

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

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For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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NOTICE

Rules, fares and provisions applicable via NH were formerly published in Passenger Rules Tariff No. PR-3, C.A.B. No. 55, NTA(A) No. 46 and Transatlantic Passenger Fares Tariff No. 2, NTA(A) No. 71, C.A.B. No. 95 by Official Airlines Guides, Inc., Agent and transferred herein effective September 15, 1987.

CANCELLATION NOTICE

Fares, charges and provisions formerly published in C.A.B. No. 95 and not brought forward herein are hereby cancelled.

†ICLIST 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 All Nippon Airways Company, LTD 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.

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† - 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.

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PARTICIPATING CARRIER CANCELLATION

Jet America Airlines, Inc. (SI) eliminated as a participant in this tariff and all provisions published in connection with said carrier cancelled effective April 24, 1988 by Original Page NH-14-A. Air Virginia (Flight America, Inc. D/B/A) (CE); Mid Pacific Airlines, Inc. (HO); Omniflight Helicopter (DH) eliminated as participating carriers in this tariff and all provisions published in connection with said carriers cancelled effective August 8, 1988 by 1st Revised Page NH-14-A. [N]Air Midwest, Inc. (ZV); Britt Airways, Inc. (RU); Caribbean Express, Inc. (WH); Florida Express, Inc. (ZO); LA Helicopter, Inc. (RH); Pilgrim Airlines (Pilgrim Aviation & Airlines, Inc. D/B/A) (PM); Princeton Air Link Corporation (IV); RMA, Inc. (Rocky Mountain Airways, Inc. D/B/A) (JC); Tennessee Airways, Inc. (ZN), cancelled as participating carriers in this tariff and all provisions published in connection with said carriers cancelled effective January 6, 1989 by 2nd Revised Page NH-14-A.

SUBSTITUTION NOTICE

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

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

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RULE	SECTION I - GENERAL RULES
1	DEFINITIONS As used herein: Add-On Amount - See "ARBITRARY". Adult - a person who has reached his/her 12th birthday as of the date of commencement of travel. Africa - The area comprised of Central Africa, East Africa, Southern Africa, West Africa and the Indian Ocean Islands. Arbitrary - An amount used only to construct an unspecified through fare. Area 1 - All of the North and South American Continents; Bermuda; Greenland; Netherlands Antilles; Bahamas; Leeward, the State of Hawaii; Midway and Palmyra Islands; and the Caribbean Islands. Area 2 - All of Europe (including that part of the Russian Federation lying west of the Urals) and the adjacent islands; Iceland; the Azores; all of Africa and the adjacent islands (including Ascension); Libyan Arab Jamahiriya; all of the Middle East; that part of Asia lying west of and including the Iran, Islamic Republic of. Area 3 - All of Asia except that portion included in Area 2; all of the East Indies; Australia; New Zealand; all islands of Indonesia, Melanesia, Micronesia and Polynesia (except Midway and Palmyra Islands), Guam; Wake Island; Marshall Islands; Mariana Islands; Caroline Islands; Society Islands; Fiji; Samoa Islands; New Caledonia; Norfolk Island; and Tasmania. Asia - Afghanistan; Bangladesh; Bhutan; Brunei Darussalam; Cambodia; China; Hong Kong; India; Indonesia; Islands of Pacific Ocean in Area 3 north of the equator except Gilbert Island; Japan; Kazakhstan, Republic of Korea, Kyrgyzstan; Laos, People's Democratic Republic of; Malaysia; Maldives; Nepal; Mongolia; Myanmar; Pakistan; Philippines; Russian Federation (east of the Ural Mountains), Singapore; Sri Lanka; Taiwan, Province of; Tajikistan; Timor; Thailand; Turkmenistan; Uzbekistan and Viet Nam. Assembly Point - A point in the itinerary where the entire qualifying group assembles and commences transportation as a group. Baggage - Luggage; such articles, effects and other personal property of a passenger as are necessary or appropriate for wear, use, comfort or convenience in connection with her/his trip. Unless otherwise specified, it shall include both checked and unchecked baggage of the passenger. [C]Baggage Check - Such portion of a ticket as provides for carriage by a carrier of checked baggage and as is issued by the carrier as receipt of such checked baggage. [C]Baggage Identification Tag - Means a document issued by a carrier solely for the purpose of identification of checked baggage and consisting of two portions: The baggage tag portion which is attached by the carrier to a particular article of checked baggage and the baggage claim stub which is given to the passenger. Banker's Buying Rate - Means the rate at which, for the purpose of the transfer of funds through banking channels (i.e. other than transaction in bank notes, travellers checks and similar banking instruments), a bank will purchase a given amount of foreign currency in exchange for one unit(s) of the national currency of the country in which the exchange transaction takes place. Banker's Selling Rates - Means the rate at which, for the purpose of transfer of fund through banking channels (i.e. other than transaction in bank notes, travellers checks and similar banking instruments), a bank will sell a given amount of foreign currency in exchange for one unit(s) of the national currency of the country in which the exchange transaction takes place.
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RULE	SECTION I - GENERAL RULES
1	DEFINITIONS (Continued) <u>Caribbean</u> - Antigua and Barbuda; Aruba; Barbados; Bonaire; Cayman Islands; Cuba; Dominica; Dominican Republic; Grenada; Guadeloupe; Haiti; Jamaica; Martinique; Montserrat; Puerto Rico; Saba; St. Barthelmy; St. Eustatius; St. Kitts and Nevis; St. Lucia; St. Maarten; St. Vincent and the Grenadines; Trinidad and Tobago; and Virgin Islands. <u>Carriage</u> - Means an air carrier and shall include an air carrier issuing a ticket on any air carrier that carries a passenger and/or his/her baggage under the ticket or provides or undertakes to provide any other services incidental to such carriage. <u>Carrier</u> - Any or all of the participating carriers named in this tariff. <u>Central Africa</u> - Malawi, Zambia and Zimbabwe. <u>Central America</u> - Belize; Costa Rica; El Salvador; Guatemala; Honduras and Nicaragua. <u>Checked Baggage</u> - Means baggage of which a carrier takes custody and for which the carrier issues a baggage check and baggage identification tag. <u>Child</u> - Means a person who has reached his/her second birthday but not his/her 12th birthday as of the date of commencement of carriage. <u>Circle Trip - Normal Fares</u> - Travel from a point and return thereto by a continuous, circuitous air route, including journeys comprising two fare components but which do not meet the conditions of the round trip definition; provided that where no reasonable direct scheduled air route is available between two points, a break in the circle between two fare construction points may be travelled by any other means of transportation without prejudice to the circle trip. <u>Circle Trip - Special Fares</u> - Travel from a point and return thereto by a continuous, circuitous air route, comprising two international fare components which do not meet the conditions of the round trip definition; provided that where no reasonable direct scheduled air route is available between two points, a break in the circle between two fare construction points may be travelled by any other means of transportation without prejudice to the circle trip. <u>Combination</u> - Whenever two or more one way or round trip or half round trip fares shown are used separately in a fare calculation. <u>Conjunction Tickets</u> - Means a ticket issued to a passenger in conjunction with another ticket which together constitute a single contract of carriage. <u>Consequential Damages</u> - 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. <u>Constructed Fare</u> - Unspecified through fares created by the use of add-on amounts, or two or more fares shown as a single amount in a fare calculation. <u>Continental U.S.A</u> - The 48 contiguous states and the District of Columbia (this does not include Alaska/Hawaii). C <u>[C]Convention</u> - Means whichever of the following instruments is applicable to the contract of carriage: "Convention for Unification of certain rules relating to International Carriage by Air", signed at Warsaw on 12th October 1929, (hereinafter referred to as the "Warsaw"); "Warsaw Convention as amended at Hague in 1955" signed at Hague on 29th September 1955; "Warsaw Convention" as amended by additional protocol No. 1 of Montreal 1975; "Warsaw Convention as amended at Hague in 1955" as amended by additional protocol No. 2 of Montreal 1975 and "Convention for the Unification of certain rules for International Carriage By Air," done at Montreal on 28th May, 1999 (hereinafter referred to as the "Montreal Convention"). <u>Country of Commencement of Travel</u> - The country from which travel on the first international sector takes place. <u>Country of Payment</u> - Check the country where payment is made by the purchaser to the carrier or its agent. Payment by credit card or other banking instruments is deemed to have been made at the place where such instrument is accepted by the carrier or its agent. <u>Currency of the Country of Payment</u> - The currency in which international fares from that country are denominated. <u>Date of Transaction</u> - The date of issuance of the ticket, MCO, PTA.

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For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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RULE	SECTION I - GENERAL RULES
1	DEFINITIONS (Continued) [N]Days - Means calendar days including all seven days of the week; provided that, for the purpose of calculating the number of days of a notice period. The day upon which such notice is dispatch shall not be counted and further provided that, for the purpose of determining the period of validity of a ticket. The day upon which the ticket is issued, or the flight is commenced, shall not be counted. Deadline - Reservations: The minimum number of days/months before the day of departure by which reservations must be confirmed. Payment: The minimum number of days/months before the day of departure by which payment must be made. Ticketing: The minimum number of days/months before the day of departure by which ticketing must be completed; issue date of a PIA constitutes the ticketing date. [C]Destination - Means the ultimate stopping place under a contract of a carriage. In the case of a trip which returns to the place of departure. The destination is the same as the place of departure. Direct Route Fare - The fare over the direct route between two points. When no direct route fare exists between two ticketed points, a fare must be established by combination over a ticketed point in the itinerary. Domestic Carriage - Travel in which the points of departure, stopover and destination are within one sovereign state. Domestic Transfer - A change from the domestic service of one carrier to another domestic service of the same carrier (online transfer) or to the domestic service of another carrier (interline transfer). Eastern Hemisphere - Area comprising Areas 2 and 3. EC Member States - Austria; Belgium; Denmark; Finland; France; Germany; Greece; Iceland; Ireland; Italy; Luxembourg; Netherlands; Norway; Portugal; Spain; Sweden; United Kingdom. End-On Combination - combination of two or more fares which could be ticketed separately at a fare construction point (not applicable to combination of fares between the same points). [N]Electronic Coupon - Means an electronic flight coupon or other value document held in Ana's database. [N]Electronic Flight Coupon - Means such form of flight coupon as is recorded in Ana's database. [N]Electronic Ticket - Means the itinerary/receipt and electronic flight coupon issued by a carrier or its authorised agent. [C]Endorsement - Means a written authority from a carrier to transfer a ticket or miscellaneous charges order or an individual coupon thereof to another carrier. Such authority shall normally be stamped in a specified box of the relevant coupon but may also be effected by use of a document, telegraph or other method of communication. Europe - Albania; Algeria; Andorra; Armenia; Austria; Belarus; Belgium; Bosnia and Herzegovina; Bulgaria; Croatia; Czech Republic; Denmark; Estonia; Finland; France; Germany; Georgia; Gibraltar; Greece; Hungary; Iceland; Ireland; Italy; Latvia; Liechtenstein; Lithuania; Luxembourg; Malta; Moldova, Republic of; Monaco; Morocco; Netherlands; Norway; Poland; Portugal; Romania; Russian Federation (west of the Ural Mountains); San Marino; Slovakia; Slovenia; Spain; Sweden; Switzerland; Tunisia; Turkey; Ukraine; United Kingdom and Yugoslavia. Fare Breakpoints - See "Fare Construction Points" Fare Component - A portion of an itinerary between two consecutive fare construction points. The point of origin and the point of destination are the fare construction points. Fare Construction Points - The terminal points of a fare component (these are also termed "Fare Break Points"). [C]Flight Coupon - Means such portion of a passenger ticket (in the case of electronic ticket, the electronic flight coupon) as indicates particular places between which the coupon is good for carriage. [C]French Gold Francs - Means French francs consisting of 65 1/2 milligrams of gold at the standard of fineness of nine hundred thousandths. French gold francs may be converted into any national currency in round figures. Gateway - Refers to the first point of arrival/last point of departure in a country/area. Global Indicator - The global routing applicable to the fare.
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RULE	SECTION I - GENERAL RULES
1	DEFINITIONS (Continued) Half Round Trip Fare - One half of a specified or construction round trip normal or special fare. In the absence of a specified round trip normal fare, the one way normal fare is considered to be a half round trip normal fare. If a specified or constructed one way special fare may be doubled to establish a round trip special fare, the one way special fare is considered to be a half round trip special fare. IATA RATE OF EXCHANGE (IROE) - the rates of exchange notified by IATA to convert local currency fares to NUC and to convert total NUC amounts to the currency of the country of commencement of transportation. Immediate Family - Spouse, children, adopted children, sons-in-law, daughters-in-law, grandchildren, brothers, brothers-in-law, sisters, sisters-in-law, parents, fathers-in-law, mothers-in-law and grandparents. Indirect Route - Any scheduled continuous air route other than a direct route. IC[Infant] - A person who has not reached his/her second birthday as of the date of commencement of carriage. C [IN]International Carriage - Means (except where the convention is applicable) carriage in which, according to a contract of carriage, the place of departure and, the destination or agreed stopping place, are situated in two or more countries. As used in this definition, the term "Country", which is equivalent to "State", shall include any territory subject to its sovereignty, suzerainty, mandate, authority or trusteeship. Interline Transfer - Transfers from the service of one carrier to the services of another carrier. Interline Transportation - Transportation on the services of more than one carrier. International Transfer - A change from the international service of one carrier to another international service of the same carrier (online transfer) or to the international service of another carrier (interline transfer). C [IN]Itinerary/Receipt - Means a document or documents forming part of the electronic ticket which contains the information such as the itinerary, ticket information, a portion of the conditions of a contract of carriage and notices relating thereto. Issuing Carrier - Means the carrier whose tickets are issued to the passenger(s). Legal Guardian - A person acting in lieu of parents in the event of death or legal incapacity of parents. Local Currency Fares - Fares and related charges expressed in the currency of commencement of travel. Maximum Stay - The number of days counting from the day after departure, or the number of months counting from the day of departure, to the last day return travel may commence from the last stopover point (including for this purpose the point of turnaround). Micronesia - Area comprised of Guam, Johnston Island, Koror, Kwajalein, Majuro, Ponape, Rota, Saipan, Tinian, Truk and Yap. Mid Atlantic Area - Bahamas; Bermuda; Belize; Bolivia; Canal Zone; Colombia; Costa Rica; Ecuador, El Salvador; French Guiana; Guatemala; Guyana; Honduras; the Islands of the Caribbean Sea (including Puerto Rico and the Virgin Islands); Nicaragua; Panama; Peru; Suriname and Venezuela. Middle East - Yemen, Republic of; Bahrain; Cyprus; Egypt; Iran, Islamic Republic of; Iraq; Israel; Jordan; Kuwait; Lebanon; Oman; Qatar; Saudi Arabia; Sudan; Syrian Arab Republic; United Arab Emirates (comprised of Abu Dhabi, Ajman, Dubai, Fujairah, Ras-el-Khaimah, Sharjah, Umm Al Qaiwain) and Yemen, Republic of. Minimum Group Size - Means the minimum number of passengers required to qualify for a fare. Minimum Stay - The number of days counting from the day after departure, or the number of months counting from the day of departure, on the first outbound international sector to the earliest day return travel may commence from the last stopover point outside the country of origin (including for this purpose the point of turnaround). Minimum Tour Price (MTP) - Means the minimum selling price for the tour calculated as the air fare plus the required amount for land arrangements. C [C]Miscellaneous Charges Order (MCO) - Means a document or an electronic document issued by a carrier or its authorised agent, requesting issue of an appropriate ticket or provision of travel services to the person named in such document or electronic document. Month - (Gregorian Calendar Month) A period of time starting with any date and ending with that same day of the following month. When the same day does not occur in the following month, this period ends on the last day of that month.
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RULE**SECTION I - GENERAL RULES****1****DEFINITIONS (Continued)**

Neutral Unit of Construction - (NUC) a unit used to construct fares using different local currency fares.

Normal Fares - A fare established for First, Intermediate or Economy/Tourist Class service and any other fares denominated and published as a normal fare (e.g. F2, C2, Y2). Children's fares and infants' fares which are established as a percentage of the fares referred to above are also considered to be normal fares.

North America - Alaska, Canada; Continental U.S.A.; Hawaii; Mexico; St. Pierre; and Miguelon.

North Atlantic Area - Canada; Mexico; U.S.A. (including Hawaii and Alaska but excluding Canal Zone, Puerto Rico and the Virgin Islands, American Samoa, Canton, Guam, Midway, and Wake Island).

North Central Pacific - All points in Area 3 except those in the South Pacific.

One Way - Any journey which, for fare calculation purposes, is not a complete round or circle trip.

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

Online Transfer - Transfers from the service of one carrier to another service of the same carrier.

Open Jaw - (Special Fares) - Travel comprising two international fare components whereby:

- (a) for "turnaround open jaw" the outward point of arrival and the inward point of departure are different, or
- (b) for "origin open jaw" the outward point of departure and the inward point of arrival are different, or
- (c) for "single open jaw" either (a) or (b) applies, or
- (d) for "open jaw" any combination of the above may apply.

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RULE	SECTION I - GENERAL RULES		
1 C C C C C	DEFINITIONS (Continued) <u>Origin</u> - The initial starting place of the journey as shown on the ticket. <u>Other Charges</u> - Charges such as taxes, fees, etc. excluding excess baggage charges. <u>[C]Passenger</u> - Means any person, except crew members, carried or to be carried in an aircraft with the consent of the carrier. <u>[C]Passenger Coupon or Passenger receipt</u> - Means such coupon or receipt constituting a portion of a ticket as is issued by a carrier or its authorised agent and is marked with "Passenger Coupon" or "Passenger receipt", which document shall constitute a passenger's written evidence of a contract of carriage. <u>[C]Passenger Ticket</u> - Means such portion of a ticket as is issued by a carrier or its authorised agent and as provides for carriage of a passenger. <u>Prepaid Ticket Advice</u> - The notification between carriers' offices by teletype, commercial wire or mail that a person in one city has purchased and requested issuance of a ticket for transportation of a person in another city. <u>Rebooking</u> - Change of reservation or other changes which do not require ticket reissuance. <u>Reissue</u> - See "Ticket Reissuance". <u>Related Charges</u> - Charges such as cancellation penalties, non-refundable amounts, rebooking and rerouting charges, stopover charges, weekend surcharges, etc. and excess baggage charges. <u>[C]Rerouting</u> - Means any change in a routing, carrier, class of service, flight or period of validity from originally provided in the duly-issued ticket which a passenger presents for carriage. <u>Reservation</u> - Booking; the allotment in advance of seating accommodation for a passenger. <u>Resident</u> - A person legally living in a given country. <u>Revalidation</u> - The authorized stamping or writing upon of the passenger ticket evidencing that it has been officially altered by the carrier. There can be no change to origin, destination, stopover points, ticketed points, or fare. <u>Round The World (RTW)</u> - Travel from the point of origin and return thereto which involves only one crossing of the Atlantic Ocean and only one crossing of the Pacific Ocean. <u>Round Trip</u> - A journey entirely by air from a point of origin to another point and return to the point of origin, comprising of two fare components only, for which the applicable normal half round trip fare for each component, measured from the point of origin, is the same for the routing travelled; provided that this definition shall not apply to journeys for which the same all year through one way fare is established, between two points in either direction around the world. If the fares to be used differ through class of service/seasonality/midweek-weekend/carrier variations, the outbound fare shall be used also for the inbound fare component for the purpose of determining if the journey is a round trip.		
	(Continued on next page)		
For unexplained abbreviations, reference marks and symbols see Pages 15 through 22. <table border="1" style="width: 100%;"> <tr> <td style="width: 50%;">ISSUED: April 20, 2010</td> <td style="width: 50%;">EFFECTIVE: June 4, 2010</td> </tr> </table>		ISSUED: April 20, 2010	EFFECTIVE: June 4, 2010
ISSUED: April 20, 2010	EFFECTIVE: June 4, 2010		

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10th Revised Page NH-31
 Cancels 9th Revised Page NH-31

RULE	SECTION I - GENERAL RULES
1 C C C C	DEFINITIONS (Continued) <u>Routing</u> - The carrier(s), cities, class of service, type of aircraft (jet or propeller) via which transportation is provided between two points. <u>Scandinavia</u> - Norway; Sweden; Denmark. <u>Side Trip</u> - A journey from and/or to an enroute point of a fare component. <u>Side Trip Combination</u> - The combination on a fare which could be ticketed separately from and/or to an enroute point of a fare component. <u>SITI</u> - [CANCELLED] <u>SITO</u> - [CANCELLED] <u>SOTI</u> - [CANCELLED] <u>SOTO</u> - [CANCELLED] <u>South America</u> - Argentina; Bolivia; Brazil; Chile; Colombia; Ecuador; Panama; Paraguay; Peru; Uruguay; Venezuela. For travel wholly within the South American area, the following countries shall also be considered as part of "South America": French Guiana; Guyana; Suriname. <u>South Asian Subcontinent</u> - Afghanistan; Bangladesh; Bhutan; India; Maldives; Nepal; Pakistan; Sri Lanka. <u>South East Asia</u> - Brunei Darussalam; Cambodia; China; Guam; Hong Kong; Indonesia; Laos; People's Democratic Republic of; Malaysia; Marshall Islands; Micronesia; Mongolia; Myanmar; N. Mariana Islands; Palau; Philippines; Taiwan, Province of; Russian Federation (east of the Ural Mountains); Singapore; Thailand; and Viet Nam. <u>South West Pacific Area</u> - American Samoa; Australia; Cook Islands; Fiji; French Polynesia; Kiribati; Nauru; New Caledonia; New Zealand; Niue; Papua New Guinea; Samoa; Solomon Islands; Tonga; Tuvalu; Vanuatu; Wallis and Futuna Islands. <u>SDR</u> - Means Special Drawing Rights as defined by the international monetary fund. Conversion of the SDR sum into a national currency shall, in the case of judicial proceedings, be made at the exchange rate between the currency and SDR prevailing on the date of the final court hearing of such proceedings and, in any other case, at the exchange rate between the currency and SDR prevailing on the date on which the amount of the damages is finally fixed or on which the value of baggage is declared. <u>Special Fare</u> - Any fare other than a normal fare.
	(Continued on next page)
For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.	
ISSUED: May 6, 2010	EFFECTIVE: June 20, 2010

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13th Revised Page NH-32
 Cancels 12th Revised Page NH-32

RULE	SECTION I - GENERAL RULES
1	<u>DEFINITIONS</u> (Continued)
C	<u>[C]Stopover</u> - Means such deliberate interruption of a travel by a passenger, at a point between the place of departure and the destination, as is agreed to in advance by the carrier. <u>Through Fare</u> - Fare applicable for travel between two consecutive fare construction points via an intermediate point(s).
C	<u>[N]Ticket</u> - Means either the document entitled "Passenger ticket and baggage check" or the electronic ticket, in each case issued by a carrier or its authorised agent for carriage of a passenger and/or baggage, setting forth a portion of the conditions of a contract of carriage and notices relating thereto and containing flight coupon and passenger coupon or passenger receipt or electronic flight coupon and itinerary/receipt. <u>Ticketed Point</u> - Points shown in the "Good for Passage" section of the passenger ticket.
C	<u>[N]To Validate</u> - Means to stamp on a passenger ticket an indication that it has been duly issued by a carrier or its authorised agent or, in the case of an electronic ticket, to register all of the electronic flight coupons in Ana's database. <u>Transfer</u> - A change from the service of one carrier to another service of the same carrier (online) or to the service of another carrier (interline). <u>Transit Point</u> - means any stop at an intermediate point on the route to be travelled (whether or not a change of planes is made) which does not fall within the definition of a stopover. <u>Transpacific Sector</u> - means the portion of travel covered by a single flight coupon from the point of departure in Area 1 to the point of arrival in Area 3 and vice versa. <u>Trust Territory or Trust Territory of the Pacific Islands</u> - means the area comprising the Caroline Islands, Mariana Islands and Marshall Islands.
C	<u>[C]Unchecked Baggage</u> - Means any baggage other than checked baggage. <u>United Kingdom</u> - Area comprising Great Britain and Northern Ireland, including the Channel Islands and the Isle of Man. <u>United States of America or The United States or The U.S.A.</u> - The 50 states and the District of Columbia, Puerto Rico and U.S. Virgin Islands. <u>U.S. Territories</u> - the overseas territories of the U.S.A. including but not limited to: American Samoa; Baker Island; Guam; Howland Island; Jarvis Island; Johnson Atoll; Kingman Reef; Midway Island; Northern Mariana Island; Saipan; Swains Island; Pacific Trust Territories; Palmyra Island; Panama Canal Zone; X; Wake Island.
C	<u>Waitlist Segment</u> - An unconfirmed segment for specific flight(s) for which seating was not available at the time reservations were requested. <u>Western Africa</u> - Angola; Benin; Burkina Faso; Cameroon; Cape Verde; Central African Republic; Chad; Congo; Cote d'Ivoire; Equatorial Guinea; Gabon; Gambia; Ghana; Guinea; Guinea-Bissau; Liberia; Mali; Mauritania; Niger, Nigeria; Sao Tome and Principe; Senegal; Sierra Leone; Togo; and Zaire. <u>Western Hemisphere</u> - The area comprising Area 1.
For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.	
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11th Revised Page NH-33
Cancels 10th Revised Page NH-33

RULE

SECTION I - GENERAL RULES

2

STANDARD FORMAT OF FARE RULES IN SECTION III (Applicable for transportation to/from the U.S.A. only)

C

[CANCELLED]

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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EFFECTIVE: June 24, 2010

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NO. NH-1

2nd Revised Page NH-33-A
Cancels 1st Revised Page NH-33-A

RULE	SECTION I - GENERAL RULES
2 C	<u>STANDARD FORMAT OF FARE RULES IN SECTION III</u> (Continued) [CANCELLED]
(Continued on next page)	
For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.	
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9th Revised Page NH-34
Cancels 8th Revised Page NH-34

RULE

SECTION I - GENERAL RULES

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

C [CANCELLED]

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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6th Revised Page NH-35
Cancels 5th Revised Page NH-35

RULE

SECTION I - GENERAL RULES

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

C [CANCELLED]

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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NO. NH-1

6th Revised Page NH-36
Cancels 5th Revised Page NH-36

RULE

SECTION I - GENERAL RULES

2

STANDARD FORMAT OF FARE RULES IN SECTION III (Continued)

C

[CANCELLED]

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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NO. NH-1

4th Revised Page NH-37
 Cancels 3rd Revised Page NH-37

RULE	SECTION I - GENERAL RULES
2	STANDARD FORMAT OF FARE RULES IN SECTION III (Continued)
C	[CANCELLED]
(Continued on next page)	
For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.	
ISSUED: May 10, 2010	EFFECTIVE: June 24, 2010

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NO. NH-1

4th Revised Page NH-38-A
Cancels 3rd Revised Page NH-38-A

RULE

SECTION I - GENERAL RULES

2
C

STANDARD FORMAT OF ELECTRONIC RULES (Applicable for transportation to/from Canada only)
[CANCELLED]

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

ISSUED: May 10, 2010

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NO. NH-1

1st Revised Page NH-38-B
Cancels Original Page NH-38-B

RULE

SECTION I - GENERAL RULES

2

STANDARD FORMAT OF ELECTRONIC RULES (Continued)

