

List of Air Service Agreements (ASA) with Malaysia

As of September 2018



**Malaysian
Aviation Commission**
Suruhanjaya Penerbangan Malaysia

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Algeria

1. AGREEMENT

Agreed Minutes: 13/8/2009 – KUL

Draft ASA Initialled: 13/8/2009

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any point in Malaysia	8 points to be specified	Any points in Algeria	8 points to be specified
Algerian	Any point in Algeria	8 points to be specified	Any points in Malaysia	8 points to be specified

3. FREQUENCY AND CAPACITY LEVELS

14 weekly frequencies upon entry into force of the Air Service Agreement

21 weekly frequencies 2 years after entry into force

28 weekly frequencies 5 years after entry into force

4. TRAFFIC RIGHTS

5th freedom rights on intermediate and beyond points to be agreed upon between both Parties

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Argentina

1. AGREEMENT

ASA: 23/8/1996 – KUL

ADM:18/10/1991

MOU: 20/5/1993

ADM: 10/9/1997

ROD: 14/7/2000

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any point in Malaysia	2 in South Africa 1 in Indian Ocean	Buenos Aires	1 in S. America
Argentinian	Any point in Argentina	1 in Australia 1 in New Zealand 1 in S.E. Asia	Kuala Lumpur	1 in S.E. Asia

3. FREQUENCY & CAPACITY LEVELS

3 frequencies per week with any aircraft type

4. TRAFFIC RIGHTS

Malaysia	
5 th Freedom	Passenger Flights Full traffic rights at intermediate points Own stopover rights to beyond points specified Cargo Flights Unlimited 3/4/5 th Freedom flights
Argentina	
5 th Freedom	Same as above

5. TARIFFS

Double approval

6. CODE SHARING

Not specified

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Unilateral exercise of 5th freedom traffic rights shall be subjected to a commercial agreement between the designated airlines

Australia

1. AGREEMENT

ASA: 4/10/1972 – CBR

MOU: 4/2/1982

ROD: 29/8/1987

ROD: 1/7/1988

MOU: 15/8/1988

MOU: 11/5/1990

MOU: 30/6/1992

ROD: 31/3/1998

MOU: 25/11/1998

MOU: 28/4/2003

ROD: 12/11/2007

MOU: 26/2/2008

MOU: 7/2013

MOU: 12/2017

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Points in Indonesia and Singapore	Any points in Australia	Any points in New Zealand
Freighters only	Any points in Malaysia	Any points	Any points in Australia	Any points
Australian	Any points in Australia	Any six countries in Asia plus New Zealand	Any points in Malaysia	Any points
Freighters only	Any points in Australia	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

a) For Malaysian designated airlines on the above route schedule*:

- i. With immediate effect: Unrestricted capacity/frequency/aircraft type to/from all Australian airports except SYD, MEL, BNE, PER
- ii. 36,500 seats one-way per week to/from SYD, MEL, BNE, PER

- b) For Australian designated airlines on the above route schedule*:
 - i. With immediate effect: Unrestricted capacity/frequency/aircraft type to/from all Australian airports except SYD, MEL, BNE, PER
 - ii. 42,100 seats one-way per week to/from SYD, MEL, BNE, PER
- c) Dedicated Cargo Flights
 - i. No restrictions on capacity/frequency/aircraft type

* Flexibility for approval allowed in the event whereby total pax capacity exceeds over 1% over the total available seats per week in any one period

4. TRAFFIC RIGHTS

Malaysia	
5th Freedom	Combined Passenger & Cargo Flights To any intermediate points in Indonesia, Singapore and beyond points in New Zealand Pure Cargo Flights No restriction
Australia	
5th Freedom	Combined Passenger & Cargo Flights For intermediate and beyond points in any 6 countries in Asia, New Zealand and Malaysia Pure Cargo Flights No restriction

5. TARIFFS

Liberal

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

- Change of aircraft: No limitation
- Leasing arrangements: Permitted provided operating aircraft and crew comply with the standard requirements
- Commercial opportunities: Permitted to sell either directly or via travel agents
- Principal place of business: Rights may be revoked if airline is not substantially owned and effectively controlled by nationals of the country

Austria

1. AGREEMENT

ASA: 22/11/1976 - KUL

MOU: 23/8/1990

Horizontal EU Agreement: 22/3/2007 – BRU

MOU: 4/3/1994

MOU: 8/1/2002

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in Austria	Any points
Austrian	Any points in Austria	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

No restrictions to frequency, capacity or aircraft type

4. TRAFFIC RIGHTS

Malaysia	
5 th Freedom	Any intermediate points and beyond may be served by the designated airlines of each contracting party VIE – NYC *
Austria	
5 th Freedom	Same as above

5. TARIFFS

Double approval

6. AIRLINE DESIGNATION

Multiple

7. CODE SHARING

Flexible, includes third party code sharing agreements

8. NOTES

* Fifth freedom rights to New York must be operated under a code share agreement with an Austrian designated carrier until Malaysian designated carriers obtain rights in their own entitlements

Azerbaijan

1. AGREEMENT

ASA: 8/12/12

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in Azerbaijan	Any points
Azeri	Any points in Azerbaijan	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

No restrictions to frequency, capacity or aircraft type for passenger and cargo services

4. TRAFFIC RIGHTS

Malaysia	
5 th Freedom	Not permitted
Azerbaijan	
5 th Freedom	Not permitted

5. TARIFFS

Double approval

6. CODE SHARING

Flexible, includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Charter operations allowed in accordance with rights granted in the Agreement

Bahamas

1. AGREEMENT

AOM: 9/12/2016

MOU: 9/12/2016

2. ROUTE SCHEDULE

Carrier	Points of Departure	Intermediate Points	Points of Arrival	Beyond Points
Malaysian	Points in Malaysia	Any points	Any points in The Bahamas	Any points
Bahamian	Any points in The Bahamas	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

No restriction on frequency, capacity and aircraft type

4. TRAFFIC RIGHTS

Unlimited third, fourth and fifth freedom traffic rights on the specified routes.

5. TARIFFS

Double approval

6. AIRLINE DESIGNATION

Multiple

7. CODE SHARING

Flexible, includes third party code sharing agreements

8. NOTES

Nil



Bahrain

9. AGREEMENT

ASA: 17/10/1994 – KUL

MOU:14/11/1989

AOM: 5/2/2004

AOM: 18/11/2014

10. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in Bahrain	Any points
Bahraini	Any points in Bahrain	Any points	Any points in Malaysia	Any points

11. FREQUENCY AND CAPACITY LEVELS

No restriction on frequency, capacity and aircraft type

12. TRAFFIC RIGHTS

Malaysia & Bahrain	
5 th Freedom	Between respective territories on any intermediate or beyond points

13. TARIFFS

Double approval

14. AIRLINE DESIGNATION

Multiple

15. CODE SHARING

Flexible, includes third party code sharing agreements

16. NOTES

Nil

Bangladesh

1. AGREEMENT

ASA: 11/4/1979 - KUL

AOM: 23/2/1983

AOM: 1/8/1984

MOU: 8/11/1994

MOU: 29/6/2007

AOM: 2/3/2011

MOU: 18/11/2014

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Bangkok	Dhaka & Chittagong	Any 3 points
Bangladesh	Any points in Bangladesh	Bangkok & Singapore	Kuala Lumpur & one other international airport in Malaysia	Any 3 points

3. FREQUENCY AND CAPACITY LEVELS

49 weekly frequencies between Malaysia and Bangladesh with no restrictions on capacity and aircraft type effective NS 16

56 weekly frequencies between Malaysia and Bangladesh with no restrictions on capacity and aircraft type effective NW 16

7 weekly cargo frequencies between Malaysia and Bangladesh with no restrictions on capacity and aircraft type and type of airline services

4. TRAFFIC RIGHTS

Malaysia	
5 th Freedom	2 services per week to 3 beyond points between Dhaka and Kathmandu and 2 points in the Middle East except for Saudi Arabia and Oman*
Bangladesh	
5 th Freedom	2 services per week to 3 beyond points between Kuala Lumpur and Singapore and between Kuala Lumpur and 2 points in S.E.Asia and Far East to be specified later



5. TARIFFS

Double approval

6. CODE SHARING

Not specified

7. AIRLINE DESIGNATION

Multiple

8. NOTES

* Out of the weekly flights, only 2 may be extended to 3 beyond points with 5th freedom rights

Belgium

1. AGREEMENT

ASA: 28/2/1973 – KUL

AOM: 25/7/1978

Horizontal Agreement with EU: 22/3/2007

AOM: 14/10/1993

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Colombo, Delhi, Bombay, Karachi, points in the Near & Middle East including Iran, Cairo, Athens, Zurich, Rome, Frankfurt, London	Brussels	London
Belgian	Any points in Belgium	Points in Europe, Egypt, the Middle East including Iran, Pakistan, Delhi, Bombay, Calcutta, Yangon, Colombo, Bangkok	Kuala Lumpur	Singapore, Jakarta, Darwin, Melbourne, Sydney, Wellington, Noumea, Tahiti

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on capacity, frequency and aircraft type

4. TRAFFIC RIGHTS

Malaysia	
5 th Freedom	Not specified
Belgium	
5 th Freedom	No 5 th freedom including stopover: KUL-BKK vv Own stopover: KUL – CGK/SIN vv Temporary 5 th freedom: KUL-SYD vv

5. TARIFFS

Double approval

6. AIRLINE DESIGNATION

Multiple

7. NOTES

Nil



Belize

1. AGREEMENT

ASA: 8/5/2017 – KUL

AOM: 5/12/2016

MOU: 5/12/2016

2. ROUTE SCHEDULE

Carrier	Points of Departure	Intermediate Points	Points of Arrival	Beyond Points
Malaysian	Points in Malaysia	Any points	Any points in Belize	Any points
Belizean	Any points in Belize	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

No restriction on frequency, capacity and aircraft type

4. TRAFFIC RIGHTS

Unlimited third, fourth and fifth freedom traffic rights on the specified routes.

5. TARIFFS

Double approval

6. AIRLINE DESIGNATION

Multiple

7. CODE SHARING

Flexible, includes third party code sharing agreements

8. NOTES

Nil

Bosnia & Herzegovina

1. AGREEMENT

ASA: 24/8/2009 – KUL

ROD: 28/1/2009

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in Bosnia & Herzegovina	Any points
Bosnian	Any points in Bosnia & Herzegovina	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

No restriction on frequency, capacity or aircraft type.

4. TRAFFIC RIGHTS

No 5th freedom rights for any intermediate or beyond points for both parties unless agreed upon.

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Botswana

1. AGREEMENT

AOM: 10/12/2013

AOM: 19/11/2014

AOM: 20/10/2015

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian				
Botswanan				

3. FREQUENCY AND CAPACITY LEVELS

In progress

4. TRAFFIC RIGHTS

In progress

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Brazil

1. AGREEMENT

ASA: 18/12/1995

MOU:13/5/1992

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Route A			
	Any points in Malaysia	Any 5 points to be selected via the South Atlantic and the Indian Ocean	Rio de Janeiro Sao Paulo	Any 3 points to be selected in South America
	Route B			
	Any points in Malaysia	Any 5 points to be selected via the South Pacific	Rio de Janeiro Sao Paulo	Any 3 points to be selected in South America
Brazilian	Route A			
	Any points in Brazil	Any 5 points to be selected via the South Atlantic or the Indian Ocean	Kuala Lumpur One other point to be selected	Any 3 points to be selected in Southeast Asia
	Route B			
	Any points in Brazil	Any 5 points to be selected via the South Pacific	Kuala Lumpur One other point to be selected	Any 3 points to be selected in Southeast Asia

* Each designated airline may only choose to operate Route A or Route B only

3. FREQUENCY AND CAPACITY LEVELS

2 weekly frequencies of combination services using Boeing 747-400 aircraft type or any other type similar or lower capacity on the agreed services.

All-cargo services may be operated subject to prior agreement of both Parties and shall be over and above the agreed number of combination services.

4. TRAFFIC RIGHTS

Malaysia	
5 th Freedom	Allowed on all the intermediate and beyond points specified in the route schedule
Brazil	
5 th Freedom	Same as above

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Brunei Darussalam

1. AGREEMENT

ASA: 14/2/1992 – KUL

ROD: 2/5/1985

MOU: 12/1/2007 (BIMP-EAGA) – CEB

ASC: 20/1/1988

MAAS: 20/5/2009 (ASEAN) – MNL

MOU: 29/5/1991

MAFLPAS: 12/10/2010 (ASEAN) – BWN

MOU: 11/2/1992

MOU: 6/5/1994

ROD: 31/1/1992

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysia	Any points in Malaysia	Any points to be advised +Any ASEAN cities*	Any international points in Brunei	Any points to be advised +Any ASEAN cities*
Brunei	Any international points in Brunei	Any points to be advised +Any ASEAN cities*	Any points in Malaysia	Any points to be advised +Any ASEAN cities*

** By virtue of the full ratification of Protocols 1 and 2 of the ASEAN Multilateral Agreement on the Full Liberalisation of Passenger Air Services (MAFLPAS). Limited to points designated by each ASEAN countries.*

3. FREQUENCY AND CAPACITY LEVELS

No restriction on frequency, capacity and aircraft type.

4. TRAFFIC RIGHTS

For all intra-ASEAN routes:

Designated airlines of each Contracting Party may operate from any points in the territory of the Contracting Party via any intermediate points to any points in the territory of any other Contracting Party and to any points beyond in any combination or order, limited to points designated by each ASEAN countries.

