



VISION AIRLINES, INC.

TERMS AND CONDITIONS OF CHARTER

Article 1 OPERATION AND SCHEDULES

1.1 Operation. Carrier shall operate charter flights for Charterer in accordance with and subject to the terms of the executed Vision Airlines, Inc. Aircraft Charter Agreement, the terms and conditions contained herein, 14 CFR Parts 207, 208, 212, 372 and 380 (the "DOT Regulations"), applicable tariffs on file with the United States and other governments and (for international carriage) the Montreal Convention or Warsaw Convention, as amended. Departure times are established by Carrier and are subject to change based on Aircraft routing, airport gate space, weather conditions and other operational factors.

1.2 Operational Control. Operation of the Aircraft shall be carried out in accordance with Title 14 CFR and the standards and practices of Carrier as set forth in Carrier's flight operations manual. Carrier shall retain full authority, possession and operational control of the Aircraft. The Captain of the Aircraft shall have complete discretion concerning preparation of the Aircraft for flight, the flight of the aircraft, the load carried and its distribution, whether or not a flight shall be undertaken, the route to be flown, whether and where landings shall be made and all other matters relating to the operation of the Aircraft. The Charterer shall accept all such decisions as final. Operating personnel are employees or agents of Carrier and are authorized to accept instructions only from Carrier, unless a written agreement has been made between the parties whereby operating personnel may accept certain defined instructions from the Charterer.

1.3 Performance. Carrier shall use its best commercially reasonable efforts to meet the departure times set forth in the executed Aircraft Charter Agreement. Upon notice, the Carrier may substitute one or more alternate aircraft of similar quality. Subject to Charterer's prior approval, which shall not be unreasonably withheld or delayed, Carrier may subcontract the performance of any of its obligations hereunder. Passengers and property will be carried within the space and weight limitations of the Aircraft in use.

1.4 Tardy Passengers. If one or more passengers shall fail to report for check-in, Carrier may depart as scheduled at Charterer's request or if required by Carrier's schedule and shall in no way be responsible to Charterer or to such passengers but shall be deemed fully to have completed its contractual obligations.

1.5 Space Utilization. Subject to applicable regulations and configuration, Charterer shall have the right to utilize all available passenger and baggage space contracted for on the Aircraft as described in the executed Aircraft Charter Agreement. Carrier's decision as to the amount of space available to be utilized on any portion of the charter flight shall be final. Carrier, at its option, may permit the use of any unused space by personnel of Carrier or of any other air carrier traveling pursuant to a passenger interchange agreement, on the same terms and conditions as are applicable to travel by such personnel on Carrier's service. In the event of substitution of aircraft, Charterer has no right to more space than it had on the original Aircraft.

1.6 Delay. In the event of flight delay, Carrier will provide meals and accommodations only to the extent required by DOT Regulations and will provide substitute air transportation to the extent required by said Regulations, as applicable or as otherwise set forth in the Flight Delay Appendix. Carrier and Charterer acknowledge that Carrier may not be able to provide another aircraft of similar capabilities or configuration if the contracted Aircraft is not available as a result of mechanical failure, damage, weather delay, quarantine restrictions, lack of crew availability (outside of Carrier's reasonable control) or any cause contemplated in Section 9.1. Carrier will use commercially reasonable efforts to provide substitute transportation to the extent required by DOT Regulations.

1.7 Non-Exclusivity. Charterer acknowledges that it is guaranteed the exclusive use of the Aircraft only during the period(s) of flight operations as shown on the executed Aircraft Charter Agreement. During periods when the Aircraft is not in use on this Charter, though this Charter may have begun but not yet have been completed, Carrier may move the Aircraft as necessary for maintenance or other functions, including use of the Aircraft in service for other customers of Carrier. If Charterer desires access to the Aircraft, or use of the Aircraft, during ground stays or any other period between flight operations shown in the schedule of aircraft operations, then Charterer should advise Carrier at the earliest opportunity. Such requirements may affect the pricing of the Charter.

Article 2 CHARTER PRICE AND PAYMENTS

2.1 Payment. Charterer agrees to pay the charter price to Carrier or its authorized agent in full for each flight, as indicated in the Schedule of Payments section of the Aircraft Charter Agreement. The deposit and total charter price must be paid in accordance with the Schedule of Payments. Time is of the essence of making payments under this contract.