C

[CANCELLED]

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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**INTERNATIONAL PASSENGER RULES AND FARES TARIFF
NO. NH-1**1st Revised Page NH-38-C
Cancels Original Page NH-38-C

RULE

SECTION I - GENERAL RULES

2

STANDARD FORMAT OF ELECTRONIC RULES (Continued)

C

[CANCELLED]

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

ISSUED: May 10, 2010**EFFECTIVE: June 24, 2010**

Airline Tariff Publishing Company, Agent
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NO. NH-1

9th Revised Page NH-39
 Cancels 8th Revised Page NH-39

RULE**SECTION I - GENERAL RULES****C5****IC) APPLICATION OF TARIFF**

- (A) **GENERAL**
 Nothing in this tariff, conditions of carriage or NH's regulations shall, unless permitted by the convention and otherwise expressly provided herein, constitute a modification by NH of any provision of, or waiver by NH of any right granted to it by, the convention.
- (B) **APPLICABILITY**
 To the extent not in conflict with the convention and except in case of this tariff or NH's conditions of carriage applicable exclusively to its own domestic services apply, this tariff or conditions of carriage shall apply to any carriage of passengers and/or baggage and any service incidental thereto, each to be performed or provided by NH at fares, rates and charges published in connection with these conditions of carriage.
- (C) **GRATUITOUS CARRIAGE**
 With respect to gratuitous carriage, NH reserves the right to exclude the application of any provisions of this tariff or conditions of carriage.
- (D) **CARRIAGE BY CHARTER**
 Carriage of passengers and or baggage to be performed pursuant to a charter agreement with NH shall be subject to NH's conditions of carriage applicable to charter flights.
- (E) Change of this tariff, conditions of carriage or NH's regulations except as will be prohibited by applicable laws, NH may change, modify or amend any provisions of this tariff, conditions of carriage or of NH's regulations without prior notice; provided that no contract of carriage shall be subject to such change, modification or amendment made after the carriage to be performed pursuant to such contract commences.
- (F) **APPLICABLE CONDITIONS**
 Any carriage of passengers and/or baggage shall be subject to this tariff, conditions of carriage and NH's regulations in effect as of the date of commencement of the carriage covered by the first flight coupon of the ticket.
- (G) **APPLICABLE FARES**
 Applicable fares shall be the fares which shall be published by NH or its authorized agent or, if not so published, constructed in accordance with NH's regulations and which shall, unless otherwise provided in applicable laws, be in effect as of the date of issue and applicable on the date of commencement of the carriage covered by the first flight coupon of a ticket. If the amount collected is not equivalent to the applicable fare, the difference shall be paid by the passenger or, as the case may be, refunded by NH.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

ISSUED: April 22, 2010**EFFECTIVE: June 6, 2010**

Airline Tariff Publishing Company, Agent

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

1st Revised Page NH-39-A
Cancels Original Page NH-39-A

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For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

ISSUED: April 22, 2010

EFFECTIVE: June 6, 2010

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NO. NH-1

5th Revised Page NH-40
Cancels 4th Revised Page NH-40

RULE	SECTION I - GENERAL RULES
6	CLASSES OF SERVICE (A) FIRST CLASS SERVICE (1) The First Class section will be located in the forward-most compartment of the aircraft. (2) Separate check-in facilities will be provided for passengers eligible for First Class seating, when airport space and staffing permit. (3) Passengers eligible for First Class seating will be afforded use of First Class lounge where such facilities exist. (4) Passengers eligible for First Class seating will be afforded a choice of deluxe Japanese or Continental style meals and in-flight amenities such as sleeper seats (where available) complimentary beverages (including cocktails), slippers, refresher kits and the complimentary use of headsets for audio-visual entertainment (when flight time permits). (B) BUSINESS CLASS SERVICE (CLUB ANA) (1) The Business Class (Club ANA) section will be located immediately behind the First Class section. (2) Separate check-in facilities will be provided for passengers eligible for Business Class (Club ANA) seating, when airport space and staffing permit. (3) Business Class (Club ANA) passengers will be eligible for a choice of Japanese or Continental style meals and in-flight amenities such as wider seats, special footrests, complimentary beverages (including cocktails), refresher kit and the complimentary use of headsets for audio-visual entertainment (when flight time permits). (C) ECONOMY CLASS SERVICE (1) Economy Class section will be located behind the First Class/Business Class (Club ANA) section. (2) Economy Class passengers will be afforded in-flight amenities such as complimentary beverages (including cocktails and wine) and will be offered complimentary headsets for audio-visual entertainment (when flight time permits).
For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.	
ISSUED: January 22, 1993	EFFECTIVE: March 23, 1993

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NO. NH-13rd Revised Page NH-41
Cancels 2nd Revised Page NH-41

RULE

SECTION I - GENERAL RULES

10

SPECIAL AIRPORT LOUNGE FACILITIES

C

[CANCELLED]

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

ISSUED: May 10, 2010

EFFECTIVE: June 24, 2010

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Cancels 8th Revised Page NH-42
7th Revised Page NH-42

RULE	SECTION I - GENERAL RULES
15	<u>ELECTRONIC SURVEILLANCE OF PASSENGERS AND BAGGAGE</u> [CANCELLED]
16 C	<u>INSURANCE SURCHARGE</u> (Applicable for transportation to/from Canada) [CANCELLED]

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

ISSUED: May 12, 2010	EFFECTIVE: June 26, 2010
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Cancels Original Page NH-42-A

RULE

SECTION I - GENERAL RULES

18

SEATING OF BLIND/DEAF PASSENGERS

C

[CANCELLED]

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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2nd Revised Page NH-42-B
Cancels 1st Revised Page NH-42-B

RULE

SECTION I - GENERAL RULES

20

CARRIAGE OF HANDICAPPED PASSENGERS

C

[CANCELLED]

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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NO. NH-1

1st Revised Page NH-42-C
 Cancels Original Page NH-42-C

RULE **SECTION I - GENERAL RULES**

C21 **[C]TRANSPORT OF PASSENGERS WITH DISABILITY**

(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 normal 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.

C **[C](4)** Non-self-reliant - a person who is not self-reliant as define above.

(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.

C **[N](7)** Athlete using a wheelchair - A non-ambulatory person with upper body and arm development such as to make him/her physically capable of exiting an aircraft in an emergency with minimal assistance and who is a member of a bona-fide sports organization.

C **(B) ACCEPTANCE OF [C]PERSONS WITH DISABILITIES**

(1) The carrier will accept for carriage any passenger whose mental or physical condition is such as to render him/her incapable of caring for him/herself without assistance, provided:

(a) He/she is accompanied by an assistant who will be responsible for the passenger enroute, and

(b) With the care of such assistant, he/she will not require unreasonable attention or assistance from employees of the carrier that is usually provided by the carrier employees.

C **[C](2)** Non Self-reliant passengers must be attended at all times.

C **[C](3)** Persons with disabilities will be accepted for transportation as outlined in the following examples:

DISABILITY	ASSISTANT REQUIRED
Blind	No
Deaf	No
Blind and Deaf	Yes
Person with a Mental Disability/Cognitive Disability/Self-Reliant	NO
Person with a Mental/ Cognitive Disability/ Non-Self-Reliant	Yes
Ambulatory/Self-reliant	No
Ambulatory/Non-self-reliant	Yes
Non-Ambulatory/Self-Reliant	No

NOTE: The Maximum No. per flight:

No limit for flight to/from the US

See chart below for wheelchair limitation
for non-US flight

Non-ambulatory/Self-Reliant ("NCHC")
 ANA-Wheelchair limitations for non-US flight

ACFT TYPE	WCHC	ADDITIONAL WCHC W/ASSIST	TOTAL MAXIMUM OF WCHC
B747	4	16	16
B777	4	16	16
B767	2	8	8
B737-800	2	8	8
B737-700/500	1	8	8
A320	2	8	8
DHC8	1	4	4

NOTE: The number of persons with a disability and the number of assistance required is subject to change without notice and may be altered by carrier in the case of athletes with a disability attending their sporting events.

C **[N](4) Medical Clearance**

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

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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RULE	SECTION I - GENERAL RULES
C25	<u>(C) REFUSAL TO TRANSPORT-LIMITATION OF CARRIAGE</u> <u>(A) RIGHT TO REFUSE CARRIAGE, ETC</u> NH may refuse to carriage of, or remove, any passenger, and in such case his/her baggage will be handled in the same way, if NH determines at its reasonable discretion that: (1) Such action is necessary for reason of flight safety; (2) Such action is necessary in order for NH to comply with applicable laws of any state or country to be flown from, into or over or other states or countries concerned; (3) (a) The passenger falls under sub-paragraph (1)(B) of paragraph (B) of rule 45; (b) The passenger may unlawfully seek to enter a country through which he/she, is in transit by means of destroying his/her documentation required for exit, entry or other purposes or other ways, or (c) The passenger refuses to accept NH's request by reason of protecting an unlawful entry to a country that he/she surrenders his/her documentation required for exit, entry or other purposes to be held by a crew member in exchange of NH's receipt thereof; (4) The passenger falls under sub-paragraph (3) or (4) of paragraph (B) of rule 115; (5) The passenger or his/her conduct, age or mental or physical condition; (a) Require special assistance of NH; (b) May cause discomfort to or make himself/herself objectionable to other passengers; (c) May cause harm to himself/herself or to other persons or an aircraft or any property; (d) Obstructs any crew member in performing his/her duties or fails to comply with any instruction of any crew member; (e) Uses portable telephones, portable radios, electronic games or other electronic devices in aircraft cabin without NH's permission. (f) Smokes in aircraft cabin; (6) The ticket presented by the passenger is: (a) Acquired unlawfully or purchased from an entity other than the issuing carrier or its authorized agent; (b) Reported to have been lost stolen; (c) A counterfeit ticket; or (d) Multilated, or altered willfully by a person other than a carrier or its authorized agent, with respect to any flight coupon thereof, in any of which cases NH reserves the right to retain the ticket; (7) The person presenting a ticket cannot prove that he/she is the person named in the "Passenger name" box of the ticket, in which case NH reserves the right to retain such ticket; or (8) The passenger fails to pay any applicable fares, charges or taxes or may fail to perform a credit arrangement agreed upon between NH and the passenger (or the person paying for the ticket). In the case of sub-paragraph (5) (C) or (D) of this paragraph, NH may take such other measures as NH deems necessary to prevent the passenger from continuing such conduct, failure, obstruction or act which measures shall, include, but not limited to, restraint of the passenger. <u>(B) CONDITIONAL ACCEPTANCE FOR CARRIAGE</u> If a passenger whose status, age or mental or physical condition may cause any hazard or risk to himself/herself is carried, NH shall not be liable for death of, or any injury, illness, wounding or disability suffered by, the passenger or any aggravation or consequences thereof due to such status, age or mental, or physical condition. <u>(C) LIMITATION OF CARRIAGE</u> (1) Acceptance of carriage of unaccompanied children or infants, disabled persons, pregnant women or persons with illness shall be subject to NH's regulations and may require a prior arrangement with NH. (2) If the total weight of the passengers boarding, and/or baggage loaded in, an aircraft may exceed the maximum allowance weight with respect to the aircraft. NH may, in accordance with NH's regulations, decide which passengers and/or baggage will be carried.
For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.	
ISSUED: April 22, 2010	EFFECTIVE: June 6, 2010

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NO. NH-1

5th Revised Page NH-44
 Cancels 4th Revised Page NH-44

RULE	SECTION I - GENERAL RULES
C30	<u>[C]GROUND TRANSPORTATION SERVICES</u> Unless otherwise provided in NH's regulations, NH will not arrange for, operate or provide ground transportation service within airport areas, between airports or between an airport and downtown areas, except ground transportation service which is directly operated by NH. Any such service will be provided by an independent operator who is not and shall not be deemed an agent or servant of NH. Even in case a representative, officer, employee or agent of NH assists a passenger in making arrangements for such ground transportation service, NH shall not be liable for the acts or omissions of such independent operator. In the event that NH operates for a passenger such ground transportation service, NH's regulations including, but not limited to, those stated or referred to in those regulations concerning tickets, baggage checks, value of baggage or otherwise shall be deemed applicable to such ground transportation service. No portion of fares shall be refundable even in case ground transportation service is not used.
35	<u>PASSENGER EXPENSES EN ROUTE</u>
C	<u>[C](A) HOTEL ACCOMMODATION</u> (1) Hotel charges shall not be included in air fares. (2) In the case of scheduled overnight connection on through services, NH may, at its discretion, bear hotel charges. (3) Upon a passenger's request, NH may arrange for hotel reservation on his/her behalf but will not assure the reservation. Any and all expenses incurred by NH or its agent in arranging or attempting to arrange for such reservation shall be borne by the passenger.
C	<u>[C](B) ARRANGEMENTS MADE BY NH</u> In making arrangements for hotel or other services incidental to carriage for a passenger, whether or not NH bears the cost of such hotel or other services and/or of arrangements therefor, NH shall not be liable for any loss, damage or costs or expenses incurred by the passenger as a result of or in connection with such hotel or other services and/or arrangement therefor.
For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.	
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INTERNATIONAL PASSENGER RULES AND FARES TARIFF
NO. NH-1

1st Revised Page NH-45
Cancels Original Page NH-45

RULE	SECTION I - GENERAL RULES
C40	<u>[C]TAXES AND CHARGES</u> Any tax or other charge imposed by government or other public authority or by an operator of an airport in respect to a passenger or his/her use of any services or facilities shall be in addition to the published fares and charges and be payable by the passenger.
For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.	
ISSUED: April 20, 2010	EFFECTIVE: June 4, 2010

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

2nd Revised Page NH-46
 Cancels 1st Revised Page NH-46

RULE	SECTION I - GENERAL RULES
C45	[C] ADMINISTRATIVE FORMALITIES - PASSPORTS, VISAS AND TOURIST CARDS (A) COMPLIANCE WITH APPLICABLE LAWS A passenger shall comply with and observe all applicable laws of countries concerned such countries to be flown from, into or over, NH's regulations and instructions to be given by NH. NH shall be liable neither for any aid, assistance, guidance or otherwise given by a representative, officer, employee or agent of NH to the passenger, whether given orally, in writing or otherwise, in connection with his/her obtaining exit, entry and other necessary documents or complying with or observing such applicable laws nor for the passenger's failure to obtain such documents or to comply with or observe such applicable laws as a result of such aid, assistance, guidance or otherwise. (B) PASSPORTS AND VISAS (1) (a) A passenger shall present to NH all exit, entry or other necessary documents required by applicable laws of country concerned such as countries to be flown from, into or over, and shall permit NH, if NH at its reasonable discretion deems necessary, to make and retain copies thereof; provided that, even if a passenger presents exit, entry or other necessary documents to NH and NH carry the passenger, NH shall not be deemed to guarantee that such documents comply with applicable laws. (b) NH reserves the right to refuse carriage of any passenger who does not comply in any respect with any of such applicable laws or whose exit, entry or other necessary documents are not complete in any respect. (2) NH shall not be responsible for any loss or damage incurred by a passenger, and the passenger shall indemnify NH for any loss or damage incurred by NH, in connection with the passenger's failure to comply with this rule. (3) A passenger shall pay the applicable fares, charges and expenses whenever NH is required by any applicable laws to return the passenger to his/her place of departure or elsewhere because the passenger is not permitted to enter a country of transit or destination. NH may apply to the payment of such fares, charges and expenses any fares and/or charges paid by the passenger to NH for unused portion of the ticket or any funds of the passenger in the possession of NH. NH will not refund the fare collected for carriage to the point of such refusal of entry or deportation. (C) CUSTOMS INSPECTION Whenever required, a passenger baggage shall, whether checked or unchecked, be subject to any inspection to be conducted by customs or other government officials. NH shall not be responsible in any respect to a passenger for his/her failure to comply with this paragraph. A passenger shall indemnify NH for any loss or damage incurred by NH in connection with the passenger's failure to comply with this paragraph. (D) GOVERNMENT REGULATION NH shall not be responsible to a passenger in any respect for its refusal of carriage of the passenger if NH at its reasonable discretion determines, or any applicable laws require, such refusal. C [N](E) SECURITY INSPECTION A passenger shall submit to any security check required by government or airport officials or by NH.
For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.	
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 NO. NH-1

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RULE	SECTION I - GENERAL RULES
55	LIABILITY OF CARRIERS For the purpose of international carriage governed by the Montreal Convention, the liability rules set out in the Montreal Convention are fully incorporated herein and shall supersede and prevail over any provisions of this tariff which may be inconsistent with those rules. (A) SUCCESSIVE CARRIERS (1) Carriage to be performed under ICla Ticket or under a Ticket and any Conjunction Ticket by two or more successive Carriers shall be regarded as a single operation. (2) Even if ANA is a Carrier issuing a Ticket or is designated as a Carrier for the first sector in a Ticket or in any Conjunction Ticket involving Carriage by successive Carriers, ANA shall not be responsible for any portion operated by other Carriers, unless otherwise provided in INIthis tariff or Conditions of Carriage. (3) Each Carrier's liability to compensate for damage arising in connection with a Passenger's travel shall be governed by such Carrier's INItariff or Conditions of Carriage. (B) APPLICABLE LAWS (1) Carriage performed by ANA shall be subject to the rules and limitations relating to liability established by the Convention as applicable to the Carriage unless such Carriage is International Carriage to which the Convention does not apply. (2) To the extent not in conflict with the provisions of the preceding sub-paragraph (1), any Carriage and other services to be performed or provided by ANA shall be subject to: (a) Applicable Laws, and (b) This Tariff, INIconditions of carriage and ANA's Regulations, which may be inspected at any of ANA's business offices and its offices in any airport from which it operates regular services. (3) The full name of a Carrier and its abbreviation shall be as set forth in the Carrier's regulations and such name may be expressed in an abbreviated form on a Ticket. For the purpose of application of the Convention, a Carrier's address shall be the airport of departure indicated in the line of the Ticket on which the abbreviation of the Carrier's name first appears and the Agreed Stopping Places (which may be altered by the Carrier in case of necessity) shall be those places as defined in Rule 1. (C) LIMITATION OF LIABILITY Except as otherwise provided by the Convention or Applicable Laws, ANA's liability for death of, or wounding or other bodily injury to, a Passenger, delay in arrival of a Passenger and/or his/her Baggage, or any loss of or damage to any Baggage of a Passenger (hereinafter collectively referred to as "Damage") arising out of or in connection with Carriage or other services incidental thereto performed or provided by ANA shall be as described hereinafter. If there has been contributory negligence on the part of the Passenger, ANA's liability shall be subject to the applicable law relating to contributory negligence. (1) ANA shall not be liable for any Damage in respect of Unchecked Baggage not attributable to negligence of ANA. Assistance rendered to a Passenger by a representative, officer, employee or agent of ANA in loading, unloading or transshipping Unchecked Baggage shall be considered as gratuitous service to the Passenger. (2) ANA shall not be liable for any Damage directly or indirectly arising out of its compliance with any Applicable Laws, failure of a Passenger to comply with the same or any cause beyond ANA's control. (3) Where the Convention other than the Montreal Convention applies: (a) ANA agrees in accordance with Article 22 (1) of the Convention that, as to all International Carriage performed by ANA and as defined in the convention: (i) ANA shall not apply the applicable limit of liability based on Article 22 (1) of the Convention in defense of any claim arising out of death of or, wounding or other bodily injury to, a Passenger within the meaning of Article 17 of the Convention. Except as provided in (ii) below, ANA will not waive any defense to such claim which is available under Article 20 (1) of the Convention or any other Applicable Laws. (ii) ANA will not, with respect to any claim arising out of death of, or wounding or other bodily injury to, a Passenger within the meaning of Article 17 of the Convention, avail itself of any defense under Article 20 (1) of the Convention up to the sum of 113,100 SDR exclusive of the costs of the claim including attorney's fee which the court finds reasonable. (b) Nothing herein shall be deemed to affect the right of ANA with regard to any claim brought by, on behalf of, or in respect of any person who has willfully caused Damage which resulted in death of, or wounding or other bodily injury to, a Passenger.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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INTERNATIONAL PASSENGER RULES AND FARES TARIFF
NO. NH-1

5th Revised Page NH-48
 Cancels 4th Revised Page NH-48

RULE	SECTION I - GENERAL RULES
55	LIABILITY OF CARRIERS (Continued) (C) LIMITATION OF LIABILITY (Continued) (4) (a) In the case of Carriage subject to the Montreal Convention, ANA's liability for Baggage shall be limited to 1,131 SDR for each Passenger. (b) Except as provided in the provisions of (a) above, ANA's liability shall be limited to 17 SDR (250 French Gold Francs) per kilogram in the case of Checked Baggage and 332 SDR (5,000 French Gold Francs) for each Passenger in the case of Unchecked Baggage. (c) The limitation referred in (a) and (b) above does not apply if the Passenger shall have declared a higher value in advance and paid additional charges pursuant to paragraph (H) of ICRule 115. In that event, ANA's liability shall be limited to such higher declared value. In no case shall ANA's liability exceed the actual amount of Damage suffered by the Passenger. All claims shall be subject to proof by the Passenger of the amount of Damage. (5) In the case of Carriage of Checked Baggage from or to a point or points in the United States of America, Canada or any other country provided in ANA's Regulations, ANA's liability shall also be subject to the preceding sub-paragraph (4). In the case of such Carriage, the weight of each item of Checked Baggage shall be deemed not to exceed 32 kilograms (70 pounds) and, in case the sub-paragraph (4)(b) applies, ANA's liability shall, accordingly, be limited to 544 SDR (8,000 French Gold Francs), except in case ANA accepts Carriage of Checked Baggage with respect to which ANA enters into an agreement in advance concerning an item weighing above 32 kilograms (70 pounds) in accordance with sub-paragraph (6) of paragraph (C) of ICRule 115. (6) In case the subparagraph (4)(b) applies, in the event of delivery to a Passenger of a part but not all of his/her Checked Baggage or in the event of Damage with respect to a part but not all of such Baggage, ANA's liability with respect to the undelivered or the Damage portion shall be reduced proportionately on the basis of the weight of the Baggage, notwithstanding the value of any part of the Baggage or the contents thereof. (7) ANA shall not be liable for any Damage with respect to a Passenger's Baggage caused by the contents thereof. A passenger whose property causes Damage to another Passenger's Baggage or the property of ANA shall indemnify ANA for all loss and expenses incurred by ANA as a result thereof. (8) ANA shall not be liable for any Damage to items, which are included in a Passenger's Checked Baggage, if and to the extent that the damage resulted from the inherent defect, quality or vice of the item, irrespective of ANA's knowledge thereof. (9) ANA may refuse to accept any article which shall not constitute Baggage under this Tariff; provided that, if the article is delivered to and received by ANA, it shall be subject to the Baggage valuation and limitation of liability set forth in this Tariff and shall be subject to the rates and charges published by ANA. (10) ANA will issue a Ticket or accepts Checked Baggage for Carriage performed by any other Carrier only as an agent of such Carrier. ANA shall not be liable for any Damage which shall have occurred outside a sector the Carriage for which shall have been performed by ANA. ANA shall neither be liable for any Damage which shall have occurred to Checked Baggage outside a sector the Carriage for which shall have been performed by ANA, except where the Passenger shall be entitled by the Convention to claim such Damage against ANA in case ANA is the first or the last Carrier under the relevant contract of Carriage. (11) ANA shall not be liable in any event for any consequential or special damage or punitive damages arising from Carriage complying with this Tariff and ANA's Regulations, whether or not ANA had knowledge that such damage might arise. (12) Unless otherwise provided in this Tariff, ANA reserve any and all right of defense available under the Convention. ANA also reserves a right to make a subrogation claim against a third party which shall have contributed to Damage, with respect to a portion or all of any payment made by ANA in connection with the Damage. (13) Any exclusion or limitation of liability of ANA under this Tariff and ANA's Regulations shall also apply to any of ANA's representatives, officers, employees or agents performing their respective duties and to any person or entity whose aircraft is used by ANA for Carriage and any of its representatives, officers, employees or agents performing their respective duties. The aggregate amount of the damages payable by ANA or its representatives, officers, employees or agents shall not exceed the amount of ANA's limitation of liability under this Tariff.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

ISSUED: April 21, 2010

EFFECTIVE: June 5, 2010

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

2nd Revised Page NH-49
 Cancels 1st Revised Page NH-49

RULE

SECTION I - GENERAL RULES

55

LIABILITY OF CARRIERS (Continued)(D) TIME LIMITATIONS ON CLAIMS AND ACTIONS

- (1) No claim for damage may be made in the case of damage to Baggage, unless the person entitled to delivery complains to an office of NH forthwith after the discovery thereof and no later than 7 days from the date of receipt; and, in the case of delay or loss, unless the complaint is made no later than 21 days from the date of delay or loss, unless the complaint is made no later than 21 days from the date on which the Baggage has been (in the case of delay) or should have been (in the case of loss) placed at his/her disposal. Every complaint must be in writing and dispatched within the time aforesaid. In case Carriage is not "international Carriage" as defined in the Convention, failure to give such notice of complaint shall not prevent a claimant's filing a suite if the claimant proves that:
- (a) it was not reasonably possible for him/her to give such notice, or
 - (b) such notice was not given due to fraud on the part of NH; or
 - (c) NH had knowledge of damage to Passenger's Baggage.
- (2) Any right to damages against NH shall be extinguished unless an action is brought within 2 years reckoned from the date of arrival at the Destination, from the date on which the aircraft ought to have arrived, or from the date on which the Carriage stopped.

(E) OVERRIDING LAW

Any provision contained or referred to in a Ticket or in this Tariff or NH's Regulations shall, even if it is in violation of Applicable Laws and is invalid, remain valid to the extent not in conflict with the Applicable Laws. The invalidity of any provision shall not affect any other provision.

(F) MODIFICATION AND WAIVER

No representative, officers, employee or agent of ANA shall have authority to alter, modify or waive any provisions of the contract of Carriage or of this Tariff.