For routes where ASEAN is not involved:

Malaysia	
5th Freedom	Any 3 beyond points
Brunei Darussalam	
5th Freedom	BWN – KUL – Cairo v.v. subject to a commercial agreement with a Malaysian-designated airline BWN – KUL – 1 point in the Middle East BWN – KUL – 1 point in Europe

Note: The above services may be operated with any aircraft type subject to a maximum uplift/discharge of 500 one-way passengers per direction per week. In addition, carriers may operate to any other beyond points, without 5th freedom rights.

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Bulgaria

1. AGREEMENT

ASA: 11/3/1970

MOU: 22/11/1969

Horizontal Agreement with the EU: 22/3/2007

PRT: 23/2/1984

MOU: 2/10/1991

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Bangkok, Colombo, Bombay or Madras or Delhi, Karachi, Istanbul, Kuwait or Dubai, Baghdad or Tehran, Athens, Cairo or Jeddah	2 points in Bulgaria	Rome or Zurich, Frankfurt, Paris, Amsterdam, London, 1 point in North America
Bulgarian	Any points in Bulgaria	Beirut, Amman, Damascus, Abu Dhabi, Kuwait or Bahrain, Karachi, Delhi or Bombay or Calcutta, Colombo	2 points in Malaysia	Singapore, Bangkok, Ho Chi Minh City or Hanoi, Jakarta, Manila, 1 point in Australia

3. FREQUENCY AND CAPACITY LEVELS

No restriction on frequency, capacity and aircraft type

4. TRAFFIC RIGHTS

Malaysia	
5 th Freedom	None, but subject to agreement with other Party's designated airline
Bulgaria	
5 th Freedom	Same as above

5. TARIFFS

Double approval

6. CODE SHARING

Flexible, includes third party code sharing agreements



7. AIRLINE DESIGNATION

Single

8. NOTES

Nil

Cambodia

1. AGREEMENT

ASA: 3/3/1992 – KUL

MOU: 15/12/1992

MAAS: 20/5/2009 (ASEAN) – MNL

MAFLPAS: 12/10/2010 (ASEAN) – BWN

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points to be advised +Any ASEAN cities*	Any international points in Cambodia	Any points to be advised +Any ASEAN cities*
Cambodian	Any international points in Cambodia	Any points to be advised +Any ASEAN cities*	Any points in Malaysia	Any points to be advised +Any ASEAN cities*

* By virtue of the full ratification of Protocols 1 and 2 of the ASEAN Multilateral Agreement on the Full Liberalisation of Passenger Air Services (MAFLPAS). Limited to points designated by each ASEAN countries.

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequency, capacity or aircraft types for both passenger and cargo services

4. TRAFFIC RIGHTS

For all intra-ASEAN routes:

Designated airlines of each Contracting Party may operate from any points in the territory of the Contracting Party via any intermediate points to any points in the territory of any other Contracting Party and to any points beyond in any combination or order, limited to points designated by each ASEAN countries.

For routes where ASEAN is not involved:

Malaysia	
5 th Freedom	Not specified
Cambodia	
5 th Freedom	Not specified

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements



7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Canada

1. AGREEMENT

ASA: 18/1/1996 – KUL

AOM: 14/2/1994

AOM: 17/2/1993

MOU: 26/5/1995

ROD: 12/12/2012

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Taipei	Vancouver	-
Canadian	Any points in Canada	Taipei	Kuala Lumpur	-

3. FREQUENCY AND CAPACITY LEVELS

7 frequencies per week with any aircraft type for passenger services. No limitation for cargo services.

4. TRAFFIC RIGHTS

For Passenger Services

3rd & 4th freedom rights only.

Only intransit rights available between Taipei and Vancouver v.v. (no 5th freedom rights).

For Cargo Services

3rd, 4th and 5th freedom rights.

5. TARIFFS

Double approval

6. CODE SHARING

No frequency restriction on code-share services between airline or airlines of the same Contracting Party, airline or airlines of the other Contracting Party and airline or airlines of a third country.

7. AIRLINE DESIGNATION

Multiple

8. NOTES

In transit rights available at Taipei only

Chile

1. AGREEMENT

ASA: 14/4/2010 – KUL

MOU: 17/10/1991

AOM: 6/10/1992

MOU: 12/11/1992

AOM: 14/5/2009

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in Chile	Any points
Chilean	Any points in Chile	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

No limitation on capacity, routes and aircraft types.

4. TRAFFIC RIGHTS

Designated airlines of both Party shall be entitled to operate passenger, cargo and mail, either combined or separate services with unlimited frequencies for third, fourth, fifth and sixth freedom traffic rights.

5. TARIFFS

Double approval

6. CODE SHARING

Third party codesharing allowed

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

China

1. AGREEMENT

ASA: 31/3/1989 – PEK

ROD: 7/9/1987

ASEAN-CHINA ATA: 12/11/2010

MOU: 16/6/1988

MOU: 16/6/1993

ROD: 1/8/1995

MOU: 26/9/1996

MOU: 30/9/1997

MOU: 12/7/2000

MOU: 17/12/2002

MOU: 18/3/2005

MOU: 18/10/2006

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in China (except Hong Kong, Macao and Taiwan)	Any points
Chinese	Any points in China (except Hong Kong, Macao and Taiwan)	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

No limitations on frequency, capacity and aircraft type for 3rd and 4th freedom operations.

4. TRAFFIC RIGHTS

Malaysia	
5th Freedom	<u>All-Cargo Services</u> Shanghai – Dubai or 1 point in Central Asia, up to 3 weekly frequencies Hangzhou – Dubai or 1 point in Central Asia, up to 4 weekly frequencies Nanjing – Malmö or Gothenburg, up to 2 weekly frequencies Shanghai – Wilmington or Columbus, Ohio up to 4 weekly frequencies From China's Central & Western Provinces* to 2 beyond points in the USA: up to 7 weekly frequencies for each beyond point
China	
5th Freedom	<u>Combined Services</u> Between any points in Malaysia and any intermediate and/or beyond points selected by China at its discretion with no limitations to frequency, capacity and aircraft type <u>All-Cargo Services</u> Between any points in Malaysia and any intermediate and/or beyond points selected by China at its discretion with no limitations to frequency, capacity and aircraft type

* Refers to Chongqing, Gansu, Guangxi, Guizhou, Hainan, Inner Mongolia, Ningxia, Qinghai, Shaanxi, Sichuan, Tibet, Xinjiang, Yunnan, Hubei (Wuhan), Hunan, Hebei, Henan, Shanxi and Jiangxi

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Croatia

1. AGREEMENT

ASA: 28/3/1996

MOU: 21/2/1995

Horizontal Agreement with the EU: 22/3/2007

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any 3 points to be specified	Zagreb	To be agreed
Croatian	Any points in Croatia	Ay 3 points to be specified	Kuala Lumpur	To be agreed

3. FREQUENCY AND CAPACITY LEVELS

7 frequencies per week, with no restrictions to capacity and aircraft type

4. TRAFFIC RIGHTS

Designated airlines are granted 5th freedom rights for their respective intermediate and beyond points

5. TARIFFS

Double approval

6. CODE SHARING

Not specified

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Czechoslovakia

1. AGREEMENT

ASA: 10/1/1973 – KUL

MOU: 25/7/1969

Horizontal Agreement with the EU: 22/3/2007

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Kuala Lumpur	Bangkok, Colombo, Madras or Bombay, Delhi, Dhaka, Karachi, Kuwait, Tehran, Beirut, Tashkent or Moscow, Cairo, Athens, Belgrade, Rome	Prague	5 points in Europe including Frankfurt, Paris, London and 2 points in the United States
Czechoslovakian	Prague Bratislava	Belgrade, Athens, Nicosia, Cairo, Beirut, Tehran, Kuwait, Karachi, Dhaka, Bombay, Colombo, Moscow or Tashkent, Phnom Penh, Bangkok	Kuala Lumpur	Singapore, Jakarta, Hong Kong, Manila, Tokyo, Perth, Sydney or Melbourne

3. FREQUENCY AND CAPACITY LEVELS

Not specified

4. TRAFFIC RIGHTS

Malaysia	
5 th Freedom	<u>Available on all intermediate and beyond points above, except:</u> Between Prague and Belgrade/Rome/Frankfurt/Paris/London <u>Temporary 5th Freedom rights in both directions until Czech airlines operate:</u> Between Prague and Bangkok/Colombo/2 points in Europe/2 points in the USA

Czechoslovakia	
5th Freedom	<u>Available on all intermediate and beyond points above, except:</u> Between Kuala Lumpur and Bangkok/Singapore/Jakarta/Hong Kong/Tokyo <u>Temporary 5th Freedom rights in both directions until Malaysian airlines operate:</u> Between Kuala Lumpur and Colombo/Phnom Penh/Manila/Perth/Sydney or Melbourne

5. TARIFFS

Double approval

6. CODE SHARING

Not specified

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Denmark

1. AGREEMENT

MOU: 1/2/1967

ROD: 10/2/1988

Horizontal Agreement with the EU: 22/3/2007

AOM: 25/11/1997

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in Denmark	Any points
Denmark	Any points in Denmark	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

No limitation on frequency, capacity and aircraft type

4. TRAFFIC RIGHTS

Airlines of both Parties are granted 5th freedom rights for all intermediate or beyond points

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Similar Agreements with Norway and Sweden

Ecuador

1. AGREEMENT

ASA: 8/7/2011 – KUL

AOM: 8/7/2011

MOU: 8/7/2011

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in Ecuador	Any points to be determined
Ecuadorian	Any points in Ecuador	Any points	Any points in Malaysia	Any points to be determined

3. FREQUENCY AND CAPACITY LEVELS

No restriction on frequency, capacity or aircraft types

4. TRAFFIC RIGHTS

5th freedom rights granted for all intermediate and beyond points in the above schedule

5. TARIFFS

Double approval

6. CODE SHARING

Code sharing and blocked space arrangements permitted with:

- an airline or airlines of either Contracting Party
- an airline or airlines of a third party
- an airline or airlines of either party, including domestic codeshare services operated only by a domestic airline

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Egypt

1. AGREEMENT

ASA: 14/4/1997 - KUL

MOU:11/11/1986

MOU: 24/12/1996

MOU: 17/4/2008

MOU: 12/9/2012

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any intermediate points which are agreed upon	Any points in Egypt	Any beyond points which are agreed upon
Egyptian	Any points in Egypt	Any intermediate points which are agreed upon	Kuala Lumpur	Any beyond points which are agreed upon

3. FREQUENCY AND CAPACITY LEVELS

14 frequencies per week with no restriction to capacity or aircraft type for passenger services

7 frequencies per week with no restriction to capacity or aircraft type for cargo services

4. TRAFFIC RIGHTS

5th freedom rights are granted on the basis of a commercial agreement between the designated airlines of both Parties and to be approved by the Aeronautical Authorities of both Parties.

Malaysia: 20% of aircraft seat capacity in each direction for all intermediate/beyond points

Egypt: 20% of aircraft seat capacity in each direction for all intermediate/beyond points

5. TARIFFS

Double approval

6. CODE SHARING

3rd country code sharing allowed

7. AIRLINE DESIGNATION

Multiple



8. NOTES

Nil

Ethiopia

1. AGREEMENT

ASA: 20/4/2011

AOM: 21/10/2015

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any point in Malaysia	To be specified	Any point in Ethiopia	To be specified
Ethiopian	Any point in Ethiopia	To be specified	Any point in Malaysia	To be specified

3. FREQUENCY AND CAPACITY LEVELS

7 weekly frequencies with no restrictions on capacity or aircraft type for passenger and cargo services

4. TRAFFIC RIGHTS

Malaysia	
5 th Freedom	Subject to permission from Authorities and a commercial agreement between the designated airlines
Ethiopia	
5 th Freedom	5 weekly services not exceeding 50% of seat capacity per flight on KUL-BKK v.v. until end of IATA Northern Winter 2016. 5 weekly services not exceeding 20% of seat capacity per flight on KUL-SIN v.v. until end of IATA Northern Winter 2019.

5. TARIFFS

Not specified

6. CODE SHARING

Not specified

7. AIRLINE DESIGNATION

Not specified

8. NOTES

Nil

Fiji

1. AGREEMENT

ASA: 26/11/1990 – KUL

MOU: 19/7/1990

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	2 points to be agreed upon	Nadi	2 points to be agreed upon
Fijian	Any points in Fiji	2 points to be agreed upon	Kuala Lumpur	2 points to be agreed upon

3. FREQUENCY AND CAPACITY LEVELS

2 frequencies per week with no restriction on capacity or aircraft type

4. TRAFFIC RIGHTS

5th freedom rights permitted on all intermediate and beyond points which have been agreed upon by the Authorities

5. TARIFFS

Double approval

6. CODE SHARING

Not specified

7. AIRLINE DESIGNATION

Single

8. NOTES

The effective operations, frequencies & the exercise of Traffic Rights shall be agreed upon between the Aeronautical Authorities of both countries

Requirement for additional frequencies/capacity shall be determined on the basis of a trigger mechanism to be agreed between designated airlines for approval by the Aeronautical Authorities of both countries

Finland

1. AGREEMENT

ASA: 5/11/1997 - KUL

MOU:15/9/1997

Horizontal Agreement with the EU: 22/3/2007

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any 3 points	Any points in Finland	Any 3 points
Finnish	Any points in Finland	Any 3 points	Any points in Malaysia	Any 3 points

3. FREQUENCY AND CAPACITY LEVELS

7 frequencies per week with no restriction on capacity or aircraft type

4. TRAFFIC RIGHTS

5th freedom rights permitted on all intermediate and beyond points specified in the Route Schedule

5. TARIFFS

Double approval

6. CODE SHARING

Code sharing arrangements with an airline or airlines of the third countries will be considered subject to separate agreement between the Aeronautical Authorities of the Contracting Parties whereby airline(s) of the third country must in any case hold the appropriate traffic rights

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil



France

1. AGREEMENT

ASA: 22/5/1967 – KUL

Horizontal Agreement with the EU: 22/3/2007

AOM: 9/12/1963

MOU: 23/10/1966

AOM: 26/4/1980

MOU: 27/11/1980

AOM: 26/6/1982

MOU: 3/3/1983

ROD: 22/12/1986

ROD: 8/7/1989

ROD: 18/1/1991

ROD: 25/3/1992

AOM: 22/4/1993

EON: 15/12/1995

ROD: 10/11/1999

ROD: 15/1/2002

AOM: 10/4/2002

MOU: 5/6/2002

MOU: 19/6/2008

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Bangkok, 1 point in India, Colombo, Karachi, one or several points in Europe, in the Near and Middle East	Paris, Lyons and 1 additional secondary point in France	Points in Europe, London
French	Any points in France	One or several points in Europe, in the Near and Middle East, Karachi, Colombo, Yangon, Bangkok, Phnom Penh, Ho Chi Minh City	Kuala Lumpur and 2 additional points in Malaysia	Singapore-Jakarta or Denpasar-Sydney-Auckland to French territories in the Pacific

The other secondary point in France means any airport with the exception of CDG, ORY & LYS.

