking stick/auxiliary medical apparatus/baby diaper bag/collapsible wheelchair/one pair of support or other recovery equipment (provided that passengers must relay on such equipment. Items enumerated above shall be included in the free carry-on baggage allowance. To ensure the health and well being of infants and young children during the air travel, passengers may carry infant-formula milk power, food, breast milk and other infant articles in the carry-on baggage. Such items shall be allowed through the security check provided that the amount be kept within a reasonable limit required during the journey (passengers are required to present all exceptional items at the security check point for security check). All articles including infant-formula milk powder or breast milk are subject to security check. Meanwhile, HU does allow passengers to bring small pets as carry-on baggage on board at a small extra charge.</p> <p>C (G) <b><u>+ [CANCELLED]</u></b></p> <p>(H) <b><u>CARRIAGE OF PETS</u></b>          Wild animals or animals with a strange appearance or having a tendency to injure people such as wolves, wolfhound, etc, are not deemed as small animals and may not be transported as baggage.          (1) Charges for the carriage of accompanied pets, irrespective of the size and weight of the animal(s) and container, shall be twice the normal excess baggage charge per container and the animal(s) and container shall not be allowed in the checked baggage allowance of the passenger.</p> <p>C <b><u>+ [C](2)</u></b> Notwithstanding subparagraph (1), HU accepts a service animal for transportation in the cabin or cargo hold without charge, if it is required by a person for assistance, and certified, in writing, as having been trained to assist a person by a professional service animal institution.</p> <p>C (a) <b><u>+ [X]</u></b></p> <p>C (b) <b><u>+ [X]</u></b></p> <p>C <b><u>+ [C](c)</u></b> The service animal permitted to accompany such passenger into the cabin shall not be permitted to occupy a seat.</p>

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

**ISSUED:** September 23, 2010

**EFFECTIVE:** November 7, 2010

(Except  
as Noted)

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

Original Page HU-49

RULE	HAINAN AIRLINES SECTION I - GENERAL RULES																															
C130	<p><b>[N]FARES</b></p> <p>(A) <u>GENERAL</u> Fares/rules apply 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 airport or between airports and city centres except where Rule 35 specifically provides that such ground transfer service will be furnished without additional charge.</p> <p>(B) Acronymes, sequence of checks, international sales indicators (ISI). List of common acronyms used for fare constructions.</p> <p>(1) <u>List of Common Acronyms Used for Fare Construction:</u></p> <table><tr><td>BHC</td><td>One Way Back Haul Check</td></tr><tr><td>CTM</td><td>Circle Trip Minimum</td></tr><tr><td>EMA</td><td>Ticketed Point Mileage Deduction (previously Extra Mileage Allowance)</td></tr><tr><td>EMS</td><td>Extra Mileage Surcharge</td></tr><tr><td>HIP</td><td>Higher Intermediate Fare Check</td></tr><tr><td>MPM</td><td>Maximum Permitted Mileage</td></tr><tr><td>RWM</td><td>Round the World Minimum</td></tr><tr><td>TPM</td><td>Ticketed Point Mileage</td></tr></table> <p>(2) <u>Sequence of Checks</u></p> <p>(a) all fare constructions shall be accomplished in NUCs.</p> <p>(b) in applying fare construction checks, the following sequence shall apply to such checks.</p> <table><tr><th>NAME</th><th>ACRONYM</th><th>APPLICABLE FARES</th></tr><tr><td>Mileage checks</td><td>TPM/MPM/ EMS/EMA</td><td>All</td></tr><tr><td>Higher intermediate point</td><td>HIP</td><td>All</td></tr><tr><td>One way backhaul check</td><td>BHC</td><td>OW</td></tr><tr><td>Circle Trip/round the world minimum</td><td>CTW/RWM</td><td>CT/RTW</td></tr></table> <p>(C) <u>APPLICATION</u></p> <p>(1) Fares specified in this tariff between any two points are subject to:</p> <p>(a) The maximum permitted mileage, referred to herein as mileage fares, provided that when a journey exceeds the MPM, the fare must be surcharged in accordance with the procedures for excess mileage surcharges, or;</p> <p>(b) A specified diagrammatic or linear routing, referred to herein as routing fares.</p> <p>(2) <u>Applicable Fares</u> Fares to be assessed for the total journey shall be the applicable fares effective on the date of departure on the first international sector, provided Canada and the USA are considered as one country.</p> <p>(3) <u>Arbitrary Construction</u> Fares published by use of a published arbitrary and a published international gateway fare. These fares are referred to as constructed fares. When construction with arbitraries is used, travel need not be via the point of combination.</p> <p>(4) <u>Non-Adherence to Precedence of Through Published Fares</u> Except for the provisions in paragraphs (8 below) and (E.6) the combination of two or more fares may be applied between any two points even if the amount results in less than the through published fare in this tariff. All rules of such fares combined must be observed.</p> <p>(5) <u>Lowest Combination Principle (LCP)</u> When no through fare is published between any two ticketed points, a fare must be constructed for the purpose of applying fare construction checks. The applicable fare must be constructed using sector fares over an intermediate ticketed point for the class of service used.</p> <p>(a) The fare must be constructed in the direction of travel except that for any fare component into the country of pricing unit origin, the fare applicable from the country of pricing unit origin shall be used.</p> <p>(b) When the same fare construction point is used both for the outbound and inbound fare, the provisions of End-on Combinations apply.</p> <p>(c) When used for fare checks, the constructed fare must be shown on the ticket as "C"/. When used for other purposes, the fares must be shown separately on the ticket.</p>	BHC	One Way Back Haul Check	CTM	Circle Trip Minimum	EMA	Ticketed Point Mileage Deduction (previously Extra Mileage Allowance)	EMS	Extra Mileage Surcharge	HIP	Higher Intermediate Fare Check	MPM	Maximum Permitted Mileage	RWM	Round the World Minimum	TPM	Ticketed Point Mileage	NAME	ACRONYM	APPLICABLE FARES	Mileage checks	TPM/MPM/ EMS/EMA	All	Higher intermediate point	HIP	All	One way backhaul check	BHC	OW	Circle Trip/round the world minimum	CTW/RWM	CT/RTW
BHC	One Way Back Haul Check																															
CTM	Circle Trip Minimum																															
EMA	Ticketed Point Mileage Deduction (previously Extra Mileage Allowance)																															
EMS	Extra Mileage Surcharge																															
HIP	Higher Intermediate Fare Check																															
MPM	Maximum Permitted Mileage																															
RWM	Round the World Minimum																															
TPM	Ticketed Point Mileage																															
NAME	ACRONYM	APPLICABLE FARES																														
Mileage checks	TPM/MPM/ EMS/EMA	All																														
Higher intermediate point	HIP	All																														
One way backhaul check	BHC	OW																														
Circle Trip/round the world minimum	CTW/RWM	CT/RTW																														

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

ISSUED: August 16, 2010

EFFECTIVE: September 30, 2010

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

Original Page HU-50

RULE	HAINAN AIRLINES SECTION I - GENERAL RULES																					
C130	<p>[N]FARES (Continued)</p> <p>(C) APPLICATION</p> <p>(6) Direction of Fares</p> <p>(a) Fares shall be assessed in the direction of travel, except that the fare component into the country of pricing unit origin shall be assessed in the direction from such country, i.e. not in the direction of travel.</p> <p>NOTE: Canada and the U.S.A. shall be considered the same country. Denmark, Norway and Sweden shall be considered the same country.</p> <p>Example: Travel: TRA-MAD-JNB-MAD-FRA</p> <p>Construction could be:</p> <table><tr><td>FRA-JNB</td><td>RT</td><td>1 pricing unit</td></tr></table> <p>or</p> <table><tr><td>FRA-MAD</td><td>RT</td><td>1 pricing unit</td></tr><tr><td>MAD-JNB</td><td>RT</td><td>1 pricing unit</td></tr></table> <p>Total of 2 pricing units</p> <p>Component JNB-MAD must be in the direction from MAD to JNB.</p> <p>EXCEPTION 1: Except for RT pricing units, fare components between Canada and the U.S.A. and between Denmark, Norway and Sweden shall be assessed in the direction of travel.</p> <p>EXCEPTION 2: (Applicable to Open Jaw Special Fares only) For travel originating and terminating in Europe (where an open jaw applies between countries in Europe) for the last fare component into the country of unit destination the fare applicable from the country of unit destination shall be used.</p> <p>(b) Fares shall be assessed in the direction of travel, except that when a pricing unit for a one way subjourney terminates in a country from which a previous pricing unit has been assessed, the pricing unit for the one way subjourney into such country shall be assessed from such country, i.e. not in the direction of travel.</p> <p>Example: Travel ATL-LON-STO-LIS-GLA</p> <p>Construction:</p> <table><tr><td>ATL-LON</td><td>OW</td><td>1 pricing unit</td></tr><tr><td>LON-STO</td><td>OW</td><td>1 pricing unit</td></tr><tr><td>STO-LIS</td><td>OW</td><td>1 pricing unit</td></tr><tr><td>GLA-LIS</td><td>OW</td><td>1 pricing unit</td></tr></table> <p>Total of 4 pricing units.</p> <p>Fare component LIS-GLA must be in the direction of GLA-LIS because the termination point (GLA) is in the same country from which a previous pricing unit (LON-STO) was assessed.</p>	FRA-JNB	RT	1 pricing unit	FRA-MAD	RT	1 pricing unit	MAD-JNB	RT	1 pricing unit	ATL-LON	OW	1 pricing unit	LON-STO	OW	1 pricing unit	STO-LIS	OW	1 pricing unit	GLA-LIS	OW	1 pricing unit
FRA-JNB	RT	1 pricing unit																				
FRA-MAD	RT	1 pricing unit																				
MAD-JNB	RT	1 pricing unit																				
ATL-LON	OW	1 pricing unit																				
LON-STO	OW	1 pricing unit																				
STO-LIS	OW	1 pricing unit																				
GLA-LIS	OW	1 pricing unit																				