C

(G) [CANCELLED]

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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NO. NH-1

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SECTION I - GENERAL RULES

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For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

ISSUED: June 23, 2004

EFFECTIVE: August 7, 2004

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INTERNATIONAL PASSENGER RULES AND FARES TARIFF
NO. NH-1

5th Revised Page NH-51
 Cancels 4th Revised Page NH-51

RULE	SECTION I - GENERAL RULES
60	RESERVATIONS (A) GENERAL (1) A reservation shall be confirmed when recorded in NH's reservation system as accepted. (2) Name changes are not permitted once the reservation has been confirmed in NH's reservation system. (3) Under NH's regulations, conditions applicable to certain fares may limit or prohibit change or cancellations of reservations. (4) A passenger who holds an unused open-date ticket or portion thereof, miscellaneous charges order, or who wishes to change his/her reservation to another shall, not be entitled to any preferential right with respect to making a reservation. (B) TICKETING TIME LIMITS If a ticket is not issued for a passenger prior to the ticketing time limit specified by NH, NH may cancel his/her reservation. (C) SEAT ASSIGNMENT NH may permit a passenger to reserve a specified seat of a flight in advance; provided that NH may, without a prior notice, change such seat due to a ship change or other reason. (D) SERVICE CHARGE WHEN SEAT NOT USED A service charge shall, upon NH's request and in accordance with NH's regulations, be paid by a passenger who fails to use a seat of which a reservation is made by NH. (E) CANCELLATION OF RESERVATIONS MADE BY ANA (1) NH may, at its own discretion, cancel all of or a portion of passenger's reservation if two or more seats are reserved for the for the same passenger and if: (a) Same sectors on the same date are reserved; (b) Same sectors on the date of which the day of travel are in proximity to each other are reserved. (c) Different sectors on the same date are reserved; or (d) It is reasonably considered that passenger cannot use all of reserved seats. (2) If a passenger fails to use a seat reserved on a flight without giving a prior notice thereof to NH, NH may cancel, or request any other carrier to cancel, his/her onward reservations thereafter. If a passenger fails to use a seat reserved on a flight of other carriers without giving a prior notice thereof to such carrier, NH may, upon the carrier's request, cancel his/her onward reservations thereafter. [X] (3) [N]Effective from January 1, 2011. ANA may cancel all of or a portion of passenger's reservation which does not include necessary personal data by the time limit specified by ANA, in accordance with applicable laws of any countries concerned such as countries to be flown from, into or over.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

ISSUED: December 6, 2010

EFFECTIVE: January 20, 2011

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NO. NH-1

1st Revised Page NH-52
Cancels Original Page NH-52

RULE

SECTION I - GENERAL RULES

- C60 [C] RESERVATIONS (Continued)
- (F) RECONFIRMATION OF RESERVATIONS OF OTHER CARRIERS
In the event that reconfirmation of reservations is required in accordance with regulations of any carrier other than NH, NH may cancel the onward NH flight reservations thereafter for a passenger when he/she fails to reconfirm a reservation of the carrier within the time specified by the carrier.
- (G) COMMUNICATION CHARGES
A passenger shall, unless NH agrees otherwise, bear any communication expense for telephone, fax or other communication facility (such as internet) used in connection with making or cancelling a reservation.
- (H) PERSONAL DATA
A passenger agrees that his/her personal data will be furnished to NH by the passenger or his/her agent, will be retained by NH or, if NH deems necessary, will be transmitted by NH to any of its own offices, other carriers, the providers of travel services, government authorities or other entity or agency, for the purpose of making a reservation for carriage, obtaining ancillary services, facilitating immigration and entry requirements or making available such data to government authorities or for any other purpose which NH deems necessary in order to facilitate any convenience of the travel for the passenger.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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INTERNATIONAL PASSENGER RULES AND FARES TARIFF
 NO. NH-1

2nd Revised Page NH-53
 Cancels 1st Revised Page NH-53

RULE

SECTION I - GENERAL RULES

- C65 [C]TICKETS**
- (A) **GENERAL**
- (1) NH will not issued or exchange/reissue a ticket unless the passenger pays the applicable fare or charges, or complies with credit arrangements approved by NH.
 - (2) NH will collect ticket service charges and exchange/reissue service charges at the time of ticket issue or each time of ticket exchange/reissue as a result of a rerouting upon a passenger's request pursuant to NH's regulations. The service charges are non-refundable for voluntary refunds. For involuntary refunds, NH will refund the service charges in accordance with NH's regulations.
 - (3) A passenger must present a valid ticket duly issued in accordance with NH's regulations and containing the flight coupon for the flight which he/she is actually to board and all other unused flight coupons and a passenger coupon or passenger receipt when he/she takes carriage (or, in the case of an electronic ticket, the itinerary/receipt and the passenger's identification). A passenger shall not be entitled to be carried if the ticket presented by the passenger falls within the scope of sub-paragraph (6) of paragraph (A) of Rule 25.
 - (4) In the case of loss or mutilation of a ticket or any portion thereof, or non-presentation of a ticket containing a passenger coupon or passenger receipt and all unused flight coupons, NH may, upon the passenger request and upon receipt of the charges set forth in the next succeeding sub-paragraph, issue a new ticket to replace such ticket or such portion subject to the following conditions:
 - (i) NH receives from the passenger a proof satisfactory to NH to prove that a valid ticket for the relevant flight was duly issued and if, given the circumstances, NH deems it appropriate; And
 - (ii) The passenger agrees, in such form as may be prescribed by NH, to identify NH from any loss and damage incurred by NH in connection with issue of such replacement ticket.
 - (5) NH will collect JPY 10,000 (or the equivalent amount in a foreign currency) as a charge for issue of replacement tickets in accordance with the preceding sub-paragraph (3) per a ticket issued to a passenger which constitutes a single contract of carriage.
 - (6) A ticket shall not be transferable. NH shall not be liable to any person entitled to be carried or to receive a refund, for honouring or refunding a ticket presented by any person other than the person so entitled. If a ticket is in fact used by any person other than the person who is entitled to be carried, with or without such person's knowledge and consent, NH shall not be liable for death of or injury to such unauthorised person or for loss, destruction or delay in arrival of, or damage to, such unauthorised person's baggage or other personal property arising from or in connection with such unauthorised use.
- C [C](B) VALIDITY FOR CARRIAGE**
- (1) When validated, a ticket shall be good for carriage from the airport at the place of departure to the airport at the destination via the route described in the ticket, at the applicable class of service and for period of time specified or referred to in the next succeeding sub-paragraph. Each flight coupon shall be good for carriage on the date and flight for which a seat is reserved for the passenger. If a flight coupon is issued on an "Open Date" basis, a seat will be reserved for the passenger upon his/her application therefor, subject to the conditions of the applicable fare and the availability of the seat on the flight. The place and date of issue shall be shown on the valid ticket.
 - (2) Unless otherwise provided in the applicable fare rules, the period of validity of a ticket shall be one year, if carriage is commenced, from the date of commencement of carriage or, if no portion of the ticket is used, from the date of issue thereof. If a ticket involves a flight coupon to which any fare having a period of validity that is less than one year applies, such period shall apply only to such flight coupon.
 - (3) The period of validity of miscellaneous charges order shall be one year from the date of issue thereof. A miscellaneous charges order will not be honoured for a ticket unless it is presented for a ticket within one year from the date of issue thereof.
 - (4) A ticket shall expire at midnight on the date of expiration of the period of validity of the ticket. Unless otherwise provided in NH's regulations, a travel pursuant to a flight coupon of a ticket may continue beyond the date of expiration of the ticket if such travel commences prior to midnight thereof.
 - (5) An expired ticket or miscellaneous charges order will be accepted for refund in accordance with rule 90.
- C C EXTENSION OF TICKET VALIDITY**
- (1) If a passenger is prevented from travelling within the period of validity of his ticket because NH:
 - (a) cancels the flight on which the passenger holds a reservation;
 - (b) fails to operate a flight reasonably according to the schedule;
 - (c) omits a scheduled stop, being the passenger's place of departure, destination, or stopover;
 - (d) causes the passenger to miss a connection;
 - (e) substitutes a different class of service; or
 - (f) is unable to provide previously confirmed space; NH will, unless otherwise provided in NH's regulations, extend the period of validity of the ticket, without additional collection of fare, to NH's first flight on which a seat is available in the class of service for which the applicable fare is paid by the passenger.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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INTERNATIONAL PASSENGER RULES AND FARES TARIFF
NO. NH-1

2nd Revised Page NH-54
1st Revised Page NH-54

RULE	SECTION I - GENERAL RULES
65 C	<u>TICKETS</u> (Continued) C <u>EXTENSION OF TICKET VALIDITY</u> (Continued) (2) If a passenger holding a ticket of which the period of validity is one year is prevented from travelling within the period of validity because NH is unable to provide a seat on the flight in the class of service for which the applicable fare is paid by the passenger, NH will extend the period of validity of the ticket to NH's first flight on which a seat is available in the class of service for which the applicable is paid when the passenger requests reservation; provided that such extension shall not exceed 7 days. (3) (a) If a passenger, after commencing his/her travel, is prevented from travelling within the period of validity of a ticket by reason of his/her illness (but not pregnancy), NH may, unless precluded by NH's regulations applicable to the fare paid by the passenger, extend such period as follows: (i) With a respect to a ticket of which the period of validity is one year, NH may extend such period to the date on which the passenger becomes fit to recommence his/her travel according to a valid medical certificate; provided that in case NH is unable to provide the passenger on such date with a seat in the class of service for which the applicable fare is paid by the passenger, to NH's first flight after such date from the point where the passenger recommences his/her travel on which flight a seat is available in such class of service. If an unused flight coupon of the ticket involves one or more stopover points, NH may, subject to NH's regulations, extend the period of validity of the ticket for not more than 3 months from such date. (ii) With respect to a ticket of which the period of validity is less than one year, NH may, unless otherwise provided in NH's regulations, extend such period to the date on which the passenger becomes fit to recommence his/her travel according to a valid medical certificate; provided that in case NH is unable to provide the passenger on such date with a seat in the class of service for which the applicable fare is paid by the passenger, to NH's first flight after such date from the point where the passenger recommences his/her travel on which flight a seat is available in such class of service (irrespective of any restrictive conditions applicable to the type of the fare paid), but in no case more than 7 days from such date. In the case of (i) or (ii) above, NH may extend to the same extent the period of validity of tickets of other members of the immediate family travelling with the passenger. (b) Nothing in the preceding (a) shall permit extension of the period of validity of a ticket of a passenger who fully recovers from illness before such period expires. (4) In the event of death of a passenger en route, NH may amend or modify the ticket of a person accompanying the passenger by, among other things, waiving the minimum stay requirement or extending the period of validity. In the event of death in the immediate family of a passenger after he/she commences his/her travel, NH may, also with respect to the tickets of the passenger or his/her immediate family accompanying the passenger, waive the minimum stay requirement or extend the period of validity. Any such amendment or modification shall be subject to NH's receipt of a proper death certificate and any such extension shall not exceed 45 days from the date of death.
	(Continued on next page)
For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.	
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NO. NH-1

5th Revised Page NH-54-A
 Cancels 4th Revised Page NH-54-A

RULE

SECTION I - GENERAL RULES

- 65 TICKETS (Continued)
- (D) COUPON SEQUENCE
Flight coupon Sequence of Use
- (1) NH will honour flight coupons only in sequence from the place of departure indicated in the ticket.
- (2) A ticket shall not be valid and NH will not honour the ticket if a flight coupon for the first international sector is not used and the passenger commences his/her travel at any agreed stopping place.
- C (E) [CANCELLED]
- C (F) [CANCELLED]
- C (G) [CANCELLED]
- C (H) [CANCELLED]
- C (I) [CANCELLED]

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NO. NH-1

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RULE	SECTION I - GENERAL RULES
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65 C	<u>TICKETS</u> (Continued) (J) [CANCELLED]
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For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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RULE	SECTION I - GENERAL RULES
65 C	<u>TICKETS</u> (Continued) (J) [CANCELLED] (Continued) (K) [CANCELLED]
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EFFECTIVE: July 19, 1993

RULE	SECTION I - GENERAL RULES
70	<u>SURCHARGE</u> (1) <u>HONG KONG SECURITY SERVICE CHARGE</u> (a) A security service charge of HKD 33 will be collected from each passenger of any age group during ticket issuance worldwide for each departure out of Hong Kong SAR. (b) The amount to be charged will be incorporated in the fare calculation as a "Q" surcharge, by converting HKD 33 into NUC using the applicable IATA rate of exchange (IROE). (c) The security service charge will apply to passengers departing Hong Kong SAR including through passengers with stopover(s) in Hong Kong SAR. (d) The security service charge will not apply to: (1) Passengers transferring/transitting Hong Kong SAR, Exception in case in the itinerary, the point immediately preceding and immediately succeeding Hong Kong SAR are in the same country, the security charge will apply regardless of the time interval between the arrival in Hong Kong SAR and departure from Hong Kong SAR. (2) Passengers holding diplomatic passports, (3) Infants. (e) The applicable security service charge is subject to refund when Hong Kong SAR is no longer a departing and/or stopover point as a result of cancellation/rerouting of a ticket. (2) <u>INSURANCE SURCHARGE</u> (Not applicable for travel to/from Canada) A surcharge of USD 3.20/JPY 300 per coupon will be added to the applicable fare for travel for international sectors. If the fare component is on one or more of the following - Any NH/EL flight then a surcharge of USD 3.20/JPY 300 per coupon will be added to the applicable fare for travel. This surcharge applies to all passengers regardless of class of travel and type of fare used each time travel involves enplanement on any NH/EL international portion of travel. The amount to be collected must be reflected in tax/fees/charges - box on a ticket under the code - YQ. No discount/interline service charge shall apply to this charge. The insurance surcharge is non-commissionable. A surcharge of JPY will be added to the applicable fare for travel for domestic sectors in Japan. If the fare component includes travel within Japan on one or more of the following - Any NH/EL flight then a security surcharge of JPY 300 will be added to the applicable fare. This surcharge applies to all passengers regardless of class of travel and type of fare used - Each time travel involves enplanement on any NH/EL domestic sectors in Japan. The amount to be collected must be reflected in tax/fees/charges - box on a ticket under the code - YQ. No discount/interline service charge shall apply to this charge. The insurance surcharge is non-commissionable. (3) <u>FUEL SURCHARGE</u> The following surcharge per segment will be added to the applicable fare for travel for international sectors on any carrier's ticket stocks. If the fare component is one or more of the following NH/EL international flights shown below then the following surcharge per segment will be added to the applicable fare for travel. This surcharge applies to all passengers regardless of class of travel and type of fare used each time travel involves enplanement on the following NH/EL international portion of travel. The amount to be collected must be reflected in the tax/fees/charges - box on a ticket under the code - YQ. No discount/interline service charge shall apply to this charge. The fuel surcharge is interlineable and non commissionable.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

ISSUED: May 7, 2010

EFFECTIVE: June 21, 2010

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

24th Revised Page NH-56-B
 Cancels 23rd Revised Page NH-56-B

RULE	SECTION I - GENERAL RULES																																																
70	<u>SURCHARGE</u> (Continued) (3) <u>FUEL SURCHARGE</u> (Continued) (a) This surcharge is applicable for tickets issued on/before 30SEP10. Amount Per Person for Each Segment. <table><thead><tr><th>Sectors (To/From Japan)</th><th><u>Sold In Japan</u></th><th><u>Sold Outside Japan</u></th></tr></thead><tbody><tr><td>Korea</td><td>JPY 1,000</td><td>USD 11.00</td></tr><tr><td>Hong Kong, Taiwan, Macau</td><td>JPY 3,500</td><td>USD 37.00</td></tr><tr><td>China</td><td>JPY 3,500</td><td>USD 37.00</td></tr><tr><td>Vietnam, Micronesia</td><td>JPY 4,000</td><td>USD 42.00</td></tr><tr><td>Singapore, Thailand, Malaysia</td><td>JPY 6,500</td><td>USD 69.00</td></tr><tr><td>Hawaii, India</td><td>JPY 8,500</td><td>USD 90.00</td></tr><tr><td>North/South America, Canada, Europe, Middle East</td><td>JPY 14,000</td><td>USD 148.00/CAD 155.00</td></tr></tbody></table> (b) This surcharge is applicable for tickets issued on/after 01OCT10 and on/before 1C131MAR11. Amount Per Person for Each Segment: <table><thead><tr><th>Sectors (To/From Japan)</th><th><u>Sold In Japan</u></th><th><u>Sold Outside Japan</u></th></tr></thead><tbody><tr><td>Korea</td><td>JPY 500</td><td>USD 5.00</td></tr><tr><td>Hong Kong, Taiwan</td><td>JPY 2,500</td><td>USD 26.00</td></tr><tr><td>China</td><td>JPY 2,500</td><td>USD 26.00</td></tr><tr><td>Vietnam, Micronesia</td><td>JPY 3,000</td><td>USD 32.00</td></tr><tr><td>Singapore, Thailand, Malaysia</td><td>JPY 4,500</td><td>USD 48.00</td></tr><tr><td>Hawaii, India</td><td>JPY 6,000</td><td>USD 64.00</td></tr><tr><td>North/South America, Canada, Europe, Middle East</td><td>JPY 10,500</td><td>USD 111.00/CAD 116.00</td></tr></tbody></table>	Sectors (To/From Japan)	<u>Sold In Japan</u>	<u>Sold Outside Japan</u>	Korea	JPY 1,000	USD 11.00	Hong Kong, Taiwan, Macau	JPY 3,500	USD 37.00	China	JPY 3,500	USD 37.00	Vietnam, Micronesia	JPY 4,000	USD 42.00	Singapore, Thailand, Malaysia	JPY 6,500	USD 69.00	Hawaii, India	JPY 8,500	USD 90.00	North/South America, Canada, Europe, Middle East	JPY 14,000	USD 148.00/CAD 155.00	Sectors (To/From Japan)	<u>Sold In Japan</u>	<u>Sold Outside Japan</u>	Korea	JPY 500	USD 5.00	Hong Kong, Taiwan	JPY 2,500	USD 26.00	China	JPY 2,500	USD 26.00	Vietnam, Micronesia	JPY 3,000	USD 32.00	Singapore, Thailand, Malaysia	JPY 4,500	USD 48.00	Hawaii, India	JPY 6,000	USD 64.00	North/South America, Canada, Europe, Middle East	JPY 10,500	USD 111.00/CAD 116.00
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For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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EFFECTIVE: October 30, 2010

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11th Revised Page NH-56-C
Cancels 10th Revised Page NH-56-C

SECTION I - GENERAL RULES

For Rule 70 (3)(c) and (d) previously published on 10th Revised Page NH-56-C, see Rule 70 (3)(a) and (b) on 22nd Revised Page NH-56-B.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

ISSUED: September 2, 2010

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3rd Revised Page NH-57
 Cancels 2nd Revised Page NH-57

RULE	SECTION I - GENERAL RULES
C75	<u>IC) CURRENCY OF PAYMENT</u> (A) Payment In The Country of Commencement of Transportation (1) Payment shall be made as follows: (a) In the currency of the country of commencement of travel. (b) In any currency provided that the equivalent of the local currency fare is collected at the Bankers Buying Rate in effect on the date of issuance of the transportation of document. (B) Payment Outside The Country of Commencement of Transportation (1) Payment shall be made as follows: (a) The amount to be paid shall be determined by converting the total amount to be collected, expressed in the currency of the country of commencement of travel, into the currency of the country of payment at the applicable Bankers Selling Rate in effect on the date of transaction. (b) Payment shall be made either in the currency of the country of payment, or in any currency, provided that the equivalent of the local currency amount of the country of payment established in accordance with paragraph (A) is collected at the Bankers Buying Rate in effect on the date of transaction. (C) Determination Of Rate Of Exchange For Payments (1) If Bankers Buying Rate is unavailable, the Bankers Selling Rate may be used. (2) In the event that no Bankers Rate is available, the Rates of Exchange shown in the latest issue of the "IATA Clearing House Monthly Five Day Rate" shall be used.
For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.	
ISSUED: April 23, 2010	EFFECTIVE: June 7, 2010

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3rd Revised Page NH-58
Cancels 2nd Revised Page NH-58

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For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

ISSUED: April 23, 2010

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NO. NH-1

5th Revised Page NH-59
 Cancels 4th Revised Page NH-59

RULE**SECTION I - GENERAL RULES****C80****[C]REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS****(A) REROUTING REQUESTED BY PASSENGER**

- (1) Under NH's regulations, conditions applicable to certain fares may limit or prohibit rerouting.
- (2) Upon a passenger's request, NH may effect a rerouting with respect to an unused ticket, flight coupon(s) or miscellaneous charges order if:
 - (a) NH issued the ticket or miscellaneous charges order;
 - (b) NH is the original issuing carrier indicated in the so called "Original Issue" box of the ticket or miscellaneous charges order;
 - (c) (i) NH is the carrier designated in the so called "Carrier" box of the unused flight coupon of the first onward sector that the rerouting is to commence or miscellaneous charges order,
 - (ii) NH is the carrier to whom such flight coupon or miscellaneous charges order is endorsed, or
 - (iii) No carrier is designated in the so called "Carrier" box of such flight coupon or miscellaneous charges order; provided that, if the carrier issuing the ticket or miscellaneous charges order is designated as a carrier for any subsequent onward sector(s) and has an office of its own or of its general sales agent authorized to endorse tickets on its behalf at the point of the routing either where the rerouting is to commence or where a change in the ticket or miscellaneous charges order is to be effected, such issuing carrier's endorsement shall be obtained at either of such points in any of the cases of the preceding (i), (ii) and (iii).
- (3) After carriage commences, the following shall apply:
 - (a) Additional carriage at the through fare shall not be permitted unless a request therefor is made prior to the passenger's arrival at the destination indicated on the ticket or miscellaneous charges order submitted to NH for such additional carriage;
 - (b) In the event that a new route of travel as after a rerouting does not satisfy the conditions applicable to a round trip discount, a round trip discount shall not apply to those sectors already flown even if the relevant ticket is issued on a basis of a round trip discount.
- (4) The fares and charges applicable after a rerouting shall be those which, as of the date of issue, were intended to apply on the date of commencement of carriage; provided that a passenger whose whose ticket is all unused, requesting rerouting on a flight coupon for the first international sector, the fares and charges applicable after a rerouting shall be those applicable on the date on which the change is made and reflected on the ticket.
- (5) NH will collect from a passenger any difference between the fares and charges applicable as after a rerouting and those originally paid by the passenger or arrange for a refund, if any, to the passenger in accordance with rule 130.
- (6) The date of expiration of any ticket newly issued as a result of a change in a rerouting, carrier(s), class of service or flight shall be the same as that of the original ticket or miscellaneous charges order; provided that, of a passenger whose ticket is all unused, requests rerouting on unused ticket, the date of expiration of a new ticket shall be calculated from the date of issuing the rerouting ticket.
- (7) Time limits on cancellation, and charges for late cancellation, of a reserved seat shall also apply to a rerouting to be effected upon a passenger's request.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

ISSUED: April 22, 2010**EFFECTIVE: June 6, 2010**

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5th Revised Page NH-60
 Cancels 4th Revised Page NH-60

RULE	SECTION I - GENERAL RULES
C80	[C] <u>REVISED ROUTINGS, FAILURE TO CARRY AND MISSED CONNECTIONS</u> (Continued) (B) <u>INVOLUNTARY ROUTING</u> (1) Unless otherwise provided in sub-paragraph (2) of paragraph (B) of rule 85, in the event NH cancels a flight, fails to operate a flight reasonably according to schedule, fails to stop at a passenger's destination or stopover point, is unable to provide a passenger with his/her reserved seat of a flight or causes a passenger to miss his/her connecting flight on which he/she holds a reservation, NH will at passenger's option, follow either (a) or (b) below: (a) NH will have the option of providing any of the following remedies: (i) Carry the passenger on any other flight of NH on which a seat is available; (ii) Either endorse to any other carrier the unused portion of the ticket to request such carrier to carry the passenger or request other transportation service to carry the passenger; or (iii) Effect a rerouting and carry the passenger, by any other flight of NH or any other carrier or by any other transportation services, to his/her destination or stopover point indicated in the ticket or any applicable portion thereof. (b) NH will provide an involuntary refund in accordance with paragraph (C) of rule 130. (2) In the event that a passenger misses an onward connecting flight of NH on which the passenger holds a reservation because a carrier carrying the passenger fails to operate its flight according to the schedule or changes the schedule of such flight, NH shall not be liable for such missed connections. (3) A passenger with respect to whom a rerouting is effected upon NH's request shall be entitled to retain the the free baggage allowance applicable to the class of service the fare for which the passenger originally paid. This provision shall also apply in the evnt that the passenger is entitled to a fare refund because he/she is transferred from a class of service the fare for which the passenger paid to a lower class of service.
For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.	
ISSUED: April 22, 2010	EFFECTIVE: June 6, 2010

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NO. NH-1

2nd Revised Page NH-61
 Cancels 1st Revised Page NH-61

RULE	SECTION I - GENERAL RULES
85 C C	<u>SCHEDULES, DELAYS AND CANCELLATIONS OF FLIGHTS</u> [C](A) SCHEDULES NH undertakes to use its best efforts to carry a passenger and his/her baggage with reasonable dispatch and to adhere to published schedules in effect on the date of travel; provided that times shown in a timetable or elsewhere shall be just scheduled but not guaranteed and shall form no part of the contract of carriage. NH may change any schedule of a flight without any prior notice and shall not be responsible for any trouble in respect of connection of a passenger and/or his/her baggage with any other flight because of such change. [C](B) CANCELLATIONS (1) NH may, without prior notice, substitute any other carrier or change an aircraft with respect to carriage assumed by NH. (2) NH may, without prior notice, cancel, terminate, divert, postpone or delay any flight or the right to, or any reservation with respect to, any further carriage thereafter or determine if any take-off or landing should be made, without any liability except to refund, in accordance with this tariff, conditions of carriage and NH's regulations, the fares and charges for any unused portion of the ticket: (a) Because of any fact beyond NH's control (including, but not limited to, force majeure such as meteorological conditions, acts of God, strikes, riots, civil commotions, embargoes, wars, hostilities, disturbances or unstable international relations) whether actual, threatened or reported or because of any delay, demand, conditions, circumstance or requirement directly or indirectly relating to such fact; (b) Because of any fact not to be foreseen, anticipated or predicted; (c) Because of any applicable laws; or (d) Because of shortage of labor, fuel or facilities, or labor problems of NH or others. (3) If the passenger refuses, notwithstanding NH's request, to pay all or a portion of the fares demanded by NH or the charges demanded or assessed by NH with respect to his/her baggage. NH will cancel the carriage, or the right to any further carriage thereafter, of the passenger and/or his/her baggage, without being subject to any liability therefore except to refund, in accordance with these conditions of carriage and NH's regulations, any unused portion of the ticket for which the passenger fully paid the applicable fares and charges.
For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.	
ISSUED: April 22, 2010	EFFECTIVE: June 6, 2010

No Change on this Page

NTA(A) No. 320 T.C.A.B. No. 525

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NO. NH-1

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

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For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

ISSUED: April 18, 1996

EFFECTIVE: June 17, 1996

RULE	SECTION I - GENERAL RULES
87	<u>DENIED BOARDING COMPENSATION</u> When the carrier is unable to provide previously confirmed space due to more passengers holding confirmed reservations and tickets on a flight than there are available seats on that flight, the carrier will take the actions specified in the provisions of this rule. (A) <u>Applicable Only Flights Originating In the United States</u> (1) <u>Rule for denied boarding</u> Customers who are denied boarded, voluntarily or otherwise, should have the choice of; (a) Rerouting to the final destination of the ticket presented at check-in by the first available flight(s) or at a later date at the customer's convenience; (b) Full refund of the cost of the unused portion of the ticket. Additionally, upon being denied boarded, each customer is entitled to receive the compensation. (2) <u>Exception of denied boarded</u> The following passengers must never be denied boarding involuntary in principle. (a) Passengers who need Special Service (Passengers with reduced mobility etc.) (b) Unmnr and minors under 18 traveling alone. (3) <u>Denied boarding compensation</u> (a) With agreement of the customer as volunteer passenger (within 4 hours delay to the final destination) offer the higher class or up to 400 USD for all classes. (b) With agreement of the customer as volunteer passenger (more than 4 hours delay to the final destination) offer the higher class or up to 800 USD for all classes. (c) Without passenger's agreement as non-volunteer passenger (within 4 hours delay to the final destination) 400 USD for all classes. (d) Without passenger's agreement as non-volunteer passenger (more than 4 hours delay to the final destination) 800 USD for all classes. (4) <u>Exception for denied boarding compensation</u> Denied boarding compensation will not be provided for the following customers. (a) Customers have not fully complied with the airline's ticketing or check-in. (b) Customers are not acceptable for transportation under the airline's usual practice. (c) Customers denied boarded because the flight is cancelled. (d) Customers travelling with non-revenue tickets (except for FFP award ticket) (e) Passengers who are offered higher class seat on the transfer flight than the original ticket class. C IX] (B) <u>INVOLUNTARY DENIED BOARDING PROCEDURE</u> C [CANCELLED]

