

NTA(A) NO. 355 C.A.B. NO. 562  
(See Notice on Page MH-7 hereof)  
7th Revised Title Page  
Cancels 6th Revised Title Page

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

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

MALAYSIAN AIRLINE SYSTEM BERHAD

APPLICABLE TO THE

TRANSPORTATION OF PASSENGERS  
AND BAGGAGE BETWEEN POINTS IN THE

UNITED STATES/CANADA

AND POINTS IN  
AREA 1 AND 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.

FOR EXPLANATION OF ABBREVIATIONS, REFERENCE MARKS AND SYMBOLS USED BUT UNEXPLAINED HEREON, SEE PAGES MH-13  
THROUGH MH-20.

ISSUED:	Issued by: †[C]WILLIAM J. ANDRES, PRESIDENT AIRLINE TARIFF PUBLISHING COMPANY, AGENT DULLES INTERNATIONAL AIRPORT P.O. BOX 17415 WASHINGTON, D.C. 20041	EFFECTIVE:
APRIL 30, 2008		JUNE 14, 2008 (EXCEPT AS NOTED) (Original Tariff Effective JANUARY 1, 1988)

(Printed in U.S.A.)

† - Effective May 1, 2008 and issued on not less than one (1) day's notice  
under NTA(A) Special Permission No. 23599.

†SUPPLEMENT NO. 6  
TO  
T.C.A.B. NO. 562

TRANSFER AND CANCELLATION SUPPLEMENT

(Supplement Nos. 1, 2, 3, 4, 5 and #6  
are the only effective Supplements.)

AIRLINE TARIFF PUBLISHING COMPANY, AGENT  
SUPPLEMENT NO. 6  
INTERNATIONAL PASSENGER RULES AND FARES

TARIFF NO. MM-1

CONTAINING LOCAL AND JOINT RULES,  
FARES AND CHARGES ON BEHALF OF  
MALAYSIAN AIRLINE SYSTEM BERHAD  
APPLICABLE TO THE  
TRANSPORTATION OF PASSENGERS  
AND BAGGAGE BETWEEN POINTS IN THE  
UNITED STATES/CANADA  
AND POINTS IN  
AREAS 1/2/3

TRANSFER AND CANCELLATION NOTICE

All existing and prospective General and Unpublished Fare Rule provisions set forth herein for Rules 1, 2, 5, 21, 25, 40, 55, 115 and 130 governing transportation to/from the U.S.A. have been transferred to the On-Line Tariff Database maintained by Airline Tariff Publishing Company, Agent. All other General and Unpublished Fare Rule provisions published herein, for transportation to/from the U.S.A. are hereby cancelled from this tariff.

Departure from the terms of Sections 221.110 and 221.113 of its Economic Regulations authorized by the Department of Transportation (3).

#NOTE: Supplement No. 6 is in effect for C.A.B. No. 562 only.

FOR EXPLANATION OF ABBREVIATIONS, REFERENCE MARKS AND SYMBOLS USED BUT UNEXPLAINED HEREON, SEE IPGT-1, C.A.B. NO. 581, NTA(A) NO. 373.

ISSUED:	Issued by: MICHAEL G. FERRIER, President	EFFECTIVE:
FEBRUARY 11, 2000	AIRLINE TARIFF PUBLISHING COMPANY, AGENT DULLES INTERNATIONAL AIRPORT P.O. BOX 17415 WASHINGTON, D.C. 20041	APRIL 11, 2000 (Except as Noted)

† - Effective February 12, 2000 for transportation to/from the U.S.A.

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

1st Revised Page MH-1  
Replaces Original Page MH-1

**CORRECTION NUMBER CHECK SHEET**

EACH TIME REVISED OR ADDITIONAL ORIGINAL PAGES ARE RECEIVED, CHECK MARKS SHOULD BE MADE ON THE CHECK SHEET OPPOSITE THE CORRECTION NUMBERS CORRESPONDING TO THOSE APPEARING IN THE LOWER RIGHT HAND CORNER OF THE REVISED OR ADDITIONAL ORIGINAL PAGES. IF PAGES SHOULD NOT BE RECEIVED BEARING CONSECUTIVE CORRECTION NUMBERS THE ISSUING AGENT SHOULD BE REQUESTED TO FURNISH THE PAGE BEARING THE CORRECTION NUMBER FOR WHICH A PAGE HAS NOT BEEN RECEIVED.

▲ CORRECTION NUMBERS

1541	1611	1581	1751	1821	1891	1961	2031	2101	2171	2241
1542	1612	1582	1752	1822	1892	1962	2032	2102	2172	2242
1543	1613	1583	1753	1823	1893	1963	2033	2103	2173	2243
1544	1614	1584	1754	1824	1894	1964	2034	2104	2174	2244
1545	1615	1585	1755	1825	1895	1965	2035	2105	2175	2245
1546	1616	1586	1756	1826	1896	1966	2036	2106	2176	2246
1547	1617	1587	1757	1827	1897	1967	2037	2107	2177	2247
1548	1618	1588	1758	1828	1898	1968	2038	2108	2178	2248
1549	1619	1589	1759	1829	1899	1969	2039	2109	2179	2249
1550	1620	1590	1760	1830	1900	1970	2040	2110	2180	2250
1551	1621	1591	1761	1831	1901	1971	2041	2111	2181	2251
1552	1622	1592	1762	1832	1902	1972	2042	2112	2182	2252
1553	1623	1593	1763	1833	1903	1973	2043	2113	2183	2253
1554	1624	1594	1764	1834	1904	1974	2044	2114	2184	2254
1555	1625	1595	1765	1835	1905	1975	2045	2115	2185	2255
1556	1626	1596	1766	1836	1906	1976	2046	2116	2186	2256
1557	1627	1597	1767	1837	1907	1977	2047	2117	2187	2257
1558	1628	1598	1768	1838	1908	1978	2048	2118	2188	2258
1559	1629	1599	1769	1839	1909	1979	2049	2119	2189	2259
1560	1630	1600	1770	1840	1910	1980	2050	2120	2190	2260
1561	1631	1601	1771	1841	1911	1981	2051	2121	2191	2261
1562	1632	1602	1772	1842	1912	1982	2052	2122	2192	2262
1563	1633	1603	1773	1843	1913	1983	2053	2123	2193	2263
1564	1634	1604	1774	1844	1914	1984	2054	2124	2194	2264
1565	1635	1605	1775	1845	1915	1985	2055	2125	2195	2265
1566	1636	1606	1776	1846	1916	1986	2056	2126	2196	2266
1567	1637	1607	1777	1847	1917	1987	2057	2127	2197	2267
1568	1638	1608	1778	1848	1918	1988	2058	2128	2198	2268
1569	1639	1609	1779	1849	1919	1989	2059	2129	2199	2269
1570	1640	1610	1780	1850	1920	1990	2060	2130	2200	2270
1571	1641	1611	1781	1851	1921	1991	2061	2131	2201	2271
1572	1642	1612	1782	1852	1922	1992	2062	2132	2202	2272
1573	1643	1613	1783	1853	1923	1993	2063	2133	2203	2273
1574	1644	1614	1784	1854	1924	1994	2064	2134	2204	2274
1575	1645	1615	1785	1855	1925	1995	2065	2135	2205	2275
1576	1646	1616	1786	1856	1926	1996	2066	2136	2206	2276
1577	1647	1617	1787	1857	1927	1997	2067	2137	2207	2277
1578	1648	1618	1788	1858	1928	1998	2068	2138	2208	2278
1579	1649	1619	1789	1859	1929	1999	2069	2139	2209	2279
1580	1650	1620	1790	1860	1930	2000	2070	2140	2210	2280
1581	1651	1621	1791	1861	1931	2001	2071	2141	2211	2281
1582	1652	1622	1792	1862	1932	2002	2072	2142	2212	2282
1583	1653	1623	1793	1863	1933	2003	2073	2143	2213	2283
1584	1654	1624	1794	1864	1934	2004	2074	2144	2214	2284
1585	1655	1625	1795	1865	1935	2005	2075	2145	2215	2285
1586	1656	1626	1796	1866	1936	2006	2076	2146	2216	2286
1587	1657	1627	1797	1867	1937	2007	2077	2147	2217	2287
1588	1658	1628	1798	1868	1938	2008	2078	2148	2218	2288
1589	1659	1629	1799	1869	1939	2009	2079	2149	2219	2289
1590	1660	1630	1800	1870	1940	2010	2080	2150	2220	2290
1591	1661	1631	1801	1871	1941	2011	2081	2151	2221	2291
1592	1662	1632	1802	1872	1942	2012	2082	2152	2222	2292
1593	1663	1633	1803	1873	1943	2013	2083	2153	2223	2293
1594	1664	1634	1804	1874	1944	2014	2084	2154	2224	2294
1595	1665	1635	1805	1875	1945	2015	2085	2155	2225	2295
1596	1666	1636	1806	1876	1946	2016	2086	2156	2226	2296
1597	1667	1637	1807	1877	1947	2017	2087	2157	2227	2297
1598	1668	1638	1808	1878	1948	2018	2088	2158	2228	2298
1599	1669	1639	1809	1879	1949	2019	2089	2159	2229	2299
1600	1670	1640	1810	1880	1950	2020	2090	2160	2230	2300
1601	1671	1641	1811	1881	1951	2021	2091	2161	2231	2301
1602	1672	1642	1812	1882	1952	2022	2092	2162	2232	2302
1603	1673	1643	1813	1883	1953	2023	2093	2163	2233	2303
1604	1674	1644	1814	1884	1954	2024	2094	2164	2234	2304
1605	1675	1645	1815	1885	1955	2025	2095	2165	2235	2305
1606	1676	1646	1816	1886	1956	2026	2096	2166	2236	2306
1607	1677	1647	1817	1887	1957	2027	2097	2167	2237	2307
1608	1678	1648	1818	1888	1958	2028	2098	2168	2238	2308
1609	1679	1649	1819	1889	1959	2029	2099	2169	2239	2309
1610	1680	1650	1820	1890	1960	2030	2100	2170	2240	2310

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

ISSUED: AUGUST 7, 1989

EFFECTIVE: OCTOBER 6, 1989

(Printed in U.S.A.)

CORRECTION NO. 1882

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

1st Revised Page MH-2  
Cancels Original Page MH-2

**CORRECTION NUMBER CHECK SHEET**

EACH TIME REVISED OR ADDITIONAL ORIGINAL PAGES ARE RECEIVED, CHECK MARKS SHOULD BE MADE ON THE CHECK SHEET OPPOSITE THE CORRECTION NUMBERS CORRESPONDING TO THOSE APPEARING IN THE LOWER RIGHT HAND CORNER OF THE REVISED OR ADDITIONAL ORIGINAL PAGES. IF PAGES SHOULD NOT BE RECEIVED BEARING CONSECUTIVE CORRECTION NUMBERS THE ISSUING AGENT SHOULD BE REQUESTED TO FURNISH THE PAGE BEARING THE CORRECTION NUMBER FOR WHICH A PAGE HAS NOT BEEN RECEIVED.

▲ CORRECTION NUMBERS

2311	2381	2451	2521	2591	2661	2731	2801	2871	2941	3011
2312	2382	2452	2522	2592	2662	2732	2802	2872	2942	3012
2313	2383	2453	2523	2593	2663	2733	2803	2873	2943	3013
2314	2384	2454	2524	2594	2664	2734	2804	2874	2944	3014
2315	2385	2455	2525	2595	2665	2735	2805	2875	2945	3015
2316	2386	2456	2526	2596	2666	2736	2806	2876	2946	3016
2317	2387	2457	2527	2597	2667	2737	2807	2877	2947	3017
2318	2388	2458	2528	2598	2668	2738	2808	2878	2948	3018
2319	2389	2459	2529	2599	2669	2739	2809	2879	2949	3019
2320	2390	2460	2530	2600	2670	2740	2810	2880	2950	3020
2321	2391	2461	2531	2601	2671	2741	2811	2881	2951	3021
2322	2392	2462	2532	2602	2672	2742	2812	2882	2952	3022
2323	2393	2463	2533	2603	2673	2743	2813	2883	2953	3023
2324	2394	2464	2534	2604	2674	2744	2814	2884	2954	3024
2325	2395	2465	2535	2605	2675	2745	2815	2885	2955	3025
2326	2396	2466	2536	2606	2676	2746	2816	2886	2956	3026
2327	2397	2467	2537	2607	2677	2747	2817	2887	2957	3027
2328	2398	2468	2538	2608	2678	2748	2818	2888	2958	3028
2329	2399	2469	2539	2609	2679	2749	2819	2889	2959	3029
2330	2400	2470	2540	2610	2680	2750	2820	2890	2960	3030
2331	2401	2471	2541	2611	2681	2751	2821	2891	2961	3031
2332	2402	2472	2542	2612	2682	2752	2822	2892	2962	3032
2333	2403	2473	2543	2613	2683	2753	2823	2893	2963	3033
2334	2404	2474	2544	2614	2684	2754	2824	2894	2964	3034
2335	2405	2475	2545	2615	2685	2755	2825	2895	2965	3035
2336	2406	2476	2546	2616	2686	2756	2826	2896	2966	3036
2337	2407	2477	2547	2617	2687	2757	2827	2897	2967	3037
2338	2408	2478	2548	2618	2688	2758	2828	2898	2968	3038
2339	2409	2479	2549	2619	2689	2759	2829	2899	2969	3039
2340	2410	2480	2550	2620	2690	2760	2830	2900	2970	3040
2341	2411	2481	2551	2621	2691	2761	2831	2901	2971	3041
2342	2412	2482	2552	2622	2692	2762	2832	2902	2972	3042
2343	2413	2483	2553	2623	2693	2763	2833	2903	2973	3043
2344	2414	2484	2554	2624	2694	2764	2834	2904	2974	3044
2345	2415	2485	2555	2625	2695	2765	2835	2905	2975	3045
2346	2416	2486	2556	2626	2696	2766	2836	2906	2976	3046
2347	2417	2487	2557	2627	2697	2767	2837	2907	2977	3047
2348	2418	2488	2558	2628	2698	2768	2838	2908	2978	3048
2349	2419	2489	2559	2629	2699	2769	2839	2909	2979	3049
2350	2420	2490	2560	2630	2700	2770	2840	2910	2980	3050
2351	2421	2491	2561	2631	2701	2771	2841	2911	2981	3051
2352	2422	2492	2562	2632	2702	2772	2842	2912	2982	3052
2353	2423	2493	2563	2633	2703	2773	2843	2913	2983	3053
2354	2424	2494	2564	2634	2704	2774	2844	2914	2984	3054
2355	2425	2495	2565	2635	2705	2775	2845	2915	2985	3055
2356	2426	2496	2566	2636	2706	2776	2846	2916	2986	3056
2357	2427	2497	2567	2637	2707	2777	2847	2917	2987	3057
2358	2428	2498	2568	2638	2708	2778	2848	2918	2988	3058
2359	2429	2499	2569	2639	2709	2779	2849	2919	2989	3059
2360	2430	2500	2570	2640	2710	2780	2850	2920	2990	3060
2361	2431	2501	2571	2641	2711	2781	2851	2921	2991	3061
2362	2432	2502	2572	2642	2712	2782	2852	2922	2992	3062
2363	2433	2503	2573	2643	2713	2783	2853	2923	2993	3063
2364	2434	2504	2574	2644	2714	2784	2854	2924	2994	3064
2365	2435	2505	2575	2645	2715	2785	2855	2925	2995	3065
2366	2436	2506	2576	2646	2716	2786	2856	2926	2996	3066
2367	2437	2507	2577	2647	2717	2787	2857	2927	2997	3067
2368	2438	2508	2578	2648	2718	2788	2858	2928	2998	3068
2369	2439	2509	2579	2649	2719	2789	2859	2929	2999	3069
2370	2440	2510	2580	2650	2720	2790	2860	2930	3000	3070
2371	2441	2511	2581	2651	2721	2791	2861	2931	3001	3071
2372	2442	2512	2582	2652	2722	2792	2862	2932	3002	3072
2373	2443	2513	2583	2653	2723	2793	2863	2933	3003	3073
2374	2444	2514	2584	2654	2724	2794	2864	2934	3004	3074
2375	2445	2515	2585	2655	2725	2795	2865	2935	3005	3075
2376	2446	2516	2586	2656	2726	2796	2866	2936	3006	3076
2377	2447	2517	2587	2657	2727	2797	2867	2937	3007	3077
2378	2448	2518	2588	2658	2728	2798	2868	2938	3008	3078
2379	2449	2519	2589	2659	2729	2799	2869	2939	3009	3079
2380	2450	2520	2590	2660	2730	2800	2870	2940	3010	3080

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

ISSUED: AUGUST 7, 1989

EFFECTIVE: OCTOBER 6, 1989

(Printed in U.S.A.)

CORRECTION NO. 1883

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

14th Revised Page MH-3  
 Cancels 13th Revised Page MH-3

**TABLE OF CONTENTS**

**TABLE OF CONTENTS**

	PAGE NO.
APPLICATION OF ARBITRARIES TRANSPACIFIC . . . . .	MH-135
APPLICATION OF ARBITRARIES - WESTERN HEMISPHERE . . . . .	MH-1045
APPLICATION OF ROUTINGS - ATLANTIC . . . . .	MH-1047-A
APPLICATION OF ROUTINGS - TRANSPACIFIC . . . . .	MH-1035
APPLICATION OF ROUTINGS - WESTERN HEMISPHERE . . . . .	MH-1046
ATLANTIC ROUTINGS . . . . .	MH-1047-B-MH-1047-F
CORRECTION NUMBER CHECK SHEET . . . . .	MH-1-MH-2
EXPLANATION OF FARE CLASS CODES - TRANSPACIFIC . . . . .	MH-129
EXPLANATION OF FARE CLASS CODES - WESTERN HEMISPHERE . . . . .	MH-1042
FARES PUBLISHED BY RULE - TRANSPACIFIC . . . . .	MH-133
FARES PUBLISHED BY RULE - WESTERN HEMISPHERE . . . . .	MH-1043
INDEX OF POINTS OF ORIGIN AND DESTINATION . . . . .	MH-21
NOTICE . . . . .	MH-7
PERCENTAGE CONVERSION INSTRUCTIONS . . . . .	MH-1048
TABLE OF CONTENTS . . . . .	MH-3
TRANSPACIFIC ROUTINGS . . . . .	MH-1037-MH-1038-C
WESTERN HEMISPHERE ROUTINGS . . . . .	MH-1047

**SECTION I - GENERAL RULES**

TITLE	RULE NO.	PAGE NO.
ADMINISTRATIVE FORMALITIES, PASSPORTS, VISAS AND TOURIST CARDS . . . . .	45	MH-41
APPLICATION OF TARIFF . . . . .	5	MH-35
BAGGAGE . . . . .	115	MH-67-MH-78
CLASSES OF SERVICES . . . . .	6	MH-36
CURRENCY OF PAYMENT . . . . .	75	MH-51
DEFINITIONS . . . . .	1	MH-25-MH-28
DENIED BOARDING COMPENSATION . . . . .	87	MH-57-MH-61
ELECTRONIC SURVEILLANCE OF PASSENGERS AND BAGGAGE . . . . .	15	MH-37
FARES . . . . .	130	MH-79-MH-80
GROUND TRANSFER SERVICE . . . . .	30	MH-39
†(N)INTERLINE BAGGAGE ACCEPTANCE . . . . .	116	MH-78-A-MH-78-C
LIABILITY OF CARRIERS . . . . .	55	MH-43-MH-45
PASSENGER EXPENSES EN ROUTE . . . . .	35	MH-40
REFUNDS . . . . .	90	MH-63-MH-65
REFUSAL TO TRANSPORT - . . . . .	25	MH-38
RESERVATIONS . . . . .	60	MH-47-MH-48
REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS . . . . .	80	MH-53-MH-54
SCHEDULES DELAYS AND CANCELLATIONS . . . . .	85	MH-55
STANDARD FORMAT OF ELECTRONIC RULES . . . . .	2	MH-34-A-MH-34-C
STOPOVERS . . . . .	135	MH-81
TAXES . . . . .	40	MH-41
TICKETS . . . . .	65	MH-49-MH-50
TRANSPORT OF DISABLED PASSENGERS . . . . .	21	MH-37

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

TITLE	RULE NO.	PAGE NO.
CHILDREN'S AND INFANTS' FARES . . . . .	200	MH-85
PASSENGERS OCCUPYING TWO SEATS . . . . .	550	MH-88
PASSENGERS ON STRETCHERS . . . . .	500	MH-87

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

**ISSUED:** May 15, 2015

**EFFECTIVE:** June 29, 2015

(Except as Noted)

PAGES MH-4 THROUGH MH-6-B ARE INTENTIONALLY LEFT BLANK

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

3rd Revised Page MH-7  
 Cancels 2nd Revised Page MH-7

**NOTICE**

Rules, fares, arbitrables and provisions applicable via MH-1 were formerly published in Passenger Rules Tariff No. PR-3, C.A.B. No. 55, NTA(A) No. 46 and Transpacific Passenger Fares Tariff No. 2, C.A.B. No. 95, NTA(A) No. 71, issued by Official Airline Guides, Inc., Agent and transferred herein effective January 1, 1988.

**†LIST OF PARTICIPATING CARRIERS**

This tariff is issued and filed with the National Transportation Agency (Air) of Canada and the U.S. Department of Transportation by Airline Tariff Publishing Company, Agent, for and on behalf of Malaysian Airline System Berhad and other participating carriers under their powers of attorney and concurrences filed with the National Transportation Agency (Air) of Canada and the U.S. Department of Transportation as set forth in International Passenger Governing Tariff No. IPGT-1, NTA(A) No. 373, C.A.B. No. 581 issued by Airline Tariff Publishing Company, Agent.

†List of Participating Carriers, previously published hereon and not brought forward, see International Passenger Governing Tariff No. IPGT-1, C.A.B. No. 581, NTA(A) No. 373.

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

**ISSUED: December 15, 1988**

**EFFECTIVE: February 13, 1989**

(Except as Noted)

(Printed in U.S.A.)

0335w

† - Effective December 19, 1988 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 64138 and on not less than one (1) day's notice under NTA(A) Special Permission No. 90146.

**CORRECTION**

NO. 126

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

3rd Revised Page MH-8  
Cancels 2nd Revised Page MH-8

This tariff is issued and filed with the Department of Transportation by the International Air Transport Association (IATA) and the International Airline Tariff Publishing Company (IATPC) as agents for the member airlines of IATA. It is subject to the approval of the Department of Transportation. This tariff is effective as of the date of filing with the Department of Transportation. It is subject to change without notice. It is subject to the approval of the Department of Transportation. It is subject to change without notice.

This tariff is issued and filed with the Department of Transportation by the International Air Transport Association (IATA) and the International Airline Tariff Publishing Company (IATPC) as agents for the member airlines of IATA. It is subject to the approval of the Department of Transportation. This tariff is effective as of the date of filing with the Department of Transportation. It is subject to change without notice. It is subject to the approval of the Department of Transportation. It is subject to change without notice.

†List of Participating Carriers, previously published hereon and not brought forward, see International Passenger Governing Tariff No. IPGT-1, C.A.B. No. 581, NTA(A) No. 373.

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

**ISSUED: December 15, 1988**

**EFFECTIVE: February 13, 1989**

(Except as Noted)

(Printed in U.S.A.)

+ - Effective December 19, 1988 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 64138 and on not less than one (1) day's notice under NTA(A) Special Permission No. 90146.

**CORRECTION  
NO. 127**



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

3rd Revised Page MH-9  
Cancels 2nd Revised Page MH-9

†List of Participating Carriers, previously published hereon and not brought forward, see International Passenger Governing Tariff No. IPGT-1, C.A.B. No. 581, NTA(A) No. 373.

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: December 15, 1988

EFFECTIVE: February 13, 1989

(Except as Noted)

(Printed in U.S.A.)

0335w

+ - Effective December 19, 1988 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 64138 and on not less than one (1) day's notice under NTA(A) Special Permission No. 90146.

CORRECTION  
NO. 128

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

3rd Revised Page MH-10  
Cancels 2nd Revised Page MH-10

†List of Participating Carriers, previously published hereon and not brought forward, see International Passenger Governing Tariff No. IPGT-1, C.A.B. No. 581, NTA(A) No. 373.

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: December 15, 1988

EFFECTIVE: February 13, 1989

(Except as Noted)

(Printed in U.S.A.)

† - Effective December 19, 1988 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 64138 and on not less than one (1) day's notice under NTA(A) Special Permission No. 90146.

CORRECTION  
NO. 129

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

3rd Revised Page MH-11  
Cancels 2nd Revised Page MH-11

List of Participating Carriers, previously published hereon and not brought forward, see International Passenger Governing Tariff No. IPGT-1, C.A.B. No. 581, NTA(A) No. 373.

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: December 15, 1988

EFFECTIVE: February 13, 1989

(Except as Noted)

(Printed in U.S.A.)

0335w

† - Effective December 19, 1988 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 64138 and on not less than one (1) day's notice under NTA(A) Special Permission No. 90146.

CORRECTION  
NO. 130

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

3rd Revised Page MH-12  
 Cancels 2nd Revised Page MH-12

PARTICIPATING CARRIER CANCELLATION

Air Virginia (Flight America, Inc. D/B/A) (CE); Mid Pacific Airlines, Inc. (HO); Omniflight Helicopter (DH) eliminated as participating carriers in this tariff and all provisions published in connection with said carriers cancelled effective September 17, 1988 by 1st Revised Page MH-12. [N]Air Midwest, Inc. (ZV); Britt Airways, Inc. (RU); Caribbean Express, Inc. (NH); Florida Express, Inc. (ZO); LA Helicopter, Inc. (RH); Pilgrim Airlines (Pilgrim Aviation & Airlines, Inc. D/B/A) (PM); Princeton Air Link Corporation (IV); RMA, Inc. (Rocky Mountain Airways, Inc. D/B/A) (JC); Tennessee Airways, Inc. (ZN), cancelled as participating carriers in this tariff and all provisions published in connection with said carriers cancelled effective January 27, 1989 by 2nd Revised Page MH-12.

SUBSTITUTION NOTICE

The carrier named in Column 1 having taken over the tariffs, etc. of the carrier named in Column 2 by Adoption Notice as shown in Column 3 and 4, is hereby substituted for the carrier in Column 2, whenever the latter appears in this (as amended).

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
Adopting Carrier	Adopted Carrier	As Per Adoption Notice C.A.B.	As Per Adoption Notice NTA(A)
British Airways Plc	British Caledonian	NO. 2	-
Canadian Airlines International	Canadian Pacific Air Lines, Limited/Pacific Western Airlines, Ltd.	NO. 1	-
P.T. Garuda Indonesia	P.T. Garuda Indonesian Airways	NO. 1	-
USAIR, Inc. d/b/a USAir	Pacific Southwest Airlines	NO. 2	-

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

**ISSUED:** December 15, 1988

**EFFECTIVE:** February 13, 1989

(Printed in U.S.A.)

**CORRECTION**  
 NO. 131

(PAGES MH-13 THROUGH MH-20 ARE INTENTIONALLY LEFT BLANK)

**Airline Tariff Publishing Company, Agent**

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. MH-1

Original Page MH-21

**INDEX OF POINTS OF ORIGIN AND DESTINATION**

Points of origin and destination are arranged alphabetically throughout the tariff as follows:

**FARE APPLICATION**

Foreign points of origin and destination in the table of international fares are arranged in the following order by areas of the world:

Transpacific Fares  
Area No. 3

Fares within each area are arranged alphabetically by country. Within each foreign country listing, points in Area 3 are arranged alphabetically as sideline points.

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages MH-13 through MH-20.

ISSUED: DECEMBER 31, 1987

EFFECTIVE: JANUARY 1, 1988

(Printed in U.S.A.)

C.T.C.(A) NO. 355

C.A.B. NO. 562

Line Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. MH-1

Original Page MH-22

(THIS PAGE INTENTIONALLY LEFT BLANK)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages MH-13 through MH-20.

ISSUED: DECEMBER 31, 1987

EFFECTIVE: JANUARY 1, 1988

(Printed in U.S.A.)

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

1st Revised Page MH-23  
Cancels Original Page MH-23

PLEASE REFER TO THE REVERSE SIDE

†Alphabetical List of Points Served, previously published hereon and not brought forward, see International Passenger Governing Tariff No. IPGT-1, C.A.B. No. 581, NTA(A) No. 373.

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: December 15, 1988

EFFECTIVE: February 13, 1989

(Except as Noted)

(Printed in U.S.A.)

0335w

† - Effective December 19, 1988 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 64138 and on not less than one (1) day's notice under NTA(A) Special Permission No. 90146.

CORRECTION  
NO. 140



SAR 100 B.A. 02 125 24 10 4TH

No Change on this Page

NTA(A) No. 355 TC.A.B. No. 562

Airline Tariff Publishing Company, Agents  
INTERNATIONAL PASSENGER RULES AND FARES TARIFF  
NO. MH-1

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

(THIS PAGE INTENTIONALLY LEFT BLANK)

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: December 15, 1988

EFFECTIVE: February 13, 1989

(Printed in U.S.A.)

0335w

CORRECTION  
NO. 141

## Airline Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. MH-1

Original Page MH-25

RULE	SECTION I— GENERAL RULES
1	<p><b>DEFINITIONS</b></p> <p><b>AFRICA</b> means the area comprised of all the countries on the continent of Africa, other than Algeria, Morocco, Sudan, Tunisia and United Arab Republic, but including the following islands: Cape Verde, Comoro, Fernando Poo, Malagasy, Mauritius, Reunion, Sac Ierne and Seychelles.</p> <p><b>AREA NO. 1</b> means all of the North and South American Continents: Greenland; Bermuda; Cuba; Haiti; Dominican Republic; Puerto Rico; Jamaica; Netherlands Antilles; Trinidad; Barbados; Leeward Virgin and Windward Islands; the State of Hawaii; Midway and Palmyra Islands.</p> <p><b>AREA NO. 2</b> means all of Albania, Austria, Azores, Belgium, Bulgaria, Canary Islands, Czechoslovakia, Denmark, Finland, France (including French North Africa), Germany, Gibraltar, Greece, Hungary, Iceland, Italy, Lichtenstein, Luxembourg, Madeira, Malta, Monaco, the Netherlands, Norway, Poland, Portugal, Romania, San Marino, Spain (including Spanish Morocco), Sweden, Switzerland, Tangier, Turkey (in Europe and Asia), the Union of the Soviet Socialist Republics (west of the Urals), the United Kingdom and Yugoslavia; all of Africa, Madagascar, Ascension Island; that part of Asia lying west of and including Iran.</p> <p><b>AREA NO. 3</b> means all of Asia except that portion included in Area No. 2 above; all of the East Indies; Australia; New Zealand; all Islands of Indonesia, Malaysia, Micronesia and Polynesia (except Midway and Palmyra Islands); Guam Island; Wake Island; Caledonia, Norfolk Island; and Tasmania.</p> <p><b>ASIA</b> means Afghanistan, Bangladesh, Bhutan, Brunei, Burma, China, Hong Kong, India, Indonesia, Islands or Pacific Ocean in Area 3 north of equator except Gilbert Is., Japan, Khmer Republic, Korea, Laos, Malaysia, Maldive Is., Nepal, Outer Mongolia, Pakistan, Philippines, Singapore, Sri Lanka, Timor, Thailand, U.S.S.R. (East of Ural Mountain), Vietnam.</p> <p><b>BAGGAGE</b> 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><b>BAGGAGE CHECK</b> 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><b>BAGGAGE TAG</b> 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><b>CARIBBEAN AREA</b> means the area comprising Anguilla, Antigua, Aruba, Barbados, Bonaire, Cayman Islands, Cuba, Dominica, Dominican Republic, Grenada, Guadeloupe, Haiti, Jamaica, Martinique, Nevis, St. Kitts, St. Lucia, St. Martin, St. Vincent, Trinidad and Tobago.</p> <p><b>CARRIAGE</b> which is equivalent to transportation, means carriage of passenger and/or baggage by air.</p> <p><b>CARRIER</b> means any or all of the participating carriers named in this tariff.</p> <p><b>CENTRAL AMERICA</b> means the area comprising Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua.</p> <p><b>CHECKED BAGGAGE</b> which is equivalent to registered luggage means baggage of which Carrier takes sole custody and for which Carrier has issued a baggage check and baggage (claim) tag(s).</p> <p><b>CIRCLE TRIP</b> means travel from one point and return thereto by a continuous, circuitous air route; provided that where no reasonably direct scheduled air service is available between two points, a break in the circle may be travelled by any other means of transportation without prejudice to the circle trip.</p> <p><b>CIVIL AERONAUTICS BOARD</b> means Department of Transportation.</p> <p><b>CIVIL AERONAUTICS BOARD OF THE UNITED STATES OF AMERICA</b> means Department of Transportation.</p>
	<p style="text-align: right;">(Continued on next page)</p>
For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages MH-13 through MH-20.	
ISSUED: DECEMBER 31, 1987	EFFECTIVE: JANUARY 1, 1988

## Irline Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. MH-1

Original Page MH-26

RULE	SECTION I — GENERAL RULES
1	<p><b>DEFINITIONS (Continued)</b></p> <p><b>CONJUNCTION TICKET</b> means two or more tickets, concurrently issued to a passenger and which together constitute a single contract of carriage.</p> <p><b>CONSEQUENTIAL DAMAGES</b> 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><b>CONTINENTAL U.S.A.</b> means the 48 contiguous federated states and the Federal District of Columbia of the United States of America.</p> <p><b>CONVENTION</b> means, unless the context requires otherwise, the Convention for the Unification of Certain Rules relating to International Carriage by Air, signed at Warsaw, October 12, 1929, or that Convention as amended by the Hague Protocol, 1955, whichever may be applicable to carriage hereunder.</p> <p><b>DAYS</b> means full calendar days, including Sundays and legal holidays; provided that for purposes of notification the balance of the day upon which notice is dispatched shall not be counted and that, for purposes of determining durations of validity, the balance of the day upon which the ticket is issued or flight commenced shall not be counted.</p> <p><b>DESTINATION</b> means the ultimate destination of the passenger's journey as shown on the ticket.</p> <p><b>EUROPE</b> means that area comprised of Albania; Algeria; Andorra; Austria; Azores; Belgium; Bulgaria; Canary Islands; Czechoslovakia; Denmark; Finland; France; Germany; Gibraltar; Greece; Hungary; Iceland; Ireland; Italy; Lichtenstein; Luxembourg; Madeira; Malta; Monaco; Morocco; the Netherlands; Norway; Poland; Portugal; Romania; San Marino; Spain; Sweden; Switzerland; Tunisia; Turkey (in Europe and Asia); United Kingdom; Union of the Soviet Socialist Republics (west of the Urals); and Yugoslavia.</p> <p><b>FLIGHT COUPON</b> means a portion of the passenger ticket that indicates particular places between which the coupon is good for carriage.</p> <p><b>FOREIGN AIR TRANSPORTATION</b> means transportation between a point in the United States and a point outside thereof.</p> <p><b>FRENCH GOLD FRANCS</b> means francs consisting of 65 1/2 milligrams of gold with a fineness of nine hundred thousandths.</p> <p><b>IBERIAN PENINSULA</b> means the area comprised of Spain, Portugal, Gibraltar and the Balearic Islands.</p> <p><b>IMMEDIATE FAMILY</b> except as otherwise indicated, shall mean spouse, children, adopted childrer, sons-in-law, daughters-in-law, grandchildren, brothers, brothers-in-law, sisters, sisters-in-law, parents, fathers-in-law, mothers-in-law and grandparents.</p> <p><b>INTERMEDIATE FARE</b> means the full fare established for normal, regular or unusual service, the application of which is not dependent upon any specifically limited period of ticket validity or other special circumstances. Unless otherwise specified for the application of the provisions of this tariff intermediate fares shall be considered to include all year One Way/Round Trip/Circle Trip/Open Jaw, Basic Season/Peak Season for Business/Executive Cabin/Medallion/Preference Class travel.</p> <p><b>INTERNATIONAL CARRIAGE</b> means (except when the Warsaw Convention is applicable) carriage in which according to the contract of carriage, the place of departure and any place of landing are 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 Warsaw Convention means any carriage in which, according to the contract of carriage, the place of departure and the place of destination, whether or not there be a break in the carriage or transshipment, are situated either within the territories of two High Contracting Parties, or within the territory of a single High Contracting Party, if there is an agreed stopping place within a territory subject to the sovereignty, suzerainty, mandate or authority of another State, even though that State is not a party to the convention.</p>

(Continued on next page)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages MH-13 through MH-20.

ISSUED: DECEMBER 31, 1987

EFFECTIVE: JANUARY 1, 1988

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

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

RULE

**SECTION I - GENERAL RULES**

1

DEFINITIONS (Continued)

INTERSTATE TRANSPORTATION means transportation between a point in any State of the United States or the District of Columbia and a point in any other State of the United States or the District of Columbia.

MIDDLE EAST means the area comprised of Bahrain, Cyprus, Egypt (Arab Republic of Egypt), Iran, Iraq, Israel, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Sudan, Syria, Syrian Arab Republic, United Arab Emirates (Abu Dhabi, Ajam, Dubai, Fujairah, Ras al Khaimah, Sharjah, Omm al Qaiwain) and Yemen.

MISCELLANEOUS CHARGES ORDER (MCO) means a document issued by a carrier or its agents requesting issue of an appropriate passenger ticket and baggage check or provision of services to the person named in such document.

NORMAL FARE means the full fare established for a normal, regular or usual service, the application of which is not dependent upon any specially limited period of ticket validity or other special circumstances. Unless otherwise specified, for the application of provisions of this tariff, normal fares shall be considered to include all year one way, round, circle and open jaw trip fares, First Class, Tourist/Coach Class, Thrift Class, Economy Class, Executive Full Facilities, One Class and Standard Class Service fares, on-season (peak) and off-season (basic) fares, Business Class fares and Ronda Executive Class fares.

NORTH AMERICA means the area comprising Alaska, Canada, Continental U.S.A. and Mexico.

C

ON-LINE TARIFF DATA BASE means the remotely accessible, on-line version, maintained by the filer, of (1) the electronically filed tariff data submitted to the "official D.O.T. tariff database," and (2) the Departmental approvals, disapprovals and other actions, as well as Departmental notations concerning such approvals, disapprovals or other actions, that Subpart W of the proposed Part 221 requires the filer to maintain in its database. The term "official D.O.T. tariff database" means those data records (as set forth in Sections 221.283 and 221.286 of the rule) which would be in the custody of, and maintained by the Department of Transportation.