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

ISSUED: August 16, 2010

EFFECTIVE: September 30, 2010

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

Original Page HU-51

RULE	<p align="center"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
C130	<p><b>[N]FARES (Continued)</b></p> <p><b>(C) APPLICATION</b></p> <p>(7) <u>End of Combinations</u>  When two or more fares are combined end-on, the provisions of round trip, circle trip, one way or open jaw journeys, as applicable, shall apply separately to each.</p> <p>(8) <u>Combination of Fares - U.S.A.</u>  (a) Combination of U.S. domestic normal/special fares with international fares to construct a through fare which is less than the published fare from the point of origin to the point of destination is permitted; provided the passenger complies with all conditions of the fares.  <u>EXCEPTION 1:</u> The minimum tour price, if any, required by the U.S. domestic fare will not be applicable when the minimum tour price of the international fare is higher.  <u>EXCEPTION 2:</u> The advance purchase, if any, required by the U.S. domestic fare will not be applicable when combining with an international fare which has a greater advance purchase for transportation to/from points outside the U.S.A./Canada/Mexico/Bermuda/Bahamas/West Indies.  <u>EXCEPTION 3:</u> The requirement of ticketing within a specified time after reservations are made, if any, required by the U.S. domestic fare will not be applicable when combining with international fares for transportation to/from points outside the U.S.A./Canada/Mexico/Bermuda/Bahamas/West Indies.  (b) The maximum permitted mileage shall apply from the gateway used for fare construction/combination.  (c) Travel must be via the fare combination point(s).</p> <p>(9) When fares are expressed as a percentage of another fare and different percentages apply on a journey, the following rule applies. Apply the percentage to the base fare to establish the fare level as an amount.</p> <p>(10) Fare construction must be via the itinerary of the passenger. The addition of points not on the passenger's itinerary is not permitted.  <u>EXCEPTION:</u> Constructions using add-on amounts.</p> <p>(11) All published fares governed by this tariff and add fares constructed in accordance with the tariff are applicable only when compliance with the provisions governing travel via a higher created intermediate point (paragraph (F)(3)). Mileage routings may be applied to any published or constructed fares; however, if a diagram on linear routing is specified in connection with a fare, such routing must be observed to that portion of the transportation covered by that fare.</p> <p><b>(D) DEFINING JOURNEY OR PRICING UNIT CONCEPT</b></p> <p>(1) The fare for a journey (excluding side trips assessed separately) shall be the lowest of:  (a) a single pricing unit for the journey, or  (b) any series of end-on combined pricing units, which collectively comprise the journey being traveled.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

ISSUED: August 16, 2010

EFFECTIVE: September 30, 2010

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

Original Page HU-52

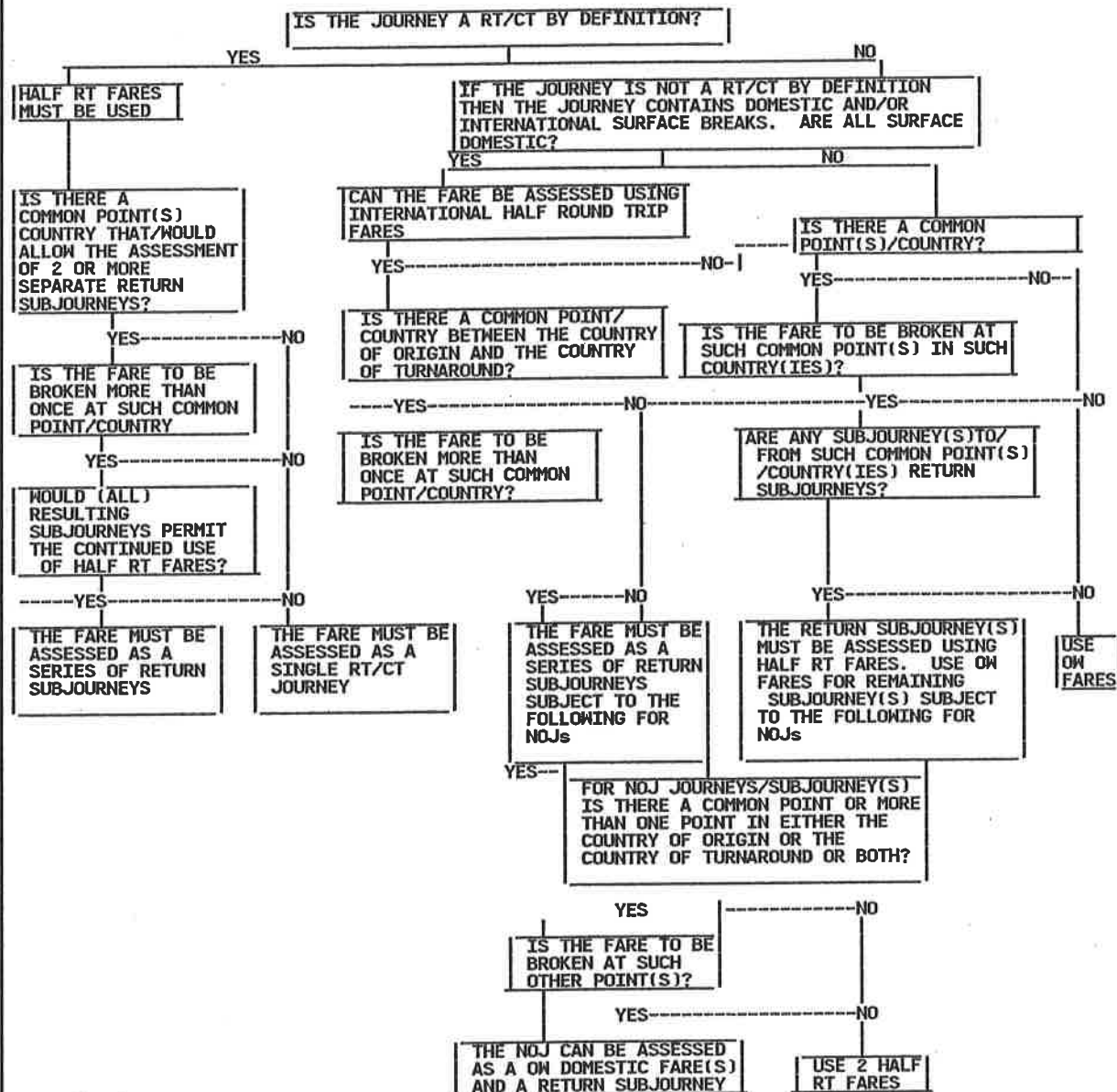
RULE

**HAINAN AIRLINES**  
**SECTION I - GENERAL RULES**

C130 [N]FARES (Continued)

(D) DEFINING JOURNEY OR PRICING UNIT CONCEPT (Continued)

(2) To determine the fares for 1) above using normal fares refer to the flow chart below:

**NORMAL FARE FLOW CHART****General Notes:**

1. If for pricing purposes the journey is changed (e.g. closing surface gap or adding a sector that creates a surface gap) then the new journey will determine which path of the flow chart should be taken.
2. For end-on combination of normal and special fares, completely separate the special and normal fare and assess the normal fare subjourney according to the flow chart.
3. The flow chart does not apply for local combination of normal and special fares - refer to the special fares rule.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