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For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

ISSUED: May 12, 2010

EFFECTIVE: June 26, 2010

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NO. NH-1

2nd Revised Page NH-64
Cancels 1st Revised Page NH-64

RULE	SECTION I - GENERAL RULES
87	<u>DENIED BOARDING COMPENSATION</u> (Continued) (B) <u>INVOLUNTARY DENIED BOARDING PROCEDURE</u> (Continued) C [CANCELLED]
For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.	
ISSUED: May 12, 2010	
EFFECTIVE: June 26, 2010	

Airline Tariff Publishing Company, Agent
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NO. NH-1

3rd Revised Page NH-65
 Cancels 2nd Revised Page NH-65

RULE	SECTION I - GENERAL RULES
C90	[C] REFUNDS (A) GENERAL (1) In the event that a passenger fails to use his/her ticket or a portion thereof for a reason provided in paragraph (C) or (D) of this rule or that a passenger loses his/her ticket or a portion thereof (paragraph (E) of this rule), NH will make a refund for such unused or lost ticket or portion in accordance with this rule and NH's regulations. The provisions of this rule applicable to a ticket shall apply to miscellaneous charges order. (2) Under NH's regulations, NH will limit or refuse a refund for a ticket subject to conditions applicable to certain fares. (B) Person to whom refund will be made (1) Unless otherwise provided in this paragraph, NH will make a refund to the person named in a ticket or, to the person who purchased the ticket upon presentation to NH of satisfactory evidence to prove that he/she is entitled by these condition of carriage to such refund. (2) (a) If a person other than the passenger named in a ticket pays for the ticket and designates a person to whom refund shall be made, NH will indicate on the ticket that there is a restriction on a person to whom refund shall be made and make a refund only to designated person. (b) A refund for a ticket issued: (i) Pursuant to prepaid ticket advice will be made to the person paying NH for such advice; (ii) Under the universal air travel plan (UATP) will be made to the subscriber for whose UATP card the ticket is issued; (iii) Pursuant to a United States government transportation request (GTR) will be made to the government agency issuing such GTR; and (iv) For a commercial credit card will be made to the commercial credit company issuing such card. (3) Except in the case of lost tickets, NH will make a refund only if a passenger coupon or passenger receipt and all unused flight coupons are surrendered to NH. (4) Any refund made to a person presenting to NH a passenger coupon or passenger receipt and all unused flight coupons and claiming a refund pursuant to sub-paragraph (1) or (2) of this paragraph shall be deemed a valid refund and shall discharge NH from liability to make any further refund to the true person.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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EFFECTIVE: June 4, 2010

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6th Revised Page NH-66
 Cancels 5th Revised Page NH-66

RULE	SECTION I - GENERAL RULES
C90	[C] REFUNDS (Continued) (C) Involuntary refunds (1) The term "involuntary refund" means any refund made when a passenger is prevented from using the carriage provided for in his/her ticket resulting from NH cancels a flight, fails to operate a flight reasonably according to the schedule, fails to stop at a passenger's destination or stopover point, fails to provide previously confirmed space, causes a passenger to miss his/her connecting flight on which he/she holds a reservation or refuses to carry or removes a passenger pursuant to any of sub-paragraphs (1) through (5) of paragraph (A) of rules 25, and the amount of the refund shall be: (a) If no portion of the trip has been made, an amount equal to the fare paid; and (b) If a portion of the trip has been made, the higher of the following: (i) The amount equal to the oneway fare (or, when round trip discount was applied, one half of the round trip fare), less the same rate of discount, if any, that was applied in computing the original one way 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; and (ii) The difference between the fare paid and the fare for carriage completed. (2) If a passenger paying for a class of service is required by NH to use a lower class of service, the amount of refund shall be whichever is the higher of the following: (a) The difference between the one way fares (or, when round trip discount was applied, one half of the round trip fare), less the same rate of discount, if any, that was applied in computing the original one way fare, for the original class of service and for the lower class of service, with respect to the sector where the lower class of service is required to be used; and (b) The difference between the fare paid and the fare calculated based upon the premise on which the passenger will travel the sector where the lower class of service is required to be used on such lower class of service. (D) Voluntary Refunds (1) The term "Voluntary Refund" means any refund of a ticket other than involuntary refund, and the amount of the refund shall be: (a) If no portion of the trip has been made, an amount equal to the fare paid, less any applicable service charges including cancellation fees provided in NH's regulations; and (b) If no portion of the trip has been made, an amount equal to the difference between the fare paid and the fare applicable to the sector for which the ticket has been used, less any applicable service charges including cancellation fees provided in NH's regulations. (2) Unless otherwise provided in NH's regulations, NH will collect JPY 1000 (or the equivalent amount in a foreign currency) as a refund charge per a ticket issued to a passenger which constitutes a single contract of carriage; provided that, in case of refund of lost tickets as prescribed in paragraph (E) of this rule, NH will collect JPY 10,000 (or equivalent amount in a foreign currency). (3) If a refund for any portion of a ticket shall result in such ticket having been used for a sector where carriage is prohibited, the refund, if any, shall be determined in accordance with subparagraph(1)(b) of this paragraph as if such ticket had been used beyond a point until which carriage is prohibited.
(Continued on next page)	
For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.	
ISSUED: April 20, 2010	EFFECTIVE: June 4, 2010

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NO. NH-1

5th Revised Page NH-67
 Cancels 4th Revised Page NH-67

RULE	SECTION I - GENERAL RULES
C90	[C]REFUNDS (Continued) (E) Refund For Lost Ticket In the event that a passenger loses a ticket or a portion thereof, NH will upon receipt of evidence of such loss satisfactory to NH and payment of the charge set forth in sub-paragraph (2) of paragraph (D) of this rule, make a refund if all of the conditions set forth in the following sub-paragraphs (1) through (3) are satisfied: (1) The proof of such loss and a request for refund are submitted to NH not later than 30 days from the expiration date of the lost ticket. (2) The lost ticket or any portion thereof has not been used or refunded and a new ticket has not been issued in replacement of such ticket or portion in accordance with sub-paragraph (4) of paragraph (A) of rule 65; and (3) The person to whom the refund is made agrees to indemnify NH for any loss and damage incurred by NH in connection with the refund or such lost ticket being used for carriage, refund or otherwise. The amount of the refund shall be determined in accordance with sub-paragraph (1) of paragraph (D) of this rule; provided that, in case the passenger purchased a ticket for lost ticket or lost portion, NH may refund the amount of the fare paid for such re-purchased ticket only in case the passenger traveled with such re-purchased ticket in accordance with the fare regulations applicable to such lost ticket. (F) Right to Refuse Refund (1) NH will refuse a refund for a ticket in the event that a request therefor is made later than 30 days from the expiration date of the ticket. (2) NH may refuse a refund for a ticket which a passenger presents to NH or to government officials of a country as evidence of his/her intention to depart therefrom, unless the passenger establishes to NH's satisfaction that he/she has permission to remain in the country or that he/she will depart therefrom by other carrier or other transportation service. (3) NH will not make a refund for a ticket of a passenger in the event that carriage of the passenger is refused or he/she is removed in accordance with sub-paragraphs (6) through (8) of paragraph (A) of rule 25. (G) Currency Any refund will be made subject to applicable laws of the country in which a ticket is originally paid for and of the country in which the refund is made. Any refund will normally be made in the currency in which the ticket is paid for but may be made in other currency in accordance with NH's regulations. (H) Refund By Ana Unless otherwise provided in NH's regulations, NH will make a voluntary refund for a ticket only in case NH or its authorized agent originally issued the ticket.
For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.	
ISSUED: April 20, 2010	EFFECTIVE: June 4, 2010

No Change on this Page

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

1st Revised Page NH-68
Cancels Original Page NH-68

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For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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NO. NH-1

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

RULE	SECTION I - GENERAL RULES
C115	<u>(C) BAGGAGE</u> <u>(A) RESTRICTION OF ACCEPTANCE AS BAGGAGE</u> (1) NH will refuse to accept as Baggage - Items which do not constitute baggage as defined in Rule 1; - Items which may endanger an aircraft or any person or property, such as items which are specified in the dangerous goods regulations of the international civil aviation organization (ICAO) and the international air transport association (IATA) and in NH's regulations; - Items carriage of which is prohibited by applicable laws of any state or country to be flown from, into or over; - Items which NH deems unsuitable for carriage by reason of their weight, size, shape or character such as being fragile or perishable; - Live animals, except those provided for in paragraph (K) of this article; or - Firearms, swords and other similar items, except as otherwise provided in NH's regulations. (2) NH may refuse carriage of, and take any necessary step with respect to, items of which carriage as baggage is prohibited by the preceding sub-paragraph (1) and may refuse onward carriage of any such item upon discovery thereof. (3) NH will refuse to accept fragile or perishable items, money, jewelry, precious metals, negotiable papers, securities or other valuables, business documents, passports or other identification documents necessary for travel or samples as checked baggage. (4) NH may refuse to carry baggage as checked baggage in case it is not properly packed in a suitcase or other suitable container to ensure safe carriage with ordinary care in handling. (5) If any item referred to in sub-paragraph (1) of this paragraph is carried, whether or not carriage of such item as baggage is prohibited, such carriage shall be subject to the charges, limitations of liability and any other provision of these conditions of carriage applicable to carriage of baggage. <u>(B) SEARCH OF BAGGAGE, ETC.</u> (1) NH may inspect the contents of passenger's baggage by opening his/her baggage and/or by using some device in the presence of the passenger concerned or a third person, whenever NH deems it necessary to do so, for the purpose of security (including but not limited to the prevention of unlawful acts of seizure, exercise of control or destruction of aircraft) and/or any other reason. Notwithstanding the foregoing, NH may inspect the passenger's baggage in his/her or a third person's absence to see whether he/she is in possession of, or his/her baggage contains, any item referred to in sub-paragraph (1) of paragraph (A) of this rule. (2) NH may search passenger's articles by touching the passenger through his/her clothes and personal fittings including wigs or by using such instruments as a metal detector, whenever NH deems it necessary to do so, for the purpose of preventing unlawful acts of seizure, exercise of control or destruction of aircraft. (3) When a passenger does not agree with NH's inspection as specified in sub-paragraph (1) of this paragraph, NH will refuse to carry such a passenger's baggage. (4) When a passenger does not agree with NH's search as specified in sub-paragraph (2) of this paragraph, NH will refuse to carry such a passenger. (5) When such dangerous, perishable or unsuitable articles as specified in sub-paragraph (1) of paragraph (A) of this rule have been found as a result of such inspection or search as specified in sub-paragraph (1) or (2) of this paragraph, NH may refuse to carry such baggage, or may make necessary disposal of such baggage. <u>(C) CHECKED BAGGAGE</u> (1) Nothing contained in these conditions of carriage shall entitle a passenger to have his/her baggage checked on a flight for which a carrier does not accept checking of baggage. (2) Unless otherwise provided in NH's regulations or applicable laws, NH will, upon presentation by a passenger of a valid ticket covering carriage on the lines of NH or on the lines of NH and one or more other carrier, accept as checked baggage the baggage which is tendered by the passenger at the office designated, and by the time prescribed, by NH in respect of carriage on the lines designated on the ticket; provided that NH will not accept as checked baggage the baggage tendered for carriage: - Beyond the destination, or on any routing not designated, on the ticket; - Beyond a stopover point of or beyond a point at which the passenger transfers to a connecting flight departing from a different airport from that at which the passenger is scheduled to arrive under the ticket, unless otherwise provided for in NH's regulations; - Beyond a point of transfer of the baggage to any other carrier with which NH has no interline baggage agreement or which has different conditions of carriage of baggage from NH's; - For a sector in respect to which the passenger holds no reservation; - Beyond a point at which the passenger desires to resume possession of such baggage or any portion thereof; or - For a sector in respect to which the passenger does not pay all applicable charges.

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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NO. NH-1

3rd Revised Page NH-70
 Cancels 2nd Revised Page NH-70

RULE	SECTION I - GENERAL RULES
115	BAGGAGE (Continued) (C) CHECKED BAGGAGE (Continued) (3) Upon delivery to NH of baggage to be checked, NH will describe in the ticket the number of pieces and/or weight of the checked baggage (which act shall constitute the issuance of a baggage check) and will issue a baggage identification tag for each piece of the checked baggage. (4) If a piece of checked baggage of a passenger has no name, initial or other personal identification, the passenger shall affix such identification to the baggage prior to NH's acceptance of checking. (5) NH will, to the reasonable extent possible, carry checked baggage of a passenger coincidentally with the passenger on the aircraft which the passenger boards; provided that, if NH deems it difficult or impracticable, NH may carry the checked baggage on any other flight in which such baggage can be loaded within the maximum weight allowance or by any other transportation service. (6) In the case of carriage from or to a points in the United States of America, Canada or any other country provided in NH's regulations, NH will, unless NH otherwise agrees in advance, refuse to accept carriage of any piece of baggage the total of the greatest outside length, the greatest outside height and the greatest outside width (hereinafter referred to as the "sum of the three dimensions") of which exceeds 203 centimeters (80 inches) and/or the weight of which exceeds 32 kilograms (70 pounds). In case NH accepts such carriage, charges shall be assessed in accordance with NH's regulations. (D) UNCHECKED BAGGAGE (1) Except articles specifically permitted by NH to be carried into the cabin, baggage which a passenger may carry into the cabin shall be, besides a passenger's personal belongings which the passenger carries and retains as permitted by NH's regulations, the total dimensions of which shall not exceed 115 centimeters (45 inches), one piece of article provided in NH's regulations which can be stowed in an enclosed storage compartment in the cabin or under the seat in front of the passenger, the sum of the three dimensions of which shall not exceed 115 centimeters (45 inches); provided that the total weight of such articles shall not exceed 10 kilograms (22 pounds). A passenger shall not carry into the cabin any baggage which NH deems cannot be stowed in safety in the cabin. (2) NH will permit a passenger to carry into the cabin articles not suitable for carriage in a cargo compartment (such as fragile musical instruments) only if a prior due notice of such article is given to, and a prior permission to such carriage is granted by, NH. Carriage of such baggage shall be subject to a charge provided in NH's regulations. (E) FREE BAGGAGE ALLOWANCE (1) The total free baggage allowance of checked and unchecked baggage of each passenger shall be as follow: (a) A passenger paying a first class fare shall, unless otherwise provided in NH's regulations, receive a free checked baggage allowance of 40 kilograms (88 pounds); (b) A passenger paying an intermediate class fare shall, unless otherwise provided in NH's regulations, receive a free checked baggage allowance of 30 kilograms (66 pounds); (c) A passenger paying an economy class fare shall, unless otherwise provided in NH's regulations, receive a free checked baggage allowance of 20 kilograms (44 pounds); (d) In addition to the preceding (a), (b) and (c), a passenger shall, unless otherwise provided in NH's regulations, receive a free baggage allowance of unchecked baggage as described in sub-paragraph (1) of paragraph (d) of this rule. (e) Notwithstanding the preceding (a), (b), (c) and (d), an infant paying an infant fare shall received a free baggage allowance of 10 kilograms (22 pounds) for checked baggage plus either one fully collapsible stroller/pushchair or infant's carrying basket or infant's car seat. (2) Notwithstanding the preceding sub-paragraph (1), in the case of carriage from or to a point or points in the United States of America, Canada or any other country provided in NH's regulations [N]and in the case of carriage between Japan and Europe as a part of the journey between Japan and Brazil, the free baggage allowance for each passenger shall be as follows: (a) A passenger paying a first or intermediate class fare shall receive a free checked baggage allowance of two pieces of baggage the weight of each piece of which shall not exceed 32 kilograms (70 pounds); provided that the sum of the three dimensions of each piece shall not exceed 158 centimeters (62 inches); (b) A passenger paying an economy class fare shall receive a free checked baggage allowance of two pieces of baggage the weight of each piece of which shall not exceed 23 kilograms (50 pounds); provided that the aggregated sum of the three dimensions of those two pieces shall not exceed 273 centimeters (107 inches) and the sum of the three dimensions of each piece shall not exceed 158 centimeters (62 inches);
C	(Continued on next page)
For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.	
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8th Revised Page NH-71
 Cancels 7th Revised Page NH-71

RULE	SECTION I - GENERAL RULES
115	BAGGAGE (Continued) (E) FREE BAGGAGE ALLOWANCE (Continued) (2) (Continued) (c) In addition to the preceding (a) and (b), a passenger shall, unless otherwise provided in NH's regulations, receive a free baggage allowance of unchecked baggage as described in sub-paragraph (1) of paragraph (d) of this rule; and (d) Notwithstanding the preceding (a), (b) and (c), an infant paying an infant fare shall receive a free baggage allowance of one piece of checked baggage the sum of the three dimensions of which shall not exceed 115 centimeters (45 inches) plus either of one fully collapsible stroller/pushchair or infant's carrying basket or infant's car seat. (e) Each of the articles set forth below may be deemed, irrespective of its actual dimension's, a piece of baggage the sum of the three dimensions of which is 158 centimeters (62 inches). (i) one sleeping bag or bedroll; (ii) one rucksack, knapsack or backsack; (iii) one pair of snow skis with one pair of ski poles and one pair of ski boots (iv) one golf bag containing golf clubs and one pair of golf shoes; (v) one duffel-type bag; (vi) one suitably packed bicycle (vii) one portable musical instruments not exceeding 100 centimeters (39 inches) in length (viii) such other rules as are provided in NH's regulations; (3) The free baggage allowance for each portion of a trip will be that applicable to the class of services for which the fare is paid. (4) In the event that two or more passengers travelling on the same flight check their baggage at the same time to be carried by NH to the same place, NH may, upon those passenger's request, provide them collectively with a free baggage allowance equal to the aggregated individual free baggage allowance in respect of weight or number of pieces. (F) SPECIAL FREE BAGGAGE ALLOWANCE In addition to the free baggage allowance provided in the preceding paragraph (E) above, NH will carry as baggage, without additional charge, a passenger's personal belongings, permitted by NH's regulations only when the passenger carries and retains them. (G) EXCESS BAGGAGE (1) Unless otherwise provided in NH's regulations, baggage weighing in excess of the applicable free baggage allowance shall be charged at the rate per kilogram (2.2 pounds) of one and one-half percent (1.5%) of the highest normal direct adult one way economy class fare in effect on the date of issuance of an excess baggage ticket. (2) Notwithstanding the preceding sub-paragraph (1), in the case of carriage involving a point or points in the United States of America, Canada or any other country provided in NH's regulations as the place of departure or the destination, baggage in excess of the free baggage allowance set forth in sub-paragraph (2) of paragraph (E) of this rule shall be subject to the applicable excess baggage charge provided in NH's regulations inland in the case of carriage between Japan and Brazil via Europe. (3) Unless NH otherwise agrees in advance with a passenger, NH may carry the passenger's baggage which is in excess of the applicable free baggage allowance on any other flight or by any other transportation service. (H) DECLARATION OF BAGGAGE THE VALUE OF WHICH EXCEEDS THE LIMIT OF LIABILITY AND EXCESS VALUE CHARGES (1) A passenger may declare a value of baggage in excess of the liability limitation of NH pursuant to sub-paragraphs (4) and (5) of paragraph (B) of Rule 55. In the event that such declaration is made, carriage of the baggage to be performed by NH shall be subject to a charge at the rate of U.S. \$0.50 for each U.S. \$100 or any fraction thereof as excess value charges with respect to such excess value; provided that the a value of baggage to be declared by one passenger shall not exceed U.S. \$2,500. (2) Unless otherwise provided in NH's regulations, a passenger, may pay excess value charges at the place of departure for a travel to the destination; provide that, if a portion of the carriage is performed by any other carrier which apply different excess value charges from NH, NH may refuse to accept an excess value declaration with respect to such portion. (I) EXCESS BAGGAGE CHARGE OR EXCESS VALUE CHARGE ON REROUTING OR CANCELLATION Any payment or refund of excess baggage charge or excess value charge to be made in the case of rerouting or cancellation of carriage shall be subject to the provisions hereunder concerning payment of additional fare or refund of fare; provided that NH shall not make refund of excess value charge in the event that a portion of the carriage is completed.

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For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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 Cancels 3rd Revised Page NH-72

RULE **SECTION I - GENERAL RULES**

115 **BAGGAGE (Continued)**

(J) COLLECTION AND DELIVERY OF BAGGAGE

- (1) A passenger shall claim and receive his/her baggage as soon as reasonably possible after it becomes receivable at the destination or stopover point.
- (2) The bearer of the baggage check and the baggage identification tag(s) issued to a passenger when his/her baggage is checked shall be exclusively entitled to accept delivery of the baggage; provided that a passenger who fails to present a baggage identification tag(s) may accept delivery of the baggage if he/she presents to NH the baggage check and if the baggage is identified by other means. NH shall not be obligated to ascertain that the bearer of a baggage check and a baggage identification tag(s) is truly entitled to accept delivery of the baggage. NH shall not be liable for any damage arising out of or in connection with its failure to so ascertain.
- (3) If a person claiming baggage is unable to receive baggage pursuant to the preceding sub-paragraph (2), NH will deliver the baggage to such person only if he/she establishes to NH's satisfaction that he/she is duly entitled to receive the baggage and is such person shall, upon NH's request, provided NH with adequate security to indemnify NH from any loss and damage incurred by NH in connection with such delivery.
- (4) NH may, unless precluded by applicable laws and if time and other circumstances permit, deliver checked baggage to the bearer of a baggage check and a baggage identification tag(s) at the place of departure or unscheduled stopping place if he/she request such delivery. In delivering baggage at the place of departure or unscheduled stopping place, NH will not refund any charges paid for such baggage.
- (5) Acceptance of delivery of baggage by the bearer of a baggage check and a baggage identification tag(s) without his/her written complaint at the time of the delivery shall constitute prima facie evidence that the baggage has been delivered in good condition and in accordance with the contract of carriage.

(K) ANIMALS

- (1) Subject to NH's regulations and with NH's prior consent, NH will accept carriage of animals such as dogs, cats, household birds and other pets if a passenger puts those animals into a proper container and obtains valid health and vaccination certificates, entry permits and any other documents each required by any state or country to be flown into or over.
- (2) In the event that NH accepts carriage of an animal as baggage of a passenger, the animal shall, together with its container and foods to be carried, not be included in the free baggage allowance of the passenger but shall constitute excess baggage for which the passenger shall pay a charge provided in NH's regulations.
- (3) Notwithstanding the preceding sub-paragraph (2), an assistance or service dog accompanying a passenger with a disability to assist such passenger together with a container and food will, subject to NH's regulations, be carried free of charge in addition to the normal free baggage allowance.
- (4) NH will accept carriage of an animal subject to the condition that a passenger shall observe NH's regulations and shall be fully responsible for such animal. NH shall not be liable for injury to, sickness or death of, such animal if and to the extent that such event resulted from the inherent nature of such animal.

