



SUPPLEMENT

TO THE

NEW ZEALAND GAZETTE

OF

THURSDAY, 29 MARCH 1984

Published by Authority

WELLINGTON: FRIDAY, 30 MARCH 1984

The Civil Aviation (General Passenger Tariff
Conditions) Order 1984

ANALYSIS

1. Title and commencement
2. Interpretation
3. Standard conditions

PART I

APPLICATION

4. Application of fares for one-way travel to return travel

PART II

PERIOD OF APPLICATION

5. Period of application

PART III

FARES

6. Date of effectiveness
7. Revocation of earlier notice before commencement of travel
8. Revocation of earlier notice after commencement of travel
9. Effect of revocation of earlier notice on rerouting, etc.
10. Add-ons

PART IV

VALIDITY

11. Certain days not included
12. Month to month calculations
13. Minimum validity to affect application of fare
14. Minimum validity not to apply in certain cases
15. Maximum validity to affect application of fare
16. Maximum validity generally
17. Validity of ticket to expire
18. Extensions of maximum validity

PART V

GROUP SIZE

19. Minimum group size
20. Calculation of group size
21. Death of group member or member of group member's immediate family

PART VI

STOPOVERS

22. Stopovers generally
23. Counting of stopovers
24. Indirect travel

PART VII

ADVERTISING AND SALES

25. Application of fares not affected

PART VIII

AFFINITY, OWN USE, AND INCENTIVE GROUPS

26. Group fares optional

PART IX

BAGGAGE

27. Baggage generally
28. Certain children and accompanied infants
29. Carry-on items
30. Weight system: First class and intermediate class passengers
31. Weight system: Economy class passengers
32. Weight system: Excess baggage charges
33. Weight system: Bulky or fragile baggage
34. Weight system: Accompanied pets
35. Weight system: First class and intermediate class passengers
36. Piece system: Economy class passengers
37. Miscellaneous items
38. Piece system: Excess baggage charges for first class or intermediate class passengers
39. Piece system: Excess baggage charges for economy class passengers
40. Piece system: Basic excess baggage charge
41. Piece system: Accompanied pets
42. Piece system: Bulky or fragile baggage
43. Excess value charges
44. Guide dogs

PART X

CANCELLATIONS AND REFUNDS

45. Refunds in certain cases only
46. Amount of refund generally
47. Amount of refund where passenger rerouted
48. Restrictions on refunds where passenger wishes to reroute after commencement of travel
49. No refund in respect of travel undertaken
50. No duplication of refund
51. No refunds in respect of certain coupons
52. Refunds in respect of inclusive tours

PART XI

COMBINATIONS

53. Combination of specified fares with other fares

PART XII

COMMISSION

54. Generally, application of fare not affected by payment of commission

PART XIII

DISCOUNTS

55. Accompanied infants
56. Children
57. Tour conductors
58. Approved agents
59. Approved cargo agents
60. Approved general sales agents and approved general cargo agents
61. Group vocational training trips
62. Training courses for approved cargo agents
63. Delegates to IATA/FIATA meetings
64. Delegates to IATA/UFTAA meetings
65. National travel agency association officials
66. Carrier discounts
67. Inaugural flights
68. Flights connecting with inaugural flights
69. Cargo attendants
70. Governmentally sponsored persons
71. Adjustments, surcharges, etc.

PART XIV

DOCUMENTATION

72. Passenger to have tickets
73. Documentation for inclusive tours

PART XV

ELIGIBILITY

74. In general all persons eligible for travel at specified fares

PART XVI

MINIMUM TOUR PRICE

75. Minimum daily rate
76. Minimum tour price

PART XVII

MODIFICATION OF INCLUSIVE TOURS

77. Inclusive tour basing fares

PART XVIII

NAME CHANGES AND ADDITIONAL PASSENGERS

78. Group fares generally

PART XIX

PASSENGER EXPENSES EN ROUTE

79. Single carrier through flights
80. Connecting services
81. Absorption of expenses generally
82. Involuntary rerouting

PART XX

PAYMENTS

83. Carrier or agent to be paid in advance
84. Agent not to use credit card, etc.
85. Persons required to pay fare
86. Payments to approved agents

PART XXI

RESERVATIONS

87. Making of reservations
88. Agent to deal with one carrier only
89. Group reservations

PART XXII

REROUTING

90. General restrictions on voluntary rerouting
91. Extension of travel by voluntary rerouting
92. No voluntary rerouting of one-way travel after completion
93. No voluntary rerouting of one-way travel to certain return travel
94. Round-trip and circle-trip travel

PART XXIII

ROUTING

95. Routing generally
96. Transfers generally
97. Indirect travel and side-trips
98. Surface transportation en route
99. Maximum permitted mileages
100. Computation of total ticketed point mileages
101. Extra mileage allowances
102. Excess mileage surcharges
103. Higher intermediate fare rule (normal fares)
104. Higher intermediate fare rule (special fares)
105. One way backhaul fares and charges
106. Circle-trip minimum fare check and adjustments
107. More distant point and fictitious construction point fares and mileages
108. Travel via different classes of service

PART XXIV

TICKETING

109. Issue of ticket
110. Tickets with restricted validity
111. Restrictions on transferability and refundability
112. Endorsements generally
113. Miscellaneous charges orders generally
114. Payment for inclusive tour by Miscellaneous Charges Order
115. Miscellaneous Charges Order made out to 2 or more recipients
116. Prepaid ticket advices
117. Discount codes

PART XXV

TOUR FEATURES

118. Features for inclusive tours
119. Features for qualifying inclusive tours

PART XXVI

TOUR LITERATURE

120. Tour literature for inclusive tour basing fare
121. Tour literature for qualifying inclusive tours

PART XXVII

TRAVEL TOGETHER

122. Travel together

PART XXVIII

CURRENCY TRANSACTIONS

123. Local currency fares
124. Payment of FCU fares in local currency
125. Payments in country of commencement of travel
126. Payments of local currency fares outside country of commencement of travel Schedules

The Civil Aviation (General Passenger Tariff Conditions) Order 1984

DAVID BEATTIE, Governor-General

ORDER IN COUNCIL

At the Government Buildings at Wellington this 29th day of March 1984

Present:

THE RIGHT HON. SIR ROBERT MULDOON PRESIDING IN COUNCIL

PURSUANT to section 29A (1) of the Civil Aviation Act 1964, His Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, hereby makes the following order.

ORDER

1. **Title and commencement**—This order may be cited as the Civil Aviation (General Passenger Tariff Conditions) Order 1984.

(2) This order shall come into force on the 16th day of April 1984.

2. **Interpretation**—In this notice, unless the context otherwise requires,—

“The Act” means the Civil Aviation Act 1964;

“Add on”, in relation to any specified fare, means an amount in respect of which it is specified in clause 3 of this notice that the sum of that fare and that amount may apply to travel that is the end-on combination of the travel to which that fare relates and travel between 2 points specified in that clause in relation to that amount;

“Adult” means a person who has attained the age of 12 years;

“Affinity group” means a group of persons—

(a) Comprising only employees or members of a single body (whether incorporated or not) having defined principal purposes (whether described as purposes or as aims or objectives) other than travel; and

(b) Having some affinity between them (other than an interest in travel) that distinguishes them from members of the general public; and

(c) Having all been employees or members of that body for at least 6 months;—

and includes a spouse or dependent child of any such person;

“Age”, in relation to the travel or proposed travel of any person, means that person's age when that travel commences or is to commence;

“Appropriate carrier code”,—

(a) In relation to any carrier referred to in the First Schedule to the General Tariff Conditions (as imported into this notice) means the code set out in brackets immediately after the reference to that carrier in that schedule; and

(b) In relation to any other carrier, means any sequence of 3 letters (not being a sequence set out in that schedule) based on the name of that carrier.

- "Area 1" means the area comprising North, Central, and South America and their adjacent islands; Greenland; Bermuda, the West Indies, and the other islands of the Caribbean Sea; and the Hawaiian Islands (including Midway and Palmyra):
- "Area 2" means the area comprising Africa and its adjacent islands (including the Azores, St. Helena, Tristan da Cunha, and Madagascar); Europe (including that part of the Union of Soviet Socialist Republics lying west of the Ural Mountains) and its adjacent islands (including Iceland); Iran; and that part of Asia and its adjacent islands lying west of Iran:
- "Area 3" means the area comprising all those areas of land outside Area 1 and Area 2 other than Antarctica:
- "Around the world travel" means circle-trip travel in a continuously eastbound or westbound direction around the world:
- "Child" means a person who has attained the age of 2 years but has not attained the age of 12 years:
- "Circle-trip travel" means transportation, returning to the point from which it commenced in a continuous circuitous route, comprising either—
- Travel by air; or
 - Travel by air and, to the extent only that there is no reasonably direct scheduled air service between any 2 consecutive points on that route, some other form of transportation between those 2 points:
- "Commission Regime" means the Civil Aviation (Passenger Agents' Commission Regime) Notice 1983*:
- "Conjunction ticket" means a ticket issued in respect of a portion only of any travel in respect of which it is impossible, because of the length or other characteristics of that travel, to issue a single ticket:
- "Day" means any day of the week:
- "Earlier notice" means a specific tariff that has been revoked by this notice or by an earlier notice:
- "Economy-class travel" means travel in a seat that—
- If facing the rear of another seat, has a pitch of not more than 34 inches; and
 - If facing a bulkhead, has not more than 22 inches between its front edge and that bulkhead when that seat is in an upright position; and
 - If facing the front of another seat, has not more than 25 inches between its front edge and the front edge of the other seat when both are in the upright position; and
 - Is in a row of not less than—
 - Nine seats abreast, in the case of a Boeing 747 aircraft;
 - Eight seats abreast in the case of an A.300, a Douglas DC 10, or a Lockheed 1011 aircraft;
 - Six seats abreast, in the case of a BAC 111, a Boeing 707/729, a Boeing 727, a Boeing 737, or a Douglas DC 8 aircraft;
 - Five seats in any other case:
- "FCU" means fare construction unit; and "FCU's" means fare construction units:
- "FCU fare", in relation to any fare specified in or derived from a relevant tariff, means a fare—
- Specified in; or
 - Derived from a formula or figures,— specified in that tariff to be capable of being derived from FCU's (whether or not also specified in the currency or currencies of one or more states):
- "FIATA" means the International Federation of Freight Forwarders Association Airfreight Institute:
- "First-class sleeper seat" means a seat (facing the rear of another seat) that has a pitch of more than 42 inches and less than 62 inches:
- "First-class travel" means travel in a seat (facing the rear of another seat) that has a pitch of more than 41 inches:
- "Gateway point", in relation to any travel, means any scheduled stopping point on the route of that travel that is—
- The last point of departure from any country; or
 - The first point of arrival in any country;— but in the case of travel to, from, or via, Canada or the United States of America does not include any point outside North America:
- "LATA" means the International Air Travel Association:
- "Inaugural flight"—
- In relation to a new service within Area 1, means any 2 flights of that service in each direction; and
 - In relation to any other new service, means any 4 flights of that service in each direction,— commencing within 12 months of the commencement of that service, and designated by the carrier concerned as inaugural flights:
- "Incentive group" means a group of persons—
- Comprising only employees, dealers, or agents of the same business, firm, corporation, or other enterprise (not being a non-profit enterprise) travelling under an established incentive programme that rewards them for past work or provides an incentive for further activities; and
 - Having all been employees, dealers, or agents, of that enterprise at the time application was made for the travel concerned; and
 - To whom there is not passed on or to be passed on, directly or indirectly, any part of the costs relating to that travel or any associated accommodation, sightseeing, entertainment, or other feature;— and includes—
 - A spouse of any such person who was that person's spouse at the time application was made for the travel concerned; and
 - Any official of that enterprise travelling for the purpose of making awards or taking part in the incentive travel programme, and the spouse of any such official:
- "Inclusive tour" means a combination of travel and some other service or services (not comprising solely surface transportation on a public transport service):
- "Infant" means a person who has not attained the age of 2 years:
- "Interline transfer" means a transfer between aircraft of different carriers:
- "Intermediate-class travel" means travel in a seat that—
- If facing the rear of another seat, has a pitch of more than 34 inches and not more than 38 inches; and
 - If facing a bulkhead has not more than 24 inches between its front edge and that bulkhead when that seat is in the upright position; and
 - Is in a row of fewer seats than the number specified in paragraph (d) of the definition in this subclause of the term "economy-class travel" in respect of the class of aircraft concerned:
- "Local currency fare", in relation to any fare specified in or derived from a relevant tariff, means a fare—
- Specified in; or
 - Derived from a formula or figures,— specified only in the currency or currencies of one or more states, and not specified in that tariff to be capable of being derived from FCU's:
- "Maximum validity", in relation to any ticket, means the period after its issue during which that ticket remains valid for both the travel to which it relates and the refunds (if any) to which any person may be entitled in respect of it:
- "MCO" means a miscellaneous charges order:
- "Member of the immediate family", in relation to any person, means any other person who is that person's spouse, child (whether natural or adopted), stepchild, parent, brother or sister (whether of the whole or half blood), or grandparent; and includes any other person who is—
- A member of the immediate family of that person's spouse; and
 - A child (whether natural or adopted) or stepchild of that person's child (whether natural or adopted) or stepchild:
- "Minimum validity", in relation to any ticket, means a period after the completion of the outward portion of the travel to which it relates that must elapse before any part of the return portion of that travel may commence:
- "Miscellaneous charges order" means a passenger service coupon covering payments to be made in connection with any travel, issued as part of a composite folder that before issue included—
- An audit coupon; and
 - An issuing office coupon; and
 - Exchange coupons (not exceeding 4 in number) each of which expresses, in the currency of the country in which payment was made, either the value or maximum value of any payments to be made for the purpose or purposes specified in that coupon or a maximum value of any payments to be made that does not exceed the equivalent of US\$350, and includes any such folder from which any of those coupons has been removed after issue:
- "Modification", in relation to any inclusive tour, means any change to any part of, or any condition applicable to, that tour:
- "Month" means a calendar month:
- "Normal fare", in relation to any travel on a route at a particular class of service, means the highest available lawful fare at which that travel may be undertaken on that route at that class of service:
- "North America" means that area comprising Canada and the continental United States of America:
- "New service", in relation to any carrier, means—
- The provision of travel by that carrier by scheduled flights—
 - Over a route over which that carrier was not previously providing travel by scheduled flights; or
 - Over a route that is an extension of a route over which that carrier was previously providing travel by scheduled flights; or
 - Between points between which that carrier was previously providing travel by scheduled flights, but via one or more intermediate points not