ISSUED: August 16, 2010

EFFECTIVE: September 30, 2010



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

Original Page HU-53

RULE	<p align="center"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
C130	<p><b>[N]FARES (Continued)</b></p> <p><b>(D) DEFINING JOURNEY OR PRICING UNIT CONCEPT (Continued)</b></p> <p>(3) (a) If the journey fulfills the definition of a round trip or circle trip or normal/special fare open jaw trip, the pricing unit must be assessed as a round trip, or circle trip or normal/special fare open jaw trip as applicable and must use half round trip fares. The use of one way fares is not permitted. For end-on combination of normal and special fares, completely separate the special and normal fare and assess the normal fare subjourney according to the flow chart.  Example: Travel: LON-MIL-STO-LON  Construction:  LON-MIL 1/2 RT  MIL-STO 1/2 RT 1 Pricing unit  LON-STO 1/2 RT  - OW fares are not permitted as travel is continuous, circuitous and returns to the same point  - CTM check LON-MIL RT and LON-STO RT  - last fare component from country of origin</p> <p>(b) If there is a common point/country on the routing, the journey may be broken into more than one pricing unit provided these must be for return subjourneys using half round trip fares.  Example: Travel: HEL-BKK-TYO-SEL-TYO-BKK-HEL  Construction could be:  HEL-BKK RT 1 pricing unit  BKK-TYO RT 1 pricing unit  TYP-SEL RT 1 pricing unit  or  HEL-TYO RT 1 pricing unit  TYP-SEL RT 1 pricing unit  or  HEL-BKK RT 1 pricing unit  BKK-SEL RT 1 pricing unit</p> <p>(c) A return subjourney only occurs if the fare is broken more than once at the common point/country. The fare for travel between such fare break points must be priced as a round trip, circle trip or normal/special fare open jaw, as applicable, and must use half round trip fares.  Example: Travel: NYC-LON-JNB-MAN-NYC  Construction could be:  NYC-LON 1/2 RT  NYC-MAN 1/2 RT 1 pricing unit  LON-JNB 1/2 RT  MAN-JNB 1/2 RT 1 pricing unit  - Both subjourneys fall within the definition of OJ  - (Note that above journey could also be constructed as NYC-JNB RT)</p> <p>(d) If travel between such fare break points would required the use of one way fares, this is not permitted.  Example: Travel: NYC-LON-RIO-JNB-MAN-NYC  Construction could NOT be:  NYC-LON 1/2 RT  NYC-MAN 1/2 RT  LON-RIO OW  RIO-JNB OW - NOT POSSIBLE  MAN-JNB OW  - Travel LON-RIO-JNB-MAN is not within the definition of an OJ  - Use of OW fares is not permitted.  - Total journey falls within definition of CT and may only be constructed as a single pricing unit.</p> <p>(4) If the routing of the journey fulfills the definition of a normal/special fare open jaw trip, the pricing unit shall be assessed as two half round trip fares, provided that, if there is a common point(s) or other points in either the country of origin or the country of turnaround or both, the fare may alternatively be assessed as a return subjourney from/to the common point(s) or other points and a one way subjourney(s) for the domestic sector(s). If this type of pricing option is used then one way pricing units must be assessed using one way fares and the return subjourney must be assessed using half round trip fares.  Example: Travel: KHH-TPE-SIN-TPE  Construction could be:  KHH-SIN 1/2 RT  TPE-SIN 1/2 RT 1 pricing unit  or  KHH-TPE OW 1 pricing unit  TPE-SIN RT 1 pricing unit  whichever is the lower.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

ISSUED: August 16, 2010

EFFECTIVE: September 30, 2010

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

Original Page HU-54

**RULE**

**HAINAN AIRLINES**  
**SECTION I - GENERAL RULES**

**C130** **IN]FARES (Continued)****(D) Defining Journey or Pricing Unit Concept (Continued)**  
**(4) (Continued)**Example 2: Travel KHH-TPE-JKT-DPS surface JKT-TPE

Construction could be:

	KHH-DPS	1/2 RT)	
	TPE-JKT	1/2 RT)	1 pricing unit
Or	KHH-TPE	OW	1 Pricing unit
	TPE-JKT	RT	1 Pricing unit
	JKT-DPS	OW	1 Pricing unit
Or	KHH-TPE	OW	1 Pricing unit
	TPE-DPS	1/2 RT)	
	TPE-JKT	1/2 RT)	1 Pricing unit
Or	KHH-TPE	1/2 RT)	
	TPE-JKT	1/2 RT)	1 Pricing unit
	JKT-DPS	OW	1 Pricing unit
	Whichever is the lower		

Example 3: Travel GLA-MAN-ROM-LON

Construction could be:

	GLA-ROM	1/2 RT)	
	LON-ROM	1/2 RT)	1 Pricing
Or	GLA-MAN	OW	1 Pricing unit
	MAN-ROM	1/2 RT)	
	LON-ROM	1/2 RT)	1 Pricing unit

- (5) a)** If the routing of a journey does not fulfill the definition of round trip, circle trip or normal/special fare open jaw trip, it shall be assessed as follows, subject to the routing
- i) as a one way journey
  - ii) as a series of one way subjourneys
  - iii) as a round trip or circle trip journey with the surface sector assumed flown
  - iv) if there is a common point/country - as a mix of a one way subjourney and a return subjourney (as shown in paragraph 3.c. above).

Example 1: Travel PAR-ATH

Construction: PAR-ATH OW 1 Pricing unit  
 Does not qualify for RT, CT, or normal fares OJ

Example 2: Travel PAR-BKK-VIE-ROM

Construction could be:

	PAR-BKK	OW	1 Pricing unit
	BKK-VIE	OW	1 Pricing unit
	VIE-ROM	OW	1 Pricing unit
Or	PAR-BKK	OW	1 Pricing unit
	BKK-ROM	OW	1 Pricing unit

No return to country of origin, fares in direction of travel

Example 3: Travel STO-NBO surface SEZ-NBO-STO

Construction could be:

	STO-NBO	OW	1 Pricing unit
	STO-SEZ	OW	1 Pricing unit
Or	STO-NBO	RT	1 Pricing unit
	SEZ-NBO	OW	1 Pricing unit
Or	STO-SEZ	RT	1 Pricing unit

- b)** The one way journey/subjourney(s) above must be assessed using one way fares. The use of half round trip fares is not permitted. The round trip journey/subjourney(s) above must be assessed using half round trip fares.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