OPEN JAW TRIP means travel which is essentially of a round trip nature but the outward point of departure and inward point of arrival and/or outward point of arrival and inward point of departure are not the same.

OVERSEAS TRANSPORTATION means transportation between a point in any State of the United States or the District of Columbia and a point in a Territory or Possession of the United States.

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

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

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

ROUND TRIP which is equivalent to return journey, means:

- (1) travel from one point to another and return by the same air route used outbound whether or not the fares outbound and inbound be the same, or
- (2) travel from one point to another and return by an air route different from that used outbound, for which the same normal, through, one way fare is established.

SCANDINAVIA means the area comprising Denmark, Norway and Sweden.

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

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

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

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

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: December 15, 1989

EFFECTIVE: February 13, 1990

(Except as Noted)

(Printed in U.S.A.)

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

CORRECTION  
 NO. 2181

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

1st Revised Page MH-28  
 Cancels Original Page MH-28

RULE

## SECTION I - GENERAL RULES

1

DEFINITIONS (Continued)

SPECIAL FARE means a fare other than a normal fare.

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

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

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

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

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

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

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

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

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

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

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: December 15, 1989

EFFECTIVE: February 13, 1990

(Printed in U.S.A.)

0314w

CORRECTION  
 NO. 2182

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

1st Revised Page MH-29  
 Cancels Original Page MH-29

<b>RULE</b>	<b>SECTION I - GENERAL RULES</b>
-------------	----------------------------------

C2	<p><u>STANDARD FORMAT OF FARE RULES IN SECTION III</u> †(N)(Applicable for transportation to/from the U.S.A. only)</p> <p>Fare rules in this tariff in Section III appear in standardized format. Conditions governing the fares are described in paragraphs (A) through (P). Each paragraph is assigned a letter from A through P and retains that letter in every rule. When a paragraph is marked "Intentionally left blank", provisions outlined in this rule and in Section I of this tariff will apply.</p> <p>(A) <u>APPLICATION</u>                  This paragraph includes the following items:                  (1) <u>Applicable Area</u>                  The general or specific geographical areas between which the fares apply.                  (2) <u>Class of Service</u>                  The class of service applicable.                  (3) <u>Type of Transportation</u>                  The type of travel permitted, e.g. one way, round trip, circle trip, open jaw; any provision that a published round trip fare may apply for circle trip or open jaw travel.</p> <p>(B) <u>COMBINATIONS</u>                  This paragraph includes:                  (1) Those fares and/or arbitraries which are combinable with the fares specified in the particular rule.                  (2) Any special method of combination which is requested in such combinations, such as permitting combinations only over points en route actually transited by the passenger.                  (3) Any restrictions on the types of combinations, such as combining 50 percent of one or more fares to form other types of fares.</p> <p>(C) <u>PERIOD OF VALIDITY</u>                  (1) Unless otherwise specified in the governing fare rule, all fares are valid during the entire year.                  (2) When fares apply only during certain periods (e.g. "Basic" or "Peak" seasons) referred to in a rule, travel must be commenced during such period(s).                  (3) Unless otherwise stated, the date of commencement of outbound travel on the transpacific sector shall determine the respective round trip seasonal level to be applied.                  (4) If the fare applies only on certain days of the week, i.e., "Midweek" or "Weekend", this subparagraph states what part of the week the fare applies.</p> <p>(D) <u>SURCHARGES</u>                  This paragraph will include any special surcharges (i.e. weekend surcharges, holiday surcharges, etc.) which must be added to the published fare.</p> <p>(E) <u>LENGTH OF STAY</u>                  This paragraph will include any minimum stay requirements as well as any maximum stay limitations. The following general rule shall apply in determining minimum and maximum stay requirements.                  (1) <u>Minimum Stay:</u>                  (a) <u>Stated in Days:</u>                  As used herein, the minimum stay period means the number of days, counting from the day after commencement of outbound travel for the transpacific sector (in the case of transpacific fares) to the earliest day return travel for the transpacific sector (in the case of transpacific fares) may commence.                  (b) <u>Stated in Months:</u>                  As used herein, the minimum stay period means the number of months, counting from the day of commencement of outbound travel for the transpacific sector (in the case of transpacific fares) to the earliest day return travel for the transpacific sector (in the case of transpacific fares) may commence.</p>
----	--

(Continued on next page)

† - Effective March 23, 1993 for C.A.B. No. 562.

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

<b>ISSUED:</b> January 22, 1993	<b>EFFECTIVE:</b> March 23, 1993	(Except as Noted)
---------------------------------	----------------------------------	-------------------

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

1st Revised Page MH-30  
 Cancels Original Page MH-30

RULE	SECTION I - GENERAL RULES
2	<p><u>STANDARD FORMAT OF FARE RULES IN SECTION III (Continued)</u></p> <p>(E) <u>LENGTH OF STAY (Continued)</u></p> <p>(2) <u>Maximum Stay:</u>          When no maximum stay period is outlined for a particular fare type, the maximum stay period shall in no event be more than one year from the date travel commences from the point of origin.</p> <p>(a) <u>Stated in days:</u>          As used herein, the maximum stay period means the number of days, counting from the day after commencement of travel from the point of origin, to the last day return travel may commence from the last stopover point (including for this purpose the point of turnaround).</p> <p>(b) <u>Stated in months:</u>          As used herein, the maximum stay period means the number of months, counting from the day of commencement of travel from the point of origin, to the last day travel may commence from the last stopover point (including for this purpose the point of turnaround).</p> <p>(F) <u>STOPOVERS</u>          This paragraph includes any limitation on the number of stopovers permitted when using the fare outlined in this fare rule.</p> <p>(1) Unless otherwise stated in the fare rule, stopovers are permitted.          (2) All fares permit a free stopover at the point of turnaround (fare construction point).          (3) Unless otherwise stated, "Stopover" means a stop at an intermediate point from which the passenger is not scheduled to depart on the date of arrival. If there is no scheduled connecting departure on the date of arrival, departure on the next day within 24 hours of arrival will not constitute a stopover.</p> <p>(G) <u>CHILDREN'S AND INFANTS' FARES</u>          Except as otherwise indicated, Rule 200 (<u>CHILDREN'S AND INFANTS' FARES</u>) is applicable to fares governed by this rule.</p> <p>(H) <u>TOUR REQUIREMENTS</u>          This paragraph includes any required inclusive tour and the features or options which it must contain plus the minimum tour price.</p> <p>(1) <u>Tour Features</u>          Unless otherwise indicated in a particular rule, the fares shall apply only as a part of an inclusive tour. In addition to air transportation, the inclusive tour must include in the published price and appropriate tour literature, features or options as specified below which must be paid for prior to commencement of the tour.</p> <p>(a) Sleeping accommodations for the total duration of the round, circle, single or open jaw trip, in hotels, motels (including commercially operated mobile/immobile caravan/trailers), in commercially operated pensions or tents. Sleeping accommodations may be provided on means of public transportation, provided that such transportation and sleeping accommodations are featured in approved tour literature.</p> <p>(b) A program of one or more of the following for at least half of the number of days in the total trip:          (i) sightseeing,          (ii) entertainment feature,          (iii) motor coach trips,          (iv) rail trips, or          (v) car rentals (not to include the purchase of cars)</p> <p>(c) Any modification to approved air itineraries shall be subject to one of the following provisions:          (i) (Applicable to Group Inclusive Tour and Advance Purchase Excursion fares) Modification to approved air itineraries shall be permitted only when and to the extent modification of the itinerary of the entire travel group is necessitated by circumstances beyond the control of the tour operator. Other revisions to the approved air itineraries will be considered as cancellations of previously confirmed space and the provisions outlined in Rule 90 (<u>REFUNDS</u>) and in the applicable fare rule shall apply.          (ii) (Applicable to Non-Affinity fares and Affinity, Incentive or Own Use Group fares) Modification to approved air itineraries shall not be permitted and shall be considered as cancellation of previously confirmed space. In such instances, the provisions outlined in Rule 90 (<u>REFUNDS</u>) and in the applicable fare rule shall apply, provided that, the entire travel group may return to the point of departure at an earlier date than indicated on the application on services of the same carrier(s) specified in the application.</p>
	(Continued on next page)
For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.	
ISSUED: January 22, 1993	EFFECTIVE: March 23, 1993

## Airline Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. MH-1

Original Page MH-31

RULE

## SECTION I—GENERAL RULES

2

STANDARD FORMAT OF FARE RULES IN SECTION III (Continued)(H) TOUR REQUIREMENTS (Continued)(2) Minimum Tour Price

The term 'Minimum Tour Price' shall be understood to mean the minimum selling price of the tour per passenger. This paragraph shall include:

- (a) The minimum selling price of the inclusive tour, normally expressed as the applicable inclusive tour fare plus a specific dollar amount. The price of such tour features or options may not be less than the amount specified in the particular fare rule.
- (b) Any increase in the minimum selling price due to extra days of stay en route.

(1) GROUP REQUIREMENTS(1) Group Size

A minimum group size refers to the minimum number of passengers required to form a group, which will permit the use of a particular fare. Unless otherwise specified in the fare rule, in order to determine the minimum group size, two children each paying at least 50 percent of the applicable group fare will be counted as one member of the group.

(2) Group Travel Requirements

(a) This paragraph includes the portion(s) of travel over which the group (if a requirement of the fare) must travel together, or conversely, those portion(s) of the itinerary where individual travel is permitted or any other exceptions or special conditions regarding the group travel requirements.

(b) (Applicable to Group Inclusive Tour fares) Unless otherwise specified in the governing fare rule, all members of the travel group must travel together as a single group on the same flight(s) for the entire itinerary. Should lack of seating accommodation or other operating conditions prevent the group from traveling together, the carrier may transport some members of the group on the next preceding or succeeding flight on which space is available.

(3) Eligibility

This paragraph includes:

- (a) Any special requirements which would make a group of persons eligible for the fare.
- (b) All conditions required for the formation and/or composition of the group.
- (c) When the required conditions pertain to affinity, own use or incentive travel, the following provisions shall apply.

Affinity Groups

(i) the travel group shall be formed only from affinity groups, i.e. members or employees of the same association, corporation, company or other legal entity (hereinafter referred to as the 'organization') which shall have principal purposes, aims and objectives other than travel, and sufficient affinity existing prior to the application for transportation to distinguish it and set it apart from the general public;

(ii) with respect to the formation of affinity travel groups:

- (aa) solicitation shall be limited to personal letters, circulars and telephone calls addressed to members of the organization, to group publications intended solely for members of the organization (or for members of the federation or body to which the organization belongs) and to any other form of solicitation not being public solicitation as defined in subparagraph (cc) below,
- (bb) solicitation shall be effected only by officials of the organization or members of the travel group.
- (cc) 'public solicitation' shall be deemed to exist when the group transportation is described, referred to, announced in advertisements or any other writing or by means of public communication, whether paid or unpaid, including but not limited to telephone campaigns, radio, telegraph and television; provided, however, that a statement in public news media, other than advertisement, that could not reasonably be construed as calculated or likely to induce travel as a member of the travel group and which has not been initiated by the organization, any member of the travel group, the carrier or an agent or representative of any of them, shall not be considered public solicitation.
- (dd) the travel group shall not be gathered directly or indirectly by a person engaged in soliciting or selling transportation services or providing or offering to provide transportation to the general public; provided that the mere ascertainment of the group fare and/or its collection from members of the travel group shall not of itself be deemed to constitute engaging in such acts; provided further that if the organizer of the travel group (hereinafter referred to as 'applicant') employs a travel agent to assist in the travel arrangements, such travel agent shall in no way solicit members of the travel group, except that after the party to be transported is formed the travel agent may contact the members of such group for the purposes of arranging other travel services in addition to assisting in travel arrangements.

(Continued on next page)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages MH-13 through MH-20.

ISSUED: DECEMBER 31, 1987

EFFECTIVE: JANUARY 1, 1988

(Printed in U.S.A.)



## Airline Tariff Publishing Company, Agent

Original Page MH-32

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. MH-1

RULE

## SECTION I— GENERAL RULES

2 STANDARD FORMAT OF FARE RULES IN SECTION III (Continued)(1) GROUP REQUIREMENTS (Continued)(3) Eligibility (Continued)

## (c) (Continued)

## (ii) (Continued)

(ee) each member of the travel group shall be a member of the organization at the time of application for the group fare and shall have been such a member for at least six months immediately prior to the date on which the transportation will commence.

(ff) the travel group may include the spouse and dependent children of a member of the organization from which the party to be transported is drawn and parents of a member living in the same household as the member; provided, however, that any such spouse, dependent children or parents are accompanied on the flight by such member unless the member has been compelled to cancel his passage and only if such member's fare is not refunded.

Own Use Groups

The travel group shall be formed only for own use of one person (which expression shall include an individual person or a legal entity such as an association, partnership, company or corporation) (hereinafter referred to as 'the purchaser'); provided that such purchaser shall not, wholly or partially, directly or indirectly, share the cost of the air transportation with other persons interested in obtaining such transportation including the passengers carried. Notwithstanding the foregoing, such cost may have been raised by voluntary contributions; provided that:

- (i) the voluntary contributions are not solicited nor obtained solely from the passengers to be carried;
- (ii) participation in the travel group is not limited to those actually contributing;
- (iii) the minimum amount of each person's contribution has not been prescribed by the purchaser, and
- (iv) each person to be included in the travel group is selected by the purchaser and for reasons other than such person's request that he be included in the travel group.

Incentive Groups

Incentive travel groups shall be comprised of groups of employees and/or dealers and/or agents (including spouses) of the same business firm(s), corporation(s) or enterprise(s) (excluding non-profit organizations) traveling under an established incentive travel program, which rewards the employees, dealers and/or agents for past work or provides an incentive for future activities; provided that:

- (i) the incentive travel program shall include air transportation, accommodation, sightseeing, entertainment and other features the cost of which is borne entirely by such firm/corporation/enterprise and not passed on directly or indirectly to the employees, dealers or agents;
- (ii) officials (and spouses) of such firm, corporation or enterprise may be included in the group if they are traveling for the purpose of making awards or officiating in the incentive travel program;
- (iii) each member of the incentive group is a member of the organization at the time of application for group fare.

(4) Documentation

This paragraph includes the time limits for passenger substitutions/additions and/or submission of the appropriate travel documents (e.g., application forms, vouchers, etc.) required in conjunction with the particular fare.

- (a) WRITTEN APPLICATION shall be in the form required by the issuing carrier, setting forth the names and total number of passengers, the inclusive tour code number, and shall be signed by either the applicant, tour operator or a single Passenger Sales Agent (also referred to as the 'travel organizer'). Such application shall be submitted to the 'issuing carrier' (the carrier whose tickets are to be issued) prior to the commencement of outbound travel.
- (b) (Applicable to Group Inclusive Tour fares only) There must be vouchers specifying sleeping accommodations and vouchers specifying sightseeing tours and other features of the tour. Such documentation, including those for ground transportation, must be available for inspection during check-in prior to commencement of the outward transpacific portion of travel.

(Continued on next page)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages MH-13 through MH-20.

ISSUED: DECEMBER 31, 1987

EFFECTIVE: JANUARY 1, 1988

(Printed in U.S.A.)

## Airline Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. MH-1

Original Page MH-33

RULE	SECTION I— GENERAL RULES
2	<p><u>STANDARD FORMAT OF FARE RULES IN SECTION III</u> (Continued)</p> <p>(J) <u>RESERVATIONS AND TICKETING</u> This paragraph includes, where required, provisions for advance reservations, purchase of special fare tickets prior to commencement of travel and any special method of ticket issuance, requirement for advance payment and/or ticketing, or receipt of documents needed prior to ticketing.</p> <p>(K) <u>CAPACITY LIMITATIONS</u> MH reserves the right to limit the number of passengers carried on any flight at fares published in this tariff and fares will not necessarily be available on all flights. The number of seats that MH will make available on any given flight will be determined by the carrier's best judgement.</p> <p>(L) <u>ROUTING/REROUTING</u> (1) This paragraph includes any special provisions for routing restrictions or limitations on the rerouting of itineraries covered by the applicable fare, either prior to departure or after departure. (2) Also included will be any additional special provisions or restrictions which apply in connection with the application of mileage and/or routing.</p> <p>(M) <u>CANCELLATION AND REFUNDS</u> This paragraph includes, if applicable, a statement that the following cancellation and refund provisions shall apply and/or describes additional cancellation and/or refund restrictions or penalties as they apply prior to departure and after departure. Unless otherwise indicated in the governing fare rule, the provisions in Rule 90 (<u>REFUNDS</u>) will apply.</p> <p>(N) NOT USED</p> <p>(O) <u>RULES AND DISCOUNTS NOT APPLICABLE</u> Rules in Section I other than those referenced in previous paragraphs, that do not apply to fares governed by this fare rule.</p> <p>(P) <u>OTHER CONDITIONS</u> Any other information that cannot be categorized in the preceding paragraphs.</p>
For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages MH-13 through MH-20.	
ISSUED: DECEMBER 31, 1987	EFFECTIVE: JANUARY 1, 1988

Airline Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. MH-13 ORIGINAL PAGE MH-34

SECTION I - GENERAL RULES

1. DEFINITIONS AND ABBREVIATIONS
2. APPLICATION OF RULES
3. TICKETS AND FARES
4. BAGGAGE
5. CARRIAGE
6. PASSENGERS
7. BAGGAGE
8. CARRIAGE
9. PASSENGERS

(THIS PAGE INTENTIONALLY LEFT BLANK)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages MH-13 through MH-20.

ISSUED: DECEMBER 31, 1987 EFFECTIVE: JANUARY 1, 1988

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

Original Page MH-34-A

RULE	SECTION I - GENERAL RULES
C2	<p><b>+ [NONSTANDARD FORMAT OF ELECTRONIC RULES (Applicable for transportation to/from Canada only)</b></p> <p><u>RULE TITLE/APPLICATION (Category **)</u>                      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><u>ELIGIBILITY (Category 1)</u>                      Intentionally Left Blank</p> <p><u>DAY/TIME (Category 2)</u>                      Intentionally Left Blank</p> <p><u>SEASONALITY (Category 3)</u>                      Intentionally Left Blank</p> <p><u>FLIGHT APPLICATION (Category 4)</u>                      Intentionally Left Blank</p> <p><u>ADVANCE RESERVATIONS/TICKETING (Category 5)</u>                      Intentionally Left Blank</p> <p><u>MINIMUM STAY (Category 6)</u>                      Intentionally Left Blank</p> <p><u>MAXIMUM STAY (Category 7)</u>                      Intentionally Left Blank</p> <p><u>STOPOVERS (Category 8)</u>                      Intentionally Left Blank</p> <p><u>TRANSFERS (Category 9)</u>                      Intentionally Left Blank</p> <p><u>PERMITTED COMBINATIONS (Category 10)</u>                      Intentionally Left Blank</p> <p><u>BLACKOUT DATES (Category 11)</u>                      Intentionally Left Blank</p> <p><u>SURCHARGES (Category 12)</u>                      Intentionally Left Blank</p> <p><u>ACCOMPANIED TRAVEL (Category 13)</u>                      Intentionally Left Blank</p> <p><u>TRAVEL RESTRICTIONS (Category 14)</u>                      Intentionally Left Blank</p> <p><u>SALES RESTRICTIONS (Category 15)</u>                      Intentionally Left Blank</p> <p><u>PENALTIES (Category 16)</u>                      Intentionally Left Blank</p> <p><u>HIGHER INTERMEDIATE POINT (Category 17)</u>                      Intentionally Left Blank</p> <p><u>TICKET ENDORSEMENTS (Category 18)</u>                      Intentionally Left Blank</p> <p><u>CHILDREN'S DISCOUNTS (Category 19)</u>                      Intentionally Left Blank</p> <p><u>TOUR CONDUCTOR DISCOUNTS (Category 20)</u>                      Intentionally Left Blank</p> <p><u>AGENT DISCOUNTS (Category 21)</u>                      Intentionally Left Blank</p> <p><u>ALL OTHER DISCOUNTS (Category 22)</u>                      Intentionally Left Blank</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: January 22, 1993

EFFECTIVE: March 23, 1993

(Except as Noted)

† - Effective January 25, 1993 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 15454.

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

Original Page MH-34-B

RULE	SECTION I - GENERAL RULES
C2	<p>+ [N] <u>STANDARD FORMAT OF ELECTRONIC RULES</u> (Continued)</p> <p><u>MISCELLANEOUS PROVISIONS (Category 23)</u>            Intentionally Left Blank</p> <p>(Category 24)            Currently Not Available</p> <p>(Category 25)            Currently Not Available</p> <p><u>GROUPS (Category 26)</u></p> <p>(1) <u>Group Size</u>            A minimum group size refers to the minimum number of passengers required to form a group, which will permit the use of a particular fare. Unless otherwise specified in the fare rule, in order to determine the minimum group size, two children each paying at least 50 percent of the applicable group fare will be counted as one member of the group.</p> <p>(2) <u>Group Travel Requirements</u>            (Applicable to Group Inclusive Tour fares) Unless otherwise specified in the governing fare rule, all members of the travel group must travel together as a single group on the same flight(s) for the entire itinerary. Should lack of seating accommodation or other operating conditions prevent the group from traveling together, the carrier may transport some members of the group on the next preceding or succeeding flight on which space is available.</p> <p>(3) <u>Eligibility</u></p> <p>(a) <u>Affinity Groups</u></p> <p>(i) the travel group shall be formed only from affinity groups, i.e. members or employees of the same association, corporation, company or other legal entity (hereinafter referred to as the "organization") which shall have principal purposes, aims and objectives other than travel, and sufficient affinity existing prior to the application for transportation to distinguish it and set it apart from the general public;</p> <p>(ii) with respect to the formation of affinity travel groups:</p> <p>(aa) solicitation shall be limited to personal letters, circulars and telephone calls addressed to members of the organization, to group publications intended solely for members of the organization (or for members of the federation or body to which the organization belongs) and to any other form of solicitation not being public solicitation as defined in subparagraph (cc) below;</p> <p>(bb) solicitation shall be effected only by officials of the organization or members of the travel group.</p> <p>(cc) "public solicitation" shall be deemed to exist when the group transportation is described, referred to, announced in advertisements or any other writing or by means of public communication, whether paid or unpaid, including but not limited to telephone campaigns, radio, telegraph and television; provided, however, that a statement in public news media, other than advertisement, that could not reasonably be construed as calculated or likely to induce travel as a member of the travel group and which has not been initiated by the organization, any member of the travel group, the carrier or an agent or representative of any of them, shall not be considered public solicitation.</p> <p>(dd) the travel group shall not be gathered directly or indirectly by a person engaged in soliciting or selling transportation services or providing or offering to provide transportation to the general public; provided that the mere ascertainment of the group fare and/or its collection from members of the travel group shall not of itself be deemed to constitute engaging in such acts; provided further that if the organizer of the travel group (hereinafter referred to as "applicant") employs a travel agent to assist in the travel arrangements, such travel agent shall in no way solicit members of the travel group, except that after the party to be transported is formed the travel agent may contact the members of such group for the purposes of arranging other travel services in addition to assisting in travel arrangements.</p> <p>(ee) each member of the travel group shall be a member of the organization at the time of application for the group fare and shall have been such a member for at least six months immediately prior to the date on which the transportation will commence.</p> <p>(ff) the travel group may include the spouse and dependent children of a member of the organization from which the party to be transported is drawn and parents of a member living in the same household as the member; provided, however, that any such spouse, dependent children or parents are accompanied on the flight by such member unless the member has been compelled to cancel his passage and only if such member's fare is not refunded.</p> <p>(b) <u>Own Use Groups</u>            The travel group shall be formed only for own use of one person (which expression shall include an individual person or a legal entity such as an association, partnership, company or corporation) (hereinafter referred to as "the purchaser"); provided that such purchaser shall not, wholly or partially, directly or indirectly, share the cost of the air transportation with other persons interested in obtaining such transportation including the passengers carried. Notwithstanding the foregoing, such cost may have been raised by voluntary contributions; provided that:</p>
(Continued on next page)	
For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.	
ISSUED: January 22, 1993	EFFECTIVE: March 23, 1993 (Except as Noted)

+ - Effective January 25, 1993 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 15454.

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

Original Page MM-34-C

RULE	SECTION I - GENERAL RULES
C2	<p>+ [N] <u>STANDARD FORMAT OF ELECTRONIC RULES</u> (Continued)</p> <p><u>GROUPS (Category 26) (Continued)</u></p> <p>(3) <u>Eligibility (Continued)</u></p> <p>(b) <u>Own Use Groups (Continued)</u></p> <p>(i) the voluntary contributions are not solicited nor obtained solely from the passengers to be carried;</p> <p>(ii) participation in the travel group is not limited to those actually contributing;</p> <p>(iii) the minimum amount of each person's contribution has not been prescribed by the purchaser, and</p> <p>(iv) each person to be included in the travel group is selected by the purchaser and for reasons other than such person's request that he be included in the travel group.</p> <p>(c) <u>Incentive Groups</u></p> <p>Incentive travel groups shall be comprised of groups of employees and/or dealers and/or agents (including spouses) of the same business firm(s), corporation(s) or enterprise(s) (excluding non-profit organizations) traveling under an established incentive travel program, which rewards the employees, dealers and/or agents for past work or provides an incentive for future activities; provided that:</p> <p>(i) the incentive travel program shall include air transportation, accommodation, sightseeing, entertainment and other features the cost of which is borne entirely by such firm/corporation/enterprise and not passed on directly or indirectly to the employees, dealers or agents;</p> <p>(ii) officials (and spouses) of such firm, corporation or enterprise may be included in the group if they are traveling for the purpose of making awards or officiating in the incentive travel program;</p> <p>(iii) each member of the incentive group is a member of the organization at the time of application for group fare.</p> <p>(4) <u>Documentation</u></p> <p>(a) Written application shall be in the form required by the issuing carrier, setting forth the names and total number of passengers, the inclusive tour code number, and shall be signed by either the applicant, tour operator or a single Passenger Sales Agent (also referred to as the "travel organizer"). Such application shall be submitted to the "issuing carrier" (the carrier whose tickets are to be issued) prior to the commencement of outbound travel.</p> <p>(b) (Applicable to Group Inclusive Tour fares only) There must be vouchers specifying sleeping accommodations and vouchers specifying sightseeing tours and other features of the tour. Such documentation, including those for ground transportation, must be available for inspection during check-in prior to commencement of the outward transpacific portion of travel.</p> <p><u>TOURS (Category 27)</u></p> <p><u>Tour Features</u></p> <p>Unless otherwise indicated in a particular rule, the fares shall apply only as a part of an inclusive tour. In addition to air transportation, the inclusive tour must include in the published price and appropriate tour literature, features or options as specified below which must be paid for prior to commencement of the tour.</p> <p>(1) Sleeping accommodations for the total duration of the round, circle, single or open jaw trip, in hotels, motels (including commercially operated mobile/immobile caravans/ trailers), in commercially operated pensions or tents. Sleeping accommodations may be provided on means of public transportation, provided that such transportation and sleeping accommodations are featured in approved tour literature.</p> <p>(2) A program of one or more of the following for at least half of the number of days in the total trip:</p> <p>(a) sightseeing,</p> <p>(b) entertainment feature,</p> <p>(c) motor coach trips,</p> <p>(d) rail trips, or</p> <p>(e) car rentals (not to include the purchase of cars)</p> <p>(3) Any modification to approved air itineraries shall be subject to one of the following provisions:</p> <p>(a) (Applicable to Group Inclusive Tour and Advance Purchase Excursion fares) Modification to approved air itineraries shall be permitted only when and to the extent modification of the itinerary of the entire travel group is necessitated by circumstances beyond the control of the tour operator. Other revisions to the approved air itineraries will be considered as cancellations of previously confirmed space and the provisions outlined in Rule 90 (REFUNDS) and in the applicable fare rule shall apply.</p> <p>(b) (Applicable to Non-Affinity fares and Affinity, Incentive or Own Use Group fares) Modification to approved air itineraries shall not be permitted and shall be considered as cancellation of previously confirmed space. In such instances, the provisions outlined in Rule 90 (REFUNDS) and in the applicable fare rule shall apply, provided that, the entire travel group may return to the point of departure at an earlier date than indicated on the application on services of the same carrier(s) specified in the application.</p> <p><u>VISIT ANOTHER COUNTRY (Category 28)</u>  Intentionally Left Blank</p> <p><u>DEPOSITS (Category 29)</u>  Intentionally Left Blank</p>

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: January 22, 1993

EFFECTIVE: March 23, 1993

(Except  
as Noted)

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

5th Revised Page MH-35  
 Cancels 4th Revised Page MH-35

RULE

## SECTION I - GENERAL RULES

5

APPLICATION OF TARIFF(A) GENERAL

- (1) The provisions of this tariff apply locally via the services of Malaysian Airline System Berhad.
- (2) Rules stating any limitation on, or condition relating to, the 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, except to the extent provided in Rule 55 (LIABILITY OF CARRIER) with respect to Tariff C.A.B. No. 562, NTA(A) No. 355 published by Airline Tariff Publishing Company, Agent. Any such limitation or condition in any rule herein except to the extent provided in Rule 55 (LIABILITY OF CARRIER) is not a part of Tariff C.A.B. No. 562, NTA(A) No. 355 filed with the Department of Transportation. Nothing in this tariff modifies or waives any provision of the Warsaw Convention.
- (3) This tariff shall apply to carriage of passengers and baggage including all services incidental thereto performed by Carrier under local and joint rates and charges of Carrier contained in tariffs which make specific reference to this tariff for governing rules, regulations and conditions of carriage.
- (4) Fares and charges or monetary amounts shown in dollars or cents are stated in terms of U.S. currency except where fares and charges or monetary amounts are specifically stated as being published in other currency.
- (5) The rates, fares, charges, classifications, rules, regulations, practices and services provided herein and in tariffs governed by this tariff have been filed in each country in which filing is required by treaty, convention or agreement entered into between that country and Canada, in accordance with the provisions of the applicable treaty, convention or agreement.

C

- + (C) (6) 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 MH are considered to be part of this tariff.  
EXCEPTION: For Fares Published by Rule, see page no. MH-133 of C.A.B. No. 562, NTA(A) No. 355.

- (B) GRATUITOUS CARRIAGE With respect to gratuitous carriage, carrier reserves the right to exclude the application of all or any part of this tariff.
- (C) CHANGE WITHOUT NOTICE Except as may be required by applicable laws, government regulations, orders and requirements, Carrier's rules, regulations and conditions of carriage are subject to change without notice; provided, that no such change shall apply to a contract of carriage after the carriage has commenced.
- (D) When rules or provisions in this tariff or tariffs governed hereby provide for the application of fares and charges based upon percentages of other fares and charges, such proportionate fares and charges will be determined in accordance with the Percentage Conversion Table, published herein.
- (E) EFFECTIVE RULES, FARES AND CHARGES  
 Except as otherwise provided herein, the applicable rules, fares and charges for carriage of passengers and/or baggage are those duly published by Carrier and shall be those in effect on the date of commencement of carriage covered by the first flight coupon of the ticket. When the fares or charges collected are not the applicable fares or charges, the difference will be refunded to or collected from the passenger, as may be appropriate.  
EXCEPTION: (Applicable only for local and joint transportation when MH is the carrier between a point in the U.S.A. and a point in Area 3.)  
 No increases will be collected in cases where the ticket has been issued prior to the effective date of a tariff containing an increase in the applicable local or joint fare, (SEE NOTES 1 and 2 below) provided:
  - (1) The originating flight coupon of the ticket was issued for a specific flight at the fare contained in a tariff lawfully in effect on the date of ticket issuance determined by the validation stamped or imprinted on the ticket.
  - (2) The originating flight shown on the ticket is not voluntarily changed at the passenger's request to the effective date of any increase in the applicable fare.
  - (3) This provision shall apply only to the passenger to whom the ticket was originally issued.NOTE 1: "Write Your Own" type tickets which are billed to the customer only after use are considered to be issued on the date of departure from point of origin.  
NOTE 2: Purchase of a Prepaid Ticket Advice (PTA) will constitute purchase and issuance of a ticket for the purpose of this rule.  
 The provisions of the contract of carriage or of this tariff may be altered, modified or waived only in writing by an agent, servant or representative of carrier.

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: November 15, 1996

EFFECTIVE: January 14, 1997

(Except as Noted)

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

10th Revised Page MH-36  
 Cancels 9th Revised Page MH-36

RULE	SECTION I - GENERAL RULES
6	<p><u>CLASSES OF SERVICE</u></p> <p>On the fare pages the fares are designated "First Class" or "Economy Class" or "Business Class" or "Super Economy Class" or "Executive Class".</p> <p>(A) "FIRST CLASS" fares apply when travel is:</p> <ol style="list-style-type: none"> <li>(1) On flights operated with jet or propeller aircraft and designated as First Class flights in the carrier's schedule; or</li> <li>(2) In the First Class compartment of combination compartments on jet or propeller aircraft on flights designated as First Class and Economy Class flights in the carrier's schedule.</li> </ol> <p>(B) "ECONOMY CLASS" fares apply when travel is:</p> <ol style="list-style-type: none"> <li>(1) On flights operated with jet or propeller aircraft and designated as Economy Class flights in the carrier's schedule; or</li> <li>(2) In the Economy Class compartment of combination compartments on jet or on propeller aircraft on flights designated as First Class and Economy Class flights in the carrier's schedule.</li> </ol> <p>(C) "BUSINESS CLASS" fares apply when travel is:                      In the Business Class compartment of combination compartments on jet flights designated as First Class, Business Class and Economy Class Flights on the carrier's schedule.</p>
10	<p><u>INSURANCE/FUEL SURCHARGE</u> (Applicable under "YQ" for tickets issued/reissued in the USA)</p> <p>(A) <u>Insurance Surcharge</u></p> <ol style="list-style-type: none"> <li>(1) For MH international and Malaysia domestic travel                          Charge USD 5.00 per sector (except sectors between Malaysia and Hong Kong and Malaysia domestic sectors (Rural Air Services) MH flight number 3000 series)</li> <li>(2) Sectors between Malaysia and Hong Kong: No charge</li> <li>(3) Malaysia domestic sectors (Rural Air Services) MH flight number 3000 series: no charge.</li> </ol> <p>(B) <u>Fuel Surcharge</u></p> <ol style="list-style-type: none"> <li>(1) For MH international travel covering North and South America/Europe/Africa/Middle East/Australia/New Zealand. Charge USD 20.00 per sector (except between TPE and LAX).</li> <li>(2) For MH international travel covering South Asia Sub-Continent/South East Asia (except between Malaysia and Hong Kong) Charge USD 10.00 per sector.</li> <li>(3) For MH international travel between Malaysia and Hong Kong. Charge USD 3.90 per sector</li> <li>(4) For MH international travel between Malaysia and Japan. Charge USD 13.10 per sector.</li> <li>(5) For MH international travel between TPE and LAX; Charge USD 13.10 per sector.</li> <li>(6) For Malaysia Domestic travel between Peninsular Malaysia and Sabah/Sarawak: Charge USD 3.90 per sector.</li> <li>(7) For Malaysia Domestic travel within Peninsular Malaysia/Sabah/Sarawak, charge USD 1.84 per sector.</li> <li>(8) For travel to/from USA (except between TPE and LAX) a fuel surcharge of USD [I]45.00 per sector.</li> </ol>
C	
<p>† - Effective September 3, 2005 for transportation to/from USA only.</p>	
<p>For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.</p>	
<p><b>ISSUED:</b> September 2, 2005</p>	<p><b>EFFECTIVE:</b> October 17, 2005 (Except as Noted)</p>



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

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

**RULE** **SECTION I - GENERAL RULES**

**15** ELECTRONIC SURVEILLANCE OF PASSENGERS AND BAGGAGE  
 Passengers and their baggage are subject to inspection with an electronic detector with or without the passengers consent of knowledge.

**C21** †(N)TRANSPORT OF DISABLED PASSENGERS

- (A) DEFINITIONS  
 Passengers shall be considered disabled when their physical, medical or mental condition requires individual attention on enplaning, deplaning, during flight, in an emergency evacuation or during ground handling which is normally not extended to other passengers.
- (1) Ambulatory: A person who is able to move about within the aircraft unassisted.
  - (2) Non-Ambulatory: A person who is not able to move within the aircraft unassisted.
  - (3) Self-reliant: A person who is independent, self-sufficient and capable of taking care of all physical needs during flight, and who requires no special or unusual on board attention beyond that afforded to the general public, except that assistance in boarding and deplaning may be required.
  - (4) Non-self-reliant: A person who is incapable of self-care during a flight.
  - (5) Determination of self-reliance  
 The carrier will accept the disabled person's determination as to self-reliance.
  - (6) Assistant (Personal attendant): An able-bodied person physically capable of assisting a disabled passenger to an exit in the event of an emergency and who will attend to the personal needs of that passenger during flight, where such is required.
  - (7) Wheelchair-Bound Athlete: A non-ambulatory person with upper body and arm development such as to make him/her physically capable of egressing an aircraft in an emergency with minimal assistance, and who is a member of a bona-fide sports organization.
  - (8) Random Seating: The assignment of any passenger seat on the main deck of an aircraft except a seat in a row of seats at an emergency exit.
  - (9) Planned Seating: The assignment of passenger seats at or near the end of an evacuation line to an exit which, in general, will be floor level exit.

- (B) ACCEPTANCE OF DISABLED PASSENGER
- (1) The carrier will accept the disabled person's determination as the self-reliance.
  - (2) Carrier will refuse to transport or will remove at any point, any passenger whose mental or physical condition is such as to render him incapable or caring for himself without assistance, unless:
    - (a) he is accompanied by an attendant who will be responsible for caring for him en route, and
    - (b) with the care of such attendant, he will not require unreasonable attention or assistance from employees of the carrier.
  - (3) Disabled passengers will be accepted for transportation as outlined in the following:
    - (a) No restriction on the number of ambulatory/self-reliant passengers.
    - (b) The maximum number of non-ambulatory/non-self-reliant passengers permitted on board are as follows:

AIRCRAFT TYPE	MAXIMUM UNESCORTED	MAXIMUM ESCORTED (ONE TO ONE BASIS)	MAXIMUM NO. OF NON-AMBULATORY/ NON-SELF-RELIANT PASSENGERS PERMITTED ON BOARD
FOKKER	2	2	4
B737	4	4	8
A300/330	6	16	22
DC10	6	14	20
B747-300(COMBI)	6	12	18
B747-400	6	18	24
B747-400(COMBI)	6	12	18
B777	8	16	24

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

**ISSUED:** September 12, 1997 **EFFECTIVE:** November 11, 1997 (Except as Noted)

† - Effective September 13, 1997 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 37990.