Secondary points in Malaysia means any airport with the exception of KUL & SZB.

3. FREQUENCY AND CAPACITY LEVELS

7 frequencies per week with no restriction on capacity or aircraft type

Malaysia: An additional 5 frequencies per week to secondary French airports, specified according to the Route Schedule

France: An additional 5 frequencies per week to 1 secondary Malaysian airport, specified according to the Route Schedule

4. TRAFFIC RIGHTS

Malaysia	
5th Freedom	Paris – London/Dubai/1 point in the Middle East (except Iran & Saudi Arabia) v.v.
France	
5th Freedom	Kuala Lumpur – Jakarta/Hanoi/1 point in the Middle East (except Iran & Saudi Arabia) v.v. Temporary 5 th Freedom rights on Kuala Lumpur – Colombo v.v. until operation of Kuala Lumpur – Bahrain v.v.

5. TARIFFS

Double approval

6. CODE SHARING

Code sharing and blocked space arrangements permitted with:

- an airline or airlines of either Contracting Party
- an airline or airlines of a third party

7. AIRLINE DESIGNATION

Multiple

8. NOTES

For unilateral operations, carriage will be limited to 80 revenue passenger per sector aggregated in both directions for each frequency, cumulated on IATA NS and NW season basis. This shall be reviewed when both airlines operate on the scheduled routes

Aeronautical Authorities of the concerned Contracting Party have the right not to accept such arrangements should such a third party not authorize or allow comparable arrangements between the airlines of the other Contracting Party and other airlines on services to, from and via such third country

Germany

1. AGREEMENT

ASA: 23/7/1968 – KUL

Horizontal Agreement with the EU: 22/3/2007

MOU: 10/1/1967

ROD: 7/6/1977

MOU: 16/3/1979

ROD: 23/6/1982

MOU: 30/7/1984

MOU: 27/8/1984

MOU: 14/11/1986

MOU: 19/2/1992

MOU: 13/7/1994

MOU: 10/8/1996

ROD: 20/4/1999

MOU: 26/5/1999

MOU:30/11/2001

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in Germany	Any points
German	Any points in Germany	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

14 weekly frequencies with no restriction on capacity or aircraft type

No restrictions on frequency, capacity or aircraft type for all-cargo services

4. TRAFFIC RIGHTS

Malaysia	
5th Freedom – Passenger Flights	<p><u>Intermediate Points</u> To/from points in Germany – Points in the Near & Middle East/Pakistan/Egypt/Italy/Greece</p> <p><u>Beyond Points</u> To/from points in Germany - Points in France/Netherlands/United Kingdom/Spain</p> <p><u>Stopover Traffic Rights</u> <i>Intermediate Points</i> To/from points in Germany – Points in Thailand/India/Sri Lanka/Near and Middle East</p> <p><i>Beyond Points</i> To/from points in Germany – Points in Belgium/Denmark</p>
5th Freedom – Cargo Flights	<p><u>Stopover Traffic Rights</u> To/from points in Germany – Points in Thailand/India/Sri Lanka/Near & Middle East</p>
Germany	
5th Freedom – Passenger Flights	<p><u>Intermediate Points</u> To/from points in Malaysia – Points in the Near & Middle East/Pakistan/Thailand/Indonesia</p> <p><u>Beyond Points</u> To/from points in Malaysia – Points in Australia/Indonesia</p> <p><u>Stopover Traffic Rights</u> <i>Intermediate Points</i> To/from points in Malaysia – Points in the Near & Middle East/India/Sri Lanka/Indonesia/Thailand</p> <p><i>Beyond Points</i> To/from points in Malaysia – Points in Indonesia/Singapore</p>
5th Freedom – Cargo Flights	<p><u>Stopover Traffic Rights</u> To/from points in Malaysia – Points in Indonesia/Singapore</p>

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements



7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Greece

1. AGREEMENT

ASA: 3/3/2008

MOU: 9/12/2005

Horizontal Agreement with the EU: 22/3/2007

MOU: 9/12/2013

AOM: 18/11/2014

AOM: 21/10/2015

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in Greece	Any points
Greek	Any points in Greece	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

21 weekly frequencies with no restriction on capacity or aircraft type

4. TRAFFIC RIGHTS

5th freedom rights are permitted for all intermediate and beyond points

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Guyana

1. AGREEMENT

AOM: 7/12/2016

MOU: 7/12/2016

2. ROUTE SCHEDULE

Carrier	Points of Departure	Intermediate Points	Points of Arrival	Beyond Points
Malaysian	Points in Malaysia	Any points	Any points in Guyana	Any points
Guyanese	Any points in Guyana	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

No restriction on frequency, capacity and aircraft type

4. TRAFFIC RIGHTS

Unlimited third, fourth and fifth freedom traffic rights on the specified routes.

5. TARIFFS

Double approval

6. AIRLINE DESIGNATION

Multiple

7. CODE SHARING

Flexible, includes third party code sharing agreements

8. NOTES

Nil

Hong Kong SAR

1. AGREEMENT

ASA: 4/3/1991 – KUL

AOR: 11/8/1989

MOU: 19/9/1990

MOU: 12/5/1993

MOU: 18/1/1995

MOU: 24/10/1996

MOU: 9/7/1999

MOU: 5/11/1999

MOU: 5/10/2000

MOU: 12/10/2001

MOU: 12/3/2004

MOU: 1/2/2007

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points (excluding points in Mainland China and Taiwan)	Hong Kong SAR	Any points (excluding Mainland China and Taiwan)
Hong Kong	Hong Kong SAR	Any points (excluding points in Mainland China and Taiwan)	Any points in Malaysia	Any points (excluding Mainland China and Taiwan)

3. FREQUENCY AND CAPACITY LEVELS

No restriction on frequency, capacity or aircraft type

4. TRAFFIC RIGHTS

Malaysia	
5th Freedom	<p>Passenger Services 65,000 passengers per annum on 7 weekly services on any aircraft between Hong Kong and: <i>Intermediate Points:</i> 1 point in Southeast Asia <i>Beyond Points:</i> 2 points in Taiwan, Honolulu or Guam and 1 point in Mainland USA (to be agreed upon)</p> <p><u>Freighter Services</u> 7 weekly services between Hong Kong and Los Angeles/Riverside, California; limited to 50 tonnes of cargo per flight in each direction or 50% of the capacity of the aircraft operated, whichever is lower</p>
Hong Kong	
5th Freedom	<p><u>Passenger Services</u> 65,000 passengers per annum on 7 weekly services on any aircraft type between Malaysia and: <i>Intermediate Points:</i> 1 point in Southeast Asia <i>Beyond Points:</i> 2 points in Indonesia, Perth or Colombo, 1 point in Europe (to be agreed upon) No 5th freedom rights granted between Bandar Seri Begawan and points in Sabah/Sarawak including stopover rights</p> <p><u>Freighter Services</u> 7 weekly services between Hong Kong to any intermediate or beyond points of choice; limited to 50 tonnes of cargo per flight in each direction or 50% of the capacity of the aircraft operated, whichever is lower</p>

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

3rd country code sharing without stopover rights

5th Freedom rights not given for code share operations

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points except points in Mainland China and Taiwan	Hong Kong SAR	Any points in North Asia, North America, South America and Oceania
Hong Kong	Hong Kong SAR	Any points except points in Mainland China and Taiwan	Any points in Malaysia	Any points in Southeast Asia, Europe, the Indian Subcontinent, the Middle East, Oceania and South Africa

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Where a route has less than 2 weekly frequencies, it is to be operated under a Joint Service operations between the airlines of both Parties

Non-revenue passengers are defined as those with at least 75% rebate on published fare price and infant passengers

Hungary

1. AGREEMENT

ASA: 19/2/1993 – KUL

MOU: 21/5/1992

Horizontal Agreement with the EU: 22/3/2007

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Kuala Lumpur and any other international airports of Malaysia	To be agreed upon	Budapest and any other international airports of Hungary	To be agreed upon
Hungarian	Budapest and any other international airports of Hungary	To be agreed upon	Kuala Lumpur and any other international airports of Malaysia	To be agreed upon

3. FREQUENCY AND CAPACITY LEVELS

No restriction on frequency, capacity or aircraft types

4. TRAFFIC RIGHTS

Designated airlines to reach an agreement first subject to approval of the authorities of both Parties

5. TARIFFS

Double approval

6. CODE SHARING

Not specified

7. AIRLINE DESIGNATION

Single

8. NOTES

Nil

Iceland

1. AGREEMENT

MOU: 3/9/2007 – KUL

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in Iceland	Any points
Icelandic	Any points in Iceland	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

No restriction on frequency, capacity or aircraft types

4. TRAFFIC RIGHTS

5th freedom rights permitted on the intermediate and beyond points for both passenger and cargo services

5. TARIFFS

Double approval

6. CODE SHARING

Not specified

7. AIRLINE DESIGNATION

Multiple

8. NOTES

CHARTER OPERATIONS

Designated airlines have rights to carry international charter traffic of passengers (and their accompanying baggage) and/or cargo [including, but not limited to, freight forwarder, split and combination (passenger & cargo) charter] - between any point or points in the territory of other Party and third country.



India

1. AGREEMENT

ASA: 9/6/1967

MOU: 4/8/1966

MOU: 6/5/1967

MOU: 15/2/1973

MOU: 8/3/1979

MOU: 14/9/1980

MOU: 29/5/1985

AOM: 29/5/1985

AOM: 3/6/1986

AOM: 5/12/1987

AOM: 31/3/1988

AOM: 14/7/1988

MOU: 21/2/1990

AOM: 20/4/1994

AOM: 11/12/1996

AOM: 24/8/2000

MOU: 12/9/2000

MOU: 23/1/2003

MOU: 12/7/2007

MOU: 12/11/2008

AOM: 20/8/2010

ROD: 10/12/2012

2. ROUTE SCHEDULE

Part A

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Delhi, Kolkata, Mumbai, Chennai, Bangalore, Hyderabad	Karachi, Bahrain or Tehran, Beirut, Cairo, Athens, Zurich, Rome, London
Indian	Any points in India	Any points	Kuala Lumpur, Penang, Langkawi, Johor Bharu (Senai), Kota Kinabalu, Kuching	Any points

Part B

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Nil	Patna, Lucknow, Guwahati, Gaya, Varanasi, Bhubaneswar, Khajurahao, Aurangabad, Goa, Jaipur, Port Blair, Kochi, Thiruvanthapuram, Kozhikode, Amritsar, Visakhapatnam, Ahmedabad and Tiruchirappalli	Nil
Indian	Patna, Lucknow, Guwahati, Gaya, Varanasi, Bhubaneswar, Khajurahao, Aurangabad, Goa, Jaipur, Port Blair, Kochi, Thiruvanthapuram, Kozhikode, Amritsar, Visakhapatnam, Ahmedabad and Tiruchirappalli	Nil	Any points in Malaysia	Nil

3. FREQUENCY AND CAPACITY LEVELS

Part A

Destination Point	Maximum Seats per Week in Each Direction
Delhi	5,941
Bangalore	3,038
Mumbai	3,770
Chennai	4,844
Kolkata	2,260
Hyderabad	2,678
Total	22,531

Part B

No restrictions on frequency but capacity and aircraft type restricted to up to Boeing 747-400 aircraft

4. TRAFFIC RIGHTS

Passenger flights: No 5th freedom rights granted for all services

Cargo flights: 3rd, 4th & 5th freedom rights granted with no restrictions to frequency, capacity or aircraft types excluding cabotage

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

Domestic code sharing allows for 4 additional points over and above the points specified in each respective route schedule

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Indonesia

1. AGREEMENT

ASA: 16/5/1968

MOU: 12/1/2007 (BIMP-EAGA) – CEB

MAAS: 20/5/2009 (ASEAN) – MNL

MAFLPAS: 12/10/2010 (ASEAN) – BWN

MAFLPAS: 31/3/2016 - VTE

AOM: 25/10/1966

MOU: 9/2/1968

MOD: 10/3/1972

MOU: 10/3/1972

MOU: 20/8/1974

MOU: 23/6/1976

AOM: 21/6/1990

AOM: 10/1/1991

AOM: 18/4/1992

AOM: 22/10/1992

MOU: 22/6/1994

MOU: 1/12/1995

MOU: 12/8/1997

MOU: 16/10/2001

MOU: 2/5/2002

MOU: 21/8/2003

MOU: 12/1/2007

ROD: 20/11/2008

AOM: 10/6/2009

MOU: 26/12/2013

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points to be advised +Any ASEAN cities*	Any points in Indonesia	Any points to be advised +Any ASEAN cities*
Indonesian	Any points in Indonesia	Any points to be advised +Any ASEAN cities*	Any points in Malaysia	Any points to be advised +Any ASEAN cities*

* By virtue of the full ratification of Protocols 1 and 2 of the ASEAN Multilateral Agreement on the Full Liberalisation of Passenger Air Services (MAFLPAS). Limited to points designated by each ASEAN countries.

