

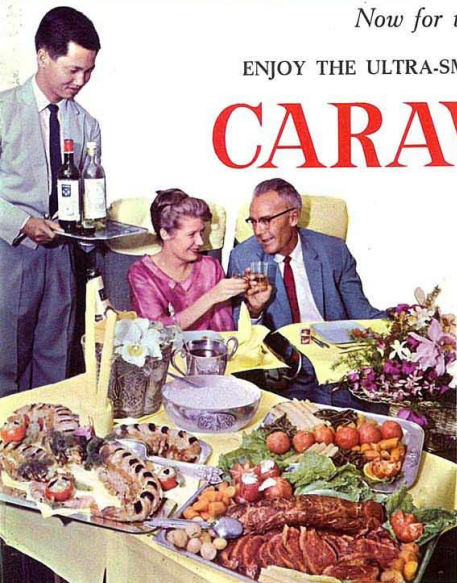




Now for the first time in the Orient

ENJOY THE ULTRA-SMOOTH, ULTRA-SILENT COMFORT OF THE

# CARAVELLE JET



THAI INTERNATIONAL opens a new era in modern jet flying in the Orient. The Caravelle Jet offers you most frequent flights between the exciting cities of the Orient and with the Caravelle's powerful Rolls-Royce Avon engines at the rear, you relax in a whisper quiet atmosphere with practically no vibration.

## The Royal Orchid Service

... will add to the pleasure of your flight. Relax in the spacious-seat comfort of the Caravelle as you enjoy superb food elegantly served by charming Thai air-hostesses wherever you are flying in the Orient

**THAI AIRWAYS INTERNATIONAL LTD.**

### General Information

#### Conditions of Carriage

All carriage of passengers and their baggage is subject to the General Conditions of Carriage, which are accessible to the public at THAI INTERNATIONAL or SAS offices.

#### Schedules

All schedules and other information are subject to change without notice and to government approval. Therefore, please check these data when you make your reservation. No responsibility can be assumed for any delay or cancellation of a flight, nor for missed connections.

#### Reservations

Request for reservations should be made well in advance, through a THAI INTERNATIONAL ticket office or any authorized travel agent. At destination, transfer or stop-over point you are requested to confirm your return or onward reservations. If cancellation of your reservation is necessary, please make it as early as possible and return your ticket.

#### Tickets

Tickets issued at normal one-way round or circle trip fares are valid for one year from the date of commencement of travel, or, if no portion of the ticket has been used, one year from the date of issue.

#### Children and Student Fares

- 1) The fare for infants under two years of age and not occupying individual seats is 10% of the adult fare, provided each infant is accompanied by an adult.
- 2) 50% of the adult fare is charged for children between two and twelve years of age, and infants occupying individual seats or infants in excess of the one accompanied by a passenger paying the adult fare.
- 3) Special reduced one way or round-trip fares are available for students between 12 and 25 years of age who are attending a full-time course at an educational establishment, when travelling between their own or their parents country of residence, and the country in which the educational establishment is located.

#### Refunds

Refund of a fare may be granted only if application for such refund is made not later than 30 days after the expiry date of the document concerned.

#### Baggage

Baggage includes all luggage, i.e., typewriters, parcels, overnight bags, brief-cases, etc., whether carried in the cabin or in the baggage compartments. Checked baggage is not available during flights or at intermediate stops. Please note that the weight of the baggage carried in the cabin must not exceed 5 kilos and is included in the total baggage allowance. Inflammable articles are prohibited as passenger baggage. The free baggage allowance for each adult, or child travelling on a 50% ticket is: First Class - 30 kilograms (66 lbs.) Tourist Class - 20 kilograms (44 lbs.) Tourist Class passengers on the sectors Hong Kong/Taipei v.v., and Bangkok/Rangoon/Calcutta v.v., are allowed - 30 kilograms (66 lbs.)

#### Excess Baggage

Baggage in excess of the free baggage allowance may be forwarded:  
1) As excess baggage at a charge of 1% of the normal adult, first class, one-way fare per kilo. (For the sectors Bangkok/Rangoon/Calcutta v.v., a charge of 1% of the normal adult, tourist class, one-way fare per kilo is applied. Calculations are to the nearest 1/2 kilo.)  
2) As air cargo at ordinary cargo rates.  
3) As unaccompanied baggage prior to or after the passenger's departure, at 50% of the under 45 kilo general cargo rate. The minimum charge is for 10 kilos.

#### Special Facilities

Special facilities are available onboard all THAI INTERNATIONAL aircraft for babies and sick or invalid passengers. Please request special facilities well in advance of departure.

#### Stop-overs and Overnight Stops

Stop-overs may normally be made at any scheduled stop, when arranged with THAI INTERNATIONAL in advance and specified on the ticket, provided this complies with the existing traffic rights. On scheduled overnight

stops, hotel, meal and transportation expenses are paid by THAI INTERNATIONAL.

#### Passport, Visas, etc.

It is the duty of the passenger to see that passports, exit permits, visas, certificates of vaccination, etc., are in order. THAI INTERNATIONAL or SAS offices will supply all information necessary in this respect, but are not responsible for its accuracy.

#### Cameras and Binoculars

Certain countries forbid the use of cameras and binoculars in and over their territories.

#### Airport Service Charges

According to Government decree, all passengers other than those travelling

No tipping, please! THAI INTERNATIONAL employees take pride in their share of the company's reputation for service and do not accept gratuities.

on domestic flights, will be liable for an airport service charge of TIC 20.00 per person in Bangkok, HKS 5.00 per person in Hong Kong and ST\$ 3.00 per person in Kuala Lumpur

#### Ground Transportation

THAI INTERNATIONAL will provide where possible, transportation between airport and city terminal. Please observe closely the check-in-times at the city terminal or the airport. For your convenience these times are indicated on your ticket.

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Schedules and information are subject to change without notice

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### Symbols and Abbreviations

|          |                      |   |               |
|----------|----------------------|---|---------------|
| GENERAL: | d = dep. = Departure | ☑ | Breakfast     |
|          | a = arr. = Arrival   | ✕ | Hot/Cold meal |
|          | F = First Class      | ☒ | Snack         |
|          | T = Tourist Class    | ☐ | Monday        |
|          | Y = Economy Class    | ☉ | Tuesday       |
|          | OW = One way         | ☉ | Wednesday     |
|          | RT = Round trip      | ☉ | Thursday      |
|          | BKK = Bangkok        | ☉ | Friday        |
|          | HKG = Hong Kong      | ☉ | Saturday      |
|          |                      | ☉ | Sunday        |

|                |                         |     |
|----------------|-------------------------|-----|
| Aircraft type: | DB = DC-8               | Jet |
|                | C9 = CV 990 Coronado    | Jet |
|                | C8 = CV 880 -22 M       | Jet |
|                | CA = Caravelle          | Jet |
|                | HC = De Havilland Comet | Jet |
|                | LE = Lockheed Electra   | Jet |
|                | 6B = DC-6B              |     |

|               |             |  |
|---------------|-------------|--|
| Air Carriers: | TG = THAI   | = THAI AIRWAYS INTERNATIONAL LTD.          |
|               | SK = SAS    | = Scandinavian Airlines System             |
|               | SR = SR     | = Swiss Air Transport Co., Ltd. (SWISSAIR) |
|               | CX = CATHAY | = Cathay Pacific Airways Ltd.              |
|               | ML = MAL    | = Malayan Airways Ltd.                     |