RULE	SECTION I - GENERAL RULES
25	<p><b>REFUSAL TO TRANSPORT</b></p> <p>(A) <b>REFUSAL, CANCELLATION OR REMOVAL</b></p> <p>(1) Carrier 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 the 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 or make himself objectionable to other passengers; or</p> <p>(iii) involve any hazard or risk to himself or to other persons or to property;</p> <p>(d) When the passenger refuses on request to produce positive identification.</p> <p><b>NOTE:</b> Carrier shall have the right, but shall not be obligated, to require positive identification of persons purchasing tickets and/or presenting a ticket(s) for the purpose of boarding aircraft.</p> <p>(e) When the passenger refuses to permit search of his person or property for explosives or a concealed, deadly or dangerous weapon or article.</p> <p>(2) If question arises of any aircraft being overloaded, carrier shall decide which passengers or articles will be carried.</p> <p>(3) Subject to the provisions of Rule 87 (<b>DENIED BOARDING COMPENSATION</b>) 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 (<b>REFUNDS</b>) herein.</p> <p>C +[N](4) Determination of self-reliance          MH will accept the determination of a person with a disability as to self-reliance.</p> <p>(B) <b>CONDITIONAL ACCEPTANCE FOR CARRIAGE</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 is carried, it is on the express condition that carrier shall not be liable for any injury illness or disability, or any aggravation or consequence thereof, including death caused by such status, age, or mental or physical condition (see <b>NOTE</b>):</p> <p><b>NOTE:</b> Except to the extent provided in Rule 55 with respect to Tariff C.A.B. No 562 issued by Airline Tariff Publishers Company, Agent, rules affecting liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States and Rule 25 is included herein as part of the tariff filed with governments other than the United States and not as part of Tariff C.A.B. 562 issued by Airline Tariff Publishers, filed with Department of Transportation of the United States.</p> <p>(C) <b>CARRIAGE OF UNACCOMPANIED CHILDREN</b></p> <p>(1) Children under twelve (12) 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 time of departure by a parent, guardian or responsible adult who shall remain with the child until explained and evidence is presented by such parent, guardian or responsible adult that the child will be met at the airport of stopover or destination by another parent, guardian or responsible adult upon deplaning;</p> <p>(b) The flight on which space is held is not expected to terminate short of or by-pass the destination due to weather conditions.</p> <p>(2) Children under five(5) years of age will not be accepted unless advance arrangements have been made with the carrier.</p> <p><b>EXCEPTION:</b> Children under five (5) years of age will not be accepted for unaccompanied carriage. Children at least five (5) years of age but under twelve (12) years of age will be accepted for unaccompanied carriage on the services of carrier subject to the provisions of (1) above provided that advance arrangements have been made with carrier.</p>

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: September 12, 1997	EFFECTIVE: November 11, 1997	(Except as Noted)
----------------------------	------------------------------	-------------------

0305w + - Effective September 12, 1997 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 37990.

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

Original Page MH-39

RULE	<b>SECTION I — GENERAL RULES</b>	RULE
------	----------------------------------	------

30

GROUND TRANSFER SERVICE

GENERAL

(A) Except as otherwise provided below, carrier does not maintain, operate or provide ground transfer service between airports or between airports and town centers. Except where ground transfer service is directly operated by carrier, it is agreed that any such service is performed by independent operators who are not and shall not be deemed to be agents or servants of carrier. Anything done by an employee, agent or representative of carrier in assisting the passenger to make arrangements for such ground transfer service shall in no way make carrier liable for the acts or omissions of such an independent operator. In cases where a carrier maintains and operates for its passengers local transfer services, the terms, conditions, rules and regulations of the carrier, including (but without limitation) those stated or referred to in their tickets, baggage checks and baggage valuation agreements shall be deemed applicable to such local services. No portion of the fare shall be refundable in the event local transfer services are not used.

(B) In the case of schedule overnight stops on through service via the same or a combination of carriers' name, ground transfer charges may be borne by the carrier.

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages MH-13 through MH-20.

ISSUED: DECEMBER 31, 1987

EFFECTIVE: JANUARY 1, 1988

Airline Tariff Publishing Company, Agent  
INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. MH-11 Original Page MH-40

RULE	SECTION I — GENERAL RULES
35	<p><b>PASSENGER EXPENSES EN ROUTE</b></p> <p>(A) <b>INFLIGHT SERVICES</b> Meals, if served, will be free of charge, unless otherwise specified in the published tariffs of the carrier.</p> <p>(B) <b>EN ROUTE GROUND SERVICES</b> (1) When requested by passenger, carrier's representatives will make application on their behalf for hotel reservations, but the availability thereof is not guaranteed. All expenses incurred by carrier or its representatives in arranging or attempting to arrange for reservations will be chargeable to passengers, except as otherwise provided in this tariff. (2) Except as provided below, hotel expenses are not included in passenger fares, and in the case of scheduled overnight or other stops on through services the cost of hotel accommodations may be borne by carrier.</p> <p>(C) <b>ARRANGEMENTS MADE BY CARRIER</b> In making arrangements for hotel or other housing and board accommodation for passengers, or for other services requested by passengers, whether or not the cost of such arrangements are for the account of carrier, carrier acts only as agent for the passenger and carrier is not liable for loss, damage or expense incurred by the passenger as a result of, or in connection with, the use by the passenger of such accommodation or other service, or the denial of the use thereof to the passenger by any other person, company or agency.</p>

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages MH-13 through MH-20.

ISSUED: DECEMBER 31, 1987

EFFECTIVE: JANUARY 1, 1988

## Airline Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. MH-1

Original Page MH-41

RULE	SECTION I— GENERAL RULES
40	<p><b>TAXES</b> Any tax or other charge imposed by government authority and collectible from a passenger will be in addition to the published fares and charges. <b>EXCEPTION:</b> Transit taxes at connecting points will be borne by carrier in case of scheduled overnight or other stops on through services.</p>
45	<p><b>ADMINISTRATIVE FORMALITIES PASSPORTS, VISAS AND TOURIST CARDS</b></p> <p>(A) <b>COMPLIANCE WITH REGULATIONS</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 or in writing or for the consequences to any passenger resulting from his failure to obtain such documents or to comply with such laws, regulations, orders, demands, requirements or instructions.</p> <p>(B) <b>PASSPORTS AND VISAS</b> (1) The passenger must present all exit, entry and other documents required by laws, regulations, orders, demands or requirements of the countries concerned. Carrier will refuse carriage to any passenger who has not complied with applicable laws, regulations, orders, demands or requirements or whose documents are not complete. Carrier is not liable to the passenger for loss or expense due to the passenger's failure to comply with this provision. (2) Subject to applicable laws and regulations, the passenger agrees to pay the applicable fare whenever carrier on government order is required to return a passenger at his point of origin or elsewhere due to the passenger's inadmissibility into a country, whether of transit or of destination. Carrier will apply to the payment of such fares any funds paid by the passenger to carrier for unused carriage, or any funds of the passenger in the possession of carrier. The fare collected for carriage to the point of refusal or deportation will not be refunded by carrier.</p> <p>(C) <b>CUSTOMS INSPECTION</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 therefore.</p> <p>(D) <b>GOVERNMENT REGULATION</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, demand, order or requirement requires that it refuse and it does refuse to carry a passenger.</p>

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages MH-13 through MH-20.

ISSUED: DECEMBER 31, 1987

EFFECTIVE: JANUARY 1, 1988

(Printed in U.S.A.)

**Airline Tariff Publishing Company, Agent**

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. MH-1

Original Page MH-42

SECTION 4 - SPECIAL FARES

(THIS PAGE INTENTIONALLY LEFT BLANK)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages MH-13 through MH-20.

ISSUED: DECEMBER 31, 1987

EFFECTIVE: JANUARY 1, 1988

(Printed in U.S.A.)

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

3rd Revised Page MH-43  
 Cancels 2nd Revised Page MH-43

RULE	SECTION I - GENERAL RULES
55	<p><b>LIABILITY OF CARRIERS</b></p> <p>(A) <b>SUCCESSIVE CARRIERS</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>LAWS AND PROVISIONS APPLICABLE</b></p> <p>(1) Carriage hereunder is subject to the rules and limitations relating to liability established by the Convention (Rule 1, herein) unless such carriage is not "international carriage" as defined by the Convention (Rule 1, herein).</p> <p>(2) To the extent not to conflict with the provisions of paragraph (1) above, all carriage under this tariff and other services performed by each carrier 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; and</p> <p>(d) Except in transportation between a place in the United States and any place outside thereof, and also between a place in Canada and any place outside thereof, Conditions of Carriage, regulations and timetables (but not the times of departure and arrival therein specified) of carrier, which may be inspected at any of its offices and at airports from which it operates regular services.</p> <p>(3) Carrier's name may be abbreviated in the ticket and carrier's address shall be the airport of departure shown opposite the first abbreviation of carrier's name in the ticket; and for the purpose of the Convention, the agreed stopping places are those places, except the place of departure and the place of destination set forth in the ticket and any conjunction ticket issued therewith or as shown in carrier's timetable as scheduled stopping places on the passenger's route. A list giving the full name, and its abbreviation of each carrier concurring in this tariff is set forth in the front of this tariff.</p> <p>(N)(4) For the purpose of international carriage governed by the Montreal convention, the liability rules set out in the Montreal Convention are fully incorporated herein and shall supersede and prevail over any provisions of this tariff which may be inconsistent with this rules.</p> <p>(C) <b>LIMITATION OF LIABILITY</b>          Except as the Convention or other applicable law may otherwise require:</p> <p>(1) Carrier is not liable for any loss or claim of whatsoever nature (hereinafter in this tariff collectively referred to as "damage") arising out of or in connection with carriage or other services performed by carrier incidental thereto, unless such damage is proved to have been caused by the negligence or willful fault of carrier and there has been no contributory negligence of the passenger.</p> <p>(2) Under no circumstances will carrier be liable for damage to unchecked baggage not attributed to negligence of carrier. Assistance rendered the passenger by carrier's employees in loading, unloading or transshipping unchecked baggage shall be considered as gratuitous service to the passenger.</p> <p>(3) Carrier is not liable for any damage directly and solely arising out of its compliance with any laws or with governmental regulations, orders or requirements, or from failure of the passenger to comply with same, or out of any cause beyond the carrier's control.</p> <p>(a) In accordance with Article 22 (1) of the 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 on 25 September 1955 ("the Protocol"), MH agrees that, as to all international transportation as defined in the said Convention or said Convention as amended by said Protocol, which is provided by MH pursuant to a Contract of Carriage with MH and 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, MH shall not invoke the limitation of 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>(b) MH 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>(c) Except as otherwise provided in paragraphs (a) and (b) hereof, MH reserves all defenses available under the Convention to any such claim. With respect to third parties, MH also reserves all rights of recourse against any other person, including without limitation, rights of contribution and indemnity.</p> <p>(d) 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 defenses under Article 20 (1) of the Convention.</p> <p><b>NOTE:</b> In the United States, paragraph (C)(4) 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 (C)(4), or in accordance with any Order of the Department.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: November 14, 2011

EFFECTIVE: December 29, 2011

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

Original Page MH-43-A

RULE	SECTION I - GENERAL RULES
55	<p><u>LIABILITY OF CARRIERS</u> (Continued)</p> <p>(C) <u>LIMITATION OF LIABILITY</u> (Continued)</p> <p>(5) (a) The carrier shall avail itself of the limitation of liability provided in the Convention for the Unification of Certain Rules Relating to International Carriage by Air signed at Warsaw, October 12, 1929 or provided in the said Convention as amended by the Protocol signed at the Hague September 28, 1955. However, in accordance with Article 22(I) of said Convention, or said Convention amended by said Protocol, the carrier agrees that, as to all international transportation by the carrier as defined in the said Convention or said Convention as amended by said Protocol, which according to the Contract of Carriage, includes a point in the United States of America as a point of origin, point of destination, or agreed stopping place.</p> <p>(i) The limit of liability for each passenger for death, wounding, or other bodily injury shall be the sum of USD 75,000, inclusive of legal fees and costs, except that, in case of a claim brought in a State where provision is made for separate award of legal fees and costs, the limit shall be the sum of USD 58,000 exclusive of legal fees and costs.</p> <p>(ii) The carrier shall not, with respect to any claim arising out of the death, wounding or other bodily injury of a passenger, avail itself of any defense under Article 20(I) of said Convention or said Convention as amended by said Protocol. Nothing herein shall be deemed to affect the rights and liabilities of the carrier with regard to any claim brought by, or on behalf of, or in respect of, any person who has willfully caused damage which resulted in death, wounding or other bodily injury of a passenger.</p> <p>(b) Carrier shall avail itself of the limitation of liability to passenger as provided in the Convention (see Rule 1 herein); and, in the international transportation of passengers, except as provided in †[C](4) above and (5)(a) above, the liability of the carrier for personal injury or death of each passenger shall be limited to the sum of 125,000 French Gold Francs (USD 10,000.00) (CAD 10,000.00) or 250.00 French Gold Francs (USD 20,000.00) (CAD 20,000.00) if the Hague Protocol Amendment of the Convention is applicable.</p> <p>(c) In any event liability of carrier for delay of passenger shall not exceed the limitation set forth in the Convention.</p> <p>(6) Any liability of carrier is limited to 250 French Gold Francs, USD 20.00, CAD 20.00, per kilogram in the case of checked baggage, and 5,000 French Gold Francs, USD 400.00, CAD 400.00, per passenger in the case of unchecked baggage or other property, unless a higher value is declared in advance and additional charges are paid pursuant to Carrier's tariff. In that event, the liability of carrier shall be limited to such higher declared value. In no case shall the Carrier's liability exceed the actual loss suffered by the passenger. All claims are subject to proof of amount of loss.</p> <p>(7) In the event of delivery to the passenger of part but not all of his checked baggage (or in the event of damage to part but not all of such baggage) the liability of the carrier with respect to the not delivered (or damaged) portion shall be reduced proportionately on the basis of weight, notwithstanding the value of any part of the baggage or contents thereof.</p> <p>(8) Carrier is not liable for damage to a passenger's baggage caused by property contained in the passenger's baggage. Any passenger whose property caused damage to another passenger's baggage or to the property of carrier shall indemnify carrier for all losses and expenses incurred by carrier as a result thereof.</p> <p>(9) <u>LIABILITY FOR FRAGILE, IRREPLACEABLE OR PERISHABLE ARTICLES</u>  Carrier is not liable for loss, damage to or delay in the delivery of fragile or perishable articles, money, jewelry, silverware, negotiable papers, securities or other valuables, business documents or samples which are included in the passenger's checked baggage, whether with or without the knowledge of carrier.</p> <p>(10) Carrier will refuse to accept any articles which do not constitute baggage as such term is defined herein, but if delivered to and received by carrier, such articles shall be deemed to be within the baggage valuation and limit of liability and shall be subject to the published rates and charges of carrier.</p>
C	<p>(Continued on next page)</p>
†	<p>- Effective July 15, 1997 (except to/from Canada) pursuant to D.O.T. order 97-1-2.</p>
For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.	
ISSUED: July 14, 1997	EFFECTIVE: September 12, 1997



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

1st Revised Page MH-44  
Cancels Original Page MH-44

RULE	SECTION I - GENERAL RULES
55	<p><u>LIABILITY OF CARRIERS</u> (Continued)</p> <p>(C) <u>LIMITATION OF LIABILITY</u> (Continued)</p> <p>(11) <u>LIABILITY - SERVICES OF OTHER AIRLINES</u></p> <p>(a) A Carrier issuing a ticket or checking baggage for carriage over the lines of others does so only as agent.</p> <p>(b) No carrier shall be liable for the delay of a passenger or the loss, damage or delay of unchecked baggage, not occurring on its own line; and no carrier shall be liable for the loss, damage or delay of checked baggage not occurring on its own line, except that the passenger shall have a right of action for such loss, damage or delay on the terms herein provided against the first carrier or the last carrier under the agreement to carry.</p> <p>(c) No carrier shall be liable for the death or injury of a passenger not occurring on its own line (See <u>NOTE</u>).</p> <p><u>NOTE:</u> Except to the extent provided in this rule with respect to Tariff C.A.B. No. 562, issued by Airline Tariff Publishing Company, Agent, rules affecting liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States, and this rule is included herein, as part of the tariff filed with governments other than the United States and not as part of Tariff C.A.B. No. 562, issued by Airline Tariff Publishing Company, Agent, filed with the Department of Transportation.</p> <p>(12) Carrier shall not be liable in any event for any consequential or special damage arising from carriage subject to this tariff, whether or not carrier had knowledge that such damages might be incurred.</p> <p>(13) Whenever the liability of carrier is excluded or limited under these conditions, such exclusion of limitation shall apply to agents, servants, or representatives of the carrier and also any carrier whose aircraft is used for carriage and its agents, servants or representatives.</p>
(Continued on next page)	
+ - Effective July 15, 1997 (except to/from Canada) pursuant to D.O.T. order 97-1-2.	
For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.	
ISSUED: July 14, 1997	EFFECTIVE: September 12, 1997

## Airline Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. MH-1

Original Page MH-45

RULE	SECTION I— GENERAL RULES
55	<p><u>LIABILITY OF CARRIERS</u> (Continued)</p> <p>(C) <u>LIMITATION OF LIABILITY</u> (Continued)</p> <p>(13) <u>GRATUITOUS TRANSPORTATION</u></p> <p>(a) Gratuitous transportation by carrier of persons as hereinafter described shall be governed by all the provisions of this rule, except subparagraphs (b) and (c) which follow, and by all other applicable rules of this Tariff.</p> <p>(i) Transportation of persons injured in aircraft accidents on the lines of carrier and physicians and nurses attending such persons.</p> <p>(ii) Transportation of persons, the object of which is that of providing relief in general epidemics, pestilence or other calamitous visitation.</p> <p>(iii) Transportation of persons, which is required by and authorized pursuant to Part 223 of the Economic Regulations of the Department of Transportation.</p> <p>(iv) Transportation of persons which is subject to the Convention.</p> <p>(v) Transportation of officers, employees and servants of carrier traveling in the course of their employment and in the furtherance of carrier's business.</p> <p>(b) Except in respect of gratuitous transportation of persons described in (a) above, carrier in furnishing gratuitous transportation shall not be liable (the provisions of this rule to the contrary, notwithstanding, under any circumstances whether of its own negligence or that of its officers, agents, representatives or employees, or otherwise, and the person using such free transportation, on behalf of himself, his heirs, legal representatives, defendants and other parties in interest, and their representatives, assignees, releases and agrees to indemnify carrier, its officers, agents, representatives and employees from all liability (including cost and expenses) for any and all delay, and for failure to complete passage, and from any and all loss or damages to the property of such person.</p> <p>(c) Except in respect of gratuitous transportation of persons described in (a) above, carrier in furnishing gratuitous transportation shall not be liable (the provisions of this rule to the contrary notwithstanding), under and circumstances whether of its own negligence or that of its officers, agents, representatives or employees, or otherwise and the person using such free transportation, on behalf of himself, his heirs, legal representatives, defendants and other parties in interest, and their representatives, assignees, releases and agrees to indemnify carrier, its officers, agents, representatives and employees from all liability (including cost and expenses) for any and all death or injury, to such person (See <u>NOTE</u>).</p> <p><u>NOTE</u>: Except to the extent provided in this rule with respect to Tariff C.A.B. No. 562 issued by Airline Tariff Publishing Company, Agent, rules affecting liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States, and this rule is included herein as part of the tariffs filed with governments other than the United States and not as part of Tariff C.A.B. No. 562, issued by Airline Tariff Publishing Company, Agent, filed with the Department of Transportation.</p> <p>(D) <u>TIME LIMITATIONS ON CLAIMS AND ACTIONS</u></p> <p>(1) No action shall lie in the case of damage to baggage unless the person entitled to delivery complains to an office of carrier forthwith after the discovery of the damage, and at the latest, within seven (7) days from the date of receipt; and in the case of delay or loss, unless the complaint is made at the latest within twenty-one (21) days for all carriers from the date on which the baggage has been placed at his disposal (in the case of delay) or should have been placed at his disposal (in the case of loss). Every complaint must be in writing and dispatched within the times aforesaid. Where carriage is not 'international carriage' as defined in the Convention, failure to give notice shall not be a bar to suit where claimant proves that:</p> <p>(a) it was not reasonably possible for him to give such notice, or</p> <p>(b) that notice was not given due to fraud on the part of carrier, or</p> <p>(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 (2) years reckoned from the date of arrival at the destination or from the date on which the aircraft ought to have arrived, or from the date on which the carriage stopped.</p> <p>(E) <u>OVERRIDING LAW MODIFICATION AND WAIVER</u></p> <p>(1) <u>OVERRIDING LAW</u> - Insofar as any provision contained or referred to in the ticket or in this tariff may be contrary to mandatory law, government regulations, orders, or requirements, such provision shall remain applicable to the extent that it is not overridden thereby. The invalidity of any provision shall not affect any other part.</p> <p>(2) <u>MODIFICATION AND WAIVER</u> - No agent, servant or representative of carrier has authority to alter, modify or waive any provisions of the contract of carriage or of this tariff.</p>

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages MH-13 through MH-20.

ISSUED: DECEMBER 31, 1987

EFFECTIVE: JANUARY 1, 1988

(Printed in U.S.A.)

**Airline Tariff Publishing Company, Agent**

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. MH-46

Original Page MH-46

**SECTION I - GENERAL RULES**

RULE

(1) Application of Rules. These rules apply to all international air transportation by air carriers operating under the authority of the Department of Transportation, and to all other air transportation which is subject to the provisions of this tariff, except as otherwise indicated in this tariff.

(2) Interpretation. In the event of any conflict between the provisions of these rules and the provisions of any other tariff, the provisions of these rules shall prevail.

(3) Definitions. The following definitions apply to the terms used in these rules:

(a) "Air carrier" means any person who, for hire, engages in air transportation by aircraft under a certificate of public convenience and necessity issued by the Department of Transportation.

(b) "Airline" means any air carrier operating under a certificate of public convenience and necessity issued by the Department of Transportation.

(c) "International air transportation" means air transportation between two or more countries, or between one or more countries and a place in another country, or between two or more places in the same country, if the flight is required to stop in another country.

(d) "Passenger" means any person who is transported by air carrier for hire.

(e) "Baggage" means any articles, packages, or other objects placed in or on an aircraft by a passenger, or by a person acting on behalf of a passenger, for transportation by air carrier.

(f) "Checked baggage" means baggage which is placed in or on an aircraft by a passenger, or by a person acting on behalf of a passenger, for transportation by air carrier, and which is not carried in the passenger's cabin.

(g) "Carry-on baggage" means baggage which is placed in or on an aircraft by a passenger, or by a person acting on behalf of a passenger, for transportation by air carrier, and which is carried in the passenger's cabin.

(h) "Excess baggage" means baggage which is transported by air carrier in excess of the weight and number of pieces permitted by these rules.

(i) "Lost baggage" means baggage which is lost, damaged, or destroyed while in the possession of an air carrier.

(j) "Damaged baggage" means baggage which is damaged while in the possession of an air carrier.

(k) "Destroyed baggage" means baggage which is destroyed while in the possession of an air carrier.

(l) "Uninsured baggage" means baggage which is transported by air carrier and which is not covered by the baggage insurance provided by the air carrier.

(m) "Insured baggage" means baggage which is transported by air carrier and which is covered by the baggage insurance provided by the air carrier.

(n) "Declared value" means the value of baggage as declared by the passenger at the time of check-in.

(o) "Limit of liability" means the maximum amount of compensation payable by an air carrier for loss of, damage to, or destruction of baggage.

(p) "Weight" means the weight of baggage as determined by the air carrier.

(q) "Volume" means the volume of baggage as determined by the air carrier.

(r) "Number of pieces" means the number of pieces of baggage as determined by the air carrier.

(s) "Prohibited articles" means articles which are prohibited from being transported by air carrier.

(t) "Restricted articles" means articles which are restricted in quantity or weight for transportation by air carrier.

(u) "Permitted articles" means articles which are permitted for transportation by air carrier.

(v) "Prohibited items" means items which are prohibited from being transported by air carrier.

(w) "Restricted items" means items which are restricted in quantity or weight for transportation by air carrier.

(x) "Permitted items" means items which are permitted for transportation by air carrier.

(THIS PAGE INTENTIONALLY LEFT BLANK)

The explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages MH-13 through MH-20.

ISSUED: DECEMBER 31, 1987

EFFECTIVE: JANUARY 1, 1988

(Printed in U.S.A.)

## Airline Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. MH-1

Original Page MH-47

RULE

## SECTION I— GENERAL RULES

60

RESERVATIONS(A) General

A ticket will be valid only for the flight(s) for which reservation(s) shall have been made, and only between the points named on the ticket or applicable flight coupons. A passenger holding an unused open-date ticket or portion thereof or Miscellaneous Charges Order for onward travel, or who wishes to change his ticketed reservation to another date, shall not be entitled to any preferential right with respect to the obtaining of a reservation.

(B) Conditions of Reservations

Reservations shall be tentative unless and until carrier has issued a validated ticket or Miscellaneous Charges Order for the carriage for which space is reserved. Carrier will cancel a reservation at any time without notice on the failure of the passenger to purchase a ticket for the space reserved.

EXCEPTION: A reservation for space on a given flight is valid when the availability and allocation of such space is confirmed by a reservations agent of the carrier, and a record of the confirmed space is reflected in the carrier's reservations system. Subject to payment or satisfactory credit arrangements, a validated ticket will be issued by the carrier indicating such confirmed space, provided the passenger applies to carrier for such ticket prior to expiration of the time limits prescribed in paragraph (C) of this Rule. Such reservation of space is subject to cancellation by the carrier without notice if the passenger has not obtained a validated ticket specifying thereon his confirmed reserved space prior to the time limits prescribed in paragraph (C) of the rule and;

Carrier may overlook, that is, accept reservations for space for specific flights in excess of available space on board the aircraft. Excess reservations are made to offset the late cancellations of space and the failure of persons with confirmed reservations to utilize said space. When the number of passengers who make late cancellations or who otherwise fail to utilize their confirmed reservations are less than the number of excess reservations, an oversale results. When an oversale occurs and the number of passengers holding confirmed reservations of space actually presenting themselves for boarding at the time of departure exceeds the available space on board, carrier will not accommodate some of those passengers. If carrier cannot accommodate a passenger on the aircraft for which he holds a confirmed reservation, passenger will be subject to the provisions of Rule 80 (INVOLUNTARY REVISED ROUTINGS) and Rule 87 (DENIED BOARDING COMPENSATION) herein.

Reservations for handicapped passengers and other persons as described in Rule 25 (LIMITATIONS OF CARRIAGE), are conditional until an evaluation is made at boarding time based on observation of the passenger and may be cancelled regardless of advance notice when, in the opinion of the captain of the flight or responsible ground personnel, refusal is necessary for the reasonable safety of the flight or acceptance would involve an undue hazard or risk to either the handicapped passenger or other passengers.

(C) RESERVATIONS AND TICKETING TIME LIMITS

- (1) When a reservation is made more than 72 hours in advance of the scheduled departure time without payment of the applicable fare, carrier will require that such reservation be ticketed and paid for in full not less than 72 hours prior to such departure time.
- (2) Failure to pay the balance of fare or the full fare by the time specified above will result in automatic cancellation of the reservation, with refund to the passenger of the fare, less any communications expenses in accordance with Paragraph (D) of this rule.
- (3) Tickets for reservation made 72 hours or less prior to scheduled departure time for which confirmation is given must be issued and paid for as follows:

RESERVATIONS

Between 72 and 48 hours  
Between 48 and 24 hours  
Less than 24 hours

TICKETING

48 hours before departure  
24 hours before departure  
at time of booking

(D) COMMUNICATION CHARGES

The passenger will be charged for any communication expense paid or incurred by carrier for telephone, telegraph radio or cable arising from a special request of the passenger concerning a reservation.

(E) ALLOCATION OF ACCOMMODATIONS

Carrier does not guarantee allocation of any particular space in the aircraft.

(Continued on next page)

For the explanation of abbreviations, reference marks and symbols used but unexplained herein, see Pages MH-13 through MH-20.

ISSUED: DECEMBER 31, 1987

EFFECTIVE: JANUARY 1, 1988

## Airline Tariff Publishing Company, Agent

Original Page MH-48

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. MH-1

RULE

## SECTION I—GENERAL RULES

## 60 RESERVATIONS (Continued)

**(F) ARRIVAL OF PASSENGERS AT AIRPORTS**

- (1) The passenger must arrive at the airport of departure sufficiently in advance of flight departure to permit completion of government formalities and departure procedures. If the passenger fails to so arrive at such airport of departure or arrives improperly documented and not ready to travel, carrier will cancel the space reserved for him/her. Departure will not be delayed for passengers who arrive at airports of departure too late for such formalities to be completed before scheduled departure time. Carrier is not liable to the passenger for loss or expense due to the passenger's failure to comply with this provision.
- (2) The passenger must present himself at the airport of departure for check-in at least 90 minutes prior to the scheduled departure time of the flight on which he/she holds a reservation. If the passenger fails to arrive at such airport of departure by the established time limit or appears improperly documented and not ready to travel, carrier(s) will cancel space reserved for him/her. Departure will not be delayed for passengers who arrive at airports of departure too late for such formalities to be completed before scheduled departure time. Carrier(s) is not liable to the passenger for loss or expense due to passenger's failure to comply with this provision.

**(G) RECONFIRMATION OF RESERVATION**

Carrier 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:

- (1) From any stopping point; or
- (2) from the point of origin of the continuing or return trip, unless the passenger advises the carrier of his/her intention to use his/her reservation by communicating with a reservations or ticket office of the carrier at least 72 hours before scheduled departure of the flight. However, reconfirmation of reservations is not required if the passenger remains at any point less than 72 hours.

**(H) CANCELLATION OF CONTINUING SPACE**

If a passenger fails to occupy space which has been reserved for him/her, carrier will cancel all other reservations held by such passenger for continuing or return space. Carrier is not liable for such cancellation but carrier will refund in accordance with Voluntary Refunds provisions published herein.

For the explanation of abbreviations, reference marks and symbols used but unexplained herein, see Pages MH-13 through MH-20.

ISSUED: DECEMBER 31, 1987

EFFECTIVE: JANUARY 1, 1988

(Printed in U.S.A.)

## Airline Tariff Publishing Company, Agent

Original Page MH-49

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. MH-1

RULE	SECTION I— GENERAL RULES
65	<p><b>TICKETS</b></p> <p>(A) <b>GENERAL</b></p> <p>(1) A ticket will not be issued and in any case Carrier will not be obliged to carry until the passenger has paid the applicable fare or has complied with credit arrangements established by Carrier.</p> <p>(2) A ticket which has not been validated or which has been altered, mutilated or improperly issued, shall not be valid.</p> <p>(3) No person shall be entitled to transportation except upon presentation of a valid ticket. Such ticket shall entitle the passenger to transportation only between points of origin and destination and via the routing designated thereon.</p> <p>(4) Airline tickets issued outside the Philippines for International transportation of passengers originating in the Philippines shall not be valid for such transportation. (See <b>NOTES 1 and 2 below</b>)</p> <p><b>NOTE 1:</b> For the purpose of this rule, a Passenger traveling abroad from the Philippines shall be deemed originating in the Philippines if:</p> <p>(a) He is a resident of the Philippines; or</p> <p>(b) His travel abroad from the Philippines is subject to the payment of the travel tax imposed under PD1183, as amended; or</p> <p>(c) The first leg of his actual trip starts in the Philippines as verified by the absence of the corresponding immigration entry on his passport subsequent to the date of issuance of the airline ticket abroad.</p> <p><b>NOTE 2:</b> For the purpose of this rule, an airline ticket is deemed issued outside the Philippines if it shows on its face that it has been issued outside the Philippines.</p> <p>(B) <b>VALIDITY</b></p> <p>(1) When validated the ticket is good for carriage from the airport at the place of departure to the airport at the place of destination via the route shown therein and for the applicable class of service and is valid for one year from the date of commencement of flight except as otherwise specified in Carrier's tariffs. Each flight coupon will be accepted for carriage on the date of 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. Any extension of ticket validity will be in accordance with Carrier's tariffs.</p> <p><b>EXCEPTION 1:</b> If the ticket is for or includes an excursion or other special fare having a shorter period of ticket validity than indicated above, such shorter period of validity shall apply only in respect to such excursion or special fare transportation.</p> <p><b>EXCEPTION 2:</b> If no portion of the ticket is used, the period of validity will be one year from date of issuance of the ticket.</p> <p>(2) <b>Periods of Validity</b> Tickets expire at midnight on the date of expiration of ticket validity, except that such period of validity will be extended by Carrier without additional collection of fare as follows:</p> <p>(a) For no longer than seven days beyond the original limit when a passenger who holds a ticket valid for one year is unable to obtain space at time of application to Carrier.</p> <p>(b) Until the date when the passenger, who is prevented from traveling within the period of validity of his ticket by reason of illness, becomes fit to travel according to a medical certificate, or until the first service of the class for which the fare has been paid on the Carrier on which space is available after such date from the point where the journey is resumed or from the last connecting point. Provided, that when the flight coupons remaining in a ticket having a one year validity involve one or more stopovers, the validity of such ticket will be extended for not more than 3 months from the date shown on such certificate. In such circumstances Carrier will extend similarly the period of validity of tickets of persons traveling with an incapacitated passenger.</p> <p>(c) A Miscellaneous Charges Order issued without definite date of passage must be presented for a ticket within one year from the date of issue; otherwise it will not be honored for a ticket.</p> <p>(C) <b>COUPON SEQUENCE AND PRODUCTION OF THE TICKET</b> Flight coupons will be honored in sequence from the place of departure as shown on the passenger coupon. The passenger throughout his journey must retain the passenger coupon and all flight coupons of the ticket not previously surrendered to Carrier. He must, when required, produce the ticket or surrender any applicable portion to Carrier.</p>
	(Continued on next page)
	For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages MH-13 through MH-20.
ISSUED: DECEMBER 31, 1987	EFFECTIVE: JANUARY 1, 1988

**Airline Tariff Publishing Company, Agent**

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. MH-1

Original Page MH-50

RULE

**SECTION I— GENERAL RULES**

65 TICKETS (Continued)

**(D) ABSENCE, LOSS OR IRREGULARITIES OF TICKET**

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

**(E) NCN-TRANSFERABILITY**

- (1) A ticket is not transferable, but Carrier shall not be liable to the person entitled to be transported to the person entitled to receive such refund for honoring or refunding such ticket when presented by someone other than the person entitled to be transported thereunder or to a refund in connection therewith.
- (2) If a ticket is in fact used by any person other than the person to whom it was issued, with or without the knowledge and consent of the person to whom it was issued, Carrier will not be liable for the destruction, damage, or delay of such unauthorized person's baggage or other personal property arising from or in connection with such unauthorized use.
- (3) If a ticket is in fact used by any person other than the person to whom it was issued, with or without the knowledge and consent of the person to whom it was issued, Carrier will not be liable for the death or injury of such unauthorized person arising from or in connection with such unauthorized use (See NOTE.)

**NOTE:** Except to the extent provided in Rule 25 (LIABILITY OF CARRIAGE) with respect to Tariff C.A.B. No. 562 issued by Airline Tariff Publishing Company, Agent, rules affecting liability of carriers for personal injury or death are not permitted to be included in tariffs filed pursuant to the laws of the United States, and this rule is included herein as part of the tariff filed with governments other than the United States and not as part of Tariff C.A.B. No. 562 issued by Airline Tariff Publishing Company, Agent, filed with the Department of Transportation.

**(F) PREPAID TICKET ADVANCE**

Tickets may be purchased by means of a Prepaid Ticket Advance (PTA), however, unless otherwise provided, payment for a PTA will not constitute ticket issuance, ticketing, time requirement, when specified in the rule governing the applicable fare will be met only when the ticket itself is issued.

**(G) WAIVER OF MINIMUM/MAXIMUM STAY REQUIREMENTS**

- (1) When a ticket is sold at a special fare containing a minimum stay requirement, the minimum stay requirement will be waived on presentation of a death certificate or copy thereof for passengers who are:
  - (a) members of the immediate family of a passenger who dies en route, or
  - (b) other persons actually accompanying a passenger who dies en route.
- (2) If a passenger holding a special fare ticket with a minimum stay requirement desires to commence the return before the expiry of the minimum stay period owing to the death of an immediate family member not accompanying the passenger, and a death certificate or copy thereof is not immediately available, the passenger will be entitled to a refund of the additional amounts paid to permit earlier return, on presentation of a death certificate attesting to the death of such family member after the passenger's commencement of travel.

**(H) ACCEPTANCE OF TICKETS**

- (1) All airlines operating to, from or through the Philippines, including off-line carriers with sales offices and/or general sales agents in the Philippines, are hereby prohibited from importing into the Philippines airlines tickets issued outside the Philippines for international air transportation of passengers originating in the Philippines.
- (2) All airlines operating to, from and/or through the Philippines shall ascertain whether or not the ticket for international air transportation of passengers originating in the Philippines, presented by such passengers at the airlines check-in counters at the Manila International Airport, have been issued outside on the Philippines. If so, said airlines shall not honor such tickets.

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages MH-13 through MH-20.

ISSUED: DECEMBER 31, 1987

EFFECTIVE: JANUARY 1, 1988

## Airline Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. MH-1

Original Page MH-51

RULE

## SECTION I— GENERAL RULES

75

CURRENCY OF PAYMENT

Except as otherwise provided below, fares and charges are payable in any currency acceptable to Carrier. When payment is made in currency other than the currency in which the fare is published such payment will be made at the rate of exchange established for such purpose by Carrier, the current statement of which is available for inspection by the passenger at Carrier's office where the ticket is purchased. The provisions of this paragraph are subject to applicable exchange laws and government regulations.

- (A) Payment of fares in the U.S. for travel originating in the U.S. shall be in U.S. dollars.  
 (B) Payment of fares in Canada for travel originating in Canada shall be in Canadian dollars.  
 (C) Payment of fares for travel originating at a point outside the U.S. or Canada and destined to a point in the U.S. or Canada shall be in the currency of the country of origin, except as provided in (D) below.  
 (D) Payment of fares for travel originating at a point outside the U.S.A. or Canada and destined to a point in the U.S. or Canada may also be made in the U.S. or Canada in U.S. or Canadian dollars. When the fare in the currency of the country of origin is converted to U.S. or Canadian dollars the local Bankers' Buying Rate of Exchange will apply.  
 (E) When a transportation document is presented for either rerouting or refund at:  
 (1) Points in the U.S.A.; or  
 (2) Points outside the U.S.A. covering travel originating and paid for in the U.S.A.; and  
 The difference between the value of the revised journey and the value of the original transportation document shall be calculated in the currency of the country in which travel commenced; and  
 (1) If the value of the revised journey exceeds the value of the original transportation document, the difference in value shall constitute an additional collection and it shall be converted from the currency in which calculated into the currency being collected from the passenger or purchaser at the local Bankers' Buying Rate of Exchange in effect at the time of such transaction; or  
 (2) If the value of the original transportation document exceeds the value of the revised journey, the difference in value shall constitute a refund and it shall be converted from the currency in which calculated into the currency being refunded to the passenger or purchaser at the local Bankers' Buying Rate of Exchange in effect at the time of such transaction.