3. FREQUENCY AND CAPACITY LEVELS

Passenger Services:

By virtue of the ratification of Protocols 1 and 2 of the ASEAN Multilateral Agreement on the Full Liberalisation of Passenger Air Services (**MAFLPAS**) in April 2016, the designated airlines of both Malaysia and Indonesia would now be allowed to operate unlimited (no restriction on frequencies, capacity or aircraft types) 3rd, 4th and 5th freedom rights for passenger services between any ASEAN cities (in the case of Indonesia, the points are limited to Jakarta, Denpasar, Makassar, Surabaya and Medan).

Cargo Services:

Under the ASEAN Multilateral Agreement on the Full Liberalisation of Air Freight Services (**MAFLAFS**), which has been signed and ratified by Malaysia and Indonesia, the designated airlines of both countries are allowed to operate unlimited third, fourth and fifth freedom traffic rights among all points with international airports in ASEAN. In the case of Indonesia, however, these points are limited to Jakarta, Denpasar, Makassar, Surabaya, Medan, Palembang, Balikpapan, Manado, Batam, Biak and Pontianak.

4. TRAFFIC RIGHTS

Passenger Services:

Malaysia	
3rd and 4th Freedom	<p><u>Passenger Services</u> 208 units of capacity per week on non-trunk route(s) between Malaysia and Indonesia (ie routes other than Kuala Lumpur – Jakarta / Surabaya / Medan / Bali / Makassar).</p> <p><u>Cargo Services</u> No restriction on capacity, frequency and aircraft type on following routes:</p> <ul style="list-style-type: none"> (i) Points in Malaysia – Batam vv; (ii) Points in Malaysia – Jakarta vv; (iii) Points in Malaysia – Medan vv; (iv) Points in Malaysia – Surabaya vv; and (v) Points in Malaysia – Makassar vv.

Malaysia	
5th Freedom	<p><u>Passenger Services</u> 7 frequencies per week <u>each</u> between Malaysia to Jakarta and/or Denpasar and/or Makassar (Ujung Pandang) to 4 beyond points to be specified (thus, total maximum number of 5th freedom services is limited to 84x weekly services)</p> <p><u>Cargo Services</u> 14 frequencies per week between Malaysia to Jakarta and/or Denpasar and/or Makassar (Ujung Pandang) and/or Balikpapan to Sydney and/or Melbourne and/or Brisbane and/or Perth</p> <p>No limitation for BIMP-EAGA & IMT-GT services</p>
Indonesia	
3rd and 4th Freedom	<p><u>Passenger Services</u> 208 units of capacity per week on non-trunk route(s) between Malaysia and Indonesia (ie routes other than Kuala Lumpur – Jakarta / Surabaya / Medan / Bali / Makassar).</p> <p><u>Cargo Services</u> No restriction on capacity, frequency and aircraft type on following routes:</p> <ul style="list-style-type: none"> (i) Points in Indonesia – Kuala Lumpur vv; (ii) Points in Indonesia – Penang vv; (iii) Points in Indonesia – Johor Bahru vv; (iv) Points in Indonesia – Kota Kinabalu vv; and (v) Points in Indonesia – Ipoh vv.
5th Freedom	<p><u>Passenger Services</u> 36 frequencies per week from KUL, KCH & BKI to points in Asia (except Tokyo) v.v. 14 frequencies per week from KUL, KCH & BKI to points in Europe v.v. 21 frequencies per week from KUL, KCH & BKI to points in the Middle East v.v. 14 frequencies per week from KUL, KCH & BKI to points in USA v.v.</p> <p><u>Cargo Services</u> 14 frequencies per week between Indonesia to Kuala Lumpur and/or Penang and/or Johor Bahru and/or Kota Kinabalu to 4 points in Asia (except Tokyo)</p> <p>No limitation for BIMP-EAGA & IMT-GT services</p>

Note : Traffic carried on 5th freedom sector for passenger services to India should not exceed 50% of seat capacity per flight (until the end of Northern Winter 2017/2018).

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

IMT-GT / BIMP - EAGA

Both Parties' designated airline(s) are entitled to operate services under the provisions of Memorandum on Air linkages within IMT-GT / BIMP-EAGA

9. AIRCRAFT TYPE AND COEFFICIENT

Type of Aircraft	Aircraft Coefficient Formula (Units)
B747	3.00
A330	2.00
B777	1.90
A300	1.60
B757/A330-200/B737-900ER	1.50
A310/A320	1.25
B737-800	1.10
B727/B737-400?MD82/A319	1.00
YAK-42D	0.80
B737-200/300/500/F100	0.70
F28-4000	0.60
BAE-146/F70	0.50
F28-1000	0.45
ATR72/MA 60	0.40
F50	0.35
F27	0.30
BN-2/DHC-6	0.15

Iran

1. AGREEMENT

ASA: 18/9/2005 – THR

AOM:14/6/1983

MOU: 31/7/2001

MOU: 18/9/2005

AOM: 2/10/2009

AOM: 25/10/2010

AOM: 20/11/2014

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in Iran	Any points
Iranian	Any points in Iran	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

21 weekly frequencies with no limitations on capacity or aircraft type

4. TRAFFIC RIGHTS

Subject to approved commercial agreement between airlines of both Parties

Malaysia	
5 th Freedom	One intermediate point and one beyond point to be specified
Iran	
5 th Freedom	KUL – Dhaka v.v. KUL – Manila v.v.

5. TARIFFS

Double approval

6. CODE SHARING

Third party code share subject to appropriate route, traffic and codeshare rights

7. AIRLINE DESIGNATION

Multiple



8. NOTES

Charter operations allowed so long as conditions imposed by Authorities of both Parties are adhered to by the operating airlines

Iraq

1. AGREEMENT

ASA: 7/7/1976

MOU: 21/8/1974

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Bangkok, Yangon, Colombo, Bombay, Karachi, Dhaka, Delhi or Calcutta, Tehran, Kuwait, Bahrain	Baghdad	Athens, Rome, Paris or Amsterdam, London
Iraqi	Route A			
	Baghdad	Arabian Gulf, Karachi, Bombay, Colombo, Tehran, Delhi, Dhaka or Calcutta, Yangon	Kuala Lumpur	Jakarta, Darwin, Sydney
	Route B			
	Baghdad	Arabian Gulf, Karachi, Bombay, Colombo, Tehran, Delhi or Calcutta, Yangon	Kuala Lumpur	Manila, Hong Kong, Tokyo

3. FREQUENCY AND CAPACITY LEVELS

Malaysia: 4 weekly frequencies

Iraq: 2 weekly frequencies

4. TRAFFIC RIGHTS

Malaysia	
5th Freedom	Full traffic rights on all intermediate and beyond points
Iraq	
5th Freedom	Full traffic rights on all intermediate and beyond points, however not permitted (including stopover rights) on Kuala Lumpur to: Singapore, Jakarta, Hong Kong, Manila, Darwin v.v. Maximum uplift of 10 passengers per any one flight, or 20 per week for KUL – SYD v.v.

5. TARIFFS

Double approval

6. CODE SHARING

Not specified

7. AIRLINE DESIGNATION

Single

8. NOTES

Nil

Ireland

1. AGREEMENT

ASA: 17/2/1992

MOU: 29/11/1991

Horizontal Agreement with the EU: 22/3/07

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any intermediate points	Any points in Ireland	Any beyond points via Shannon
Irish	Any points in Ireland	Any intermediate points	Any points in Malaysia	Any beyond points

3. FREQUENCY AND CAPACITY LEVELS

No restriction on frequency, capacity or aircraft type

4. TRAFFIC RIGHTS

5th freedom rights permitted on all intermediate and beyond points on the routes operated by the designated carriers

5. TARIFFS

Double approval

6. CODE SHARING

Not specified

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Italy

1. AGREEMENT

ASA: 29/8/1968 (superseded)

ASA: 23/3/1995

Horizontal Agreement with the EU: 22/3/2007

AOM: 7/7/1964

MOU: 15/4/1967

MOU: 18/12/1970

MOU: 6/7/1972

AOM: 22/7/1980

AOM: 26/9/1991

ROA: 20/11/1991

AOM: 23/9/1994

MOU: 30/11/1994

MOU: 18/7/1997

ROD: 18/5/2005

ROD: 9/2/2006

MOU: 18/7/2007

ROD: 6/6/2007

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Rome	Any points
Italian	Any points in Italy	Any points	Kuala Lumpur	Any points

3. FREQUENCY AND CAPACITY LEVELS

Malaysia: 5 frequencies per week to Rome (passenger)

3 frequencies per week to Rome/Milan/another point in Italy (cargo)

Italy: 5 frequencies per week to Kuala Lumpur or to another point in Malaysia (passenger)

3 frequencies per week to Kuala Lumpur or to another point in Malaysia (cargo)

4. TRAFFIC RIGHTS

No 5th freedom rights for all intermediate or beyond points for both Parties



5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Single

8. NOTES

Airlines may start and/or continue its own services on the agreed routes utilising leased aircraft & crew from a third country

Jamaica

1. AGREEMENT

AOM: 6/12/2016

MOU: 6/12/2016

2. ROUTE SCHEDULE

Carrier	Points of Departure	Intermediate Points	Points of Arrival	Beyond Points
Malaysian	Points in Malaysia	Any points	Any points in Jamaica	Any points
Jamaican	Any points in Jamaica	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

No restriction on frequency, capacity and aircraft type

4. TRAFFIC RIGHTS

Unlimited third, fourth and fifth freedom traffic rights on the specified routes.

5. TARIFFS

Double approval

6. AIRLINE DESIGNATION

Multiple

7. CODE SHARING

Flexible, includes third party code sharing agreements

8. NOTES

Nil



Japan

1. AGREEMENT

ASA: 24/3/1965

ROD: 16/1/1969

ROD: 3/3/1970

ROD: 26/9/1970

ROD: 7/4/1971

ROD: 6/4/1972

AOM: 30/9/1976

MOU: 20/2/1979

ROD: 20/2/1981

ROD: 17/7/1981

MOU: 27/11/1981

ROD: 26/11/1983

ROD: 7/4/1984

MOU: 16/3/1985

MOU: 21/8/1987

MOU: 18/11/1988

MOU: 8/3/1990

MOU: 12/4/1995

MOU: 18/3/1997

EON: 24/9/1998

MOU: 24/2/2000

ROD: 23/8/2001

ROD: 5/3/2004

ROD: 23/6/2006

ROD: 25/7/2008

MOM: 24/2/2011

2. ROUTE SCHEDULE

Carrier	Departure Points		Intermediate Points	Destinations	Beyond Points
Malaysian	A	Any points in Malaysia	Bangkok, Ho Chi Minh City (1), Hong Kong, Manila, Taipei, Seoul	Tokyo	Seoul
	B	Any points in Malaysia	Nil	Tokyo	Honolulu (1,2), San Francisco or Los Angeles (3) and points beyond (4)
	C	Any points in Malaysia	Nil	Any points in Japan (5)	Nil
	D	Any points in Malaysia	Any points	Any points in Japan except Tokyo	Any points
Japanese	A	Any points in Japan	Taipei, Hong Kong, Manila, Ho Chi Minh City, Jakarta, Bangkok, Singapore	Kuala Lumpur and/or Penang and/or Kota Kinabalu and/or one point in Malaysia to be specified (6)	Singapore, Bangkok, Jakarta, 2 points in Southeast Asia other than Malaysia, Hong Kong
	B	Any points in Japan	Nil	Kuala Lumpur	Points beyond (7)
	C	Any points in Japan	Nil	Any points in Malaysia (6)	Nil
	D	Any points in Japan except Tokyo	Any points	Any points in Malaysia	Any points

- (1) For services to Honolulu, it may only operate into Ho Chi Minh City as a point for technical landing
- (2) No 5th freedom rights between Tokyo and Honolulu
- (3) May select either point and may change selection with a 90-day notice to Japan
- (4) May serve the 'points beyond' only under a code-sharing arrangement as a marketing airline(s)
- (5) May operate the agreed services through 1 point in Japan by using these 2 points as co-terminals. No traffic rights except of its own stopover passengers between the 2 points
- (6) May operate the agreed services through 1 point in Malaysia immediately before and/or after the other point in Malaysia by using the 2 points as co-terminals. No traffic rights except of its own stopover passengers between the 2 points
- (7) May serve 'points beyond' as an operating airline or airlines and/or as a marketing airline or airlines under code-sharing arrangements, provided that the number of 'points beyond' which can be served by the operating airline(s) is limited to 1



3. FREQUENCY AND CAPACITY LEVELS

No restriction to frequency, capacity and aircraft types for 3rd and 4th freedom, except for:

Tokyo Haneda International Airport: 7 frequencies per week

4. TRAFFIC RIGHTS

Malaysia: Maximum 8 frequencies per week with 5th freedom rights allowed from Tokyo Narita International Airport to points beyond

Full 5th freedom rights for passenger and cargo services under Route D for both parties with no restrictions on frequency, capacity or aircraft types

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Jordan

1. AGREEMENT

ASA: 25/6/1977

MOU: 13/4/1974

AOM: 28/12/1994

AOM: 26/7/2010

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in Jordan	Any points
Jordanian	Any points in Jordan	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequency, capacity and aircraft types for both passenger and cargo services

4. TRAFFIC RIGHTS

5th freedom traffic rights on the Bangkok-Kuala Lumpur route to Jordanian designated airlines on extra bilateral basis subject to a commercial agreement. Reciprocally, Malaysia is allowed to determine any points as its 5th freedom points.