forming part of the route of the travel previously provided between those points; or

(b) The provision of travel by that carrier by scheduled flights over any route in a type of aircraft in which that carrier was not previously providing travel by scheduled flights over that route (whether a completely new type of aircraft, or, if it bears a manufacturer's variant number, a variant of a type of aircraft in which that carrier was previously providing travel by scheduled flights over that route, differing from the type of which it is a variant by virtue of its size, performance, or both):

"NZD" means New Zealand dollars:

"One-way travel" means travel that is not circle-trip travel, round-trip travel, or open-jaw travel:

"On-line transfer" means a transfer between aircraft of one carrier:

"Open-jaw travel" means travel that would be round-trip travel save for the fact that—

(a) Inward departure is not from the point of outward arrival; or

(b) Inward arrival is not at the point of outward departure; or

(c) Both:

"Own use group" means a group of persons—

(a) The costs of whose travel are met by a single purchaser; and

(b) Who are selected by that purchaser otherwise than by virtue of any request made to that purchaser by those persons or any of them; and

(c) The costs of whose travel are not shared (whether wholly or partly, directly or indirectly) by that purchaser with any other person, except to the extent that all or part of those costs are raised by voluntary contributions; and—

(i) Those contributions are not solicited, and not raised solely, from those persons; and

(ii) Membership of that group is not limited to persons who make contributions; and

(iii) There is no minimum contribution prescribed by that purchaser:

"Pitch", in relation to any seat that faces the rear of another seat, means the distance between the front edges of those seats when both are in the upright position:

"Prepaid ticket advice" has the same meaning as in clause 2 (1) of the Commission Regime:

"PTA" means a prepaid ticket advice:

"Qualifying inclusive tour" has the same meaning as in clause 2 (1) of the Commission Regime:

"Return travel" means travel that is round-trip travel, circle-trip travel, or open-jaw travel:

"Round-trip travel" means return travel between 2 points—

(a) By the same route outbound and inbound, whatever the fares; or

(b) By different routes outbound and inbound, to each of which the same all-year one-way fare applies;— but does not include around the world travel:

"South-west Pacific" means the area comprising Australia, the Cook Islands, Fiji, Kiribata, Nauru, New Caledonia, New Zealand, Niue, Papua New Guinea, Samoa, the Society Islands, the Solomon Islands, Tahiti, Tonga and intermediate islands, and Vanuatu:

"Special fare", in relation to any travel on a route at a particular class of service, means a fare that is not the normal fare for travel on that route at that class of service:

"Stopover", in relation to any travel, means any interruption of that travel that is not a transfer:

"Ticketed point mileage" in relation to any 2 points on the route of any travel, means the distance in statute miles between those points via the shortest direct scheduled air service between them:

"Tour conductor" means a person who is in charge of, and personally escorts, a group of 10 or more passengers travelling together on a round-trip or circle-trip inclusive tour arranged and paid for before its commencement for any of that tour:

"Transfer", in relation to any travel, means an interruption to that travel—

(a) At a point where the aircraft on which the passenger concerned travels or is to travel ceases to follow the itinerary of that passenger's travel; and

(b) For the period between the arrival of that aircraft at that point and the departure of the first aircraft to leave that point after that arrival that—

(i) Follows that itinerary; and

(ii) Provides a service of the appropriate class:

"Ticket" means a composite folder, bearing an individual number identifying it, issued in respect of any travel by a carrier (directly or by an agent of that carrier), that immediately before issue included—

(a) An audit coupon; and

(b) An agent's coupon; and

(c) A passenger coupon; and

(d) Flight coupons (not exceeding 4 in number),— and includes any such folder from which any of those coupons has been removed after issue; and, in relation to travel by any passenger, means the ticket, or conjunction tickets, issued or to be issued in respect of that travel by that passenger:

"Travel" means international carriage by air of passengers and passengers' baggage:

"UFTAA" means the Universal Federation of Travel Agency Associations:

"Voluntary rerouting" means rerouting that—

(a) Is requested by or on behalf of the passenger concerned; and

(b) Does not arise out of any inability on the part of the carrier concerned to provide the travel originally arranged.

3. Standard conditions—It is hereby declared that clause 4, and all subsequent clauses, of this order are available to be imported into notices under section 29A (2) of the Act; and that every reference in any of those clauses to "this notice" is intended to be read as a reference to the notice or notices into which that clause may from time to time be imported.

PART I

APPLICATION

4. Application of fares for one-way travel to return travel—Notwithstanding anything in clause 3 of this notice imposing a directional limit on travel to which a specified fare relates, that fare may apply to travel in the opposite direction (being half of any return travel) if that return travel commences at the point of origin of that first-mentioned travel, and twice that fare is paid in respect of it.

PART II

PERIOD OF APPLICATION

5. Period of application—The application of a specified fare shall not be affected by the time of year at which any travel at that fare commences.

PART III

FARES

6. Date of effectiveness—A specified fare shall not apply unless this notice—

(a) Is in force—

(i) When that fare, and all other appropriate adjustments, charges, and surcharges (other than excess baggage charges) relating to the travel of the passenger concerned are paid; and

(ii) When a ticket is issued for that travel; or

(b) Is expressed to come into force before the commencement of that travel.

7. Revocation of earlier notice before commencement of travel—(1) A specified fare (within the meaning not of this notice but of an earlier notice) may continue to apply in all respects as if that earlier notice (with clause 4 (9) of this notice substituted for clause 4 (9) of that notice) were still in force if,—

(a) Before the revocation of that earlier notice—

(i) That fare, and all appropriate other adjustments, charges, and surcharges (other than excess baggage charges) have been paid; and

(ii) A ticket has been issued for the travel concerned; and

(iii) A confirmed reservation for the first international sector of that travel is held by the carrier concerned; and

(b) That reservation is not after that revocation changed by or on behalf of the passenger concerned.

(2) Notwithstanding subclause (1) of this clause, a specified fare (within the meaning not of this notice but of an earlier notice) that is used or to be used for group travel shall not apply unless—

(a) No passengers are added to, or substituted for other members of, the group; or

(b) Passengers are added to, or substituted for, other members of the group to the extent only (if any) allowed by that earlier notice.

8. Revocation of earlier notice after commencement of travel—A specified fare (within the meaning not of this notice but of an earlier notice) may continue to apply, in all respects as if that earlier notice were still in force, if the first sector of the travel concerned commenced before the revocation of that earlier notice.

9. Effect of revocation of earlier notice on rerouting, etc.—(1) Subject to subclause (2) of this clause, for the purposes of calculating—

(a) Any payments to be made in respect of the rerouting of any travel commenced before the commencement of this notice; or

(b) Any refund to be made in respect of—

- (i) The cancellation of any part of any such travel; or
- (ii) The rerouting of any such travel—

(in subclause (2) (a) of this clause referred to as the said purposes), this notice shall have effect as if the fare that applied to that travel when it commenced were a specified fare.

(2) Notwithstanding clause 8 of the General Tariff Conditions (as imported into this notice),—

- (a) Where the fare that applied to any travel commenced before the commencement of this notice applied only to circle-trip travel, group travel, travel forming part of an inclusive tour, or travel of 2 or all of those types, this notice shall have effect for the said purposes as if it had come into force immediately before that travel commenced;
- (b) For the purposes of calculating any payments to be made in respect of the rerouting (pursuant to a request made after its commencement) of any one-way travel to return travel, this notice shall have effect as if—
 - (i) It had come into force immediately before that travel commenced; and
 - (ii) A specified fare had been paid in respect of that one-way travel.

10. Add-ons—A specified add-on shall not apply unless—

- (a) It is combined end-on with a specified fare; and
- (b) A ticket issued for the travel to which that fare and that travel respectively relate shows their sum as the fare for the combined travel; and
- (c) That add-on is not combined end-on with any other add-on.

PART IV VALIDITY

11. Certain days not included—Subject to clause 12 of the General Tariff Conditions (as imported into this notice), in determining the validity of any ticket for travel at a specified fare, no part of any day on which—

- (a) That ticket is issued; or
 - (b) That travel commences—
- shall be taken into account.

12. Month to month calculations—In determining the maximum or minimum validity of any ticket for travel at a specified fare—

- (a) Subject to paragraphs (b) and (c) of this clause, any period expressed as one or more months commencing on a specified day in any month shall expire with the day of the same date in the appropriate subsequent month;
- (b) Any period expressed as one or more months commencing on a specified day that is the last day of any month shall expire with the last day of the appropriate subsequent month;
- (c) Any period expressed as one or more months commencing on the 29th or 30th day of any month (not being the last day of that month) shall, if the appropriate subsequent month is February, expire with the last day of that February.