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

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages MH-13 through MH-20.

ISSUED: DECEMBER 31, 1987

EFFECTIVE: JANUARY 1, 1988

(Printed in U.S.A.)



**Airline Tariff Publishing Company, Agent**

**INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. MH-1**

Original Page MH-52

**SECTION I - GENERAL RULES**

1. The rules of this tariff apply to all international flights operated by the carrier and to all passengers and baggage transported on such flights.

2. The carrier is not responsible for any delay, loss, damage, or destruction of baggage, cargo, or mail, or for any injury to passengers, unless such delay, loss, damage, or destruction, or injury, is caused by the negligence of the carrier or its agents.

3. The carrier is not responsible for any delay, loss, damage, or destruction of baggage, cargo, or mail, or for any injury to passengers, unless such delay, loss, damage, or destruction, or injury, is caused by the negligence of the carrier or its agents.

4. The carrier is not responsible for any delay, loss, damage, or destruction of baggage, cargo, or mail, or for any injury to passengers, unless such delay, loss, damage, or destruction, or injury, is caused by the negligence of the carrier or its agents.

5. The carrier is not responsible for any delay, loss, damage, or destruction of baggage, cargo, or mail, or for any injury to passengers, unless such delay, loss, damage, or destruction, or injury, is caused by the negligence of the carrier or its agents.

6. The carrier is not responsible for any delay, loss, damage, or destruction of baggage, cargo, or mail, or for any injury to passengers, unless such delay, loss, damage, or destruction, or injury, is caused by the negligence of the carrier or its agents.

7. The carrier is not responsible for any delay, loss, damage, or destruction of baggage, cargo, or mail, or for any injury to passengers, unless such delay, loss, damage, or destruction, or injury, is caused by the negligence of the carrier or its agents.

8. The carrier is not responsible for any delay, loss, damage, or destruction of baggage, cargo, or mail, or for any injury to passengers, unless such delay, loss, damage, or destruction, or injury, is caused by the negligence of the carrier or its agents.

9. The carrier is not responsible for any delay, loss, damage, or destruction of baggage, cargo, or mail, or for any injury to passengers, unless such delay, loss, damage, or destruction, or injury, is caused by the negligence of the carrier or its agents.

10. The carrier is not responsible for any delay, loss, damage, or destruction of baggage, cargo, or mail, or for any injury to passengers, unless such delay, loss, damage, or destruction, or injury, is caused by the negligence of the carrier or its agents.

(THIS PAGE INTENTIONALLY LEFT BLANK)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages MH-13 through MH-20.

**ISSUED:** DECEMBER 31, 1987

**EFFECTIVE:** JANUARY 1, 1988

(Printed in U.S.A.)

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

Original Page MH-53

RULE

**SECTION I — GENERAL RULES**

80

**REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS**

**(A) Changes Requested by Passenger**

- (1) At the passenger's request, carrier will effect a change in the routing (other than the point of origin), carrier(s), class(es) of service, destination, fare or validity specified in an unused ticket, flight coupon(s) or Miscellaneous Charges Order by issuing a new ticket or by endorsing such unused ticket, flight coupon(s) or Miscellaneous Charges Order, provided that:
  - (a) such carrier issued the original ticket or;
  - (b) such carrier is the carrier designated in the 'via carrier' box, or no carrier is designated in the 'via carrier' box, of the unused flight coupon or Miscellaneous Charges Order for the first onward carriage from the point on the route at which the passenger desires the change to commence; however, where the carrier who issued the ticket is designated as carrier for any subsequent section(s) and has an office or general agent who is authorized to make endorsements, at the point of the route where the change is to commence or where the passenger makes his request for such change, the reissuing carrier shall obtain such issuing carrier's endorsement; or
  - (c) such carrier has received written or telegraphic authority to do so from the carrier entitled, under (a) or (b) above, to effect the change.
- (2) When the rerouting results in a change of fare, the new fare and charges shall be constructed as follows:
  - (a) (Not applicable to/from points in the U.S.A.) - If the destination is unchanged. The new fare shall be constructed from the last fare construction point preceding the point at which the rerouting takes place, as shown on the ticket submitted for rerouting, to the fare construction point shown on the ticket submitted for rerouting, beyond which the original fare construction remains applicable;
 

NOTE: For the purpose of this rule, fare construction point, as used herein, means the point to which the previous fare was calculated.
  - (b) (Not applicable to/from points in the U.S.A.) - If the destination is changed. The new fare shall be constructed from the last fare construction point preceding the point at which the rerouting takes place, as shown on the ticket submitted for rerouting, to the new destination;
 

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

NOTE 2: For the purpose of this rule, fare construction point, as used herein, means the point to which the previous fare was calculated.
  - (c) (Applicable only from/to points in the U.S.A.) - The new fare shall be calculated upon the basis of that which would have been applicable had the passenger purchased transportation for the revised itinerary (which includes those points for which transportation has already been completed) prior to departure from point of origin.
  - (d) Additional passage at the through fare and charges shall not be permitted unless request therefore has been made prior to arrival at the destination named on the original ticket or Miscellaneous Charges Order; and, after carriage has commenced:
    - (i) a one way ticket shall not be converted into a round, circle or open jaw trip ticket at the round, circle or open jaw trip discount for any portion already flown. Discount will be applied only to any rerouted portion of the trip and only from the point of rerouting, not based on any portion of the trip already flown;
    - (ii) a round, circle or discounted open jaw trip ticket can be converted into any other one of these categories provided that the request therefore is made prior to arrival at the destination named on the original ticket or Miscellaneous Charges Order.
- (3) Any difference between the fares and charges applicable under sub-paragraph (2) above, and the fares and charges paid by the passenger, will be collected from the passenger by the carrier accomplishing the rerouting who will also pay to the passenger any amounts due on account of refunds.
- (4) The expiration date of any new ticket issued for a revised routing will be limited to the expiration date that would have been applicable had the new ticket been issued on the date of sale of the original ticket or Miscellaneous Charges Order.
- (5) Time limits on cancellations and charges for late cancellations will be applicable to revised routings requested by passenger.

(Continued on next page)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages MH-13 through MH-20.

ISSUED: DECEMBER 31, 1987

EFFECTIVE: JANUARY 1, 1988

## Airline Tariff Publishing Company, Agent

Original Page MH-54

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. MH-1

RULE	SECTION I—GENERAL RULES
80	<p><del>REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS</del> (Continued)</p> <p>(B) <u>Involuntary Revised Routings</u>            In the event carrier cancels a flight, fails to operate according to schedules, substitutes a different type of equipment or different class of service, or is unable to provide previously confirmed space, or the passenger is refused passage or removed. In accordance with Rule 25 herein, carrier will either:</p> <ol style="list-style-type: none"> <li>(1) Carry the passenger on another of its passenger aircraft on which space is available; or</li> <li>(2) Endorse to another carrier or to any other transportation service the unused portion of the ticket for purposes of rerouting; or</li> <li>(3) Reroute the passenger to destination named on the ticket for applicable portion thereof by its own services or by other means of transportation; and, if the fare, excess baggage charges and any applicable service charge of the revised routing is higher than the refund value of the ticket or applicable portions as determined from Rule 90 (REFUNDS) and charges for the revised routing are lower; or</li> <li>(4) Make involuntary refund in accordance with the provisions of Rule 90 (REFUNDS) herein.</li> </ol> <p>(C) <u>MISSED CONNECTIONS</u>            The event a passenger misses an onward connecting flight on which space has been reserved for him/her because the delivering carrier did not operate its flight according to schedules, or changed the schedule for such flight, the delivering carrier will arrange for the carriage of the passenger or make involuntary refund in accordance with Rule 90 (REFUNDS) herein.</p> <p>(D) <u>FREE BAGGAGE ALLOWANCE</u>            An involuntarily rerouted passenger shall be entitled to retain the free baggage allowance applicable for the type of service originally paid for. This provision shall apply even though the passenger may be transferred from a First Class flight to an Economy/Tourist/Coach/Thrift Class flight and is entitled to a fare refund.</p>
For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages MH-13 through MH-20.	
ISSUED: DECEMBER 31, 1987	EFFECTIVE: JANUARY 1, 1988

**Airline Tariff Publishing Company, Agent**

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. MH-1

Original Page MH-55

RULE	SECTION I— GENERAL RULES
85	<p><u>SCEDULES, DELAYS AND CANCELLATIONS</u></p> <p>(A) <u>SCHEDULES</u> The times shown in timetables or elsewhere are approximate and not guaranteed, and form no part of the contract of carriage. Schedules are subject to change without notice and carrier assumes no responsibility for making connections. Carrier will not be responsible for errors or omissions either in timetables or other representations of schedules. No employee, agent or representative of carrier is authorized to bind carrier as to the dates or time of departure or arrival or of the operation of any flight.</p> <p>(B) <u>CANCELLATIONS</u></p> <p>(1) Carrier may, without notice, substitute alternate carriers or aircraft.</p> <p>(2) Carrier may, without notice cancel, terminate, divert, postpone or delay any flight or the further right of carriage or reservation of traffic accommodations and determine if any departure or landing should be made without any liability except to refund in accordance with its tariffs the fare and baggage charges for any unused portion of the ticket if it would be advisable to do so:</p> <p>(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, conditions, circumstance or requirement due, directly or indirectly, to such fact; or</p> <p>(b) Because of any fact not be foreseen, anticipated or predicted; or</p> <p>(c) Because of any government regulation, demand or requirement; or</p> <p>(d) Because of shortage of labor, fuel or facilities, or labor difficulties of carrier or others.</p> <p>(3) Carrier will cancel the right or further right of carriage of the passenger and his baggage upon the refusal of the passenger, after demand by carrier, to pay the fare or the portion thereof so demanded, or to pay any charge so demanded and assessable with respect to the baggage of the passenger without being subject to any liability therefore except to refund, in accordance herewith, the unused portion of the fare and baggage charge(s) previously paid, if any.</p>

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages MH-13 through MH-20.

ISSUED: DECEMBER 31, 1987

EFFECTIVE: JANUARY 1, 1988

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

Original Page MH-56

**SECTION I - GENERAL RULES**

RULE

1. The carrier shall be responsible for the safety of the aircraft and the passengers and cargo on board. The carrier shall not be liable for damage to baggage or cargo unless the damage is caused by the negligence of the carrier or its servants or agents.

2. The carrier shall not be liable for damage to baggage or cargo unless the damage is caused by the negligence of the carrier or its servants or agents.

3. The carrier shall not be liable for damage to baggage or cargo unless the damage is caused by the negligence of the carrier or its servants or agents.

4. The carrier shall not be liable for damage to baggage or cargo unless the damage is caused by the negligence of the carrier or its servants or agents.

5. The carrier shall not be liable for damage to baggage or cargo unless the damage is caused by the negligence of the carrier or its servants or agents.

6. The carrier shall not be liable for damage to baggage or cargo unless the damage is caused by the negligence of the carrier or its servants or agents.

7. The carrier shall not be liable for damage to baggage or cargo unless the damage is caused by the negligence of the carrier or its servants or agents.

8. The carrier shall not be liable for damage to baggage or cargo unless the damage is caused by the negligence of the carrier or its servants or agents.

9. The carrier shall not be liable for damage to baggage or cargo unless the damage is caused by the negligence of the carrier or its servants or agents.

10. The carrier shall not be liable for damage to baggage or cargo unless the damage is caused by the negligence of the carrier or its servants or agents.

(THIS PAGE INTENTIONALLY LEFT BLANK)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages MH-13 through MH-20.

ISSUED: DECEMBER 31, 1987

EFFECTIVE: JANUARY 1, 1988

## Airline Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. MH-1

Original Page MH-57

RULE

## SECTION I— GENERAL RULES

87.

**DENIED BOARDING COMPENSATION** (Applicable only to flights or portions of flights originating or terminating in the United States)

(A) **DEFINITIONS**

**FOR THE PURPOSE OF THIS RULE** except as otherwise specifically provided herein:

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

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

**CARRIER** means

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

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

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

**CONFIRMED RESERVED SPACE** means space on a specific date and on a specific flight and class of service of a carrier which has been requested by a passenger and which the carrier or its agent has verified, by appropriate notation on the ticket or in any other manner provided therefore by the carrier as being reserved for the accommodation of the passenger.

**STOPOVER** means a deliberate interruption of a journey by the passenger, scheduled to exceed four hours, at a point between the place of departure and the place of final destination.

**THE SUM OF THE VALUES OF THE REMAINING FLIGHT COUPONS** means the sum of the applicable one way fares including any surcharges and air transportation taxes, less any applicable discounts.

**VOLUNTEER** means a person who responds to carrier's request for volunteers and who willingly accepts carrier's offer of compensation, in any amount, in exchange for relinquishing his confirmed reserved space. Any other passenger denied boarding is considered for the purposes of this rule to have been denied boarding involuntarily, even if he accepts denied boarding compensation.

(B) **REQUEST FOR VOLUNTEERS**

The carrier will request passengers who are willing to do so, to voluntarily relinquish their confirmed reserved space in exchange for compensation of an amount determined by the carrier. If a passenger is asked to volunteer the carrier will not later deny boarding to that passenger involuntarily unless that passenger was informed at the time he was asked to volunteer that there was a possibility of being denied boarding involuntarily and of the amount of compensation to which he would have been entitled in that event. The request for volunteers and the selection of such persons to be denied space shall be in a manner determined solely by the carrier.

(C) **BOARDING PRIORITY RULES**

If a flight is oversold (more passengers hold confirmed reservations than there are seats available) no one may be denied boarding against his will until airline personnel first ask for volunteers who will give up their reservations willingly, in exchange for a payment of the airline's choosing. If there are not enough volunteers, other passengers may be denied boarding involuntarily, in accordance with the boarding priority of the specific carrier. The boarding priorities are provided below:

**NOTE:** The boarding priorities as presented below will appear in the Notice provided to passengers denied boarding (See Paragraph (E) below.)

(1) (Not applicable to points in Area 3) Passengers with confirmed reservations who have not received a boarding authority will be permitted to board in the following order until all available seats are occupied.

(a) Passengers who are physically handicapped to an extent that failure to carry would in carrier's opinion, cause a severe hardship, or any other passenger, including unaccompanied children under 12 years of age, who would suffer a severe hardship in carrier's opinion. Business commitments will not, of themselves, constitute a severe hardship.

(Continued on next page)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages MH-13 through MH-20.

ISSUED: DECEMBER 31, 1987

EFFECTIVE: JANUARY 1, 1988

(Printed in U.S.A.)

**Irline Tariff Publishing Company, Agent**

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. MH-1

Original Page MH-58

RULE	SECTION I— GENERAL RULES
87	<p><b>DENIED BOARDING COMPENSATION</b> (Continued)</p> <p>(C) <b>BOARDING PRIORITY RULES</b> (Continued)</p> <p>(1) (Continued)</p> <p>(b) All other passengers (including tour conductors) holding confirmed space tickets, except for passengers listed in (c) below.</p> <p>(c) Travel agency personnel, traveling at reduced fares provided for such person, in appropriate tariffs.</p> <p><b>NOTE 1:</b> Passengers in each of the above three categories will be accommodated in the order in which they present themselves at the loading gate designated for their flight.</p> <p><b>NOTE 2:</b> Accompanied children under 12 years of age will be included in the same category as the accompanying passenger.</p> <p>(2) (Applicable to points in Area 3) Passengers with confirmed reservations who have not received a boarding authority will be permitted to board in the following order until all seats are occupied.</p> <p>(a) Passengers who are physically handicapped to an extent that failure to carry would, in carrier's opinion, cause a severe hardship, or any other passenger, including unaccompanied children under 12 years of age, who would suffer a severe hardship in carrier's opinion. Business commitments will not, in themselves, constitute a severe hardship.</p> <p>(b) Passengers paying First Class fares.</p> <p>(c) Passengers paying Business Class fares.</p> <p>(d) Passengers paying full one way Economy (Y) fares.</p> <p>(e) Passengers other than noted in (a)(b)(c) or (d) above (including tour conductors accompanying a group).</p> <p><b>NOTE 1:</b> Passengers within each category will be accommodated in the order in which they presented themselves for check-in and boarding at the loading gate or other point(s) designated by carrier for such purpose.</p> <p><b>NOTE 2:</b> Accompanied children under 12 years of age will be included in the same category as the accompanying passenger.</p> <p>(D) <b>TRANSPORTATION FOR PASSENGER DENIED BOARDING</b>                      When the carrier is unable to provide previously confirmed space the carrier causing the passenger to be delayed will provide transportation to persons who have been denied boarding, whether voluntarily or involuntarily, in accordance with the provisions below.</p> <p>(1) Carrier will transport the passenger without stopover on its next flight on which space is available at no additional cost to the passenger regardless of class of service.</p> <p>(2) If the carrier causing such delay is unable to provide onward transportation acceptable to the passenger, any other carrier or continuation of carriers, at the request of the passenger, will transport the passenger without stopover on its (their) next flight(s) in the same class of service as the passenger's original outbound flight, or if space is available on a flight(s) of a different class of service acceptable to the passenger, such flight(s) will be used without stopover at no additional cost to the passenger only if it (they) will provide an earlier arrival at the passenger's destination, next stopover point, or transfer point.</p> <p>(E) <b>APPLICABLE ONLY TO FLIGHT OR PORTIONS OF FLIGHTS ORIGINATING OR TERMINATING IN THE UNITED STATES</b>  <b>COMPENSATION FOR INVOLUNTARY DENIED BOARDING</b>                      In addition to providing transportation as described above, when the passenger who is delayed has not voluntarily relinquished confirmed reserved space in accordance with provisions above, the carrier causing the delay will compensate the delayed passenger for the carrier's failure to provide confirmed space. Compensation will be made in accordance with provisions below.</p> <p>(1) <b>Conditions for Payment</b></p> <p>(a) The passenger holding a ticket for confirmed space must present himself for carriage at the appropriate time and place having complied totally with the carrier's requirements as to ticketing check-in, and reconfirmation procedures and having met all requirements for acceptance for transportation published in carrier's tariff.</p> <p>(b) The flight for which the passenger holds confirmed reserved space must be unable to accommodate the passenger and departs without him.</p> <p><b>EXCEPTION 1:</b> (Not applicable to points in Area 3) The passenger will not be eligible for compensation if the flight on which he holds confirmed reserved space is unable to accommodate him because of substitution of equipment of a lesser capacity when required by operational or safety reasons.</p>

(Continued on next page)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages MH-13 through MH-20.

ISSUED: DECEMBER 31, 1987

EFFECTIVE: JANUARY 1, 1988

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

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

**RULE** **SECTION I - GENERAL RULES**

87 **DENIED BOARDING COMPENSATION (Continued)**

**(E) APPLICABLE ONLY TO FLIGHT OR PORTIONS OF FLIGHTS ORIGINATING OR TERMINATING IN THE UNITED STATES**  
**COMPENSATION FOR INVOLUNTARY DENIED BOARDING (Continued)**  
**(1) Conditions For Payment (Continued)**  
**(b) (Continued)**

**EXCEPTION 2:** The passenger will not be eligible for compensation if he is offered accommodations or is seated in a section of the aircraft other than that specified on his ticket at not extra charge if a passenger shall be entitled to an appropriate refund.

**EXCEPTION 3:** Employees of the carrier or of other carriers traveling on a reduced rate basis are not eligible for denied boarding compensation.

**EXCEPTION 4:** (Applicable to points in Area 3) The passenger will not be eligible for compensation if:

- (aa) The flight on which he holds confirmed space is unable accommodate him because of substitution of equipment of lesser capacity when required by operational or safety reasons.
- (bb) He does not present himself at the loading gate for check-in and/or boarding at least 30 minutes prior to scheduled departure time for the flight on which the reservation is confirmed.
- (cc) The ticket was issued at a free or reduced fare available to employees within the transportation industry;
- (dd) Carrier arranges for comparable air transportation or for other transportation that is accepted and used by the passenger at no extra cost to the passenger which, at the time either arrangement is made is planned to arrive at the airport of the passenger's next stopover, or if none at the airport of the passenger's final destination within one hour.

**NOTE:** The carrier will inform its passengers of its tariff rules concerning check-in time limits by publication in its public timetables and ticket envelopes, and that failure to comply with these rules will result in the cancellation of the passenger's reservation and will render him ineligible for denied boarding compensation.

**(2) Amount Of Compensation**  
 Subject to provisions above the carrier will tender liquidated damages in the amount of 200 percent of the sum of the values of the passenger's remaining flight coupons of the ticket to the passenger's next stopover or if none to his destination but not more than USD/1X 400.00. However, the compensation shall be 50 percent of the amount described above but not more than USD/1X 200.00 if the carrier arranges for comparable air transportation, or for other transportation that is accepted. That is, transportation used by the passenger which at the time either arrangement is made is planned to arrive at the airport of the passenger's next stopover or if none at the airport of the passenger's destination earlier than or not later than four hours after the planned arrival at the airport of the passenger's next stopover, or if none, at the airport of the passenger's destination of the flight on which the passenger holds a confirmed reservation.

**EXCEPTION:** (Not applicable to points in Area 3) If arrangements can be made for comparable air transportation that is planned to arrive at the passenger's next stopover or destination not later than two hours after the flight on which the passenger holds confirmed space but such accommodations would be in a connection of the aircraft other than that specified on the passenger's ticket and the passenger refuses to accept such accommodations at no additional charge or subject to an appropriate refund, the carrier shall pay the passenger only such amount of denied boarding compensation as he would have received had he accepted such comparable air transportation.

**NOTE 1:** If the date of compensation is made by the carrier and accepted by the passenger, such payment will constitute full compensation for all actual or anticipatory damages incurred or to be incurred by the passenger as a result of carrier's failure to provide passenger with confirmed reserved space.

**NOTE 2:** Passengers who are offered such compensation will not be provided with the amenities and services offered under the provisions of delayed passengers.

**NOTE 3:** At passenger's option, carrier may compensate the passenger with credit valid for transportation on MH in lieu of monetary compensation. The offer of free transportation would be equal to or greater than the monetary compensation due. The credit voucher is non-transferable, has no refund value, and may be voluntarily rerouted and reissued by the issuing carrier only.

(Continued on next page)

† - Effective July 1, 1989

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

**ISSUED:** April 19, 1989 **EFFECTIVE:** June 18, 1989 (Except as Noted)

(Printed in U.S.A.)

**CORRECTION**  
**NO.**



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

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

RULE

SECTION I - GENERAL RULES

87 DENIED BOARDING COMPENSATION (Continued)

(E) APPLICABLE ONLY TO FLIGHT OR PORTIONS OF FLIGHTS ORIGINATING OR TERMINATING IN THE UNITED STATES  
COMPENSATION FOR INVOLUNTARY DENIED BOARDING (Continued)

(3) Time Of Offer Of Compensation

The offer of compensation will be made by the carrier on the day and at the place where the failure to provide confirmed reserved space occurs, and if accepted, will be receipted for by the passenger. Provided, however, that when the Carrier arranges, for the passenger's convenience alternate means of transportation that departs prior to the time the offer can be made to the passenger. The offer shall be made by mail or other means within 25 hours after the time the failure occurs.

(4) Notice Provided Passengers

The following written notice shall be provided all passengers who are denied boarding involuntarily on flights on which they hold confirmed reserved space. Blanks that appear in parentheses in the notice below will be completed in the actual notice provided passengers, with the full name of the applicable carrier and with the carrier's specific boarding priorities.

NOTE: For the purpose of this rule, specific boarding priorities for each carrier are provided in paragraph (C) above.

COMPENSATION FOR DENIED BOARDING

(a) (Applicable for flights originating in the U.S.A.)

If you have been denied a reserved seat on ( ) Airlines, you are probably entitled to monetary compensation. This notice explains the airline's obligations and the passenger's rights in the case of an oversold flight, in accordance with regulations of the U.S. Department of Transportation.

(b) (Applicable for flights originating in Canada)

If you have been denied a reserved seat on ( ) Airlines, you are probably entitled to monetary compensation. This notice explains the airline's obligations and the passenger's rights in the case of an oversold flight, in accordance with regulations of the Canadian Transport Commission (A).

VOLUNTEERS AND BOARDING PRIORITIES

If a flight is oversold (more passengers hold confirmed reservations than there are seats available), no one may be denied boarding against his will until airline personnel first ask for volunteers who will give up their reservations willingly in exchange for 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 ( ) Airlines ( ).

Passengers with confirmed reservations, who have not received a boarding authority will be permitted to board in the following order until all available seats are occupied.

(a) Passengers who are physically handicapped to the extent that failure to carry would, in MH's opinion, cause a severe hardship or any other passenger, including unaccompanied children under 12 years of age, who would suffer a severe hardship in MH's opinion. Business commitments will not of themselves constitute a severe hardship.

(b) Passengers paying First Class fares.

(c) Passengers paying Business Class fares.

(d) Passengers paying full one way Economy (Y) fares.

(e) Passengers other than noted above (including tour conductors accompanying a group).  
NOTE 1: Passengers within each category will be accommodated in the order in which they presented themselves for check-in and boarding at the loading gate or other point's designated by MH for such purpose.

NOTE 2: Accompanied children under 12 years of age will be included in the same category as the accompanying passenger.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: April 19, 1989

EFFECTIVE: June 18, 1989

(Printed in U.S.A.)

CORRECTION  
NO.

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

1st Revised Page MH-61  
Cancels Original Page MH-61

RULE

## SECTION I - GENERAL RULES

87

**DENIED BOARDING COMPENSATION (Continued)**  
**(E) APPLICABLE ONLY TO FLIGHT OR PORTIONS OF FLIGHTS ORIGINATING OR TERMINATING IN THE UNITED STATES**  
**COMPENSATION FOR INVOLUNTARY DENIED BOARDING (Continued)**

(4) (Continued)

**COMPENSATION FOR INVOLUNTARY DENIED BOARDING**

If you are denied boarding involuntarily you are entitled to a payment of "Denied Boarding Compensation" from the airline unless:

- (a) You have not fully complied with the airline's ticketing, check-in and reconfirmation requirements, or you are not acceptable for transportation under the airline's tariff filed with the D.O.T. or;
- (b) You are denied boarding because the flight is cancelled; or
- (c) You are denied boarding because a smaller capacity aircraft was substituted for operational or safety reasons; or
- (d) You are offered accommodations in a section of the aircraft other than that specified in 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
- (e) The airline is able to place you on another flight or flights that are planned to reach your next stop or destination within one hour of the scheduled arrival of your original flight.

**AMOUNT OF DENIED BOARDING COMPENSATION**

- (a) (Not applicable to points in Area 3) Passengers who are eligible for denied boarding compensation must be offered a payment equal to the sum of the face values of their ticket coupons, with a USD/¥X 200.00 maximum. However, if the airline cannot arrange alternate transportation (see below) for the passenger, the compensation is doubled (USD/¥X 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. "Alternate transportation" is air transportation provided by an airline licensed by the D.O.T. or other transportation used by the passenger which, at the time the arrangement is made, is planned to arrive at the passenger's next scheduled stopover (of 4 hours or longer) or destination no later than 4 hours after the passenger's originally scheduled arrival time.
- (b) (Applicable to points in Area 3) Passengers who are eligible for denied boarding compensation must be offered a payment equal to the sum of the face values of their ticket coupons, with a USD 200.00 maximum. However, if the airline cannot arrange "alternate transportation" (see below) 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 connection flights, to the passenger's destination or first 4-hour stopover are used to compute the compensation. "Alternate transportation" is air transportation provided by an airline licensed by the D.O.T. or other transportation used by the passenger which, at the time the arrangement is made, is planned to arrive at the next scheduled stopover (of 4 hours or longer) or destination no later than 4 hours after passenger's originally scheduled arrival time.

**METHOD OF PAYMENT**

The airline must give each passenger who qualifies for denied boarding compensation, a payment by check or draft 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 transportation credit in each place of cash payment. The passenger may, however, insist upon the cash payment, or refuse all compensation and bring legal action.

**PASSENGER'S OPTIONS**

Acceptance of the compensation (by endorsing the check or draft within 30 days) relieves ( ) Airlines 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.

† - Effective July 1, 1989

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: April 19, 1989

EFFECTIVE: June 18, 1989

(Except as Noted)

(Printed in U.S.A.)

CORRECTION  
NO.

0325w

156

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

1st Revised Page MH-62  
Cancels Original Page MH-62

(THIS PAGE INTENTIONALLY LEFT BLANK)

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: April 19, 1989

EFFECTIVE: June 18, 1989

(Printed in U.S.A.)

CORRECTION

0325w

NO. 157

**Airline Tariff Publishing Company, Agent**

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. MH-1

Original Page MH-63

RULE

**SECTION I— GENERAL RULES**

90

**REFUNDS****(A) GENERAL**

- (1) In case of refund, whether due to failure of carrier to provide the accommodation called for by the ticket, or to voluntary change of arrangements by the passenger, the conditions and amount of refund will be governed by carrier's tariffs.
- (2) Except as otherwise provided in paragraph (F) of this rule, refund by carrier for an unused ticket or portion thereof or Miscellaneous Charges Order will be made to the person named as the passenger in such ticket or Miscellaneous Charges Order unless at the time of purchase the purchaser designates on the ticket or Miscellaneous Charges Order another person to whom refund shall be made in which event refund will be made to persons so designated and only upon delivery of the passenger coupon and all unused flight coupons of the ticket or Miscellaneous Charges Order. A refund made in accordance with this procedure to a person representing him as the person named or designated in the ticket or Miscellaneous Charges Order will be considered a valid refund and carrier will not be liable to the true passenger for another refund.
- EXCEPTION 1:** Refund in accordance with paragraph (F) below of tickets for transportation which have been issued against a credit card will be made only to the credit card account of the person to whom such credit card has been issued.
- EXCEPTION 2:** Refund of a ticket which has been issued pursuant to a Prepaid Ticket Advice (PTA) will be made to the person who paid carrier for the ticket.
- (3) Carrier will refuse to refund when application therefore is made later than thirty (30) days after the expiry date of the ticket or Miscellaneous Charges Order.
- (4) Carrier will refuse to refund on a ticket which has been presented to government officials of a country or to carrier as evidence of intention to depart therefrom, unless the passenger establishes to carrier's satisfaction that he has permission to remain in the country or that he will depart therefrom by another carrier or conveyance.

**(B) CURRENCY**

All refunds will be subject to government laws, rules, regulation or orders of the country in which the ticket was originally purchased and of the country in which the refund is being made. Subject to the foregoing provisions, refunds will be made in the currency in which the fare was paid or in lawful currency of the country of the carrier making the refund or of the country where the refund is made, or in the currency of the country in which the ticket was purchased, in an amount equivalent to the amount due in the currency in which the fare or fares for the flight covered by the ticket as originally issued was collected.

**(C) SPECIAL HANDLING BY CARRIER**

Carrier will made all or any individual refunds through its general accounting offices of regional sales or accounting offices, and will require prior written applications for refunds to be prepared by passenger on special forms furnished by carrier.

**(D) INVOLUNTARY REFUNDS**

See also Rule 80 (**INVOLUNTARY REVISED ROUTINGS**) and Rule 87 (**DENIED BOARDING COMPENSATION**) - For the purpose of this paragraph, the term Involuntary Refund shall mean any refund to a passenger who is prevented from using the carriage provided for in his ticket because of cancellation of flight, inability of carrier to provide previously confirmed space, substitution of a different type of equipment or different class of service by carrier, missed connections, postponement or delay of flight, omission of a scheduled stop, or removal or refusal to carry under conditions prescribed in Rule 25. Involuntary refunds will be computed as follows:

- (1) When no portion of the trip has been made, the amount of refund will be equal to the fare paid.

**EXCEPTION:** Carrier shall not be obligated to refund any portion(s) of a fully unused ticket which does not reflect a confirmed reservation on said carrier's flight involved in a schedule irregularity unless such ticket was issued by that carrier.

(Continued on next page)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages MH-13 through MH-20.

ISSUED: DECEMBER 31, 1987

EFFECTIVE: JANUARY 1, 1988

(Printed in U.S.A.)

## Airlines Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. MH-1

Original Page MH-64

RULE

## SECTION I— GENERAL RULES

- 90 REFUNDS (Continued)
- (D) INVOLUNTARY REFUNDS (Continued)
- (2) When a portion of the trip has been made, the amount of refund will be:
- (a) Either an amount equal to the one way fare less the same rate of discount, if any, that was applied in computing the original one way fare (or on round or circle trip tickets, one half of the round trip fare) and charges applicable to the unused transportation from the point of termination to the destination or stopover point named on the ticket or to the point at which transportation is to be resumed, via:
- (i) The routing specified on the ticket, if the point of termination was on such routing; or
- (ii) The routing of any carrier operating between such points, if the point of termination was not on the routing specified on the ticket; in such case the amount of refund will be based on the lowest fare applicable between such points; or
- (b) The difference between the fare paid and the fare for the transportation used, whichever is higher.
- EXCEPTION: When a passenger holding a ticket for carriage for a higher class of service between an origin and a destination is required by carrier to use a lower class of service for any portion of such carriage, the amount of refund will be as follows:
- (1) For One Way Tickets: The difference between the fare for the higher class of service and the fare for the lower class of service between the points where the lower class service is used;
- (2) For Round Trip, Circle Trip or Open Jaw Tickets: The difference between 50 percent of the round trip fare for the higher class of service and 50 percent of the round trip fare for the lower class of service between the points where the lower class of service is used. FOR THE PURPOSE OF THIS EXCEPTION FARES ARE PUBLISHED IN THE FOLLOWING DESCENDING ORDER OF CLASSES OF SERVICE:
- (a) First Class fares applicable on jet aircraft.
- (b) Economy Class fares applicable on jet aircraft.
- The term 'Jet Aircraft' as used above means A-300, B-737, B-747 and DC-10.
- (3) The service charge provided for in Rule No. 60 (RESERVATIONS) herein, will not be assessed, and any communication expenses paid by the passenger in accordance with Rule No. 60 (RESERVATIONS) will be refunded, or if such expense at the time has not been collected by carrier, its collection will be waived.
- (E) VOLUNTARY REFUNDS
- For the purpose of this paragraph, the term 'Voluntary Refund' shall mean any refund of a ticket or portion thereof other than an involuntary refund, as described in paragraph (D) of this rule. Voluntary refunds shall be computed as follows:
- (1) If no portion of the ticket has been used, refund will be the full amount of the fare paid, less any applicable service charge and communication expenses. (See Rule Nos. 60 (RESERVATIONS) and 65 (TICKETS)); or
- (2) If a portion of ticket has been used, refund will be made in an amount equal to the difference, if any, between the fare paid and the applicable fare between the points between which the ticket has been used, less any applicable service charge and communication expenses. (See Rule Nos. 60 (RESERVATIONS) and 65 (TICKETS)).
- (3) When the refunding of any portion of a ticket would result in the use of such ticket between any points where the carriage of traffic is prohibited the refund, if any, will be determined as if such ticket has been used to a point beyond which would not result in the violation of carrier's operating rights or privileges. The passenger will be refunded the difference between the fare paid from the points of origin to such farther point and the total fare paid, less any applicable charges.
- (4) A penalty for voluntary cancellation shall not apply and the total amount paid shall be refunded if such cancellation is made after an increase in the fare is made applicable between the time of the initial payment and the date of travel.

(Continued on next page)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages MH-13 through MH-20.

ISSUED: DECEMBER 31, 1987

EFFECTIVE: JANUARY 1, 1988

**Airline Tariff Publishing Company, Agent**

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. MH-1

Original Page MH-65

RULE	SECTION I— GENERAL RULES
90	<p><u>REFUNDS (Continued)</u></p> <p>(F) <u>LOST TICKET</u></p> <p>The following provisions will govern refund of a lost ticket or unused portion thereof:</p> <p>(1) When a lost ticket or portion thereof is not found, refund as stipulated will be made upon receipt of proof of loss satisfactory to carrier and after receipt of written request for refund from the passenger. Refund will only be made provided that the lost ticket or portion thereof has not been honored for transportation or refunded upon surrender by any person prior to the time the refund is made and further provided that the passenger agrees to indemnify and hold carrier harmless against any and all loss, damage, claim or expense, including without limitation, reasonable attorney fees, which carrier may suffer or incur by reason of the making of such refund and/or the subsequent presentation of said ticket(s) for transportation or refund of any other use whatsoever.</p> <p><u>EXCEPTION 1:</u> Written request for refund must be made not later than one month after expiration date of the lost ticket.</p> <p><u>EXCEPTION 2:</u> Refund will not be made in less than four months after receipt of proof of loss satisfactory to carrier.</p> <p>(2) The foregoing provisions shall also apply to Lost Miscellaneous Charges Order, deposit receipts and excess baggage tickets.</p> <p>(3) A service charge of USD 30.00/CAD 36.00 will be imposed per passenger/document for handling such request for refund or replacement of a lost ticket (or the equivalent local currency).</p>
<p>For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages MH-13 through MH-20.</p>	
ISSUED: DECEMBER 31, 1987	EFFECTIVE: JANUARY 1, 1988

**Airline Tariff Publishing Company, Agent**

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. MH-14

Original Page MH-66

SECTION I - GENERAL RULES

RULE

1.1. The following provisions will govern in the event of a conflict of laws between the laws of the country of origin and the laws of the country of destination. The provisions of this section shall apply to all international flights operated by the Company and to all international flights operated by other airlines under contract to the Company.

1.2. The provisions of this section shall apply to all international flights operated by the Company and to all international flights operated by other airlines under contract to the Company.

1.3. The provisions of this section shall apply to all international flights operated by the Company and to all international flights operated by other airlines under contract to the Company.

1.4. The provisions of this section shall apply to all international flights operated by the Company and to all international flights operated by other airlines under contract to the Company.

1.5. The provisions of this section shall apply to all international flights operated by the Company and to all international flights operated by other airlines under contract to the Company.

(THIS PAGE INTENTIONALLY LEFT BLANK)

For explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages, MH-13 through MH-20.