## EUROPE - FAR EAST

Connections from SAS/SWISSAIR to THAI/CATHAY/MAL at Bangkok

| SAS/Swissair  | Monday    |       |       | Tuesday   |       |       | Thursday  |       |       | Friday    |      |       | Sunday    |      |                 |           |      |      |           |      |      |           |      |      |           |      |      |           |      |      |        |        |       |       |        |      |      |        |       |       |    |    |    |    |    |    |         |        |      |      |    |    |    |        |      |      |        |      |      |    |    |    |           |        |      |      |        |       |       |        |      |      |        |      |      |        |      |      |              |        |      |      |        |       |       |    |    |    |        |      |      |        |      |      |           |        |      |      |        |      |      |        |      |      |        |      |      |        |      |      |          |    |    |    |    |    |    |        |      |      |        |      |      |        |      |      |
|---|-----------|-------|-------|-----------|-------|-------|-----------|-------|-------|-----------|------|-------|-----------|------|-----------------|-----------|------|------|-----------|------|------|-----------|------|------|-----------|------|------|-----------|------|------|--------|--------|-------|-------|--------|------|------|--------|-------|-------|----|----|----|----|----|----|---------|--------|------|------|----|----|----|--------|------|------|--------|------|------|----|----|----|-----------|--------|------|------|--------|-------|-------|--------|------|------|--------|------|------|--------|------|------|--------------|--------|------|------|--------|-------|-------|----|----|----|--------|------|------|--------|------|------|-----------|--------|------|------|--------|------|------|--------|------|------|--------|------|------|--------|------|------|----------|----|----|----|----|----|----|--------|------|------|--------|------|------|--------|------|------|
|   | SK 983    |       |       | SR 500    |       |       | SK 985    |       |       | SR 502    |      |       | SR 504    |      |                 |           |      |      |           |      |      |           |      |      |           |      |      |           |      |      |        |        |       |       |        |      |      |        |       |       |    |    |    |    |    |    |         |        |      |      |    |    |    |        |      |      |        |      |      |    |    |    |           |        |      |      |        |       |       |        |      |      |        |      |      |        |      |      |              |        |      |      |        |       |       |    |    |    |        |      |      |        |      |      |           |        |      |      |        |      |      |        |      |      |        |      |      |        |      |      |          |    |    |    |    |    |    |        |      |      |        |      |      |        |      |      |
|   | CORONADO  |       |       | CORONADO  |       |       | DC-8      |       |       | CORONADO  |      |       | CORONADO  |      |                 |           |      |      |           |      |      |           |      |      |           |      |      |           |      |      |        |        |       |       |        |      |      |        |       |       |    |    |    |    |    |    |         |        |      |      |    |    |    |        |      |      |        |      |      |    |    |    |           |        |      |      |        |       |       |        |      |      |        |      |      |        |      |      |              |        |      |      |        |       |       |    |    |    |        |      |      |        |      |      |           |        |      |      |        |      |      |        |      |      |        |      |      |        |      |      |          |    |    |    |    |    |    |        |      |      |        |      |      |        |      |      |
| Stockholm   | d         | 0800  |       | 0800      |       | 0800  |           | 0800  |       | 0800      |      | 0800  |           | 0800 |                 |           |      |      |           |      |      |           |      |      |           |      |      |           |      |      |        |        |       |       |        |      |      |        |       |       |    |    |    |    |    |    |         |        |      |      |    |    |    |        |      |      |        |      |      |    |    |    |           |        |      |      |        |       |       |        |      |      |        |      |      |        |      |      |              |        |      |      |        |       |       |    |    |    |        |      |      |        |      |      |           |        |      |      |        |      |      |        |      |      |        |      |      |        |      |      |          |    |    |    |    |    |    |        |      |      |        |      |      |        |      |      |
| Oslo  | d         | 0750  |       | 0750      |       | 0750  |           | 0750  |       | 0750      |      | 0750  |           | 0750 |                 |           |      |      |           |      |      |           |      |      |           |      |      |           |      |      |        |        |       |       |        |      |      |        |       |       |    |    |    |    |    |    |         |        |      |      |    |    |    |        |      |      |        |      |      |    |    |    |           |        |      |      |        |       |       |        |      |      |        |      |      |        |      |      |              |        |      |      |        |       |       |    |    |    |        |      |      |        |      |      |           |        |      |      |        |      |      |        |      |      |        |      |      |        |      |      |          |    |    |    |    |    |    |        |      |      |        |      |      |        |      |      |
| Copenhagen  | d         | 1050  |       | 0955      |       | 0950  |           | 0955  |       | 0955      |      | 0955  |           | 0955 |                 |           |      |      |           |      |      |           |      |      |           |      |      |           |      |      |        |        |       |       |        |      |      |        |       |       |    |    |    |    |    |    |         |        |      |      |    |    |    |        |      |      |        |      |      |    |    |    |           |        |      |      |        |       |       |        |      |      |        |      |      |        |      |      |              |        |      |      |        |       |       |    |    |    |        |      |      |        |      |      |           |        |      |      |        |      |      |        |      |      |        |      |      |        |      |      |          |    |    |    |    |    |    |        |      |      |        |      |      |        |      |      |
| Frankfurt   | a         |       |       | SK601     |       | 1110  |           | SK601 |       | 1110      |      | SK601 |           | 1110 |                 |           |      |      |           |      |      |           |      |      |           |      |      |           |      |      |        |        |       |       |        |      |      |        |       |       |    |    |    |    |    |    |         |        |      |      |    |    |    |        |      |      |        |      |      |    |    |    |           |        |      |      |        |       |       |        |      |      |        |      |      |        |      |      |              |        |      |      |        |       |       |    |    |    |        |      |      |        |      |      |           |        |      |      |        |      |      |        |      |      |        |      |      |        |      |      |          |    |    |    |    |    |    |        |      |      |        |      |      |        |      |      |
| Zurich  | a         |       |       | 1140      |       | 1140  |           | 1140  |       | 1140      |      | 1140  |           | 1140 |                 |           |      |      |           |      |      |           |      |      |           |      |      |           |      |      |        |        |       |       |        |      |      |        |       |       |    |    |    |    |    |    |         |        |      |      |    |    |    |        |      |      |        |      |      |    |    |    |           |        |      |      |        |       |       |        |      |      |        |      |      |        |      |      |              |        |      |      |        |       |       |    |    |    |        |      |      |        |      |      |           |        |      |      |        |      |      |        |      |      |        |      |      |        |      |      |          |    |    |    |    |    |    |        |      |      |        |      |      |        |      |      |
| Geneva  | a         |       |       | 1215      |       | 1215  |           | 1215  |       | 1215      |      | 1215  |           | 1215 |                 |           |      |      |           |      |      |           |      |      |           |      |      |           |      |      |        |        |       |       |        |      |      |        |       |       |    |    |    |    |    |    |         |        |      |      |    |    |    |        |      |      |        |      |      |    |    |    |           |        |      |      |        |       |       |        |      |      |        |      |      |        |      |      |              |        |      |      |        |       |       |    |    |    |        |      |      |        |      |      |           |        |      |      |        |      |      |        |      |      |        |      |      |        |      |      |          |    |    |    |    |    |    |        |      |      |        |      |      |        |      |      |
| Rome  | a         |       |       | 1315      |       | 1315  |           | 1315  |       | 1315      |      | 1315  |           | 1315 |                 |           |      |      |           |      |      |           |      |      |           |      |      |           |      |      |        |        |       |       |        |      |      |        |       |       |    |    |    |    |    |    |         |        |      |      |    |    |    |        |      |      |        |      |      |    |    |    |           |        |      |      |        |       |       |        |      |      |        |      |      |        |      |      |              |        |      |      |        |       |       |    |    |    |        |      |      |        |      |      |           |        |      |      |        |      |      |        |      |      |        |      |      |        |      |      |          |    |    |    |    |    |    |        |      |      |        |      |      |        |      |      |
| Athens  | a         |       |       | 1355      |       | 1355  |           | 1355  |       | 1355      |      | 1355  |           | 1355 |                 |           |      |      |           |      |      |           |      |      |           |      |      |           |      |      |        |        |       |       |        |      |      |        |       |       |    |    |    |    |    |    |         |        |      |      |    |    |    |        |      |      |        |      |      |    |    |    |           |        |      |      |        |       |       |        |      |      |        |      |      |        |      |      |              |        |      |      |        |       |       |    |    |    |        |      |      |        |      |      |           |        |      |      |        |      |      |        |      |      |        |      |      |        |      |      |          |    |    |    |    |    |    |        |      |      |        |      |      |        |      |      |
| Cairo   | a         |       |       | 1440      |       | 1440  |           | 1440  |       | 1440      |      | 1440  |           | 1440 |                 |           |      |      |           |      |      |           |      |      |           |      |      |           |      |      |        |        |       |       |        |      |      |        |       |       |    |    |    |    |    |    |         |        |      |      |    |    |    |        |      |      |        |      |      |    |    |    |           |        |      |      |        |       |       |        |      |      |        |      |      |        |      |      |              |        |      |      |        |       |       |    |    |    |        |      |      |        |      |      |           |        |      |      |        |      |      |        |      |      |        |      |      |        |      |      |          |    |    |    |    |    |    |        |      |      |        |      |      |        |      |      |
| Beirut  | a         |       |       | 1530      |       | 1530  |           | 1530  |       | 1530      |      | 1530  |           | 1530 |                 |           |      |      |           |      |      |           |      |      |           |      |      |           |      |      |        |        |       |       |        |      |      |        |       |       |    |    |    |    |    |    |         |        |      |      |    |    |    |        |      |      |        |      |      |    |    |    |           |        |      |      |        |       |       |        |      |      |        |      |      |        |      |      |              |        |      |      |        |       |       |    |    |    |        |      |      |        |      |      |           |        |      |      |        |      |      |        |      |      |        |      |      |        |      |      |          |    |    |    |    |    |    |        |      |      |        |      |      |        |      |      |
| Teheran   | a         |       |       |           |       |       |           |       |       |           |      |       |           |      |                 |           |      |      |           |      |      |           |      |      |           |      |      |           |      |      |        |        |       |       |        |      |      |        |       |       |    |    |    |    |    |    |         |        |      |      |    |    |    |        |      |      |        |      |      |    |    |    |           |        |      |      |        |       |       |        |      |      |        |      |      |        |      |      |              |        |      |      |        |       |       |    |    |    |        |      |      |        |      |      |           |        |      |      |        |      |      |        |      |      |        |      |      |        |      |      |          |    |    |    |    |    |    |        |      |      |        |      |      |        |      |      |
| Karachi   | a         |       |       |           |       |       |           |       |       |           |      |       |           |      |                 |           |      |      |           |      |      |           |      |      |           |      |      |           |      |      |        |        |       |       |        |      |      |        |       |       |    |    |    |    |    |    |         |        |      |      |    |    |    |        |      |      |        |      |      |    |    |    |           |        |      |      |        |       |       |        |      |      |        |      |      |        |      |      |              |        |      |      |        |       |       |    |    |    |        |      |      |        |      |      |           |        |      |      |        |      |      |        |      |      |        |      |      |        |      |      |          |    |    |    |    |    |    |        |      |      |        |      |      |        |      |      |
| Bombay  | a         |       |       |           |       |       |           |       |       |           |      |       |           |      |                 |           |      |      |           |      |      |           |      |      |           |      |      |           |      |      |        |        |       |       |        |      |      |        |       |       |    |    |    |    |    |    |         |        |      |      |    |    |    |        |      |      |        |      |      |    |    |    |           |        |      |      |        |       |       |        |      |      |        |      |      |        |      |      |              |        |      |      |        |       |       |    |    |    |        |      |      |        |      |      |           |        |      |      |        |      |      |        |      |      |        |      |      |        |      |      |          |    |    |    |    |    |    |        |      |      |        |      |      |        |      |      |
| Calcutta  | a         |       |       |           |       |       |           |       |       |           |      |       |           |      |                 |           |      |      |           |      |      |           |      |      |           |      |      |           |      |      |        |        |       |       |        |      |      |        |       |       |    |    |    |    |    |    |         |        |      |      |    |    |    |        |      |      |        |      |      |    |    |    |           |        |      |      |        |       |       |        |      |      |        |      |      |        |      |      |              |        |      |      |        |       |       |    |    |    |        |      |      |        |      |      |           |        |      |      |        |      |      |        |      |      |        |      |      |        |      |      |          |    |    |    |    |    |    |        |      |      |        |      |      |        |      |      |
| Bangkok   | a         |       |       |           |       |       |           |       |       |           |      |       |           |      |                 |           |      |      |           |      |      |           |      |      |           |      |      |           |      |      |        |        |       |       |        |      |      |        |       |       |    |    |    |    |    |    |         |        |      |      |    |    |    |        |      |      |        |      |      |    |    |    |           |        |      |      |        |       |       |        |      |      |        |      |      |        |      |      |              |        |      |      |        |       |       |    |    |    |        |      |      |        |      |      |           |        |      |      |        |      |      |        |      |      |        |      |      |        |      |      |          |    |    |    |    |    |    |        |      |      |        |      |      |        |      |      |
| <table border="1"> <thead> <tr> <th>Connections to:</th> <th>Route No.</th> <th>Dep.</th> <th>Arr.</th> <th>Route No.</th> <th>Dep.</th> <th>Arr.</th> <th>Route No.</th> <th>Dep.</th> <th>Arr.</th> <th>Route No.</th> <th>Dep.</th> <th>Arr.</th> <th>Route No.</th> <th>Dep.</th> <th>Arr.</th> </tr> </thead> <tbody> <tr> <td>Saigon</td><td>TG 200</td><td>1835*</td><td>2110*</td><td>TG 200</td><td>1835</td><td>2110</td><td>TG 200</td><td>0900*</td><td>1230*</td><td>..</td><td>..</td><td>..</td><td>..</td><td>..</td><td>..</td> </tr> <tr> <td>Rangoon</td><td>CX 035</td><td>1930</td><td>2015</td><td>..</td><td>..</td><td>..</td><td>CX 033</td><td>1925</td><td>2010</td><td>TG 301</td><td>1520</td><td>1630</td><td>..</td><td>..</td><td>..</td> </tr> <tr> <td>Hong Kong</td><td>CX 724</td><td>1105</td><td>1430</td><td>TG 600</td><td>1000*</td><td>1355*</td><td>TG 602</td><td>1845</td><td>2240</td><td>TG 502</td><td>1225</td><td>1550</td><td>TG 504</td><td>1225</td><td>1550</td> </tr> <tr> <td>Kuala Lumpur</td><td>CX 725</td><td>1515</td><td>1805</td><td>ML 511</td><td>1100*</td><td>1325*</td><td>..</td><td>..</td><td>..</td><td>TG 403</td><td>1400</td><td>1630</td><td>TG 407</td><td>1400</td><td>1630</td> </tr> <tr> <td>Singapore</td><td>CX 725</td><td>1515</td><td>1930</td><td>CX 727</td><td>2105</td><td>2335</td><td>TG 731</td><td>1705</td><td>1935</td><td>TG 403</td><td>1400</td><td>1755</td><td>TG 723</td><td>1705</td><td>1935</td> </tr> <tr> <td>Djakarta</td><td>..</td><td>..</td><td>..</td><td>..</td><td>..</td><td>..</td><td>TG 731</td><td>1705</td><td>2125</td><td>TG 403</td><td>1400</td><td>2010</td><td>TG 723</td><td>1705</td><td>2125</td> </tr> </tbody> </table> |           |       |       |           |       |       |           |       |       |           |      |       |           |      | Connections to: | Route No. | Dep. | Arr. | Route No. | Dep. | Arr. | Route No. | Dep. | Arr. | Route No. | Dep. | Arr. | Route No. | Dep. | Arr. | Saigon | TG 200 | 1835* | 2110* | TG 200 | 1835 | 2110 | TG 200 | 0900* | 1230* | .. | .. | .. | .. | .. | .. | Rangoon | CX 035 | 1930 | 2015 | .. | .. | .. | CX 033 | 1925 | 2010 | TG 301 | 1520 | 1630 | .. | .. | .. | Hong Kong | CX 724 | 1105 | 1430 | TG 600 | 1000* | 1355* | TG 602 | 1845 | 2240 | TG 502 | 1225 | 1550 | TG 504 | 1225 | 1550 | Kuala Lumpur | CX 725 | 1515 | 1805 | ML 511 | 1100* | 1325* | .. | .. | .. | TG 403 | 1400 | 1630 | TG 407 | 1400 | 1630 | Singapore | CX 725 | 1515 | 1930 | CX 727 | 2105 | 2335 | TG 731 | 1705 | 1935 | TG 403 | 1400 | 1755 | TG 723 | 1705 | 1935 | Djakarta | .. | .. | .. | .. | .. | .. | TG 731 | 1705 | 2125 | TG 403 | 1400 | 2010 | TG 723 | 1705 | 2125 |
| Connections to:   | Route No. | Dep.  | Arr.  | Route No. | Dep.  | Arr.  | Route No. | Dep.  | Arr.  | Route No. | Dep. | Arr.  | Route No. | Dep. | Arr.            |           |      |      |           |      |      |           |      |      |           |      |      |           |      |      |        |        |       |       |        |      |      |        |       |       |    |    |    |    |    |    |         |        |      |      |    |    |    |        |      |      |        |      |      |    |    |    |           |        |      |      |        |       |       |        |      |      |        |      |      |        |      |      |              |        |      |      |        |       |       |    |    |    |        |      |      |        |      |      |           |        |      |      |        |      |      |        |      |      |        |      |      |        |      |      |          |    |    |    |    |    |    |        |      |      |        |      |      |        |      |      |
| Saigon  | TG 200    | 1835* | 2110* | TG 200    | 1835  | 2110  | TG 200    | 0900* | 1230* | ..        | ..   | ..    | ..        | ..   | ..              |           |      |      |           |      |      |           |      |      |           |      |      |           |      |      |        |        |       |       |        |      |      |        |       |       |    |    |    |    |    |    |         |        |      |      |    |    |    |        |      |      |        |      |      |    |    |    |           |        |      |      |        |       |       |        |      |      |        |      |      |        |      |      |              |        |      |      |        |       |       |    |    |    |        |      |      |        |      |      |           |        |      |      |        |      |      |        |      |      |        |      |      |        |      |      |          |    |    |    |    |    |    |        |      |      |        |      |      |        |      |      |
| Rangoon   | CX 035    | 1930  | 2015  | ..        | ..    | ..    | CX 033    | 1925  | 2010  | TG 301    | 1520 | 1630  | ..        | ..   | ..              |           |      |      |           |      |      |           |      |      |           |      |      |           |      |      |        |        |       |       |        |      |      |        |       |       |    |    |    |    |    |    |         |        |      |      |    |    |    |        |      |      |        |      |      |    |    |    |           |        |      |      |        |       |       |        |      |      |        |      |      |        |      |      |              |        |      |      |        |       |       |    |    |    |        |      |      |        |      |      |           |        |      |      |        |      |      |        |      |      |        |      |      |        |      |      |          |    |    |    |    |    |    |        |      |      |        |      |      |        |      |      |
| Hong Kong   | CX 724    | 1105  | 1430  | TG 600    | 1000* | 1355* | TG 602    | 1845  | 2240  | TG 502    | 1225 | 1550  | TG 504    | 1225 | 1550            |           |      |      |           |      |      |           |      |      |           |      |      |           |      |      |        |        |       |       |        |      |      |        |       |       |    |    |    |    |    |    |         |        |      |      |    |    |    |        |      |      |        |      |      |    |    |    |           |        |      |      |        |       |       |        |      |      |        |      |      |        |      |      |              |        |      |      |        |       |       |    |    |    |        |      |      |        |      |      |           |        |      |      |        |      |      |        |      |      |        |      |      |        |      |      |          |    |    |    |    |    |    |        |      |      |        |      |      |        |      |      |
| Kuala Lumpur  | CX 725    | 1515  | 1805  | ML 511    | 1100* | 1325* | ..        | ..    | ..    | TG 403    | 1400 | 1630  | TG 407    | 1400 | 1630            |           |      |      |           |      |      |           |      |      |           |      |      |           |      |      |        |        |       |       |        |      |      |        |       |       |    |    |    |    |    |    |         |        |      |      |    |    |    |        |      |      |        |      |      |    |    |    |           |        |      |      |        |       |       |        |      |      |        |      |      |        |      |      |              |        |      |      |        |       |       |    |    |    |        |      |      |        |      |      |           |        |      |      |        |      |      |        |      |      |        |      |      |        |      |      |          |    |    |    |    |    |    |        |      |      |        |      |      |        |      |      |
| Singapore   | CX 725    | 1515  | 1930  | CX 727    | 2105  | 2335  | TG 731    | 1705  | 1935  | TG 403    | 1400 | 1755  | TG 723    | 1705 | 1935            |           |      |      |           |      |      |           |      |      |           |      |      |           |      |      |        |        |       |       |        |      |      |        |       |       |    |    |    |    |    |    |         |        |      |      |    |    |    |        |      |      |        |      |      |    |    |    |           |        |      |      |        |       |       |        |      |      |        |      |      |        |      |      |              |        |      |      |        |       |       |    |    |    |        |      |      |        |      |      |           |        |      |      |        |      |      |        |      |      |        |      |      |        |      |      |          |    |    |    |    |    |    |        |      |      |        |      |      |        |      |      |
| Djakarta  | ..        | ..    | ..    | ..        | ..    | ..    | TG 731    | 1705  | 2125  | TG 403    | 1400 | 2010  | TG 723    | 1705 | 2125            |           |      |      |           |      |      |           |      |      |           |      |      |           |      |      |        |        |       |       |        |      |      |        |       |       |    |    |    |    |    |    |         |        |      |      |    |    |    |        |      |      |        |      |      |    |    |    |           |        |      |      |        |       |       |        |      |      |        |      |      |        |      |      |              |        |      |      |        |       |       |    |    |    |        |      |      |        |      |      |           |        |      |      |        |      |      |        |      |      |        |      |      |        |      |      |          |    |    |    |    |    |    |        |      |      |        |      |      |        |      |      |