13. Minimum validity to affect application of fare—A specified fare shall not apply in respect of any travel undertaken during the period of minimum validity of that portion of the ticket relating to that travel.

14. Minimum validity not to apply in certain cases—Where—

- (a) Any person travelling pursuant to a ticket to which some minimum validity applies dies; and
- (b) A death certificate relating to that person, issued by the competent authorities of—
 - (i) The state in which the aircraft concerned is registered, in the case of a death occurring on board an aircraft and outside the territorial jurisdiction of any state; or
 - (ii) The state in which that person died, in every other case,—
 or a duly authenticated copy of such a certificate, is presented to a reticketing carrier; and
- (c) A ticket—
 - (i) Subject to the same minimum validity as the ticket of that person; and
 - (ii) Held by some other person who was booked to travel on all the same flights, dates, and times as that person,—
 is endorsed by the reticketing carrier with the words "earlier return on account of death of [Name of person]", or words to that effect,—

that minimum validity shall cease to apply to that ticket.

15. Maximum validity to affect application of fare—(1) A specified fare shall not apply to any travel undertaken after the period of maximum validity of that portion of the ticket relating to that travel has expired.

(2) A specified fare shall not apply to any extension of the maximum validity of that portion of the ticket relating to it unless each flight coupon in that portion is endorsed in the box marked "endorsement" with a statement of the date of the last day of the

period of extension, and the reason for that extension, and the endorsement is authenticated with a validation or other official stamp of the carrier making that extension.

16. Maximum validity generally—(1) Except as provided in subclause (2) of this clause, the maximum validity of a ticket shall be—

- (a) One year from the date of issue of the ticket, in the case of a ticket no portion of which has been used; and
 - (b) One year from the date travel pursuant to the ticket commenced, in every other case.
- (2) Where a ticket comprises portions that have different maximum validities, each maximum validity shall have effect in respect only of the portion to which it relates.

17. Validity of ticket to expire—(1) Unless extended in accordance with this notice, the validity of any portion of a ticket shall expire at midnight local time (at the point of departure for the travel to which that portion relates) of the final day of the period of maximum validity shown on that ticket for that portion.

(2) If so extended, the validity of any such portion shall expire at midnight local time (at the point of departure for the travel to which that portion relates) of the final day of the extension concerned.

18. Extensions of maximum validity—(1) To the extent only that is necessary to enable that passenger to complete that travel, a carrier may extend the maximum validity of the ticket of any passenger who is prevented from completing all the travel to which that ticket relates within the maximum validity of that ticket because that carrier—

- (a) Cancels a flight; or
 - (b) Omits a scheduled stop that is a destination or stopover point of that passenger; or
 - (c) Fails to operate a flight reasonably according to schedule; or
 - (d) Causes that passenger to miss a connecting flight; or
 - (e) Substitutes a different class of service for any class of service to which that ticket relates; or
 - (f) Is unable to provide a previously confirmed seat.
- (2) Where a passenger whose ticket is a normal fare ticket or a special fare ticket (being a ticket with a maximum validity of 12 months in respect of all the travel to which it relates) is prevented from completing all that travel within that validity because no seat is available when he applies to a carrier, that carrier may extend the maximum validity of that ticket for the lesser of the following periods:

- (a) The period until the first flight of the class of service concerned to the destination concerned upon which a seat is available;
 - (b) Seven days.
- (3) Where a passenger, after travel to which his ticket relates has commenced, is prevented from completing all that travel within the maximum validity of that ticket because of illness, a carrier may extend the maximum validity of that ticket, and the tickets of any members of his immediate family accompanying him—
- (a) In the case of a ticket that is a normal fare ticket or special fare ticket (being a ticket with a maximum validity of 12 months in respect of all that travel), until the date upon which (according to a doctor's certificate) that passenger is fit to resume travelling; or
 - (i) Where the residue of that travel involves one or more stopovers, until any date not more than 3 months after that date; or
 - (ii) In any other case, until the first flight after that date of the class of service concerned to the destination concerned upon which a seat is available;
 - (b) In the case of any other ticket, for the shorter of the following periods after the date upon which (according to a doctor's certificate), that passenger is fit to resume travelling:
 - (i) The period until the first flight of the class of service concerned to the destination concerned upon which a seat is available;
 - (ii) Seven days.

(4) Subject to subclause (5) of this clause, where—

- (a) A passenger dies *en route*, a carrier may extend the validity of the tickets of any person accompanying him; or
- (b) After the travel to which any passenger's ticket relates has commenced, a member of his immediate family dies, a carrier may extend the maximum validity of that ticket, and of the tickets of any members of his immediate family accompanying him,—

either until 45 days have elapsed since the death concerned or until all formalities and religious customs relating to that death have been completed, whichever is the sooner.

(5) No carrier shall extend the validity of any ticket under subclause (4) of this clause until it has received a death certificate relating to the person whose death is the basis of the extension concerned (being a certificate duly executed by a person authorised to issue death certificates under the laws of the place where that person died) or a copy of such a death certificate.

PART V
GROUP SIZE

19. Minimum group size—No specified fare shall apply in relation to any person unless that person is, and continues throughout the travel concerned to be, a member of a group of at least the minimum size specified in relation to it in this notice.

20. Calculation of group size—For the purpose of calculating the size of any group,—

- (a) Infants allowed a discount of 90 percent of the group fare shall be disregarded;
- (b) The total number of persons (if any) who are infants, or children, allowed a discount of more than 10 percent and less than 90 percent of the group fare, shall be treated as half of—
 - (i) That total number, where it is even; or
 - (ii) That total number minus one, where it is odd.

21. Death of group member or member of group member's immediate family—Where, after any person has become identified as a member of a group that is travelling, or is to travel, at a specified fare,—

- (a) That person dies; or
- (b) That person's travel arrangements are altered by reason of the death of a member of that person's immediate family,—and a death certificate in respect of that person or member is given to the carrier concerned, the size of that group shall be calculated as if that person continued at all relevant times to be a member of it.

PART VI
STOPOVERS

22. Stopovers generally—A specified fare shall not apply, if there are allowed, or to be allowed, in connection with the travel of the passenger concerned—

- (a) More stopovers than the number specified in that behalf in clause 4 (6) of this notice; or
- (b) A stopover at a point that is neither designated in clause 4 (6) of this notice as a scheduled stopping-point nor a point referred to in clause 23 (1) of the General Tariff Conditions (as imported into this notice).

23. Counting of stopovers—(1) In determining the number of stopovers allowed, or to be allowed, in respect of any travel, there shall be disregarded—

- (a) The stopover at the point of turnaround of all round-trip and circle-trip travel;
 - (b) The outward point of arrival and inward point of departure of all open-jaw travel.
- (2) Where any travel is interrupted by surface transportation, this notice shall apply as if the period between the last point of arrival by air before that transportation and the first point of departure by air after it constitutes a single stopover.
- (3) Where any part of any travel is a side-trip (for which a separate fare is or is to be paid) from and to an intermediate point on the journey concerned, this notice shall apply as if the period between the first arrival at and last departure from that point constitutes a single stopover.

24. Indirect travel—(1) A specified fare shall not apply if more than one stopover is allowed at any one intermediate ticketed point on any travel undertaken at one-way fare, or that portion of any return travel undertaken at half a round-trip fare; but on return travel a specified fare may apply if a stopover is allowed at an intermediate ticketed point on the outward portion of the travel and again at the same intermediate point on the inward portion.

(2) Where more than one stopover at one intermediate point is desired or necessary on any travel undertaken at a through one way fare or that portion of any return travel undertaken at half a round-trip fare, a specified fare shall not apply unless each portion of the travel from and return to that intermediate point is arranged and paid for as a side-trip.

PART VII
ADVERTISING AND SALES

25. Application of fares not affected—The application of any specified fare shall not be affected by the form or content of any advertising.

PART VIII
AFFINITY, OWN USE, AND INCENTIVE GROUPS

26. Group fares optional—The fact that a person is a member of an affinity group, an incentive group, or an own use group shall not prevent the application to any travel undertaken or to be undertaken by that person of any fare that applies to that person as an individual or as one of a group of members of the general public.

PART IX
BAGGAGE

27. Baggage generally—(1) Except as otherwise provided in this notice, a specified fare may apply notwithstanding—

- (a) That no charge is or is to be made; or
- (b) The amount of any charge made or to be made,—for the carriage of the baggage of the passenger concerned.

(2) Except in the case of a passenger who is a child or accompanied infant travelling at discounts totalling more than half that fare, a specified fare shall not apply—

- (a) In respect of travel on a weight-system sector, if—
 - (i) More than the appropriate weight of baggage of the passenger concerned is or is to be carried free of charge on that sector; or
 - (ii) The passenger concerned has more than the appropriate weight of baggage, and less than the appropriate weight of baggage is or is to be carried free of charge on that sector; or
 - (iii) The passenger concerned has no more than the appropriate weight of baggage, and a charge is or is to be made for the carriage of any of it on that sector; or
 - (iv) The passenger concerned has more than the appropriate weight of baggage, and the charge made in respect of the carriage of the excess on that sector is not the appropriate charge;

- (b) In respect of travel on a piece-system sector, if—
 - (i) More than the appropriate quantity of baggage of the passenger concerned is or is to be carried free of charge on that sector; or
 - (ii) The passenger concerned has more than the appropriate quantity of baggage, and less than the appropriate quantity of baggage is or is to be carried free of charge on that sector; or
 - (iii) The passenger concerned has no more than the appropriate quantity of baggage, and a charge is or is to be made for the carriage of any of it on that sector; or
 - (iv) The passenger concerned has more than the appropriate quantity of baggage, and the charge made or to be made in respect of the carriage of the excess on that sector is not the appropriate charge.

(3) In this clause, and such of clauses 28 to 44 of the General Tariff Conditions as may have been imported into this notice,—

- “Appropriate charge”—
- (a) In relation to baggage carried or to be carried on a weight-system sector, means a charge calculated in accordance with clause 32 of the General Tariff Conditions (as imported into this notice); and
 - (b) In relation to baggage carried or to be carried on a piece-system sector, means a charge calculated in accordance with such of clauses 38 to 40 of the General Tariff Conditions as are imported into this notice.
- “Appropriate quantity” means the quantity specified in whichever of clauses 35 and 36 of the General Tariff Conditions is imported into this notice.
- “Appropriate weight” means the weight of baggage specified in whichever of clauses 30 and 31 of the General Tariff Conditions is imported into this notice.

28. Certain children and accompanied infants—(1) A specified fare shall not apply in respect of a child, or accompanied infant, travelling at discounts totalling more than half that fare—

- (a) On a weight-system sector, if—
 - (i) Any of that child or infant's baggage is or it to be carried free of charge on that sector; or
 - (ii) There is or is to be made in respect of the carriage of that child or infant's baggage (if any) on that sector any charge other than the appropriate charge;
- (b) On a piece-system sector, if—
 - (i) Any of that child or infant's baggage other than the free allowance is or is to be carried free of charge on that sector; or
 - (ii) A charge is or is to be made in respect of the carriage of that child or infant's free allowance on that sector; or
 - (iii) There is or is to be made in respect of the carriage of such of that baggage (if any) as does not form part of the free allowance on that sector any charge other than the appropriate charge.

(2) For the purposes of subclause (1) (b) of this clause, the free allowance comprises—

- (a) A checked piece of baggage the sum of whose 3 dimensions does not exceed 115 cm; and
- (b) A fully collapsible child's stroller or pushchair.