**ISSUED: August 16, 2010****EFFECTIVE: September 30, 2010**

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

Original Page HU-55

RULE	<p align="center"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
C130	<p><b>[N]FARES (Continued)</b></p> <p><b>(E) <u>Limitations on Indirect Travel/Inclusion of surface sectors on a through mileage calculator</u></b></p> <p><b>(1) <u>Limitation on Indirect Travel</u></b></p> <p><b>(a) <u>General Limitations:</u></b> A fare component must not include more than:</p> <ul style="list-style-type: none"> <li>(i) one departure from fare component origin or</li> <li>(ii) one arrival at fare component destination or</li> <li>(iii) more than one stopover at any one intermediate ticketed point</li> </ul> <p><b>(b) <u>Additional Limitations</u></b></p> <ul style="list-style-type: none"> <li>(i) For a journey originating in Europe (not applicable for travel wholly within Europe) a fare component must not include more than one international departure and one international arrival at any ticketed point in the country where travel originates; provided that when the country of origin is transited, to/from another point in Europe; stopovers will not be permitted in such country. <ul style="list-style-type: none"> <li><u>Example 1:</u> AMS-TYO-AMS-LON-RTM with a stopover in AMS between TYO and LON at a through TYO-LON fare is NOT permitted (country of origin is transited to another point in Europe)</li> <li><u>Example 2:</u> LON-NYC-LON-TYO with a stopover in LON between NYC and TYO at a through NYC-TYO fare is permitted (country of origin is not transited to/from another point in Europe)</li> </ul> </li> <li>(ii) The restriction in (i) above shall also apply for the country of payment in Europe if not identical to the European country where travel originates. <ul style="list-style-type: none"> <li><u>Example 1:</u> ZRH-MIL-TYO Sold in MIL with a stopover in MIL at a through fare ZRH-TYO is NOT permitted. (country of sale is transited from another point in Europe)</li> <li><u>Example 2:</u> LON-NYC-x/LON-AMS-TYO Sold in FRA with a stopover in AMS at a through fare NYC-TYO is permitted. (Country of origin is transited to another point in Europe but no stopover is made)</li> </ul> </li> <li>(iii) A fare component within Area 1 or between Area 1 and Area 3 (via the Pacific) must not include more than one arrival and one departure at any ticketed point.</li> <li>(iv) For a journey originating in Area 1, no fare component within Area 1 may include more than one international departure and one international arrival at any ticketed point in the country where travel originates. <ul style="list-style-type: none"> <li><u>Example:</u> POA-BUE-SAO-NYC-through fare not permitted because of two international departures from Brazil. Additionally, this restriction applies for the country of payment if not identical to the country where travel originates.</li> </ul> </li> <li>v) Applicable for travel commencing in Brazil (except for journeys wholly within South America) irrespective of where the fare is paid, the first international fare component must not include more than one Brazilian domestic flight coupon. Where more than one Brazilian domestic flight coupon is issued, the first international fare component must be assessed from the point immediately prior to the point of commencement of the international sector. <ul style="list-style-type: none"> <li><u>Example 1:</u> BSB-RIO-NYC at a through fare BSB-NYC is permitted.</li> <li><u>Example 2:</u> POA-RIO-SSA-LIS at a through fare POA-LIS is NOT permitted. The international fare component must be assessed from RIO and POA-RIO charged separately.</li> <li><u>Example 3:</u> FLN-x/CNB-/CNB-IGU-xSAO-LON at a through fare FLN-LON is NOT permitted. This first international fare component must be assessed from IGU and FLN-CNB-IGU charged separately.</li> </ul> </li> <li>vi) For a pricing unit originating in Germany, a fare component from/to a point in Germany must not include more than two domestic sectors in Germany.</li> <li>vii) <u>Journey Application</u>  A journey on a ticket or conjunction ticket, at the time of original issue or when reissued, must not include more than four international arrivals and four international departures in any one country; except in Europe, not more than three international arrivals and three international departures in one country in Europe; provided for the counting of arrivals and departures surface sectors are considered to be flown</li> </ul> <p><b>(2) <u>Inclusion of a Surface Sector on a Through Mileage Calculation</u></b>  Surface of a transportation between two intermediate ticketed points must be included in the ticketed point mileage computation. In the absence of a single ticketed point mileage, the lowest combination of ticketed point sector mileage will apply.  <b>EXCEPTION:</b> When travel between the following ticketed points are by surface transportation, and neither point is the point of origin or destination of the fare sector, the mileage between such points will be disregarded.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

ISSUED: August 16, 2010

EFFECTIVE: September 30, 2010

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

Original Page HU-56

RULE	<b>HAINAN AIRLINES</b> <b>SECTION I - GENERAL RULES</b>		
C130	<p><b>[N]FARES (Continued)</b></p> <p>(E) Limitations on Indirect Travel/Inclusion of surface sectors on a through mileage calculator.  (Continued)</p> <p>(2) <u>Inclusion of a Surface Sector on a Through Mileage Calculation</u> (Continued)</p> <table border="0"> <tr> <td style="vertical-align: top;"> <p><b>BETWEEN</b></p> <p>Alicante, Spain  Alicante, Spain  Almeria, Spain  Amman, Jordan  Amrisar, India  Amsterdam, Netherlands  Antwerp, Belgium  Arica, Chile  Barcelona, Spain  Barcelona, Spain  Basle, Switzerland  Berlin, Germany  Berlin, Germany  Berne, Switzerland  Berne, Switzerland  Bilboa, Spain  Bilboa, Spain  Bilboa, Spain  Bologna, Italy  Brazzaville, Congo Rep.  Bremen, Germany  Bremen, Germany  Brownsville, U.S.A.  Catania, Italy  Ciudad Juarez, Mexico  Cologne, Germany  Cologne, Germany  Curitiba, Brazil  Cuzco, Peru  Detroit, U.S.A.  Dresden, Germany  Dubai, United Arab Emirates  Dusseldorf, Germany  Grenada, Spain  Guatemala, Guatemala  Guayaramerin, Bolivia  Hamburg, Germany  Hamburg, Germany  Hilo, Hawaii, U.S.A.  Hong Kong SAR, Hong Kong  Iguassu Falls, Argentina  Jerez de la Frontara, Spain  Kabul, Afghanistan  La Coruna, Spain  Laredo, Texas, U.S.A.  Larnaca, Cyprus  Leticia, Columbia  Livingstone, Zimbabwe  Livramento, Brazil  Ljubijana, Yugoslavia  McAllen, Texas, U.S.A  Milan, Italy  Munich, Germany  Nagaya, Japan  Paso de los Libres, Argentina  Podgorica, Yugoslavia  Puerto Montt, Chile  San Diego, U.S.A.  Santiago de Composatala, Spain  Split, Yugoslavia  Stockholm, Sweden  Swakopmund, Namibia</p> </td><td style="vertical-align: top;"> <p><b>AND</b></p> <p>Murcia, Spain  Valencia, Spain  Malaga, Spain  Jerusalem  Lahore, Pakistan  Rotterdam, Netherlands  Brussels, Belgium  Tacna, Peru  Gerona, Spain  Reus, Spain  Mulhouse, France  Dresden, Germany  Leipzig, Germany  Geneva, Switzerland  Zurich, Switzerland  San Sebastian, Spain  Santander, Spain  Vitoria, Spain  Florenca/Pisa, Italy  Kinshasa, Zaire  Hamburg, Germany  Munster, Germany  Matamores, Mexico  Palermo, Italy  El Paso, U.S.A.  Dusseldorf, Germany  Munster, Germany  Joinville, Brazil  La Paz, Bolivia  Windsor, Canada  Leipzig, Germany  Sharjah, United Arab Emirates  Munster, Germany  Malaga, Spain  Tapachula, Mexico  Porto Velho, Brazil  Hanover, Germany  Munster, Germany  Kona, Hawaii, U.S.A.  Macau, Macau  Iguassu Falls, Brazil  Saville, Spain  Peshawar, Pakistan  Santiago de Compostela, Spain  Nuevo Laredo, Mexico  Paphos, Cyprus  Tabatinga, Brazil  Victoria Fall, Zimbabwe  Rivera, Uruguay  Zagrab, Yugoslavia  Reynosa, Mexico  Turin, Italy  Nuremberg, Germany  Osaka, Japan  Uruguiana, Brazil  Tivat, Yugoslavia  San Carlos de Bariloche, Argentina  Tijuana, Mexico  Vigo, Spain  Zadar, Yugoslavia  Vasteras, Sweden  Walvis Bay, Namibia</p> </td></tr> </table>	<p><b>BETWEEN</b></p> <p>Alicante, Spain  Alicante, Spain  Almeria, Spain  Amman, Jordan  Amrisar, India  Amsterdam, Netherlands  Antwerp, Belgium  Arica, Chile  Barcelona, Spain  Barcelona, Spain  Basle, Switzerland  Berlin, Germany  Berlin, Germany  Berne, Switzerland  Berne, Switzerland  Bilboa, Spain  Bilboa, Spain  Bilboa, Spain  Bologna, Italy  Brazzaville, Congo Rep.  Bremen, Germany  Bremen, Germany  Brownsville, U.S.A.  Catania, Italy  Ciudad Juarez, Mexico  Cologne, Germany  Cologne, Germany  Curitiba, Brazil  Cuzco, Peru  Detroit, U.S.A.  Dresden, Germany  Dubai, United Arab Emirates  Dusseldorf, Germany  Grenada, Spain  Guatemala, Guatemala  Guayaramerin, Bolivia  Hamburg, Germany  Hamburg, Germany  Hilo, Hawaii, U.S.A.  Hong Kong SAR, Hong Kong  Iguassu Falls, Argentina  Jerez de la Frontara, Spain  Kabul, Afghanistan  La Coruna, Spain  Laredo, Texas, U.S.A.  Larnaca, Cyprus  Leticia, Columbia  Livingstone, Zimbabwe  Livramento, Brazil  Ljubijana, Yugoslavia  McAllen, Texas, U.S.A  Milan, Italy  Munich, Germany  Nagaya, Japan  Paso de los Libres, Argentina  Podgorica, Yugoslavia  Puerto Montt, Chile  San Diego, U.S.A.  Santiago de Composatala, Spain  Split, Yugoslavia  Stockholm, Sweden  Swakopmund, Namibia</p>	<p><b>AND</b></p> <p>Murcia, Spain  Valencia, Spain  Malaga, Spain  Jerusalem  Lahore, Pakistan  Rotterdam, Netherlands  Brussels, Belgium  Tacna, Peru  Gerona, Spain  Reus, Spain  Mulhouse, France  Dresden, Germany  Leipzig, Germany  Geneva, Switzerland  Zurich, Switzerland  San Sebastian, Spain  Santander, Spain  Vitoria, Spain  Florenca/Pisa, Italy  Kinshasa, Zaire  Hamburg, Germany  Munster, Germany  Matamores, Mexico  Palermo, Italy  El Paso, U.S.A.  Dusseldorf, Germany  Munster, Germany  Joinville, Brazil  La Paz, Bolivia  Windsor, Canada  Leipzig, Germany  Sharjah, United Arab Emirates  Munster, Germany  Malaga, Spain  Tapachula, Mexico  Porto Velho, Brazil  Hanover, Germany  Munster, Germany  Kona, Hawaii, U.S.A.  Macau, Macau  Iguassu Falls, Brazil  Saville, Spain  Peshawar, Pakistan  Santiago de Compostela, Spain  Nuevo Laredo, Mexico  Paphos, Cyprus  Tabatinga, Brazil  Victoria Fall, Zimbabwe  Rivera, Uruguay  Zagrab, Yugoslavia  Reynosa, Mexico  Turin, Italy  Nuremberg, Germany  Osaka, Japan  Uruguiana, Brazil  Tivat, Yugoslavia  San Carlos de Bariloche, Argentina  Tijuana, Mexico  Vigo, Spain  Zadar, Yugoslavia  Vasteras, Sweden  Walvis Bay, Namibia</p>
<p><b>BETWEEN</b></p> <p>Alicante, Spain  Alicante, Spain  Almeria, Spain  Amman, Jordan  Amrisar, India  Amsterdam, Netherlands  Antwerp, Belgium  Arica, Chile  Barcelona, Spain  Barcelona, Spain  Basle, Switzerland  Berlin, Germany  Berlin, Germany  Berne, Switzerland  Berne, Switzerland  Bilboa, Spain  Bilboa, Spain  Bilboa, Spain  Bologna, Italy  Brazzaville, Congo Rep.  Bremen, Germany  Bremen, Germany  Brownsville, U.S.A.  Catania, Italy  Ciudad Juarez, Mexico  Cologne, Germany  Cologne, Germany  Curitiba, Brazil  Cuzco, Peru  Detroit, U.S.A.  Dresden, Germany  Dubai, United Arab Emirates  Dusseldorf, Germany  Grenada, Spain  Guatemala, Guatemala  Guayaramerin, Bolivia  Hamburg, Germany  Hamburg, Germany  Hilo, Hawaii, U.S.A.  Hong Kong SAR, Hong Kong  Iguassu Falls, Argentina  Jerez de la Frontara, Spain  Kabul, Afghanistan  La Coruna, Spain  Laredo, Texas, U.S.A.  Larnaca, Cyprus  Leticia, Columbia  Livingstone, Zimbabwe  Livramento, Brazil  Ljubijana, Yugoslavia  McAllen, Texas, U.S.A  Milan, Italy  Munich, Germany  Nagaya, Japan  Paso de los Libres, Argentina  Podgorica, Yugoslavia  Puerto Montt, Chile  San Diego, U.S.A.  Santiago de Composatala, Spain  Split, Yugoslavia  Stockholm, Sweden  Swakopmund, Namibia</p>	<p><b>AND</b></p> <p>Murcia, Spain  Valencia, Spain  Malaga, Spain  Jerusalem  Lahore, Pakistan  Rotterdam, Netherlands  Brussels, Belgium  Tacna, Peru  Gerona, Spain  Reus, Spain  Mulhouse, France  Dresden, Germany  Leipzig, Germany  Geneva, Switzerland  Zurich, Switzerland  San Sebastian, Spain  Santander, Spain  Vitoria, Spain  Florenca/Pisa, Italy  Kinshasa, Zaire  Hamburg, Germany  Munster, Germany  Matamores, Mexico  Palermo, Italy  El Paso, U.S.A.  Dusseldorf, Germany  Munster, Germany  Joinville, Brazil  La Paz, Bolivia  Windsor, Canada  Leipzig, Germany  Sharjah, United Arab Emirates  Munster, Germany  Malaga, Spain  Tapachula, Mexico  Porto Velho, Brazil  Hanover, Germany  Munster, Germany  Kona, Hawaii, U.S.A.  Macau, Macau  Iguassu Falls, Brazil  Saville, Spain  Peshawar, Pakistan  Santiago de Compostela, Spain  Nuevo Laredo, Mexico  Paphos, Cyprus  Tabatinga, Brazil  Victoria Fall, Zimbabwe  Rivera, Uruguay  Zagrab, Yugoslavia  Reynosa, Mexico  Turin, Italy  Nuremberg, Germany  Osaka, Japan  Uruguiana, Brazil  Tivat, Yugoslavia  San Carlos de Bariloche, Argentina  Tijuana, Mexico  Vigo, Spain  Zadar, Yugoslavia  Vasteras, Sweden  Walvis Bay, Namibia</p>		