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## FARE EAST - EUROPE

Connections to SAS/SWISSAIR from THAI/CATHAY/MAL at Bangkok

| Connections from:   | Route No. Dep. Arr. |                       |              | Route No. Dep. Arr. |              |       | Route No. Dep. Arr. |       |       | Route No. Dep. Arr. |       |       | Route No. Dep. Arr. |       |       |              |         |           |          |          |        |  |        |        |        |        |        |  |          |      |          |      |          |         |      |      |      |      |      |          |              |  |  |              |              |        |  |  |              |  |              |         |              |              |              |              |              |         |  |                       |  |                |  |        |  |  |  |      |              |       |              |  |              |  |              |        |  |  |  |  |  |      |  |  |              |  |              |        |              |  |              |  |              |        |              |  |              |  |              |           |             |  |  |             |             |            |      |      |      |      |      |      |      |      |      |      |      |           |      |      |      |      |      |
|---|---------------------|-----------------------|--------------|---------------------|--------------|-------|---------------------|-------|-------|---------------------|-------|-------|---------------------|-------|-------|--------------|---------|-----------|----------|----------|--------|--|--------|--------|--------|--------|--------|--|----------|------|----------|------|----------|---------|------|------|------|------|------|----------|--------------|--|--|--------------|--------------|--------|--|--|--------------|--|--------------|---------|--------------|--------------|--------------|--------------|--------------|---------|--|-----------------------|--|----------------|--|--------|--|--|--|------|--------------|-------|--------------|--|--------------|--|--------------|--------|--|--|--|--|--|------|--|--|--------------|--|--------------|--------|--------------|--|--------------|--|--------------|--------|--------------|--|--------------|--|--------------|-----------|-------------|--|--|-------------|-------------|------------|------|------|------|------|------|------|------|------|------|------|------|-----------|------|------|------|------|------|
|   | BKK                 |                       |              | BKK                 |              |       | BKK                 |       |       | BKK                 |       |       | BKK                 |       |       |              |         |           |          |          |        |  |        |        |        |        |        |  |          |      |          |      |          |         |      |      |      |      |      |          |              |  |  |              |              |        |  |  |              |  |              |         |              |              |              |              |              |         |  |                       |  |                |  |        |  |  |  |      |              |       |              |  |              |  |              |        |  |  |  |  |  |      |  |  |              |  |              |        |              |  |              |  |              |        |              |  |              |  |              |           |             |  |  |             |             |            |      |      |      |      |      |      |      |      |      |      |      |           |      |      |      |      |      |
|   | CORONADO            |                       |              | CORONADO            |              |       | CORONADO            |       |       | CORONADO            |       |       | CORONADO            |       |       |              |         |           |          |          |        |  |        |        |        |        |        |  |          |      |          |      |          |         |      |      |      |      |      |          |              |  |  |              |              |        |  |  |              |  |              |         |              |              |              |              |              |         |  |                       |  |                |  |        |  |  |  |      |              |       |              |  |              |  |              |        |  |  |  |  |  |      |  |  |              |  |              |        |              |  |              |  |              |        |              |  |              |  |              |           |             |  |  |             |             |            |      |      |      |      |      |      |      |      |      |      |      |           |      |      |      |      |      |
| Osaka   | ..                  | ..                    | ..           | TG 601              | 1030         | 1735  | TG 601              | 1030* | 1735* | TG 601              | 1030* | 1735* | TG 601              | 1030* | 1735* |              |         |           |          |          |        |  |        |        |        |        |        |  |          |      |          |      |          |         |      |      |      |      |      |          |              |  |  |              |              |        |  |  |              |  |              |         |              |              |              |              |              |         |  |                       |  |                |  |        |  |  |  |      |              |       |              |  |              |  |              |        |  |  |  |  |  |      |  |  |              |  |              |        |              |  |              |  |              |        |              |  |              |  |              |           |             |  |  |             |             |            |      |      |      |      |      |      |      |      |      |      |      |           |      |      |      |      |      |
| Taipei  | ..                  | ..                    | ..           | TG 601              | 1330         | 1735  | TG 601              | 1330* | 1735* | TG 601              | 1330* | 1735* | TG 601              | 1330* | 1735* |              |         |           |          |          |        |  |        |        |        |        |        |  |          |      |          |      |          |         |      |      |      |      |      |          |              |  |  |              |              |        |  |  |              |  |              |         |              |              |              |              |              |         |  |                       |  |                |  |        |  |  |  |      |              |       |              |  |              |  |              |        |  |  |  |  |  |      |  |  |              |  |              |        |              |  |              |  |              |        |              |  |              |  |              |           |             |  |  |             |             |            |      |      |      |      |      |      |      |      |      |      |      |           |      |      |      |      |      |
| Manila  | TG 703              | 0830*                 | 1255*        | ..                  | ..           | ..    | ..                  | ..    | ..    | ..                  | ..    | ..    | ..                  | ..    | ..    |              |         |           |          |          |        |  |        |        |        |        |        |  |          |      |          |      |          |         |      |      |      |      |      |          |              |  |  |              |              |        |  |  |              |  |              |         |              |              |              |              |              |         |  |                       |  |                |  |        |  |  |  |      |              |       |              |  |              |  |              |        |  |  |  |  |  |      |  |  |              |  |              |        |              |  |              |  |              |        |              |  |              |  |              |           |             |  |  |             |             |            |      |      |      |      |      |      |      |      |      |      |      |           |      |      |      |      |      |
| Hong Kong   | TG 503              | 1550                  | 1720         | TG 601              | 1540         | 1735  | CX 729              | 1215  | 1440  | TG 603              | 1100  | 1255  | TG 505              | 1550  | 1720  |              |         |           |          |          |        |  |        |        |        |        |        |  |          |      |          |      |          |         |      |      |      |      |      |          |              |  |  |              |              |        |  |  |              |  |              |         |              |              |              |              |              |         |  |                       |  |                |  |        |  |  |  |      |              |       |              |  |              |  |              |        |  |  |  |  |  |      |  |  |              |  |              |        |              |  |              |  |              |        |              |  |              |  |              |           |             |  |  |             |             |            |      |      |      |      |      |      |      |      |      |      |      |           |      |      |      |      |      |
| Djakarta  | TG 724              | 0700                  | 1030         | TG 724              | 0700*        | 1030* | ..                  | ..    | ..    | TG 732              | 0800  | 0930  | TG 404              | 0830  | 1335  |              |         |           |          |          |        |  |        |        |        |        |        |  |          |      |          |      |          |         |      |      |      |      |      |          |              |  |  |              |              |        |  |  |              |  |              |         |              |              |              |              |              |         |  |                       |  |                |  |        |  |  |  |      |              |       |              |  |              |  |              |        |  |  |  |  |  |      |  |  |              |  |              |        |              |  |              |  |              |        |              |  |              |  |              |           |             |  |  |             |             |            |      |      |      |      |      |      |      |      |      |      |      |           |      |      |      |      |      |
| Singapore   | TG 724              | 0900                  | 1030         | CX 726              | 0800         | 1115  | CX 728              | 0800  | 0930  | ..                  | ..    | ..    | TG 404              | 1040  | 1355  |              |         |           |          |          |        |  |        |        |        |        |        |  |          |      |          |      |          |         |      |      |      |      |      |          |              |  |  |              |              |        |  |  |              |  |              |         |              |              |              |              |              |         |  |                       |  |                |  |        |  |  |  |      |              |       |              |  |              |  |              |        |  |  |  |  |  |      |  |  |              |  |              |        |              |  |              |  |              |        |              |  |              |  |              |           |             |  |  |             |             |            |      |      |      |      |      |      |      |      |      |      |      |           |      |      |      |      |      |
| Kuala Lumpur  | TG 408              | 0730                  | 0900         | TG 408              | 1430         | 1715  | ML 512              | 0855  | 1020  | ..                  | ..    | ..    | TG 404              | 1205  | 1335  |              |         |           |          |          |        |  |        |        |        |        |        |  |          |      |          |      |          |         |      |      |      |      |      |          |              |  |  |              |              |        |  |  |              |  |              |         |              |              |              |              |              |         |  |                       |  |                |  |        |  |  |  |      |              |       |              |  |              |  |              |        |  |  |  |  |  |      |  |  |              |  |              |        |              |  |              |  |              |        |              |  |              |  |              |           |             |  |  |             |             |            |      |      |      |      |      |      |      |      |      |      |      |           |      |      |      |      |      |
| Saigon  | TG 201              | 1310*                 | 1440*        | ..                  | ..           | ..    | TG 201              | 0830  | 0905  | TG 201              | 1310  | 1440  | TG 201              | 1310* | 1440* |              |         |           |          |          |        |  |        |        |        |        |        |  |          |      |          |      |          |         |      |      |      |      |      |          |              |  |  |              |              |        |  |  |              |  |              |         |              |              |              |              |              |         |  |                       |  |                |  |        |  |  |  |      |              |       |              |  |              |  |              |        |  |  |  |  |  |      |  |  |              |  |              |        |              |  |              |  |              |        |              |  |              |  |              |           |             |  |  |             |             |            |      |      |      |      |      |      |      |      |      |      |      |           |      |      |      |      |      |
| Rangoon   | TG 302              | 1410                  | 1620         | CX 036              | 1330         | 1510  | ..                  | ..    | ..    | ..                  | ..    | ..    | CX 034              | 1330  | 1510  |              |         |           |          |          |        |  |        |        |        |        |        |  |          |      |          |      |          |         |      |      |      |      |      |          |              |  |  |              |              |        |  |  |              |  |              |         |              |              |              |              |              |         |  |                       |  |                |  |        |  |  |  |      |              |       |              |  |              |  |              |        |  |  |  |  |  |      |  |  |              |  |              |        |              |  |              |  |              |        |              |  |              |  |              |           |             |  |  |             |             |            |      |      |      |      |      |      |      |      |      |      |      |           |      |      |      |      |      |
| <table border="1"> <thead> <tr> <th>SAS/SWISSAIR</th> <th>Tuesday</th> <th>Wednesday</th> <th>Thursday</th> <th>Saturday</th> <th>Sunday</th> </tr> <tr> <td></td> <td>SR 503</td> <td>SK 984</td> <td>SR 501</td> <td>SK 986</td> <td>SR 505</td> </tr> <tr> <td></td> <td>CORONADO</td> <td>DC-8</td> <td>CORONADO</td> <td>DC-8</td> <td>CORONADO</td> </tr> </thead> <tbody> <tr> <td>Bangkok</td><td>1810</td><td>1810</td><td>1810</td><td>1810</td><td>1810</td></tr> <tr> <td>Calcutta</td><td>1855<br/>1945</td><td></td><td></td><td>1905<br/>1945</td><td>1905<br/>1945</td></tr> <tr> <td>Bombay</td><td></td><td></td><td>2050<br/>2135</td><td></td><td>2050<br/>2135</td></tr> <tr> <td>Karachi</td><td>2225<br/>2335</td><td>2130<br/>2220</td><td>2235<br/>2335</td><td>2230<br/>2335</td><td>2235<br/>2335</td></tr> <tr> <td>Teheran</td><td></td><td>2355<br/>Thursday 0045</td><td></td><td>0110<br/>Sunday</td><td></td></tr> <tr> <td>Beirut</td><td></td><td></td><td></td><td>0200</td><td>0155<br/>0200</td></tr> <tr> <td>Cairo</td><td>0155<br/>0240</td><td></td><td>0155<br/>0240</td><td></td><td>0345<br/>0425</td></tr> <tr> <td>Athens</td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>Rome</td><td></td><td></td><td>0320<br/>0410</td><td></td><td>0435<br/>0525</td></tr> <tr> <td>Geneva</td><td>0535<br/>0615</td><td></td><td>0535<br/>0615</td><td></td><td>0600<br/>0755</td></tr> <tr> <td>Zurich</td><td>0655<br/>0755</td><td></td><td>0535<br/>0620</td><td></td><td>0645<br/>0730</td></tr> <tr> <td>Frankfurt</td><td>SR234/SK614</td><td></td><td></td><td>SR234/SK614</td><td>SR234/SK614</td></tr> <tr> <td>Copenhagen</td><td>1050</td><td>0750</td><td>1050</td><td>1005</td><td>1050</td></tr> <tr> <td>Oslo</td><td>1635</td><td>1040</td><td>1635</td><td>1400</td><td>1400</td></tr> <tr> <td>Stockholm</td><td>1340</td><td>1010</td><td>1340</td><td>1340</td><td>1340</td></tr> </tbody> </table> |                     |                       |              |                     |              |       |                     |       |       |                     |       |       |                     |       |       | SAS/SWISSAIR | Tuesday | Wednesday | Thursday | Saturday | Sunday |  | SR 503 | SK 984 | SR 501 | SK 986 | SR 505 |  | CORONADO | DC-8 | CORONADO | DC-8 | CORONADO | Bangkok | 1810 | 1810 | 1810 | 1810 | 1810 | Calcutta | 1855<br>1945 |  |  | 1905<br>1945 | 1905<br>1945 | Bombay |  |  | 2050<br>2135 |  | 2050<br>2135 | Karachi | 2225<br>2335 | 2130<br>2220 | 2235<br>2335 | 2230<br>2335 | 2235<br>2335 | Teheran |  | 2355<br>Thursday 0045 |  | 0110<br>Sunday |  | Beirut |  |  |  | 0200 | 0155<br>0200 | Cairo | 0155<br>0240 |  | 0155<br>0240 |  | 0345<br>0425 | Athens |  |  |  |  |  | Rome |  |  | 0320<br>0410 |  | 0435<br>0525 | Geneva | 0535<br>0615 |  | 0535<br>0615 |  | 0600<br>0755 | Zurich | 0655<br>0755 |  | 0535<br>0620 |  | 0645<br>0730 | Frankfurt | SR234/SK614 |  |  | SR234/SK614 | SR234/SK614 | Copenhagen | 1050 | 0750 | 1050 | 1005 | 1050 | Oslo | 1635 | 1040 | 1635 | 1400 | 1400 | Stockholm | 1340 | 1010 | 1340 | 1340 | 1340 |
| SAS/SWISSAIR  | Tuesday             | Wednesday             | Thursday     | Saturday            | Sunday       |       |                     |       |       |                     |       |       |                     |       |       |              |         |           |          |          |        |  |        |        |        |        |        |  |          |      |          |      |          |         |      |      |      |      |      |          |              |  |  |              |              |        |  |  |              |  |              |         |              |              |              |              |              |         |  |                       |  |                |  |        |  |  |  |      |              |       |              |  |              |  |              |        |  |  |  |  |  |      |  |  |              |  |              |        |              |  |              |  |              |        |              |  |              |  |              |           |             |  |  |             |             |            |      |      |      |      |      |      |      |      |      |      |      |           |      |      |      |      |      |