29. Carry-on items—This notice shall have effect as if such of the following items as a passenger carries on board an aircraft and retains in his custody during his travel on that aircraft does not form part of his baggage for the purposes of that travel:

- (a) A single item of unchecked baggage—
 - (i) Capable of being stowed under his seat; and
 - (ii) The sum of whose 3 dimensions does not exceed 115 cm.

(b) Any other items—

- (i) Of personal apparel or personal assistance; or
- (ii) For use or consumption by him during that travel, permitted by the carrier concerned.

30. Weight system: First class and intermediate class passengers—
The appropriate weight of baggage is 30 kg.**31. Weight system: Economy class passengers—**The appropriate weight of baggage is 20 kg.

32. Weight system: Excess baggage charges—(1) Subject to subclauses (2) and (3) of this clause, excess baggage charges for any weight-system sector shall be calculated at a rate per kilogram (or part of a kilogram) of 1 percent of the normal first class one-way through fare lawfully payable for direct travel on that sector on the day an excess baggage ticket is issued in respect of the baggage concerned.

(2) The fare to be used for the calculation of any excess baggage surcharge shall be that applicable for travel by the routing to be used by the passenger concerned.

(3) In the calculation of excess baggage charges for any weight-system sector—

- (a) The first 15 kg of a first or only set of golfing equipment shall be treated as weighing 6 kg;
- (b) A first or only set of snow skiing equipment shall be treated as weighing 3 kg.

33. Weight system: Bulky or fragile baggage—Where a passenger wishes to carry on board an aircraft on a weight-system sector any bulky or fragile baggage (not weighing more than 75 kg per seat) that would require the blocking-out or use of one or more additional seats (whether or not that seat or all or any of those seats would need to be removed) a specified fare shall not apply unless there is or is to be paid in respect of each additional seat the greater of the following charges:

- (a) The appropriate charge that would be payable if the weight of that baggage constituted exactly the weight by which that passenger's baggage exceeded the appropriate weight;
- (b) Three-quarters of the normal one-way fare lawfully payable by that passenger for the class of service to be travelled by that passenger in respect of travel on that sector,—

but where that amount is paid, this notice shall apply in respect of the carriage of the residue (if any) of that passenger's baggage on that sector as if that bulky or fragile baggage were not part of that passenger's baggage.

34. Weight system: Accompanied pets—Subject to clause 44 of the General Tariff Conditions (as imported into this notice), where a passenger wishes to be accompanied on a weight-system sector by a pet, a specified fare shall not apply unless there is or is to be paid the amount of the charge that would be payable in respect of that pet and its container (including any containers and food) if their weight were the amount by which the weight of that passenger's baggage on that sector exceeded the appropriate weight; but where that amount is paid, this notice shall apply in respect of the carriage of the residue (if any) of that passenger's baggage on that sector as if that pet and container were not part of that passenger's baggage.

35. Piece system: First class and intermediate class passengers—(1) Subject to subclause (2) of this clause, the appropriate quantity of baggage is two checked pieces of baggage.

(2) A piece of checked baggage shall be treated as being in excess of the appropriate quantity if—

- (a) It weighs more than 23 kg; or
- (b) The sum of its 3 dimensions exceeds 158 cm.

36. Piece system: Economy class passengers—(1) Subject to subclause (2) of this clause, the appropriate quantity of baggage is two checked pieces of baggage.

(2) A piece of checked baggage shall be treated as being in excess of the appropriate quantity if—

- (a) It weighs more than 23 kg; or
- (b) The sum of its 3 dimensions is 158 cm; or
- (c) It is one of 2 pieces of baggage and the sum of its 3 dimensions is greater than both—
 - (i) 114 cm; and
 - (ii) The sum of the 3 dimensions of the other piece.

37. Miscellaneous items—(1) For the purposes of whichever of clauses 35 and 36 of the General Tariff Conditions is imported into this notice, each of the following items shall be treated as if it were a single piece of baggage the sum of whose 3 dimensions were 158 cm:

- (a) A sleeping bag or bedroll;
- (b) A rucksack, knapsack, or backpack;
- (c) A pair of snow skis, a pair of ski poles, and a pair of ski boots, or a combination of any of them;
- (d) A golf bag (whether or not containing any golf clubs), and a pair of golf shoes, or either of them;

(e) A bag of the duffle or zipper type:

(f) If it is suitably packed, its handlebars have been removed or turned sideways, and its pedals have been removed, a single-seat, non-motorised, bicycle:

(g) A pair of standard waterskis;

(h) A single slalom waterski;

(i) Suitably packed fishing equipment comprising all or any of the following: 2 rods, a reel, a landing net, a pair of fishing boots or waders, and a tackle-box:

(j) Sporting firearms comprising—

(i) A rifle case containing all or any of the following: 2 rifles, not more than 5 kg of ammunition, a shooting mat, a noise suppressor, and small rifle tools; or

(ii) All or any of: 2 shotguns and 2 shotgun cases; or

(iii) A pistol case containing all or any of the following: not more than 5 pistols, not more than 5 kg of ammunition, noise suppressors, a pistol telescope, and small pistol tools.

(2) For the purposes of the said clauses 35 and 36, a small portable musical instrument not more than 100 cm long shall be treated as if the sum of its 3 dimensions did not exceed 100 cm.

38. Piece system: Excess baggage charges for first class or intermediate class passengers—(1) In this clause,—

“Basic excess baggage charge” means a charge ascertained in accordance with clause 40 of the General Tariff Conditions (as imported into this notice);

“Large bag” means a piece of baggage that is not a small bag or an outside bag;

“Outside bag” means a piece of baggage—

(a) The sum of whose 3 dimensions exceeds 203 cm; or

(b) Whose weight exceeds 32 kg;

“Small bag” means a piece of baggage—

(a) The sum of whose 3 dimensions does not exceed 158 cm; and

(b) Whose weight does not exceed 23 kg.

(2) The appropriate amount in respect of any outside bag shall be—

(a) For any bag weighing 45 kg or less, 3 times the basic excess baggage charge;

(b) For any bag weighing more than 45 kg,—

(i) 3 times the basic excess baggage charge; plus

(ii) The basic baggage charge for every 10 kg or part thereof by which its weight exceeds 45 kg.

(3) If the checked baggage of the passenger concerned includes no small bags, the appropriate amount in respect of any large bag shall be—

(a) The basic excess baggage charge for a first or only large bag;

(b) The basic excess baggage charge for any second large bag;

(c) Twice the basic excess baggage charge for any third or subsequent large bag.

(4) If the checked baggage of the passenger concerned includes only one small bag, the appropriate amount in respect of any large bag shall be—

(a) The basic excess baggage charge for a first or only large bag;

(b) Twice the basic excess baggage charge for any second or subsequent large bag.

(5) If the checked baggage of the passenger concerned includes 2 small bags,—

(a) The appropriate amount in respect of any subsequent checked small bag shall be the basic excess baggage charge;

(b) The appropriate amount in respect of any large bag shall be twice the basic excess baggage charge.

39. Piece system: Excess baggage charges for economy class passengers—(1) In this clause,—

“Basic excess baggage charge” means a charge ascertained in accordance with clause 40 of the General Tariff Conditions (as imported into this notice);

“Large bag” means a piece of baggage that is not a small bag, a medium bag, or an outside bag;

“Medium bag” means a piece of baggage—

(a) The sum of whose 3 dimensions exceeds 115 cm but does not exceed 158 cm; and

(b) Whose weight does not exceed 23 kg;

“Outside bag” means a piece of baggage—

(a) The sum of whose 3 dimensions exceeds 203 cm; or

(b) Whose weight exceeds 32 kg;

“Small bag” means a piece of baggage—

(a) The sum of whose 3 dimensions does not exceed 115 cm; and

(b) Whose weight does not exceed 23 kg.

(2) The appropriate amount in respect of any outside bag shall be—

(a) For any bag weighing 45 kg or less, 3 times the basic excess baggage charge;

(b) For any bag weighing more than 45 kg,—

(i) 3 times the basic excess baggage charge; plus

(ii) The basic baggage charge for every 10 kg or part thereof by which its weight exceeds 45 kg.

(3) If the checked baggage of the passenger concerned includes no small bags and no medium bags, the appropriate amount in respect of any large bag shall be—

- (a) The basic excess baggage charge for a first or only large bag;
- (b) The basic excess baggage charge for any second large bag;
- (c) Twice the basic excess baggage charge for any third or subsequent large bag.

(4) If the checked baggage of the passenger concerned includes—

- (a) One small bag and no medium bags; or
- (b) One medium bag and no small bags,—

the appropriate amount in respect of any large bag shall be—

- (c) The basic excess baggage charge for a first or only large bag;
- (d) Twice the basic excess baggage charge for any second or subsequent large bag.

(5) If the checked baggage of the passenger concerned includes 2 or more small bags and no medium bags, the appropriate amount,—

- (a) In respect of any third or subsequent checked small bag shall be the basic excess baggage charge;

- (b) In respect of any large bag shall be twice the basic excess baggage charge.

(6) If the checked baggage of the passenger concerned contains no small bags and 2 or more medium bags, the appropriate amount—

- (a) In respect of medium bags shall be the basic excess baggage charge for a second or subsequent checked medium bag;

- (b) In respect of large bags shall be twice the basic excess baggage charge for any large bag.

(7) If the checked baggage of the passenger concerned contains one or more small bags and one or more medium bags, the appropriate amount—

- (a) In respect of small and medium bags shall be the basic excess baggage charge for a second or subsequent checked small bag or medium bag;

- (b) In respect of large bags shall be twice the basic excess baggage charge for any large bag.

40. Piece system: Basic excess baggage charge.—The basic excess baggage charge between New Zealand and any place specified in the first column below (for carriage of baggage in either direction) shall be, at the option of the person making the payment, either the sum in New Zealand dollars specified in the second column below opposite the name of that place or, as the case requires,—

- (a) The sum in American dollars specified in the third column below opposite the name of that place; or
- (b) The sum in Canadian dollars specified in the fourth column below opposite the name of that place:

	N.Z. \$	U.S. \$	CAN \$
Honolulu	99	74	
Los Angeles	114	85	
San Francisco	114	85	
Vancouver	123		111
Any Canadian place other than Vancouver	135		122

41. Piece system: Accompanied pets.—Subject to clause 44 of the General Tariff Conditions (as imported into this notice), where a passenger wishes to be accompanied on a piece-system sector by a pet, a specified fare shall not apply unless there is or is to be paid twice the amount of the charge that would be payable in respect of that pet and its container (including any containers and food) if they were the amount by which that passenger's baggage exceeded the appropriate quantity; but where that amount is paid, this notice shall apply in respect of the carriage of the residue (if any) of that passenger's baggage on that sector as if that pet and container were not part of that passenger's baggage.

42. Piece system: Bulky or fragile baggage.—Where a passenger wishes to carry on board an aircraft on a piece-system sector any bulky or fragile baggage (not weighing more than 75 kg per seat) that would require the blocking out or use of one or more additional seats (whether or not that seat or all or any of those seats would need to be removed) a specified fare shall not apply unless there is or is to be paid in respect of each additional seat three-quarters of the normal one-way fare payable by that passenger for the class of service to be travelled by that passenger in respect of travel between the points between which that baggage is to be carried; but where that amount is paid, this notice shall apply in respect of the carriage of the residue (if any) of that passenger's baggage on that sector as if that bulky or fragile baggage were not part of that passenger's baggage.

43. Excess value charges.—Notwithstanding anything in this notice, where the baggage of the passenger concerned is declared to have a value—

- (a) In the case of checked baggage, of the equivalent of more than 250 French gold francs (each consisting of 65.5 mg of gold with a fineness of 900/1000) per kilogram; or

- (b) In the case of unchecked baggage, of the equivalent of more than 5000 such francs per kilogram,—

a specified fare shall not apply unless there is or is to be paid in respect of that baggage a charge of not less than 0.5 percent of that value.