2.2 Items Included. The charter price includes all expenses of operating the Aircraft. Unless otherwise specified in writing, the charter price applies from airport to airport only and does not include ground transportation, accommodations or services prior to the scheduled departure or subsequent to arrival at destination. The charter price does not include domestic transportation taxes, international departure taxes, Customs and Immigration user fees, U.S. Agriculture (APHIS) user fees, passenger facility charges and fees, taxes or assessments of any other governmental jurisdiction, foreign or domestic. Individual passengers shall not have a right to claim any refund of the charter price or portions thereof from Carrier. Deviation from the routing or any of the terms set out in the schedule through the action or at the request of the Charterer may involve alteration in the charter price.

2.3 Currency. All amounts due Carrier under this contract shall be payable in U.S. dollars unless Carrier agrees in writing to accept one or more payments in foreign currency. To the extent that Carrier consents to accept any payment in a foreign currency, such currency must be freely convertible into U.S. dollars transferable to the United States and such payment shall be in an amount equivalent to the U.S. dollar amount otherwise required hereunder for such payment, as determined by the rate of exchange prevailing on the date on which any such payment is made.

2.4 Payment Method. Payment of all amounts due Carrier under this contract shall be made only by bank wire transfer or certified check payable to Carrier. Payment in any other form or to any other person including any travel agent or travel company shall constitute the payee or recipient thereof the agent of Charterer and not of Carrier.

2.5 Payment Schedule.

2.6 Fuel Price Adjustment. Charterer acknowledges and agrees that the charter price is calculated based upon the "Base Fuel Price" as set forth in the Aircraft Charter Agreement. If the Average Fuel Price Per Gallon (defined below) does not exceed the Base Fuel Price, then the charter price established in the Aircraft Charter Agreement will remain unchanged. A Fuel Surcharge (defined below), in addition to the charter price, will be assessed to the Charterer if the Average Fuel Price Per Gallon exceeds the Base Fuel Price. For purposes of this Section 2.6, the following definitions shall apply. "Fuel Surcharge" means an increase equal to \$16.00 multiplied by the actual block hours flown on each affected charter flight for every one Cent (\$0.01) by which the Average Fuel Price Per Gallon exceeds the Base Fuel Price. "Average Fuel Price Per Gallon" means the total price of fuel purchased, including all applicable taxes and fees, divided by the total gallons purchased which coincides with the Charterer's point(s) of origin, intermediate points, and point(s) of destination including all flights required for positioning to and from those points. Charterer agrees to pay fuel surcharge within ten (10) days after Carrier's issuance of a written fuel surcharge calculation and notification. Carrier will use commercially reasonable efforts to obtain the most economical fuel price available.

Article 3 TARIFFS; GOVERNMENTAL LAWS, REGULATIONS AND APPROVALS

3.1 Carrier's Tariffs. This contract and all transportation provided hereunder are subject to all applicable tariffs and tariff rules of Carrier on file with regulatory bodies of various countries. Copies of such tariffs and tariff rules may be inspected on request at any office of Carrier, and Charterer shall be deemed to have notice of their contents, whether or not Charterer shall have availed itself of its right to inspect them.

3.2 Operating Authority. Carrier represents and warrants that it holds its Air Carrier Certificate and Certificate of Public Convenience and Necessity for domestic and international transportation and that it will maintain them during the term of this Agreement. Carrier will use its best efforts to obtain approvals, clearances, permits or operating authority required to perform the contracted transportation that is not issued or granted until immediately prior to or during the flight.

3.3 Compliance with Law. Charterer will comply, and shall ensure the passengers' compliance, with all applicable treaties, Customs, Immigration, police, public health and other laws and regulations of each country or state from, through or to which a charter flight is operated pursuant to this Agreement, including without limitation the DOT Regulations. Subject to applicable laws, Charterer shall indemnify and hold Carrier harmless from and against any loss, damage or expense suffered or incurred by Carrier by reason of Charterer's or passengers' failure to comply. Carrier shall not be liable for any aid or information provided by any agent or employee of Charterer to Charterer or any passenger in connection with obtaining necessary documents or complying with laws, regulations, orders, demands or travel requirements of any country or state, or for consequences to Charterer or any passenger resulting from failure to obtain such documents or to comply with such treaties, laws or regulations. Carrier reserves the right to refuse carriage to Charterer or any passenger whose documents are not complete or who has not complied with the applicable laws, regulations, orders, demands or travel requirements. Carrier shall not be liable for loss or expense arising from Charterer's or passengers' failure to comply with applicable treaties, laws and regulations. Charterer and its agents and charter passengers shall act with regard to the Carrier in a manner wholly consistent with said applicable laws and regulations. Charterer will timely supply the passenger manifest information and any other paperwork or information required thereby.