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

ISSUED: August 16, 2010

EFFECTIVE: September 30, 2010

## HAINAN AIRLINES

### SECTION I - GENERAL RULES

C130

[N]FARES (Continued)

### (F) Construction Rules For Fare Components

- Construction Rules for Fare Components**
- (1) **Mixed Class Travel** (travel via Different Class of Service):  
(Applicable to Normal Fares only).
- (a) Mixed class travel is when travel involves two or more classes of service:
    - (i) On a sector(s) within a fare component or,
    - (ii) in an entire fare component of a journey/subjourney with more than one fare component
  - (b) The fare for entire fare component traveled in a higher class of service shall be the applicable fare for the class used.
  - (c) All fares used in differential calculations will be based on qualifying fares.
  - (d) The fare for mixed class travel within a fare component is assessed as the sum of the through fare in the lowest class of service used to assess the fare and, for each sector traveled in a higher class of service, the difference between the lowest applicable fare for the lowest class used for the sector concerned and the lowest applicable fare for the higher class used for the same sector. This process will be referred to as 'differential'.
  - (e) if consecutive sectors within the fare component are flown in the higher class of service, the differential may be assessed as the difference between the applicable through fare for the lowest class of service used and the applicable through fare for the higher class of service for the sectors concerned.
  - (f) HPs must be checked when calculating differentials, however the BHC does not apply.  
Note: Minimum checks are not applicable when calculating a differential.
  - (g) The differential is assessed in the same direction as the fare used for the lowest class of service.
  - (h) When half round trip fares are used, the differential is assessed using half round trip fares. When one way fares are used, the differential is assessed using one way fares.
  - (i) Special fares may not be used in mixed class differential calculations.
  - (j) The above rules may not be used to circumvent any stopover or transfer restrictions applicable to the through fare for the lowest class of service used.
  - (k) The total fare for a fare component assessed with a class differential need not be higher than:
    - (i) the through fare for the highest class of travel, or
    - (ii) the sum of fares for sectors flown in different classes of service
- (1) **Fare component checks (DMC, COM) will be applied:**
- (i) in the lowest class used of a mixed class component where a differential has been applied
  - (ii) in the applicable class used for an entire component flown in a higher class
- (m) Journey subjourney checks which apply to more than one fare component (CTM, COP, CPM, OSC, RSC) will be applied in the lowest class of service used and the class differential(s) amount(s) added to the resultant fare for the lowest class of service used
- (n) Where two applicable same class fares exist in a market, the applicable fare used for the through fare component and any intermediate fares used for HIP check purposes to the breakpoint, is also the same fare used in calculating the differential, i.e. Y and Y2 fares exist in a market. If the lower level Y2 fare is used as the HIP check fare, it must also be used when calculating the differential.
- (o) Class differentials may not be assessed over a fare break point.
- (p) (Applicable between Area 1 and Area 2) When the transatlantic sector is flown in intermediate class and other sectors are in the same class or a lower class, the applicable through intermediate class fare shall be applied. A differential between economy and intermediate class is not permitted.
- (q) (Applicable via the Atlantic-Pacific oceans for travel between Europe and South West Pacific) When the sector between Europe and Area 1 and the sector between Area 1 and the South West Pacific are flown in intermediate class, the applicable through intermediate class fare applies. A differential between economy and intermediate class is not permitted.
- (r) (Applicable to Atlantic-Pacific travel between Europe and Japan/Korea) When the sector between Europe and Area 1 is in economy class and the sector between Area 1 and Japan/Korea is in intermediate class, the applicable through intermediate class fare applies. A differential between economy and intermediate class is not permitted.
- (s) (Applicable to Atlantic-Pacific travel between Europe and South East Asia) When the sector between the last point of departure in Europe and the first point in arrival in Area 3 are flown in intermediate class, the applicable intermediate class fare applies. A differential between economy and intermediate class is not permitted.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