ISSUED: DECEMBER 31, 1987

EFFECTIVE: JANUARY 1, 1988

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

2nd Revised Page MH-67  
 Cancels 1st Revised Page MH-67

RULE

## SECTION I - GENERAL RULES

115

BAGGAGE

C

[C] FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN NORTH AMERICA AND POINTS IN AREA 2/3 VIA PACIFIC, USA AND AREA 2/3 VIA ATLANTIC, BUENOS AIRES AND POINTS IN SOUTH AFRICA/AREA 3 VIA ATLANTIC/SOUTH ASIAN SUB-CONTINENT

(A) CONDITIONS OF ACCEPTANCE OF BAGGAGE

MH will accept for transportation as baggage, such personal property as is necessary or appropriate for the wear, use, comfort or convenience of the passenger for the purpose of the trip, subject to the following conditions:

- (1) All baggage is subject to inspection by MH; however, MH shall not be obligated to perform inspection. MH will refuse to transport or will remove at any point baggage that the passenger refuses to submit for inspection.
- (2) MH has the right to refuse to transport baggage on any flight other than the one carrying the passenger.
- (3) MH will refuse to accept property whose size, weight or character renders it unsuitable for transportation in the particular aircraft which is to transport it or which cannot be accommodated without harming or annoying passengers. MH will also refuse to accept property which is not suitably packed to withstand ordinary handling unless the passenger executes a release form.
- (4) Checked baggage will be carried in the same aircraft as the passenger unless such carriage is deemed impractical by MH, in which event MH will carry the baggage on the next preceding or subsequent flight on which space is available.
- (5) Upon delivery to MH of the baggage to be checked, MH will insert on the applicable flight coupon(s) of the ticket number of pieces of checked baggage (which shall constitute the issuance of the baggage check); in addition MH will issue for identification purposes only, a baggage (claim) tag for each piece of baggage so delivered and covered by the baggage check. Money, jewelry, silverware, negotiable papers, securities or other valuables will be accepted in accordance as checked baggage. Fragile and perishable items will be accepted in accordance with the provisions of this rule. MH will not accept explosives, corrosives and articles easily ignited for carriage as baggage.
- (6) Conditions and limitations or restrictions for the acceptance of baggage which are applicable to MH as outlined in this tariff apply locally on MH or for interline transportation where MH is involved in the routing.

(B) ACCEPTANCE, CONDITIONS AND CHARGES - SPECIAL ITEMSGENERAL

Charges are applicable from the point at which the item is accepted to the point to which the item is transported.

(1) Bassinets and Infant Carrying Seats

An infant's bassinet will be accepted for transportation in the passenger compartment only when an additional seat is reserved for the infant, a ticket is purchased and the bassinet can be properly secured by the seatbelt.

(2) Dangerous Goods

- (a) The only items accepted for carriage in baggage which are defined as Restricted Articles/Hazardous Materials in the Department of Transportation Hazardous Materials Regulations (49 CFR 171-177); the International Civil Aviation Organization Technical Instructions for the Safe Transport of Dangerous Goods by Air and/or the IATA Dangerous Goods Regulations.
- (b) Following items may not be carried on board an aircraft as checked or carry on baggage: Compressed gases, corrosives, poisons, flammable liquids, mercury, deadly weapons, acids, oxidizing, materials of explosives, radioactive materials, magnet materials, undeclared ammunition.

(3) Duffel Bags, Sea Bags and B-4 Bags(a) Definitions

- Duffel Bags - A canvas cylindrically shaped bag, folded and fastened at one end.  
Sea Bag - A canvas cylindrically shaped bag, laced at one end by means of draw ropes.  
B-4 Bag - A suitcase type handbag made of canvas with leather and metal bindings and fittings with expandable canvas compartments on the two sides of the bag.

## (b)

- (i) (Applicable to/from Japan only) A duffel bag, sea bag or B-4 bag may be accepted in lieu of the first piece of baggage and will be considered a piece of baggage whose outside linear dimensions are 53 inches, regardless of its actual dimensions.
- (ii) (Applicable between points in Area 1 and Area 2/3 except Japan and within Area 1). A duffel bag, sea bag, or B-4 bag may be accepted in lieu of the first piece of baggage and will be considered a piece of baggage whose outside linear dimensions are 55 inches, regardless of its actual dimensions.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: July 1, 2005

EFFECTIVE: August 19, 2005



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

2nd Revised Page MH-68  
 Cancels 1st Revised Page MH-68

RULE

**SECTION I - GENERAL RULES**

115 BAGGAGE (Continued)

C [C] FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN NORTH AMERICA AND POINTS IN AREA 2/3 VIA PACIFIC, USA AND AREA 2/3 VIA ATLANTIC, BUENOS AIRES AND POINTS IN SOUTH AFRICA/AREA 3 VIA ATLANTIC/SOUTH ASIAN SUB-CONTINENT (Continued)

(B) ACCEPTANCE, CONDITIONS AND CHARGES - SPECIAL ITEMS (Continued)

(4) Firearms (Other Than Sporting Firearms)

Nonsporting firearms and ammunition will be accepted as checked baggage only. Officers of the military personnel, couriers and foreign escorts will be permitted to carry sidearms on the aircraft. Appropriate Federal Aviation Administration and carrier approvals must be obtained.

(5) Fragile Items

Fragile items will be accepted if they are appropriately packaged in a properly sealed factory carton which was originally intended for the shipment of the item being checked or a cardboard mailing tube or container or case designed for shipping such items and packed with protective internal material. However, fragile items will be accepted without the appropriate packaging only upon the execution of a release form. (MH will supply a release which relieves carrier of liability for unsuitably packed baggage or improperly sealed package or from damage contents or delay in delivery of checked baggage of the type identified below which results solely from the unsuitability of such items as checked baggage and/or the inadequacy of their packaging and not from the MH failure to exercise the ordinary standard of care.)

**FORM OF RELEASE  
 LIMITED RELEASE**

- Fragile and unsuitably packed - release applies to damage.
- Packaging inadequate - release applies to damage and loss of contents.
- Perishable - release applies to spoilage resulting from delay.

**RECEIVED DAMAGED**

- HANDLE  STRAP  TORN  DENT
- BROKEN  BROKEN
- SCRATCH  OTHER
- TOP  BOTTOM  SIDE  END

**RELEASE APPLIES TO DAMAGE**

ARTICLE/BAGGAGE DESCRIPTION \_\_\_\_\_

**AGENT'S INITIALS**

In consideration of MH's transporting any property (described above), which has been damaged previously or which is deemed by governing tariffs to be unsuitable for transportation solely from such pre-existing damage or unsuitability (as designated above by an "X").

PASSENGER SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

**NOTE:** For the purpose of this rule, classes of fragile items are as follows:

- (a) Electronic Equipment  
 For example: Television sets, cathode ray tube devices, CBs, radios, calculators, audio and video equipment, electron microscopes, electrographs, tape recorders, portable stereos, turntables, phonograph records and electronic medical equipment that includes tubes and glass.
- (b) Musical Instruments  
 For example: Guitars, violins and violas, organs, harps, bass cellos and violas, horns, trombones, woodwinds, drums or percussion instruments and amplifiers/speakers used in conjunction with electronic instruments.
- (c) Ornamental Objects  
 For example: Sconces, decorative screens, items of decorator stones/marble/onyx/alabaster, vases, figurines, trophies, souvenirs and other decorator objects and curios.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

**ISSUED:** July 1, 2005

**EFFECTIVE:** August 19, 2005

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

2nd Revised Page MH-69  
 Cancels 1st Revised Page MH-69

RULE	SECTION I - GENERAL RULES
115	<p><b>BAGGAGE (Continued)</b></p> <p><b>C</b> [C] <u>FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN NORTH AMERICA AND POINTS IN AREA 2/3 VIA PACIFIC, USA AND AREA 2/3 VIA ATLANTIC, BUENOS AIRES AND POINTS IN SOUTH AFRICA/AREA 3 VIA ATLANTIC/SOUTH ASIAN SUB-CONTINENT (Continued)</u></p> <p><b>(B) ACCEPTANCE, CONDITIONS AND CHARGES - SPECIAL ITEMS (Continued)</b></p> <p><b>(5) FRAGILE ITEMS (Continued)</b></p> <p><b>(d) Artistic/Art Work</b>        For example: Paintings, drawings, statues or other sculptures, plastics, plaster of paris, molds, casts, pictures, photographs, display models, antique furniture, fish tanks and terrariums.</p> <p><b>(e) Photographic Equipment</b>        For example: Cameras (excluding one camera per passenger) photoflash equipment, photometers, spectrosopes, phototubes or other devices using sensitive tubes or plates, projectors, lenses and flashbulbs.</p> <p><b>(f) Recreational/Sporting Equipment</b>        For example:        (i) Tennis rackets, fishing rods, sculls, surfboards, scubadiving masks and pressure gauges, scopes, sporting trophies such as animal horns and antlers, skindiving gear, firearms, model airplanes, golfing equipment and bicycles.        (ii) Backpacks, knapsacks, sleeping bags and tent made of plastic, vinyl or other easily torn material with aluminum frames, outside pockets or with protruding straps and buckles.</p> <p><b>(g) Mechanical Items</b>        For example: Typewriters, sewing machines, watches and clocks, sensitive calibrated tools and instruments.</p> <p><b>(h) Glass</b>        For example: Glassware, crystal, mirrors, bottles and any liquids contained therein (excluding reasonable quantities of toiletries), telescopes, binoculars, barometers, glass covers on pictures, plate/window glass/stained glass, lampshades, eyeglasses and contact lenses that are not in their cases.</p> <p><b>(i) Paper</b>        For example: Pinatas, historical documents, antique books, advertising displays, advertising models.</p> <p><b>(j) Ceramics/Chinaware Pottery</b>        For example: Ceramics, pots, bowls, dishes, glasses or other containers made of clay hardened by heat, earthenware, crockery and containers or ornaments made of porcelain or baked clay.</p> <p><b>(k) Precision Instruments</b>        For example: Microscopes, oscilloscopes, meters, counters, polygraphs, electrographs, medical equipment.</p> <p><b>(l) Wooden Items</b>        For example: Chess sets, table tops and frames.</p> <p><b>(m) Garment Bags and Suit/Dress Covers</b>        Garment bags and suit/dress covers made of light, flimsy paper, plastic or vinyl designated for carrying and not for shipping.</p> <p><b>(n) Liquor Cartons</b>        Liquor cartons provided for hand carriage by duty free shops.</p> <p><b>(o) Toys</b>        For example: Dolls, doll houses, models such as trains, cars or airplanes.</p> <p><b>(p) Personal/Household Appliances</b>        For example: Hair dryers, hair curlers, clocks, electric toothbrushes, water pics, coffee pots, toaster and lamps.</p> <p><b>(q) Potted Plants and Foliage</b>        Such as branches and blossoms of flowers.</p> <p><b>(r) Overpacked Baggage</b></p> <p><b>(s) Corrugated/cardboard boxes, sacks or paper or plastic bags that do not have sufficient durability, do not have a secure closure, or do not provided sufficient protection from damage to its contents.</b></p> <p><b>(t) Totally unprotected items or non-luggage, uncrated items such as infant strollers, umbrellas, bag carts and other items whose shape, material or characteristics render them susceptible to damage.</b></p> <p><b>(u) Otherwise unsuitable articles.</b> For example: Cosmetic cases, hat boxes, wig boxes. Perishables (see NOTE below) will be accepted subject to the execution of release (see paragraph (A) above).</p> <p><b>NOTE:</b> For the purpose of this rule, examples of perishables are as follows:        (i) Fresh or Frozen foodstuffs such as fruits, vegetables, meats, fish, poultry, bakery products and dairy products.        (ii) Floral and nursery stock such as flowers, fruits and vegetable plants.        (iii) Cut flowers and foliage such as floral displays.</p>
	(Continued on next page)
	For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.
ISSUED: July 1, 2005	EFFECTIVE: August 19, 2005

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

2nd Revised Page MH-70  
 Cancels 1st Revised Page MH-70

RULE	SECTION I - GENERAL RULES		
115	<p><b>BAGGAGE</b> (Continued)</p> <p><b>C</b> [C] <b>FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN NORTH AMERICA AND POINTS IN AREA 2/3 VIA PACIFIC, USA AND AREA 2/3 VIA ATLANTIC, BUENOS AIRES AND POINTS IN SOUTH AFRICA/AREA 3 VIA ATLANTIC/SOUTH ASIAN SUB-CONTINENT</b> (Continued)</p> <p><b>(B) ACCEPTANCE, CONDITIONS AND CHARGES - SPECIAL ITEMS</b> (Continued)</p> <p><b>(6) Garment Bags</b>        MH will accept garment bags and other bags made of unreinforced pliable materials provided such bags contained only garments and non-fragile items, which will be included in determining the free baggage allowance when in excess will be subject to excess baggage charge. Garment bags containing fragile items will be accepted upon receipt of a release form.</p> <p><b>(7) Musical Instruments</b>        Bass violas or cellos will be accepted for checked baggage if securely packed in a rigid case designed for shipping such items. The instrument and container is subject to the applicable oversize baggage charge.</p> <p><b>(8) Perishables</b>        MH will accept perishables upon receipt of a release form. Examples of perishable items are as follows:        Cut flowers and plants, foods, untreated animal skins or hides and articles requiring maintenance at specific temperatures such as medicines, biological tissues, organs or serum.</p> <p><b>(9) Restricted Articles</b>        (See dangerous goods)</p> <p><b>(10) Sporting Equipment</b>        Sporting equipment items listed below will be accepted subject to the conditions of acceptance and/or prescribed charges. Certain items of sporting equipment will be carried free in addition to the basic free baggage allowance or in lieu of one piece or more of free baggage.</p> <p><b>(a) Bicycles</b></p> <p>(i) MH will accept non-motorized touring or racing bicycles with a single seat;</p> <p>(ii) Bicycle packing requirements—bicycles must have the handlebars fixed sideways and the pedals removed or be placed in cardboard containers with the handlebars fixed sideways and the pedals and handlebars must be encased in plastic foam or similar materials.</p> <p>(iii) (Not applicable for transportation between points in Area 1) One bicycle will be included in determining the free baggage allowance and, if in excess, will be accepted subject to payment of the excess baggage charge for a single piece.</p> <p><b>(b) Bowling Equipment</b></p> <p>(i) (Not applicable to/from Japan) Items of bowling equipment will be accepted as checked baggage. One item of bowling equipment is defined as one bowling bag, one or two bowling balls and one pair of bowling shoes. Bowling equipment will be included in determining the free baggage allowance and when in excess each item will be subject to the excess baggage charge for a single piece.</p> <p>(ii) (Applicable to/from Japan) One item of bowling equipment (Bag, one bowling ball, and a pair of shoes) will be subject to excess baggage charge for a single piece.</p> <p><b>(c) Fishing Equipment</b></p> <p>(i) (Not applicable to/from Japan) Items of fishing equipment will be accepted as checked baggage. One item of fishing equipment is defined as two rods, one reel, one landing net, one pair of fishing boots (All properly encased) and one fishing tackle box. Fishing equipment will be included in determining the free baggage allowance and when in excess, each item will be subject to the excess baggage charge for a single piece.</p> <p>(ii) (Applicable to/from Japan) One item of fishing equipment as defined above will be subject to excess baggage charge for a single piece.</p> <p><b>(d) Golfing Equipment</b>        (Applicable for travel between points in Area 1 and points in Area 2/3 and points within Area 1) One set of golfing equipment consisting of one golf bag (containing golf clubs) and one pair of golf shoes will be included in determining the free baggage allowance and in excess, will be assessed 50 percent of the applicable charge for a single piece. Additional sets will be assessed the full applicable excess charge for a single piece.</p>		
	<p style="text-align: right;">(Continued on next page)</p> <p>For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.</p> <table border="1" style="width: 100%;"> <tr> <td data-bbox="147 1850 764 1887">ISSUED: July 1, 2005</td> <td data-bbox="764 1850 1385 1887">EFFECTIVE: August 19, 2005</td> </tr> </table>	ISSUED: July 1, 2005	EFFECTIVE: August 19, 2005
ISSUED: July 1, 2005	EFFECTIVE: August 19, 2005		

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

5th Revised Page MH-71  
 Cancels 4th Revised Page MH-71

<b>RULE</b>	<b>SECTION I - GENERAL RULES</b>
-------------	----------------------------------

115  C	<p><b>BAGGAGE (Continued)</b></p> <p><u>IC</u> FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN NORTH AMERICA AND POINTS IN AREA 2/3 VIA PACIFIC, USA AND AREA 2/3 VIA ATLANTIC, BUENOS AIRES AND POINTS IN SOUTH AFRICA/AREA 3 VIA ATLANTIC/SOUTH ASIAN SUB-CONTINENT (Continued)</p> <p><b>(B) ACCEPTANCE, CONDITIONS AND CHARGES - SPECIAL ITEMS (Continued)</b></p> <p><b>(10) Sporting Equipment (Continued)</b></p> <p><b>(e) Scuba Diving Equipment</b></p> <p>(i) One item of scuba diving equipment is defined as one scuba tank (empty), one scuba regulator, one tank harness, one tank pressure gauge, one mask, two fins, one snorkel, one knife, one spear gun and one safety vest.</p> <p>(ii) Items of scuba diving equipment will not be included in determining the free baggage allowance and will always be subject to the excess baggage charge for a single piece whether or not presented as a single piece and regardless of actual dimensions will be considered to be one piece of baggage whose outside linear dimensions are 62 inches.</p> <p><b>EXCEPTION:</b> (Applicable for travel on MH services between the U.S.A./Canada and Malaysia only) One item of scuba diving equipment will be included in determining the free baggage allowance and in excess, will be assessed 50 percent of the applicable charge for a single piece. Additional sets will be assessed the full applicable excess charge for a single piece.</p> <p><b>(f) Snow/Water Skiing Equipment</b></p> <p>One item of snow/water skiing equipment consists of one pair of skis, one pair of ski poles, one pair of boots, or one snow board, one pair of boots, or one pair of standard water skis or one slalom water ski, one item of skiing equipment may be included in the free baggage allowance.</p> <p>(i) The charge of 33 percent of the applicable excess baggage charge shall apply when the above articles are not included in the normal checked baggage allowance for the class of service paid.</p> <p>(ii) This charge is available only for one set of equipment per passenger. For any snow/water skiing equipment in excess, normal excess baggage shall apply.</p> <p><b>(g) Sporting Firearms</b></p> <p>One item of shooting equipment is defined as: One rifle case containing not more than two rifles, with or without scopes, 11 pounds of ammunition, one shooting mat, noise suppressors and small rifle tools; or two shotguns and two shotgun cases and 11 pounds of ammunition; or one pistol case containing not more than five pistols, 11 pounds of ammunition, noise suppressors, one pistol telescope and small pistol tools.</p> <p>(i) (Not applicable to/from Japan) Items of shooting equipment will be accepted as checked baggage only subject to the conditions specified below. Sporting firearms will be included in determining free baggage allowance and, when in piece, whether or not presented as a single piece.</p> <p>(ii) (Applicable to/from Japan) Sporting firearms are not permitted except target pistols to be used at international athletic meetings.</p> <p><b>(iii) Conditions Of Acceptance</b></p> <p>(aa) (Applicable for travel between points in Area 1 and Area 2/3, and within Area 1) Advance arrangements must be made.</p> <p>(bb) Firearms must be unloaded and packed in a manufacturer's crushproof type container, manufactured specifically for the same purpose.</p> <p>(cc) Baggage containing hand guns must be locked with a key or lock combination in possession of the passenger only and the bag must be of the hard-side type.</p> <p>(dd) Baggage containing firearms will be transported in an area other than the cockpit that is inaccessible to passengers.</p> <p>(ee) Baggage containing firearms will not knowingly be accepted for transportation at point of origin or at an online or interline connecting point unless a declaration, signed and dated on the day the baggage is accepted for transportation, is attached to the outside of the case declaring that firearms are not loaded.</p> <p><b>EXCEPTION:</b> When firearms are in container not specifically designed for carrying firearms, the declaration must be placed inside the suitcase or other baggage.</p> <p><b>(h) Surfboards/Sailboards and Masts</b></p> <p>Surfboards, sailboards and masts will be accepted as checked baggage. Surfboards/sailboards and masts will not be included in the free baggage allowance and will be assessed as follows:</p> <p>(i) One surfboard or one sailboard or one mast at 50 percent of the applicable excess baggage charge.</p> <p>(ii) Additional surfboards or sailboards or masts at the applicable excess baggage charge.</p>
--------------	---

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

<b>ISSUED:</b> July 1, 2005	<b>EFFECTIVE:</b> August 19, 2005
-----------------------------	-----------------------------------

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

3rd Revised Page MH-72  
 Cancels 2nd Revised Page MH-72

RULE

## SECTION I - GENERAL RULES

115

BAGGAGE (Continued)

C

[C] FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN NORTH AMERICA AND POINTS IN AREA 2/3 VIA PACIFIC, USA AND AREA 2/3 VIA ATLANTIC, BUENOS AIRES AND POINTS IN SOUTH AFRICA/AREA 3 VIA ATLANTIC/SOUTH ASIAN SUB-CONTINENT (Continued)

(B) ACCEPTANCE, CONDITIONS AND CHARGES - SPECIAL ITEMS (Continued)(ii) Pets(a) Acceptability

Pets, including dogs, cats and birds will be accepted for carriage at the owner's risk (except that the carrier will be liable for its own negligence). Pets will be accepted as baggage only when accompanied by a passenger traveling on the same aircraft and they travel either in the cargo compartment or in the passenger cabin as described below. Pets will be accepted for carriage subject to the following conditions:

- (i) Advance arrangements must be made.
- (ii) Valid health and rabies vaccination certificates must accompany the pet.
- (iii) The passengers must make all arrangements and assume full responsibility for complying with any applicable laws, customs and/or other governmental regulations, requirements or restrictions of the country, state or territory to which the animal is being transported.
- (iv) The animal must be confined in a leakproof container subject to inspection and approval by the carrier prior to acceptance.
- (v) The animal must be harmless, inoffensive, odorless and require no attention during transit.
- (vi) Pets will be accepted in the cargo compartment or in the passenger cabin as described in paragraph (b) below.
- (vii) Carrier will accept no more than two pet containers per ticketed passenger.
- (viii) Carrier will not accept container(s) whose combined dimensions exceed 115 inches or 100 pounds.

(b) Carriage of Pets(i) In the Cargo Compartment

- (aa) Pets will not be accepted as checked baggage for interline carriage.
- (bb) The number of animals is limited to one animal per container, except that two kittens or two puppies between 8 weeks and 6 months of age, size permitting, or two household birds will be permitted in a single container. Carrier reserves the right to limit the number of containers carried on any flight in order to ensure the safety and well being of any animal being transported.
- (cc)

(ii) In The Cabin

- (aa) (Applicable for travel between points in Area 1 and Area 2/3) Pets will not be accepted for travel in the passenger cabin.
- (bb) (Applicable for travel within Area 1 only except for travel to Hawaii)
  - (1) Carrier will only accept domestic puppies, kittens, small dogs, cats or household birds for transportation in the cabin.
  - (2) Pets are not permitted with unaccompanied children.
  - (3) The pets' containers' dimensions may not exceed 21 inches in length by 13 inches in width by 8 inches in height.
  - (4) The container shall be stored underneath the seat directly in front of the passenger and the animal must remain in the container throughout the entire flight.
  - (5) Only one animal per container except for two household birds.
  - (6) The number of containers on a flight shall be limited to one container per compartment.

(c) Charges

(Applicable for travel between points in Area 1 and Area 2/3 and within Area 1). The pet and container will not be included in determining the free baggage allowance, and will be subject to 200 percent of the excess baggage charge for a single piece.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: July 1, 2005

EFFECTIVE: August 19, 2005

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

2nd Revised Page MH-73  
 Cancels 1st Revised Page MH-73

**RULE SECTION I - GENERAL RULES**

115 BAGGAGE (Continued)

C [C] FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN NORTH AMERICA AND POINTS IN AREA 2/3 VIA PACIFIC, USA AND AREA 2/3 VIA ATLANTIC, BUENOS AIRES AND POINTS IN SOUTH AFRICA/AREA 3 VIA ATLANTIC/SOUTH ASIAN SUB-CONTINENT (Continued)

(C) CHECKED AND CARRY-ON BAGGAGE

Passenger may check baggage for carriage in the cargo compartment of the aircraft and/or may carry baggage on board the aircraft subject to the provisions below. The suitability of baggage, as to weight, size and character, to be carried in the passenger compartment of the aircraft will be determined by MH.

(1) Checked Baggage

Carrier will check baggage which is tendered by a passenger and which is acceptable under the terms of this rule, upon presentation of a valid ticket for transportation over the lines of MH, and one or more other carriers subject to the conditions specified below.

- (a) Baggage must be checked at the city or airport office designated MH and in advance of flight departure time as prescribed by MH.
- (b) The passenger's name must appear on the baggage. MH will supply baggage identification labels free of charge.
- (c) Baggage will not be checked:
  - (i) To a point that is not specified on the passenger's ticket.
  - (ii) Beyond the passenger's next point of stopover or, if there is no stopover, beyond the destination designated on the ticket.
  - (iii) Beyond a point at which the passenger wants to reclaim the baggage or any portion thereof.
  - (iv) Beyond the point to which all applicable charges have been paid.
  - (v) Beyond a point at which the passenger is to transfer to a connecting flight, if that flight is scheduled to depart from an airport different from the one at which the passenger is scheduled to arrive.
  - (vi) Beyond the point to which the passenger holds a reservation.
- (d) Live animals will not be checked beyond a point of transfer to another carrier.

(2) Delivery Of Checked Baggage By Carrier

- (a) Checked baggage will be delivered to the bearer of the baggage check upon payment of all unpaid sums due MH under the contract of carriage and upon return to MH of the obligation to ascertain that the bearer of the baggage check and baggage (claim) tags is entitled to delivery of the baggage and carrier is not liable for any loss, damage or expense arising out of or in connection with such delivery of the baggage. Except as otherwise provided in sub-paragraph (c) below, delivery will be made at the destination shown in the baggage.
- (b) If the provisions of sub-paragraph (a) above, are not complied with by a person claiming the baggage, MH will deliver the baggage only on condition that such person establishes to MH's satisfaction his rights thereto and if required by MH, such person shall furnish adequate security to indemnify MH for any loss, damage or expense which may be incurred by MH as a result of such delivery.
- (c) At the request of the bearer of the baggage check and baggage claim tag(s), checked baggage will be delivered at the place of departure or intermediate stopping place upon the same condition provided for in subparagraph (a) above, unless precluded by government regulations or unless time and circumstances do not permit. In delivering baggage at the place of departure or any intermediate stopping place, MH shall be under no obligation to refund any charges paid.
- (d) Acceptance of baggage by the bearer of the baggage check and baggage (claim) tag(s) without written complaint at the time of delivery is presumptively evidence that the baggage has been delivered in good condition and in accordance with the contract of carriage.
- (e) Passengers who arrive at the airport of departure for check-in within 30 minutes of scheduled departure or who are traveling on a standby basis and are accepted for carriage will be advised that it may not be possible to load their checked baggage on the flight on which he/she has been accepted for carriage. Such baggage will be accepted only upon execution of a release supplied by the carrier, which relieves the carrier from liability of any delivery charges resulting from failure of baggage to arrive on the flight on which the passenger traveled unless the carrier has failed to exercise ordinary standards of care in the carriage and delivery of the baggage.

(3) CARRY ON BAGGAGE

- (a) When baggage is carried on board the aircraft it may be stored in carry-on compartments of aircraft so equipped or it must be retained in the passenger's custody and stored under a seat or in an overhead compartment approved for the carriage of such baggage.
- (b) Maximum dimensions for under seat storage (measured together, if more than one piece of baggage) must not exceed a total of 45 inches (9 inches plus 14 inches plus 22 inches).

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

**ISSUED: July 1, 2005**

**EFFECTIVE: August 19, 2005**

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

2nd Revised Page MH-74  
 Cancels 1st Revised Page MH-74

**RULE SECTION I - GENERAL RULES**

115 BAGGAGE (Continued)

C [C]FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN NORTH AMERICA AND POINTS IN AREA 2/3 VIA PACIFIC, USA AND AREA 2/3 VIA ATLANTIC, BUENOS AIRES AND POINTS IN SOUTH AFRICA/AREA 3 VIA ATLANTIC/SOUTH ASIAN SUB-CONTINENT (Continued)

(D) CABIN-SEAT BAGGAGE AND CHARGES

When a passenger requests that an item of baggage be carried in the cabin and it is determined by MH that the item is acceptable as cabin baggage, but it is so fragile and/or bulky as to require the use of a seat, the provisions specified below will apply.

(1) Cabin-seat baggage must be carried aboard the aircraft by the passenger and secured in a seat. The seat must be located in the aircraft as indicated below:

LOCATION	REMARKS
Seat immediately behind bulkhead, class divider or windscreen.	Seat must be located next to the passengers seat. Baggage must not protrude above the seat back, Not more than 165 pounds/75 kgs. per seat.

(2) CHARGES

Carrier will charge 100 percent of the applicable adult fare, for the portion of the trip on which the extra seat is used. Cabin seat baggage will not be included in determining free baggage allowance or excess baggage charges.

(E) FREE BAGGAGE ALLOWANCE

(1) MAXIMUM ALLOWANCE

When a fare-paying passenger presents a valid ticket for transportation between points on MH, MH will transport the passenger's baggage between such points without charge, subject to the conditions of acceptance above and to the maximums named in this rule. The following table shows the basic allowance (quantity, weight, and size) of baggage that will be carried free either in addition to the basic maximum or in lieu of one or more of the allowed pieces. The following are definitions of terms as used in the table below:

(i) The third piece may be one or more pieces of baggage. If more than one piece, the combined outside linear dimensions must not exceed the stated maximum outside linear dimensions for the third piece and the combined weight must not exceed the stated maximum weight for the third piece.

(ii) "Oversize" baggage is defined as a piece of baggage whose outside linear dimensions exceed 62 inches or which weighs more than 70 pounds.

(iii) The term "one item" (used to describe certain articles to be carried free) is defined in sporting equipment above for each article to which it applies.

(2) Applicable only between Area 1 and Area 2/3; and within Area 1:

BASIC ALLOWANCE		
Pieces	Maximum outside linear dimensions and weight of each piece.	
	Applicable to First/Business Class service only.	Applicable to Economy Class/ service only.
1st	62 in. 70 lbs.	See subparagraphs (E) (2) (c) below
2nd	62 in. 70 lbs.	
3rd	45 in.	

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

**ISSUED: July 1, 2005**

**EFFECTIVE: August 19, 2005**

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

3rd Revised Page MH-75  
 Cancels 2nd Revised Page MH-75

**RULE SECTION I - GENERAL RULES**

115 BAGGAGE (Continued)

C [C]FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN NORTH AMERICA AND POINTS IN AREA 2/3 VIA PACIFIC, USA AND AREA 2/3 VIA ATLANTIC, BUENOS AIRES AND POINTS IN SOUTH AFRICA/AREA 3 VIA ATLANTIC/SOUTH ASIAN SUB-CONTINENT (Continued)

(E) FREE BAGGAGE ALLOWANCE (Continued)

(2) Applicable only between Area 1 and Area 2/3; and within Area 1: (Continued)

SPORTING EQUIPMENT

Pieces	One item of one type of equipment free in addition to basic allowance.	One item of one type of equipment free in lieu of first pieces
1st		See Subparagraphs (E) (2) (d) and (E) (2) (e) below
2nd	--	
3rd		

OVERSIZE

Pieces	One item free in lieu of first and second pieces.
1st	--
2nd	
3rd	

**Additional Conditions:**

- (a) Between North America and points in Area 2/3 via Pacific and between USA and Area 2/3 via Atlantic.
  - (i) When travel is wholly on MH services, the piece (PC) concept shall apply to the entire journey irrespective whether stopover(s) or transfer(s) is/are made at intermediate point(s).
  - (ii) When travel involves interlining and where stopovers are made at intermediate points, the weight system shall apply to the interline segments within Area 3 and within Area 2 and between Area 3 and Area 2.
  - (iii) When travel involves interlining and where transfers are made at intermediate points, the piece concept shall apply to the interline segments.
- (b) Between Buenos Aires and points in South Africa/Area 3 via Atlantic/South Asian Sub-Continent.
  - (i) When travel is wholly on MH services, the piece (PC) concept shall apply to the entire journey irrespective whether stopover(s) or transfer(s) is/are made at intermediate point(s).
  - (ii) When travel involves interlining, the weight (WT) concept shall apply to the interlining segment(s) irrespective whether stopover(s) or transfer(s) is/are made at intermediate point(s).
- (c) Maximum allowance will be 66 lbs. for all portions of transportation within the Continental U.S.
- (d) Passenger must carry third piece on board the aircraft.
- (e) For Economy Class of service, two pieces of checked baggage (measured together) of which the sum of the greatest outside linear dimensions does not exceed 107 inches, provided that the outside linear dimension of each bag does not exceed 62 inches and does not weigh more than 70 lbs., the third piece of baggage whose outside linear dimensions do not exceed 45 inches must be carried on board the aircraft.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

**ISSUED: July 1, 2005**

**EFFECTIVE: August 19, 2005**



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

4th Revised Page MH-76  
 Cancels 3rd Revised Page MH-76

RULE	SECTION I - GENERAL RULES
115 C	<p><u>BAGGAGE</u> (Continued)</p> <p><u>[C] FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN NORTH AMERICA AND POINTS IN AREA 2/3 VIA PACIFIC, USA AND AREA 2/3 VIA ATLANTIC, BUENOS AIRES AND POINTS IN SOUTH AFRICA/AREA 3 VIA ATLANTIC/SOUTH ASIAN SUB-CONTINENT</u> (Continued)</p> <p><u>(E) FREE BAGGAGE ALLOWANCE</u> (Continued)</p> <p>(2) (Continued)</p> <p>(f) (Applicable to/from Japan only) In lieu of the first piece of baggage provided for above, any article listed below will be accepted and regardless of the actual dimensions will be considered a piece of baggage whose outside dimensions are 53 inches:</p> <ul style="list-style-type: none"> <li>(i) One bedroll or sleeping bag;</li> <li>(ii) One rucksack, knapsack or backpack;</li> <li>(iii) One duffel bag, B-4 bag or seabag;</li> <li>(iv) Snow skiing equipment;</li> <li>(v) Golfing equipment;</li> <li>(vi) One bicycle (single seat touring or racing bicycle, non-motorized) provided the handle bars are fixed sideways and the pedals removed.</li> </ul> <p>(g) (Applicable between points in Area 1 or between points in Area 1 and points in Area 3, except Japan) In lieu of the first piece of baggage provided for above, any article listed below will be accepted and regardless of the actual dimensions, will be considered a piece of baggage whose outside linear dimensions are 55 inches:</p> <ul style="list-style-type: none"> <li>(i) One bedroll or sleeping bag;</li> <li>(ii) One rucksack, knapsack or backpack;</li> <li>(iii) One duffel bag, B-4 bag or seabag;</li> <li>(iv) Snow skiing equipment;</li> <li>(v) Golfing equipment;</li> <li>(vi) Bowling equipment;</li> <li>(vii) One pair of water skis;</li> <li>(viii) Fishing equipment;</li> <li>(ix) Shooting equipment (Sporting firearms)</li> </ul> <p>(h) In lieu of the first piece of baggage provided for above, any portable musical instrument not exceeding 39 inches in length will be accepted and will be considered to be a piece of baggage whose outside linear dimensions are 39 inches.</p> <p>(3) <u>FREE BAGGAGE ALLOWANCE FOR CHILDREN AND INFANTS</u></p> <p>(a) Children paying at least 50 percent of the adult fare receive the same baggage allowance as adults.</p> <p>(b) Infants who pay 10 percent of the adult fare will be allowed one piece of checked baggage whose sum of the three dimensions does not exceed 45 inches and weight not exceeding 70 lbs, plus one fully collapsible baby stroller.</p> <p>(c) Infant carried without charge will not be granted a free baggage allowance.</p> <p>(4) Articles carried free in addition to stated maximum, in addition to the maximum allowances provided in paragraphs (1), (2) and (3) above, each fare-paying passenger may carry, without additional charge, the following articles of baggage only when retained in the passenger's custody (except items (h) or (j) which also may be checked:</p> <ul style="list-style-type: none"> <li>(a) A handbag or pocketbook</li> <li>(b) An overcoat or wrap</li> <li>(c) A foot rug</li> <li>(d) An umbrella or walking stick</li> <li>(e) A camera and/or a pair of binoculars</li> <li>(f) A reasonable amount of reading matter for a flight</li> <li>(g) An infant's food for consumption en route</li> <li>(h) A collapsible wheelchair and/or crutches and/or braces or other prosthetic devices on the same flight with passenger dependent on the devices</li> <li>(i) (Not applicable to/from Japan) One attache case, maximum width 4 inches</li> <li>(j) (Not applicable to/from Japan) One box or mesh bag of citrus fruit not to exceed 10 pounds</li> <li>(k) (Applicable to/from Japan only) one infant's basket</li> </ul> <p>(5) <u>POOLED BAGGAGE</u>        When two or more passengers traveling to the same destination on the same flight present themselves and their baggage at the same time and place, their maximum allowance will be the sum of their individual maximum allowance. Baggage in excess of the combined maximum allowance will be subject to the excess baggage charge.</p>
(Continued on next page)	
For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.	
ISSUED: July 1, 2005	EFFECTIVE: August 19, 2005

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

1st Revised Page MH-76-A  
 Cancels Original Page MH-76-A

**RULE SECTION I - GENERAL RULES**

115 BAGGAGE (Continued)

C [C] FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN NORTH AMERICA AND POINTS IN AREA 2/3 VIA PACIFIC, USA AND AREA 2/3 VIA ATLANTIC, BUENOS AIRES AND POINTS IN SOUTH AFRICA/AREA 3 VIA ATLANTIC/SOUTH ASIAN SUB-CONTINENT (Continued)

(F) EXCESS BAGGAGE CHARGES

EXCESS PIECES

(1) (Applicable between Area 1 and Area 2/3 via the Pacific) The charge for each piece of normal size is indicated below in USD.