Article 4 WARRANTY OF CHARTERER

4.1 Charterer agrees, represents and warrants to Carrier that Charterer has full authority to enter into this Agreement on its own behalf and to perform and observe its obligations hereunder.

Article 5 PASSENGERS

5.1 Manifests. Charter shall furnish Carrier with a manifest, in a form designated or approved by Carrier, of passengers to be carried on each flight. The manifest shall contain the name and destination of each passenger. On domestic flights, four (4) copies of the manifest are required, and on international flights, six (6) copies are required. Upon completion of flight check-in, Charterer shall provide Carrier with an updated or corrected manifest, as necessary.

5.2 Security. Charterer acknowledges that, to ensure the safety and security of the flight, passengers are subject to search of their person and search or inspection of their property, including checked baggage, in accordance with security screening procedures, which may include the use of electronic detectors with or without the passenger's consent or knowledge. Any person who does not consent to a search of his or her person, and any property of any person who does not consent to a search or inspection of such property, may be refused transportation by Carrier, and Carrier will have no liability for refund.

5.3 Handicapped Passengers. Passengers with handicaps such as blindness, deafness or paralysis, stroke victims, pregnant women and passengers with mental deficiencies, speech impediments, heart conditions, physical weakness or the like, must contact Carrier at least one week in advance of travel for transportation procedures under regulations governing such passengers in accordance with Carrier's procedures on file

with the Federal Aviation Administration (“FAA”).

5.4 Unacceptable Passengers. Carrier will refuse passage to any person whose condition is reasonably likely to present any hazard or risk to himself, other persons or property

5.5 Personal Documents. Passports, Visas, Entry/Exit Documents, Vaccination Certificates and all other required documents are the responsibility of the individual passenger.

5.6 Special Dietary Requests. Upon request, Carrier will use its best efforts to provide food and refreshments in conformity with special dietary requirements. Written requests for such special diets must be submitted by Charterer and must name each passenger who has made known such requirements by Charterer. Such written requests must be submitted for receipt by Carrier not less than forty-eight (48) hours prior to scheduled departure time of the charter flight. Carrier shall not be responsible for or liable to Charterer or to any passenger for failure to provide such special dietary requirements whether or not so requested.

5.7 Notices. Upon the occurrence of any event that may result in the delay or cancellation of any one or more charter flights, Charterer at its own expense shall provide to charter flight participants such notice as Carrier shall request.

Article 6 BAGGAGE

6.1 Conditions of Acceptance. Carrier will accept for transportation over its line as baggage only such personal property as is reasonably necessary for the purposes of the trip, as will not compromise the safety of the flight and as can be transported in accordance with applicable laws and regulations. Carrier may refuse to carry baggage or property for transportation on any flight other than the one on which the passenger is to be transported. Carrier may refuse any property for transportation if it cannot accept ordinary handling or if its weight, size or character renders it unsuitable for transportation (including without limitation firearms, ammunition, liquids and live animals).

6.2 Fragile and Perishable Items. Fragile or perishable items unsuitable as checked baggage must be adequately packaged and protected in an original factory sealed carton, cardboard mailing tube or container or case designed for shipping or packed with internal protective material. Otherwise, Carrier will require a release before accepting such items for carriage. Such items include but are not limited to: musical instruments (e.g. guitars and drums), electronics (e.g. computers, CD players and televisions), ornamental items (e.g. wigs, antiques and clocks), artistic items (e.g. paintings and sculpture), photographic items (more than one camera and lens), sporting and recreational goods (e.g. golf clubs, skis and bicycles), paper items (e.g. decorations and manuscripts), perishable items (e.g. fruits, candy, plants, chemicals, film and medicines) and items made of or bottled in glass (e.g. crystal, perfumes and liquor). Liability for items appropriately packaged as stated above is limited by this Agreement, except that Carrier will not be liable for spoilage of perishables. Soft pack suitcases or bags constructed of cloth, canvas or plastic or combinations thereof are also considered fragile, and the Carrier shall have no liability for damage to such items.