|   | SR 503              | SK 984                | SR 501       | SK 986              | SR 505       |       |                     |       |       |                     |       |       |                     |       |       |              |         |           |          |          |        |  |        |        |        |        |        |  |          |      |          |      |          |         |      |      |      |      |      |          |              |  |  |              |              |        |  |  |              |  |              |         |              |              |              |              |              |         |  |                       |  |                |  |        |  |  |  |      |              |       |              |  |              |  |              |        |  |  |  |  |  |      |  |  |              |  |              |        |              |  |              |  |              |        |              |  |              |  |              |           |             |  |  |             |             |            |      |      |      |      |      |      |      |      |      |      |      |           |      |      |      |      |      |
|   | CORONADO            | DC-8                  | CORONADO     | DC-8                | CORONADO     |       |                     |       |       |                     |       |       |                     |       |       |              |         |           |          |          |        |  |        |        |        |        |        |  |          |      |          |      |          |         |      |      |      |      |      |          |              |  |  |              |              |        |  |  |              |  |              |         |              |              |              |              |              |         |  |                       |  |                |  |        |  |  |  |      |              |       |              |  |              |  |              |        |  |  |  |  |  |      |  |  |              |  |              |        |              |  |              |  |              |        |              |  |              |  |              |           |             |  |  |             |             |            |      |      |      |      |      |      |      |      |      |      |      |           |      |      |      |      |      |
| Bangkok   | 1810                | 1810                  | 1810         | 1810                | 1810         |       |                     |       |       |                     |       |       |                     |       |       |              |         |           |          |          |        |  |        |        |        |        |        |  |          |      |          |      |          |         |      |      |      |      |      |          |              |  |  |              |              |        |  |  |              |  |              |         |              |              |              |              |              |         |  |                       |  |                |  |        |  |  |  |      |              |       |              |  |              |  |              |        |  |  |  |  |  |      |  |  |              |  |              |        |              |  |              |  |              |        |              |  |              |  |              |           |             |  |  |             |             |            |      |      |      |      |      |      |      |      |      |      |      |           |      |      |      |      |      |
| Calcutta  | 1855<br>1945        |                       |              | 1905<br>1945        | 1905<br>1945 |       |                     |       |       |                     |       |       |                     |       |       |              |         |           |          |          |        |  |        |        |        |        |        |  |          |      |          |      |          |         |      |      |      |      |      |          |              |  |  |              |              |        |  |  |              |  |              |         |              |              |              |              |              |         |  |                       |  |                |  |        |  |  |  |      |              |       |              |  |              |  |              |        |  |  |  |  |  |      |  |  |              |  |              |        |              |  |              |  |              |        |              |  |              |  |              |           |             |  |  |             |             |            |      |      |      |      |      |      |      |      |      |      |      |           |      |      |      |      |      |
| Bombay  |                     |                       | 2050<br>2135 |                     | 2050<br>2135 |       |                     |       |       |                     |       |       |                     |       |       |              |         |           |          |          |        |  |        |        |        |        |        |  |          |      |          |      |          |         |      |      |      |      |      |          |              |  |  |              |              |        |  |  |              |  |              |         |              |              |              |              |              |         |  |                       |  |                |  |        |  |  |  |      |              |       |              |  |              |  |              |        |  |  |  |  |  |      |  |  |              |  |              |        |              |  |              |  |              |        |              |  |              |  |              |           |             |  |  |             |             |            |      |      |      |      |      |      |      |      |      |      |      |           |      |      |      |      |      |
| Karachi   | 2225<br>2335        | 2130<br>2220          | 2235<br>2335 | 2230<br>2335        | 2235<br>2335 |       |                     |       |       |                     |       |       |                     |       |       |              |         |           |          |          |        |  |        |        |        |        |        |  |          |      |          |      |          |         |      |      |      |      |      |          |              |  |  |              |              |        |  |  |              |  |              |         |              |              |              |              |              |         |  |                       |  |                |  |        |  |  |  |      |              |       |              |  |              |  |              |        |  |  |  |  |  |      |  |  |              |  |              |        |              |  |              |  |              |        |              |  |              |  |              |           |             |  |  |             |             |            |      |      |      |      |      |      |      |      |      |      |      |           |      |      |      |      |      |
| Teheran   |                     | 2355<br>Thursday 0045 |              | 0110<br>Sunday      |              |       |                     |       |       |                     |       |       |                     |       |       |              |         |           |          |          |        |  |        |        |        |        |        |  |          |      |          |      |          |         |      |      |      |      |      |          |              |  |  |              |              |        |  |  |              |  |              |         |              |              |              |              |              |         |  |                       |  |                |  |        |  |  |  |      |              |       |              |  |              |  |              |        |  |  |  |  |  |      |  |  |              |  |              |        |              |  |              |  |              |        |              |  |              |  |              |           |             |  |  |             |             |            |      |      |      |      |      |      |      |      |      |      |      |           |      |      |      |      |      |
| Beirut  |                     |                       |              | 0200                | 0155<br>0200 |       |                     |       |       |                     |       |       |                     |       |       |              |         |           |          |          |        |  |        |        |        |        |        |  |          |      |          |      |          |         |      |      |      |      |      |          |              |  |  |              |              |        |  |  |              |  |              |         |              |              |              |              |              |         |  |                       |  |                |  |        |  |  |  |      |              |       |              |  |              |  |              |        |  |  |  |  |  |      |  |  |              |  |              |        |              |  |              |  |              |        |              |  |              |  |              |           |             |  |  |             |             |            |      |      |      |      |      |      |      |      |      |      |      |           |      |      |      |      |      |
| Cairo   | 0155<br>0240        |                       | 0155<br>0240 |                     | 0345<br>0425 |       |                     |       |       |                     |       |       |                     |       |       |              |         |           |          |          |        |  |        |        |        |        |        |  |          |      |          |      |          |         |      |      |      |      |      |          |              |  |  |              |              |        |  |  |              |  |              |         |              |              |              |              |              |         |  |                       |  |                |  |        |  |  |  |      |              |       |              |  |              |  |              |        |  |  |  |  |  |      |  |  |              |  |              |        |              |  |              |  |              |        |              |  |              |  |              |           |             |  |  |             |             |            |      |      |      |      |      |      |      |      |      |      |      |           |      |      |      |      |      |
| Athens  |                     |                       |              |                     |              |       |                     |       |       |                     |       |       |                     |       |       |              |         |           |          |          |        |  |        |        |        |        |        |  |          |      |          |      |          |         |      |      |      |      |      |          |              |  |  |              |              |        |  |  |              |  |              |         |              |              |              |              |              |         |  |                       |  |                |  |        |  |  |  |      |              |       |              |  |              |  |              |        |  |  |  |  |  |      |  |  |              |  |              |        |              |  |              |  |              |        |              |  |              |  |              |           |             |  |  |             |             |            |      |      |      |      |      |      |      |      |      |      |      |           |      |      |      |      |      |
| Rome  |                     |                       | 0320<br>0410 |                     | 0435<br>0525 |       |                     |       |       |                     |       |       |                     |       |       |              |         |           |          |          |        |  |        |        |        |        |        |  |          |      |          |      |          |         |      |      |      |      |      |          |              |  |  |              |              |        |  |  |              |  |              |         |              |              |              |              |              |         |  |                       |  |                |  |        |  |  |  |      |              |       |              |  |              |  |              |        |  |  |  |  |  |      |  |  |              |  |              |        |              |  |              |  |              |        |              |  |              |  |              |           |             |  |  |             |             |            |      |      |      |      |      |      |      |      |      |      |      |           |      |      |      |      |      |
| Geneva  | 0535<br>0615        |                       | 0535<br>0615 |                     | 0600<br>0755 |       |                     |       |       |                     |       |       |                     |       |       |              |         |           |          |          |        |  |        |        |        |        |        |  |          |      |          |      |          |         |      |      |      |      |      |          |              |  |  |              |              |        |  |  |              |  |              |         |              |              |              |              |              |         |  |                       |  |                |  |        |  |  |  |      |              |       |              |  |              |  |              |        |  |  |  |  |  |      |  |  |              |  |              |        |              |  |              |  |              |        |              |  |              |  |              |           |             |  |  |             |             |            |      |      |      |      |      |      |      |      |      |      |      |           |      |      |      |      |      |
| Zurich  | 0655<br>0755        |                       | 0535<br>0620 |                     | 0645<br>0730 |       |                     |       |       |                     |       |       |                     |       |       |              |         |           |          |          |        |  |        |        |        |        |        |  |          |      |          |      |          |         |      |      |      |      |      |          |              |  |  |              |              |        |  |  |              |  |              |         |              |              |              |              |              |         |  |                       |  |                |  |        |  |  |  |      |              |       |              |  |              |  |              |        |  |  |  |  |  |      |  |  |              |  |              |        |              |  |              |  |              |        |              |  |              |  |              |           |             |  |  |             |             |            |      |      |      |      |      |      |      |      |      |      |      |           |      |      |      |      |      |
| Frankfurt   | SR234/SK614         |                       |              | SR234/SK614         | SR234/SK614  |       |                     |       |       |                     |       |       |                     |       |       |              |         |           |          |          |        |  |        |        |        |        |        |  |          |      |          |      |          |         |      |      |      |      |      |          |              |  |  |              |              |        |  |  |              |  |              |         |              |              |              |              |              |         |  |                       |  |                |  |        |  |  |  |      |              |       |              |  |              |  |              |        |  |  |  |  |  |      |  |  |              |  |              |        |              |  |              |  |              |        |              |  |              |  |              |           |             |  |  |             |             |            |      |      |      |      |      |      |      |      |      |      |      |           |      |      |      |      |      |
| Copenhagen  | 1050                | 0750                  | 1050         | 1005                | 1050         |       |                     |       |       |                     |       |       |                     |       |       |              |         |           |          |          |        |  |        |        |        |        |        |  |          |      |          |      |          |         |      |      |      |      |      |          |              |  |  |              |              |        |  |  |              |  |              |         |              |              |              |              |              |         |  |                       |  |                |  |        |  |  |  |      |              |       |              |  |              |  |              |        |  |  |  |  |  |      |  |  |              |  |              |        |              |  |              |  |              |        |              |  |              |  |              |           |             |  |  |             |             |            |      |      |      |      |      |      |      |      |      |      |      |           |      |      |      |      |      |
| Oslo  | 1635                | 1040                  | 1635         | 1400                | 1400         |       |                     |       |       |                     |       |       |                     |       |       |              |         |           |          |          |        |  |        |        |        |        |        |  |          |      |          |      |          |         |      |      |      |      |      |          |              |  |  |              |              |        |  |  |              |  |              |         |              |              |              |              |              |         |  |                       |  |                |  |        |  |  |  |      |              |       |              |  |              |  |              |        |  |  |  |  |  |      |  |  |              |  |              |        |              |  |              |  |              |        |              |  |              |  |              |           |             |  |  |             |             |            |      |      |      |      |      |      |      |      |      |      |      |           |      |      |      |      |      |
| Stockholm   | 1340                | 1010                  | 1340         | 1340                | 1340         |       |                     |       |       |                     |       |       |                     |       |       |              |         |           |          |          |        |  |        |        |        |        |        |  |          |      |          |      |          |         |      |      |      |      |      |          |              |  |  |              |              |        |  |  |              |  |              |         |              |              |              |              |              |         |  |                       |  |                |  |        |  |  |  |      |              |       |              |  |              |  |              |        |  |  |  |  |  |      |  |  |              |  |              |        |              |  |              |  |              |        |              |  |              |  |              |           |             |  |  |             |             |            |      |      |      |      |      |      |      |      |      |      |      |           |      |      |      |      |      |