**ISSUED:** August 16, 2010

EFFECTIVE: September 30, 2010



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

Original Page HU-58

RULE	HAINAN AIRLINES SECTION I - GENERAL RULES
C130	<p><b>[N]FARES (Continued)</b></p> <p><b>(F) Construction Rules For Fare Components (Continued)</b></p> <p><b>(2) Surface Sectors</b></p> <p>(a) Apply the through fare or the sum of fares over the sectors actually flown, whichever is lower.</p> <p>(b) In the case of normal fare travel, where the mileage for an international surface break is greater than the ticketed point mileage over the routing traveled from origin of the journey up to the point of commencement of the surface break when normal fares are on both sides of the surface break and journey up to the surface break must be ticketed separately.  Example: Travel: NYC-LON surface BKK-PAR-LON-NYC  TPMs 3458 5919 5860 220 3458  Construction could be:  NYC-LON RT 1 pricing unit  BKK-PAR OM 1 pricing unit  PAR-LON OM 1 pricing unit  * Notwithstanding separate PUs, the TPM is undertaken from NYC</p> <p>(c) The surface break is measured using TPMs. If no TPM exists for the points concerned, the shortest operated mileage shall be used (i.e. MPM divided by 1.20); provided that in the event there is no shortest operated mileage, the ticketed point mileage shall be established by a combination of TPMs.</p> <p>(d) Surface breaks in section E.7. and between Canada and the USA may be ignored.</p> <p><b>(3) Higher Intermediate Point</b></p> <p><b>(a) Normal Fares</b></p> <p>(i) If in any routing otherwise permissible at the direct route normal fare, there is a direct route normal fare(s) of the same class of service between any two ticketed points which is higher than the direct route normal fare between the fare construction points, the fare shall not be less than the highest fare referred to above (higher intermediate fare). In the case of fares which are established by seasonality (including blackout dates), or day of week or flight application, the check will be based on the applicable fare (by seasonality including blackouts, or by dates, or by day of week or by flight application).</p> <p>(ii) If in any indirect routing otherwise permissible at the direct route normal fare plus a percentage, there is a direct route normal fare(s) of the same class of service between the fare construction points, the fare for the indirect route shall not be less than the highest fare referred to above (higher intermediate fare), and the surcharge percentage applicable to the through fare shall be applied to such higher intermediate fare.</p> <p>(iii) When there is no direct route fare between two ticketed points, a fare must be constructed over an intermediate ticketed point in order to apply the provisions of (i) and (ii) above.  NOTE: The constructed fare is considered a 'direct route fare' and must be shown on the ticket as 'C/'.</p> <p>(iv) When comparing normal fares of the 'same class of service' in order to determine if there is a higher fare, the following sequence shall be followed:  (aa) First class fare is compared with first class; if no first class fare, compare with intermediate class fare (or next lower class fare)  (bb) Intermediate class fare is compared with intermediate class fare; if no intermediate class fare, compare with economy class fare; provided that where more than one economy class fare is published, compare with the highest economy class fare.  (cc) Economy class fare is compared with economy class fare</p> <p>(v) When comparing normal fares, the comparison shall be made in the same direction as the fare component. When using half round trip fares the comparison shall be made using half round trip fares. When using one way fares the comparison shall be made using one way fares.</p> <p>(vi) Where more than one normal fare is published for the carrier and the class of service used, the lower/lowest level may be used subject to any stopover, transfer, seasonality, day of week limitations, or flight restrictions of the lower/lowest fare (excluding application of the stopover charges.)</p> <p>(vii) In establishing the day of week fare level to be used for the HIP check, the application of the day of week fares shall be applied solely to the sector(s) for which the check is being made. The day of travel on such sector(s) shall be used to determine the day of week fare level for the HIP check.</p> <p>(viii) In establishing the seasonal fare level to be used for the HIP check, the rule for the application of the seasonal fare shall be applied solely to the sector(s) for which the check is being made. The seasonal rule for such sector shall be used to determine the seasonal fare level to be used for the HIP check. Where reference in a seasonal rule is to a specific segment of travel e.g. first international sector, the specific segment shall be assessed within the sector(s) for which the HIP level is being established.</p>
(Continued on next page)	
For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.	
<b>ISSUED: August 16, 2010</b> <b>EFFECTIVE: September 30, 2010</b>	



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

1st Revised Page HU-59  
 Cancels Original Page HU-59

RULE	<p style="text-align: center;"><b>HAINAN AIRLINES</b> <b>SECTION I - GENERAL RULES</b></p>												
130	<p><b>FARES (Continued)</b></p> <p><b>(F) Construction Rules For Fare Components (Continued)</b></p> <p><b>(3) (Continued)</b></p> <p><b>(a) Normal Fares</b></p> <p><b>(viii) (Continued)</b></p> <p>Example: Routing A-B-C-B-A</p> <p>1st fare component (A to C)</p> <ul style="list-style-type: none"> <li>- fare A-C is a non-seasonal fare</li> <li>- fare A-B is a non-seasonal fare</li> <li>- there are seasonal fares B-C with the rule that the first international sector determines the seasonal fare to be charged.</li> <li>- to establish the seasonal fare level to be used for the HIP check on the sector B-C the date of travel B to C will be used</li> </ul> <p>2nd fare component (fare in the direction from A to C)</p> <ul style="list-style-type: none"> <li>- fare A-C is a non-seasonal fare</li> <li>- fare A-B is a non-seasonal fare</li> <li>- there are seasonal fares B-C with the rule that the first international sector determines the seasonal fare to be charged.</li> <li>- to establish the seasonal fare level to be used for the HIP check on the sector C-B the date of travel C to B will be used</li> </ul> <p>(ix) For the purpose of the higher intermediate fare check, when the ticket shows no stopover at both the unit origin and the unit destination point of a side trip which has been charged for separately (due to transfer connections on both occasions) a stopover shall be considered to be taken at such point unless the time interval between the arrival immediately preceding the side trip and the departure immediately following the side trip does not constitute a stopover as defined in Rule 1.</p> <p>(x) When an itinerary required checking fares in the next higher class of service due to rule/stopover restrictions, HIPs must be checked in the next higher class of service for all points on that fare component.</p> <p>(xi) When tickets are issued in the country of commencement of travel, a Higher Intermediate Point check shall be applicable only at intermediate ticketed stopover point(s). The points checked are: (aa) the point of origin to any intermediate stopover point; or (bb) any intermediate stopover point to the destination; or (cc) any intermediate stopover points to any other intermediate stopover point.</p> <p>(xii) For the purpose of this rule, when there is a surface break, the higher intermediate fare check applies to the point of arrival by air immediately preceding the surface sector and to the point of departure immediately following the surface sector, unless the time interval between the arrival and departure does not constitute a stopover as defined in Rule 1.</p> <p>[N](xiii) HIP's will not be checked when routing fares are used for travel wholly within Area 1, or for travel between Area 1 and 2 via the Atlantic or for travel between Area 1 and Area 3 via the Pacific or for travel within Area 2, travel within Area 3 and travel within Area 1 and 3 through both the Pacific and Atlantic in case there is any routing providing this route.</p> <p><b>(b) Special Fares</b></p> <p>(i) A special fare may be applied if between either fare construction point and any intermediate ticketed point there is not higher normal fare for the same class of service than the normal fare between the fare construction points as determined in accordance with the Normal Fares section (a) above.</p> <p>(ii) If there is a higher normal fare, as determined in accordance with paragraph a, above, the special fare for the component shall not be less than such higher normal fare, except:</p> <p>(aa) if there is a special fare of the same type at the same level or a lower level on the sector for which the normal fare applies, the special fare from the origin to the destination (surcharged if necessary) shall apply, or</p> <p>(bb) if there is a special fare of the same type at a higher level on the sector for which the higher normal fare applies, the special fare for the component shall not be less than such higher special fare (surcharged if necessary).</p> <p>(cc) if there is no special fare of the same type on the sector for which the higher normal fare applies, the fare shall not be less than the lowest of any higher type of special fare within the same column as shown below:</p> <p>(dd) in defining a 'fare of the same type', the comparison of special fares shall be limited to the class of service and</p> <table border="0" style="margin-left: 40px;"> <tr> <td>Column 1</td> <td>Column 2</td> <td>Column 3</td> </tr> <tr> <td>Late Booking Fare or</td> <td>GIT fare or</td> <td>Group fare or</td> </tr> <tr> <td>APEX fare or</td> <td>Individual IT or</td> <td>Excursion fare</td> </tr> <tr> <td>PEX fare or</td> <td>Excursion fare</td> <td></td> </tr> </table> <p>(ee) if there is more than one special fare of the same type on the sector for which the higher normal fare applies, the fare with conditions most similar to those of the special fares for the component shall be used for the comparison.</p>	Column 1	Column 2	Column 3	Late Booking Fare or	GIT fare or	Group fare or	APEX fare or	Individual IT or	Excursion fare	PEX fare or	Excursion fare	
Column 1	Column 2	Column 3											
Late Booking Fare or	GIT fare or	Group fare or											
APEX fare or	Individual IT or	Excursion fare											
PEX fare or	Excursion fare												
	(Continued on next page)												