44. Guide dogs.—A specified fare may apply notwithstanding—

- (a) That no charge is or is to be paid; or
- (b) The amount of any charge paid or to be paid,—

in respect of—

- (c) A dog trained to assist the deaf and its container (together with containers and food) accompanying a passenger with impaired hearing (as evidenced by a medical certificate to that effect produced to the person who issues the ticket for the travel to which that fare relates) who is dependent on that dog; or

- (d) A dog trained to assist the blind and its container (together with containers and food) accompanying a passenger with impaired vision who is dependent on that dog.

PART X

CANCELLATIONS AND REFUNDS

45. Refunds in certain cases only.—No refund of any part of a specified fare, or any part of any charge paid or to be paid in connection with the travel to which that fare relates, shall be made unless that refund is a consequence of—

- (a) The cancellation of any reservation by virtue of an instruction given by or on behalf of the passenger concerned to the carrier or agent concerned before the commencement of that travel; or

- (b) The inability or refusal of the carrier concerned, for any reason, to carry the passenger concerned; or

- (c) The cancellation of any reservation by the carrier concerned by virtue of the failure of the passenger concerned to complete the purchase of a ticket within the time specified by that carrier; or

- (d) The cancellation of any reservation by the carrier concerned by virtue of the failure of the passenger concerned to confirm that reservation when requested to do so by that carrier; or

- (e) The failure or inability of the passenger concerned, for any other reason, to undertake any part of that travel; or

- (f) An act or omission of the carrier or agent concerned that entitles the passenger concerned by law to that refund.

46. Amount of refund generally.—Subject to clauses 47 to 52 of the General Tariff Conditions (as imported into this notice)—

- (a) The amount of any refund to which paragraph (f) of clause 101 of the General Tariff Conditions (as imported into this notice) applies shall not exceed the amount of the refund to which the passenger concerned is entitled by law; and

- (b) The amount of a refund to which any other paragraph of that clause applies shall not exceed the amount paid by or on behalf of the passenger concerned in respect of the travel concerned.

47. Amount of refund where passenger rerouted.—Where, before the commencement of the travel concerned, a passenger is, with that passenger's consent lawfully, rerouted as a result of circumstances giving rise to the possibility of a refund to which any of paragraphs (a), (b), and (e) of clause 45 of the General Tariff Conditions (as imported into this notice) applies,—

- (a) No refund shall be made unless the value of the unused travel exceeds the value of the replacement travel; and

- (b) The amount of any refund shall not exceed the difference between those values.

48. Restrictions on refunds where passenger wishes to reroute after commencement of travel.—(1) Where, after the commencement of any travel to which a specified fare relates,—

- (a) The passenger concerned requests a voluntary rerouting; but
- (b) The voluntary rerouting requested would result in that fare's ceasing to apply—

a refund in respect of that fare shall be allowed to the extent only (if at all) that fare exceeds the amount lawfully payable in respect of that portion of that travel actually undertaken.

(2) Where, after the commencement of any travel to which a specified fare relates, the passenger concerned lawfully arranges a voluntary rerouting, a refund in respect of that fare shall be allowed to the extent only (if at all) that fare exceeds the amount lawfully payable in respect of the total travel (including the rerouted travel) actually undertaken, as recalculated from the point of origin of that travel.

49. No refund in respect of travel undertaken.—Except in the case of a refund to which clause 45 (f) of the General Tariff Conditions (as imported into this notice) applies, no refund shall be made in respect of any travel undertaken by the passenger concerned.

50. No duplication of refund.—Notwithstanding anything in this notice, no refund shall be made in respect of any travel in respect of which any refund has already been made, except to the extent that the sum of all refunds made does not exceed the maximum amount permitted by this notice.

51. No refunds in respect of certain coupons.—Notwithstanding anything in this notice, no refund shall be made in respect of—

- (a) Any flight coupon of a ticket presented without the passenger coupon, and any unused flight coupons contained in that ticket when issued;
- (b) Any exchange coupon of an MCO presented without the passenger coupon, and any unused exchange coupons, contained in that MCO when issued;
- (c) Any unused flight coupon that precedes, in numerical sequence, any other flight coupon contained in a ticket, or sequence of conjunction tickets issued in respect of any travel, if that other coupon is or is to be used in respect of any of that travel;
- (d) Any ticket or other document bearing a prohibition or restriction on refunds, if that refund would be contrary to that restriction or prohibition;
- (e) Any ticket or other document that has been replaced free of charge;
- (f) Any ticket or other document that has been altered otherwise than in accordance with clause 109 of the General Tariff Conditions (as imported into this notice).

52. Refunds in respect of inclusive tours—No refund shall be made in respect of any unused component of an inclusive tour that has otherwise been undertaken if the effect of that refund would be to reduce the amount paid in respect of that tour to an amount lower than the minimum tour price for that tour.

PART XI COMBINATIONS

53. Combination of specified fares with other fares—(1) Except as provided in subclause (2) of this clause, a specified fare shall not apply if it is, or is to be, combined with any other fare so as to relate to travel comprising a combination of the travel to which that specified fare relates and the travel to which that other fare relates.

(2) A specified fare may apply if (alone or together with one or more lawful add-ons) it is, or is to be, combined with any other fare or fares so as to relate to travel comprising a combination of the travel to which that specified fare (or that fare and those add-ons) relates and the travel to which that other fare or those other fares relates if there is not for the time being specified in a relevant tariff, in respect of the combined travel concerned, a fare that—

- (a) Has the same determining features as any of those fares; and
- (b) Is higher than the sum of those fares.

(3) For the purposes of subclause (2) (a) of this clause, 2 fares have the same determining features if the provisions of the respective relevant tariffs determining the application of those fares (other than the provisions relating to points of arrival and departure) are identical or of the same effect.

PART XII COMMISSION

54. Generally, application of fare not affected by payment of commission—Except to the extent (if any) provided elsewhere in this notice, the application of a specified fare shall not be affected by—

- (a) The payment of, or failure to pay, any agency commission; or
- (b) The amount of any agency commission paid,—in respect of that fare, any travel to which it relates, or the arrangement of any such travel.

PART XIII DISCOUNTS

55. Accompanied infants—(1) Where one or more infants who are not to and do not occupy a seat throughout the travel to which a specified fare relates are accompanied by one or more adults, there may be allowed in respect of that infant or any number (not exceeding the number of adults concerned) of those infants a discount not exceeding 90 percent of that fare.

(2) Where one or more infants each of whom is to and does occupy a seat throughout the travel to which a specified fare relates are accompanied by one or more adults, there may be allowed in respect of that infant or all or any of those infants a discount not exceeding 50 percent of that fare.

56. Children—There may be allowed in respect of any travel to which a specified fare relates by a child who—

- (a) Is to be and is accompanied by an adult throughout that travel; or
- (b) Has or will by the commencement of that travel have attained the age of 8 years—
a discount of 50 percent of that fare.

57. Tour conductors—Where any group of passengers undertakes any travel departing from and returning to an assembly point, being travel as part of an inclusive tour arranged and paid for before the departure of that group from that point, there may be allowed to a tour conductor escorting that group on travel to which a specified fare applies—

- (a) Any discount the carrier concerned thinks fit, if that group has 15 or more members;
- (b) A discount not exceeding 50 percent of that fare, if that group has 10 or more members but not more than 15 members.

58. Approved agents—There may be allowed in respect of any travel to which a specified fare relates by any person who is—

- (a) An approved agent of the carrier concerned; or
- (b) The sole proprietor of any such approved agent; or
- (c) A partner or director of any such approved agent; or
- (d) A qualified person employed at an approved location by any such approved agent; or
- (e) The spouse of any such person,—
a discount of not more than 75 percent of that fare.

59. Approved cargo agents—(1) Subject to subclause (2) of this clause, there may be allowed in respect of any travel to which a specified fare relates by any person who is—

- (a) An approved cargo agent of the carrier concerned; or
- (b) The sole proprietor of any such approved agent; or
- (c) A partner or director of any such approved agent; or
- (d) Employed by any such approved cargo agent at an approved cargo location,—
a discount of not more than 75 percent of that fare.

(2) A specified fare shall not apply if under subclause (1) of this clause any carrier allows—

- (a) A discount of more than 50 percent of that fare to any person who has, during the calendar year during which a ticket is or is to be issued for the travel concerned more than once has been issued with a ticket for travel at a fare discounted by that carrier or any agent or other person acting on that carrier's behalf by more than 50 percent under that subclause (whether as imported into this notice or as imported into any other notice or notices); or
- (b) Any discount of that fare to any person who has, during the calendar year during which a ticket is or is to be issued for the travel concerned more than 19 times has been issued with a ticket for travel at a fare discounted by that carrier or any agent or other person acting on that carrier's behalf under that subclause (whether as imported into this notice or as imported into any other notice or notices).

(3) Subject to subclause (4) of this clause, where the spouse of any person undertaking any travel at a specified fare discounted under subclause (1) of this clause accompanies that person on that travel, there may be allowed in respect of that spouse a discount of not more than 50 percent of that fare.

(4) A specified fare shall not apply if under subclause (3) of this clause any carrier allows a discount of that fare to any person who has, during the calendar year during which a ticket is or is to be issued for the travel concerned has been issued with a ticket for any travel discounted by that carrier or any agent or other person acting on that carrier's behalf, under that subclause (whether as imported into this notice or as imported into any other notice or notices).

(5) Notwithstanding anything in this clause, no discount shall be allowed under this clause, if the validity of the ticket issued in respect of the travel concerned is greater than 3 months from the date of its issue.

60. Approved general sales agents and approved general cargo agents—There may be allowed in respect of any travel on the services of the carrier concerned to which a specified fare relates by any person who—

- (a) Is, and has or will have for the 12 months before the commencement of that travel been, an approved general sales agent or approved general cargo agent of the carrier concerned devoting all or most of his or its time during normal business hours to the business of that carrier; or
- (b) Is a sole proprietor, director, or employee of, or a partner in, any such agent; or
- (c) Is a member of the immediate family of any such agent, proprietor, director, employee, or partner,—
any discount that carrier thinks fit.

61. Group vocational training trips—There may be allowed in respect of any travel to which a specified fare relates by any group of 6 or more persons travelling to attend a course of instruction or participate in a destination familiarisation tour or an aircraft or route familiarisation tour, being a course or tour organised by the carrier concerned (alone or jointly with one or more other carriers) each of whom is—

- (a) An approved agent of that carrier; or
- (b) A sole proprietor, director, or employee of, or a partner in, any such agent,—
any discount that carrier thinks fit.

62. Training courses for approved cargo agents—There may be allowed in respect of any travel to which a specified fare relates by any group of 8 or more persons travelling between their homes and a point where a full-time cargo training course organised by the

carrier concerned (alone or jointly with one or more other carriers) is to be held, each of whom is an employee of an approved cargo agent of that carrier any discount that carrier thinks fit.

63. Delegates to IATA/FIATA meetings—There may be allowed in respect of any travel to which a specified fare relates by any person to and from an official joint IATA/FIATA meeting, if—

- (a) That person's name and function are specified in the notice convening that meeting, and that person is—
 - (i) The executive head of FIATA; or
 - (ii) A professional official employed by a national association of cargo agents that is a member of FIATA; or
 - (iii) An approved cargo agent, or an employee of an approved cargo agent, who will be representing FIATA in an official capacity at that meeting; or
- (b) That person is the spouse of any such person,—
a discount of not more than 75 percent of that fare.