Between AND	Hawaii	LAX/PDX/ SFO/SEA YVR	Puerto Rico/Alaska and points in the Continental U.S.A./Canada not specified/Mexico
Malaysia/Indonesia/ Thailand/Cambodia/ Laos/Singapore/ Viet Nam	96.00	109.00	117.00
Philippines	77.00	98.00	107.00
Hong Kong/Korea/ China/Taiwan	75.00	89.00	97.00
Japan (excluding Okinawa)	63.00	75.00	86.00
Okinawa	77.00	91.00	100.00
Afghanistan/ Bangladesh/Myanmar/ India/Maldives/ Nepal/	109.00	121.00	129.00
South West Pacific (excluding Australia/ New Caledonia/New Zealand and Papua New Guinea)	53.00	64.00	72.00
New Caledonia/ New Zealand	64.00	75.00	83.00
Australia (excluding BNE/SYD)/ Papua New Guinea	80.00	91.00	99.00
BNE/SYD	75.00	86.00	94.00
South Africa	-	128.00	143.00
Middle East	-	110.00	110.00

(2) Applicable between U.S.A. and Area 2/3 via the Atlantic The charges for each piece of normal size excess baggage is indicated below in USD.

Between	And: New York/Baltimore/ Boston/Philadelphia/ Washington	Other points in Continental U.S.A. not specified
Japan/Korea/ South East Asia/ South West Pacific	149.00	164.00
Europe	90.00	110.00
Middle East	106.00	150.00
South Asian Sub-Continent	123.00	145.00

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

**ISSUED: July 1, 2005**

**EFFECTIVE: August 19, 2005**

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

8th Revised Page MH-77  
 Cancels 7th Revised Page MH-77

**RULE SECTION I - GENERAL RULES**

115 BAGGAGE (Continued)

C [C] FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN NORTH AMERICA AND POINTS IN AREA 2/3 VIA PACIFIC, USA AND AREA 2/3 VIA ATLANTIC, BUENOS AIRES AND POINTS IN SOUTH AFRICA/AREA 3 VIA ATLANTIC/SOUTH ASIAN SUB-CONTINENT (Continued)

(F) EXCESS BAGGAGE CHARGES (Continued)  
EXCESS PIECES

(3) Applicable between Buenos Aires and points in South Africa/Area 3 via the Atlantic/South Asian Sub-Continent:

Between	And:	Per Piece (USD)
Buenos Aires	Japan/Korea	141.00
	Australia/New Zealand	144.00
	India	117.00
	South Africa	74.00
	Malaysia/Singapore/ Hong Kong/Taiwan/China/ Philippines/Indonesia/ Viet Nam/Laos/Brunei	131.00
	Thailand	158.00

(4) Oversized baggage charges (Applicable between Area 1 and Area 2/3) each piece of baggage whose sum of the three linear dimensions and/or weight exceeds the free baggage allowance is subject to charges as indicated below.

MEASURED PER PIECE	PIECE		ADVANCE ARRANGEMENTS MUST BE MADE
	1st or 2nd	3rd or more	
63-80 inches and 70 pounds or less (32 kgs)	100 percent of the applicable excess baggage charge	200	No
81 inches or over and/or 71-99 pounds (33-45 kgs)	300 percent of the applicable excess baggage charge	300	Yes
100 pounds (46 kgs) or over	In addition to the above excess baggage rate add 100 percent of the applicable per piece rate in (f) (1) above for each additional 22 pounds		Yes

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: July 1, 2005

EFFECTIVE: August 19, 2005

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

3rd Revised Page MH-78  
Cancels 2nd Revised Page MH-78

RULE	SECTION I - GENERAL RULES
115 C	<p><b>BAGGAGE (Continued)</b></p> <p><b>[C] FREE BAGGAGE ALLOWANCE AND EXCESS BAGGAGE CHARGES BETWEEN NORTH AMERICA AND POINTS IN AREA 2/3 VIA PACIFIC, USA AND AREA 2/3 VIA ATLANTIC, BUENOS AIRES AND POINTS IN SOUTH AFRICA/AREA 3 VIA ATLANTIC/SOUTH ASIAN SUB-CONTINENT (Continued)</b></p> <p><b>(F) EXCESS BAGGAGE CHARGES (Continued)</b></p> <p>(3) Collection of excess weight/oversize and/or additional piece charges at the passenger's option, excess weight, oversize and/or additional piece charges will be payable either at the point of origin for the entire journey to final destination, or at the point of origin to the point of stopover, in which event, when carriage is resumed charges will be payable from the point of stopover to the next point of stopover or destination. When on a journey for which a through excess baggage ticket has been issued there is an increase in the amount of excess baggage carried, carrier will issue a separate excess baggage ticket for such increase and collect charges to destination or stopover point.</p> <p>(4) Excess weight/oversize and/or additional piece charges on reroutings or cancellations when a passenger is rerouted or his carriage cancelled, the provisions which govern with respect to the payment of additional fares or the refunding of fares shall likewise govern the payment or the refunding of excess weight charges.</p> <p><b>(G) EXCESS VALUE CHARGES FOR BAGGAGE</b></p> <p><b>(1) EXCESS VALUE CHARGES</b></p> <p>(a) <b>CHECKED BAGGAGE</b> In case of checked baggage, a passenger may declare a value for baggage in excess of USD 20.00 (CAD 20.00 or 250 French Gold Francs) or its equivalent per kilogram.</p> <p>(b) <b>UNCHECKED BAGGAGE OR UNCHECKED PROPERTY</b> In the case of unchecked baggage or unchecked property, a passenger may not declare a value for baggage in excess of USD/CAD 400.00 or 5000 French gold Francs or its equivalent per kilogram.</p> <p>(c) MH will assess the above charge for baggage value in excess of USD 1250.00 per passenger for local carriage or for its portion of joint carriage wholly between points in the United States.</p> <p>(d) When passenger makes an excess value declaration, a charge of USD/CAD 1.00 per USD/CAD 100.00 or fraction thereof, will be assessed for the additional amount of liability. Any higher declared value shall not apply to money, jewelry, silverware, negotiable papers, securities, business documents, samples, paintings, antiques, artifacts, manuscripts, irreplaceable books or publications or other similar valuables when such valuables are included in baggage checked or otherwise delivered into the custody of MH.</p> <p>(e) This rule shall not entitle the passenger to declare such excess value for baggage in connection with carriage over carrier's route in relation to which the above rule does not permit such declarations unless the carriage over such route forms a part of through carriage including other routes in relation to which such declarations are permitted.</p> <p><b>(2) VALUATION LIMIT OF BAGGAGE</b></p> <p>(a) No baggage of any one passenger having a declared value in excess of USD/CAD 5000.00 will be accepted for carriage. MH will not accept a declaration of value in excess of USD/CAD 400.00 on unchecked baggage.</p> <p>(b) When personal property, including baggage, is tendered for transportation via two or more carriers with different maximum limits on declared value, the lowest limit for any such carrier shall apply to all carriers participating in such transportation.</p> <p><b>(3) COLLECTION OF EXCESS VALUE CHARGES</b> Excess value charges will be payable at the point of origin for the entire journey to final destination, provided that if at a stopover en route a passenger declares a higher excess value than that originally declared additional value charges for the increased value from the stopover at which the higher value was declared to final destination will be payable. <b>EXCEPTION:</b> Excess value charges will be payable only to the point to which the baggage is checked or to the point of transfer to another carrier if such point precedes the point to which baggage is checked.</p> <p><b>(4) EXCESS VALUE CHARGES ON REROUTING OR CANCELLATIONS</b> When a passenger is rerouted or his carriage cancelled, the provisions which govern with respect to the payment of additional fares or the refunding of fares shall likewise govern the payment of excess value charges. No refund of value charges will be made when a portion of the carriage has been completed.</p>
For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.	
ISSUED: July 1, 2005	EFFECTIVE: August 19, 2005

RULE	SECTION I - GENERAL RULES
C116	<p><b>†[N]INTERLINE BAGGAGE ACCEPTANCE</b></p> <p>(A) <b>APPLICABILITY</b> This rule is applicable to all interline itineraries issued on a single ticket whose origin or ultimate ticketed destination is in Canada. It establishes how MH will determine which carrier's baggage rules apply to any passenger's entire interline itinerary.</p> <p>(B) <b>GENERAL</b> For the purposes of interline baggage acceptance: (1) The carrier whose designator code is identified on the first segment of the passenger's interline ticket will be known as the selecting carrier. (2) Any carrier who is identified as providing interline transportation to the passenger by virtue of the passenger's ticket will be known as a participating carrier.</p> <p>(C) <b>BAGGAGE RULE DETERMINATION BY SELECTING CARRIER</b> (1) <b>Checked Baggage</b> The selecting carrier will: (a) Select and apply its own baggage rules as set out in its tariff to the entire interline itinerary; or (b) Select the Most Significant Carrier, as determined by IATA Resolution 302 and conditioned by the Canadian Transportation Agency, in order for that carrier's baggage rules, as established in its tariff, to apply to the entire interline itinerary. The carrier identified by means of a) or b) will be known as the selected carrier. (2) <b>Carry-On Baggage</b> Each operating carrier's carry-on baggage allowances will apply to each flight segment in an interline itinerary. Notwithstanding, the carry-on baggage charges that will apply to the entire interline itinerary will be those of the selected carrier.</p> <p>(D) <b>BAGGAGE RULE APPLICATION BY PARTICIPATING CARRIER</b> Where MH is not the selected carrier on an interline itinerary but is a participating carrier that is providing transportation to the passenger based on the ticket issued, MH will apply as its own the baggage rules of the selected carrier throughout the interline itinerary.</p> <p>(E) <b>DISCLOSURE OF BAGGAGE RULES</b> Summary Page at the end of an Online Purchase and E-Ticket Disclosure</p> <p>(1) For baggage rules provisions related to a passenger's 1st and 2nd checked bag and the passenger's carry-on baggage (i.e. the passenger's "standard" baggage allowance), when the carrier sells and issues a ticket for an interline itinerary, it will disclose to the passenger on any summary page at the end of an online purchase and on the passenger's itinerary/receipt and e-ticket at the time of ticketing the baggage information relevant to the passenger itinerary as set out in paragraph 2 below. The disclosed information will reflect the baggage rules of the selected carrier.</p> <p>(2) The carrier will disclose the following information: (a) name of the carrier whose baggage rules apply; (b) passenger's free baggage allowance and/or applicable fees; (c) size and weight limits of the bags, if applicable; (d) terms or conditions that would alter or impact a passenger's standard baggage allowances and charges (e.g. frequent flyer status, early check-in, pre-purchasing baggage allowances with a particular credit card); (e) existence of any embargoes that may be applicable to the passenger's itinerary; and, (f) application of baggage allowances and charges (i.e. whether they are applied once per direction or if they are applicable at each stopover point).</p> <p>(3) The carrier will provide this information in text format on the passenger's e-ticket confirmation. Any fee information provided for carry-on bags and the first and second checked bag will be expressed as specific charges (i.e., not a range).</p> <p><b>WEB SITE DISCLOSURE</b> The carrier will disclose on its Web site, in a convenient and prominent location, a complete and comprehensive summary of all the carrier's own baggage rules, including information concerning: (a) The maximum weight and dimensions of passenger bags, if applicable, both checked and unchecked; (b) The number of checked and unchecked passenger bags that can be transported and the applicable charges; (c) Excess and oversized baggage charges; (d) Charges related to check in, collection and delivery of checked baggage; (e) Acceptance and charges related to special items, e.g. surf boards, pets, bicycles, etc.; (f) Baggage provisions related to prohibited or unacceptable items, including embargoes; (g) Terms or conditions that would alter or impact the baggage allowances and charges applicable to passengers (e.g. frequent flyer status, early check in, pre-purchasing baggage allowances with a particular credit card); and, (h) Other rules governing treatment of baggage at stopover points, including passengers subject to special baggage allowances or charges etc.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: May 15, 2015

EFFECTIVE: June 29, 2015

(Except  
as Noted)

RULE	SECTION I - GENERAL RULES
C116	<p>†[N] <u>INTERLINE BAGGAGE ACCEPTANCE</u> (Continued)</p> <p>(F) <u>DEFINITIONS</u></p> <p>"Airline Designator Code" an identification code comprised of two-characters which is used for commercial and traffic purposes such as reservations, schedules, timetables, ticketing, tariffs and airport display systems. Airline designators are assigned by IATA. When this code appears on a ticket, it reflects the carrier that is marketing the flight, which might be different from the carrier operating the flight.</p> <p>"Baggage Rules" the conditions associated with the acceptance of baggage, services incidental to the transportation of baggage, allowances and all related charges. For example, baggage rules may address the following topics:</p> <ul style="list-style-type: none"> <li>. The maximum weight and dimensions of passenger bags, if applicable, both checked and unchecked;</li> <li>. The number of checked and unchecked passenger bags that can be transported and the applicable charges;</li> <li>. Excess and oversized baggage charges;</li> <li>. Charges related to check-in, collection and delivery of checked baggage;</li> <li>. Acceptance and charges related to special items, e.g. surfboards, pets, bicycles, etc;</li> <li>. Baggage provisions related to prohibited or unacceptable items, including embargoes;</li> <li>. Terms or conditions that would alter or impact the baggage allowances and charges applicable to passengers (e.g. frequent flyer status, early check-in, pre-purchasing baggage allowances with a particular credit card); and,</li> <li>. Other rules governing treatment of baggage at stopover points, including passengers subject to special baggage allowances or charges, etc.</li> </ul> <p>"Interline agreement": an agreement between two or more carriers to co-ordinate the transportation of passengers and their baggage from the flight of one air carrier to the flight of another air carrier (through to the next point of stopover).</p> <p>"Interline itinerary": all flights reflected on a single ticket involving multiple air carriers. Only travel on a single ticket is subject to the Agency's approach provided the origin or the ultimate ticketed destination is a point in Canada.</p> <p>"Interline travel": travel involving multiple air carriers listed on a single ticket that is purchased via a single transaction.</p> <p>"Single ticket": a document that permits travel from origin to destination. It may include interline/code-share and intra-line segments. It may also include end-to-end combinations (i.e., stand alone fares that can be bought separately but combined together to form one price).</p> <p>"Summary page at the end of an online purchase": a page on a carrier's Web site which summarizes the details of a ticket purchase transaction just after the passenger has agreed to purchase the ticket from the carrier and has provided a form of payment.</p> <p>"Ultimate ticketed destination": In situations where a passenger's origin is a non-Canadian point and the itinerary includes at least one stop in Canada, as well as at least one stop outside Canada. If the stop in Canada is the farthest checked point and the stop is more than 24 hours, the Agency would consider the ultimate ticketed destination to be Canada.</p>

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: May 15, 2015

EFFECTIVE: June 29, 2015

(Except  
as Noted)† - Effective May 16, 2015 and issued on not less than one (1) day's notice  
under NTA(A) Special Permission No. 68160.

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

Original Page MH-78-C

RULE	SECTION I - GENERAL RULES
C116	<p>+IN] <u>INTERLINE BAGGAGE ACCEPTANCE</u> (Continued)</p> <p>(F) <u>DEFINITIONS</u> (Continued)</p> <p>CARRIER DEFINITIONS (Various)</p> <p>"Down Line Carrier": any carrier, other than the selecting carrier, who is identified as providing interline transportation to the passenger by virtue of the passenger's ticket.</p> <p>"Marketing Carrier": the carrier that sells flights under its code.</p> <p>"Most Significant Carrier (MSC)": is determined by a methodology, established by IATA (Resolution 302), which establishes, for each portion of a passenger's itinerary where baggage is checked through to a new stopover point, which carrier will be performing the most significant part of the service. For travelers under the Resolution 302 system, the baggage rules of the MSC will apply. For complex itineraries involving multiple checked baggage points, there may be more than one MSC, resulting in the application of differing baggage rules through an itinerary.</p> <p>"Most Significant Carrier (MSC)-IATA Resolution 302 as conditioned by the Agency": in this instance, the MSC is determined by applying IATA Resolution 302 methodology as conditioned by the Agency. The Agency's reservation has stipulated that only a single set of baggage rules may apply to any given interline itinerary. The aim of the Agency's reservation is to allow the selecting carrier to use the MSC methodology to determine which carrier's baggage rules apply to an international interline itinerary to or from Canada, while reinforcing the role of tariffs in the determination of which carrier's rules apply.</p> <p>"Operating Carrier": the carrier that operates the actual flight.</p> <p>"Participating Carrier(s)": includes both the selecting carrier and down line carriers who have been identified as providing interline transportation to the passenger by virtue of the passenger's ticket.</p> <p>"Selected Carrier": the carrier whose baggage rules apply to the entire interline itinerary.</p> <p>"Selecting Carrier": the carrier whose designator code is identified on the first segment of the passenger's ticket at the beginning of an itinerary issued on a single ticket whose origin or ultimate destination is in Canada.</p>
For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.	
ISSUED: May 15, 2015	EFFECTIVE: June 29, 2015 (Except as Noted)

+ - Effective May 16, 2015 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 68160.

## Airline Tariff Publishing Company, Agent

Original Page MH-79

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. MH-1

RULE

## SECTION I— GENERAL RULES

130

## FARES

- (A) GENERAL Except as provided in paragraph (F) published fares apply only for carriage from the airport at the point of origin to the airport at the point of destination.
- (B) PRECEDENCE OF FARES Unless otherwise provided in Carrier's tariffs, published fare takes precedence over the combination of intermediate fares applicable to the same class between the same points via the same routing except as provided in paragraph (D) below.
- (C) CONSTRUCTION OF FARES Where no through one-factor fare is published from point of origin to point of destination via the route of movement for the class of service used, the applicable fare for such transportation shall be constructed as provided below:
- (1) Combination of First Class and Golden Club Class/Economy Class where the journey from point of origin to point of destination is partly in First Class service and partly in Golden Club/Economy Class service, the applicable fare shall be constructed as follows, but in no event shall such constructed fare exceed that provided in NOTE. Where a through one-factor fare for Golden Club Class/Economy Class service is published from point of origin to point of destination the applicable fare shall be such through one-factor fare, plus the difference between the First Class and Normal Economy fares between the points where First Class service is used.
- NOTE: Fares constructed in accordance with the above provisions for the same class of service shall not exceed the through published fare via a higher class of service via the same carrier(s) between and via the same points; or Fares constructed in accordance with the above provisions for different classes of service shall not exceed the through published fare for the highest class of service actually used nor the through published fare for a higher class of service than either of the classes of service used, via the same carrier(s) between and via the same points. For the purpose of this note only, fares are published in the following descending order of classes of service:
- (a) First Class fares applicable on jet aircraft.
- (b) Economy Class Fares.
- The term 'jet aircraft' as used above means A-300, B-737, B-747 and DC-10.
- (2) Combining Domestic U.S. Special Fares with International Fares
- (a) A special fare application within the U.S.A. may be combined with an international fare to construct a through fare, which is less than the published fare from the points of origin to the point of destination, provided that:
- (i) the passenger complies with all conditions (e.g. period of validity, minimum/maximum stay, advance purchase requirements, group size, etc.) of the special fare;
- EXCEPTION: Any Minimum Tour Price required by the special fare within the U.S.A. will not be applicable when the fare is combined with an international Inclusive Tour fare having a Minimum Tour Price of the same or a higher amount.
- (ii) the passenger traveling under a fare constructed in accordance with this paragraph may be routed via any gateway city regardless of the fare construction point(s).
- (b) Mileage routings set forth in MPM-1, C.A.B. No. 424 (published by Airline Tariff Publishing Company, Agent) may be applied to a fare constructed under paragraph (a) above, either for the entire journey between the point in the U.S.A. and the point in Area 2 or 3/or between the gateway point and the point in Area 2 or when the international fare used is published with a mileage routing.
- (c) When travel is via a higher rated intermediate point, the applicable fare for the itinerary will be the highest of the fares applicable between such intermediate point and:
- (i) the point of origin of the itinerary,
- (ii) the point of destination of the itinerary, or
- (iii) another intermediate point of the itinerary.
- (d) Notwithstanding paragraph (c) above, when a passenger purchases a one way ticket for transportation via a higher rated intermediate point, the fare for such transportation will be constructed by calculating the round trip fare for transportation via the higher rated intermediate point and subtracting therefrom the one way fare for direct (not involving a higher rated intermediate point) transportation between the points involved.
- (D) ROUND TRIP FARES
- GENERAL  
When a round trip ticket is purchased prior to commencement of carriage, the fare for a round trip will be the round trip fare published in the applicable tariff(s) of carrier via the desired routing and for the class of service used.

(Continued on next page)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages MH-13 through MH-20.

ISSUED: DECEMBER 31, 1987

EFFECTIVE: JANUARY 1, 1988

(Printed in U.S.A.)



## Airline Tariff Publishing Company, Agent

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. MH-1

Original Page MH-80

RULE	SECTION I—GENERAL RULES
130	<p><b>FARES (Continued)</b></p> <p>(E) <b>CIRCLE TRIP FARES</b> When a circle trip ticket is purchased prior to commencement of carriage, the fare for such circle trip shall be the sum of fifty percent of the applicable round trip fares for the class of service to be used for the respective sections of carriage, constructed from point of origin via the desired routing, that produces the lowest fare for the circle trip; provided that:</p> <ol style="list-style-type: none"> <li>(1) Fares which by their terms are not combinable with other fares, shall not be used in the construction of circle trip fares; and</li> <li>(2) If the fare for a circle trip traveled in one class of service constructed as specified above is less than the highest direct route round trip fare applicable to the same class of service between any two points on the circle trip route, such highest direct route round trip fare shall apply; and</li> </ol> <p><b>EXCEPTION:</b> This provision shall not apply to circle trip fares constructed for carriage completely around the world in the same general direction.</p> <ol style="list-style-type: none"> <li>(3) The fare for a circle trip traveled partly in one class of service and partly in another class of service shall be constructed in accordance with the provisions herein.</li> <li>(4) The shortest validity period applicable to any fare used shall apply to the entire circle trip.</li> <li>(5) The last fare component used inbound to the country of origin must be the fare applicable to such component from the country of origin.</li> </ol> <p>(F) <b>OPEN JAW TRIP FARES</b> When a ticket is purchased prior to commencement of carriage for an open jaw trip, the fare for such open jaw trip will be constructed as follows:</p> <ol style="list-style-type: none"> <li>(1) When the point of departure and final destination are the same the sum of fifty percent of the applicable round trip fare from the point of departure to each outer point of the jaw, and,</li> <li>(2) Where the points of departure and final destination are not the same, the sum of fifty percent of the applicable round trip fare from the point of departure to the outer point of the outward section plus fifty percent of the round trip fare from the point of destination to the outer point of the inbound section.</li> </ol> <p>(G) <b>ROUND AND CIRCLE TRIP FARES PARTLY VIA CARRIER</b></p> <ol style="list-style-type: none"> <li>(1) <b>Entirely Via Air</b> When a ticket is purchased prior to commencement of carriage for a round or circle trip which is partly via the services of carrier and partly via the services of other scheduled air carrier(s), the fare for each sector of carriage via carrier will be fifty percent of the applicable round trip fare for such section of the round or circle trip, as the case may be.</li> <li>(2) <b>Partly Via Air and Partly Via Sea</b> When tickets are purchased prior to commencement of carriage for a round trip or circle trip for combined air and sea travel, the air fare for each one way section of the air journey will be fifty percent of the all year round trip fare published in tariffs governed by this tariff and applicable between the points and via the class of service used. A break in the round trip or circle trip is permitted to allow passengers to make their own way by any means of transportation between airports and adjacent seaports. The fares specified above will apply only via the routings published in connection with the all year fares in tariffs making reference to this tariff for governing provisions, except that when an Excursion Fare is used, the routing published in connection with such Excursion Fare will apply.</li> </ol> <p>(H) <b>ROUTING</b> Unless otherwise provided in Carrier(s) tariffs, fares apply in either direction and only to the services and routings of carrier(s) published in connection therewith: provided that routings via a point for which a higher fare is applicable will not be permitted unless such higher fare is assessed. If there is more than one routing at the same fare the passenger, prior to issuance of the ticket, may specify the routing, and in respect to any open date portion of such ticket, may specify optional routings; if no routing is specified, Carrier may determine the routing.</p> <p>(I) <b>GROUND TRANSFERS</b> Published fares do not include ground transfer service between airports and between airport and town centers unless Carrier's tariffs specifically provide that such ground transfer service will be furnished without additional charge. (See Rule 30 herein.)</p>
For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages MH-13 through MH-20.	
ISSUED: DECEMBER 31, 1987	EFFECTIVE: JANUARY 1, 1988

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

Original Page MH-81

RULE

**SECTION I— GENERAL RULES**

135

STOPOVERS

- (A) Except as otherwise provided in this rule, stopovers within the validity period of the ticket will be permitted at any scheduled stop unless Carrier's tariffs or government regulations do not permit a stopover at any such stop.
- (B) Stopovers must be arranged with Carrier in advance and specified on the ticket.

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages MH-13 through MH-20.

ISSUED: DECEMBER 31, 1987

EFFECTIVE: JANUARY 1, 1988



PAGES MH-83 THROUGH MH-84-I ARE INTENTIONALLY LEFT BLANK

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

9th Revised Page MH-84-I  
 Cancels 8th Revised Page MH-84-I

**RULE SECTION I - GENERAL RULES**

145 CURRENCY APPLICATIONS (Continued)

(F) LOCAL CURRENCY ROUNDING TABLE (Continued)

	Tanzania, United Republic of Tanzanian Shilling	TZS	NOTE -
	Round Up: Local Currency - 10		Other Charges - 10
	Trinidad and Tobago Trinidad and Tobago Dollar	TTD	NOTE -
	Round Up: Local Currency - 1		Other Charges - 0.1
	Turkey Turkish Lira	TRL	NOTE -
	Round Up: Local Currency - 1000		Other Charges - 100
	Turkmenistan Turkmenistan Manat	TMM	NOTE -
	Round Up: Local Currency - 1		Other Charges - 0.1
	Uganda Uganda Shilling	UGX	NOTE -
	Round Up: Local Currency - 1		Other Charges - 1
C	+ [C] Ukraine Hryvnia	UAH	NOTE -
	Round Up: Local Currency - 1		Other Charges - 0.1
	Uruguay Uruguayo Peso	UYU	NOTE -1,3
	Round Up: Local Currency - 100		Other Charges - 100
	Uzbekistan Uzbekistan Sum	UZS	NOTE -
	Round Up: Local Currency - 100		Other Charges - 10
	Venezuela Bolivar	VEB	NOTE -
	Round Up: Local Currency - 10		Other Charges - 10
	Viet Nam Dong	VND	NOTE -
	Round Up: Local Currency - 1		Other Charges - 1
C	+ [C] Yemen, Republic of Yemeni Rial	YER	NOTE -
	Round Up: Local Currency - 1		Other Charges - 1
	Yugoslavia New Dinar	YUM	NOTE 4
	Round Up: Local Currency - 1		Other Charges - 1
	Zaire New Zaire	ZRN	NOTE -
	Round Up: Local Currency - 1		Other Charges - 0.05
	Zambia Kwacha	ZMK	NOTE -
	Round Up: Local Currency - 1		Other Charges - 5

**Notes:**

1. For documents issued in the local currency of this country, refunds shall only be made in this country and in the currency of this country.
2. No rounding is involved, all decimals beyond two shall be ignored.
3. Rounding of fares and other charges shall be to the nearest rounding unit.
4. Rounding shall be accomplished by dropping amounts of 50 paras and less and increasing amounts of more than 50 paras to the next higher New Dinar.

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: December 13, 1996

EFFECTIVE: February 11, 1997

(Except as Noted)

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

6th Revised Page MH-85  
 Cancels 5th Revised Page MH-85

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

**2200 CHILDREN'S AND INFANTS' FARES**

**(A) ACCOMPANIED CHILDREN (INFANT(S)) UNDER TWO YEARS OF AGE**  
 When accompanied by an adult passenger (See NOTE), children who are less than two years of age on the date of commencement of the outward journey will be assessed fares as follows:

C (1) 10 percent of the applicable adult fare for one child (infant) not occupying an individual seat.  
 EXCEPTION: +[X]

C (2) 67 percent of the applicable adult fare for children under 2 years of age occupying individual seats or children in excess of one accompanying an adult passenger.  
 C EXCEPTION 1: +[X]  
 C EXCEPTION 2: +[X]  
 C EXCEPTION 3: +[X]

**(B) ACCOMPANIED CHILDREN TWO YEARS OF AGE OR OVER, BUT UNDER 12**  
 When accompanied by an adult passenger (See NOTE), the fare for children who have reached their second birthday but have not reached their twelfth birthday on the date of commencement of their outward journey, will be 67 percent of the applicable adult fare.

C EXCEPTION 1: +[X]  
 C EXCEPTION 2: +[X]  
 C EXCEPTION 3: +[X]

**(C) UNACCOMPANIED CHILDREN FIVE YEARS OF AGE OR OVER BUT UNDER TWELVE YEARS OF AGE**  
 (For conditions governing the acceptance of unaccompanied children, see Rule No. 25 herein)  
 Except as otherwise provided in the applicable fares rules. Unaccompanied children who have reached their fifth birthday but have not reached their twelfth birthday on the date of commencement of their outward journey will be charged 67 percent of the applicable adult fare.

C +[C] EXCEPTION 1: +[X]  
 C EXCEPTION 2: +[X]

**(D) OTHER CONDITIONS FOR ACCOMPANIED/UNACCOMPANIED CHILDREN**  
 Unless otherwise specified in an applicable fares rule, children's and infants' discount apply to any charge or surcharge and any cancellation or refund fee.

**NOTE:** "Adult Passenger" as used herein shall mean a passenger 12 years of age or older.

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

**ISSUED: July 14, 1998** **EFFECTIVE: September 12, 1998** (Except as Noted)

0317w † - Effective July 15, 1998 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 46877 and on not less than one (1) day's notice under NTA(A) Special Permission No. 43157.

No Change on this Page

NTA(A) No. 355 I.C.A.B. No. 562

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

2nd Revised Page MH-86  
Cancels 1st Revised Page MH-86

(THIS PAGE INTENTIONALLY LEFT BLANK)

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: October 17, 1991      EFFECTIVE: December 16, 1991

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

1st Revised Page MH-87  
 Cancels Original Page MH-87

RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
8500	<p><b>PASSENGERS ON STRETCHERS</b></p> <p>MH will accept an incapacitated person traveling on a stretcher in the Economy Class section of the aircraft only, subject to Rule No. 25 herein, provided advance arrangements are made and space and appropriate equipment are available, and subject to the following conditions:</p> <p>(A) Stretcher passenger must be accompanied by at least one able-bodied attendant who shall occupy the adjoining seat and shall care for the passenger during the trip.</p> <p>C +[C](B) Stretcher passenger on B747 shall pay 9 times the normal applicable adult fare (including the fares for a maximum of 3 attendants).</p> <p>C +[C](C) Stretcher passenger on DC10 shall pay 6 or 9 times the applicable adult fare depending on the number of seats displaced:</p> <p>(i) If 6 seats are displaced, the fare shall be 6 times the normal applicable adult fare (fares for attendants will be charged in addition accordingly).</p> <p>(ii) If 9 seats are displaced, the fare shall be 9 times the normal applicable adult fare (including the fare for a maximum of 3 attendants).</p> <p>(D) The total free baggage allowance will be according to the number of fares paid but each passenger will be allowed to carry only the single entitlement of personal articles.</p> <p>(E) The cost of ambulances, hospitalization and other ground expenses will be borne by the passenger occupying the stretcher.</p>
For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.	
ISSUED: October 15, 1991	EFFECTIVE: December 14, 1991 (Except as Noted)

0316w

† - Effective October 16, 1991 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 1751 and on not less than one (1) day's notice under NTA(A) Special Permission No. 99219.



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

1st Revised Page MH-88  
Cancels Original Page MH-88

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

**8550**                      **PASSENGERS OCCUPYING TWO SEATS**  
Carrier will, upon request and advance arrangement for availability and assignment of adjacent seats, permit the exclusive use of two seats by a passenger, subject to payment of two applicable fares, applicable between the points between which the two seats will be used. A ticket will be issued for each seat, and the normal free baggage allowance will apply in connection with each such ticket presented to the carrier.

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

**ISSUED: October 15, 1991**                      **EFFECTIVE: December 14, 1991**

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

1st Revised Page MH-89  
 Cancels Original Page MH-89

RULE	<b>SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES</b>
------	---

§1050 C	<u>HAS GOLDEN MILES FREQUENT FLYER PROGRAM</u> †CANCELLED
------------	--

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: September 18, 1996	EFFECTIVE: November 17, 1996	(Except as Noted)
----------------------------	------------------------------	-------------------

0321w

† - Effective September 19, 1996 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 39289 and on not less than one (1) day's notice under NTA(A) Special Permission No. 31620.

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

1st Revised Page MH-90  
 Cancels Original Page MH-90

<b>RULE</b>	<b>SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES</b>
-------------	---

&1050 C	<u>MAS GOLDEN MILES FREQUENT FLYER PROGRAM</u> †CANCELLED
------------	--

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

<b>ISSUED:</b> September 18, 1996	<b>EFFECTIVE:</b> November 17, 1996	<b>(Except as Noted)</b>
-----------------------------------	-------------------------------------	--------------------------

0321w

† - Effective September 19, 1996 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 39289 and on not less than one (1) day's notice under NTA(A) Special Permission No. 31620.

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

1st Revised Page MH-129  
 Cancels Original Page MH-129

**MALAYSIAN AIRLINE SYSTEM BERHAD**  
**TRANSPACIFIC FARES**

MALAYSIAN AIRLINE SYSTEM BERHAD  
 TRANSPACIFIC

EXPLANATION OF FARE CLASS CODES

**APPLICATION OF FARES:** Except as otherwise provided in connection with specifications, all fares referring hereto for application apply as follows:

FIRST CLASS SERVICE

Where the fare class application provides that fares apply on First Class service, the fares will apply for transportation in the First Class compartment of flights operated with combination compartment aircraft.

+ [C] ECONOMY CLASS SERVICE

Where the fare class application provides that fares apply on Economy Class service, the fare will apply for transportation in Economy class compartment of flights operated with combination compartment aircraft.

+ [N] BUSINESS CLASS SERVICE

Where the fare class application provides that fares apply on Business Class service, the fares will apply for transportation in the Business class compartment of flights operated with combination compartment aircraft.

SEASONAL FARES/DAY OF THE WEEK

(1) Fares designated with the letters H, O, L, M and X refer to specific seasons/days of the week and apply as follows:

(a) Days of the week

W - Weekend  
 X - Midweek

(b) Seasons

LETTER DESIGNATOR	SEASON
H	Peak
+ [C] J K	Shoulder
L	Basic

(2) Seasons/days of the week are defined in the governing rule where applicable.

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

**ISSUED: October 15, 1991**

**EFFECTIVE: December 14, 1991**

(Except as Noted)

PAGES MH-130 THROUGH MH-132-B ARE INTENTIONALLY LEFT BLANK

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

1st Revised Page MH-133  
 Cancels Original Page MH-133

**MALAYSIAN AIRLINE SYSTEM BERHAD**  
**TRANSPACIFIC FARES**

**MALAYSIAN AIRLINE SYSTEM BERHAD**  
**TRANSPACIFIC FARES**

**&FARES PUBLISHED BY RULE**

FARES	GOVERNING RULE (published in MH-1, NTA(A) No. 355, C.A.B. No. 562)
CHILDREN'S AND INFANTS' FARES	200
PASSENGERS OCCUPYING TWO SEATS	550
PASSENGERS ON STRETCHERS	500
MAS GOLDEN MILES FREQUENT FLYER PROGRAM	1050

Rules formerly appearing on this page and not brought forward are hereby cancelled.

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

**ISSUED: July 2, 1991**

**EFFECTIVE: August 31, 1991**

(Printed in U.S.A.)

0333w

**CORRECTION**  
**NO. 2485**

No Change on this Page

NTA(A) No. 355 I.C.A.B. No. 562

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

1st Revised Page MH-134  
Cancels Original Page MH-134

(THIS PAGE INTENTIONALLY LEFT BLANK)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 20.

ISSUED: July 2, 1991

EFFECTIVE: August 31, 1991

(Printed in U.S.A.)

0333w

CORRECTION  
NO. 2486

(PAGES MH-135 THROUGH MH-1034 ARE INTENTIONALLY LEFT BLANK)



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

1st Revised Page MH-1035  
Cancels Original Page MH-1035

MALAYSIAN AIRLINE SYSTEM BERHAD  
TRANSPACIFIC ROUTINGS

TRANSPACIFIC ROUTINGS

APPLICATION OF ROUTINGS

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

[N]Locate in the routing the point of origin and the points of destination between which the fare applies. Apply only the portion of the routing which connects the origin and destination points by a dash or a series of dashes and city codes.

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

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

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

[N]Where a routing contains more than one option between any two intermediate points (indicated by brackets) only one of the options may be used for travel in the same general direction.

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

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

Where no carrier is indicated in a routing, travel shall be limited to MH.

Where a diagrammatic or linear routing is specified in connection with a fare or arbitrary, such routing must be observed for that portion of the transportation covered by that fare or arbitrary.

Where a diagrammatic or linear routing is specified in connection with an arbitrary which is to be combined with a fare from a gateway city in Area 1 to Area 3 which permits a mileage routing, the provisions of Maximum Permitted Mileage Tariff No. MPM-1, NTA(A) No. 239, C.A.B. No. 424, issued by Airline Tariff Publishing Company, Agent, may be applied from origin to destination provided such diagrammatic or linear routing is observed for the portion of the transportation covered by that arbitrary.

Where a carrier or city string within a routing cannot be accommodated on one line due to space limitations, the remainder of the routing will be shown with an alpha in parenthesis, i.e. (A), (B) etc. The continuation of the string will be shown at the bottom of the routing with the same alpha designator.

Where a diagrammatic or linear routing is published for a specific arbitrary fare class and the governing rule applicable to such fare class restricts carriage to a specific carrier(s), such arbitrary routing must be observed regardless that another arbitrary routing option via another carrier not named in the governing fare rule, may apply for that portion of the journey.

EXPLANATION OF ENTRY/EXIT POINTS

\* - Denotes an entry or exit point in a map

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: July 1, 1991

EFFECTIVE: August 30, 1991

(Printed in U.S.A.)

0336w

CORRECTION  
NO. 2479

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

7th REVISED PAGE MH-1036  
 CANCELS 6th REVISED PAGE MH-1036

MALAYSIAN AIRLINE SYSTEM BERHAD  
 TRANSPACIFIC ROUTINGS  
 FOR APPLICATION, SEE PAGE MH-1035.