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Kazakhstan

1. AGREEMENT

ASA: 18/7/1996

MOU: 9/5/1996

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Nil	Almaty	Nil
Kazakh	Any points in Kazakhstan	Nil	Kuala Lumpur	Nil

3. FREQUENCY AND CAPACITY LEVELS

5 weekly frequencies with no restriction on capacity or aircraft type

4. TRAFFIC RIGHTS

3rd and 4th freedom rights between the two Parties only

5. TARIFFS

Double approval

6. CODE SHARING

Not specified

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Kenya

1. AGREEMENT

ASA: 5/8/2003

MOU: 9/8/2007

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any international airport in Kenya	Any points
Kenyan	Any international airport in Kenya	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

7 weekly frequencies with no restriction to capacity or aircraft type

4. TRAFFIC RIGHTS

5th freedom rights granted for 3 intermediate and 3 beyond points mutually agreed upon by both Parties

5. TARIFFS

Double approval

6. CODE SHARING

Both delegations agreed that the designated airline of either Contracting Party may enter into marketing arrangements such as blocked space, code-sharing or other commercial arrangements, with an airline or airlines of either Contracting Party, provided that the airline has the appropriate route, traffic and code share rights.

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Kuwait

1. AGREEMENT

ASA: 7/5/1974

MOU: 26/6/1977

MOU: 30/8/2005

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Kuwait	Any points
Kuwaiti	Kuwait	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

14 frequencies per week with no restriction on capacity or aircraft types

4. TRAFFIC RIGHTS

5th freedom rights granted for all intermediate and beyond points

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Kyrgyzstan

1. AGREEMENT

ASA: 17/11/2000

MOU: 30/11/1999

MOU: 30/8/2000

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	To be agreed upon	Any points in Kyrgyzstan	To be agreed upon
Kyrgyz	Any points in Kyrgyzstan	To be agreed upon	Any points in Malaysia	To be agreed upon

3. FREQUENCY AND CAPACITY LEVELS

3 frequencies per week with no restriction on capacity or aircraft types

4. TRAFFIC RIGHTS

Malaysia	
5 th Freedom	Reciprocal 5 th freedom rights on routes agreed upon by both Parties
Kyrgyzstan	
5 th Freedom	100 passengers per direction per week on the following sectors: KUL – Jakarta v.v. KUL – Bangkok v.v. KUL – Manila v.v.

5. TARIFFS

Double approval

6. CODE SHARING

Not specified

7. AIRLINE DESIGNATION

Multiples

8. NOTES

Nil

Laos

1. AGREEMENT

ASA: 8/12/1992

MOU: 18/11/1970

MOU: 4/8/1992

MOU: 5/9/2008

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysia	Any points in Malaysia	Any points to be advised +Any ASEAN cities*	Any international points in Laos	Any points to be advised +Any ASEAN cities*
Laos	Any international points in Laos	Any points to be advised +Any ASEAN cities*	Any points in Malaysia	Any points to be advised +Any ASEAN cities*

* By virtue of the full ratification of Protocols 1 and 2 of the ASEAN Multilateral Agreement on the Full Liberalisation of Passenger Air Services (MAFLPAS). Limited to points designated by each ASEAN countries.

3. FREQUENCY AND CAPACITY LEVELS

No restriction on frequency, capacity levels or aircraft types for both passenger and cargo services

4. TRAFFIC RIGHTS

For all intra-ASEAN routes:

Designated airlines of each Contracting Party may operate from any points in the territory of the Contracting Party via any intermediate points to any points in the territory of any other Contracting Party and to any points beyond in any combination or order, limited to points designated by each ASEAN countries.

For routes where ASEAN is not involved:

5th freedom rights permitted on all intermediate and beyond points designated in the route schedule.

Services on Bangkok – Laos v.v. by Malaysian carrier (if sole operator) must be in conjunction with a commercial agreement with a Laotian carrier. This requirement will lapse if carriers from both Parties operate the route.

5. TARIFFS

Double approval



6. CODE SHARING

Not specified

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Lebanon

1. AGREEMENT

ASA: 13/5/1974

AOM: 4/7/1995

MOU: 9/7/1996

MOU: 11/7/2002

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in Lebanon	Any points
Lebanese	Any points in Lebanon	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequency, capacity or aircraft types for both passenger and cargo services

4. TRAFFIC RIGHTS

5th freedom rights permitted on all intermediate and beyond points specified in the route schedule for both Parties

5. TARIFFS

Double approval

6. CODE SHARING

Code sharing allowed only between the designated airlines of Malaysia and Lebanon only

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Charter operations allowed subject to fulfilling the requirements of aeronautical authorities of both Parties

Libya

1. AGREEMENT

AOM: 5/12/2009

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in Libya	Any points
Libyan	Any points in Libya	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

7 weekly frequencies with no restrictions on capacity or aircraft types for both passenger and cargo services

4. TRAFFIC RIGHTS

7 weekly services with 5th freedom rights permitted for all intermediate and beyond points

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Charter operations allowed above current entitlements subject to fulfilment of requirements of the Aeronautical Authorities of both Parties

Luxembourg

1. AGREEMENT

ASA: 19/1/1979

MOU: 27/10/1977

ASA: 21/11/2002

MOU: 12/7/2001

Horizontal Agreement with the EU: 22/3/2007

MOU: 19/7/2002

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points behind, together with Any points in Malaysia	Any points	Luxembourg	Any points
Luxembourgish	Any points behind, together with Luxembourg	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequency, capacity or aircraft types for both passenger and cargo services

4. TRAFFIC RIGHTS

No restrictions to 5th freedom rights for all intermediate and beyond points for both passenger and cargo services for both parties

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Airlines of both Parties are allowed to use intermodal transportation for air cargo services, on condition that the service providers have the necessary regulatory approval

Charter services allowed subject to fulfilment of requirements of Aeronautical Authorities of both Parties



Macao SAR

1. AGREEMENT

ASA: 31/10/1995

MOU: 13/2/1995

AOM: 10/11/2005

MOU: 21/4/2006

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	5 points to be specified	Macao	Any points
Macanese	Macao	5 points to be specified	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequency, capacity or aircraft types for both passenger and cargo services

4. TRAFFIC RIGHTS

Points in China, Hong Kong SAR and Taiwan cannot be served either as intermediate or beyond points

5th freedom rights permitted for all intermediate and beyond points specified in the route schedule for both passenger and cargo services

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Macedonia

1. AGREEMENT

AOM: 26/11/2015

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any point in Malaysia	Any points	Any points in Macedonia	Any points
Macedonian	Any point in Macedonia	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

Not specified

4. TRAFFIC RIGHTS

Not specified

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil



Madagascar

1. AGREEMENT

ASA: 1/3/2007

MOU: 1/10/1997

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any 3 points to be specified	Any points in Madagascar	Any 3 points to be specified
Malagasy	Any points in Madagascar	Any 3 points to be specified	Any points in Malaysia	Any 3 points to be specified

3. FREQUENCY AND CAPACITY LEVELS

7 frequencies per week with no restrictions on capacity or aircraft types for both passenger and cargo services

4. TRAFFIC RIGHTS

5th freedom rights permitted on 3 intermediate and 3 beyond points in the respective Route Schedule of each Party

5. TARIFFS

Double approval

6. CODE SHARING

Code sharing permitted only between the designated airlines of both Parties

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil



Maldives

1. AGREEMENT

ASA: 16/9/1994

MOU: 10/3/1992

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Male	Any points
Maldivian	Any points in the Maldives	Any points	Kuala Lumpur	Any points

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequency, capacity or aircraft types for both passenger and cargo services

4. TRAFFIC RIGHTS

5th freedom rights permitted on all intermediate and beyond points for designated airlines of both Parties

5. TARIFFS

Double approval

6. CODE SHARING

Not specified

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Malta

1. AGREEMENT

ASA: 28/2/1984

ASA: 12/10/1993

Horizontal Agreement with the EU: 22/3/2007

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Bangkok or Colombo, Karachi or Delhi, any 2 points in Europe or Middle East to be specified later	Malta	London, any 2 other points in Europe to be specified later
Maltese	Malta	Athens, Bombay or Karachi, any 2 other points to be specified later	Kuala Lumpur	Sydney, Melbourne, one other point in Australia

3. FREQUENCY AND CAPACITY LEVELS

Not specified

4. TRAFFIC RIGHTS

Not specified

5. TARIFFS

Double approval

6. CODE SHARING

Not specified

7. AIRLINE DESIGNATION

Single

8. NOTES

Nil

Mauritius

1. AGREEMENT

MOU: 13/4/1988

MOU: 24/8/2007

MOU:13/1/2009

AOM: 22/3/2012

2. ROUTE SCHEDULE

Carrier	Departure Point	Intermediate Point	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in Mauritius	Any points
Mauritian	Any points in Mauritius	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

14 weekly frequencies with no restriction on capacity or aircraft types for both passenger services

No restriction to frequency, capacity or aircraft types for cargo services

4. TRAFFIC RIGHTS

Malaysia	
5 th Freedom	2 weekly frequencies to any one point beyond Mauritius, except Reunion Island
Mauritius	
5 th Freedom	2 weekly services to one point in China

5th freedom rights permitted on intermediate and beyond points for cargo services

5. TARIFFS

Double approval

6. CODE SHARING

Allowed for code sharing arrangements including within the domestic points of each Party

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Mexico

1. AGREEMENT

ASA: 10/2/1992

AOM: 10/2/1992

ASA: 16/7/1992

AOM: 24/9/1996

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	1 point in Asia 1 point in the USA	1 point in Mexico	Nil
Mexican	Any points in Mexico	1 point in the USA 1 point in Asia	1 point in Malaysia	Nil

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequency, capacity or aircraft types for both passenger and cargo services

4. TRAFFIC RIGHTS

Malaysia	
5 th Freedom	2 weekly frequencies on Los Angeles – Mexico City v.v.
Mexico	
5 th Freedom	2 weekly frequencies on Kuala Lumpur – 1 point in Asia v.v.

**5th freedom traffic rights currently suspended as of 1 January 1997*

5. TARIFFS

Double approval

6. CODE SHARING

Not specified

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Mongolia

1. AGREEMENT

ASA: 9/9/1997

MOU: 24/11/1995

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Seoul Beijing Shanghai	Ulaanbaatar	Moscow
Mongolian	Ulaanbaatar	Seoul Bangkok	Kuala Lumpur	Singapore

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequency or aircraft types. Capacity must not exceed 1,800 seats per week return for passenger services

2 weekly services with no restriction to capacity or aircraft types for cargo services

4. TRAFFIC RIGHTS

5th freedom rights on intermediate and beyond points are subject to regulatory approval by both Parties

5. TARIFFS

Double approval

6. CODE SHARING

Not specified

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Morocco

1. AGREEMENT

ASA: 13/11/2001

MOU: 10/12/2012

MOU: 26/10/2015

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in Morocco	Any points
Moroccan	Any points in Morocco	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequency, capacity or aircraft type for passenger and cargo services

4. TRAFIC RIGHTS

5th freedom rights permitted on all cargo services with no restrictions on frequency, capacity or aircraft type

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Myanmar

1. AGREEMENT

ASA: 12/8/1976

AOM: 25/4/1974

MAAS: 20/5/2009 (ASEAN) – MNL

AOM: 5/10/1989

MAFLPAS: 12/10/2010 (ASEAN) – BWN

AOM: 24/4/2008

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysia	Any points in Malaysia	Any points to be advised +Any ASEAN cities*	Any international points in Myanmar	Any points to be advised +Any ASEAN cities*
Myanmar	Any international points in Myanmar	Any points to be advised +Any ASEAN cities*	Any points in Malaysia	Any points to be advised +Any ASEAN cities*

* By virtue of the full ratification of Protocols 1 and 2 of the ASEAN Multilateral Agreement on the Full Liberalisation of Passenger Air Services (MAFLPAS). Limited to points designated by each ASEAN countries.

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequency, capacity or aircraft types for passenger and cargo services

4. TRAFFIC RIGHTS

For all intra-ASEAN routes:

Designated airlines of each Contracting Party may operate from any points in the territory of the Contracting Party via any intermediate points to any points in the territory of any other Contracting Party and to any points beyond in any combination or order, limited to points designated by each ASEAN countries.