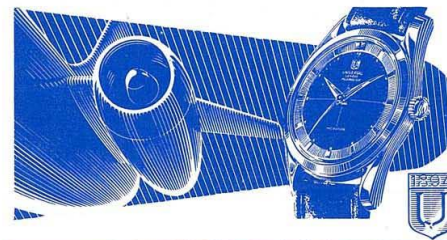
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| From<br>Bangkok<br>To | Local Time |                | Route No. | A/C | Transfer point | Class  | Fares   |       |        |     |    |
|-----------------------|------------|----------------|-----------|-----|----------------|--------|---------|-------|--------|-----|----|
|                       | Days       | De-<br>parture |           |     |                |        | Arrival | US\$  |        | UK£ |    |
|                       |            |                |           |     |                |        |         | OW    | RT     | OW  | RT |
| Calcutta              | 0940       | 13 15          | TG 301    | 6B  | F              | 118.50 | 225.20  | 42-6  | 80-8   |     |    |
|                       | 0940       | 13 15          | TG 301    | 6B  | T              | 84.00  | 159.60  | 30-0  | 57-0   |     |    |
|                       | 1520       | 18 55          | TG 301    | 6B  | F              |        |         |       |        |     |    |
|                       | 1925       | 21 35          | CX 035    | 6B  | F              |        |         |       |        |     |    |
|                       | 1925       | 21 35          | CX 033    | 6B  | T              |        |         |       |        |     |    |
| Jakarta               | 1400       | 20 10          | TG 403    | CA  | F              | 193.20 | 367.10  | 69-0  | 131-2  |     |    |
|                       | 1705       | 21 25          | TG 723    | CA  | F              | 140.20 | 266.40  | 50-1  | 95-2   |     |    |
|                       | 1705       | 21 25          | TG 731    | CA  | T              |        |         |       |        |     |    |
| Hong-Kong             | 1000       | 13 55          | TG 600    | CA  | F              | 122.50 | 232.80  | 43-15 | 83-3   |     |    |
|                       | 1000       | 13 55          | TG 600    | CA  | T              | 86.80  | 165.00  | 31-0  | 58-18  |     |    |
|                       | 1005       | 13 30          | CX 734    | CB  | F              |        |         |       |        |     |    |
|                       | 1005       | 13 30          | CX 722    | CB  | F              |        |         |       |        |     |    |
|                       | 1005       | 13 30          | CX 732    | CB  | F              |        |         |       |        |     |    |
|                       | 1005       | 13 30          | CX 728    | CB  | F              |        |         |       |        |     |    |
|                       | 1105       | 14 30          | CX 724    | CB  | F              |        |         |       |        |     |    |
|                       | 1150       | 16 05          | CX 726    | LE  | F              |        |         |       |        |     |    |
|                       | 1150       | 16 05          | CX 730    | LE  | F              |        |         |       |        |     |    |
|                       | 1225       | 15 50          | TG 504    | C9  | F              |        |         |       |        |     |    |
| Kuala-Lumpur          | 1100       | 13 45          | TG 407    | 6B  | F              | 114.80 | 218.20  | 41-0  | 77-18  |     |    |
|                       | 1100       | 13 25          | ML 351    | HC  | F              | 67.20  | 127.70  | 24-0  | 45-12  |     |    |
|                       | 1100       | 13 25          | ML 351    | CA  | F              |        |         |       |        |     |    |
|                       | 1100       | 13 25          | ML 351    | CA  | F              |        |         |       |        |     |    |
|                       | 1400       | 16 30          | TG 407    | HC  | F              |        |         |       |        |     |    |
| Manila                | 1120       | 15 15          | SK 983    | DB  | F              | 185.40 | 352.30  | 66-4  | 125-16 |     |    |
|                       | 1245       | 16 40          | SR 500    | DB  | F              | 130.80 | 248.60  | 46-14 | 88-15  |     |    |
|                       | 1410       | 20 35          | TG 702    | CA  | F              |        |         |       |        |     |    |
| Osaka                 | 1000       | 20 25          | TG 600    | CA  | F              | 313.60 | 595.90  | 112-0 | 212-16 |     |    |
|                       | 1000       | 20 25          | TG 600    | CA  | T              | 226.80 | 431.00  | 81-0  | 153-18 |     |    |
| Rangoon               | 0940       | 10 50          | TG 301    | 6B  | F              | 56.90  | 108.20  | 20-6  | 38-12  |     |    |
|                       | 0940       | 10 50          | TG 301    | 6B  | T              | 39.20  | 74.50   | 14-0  | 26-12  |     |    |
|                       | 1520       | 16 30          | TG 301    | 6B  | F              |        |         |       |        |     |    |
|                       | 1925       | 20 05          | CX 035    | LE  | F              |        |         |       |        |     |    |
| Saigon                | 0900       | 12 30          | TG 200    | 6B  | F              | 72.00  | 136.80  | 25-14 | 48-17  |     |    |
|                       | 0900       | 12 30          | TG 200    | 6B  | T              | 50.40  | 95.80   | 18-0  | 34-4   |     |    |
|                       | 1835       | 21 10          | TG 200    | CA  | F              |        |         |       |        |     |    |
| Singapore             | 1100       | 14 50          | ML 511    | HC  | F              | 126.20 | 239.80  | 45-1  | 85-12  |     |    |
|                       | 1100       | 14 50          | ML 511    | HC  | T              | 83.80  | 159.30  | 29-18 | 56-17  |     |    |
|                       | 1100       | 14 50          | ML 511    | CA  | F              |        |         |       |        |     |    |
|                       | 1400       | 17 55          | TG 403    | HC  | F              |        |         |       |        |     |    |
|                       | 1515       | 19 30          | CX 725    | LE  | F              |        |         |       |        |     |    |
|                       | 1515       | 19 30          | CX 729    | LE  | F              |        |         |       |        |     |    |
|                       | 1705       | 19 35          | TG 723    | CB  | F              |        |         |       |        |     |    |
|                       | 1705       | 19 35          | TG 731    | CB  | F              |        |         |       |        |     |    |
|                       | 2105       | 23 35          | CX 727    | CB  | F              |        |         |       |        |     |    |
|                       | 2105       | 23 35          | CX 733    | CB  | F              |        |         |       |        |     |    |
| Taipei                | 1000       | 16 05          | TG 600    | CA  | F              | 212.10 | 381.80  | 75-15 | 136-7  |     |    |
|                       | 1000       | 16 05          | TG 600    | CA  | T              | 156.80 | 282.30  | 56-0  | 100-16 |     |    |