64. Delegates to IATA/UFTAA meetings—(1) There may be allowed in respect of any travel to which a specified fare relates by any person to and from an official joint IATA/UFTAA meeting, if—

- (a) That person's name and function are identified in the notice convening that meeting, and that person is—
 - (i) The Secretary General of UFTAA; or
 - (ii) A professional official employed by a national travel agents association that is a member of UFTAA; or
 - (iii) An approved agent or an employee of an approved agent who will be representing UFTAA in an official capacity at that meeting; and
- (b) That travel is to commence and commences not earlier than 5 days before the date of commencement of that meeting and is to be and is completed within 5 days after the close of that meeting; and
- (c) That travel is to be and is via a direct routing and no stopovers are to be or are allowed en route,—

a discount of not more than 75 percent of that fare and any other adjustments, changes or subchanges (other than excess baggage charges and any other such charge or surcharge as may be excluded by the carrier concerned) applicable to that travel.

(2) Where the spouse of any person undertaking any travel at a specified fare discounted under subclause (1) of this clause accompanies that person from the point of origin to the place of the congress or meeting concerned, there may be allowed in respect of that spouse a discount of not more than 50 percent of that fare.

65. National travel agency association officials—There may be allowed in respect of any travel to which a specified fare relates by a person who is the chief executive or deputy chief executive of a national travel association that is a member of UFTAA and whose name and title are specified in the list of officials eligible for discount prepared by the Secretary-General of UFTAA in the January before that congress or meeting is to be held, to the annual congress of UFTAA, or the UFTAA annual meeting of chief executives of national travel associations, if that person—

- (a) Is a paid official of that association who devotes all or most of his time during normal business hours to the business of that association; and
- (b) Has been such an official during the 12 months preceding his application to undertake that travel at a discounted fare; and
- (c) Does not qualify for travel at a discounted fare under clause 133 of the General Tariff Conditions (as imported into this notice)—
a discount of not more than 50 percent of that fare.

66. Carrier discounts—(1) There may be allowed in respect of any travel to which a specified fare relates by—

- (a) An officer or employee of a carrier;
- (b) A member of the immediate family of any such officer or employee;
- (c) A director of a carrier;
- (d) A person who—
 - (i) Is an employee of an advertising agency or public relations agency regularly retained by a carrier; and
 - (ii) Devotes all or most of his time during normal business hours to the business of that carrier;
- (e) A physician engaged by a carrier on an annual basis;
- (f) A solicitor, barrister and solicitor, accountant, or auditor, who—
 - (i) Is retained by, or is a partner or employee of a firm retained by, a carrier; and
 - (ii) Devotes all or most of his time to the work of that carrier;
- (g) A business consultant who is—
 - (i) Retained by, or a partner or employee of a firm retained by, a carrier; and
 - (ii) Travelling on the business of that carrier;
- (h) Any person travelling—
 - (i) For interview by; or
 - (ii) To commence employment with—
a carrier:

- (i) A barrister, solicitor, or barrister and solicitor, travelling to represent, or from representing, a carrier at any investigation;
 - (j) A person travelling to or from an investigation in which a carrier is interested, to act or after acting as a witness at that investigation;
 - (k) A director, officer, or employee of IATA;
 - (l) A member of the immediate family of a director, officer, or employee of IATA;
 - (m) Any person who—
 - (i) Is the widow or widower of any other person who, when he or she died, was a director, officer, or employee of a carrier or IATA; and
 - (ii) Has not since remarried;
 - (n) Any person who—
 - (i) Is the child of any other person who, when he or she died, was a director, officer, or employee of a carrier or IATA; and
 - (ii) Has not attained, or will not before the commencement of that travel have attained, the age of 18 years;
 - (o) A retired director, officer, or employee of a carrier or IATA who—
 - (i) Reached full retirement age under that carrier's or IATA's retirement plan before retiring; and
 - (ii) Is not re-employed (except by IATA) in any business engaged in the arrangement, provision, or sale, of travel, his engagement in which entitles him to any discount under this notice;
 - (p) Any person who—
 - (i) Is the widow or widower of any person entitled to a discount under paragraph (o) of this subclause; and
 - (ii) Has not since remarried;
 - (q) Any person who—
 - (i) Is a child of any person entitled to a discount under paragraph (o) of this subclause; and
 - (ii) Has not attained the age of 18 years;
 - (r) An engineer or technical advisor—
 - (i) Employed by a manufacturer of aircraft or aircraft equipment operated by a carrier; and
 - (ii) Travelling to give technical advice, or perform technical services, in respect of the operation, maintenance, or servicing of that aircraft or equipment for that carrier,—
on the services of that carrier or, at the request of that carrier, on the services of any other carrier, any discount the carrier concerned thinks fit.
- (2) There may be allowed in respect of any travel to which a specified fare relates by—
- (a) Any person travelling to provide relief to a place (not being a zone of military operation) affected by general epidemic or disaster;
 - (b) Any person injured in an accident involving the operation of a scheduled carrier, travelling from the scene of that accident for medical or surgical treatment;
 - (c) A physician, nurse, or other person trained to aid the injured, travelling to assist, or from assisting, at any accident involving the operations of a scheduled carrier;
 - (d) A member of the immediate family of, or the legal guardian of, any person, travelling in connection with the injury or death of that person in an accident involving the operations of a scheduled carrier,—
any discount the carrier concerned thinks fit.

67. Inaugural flights—(1) Subject to subclause (2) of this clause, there may be allowed in respect of travel to which a specified fare relates on an inaugural flight by any passenger not selected to travel on that flight on the basis of some competitive scheme, any discount the carrier concerned thinks fit.

(2) A specified fare shall not apply if any discount is allowed under subclause (1) of this clause in respect of any travel on an inaugural flight that is not the first inaugural flight of the new service concerned; and—

- (a) Discounts are so allowed in respect of more passengers carried on the total number of inaugural flights for that service than that number multiplied by the number of passenger seats (of all classes) on that first flight; or
- (b) The carrier concerned has failed or fails to retain for 6 months after the commencement of that first flight a list of the names of all passengers carried on it.

68. Flights connecting with inaugural flights—Where any discount is allowed under clause 67 of the General Tariff Conditions (as imported into some notice other than this) in respect of any travel by any passenger, there may be allowed in respect of any travel to which a specified fare relates by that passenger between his point of origin and his embarkation on or disembarkation from the inaugural flight concerned any discount the carrier concerned thinks fit.

69. Cargo attendants—There may be allowed in respect of travel to which a specified fare relates by any person designated by the shipper or consignee of any cargo to accompany that cargo who undertakes that travel—

- (a) On an all-cargo aircraft; or
 (b) In the cargo compartment of a mixed cargo and passenger aircraft,—
 a discount not exceeding 5 percent of that fare.

70. Governmentally sponsored persons—(1) Subject to subclause (2) of this clause, there may be allowed in respect of travel to which a specified fare relates by a person in respect of whom there has been made to the carrier concerned a written request in that behalf—

- (a) Signed by a responsible officer of any government (including the New Zealand Government) and approved by the appropriate Minister; and
 (b) Specifying the name, position, and title of that person, the purpose of that travel, and the full itinerary proposed,—
 any discount directed by that Minister or officer.

(2) A specified fare discounted under subclause (1) of this clause shall not apply unless all tickets concerned are or are to be issued by the carrier to which the request concerned was made.

71. Adjustments, surcharges, etc.—Where, in any clause of the General Tariff Conditions inserted into this notice, it is provided that a discount may be allowed in respect of any specified fare, there may also be allowed in respect of the travel to which that fare relates the same discount of any adjustment, charge, or surcharge (not being an excess baggage surcharge).

PART XIV

DOCUMENTATION

72. Passenger to have tickets—A specified fare shall not apply unless—

- (a) Before the travel concerned commences, there is presented to the carrier concerned, by or on behalf of the passenger concerned, a valid ticket for that travel, lawfully issued to that passenger, containing both the flight coupon for that travel and the passenger coupon; and
 (b) When so presented, that ticket is unutilized, and has not been altered otherwise than in accordance with clause 109 of the General Tariff Conditions (as imported into this notice).

73. Documentation for inclusive tours—A specified fare shall not apply unless—

- (a) The travel concerned is part of an inclusive tour; and
 (b) A carrier that is to provide that travel or part of it, has, before the commencement of that travel—
 (i) Approved an application submitted to it by the person constructing that tour to use that fare in constructing that tour; and
 (ii) Assigned to that tour an inclusive tour (IT) Code; and
 (c) That IT Code is shown on every ticket, miscellaneous charges order, or other exchange order or traffic document issued in respect of that travel; and
 (d) The ticket for the travel concerned is accompanied by MCO vouchers for the tour features of that tour, specifying as payees the persons who are to provide them.

PART XV

ELIGIBILITY

74. In general all persons eligible for travel at specified fares—Except to the extent (if any) provided elsewhere in this notice, no person shall be ineligible to undertake travel at a specified fare; and the application of a specified fare shall not be affected by the personal characteristics of any passenger or prospective passenger.

PART XVI

MINIMUM TOUR PRICE

75. Minimum daily rate—A specified fare shall not apply to the travel component of an inclusive tour unless there is paid in respect of that tour an amount that exceeds the specified fare by an amount of not less than the product of—

- (a) The minimum daily rate specified in clause 3 of this notice; and
 (b) The number of days of the tour after the day on which that tour is to commence.

76. Minimum tour price—A specified fare shall not apply to the travel component of an inclusive tour if the price of that tour is lower than the lowest fare applying to that component in respect of members of the general public travelling the same route on the same class and type of service on the same days at the same time (in this notice referred to as the minimum tour price).

PART XVII

MODIFICATION OF INCLUSIVE TOURS

77. Inclusive tour basing fares—A specified fare shall not apply if—

- (a) Any change of any component of or condition applicable to an inclusive tour using that specified fare is made by the tour operator concerned without the prior consent of the carrier that assigned the IT code to that tour;
 (b) Any voluntary change of routing to any service of a carrier that was not a participating carrier in the original tour itinerary is made.

PART XVIII

NAME CHANGES AND ADDITIONAL PASSENGERS

78. Group fares generally—A specified fare shall not apply if, after the date specified in this notice in that behalf,—

- (a) Passengers are added to the group concerned; or
 (b) Members of that group are replaced otherwise than in accordance with this notice.

PART XIX

PASSENGER EXPENSES EN ROUTE

79. Single carrier through flights—(1) Subject to subclause (2) of this clause, and to clause 81 of the General Tariff Conditions (as imported into this notice), a specified fare may apply, notwithstanding that a carrier absorbs or is to absorb the expenses of hotel accommodation, meals, ground transportation, airport service charges, and transit taxes, or any of them, incurred by a passenger travelling on a through flight of that carrier at any scheduled stopping point of that flight if, before arrival at the stopping point concerned, that passenger has been ticketed, and holds a confirmed reservation, onward on that flight.

(2) A specified fare shall not apply if a carrier absorbs or is to absorb any expenses as aforesaid—

- (a) In respect of a passenger who is ticketed to stopover at the stopping point concerned; or
 (b) For more than 24 hours after the arrival of the passenger concerned at the stopping point concerned (unless the delay is made necessary by operational requirements).

80. Connecting services—(1) Subject to subclauses (2), (3), and (4) of this clause, and to clause 81 of the General Tariff Conditions (as imported into this notice), a specified fare may apply notwithstanding that one or more carriers absorb or are to absorb the expenses of hotel accommodation, meals, ground transportation, airport service charges, and transit taxes (where the charge or tax concerned is not applicable to a competing service of some other carrier), or any of them incurred by a passenger at any connecting point between flights of that carrier, or any of those carriers if, before arrival at the connecting point concerned, that passenger has been ticketed, whether on a confirmed or space requested basis, or holds a confirmed reservation onward from that point.