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

ISSUED: January 9, 2014

EFFECTIVE: February 23, 2014

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

1st Revised Page HU-60  
 Cancels Original Page HU-60

## RULE

**HAINAN AIRLINES**  
**SECTION I - GENERAL RULES**

130

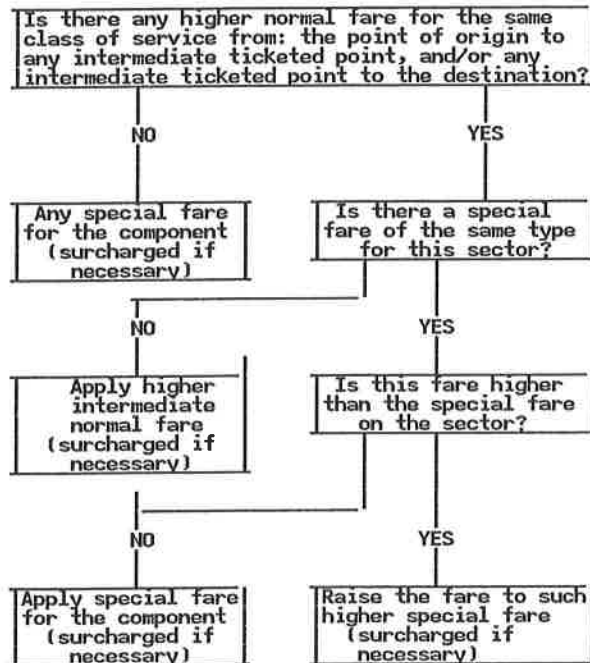
**FARES (Continued)****(F) Construction Rules For Fare Components (Continued)**

(3) (Continued)

(b) **Special Fares**

(ii) (Continued)

(ff) All conditions attached to the special fare for the component apply.

**FLOW CHART (For Special Fares)**

C

[NJ](G) HIP's will not be checked when routing fares are used for travel wholly within Area 1, or for travel between Area 1 and 2 via the Atlantic or for travel between Area 1 and Area 3 via the Pacific or for travel within Area 2, travel within Area 3 and travel within Area 1 and 3 through both the Pacific and Atlantic in case there is any routing providing this route.

**(4) One Way Backhaul Minimum**

(a) This paragraph does not apply:

- (i) for journeys wholly within Area 1
- (ii) for journeys wholly between Argentina, Brazil, Chile, Paraguay, Uruguay and Area 2
- (iii) for pricing units wholly within Europe

(b) This paragraph applies only when using normal or special one way fares.

(c) If in any fare component travel is via a higher rated intermediate stopover point, the fare for such fare component shall be the higher of:

- (i) the applicable fare between the fare construction points, or
- (ii) the fare from fare component origin to the highest rated intermediate stopover point plus the difference between such fare and the direct route fare between the fare construction points.

Example: A-B-C-D

Fares:	A to B	NUC	50
	A to C		150
	A to D		140
	B to C		175
	B to D		160

Fare to be charged is:	B to C	NUC	175
------------------------	--------	-----	-----

or

A to C	NUC	150
Plus the difference between		
A to C and A to D		10
<b>TOTAL NUC</b>		<b>160</b>

whichever is higher

(d) The one way backhaul check need not be applied for points which have been excluded as stated in Section 3 (HIPS) above.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

**ISSUED:** January 9, 2014**EFFECTIVE:** February 23, 2014

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

Original Page HU-61

RULE	<p style="text-align: center;"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
C130	<p><b>[N]FARES (Continued)</b></p> <p><b>(G) Construction Rules For Pricing Units</b></p> <p><b>(1) Round Trip Fares</b></p> <p>(a) Unless otherwise specified, the fare for a round trip will be twice the outbound one way fare.</p> <p>(b) The reference to two fare components only, found in definitions, does not prohibit fares for end-on combination or side trips paid for separately, being shown on the same ticket.</p> <p>(c) Round trip fares are combinable with other round trip fares.</p> <p><b>(2) Circle Trip Fares</b></p> <p>(a) The fare for a circle trip shall be the lowest combination of half round trips in the direction of travel, beginning the calculation from the point of unit origin of the trip; provided that for any fare component which terminates in the country of unit origin, the fare applicable to such fare component from the country of unit origin shall be used.</p> <p><b>(b) Circle Trip Minimum (CTM)</b></p> <p>(i) (Not applicable for travel commencing in Australia/New Zealand other than within Area 3: The fare for a circle trip (excluding any side trip which has been charged as a separate pricing unit) shall not be less than the direct route normal or special round trip fare, the highest rated pair of points applicable to the class of service used from the point of unit origin to any <u>stopover</u> point on the route of travel.</p> <p>(ii) (Applicable for travel commencing in Australia/New Zealand other than within Area 3. The fare for a circle trip (excluding any side trip which has been charged as a separate pricing unit) shall not be less than the direct route normal or special round trip fare, for the highest rates pair of points applicable to the class of service used from the point of unit origin to any <u>ticketed</u> point on the route of travel.</p> <p>(iii) Where more than one normal fare is published for the carrier and the class of service used, the lower/lowest level may be used.</p> <p>(iv) When there are round trip fares from the point of unit origin to any stopover point, which differ according to carrier(s) used outbound and inbound the fare to be used for the check shall be the lower of such round trip fares.</p> <p>(v) When checking the circle trip minimum fare when special fares are used, the comparison is the same as provided in (3)(b)(ii)(dd); provided that when no special direct round trip fare is available from the point of unit origin to any higher rated normal fare stopover point, the total fare shall not be less than the direct round trip normal economy class fare from the point of unit origin to such point.</p> <p>(vi) The CTM check is not applied to a pricing unit, which contains a mixture of normal and special fares combined on the outbound and inbound portions.</p> <p>(vii) The CTM check is not applied to a pricing unit consisting of government and/or military fares.</p> <p>(viii) The CTM check is not applied to a pricing unit consisting of a combination of government and/or military fares and normal fares.</p> <p>(ix) The CTM check need not be applied to points, which have been disregarded under provisions of the higher intermediate point rule.</p> <p style="text-align: right;">(Continued on next page)</p>
<p>For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.</p> <p><b>ISSUED: August 16, 2010</b></p>	
<p><b>EFFECTIVE: September 30, 2010</b></p>	

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

Original Page HU-62

**RULE**

**HAINAN AIRLINES**  
**SECTION I - GENERAL RULES**

**C130** **+ [N] FARES (Continued)****(G) Construction Rules For Pricing Units (Continued)****(2) Circle Trip Fares (Continued)****(c) Round the World Minimum (RWM)**

The rule does not apply to any joint Round the World fares published by rule separately in this or any other tariff.

- (i) Round the world fares consist of continuous EB or MB travel commencing from and returning to the same point which involves only one crossing of the Atlantic Ocean and only one crossing of the Pacific Ocean.
- (ii) Unless otherwise indicated, only normal fares may be used to construct a round the world itinerary. One way special fares must not be used to calculate fares for round-the-world travel.
- (iii) For round the world travel originating in Australia/New Zealand, the provisions of subparagraph iv) below shall not apply.
- (iv) The total fare for a round the world journey (excluding any side trip charged separately) shall not be less than the lower of the two direct route normal round trip fares applicable to the class of service used from the point of unit origin to all stopover point(s) in both the global directions. If more than one such lower fare exists, the highest of these lower fares is used for the RWM.
- (v) Where more than one normal fare is published for the carrier and the class of service used the lower/lowest level may be used for the minimum check.
- (vi) When there are round trip fares with different global indicators from the point of unit origin to any stopover point, the fare to be used for the check must be that applicable to the flown itinerary.
- (vii) When the flown itinerary incorporates such different global indicators, the fare must not be less than the lower of such round trip fares from the point of unit origin.