For routes where ASEAN is not involved:

Malaysia	
5 th Freedom	Bangkok – Yangon v.v. Temporary 5 th freedom rights between Yangon – Dhaka/Manila/Tokyo v.v. until a designated airline of Myanmar begins its own services Stopover rights only between Yangon – Kolkata/Hong Kong v.v. Stopover rights only between Yangon – Kathmandu v.v. Full traffic rights granted if no designated airlines of Myanmar operate the route

Myanmar	
5th Freedom	<p>Bangkok – Kuala Lumpur v.v. Singapore – Penang v.v. only with a co-operative agreement with a designated Malaysian airline Temporary 5th freedom rights between Kuala Lumpur – Ho Chi Minh City v.v. until a designated airline of Malaysia begins its own services Stopover rights only between Kuala Lumpur – Hong Kong/Manila/Jakarta/Sydney v.v. Stopover rights only between Kuala Lumpur – Tokyo v.v. Full traffic rights granted if no designated airline of Malaysia operate the route</p>

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third country Code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Namibia

1. AGREEMENT

MOU: 18/5/1994

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	To be agreed	Any points in Namibia	To be agreed
Namibian	Any points in Namibia	To be agreed	Any points in Malaysia	To be agreed

3. FREQUENCY AND CAPACITY LEVELS

No restrictions to frequency, capacity or aircraft types for both passenger and cargo services

4. TRAFFIC RIGHTS

5th freedom rights permitted on all intermediate and beyond points for both passenger and cargo services

5. TARIFFS

Double approval

6. CODE SHARING

Not specified

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Nepal

1. AGREEMENT

ASA: 12/12/2007

MOU: 4/8/2003

MOU: 11/12/2007

MOU: 19/11/2014

MOU: 30/4/2015

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any 3 points to be determined	Kathmandu	Any 3 points to be determined
Nepali	Any points in Nepal	Any 3 points to be determined	Any points in Malaysia	Any 3 points to be determined

3. FREQUENCY AND CAPACITY LEVELS

28 frequencies per week with no restrictions on capacity or aircraft type for passenger services

No restrictions to frequency, capacity or aircraft types for cargo services

4. TRAFFIC RIGHTS

5th freedom flights not permitted on all intermediate or beyond points for both Parties

5. TARIFFS

Double approval

6. CODE SHARING

Code sharing permitted between airlines of both Parties only

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil



Netherlands

1. AGREEMENT

ASA: 7/4/1964

Horizontal Agreement with the EU: 22/3/2007

AOM: 8/2/1964

AOM: 30/7/1966

ROD: 8/9/1977

MOU: 13/12/1979

ROD: 17/11/1986

ROD: 20/10/1987

MOU: 23/10/1991

AOM: 23/2/1995

AOM: 19/9/1995

MOU: 18/11/2003

MOU: 16/5/2008

MOU: 5/10/2009

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Bangkok, Colombo, 1 point in India, 1 point in Pakistan, 2 points in the Middle and Near East (except Saudi Arabia and Abu Dhabi), 1 point in Egypt, Athens [^] , Rome [^]	Amsterdam	London
Dutch	Any points in the Netherlands	Vienna*, Athens*, 1 point in Egypt, 2 points in the Near and Middle East (except Saudi Arabia and Abu Dhabi), 1 point in Pakistan, 1 point in India, Colombo, Bangkok	Kuala Lumpur	Jakarta

[^] can be replaced by a point in Switzerland, * can be replaced by a point in Germany

3. FREQUENCY AND CAPACITY LEVELS

11 frequencies per week with no restrictions on capacity or aircraft type for passenger services

No restrictions to frequency, capacity or aircraft types for cargo services

4. TRAFFIC RIGHTS

5th freedom rights permitted for all intermediate and beyond points for passenger and cargo services

5. TARIFFS

Double approval



6. CODE SHARING

The designated airline(s) of each contracting Party may provide code share services with any airline(s) of the other Contracting Party between territories of the other Contracting Party. The designated airline(s) of one Contracting Part may not, however exercise traffic rights on the domestic segments in the territory of the other Contracting Party, with exception of its own stopover passengers. The code sharing services of the marketing carrier will not be counted as a frequency.

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil



New Zealand

1. AGREEMENT

ASA: 6/12/1989

MOU: 24/6/1967

ASA: 16/6/1998

ROD: 19/9/1986

ROD: 30/6/1989

MOU: 30/8/1989

MOU: 6/10/1995

MOU: 21/10/1997

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points behind together with Any points in Malaysia	Any points	Any points in New Zealand	Any points
New Zealand	Any points behind together with Any points in New Zealand	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequency, capacity or aircraft type for both passenger and cargo services

4. TRAFFIC RIGHTS

5th freedom rights permitted on all intermediate and beyond points with 6 months' prior notice to the Regulatory Authorities of both Parties

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple



8. NOTES

Nil

Nigeria

1. AGREEMENT

ASA: 24/10/1990

MOU: 24/10/1990

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	2 points to be nominated	Lagos	2 points to be nominated
Nigerian	Any points in Nigeria	2 points to be nominated	Kuala Lumpur	2 points to be nominated

3. FREQUENCY AND CAPACITY LEVELS

2 weekly frequencies with no restriction on capacity or aircraft type

4. TRAFFIC RIGHTS

5th freedom rights permitted on 1 intermediate and 1 beyond points in the respective route schedule

5. TARIFFS

Double approval

6. CODE SHARING

Not specified

7. AIRLINE DESIGNATION

Single

8. NOTES

Nil

North Korea

1. AGREEMENT

ASA: 15/12/1982

MOU: 2/10/1997

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any 2 points	Pyongyang	1 point to be agreed upon
North Korean	Any points in North Korea	Bangkok Macao	Kuala Lumpur	1 point to be agreed upon

3. FREQUENCY AND CAPACITY LEVELS

7 weekly frequencies with no restriction on capacity or aircraft type

4. TRAFFIC RIGHTS

5th freedom rights permitted on all intermediate and beyond points specified in the route schedule for both Parties

5. TARIFFS

Double approval

6. CODE SHARING

Permitted for designated airlines on specified routes for both Parties

7. AIRLINE DESIGNATION

Single

8. NOTES

Nil

Norway

1. AGREEMENT

MOU: 12/10/1964

MOU: 1/2/1967

ROD: 10/2/1988

AOM: 25/11/1997

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in Norway	Any points
Norwegian	Any points in Norway	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequency, capacity or aircraft type for both passenger and cargo services

4. TRAFFIC RIGHTS

5th freedom rights permitted on all intermediate and beyond points or on a blind sector basis

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Similar agreement with Denmark and Sweden

Oman

1. AGREEMENT

ASA: 1/8/1990

MOU: 28/1/2008

ASA: 19/4/1993

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in Oman	Any points
Omani	Any points in Oman	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequency, capacity or aircraft type for both passenger and cargo services

4. TRAFFIC RIGHTS

5th freedom rights permitted on all intermediate and beyond points for both passenger and cargo services with no restriction to frequency, capacity or aircraft type

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Pakistan

1. AGREEMENT

ASA: 6/7/1973

MOU: 9/7/1970

MOU: 7/9/1972

ROD: 30/1/1981

ROD: 7/5/1981

ROD: 19/11/1981

MOU: 20/2/1984

MOU: 28/6/1999

ROD: 18/4/2005

MOU: 3/7/2007

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Karachi Lahore	Any points
Pakistani	Any points	Any points	Kuala Lumpur 1 other point in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

Malaysia: 7 weekly frequencies to Karachi and 7 weekly frequencies to Lahore with no restrictions on capacity or aircraft type

Pakistan: 14 weekly frequencies to Malaysia with no restrictions on capacity or aircraft types

4. TRAFFIC RIGHTS

Malaysia	
5 th Freedom	2 weekly frequencies on the following sectors: Karachi – Cairo/Istanbul/Delhi/Dubai v.v.
Pakistan	
5 th Freedom	3 weekly frequencies on the following sectors: Kuala Lumpur – Male/Colombo/Dhaka/Bangkok/Jakarta/Singapore v.v.

Airlines of both Parties are permitted stopover rights to/from the territory of the other country

5th freedom rights permitted on all intermediate and beyond points with no restriction to frequency, capacity or aircraft type for cargo services only

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Paraguay

1. AGREEMENT

AOM: 9/12/13

2. ROUTE SCHEDULE

Carriers	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in Paraguay	Any points
Paraguayan	Any points in Paraguay	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

Not specified

4. TRAFFIC RIGHTS

Not specified

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Papua New Guinea

1. AGREEMENT

ASA: 23/7/2009

AOM: 29/3/1996

AOM: 23/7/2009

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	To be agreed upon	Port Moresby Wewak	To be agreed
Papua New Guinean	Any points in Papua New Guinea	To be agreed upon	Kuala Lumpur Kuching	To be agreed

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequency, capacity or aircraft type for both passenger and cargo services

4. TRAFFIC RIGHTS

No 5th freedom rights granted for both Parties

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Peru

1. AGREEMENT

ASA: 6/9/1995

MOU: 11/10/1995

ASA: 13/10/1995

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points to be agreed and approved upon	Lima	Any points to be agreed and approved upon
Peruvian	Any points in Peru	Any points to be agreed and approved upon	Kuala Lumpur	Any points to be agreed and approved upon

3. FREQUENCY AND CAPACITY LEVELS

7 weekly frequencies with no restriction on capacity on any wide body aircraft or equivalent

4. TRAFFIC RIGHTS

Malaysia	
5 th Freedom	Between Lima and: Los Angeles v.v. Honolulu v.v. Buenos Aires v.v. Points in South Africa v.v. Points in Asia v.v.
Peru	
5 th Freedom	To be specified later

5. TARIFFS

Double approval

6. CODE SHARING

Not specified

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Philippines

1. AGREEMENT

ASA: 4/3/1977

ROD: 14/1/1976

ASA: 12/4/1978

MOU: 4/3/1977

MOU: 12/1/2007 (BIMP-EAGA) – CEB

ROD: 10/4/1978

MAAS: 20/5/2009 (ASEAN) – MNL

MOU: 11/9/1979

MAFLPAS: 12/10/2010 (ASEAN) – BWN

AOM: 8/11/1985

AOM: 23/8/1991

MOU: 28/4/1993

AOM: 21/12/1993

MOU: 26/2/1994

MOU: 29/11/1996

MOU: 12/1/2007

MOU: 30/10/2008

MOU: 8/6/2011

MOU: 29/10/2014

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysia	Any points in Malaysia	Any points to be advised +Any ASEAN cities*	Any international points in the Philippines	Any points to be advised +Any ASEAN cities*
Philippines	Any international points in the Philippines	Any points to be advised +Any ASEAN cities*	Any points in Malaysia	Any points to be advised +Any ASEAN cities*

* By virtue of the full ratification of Protocols 1 and 2 of the ASEAN Multilateral Agreement on the Full Liberalisation of Passenger Air Services (MAFLPAS). Limited to points designated by each ASEAN countries.

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequency, capacity or aircraft types for passenger and cargo services

4. TRAFFIC RIGHTS

For all intra-ASEAN routes:

Designated airlines of each Contracting Party may operate from any points in the territory of the Contracting Party via any intermediate points to any points in the territory of any other Contracting Party and to any points beyond in any combination or order, limited to points designated by each ASEAN countries.

For routes where ASEAN is not involved:

Malaysia	
5th Freedom	7 frequencies per week between Manila – Taipei v.v. No restrictions under BIMP-EAGA
Philippines	
5th Freedom	Superseded by MAFLPAS/MAAS No restrictions under BIMP-EAGA

Also see (8) below

5. TARIFFS

Double approval

6. CODE SHARING

Not specified

7. AIRLINE DESIGNATION

Multiple

8. NOTES

BIMP - EAGA

Both Parties' designated airline(s) are entitled to operate services under the provision of Memorandum on Air linkages within BIMP -EAGA

Poland

1. AGREEMENT

ASA: 24/3/1975

Horizontal Agreement with the EU: 22/3/2007

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Colombo and/or Yangon and/or Bangkok, or Bombay and/or Delhi, or Karachi and/or Tehran, or Kuwait and/or Bahrain and/or Dubai, or Beirut and/or Baghdad and/or Damascus	Warsaw	Rome, Frankfurt and/or Amsterdam, Paris, London
Polish	Any points in Poland	Beirut and/or Baghdad and/or Damascus, Kuwait and/or Bahrain and/or Dubai, Bombay and/or Delhi, or Karachi and/or Tehran, Colombo and/or Yangon and/or Bangkok	Kuala Lumpur	Jakarta, Sydney and/or Melbourne, Manila, Tokyo

3. FREQUENCY AND CAPACITY LEVELS

The designated airlines of both Contracting Parties shall each have the right two weekly frequencies in both directions

4. TRAFFIC RIGHTS

Malaysia	
5th Freedom	Permitted on all intermediate points except for Bangkok – Warsaw v.v. (own stopover rights only) Permitted on Warsaw – Amsterdam v.v. Own stopover rights permitted on the following sectors: Warsaw – Rome/Frankfurt/Paris/London v.v.
Poland	
5th Freedom	Permitted on all intermediate points except for Bangkok – Kuala Lumpur v.v. (own stopover rights only) Permitted on Kuala Lumpur – Melbourne v.v. Own stopover rights permitted on the following sectors: Kuala Lumpur – Jakarta/Sydney/Manila/Tokyo v.v.