6.3 Live Animals. Carrier will not accept any live animals except seeing-eye dogs with their masters and certain animals on Overseas Military Personnel Charters in accordance with company regulations, which are available on request.

6.4 Identification. Carrier may refuse to accept for transportation any baggage that does not bear a tag, label or other device showing the passenger’s full name and address.

Article 7 LIMITATIONS OF LIABILITY

7.1 International Carriage. The Aircraft Charter Agreement also is subject to the limitations and

obligations set forth in the accompanying "International Flight Appendix," if applicable, and the terms thereof are incorporated herein by this reference.

7.2 **Baggage Covered.** Carrier assumes liability only for passenger baggage in its possession, from airport to airport, and assumes no responsibility for baggage in the possession of tour operators, transfer companies, shipping companies, hotels, inns or other carriers, or property not delivered to Carrier or delivered to Carrier in damaged condition.

7.3 **General Limit.** In no event shall Carrier be liable for indirect, special, consequential, exemplary or incidental losses or damages, including but not limited to loss of profits, lost business, loss of goodwill and loss of opportunity, arising out of or resulting from, or in any way related to this Agreement or the provision of services hereunder or the failure of or delay in the services, and Charterer hereby waives for itself and on behalf of the charter participants any right to claim such losses or damages.

Article 8 CLAIMS

8.1 **Time Limits.** No action may be commenced for any loss of, damage to or delay in delivery of any property or baggage, or on any other claims (other than personal injury or death) arising out of or in connection with the contracted transportation, unless (a) written notice of the claim shall have been mailed, by certified mail, to the Carrier's home office within 45 days after the occurrence of the events giving rise to the claim and (b) such action is commenced within two (2) years after such alleged occurrence, except that when international transportation is involved, notice of a claim respecting damage to baggage shall have been given within seven (7) days from the date of receipt, and with respect to delay of baggage notice shall have been given within twenty-one (21) days from the date on which the baggage was placed at passenger's disposal. However, failure to give the above notice shall not be a bar if a claimant establishes to the satisfaction of Carrier that he or she was unable to give such notice.

Article 9 FORCE MAJEURE

9.1 **Events.** Carrier shall not be liable for any cancellation, delay, interruption or prevention of completion of the contracted transportation or failure to perform any act required pursuant to this contract arising from any of the following: laws, regulations, requirements, acts, demands, orders or interference of any government or governmental authority, Acts of God, sanctions (financial or otherwise), seizure under legal process, hijacking, riot, civil commotion, strike or labor stoppage (whether resulting from disputes between Carrier and its employees or between other parties), fire, fog, weather, inability to obtain fuel, inability to obtain fuel or insurance except at a cost that, in the Carrier's judgment, is prohibitive, quarantine, requisition of the Aircraft, military emergency, war, rebellion, insurrection, hostilities or hazards or dangers incident thereto, damage or accident to or failure, mechanical difficulty or breakdown of the Aircraft or any part thereof or any machinery or apparatus in connection therewith, failure or refusal by any governmental authority to issue approvals, clearances, permits, operating, layover or traffic rights or rescission or revocation thereof, or any other cause whatsoever which is beyond the reasonable control of the Carrier.

Article 10 TRANSPORTATION SECURITY

10.1 **Screening.** Charterer agrees and understands that, to the extent the Transportation Security Administration (TSA) or applicable Foreign Transportation Security Agency (FTSA) implements enhanced security procedures for private charters, all persons and their accessible baggage will be subject to security screening and search. Additionally, this may require any private charter flight that departs from an airport normally served by scheduled air carrier service to utilize the scheduled carrier passenger terminal for departure to accomplish passenger and accessible baggage screening. If the origination airport is not normally serviced by a scheduled air carrier and TSA or FTSA approved screening is not available or cannot be arranged, the Charterer will be refunded any paid but unearned amounts.

10.2 Airport Change. For charters that operate over multiple legs, if TSA or FTSA approved screening is not available or cannot be arranged, the segment shall be operated out of an airport where TSA or FTSA approved screening is available – normally a scheduled air carrier airport.

10.3 Additional Costs. The Charterer understands that Carrier will charge for any additional costs associated with the required screening of passengers and their accessible baggage; and agrees to provide payment to the Carrier within ten (10) days after Carrier's issuance of written notification.