C

(L) CARRIAGE INVOLVING A POINT OR POINTS IN THE UNITED STATES OF AMERICA, CANADA INJAND CARRIAGE BETWEEN JAPAN AND BRAZIL VIA EUROPE

- (1) Reference: 1 basic charge of North America - Japan (via the North and Central Pacific)

	Vancouver	Other Canadian Points	Hawaii	LAX/PDX SEA/SFO	Puerto Rico/Virgin Islands
FROM Japan (excl. OKA)	19,800 JPY	22,000 JPY	16,200 JPY	19,800 JPY	28,400 JPY
OKA	23,300 JPY	25,600 JPY	19,800 JPY	23,300 JPY	32,000 JPY
TO Japan	160 CAD	185 CAD	84 USD	110USD	145 USD
	All Other Point in USA		Mexico	Caribbean	
FROM Japan (excl. OKA)	22,000 JPY		22,000 JPY	28,400 JPY	
OKA	25,600 JPY		25,600 JPY	32,000 JPY	
TO Japan	130 USD		130 USD	145 USD	

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For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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16th Revised Page NH-73
 Cancels 15th Revised Page NH-73

RULE	SECTION I - GENERAL RULES																																																																											
C115	[C] BAGGAGE (Continued) (L) CARRIAGE INVOLVING A POINT OR POINTS IN THE UNITED STATES OF AMERICA, CANADA (Continued) (2) Reference: 1 basic charge of Guam/Saipan - Japan <table border="1"> <thead> <tr> <th></th><th>Guam</th><th>Saipan</th></tr> </thead> <tbody> <tr> <td>FROM Japan</td><td>8,300 JPY</td><td>8,300 JPY</td></tr> <tr> <td>TO Japan</td><td>34 USD</td><td>31 USD</td></tr> </tbody> </table> (3) Reference: 1 basic charge of North America - Korea (Rep. of) (via the North and Central Pacific) <table border="1"> <thead> <tr> <th></th><th>Vancouver</th><th>Other Canadian Points</th><th>Hawaii</th><th>LAX/PDX SEA/SFO</th><th>Puerto Rico/Virgin Islands</th></tr> </thead> <tbody> <tr> <td>FROM Korea (Rep. of)</td><td>110000 KRW</td><td>135000 KRW</td><td>90000 KRW</td><td>110000 KRW</td><td>150000 KRW</td></tr> <tr> <td>TO Korea (Rep. of)</td><td>131 CAD</td><td>156 CAD</td><td>84 USD</td><td>110USD</td><td>145 USD</td></tr> </tbody> </table> <table border="1"> <thead> <tr> <th></th><th>All Other Point in USA</th><th>Mexico</th><th>Caribbean</th></tr> </thead> <tbody> <tr> <td>FROM Korea (Rep. of)</td><td>135000 KRW</td><td>135000 KRW</td><td>150000 KRW</td></tr> <tr> <td>TO Korea (Rep. of)</td><td>130 USD</td><td>130 USD</td><td></td></tr> </tbody> </table> (4) Reference: 1 basic charge of Guam/Saipan - Korea (Rep. of) <table border="1"> <thead> <tr> <th></th><th>Guam/Saipan</th></tr> </thead> <tbody> <tr> <td>FROM Korea (Rep. of)</td><td>39000 KRW</td></tr> <tr> <td>TO Korea (Rep. of)</td><td>34 USD</td></tr> </tbody> </table> (5) Reference: 1 basic charge of North America - China (via the North and Central Pacific) <table border="1"> <thead> <tr> <th></th><th>Vancouver</th><th>Other Canadian Points</th><th>Hawaii</th><th>LAX/PDX SEA/SFO</th><th>Puerto Rico/Virgin Islands</th></tr> </thead> <tbody> <tr> <td>FROM China</td><td>870 CNY</td><td>1020 CNY</td><td>700 CNY</td><td>900 CNY</td><td>1200 CNY</td></tr> <tr> <td>TO China</td><td>160 CAD</td><td>185 CAD</td><td>84 USD</td><td>110USD</td><td>145 USD</td></tr> </tbody> </table> <table border="1"> <thead> <tr> <th></th><th>All Other Point in USA</th><th>Mexico</th><th>Caribbean</th></tr> </thead> <tbody> <tr> <td>FROM China</td><td>1080 CNY</td><td>1100 CNY</td><td></td></tr> <tr> <td>TO China</td><td>130 USD</td><td>130 USD</td><td></td></tr> </tbody> </table>		Guam	Saipan	FROM Japan	8,300 JPY	8,300 JPY	TO Japan	34 USD	31 USD		Vancouver	Other Canadian Points	Hawaii	LAX/PDX SEA/SFO	Puerto Rico/Virgin Islands	FROM Korea (Rep. of)	110000 KRW	135000 KRW	90000 KRW	110000 KRW	150000 KRW	TO Korea (Rep. of)	131 CAD	156 CAD	84 USD	110USD	145 USD		All Other Point in USA	Mexico	Caribbean	FROM Korea (Rep. of)	135000 KRW	135000 KRW	150000 KRW	TO Korea (Rep. of)	130 USD	130 USD			Guam/Saipan	FROM Korea (Rep. of)	39000 KRW	TO Korea (Rep. of)	34 USD		Vancouver	Other Canadian Points	Hawaii	LAX/PDX SEA/SFO	Puerto Rico/Virgin Islands	FROM China	870 CNY	1020 CNY	700 CNY	900 CNY	1200 CNY	TO China	160 CAD	185 CAD	84 USD	110USD	145 USD		All Other Point in USA	Mexico	Caribbean	FROM China	1080 CNY	1100 CNY		TO China	130 USD	130 USD	
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For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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NO. NH-1

18th Revised Page NH-74
 Cancels 17th Revised Page NH-74

RULE

SECTION I - GENERAL RULES

C115

[C]BAGGAGE (Continued)

(L) CARRIAGE INVOLVING A POINT OR POINTS IN THE UNITED STATES OF AMERICA, CANADA (Continued)

(6) Reference: 1 basic charge of North America - TC3 (Expt Japan/Korea/China) (via the North and Central Pacific)

	Vancouver	Other Canadian Points	Hawaii	LAX/PDX SEA/SFO
FROM:				
Australia	150 AUD	175 AUD	135 AUD	150 AUD
Bangladesh	133 USD	152 USD	120 USD	133 USD
Brunei Darussalam	220 BND	240 BND	200 BND	220 BND
Cambodia	120 USD	135 USD	109 USD	120 USD
Chinese Taipei	3000 TWD	3500 TWD	2300 TWD	3000 TWD
Hong Kong SAR	800 HKD	900 HKD	600 HKD	800 HKD
India	4320 INR	4605 INR	3900 INR	4320 INR
Indonesia	120 USD	135 USD	109 USD	120 USD
Lao People's Dem Rep	120 USD	135 USD	109 USD	120 USD
Macao SAR	800 MOP	900 MOP		
Malaysia	320 MYR	360 MYR	290 MYR	320 MYR
Myanmar	740 MMK	820 MMK	670 MMK	740 MMK
Nepal	133 USD	152 USD	120 USD	133 USD
New Zealand	165 NZD	190 NZD	135 NZD	165 NZD
Pakistan	3248 PKR	3584 PKR	2930 PKR	3248 PKR
Philippines	150 USD	165 USD	135 USD	150 USD
Singapore	220 SGD	240 SGD	200 SGD	220 SGD
Sri Lanka	-	-		
Thailand	3760 THB	4365 THB	2815 THB	3760 THB
Viet Nam	120 USD	135 USD	109 USD	120 USD
TO:				
Australia	150 CAD	175 CAD	120 USD	133 USD
New Zealand	125 CAD	150 CAD	120 USD	133 USD
Bangladesh/India/ Nepal/Pakistan/ Sri Lanka	200 CAD	225 CAD	109 USD	121 USD
Myanmar	160 CAD	185 CAD	109 USD	121 USD
Brunei/Cambodia/ Indonesia/Lao/ Malaysia/Singapore/ Thailand/Viet Nam	160 CAD	185 CAD	98 USD	109 USD
Chinese Taipei/ Hong Kong			84 USD	110 USD
Macao SAR	160 CAD	185 CAD		
Philippines	240 CAD	265 CAD	125 USD	150 USD

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For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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6th Revised Page NH-74-A
 Cancels 5th Revised Page NH-74-A

RULE **SECTION I - GENERAL RULES**

115 **BAGGAGE (Continued)**
(1) CARRIAGE INVOLVING A POINT OR POINTS IN THE UNITED STATES OF AMERICA, CANADA (Continued)
(6) (Continued)

	Puerto Rico/ Virgin Islands	All Other Points In USA	Mexico/ Caribbean
FROM:			
Australia		175 AUD	175 AUD
Bangladesh	174 USD	152 USD	152 USD
Brunei Darussalam	250 BND	240 BND	240 BND
Cambodia	174 USD	135 USD	135 USD
Chinese Taipei	4600 TWD	3500 TWD	3500 TWD
Hong Kong SAR	1280 HKD	900 HKD	900 HKD
India	6200 INR	4605 INR	4605 INR
Indonesia	174 USD	135 USD	135 USD
Lao People's Dem Rep	174 USD	135 USD	135 USD
Macao SAR			
Malaysia	440 MYR	360 MYR	360 MYR
Myanmar	1020 MMK	820 MMK	820 MMK
Nepal	174 USD	152 USD	152 USD
New Zealand		190 NZD	190 NZD
Pakistan	6170 PKR	3584 PKR	3584 PKR
Philippines	165 USD	165 USD	165 USD
Singapore	250 SGD	240 SGD	240 SGD
Sri Lanka	9710 LKR		
Thailand	5335 THB	4365 THB	5815 THB
Viet Nam	174 USD	135 USD	135 USD
TO:			
Australia	174 USD	152 USD	152 USD
New Zealand	174 USD	152 USD	152 USD
Bangladesh/India/			
Nepal/Pakistan/	174 USD	129 USD	129 USD
Sri Lanka	174 USD	129 USD	129 USD
Myanmar			
Brunei/Cambodia/			
Indonesia/Lao/			
Malaysia/Singapore/	174 USD	117 USD	117 USD
Thailand/Viet Nam			
Chinese Taipei/	165 USD	130 USD	130 USD
Hong Kong			
Macao SAR			
Philippines	165 USD	160 USD	160 USD

C **INI(7) Reference: 1 basic charge of Brazil - Japan via Europe**

FROM Japan	Brazil
(exclude Okinawa)	34800 JPY
Okinawa	38400 JPY
TO Japan	193 USD

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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RULE	SECTION I - GENERAL RULES
116 C	<u>EXCESS VALUE CHARGES FOR BAGGAGE</u> [CANCELLED]
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RULE	SECTION I - GENERAL RULES
130	FARES (A) FARE CONSTRUCTION RULES (1) All fare construction shall be accomplished in NUC. (2) In applying fare construction checks, the following sequence shall apply. (i) Mileage check (ii) Higher intermediate check (iii) Oneway backhaul check (iv) Circle trip/Round the world minimum check (B) CONSTRUCTION RULES FOR JOURNEYS (1) The fare for a journey shall be the lowest of (i) A single pricing unit for the journey or (ii) Any series of end-on combines pricing units (2) Fares to be assessed for the total journey shall be the applicable fares effective on the date of departure on the first sector. (a) If the routing of the journey is determined as roundtrip or circletrip, the pricing unit must use half round trip fares. The use of one way fare is not permitted. For end-on combination of normal and special fares, completely separate the special and normal fares. (b) If there is common point/country on the routing the journey may be broken into more than one pricing units provided these must be for return subjourney using half round trip fares. (c) (i) A return subjourney only occurs if the fare is broken more than once at the common point/country. The fare for travel between such fare break points must be priced as a round trip, circle trip or normal/special open jaw, and must use half round trip fares. (ii) If travel between such fare break points would require the use of one way fares, this is not permitted. (d) Fare shall be assessed in the direction of travel, except that the fare component into the country of pricing unit origin shall be in the direction from such country. (3) (a) If the routing of a journey is determined as not fulfilling the definition of round trip, circle trip or normal/special open jaw, it shall be assessed as follows, subject to the routing. (i) as one way journey. (ii) as a series of one way subjourneys (iii) as a round trip, or circle trip journey with the surface sector assumed flown (iv) as an open jaw using two half round trip fares (v) if there is a common point/country, as a mix of one way subjourney and a return subjourney (b) in the case of (i), (ii), and one way subjourney in (iv) and (v), the journey must be assessed using one way fares. (c) Fare shall be assessed in the direction of travel, except that when a pricing unit for a one way subjourney terminates in a country from which a previous pricing unit has been assessed, the pricing unit for the one way subjourney into such country shall be assessed from such country. (4) In applying the provision of subparagraph 2(b) and except for round trip pricing units, fare components between Canada and USA shall be assessed in the direction of travel. (5) Fare construction must be via the itinerary of the passenger. (6) Unpublished fares - when it is necessary to establish a fare between any two ticketed points on a journey, the following applies. (a) The fare shall be the lowest combination of sector fares over the intermediate ticketed point for the class of service. (b) The fare shall be constructed in the direction of travel, except that when the fare is for a fare component which terminates in the country of unit origin or in a country from which a previous pricing unit has been assessed, the fare shall be in the direction from the country. (c) If the fare construction point is used for the outbound and inbound fare, the fare shall be constructed in accordance with the paragraph (10). (d) The fares used must be shown separately on the ticket. (e) For the purpose of fare construction checks, a fare need not be constructed over another ticketed point when there are no published fares to/from/between an intermediate point in the routing. (7) Fare Expressed as a Percentage When fares are expressed as a percentage of another fare and different percentage apply in a pricing unit, the following rules apply. (a) Apply the percentage to the base fare to establish the fare level as an amount. (b) Use such fare level for the application of all fare construction rules. (8) A journey on a ticket or conjunction ticket, at the time of original issue or when reissued, must not include more than four international arrivals and four international departures in any one country, provided for the counting of arrivals and departure surface sectors are considered to be flown. (9) Unless otherwise specified, Canada and USA shall be considered as one country for the fare constructions. (10) Fares used in combinations are to be shown separately on ticket. (11) Round the World: One way special fares shall not be used to calculate fares for the Round the World travel.

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For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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RULE

SECTION I - GENERAL RULES

130

FARES (Continued)(E) **OPEN JAW FARES** (Continued)(f) **One Way Fares**

- 1) For oneway subjourney, one way fares must be used.
- 2) For oneway subjourneys, when respective countries of both origin and destination points of a pricing unit have been used for the assessment of a previous pricing unit, the direction of last pricing unit will be assessed in the reverse direction of travel.

(F) **CONSTRUCTION RULES FOR FARE COMPONENTS**(1) **Application**

The provisions contained herein must be used to calculate the fare for a fare component, except limitation of Indirect Travel in paragraph (3) and Other Fare Construction Rules in paragraph (4) below.

(2) **Fares**

The fare shall not be less than the lower amount obtained by either of the following principles:

(i) **Mileage Principle**

- (aa) Total Ticketed Points Mileage (TPM) shall be compared with the Maximum Permitted Mileage (MPM) for the fare component.
- (bb) Routings within MPM: Where the sum of the TPMs does not exceed the comparable MPM, apply the applicable direct route fare.
- (cc) Routing exceeding MPM: Where the sum of the TPMs is in excess of the MPMs by:

Over	Up to and Including	The fare shall be not less than the direct route fare plus
---	5 percent	5 percent
5 percent	10 percent	10 percent
10 percent	15 percent	15 percent
15 percent	20 percent	20 percent
20 percent	25 percent	25 percent
---	over 25 percent	lowest combination

- (ii) Specified Routings: When the fare complies with the published routing, the direct route fares apply disregarding mileage principles, provided than an intermediate point(s) may be omitted if a more direct routing is used and no additional point(s) is added.

- (iii) MPM Deduction: Not applicable

- (iv) TPM Exceptions/TPM Deductions:

(a) **TPM Deduction**

Mileage specified in the chart below must be deducted from the total TPM before comparison with the MPM is made. These TPM deductions only apply when the fare component includes intermediate ticketed points shown in the applicable routing in the chart below: provided additional intermediate ticketed points may be added to the routing. Only one TPM deduction per fare component is permitted.

Between	And	Miles	Applicable Routing
USA (except Hawaii)/Canada	Area 3	800	via Honolulu

- (aa) Surface Sector TPMs: Any intermediate sector(s) travelled by surface within a fare component must be included in the sum of TPMs, except for intermediate sectors specified in the chart below. In the absence of a TPM for an intermediate sector not listed in the chart below, a TPM shall be established by a combination of TPMs.

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For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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RULE

SECTION I - GENERAL RULES

- 130 **FARES** (Continued)
- (F) **CONSTRUCTION RULES FOR FARE COMPONENTS** (Continued)
- (2) **Fares** (Continued)
- (aa) (Continued)
- | Between | And |
|-------------|--------------|
| Amritsar | Lahore |
| Beijing | Tianjin |
| Brownsville | Matamoros |
| Detroit | Windsor |
| Hilo | Kona |
| Hong Kong | Macao |
| Hong Kong | Shenzhen |
| Hong Kong | Zuhai |
| Kabul | Peshawar |
| Krabi | Phuket |
| Laredo | Nuevo Laredo |
| Mcallen | Reynosa |
| San Diego | Tijuana |
- NOTE:** The terminal points of the sectors specified above may not be used as fare construction points, points of origin, destination when the mileage calculation is made in accordance with above provisions. The use of two consecutive gaps is prohibited.
- (bb) **Lowest Combination Principle:** Except as provided in other Fare Construction Rules, lowest combination principle applies.
- (3) **Limitations on direct Travel**
 A fare component must not include more than one departure from origin or more than one arrival at destination or more than one stopover at any intermediate ticketed point.
- (a) A fare component within Area 1 or within Area 3/1 must not include more than one arrival and one departure at any ticketed point.
- (b) For travel originating in Area 1, no fare component within Area 1 may include more than one international departure and one international arrival at any ticketed point in the country where travel originates.
- (c) A fare component from/to a point in Japan must not include more than three domestic sectors in Japan.
- (4) **Fare Components with Surface Sector(s):**
 (a) Apply the through fare or the sum of fares over the sectors actually flown, whichever is lower.
- (b) In case of normal fare travel, where the mileage for an international surface break is greater than the ticketed point mileage over the routing travelled from origin to the point of commencement of surface break is not included in the through fare, the journey from origin up to the surface break will be ticketed separately, the remainder of the journey being assessed in accordance with fares other than Round or Circle Trips.
- (c) In the application of (B) above, the surface break shall be measured using ticketed point mileages; if no ticketed point mileage exists for the points concerned, the shortest operated mileage shall be used (i.e. MPM divided by 1.20), provided, in the event there is no shortest operated mileage, the ticketed point mileage shall be established by a combination of ticketed point mileages. For the purpose of this rule, surface sector TPM breaks between Canada and the U.S.A. may be ignored.
- (5) **Higher Intermediate Fare (Normal Fares)**
 (a) If any routing otherwise permissible at the direct route normal fare there is a direct route normal fare(s) of the same class of service between any two ticketed points which is higher than the direct route normal fare between the fare construction points, the fare shall be not less than the highest fare referred to above (higher intermediate fare). In the case of fares that are established by seasonality, day of week, or flight application, the check will be based on the applicable fare by seasonality, day of week, or flight application.
- (b) If in any indirect routing otherwise permissible at the direct route normal fare plus a percentage, there is a direct route normal fare(s) of the same class of service between any two ticketed points which is higher than the direct route normal fare between the fare construction points, the fare for the indirect route shall be not less than the highest fare referred to above (higher intermediate fare); and the surcharge percentage applicable to the through fare shall be applied to such higher intermediate fare.
- (c) In applying HIP checks, the sectors to be checked shall be
 (i) From fare component origin to each intermediate stopover point
 (ii) From each intermediate point to each subsequent intermediate stopover point.
 (iii) From each intermediate stopover point to the subsequent fare break point.

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For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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RULE

SECTION I - GENERAL RULES

- 130 **FARES (Continued)**
(F) CONSTRUCTION RULES FOR FARE COMPONENTS (Continued)
(5) Higher Intermediate Fare (Normal Fares) (Continued)
- (d) When comparing normal fares of the "same class of service" in order to determine if there is a higher intermediate fare, the following sequence shall be followed:
 - (i) Sleeper Seat fare is compared with Sleeper Seat fare; if no Sleeper Seat fare, compare with First Class fare.
 - (ii) First Class fare is compared with First Class fare; if no First Class fare, compare with Intermediate Class fare (or next lower class fare).
 - (iii) Intermediate Class fare is compared with Intermediate Class fare; if no Intermediate Class fare, compare with Economy Class fare; provided that where more than one Economy Class fare is published, compare with the highest Economy Class fare.
 - (iv) Economy Class fare is compared with Economy Class fare.
 - (e) When comparing normal fares in accordance with the foregoing, the comparison shall be made in the same direction as the fare component. When using half round trip fares the comparison shall be made using half round trip fares. When using one way fares, the comparison shall be made using one way fares.
 - (f) Where more than one normal fare is published for the carrier and the class of service used, the lower/lowest level may be used subject to any stopover and transfer, seasonality, day of week limitations of the lower/lowest fare, excluding application of stopover charges.
 - (g) When the ticket shows no stopover at both the origin and the destination point of a side trip (due to transfer connections on both occasions) a stopover shall be considered to be taken at such point unless the time interval between the arrival immediately preceding the side trip and the departure immediately following the side trip does not constitute a stopover as defined in the definition part.
 - (h) When there is an imbedded surface sectors the HIP checks applies to the point of arrival by air immediately preceding the surface sector and to the point of departure immediately following the surface sector, unless the time interval between the arrival and the departure does not constitute a stopover as defined in the definition part.
 - (i) When there is a fare construction surface sector, the HIP checks apply to the point of such surface sector that is not the fare construction point.
 - (j) Day of week application
 In establishing the day of week fare level to be used for HIP check the rule for the application of the day of week fares shall be applied solely to the sectors for which the check is being made. The day of travel on such sector shall be used to determine the day of week fare level to be used for HIP checks.
 - (k) In establishing the seasonal fare level to be used for HIP check the rule for the application of seasonal fares shall be applied solely to the sectors for which the check is being made. The seasonal rule for such sector shall be used to determine the seasonal fare level to be used for HIP checks.
- (6) Higher Intermediate Fare (Special Fares)**
(A) Having established applicable special fares for a pricing unit, such special fare may be applied subject to the following:
- (i) Price the fare as a normal fare
 - (ii) Establish the lowest applicable level
 - (a) If there is not HIP between either fare construction point of the special fare and an intermediate ticketed point, the special fare may be applied.
 - (b) If there is a HIP between either fare construction point of the special fare and an intermediate ticketed point, the special fare shall be not less than such higher fare, except:
 - (1) If there is a special fare of the same type at the same level or a lower level on the sector for which the normal fare applies, the special fare for the component may be applied, or;
 - (2) If there is a special fare of the same type at a higher level on the sector for which the higher normal fare applies, the special fare for the component shall be not less than such higher special fare, or;
 - (3) If there is no special fare of the same type on the sector for which the higher normal fare applies, the fare shall not be less than the lowest of any higher type of special are within the same column shown in paragraph (d) below.
 - (4) In defining a "fare of the same type", the comparison shall be limited to the class of service and:
- | Column 1 | Column 2 | Column 3 |
|--|--|--------------------------------------|
| Late booking fare, APEX fare, or PEX fare, or Excursion fare | GIT fare, or Individual IT fare, or Excursion fare | Public Group fare, or Excursion fare |
- (5) If there is more than on special fare of the same type on the sector for which the higher normal fare applies, the fare with conditions most similar to those of the special fare for the component shall be used for comparison.
- (B) All conditions attached to the fare for the component apply.**

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RULE	SECTION I - GENERAL RULES
130	FARES (Continued) (F) CONSTRUCTION RULES FOR FARE COMPONENTS (Continued) (6) Higher Intermediate Fare (Special Fares) (Continued) (C) When comparing special fares in accordance with the foregoing, the comparison shall be made in the same direction as the fare component. When using half round trip fares, the comparison shall be made using half round trip fares. When using one way fares the comparison shall be made using one way fares. (D) When the ticket shows no stopover at both the origin and the destination point of a side trip (due to transfer connections on both occasions) a stopover shall be considered to be taken at such point unless the time interval between the arrival immediately preceding the side trip and the departure immediately following the side trip does not constitute a stopover. (E) When there is an imbedded surface sectors the HIP checks applies to the point of arrival by air immediately preceding the surface sector and to the point of departure immediately following the surface sector, unless the time interval between the arrival and the departure does not constitute a stopover as defined in the definition part. (F) When there is a fare construction surface sector, the HIP checks apply to the point of such surface sector that is not the fare construction point. (7) One Way Backhaul Rule (a) If in any fare component travel is via a higher rated intermediate stopover point, the fare for such fare component shall be the higher of: (i) The applicable fare between the fare construction points (ii) The fare from the origin point of the fare component to the highest rated intermediate stopover point plus the difference between such fare and the through fare from the point of origin to the destination point of the fare component. (8) Mixed Class Construction (1) General (a) Special fares must not be used in mixed class differential calculations. (b) The application of this paragraph shall not be used to circumvent any stopover/transfer restriction applicable to the through fare for the lowest class of service used. (c) The differential is assessed in the same direction as the fare used for the lowest class of service. (d) When half round trip fares are used the differential is assessed using half round trips fares. When one-way fares are used the differential is assessed using one-way fares. (e) Class differential calculation is only subject to HIP checks. (f) When comparing normal fares of the same class of service, in order to determine the fares to be used in calculation, the following sequence applies. If no sleeper seat fare, use first class fare. If no first class fare, use intermediate class fare. If no intermediate class fare, use economy class fare; provided that where more than one economy class fare is published, use the highest fare. (2) Fare Calculation (a) Establish the fare for the itinerary in the lowest class of service used applying all applicable fare construction checks. (b) Establish whether as a result of (a) above the mixes class sectors; (i) Apply within a fare component. (ii) Constitute an entire fare component. (iii) Constitute an entire pricing unit. (3) Mixed class sectors within a fare component (a) If the calculation in the lower class of travel establishes that the mixed class sectors fall within a fare component, the differential for the sectors travelled in a higher class shall be the lowest of the following; (i) The difference between the lower class fare for the sectors flown in the higher class and the fares for the higher class of travel on those sectors. (ii) The difference between the applicable fare for the fare component in the lower class and the applicable fares for the fare component in the higher class of service. (b) For consecutive sectors within a fare component travelled in a higher class of service, the differential shall be the lower of the following; (i) The difference between the lowest applicable fare for the lowest class of service used and the lowest applicable fare for the higher class of service used. (ii) Lowest applicable through fare for the lowest class used for the sectors concerned and the lowest applicable through fare for the higher class used for such sector. (4) An entire fare component in a higher class if the calculation in the lower class of travel established that mixed class sectors constitute an entire fare component, the differential shall be the difference between the applicable for the lower class of travel for the fare component and the applicable fare for the higher class or travel for the fare component.
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RULE	SECTION I - GENERAL RULES
130	FARES (Continued) (F) CONSTRUCTION RULES FOR FARE COMPONENTS (Continued) (8) Mixed Class Construction (Continued) (5) An entire pricing unit in a higher class (a) If the calculation in the lower class of travel establishes that mixed class sectors constitute an entire pricing unit, the differential shall be the difference between the applicable fare for the lower class of travel for the pricing unit and the applicable fare for the higher class or travel for the pricing unit. (b) In applying this methodology the resultant level will only be applied if it gives a lower level than other calculation (9) Exchange, Reissues and Refunds (A) General (a) All applicable fare construction rules shall apply to the recalculation of the fare for the new routing. (b) Additional transportation at the through fare shall not be permitted unless the request has been made prior to arrival at the unit destination names on the tickets submitted for rerouting. (c) When the only coupons in the ticket are for domestic transportation, such ticket shall not be rerouted for further international carriage. (B) Voluntary Changes For Partly Used Pricing Unit (a) Fares and charges shall be recalculated (i) From the last fare construction point preceding the point from which the flight coupons will be uplifted. (ii) To the destination or to the next fare construction point beyond which the original fare calculation remain applicable. (iii) Except when a one subjourney is to be converted into a return subjourney or vice versa, the fares and related charges shall be recalculated from the point of unit origin for the subjourney to be travelled. (b) One travel on a fare component has been completed, such fare calculation point shall not be changed in assessing the new fares. (c) The fares to be used shall be those applicable to the revised journey. (d) All applicable fare construction rules shall apply to the recalculation of the fares. (e) When establishing the difference between the fare for the original journey and revised journey. (f) The fare for the revised journey will be assessed in the currency of the country of commencement of transportation. (g) The fares to be used will be those applicable at the time of commencement of transportation using IATA Rate of Exchange applicable at the time of original transaction. (h) When collection is in a country other than the country of commencement of transportation, the amount to be collected will be the amount in the currency of the country of commencement of transportation, converted to the currency of country of collection at the Bankers Selling Rate in effect at the time of rerouting. (i) Nothing herein shall be deemed to permit a passenger travelling on an inclusive tour to voluntarily change his routing to a carrier not participating in the tour and still retain in the inclusive tour benefits. (10) Totally Unused Tickets (1) Voluntary change to the first flight coupon (exchange) (a) When a passenger requests a change to the carrier, flight, date or sector of the first flight coupon, a new ticket must be issued. (b) The new fare shall be calculated from origin to destination of the new journey based on the fares applicable at the time of commencement of the new transportation and the IATA Rate of Exchange applicable at the time of reassessment. (c) All other changes to the first flight coupon are reissues and the provision of paragraph 2 applies. (2) Other Voluntary changes (Reissues) (a) When a passenger request a change other than as in preceding paragraph, the fare for the revised journey shall be assessed based on the fares applicable at the time of commencement of transportation and the IATA Rate of Exchange at time of the original transaction. (b) The fares and related charges shall be recalculated from unit origin for the subjourney to be travelled. (11) Refunds (For Partly used Tickets) (a) Refunds will be assessed as follows (i) The amount of the refund will be assessed in the currency of the country of commencement of transportation. (ii) The fare for the travel undertaken will be assessed using the fares applicable at the time of commencement of transportation and IATA Rate of Exchange applicable at the time of original transaction. (b) When original payment has been made in a currency other than the currency of the country of commencement of transportation, refunds in the same currency as originally tendered will be made at the exchange rate used for the original payment. (c) Refunds other than above will be made at the Bank Rate in effect on the date of the refund.