5. TARIFFS

Double approval

6. CODE SHARING

Not specified

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Portugal

1. AGREEMENT

ASA: 19/5/1998

Horizontal Agreement with the EU: 22/3/2007

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in Portugal	Any points
Portuguese	Any points in Portugal	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

3 weekly frequencies with no restriction on capacity or aircraft types

4. TRAFFIC RIGHTS

5th freedom rights to be discussed and agreed upon by both parties

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Single

8. NOTES

Nil

Qatar

1. AGREEMENT

MOU: 14/5/2001

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in Qatar	Any points
Qatari	Any points in Qatar	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequency, capacity or aircraft type for both passenger and cargo services

4. TRAFFIC RIGHTS

5th freedom rights permitted on all intermediate and beyond points for designated airlines of both Parties

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Charter services permitted provided they are compliant to regulatory provision with both Contracting Parties

Romania

1. AGREEMENT

ASA: 23/4/1980

AOM: 23/4/1980

ASA: 2/11/1982

AOM: 2/11/1982

Horizontal Agreement with the EU: 22/3/2007

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Kuala Lumpur	Unspecified	Bucharest	Unspecified
Romanian	Bucharest	Unspecified	Kuala Lumpur	Unspecified

3. FREQUENCY AND CAPACITY LEVELS

To be agreed upon

4. TRAFFIC RIGHTS

To be agreed upon

5. TARIFFS

Double approval

6. CODE SHARING

Not specified

7. AIRLINE DESIGNATION

Single

8. NOTES

Nil

Russian Federation

1. AGREEMENT

ASA: 27/11/1969

MOU: 16/9/1969

MOU: 7/12/1988

AOM: 15/1/2001

AOM: 6/12/2007

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Moscow	Any points
Russian	Any points in Russia	Any points	Kuala Lumpur	Any points

3. FREQUENCY AND CAPACITY LEVELS

7 weekly frequencies with restrictions on aircraft type not exceeding 500 seats

4. TRAFFIC RIGHTS

Malaysia	
5 th Freedom	Permitted on 3 intermediate and 3 beyond points except points within the Commonwealth of Independent States (CIS)
Russia	
5 th Freedom	Permitted on 3 intermediate and 3 beyond points

5. TARIFFS

Double approval

6. CODE SHARING

Designated airlines of both Parties may enter into block space and code sharing agreements with each other. 3rd party code sharing subject to agreement between both Parties and the third country

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Trans-Siberian and Trans-Polar routes shall be subject to special agreement with the designated airlines of Russia

Overflight approvals: 14 weekly services on Transeastern Route (along Kamchatka to North America)

7 weekly services along the European side of Russian territory for flights into North America via the Middle East

No limit on Cross Polar Air Routes 1-4 in the future when formalised

45 days' notice required for all overflight approvals

Charter services require at least 14 days' notice before departure to Aeronautical Authorities of relevant Parties

Rwanda

1. AGREEMENT

ASA: 13/12/2013

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Points in Rwanda	Any points
Rwandan	Any points in Rwanda	Any points	Points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequency, capacity or aircraft type for passenger and cargo services

4. TRAFFIC RIGHTS

Malaysia	
5 th Freedom	Not permitted
Rwanda	
5 th Freedom	Not permitted

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Saudi Arabia

1. AGREEMENT

ASA/MOU: 21/5/1974

AOM: 12/10/1977

AOM: 19/1/1988

MOU: 23/11/1999

MOM: 9/7/2002

AOM: 19/7/2010

ROD: 10/12/12

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any point to be specified later	Jeddah Riyadh Medina Dammam	Any point to be specified later
Saudi Arabian	Any points in Saudi Arabia	Any point to be specified later	Kuala Lumpur Penang 2 additional points to be specified later	Any point to be specified later

3. FREQUENCY AND CAPACITY LEVELS

28 weekly frequencies with no restrictions on capacity or aircraft type for passenger services, excluding Dammam

7 weekly frequencies with 5th freedom rights granted with no restrictions on capacity or aircraft types for cargo services, excluding Dammam

No restrictions on frequencies, capacity or aircraft types for both passenger and cargo services to Dammam

4. TRAFFIC RIGHTS

5th freedom rights not permitted on all intermediate and beyond points for passenger services. Future provisions to be agreed upon by both Parties.

Stopover rights permitted on 1 beyond point only; Amman (Malaysia); To be determined (Saudi Arabia)

5. TARIFFS

Double approval with 30 days' notice



6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Extra section frequencies are derived from the market demand which is determined on ad-hoc basis and to be shared equally between the designated airlines of each Contracting Parties.

Plans for such frequencies are filed consequently to the Aeronautical Authorities of each Contracting Party for appropriate authorization.

Serbia

1. AGREEMENT

ASA: 20/10/2015

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in Serbia	Any points
Serbian	Any points in Serbia	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

Not specified

4. TRAFFIC RIGHTS

5th freedom permitted on all intermediate and beyond points with no restrictions on frequency, capacity or aircraft type upon approval by both Aeronautical Authorities

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Seychelles

1. AGREEMENT

MOU: 20/12/1989

AOM: 20/10/2015

MOU 6/12/2017

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in the Seychelles	Any points
Seychellois	Any points in Seychelles	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

Unlimited frequencies for passenger and cargo services on the specified routes without restrictions on capacity and aircraft type.

4. TRAFFIC RIGHTS

3rd and 4th freedom rights for passenger services and 3rd, 4th and 5th freedom rights for cargo services.

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil



Singapore

1. AGREEMENT

ASA: 15/7/1972

ASA: 28/8/1972

MAAS: 20/5/2009 (ASEAN)

MAFLPAS: 12/10/2010 (ASEAN)

MOU: 15/7/1972

ROC: 19/10/1977

ROC: 23/2/1978

ROC: 18/3/1978

ROC: 18/5/1978

ROC: 27/7/1978

ROC: 26/10/1978

ROC: 14/2/1980

MOU: 8/7/1980

MOU: 16/8/2007

ROC: 23/11/2007

MOU: 6/10/2008

AOM: 14/4/2009

AOM: 19/10/2009

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysia	Any points in Malaysia	Any points to be advised +Any ASEAN cities*	Any international points in Singapore	Any points to be advised +Any ASEAN cities*
Singaporean	Any international points in Singapore	Any points to be advised +Any ASEAN cities*	Any points in Malaysia	Any points to be advised +Any ASEAN cities*

* By virtue of the full ratification of Protocols 1 and 2 of the ASEAN Multilateral Agreement on the Full Liberalisation of Passenger Air Services (MAFLPAS). Limited to points designated by each ASEAN countries.

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequency, capacity or aircraft type.

4. TRAFFIC RIGHTS

For all intra-ASEAN routes:

Designated airlines of each Contracting Party may operate from any points in the territory of the Contracting Party via any intermediate points to any points in the territory of any other Contracting Party and to any points beyond in any combination or order, limited to points designated by each ASEAN countries.

For routes where ASEAN is not involved:

5th freedom rights not permitted on all intermediate or beyond points

5. TARIFFS

Liberal

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Slovenia

1. AGREEMENT

ASA: 28/10/1997

MOU: 19/9/1997

Horizontal Agreement with the EU: 22/3/2007

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any 2 points	3 points in Slovenia	Any 2 points
Slovenian	Any points in Slovenia	Any 2 points	3 points in Malaysia	Any 2 points

3. FREQUENCY AND CAPACITY LEVELS

4 weekly frequencies with no restriction on capacity or aircraft type for passenger services

3 weekly frequencies with no restriction on capacity or aircraft type for cargo services

4. TRAFFIC RIGHTS

5th freedom services permitted on 2 intermediate and 2 beyond points, subject to commercial agreement being reached between the designated airlines of both Parties

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

South Africa

1. AGREEMENT

ASA: 5/1/1993

MOU: 17/6/1992

AOM: 2/2/1993

MOU: 9/3/1993

MOU: 3/3/1994

MOU: 7/2/1996

MOU: 26/11/1998

AOM: 22/5/2002

AOM: 18/10/2011

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in South Africa	Any points
South African	Any points in South Africa	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

14 weekly frequencies with no restriction on capacity or aircraft types for passenger services

No restrictions to frequencies, capacity or aircraft types for cargo services

4. TRAFFIC RIGHTS

Malaysia	
5 th Freedom	2 weekly services between Johannesburg – Cape Town – Buenos Aires v.v.
South Africa	
5 th Freedom	Kuala Lumpur and a point beyond to be specified Kuala Lumpur and a point beyond to be specified, except Beijing

Own stopover rights permitted on 1 intermediate and 1 beyond point in the territory of the other party per flight/direction

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

In the event a designated airline of Malaysia has exercised 5th freedom rights on a 5th freedom traffic sector, it will lose those rights if it ceases operations on that sector

South Korea

1. AGREEMENT

ASA: 2/3/1967

MOU: 2/11/1966

MOU: 13/10/1972

AOM: 2/3/1978

ROD: 28/9/1978

AOM: 25/6/1979

EON: 7/10/1987

MOU: 23/6/1995

MOU: 29/11/2002

MOU: 12/1/2007

MOU: 10/12/2013

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in South Korea	Any points
South Korean	Any points in South Korea	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequency, capacity or aircraft type for both passenger and cargo services

4. TRAFFIC RIGHTS

Malaysia	
5 th Freedom	Between Taipei – Seoul v.v., limited to 70 passengers per flight in each direction, calculated on a monthly cumulative basis (excluding infants and >ID75 passengers) * Stopover rights permitted on 1 city pair
South Korea	
5 th Freedom	Between Kuala Lumpur – Bangkok / Hong Kong v.v. Stopover rights permitted on 1 city pair

5th freedom traffic right on Shanghai may be exercised by the designated airlines of Malaysia when it is ready to be exercised by the designated airlines of South Korea



** Limitation will be void if South Korean airlines exercise 5th freedom traffic rights on Kuala Lumpur – Bangkok / Hong Kong v.v. services*

5th freedom services permitted for cargo services with no restrictions on frequency, capacity or aircraft type

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Jeju Airport is permitted to be used as an intermediate point with own stopover services for the flights to Seoul or any point in Korea when the flight is operated under the authority granted by the Air Services Agreement between the two countries

Spain

1. AGREEMENT

ASA: 30/1/1992

MOU: 11/12/2013

ASA: 23/3/1993

MOU: 19/11/2014

Horizontal Agreement with the EU: 22/3/2007

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Madrid	Points in Europe and Africa
Spanish	Any points in Spain	Any points	Kuala Lumpur	Any points

3. FREQUENCY AND CAPACITY LEVELS

No restriction on frequency, capacity or aircraft type for passenger services

Cargo services permitted to be operated by both Parties with full traffic rights within the specified route schedule without restriction on capacity or aircraft type

4. TRAFFIC RIGHTS

Malaysian designated airlines are permitted to operate from Dubai as an intermediate point and from Barcelona to points beyond in Europe and Africa

Spanish designated airlines are permitted to operate to one beyond point with 5th freedom traffic rights to be chosen from Bangkok, Karachi and Bombay

5. TARIFFS

Double approval

6. CODE SHARING

If a party does not utilize its entitlement, the other party may operate unutilized entitlement provided that a mutually beneficial cooperation agreement is entered into between the parties. Should the airline which had not utilized its entitlement decides to do so, then this unutilized entitlement, if already operated by the other airline, shall become the latter's own entitlement



7. AIRLINE DESIGNATION

Multiple

8. NOTES

5th freedom rights on additional intermediate pts shall be possible on an exchange of 5th freedom rights and/or thru' a cooperation agreement between the airlines and subject to approval of both aeronautical authorities.

Sri Lanka

1. AGREEMENT

ASA: 7/9/1969

MOU: 29/8/1967

ROD: 8/6/1981

AOM: 12/12/1984

MOU: 17/5/1999

MOU: 11/7/2002

MOU: 8/7/2005

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in Sri Lanka	Any points
Sri Lankan	Any points in Sri Lanka	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequency, capacity or aircraft type for both passenger and cargo services

4. TRAFFIC RIGHTS

5th freedom rights permitted on all intermediate and beyond points for both Parties

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Sudan

1. AGREEMENT

MOU: 10/12/2013

MOU: 20/11/2014

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in Sudan	Any points
Sudanese	Any points in Sudan	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

Unlimited frequency with no limitation on capacity or aircraft type.

4. TRAFFIC RIGHTS

Unlimited 3rd and 4th freedom rights.

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Sweden

1. AGREEMENT

ASA: 26/3/1965

MOU: 21/10/1964

Horizontal Agreement with the EU: 22/3/2007

MOU: 1/2/1967

ROD: 10/2/1988

AOM: 25/11/1997

AOM: 28/9/2011

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in Sweden	Any points
Swedish	Any points in Sweden	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequency, capacity or aircraft type for both passenger and cargo services for both Parties

4. TRAFFIC RIGHTS

5th freedom rights permitted on all intermediate and beyond points

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Similar agreement with Denmark and Norway

Switzerland

1. AGREEMENT

ASA: 6/9/1968

ROC: 30/1/1964

ROC: 27/1/1967

MOU: 12/10/1988

MOU: 18/7/1995

MOU: 28/4/2001

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Points in the Middle East and Europe	Any points in Switzerland	Points in Europe
Swiss	Any points in Switzerland	Points in the Middle East and Asia	Any points in Malaysia	Points in Asia and Australia

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequency, capacity or aircraft types for both passenger and cargo services

4. TRAFFIC RIGHTS

Each party may serve intermediate & beyond points not specified in the Route Schedule on condition that no traffic rights are exercised between these points and the territory of the other.

Malaysia: 5th freedom rights permitted on Geneva – points in North America v.v. if there are no Swiss designated airlines operating on the sector

5. TARIFFS

Single approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Syria

1. AGREEMENT

ASA: 7/1/2009

MOU: 9/5/1998

MOU: 18/12/2008

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any 3 points to be specified	Any points in Syria	Any 3 points to be specified
Syrian	Any points in Syria	Any 3 points to be specified	Any points in Malaysia	Any 3 points to be specified

3. FREQUENCY AND CAPACITY LEVELS

14 weekly frequencies with no restrictions on capacity or aircraft type for passenger services

5 weekly frequencies with no restrictions on capacity or aircraft type for cargo services

4. TRAFFIC RIGHTS

5th freedom rights on all intermediate and beyond points specified in the route schedule are to be subject to prior agreement between the designated airlines of either Party. Points to be served are subject to mutual agreement by both designated airlines.

5. TARIFFS

Double approval

6. CODE SHARING

Allowed to code share with any airline provided it is entitled to operate the flight; the customer is informed of the operating airline and that no service is held out by an airline of one State for the carriage of local passengers between a point in the territory of the other State and a point in a third State, or between the points in the territory of the other State, unless that airline is entitled to operate and carry local traffic between those two points in its own right.