Article 11 CANCELLATION

11.1 Contract Termination. Either party may, subject to the notice and cure provisions set forth below, terminate this contract if (a) the other party commits any material breach of this contract, (b) the other party becomes bankrupt, goes into liquidation, commits an act of bankruptcy or enters into an arrangement with its creditors or (c) Charterer is ineligible for charter transportation under the provisions of applicable tariffs, DOT Regulations or Canadian Air Carrier Regulations; provided that the terminating party must have provided the breaching party with (1) written notice specifying the breach and (2) a reasonable opportunity to cure the breach (provided such breach is of a nature which is reasonably susceptible of cure), and if payment is in default Carrier shall be relieved of any performance obligations. For purposes of this Section 11.1, five (5) days shall provide a reasonable opportunity to cure non-payment or short payment.

11.2 Deposits. If prior to the date scheduled for commencement of the charter journey this contract is terminated either at the request of the Charterer for any reason or by Carrier for the reasons set forth in Article 11.1 above, the amounts on deposit with Carrier may be retained and applied to the cancellation charges hereinafter set forth in this contract. Charterer agrees that Carrier has a security interest in the deposit and shall have and may exercise all rights of a secured creditor under the Uniform Commercial Code of the State of Georgia.

11.3 Cancellation Charge. Unless otherwise set forth in the Cancellation Appendix, should this contract be canceled by the Charterer more than thirty (30) days prior to the first departure, Charterer shall pay a cancellation charge of fifty percent (50%) of the total charter price. Should the Charterer cancel the contract within thirty (30) days of the first departure, the Charterer's cancellation charge will be 100% of the total charter price.

11.4 Ferrying. If a charter is canceled under the circumstances set forth in this Article 11 (other than a breach by Carrier), and such cancellation causes Carrier to ferry the Aircraft, there may be assessed in addition to the applicable cancellation charge(s) specified herein, a charge equal to the ferry rate per mile, multiplied by the mileage operated without payload, in order to either complete a series of charter flights or when the charter agreement does not provide for a series of charter flights, to return the aircraft to the point specified in the charter agreement. The ferry rate shall be ten percent (10%) less than the live mile rate used.

Article 12 INSURANCE

12.1 Coverage Maintenance. Carrier will maintain in full force at all times, with respect to the Aircraft and all operations incidental to Aircraft operation, including without limitation the charter flights, a policy or policies of insurance meeting or exceeding the requirements of the DOT Regulations.

Article 13 INDEMNIFICATION

13.1 By Charterer. Charterer will indemnify and hold Carrier, Carrier's officers, directors, shareholders, employees, servants and agents harmless from and against all damages, claims for damages, demands, liabilities, actions, losses, costs, taxes, assessments, suits, recoveries, judgments and executions (including, without limitation, reasonable costs of investigation, litigation costs, court costs, expert witness fees,

litigation support services, settlement costs and reasonable attorney's fees), for damage or injury to person or property (including, without limitation, injury resulting in death), however caused, arising from or relating to any act or omission of Charterer or its agents, employees or other persons for whom Charterer is responsible (whether by Charterer or any passenger with whom Charterer has contracted) or any breach of this Agreement.

13.2 By Carrier. Carrier will indemnify and hold Charterer and its owners, directors, officers, employees, and agents harmless from and against any claim, suit, demand, action or liability arising out of any breach of this Agreement by Carrier, its agents and employees, including but not limited to the crew aboard the chartered Aircraft.

Article 14 MISCELLANEOUS

14.1 No Assignment. Charterer may not assign this contract or sublet all or any portion of the Aircraft capacity chartered hereunder, or permit the Aircraft to be used by any person other than Charterer and the group and property agreed to be carried by Carrier at the time of the signing of the agreement without the written consent of Carrier.

14.2 Governing Law; Disputes. This Agreement shall be governed and construed according to the laws of the State of Georgia. Any dispute arising hereunder and not resolved by negotiation between the chief executives of the parties within 30 days shall be determined exclusively through arbitration conducted in Atlanta, Georgia under the commercial arbitration rules of the American Arbitration Association.

14.3 Effectiveness. The invalidity or unenforceability of any paragraph, clause or provision contained or referred to in this Agreement shall not affect or invalidate any other paragraph or provision hereof.