(2) A specified fare shall not apply if one or more carriers absorb any expenses as aforesaid—

- (a) In respect of a passenger ticketed to stopover at the connecting point concerned; or
 (b) In respect of travel wholly within Area 3, or between Area 3 and Area 1 via the South Pacific, when the passenger is travelling on an inclusive tour that is based upon a special fare; or
 (c) After—

- (i) The time of departure of the next scheduled flight of the carrier on which the passenger concerned is ticketed and holds a confirmed reservation; or
 (ii) The expiration of 24 hours from arrival at the connecting point concerned,—
 whichever is the sooner; or

- (d) Where there is any onward connecting service of any carrier to the destination or point of turnaround of the passenger concerned or next connecting or stopover point as shown on that passenger's ticket departing within the period of 24 hours from that passenger's arrival at the connecting point concerned, but that passenger does not depart from the connecting point within that period.

(3) Where there is no onward connecting service of any carrier as aforesaid, a specified fare shall not apply if one or more carriers absorb or are to absorb any expenses as aforesaid for more than 24 hours after arrival at the connecting point concerned, or if the passenger concerned does not depart on the first connecting service of the onward carrier shown on the ticket.

(4) A specified fare shall not apply if any carrier absorbs or is to absorb any expenses as aforesaid in connection with—

- (a) Travel wholly within Area 3, at any connecting point within the South West Pacific of any passenger originating, terminating, or turning around, in the South West Pacific; or

- (b) Travel between Area 3 and any other Area,—
- (i) At any connecting point in New Zealand, Australia, Papua-New Guinea, Fiji, Tahiti, or New Caledonia, of any passenger originating, terminating, or turning around in that country; or
 - (ii) At any connecting point in Australia of any passenger originating, terminating, or turning around, in Papua-New Guinea; or
- (c) Travel wholly within Area 1, at any connecting point within Area 1; or
- (d) Travel between Area 1 and any other Area, at any connecting point in North America of any passenger originating, terminating, or turning around in North America; or
- (e) Travel wholly within Europe, at any connecting point within Europe.

81. Absorption of expenses generally—(1) A specified fare shall not apply if any carrier absorbs or is to absorb any expenses in excess of those reasonably necessary to provide for facilities to which they relate.

(2) A specified fare shall not apply if any carrier absorbs or is to absorb any expenses by making cash payments to any passenger for any expenses otherwise than by—

- (a) Issuing vouchers to passengers to cover those expenses; or
- (b) Making payment in cash for ground transportation charges.

82. Involuntary rerouting—(1) Subject to subclause (2) of this clause, where as a result of any involuntary rerouting,—

a passenger is required to change carrier, routing, or class or type of fare, a specified fare may apply notwithstanding that that carrier (or, where the circumstances concerned arise in respect of a domestic service of a forwarding carrier, either the carrier on whose flight the passenger was originally ticketed onward from the ticketing point or the new carrier selected by that forwarding carrier for onward travel of the passenger) absorbs any essential expenses incurred by the passenger at the point where the change occurred during the period of the passenger's delay, and absorbs any such expenses at subsequent points en route where they are a direct consequence of that change.

(2) A specified fare shall not apply if a carrier absorbs any expenses other than hotel accommodation, meals and beverages, ground transportation, transit taxes, and reasonable communication costs incurred by the passenger as a result of the change of travel concerned.

PART XX

PAYMENTS

83. Carrier or agent to be paid in advance—(1) A specified fare shall not apply unless it is paid in full together with all appropriate charges, surcharges, and adjustments, before the commencement of the travel to which it relates, to either—

- (a) The carrier whose ticket is or is to be issued in respect of that travel; or
- (b) An approved agent of that carrier, authorised by it to issue tickets on its behalf.

(2) For the purposes of subclause (1) of this clause,—

- (a) A specified fare payable in respect of an inclusive tour is not paid in full unless at least the minimum fare price of that tour is paid in full; and
- (b) Subject to paragraph (a) of this subclause, payment of a specified fare by use of a credit card or credit facility is, if accepted by the carrier, payment in full.

84. Agent not to use credit card, etc.—Notwithstanding clause 83 (2) (b) of the General Tariff Conditions (as imported into this notice), a specified fare shall not apply if—

- (a) It is paid by use of a credit card or credit facility possessed by, available to, or under the control of, a travel agent; and
- (b) The travel to which it relates is to be undertaken by any person other than that agent, or a director, officer, or employee of that agent.

85. Persons required to pay fare—(1) A specified fare shall not apply if it, or any part of it, is paid by any person who is not—

- (a) The passenger named in the ticket concerned; or
 - (b) A person (not being a carrier, a travel agent, or a director, employee, or agent, of a carrier or travel agent) acting on behalf of that passenger; or
 - (c) In the case of a fare, or part of a fare, paid as a prize or reward, a person to whom subclause (2) of this clause applies.
- (2) This subclause applies to every person who is not—
- (a) A carrier; or
 - (b) A travel agent; or
 - (c) A cargo agent; or
 - (d) A director, agent, or employee, of a carrier, travel agent, or cargo agent; or
 - (e) A person or body who or which is substantially under the control of any person or body referred to in any of paragraphs (a) to (d) of this subclause.

86. Payments to approved agents—Where a specified fare has been paid to an agent of the carrier whose ticket is or is to be issued in respect of the travel concerned, that fare shall not apply unless that agent has paid that fare (less any commission that agent may lawfully deduct) to that carrier or to a clearing bank of the Bank Settlement Plan.

PART XXI

RESERVATIONS

87. Making of reservations—(1) In this clause "reservation details", in relation to the travel of any passenger, means the following matters:

- (a) The surname and initials of that passenger;
- (b) If that travel is or is to be immediately preceded by that passenger's arrival by air at the point of commencement of that travel, the scheduled date and time of that arrival;
- (c) The point of commencement, all scheduled stopping points, and the point of destination, of that travel;
- (d) The carrier, flight number, class of service, boarding point, deplaning point, and departure and arrival times, for the initial sector of that travel;
- (e) Whether or not a reservation for that sector has been confirmed;
- (f) Details of the fare charged or to be charged for the travel.

(2) A specified fare shall not apply unless, before the commencement of the travel to which it relates,—

- (a) The passenger concerned, or a person acting on that passenger's behalf, has requested the carrier concerned, or an agent of that carrier authorised by that carrier to make reservations on that carrier's behalf, for a reservation in respect of at least the initial sector of that travel; and
- (b) That carrier or agent has recorded the appropriate reservation details.

(3) A specified fare shall not apply unless every carrier or agent to which or to whom is forwarded (whether directly or indirectly) any request made by or on behalf of the passenger concerned for reservations in respect of the travel concerned records in writing the name and business address of the person forwarding that request and the date on which it was received.

88. Agent to deal with one carrier only—A specified fare shall not apply if a travel agent, except to the extent (if any) specified elsewhere in this notice,—

- (a) Forwards a request for reservations in respect of any part of the travel concerned to 2 or more carriers; or
- (b) Conveys part of the reservation details to one carrier, and part to another carrier or other carriers,—

whether directly or via an agent or agents.

89. Group reservations—Where a specified fare is or is to be used for group travel it shall not apply unless—

- (a) Notwithstanding clause 87 (1) (b) of the General Tariff Conditions (as imported into this notice), there is or is to be recorded as part of the reservation details of that travel, instead of the surname and initials of each passenger, the particulars of that group required by clause 4 (21) of this notice to be recorded in respect of that group; and
- (b) Every reservation made in respect of that travel is or is to be a single reservation of a sufficient number of seats to accommodate all members of the group.

PART XXII

REROUTING

90. General restrictions on voluntary rerouting—A specified fare shall not apply if the travel to which it relates is not so arranged that there can be no voluntary rerouting unless—

- (a) The fare for the totality of the travel to be undertaken by the passenger concerned is recalculated using fares lawfully applicable on the date of commencement of that travel; and
- (b) There is paid to the carrier concerned or an agent of that carrier the amount (if any) by which that recalculated fare exceeds the fare paid in respect of the travel originally arranged.

91. Extension of travel by voluntary rerouting—A specified fare shall not apply if the travel to which it relates is not so arranged that there can be no voluntary rerouting in respect of a request made—

- (a) After the arrival of the passenger concerned at the originally intended destination, to reroute that passenger to some other destination (being a destination to travel to which that specified fare also applies) beyond that destination; or
- (b) In the case of round-trip or circle-trip travel, after the arrival of the passenger concerned at the originally intended point of turnaround, to reroute that passenger through some other point of turnaround (being a point to travel through which that specified fare also applies) beyond that point.

92. No voluntary rerouting of one-way travel after completion—A specified fare shall not apply if the travel to which it relates is not so arranged that there can be voluntary rerouting of the passenger concerned to return travel after the completion of that travel.

93. No voluntary rerouting of one-way travel to certain return travel—A specified fare shall not apply if the travel to which it relates is not so arranged that there can be no voluntary rerouting of the passenger concerned to return travel if the lawful fare for that return travel is—

- (a) A special fare of a type different from that of that specified fare; or
- (b) Capable of being discounted in a manner in which that specified fare is not so capable.

94. Round-trip and circle-trip travel—A specified fare shall not apply if—

- (a) The travel to which it relates is round-trip travel, and is not so arranged that there can be no voluntary rerouting of the passenger concerned to circle-trip travel in respect of a request made after the arrival of that passenger at the point of turnaround; or
- (b) The travel to which it relates is circle-trip travel, and is not so arranged that there can be no voluntary rerouting of the passenger concerned to round-trip travel in respect of a request made after the arrival of that passenger at that point of turnaround.

PART XXIII

ROUTING

95. Routing generally—Except as otherwise provided elsewhere in this notice, a specified fare may apply regardless of the routing of the travel to which it relates.

96. Transfers generally—Except as otherwise provided elsewhere in this order, a specified fare may apply regardless of—

- (a) The number of transfers to be provided during the travel to which it relates;
- (b) Whether any transfer so provided is an online or interline transfer.

97. Indirect travel and side-trips—(1) Subject to subclauses (3) and (4) of this clause, a specified fare shall not apply if there is or is to be allowed in respect of travel to which it relates (not being return travel)—

- (a) More than one departure from the point of origin of that travel; or
- (b) More than one arrival at the point of destination of that travel; or
- (c) More than one stopover between those points.

(2) Subject to subclauses (3) and (4) of this clause, a specified fare shall not apply if there is or is to be allowed in respect of the travel to which it relates (being return travel)—

- (a) More than one departure from—
 - (i) The point of origin of that travel; or
 - (ii) The point of turnaround of that travel; or
 - (iii) In the case of open-jaw travel, the point of departure of the inward half of that travel;

- (b) In the case of open-jaw travel—
 - (i) Any departure from the point of destination of the outward half of that travel; or
 - (ii) Any arrival at the point of departure of the inward half of that travel;

- (c) More than one arrival at—
 - (i) The point of destination of that travel; or
 - (ii) The point of turnaround of that travel; or
 - (iii) In the case of open-jaw travel, the point of destination of the outward half of that travel;

- (d) More than one stopover between the point of departure of that travel and—
 - (i) The point of turnaround of that travel; or
 - (ii) In the case of open-jaw travel, the point of arrival of the outward half of that travel;

- (e) More than one stopover between—
 - (i) The point of turnaround of that travel; or
 - (ii) In the case of open-jaw travel, the point of departure of the inward half of that travel—

and the point of destination of that travel.