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RULE	SECTION I - GENERAL RULES
C135	IC1STOPOVERS Stopovers may be permitted at any agreed stopping place subject to applicable laws and NH's regulations. Stopovers will be permitted under the following conditions: (A) Stopovers must be arranged with the carrier in advance and specified on the ticket. (B) COUNTING To count the number of stopovers, the following provisions shall apply: (1) In the case of round or circle trips, the stopover at the point of turnaround (fare construction point) is not counted. (2) In the case of turnaround open-jaw trips, the outward point of arrival and the inward point of departure together constitute one stopover which is not counted. (3) When one or more portions of a journey are traveled by surface, the last point of arrival by air and the first point of departure by air on each such break in the journey together count as one stopover: provided that: (a) if stopovers are restricted to a specific area and there is a surface sector involved, both points in the surface sector must be in such specific area. (b) When a specific routing permits stopovers at a named point, surface sectors to/from that named point are not permitted; provided surface sectors are permitted between two named stopover points. (c) If one point attracts stopover charge, such charge must be assessed, if both points attract stopover charge, only one (the IC1higher) must be assessed. C (C) When a transit point is used as the origin, destination of a sidetrip, that point will be counted as a stopover unless the time interval between the arrival immediately preceding the sidetrip and the departure immediately following the sidetrip does not constitute a stopover.
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 Cancels 12th Revised Page NH-87

RULE	SECTION I - GENERAL RULES
C145	CURRENCY APPLICATIONS - (IN)PART A (Applicable for tickets issued on/before June 30, 1989) (A) STATEMENT OF FARES AND CHARGES Fares and charges governed by this tariff are stated as follows: (1) In U.S. dollars for travel originating in the U.S.A.; (2) In Canadian Dollars for travel originating in Canada; (3) In the currency of the country of origin for travel originating in Areas 3; and (4) In Fare Construction Units (FCU's) in order to calculate fares where not specifically published in the currency of the country of origin. (B) CONVERSION OF FCU'S AND ARBITRARIES TO THE CURRENCY OF THE COUNTRY OF ORIGIN For the purpose of this rule, arbitrary amounts in Canadian and U.S. dollars will be considered as FCU's; arbitrary amounts published between two points in the U.S. in FCU will be considered as U.S. Dollars. When fares and charges are not published in the currency of the country of origin, FCU's must be converted to such currency in accordance with the following steps: <u>Step 1:</u> Determine the applicable fare/charge in FCU's as published or in accordance with Rule 130 (FARES). Include stopover/weekend and Peak of Peak surcharges except for travel originating in Canada/U.S.A. <u>Step 2:</u> Refer to the Currency Conversion Table below and multiply the FCU amount from Step 1 by any positive or negative currency adjustment percentage shown in column 5 opposite the country of origin and for the applicable fare type. The currency adjustment percentages shown in parentheses, (), are negative percentages. (a) When a currency surcharge (positive percentage) applies, round up to the next higher .10 FCU; (b) When a currency deduction (negative percentage) applies, round down to the next lower .10 FCU. <u>EXCEPTION:</u> When converting FCU's to U.S. or Canadian Dollars, the result of this step is rounded up to a whole FCU amount if .50 or more and rounded down to whole FCU amount if .49 or less. <u>Step 3:</u> Add or subtract the currency surcharge or deduction obtained in step 2 to or from the amount from step 1. <u>Step 4:</u> Add to the amount from step 3 any additional amounts such as Stopover and Weekend surcharges if not included in step 1. <u>Step 5:</u> Refer to the Currency Conversion Table below and multiply the FCU amount from step 4 by the conversion rate shown opposite the country of origin in column 6 and round up the resulting amount to the next higher currency unit shown in column 7. <u>EXCEPTION 1:</u> U.S. and Canadian Dollar amounts of 50 cents or more are rounded up to the next higher dollar while amounts of 49 cents or less are rounded down to the next lower dollar. <u>EXCEPTION 2:</u> Hong Kong dollar amounts of 5.00 dollars or more are rounded up to the next higher 10.00 dollars while Hong Kong dollar amounts of 4.99 dollars or less are rounded down to the next lower 10.00 dollars. (C) MINIMUM FARE APPLICABLE WHEN PAYMENT IS MADE OUTSIDE THE COUNTRY OF COMMENCEMENT OF TRAVEL (1) <u>Payment made in Canada/U.S.A.</u> (a) For all travel except as provided in (b) below: Convert the local currency fare into Canadian/U.S. dollars at the Bankers' Selling Rate. (b) (Applicable for travel originating in the following countries: Angola, Botswana, Burkina Faso, Cameroon, Cape Verde, Chad, Congo, Djibouti, Egypt, Equatorial Guinea, Ethiopia, Gabon, Greece, Guinea Bissau, Guyana, Hungary, Ivory Coast, Kenya, Lebanon, Lesotho, Liberia, Madagascar, Malawi, Mali, Mauritania, Mauritius, Mozambique, Niger, Nigeria, Poland, Rwanda, Senegal, Seychelles, Sierra Leone, Solomon Islands, Somalia, Sri Lanka, Sudan, Tanzania, Togo, Tunisia, Turkey, Venezuela, Zaire, Zambia and Zimbabwe) The amount to be collected in U.S. Dollars/Canadian Dollars must not be less than the FCU amount, without currency adjustment, converted into U.S. Dollars/Canadian Dollars by the conversion rate published in Currency Conversion Table in this rule. (2) <u>Payment made outside Canada/U.S.A. for all travel</u> (a) Convert the local currency fare into the currency of the country of payment at the Bankers' Selling Rate. (b) Apply to the FCU amount, the currency adjustment applicable from the country of payment to that point on the journey to which the highest direct normal fare applies from the city of payment. Convert the result into the currency of payment at the rate published in the Currency Conversion Table. <u>NOTE:</u> If there is no airport at the city of payment, apply the highest direct normal fare from the nearest airport in the country of payment. (c) Apply the higher amount resulting from either (a) or (b).

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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CORRECTION NO.

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

13th Revised Page NH-88
 Cancels 12th Revised Page NH-88

RULE	SECTION I - GENERAL RULES						
C145	CURRENCY APPLICATIONS - +[N]PART A (Continued)						
	CURRENCY CONVERSION TABLE (Applicable via the Pacific)						
	COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4	COLUMN 5	COLUMN 6	COLUMN 7
	COUNTRY OF ORIGIN	CURRENCY	CURRENCY CODE	FARE TYPE	CURRENCY ADJUSTMENT PERCENTAGE	CONVERSION RATE ONE FCU EQUALS	ROUND UP TO:
	BANGLADESH	Taka	BDT	All	84	14.72618	1
	BRUNEI	Dollar	BRD	All	(20)	2.81936	1
	BURMA	Kyat	BUR	All	38	5.3487	1
	CANADA	Dollar	CAD	All	32 (Applies to FCU from Vancouver to points in Area 3)	1.00	*
	CHINA	Ren Min Bi	RMB	All	60	2.26734	1
	HONG KONG (Applicable to Area 1 only)	Dollar	HKD	All	26	5.58161	*
	HONG KONG (Applicable to Guam/Saipan only)	Dollar	HKD	F/C/Y	(3)	5.58161	*
	INDIA	Rupee	INR	All except F/C/Y	(6)	7.27931	1
				P/C/YD	65		
				YE4M	40		
	INDONESIA	U.S. Dollar	USD	All	5	1.00	1
				YGV10	44 (See NOTE)		

(Continued on next page)

* - See rounding in Rule 145 (B) - Step 5.

NOTE: Applies to FCU from the country indicated to Los Angeles/San Francisco/Seattle/Vancouver only.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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1627

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RULE

SECTION I - GENERAL RULES

C145

CURRENCY APPLICATIONS - +[N]PART A (Continued)

CURRENCY CONVERSION TABLE (Applicable via the Pacific)

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4	COLUMN 5	COLUMN 6	COLUMN 7
COUNTRY OF ORIGIN	CURRENCY	CURRENCY CODE	FARE TYPE	CURRENCY ADJUSTMENT PERCENTAGE	CONVERSION RATE ONE FCU EQUALS	ROUND UP TO:
Japan (Applicable to Hawaii only)	Yen	JYE	P/C/C2	(13.6) (See NOTE)	296.00	100
			PR	(24.54) (See NOTE)		
			CR	(28.75) (See NOTE)		
			CR2	(19) (See NOTE)		
Japan (Applicable to Area 1 (except Hawaii) only)	Yen	JYE	P/C/C2/Y/Y2	(13.6) (See NOTE)	296.00	100
			PR/CR2/YR2	(24.54) (See NOTE)		
			CR/YR	(28.75) (See NOTE)		
Japan (Applicable to Guam/Saipan only)	Yen	JYE	F/C/C2/Y/Y2	Nil	296.00	100
			FR/CR/YR	(14.5) (See NOTE)		
			CR2/YR2	(9.75) (See NOTE)		

(Continued on next page)

NOTE: Not applicable to arbitraries/domestic fares between points within Japan.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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RULE

SECTION I - GENERAL RULES

C145

CURRENCY APPLICATIONS - +[N]PART A (Continued)

CURRENCY CONVERSION TABLE (Applicable via the Pacific)

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4	COLUMN 5	COLUMN 6	COLUMN 7
COUNTRY OF ORIGIN	CURRENCY	CURRENCY CODE	FARE TYPE	CURRENCY ADJUSTMENT PERCENTAGE	CONVERSION RATE ONE FCU EQUALS	ROUND UP TO:
Malaysia	Ringit	RGT	All	(20) (See NOTE)	2.81936	1
Mexico	U.S. Dollar	USD	All	Nil	1.00	*
Nepal	Rupee	NER	All	80	10.125	1
Pakistan	Rupee	PAR	All	8	11.00	5
Philippines	U.S. Dollar	USD	All	Nil	1.00	*
Singapore	Dollar	SID	YEMO	Nil	2.81936	1
			All except YEMO	(20)		
South Korea (Applicable to Area 1 only)	U.S. Dollar	USD	All	5	1.00	*
South Korea (Applicable to Guam/Saipan only)	U.S. Dollar	USD	All	11	1.00	*
Sri Lanka	Rupee	CER	All	307.79	5.95	1
Taiwan	Dollar	NTD	P	(12) (See NOTE)	40.00	1
			C/C2	(15) (See NOTE)		
			Y/Y2/YD	(16) (See NOTE)		
			All except P/C/C2/Y/Y2/YD	(8) (See NOTE)		
Thailand	Baht	BHT	YEMO	Nil	23.00	5
			All except YEMO	5		
United States	U.S. Dollar	USD	All	Nil	1.00	*

* - See rounding in Rule 145 (B) - Step 5.

NOTE: Applies to FCU from the country indicated to Los Angeles/San Francisco/Seattle/Vancouver only.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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CORRECTION NO.

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RULE

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

8200

CHILDREN'S AND INFANTS' FARES**(A) ACCOMPANIED CHILDREN AND INFANTS**

Fare for accompanied infants and children will be charged according to the chart below, provided:

- (1) Infants under 2 years of age are accompanied by a passenger 12 years of age or over paying the applicable adult fare;
- (2) Only one infant is permitted to accompany each passenger paying the applicable adult fare in order to apply the charge in Column 2.
- (3) Children 2 years of age or over but under 12 years of age are accompanied by a passenger 12 years of age or over paying the applicable adult fare.
- (4) When discount is permitted the child/infant must be accompanied on the same flight and in the same compartment for the entire journey by an adult fare paying passenger at least 12 years old.

PERCENTAGE SHOWN SHALL BE APPLIED
 TO THE APPLICABLE ADULT FARE

COLUMN 1	COLUMN 2	COLUMN 3
WHEN TRAVEL IS:	FARE TYPE	ACCOMPANIED INFANTS UNDER 2 YEARS OF AGE NOT OCCUPYING A SEAT WILL PAY:

Between Area 1 and Area 3 All 10 percent

NOTE: When domestic sectors within the U.S.A./Canada, including transborder sectors between the U.S.A. and Canada, or domestic sectors within a country where infants are permitted free of charge are included in an international journey, travel over such sectors will be permitted free of charge.

PERCENTAGE SHOWN SHALL BE APPLIED
 TO THE APPLICABLE ADULT FARE

COLUMN 1	COLUMN 2	COLUMN 3	
WHEN TRAVEL IS:	FARE TYPE	ACCOMPANIED INFANTS UNDER 2 YRS. OF AGE OCCU- PYING A SEAT WILL PAY:	ACCOMPANIED CHILDREN 2 YEARS OF AGE OR OVER BUT UNDER 12 WILL PAY:

Between Area 1 and Area 3 [X]	All		
	First class	100 percent	100 percent
	Business class	75 percent	75 percent
	Economy class	75 percent	75 percent

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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NO. NH-1

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

8200 **CHILDREN'S AND INFANTS' FARES (Continued)**

(B) **UNACCOMPANIED CHILDREN** (See also Rule 25 (REFUSAL TO TRANSPORT-LIMITATION OF CARRIAGE))
 Fares for unaccompanied children will be as follows:

PERCENTAGE SHOWN SHALL BE APPLIED
 TO THE APPLICABLE ADULT FARE

COLUMN 1	COLUMN 2	COLUMN 3
C [X]	[X]	[X]
C [X]	[X]	[X]
WHEN TRAVEL IS:	FARE TYPE	AGE OF CHILD 2 YEARS OR OVER BUT UNDER 12 YEARS
From India to Area 1	All	75 percent
Between Area 1 and Area 3 (except as noted above)	All	100 percent
C [X]	[X]	[X]

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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NO. NH-1

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RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
8200	<u>CHILDREN'S AND INFANTS' FARES</u> (Continued)
C	(C) The age limits referred to in this rule shall be those in effect on the date of commencement of the travel from the point of origin. (D) (1) Unless otherwise specified in [C]an applicable rule, children's discounts apply to any charge or surcharge and any cancellation or refund fee. (2) Unless otherwise specified in an applicable rule, infant's discounts apply on any stopover charge. Any other charge or surcharge to any cancellation, refund or other fee shall not apply. (E) The Percentage Table indicated in (A) and (B) above apply unless otherwise specified in the applicable fare rule. (F) Except as noted in paragraph (D) above, or in the applicable fare rule, miscellaneous fees (including change fees) and charges for passengers under the age of 12 years, if applicable, shall be assessed at the same percentage of discount as exists between the child's or infants' fare and the adult fare.
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Original Page NH-93

INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. NH-1

RULE	SECTION II — SPECIAL AND PROMOTIONAL FARES AND CHARGES — UNPUBLISHED FARES
8205	<u>FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS</u> (A) <u>GENERAL AGENTS AND GENERAL SALES AGENTS</u> (1) A General Agent or General Sales Agent (including officials and employees of a General Agency) of the carrier may be allowed free or reduced rate transportation provided: - the General Agency represents such carrier; - the General Agent or official or employee of the General Agency devotes all or substantially all of his time to the business of such carrier. (2) When transportation is for the purpose of the carrier's business, transportation may be issued free of charge by carrier for carriage over its own lines. (3) When transportation is for the purpose of vacation: - Transportation may be issued free of charge to agency officials or employees (including members of their immediate families), by carrier for carriage over its own lines. Free transportation for vacation purposes cannot exceed one trip per person per calendar year. - In order to obtain the personal vacation transportation the following conditions will apply: - the appointment of the General Agency must have been in effect continuously for at least twelve months prior to the issuance of the free transportation; and - application must be made in writing by the General Agent or a senior official of the General Agency to the carrier that is to furnish the transportation, setting forth in detail all the information necessary to establish eligibility for such transportation. Approval of such transportation must be given by an authorized official of the carrier that is furnishing the free transportation. (B) <u>PASSENGER SALES AGENTS LOCATED OUTSIDE THE UNITED STATES</u> (1) <u>General Application</u> Owners, officers, directors and employees of an authorized Passenger Sales Agency of the carrier, will be allowed transportation over the lines of such carrier on the following basis: - Reduced fare transportation at 25 percent of the applicable fare: Normal free baggage allowance and excess baggage charges will apply; - Not more than two trips per calendar year per authorized agency office location; - The outward portion of travel must be commenced during the calendar year in which the ticket is issued and all travel must be completed within three (3) months from date of issuance; - Owners, officers, directors or employees of the Passenger's Sales Agency may pool the total number of tickets that carrier will grant pursuant to subparagraphs (a) and (b) above within each country. (2) <u>Eligibility</u> - Reduced fare transportation will be granted provided that the agent has been on the IATA and/or carrier approved list of agents continuously for at least one year immediately prior to the issuance of the transportation. - The reduced fare transportation may be granted whether or not there is a Standard IATA Sales Agency Agreement between each carrier participating in the transportation and the Agent, provided that a Standard IATA Sales Agency Agreement exists between the carrier issuing the ticket and the Agent. (3) <u>Spouses</u> The spouse of a person eligible under paragraph (1) will be allowed: - Reduced fare transportation at 50 percent of the applicable fare; - Not more than one trip per calendar year for each spouse via each carrier; - The spouse must accompany the eligible person on the same aircraft to the point of turnaround. (4) <u>Application for Transportation</u> In order to obtain the foregoing transportation, application shall be made by a responsible official of the Passenger Sales Agency in writing to the carrier that is to issue the ticket. Such application shall include the point of origin, stopover points, point of destination, carrier and flight to be used on each portion of the transportation and dates of travel. (5) <u>Passenger Expenses</u> Passenger expenses en route will not be absorbed by NH. (C) <u>PASSENGER SALES AGENTS LOCATED IN THE UNITED STATES</u> (1) <u>Application</u> Owners, officers, directors and employees of an authorized Passenger Sales Agency of the carrier will be allowed transportation over the lines of such carrier on the following basis: - Reduced fare transportation of 25 percent of the applicable fare. Normal free baggage allowance and excess baggage charges will apply; - Not more than two trips per calendar year for each qualified person at each approved location will be permitted provided that no carrier will honor more than two such reduced fare tickets per approved location per calendar year; provided further that the carrier may pool among the qualified personnel of the Agent the total number of tickets that the carrier is entitled to grant within the United States.

(Continued on next page)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages NH-15 through NH-22.

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INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. NH-1

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RULE	SECTION II — SPECIAL AND PROMOTIONAL FARES AND CHARGES — UNPUBLISHED FARES
6205	<u>FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS (Continued)</u> (C) <u>PASSENGER SALES AGENTS LOCATED IN THE UNITED STATES (Continued)</u> (1) <u>Application (Continued)</u> (c) The outward portion of travel must be commenced during the calendar year in which the ticket is issued and all travel shall be completed within three months from the date of issuance of ticket; (d) Owners, officers, directors or employees of the Passenger Sales Agency may pool the total number of tickets that carrier will grant pursuant to subparagraphs (a) and (b) above, within the United States. (2) <u>Eligibility</u> (a) Reduced fare transportation will be granted by the carrier as indicated above provided the agent has been on the IATA and/or carrier approved list of agents continuously for at least one year immediately prior to the date of application for such reduced fare transportation and provided the passenger has been in the service of the agent continuously and without interruption for a period of not less than one year immediately prior to the date of application for such reduced fare transportation. <u>EXCEPTION:</u> A person previously eligible for reduced rate transportation in the employment of another approved location or agent, may be granted such transportation after three months service with another approved location or agent provided the new employment is taken up immediately on termination of the old. (b) The reduced fare transportation will be granted whether or not there is a Standard IATA Sales Agency Agreement between each carrier participating in the transportation and the agent; provided that a Standard IATA Sales Agency Agreement exists between the carrier issuing the ticket and the agent. (3) <u>Spouses</u> The spouse of a person eligible under paragraph (1) will be allowed: (a) Reduced fare transportation at 50 percent of the applicable fare; (b) Not more than one trip per calendar year for each spouse via each carrier; (c) The spouse must accompany the eligible person on the same aircraft to the point of turnaround. (4) <u>Application for Transportation</u> (a) On or before December 1 of each year, Passenger Sales Agents desiring to establish eligibility for the foregoing transportation for the next calendar year shall submit the names of agency personnel eligible or to become eligible during the subsequent calendar year for reduced fare transportation to the Secretary, Traffic Conference 1 of the International Air Transport Association. (b) The Secretary of Traffic Conference 1 shall furnish each agent with one Educational Travel Development Trip Authorization for each permissible trip. (c) In order to obtain the foregoing transportation, application shall be made by a responsible official of the Passenger Sales Agency in writing to the carrier that is to issue the ticket. The application must be countersigned by the person(s) who will make the trip(s). Such application shall be accompanied by the trip authorization, referred to in paragraph (b) above and must be received by the carrier at least 14 days prior to commencement of travel. (5) <u>Passenger Expenses</u> Passenger expenses en route will not be absorbed by NH. (D) <u>CARGO SALES AGENTS LOCATED OUTSIDE THE UNITED STATES AND CANADA</u> (1) <u>Application</u> Sole proprietors, partners, officers, directors and employees of an authorized Cargo Sales Agency of the carrier will be allowed international transportation over the lines of each such carrier on the following basis: (a) Reduced fare transportation at 25 percent of the applicable fare. <u>NOTE:</u> Not more than two (2) tickets per calendar year for each agent registered for a specific country; provided that a maximum of 40 additional tickets may be issued per calendar year for each registered agent for a specific country as follows: two tickets may be issued for each 100 percent of commissionable sales or part thereof over and above the national average for the specific country in which the agent is registered. (b) Reduced fare transportation of 50 percent of the applicable all year First Class/Super Executive Class or Economy Class fare. No more than 20 tickets may be issued per calendar year for each agent registered for a specific country. (c) The outward portion of travel must commence during the calendar year in which the ticket is issued and all travel must be completed within three months from date of issuance. (d) Sole proprietors, partners, officers, directors and employees of the Cargo Sales Agency may pool the total number of tickets that carrier will grant pursuant to subparagraph (a) and (b) above within each country.
	(Continued on next page)
For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages NH-15 through NH-22.	
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INTERNATIONAL PASSENGER RULES AND FARES TARIFF NO. NH-1

RULE

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

6205

FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS (Continued)

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

(2) Eligibility

- (a) Reduced fare transportation will be granted provided that the agent has been on the IATA approved list of agents and/or carrier approved list of agents continuously for at least one year immediately prior to the date of application for such reduced fare transportation; provided that a period of not less than three months shall be the qualifying period if the Agent was previously eligible for reduced fare transportation in the service of another IATA and/or Carrier appointed Cargo Agent immediately prior to his present employment and this is so certified in writing by the IATA and/or Carrier appointed Cargo Agent making the application.
- (b) Reduced fare transportation may also be granted to the spouse of such eligible agent provided that:
- (i) The spouse travels together with the eligible person from the point of origin to the point of destination (in the case of one way trips) or to the point of turnaround (in the case of round trips) or to the highest rated point (in the case of circle trips).
 - (ii) The discount granted is no greater than 50 percent of the applicable fare and in no event shall such spouse receive more than one ticket per year.
 - (iii) The transportation shall not be charged against the agency's annual allotment noted under (1)(b) above.
- (c) The reduced fare transportation will be granted whether or not there is a Standard IATA Cargo Agency Agreement between each carrier participating in the transportation and the agent, provided that a Standard IATA Cargo Agency Agreement exists between the carrier issuing the ticket and the agent.

(3) Application for Transportation

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

(4) Additional Free and Reduced Fare Transportation

(a) Attendance at Official IATA/FIATA Meetings

Reduced international fare transportation at 25 percent of the applicable fare to and from the point where the meeting is being held will be provided by carrier to the person who represents FIATA in an official capacity at such meeting. This reduced fare transportation will be in addition to that provided in (1) above. In order to obtain the transportation, application shall be made in writing to the carrier. The agent shall attach to the application a certification by the Director of the Air Freight Institute of FIATA that the person is attending such meeting as an official representative of FIATA, showing the date, place and purpose of such meeting.

(b) Training Courses for Cargo Agents

Carriers may individually or jointly provide programmed cargo training courses for instruction of employees of their cargo agents:

(i) Transportation

Carrier(s) providing the training will grant free transportation to the individual(s) to be trained on its own services between the individual's domicile and the training location. If the organizing carrier cannot provide the transportation within the time limits specified below, he may reroute the passenger on the services of another carrier or, if no air services are available, by surface transportation. The organizing carrier may absorb the surface and/or off-line air transportation provided it does not exceed the value of the normal Economy Class fare and, provided further that where air transportation over the services of another carrier is used, such carrier may absorb the cost of such transportation.

(ii) Arrival and Departure

The employee to be trained must reach the airport of the specified training location not more than 24 hours prior to the commencement of a full time training course, except that if the employee's journey exceeds 4000 miles he must reach the specified training location airport not more than 48 hours prior to commencement of the course. The return journey must commence within 24 hours after completion of the course.

(iii) Stopovers

Stopovers are permitted only on the return journey provided the agent pays 25 percent of the applicable fare for the portion of transportation from the first stopover point to the last point of departure of the outward journey.

(iv) All Cargo Carriers

The organizing carrier may grant to an active all-cargo carrier the same free transportation specified in (b)(i) above for the purpose of providing instructions to such all-cargo carrier's agents.

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For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages NH-15 through NH-22.

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RULE

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

#205 FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS (Continued)

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

(4) (Continued)

(c) Size of Group Eligibility of Trainees

- (i) The instruction must be a full time training course for a minimum of eight trainees. The employees to be trained must have been employed by an IATA and/or carrier approved Cargo Agent for not less than three consecutive months prior to date of commencement of travel and, further, the agent with whom they are employed must have been an IATA and/or carrier approved Cargo Agent.
- (ii) If at any time prior to commencement of travel there is a change affecting the eligibility of the IATA and/or carrier approved Cargo Agent or person selected for travel (i.e., the agent comes under notice of default or the person selected leaves the employ of the agent) the agent shall immediately so notify the issuing carrier to whom it shall also immediately return the ticket; provided that the carrier shall be responsible for cancelling the free or reduced fare transportation only if it knows or reasonably should have known of the changed eligibility.
- (iii) Notwithstanding subparagraph (i) above, in the event that pursuant to subparagraph (ii) above, a group organized in accordance with this rule is reduced to less than eight persons, the remaining members of the group shall be permitted to travel.

(d) Duration, Daily Instructions

The duration of the training course shall be not less than three nor more than five consecutive days on each of which there shall be not less than six hours of instruction per day. This may include instruction conducted at the carrier's cargo terminal facilities at the specified training location.

(e) Program, Names of Trainees

A copy of the course program outlining the syllabus, the training location, the commencement and termination dates of the course, the names of the trainees attending each course and names of such trainees' employers shall be retained by the organizing carrier for 12 months subsequent to the date of commencement of the course.

(f) Absorption of Expenses

Carrier(s) will arrange and pay for the expenses of such persons attending the training course as follows:

- (i) At the point of instructions: hotel and meal expenses, local taxes, ground transportation between the destination airport and the hotel and between the hotel and the specified training location, also, between the specified training location hotel/cargo terminal facilities and entertainment.
- (ii) En route: hotel and meal expenses, ground transportation, airport service charges and transit taxes.

(g) Special One Day Courses

Carriers may also establish special one day courses which shall be subject to the above provisions except that:

- (i) there shall be no less than four hours of instructions; and
- (ii) the absorption of expenses shall be limited to the day of instructions; provided that where the arrival/departure does not permit the use of the carrier's own services on the same day, expenses may also be absorbed for one night.

(5) Baggage

Normal free baggage allowance and excess baggage and value charges will apply.

(Continued on next page)

For the explanation of abbreviations, reference marks and symbols used but unexplained hereon, see Pages NH-15 through NH-22.