\* Following day.

| From<br>Calcutta<br>To | Local Time |                | Route No.           | A/C      | Transfer point | Class            | Fares            |                             |                    |     |    |
|------------------------|------------|----------------|---------------------|----------|----------------|------------------|------------------|-----------------------------|--------------------|-----|----|
|                        | Days       | De-<br>parture |                     |          |                |                  | Arrival          | US\$                        |                    | INR |    |
|                        |            |                |                     |          |                |                  |                  | OW                          | RT                 | OW  | RT |
| Taipei                 | 1000       | 16 05*         | CX 036<br>TG 600    | LE<br>CA | BKK<br>T       | 319.20<br>232.40 | 574.60<br>418.40 | 1520.00<br>1107.00          | 2736.00<br>1993.00 |     |    |
|                        | 1000       | 22 05*         | CX 036<br>TG 600    | LE<br>CA | BKK<br>T       | 453.60<br>330.40 | 861.90<br>627.80 | 2160.00<br>1574.00          | 4104.00<br>2991.00 |     |    |
| Tokyo                  | 1000       | 22 05*         | CX 036<br>TG 600    | LE<br>CA | BKK<br>T       | 313.60<br>226.80 | 595.90<br>431.00 | 112-0<br>81-0               | 212-16<br>153-18   |     |    |
|                        | 1120       | 20 30          | SK 983              | DB       | F              |                  |                  |                             |                    |     |    |
|                        | 1245       | 21 55          | SR 500              | DB       | F              |                  |                  |                             |                    |     |    |
|                        | 1245       | 21 55          | SK 985              | DB       | F              |                  |                  |                             |                    |     |    |
|                        | 1225       | 20 55          | SR 502              | C9       | F              |                  |                  |                             |                    |     |    |
|                        | 1225       | 20 55          | SR 504              | C9       | F              |                  |                  |                             |                    |     |    |
| Calcutta               | 1000       | 13 30          | CX 036<br>CX 034    | LE<br>LE | BKK<br>T       | 118.50<br>84.00  | 225.20<br>159.60 | 584.00<br>400.00            | 1072.00<br>760.00  |     |    |
|                        | 1000       | 16 20          | TG 302              | 6B       | F              |                  |                  |                             |                    |     |    |
|                        | 1430       | 20 50          | TG 302              | 6B       | F              |                  |                  |                             |                    |     |    |
|                        | 1430       | 20 50          | TG 302              | 6B       | F              |                  |                  |                             |                    |     |    |
|                        | 1430       | 20 50          | TG 302              | 6B       | F              |                  |                  |                             |                    |     |    |
|                        | 1430       | 20 50          | TG 302              | 6B       | F              |                  |                  |                             |                    |     |    |
|                        | 1430       | 20 50          | TG 302              | 6B       | F              |                  |                  |                             |                    |     |    |
|                        | 1430       | 20 50          | TG 302              | 6B       | F              |                  |                  |                             |                    |     |    |
|                        | 1430       | 20 50          | TG 302              | 6B       | F              |                  |                  |                             |                    |     |    |
|                        | 1430       | 20 50          | TG 302              | 6B       | F              |                  |                  |                             |                    |     |    |
| Bangkok                | 1000       | 13 30          | CX 036<br>CX 034    | LE<br>LE | BKK<br>T       | 118.50<br>84.00  | 225.20<br>159.60 | 584.00<br>400.00            | 1072.00<br>760.00  |     |    |
|                        | 1000       | 16 20          | TG 302              | 6B       | F              |                  |                  |                             |                    |     |    |
| Jakarta                | 1430       | 20 10*         | TG 302<br>TG 403    | 6B<br>CA | BKK<br>T       | 294.00<br>220.30 | 558.60<br>418.60 | 1400.00<br>1049.00          | 2660.00<br>1994.00 |     |    |
|                        | 1430       | 21 25*         | TG 302<br>TG 731    | 6B<br>CA | BKK<br>T       |                  |                  |                             |                    |     |    |
| Hong Kong              | 1000       | 21 40          | CX 034              | LE       | BKK            | 229.60           | 436.30           | 1094.00                     | 2079.00            |     |    |
|                        | 1000       | 21 25          | CX 036              | LE       | BKK            | 162.40           | 308.60           | 774.00                      | 1471.00            |     |    |
|                        | 1000       | 16 05*         | TG 302<br>CX 726    | 6B<br>LE | BKK<br>BKK     |                  |                  |                             |                    |     |    |
| Kuala Lumpur           | 1000       | 13 45*         | TG 302<br>TG 407    | 6B<br>CA | BKK<br>T       | 200.90<br>140.00 | 381.80<br>266.00 | 957.00<br>667.00            | 1819.00<br>1268.00 |     |    |
|                        | 1000       | 18 05*         | CX 036<br>CX 729    | LE<br>LE | BKK<br>BKK     |                  |                  |                             |                    |     |    |
|                        | 1430       | 16 30*         | TG 302<br>TG 403    | 6B<br>CA | BKK<br>BKK     |                  |                  |                             |                    |     |    |
| Manila                 | 1000       | 16 40*         | TG 302<br>SR 500    | 6B<br>C9 | BKK<br>F       | 305.20<br>203.70 | 579.90<br>387.10 | 1454.00<br>970.00           | 2763.00<br>1843.00 |     |    |
|                        | 1000       | 20 25*         | CX 036<br>CX 034    | LE<br>LE | BKK<br>T       | 453.60<br>330.40 | 861.90<br>627.80 | 2160.00<br>1574.00          | 4104.00<br>2991.00 |     |    |
|                        | 1000       | 20 25*         | TG 302<br>TG 407    | 6B<br>CA | BKK<br>T       | 305.20<br>203.70 | 579.90<br>387.10 | 1454.00<br>970.00           | 2763.00<br>1843.00 |     |    |
| Osaka                  | 0800       | 19 35*         | TG 702<br>CX 021    | CA<br>LE | BKK<br>HGG     | 385.00<br>285.60 | 731.50<br>542.70 | 137-10<br>102-0             | 261-5<br>193-16    |     |    |
|                        | 0530       | 20 35          | TG 732<br>CX 019    | CA<br>LE | BKK<br>HGG     |                  |                  | 30 days excursion<br>427.00 | 152-10             |     |    |
| Rangoon                | 0530       | 20 10          | TG 724<br>CX 033    | CA<br>LE | BKK<br>BKK     | 222.60<br>161.70 | 423.00<br>307.30 | 79-10<br>57-15              | 151-1<br>109-15    |     |    |
|                        | 0630       | 20 15          | TG 732<br>CX 035    | CA<br>LE | BKK<br>BKK     |                  |                  |                             |                    |     |    |
| Saigon                 | 0630       | 21 10*         | TG 724<br>TG 200    | CA<br>CA | BKK<br>BKK     | 338.20<br>176.70 | 452.60<br>335.80 | 85-1<br>63-2                | 161-12<br>119-18   |     |    |
|                        | 0800       | 12 30*         | TG 404<br>TG 200    | CA<br>CA | BKK<br>BKK     |                  |                  |                             |                    |     |    |
| Singapore              | 0530       | 07 15          | TG 732<br>CX 019    | CA<br>LE | BKK<br>HGG     | 318.10<br>252.70 | 572.60<br>454.90 | 113-12<br>90-5              | 204-10<br>162-9    |     |    |
|                        | 0630       | 08 15          | TG 724<br>TG 404    | CA<br>CA | BKK<br>BKK     | 75.20<br>57.90   | 142.90<br>110.10 | 26-17<br>20-13              | 51-1<br>39-5       |     |    |
|                        | 0800       | 09 50          | TG 724<br>TG 200    | CA<br>CA | BKK<br>BKK     |                  |                  |                             |                    |     |    |
| Taipei                 | 0530       | 16 05          | TG/CX 732<br>CX 019 | CA<br>LE | BKK<br>HGG     | 318.10<br>252.70 | 572.60<br>454.90 | 113-12<br>90-5              | 204-10<br>162-9    |     |    |
|                        | 0530       | 20 55          | TG 732-<br>SR 502   | CA<br>CA | BKK<br>BKK     | 385.00<br>285.60 | 731.50<br>542.70 | 137-10<br>102-0             | 261-5<br>193-16    |     |    |
| Tokyo                  | 0630       | 20 30          | TG 724-<br>SK 983   | CA<br>CA | BKK<br>BKK     |                  |                  | 30 days excursion<br>427.00 | 152-10             |     |    |
|                        | 0800       | 20 55*         | TG 404/<br>SR 504   | CA<br>CA | BKK<br>BKK     |                  |                  |                             |                    |     |    |

\* Following day.

△ Fares only applicable on THAI INTERNATIONAL flights

| From<br>Hong<br>Kong<br>To    | Cont'd | Local Time |                | Route No. | A/C | Transfer point | Fares   |        |         |         |        |  |  |
|-------------------------------|--------|------------|----------------|-----------|-----|----------------|---------|--------|---------|---------|--------|--|--|
|                               |        | Days       | De-<br>parture |           |     |                | Arrival | US \$  |         | HK \$   |        |  |  |
|                               |        |            |                |           |     |                |         | OW     | RT      | OW      | RT     |  |  |
| Singapore                     | ①      | 14.50      | 19.35          | CX/TG 731 | CB  |                |         |        |         |         |        |  |  |
|                               | ②      | 19.00      | 23.35          | CX 727    | CB  |                |         |        |         |         |        |  |  |
|                               | ③      | 19.15      | 23.50          | CX 721    | CB  |                |         |        |         |         |        |  |  |
|                               | ④      | 19.15      | 23.50          | CX 733    | CB  |                |         |        |         |         |        |  |  |
| Taipei                        | ①      | 14.30      | 16.05          | TG 600    | CA  | F              | 89.60   | 161.30 | 512.00  | 922.00  |        |  |  |
|                               | ②      | 14.30      | 16.50          | TG 600    | CA  | F              | 70.00   | 126.00 | 400.00  | 720.00  |        |  |  |
| Tokyo                         | ①      | 14.30      | 22.05          | TG 600    | CA  | F              | 216.60  | 411.60 | 1238.00 | 2353.00 |        |  |  |
|                               | ②      | 14.30      | 22.05          | TG 600    | CA  | F              | 155.40  | 295.30 | 888.00  | 1688.00 |        |  |  |
| From<br>Kuala<br>Lumpur<br>To | Cont'd | Local Time |                | Route No. | A/C | Transfer point | Fares   |        |         |         |        |  |  |
|                               |        | Days       | De-<br>parture |           |     |                | Arrival | US \$  |         | ST \$   |        |  |  |
|                               |        |            |                |           |     |                |         | OW     | RT      | OW      | RT     |  |  |
| Bangkok                       | ①      | 07.30      | 09.00          | TG 408    | CA  | F              | 114.80  | 218.20 | 352.00  | 669.00  |        |  |  |
|                               | ②      | 08.55      | 10.20          | ML 512    | HC  | BKK            | 67.20   | 127.70 | 206.00  | 392.00  |        |  |  |
|                               | ③      | 08.55      | 10.20          | ML 512    | HC  | BKK            |         |        |         |         |        |  |  |
|                               | ④      | 08.55      | 10.20          | ML 512    | HC  | BKK            |         |        |         |         |        |  |  |
| Calcutta                      | ①      | 08.55      | 21.50          | ML 512    | HC  | BKK            | 200.90  | 381.80 | 615.00  | 1169.00 |        |  |  |
|                               | ②      | 08.55      | 13.15*         | CX 035    | LE  | BKK            | 140.00  | 266.00 | 429.00  | 816.00  |        |  |  |
|                               | ③      | 12.05      | 18.55*         | TG 301    | CB  | BKK            |         |        |         |         |        |  |  |
|                               | ④      | 09.25      | 21.45*         | TG 301    | CB  | BKK            |         |        |         |         |        |  |  |
| Hong Kong                     | ①      | 07.30      | 13.05          | ML 616    | HC  | F              | 179.20  | 340.50 | 549.00  | 1044.00 |        |  |  |
|                               | ②      | 07.30      | 13.55          | TG 408    | CA  | F              | 137.20  | 260.70 | 420.00  | 798.00  |        |  |  |
|                               | ③      | 07.30      | 11.45          | ML 614    | HC  | T              |         |        |         |         | 600.00 |  |  |
|                               | ④      | 07.30      | 13.05          | ML 616    | HC  | T              |         |        |         |         |        |  |  |
| Manila                        | ①      | 09.25      | 16.40          | CX 725    | LE  | BKK            | 212.40  | 403.60 | 651.00  | 1237.00 |        |  |  |
|                               | ②      | 09.25      | 16.40          | SR 500    | C9  | BKK            | 150.50  | 286.00 | 461.00  | 867.00  |        |  |  |
|                               | ③      | 12.05      | 20.35          | CX 730    | CB  | BKK            |         |        |         |         |        |  |  |
|                               | ④      | 12.05      | 20.35          | SK 985    | DB  | BKK            |         |        |         |         |        |  |  |
| Osaka                         | ①      | 07.30      | 20.25          | TG 404    | CA  | BKK            | 350.00  | 665.00 | 1072.00 | 2037.00 |        |  |  |
|                               | ②      | 07.30      | 20.25          | TG 600    | CA  | BKK            | 246.40  | 468.20 | 755.00  | 1435.00 |        |  |  |
| Rangoon                       | ①      | 08.55      | 20.15          | ML 512    | HC  | BKK            | 129.30  | 245.70 | 396.00  | 753.00  |        |  |  |
|                               | ②      | 08.55      | 10.50*         | CX 035    | LE  | BKK            | 95.20   | 180.90 | 292.00  | 555.00  |        |  |  |