Example: Travel CHI-ZRH-BOM-CMB-HKG-YVR-CHI

Calculation based on: CHI-BOM AT fare and CHI-BOM PA fare

	AT	NUC	PA
CHI-ZRH	1800		None
CHI-BOM	3100		3300
CHI-CMB	3830		3200
CHI-HKG	4600		2300
CHI-YVR	none		285 (WH)

- The missing CHI-ZRH PA and CHI-YVR AT fares need to be constructed by lowest combination. However, as the resulting fares would most likely be higher than existing fares in the opposite global direction, they are ignored.
- The highest RT fare between each city pair is disregarded.
- Of the remaining lower RT fares, the highest RT fare CHI-CMB PA constitutes the RWM.
- If the calculation is not higher than this amount, the itinerary must be raised to the highest RT fare (CHI-CMB).

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

**ISSUED: August 16, 2010****EFFECTIVE: September 30, 2010**

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

Original Page HU-63

RULE	<p style="text-align: center;"><b>HAINAN AIRLINES</b>  <b>SECTION I - GENERAL RULES</b></p>
C130	<p><b>[N]FARES (Continued)</b></p> <p><b>(G) Construction Rules For Pricing Units (Continued)</b></p> <p><b>(3) Open Jaw Fares</b>  <u>Special Fares Open Jaw</u>        Except as specified in a fare rule, the fare for an open jaw 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 unit origin, the fare applicable from the country of unit origin shall be used.  <u>EXCEPTION:</u> For travel originating and terminating in Europe (except for travel wholly within Europe): Where an open jaw applies between countries in Europe, where a fare component terminated in the country of unit destination the fare applicable from the country of unit destination shall be used.        Example: AMS-WAS-MAD</p> <p style="text-align: center;">Fare Construction: AMS - WAS 1/2 RT PEX FARE        MAD - WAS 1/2 RT PEX FARE</p> <p><b>(4) One Way Fares</b>        (a) For one way journeys, one way fares must be used        (b) Country of Unit Origin check (COU): When one way pricing units are used and travel on the second or subsequent international pricing unit is via a country from which a previous pricing unit has already been assessed, the fare for such pricing unit shall not be less than the highest international fare from any ticketed point in the country where the previous pricing unit commenced to any other ticketed point in such unit. This rule applies whether or not a stopover is made at the point(s) in the country where the previous pricing unit commenced.        (c) For one way subjourneys, when the respective countries of both origin and destination points of a pricing unit have been used for the assessment of a previous pricing unit, the direction of the last pricing unit will be assessed in the reverse direction of travel.        Example: GVA-LON-ATL-x/ZRH-LON using OW fares for each sector</p> <p style="text-align: center;">Both ZRH and LON have been used to assess a previous pricing unit so the direction of the pricing unit for the sector ZRH-LON shall be from LON to ZRH.</p> <p style="text-align: right;">(Continued on next page)</p>
<p>For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.</p> <p><b>ISSUED: August 16, 2010</b></p>	
<p><b>EFFECTIVE: September 30, 2010</b></p>	

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

Original Page HU-64

**RULE**

**HAINAN AIRLINES**  
**SECTION I - GENERAL RULES**

**C130 [NJFARES (Continued)]****(H) Minimum Check For Consecutive Normal Fare Pricing Units (Continued)****(1) Mixture of Return Subjourneys and One Way Subjourneys**

- (a) When a journey comprises pricing units that are a mixture of pricing units for return subjourneys and one way subjourneys no overall checks will be applied. However, if there are two or more consecutive pricing units using the same fare types, (half round trip or one way) then the applicable checks will be applied for those pricing units. I.E. if there are two or more consecutive pricing units for one way subjourneys the OSC will be applied between those pricing units. If there are two or more consecutive pricing units for return subjourneys the RSC will be applied from the unit origin of the first of such pricing units to all stopover points within the consecutive pricing unit(s) and the OSC will not be applied.

Example: Travel: LON-PAR-AMS-HKG-TYO-HKG-AMS

**Construction could be:**

LON-PAR	OW	1 pricing unit
PAR-AMS	OW	1 pricing unit
AMS-HKG	RT	1 pricing unit
HKG-TYO	RT	1 pricing unit

- . OSC applies on the consecutive OWs LON-PAR and PAR-AMS; RSC applies on the consecutive RTs AMS-HKG and HKG-TYO

Example: Travel: LON-PAR-HKG-TYO-HKG surf PAR-LON

**Construction could be:**

LON-PAR	RT	1 pricing unit
PAR-HKG	OW	1 pricing unit
HKG-TYO	RT	1 pricing unit

- . No checks across the pricing units are required since there are no consecutive RT pricing units or consecutive OW pricing units.

- (i) if two or more pricing units for return subjourneys have a common fare construction point but are separated by a pricing unit for a one way subjourney, the minimum check shall apply from the unit origin of the first of these pricing units to all stopover points in the order contiguous/consecutive pricing unit(s).

Example: Travel: JNB-ATH-IST surf ATH-STO-ATH-JNB

**Construction could be:**

JNB-ATH	RT	1 pricing unit
ATH-IST	OW	1 pricing unit
ATH-STO	RT	1 pricing unit

- . As ATH is a common point on 2 contiguous RT pricing units, the RSC is applied on the contiguous RT pricing units JNB-ATH and ATH-STO.

- (ii) If two or more pricing units for OW subjourneys have a common fare construction point but are separated by a RT pricing unit, the OSC is applied to all fare construction points in the contiguous/consecutive pricing unit(s).

Example: Travel: NRK-x/CPH-GLA-CPH-FRA-x/MAD-PMI

**Construction could be:**

NRK-CPH	OW	1 pricing unit
CPH-GLA	RT	1 pricing unit
CPH-PMI	OW	1 pricing unit

- . As CPH is a common point on 2 contiguous OW pricing units, the OSC is applied NRK-CPH-CPH-PMI

- (c) Where a journey involves travel to/from/via the US/US Territories, the OSC will not be applied.

- (2) The plus symbol when shown on the ticket is -H-.

**(I) Special Fare Arrangements**

Passengers occupying two seat.

If for reason of personal comfort or privacy, a passenger choose to make advance arrangements for two seats the charge per the additional seat shall be the same as the charge for the first seat.

For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

**ISSUED:** August 16, 2010

**EFFECTIVE:** September 30, 2010



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

Original Page HU-65

RULE	HAINAN AIRLINES SECTION I - GENERAL RULES
C135	<p><b><u>[N]STOPOVERS</u></b></p> <p>(A) Stopovers will be permitted under the following conditions:</p> <ol style="list-style-type: none"> <li>(1) Stopovers must be arranged with the carrier in advance and specified on the ticket.</li> <li>(2) Stopovers will be permitted at any point which can be included in an itinerary constructed either by the use of a mileage routing or as specified in the published routing, unless such stopover is prohibited by the carrier's tariff or government regulations.</li> <li>(3) <u>Stopover Provisions for Special Fares</u> (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 point of turnaround, the points of disembarkation and reembarkation of the interrupted portion of travel will be considered together as one stopover or the one point of turnaround.</li> <li>(4) Only one stopover is permitted at any single point on the itinerary of a journey travelled at a one way or half a round trip fare.</li> </ol>
C140	<p><b><u>[N]ROUTINGS</u></b></p> <p>(A) <u>APPLICATION</u> Fares governed by this tariff apply only via the routings specified in connection with such fares.</p> <p>(B) <u>ROUTINGS</u></p> <ol style="list-style-type: none"> <li>(1) Routings are applicable in either direction.</li> <li>(2) Any routing published between two points shall apply via any nonstop or local service of the specified carrier provided carriage is in a generally continuous direction.</li> <li>(3) If more than one routing is applicable via the same fare, the passenger, prior to the issuance of the ticket, may specify the routing. If no routing is specified by the passenger, the carrier will determine the routing.</li> </ol>
C141	<p><b><u>[N]PERSONAL DATA</u></b></p> <p>The passenger recognizes that personal data has been given to carrier for the purposes of making a reservation for carriage, obtaining ancillary services, facilitating immigration and entry requirements, and making available such data to government agencies. For these purposes the passenger authorizes carrier to retain such data and to transmit it to its own offices, other carriers or the providers of such services, in whatever country they may be located.</p>
C142	<p><b><u>[N]APPLICABILITY OF FARE</u></b></p> <p>The fare paid shall only be applicable when international travel actually commences in the country of the point of origin shown on the ticket, i.e. if international travel actually commences in a different country, the fare must be reassessed from such country.</p>
For unexplained abbreviations, reference marks and symbols see IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.	
ISSUED: August 16, 2010	
EFFECTIVE: September 30, 2010	