14.4 No Waiver. No agent, representative or employee of Carrier, except an officer of Carrier, is authorized to alter, modify or waive any provision of this Agreement.

14.5 Headings. Titles are inserted in this contract for the purpose of reference and convenience and in no way define, limit or describe the scope or intent of this contract and are not to be deemed a part hereof.

14.6 Conflict. To the extent of any conflict between the provisions set forth in the executed Aircraft Charter Agreement and the provisions of these Terms and Conditions, the provisions set forth in the Aircraft Charter Agreement shall control and supersede those set forth in these Terms and Conditions.

14.7 No Agency. The Aircraft Charter Agreement is not intended to create any agency or partnership relationship. Charterer shall have no authority to act on Carrier's behalf, represent Carrier in any manner or bind Carrier to any agreement or undertaking. Charterer shall have no right or authority to pledge the Aircraft or the credit of Carrier for any purpose.

INTERNATIONAL FLIGHT APPENDIX

Carriage hereunder shall be subject to the rules and limitations relating to liability and all other provisions established by the Warsaw Convention and Hague Protocol thereto to the extent that such carriage is "international transportation" as defined therein and is governed thereby. Carriage hereunder which is not governed by the Warsaw Convention shall be subject to all applicable laws which extend the provisions of the Convention to such carriage or which otherwise limit Carrier's liability.

The Warsaw Convention limits Carrier's liability for death or personal injury to passengers to \$10,000 (or \$20,000 where the Hague Protocol is applicable). However in accordance with Article 22(1) of said Convention as amended by said Protocol, in the case of transportation, 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, Carrier's liability for death or personal injury to passengers is limited to proven damages not to exceed \$75,000 in U.S. or Canadian currency inclusive of legal fees and costs, except that, in the case of a claim brought in a State where provision is made for separate award of legal fees and costs, the limit shall be the sum of \$58,000 in U.S. or Canadian currency exclusive of legal fees and costs. Carrier shall not, with respect to any claims arising out of the death of or bodily injury to a passenger, avail itself of any defense under Article 20(1) of said Convention as amended by said Protocol. Nothing herein shall be deemed to affect the rights and liabilities of Carrier with regard to any claim brought by, or on behalf of, or in respect of, any person who has willfully caused damage, which resulted in death of or body injury to a passenger. Charterer shall take all reasonable actions necessary to ensure that Carrier will be entitled to the benefit of limiting its liability to passengers for its contract of carriage in effect at the time of the flight and under any law, regulation, international treaty or agreement, including but not limited to the Warsaw Convention. Charterer shall notify all passengers of the limitations of liability of the Warsaw Convention and obtain passengers' acknowledgment of notice.

The Warsaw Convention limits Carrier's liability for loss, damage or delay of baggage to approximately \$9.07 in U.S. or Canadian currency per pound for checked baggage and approximately \$400 in U.S. or Canadian currency for each passenger's unchecked baggage unless a higher value is declared. In computing these liability limitations, a baggage weight of 75 pounds (the maximum baggage weight allowed) will be presumed to be the total weight of the participant's baggage recorded on the baggage check. Charterer agrees to include the foregoing notice of Carrier's baggage liability limitation and weight presumption in any contract between Charterer and the passenger. With respect to transportation between points in the United States which is not part of an international journey or other transportation to which the Warsaw Convention does not apply and where Carrier's liability is not limited by an applicable law, Carrier's liability for direct and consequential damages due to loss of, damage to, or delay in the delivery of any personal property including baggage (whether or not such property has been checked or otherwise delivered into the custody of Carrier) shall be limited to \$2,500 per passenger unless a higher valuation is declared.

Maximum declared value on baggage shall be \$1,000 per passenger carried on the Aircraft unless special arrangements are made in advance with Carrier. When a higher valuation is declared in advance and payment of additional charges are made, Carrier's liability shall be limited to such higher declared value, but in no event shall Carrier's liability exceed the actual value of such baggage or property at the time loss, damage or delay occurs. Excess valuation will not be accepted on fragile or perishable articles including without limitation wigs, boxes, liquor, money, paintings, antiques, artifacts, manuscripts, irreplaceable books or publications, cameras or watches or on other valuable articles when such valuables are included in baggage checked with or otherwise delivered into the custody of Carrier.

CANCELLATION ADJUSTMENT APPENDIX

(This space intentionally left blank – adjustment to be customized on an individual trip basis)