| From<br>Kuala<br>Lumpur<br>To - Cont'd | Cont'd | Local Time |                | Route No. | A/C | Transfer point | Fares   |        |         |         |    |  |  |
|--|--------|------------|----------------|-----------|-----|----------------|---------|--------|---------|---------|----|--|--|
|  |        | Days       | De-<br>parture |           |     |                | Arrival | US \$  |         | ST \$   |    |  |  |
|  |        |            |                |           |     |                |         | OW     | RT      | OW      | RT |  |  |
| Saigon                                 | ①      | 12.05      | 12.30*         | TG 404    | CA  | BKK            | 116.20  | 220.80 | 356.00  | 677.00  |    |  |  |
|  | ②      | 14.30      | 21.10          | TG 408    | CB  | BKK            | 82.90   | 157.60 | 254.00  | 483.00  |    |  |  |
| Taipei                                 | ①      | 07.30      | 16.05*         | TG 408    | CA  | BKK            | 268.80  | 483.90 | 873.00  | 1482.00 |    |  |  |
|  | ②      | 09.25      | 16.05*         | CX 726    | CA  | HKG            | 198.80  | 357.00 | 609.00  | 1110.97 |    |  |  |
| Tokyo                                  | ①      | 07.30      | 22.05          | TG 600    | CA  | BKK            | 350.00  | 665.00 | 1072.00 | 2037.00 |    |  |  |
|  | ②      | 09.25      | 22.05*         | TG 600    | CA  | HKG            | 246.40  | 468.20 | 755.00  | 1435.00 |    |  |  |
| Manila                                 | ①      | 08.30      | 12.55          | TG 703    | CA  | F              | 185.40  | 352.30 |         |         |    |  |  |
|  | ②      | 15.30      | 17.20          | SK 984    | CB  | BKK            | 130.80  | 248.60 |         |         |    |  |  |
|  | ③      | 15.30      | 17.20          | SR 501    | C9  | BKK            |         |        |         |         |    |  |  |
| Calcutta                               | ①      | 08.30      | 18.55          | TG 703    | CA  | BKK            | 305.20  | 579.90 |         |         |    |  |  |
|  | ②      | 15.30      | 13.15*         | SK 984    | CB  | BKK            | 203.70  | 387.10 |         |         |    |  |  |
| Jakarta                                | ①      | 08.30      | 21.25          | TG 723    | CA  | BKK            | 308.50  | 586.20 |         |         |    |  |  |
|  | ②      | 15.30      | 21.25*         | SR 501    | C9  | BKK            | 246.70  | 468.80 |         |         |    |  |  |
| Hong Kong                              | ①      | 08.30      | 10.25          | TG 703    | CA  | F              | 80.00   | 152.00 |         |         |    |  |  |
|  | ②      | 08.30      | 10.25          | TG 731    | CA  | F              | 64.00   | 121.60 |         |         |    |  |  |
| Kuala Lumpur                           | ①      | 08.30      | 16.30          | TG 703    | CA  | BKK            | 212.40  | 403.60 |         |         |    |  |  |
|  | ②      | 08.30      | 16.30          | TG 407    | CA  | BKK            | 150.50  | 296.00 |         |         |    |  |  |
| Rangoon                                | ①      | 08.30      | 16.30          | TG 703    | CA  | BKK            | 238.00  | 452.20 |         |         |    |  |  |
|  | ②      | 15.30      | 10.50*         | TG 301    | CB  | BKK            | 170.80  | 324.60 |         |         |    |  |  |
| Singapore                              | ①      | 08.30      | 19.35          | TG 703    | CA  | F              | 236.80  | 450.00 |         |         |    |  |  |
|  | ②      | 15.30      | 23.35          | SK 984    | CB  | BKK            | 170.00  | 323.00 |         |         |    |  |  |
| Taipei                                 | ①      | 08.30      | 16.05*         | TG 600    | CA  | HKG            | 169.60  | 305.30 |         |         |    |  |  |
|  | ②      | 08.30      | 16.05*         | TG 600    | CA  | HKG            | 134.00  | 241.20 |         |         |    |  |  |
| Tokyo                                  | ①      | 08.30      | 22.05*         | TG 703    | CA  | BKK            | 267.40  | 508.10 |         |         |    |  |  |
|  | ②      | 15.55      | 20.30          | SK 983    | DB  | BKK            | 202.30  | 384.40 |         |         |    |  |  |

| From<br>Ran-<br>goon<br>To | Cont'd | Local Time |                | Route No. | A/C | Transfer point | Fares   |        |         |         |    |  |  |
|----------------------------|--------|------------|----------------|-----------|-----|----------------|---------|--------|---------|---------|----|--|--|
|                            |        | Days       | De-<br>parture |           |     |                | Arrival | US \$  |         | BUR     |    |  |  |
|                            |        |            |                |           |     |                |         | OW     | RT      | OW      | RT |  |  |
| Bangkok                    | ①      | 13.30      | 15.10          | CX 036    | LE  | BKK            | 56.90   | 108.20 | 271.00  | 515.00  |    |  |  |
|                            | ②      | 13.30      | 15.10          | CX 034    | LE  | BKK            | 39.20   | 74.50  | 187.00  | 356.00  |    |  |  |
|                            | ③      | 14.10      | 16.20          | TG 302    | CB  | BKK            |         |        |         |         |    |  |  |
|                            | ④      | 18.40      | 20.50          | TG 302    | CB  | BKK            |         |        |         |         |    |  |  |
| Calcutta                   | ①      | 11.30      | 13.15          | TG 301    | CB  | BKK            | 82.20   | 156.20 | 392.00  | 745.00  |    |  |  |
|                            | ②      | 11.30      | 13.15          | TG 301    | CB  | BKK            | 43.00   | 81.70  | 205.00  | 390.00  |    |  |  |
|                            | ③      | 17.10      | 18.55          | TG 301    | CB  | BKK            |         |        |         |         |    |  |  |
|                            | ④      | 20.50      | 21.50          | CX 035    | LE  | BKK            |         |        |         |         |    |  |  |
| Jakarta                    | ①      | 13.30      | 21.25*         | CX 034    | LE  | BKK            | 222.60  | 423.00 | 1060.00 | 2014.00 |    |  |  |
|                            | ②      | 18.40      | 20.10*         | TG 723    | CA  | BKK            | 161.70  | 307.30 | 770.00  | 1463.00 |    |  |  |
| Hong Kong                  | ①      | 13.30      | 21.25          | TG 302    | CB  | BKK            | 172.10  | 327.00 | 820.00  | 1558.00 |    |  |  |
|                            | ②      | 13.30      | 21.40          | CX 034    | LE  | BKK            | 120.40  | 228.80 | 574.00  | 1091.00 |    |  |  |
|                            | ③      | 14.10      | 16.05*         | TG 302    | CB  | BKK            |         |        |         |         |    |  |  |
|                            | ④      | 18.40      | 16.05*         | CX 726    | LE  | BKK            |         |        |         |         |    |  |  |
| Kuala Lumpur               | ①      | 13.30      | 13.25*         | CX 036    | LE  | BKK            | 129.30  | 245.70 | 616.00  | 1171.00 |    |  |  |
|                            | ②      | 13.30      | 16.30*         | ML 511    | HC  | BKK            | 95.20   | 180.90 | 454.00  | 863.00  |    |  |  |
| Manila                     | ①      | 14.10      | 16.40*         | TG 302    | CB  | BKK            | 238.00  | 452.20 | 1134.00 | 2155.00 |    |  |  |
|                            | ②      | 18.40      | 16.40*         | TG 302    | CB  | BKK            | 170.80  | 324.60 | 814.00  | 1547.00 |    |  |  |
| Saigon                     | ①      | 13.30      | 17.40          | CX 036    | LE  | BKK            | 128.80  | 244.80 | 614.00  | 1167.00 |    |  |  |
|                            | ②      | 13.30      | 21.10          | TG 301    | CB  | BKK            | 89.60   | 170.30 | 427.00  | 812.00  |    |  |  |
| Singapore                  | ①      | 13.30      | 23.35*         | CX 036    | LE  | BKK            | 156.40  | 297.20 | 745.00  | 1416.00 |    |  |  |
|                            | ②      | 13.30      | 23.50          | CX 034    | LE  | BKK            | 109.20  | 207.50 | 520.00  | 988.00  |    |  |  |
|                            | ③      | 18.40      | 19.35*         | TG 721    | CA  | BKK            |         |        |         |         |    |  |  |
| Taipei                     | ①      | 13.30      | 16.05*         | CX 036    | LE  | BKK            | 261.70  | 471.10 | 1246.00 | 2243.00 |    |  |  |
|                            | ②      | 13.30      | 16.05*         | TG 600    | CA  | BKK            | 190.40  | 342.80 | 907.00  | 1633.00 |    |  |  |
| Tokyo                      | ①      | 13.30      | 22.05*         | CX 036    | LE  | BKK            | 364.00  | 691.60 | 1734.00 | 3295.00 |    |  |  |
|                            | ②      | 13.30      | 20.55*         | TG 600    | CA  | BKK            | 252.00  | 478.80 | 1200.00 | 2280.00 |    |  |  |

| From<br>Saigon<br>To | Cont'd | Local Time |                | Route No. | A/C | Transfer point | Fares   |        |    |       |    |  |
|----------------------|--------|------------|----------------|-----------|-----|----------------|---------|--------|----|-------|----|--|
|                      |        | Days       | De-<br>parture |           |     |                | Arrival | US \$  |    | ST \$ |    |  |
|                      |        |            |                |           |     |                |         | OW     | RT | OW    | RT |  |
| Bangkok              | ①      | 08.30      | 09.05          | TG 201    | CA  | BKK            | 72.00   | 136.80 |    |       |    |  |
|                      | ②      | 13.10      | 14.40          | TG 201    | CA  | BKK            | 50.40   | 95.80  |    |       |    |  |
|                      | ③      | 13.10      | 14.40          | TG 201    | CA  | BKK            |         |        |    |       |    |  |
| Calcutta             | ①      | 08.30      | 13.15          | TG 201    | CA  | BKK            | 183.20  | 348.10 |    |       |    |  |
|                      | ②      | 13.10      | 18.55          | TG 201    | CA  | BKK            | 128.80  | 244.80 |    |       |    |  |
|                      | ③      | 13.10      | 21.45          | TG 201    | CA  | BKK            |         |        |    |       |    |  |
| Hong Kong            | ①      | 08.30      | 13.30          | TG 201    | CA  | BKK            | 122.50  | 232.80 |    |       |    |  |
|                      | ②      | 13.10      | 13.55*         | TG 201    | CA  | BKK            | 91.60   | 174.10 |    |       |    |  |
| Kuala Lumpur         | ①      | 08.30      | 13.25          | TG 201    | CA  | BKK            | 116.20  | 220.80 |    |       |    |  |
|                      | ②      | 08.30      | 13.25          | ML 511    | HC  | BKK            | 82.90   | 157.60 |    |       |    |  |
| Rangoon              | ①      | 08.30      | 10.50          | TG 201    | CA  | BKK            | 128.80  | 244.80 |    |       |    |  |
|                      | ②      | 13.10      | 16.30          | TG 201    | CA  | BKK            | 89.60   | 170.30 |    |       |    |  |
|                      | ③      | 13.10      | 20.10          | TG 201    | CA  | BKK            |         |        |    |       |    |  |
| Singapore            | ①      | 08.30      | 14.50          | TG 201    | CA  | BKK            | 140.60  | 267.20 |    |       |    |  |
|                      | ②      | 13.10      | 19.35          | TG 201    | CA  | BKK            | 102.40  | 194.60 |    |       |    |  |
| Taipei               | ①      | 08.30      | 16.05          | TG 201    |     |                |         |        |    |       |    |  |