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Original Page NH-97

RULE	SECTION II — SPECIAL AND PROMOTIONAL FARES AND CHARGES — UNPUBLISHED FARES
*205	FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS (Continued) (E) CARGO SALES AGENTS LOCATED IN THE UNITED STATES OR CANADA (1) Application Sole proprietors, partners, officers, directors and sales/traffic management employees of an authorized Cargo Sales Agency of the carriers will be allowed international reduced fare transportation at 25 percent of the applicable fare over the lines of such carriers on the following basis: (a) Not more than two trips per calendar year for each registered agent, provided that a maximum of 40 additional tickets may be issued per calendar year for each registered agent as follows: six (6) tickets may be issued for each 100 percent of commissionable sales or part thereof over and above the national average. (b) The outward portions of travel must commence during the calendar year in which the ticket is issued and all travel must be completed within three months from date of issuance; (c) Sole proprietors, partners, officers, directors and sales/traffic management employees of the Cargo Sales Agency may pool the total number of tickets that carrier(s) will grant pursuant to the above provisions, within each country. (2) Eligibility (a) Reduced-fare transportation will be granted provided that the agent has been on the IATA approved list of agents and/or carrier approved list of agents continuously for at least one year immediately prior to the date of application for such reduced fare transportation; provided that a period of not less than three months shall be the qualifying period if the agent was previously eligible for reduced fare transportation in the service of another IATA and/or carrier appointed Cargo Agent immediately prior to his present employment and this is so certified in writing by the IATA and or Carrier appointed Cargo Agent making the application. (b) Reduced fare transportation may also be granted to the spouse of such eligible Agent traveling provided that: (i) The spouse travels together with the eligible person from the point of origin to the point of destination (in the case of one-way trips) or to the point of turnaround (in the case of round trips) or to the highest rated point (in the case of circle trips). (ii) The discount granted is no greater than 50 percent of the applicable fare and in no event shall such spouse receive more than one ticket per year. (iii) The transportation shall not be charged against the Agency's annual allotment noted under (1)(a) above. (c) The reduced-fare transportation will be granted whether or not there is a standard IATA Cargo Agency Agreement between each carrier participating in the transportation and the agent, provided that a Standard IATA Cargo Agency agreement exists between the carrier issuing the ticket and the agent. (3) Application for Transportation (a) The Secretary of Traffic Conference 1 shall furnish each Cargo Sales Agent with two Education and Market Development Trip Authorizations for each approved location. (b) In order to obtain the foregoing transportation, application shall be made by an owner or officer of the Cargo Sales Agency in writing to the carrier that is to issue the ticket. Such application, together with an Educational and Market Development Trip Authorization, must be received by the carrier at least 14 days prior to commencement of travel. (4) Passenger Expenses Passenger expenses en route will not be absorbed by NH. (5) Baggage Normal free baggage allowance and excess baggage and value charges will apply.
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RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
8210	FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS (A) GENERAL Subject to the provisions and conditions of this rule an individual tour conductor will be carried at the appropriate fare reduction shown in (C) below from the applicable adult fare between the points and via the routing to be used by the tour conductor. (B) DEFINITIONS For the purpose of this rule: (1) <u>Initial carrier</u> means the carrier performing the initial transportation under the tour itinerary or the carrier selling and issuing the transportation on behalf of the carrier(s) participating in the tour itinerary. The initial carrier shall determine whether the group traveling hereunder qualifies in accordance with this rule and whether tour conductors' transportation at free or reduced fares may be issued in accordance herewith. (2) <u>Travel agent</u> means an agent duly appointed by the carrier to sell air passenger transportation over its lines. (3) <u>Travel organizer</u> means a person who with the approval and consent of the carrier, organizes and arranges an advertised group tour for a group of passengers. (4) <u>Advertised group tour</u> means a tour involving Round/Circle/Open Jaw Trip Group travel in whole or in part on the lines of one or more carriers which is advertised and described, including descriptive copy covering hotel accommodations and other facilities and attractions available at stopover points included in the tour, in literature circulated for the purpose of promoting the sale of the tour. The cost of the advertised tour must be paid in full prior to commencement of travel. However, special groups such as amateur or professional groups whose principal purpose of travel is to appear in specific engagements before the public do not qualify for the "advertised group tour" as defined herein. (5) <u>Tour conductor</u> means an individual who is in charge of, guides the advertised group tour in person, and accompanies a group of passengers traveling together on an advertised group tour over all or a portion of their itinerary for the purpose of supervising the travel arrangements of and guiding the group. (6) <u>Passenger</u> means a passenger paying the adult fare or the equivalent of one adult fare, such as two half fares. (7) <u>Free or reduced fare transportation</u> means transportation issued to a tour conductor free or at the reduced fare according to this rule. (8) <u>Round trip and circle trip</u> shall include transportation partly by air and partly by surface means. (C) NUMBER OF BOOKED PASSENGERS REQUIRED FOR TOUR CONDUCTORS' TRANSPORTATION Where the group of passengers on the advertised group tour, whose passage has been booked and fully paid for, consists of: (1) <u>15 or more passengers</u>--one free passage for a tour conductor will be issued for each 15 passengers in the group. (2) <u>Not less than 10 nor more than 14 passengers</u>--the fare for the tour conductor will be 50 percent of the applicable normal or special fare. (D) APPLICATION FOR AND ISSUANCE OF TRANSPORTATION (1) <u>Written Application</u> Transportation will not be issued to tour conductors unless application is made in writing by the travel agent or the travel organizer to the initial carrier accompanied by a sample of facsimile of all matter advertising the tour. Such written application shall designate the name of the tour conductor. Written application must be directed to the office of the initial carrier that will arrange the transportation and must also include a description of the proposed itinerary of the group with all pertinent information describing the group if not fully set forth in the advertising matter submitted.
	(Continued on next page)
For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.	
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RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
210 C	<u>FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS (Continued)</u> (D) <u>APPLICATION FOR AND ISSUANCE OF TRANSPORTATION (Continued)</u> + (C)(2) <u>Travel as a Group</u> The passengers included in the tour must travel as an organized touring group and for that purpose the initial carrier must approve the itinerary of the various passengers forming the group and coordinate their transportation under the advertised group tour. All members of the group shall with respect to the air portion of the tour, commence transportation on the same airplane and shall, if round trip passengers, travel together to the point of turnaround, and if circle trip passengers, travel together to the first point of stopover and if open jaw trip passengers, travel together to the point of turnaround in the case of origin Open Jaws or to the point at which the surface break commences in the case of turnaround Open Jaws, provided that where lack of seating accommodation or where other operating conditions prevent passengers from commencing transportation on the flight scheduled, the carrier will transport some members of the group on its next preceding or succeeding flight on which space is available, or on such flight of another carrier. <u>EXCEPTION:</u> Where passengers are transported over the lines of one or more carriers from more than one departure point within a country and assembly point for purpose of an advertised group tour, the passengers will be considered to be traveling together and the tour conductor will be accorded free or reduced fare transportation between his departure point and the assembly point, subject to the following conditions: + (C)(a) the tour conductor and all passengers travel together from the assembly point to the point of turnaround, if a round trip, or to the first point of stopover if a circle trip, or to the point of turnaround in the case of origin Open Jaws or to the point at which the surface break commences in the case of turnaround Open Jaws; (b) all such passengers and the tour conductor travel between the departure points and the assembly point within a period of seven days prior to the scheduled departure of the entire group from the assembly point; (c) at least one passenger of the group travels from the same departure point as the tour conductor to the assembly point on the services of the carrier transporting the tour conductor; (d) where the total number of passengers traveling between one or more departure points and the assembly point is 10 or more but less than 15 the tour conductor will receive a reduction of 50 percent of the applicable fare, and where the total number of passengers traveling between one or more departure points and the assembly point is 15 or more, one free transportation passage for a tour conductor will be issued for each 15 passengers; provided that: (i) if the tour conductor travels from a departure point to the assembly point on the services of the carrier transporting the group from the assembly point onwards, the qualifying number of passengers referred to above may travel from the departure points to the assembly point on the services of any carrier, subject to the provision of (c) above. (ii) if the tour conductor travels from a departure point to the assembly point on the services of the carrier who does not transport the group from the assembly point onwards, the qualifying number of passengers referred to above shall travel from the departure points to the assembly point on the services of such carrier subject to the provision of (c) above. (3) <u>Issuance of Ticket</u> Upon determination that the application meets the requirements of this rule, the initial carrier will advise the agent or organizer that the tour conductor's transportation--either free or at the reduced fare, as the case may be--will be issued. In cases where two or more carriers may have arrangements between them for the issuance of tour conductors' transportation, the initial carrier will issue such transportation on all such carriers. (4) <u>Authorization</u> In obtaining approval to accept free or reduced fare transportation of a tour conductor as provided herein, written approval must be given by an authorized official of the carrier(s) furnishing the transportation. (E) <u>BAGGAGE, MEALS AND TRANSFERS</u> Free baggage allowance for a tour conductor will be the same as if he were traveling at the normal adult fare. The reduction for a tour conductor is applicable only to air transportation and will include meals, hotel accommodations, and ground transfers only where included in the normal air fare. In no case will the reduction apply to any other charges or services, such as charges for excess baggage.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
500	<u>PASSENGERS ON STRETCHERS</u> (A) <u>ACCEPTANCE</u> NH will accept a person with disability traveling on a stretcher subject to Rule 25 (<u>REFUSAL TO TRANSPORT-LIMITATION OF CARRIAGE</u>) herein provided advance arrangements are made and space and appropriate equipment for mounting within the aircraft are available. C (B) <u>IC]EXPENSES</u> (1) The cost of ambulances, hospitalization and other ground expenses will be borne by the passenger occupying the stretcher. (2) Except as otherwise provided, the normal free baggage allowance will apply to each fare paid. C (C) <u>CONDITIONS FOR ACCEPTANCE</u> (1) <u>Attendant</u> The stretcher passenger must be accompanied by at least one attendant who shall occupy the seat adjoining those used by the stretcher passenger and who shall also care for the stretcher passenger during the entire trip. C IC] (2) (a) <u>Fare for Stretcher Passengers</u> Applicable Fare on the Class of Service (b) <u>Charge for Using Stretcher</u> Stretcher charge is the lower resultant amount of (i) or (ii). (i) Two times of highest oneway economy class fare (ii) Applicable fares of the same fare type as passenger multiplied by the number of seats to be blocked for the use of the stretcher seat for passenger or attendant is not counted. (c) <u>For for Attendant</u> Applicable fare on the Class of Service (d) <u>Free Baggage Allowance</u> Free baggage allowance is equivalent to that applicable numbers of fare paid. (3) <u>Medical Certification</u> A medical certificate stating that the disabled passenger may be transported by air and an indemnity form provided by the carrier and signed by the passenger shall be required.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
#695 C	ANA FREQUENT FLYER PROGRAM - "GOLDPASS" †CANCELLED

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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Cancels 6th Revised Page NH-102-B

RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
8695 C	ANA FREQUENT FLYER PROGRAM - "GOLDPASS" (Continued) +CANCELLED

(Continued on next page)

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RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
#695 C	ANA FREQUENT FLYER PROGRAM - "GOLDPASS" (Continued) †CANCELLED

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Cancels 4th Revised Page NH-103

RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
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700 C	<u>ANA FREQUENT FLYER PROGRAM - "PROGRAM A"</u> [CANCELLED]
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(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
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700 C	ANA FREQUENT FLYER PROGRAM - "PROGRAM A" (Continued) [CANCELLED]
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(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
725 C	<u>GOLDPASS BONUS MILES FALL '94 PROMOTION</u> †CANCELLED
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Cancels 4th Revised Page NH-104-A

RULE

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

750

GOLD PASS "YOUR CHOICE" AWARD

C

†CANCELLED

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RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
1000	<u>REDUCED FARES FOR SEAMEN</u> (A) <u>APPLICATION</u> Economy class one way trip individual fares for ships' crews except to/from Europe and within Europe, to/from South West Pacific and within South West Pacific. (B) <u>FARES</u> (1) 75% of the applicable normal economy class one way fare. <u>EXCEPTION:</u> Between South Africa and Central/Southern Africa: fares only apply: (a) to/from Johannesburg. (b) between Cape Town and Walvis Bay, Windhoek. (c) between Durban and Manzini, Maputo. (2) Fares only apply if purchased before departure. (3) <u>EXCEPTION:</u> TC1: TC3 from Korea (Dem. People's Rep. of), Korea (Rep. of), Philippines; TC12 North Atlantic (except between TC1 and Africa); TC23/TC123 from Korea (Dem. People's Rep. of), Korea (Rep. of) to Middle East and from Philippines to Europe, Middle East, TC31 (except from Japan); TC123 North Atlantic; where more than one level of normal economy class fare exists, the percentage may be applied on the Lower/Lowest level. (4) The free baggage allowance is the applicable first class baggage allowance. (C) <u>ELIGIBILITY</u> (1) <u>Eligibility</u> Persons who have an active seagoing duty, and work on board a ship belonging to a merchant marine and are joining or are being repatriated from such ship. (2) <u>Documentation</u> (a) Written application must be submitted by the shipping company concerned, its agent, the ship's captain, a consul, a national shipping office or the appropriate government agency (see Recommended Practice 1738). The application must include a full description of the transportation required, place of origin and destination, name of passenger, name of vessel and company and date of the flight departure. (b) The seaman's ID booklet must be presented at time of ticketing. C [C](D) <u>CONSTRUCTIONS AND COMBINATIONS</u> <u>Combinations</u> <u>EXCEPTION:</u> In case of end-on combinations stopovers not permitted and passengers and baggage must be through booked and checked C (E) [CANCELLED] C (F) [CANCELLED] (G) <u>CHILDREN AND INFANT DISCOUNTS</u> (1) Children not permitted (2) Infant not permitted

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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Cancels 3rd Revised Page NH-106

RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
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81000	<u>REDUCED FARES FOR SEAMEN</u> (Continued)
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	<u>DOCUMENTATION</u> (Continued)
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C	[CANCELLED]
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Cancels 7th Revised Page NH-107

RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
1000 C C C	<u>REDUCED FARES FOR SEAMEN</u> (Continued) [C](H) <u>RESERVATIONS AND TICKETING</u> Must be made by the shipping company concerned, its agent, a consul, a national shipping office or the appropriate government agency concerned. [C](I) <u>PENALTIES</u> Cancellations, no-show, upgrading permitted to or at the direction of the person or party responsible for the original payment.
For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.	
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NO. NH-1

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Cancels 1st Revised Page NH-108

RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
1100 C	<u>NORTH/CENTRAL PACIFIC I.O.M. REFUGEE FARES</u> (Applicable for transportation from Area 3 to the U.S.A.) †CANCELLED
For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.	
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RULE

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

1150

KAISUKEN FARES FROM JAPAN TO GUAM

C

[CANCELLED]

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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RULE

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

1200

FAMILY FARES FROM JAPAN TO GUAM

C

[CANCELLED]

(Continued on next page)

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RULE	SECTION II - SPECIAL AND PROMOTIONAL FARES AND CHARGES - UNPUBLISHED FARES
&1300 C	<u>STAR-CONVENTION PLUS RULE - APPLICABLE TO ALL NIPPON AIRWAYS</u> [CANCELLED]

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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RULE	SECTION III - TRANSPACIFIC SPECIAL AND PROMOTIONAL FARES AND CHARGES - PUBLISHED FARES
1400 C	<u>NORTH/CENTRAL PACIFIC SPOUSE FARE FROM JP TO NORTH AMERICA/CARRIBEAN</u> [CANCELLED]
For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.	
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ALL NIPPON AIRWAYS COMPANY, LTD.
TRANSPACIFIC FARES TO/FROM CANADA

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 or 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.

ECONOMY CLASS SERVICE

Where the fare class application provides that fares apply on Economy Class service, the fare will apply for transportation:

- (1) on Economy flights operated with single compartment aircraft;
- (2) in the Economy section of flights operated with combination compartment aircraft.

SEASONAL FARES/DAY OF THE WEEK

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

(a) Days of the week

W - Weekend
 X - Midweek

(b) Seasons

H - Highest level of fare having more than one seasonal level.
 K - 2nd level of a fare having more than two seasonal levels.
 J - 3rd level of a fare having more than three seasonal levels.
 F - 4th level of a fare having more than four seasonal levels.
 T - 5th level of a fare having more than five seasonal levels.
 L - Lowest level of a fare having more than one seasonal level.

i.e.
 Fare having
 six seasonal
 levels

H
 K
 J
 F
 T
 L

Fare having
 five seasonal
 levels

H
 K
 J
 F
 L

Fare having
 four seasonal
 levels

H
 K
 J
 L

Fare having
 three seasonal
 levels

H
 K
 L

Fare having
 two seasonal
 levels

H
 L

†(1)(2) The Booking Code Exception table is now contained in IPGT-1, C.A.B. No. 581, NTA(A) No. 373.

† - Effective June 15, 1992 for transportation to/from Canada.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

ISSUED: May 1, 1992

EFFECTIVE: June 30, 1992

(Except
 as Noted)

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

12th Revised Page NH-213
Cancels 11th Revised Page NH-213

ALL NIPPON AIRWAYS COMPANY, LTD.
TRANSPACIFIC FARES

FARES PUBLISHED BY RULE

FARES	GOVERNING RULE		
	(Published in NH-1 C.A.B. No. 525, NTA(A) No. 320)	(Published in CT-1 NTA(A) No. 274, C.A.B. No. 467)	(FIN)Published in RM-1 NTA(A) No. 275, Cab No. 468)
CHILDREN'S AND INFANTS' FARES	200	--	--
FREE AND REDUCED FARE TRANSPORTATION FOR TOUR CONDUCTORS	210	--	--
FREE AND REDUCED RATE TRANSPORTATION FOR AGENTS	205	--	--
KAYSUKEN FARES FROM JAPAN TO †[C]GUAM	1150	--	--
NH/NZ JOINT ADVANCE PURCHASE EXCURSION FARES	--	250	--
PASSENGER OCCUPYING TWO SEATS	550	--	--
PASSENGERS ON STRETCHERS	500	--	--
REDUCED FARES FOR SEAMAN	1000	--	--
†CANCELLED		--	--
FAMILY FARES FROM JAPAN TO †[C]GUAM	1200	--	--
ANA FREQUENT FLYER PROGRAM - PROGRAM A	700	--	--
NH/AY ROUND-THE-WORLD ADVANCE PURCHASE EXCURSION FARES	--	--	3500

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

ISSUED: April 2, 1998

EFFECTIVE: June 1, 1998

(Except
as Noted)

† - Effective April 3, 1998 (except to/from Canada) and issued on one (1)
day's notice under D.O.T. Special Tariff Permission No. 46018.

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

22nd Revised Page NH-215
 Cancels 21st Revised Page NH-215

ALL NIPPON AIRWAYS COMPANY, LTD.
 TRANSPACIFIC ARBITRARIES

APPLICATION OF ARBITRARIES

- (1) When a through fare is not specifically published between a point in the U.S.A./Canada and a point in Area 3, such fare is constructed by combining the applicable international fare published between the gateway city in the U.S.A./Canada and the gateway city in Area 3 with the applicable arbitrary amount published between:
 - (a) the gateway city in the U.S.A./Canada (shown as a headline point) and an interior point in the U.S.A./Canada (shown as a sideline point), and/or
 - (b) the gateway city in Area 3 shown as a headline point) and an interior point in Area 3 (shown as a sideline point).
- (2) The specified arbitrary amount is to be added to the fare published to/from the gateway city (cities), except in the case where an arbitrary amount is published in parentheses '()'; in which case, the arbitrary amount is to be deducted from the published fare. When zero arbitraries are published, the applicable constructed through fare will be the same as the published fare to/from the gateway city (cities).
- (3) When constructing fares with arbitraries, only one Area 1 arbitrary may be combined with a published international gateway fare, and only one Area 3 arbitrary may be combined with the same published international gateway fare.
- (4) Arbitraries 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 this section. Where specified fare class codes are not published, secondary arbitraries may be used, as explained below in "Explanation of Arbitraries".
- (5) Arbitraries published via a specific routing number are applicable only for transportation via that routing. Application of routing and routings numbers are explained at the end of this section.
- (6) Zone codes are shown in connection with each arbitrary in the column headed "ZN". Arbitraries are combinable only with an international fare to or from a point defined for that zone under Explanation of Zone codes.
- (7) Reference marks are explained below under "Explanation of Reference Marks".

EXPLANATION OF ZONE CODES

ZONE (ZN.)	DEFINITION	
	ANY POINT IN	EXCEPT AS FOLLOWS
10	People's Republic of China	---
30	Area 3	Japan
34	Area 1	Honolulu, Hawaii
35	Honolulu, Hawaii	---
50	Area 1	---
60	Area 3	---
70	Japan	---
80	Area 3	People's Republic of China/Japan

(Continued on next page)

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

ISSUED: June 18, 1991

EFFECTIVE: August 17, 1991

(Printed in U.S.A.)

3091T

CORRECTION
 NO. 3274

ALL NIPPON AIRWAYS COMPANY, LTD
TRANSPACIFIC ARBITRARIES TO/FROM CANADA

APPLICATION OF ARBITRARIES (Continued)

(9)

Explanation of Arbitrariness

(A) Where an Area 1 arbitrary is published via the carrier, fare class, routing, and to/from the zone applicable to the passenger's transportation, such arbitrary must be used to construct the through fare for such transportation. Where no such Area 1 arbitrary is published, the one way and round trip arbitrariness published for fare classes (H****, J****, L****, O****, and Y****) are only combinable with the respective one way and round trip international fares as Z**** shown in the chart below:

Where the Area 1 arbitrary is:	International fares that may be combined are:
B****	BHABIY, BLABIY
C****	C, C1, C2
H****	BHMAP, BHXAP, BLMAP, BLXAP BKMAP, BKXAP
I****	+ICIF1, C1, YD1
J****	BGV10, BHGV10, BLGV10, BHGV10R, BLGV10R, BHAP60, BLAP60, BHE, BLE, BHE4M, BLE4M
K****	+ICIFR, CR, YDR
L****	BHAB, BLAB
N****	CR, YDR
O****	BHAB0, BLAB0
S****	BPS, BHS, BKS, BLS, BHXs, BKXS, BLXS, BPS0, BHS0, BKS0, BLS0
T****	YFGV, YHGV, YJGV, YKGV, YLGV YTGv, YFPX, YHPX, YJPX, YKPx, YLPX, YTPX
Y****	Y, Y2, YD, YD1

EXPLANATION OF REFERENCE MARKS

(2) One stopover is permitted at a surcharge of JPY 10,000.

- +INlc - Arbitrariness bearing this reference mark apply for tickets issued on/before June 30, 1991.
- +INld - Arbitrariness bearing this reference mark apply for tickets issued on/after July 1, 1991.
- f - Directional arbitrary applicable for transportation only from headline point (and return where shown in connection with published round trip fares).
- t - Directional arbitrary applicable for transportation only to headline point (and return where shown in connection with published round trip fares).
- z - Fares bearing this reference mark are for fare construction purposes only.

Unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

ISSUED: June 18, 1991

EFFECTIVE: August 17, 1991

(Except
as Noted)

Printed in U.S.A.)

0917

+ - Effective June 23, 1991 and issued on not less than one (1) day's notice under NTA(A) Special Permission No. 98112.

CORRECTION
NO. 3275

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

14th Revised Page NH-231
 Cancels 13th Revised Page NH-231

ALL NIPPON AIRWAYS COMPANY, LTD.
 TRANSPACIFIC FARES TO/FROM CANADA

NOTICE

In addition to point-to-point fares published herein, FARES PUBLISHED BY RULE as shown in the Index on Page NH-213 will be found in Section II of this tariff.

EXPLANATION OF REFERENCE MARKS

- + [N]C - Fares bearing this reference mark apply to tickets issued on/before June 30, 1991.
- + [N]D - Fares bearing this reference mark apply to tickets issued on/after July 1, 1991.
- F - Directional fare applicable for transportation only from headline point (and return where shown in connection with published round trip fares).
- G - Fares bearing this reference mark are for fare construction purposes only.
- T - Directional fare applicable for transportation only to headline point (and return where shown in connection with published round trip fares).
- Q - Fares bearing this reference mark apply for tickets issued on or before July 1, 1990.
- R - Fares bearing this reference mark apply for ticket issued on or after July 2, 1990.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

ISSUED: June 18, 1991

EFFECTIVE: August 17, 1991

(Except
as Noted)

(Printed in U.S.A.)

+ - Effective June 23, 1991 and issued on not less than one (1) day's notice
 under NTA(A) Special Permission No. 98112.

CORRECTION
 NO. 3284

3094T

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

14th Revised Page NH-232
Cancels 13th Revised Page NH-232

ALL NIPPON AIRWAYS COMPANY, LTD.
TRANSPACIFIC FARES TO/FROM CANADA

EXPLANATION OF COLUMN HEADINGS

- (1) Fare Class
See carrier's explanation of fare classes.
- (2) Fares
 - (a) The fares appearing in the left hand column apply from the headline city in the currency of the headline country and FCUs.
 - (b) The fares appearing in the right hand column apply to the headline city in the currency of the sideline country and FCUs.

EXCEPTION: When an amount appears in the FCU column preceded by a "U", this amount is a U.S. Dollar amount.
- (3) Footnote
See carrier's footnote explanation.
- (4) Rule
The governing fare rule applicable to the fare.
- (5) RG(R)/MPM(M)
The routing applicable to the fare; i.e. R for a specified routing or M for maximum permitted mileage.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

ISSUED: June 18, 1991

EFFECTIVE: August 17, 1991

(Printed in U.S.A.)

3094T

CORRECTION

NO. 3285

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

6th Revised Page NH-295
 (See Note)

ALL NIPPON AIRWAYS COMPANY, LTD.
TRANSPACIFIC 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 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.

†(N) 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 NH.

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.

†(N) At no time will a point on a specified routing be considered a higher intermediate fare point, regardless of stopover.

Connecting points not listed on the applicable routing may not be inserted where routing indicates non-stop/direct service.

†(C) EXCEPTION: When no direct service on the carrier specified between any two points within the U.S.A./Canada in a routing is available, travel via an intermediate connecting point between such two points shall be permitted provided:

- 1) Service of the same carrier is used for travel both into and out of such intermediate connecting point;
- 2) No stopover is made at such intermediate point; and
- 3) The direct normal fare published by the carrier used between the two points specified in the routing permits travel via such intermediate connecting points.

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.

NOTE: (Issued in lieu of 5th Revised Page NH-295 for NTA(A) No. 320 rejected by the NTA(A)) Cancels 4th Revised Page NH-295 for NTA(A) No. 320 and cancels 5th Revised Page NH-295 for C.A.B. No. 525.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

ISSUED: June 3, 1994

EFFECTIVE: August 2, 1994

(Except
as Noted)

3089T

† - Effective June 4, 1994 and issued on one (1) day's notice under D.O.T. Special Tariff Permission No. 20184 and on not less than one (1) day's notice under NTA(A) Special Permission No. 22264.

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

27th REVISED PAGE NH-296-A
CANCELS 26th REVISED PAGE NH-296-A

ALL NIPPON AIRWAYS COMPANY, LTD.
TRANSPACIFIC ROUTINGS
FOR APPLICATION, SEE PAGE NH-295.

+ROUTING NO. 100

YVR-----	-TYO--OSA-----	BJS/SHA/DLC/SHE/TAO/TSN/XNN
*YVR--AC/UA/AS-----	LAX/SFO-----	
*NYC/CHAS-----		

+ - Effective SEPTEMBER 7, 2003 for transportation to/from Canada.
For explanation of abbreviations, reference marks and symbols, see Pages 15 through 22.