**ROUTING NO. 55**

\*LAX-----KUL-----SIN\*

**ROUTING NO. 100**

\*LAX-----TPE-----KUL-----MAA\*

†**ROUTING NO. 113**

\*LAX-----TPE-----KUL-----BLE/BOM/HYD/MAA\*

**ROUTING NO. 122**

\*KUL/PEN/JHB--LAX--TPE--KUL/PEN/JHB\*  
 \*PEN/JHB--KUL--LAX--TPE--KUL--PEN/JHB\*  
 \*KUL/PEN/JHB--TPE--LAX--KUL/PEN/JHB\*  
 \*PEN/JHB--KUL--TPE--LAX--KUL--PEN/JHB\*

**ROUTING NO. 123**

\*KUL/PEN/JHB--STO--NYC-----KUL/PEN/JHB\*  
 \*PEN/JHB--KUL--STO--NYC-----KUL--PEN/JHB\*  
 \*KUL/PEN/JHB--NYC--STO--KUL/PEN/JHB\*  
 \*PEN/JHB--KUL--NYC--STO--KUL--PEN/JHB\*  
 \*KUL/PEN/JHB--STO--NYC\*  
 \*PEN/JHB--KUL--STO--NYC\*

**ROUTING NO. 124**

\*KUL/PEN/JHB--NYC\*  
 \*PEN/JHB--KUL--NYC\*  
 \*KUL/PEN/JHB--TPE--LAX\*  
 \*PEN/JHB--KUL--TPE--LAX\*

**ROUTING NO. 125**

\*KUL--LAX\*  
 \*KUL/PEN/JHB--LAX\*  
 \*PEN/JHB--KUL--LAX\*  
 \*KUL--TPE--LAX\*  
 \*PEN/JHB--KUL--TPE--LAX\*

**ROUTING NO. 200**

\*DEL-----KUL-----LAX\*  
 \*DEL-----KUL-----LAX-----KUL-----DEL\*

For explanation of abbreviations, reference marks and symbols, see Pages 13 through 20.

**ISSUED: SEPTEMBER 1, 2006**

**EFFECTIVE: OCTOBER 16, 2006**

(EXCEPT AS NOTED)

† - EFFECTIVE SEPTEMBER 2, 2006 FOR TRANSPORTATION TO/FROM THE UNITED STATES ONLY.

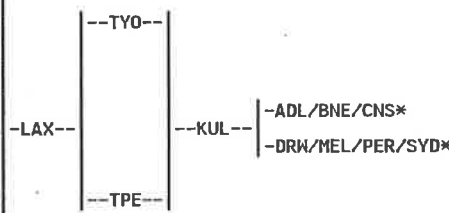
Airline Tariff Publishing Company, Agent  
**INTERNATIONAL PASSENGER RULES AND FARES**  
**TARIFF NO. MH-1**

1st REVISED PAGE MH-1036-A  
 CANCELS ORIGINAL PAGE MH-1036-A

MALAYSIAN AIRLINE SYSTEM BERHAD  
 TRANSPACIFIC ROUTINGS  
 FOR APPLICATION, SEE PAGE MH-1035.

ROUTING NO. 300

*ABQ/AMA/CAE/DRO/FAY/ISP/LBB/MAF/STX/STT	AA
*ANC/BLI/EAT/EUG/GEG/PSC/RDM/YKM	AS
*BGR/BRO/BTV/HVN/ITH/MFE/MHT/ORH	CO
*ABE/ABR/AEX/ALO/ATW/ATY/AUH/BIS/BJI/BRD/CAK	
*CMI/CMX/CRW/CSG/DBQ/DHN/DLH/EAU/ELM/ERI/ESC	
*EVV/FAR/FOD/FNT/FSM/FYV/GFK/GLH/GPZ/GRB/GTR	
*HIB/HPN/INL/JLN/LAF/LAN/LSE/MBS/MCW/MEI/MGM	NH
*MKG/MKL/MLU/MOT/MQT/MSL/MSN/PFN/PIA/PIB/PIR	
*PLN/RAP/RFD/RHI/ROA/RST/SBN/SCE/STC/SUX/TUP	
*TVC/TVF/VPS/YNG	
*BIL/COS/DEN/IPL/OAK/ONT/PHX	UA
*RNO/SGU/SMF/SMX/SNA/TUS/YUM	
*CHS/CRP/HRL	AA/CO
*BDA/NAS	AA/DL
*CHA/FWA/GRR/HSV	AA/NH
*SBP/SJC	AA/UA
*PDX	AS/DL
*BOI/MFR/SEA	AS/UA
*BGM/GPT/GSO/GSP/LFT/PNS/TOL	CO/NH
*PWM	CO/UA
*SLC	DL/UA
*BMI	NH/F9
*CID/FSD/LNK/MLI/SGF/SRQ	NH
*AZO	NH/UA
*LEX	NH/US
*BHM/BTR/HAR/MOB/PVD/ROC/SYR	AA/CO/NH
*BFL/MRY	AA/DL/UA
*SJU	AA/NH
*SDF	CO/NH
*TYS	NH/US
*LAS	AA/AS/NH/UA
*AUS/DAY/IND/JAN/LIT/MEM/MKE/OKC/SAT/SHV/PBI/PSP	AA/CO/NH
*ALB/BUF/RIC	AA/CO/NH/US
*FAT/SAN/SBA	AA/DL/US/UA
*OMA	AA/F9/NH
*DSM/ICT	AA/NH/UA
*CLT	AA/NH/US
*BNA	AA/CO/DL/NH
*MSP	AA/CO/F9/NH
*HOU/MKC/STL/TUL	AA/CO/NH/UA
*BDL/CLE/CMH/DTT/FLL/MIA/ORF/PIT/RDU	AA/CO/NH/US
*CHI	AA/F9/NH/UA
*SFO	AS/CO/DL/UA/US
*FMY/MSY	AA/CO/DL/NH/UA
*CVG/JAX	AA/CO/DL/NH/US
*BWI	AA/CO/F9/NH/US
*PHL	AA/CO/NH/UA/US
*DFW	AA/CO/DL/F9/NH/UA
*ORL/TPA/WAS	AA/CO/DL/NH/UA/US
*BOS/NYC	AA/CO/F9/NH/UA/US
*ATL	AA/CO/DL/F9/NH/UA/US
*ACV/AGS/AIY/AVL/AVP/BTM/BZN/CDC/CHO/COD	
*CPR/DAB/EKO/ELP/EYK/FAI/FCA/FHU/FLG/FMN	
*GUC/GJT/GNV/GTF/GUP/HLN/HTS/IDA/IGH/ILG/ILM	YY
*JAC/LYH/MLB/MSD/MTJ/MYR/OAJ/ODW/PIH/PMD	
*RDD/SAV/SCK/SUN/TLH/TRI/TVL/TWF/VEL/WYS	



YY-TRAVEL VIA ANY CARRIER NONSTOP OR DIRECT SVCS. WHERE NONSTOP OR DIRECT SVCS NOT AVAILABLE-TRAVEL VIA HUB POINT PERMITTED. STOPOVER NOT PERMITTED AT HUB PT.

For explanation of abbreviations, reference marks and symbols, see Pages 13 through 20.

ISSUED: AUGUST 21, 2006

EFFECTIVE: OCTOBER 5, 2006

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

ORIGINAL PAGE MH-1036-B

**MALAYSIAN AIRLINE SYSTEM BERHAD**  
**TRANSPACIFIC ROUTINGS**  
 FOR APPLICATION, SEE PAGE MH-1035.

**ROUTING NO. 301**

*LAX-----TPE-----		-DXB--	
*LAX-----TPE-----BKI---KCH-----		-BKK--	
*LAX-----		-BNN--	
		-KUL--	
		-CEB--	
		-DPS--	
		-HAN--	
		-HKG--	
		-HKT--	
		-JKT--	
		-LGK--	
		-MES--	
		-MNL--	--KUL*
		-PEK--	
		-PEN--	
		-PNH--	
		-RGN--	
	-SGN--		
	-SHA--		
	-SIN--		
	-SUB--		

**ROUTING NO. 302**

*LAX-----KUL-----KHI*	
*LAX-----KUL-----KHI*	
*LAX-----TPE*	
*LAX-----KUL-----	*-
	-CMB/BKK/DAC/DPS/KHI/PNH/SIN*
	-JNB/CPT/CAI/BEY/IST/DXB*
	-SYD/MEL/ADL/BNE/PER/AKL*
	-MAA/DEL/BOM/BLR/HYD/MLE*
	-KCH/MYY/BNN*
	-JKT/MES/SUB*
	-MNL/CEB/HKT/RGN*
	-HKG/SEL/TPE/TYO/CAN/XMN/OSA*
	-NGO/FUK/KHH/BJS/SHA*
	-HAN/SGN*
	-PEN/LGK/TGG/KUA/BKI*

For explanation of abbreviations, reference marks and symbols, see Pages 13 through 20.

**ISSUED: AUGUST 21, 2006**

**EFFECTIVE: OCTOBER 5, 2006**

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

67th REVISED PAGE MH-1037  
CANCELS 66th REVISED PAGE MH-1037

MALAYSIAN AIRLINE SYSTEM BERHAD  
TRANSPACIFIC ROUTINGS  
FOR APPLICATION, SEE PAGE MH-1035.

ROUTING NO. 311

*LAX--	---KUL-----REP*				
(A)-	---TPE-----EF-----REP/CJU/PUS/DAD/ROR*				
	---TPE-----CI/BR/EF-----KHH*				
	---TPE-----BR-MNL*				
	---KUL-----DXB-----SV-----JED*				
	---TPE-----KUL-BJS/SHA/CAN*				
	---KUL-----QR-----KTM*				
	---KUL-----LKK*				
	---KUL-----BKK-----RA-----KTM*				
	---TPE-----	---KUL-----		---SYD-MEL*	
					---JKT/DPS/MES/SUB/UPG*
	---TPE-CX/CI-HKG*				---PNH/SGN/HAN/RGN*
	---TPE-----BR-MNL*				---JNB*
	---TPE-VN-SGN*	---KUL-----			---JNB-----CPT*
	---TPE-----	---KUL-----			---BKI/KCH*
					---PEN*
					---SIN*
					---BKI*
					---BKK/HKT*
					---SYD/MEL/PER/AKL/BNE/DRM*
					---CNS/CBR/CHC/HBA*
					---CEB*
					---(B)
					(B)--IST/CAI/DXB/JED/AMM/BEY/THR*
*ABE/CMI/DLH/ALO/EAU/BIS/CAK/BJI/FNT/BDL/MQT/CRM-----					---NW-----
*BMI/CWA/FOD/ATY/ESC/FSD/CID/DBQ/FWA/CSG/DHN/SCE-----					---NW-----
*BRD/HIB/GFK/MBS/MCW/MOT/JLN/GPZ/LAF/SRQ/ROA/RFD-----					---NW-----
*GRB/LAN/PIA/MKG/LNK/INL/LSE/PIR/MLI-----					---NW-----
*PLN/RST/TVC/TVF/STC/RHI/SUX/SGF/YNG-----					---NW-----
*TUL/CHS/CRP/HRL-----				---CO-----	
*CLT/LEX-----	---US-NW-----				
*MSP/LEX/IND/SDF/TOL/MEM/DAY/BTR/OAK/PNS/HOU-----				---CO-NW-----	
*ICT/EVV/AZO/DSM-----	---UA-NW-----				
*CPR-----	---CO-DL-----				
*CMH/DTT/CVG/CLE/PIT/ORF/TPA/RIC-----				---CO-US-NW-----	
*DFW-----	---AA-CO-DL-UA-----				
*BOS-----	---AA-US-CO-NW-----				
*CHI-----	---AA-UA-NW-----				
*MKE-----	---CO-YX-NW-----				
*MSY-----	---CO-DL-UA-----				
*MIA-----	---CO-US-NW-AA-----				
*NYC-----	---NW-HP-UA-----				
*STL-----	---AA-CO-NW-----				
*RDU-----	---NW-US-CO-----				
*SFO-----	---UA-AS-CO-AA-----				
*SHV-----	---CO-NW-DL-----				
*AUS-----	---CO-AA-HP-----				
*ANC/GEG/MFR/SEA/PDX/RDM/YKM/EAT-----	---AS-----				
*BOI/EUG-----	---AS-AA-----				
*LAS-----	---HP-AA-----				
*JAX/ORL/FLL/ATL/PBI-----	---CO-US-DL-NW-----				
*ELP/PHX/RNO/TUS-----	---HP-----				
*OMA/MSN/GRR-----	---YX-NW-----				
*SJC-----	---AA-----				
*SMF/DEN-----	---UA-----				
*SLC-----	---DL-----				
*NAS-----	---AA-CO-US-UA-NW-----				
*BNA/GSO/GSP/HAR/LIT/MKC/MOB/OKC/SYR/SAT-----				---CO-NW-----	
*BWI-----	---CO-US-NW-F9-----				
*PHL-----	---CO-NW-US-UA-----				
*SAN-----	---US-AA-UA-----				

BETWEEN TPE AND KHH SURFACE SECTOR REQUIRED.  
BETWEEN MNL AND CEB SURFACE SECTOR PERMITTED.  
YY - TVL VIA ANY CXR NONSTOP OR DIRECT SVCS, WHERE NONSTOP OR DIRECT SVCS NOT AVAILABLE, TVL VIA CXR HUB POINT PERMTD. STOPOVER NOT PERMTD AT HUB POINT.

For explanation of abbreviations, reference marks and symbols, see Pages 13 through 20.

ISSUED: MAY 24, 2005

EFFECTIVE: JULY 8, 2005

(EXCEPT AS NOTED)

† - EFFECTIVE MAY 25, 2005 FOR TRANSPORTATION TO/FROM THE UNITED STATES ONLY.

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

8th REVISED PAGE MH-1037-A  
 CANCELS 7th REVISED PAGE MH-1037-A

**MALAYSIAN AIRLINE SYSTEM BERHAD**  
**TRANSPACIFIC ROUTINGS**  
 FOR APPLICATION, SEE PAGE MH-1035.

ROUTING NO. 312

*LBB-----	AA--
*BLI/EAT/EUG/MFR/RDM/YKM-----	AS--
*BIS/CPR/GJT/GPT/LFT/MBS/MOT/RAP-----	CO--
*CSG/FCA/FSM/GTF/HLN/IDA/IPL/JAC/MLU/PMD/PSP/SBP/SMX/YUM-----	DL--
*ELP-----	
*AIY/CHO/CMI/CRW/ERI/EVV/EYM/FNT/HTS/ILM/LYH/MYR/OAJ/ROA-----	US--
*CRP/HRL/MAF-----	AA/CO--
*HSV/MEM/STT/STX-----	AA/DL--
*ABQ-----	AA--
*DSH-----	AA--
*FAY/ISP-----	AA/US--
*BOI/BEB/PSC-----	AS/DL--
*BGR/BIL/BZN/MSO-----	CO/DL--
*AZO/BGM/BTV/CAK/ELM/ITH/LAN/MHT-----	CO/US--
*PHX/TUS-----	DL--
*AGS/AVL/BFL/DAB/FAT/GNV/BSP/LEX/MGM/MLB/MRY/ONT/SBA/SBN/TLH-----	DL/US--
*TLH/TRI-----	
*AMA/BTR/JAN/MOB-----	AA/CO/DL--
*BNA/SJU-----	AA/DL--
*BHM/CAE/CHA/CHS/FWA/RIC/SAV-----	AA/DL/US--
*PDX/SJC-----	AS/DL--
*SAN-----	AS/DL--
*COS/SLC-----	CO/DL--
*SRQ-----	CO/DL--
*ABE/BSO/PNS/PMM/TOL-----	CO/DL/US--
*AVP/LAS/RNO-----	DL/US--
*SFO-----	CO/DL/UA/US--
*MSY/OKC/SAT/SHV/TUL-----	AA/CO/DL--
*ALB/BUF/HAR/PVD/ROC/SYR-----	AA/CO/DL/US--
*SMF-----	AA/DL/US--
*CLT/RDU/GRR-----	AA/DL/US--
*SEA-----	AS/DL/UA--
*DEN-----	CO/DL/UA--
*SDF-----	CO/DL/US--
*AUS/MSP/OMA/STL-----	AA/CO/DL--
*DFW-----	AA/CO/DL/UA--
*BDL/BOS/BHI/CLE/CMH/CON/DTT/FLL/FMY-----	
*IND/JAX/LIT/MIA/ORF/PBI/PHL/PIT/TPA-----	AA/CO/DL/US--
*ICT-----	AA/CO/US--
*CHI/HOU-----	AA/CO/DL/UA--
*CMH/MKC/MKE-----	AA/CO/DL/US--
*ORL-----	AA/CO/DL/UA/US--
*ATL/NYC/WAS-----	AA/CO/DL/UA/US--
*ACV/ATH/BMI/COD/CMA/FAR/GFK/GRB/GUC/HPN-----	
*ILG/LSE/OAK/RDD/RST/SCE/SCK/TVC/TVL/YNG-----	YY--
*MSN/PIA/SUX-----	

-LAX- | --PEN----- | -KUL- |  
 | --TPE----- | |  
 -3AMD\*  
 -3CCU\*  
 -DEL\*  
 -MAA--(A)  
 -KHI\*  
 -DAC\*  
 -CMB\*  
 -KHI\*  
 -MAA---YY---COK\*

(A)-BOM/BLR/HYD/3AMD/3CCU/3MAA\*

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

ROUTING NO. 313

\*YEA/YHZ/YMQ/YOM/YQB/YQR/YTO/YMG/YXE/YYC-YY-----YVR--KUL\*

YY MEANS ANY CARRIER

For explanation of abbreviations, reference marks and symbols, see Pages 13 through 20.

ISSUED: FEBRUARY 14, 2005

EFFECTIVE: MARCH 31, 2005

(EXCEPT AS NOTED)

+ - EFFECTIVE FEBRUARY 15, 2005 FOR TRANSPORTATION TO/FROM THE UNITED STATES ONLY.



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

28th REVISED PAGE MH-1038-A  
 CANCELS 27th REVISED PAGE MH-1038-A

MALAYSIAN AIRLINE SYSTEM BERHAD  
 TRANSPACIFIC ROUTINGS  
 FOR APPLICATION, SEE PAGE MH-1035.

ROUTING NO. 315

-TYO/TPE*				
-TYO-OZ-SEL*				
-TYO-NH-HKG*				
-TPE-CX/CI-HKG*				
	-MNL*			
	-MNL--CEB/DVO--BKI/KUL*			
-TPE--MH/BR-----	-MNL-			
-TYO/TPE-----		-BKI/KCH/KUL*		
-TYO--NH--HKG-----		-BKI-LBU/MYY/KCH/KUL/BWN*		
-TPE--CX/CI--HKG-----		-BKI-BWN/MYY--KCH--KUL*		
		-BKI/KCH--	-SBM/JHB/SIN*	
			-KUL--SIN*	
-TYO-OZ-SEL-----		-BKI-----	-SIN-	-KUL/PEN/LGK/KUA*
-TPE-----KHH--		-BKI/KUL*		
			-KUL-	-AOR/IPH/JHB/KBR*
				-KUA/LGK/PEN/TGG*
-TPE/TYO-----				-PEN--LGK*
				-PEN-BKK*
				-JHB-JKT/DPS/SUB*
				-BKK/CNX/JKT/DPS/SUB/HDY*
				-PNH/SGN/HAN/RGN/VTE/HKT/MLE*
-TYO-----				
-TYO-OSA/NGO/FUK-----		-PEN/KUL*		-KUL/LGK/KBR/JHB*
-TYO-NH--HKG-----		-PEN-----		-KUL-SIN*
-TPE--CX/CI--HKG-----				-SIN/BKK*
		-KUL-----		-BKI/LBU/KCH/MYY/SBM*
				-BWN*
(A)--TPE-----KUL-----				
-TYO/TPE-----				
-TPE-CX/CI-HKG-----		-BKI-KCH--		
-TPE-MH/BR-MNL-CEB/DVO-			-SIN-KUL--	-DAC*
				-CMB/MAA/DEL/KHI/†QBOM/†QBLR/†QHYD*
				-†X-----†X-----†X*
-TYO---OSA/NGO/FUK--PEN-----				

*YVR--AA/AS/CP/DL/UA-----	
*YNG--AC/CP-----	
*YOM--AC/CP/DL/US-----	
*YEA/YYC--AC/CP/DL/UA-----	
*YMQ--AA/AC/CP/DL/US-----	--LAX-(A)
*YYJ--AC/AS/CP-----	
*YTO--AA/AC/CP/DL/US/UA-----	
*YQB/YQR/YYT/YXE-----	
*YAM/YSB/YXT/YQT-----	
*YVO/YQG/YQX/YQU-----	--AC--
*YHZ/YXU/YXS/YZR-----	
*YYG/YFC/YSJ/YQM-----	
*YYE/YXJ/YPR/YQH-----	
*YXY/YLW/YYF-----	

BETWEEN TPE AND KHH SURFACE SECTOR REQUIRED.  
 BETWEEN MNL AND CEB SURFACE SECTOR REQUIRED.  
 BETWEEN TYO AND FUK/NGO/OSA SURFACE SECTOR REQUIRED.  
 YY-MEANS TVL VIA ANY CARRIER'S NONSTOP OR DIRECT SERVICES, WHERE NONSTOP OR  
 DIRECT SERVICES ARE NOT AVAILABLE, TVL VIA THE CARRIER'S HUB POINT IS PERMITTED

For explanation of abbreviations, reference marks and symbols, see Pages 13 through 20.

ISSUED: MAY 2, 2001

EFFECTIVE: JULY 1, 2001

(EXCEPT AS NOTED)

† - EFFECTIVE MAY 3, 2001 FOR TRANSPORTATION TO/FROM THE UNITED STATES ONLY.



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

19th REVISED PAGE MH-1038-B  
 CANCELS 18th REVISED PAGE MH-1038-B

**MALAYSIAN AIRLINE SYSTEM BERHAD**  
**TRANSPACIFIC ROUTINGS**  
 FOR APPLICATION, SEE PAGE MH-1035.

ROUTING NO. 316	
*BFL/FAT/IPL/LAS/MRY/OAK/ONT/PDX/PHX/PSP/PRC----	-AS/UA/DL-
*RNO/SBA/SBP/SAN/SEA/SFO/SJC/SMF/SMX/SNA/TUS----	-NW-----
*YUM/IYK/CLD/OXR/PHD/RDD/VIS/ACV-----	-US-----
*ABQ/ANC/BIS/BOI/BTM/BLI/CDC/COS/CPR/DEN/DRO----	-AA/AS/DL-
*EAT/EKO/EUG/FAI/FMN/FLG/GEG/GJT/GUP/MFR/MOT----	-UA/NM----
*MSO/MTJ/ODM/PIH/PSC/RAP/RDM/SGU/SLC/SUN/TWF----	-AA/NM/CO-
*VEL/MYS/YKM/FCA/GTF/HLN/IDA/JAC/EGE/BIL/BZN----	-UA/TW----
*GUC/COD/ASE/SBS/FAI-----	-DL-----
*AMA/AUS/AEX/BRO/BTR/CRP/DFW/ELP/FHU/FSM/FVY----	-AA/NM/CO-
*GRB/HOU/HRL/ICT/IGM/LBB/LIT/LFT/MAF/MFE/MKC----	-UA/TW----
*MSY/OKC/SAT/SGF/SHV/TUL-----	-DL-----
*ATW/ABR/ALO/ATY/AUM/AZO/BRD/BJI/BMI/CHI/CMX----	-YX/NM/AA-
*CID/CHI/DAY/DSM/DBQ/DLH/DTW/EAU/ESC/EVV/FAR----	-TW/US/CO-
*FOD/FNT/FSD/FWA/GRR/GFK/GPZ/HIB/IND/INL/LAF----	-UA-----
*JLN/LAN/LSE/LNK/MQT/MCW/MBS/MKG/MKL/MKE/MLI----	-UA-----
*MSN/MSP/OMA/PIR/PLN/RFD/RHI/RST/SBN/SDF/STC----	-UA-----
*STL/TOL/TVF/TVC/PIA/SUX-----	-UA-----
*ABE/ALB/ATL/BDL/BGR/BHM/BGM/BNA/BOS/BUF/BTV----	-AA/DL/US-
*BHI/CAE/CAK/CHA/CHS/CLE/CLT/CMH/CRW/CVG/DAB----	-UA/NM/TW-
*DHN/ELM/ERI/EWR/EYM/FAY/FLL/FMY/GLH/GTR/GPT----	-CO/DL----
*GSO/GSP/HAR/HVN/HPN/HSV/ISP/ITH/JAN/JAX/LEX----	-AA/DL/US-
*MCO/MEM/MHT/MIA/MEI/MLU/MOB/MSL/NYC/ORF/ORH----	-UA/NM/TW-
*PBI/PFN/PHL/PIT/PIB/PNS/PVD/PWM/RDU/RIC/ROA----	-CO/DL----
*ROC/SCE/STT/STX/SJU/SYR/TPA/TUP/TYS/VPS/WAS----	-AA/DL/US-
*YNG/CSG/AIY/CHO/AVP/AGS/AVL/GNV/MGM/MLB/TLH----	-UA/NM/TW-
*TRI/SRQ/HTS/ILM/LYH/MYR/OAJ/ILG/SAV/SWF-----	-CO/DL----
*BDA/NAS-----	AA/DL-----
*ANC/CHI/COS/LAS/OKC/PDX-----	---AA+X---
*SFO/SJC/SEA/TUS/RNO-----	---AA+X---

--LAX---KUL- | -MAA\*  
 | -DEL\*  
 | -KHI\*  
 | -+BOM\*  
 | -+BLR\*  
 | -+HYD\*

ROUTING NO. 317	
*LAX-----	--TPE--   --KCH--KUL--   --AOR/TGG/SIN*
	--BKI--KUL--   --PEN--LGK*
	KUL   --TGG/KUA/KBR*
	--TYO--   --PEN--KUL--   --IPH/JHB/LGK/KCH/MYY/SBW*
	--KCH--KUL--   --BKI--KCH/BTU/LBU/LDU/THU*

For explanation of abbreviations, reference marks and symbols, see Pages 13 through 20.

ISSUED: MAY 2, 2001	EFFECTIVE: JULY 1, 2001	(EXCEPT AS NOTED)
---------------------	-------------------------	-------------------

† - EFFECTIVE MAY 3, 2001 FOR TRANSPORTATION TO/FROM THE UNITED STATES ONLY.

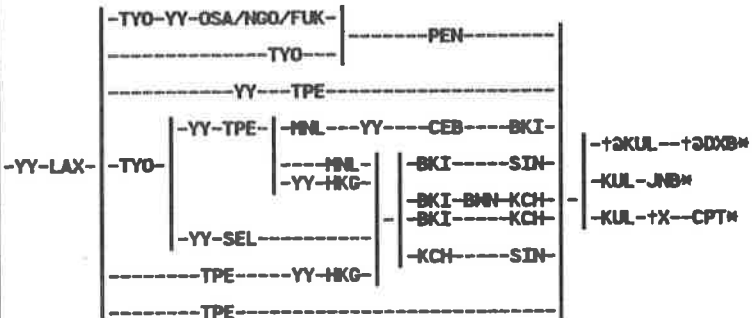
Airline Tariff Publishing Company, Agent  
**INTERNATIONAL PASSENGER RULES AND FARES**  
**TARIFF NO. MH-1**

2nd REVISED PAGE MH-1030-C  
 CANCELS 1st REVISED PAGE MH-1030-C

**MALAYSIAN AIRLINE SYSTEM BERHAD**  
**TRANS-PACIFIC ROUTINGS**  
 FOR APPLICATION, SEE PAGE MH-1035.

**ROUTING NO. 318**

\*CAK/ALB/ABQ/ABE/AMA/ATN/AVL/ATL-  
 \*AUS/BFL/BKI/BGR/BTR/BIL/BHM/BIS-  
 \*BHI/BOI/BOS/BZN/BUF/BTV/CPR/CID-  
 \*CHI/CHS/CRH/CLT/CHA/CHH/CHO/CVG-  
 \*CLE/COD/CSG/CHH/COS/CAE/CRP/DFW-  
 \*DAY/DAB/DEN/DSH/DTT/IPL/ELP/ELH-  
 \*EUG/EVV/ACV/FAR/FAY/FNT/FLL/FMY-  
 \*FSM/FNA/FAT/GFK/GRR/GTF/GRB/GSO-  
 \*GSP/GUC/HRL/HAR/BDL/HOU/HSV/TND-  
 \*TSP/ITH/JAN/JAC/JAX/OAJ/AZD/FCA-  
 \*KAC/EYN/TYS/LSE/LFT/TVL/LAN/LAS-  
 \*LEX/LNK/LIT/SDF/LBB/LYH/MSH/MHT-  
 \*MFR/MLB/MEH/MIA/MAF/MKE/MSP/MSO-  
 \*MOB/MLI/MRY/MYR/BNA/ENR/MSY/NYC-  
 \*ORF/OAK/OKC/DNA/ONT/ORL/PHD/PSP-  
 \*PSC/PNS/PIA/PHL/PHX/PIT/PMM/POX-  
 \*PVD/RDU/RAP/RDD/RDM/RNO/RIC/RST-  
 \*ROA/ROC/SWF/MBS/STL/STT/STX/SLC-  
 \*SAT/SAN/SFO/SJC/SJU/SBP/SBA/SPX-  
 \*SRQ/SAV/SEA/SHV/SUX/FSD/SBN/GEG-  
 \*SGF/SCE/SCK/SYR/TPA/TLH/TOL/TVC-  
 \*TRI/TUS/TUL/MAS/CNA/PBI/ILM/HPN-  
 \*ICT/ILG/YKH/YNG/YUM-  
 \*+DABR/+DAEX/+DANC/+DAIY/+DAGS-  
 \*+DBJI/+DBLI/+DBGH/+DBRD/+DBRO-  
 \*+DBTH/+DBDC/+DBTR/+DBHN/+DBBQ-  
 \*+DBLH/+DBRO/+DBAU/+DBKO/+DBRI-  
 \*+DBESC/+DBFAI/+DBFNN/+DBFYV/+DBFLG-  
 \*+DBFOD/+DBFHU/+DBVPS/+DBGNV/+DBGUP-  
 \*+DBGJT/+DBGPZ/+DBGLH/+DBGPT/+DBCMX-  
 \*+DBHLN/+DBHIB/+DBHTS/+DBIDA/+DBINL-  
 \*+DBKLL/+DBJLN/+DBIGH/+DBLAF/+DBPIB-  
 \*+DBHRT/+DBHCH/+DBHFE/+DBHEI/+DBHOT-  
 \*+DBHLU/+DBHGM/+DBHTJ/+DBHSL/+DBHKG-  
 \*+DBHVN/+DBODM/+DBPFN/+DBPLN/+DBPIR-  
 \*+DBPIH/+DBRHI/+DBRFD/+DBSTC/+DBSGU-  
 \*+DBSNA/+DBSUN/+DBTVF/+DBTUP/+DBTWF-  
 \*+DBVEL/+DBALO/+DBATY/+DBEAT/+DBMYS-  
 \*+DBAVP/+DBORH/+DBDA/+DBNAS-



YY MEANS TRAVEL VIA ANY CARRIER'S NONSTOP/DIRECT SERVICE WHERE NONSTOP OR DIRECT SERVICES ARE NOT AVAILABLE. TVL VIA THE CARRIER'S HUB POINT IS PERMITTED.

**ROUTING NO. 320**

\*YVR-----KUL-----JNB/IPH/AOR/PEN\*  
 -----BKI/KUA/TOG/KBR\*  
 -----KCH/HYY/SBN/LGK\*  
 \*YVR-----CP-----LAX-----TPE-----BKI/KCH\*  
 -----TYO-----HYY/SBN\*

For explanation of abbreviations, reference marks and symbols, see Pages 13 through 20.

ISSUED: SEPTEMBER 15, 1998 EFFECTIVE: NOVEMBER 14, 1998 (EXCEPT AS NOTED)

+ - EFFECTIVE SEPTEMBER 16, 1998 (EXCEPT TO/FROM CANADA) AND ISSUED ON 1 DAY'S NOTICE UNDER SPECIAL TARIFF PERMISSION NO. 47406 OF THE D.O.T.

No Change on this Page

NTA(A) No. 355 I.C.A.B. No. 562

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

1st Revised Page MH-1038-D  
Cancels Original Page MH-1038-D

(THIS PAGE INTENTIONALLY LEFT BLANK)

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: October 25, 1991

EFFECTIVE: December 22, 1991

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

5th Revised Page MH-1039  
 Cancels 4th Revised Page MH-1039

**RULE SECTION IV - WESTERN HEMISPHERE SPECIAL AND PROMOTIONAL FARES AND CHARGES - PUBLISHED FARES**

**7000 NORMAL FARES WITHIN AREA 1**

Refer to Rule 2 published herein for general provisions of this fare rule.

- (A) **APPLICATION**
  - (1) Applicable Area  
These fares apply within Area 1.
  - (2) Class of Service  
These fares apply on First Class, Business Class, and Economy Class service.
  - (3) Type of Transportation  
These fares apply to OH and RT transportation.
- (B) **COMBINATIONS**  
These fares may be combined with arbitraries and any other fare which by their own terms permit such combination.
- (C) **PERIOD OF VALIDITY**  
These fares apply all year.
- (D) **SURCHARGES**  
Intentionally left blank.
- (E) **LENGTH OF STAY**  
Intentionally left blank.
- (F) **STOPOVERS**  
One permitted in LAX in each direction.
- (G) **CHILDREN'S AND INFANTS' FARES**  
Rule 200 (CHILDREN'S AND INFANTS' FARES) is applicable.  
 +[N]EXCEPTION: Infants less than 2 years of age and not occupying a seat travel free of charge.
- (H) **TOUR REQUIREMENTS**  
Intentionally left blank.
- (I) **GROUP REQUIREMENTS**  
Intentionally left blank.
- (J) **RESERVATIONS AND TICKETING**
  - (1) Fare Basis:

F	- One Way/Round Trip
	First Class Fare
C	- One Way/Round Trip
	Business Class Fare
Y	- One Way/Round Trip
	Economy Class Fare
FRT	- Round Trip First Class Fare
CRT	- Round Trip Business Class Fare
YRT	- Round Trip Economy Class Fare
  - (2) Reservations Booking Code (RBD)

<u>FARE TYPE</u>	<u>RBD</u>
F/FRT	F
C/CRT	C
Y/YRT	Y
- (K) **CAPACITY LIMITATIONS**  
Intentionally left blank.
- (L) **ROUTING/REROUTING**
  - (1) Travel must be via MH and applicable carrier as per published routings.
  - (2) Rerouting is permitted as long as it is in accordance with permitted routing/carrier as in paragraph (L) (1) above.
- (M) **CANCELLATION AND REFUNDS**  
Normal refund procedures apply.
- (N) **NOT USED**
- (O) **RULES AND DISCOUNTS**  
Intentionally left blank.
- (P) **OTHER CONDITIONS**  
Intentionally left blank.

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

**ISSUED: November 2, 1995**

**EFFECTIVE: January 1, 1996**

(Except as Noted)

+ - Effective November 3, 1995 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 31651.

RULE	SECTION IV - WESTERN HEMISPHERE SPECIAL AND PROMOTIONAL FARES AND CHARGES - PUBLISHED FARES										
7100	<p><b>SPECIAL ECONOMY ONE-WAY FARES WITHIN NORTH AMERICA</b></p> <p>Refer to Rule 2 published herein for general provisions of this fare rule.</p> <p>(A) <b>APPLICATION</b></p> <p>(1) <u>Applicable Area</u>                  These fares apply within North America.</p> <p>(2) <u>Class of Service</u>                  On Economy Class service.</p> <p>(3) <u>Type of Transportation</u>                  OW transportation.</p> <p>(B) <b>COMBINATIONS</b>                  Combinable with any other fares which by their own terms permit such combination.</p> <p>(C) <b>PERIOD OF VALIDITY</b></p> <p>(1) YSPO: These fares apply all year.</p> <p>(2) Seasonal fares apply as follows:</p> <p>+IC(a) From LAX: YHSPO: March 15 through April 30; December 1 through January 15.                  YLSPO: January 16 through March 14, May 1 through November 30.</p> <p>+IC(b) From MEX to LAX: YHSPO: July 1 through August 31 and December 1 through January 15.                  YLSPO: September 1 through November 30 and January 16 through June 30.</p> <p>(D) <b>SURCHARGES</b>                  Intentionally left blank.</p> <p>(E) <b>LENGTH OF STAY</b>                  Not applicable.</p> <p>(F) <b>STOPOVERS</b>                  Not permitted.</p> <p>(G) <b>CHILDREN'S AND INFANTS' FARES</b></p> <p>(1) Children 2 years of age but under 12 will be charged 67 percent of the applicable adult fare.</p> <p>(2) No charge for infant less than 2 years of age and not occupying seat.</p> <p>(H) <b>TOUR REQUIREMENTS</b>                  Intentionally left blank.</p> <p>(I) <b>GROUP REQUIREMENTS</b>                  Intentionally left blank.</p> <p>(J) <b>RESERVATIONS AND TICKETING</b></p> <p>(1) Reservations for the outbound sector(s), ticketing and payment must be completed at least 3 days before the date of departure from point of origin.</p> <p>(2) Changes to reservations for the outbound sector(s) within the advance purchase period permitted at a charge of USD 25.00 per ticket.</p> <p>(3) Fare Basis: YSPO/YHSPO/YLSPO</p> <p>(4) Reservations booking Designator (RBD)</p> <table border="1" data-bbox="308 1270 609 1375"> <thead> <tr> <th>CARRIER</th> <th>RBD</th> </tr> </thead> <tbody> <tr> <td>MH</td> <td>Y</td> </tr> <tr> <td>AS</td> <td>M</td> </tr> <tr> <td>HP</td> <td>V</td> </tr> <tr> <td>US</td> <td>Q</td> </tr> </tbody> </table> <p>(K) <b>CAPACITY LIMITATIONS</b>                  Intentionally left blank.</p> <p>(L) <b>ROUTING/REROUTING</b></p> <p>(1) Travel must be via MH and applicable carriers as per published routing.</p> <p>(2) Voluntary rerouting within the advance purchase period or after travel has commenced is permitted at a charge of USD 25.00 per ticket. Rerouting must be in accordance with permitted routing/carriers as in paragraph (L)(1) above.</p> <p>(M) <b>CANCELLATION AND REFUNDS</b></p> <p>(1) <u>Before departure:</u> Full refund.</p> <p>(2) <u>After departure:</u> The refundable amount shall be the difference between the fare paid and the normal fare for transportation used.</p> <p>(N) NOT USED</p> <p>(O) <b>RULES AND DISCOUNTS</b>                  Intentionally left blank.</p> <p>(P) <b>OTHER CONDITIONS</b>                  Intentionally left blank.</p>	CARRIER	RBD	MH	Y	AS	M	HP	V	US	Q
CARRIER	RBD										
MH	Y										
AS	M										
HP	V										
US	Q										

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: June 20, 1996	EFFECTIVE: August 19, 1996	(Except as Noted)
-----------------------	----------------------------	-------------------

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

3rd Revised Page MH-1041  
Cancels 2nd Revised Page MH-1041

RULE	SECTION IV - WESTERN HEMISPHERE SPECIAL AND PROMOTIONAL FARES AND CHARGES - PUBLISHED FARES
7200	<p><b><u>SPECIAL ECONOMY ROUND TRIP FARES WITHIN NORTH AMERICA</u></b></p> <p>Refer to Rule 2 published herein for general provisions of this fare rule.</p> <p>(A) <b><u>APPLICATION</u></b></p> <p>(1) <b><u>Applicable Area</u></b> These fares apply within North America.</p> <p>(2) <b><u>Class of Service</u></b> On Economy Class service.</p> <p>(3) <b><u>Type of Transportation</u></b> RT transportation.</p> <p>(B) <b><u>COMBINATIONS</u></b> Combinaible with any other fares which by their own terms permit such combination.</p> <p>(C) <b><u>PERIOD OF VALIDITY</u></b></p> <p>(1) YSRT60 - Fares apply all year.</p> <p>(2) Seasonal fares apply as follows:</p> <p>+ [C] (a) From LAX: YHSRT60: March 15 through April 30; December 1 through January 15. YLSRT60: January 16 through March 14; May 1 through November 30.</p> <p>+ [C] (b) From MEX: YHSRT60: July 1 through August 31; December 1 through January 15. YLSRT60: September 1 through November 30; January 16 through June 30.</p> <p>(3) The date of outbound travel will determine the seasonal fare to be charged for the entire journey.</p> <p>(D) <b><u>SURCHARGES</u></b> Intentionally left blank.</p> <p>(E) <b><u>LENGTH OF STAY</u></b> Return travel must commence not later than 60 days measured from departure from origin.</p> <p>(F) <b><u>STOPOVERS</u></b> Not permitted.</p> <p>(G) <b><u>CHILDREN'S AND INFANTS' FARES</u></b></p> <p>(1) Children 2 years of age but under 12 will be charged 67 percent of the applicable adult fare.</p> <p>(2) No charge for infant less than 2 years of age and not occupying seat.</p>

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: June 20, 1996

EFFECTIVE: August 19, 1996

(Except  
as Noted)

+ - Effective June 21, 1996 and issued on one (1) day's notice under D.O.T.  
Special Tariff Permission No. 36993.