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Taiwan

1. AGREEMENT

ROD: 24/4/1990 (with Taipei Airlines Association)

EOR: 22/10/1990

EOR: 5/9/1995

AOM: 7/10/1997

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any point in Asia	Any points in Taiwan	Any beyond points
Taiwanese	Any points in Taiwan	Any point in Asia	Any points in Malaysia	Any beyond points

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequency, capacity or aircraft type for passenger and cargo services

4. TRAFFIC RIGHTS

No restrictions on frequency, capacity or aircraft type for regional 5th freedom services. Intercontinental restrictions (below) apply:

Malaysia	
5 th Freedom	17 weekly frequencies to beyond points with no restriction on capacity or aircraft type
Taiwan	
5 th Freedom	17 weekly frequencies to beyond points with no restriction on capacity or aircraft type

Own stopover rights permitted between points in Malaysia / Taiwan

The unidentified points are at the choice of the designated airline

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Thailand

1. AGREEMENT

ASA: 18/11/1966

AOM: 17/10/1966

MAAS: 20/5/2009 (ASEAN) – MNL

MOU: 22/12/1967

MAFLPAS: 12/10/2010 (ASEAN) – BWN

ROC: 18/12/1972

MOU: 20/12/1972

MOU: 22/7/1988

MOU: 10/9/2001

ROC: 15/7/2004

MOU: 10/4/2005

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points +Any ASEAN cities*	Any points in Thailand	Any points +Any ASEAN cities*
Thai	Any points in Thailand	Any points +Any ASEAN cities*	Any points in Malaysia	Any points +Any ASEAN cities*

* By virtue of the full ratification of Protocols 1 and 2 of the ASEAN Multilateral Agreement on the Full Liberalisation of Passenger Air Services (MAFLPAS). Limited to points designated by each ASEAN countries.

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequency, capacity or aircraft type for both passenger and cargo services

4. TRAFFIC RIGHTS

For all intra-ASEAN routes:

Designated airlines of each Contracting Party may operate from any points in the territory of the Contracting Party via any intermediate points to any points in the territory of any other Contracting Party and to any points beyond in any combination or order, limited to points designated by each ASEAN countries.

For routes where ASEAN is not involved:

5th freedom rights permitted on all intermediate and beyond points with no restrictions on frequency, capacity or aircraft type for passenger services, except for:



Malaysia: Not permitted between Bangkok – Hong Kong v.v.

Thailand: Not permitted between Kuala Lumpur – Singapore v.v.

5th freedom rights permitted on all intermediate and beyond points with no restrictions on frequency, capacity or aircraft type for cargo services

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

IMT-GT / BIMP - EAGA

Both Parties' designated airline(s) are entitled to operate services under the provisions of Memorandum on Air linkages within IMT-GT

Tunisia

1. AGREEMENT

AOM: 9/3/2010

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in Tunisia	Any points
Tunisian	Any points in Tunisia	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequency, capacity or aircraft type for passenger and cargo services

4. TRAFFIC RIGHTS

5th freedom rights on all intermediate and beyond points are subject to a prior agreement between the two aeronautical authorities of both Parties

5. TARIFFS

Double approval

6. CODE SHARING

Code sharing allowed between designated airline and an airline(s) of either codes sharing Party and/or surface transport provider provided that they meet the requirements of both Parties

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Turkey

1. AGREEMENT

ASA: 13/5/1983

AOM: 15/4/1983

ROD: 15/4/1983

MOU: 1/12/1987

AOM: 16/1/1989

MOU: 27/6/2008

AOM: 22/10/2011

MOU: 11/12/2013

MOU: 20/10/2015

MOU: 24/5/2016

MOU: 12/2017

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any 3 points to be specified	Istanbul and 2 points to be specified	Any 3 points to be specified
Turkish	Any points in Turkey	Any 3 points to be specified	Kuala Lumpur and 2 points to be specified	Any 3 points to be specified

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequency, capacity or aircraft types for passenger and cargo services

4. TRAFFIC RIGHTS

5th freedom rights permitted on all intermediate and beyond points with no restrictions to capacity or aircraft types, except for:

Turkey: Kuala Lumpur – Australia / Hong Kong / Japan v.v.

All 5th freedom services will require joint approval by both Parties

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements



7. AIRLINE DESIGNATION

Multiple

8. NOTES

Charter services permitted between any points of either Party

Turkmenistan

1. AGREEMENT

AOM: 5/1/2010

ROD: 19/10/2011

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Points behind, together with any points in Malaysia	Any points	Any points in Turkmenistan	Any points
Turkmen	Points behind, together with any points in Turkmenistan	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

Unspecified.

4. TRAFFIC RIGHTS

Unspecified.

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Charter operations permitted subject to approval from the Aeronautical Authorities

Ukraine

1. AGREEMENT

MOU: 27/2/1984

MOU: 27/8/2004

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Kuala Lumpur	Any points	Kiev	To be specified
Ukrainian	Kiev	Any points	Kuala Lumpur	To be specified

3. FREQUENCY AND CAPACITY LEVELS

Not specified

4. TRAFFIC RIGHTS

5th freedom rights subject to agreement by both Aeronautical Authorities

5. TARIFFS

Double approval

6. CODE SHARING

Contracting Parties may enter into marketing arrangements such as Block Space, Code Sharing, third country or other commercial arrangements.

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil



United Arab Emirates

1. AGREEMENT

ASA: 4/5/1993

MOU: 22/9/1988

MOU: 12/5/2008

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in the UAE	Any points
UAE	Any points in the UAE	Any points	Any points in Malaysia*	Any points

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequency, capacity or aircraft type for passenger and cargo services

*UAE airlines may only operate to 2 of 4 points at any one time (Kuala Lumpur, Penang, Kota Kinabalu or Kuching)

4. TRAFFIC RIGHTS

5th freedom rights permitted on all intermediate and beyond points for both Parties

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

United Kingdom

1. AGREEMENT

MOU: 24/5/1973

Horizontal Agreement with the EU: 22/3/2007

MOU: 10/3/1989

MOU: 12/5/1995

MOU: 21/1/2000

MOU: 8/3/2001

MOU: 17/1/2006

ROD: 12/12/2012

AOR: 20/6/2013

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Points behind, together with any points in Malaysia	Any points	Any points in the United Kingdom	Any points
British	Points behind, together with any points in the United Kingdom	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequency, capacity or aircraft type for passenger and cargo services

4. TRAFFIC RIGHTS

Malaysia	
5 th , 6 th , 7 th , 8 th & 9 th Freedoms	No restrictions on frequency, capacity or aircraft types
United Kingdom	
5 th , 6 th , 7 th , 8 th & 9 th Freedoms	No restrictions on frequency, capacity or aircraft types

5. TARIFFS

Liberal

6. CODE SHARING

Liberal code sharing policy, provided that:

- Each flight forming part of a service to which the arrangements apply is operated by an airline entitled to operate that flight; and
- No service is held out by an airline of one State for the carriage of local passengers between a point in a 3rd State, or between the points in the territory of the other State, unless that airline is entitled to operate and carry local traffic between those 2 points in its own right; and
- In respect of each ticket sold, the purchaser is informed at the point of sale which airline will operate each sector of the service.

7. AIRLINE DESIGNATION

Multiple

8. NOTES

The designated airlines are permitted multiple change of gauge at any points in the territory of the other Party, without restrictions to aircraft type, connecting time, flight numbering, capacity or frequency

Charter operations permitted within provisions in the Agreement

United States of America

1. AGREEMENT

ASA: 2/2/1970

MOU: 30/9/1969

ASA: 21/6/1997

MOU: 1/7/1974

AOM: 4/11/1983

MOC: 1/2/1985

MOU: 13/6/1997

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	From points behind, together with any points in Malaysia	Any points	Any points in the United States	Any points
American	From points behind together with any points in the United States	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequency, capacity or aircraft types for passenger and cargo services

4. TRAFFIC RIGHTS

For both countries: Open route schedule

Unlimited 3rd and 4th freedom rights

Unlimited 5th freedom rights for all intermediate and beyond points

All cargo services must serve a point in the designated airlines' territory

5. TARIFFS

Double approval

6. CODE SHARING

Open code-sharing opportunities



7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Uzbekistan

1. AGREEMENT

ASA: 3/10/2015

MOU: 23/6/1992

MOU: 18/7/2012

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Tashkent	Any points
Uzbek	Any points in Uzbekistan	Any points	Kuala Lumpur	Any points

3. FREQUENCY AND CAPACITY LEVELS

7 frequencies per week with no restrictions on capacity or aircraft type for passenger services

No restrictions on frequency, capacity or aircraft type for cargo services

4. TRAFFIC RIGHTS

5th freedom rights permitted for Uzbekistan designated airlines between Kuala Lumpur – Bangkok v.v. and Kuala Lumpur – Singapore v.v. restricted to 20% of total seat capacity per flight

5. TARIFFS

Liberal

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Cargo services to be agreed upon

Venezuela

1. AGREEMENT

MOU: 16/7/1993

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any 5 points to be agreed upon	Caracas	Any 3 points to be agreed upon
Venezuelan	Any points in Venezuela	Any 5 points to be agreed upon	Kuala Lumpur	Any 3 points to be agreed upon

3. FREQUENCY AND CAPACITY LEVELS

4 frequencies per week with no restriction on aircraft types but capacity limited to DC10 aircraft type

4. TRAFFIC RIGHTS

5th freedom rights permitted on all intermediate and beyond points for both Parties, subject to commercial agreement between the designated airlines

5. TARIFFS

Double approval

6. CODE SHARING

Not specified

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Vietnam

1. AGREEMENT

ASA: 15/10/1978

MOU: 30/5/1970

MAAS: 20/5/2009 (ASEAN) – MNL

MOU: 19/10/1972

MAFLPAS: 12/10/2010 (ASEAN) – BWN

MOU: 7/10/1978

AOM: 11/10/1989

MOU: 9/9/1993

AOM: 1/3/2004

MOU: 29/6/2007

AOM: 5/10/2015

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points +Any ASEAN cities*	Any points in Vietnam	Any points +Any ASEAN cities*
Vietnamese	Any points in Vietnam	Any points +Any ASEAN cities*	Any points in Malaysia	Any points +Any ASEAN cities*

* By virtue of the full ratification of Protocols 1 and 2 of the ASEAN Multilateral Agreement on the Full Liberalisation of Passenger Air Services (MAFLPAS). Limited to points designated by each ASEAN countries.

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequency, capacity or aircraft types for both passenger and cargo services

4. TRAFFIC RIGHTS

For all intra-ASEAN routes:

Designated airlines of each Contracting Party may operate from any points in the territory of the Contracting Party via any intermediate points to any points in the territory of any other Contracting Party and to any points beyond in any combination or order, limited to points designated by each ASEAN countries.

For routes where ASEAN is not involved:

Malaysia	
5 th Freedom	For cargo services only between: Ho Chi Minh City – China / Hong Kong / Philippines / Thailand v.v.



Vietnam	
5th Freedom	For passenger and cargo services between: Malaysia – Australia / India / Indonesia v.v.

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Charter operations permitted within Provisions in the Agreement

Yemen

1. AGREEMENT

MOU: 6/9/2001

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in Yemen	Any points
Yemeni	Any points in Yemen	Any points	Any points in Malaysia	Any points

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequency, capacity or aircraft type for passenger and cargo services

4. TRAFFIC RIGHTS

5th freedom rights permitted on all intermediate and beyond points for both Parties

No cabotage allowed between points of call in both Malaysia and Yemen

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Yugoslavia

1. AGREEMENT

ASA: 20/11/1985

MOU: 20/11/1985

ASA: 20/6/1987

2. ROUTE SHCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Dubai 3 points to be specified	Belgrade	London^ 3 points to be specified
Yugoslav	Any points in Yugoslavia	Dubai 3 points to be specified	Kuala Lumpur	Singapore* 3 points to be specified

3. FREQUENCY AND CAPACITY LEVELS

Allowed to operate 3rd and 4th freedom rights. 1 weekly frequency restricted to DC10 aircraft type.

4. TRAFFIC RIGHTS

Stopover rights only between Kuala Lumpur and Singapore for Yugoslav carrier and between Belgrade and London for Malaysian carrier.

5th freedom rights not permitted between any intermediate or beyond points

5. TARIFFS

Double approval

6. CODE SHARING

Not specified

7. AIRLINE DESIGNATION

Single

8. NOTES

^Designated airline of Malaysia may utilize 1 beyond point as an intermediate or beyond point

*Designated airline of Yugoslavia may utilize Singapore as an intermediate or as a beyond point

Zambia

1. AGREEMENT

AOM: 15/7/2009

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	Any points	Any points in Zambia^	Any points
Zambian	Any points in Zambia	Any points	Any points in Malaysia^	Any points

^ Points with customs, immigration and quarantine (CIQ) facilities

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequency, capacity or aircraft type for passenger and cargo services

4. TRAFFIC RIGHTS

5th freedom rights permitted on all intermediate and beyond points for both Parties

5. TARIFFS

Double approval

6. CODE SHARING

Flexible – includes third party code sharing agreements

7. AIRLINE DESIGNATION

Multiple

8. NOTES

Nil

Zimbabwe

1. AGREEMENT

ASA: 28/4/1994

MOU: 24/5/1990

2. ROUTE SCHEDULE

Carrier	Departure Points	Intermediate Points	Destinations	Beyond Points
Malaysian	Any points in Malaysia	2 points to be agreed upon	Harare	2 points to be agreed upon
Zimbabwean	Any points in Zimbabwe	2 points to be agreed upon	Kuala Lumpur	2 points to be agreed upon

3. FREQUENCY AND CAPACITY LEVELS

No restrictions on frequencies, capacity or aircraft type for passenger and cargo services

4. TRAFFIC RIGHTS

5th freedom rights not permitted on all intermediate and beyond points; subject to discussions and approval by both Parties

5. TARIFFS

Double approval

6. CODE SHARING

Not specified

7. AIRLINE DESIGNATION

Single

8. NOTES

Nil