ISSUED: JULY 24, 2003

EFFECTIVE: SEPTEMBER 22, 2003

(EXCEPT
AS NOTED)

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

21st REVISED PAGE NH-298-E
 CANCELS 20th REVISED PAGE NH-298-E

ALL NIPPON AIRWAYS COMPANY, LTD.
 TRANSPACIFIC ROUTINGS
 FOR APPLICATION, SEE PAGE NH-295.

ROUTING NO. 120

NYC/NAS/LAX-	-TYO--OSA--	---SIN
SFO/SEA/CHI-		---HKG
		---BKK*
+LAX/+SFO/+OSA--		---+SIN
		---+HKG*
		---+BKK*

ROUTING NO. 122

NYC/NAS/LAX-----	-----TYO----	---BJS
	-TYO--OSA--	
+SFO/+SEA/+CHI-	-----+TYO----	-+BJS
	-+TYO--+OSA-	
+LAX/+SFO-----	+OSA-----	+BJS

For explanation of abbreviations, reference marks and symbols, see Pages 15 through 22.

ISSUED: OCTOBER 23, 1998

EFFECTIVE: DECEMBER 22, 1998

(EXCEPT
AS NOTED)

+ - EFFECTIVE OCTOBER 24, 1998 (EXCEPT TO/FROM CANADA)
 AND ISSUED ON 1 DAY'S NOTICE UNDER SPECIAL TARIFF
 PERMISSION NO. 47705 OF THE D.O.T.

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

30th REVISED PAGE NH-298-F
CANCELS 29th REVISED PAGE NH-298-F

ALL NIPPON AIRWAYS COMPANY, LTD.
TRANSPACIFIC ROUTINGS
FOR APPLICATION, SEE PAGE NH-295.

ROUTING NO. 124 + CANCELLED

For explanation of abbreviations, reference marks and symbols, see Pages 15 through 22.

ISSUED: DECEMBER 9, 1998

EFFECTIVE: FEBRUARY 7, 1999

(EXCEPT
AS NOTED)

† - EFFECTIVE DECEMBER 10, 1998 AND ISSUED ON 1 DAY'S
NOTICE UNDER SPECIAL TARIFF PERMISSION NO. 48068 OF
THE D.O.T. AND ISSUED ON NOT LESS THAN 1 DAY'S
NOTICE UNDER NTA(A) SPECIAL PERMISSION NO. 45849.

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

35th REVISED PAGE NH-298-G
 CANCELS 34th REVISED PAGE NH-298-G

ALL NIPPON AIRWAYS COMPANY, LTD.
 TRANSPACIFIC ROUTINGS
 FOR APPLICATION, SEE PAGE NH-295.

ROUTING NO. 130 + CANCELLED

ROUTING NO. 135

LAX/NYC/WAS-----|---|---TYO--YY--FUK/NGO/OKA/OSA/SPK
 LAS---UA---LAX---|---|---TYO

YY MEANS ANY CARRIER

ROUTING NO. 140 + CANCELLED

ROUTING NO. 150

LAX---				-SYD-BNE
NYC---				-BNE/SYD
WAS---				-BNE-SYD
CHI---				-BNE
SEA---				-BNE-AN-SYD
SFO---				-SYD-AN-BNE
				-SYD-AN-MEL*
				-BNE-AN-MEL*

*LAX/SFO-----

For explanation of abbreviations, reference marks and symbols, see Pages 15 through 22.

ISSUED: DECEMBER 17, 1998

EFFECTIVE: FEBRUARY 15, 1999

(EXCEPT
AS NOTED)

† - EFFECTIVE DECEMBER 18, 1998 AND ISSUED ON NOT LESS
 THAN 1 DAY'S NOTICE UNDER NTA(A) SPECIAL
 PERMISSION NO. 46462.

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

46th REVISED PAGE NH-298-H
CANCELS 45th REVISED PAGE NH-298-H

ALL NIPPON AIRWAYS COMPANY, LTD.
TRANSPACIFIC ROUTINGS
FOR APPLICATION, SEE PAGE NH-295.

ROUTING NO. 170

LON---OSA---GUM

ROUTING NO. 180

NYC/MAS/LAX---TYO---SIN---SQ/MI/GA---JKT
NYC/MAS/LAX---TYO---OSA---SIN---SQ/MI/GA---JKT
NYC/MAS/LAX---TYO---SIN---SQ/MI/GA---JKT---GA---SUB/MES/DPS
NYC/MAS/LAX---TYO---OSA---SIN---SQ/MI/GA---JKT---GA---SUB/MES/DPS
NYC/MAS/LAX---TYO---OSA---KUL---GA---JKT

For explanation of abbreviations, reference marks and symbols, see Pages 15 through 22.

ISSUED: SEPTEMBER 25, 1998

EFFECTIVE: NOVEMBER 24, 1998

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

23rd REVISED PAGE NH-298-I
CANCELS 22nd REVISED PAGE NH-298-I

ALL NIPPON AIRWAYS COMPANY, LTD.
TRANSPACIFIC ROUTINGS
FOR APPLICATION, SEE PAGE NH-295.

ROUTING NO. 200 + CANCELLED

For explanation of abbreviations, reference marks and symbols, see Pages 15 through 22.

ISSUED: NOVEMBER 16, 1998

EFFECTIVE: JANUARY 15, 1999

(EXCEPT
AS NOTED)

+ - EFFECTIVE NOVEMBER 17, 1998 (EXCEPT TO/FROM CANADA)
AND ISSUED ON 1 DAY'S NOTICE UNDER SPECIAL TARIFF
PERMISSION NO. 47742 OF THE D.O.T.

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

21st REVISED PAGE NH-298-J
 CANCELS 20th REVISED PAGE NH-298-J

ALL NIPPON AIRWAYS COMPANY, LTD.
 TRANSPACIFIC ROUTINGS
 FOR APPLICATION, SEE PAGE NH-295.

ROUTING NO. 220

NYC/NAS/LAX-NH----	-TYO	-FUK*
BOS-YY-NYC/NAS--NH-	-TYO-NH-	-NGO
PIT-YY-NAS--NH----		-OKA
SAN-YY-LAX--NH----		-OSA
		-SPK*
		-+HKG/SIN/BKK*
		-+BJS/TAO/DLC/SHA*
	-+TYO-OSA-	-HKG/SIN/BKK*
		-BJS/TAO/DLC/SHA/TSN*

YY MEANS ANY CARRIER

For explanation of abbreviations, reference marks and symbols, see Pages 15 through 22.

ISSUED: AUGUST 21, 1998

EFFECTIVE: OCTOBER 20, 1998

(EXCEPT
AS NOTED)

+ - EFFECTIVE AUGUST 22, 1998 (EXCEPT TO/FROM CANADA)
 AND ISSUED ON 1 DAY'S NOTICE UNDER SPECIAL TARIFF
 PERMISSION NO. 47206 OF THE D.O.T.

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

40th REVISED PAGE NH-298-K
 CANCELS 39th REVISED PAGE NH-298-K

ALL NIPPON AIRWAYS COMPANY, LTD.
 TRANSPACIFIC ROUTINGS
 FOR APPLICATION, SEE PAGE NH-295.

ROUTING NO. 301

YXE/YC/YWG-----AC/NH-----YVR-----TYO-(A)	DLC/SHE/BJS/TAO/SHA/HGH/XMN/HKG/SEL/CAN
YQR-----AC/NH--YVC--AC/NH-----OSA-----TYO/SPK/WKJ/HKD/SDJ/KIJ/MYJ/KCZ	
	---NGO-(B)---FUK/HSG/OIT/KMJ/NGS/KMI/KOJ/OKA*
	---TYO-----AKJ/AXT/SYO/WKJ/HKD/SPK*
YTO-----AC/NH-----LAX-----SPK-----KJ	
YTO/YMQ/YVC-----AC/NH-----SDJ-----HKD/SPK	
YXE/YEA/YCD/YYJ/YXY--AC/NH--YVR--AC/NH--FUK/KOJ-----OKA	
YXE/YQR-----AC/NH--YVC--AC/NH--OIT/KMI-----OKA	
YQB/YOM/YAM/YGK-----AC/NH--YTO--AC/NH--HKD/KIJ-----SPK	
*YQG/YSB/YXU/YZR-----AC/NH--YTO--AC/NH--	
*YQB-----AC/NH--YMQ--AC/NH--	
*YVC-----AC/NH--	
	(B)---ISG/SPK/WKJ/MMB/AKJ/HKD/AXT/SDJ*
	---KIJ/FUK/OIT/KMJ/NGS/KMI/KOJ/OKA*
	---YY---KUL/MNL/JKT*
YTO/YMQ/YVC-----AC/NH-----SFO-----TYO-(A)---	---SIN/HKG/BJS/SHA/BKK/SEL/CAN
YXE/YEA/YCD/YYJ/YXY--AC/NH--YVR--AC/NH--SGN/DLC/HGH/SHE/TAO/XMN	
YXE/YQR-----AC/NH--YVC--AC/NH--EL-----TPE	
YQB/YOM/YAM/YGK-----AC/NH--YTO--AC/NH--FUK--EL--TPE	
YQG/YSB/YXU/YZR-----AC/NH--YTO--AC/NH--OSA/NGO/FUK/HIJ/OKA/SDJ	
YVC/YVR-----UA/AC/NH--	---SPK/YGJ/UBJ/TTJ/TOY/TAK
	---SYO/OKJ/OIT/NGS/MYJ/MMB*
	---KUH/KOJ/KMQ/KMJ/KMI/KCZ*
	---HSG/HKD/AXT/AKJ*
	---OSA---BJS/DLC/SHE/TAO/SHA/HGH/XMN/HKG/SEL*
	---NYJ/KCZ/HSG/OIT/NGS/KOJ/KMJ/KMI*
	---NGO---OIT/NGS/KOJ/KMJ/KMI*
*YHZ/YMQ-----AC/AA/NH-----NYC-----	
*YQM/YYT/YFC-----AC/NH--YTO/YMQ--AC/NH--	
*YZR/YAM/YGK/YQG-----AC/NH--YTO--AC/NH--	
*YSB/YXU/YSJ/YYG-----AC/NH--YTO--AC/NH--	
*YOM/YTO-----AC/NH--	
*YQB-----AC/NH--YMQ--AC/NH--	
*YQM/YTO-----AA/AC/NH--	
*YOM/YMQ-----AC/NH-----WAS-----	
*YFC/YQM/YQB/YYT/YHZ--AC/NH--YMQ--AC/NH--	
*YFC/YQM/YQB/YYT/YHZ--AC/NH--YTO--AC/NH--	
*YAM/YGK/YQG/YSB-----AC/NH--YTO--AC/NH--	
*YXU/YZR/YSJ/YYG-----AC/NH--YTO--AC/NH--	
*YOM/YTO/YMQ-----AC/NH--	
*YTO/YMQ-----UA/AC/NH--	
*YEG/YMQ/YOM/YWG/YYZ-----AC/NH-----CHI-----	
*YQB/YYG/YYT-----AC/NH--YUL-----AC/NH--	
*YEG/YFC/YQR-----AC/NH--YQG--AC/NH--	
*YXE/YGK/YHZ/YOM-----AC/NH--YYZ--AC/NH--	
*YQB/YQM/YSB/YSJ-----AC/NH--YYZ--AC/NH--	

YY MEANS TRAVEL MAY BE VIA ANY PARTICIPATING CARRIER'S NONSTOP/DIRECT SERVICE

† - Effective FEBRUARY 23, 2007 for transportation to/from Canada.
 For explanation of abbreviations, reference marks and symbols, see Pages 15 through 22.

ISSUED: JANUARY 9, 2007

EFFECTIVE: FEBRUARY 23, 2007

(EXCEPT
AS NOTED)

ROUTING NO. 350

[illegible]

BETWEEN NGO AND OSA SURFACE SECTOR REQUIRED.
 YY - MEANS TRAVEL MAY BE VIA ANY PARTICIPATING CARRIER'S NONSTOP/DIRECT SERVICE

For explanation of abbreviations, reference marks and symbols, see Pages 15 through 22.

ISSUED: JUNE 9, 2003

EFFECTIVE: JULY 24, 2003

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

3rd REVISED PAGE NH-298-M
 CANCELS 2nd REVISED PAGE NH-298-M

ALL NIPPON AIRWAYS COMPANY, LTD.
 TRANSPACIFIC ROUTINGS
 FOR APPLICATION, SEE PAGE NH-295.

ROUTING NO. 500

*HNL-----		
*NYC-----		
WAS-----	---TYO---	-OSA/NGO/FUK/HIJ/OKA/SDJ/SPK/KMQ
SFO-----		-SIN/HKG/BJS/SHA/BKK/SEL/SGN/DLC/HGH/SHE/TAO/XMN/CAN
LAX-----		-EL-----TPE
HNL-----	---OSA---	-----SEL
		-----TYO/SDJ/SPK/FUK/OKA*

YY MEANS ANY CARRIER

ROUTING NO. 501

*NYC-----		
WAS-----	---TYO---	BJS/SHA/BKK/HKG/SIN/SGN
*SFO-----		
*LAX-----		
*HNL-----		
SFO-----	---TYO---	---OSA
HNL-----	---TYO---	---OSA

ROUTING NO. 502

NYC/WAS/LAX/SFO/HNL-----	---TYO---	---OSA/NGO/SPK/FUK/HIJ
HNL-----	---OSA---	---FUK/SPK
NYC/WAS/LAX/SFO/HNL-----	---TYO---	BJS/SHA/BKK/SGN/HKG/SIN/SEL

ROUTING NO. 600

*DTT/BOS/PHL/CMH/ORDU-----	UA/NH-----	WAS-----	
*SEA/SAN/PHX/DEN-----	UA/NH-----	LAX/SFO-----	---TYO---
		NYC-----	FUK/HIJ/KMQ/NGO/OKA/OSA/SDJ/SPK
		*HNL-----	
			HNL-----OSA-----TYO/SDJ/SPK/FUK/OKA

ROUTING NO. 601

LAX/NYC-----	NH-----	TYO-----	NH-----	SEL
LAX/NYC-----	OZ-----	SEL-----	NH-----	TYO

For explanation of abbreviations, reference marks and symbols, see Pages 15 through 22.

ISSUED: JUNE 20, 2005

EFFECTIVE: AUGUST 4, 2005

(EXCEPT
AS NOTED)

† - EFFECTIVE JUNE 21, 2005 FOR TRANSPORTATION TO/FROM
 THE UNITED STATES ONLY.

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TARIFF NO. NH-1

ORIGINAL PAGE NH-298-N

ALL NIPPON AIRWAYS COMPANY, LTD.
TRANSPACIFIC ROUTINGS
FOR APPLICATION, SEE PAGE NH-295.

ROUTING NO. 700

[illegible]

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-LAX---(A)-----FUK-----EL-----TPE*
(A)-TYO---|--OSA/NGO/FUK/HIJ/OKA/SDJ*
(B)-TYO---|SPK/YGO/UBJ/TTJ*
(C)-TYO---|STN/HKG/BSJ/SHA*
(D)-TYO---|BKK/SEL/SGN/DLC*
(E)-TYO---|HGH/SHE/TAO/XMN/CAN*
                                     |-----EL-----TPE*
                                     |TOY/TAK/SYO/OKJ*
                                     |OIT/NGS/MYJ/MMB*
                                     |KUH/KOJ/KMQ/KMJ*
                                     |KHI/KCZ/HSG/HKD*
                                     |AXT/AKJ*
                                     |OSA-----MYJ/KCZ/HSG*
                                     |SPK-----MMB*
                                     |OSA/NGO-----|OIT/NGS*
                                                         |KOJ/KMJ*
                                                         |KHI/KIJ*
-OA-----|BJS/DLC/SHE*
            |--TAO/SHA/HGH*
            |--XMN/HKG/SEL*

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*AVP-----	US--PHL--US
*BOS/CHT/MIA/PWM/WAS/RDU-----	AA
*ABE/ALB/BDL/BOS/BUF/BWI/CHT-----	CO
*MHT/MIA/ORF/ORD/PVD/PWM/SYR-----	CO
*ATL/BOS/CMG/FLL/LEX/MHT/ORD/PWM/TYS/DTT-----	DL
*WAS-----	UA
*ALB/BOS/BUF/BWI/MHT/ORD/PHL/PIT/PVD/PWM/SYR/ITH-----	US
*BOS/BTV/BWI/CHT/PIT-----	UA

-NYC--(B).

*DFW	UA	DEN	UA
*DEN			F9
*LIT/OKC	AA	DFW	AA
*AUS/ELP	HP	PHX	HP
*OKC	DL	SLC	DL
*DFW			AA
*HOU			CO
*SLC			DL
*LAS/PHX			HP
*PHL/NYC			NH/UA
*CHI/DEN/LAS/PDX/PHX/SAN/SEA/SLC			NH/UA
*DTT/MSF			NH
*ACV/BOI/BUR/CIC/COS/DFW/EUG/HOU/MFR/FAT/MIA			UA
*MRY/RDD/RDM/RNO/SBA/SJC/SMF/SNA/LAX/MSY			UA
*ACV/LAS/MRY/SBA			US
*PDX/PSP/SEA			AS

--SF0--(C)

*BOS/PHL			NH/UA
*AGS/BHM/CHA/GSP/HSV/PFN/PNS/SRQ/TLH/TPA	DL	ATL	DL
*ATW/CHA/ERI/FNT/FWA/GRR/LEX/TYS	DL	CVG	DL
*AVL	NW	CVG	NW
*ERI/SBN/SDF/TOL	US	PIT	US
*ATL/CVG/ORL			DL
*ABE/ALB/BDL/BGM/BTV/BUF/CAE/CHO/CHS/CLE/CMH			UA
*CRW/DTT/GSO/HPN/IND/JAX/MBT/MHT/NYC/ORF			UA
*ORL/PIT/PVD/PWM/RDU/RIC/ROA/ROC/SCE/SYR			UA
*MSP			NH
*ATL/BNA/CHI/CLT/DAY/GSP/SAV/TYS			UA
*BOS/BTV/CLT/MIA/ORF/ORL/PHL/PIT/PVD/RDU/ROC			US

---WAS--(D)

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*ITO/KOA/LIH/CGG-----AQ/HA
*LAX/SFO-----UA-----
*AX-----DL-----

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---HNL---(E)
 (F)

YY MEANS ANY CARRIER

For explanation of abbreviations, reference marks and symbols, see Pages 15 through 22.

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TARIFF NO. NH-1

7th REVISED PAGE NH-298-0
CANCELS 6th REVISED PAGE NH-298-0

ALL NIPPON AIRWAYS COMPANY, LTD.
TRANSPACIFIC ROUTINGS
FOR APPLICATION, SEE PAGE NH-295.

ROUTING NO. 750

YTO/YVR/YYC	AC/UA/NH	---LAX---	TYO---	AKJ/AXT/FUK/HAC/HIJ/HKD/HSG/ISG/INJ/KCZ/OKKJ
YMG/YYJ	AC/NH	YVR AC/NH		KMI/KMJ/KMQ/KOJ/KUH/MBE/YMB/MYJ/NGO/NGS
YMG	AC/NH	DEN AC/NH		NTQ/OIT/OKA/OKJ/ONJ/OSA/SDJ/SNB/SPK/SYO
				TAK/TOY/TTJ/UBJ/WKJ/YGJ*
YTO/YVR/YYC	AC/UA/NH	---SFO---		NGO FUK/KIJ/KMI/KMJ/KOJ/NGS/OIT/OKA
YMG/YYJ	AC/NH	YVR AC/NH		OKA ISG
				OSA FUK/HSG/KCZ/KIJ/KMI/KMJ/KOJ/MYJ/NGS*
YMQ/YOW/YTO/YMG	AC/UA/NH	---CHI---		OSA OIT/OKA
YHZ	AC/NH	YTO AC/NH		SPK HMB
				BJS/BKK/CAN/DLC/HGH/HKG/SEL/SGN/SHA/SHE*
YHZ/YMQ/YOW/YTO	AC/UA/NH	---NYC---		SIN/TAO/XMN
				EL TPE*
YHZ/YMQ/YOW/YTO	AC/UA/NH	---WAS---		FUK/NGO/OSA EL TPE
				NGO SEL/SHA*
				OSA BJS/DLC/HGH/HKG/SEL/SHA/SHE/TAO/XMN*

ROUTING NO. 777

YVR	AC/NH/UA	---LAX/SFO---	TYO---	OSA/NGO/SPK/SDJ
YMQ/YOW/YTO	AC/NH/UA	---CHI---		HIJ/FUK/KMQ/OKA
				BJS/CAN/DLC/HGH/SHA/SHE/TAO/XMN*
				BKK/HKG/SEL/SGN/SIN*
				EL TPE*

ROUTING NO. 800

CLE	CO	---CHI---	TYO---	FUK/HIJ/KMQ/NGO/OKA/OSA/SDJ/SPK
*ATL/CVG	DL			
*DTT	NH			
*ATL/AUS/BDL/BMI/CLT/CMH/CVG/DAY/DFW/DTT	UA/NH			
*HOU/IND/LEX/MIA/MSP/ORD/ORT/RDU/ROC/SAT	UA/NH			
*BNA/BOS/CLE/PHL/PIT/STL/ALB/BHM/BUF/DCA	UA/NH			
*EWR/GRR/GSO/GSP/JAX/MCI/MHT/PVD/RIC/SDF	UA/NH			
*LGA/SYR/TPA/TYS	UA/NH			
*CLT/PHL/PIT	US			
*HOU	CO	---LAX---		
*SLC	DL			
*PDX/SAT/SLC	UA/NH			
*DEN/LAS/PHX/SAN/SEA/TUS	UA/NH			
*ATL/BMI/CVG/ORD	DL	---NYC/JFK---		
*BOS	UA/NH			
*SLC	DL	---SFO---		
*AUS/DFW/HOU/SAT/SLC/DEN/LAS/PDX/PHX/SAN	UA/NH			
*SEA/BOI/SNA	UA/NH			
*ATL	DL	---WAS/IAD---		
*BDL/CLT/ORD/PIT/ROC/BOS/CMH/DTT/EWR/MIA	UA/NH			
*ORL/PHL/RDU/GSO/GSP/JAX/LGA/PVD/RIC/SYR	UA/NH			
*CLT	US			

ROUTING NO. 1000

TYO/OSA---HNL

+ - Effective JULY 19, 2007 for transportation to/from Canada.
For explanation of abbreviations, reference marks and symbols, see Pages 15 through 22.

ISSUED: JUNE 4, 2007

EFFECTIVE: JULY 19, 2007

(EXCEPT
AS NOTED)

Airline Tariff Publishing Company, Agent
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TARIFF NO. NH-1

ORIGINAL PAGE NH-298-P

ALL NIPPON AIRWAYS COMPANY, LTD.
TRANSPACIFIC ROUTINGS
FOR APPLICATION, SEE PAGE NH-295.

ROUTING NO. 2000

LAX/SFO/SEA-----YY-----|-----BFL/DEN/DFW/FAT/HOU/LAS/OAK/PDX/PHX/PSP/RNO/SAN/SJC/SLC/SMF/YUM/TUS/SBA/SAT/SNA
 -----ABQ/MRY/BOI*
 NYC/WAS/CHI-----YY-----|-----ABE/ALB/ATL/BDL/BGM/BTV/BNA/BOS/BUF/BWI/CAE/CHO/CHS/CLE/CLT/OMA
 -----ORL/ORF/PHL/PIT/PVD/PWM/RDU/RIC/ROA/ROC/SCE/STL/SYR/TPA/GSP/DFW/HOU/LEX/SDF*
 -----CMH/CRW/CVG/DAY/DTT/GSO/HPN/IND/JAX/MDT/MHT/MIA/MKC/MSP/MSY/MEM/BHM*
 LAX-----YY-----SFO/SEA
 SFO-----YY-----LAX/SEA
 SEA-----YY-----LAX/SFO
 NYC-----YY-----WAS/CHI
 WAS-----YY-----NYC/CHI
 CHI-----YY-----NYC/WAS
 BFL/DEN/DFW/FAT/HOU/LAS/OAK/PDX/PHX/PSP/RNO/SAN/SJC/SLC/SMF/YUM/TUS/SBA/SAT/SNA/ABQ/MRY/BOI-----YY-LAX/SFO/SEA
 ABE/ALB/ATL/BDL/BGM/BTV/BNA/BOS/BUF/BWI/CAE/CHO/CHS/CLE/CLT/OMA-----YY-----NYC/WAS/CHI
 *ORL/ORF/PHL/PIT/PVD/PWM/RDU/RIC/ROA/ROC/SCE/STL/SYR/TPA/GSP/DFW/HOU/LEX/SDF-----|-----
 *CMH/CRW/CVG/DAY/DTT/GSO/HPN/IND/JAX/MDT/MHT/MIA/MKC/MSP/MSY/MEM/BHM-----|-----
 SFO/SEA-----YY-----LAX
 LAX/SEA-----YY-----SFO
 LAX/SFO-----YY-----SEA
 WAS/CHI-----YY-----NYC
 NYC/CHI-----YY-----WAS
 NYC/WAS-----YY-----CHI

YY MEANS ANY PARTICIPATING CARRIER

ROUTING NO. 2001

LAX/SFO/SEA/NYC/WAS/CHI-----OSA-----TYO
 LAX/SFO/SEA/NYC/WAS/CHI-----TYO-----OSA
 LAX/SFO/SEA/NYC/WAS/CHI-----TYO
 LAX/SFO/SEA/NYC/WAS/CHI-----OSA

ROUTING NO. 2002

LAX/SFO/SEA/WAS/NYC/CHI-----TYO/OSA/NGO--|-----KUH/MMB/AKJ/HKD/KMI/NGS/HSG/KOJ/KMJ/OTI/WKJ/SHB/MBE/MY/ISG
 -----AXT/KMQ/TOY/KIJ/SDJ/SYO/HIJ/UBJ/OKJ/TTJ/YGJ/TAK/MYJ/KCZ/FKS*
 -----TYO/OSA/NGO/SPK/FUK/OKA/ONJ/NTQ/HAC/INJ/TKS*

For explanation of abbreviations, reference marks and symbols, see Pages 15 through 22.

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NO. NH-1

2nd Revised Page NH-299
Cancels 1st Revised Page NH-299

PERCENTAGE CONVERSION INSTRUCTIONS

When fares or charges making reference hereto provide for the application of fares or charges based upon percentages 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 USD 1269.00

STEP 1: Multiply the percentage amount by .01
75 percent x .01 equals .75

STEP 2: Multiply the applicable fare or charge by the result found in STEP 1
USD 1269.00 x .75 equals 951.75

STEP 3: Round the result of STEP 2 up to the next higher rounding unit as shown in Rule 145 CURRENCY TABLE (column 5) unless otherwise shown.

For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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3141T

CORRECT
NO.

No Change on this Page

NTA(A) No. 320 T.C.A.B. No. 525

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NO. NH-1

2nd Revised Page NH-300
Cancels 1st Revised Page NH-300

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For unexplained abbreviations, reference marks and symbols see Pages 15 through 22.

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CORRECTION
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