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

9th Revised Page MH-1041-A  
Cancels 8th Revised Page MH-1041-A

RULE

**SECTION IV - WESTERN HEMISPHERE SPECIAL AND PROMOTIONAL FARES  
AND CHARGES - PUBLISHED FARES**

7200 SPECIAL ECONOMY ROUND TRIP FARES WITHIN NORTH AMERICA (Continued)

- (H) TOUR REQUIREMENTS  
Intentionally left blank.
- (I) GROUP REQUIREMENTS  
Intentionally left blank.
- (J) RESERVATIONS AND TICKETING  
 (1) Reservations for the outbound sector(s), ticketing and payment must be completed at least 3 days before the date of departure from point of origin.  
 (2) Changes to reservations for the outbound sector(s) within the advance purchase period permitted at a charge of USD 25.00 per ticket.  
 (3) Fare Basis: YSRT60/YHSRT60/YLSRT60.  
 (4) Reservations Booking Designator (RBD)
- | <u>CARRIER</u> | <u>RBD</u> |
|----------------|------------|
| MH             | Y          |
| AS             | M          |
| HP             | V          |
| US             | Q          |
- (K) CAPACITY LIMITATIONS  
Intentionally left blank.
- (L) ROUTING/REROUTING  
 (1) Travel must via MH and applicable carriers as per published routing.  
 (2) Voluntary rerouting within the advance purchase period or after travel has commenced is permitted at a charge of USD 25.00 per ticket.  
 (3) Rerouting must be in accordance with the permitted routing/carriers as in paragraph (L) (1) above.
- (M) CANCELLATION AND REFUNDS  
 (1) Before Departure: Full refund.  
 (2) After Departure: The refundable amount shall be the difference between the fare paid and the normal fare for transportation used.
- (N) NOT USED
- (O) RULES AND DISCOUNTS  
Intentionally left blank.
- (P) OTHER CONDITIONS  
Intentionally left blank.

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: June 20, 1996

EFFECTIVE: August 19, 1996

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

3rd Revised Page MH-1041-B  
 Cancels 2nd Revised Page MH-1041-B

RULE	SECTION IV - WESTERN HEMISPHERE SPECIAL AND PROMOTIONAL FARES AND CHARGES - PUBLISHED FARES
7301	<p><u>COMPANION FIRST AND BUSINESS CLASS FARES BETWEEN LOS ANGELES AND MEXICO CITY</u></p> <p>(A) <u>APPLICATION</u>        + (C) (1) <u>Application</u>        These fares apply to First and Business Class one way or round trip travel between Los Angeles and Mexico City on MH services only.        NOTE: These fares do not apply retroactively.</p> <p>(2) <u>Fares</u>        (a) The first passenger will be charged the applicable full First/Business class one way/round trip fare.        (b) Fare for the companion - Free of charge.        NOTE: The full fare passenger and companion are not required to travel together.</p> <p>(B) <u>COMBINATIONS</u>        Not permitted.</p> <p>(C) <u>PERIOD OF VALIDITY</u>        These fares apply all year.</p> <p>(D) <u>SURCHARGES</u>        Intentionally left blank.</p> <p>(E) <u>VALIDITY</u>        One year from travel date.</p> <p>(F) <u>STOPOVERS</u>        Not permitted.</p> <p>(G) <u>CHILDREN'S AND INFANTS' FARES</u>        (1) Not permitted.        (2) No charge for infants less than 2 years of age not occupying a seat.</p> <p>(H) <u>TOUR REQUIREMENTS</u>        Intentionally left blank.</p> <p>(I) <u>GROUP REQUIREMENTS</u>        Intentionally left blank.</p> <p>(J) <u>RESERVATIONS/PAYMENT/TICKETING</u>        (1) Reservations for outbound journey for both the full paying passenger and companion must be made and confirmed at least 3 days before departure.        (2) Payment/ticketing for both tickets must also be completed at the same time at least 3 days before departure.        (3) Open segments are permitted for inbound travel only.</p> <p>+ (C) (4) <u>Fare Basis Codes:</u>        (a) Full paying passenger: First Class one way - FXOM        First Class round trip - FXRT        Business Class one way - CXOS        Business Class round trip - CXRT        First Class one way - FXOM1        First Class round trip - FXRT1        Business Class one way - CXOM1        Business Class round trip - CXRT1</p> <p>(b) Companion:        First Class one way - F        Business Class - C</p> <p>(5) Reservations Booking Code:        First Class - F        Business Class - C</p> <p>(6) The endorsement box of the both tickets must be endorsed "VALID ON MH ONLY" and indicated with the other ticket number.</p> <p>(K) <u>CAPACITY LIMITATIONS</u>        Intentionally left blank.</p> <p>(L) <u>ROUTING/REROUTING</u>        (1) Valid on MH service only.        (2) Transfer not permitted.</p> <p>(M) <u>CANCELLATION AND REFUNDS</u>        (1) No refund once travel has commenced for both tickets.        (2) Refund for full paying passenger's ticket must be accompanied by the totally unused companion ticket.</p> <p>(N) NOT USED</p> <p>(O) <u>RULES AND DISCOUNTS</u>        Intentionally left blank.</p> <p>(P) <u>OTHER CONDITIONS</u>        (1) Advertising and sales permitted in U.S.A. and Mexico only.        (2) Passenger expenses - not permitted.</p>

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: January 20, 1995

EFFECTIVE: March 21, 1995

(Except  
 as Noted)

+ - Effective January 21, 1995 and issued in conjunction with EFA  
 No. 20JAN95-002 filed with the D.O.T.



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

Original Page MH-1041-C

RULE SECTION IV - WESTERN HEMISPHERE SPECIAL AND PROMOTIONAL FARES  
AND CHARGES - PUBLISHED FARES

- C7302 +[N] COMPANION ECONOMY CLASS FARE FROM MEXICO CITY TO LOS ANGELES (This fare expired with December 13, 1993.)
- (A) APPLICATION  
(1) Applicable Area  
This fare applies to Economy Class round trip travel from Mexico City to Los Angeles on MH services only.  
NOTE: This fare does not apply retroactively.  
(2) Fares  
(a) The first passenger will be charged USD 298.00 for Economy Class round trip travel.  
(b) Fare for the companion - free of charge.  
NOTE: The paying passenger and companion are required to travel together.
- (B) COMBINATIONS  
Not permitted.
- (C) PERIOD OF VALIDITY  
Travel on this fare must be completed by December 13, 1993.
- (D) SURCHARGES  
Intentionally left blank.
- (E) LENGTH OF STAY  
(1) Minimum Stay: None.  
(2) Maximum Stay: December 13, 1993.
- (F) STOPOVERS  
Not permitted.
- (G) CHILDREN'S AND INFANTS' FARES  
(1) Children - not permitted.  
(2) Infants - no charge for infants less than 2 years of age and not occupying a seat.
- (H) TOUR REQUIREMENTS  
Intentionally left blank.
- (I) GROUP REQUIREMENTS  
Intentionally left blank.
- (J) RESERVATIONS AND TICKETING  
(1) Reservations, payment and ticketing may be made any time before departure.  
(2) Fare Basic Codes  
(a) Paying passenger: YXRT.  
(b) Companion: YXRT1.  
(3) Reservations Booking Code: Y.  
(4) The endorsement box of the both tickets must be endorsed "VALID ON MH ONLY" and indicated with the other ticket number.  
(5) Advertising and sales permitted in Mexico only.
- (K) CAPACITY LIMITATIONS  
Intentionally left blank.
- (L) ROUTING/REROUTING  
(1) Valid on MH services only and ticket is not endorsable.  
(2) Transfer not permitted.
- (M) CANCELLATION AND REFUNDS  
No refund once ticket has been issued.
- (N) NOT USED
- (O) RULES AND DISCOUNTS  
The following rules are not applicable:  
35 (PASSENGER EXPENSES EN ROUTE)
- (P) OTHER CONDITIONS  
Intentionally left blank.

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: November 17, 1993

EFFECTIVE: January 16, 1994

(Except as Noted)

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

Original Page MH-1042

**MALAYSIAN AIRLINE SYSTEM BERHAD  
 WESTERN HEMISPHERE FARES**

†(N)MALAYSIAN AIRLINE SYSTEM BERHAD  
 WESTERN HEMISPHERE

EXPLANATION OF FARE CLASS CODES

APPLICATION OF FARES: Except as otherwise provided in connection with specifications, all fares referring hereto for application apply as follows:

FIRST CLASS SERVICE

Where the fare class application provides that fares apply on First Class service, the fares will apply for transportation in the First Class compartment of flights operated with combination compartment aircraft.

ECONOMY CLASS SERVICE

Where the fare class application provides that fares apply on Economy Class service, the fare will apply for transportation in Economy class compartment of flights operated with combination compartment aircraft.

BUSINESS CLASS SERVICE

Where the fare class application provides that fares apply on Business Class service, the fares will apply for transportation in the Business class compartment of flights operated with combination compartment aircraft.

SEASONAL FARES/DAY OF THE WEEK

(1) Fares designated with the letters H, O, L, M and X refer to specific seasons/days of the week and apply as follows:

(a) Days of the week

M - Weekend  
 X - Midweek

(b) Seasons

LETTER DESIGNATOR	SEASON
H	Peak
K	Shoulder
L	Basic

(2) Seasons/days of the week are defined in the governing rule where applicable.

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

**ISSUED:** September 16, 1992

**EFFECTIVE:** November 15, 1992

(Except  
as Noted)

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

Original Page MH-1043

**MALAYSIAN AIRLINE SYSTEM BERHAD**  
**WESTERN HEMISPHERE FARES**

†[N]MALAYSIAN AIRLINE SYSTEM BERHAD  
 WESTERN HEMISPHERE FARES

&FARES PUBLISHED BY RULE

FARES	GOVERNING RULE (published in MH-1, NTA(A) No. 355, C.A.B. No. 562)
CHILDREN'S AND INFANTS' FARES	200
PASSENGERS OCCUPYING TWO SEATS	550
PASSENGERS ON STRETCHERS	500
HAS GOLDEN MILES FREQUENT FLYER PROGRAM	1050

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

**ISSUED:** September 16, 1992

**EFFECTIVE:** November 15, 1992

(Except  
as Noted)

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

Original Page MH-1044

MALAYSIAN AIRLINE SYSTEM BERHAD  
WESTERN HEMISPHERE FARES

†(N)MALAYSIAN AIRLINE SYSTEM BERHAD  
&NOTICE

In addition to point-to-point fares published herein, FARES PUBLISHED BY RULE as shown in the Index on Page MH-1043 will be found in Section II of this tariff.

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: September 16, 1992

EFFECTIVE: November 15, 1992

(Except  
as Noted)

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

Original Page MH-1045

**MALAYSIAN AIRLINE SYSTEM BERHAD**  
**WESTERN HEMISPHERE ARBITRARIES**

†(N)APPLICATION OF ARBITRARIES

- (1) When a through fares is not specifically published between a particular point in the U.S.A. and another point in Area Nos. 1, 2 or 3, such fare is constructed (in accordance with Rule 130 by combining the applicable international fare published between the gateway city in the U.S.A. and the gateway city in Area Nos. 1, 2 or 3 with the applicable arbitrary amount published between:
  - (a) the gateway city in the U.S.A. (shown as a headline point) and an interior point in the U.S.A. (shown as a sideline point), and/or
  - (b) the gateway city in Area Nos. 1, 2 or 3 (shown as a headline pint) and an interior point in Area Nos. 1, 2 or 3 (shown as a sideline point).
- (2) Except where an arbitrary amount is published in parenthesis "()", such amount is to be added to the international fare. Where an arbitrary amount is published in parenthesis, it is to be deducted from the inter fare. Where an arbitrary amount is published as zero, the international fare between the gateway city and the point in the U.S.A., Area Nos. 1, 2 or 3 shown as a sideline point.
- (3) Arbitrarries published for a specific fare class code are combinable only with international fares published for the same fare class code. Fare class codes are explained at the beginning of the fares section of this tariff.
- (4) Arbitrarries published via a specific routing number are applicable only for transportation via that routing. Routing numbers are explained at the end of the fares section of this tariff.

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: September 16, 1992

EFFECTIVE: November 15, 1992

(Except  
as Noted)

0594w

† - Effective September 17, 1992 and issued in conjunction with EFA  
 No. 16SEP92-007 filed with the D.O.T.

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

Original Page MH-1046

**MALAYSIAN AIRLINE SYSTEM BERHAD**  
**WESTERN HEMISPHERE ROUTINGS**

†[N]WESTERN HEMISPHERE ROUTINGS

APPLICATION OF ROUTINGS

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

Locate in the routing the point of origin and the points of destination between which the fare applies. Apply only the portion of the routing which connects the origin and destination points by a dash or a series of dashes and city codes.

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

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

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

Where a routing contains more than one option between any two intermediate points (indicated by brackets) only one of the options may be used for travel in the same general direction.

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

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

Where no carrier is indicated in a routing, travel shall be limited to MH.

Where a diagrammatic or linear routing is specified in connection with a fare or arbitrary, such routing must be observed for that portion of the transportation covered by that fare or arbitrary.

Where a diagrammatic or linear routing is specified in connection with an arbitrary which is to be combined with a fare from a gateway city in Area 1 to Area 3 which permits a mileage routing, the provisions of Maximum Permitted Mileage Tariff No. MPM-1, NTA(A) No. 239, C.A.B. No. 424, issued by Airline Tariff Publishing Company, Agent, may be applied from origin to destination provided such diagrammatic or linear routing is observed for the portion of the transportation covered by that arbitrary.

Where a carrier or city string within a routing cannot be accommodated on one line due to space limitations, the remainder of the routing will be shown with an alpha in parenthesis, i.e. (A), (B) etc. The continuation of the string will be shown at the bottom of the routing with the same alpha designator.

Where a diagrammatic or linear routing is published for a specific arbitrary fare class and the governing rule applicable to such fare class restricts carriage to a specific carrier(s), such arbitrary routing must be observed regardless that another arbitrary routing option via another carrier not named in the governing fare rule, may apply for that portion of the journey.

EXPLANATION OF ENTRY/EXIT POINTS

\* - Denotes an entry or exit point in a map

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: September 16, 1992

EFFECTIVE: November 15, 1992

(Except as Noted)

† - Effective September 17, 1992 and issued in conjunction with EFA  
 No. 16SEP92-007 filed with the D.O.T.

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

4th REVISED PAGE MH-1047  
 CANCELS 3rd REVISED PAGE MH-1047

MALAYSIAN AIRLINE SYSTEM BERHAD  
 WESTERN HEMISPHERE ROUTINGS

†ROUTING NO. 311

\*LAX-MEX\*  
 \*LAX--MEX--AS--ONT--LAX\*  
 \*MEX--LAX--ONT--AS--MEX\*

BETWEEN ONT AND LAX SURFACE SECTOR REQUIRED.  
 BETWEEN LAX AND ONT SURFACE SECTOR REQUIRED.

ROUTING NO. 318

*YYJ/YVR-----AS-----	
*SCK/SMF/SFO---US-----	
*PDX/TUS-----AS/HP-----	---LAX---MEX*
*SAN-----AS/US-----	
*NYC/MAS/RND/PHX/LAS---HP/US---	
*SEA---AS/HP/US-----	

†ROUTING NO. 319

\*LAX---MEX---AS---ONT---LAX\*  
 \*MEX---LAX---ONT---AS---MEX\*

BETWEEN ONT AND LAX SURFACE SECTOR REQUIRED.  
 BETWEEN LAX AND ONT SURFACE SECTOR REQUIRED.

For explanation of abbreviations, reference marks and symbols, see Pages 13 through 20.

ISSUED: MARCH 14, 1994

EFFECTIVE: MAY 13, 1994

(EXCEPT  
 AS NOTED)

† - EFFECTIVE MARCH 15, 1994 AND ISSUED ON 1 DAY'S  
 NOTICE UNDER SPECIAL TARIFF PERMISSION NO. 18778  
 OF THE DEPARTMENT OF TRANSPORTATION.

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

Original Page MH-1047-A

**MALAYSIAN AIRLINE SYSTEM BERHAD**  
**ATLANTIC ROUTINGS**

†(N)ATLANTIC ROUTINGS

APPLICATION OF ROUTINGS

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

Locate in the routing the point of origin and the points of destination between which the fare applies. Apply only the portion of the routing which connects the origin and destination points by a dash or a series of dashes and city codes.

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

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

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

Where a routing contains more than one option between any two intermediate points (indicated by brackets) only one of the options may be used for travel in the same general direction.

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

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

Where no carrier is indicated in a routing, travel shall be limited to MH.

Where a diagrammatic or linear routing is specified in connection with a fare or arbitrary, such routing must be observed for that portion of the transportation covered by that fare or arbitrary.

Where a diagrammatic or linear routing is specified in connection with an arbitrary which is to be combined with a fare from a gateway city in Area 1 to Area 3 which permits a mileage routing, the provisions of Maximum Permitted Mileage Tariff No. MPM-1, NTA(A) No. 239, C.A.B. No. 424, issued by Airline Tariff Publishing Company, Agent, may be applied from origin to destination provided such diagrammatic or linear routing is observed for the portion of the transportation covered by that arbitrary.

Where a carrier or city string within a routing cannot be accommodated on one line due to space limitations, the remainder of the routing will be shown with an alpha in parenthesis, i.e. (A), (B) etc. The continuation of the string will be shown at the bottom of the routing with the same alpha designator.

Where a diagrammatic or linear routing is published for a specific arbitrary fare class and the governing rule applicable to such fare class restricts carriage to a specific carrier(s), such arbitrary routing must be observed regardless that another arbitrary routing option via another carrier not named in the governing fare rule, may apply for that portion of the journey.

EXPLANATION OF ENTRY/EXIT POINTS

\* - Denotes an entry or exit point in a map

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: March 5, 1998

EFFECTIVE: May 4, 1998

(Except  
as Noted)

0668w

† - Effective March 6, 1998 and issued on one (1) day's notice under D.O.T.  
 Special Tariff Permission No. 40568 and on not less than one (1) day's  
 notice under NTA(A) Special Permission No. 40380.



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

14th REVISED PAGE MH-1047-B  
 CANCELS 13th REVISED PAGE MH-1047-B

MALAYSIAN AIRLINE SYSTEM BERHAD  
 ATLANTIC ROUTINGS

ROUTING NO. 1

<p>(A)-NYC-  -----STO-----KUL----- </p> <p>    -KUL-----REP*</p> <p>    -STO*</p> <p>    -STO-----KUL----- </p> <p>*ALB-----US----- </p> <p>*BDL/PIT-----US----- </p> <p>*BOS/PHL/WAS-----US----- </p> <p>*ITH/HAR/LEB/BTV-----US----- </p> <p>*ATL-----US----- </p> <p>*GSO-----US----- </p> <p>*ORF/RIC-----US----- </p> <p>*DTT-----US----- </p> <p>*LEX/TOL/SDF/ROA-----US----- </p> <p>*ATW/MSN-----YX----- </p> <p>*CLT/JAX-----US----- </p> <p>    *FLL/TPA/ORL/MIA-----US----- </p> <p>*MLB/SRQ-----US----- </p> <p>    *OMA-----YX----- </p> <p>*GRR-----YX----- </p> <p>*SAT-----US----- </p> <p>*SAN-----US----- </p> <p>*LAS/LAX/PDX/PHX/SEA/SFO-----HP----- </p>	<p>-----BKK-----RA-----KTM*</p> <p>-----SYD/MEL/PER/AKL/BNE*</p> <p>-----CNS/CBR/CHS/ADL/HBA/DRW*</p> <p>-----SYD-CBR*</p> <p>-----AKL-CHC*</p> <p>-----DRW-CNS*</p> <p>-----QR--KTM*</p> <p>-----QRA---QKTM*</p> <p>-----DRW-ADL*</p> <p>-----MEL-HBA*</p> <p>-----BKI*</p> <p>-----SIN*</p> <p>-----PEN-BKK/HDY/HKT*</p> <p>-----TYO/SEL/TPE/KHH*</p> <p>-----HKG/MNL/MFM/DVO/CEB*</p>
--	--

YY MEANS ANY PARTICIPATING CARRIER. TRVL VIA CRX NONSTOP OR DIR. SVCS WHERE NONSTP OR DIR SVCS NOT AVAILABLE TRVL VIA CXR HUB POINT PERMITTED. STPOVR NOT PER Q HUB

For explanation of abbreviations, reference marks and symbols, see Pages 13 through 20.

ISSUED: SEPTEMBER 28, 2005

EFFECTIVE: NOVEMBER 12, 2005

(EXCEPT AS NOTED)

† - EFFECTIVE SEPTEMBER 29, 2005 FOR TRANSPORTATION TO/FROM THE UNITED STATES ONLY.

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

9th REVISED PAGE MH-1047-C  
 CANCELS 8th REVISED PAGE MH-1047-C

MALAYSIAN AIRLINE SYSTEM BERHAD  
 ATLANTIC ROUTINGS

ROUTING NO. 2

\*CDA-EWR-MH-STO-----MH-KUL-MH---|HKT/BKK/MNL/CEB/SEL/BJ/SHA/CAN/MAA/PEN/AOR/KUA/IPH/TGG/MYY/KBR/JKT/HKG\*  
 |TPE/KHH/JHB/RGN/CMB/SGN/PNH/HAN/KCH/FUK/TYO/OSA/NGO/SIN/MLE/BOM/BLR/HYD\*  
 |---DEL/KHL/DAC/ADL/SYD/AKL/BNE\*  
 \*CDA-EWR-MH---DXB/STO---MH-KUL---MH---SYD---MH---|---MEL\*  
 \*CDA-EWR-MH---DXB/STO---MH-KUL---MH---|---PER\*  
 \*CDA-EWR-MH---DXB/STO---MH-KUL---MH---KCH---|---COK\*  
 \*CDA-EWR-MH---DXB/STO---MH-KUL---MH---MAA---IC/9W---|---MES/BKK/LGK\*  
 \*CDA-EWR-MH---DXB/STO---MH-KUL---MH---PEN---|---SBN/MYY\*  
 \*CDA-EWR-MH---DXB/STO---MH-KUL---MH---SIN---KCH---|---BNN\*  
 \*CDA-EWR-MH---DXB/STO---MH-KUL---MH---BKI---|---LDU/BTU/TWU/LBU\*  
 \*CDA-EWR-MH---DXB/STO---MH-KUL---MH---MAA---IC/9W---|---TRV\*  
 \*CDA-EWR-MH---DXB/STO---MH-KUL---MH---MLE---YY---|---KTM\*  
 \*CDA-EWR-MH---DXB/STO---MH-KUL---MH---DEL---|---

YY MEANS DIRECT TRAVEL ON ANY APPLICABLE CARRIER OFFERING SERVICE

For explanation of abbreviations, reference marks and symbols, see Pages 13 through 20.

ISSUED: NOVEMBER 15, 2004

EFFECTIVE: DECEMBER 30, 2004

(EXCEPT AS NOTED)

† - EFFECTIVE NOVEMBER 16, 2004 FOR TRANSPORTATION TO/FROM THE UNITED STATES ONLY.

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

10th REVISED PAGE MH-1047-D  
 CANCELS 9th REVISED PAGE MH-1047-D

**MALAYSIAN AIRLINE SYSTEM BERHAD**  
**ATLANTIC ROUTINGS**

ROUTING NO. 3

\*NYC/DEHR-----  
 \*AMA/BHM/BTR/CMH/CRP---|  
 \*FMY/FWA/HRL/LBB/MAF---|---AA-----  
 \*MOB/OAK/TUS-----|  
 \*BGR/DAB/DEN/GSO/MHT---|---DL-----  
 \*PMM/SLC-----|  
 \*CID/FSD/LNK/MFE/MLI---|---YY-----  
 \*RND/SDF/SGF/SMF/TYS---|  
 \*BTV/HAR/ITH/LEB-----|---US-----  
 \*ATM/MSN/OMA-----|---YX-----  
 \*BGM/ROA/SWF-----|---YY-----  
 \*CVG/DFW/MEM-----|  
 \*PVD/SAT-----|---AA/DL-----  
 \*ABQ/AUS/COS/DAY/DSM---|  
 \*ELP/HOU/ICT/IND/MKC---|---AA/YY-----  
 \*MKE/MSP/OKC/SHV/SJC---|  
 \*STL/TUL-----|  
 \*BUF/CLT/JAX-----|---AA/US-----  
 \*GRR-----|---AA/YX-----  
 \*ATL/COU/DHN/LEX/MLB---|---DL/US-----  
 \*SRQ/TOL-----|  
 \*ORF/RIC-----|---US-----  
 \*BNA/CHI/CLE/LIT/MSY---|---AA/DL/YY---  
 \*PBI/LAS/LAX/PDX/PHX---|  
 \*SEA/SNA-----|  
 \*ALB/FLL/MIA/ORL/TPA---|---AA/DL/US---  
 \*DTT/SAN/SFO-----|---AA/US/YY---  
 \*BDL/PIT-----|---AA/US-----  
 \*BWI/PHL/ROC/SYR-----|---AA/DL/US---  
 \*BOS--US/AA-----|  
 \*NAS-----|---AA/DL/US/YY---  
 \*CHS/MYR/ILM-----|---YY-----  
 \*RDU-----|---AA/YY-----

NYC--STO--

-----KUL\*  
 -----CMB\*  
 -----AOR/IPH/JHB/KBR\*  
 -----BKI/TGG/KCH/LUA\*  
 -----LKG/LBU/MYY/PEN\*  
 -----SBW\*  
 -----SIN\*  
 -----BWN\*  
 -----BKK\*  
 -----MNL\*  
 -----DPS/JKT\*  
 -----SGN/HAN\*  
 -----HKG/TPE/BJS/CAN/SHA\*  
 -----MAA/DEL/KHI/BOM/BLR/HYD/DAC\*

YY MEANS ANY OTHER CARRIER

For explanation of abbreviations, reference marks and symbols, see Pages 13 through 20.

**ISSUED: JANUARY 9, 2006**      **EFFECTIVE: FEBRUARY 23, 2006**      (EXCEPT AS NOTED)

† - EFFECTIVE JANUARY 10, 2006 FOR TRANSPORTATION TO/FROM THE UNITED STATES ONLY.

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

5th REVISED PAGE MH-1047-E  
 CANCELS 4th REVISED PAGE MH-1047-E

**MALAYSIAN AIRLINE SYSTEM BERHAD**  
**ATLANTIC ROUTINGS**

**ROUTING NO. 4**

(A)-NYC-	-STO* -DXB---SV---DMM/RUH* -DXB--EK/BG---BOM* -DXB--EK/GF---DOH* -DXB--YY---TRV/MLE* -DXB--EK--AUH/JED/CAI/AMM/BEY* -DXB--EK--KHI/DEL* -DXB--BG---DAC* -DXB--EK/BG/WY-MCT* -DXB--KU/EK/WY-KWI* -DXB--EK/RJ--DAM* -DXB--GF--BAH* -DXB-EK/IR--THR* -----STO-----KUL----- -DXB-RA-KTM* -DXB-EK-KHI/DEL----- -DXB-EK/BG--BOM-IC--MAA----- -DXB----- -DXB--BG-DAC-----KUL----- -DXB--EK-----JED-----	--MLE* -CMB/MAA/DEL/KHI/DAC/BOM/BLR/HYD/AMD/ACC* -BJS/SHA/CAN* -RGN/BKK/CNX/HKT* -PNH/SGN/HAN/VTE* -JKT/DPS/MES/SUB/UPG* -KUA/LGK/PEN/TGG* -AOR/IPH/JHB/KBR* -SYD/MEL/PER/AKL/BNE* ----- -CNS/CBR/CHS/ADL/HBA/DRM* -SYD-CBR* -AKL-CHC* -DRM-CNS* -DRM-ADL* -MEL-HBA* -BNN* -BKI--SDK/BTU/TWU/LBU/LDU* -SIN* -PEN-BKK/HDY/HKT* -LGK-PEN-BKK* -KCH-MYY/SBM* -SIN-BKI/KCH* -SIN-PEN-BKK* -TYO/SEL/TPE/KHH* -HKG/MNL/MFM/DVO/CEB*
----------	--	--

*ALB/BDL/BGM/BOS/BUF/ITH----- *PHL/PIT/ROC/SYR/WAS/SWF----- *HAR/MHT/NYC/PVD/PWM----- *ATL/CHI/CLE/CMH/CVG/DAY----- *DTT/GSO/IND/LEX/MKE/MSN/ORF----- *RIC/SDF/STL/TOL/FWA----- *BHM/BNA/CLT/DAB/DSM/FLL/TPA----- *FMY/ACT/JAX/LIT/MEM/MIA/MKC----- *MLB/MOB/MSP/MSY/OMA/ORL----- *PBI/ROA/RDU/SRQ/DHN/BTR/SHV----- *ABQ/COS/DEN/SLC/AUS/ELP/HOU----- *OKC/SAT/TUL----- *AMA/CRP/HRL/LBB/MAF----- *LAX/LAS/ONT/PDX/PHX/SAN/SEA----- *SFO/SJC/SNA/TUS-----	-----YY--(A)
---	--------------

YY MEANS ANY PARTICIPATING CARRIER

**ROUTING NO. 6**

*NYC-----DXB-----KHI* ----- *NYC-----KUL-----	-BKI/KUL* -AOR* -PEN-LGK* -TGG/KUA* -PEN/IPH/JHB/LGK* -BKI-KCH* -KCH* ----- --JNB/CPT/CAI/BEY/IST* --SYD/MEL/ADL/BNE/PER/AKL* --MAA/DEL/BOM/BLR/HYD/DAC/CMB/KHI/ML* --MYY/BNN/SIN* --JKT/DPS/MES/SUB* --MNL/CEB/BKK/HKT/RGN* --HKG/SEL/TPE/TYO/CAN/XMN/OSA* --NGO/FUK/KHH/BJS/SHA* --HAN/SGN/PNH*
---	---

For explanation of abbreviations, reference marks and symbols, see Pages 13 through 20.

**ISSUED: FEBRUARY 14, 2005**

**EFFECTIVE: MARCH 31, 2005**

(EXCEPT AS NOTED)

+ - EFFECTIVE FEBRUARY 15, 2005 FOR TRANSPORTATION TO/FROM THE UNITED STATES ONLY.

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

1st REVISED PAGE MH-1047-F  
 CANCELS ORIGINAL PAGE MH-1047-F

**MALAYSIAN AIRLINE SYSTEM BERHAD**  
**ATLANTIC ROUTINGS**

**ROUTING NO. 7**

*NYC-----			
*AMA/BHM/BTR/CMH/CRP-----		-----AA-----	
*FHY/FWA/HRL/LBB/MAF-----			
*MOB/OAK/X/TUS-----			
*BGR/DAB/DEN/GSO/MHT-----		-----DL-----	
*PHM/SLC-----			
*CID/FSD/LNK/MFE/MLI-----		-----TH-----	
*RNO/SDF/SGF/SMF/TYS-----			
*BTV/HAR/ITH/LEB-----		-----US-----	
*ATH/MSN/OMA-----		-----YX-----	
*BGH/ROA/SNF-----		-----YY-----	
*CVG/DFW/MEM-----			
*PVD/SAT-----		-----AA-----	
*ABQ/AUS/COS/DAY/DSM-----			
*ELP/HOU/ICT/IND/MKC-----		-----AA/TH-----	
*MKE/MSP/OKC/SHV/SJC-----			
*STL/TUL-----			
*BUF/CLT/JAX-----		-----AA/US-----	
*GRR-----		-----AA/YX-----	
*ATL/COU/DHN/LEX/MLB-----		-----DL/US-----	
*SRQ/TOL-----			
*ORF/RIC-----		-----US/9N-----	
*BNA/CHI/CLE/LIT/MSY-----		-----AA/DL/TH-----	
*PBI/LAS/LAX/PDX/PHX/SEA-----			
*SNA-----			
*ALB/FLL/MIA/ORL/TPA-----		-----AA/DL/US-----	
*DTT/SAN/SFO-----		-----AA/US/TH-----	
*BDL/PIT-----		-----AA/US/9N-----	
*BWI/PHL/ROC/SYR-----		-----AA/DL/US/9N-----	
*BOS/WAS-----		-----AA/DL/US/TH/9N-----	
*CHS/MYR/ILM-----		-----JI-----	
*RDU-----		-----AA/JI-----	

-----NYC-----		-----KUL-----	
		-----DXB-----	
		-----AMS/FRA-----	
		-----IST/LON-----	
		-----MUC/PAR-----	
		-----ROM/VIE-----	
		-----ZAG/ZRH-----	
		-----ADL/BNE*-----	
		-----CNS/DRM*-----	
		-----MEL/PER*-----	
		-----SYD*-----	

BETWEEN AMS/FRA/IST/LON/MUC/PAR/ROM/VIE/ZAG/ZRH AND NYC SURFACE SECTOR PERMITTED.  
 YY MEANS TRAVEL MAY BE VIA ANY CARRIER OPERATING DIRECT SERVICE

For explanation of abbreviations, reference marks and symbols, see Pages 13 through 20.

ISSUED: APRIL 1, 2004

EFFECTIVE: MAY 16, 2004

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

2nd REVISED PAGE MH-1047-G  
 CANCELS 1st REVISED PAGE MH-1047-G

**MALAYSIAN AIRLINE SYSTEM BERHAD**  
**ATLANTIC ROUTINGS**

ROUTING NO. 8	
*YMQ-----AC-----NYC-----DXB-----KUL*	
ROUTING NO. 10	
*NYC---DXB---	----AI-----COK/TRV/DEL/BOM*  ----IC-----DEL/JAI/HYD/MAA*  ----PK/EK/NL/MH---KHI/LHE/ISB*
*NYC---DXB/SHJ---IC---ATQ/BLR/BOM/COK/TRV*	
ROUTING NO. 11	
*DEL-----KUL-----NYC*	
*DEL-----KUL-----NYC-----KUL-----DEL*	
ROUTING NO. 23	
*NYC-----KUL-----DAC/KHI*	
*NYC-----KUL/DXB*	
ROUTING NO. 50	
*NYC--ARN-----KUL--MY* *EWR--ARN-----KUL--SYD/MEL/BNE*	
ROUTING NO. 55	
*NYC-----KUL-----SIN*	
ROUTING NO. 100	
*MIA/NYC/LAX---AR--	----BUE-----  ----BUE---CPT/JNB--- -----KUL*
BETWEEN CPT/JNB VV HAS NO TRAFFIC RIGHTS	
ROUTING NO. 101	
*KUL---LAX---TPE---KUL* *KUL---TPE---LAX---KUL* *KUL---STO---NYC---KUL* *KUL---NYC---STO---KUL*	
ROUTING NO. 102	
*NYC-----STO-----KUL-	---BKK*  ---BWN*  ---CEB*  ---DPS*  ---HAN*  ---HKG*  ---HKT*  ---JKT*  ---LGK*  ---MES*  ---MNL*  ---PEK*  ---PEN*  ---PNH*  ---RGN*  ---SGN*  ---SHA*  ---SIN*  ---SUB*  ---BKI*  ---KCH*  ---TPE*
ROUTING NO. 105	
*EWR---	---ARN-----AMS---MH/KL---STO/GOT/CPH*  ---ARN--OS---VIE---OS---CPH*  -----STO*
ROUTING NO. 113	
*BLE/BOM/HYD/MAA-----KUL-----STO-----NYC*	

For explanation of abbreviations, reference marks and symbols, see Pages 13 through 20.

**ISSUED: SEPTEMBER 5, 2006**

**EFFECTIVE: OCTOBER 20, 2006**

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

Original Page MH-1048

## PERCENTAGE CONVERSION INSTRUCTIONS

When fares or charges making references hereto provide for the applicable of fares or charges based upon percentage of applicable fares or charges, such proportionate fares or charges will be determined by calculating the percentage as shown in the example below:

EXAMPLE: To determine the proportionate fare or charge at 75 percent of an applicable fare or charge of \$310.23:

STEP 1: Multiply the percentage amount by .01  $75\% \times .01$  equals .75

STEP 2: Multiply the applicable fare or charge by the result found in STEP 1.  $\$310.23 \times .75$  equals 232.6725

STEP 3: Round the result of STEP 2 up or down to the nearest cent, i.e. \$232.67

For unexplained abbreviations, reference marks and symbols see Pages 13 through 20.

ISSUED: September 16, 1992

EFFECTIVE: November 15, 1992