## Cargo rates

| Headline City Currencies | Bangkok             | Calcutta              | Djakarta              | Hong kong             | Kuala Lumpur         | Manila                | Osaka                 | Rangoon             | Saigon               | Singapore            | Taipei                | Tokyo                 |
|--------------------------|---------------------|-----------------------|-----------------------|-----------------------|----------------------|-----------------------|-----------------------|---------------------|----------------------|----------------------|-----------------------|-----------------------|
|                          | Bangkok (TIC)       | 16.10<br><b>12.10</b> | 22.50<br><b>16.90</b> | 16.50<br><b>12.30</b> | 10.40<br><b>8.00</b> | 21.10<br><b>15.90</b> | 40.00<br><b>30.00</b> | 5.60<br><b>4.20</b> | 10.00<br><b>7.50</b> | 12.50<br><b>9.40</b> | 22.30<br><b>16.90</b> | 40.00<br><b>30.00</b> |
| Calcutta (INR)           | 3.70<br><b>2.75</b> | 7.25<br><b>5.45</b>   | 6.85<br><b>5.15</b>   | 5.30<br><b>3.95</b>   | 7.75<br><b>5.80</b>  | 11.65<br><b>8.75</b>  | 1.76<br><b>1.32</b>   | 5.95<br><b>4.50</b> | 5.75<br><b>4.30</b>  | 8.80<br><b>6.60</b>  | 11.65<br><b>8.75</b>  |                       |
| Djakarta (US\$)          | 1.08<br><b>0.81</b> | 1.52<br><b>1.14</b>   | 1.51<br><b>1.13</b>   | 0.55<br><b>0.41</b>   | 1.51<br><b>1.13</b>  | 2.21<br><b>1.66</b>   | 1.21<br><b>0.90</b>   | 0.98<br><b>0.74</b> | 0.44<br><b>0.33</b>  | 2.08<br><b>1.56</b>  | 2.21<br><b>1.66</b>   |                       |
| Hong Kong (HK\$)         | 4.47<br><b>3.35</b> | 8.20<br><b>6.15</b>   | 8.60<br><b>6.45</b>   | 6.07<br><b>4.55</b>   | 3.27<br><b>2.45</b>  | 7.33<br><b>5.43</b>   | 6.00<br><b>4.50</b>   | 4.87<br><b>3.65</b> | 6.07<br><b>4.55</b>  | 3.88<br><b>2.91</b>  | 7.47<br><b>5.60</b>   |                       |
| Kuala Lumpur (S\$)       | 1.53<br><b>1.15</b> | 3.38<br><b>2.54</b>   | 1.67<br><b>1.25</b>   | 3.25<br><b>2.44</b>   | 3.15<br><b>2.36</b>  | 5.86<br><b>4.39</b>   | 1.85<br><b>1.39</b>   | 1.68<br><b>1.26</b> | 4.80<br><b>3.60</b>  | 5.86<br><b>4.39</b>  |                       |                       |
| Manila (US\$)            | 1.01<br><b>0.76</b> | 1.63<br><b>1.22</b>   | 1.51<br><b>1.13</b>   | 0.58<br><b>0.43</b>   | 1.03<br><b>0.77</b>  | 1.69<br><b>1.26</b>   | 1.26<br><b>0.95</b>   | 0.87<br><b>0.65</b> | 1.03<br><b>0.77</b>  | 0.89<br><b>0.67</b>  | 1.89<br><b>1.42</b>   |                       |
| Osaka (US\$)             | 1.92<br><b>1.44</b> | 2.44<br><b>1.83</b>   | 2.21<br><b>1.66</b>   | 1.31<br><b>0.98</b>   | 1.92<br><b>1.44</b>  | 1.69<br><b>1.26</b>   | 2.13<br><b>1.60</b>   | 1.82<br><b>1.37</b> | 1.92<br><b>1.44</b>  | 0.97<br><b>0.72</b>  | 1.19<br><b>0.90</b>   |                       |
| Rangoon (BUR)            | 1.30<br><b>1.00</b> | 1.76<br><b>1.32</b>   | 5.75<br><b>4.30</b>   | 5.00<br><b>3.75</b>   | 2.90<br><b>2.20</b>  | 6.00<br><b>4.50</b>   | 10.15<br><b>7.60</b>  | 3.55<br><b>2.70</b> | 3.40<br><b>2.55</b>  | 6.40<br><b>4.80</b>  | 10.15<br><b>7.60</b>  |                       |
| Saigon (US\$)            | 0.48<br><b>0.36</b> | 1.25<br><b>0.94</b>   | 0.98<br><b>0.74</b>   | 0.86<br><b>0.64</b>   | 0.55<br><b>0.41</b>  | 0.87<br><b>0.65</b>   | 1.82<br><b>1.37</b>   | 0.75<br><b>0.56</b> | 0.55<br><b>0.41</b>  | 1.55<br><b>1.16</b>  | 1.82<br><b>1.37</b>   |                       |
| Singapore (S\$)          | 1.83<br><b>1.37</b> | 3.68<br><b>2.76</b>   | 1.32<br><b>0.99</b>   | 3.25<br><b>2.44</b>   | 3.14<br><b>2.36</b>  | 5.86<br><b>4.39</b>   | 2.18<br><b>1.64</b>   | 1.68<br><b>1.26</b> | 5.13<br><b>3.52</b>  | 5.86<br><b>4.39</b>  |                       |                       |
| Taipei (US\$)            | 1.07<br><b>0.81</b> | 1.84<br><b>1.38</b>   | 2.08<br><b>1.56</b>   | 0.68<br><b>0.51</b>   | 1.57<br><b>1.18</b>  | 0.89<br><b>0.67</b>   | 0.97<br><b>0.72</b>   | 1.34<br><b>1.01</b> | 1.55<br><b>1.16</b>  | 1.67<br><b>1.25</b>  | 1.19<br><b>0.90</b>   |                       |
| Tokyo (US\$)             | 1.92<br><b>1.44</b> | 2.44<br><b>1.83</b>   | 2.21<br><b>1.66</b>   | 1.31<br><b>0.98</b>   | 1.92<br><b>1.44</b>  | 1.69<br><b>1.26</b>   | 2.13<br><b>1.60</b>   | 1.82<br><b>1.37</b> | 1.92<br><b>1.44</b>  | 1.19<br><b>0.90</b>  |                       |                       |

Light type indicates rate per kilo for shipment under 45 kilograms. Bold type indicates rate per kilo for shipment over 45 kilograms. Minimum charge for any on-line shipment will be equal to the charge for a shipment of one kilo for the same sector or US\$ 2.10 whichever is the higher sum. Low rates are available. For specific commodity rates please consult with any THAI INTERNATIONAL or SAS office.

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## Exchange rates

Many of these rates are approximate only and subject to change without notice.

| Country                     | Currency               | Equivalent |              |
|-----------------------------|------------------------|------------|--------------|
|                             |                        | US \$ 100  | £1.—Sterling |
| Burma                       | Kyat = 100 Pyas        | 4.762      | 13.333       |
| Hong Kong                   | HK\$ = 100 Cents       | 5.71       | 16.00        |
| India                       | Rupee = 100 Naye Paisa | 4.762      | 13.333       |
| Indonesia                   | Rupiah = 100 sen       | 45.00      | 126.54       |
| Japan                       | Yen = 100 sen          | 360.00     | 1,008.00     |
| Malaya & Singapore          | S\$ = 100 Cents        | 3.061      | 8.57         |
| Philippines                 | Peso = 100 Cents       | 4.00       | 11.20        |
| Taiwan                      | NT\$ = 100 Cents       | 40.03      | 112.08       |
| Thailand                    | Tical = 100 Satang     | 20.85      | 58.38        |
| Vietnam (For non residents) | Piastre = 100 Centimes | 72.50      | 205.10       |

1 £ Sterling = 2.80 US Dollars 1 US\$ = 0.35714 Pound Sterling

## Comparative Times

All Schedules are shown in local times.

Hours fast (+) or slow (-) of Greenwich Mean Time (GMT) are:

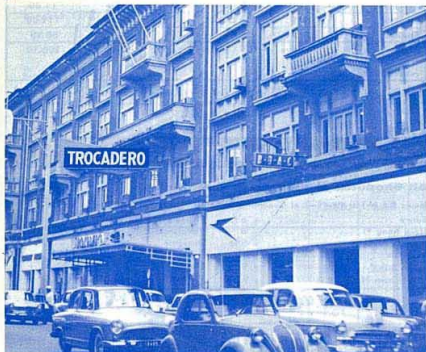
|             |         |             |         |
|-------------|---------|-------------|---------|
| Burma       | + 6 1/2 | Malaya      | + 7 1/2 |
| Hong Kong * | + 8     | Philippines | + 8     |
| India       | + 5 1/2 | Singapore   | + 7 1/2 |
| Indonesia   | + 7 1/2 | Taiwan      | + 8     |
| Japan       | + 9     | Thailand    | + 7     |
|             | + 9     | Vietnam     | + 8     |

## Check in times

| Town         | Town Terminal  | Check in time |         | Airport (Distance in kms.) |
|--------------|--|---------------|---------|----------------------------|
|              |  | Terminal      | Airport |                            |
| Bangkok      | Thai International<br>1101 New Road,<br>55 Oriental Avenue,<br>Erawan Hotel,                 | 105           | 60      | Don Muang (28)             |
|              |  | 105           | 60      |                            |
| Calcutta     | SAS, 18 Park Street  | 105           | 60      | Dum Dum (17)               |
|              |  |               | 60      |                            |
| Djakarta     | SAS, 28 Djalan<br>Modjopati<br>Tromol Pas 193  |               | 60      | Kemajoran (5)              |
| Hong Kong    | SAS, Peninsula Hotel   | 90            | 60      | Kai Tak (7)                |
| Kuala Lumpur | SAS, B4, Ampang Road   | —             | 60      | Kuala Lumpur (8)           |
| Manila       | SAS, Bay View Hotel,<br>Dewey Blvd.  |               | 60      | International (10)         |
| Osaka        | Tokyo Tatameno Building,<br>38 4-Chome<br>Kitahama, Higashi-Ku                               | 120           | 60      | Itami (14)                 |
|              |  |               | 60      |                            |
| Rangoon      | SAS, 577 Merchant Street   | 145*<br>100*  | 85*     | Mingaladon (23)            |
| Saigon       | Air Vietnam, 116, Boule-<br>vard Nguyen Hue  | 85            | 60      | Tan-San-Nhut (7)           |
|              |  |               | 60      |                            |
| Singapore    | SAS, Raffles Place   |               | 45      | Civil (14)                 |
| Taipei       | Fokhing Airlines, 32-1<br>Chung Shan Road  |               | 60      | International (7)          |
| Tokyo        | SAS, Tokyo Trade Center<br>No. 2, 1-chome,<br>Oshin-machi, Chiyoda-ku,<br>SAS Imperial Hotel |               | 60      | International (16)         |

\* Westbound. † Eastbound.

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