(3) A specified fare may apply if—

- (a) A side-trip is allowed or to be allowed from some point that is not—
 - (i) The point of origin of travel to which that fare relates; or
 - (ii) The point of destination of that travel; or
 - (iii) In the case of round-trip or circle-trip travel, the point of turnaround of that travel; or
 - (iv) In the case of open-jaw travel, the point of destination of the outward half of that travel or the point of departure of the inward half of that travel; and

(b) No stopover, or only one stopover, is or is to be allowed at the point from which that side-trip departs.

(4) A specified fare shall not apply if there is or is to be allowed a side-trip from—

- (a) Any of the points referred to in subparagraphs (i) to (iv) of subclause (3) (a) of this clause; or
- (b) Any other point of the travel to which that fare relates at which there is or is to be allowed more than one stopover,— unless there is or is to be paid, in addition to that fare, the lawful fare for that side-trip.

98. Surface transportation en route—A specified fare shall not apply if surface transportation is or is to be used for any part of a journey and—

- (a) That part is between—
 - (i) The point of origin; or
 - (ii) The point of destination,—
 of travel to which that fare relates, and any other point; or
- (b) The flight coupon for that part is not or is not to be voided and removed from the ticket issued in respect of that travel before that ticket is or is to be issued.

99. Maximum permitted mileages—A specified fare shall not apply if the total ticketed point mileage for the route by which travel (or, in the case of round-trip, circle-trip, or open-jaw travel, the outward or inward half of that travel) to which that fare relates is or is to be undertaken, reduced (if appropriate) by any extra mileage allowance permitted in respect of that travel under clause 101 of the General Tariff Conditions (as imported into this notice),—

- (a) Exceeds by more than 20 percent the maximum permitted mileage specified in clause 3 of this notice in respect of that travel; or
- (b) Does not exceed by more than 20 percent that maximum permitted mileage, but the appropriate surcharge calculated in accordance with clause 101 of the General Tariff Conditions (as imported into this notice) is not or is not to be paid in addition to that fare.

100. Computation of total ticketed point mileages—(1) Subject to subclause (4) of this clause, the total ticketed point mileage for any travel (or, in the case of return travel, for the outward or inward half of that travel) shall be the sum of—

- (a) The ticketed point mileages between the successive ticketed points between the points of origin and destination of that travel or half; and
- (b) The ticketed point mileages from and back to the point of origin (being a ticketed point of that travel or half) of any side-trip in respect of which no separate fare in addition to that specified fare is or is to be paid; and
- (c) Subject to subclause (2) of this clause, where the passenger concerned uses or is to use surface transportation between any 2 ticketed points on the route of that travel,—

- (i) If no direct scheduled air service operates between those 2 points, the total ticketed point mileage of the shortest route between those 2 points by scheduled air service via one or more intermediate points; and
- (ii) In every other case, the ticketed point mileage between those 2 points.

(2) In the calculation of the total ticketed point mileage for any travel or half where the passenger concerned uses or is to use surface transportation (in either direction) between any ticketed point on the route of that travel specified in the first column below and a ticketed point on the route of that travel specified in the second column below opposite a reference in that first column to that first-mentioned point, no account shall be taken of the ticketed point mileage between those 2 points unless one or each of those points—

- (a) Is the point of origin or point of destination of that travel or part; or
- (b) Is, in respect of that travel or half, a more distant point within the meaning of clause 107 of the General Tariff Conditions (as imported into this notice):

Alicante	Murica
Alicante	Valencia
Amman	Jerusalem
Amsterdam	Rotterdam
Antwerp	Brussels
Arica	Tacna
Barcelona	Gerona
Barcelona	Reus
Bergamo	Milan
Bilbao	San Sebastian
Bilbao	Santander
Bilbao	Vitoria
Bloemfontein	Kimberley
Bologna	Florence
Bologna	Pisa
Brazzaville	Kinshasa
Bremen	Hamburg
Brownsville	Matamoros
Calcutta	Dacca

Canton	Hong Kong
Catania	Palermo
Ciudad Juarez	El Paso
Cologne	Dusseldorf
Curitiba	Joinville
Cuzco	La Paz
Detroit	Windsor
Dubai	Sharjah
Florianopolis	Itajai
Granada	Malaga
Guatemala	Tapachula
Guayaramerin	Port Velho
Hangesund	Bergen
Hangesund	Stavanger
Hilo	Kona
Iguassau Falls (Arg)	Iguassu Falls, Parana (Brazil)
Jersey de la Frontera	Seville
La Coruna	Santiago de Compostela
Lahore	Amritsar
Laredo	Nuevo Laredo
Leticia	Tabatinga
Livingstone	Victoria Falls
Livramento	Rivera
Ljubljana	Zagreb
Milan	Turin
Osaka	Nagoya
Paso De Los Libres	Uruguaiana
Peshawar	Kabul
Reynosa	McAllen
San Carlos de Bariloche	Pureto Montt
San Diego	Tijuana
Santiago de Compostela	Vigo
Stockholm	Vasteraas

(3) Where—

- (a) Any travel is to or from a point in North America, and part of that travel is between—
- A gateway point in North America; and
 - An interior point in North America; or
- (b) Any travel is via North America, and part of that travel is between gateway points situated in North America:—

subclause (4) of this clause shall apply to that part of that travel.

(4) If—

- (a) A gateway point that is the point of departure or point of destination of a part to which this subclause applies is, in relation to the travel of which it forms part—
- The first point of arrival in; or
 - The last point of departure from North America; and
- (b) The passenger concerned travels between the point of departure and point of destination of that part via one or more intermediate points; and
- (c) A fare applicable to direct travel (of the class concerned) over that part is also applicable to travel of that class via that intermediate point or those intermediate points; and
- (d) No stopover is or is to be allowed at that intermediate point or any of those intermediate points,—

the ticketed point mileage for that part shall be calculated as if that passenger travels or is to travel directly over it.

(5) In this clause, "North America" means the area comprising Canada and the continental United States of America.

101. Extra mileage allowances—(1) Notwithstanding anything in this notice, but subject to subclause (2) of this clause, where travel (in either direction) between New Zealand and a point specified in the first column below is routed via a mandatory point or points specified in the second column below opposite the reference in the first column below to that point, the total ticketed point mileage for that travel shall be reduced by the distance specified in the third column below opposite the references to those points:

Travel between	Via	Extra distance (in miles)
New Zealand and		
Bombay and Delhi	Points in Area 3 (excluding Bombay and Delhi)	700
Delhi	Bombay	700
Bombay	Delhi	700
Karachi and Rawalpindi	Points in Area 3	700
Rawalpindi	Karachi	700
Karachi	Rawalpindi	700
Johannesburg or Harare	Europe	518
Johannesburg	Israel	518
Bombay and Delhi	Europe, the Middle East or Libya	700
Karachi and Rawalpindi	Europe, the Middle East or Libya	700

(2) Not more than one reduction under subclause (1) of this clause shall be allowed in respect of any travel to which a specified fare relates (or, in the case of return travel, in respect of any half of that travel).

102. Excess mileage surcharges—(1) Subject to subclauses (2) and (3) of this clause, the appropriate excess mileage surcharge to be paid where the total ticketed point mileage for any travel to which a specified fare relates exceeds the maximum permitted mileage for that fare shall be—

- 5 percent of that fare for an excess of not more than 4 percent of that permitted mileage;
- 10 percent of that fare for an excess of more than 4 percent but not more than 8 percent of that mileage;
- 15 percent of that fare for an excess of more than 8 percent but not more than 12 percent of that mileage;
- 25 percent of that fare for an excess of more than 12 percent but not more than 20 percent of that mileage.

(2) In the case of return travel, subclause (1) of this clause shall apply as if the references to travel and maximum mileage were references to half that return travel, and the maximum mileage for that half, respectively.

(3) Where, under clause 103 or clause 104 of the General Tariff Conditions (as imported into this notice), a specified fare does not apply to any travel unless a fare adjustment is paid, any excess mileage surcharge calculated in respect of that travel under subclause (1) of this clause shall be calculated as if the specified fare concerned were increased by the amount of that surcharge.

103. Higher intermediate fare rule (normal fares)—(1) Where—

- Any travel to which a specified fare relates or is to be undertaken via one or more intermediate points; and
- A normal fare of the same class, applicable to travel between—
 - The point of origin or point of destination (or, in the case of return travel, the outward or inward half of that travel) of that travel or half and any such intermediate point; or
 - Any 2 such intermediate points,—

is higher than that specified fare,—

that specified fare shall not apply unless there is or is to be paid, in addition to that fare, an adjustment equal to the difference between that specified fare; and

- Where more than one such higher fare applies to any such travel, the highest of them; and
- In every other case, that higher fare.

(2) Where there is no normal fare applicable to any travel of the same class as that to which a specified fare relates, subclause (1) of this clause shall have effect as if the normal fare for travel of the closest lower class of travel to which there is a normal fare applicable is the normal fare for travel of that first-mentioned class.

104. Higher intermediate fare rule (special fares)—(1) Where—

- Any travel (or, in the case of return travel, that half of it) to which a specified fare relates is or is to be undertaken via one or more intermediate points; and
- A normal fare of the same class of service applicable to travel between—

(i) The point of origin or point of destination of that first-mentioned travel (as half); and

(ii) Any such intermediate point,—

is higher than a normal fare at the same class of service applicable to travel between the point of origin and point of destination at that first-mentioned travel (or half); and

- No special fare of the same type and of the same class of service applies to travel between the same points as the aforesaid higher normal fare;—

that specified fare shall not apply unless there is or is to be paid, in addition to that fare, an adjustment equal to the difference between that specified fare; and—

- Where more than one such higher normal fare applies to any such travel, the highest of them; or
- In every other case, that higher normal fare.

(2) Where—

- Any travel (or, in the case of return travel, that half of it) to which a specified fare relates is or is to be undertaken via one or more intermediate points; and
- A normal fare of the same class of service applicable to travel between—

(i) The point of origin or point of destination of that first-mentioned travel (or half); and

(ii) Any such intermediate point,—

is higher than a normal fare of the same class of service applicable to travel between the point of origin and point of destination of that first-mentioned travel (or half of it); and

- A special fare of the same type and the same class of service applicable to travel between the same points as the aforesaid higher normal fare is higher than that specified fare,—

that specified fare shall not apply unless there is paid in addition to that fare, an adjustment equal to the difference between that specified fare; and

- Where higher normal and special fares as aforesaid apply for travel between the point of origin or destination of that first-mentioned travel (or half of it) and more than one such intermediate point, the highest of those special fares; and
- In every other case, that higher special fare.

(3) For the purposes of this clause,—
 "Special fare of the same type" means—

(a) Where that specified fare is a special fare available to individual members of the public, any other special fare available to individual members of the public;

(b) Where that specified fare is a special inclusive tour basing fare available to individual members of the public, any other special inclusive tour basing fare available to individual members of the public;

(c) Where that specified fare is a special fare available to any group of members of the public, any other special fare available to any group of members of the public;

(d) Where that specified fare is a special inclusive tour basing fare available to any group of members of the public, any other special inclusive tour basing fare available to any group of members of the public;

(e) Where that specified fare is a special fare available only to an affinity group or incentive group or own use group, any other special fare that is available only to the same type of group,—

available for travel in the same class of service as travel to which that specified fare relates; except that for the purposes of the comparison—

(f) Any conditions specified in relation to minimum or maximum validity shall be disregarded;

(g) Where that specified fare applies only to travel undertaken during the day or at night, that fare shall be compared only with special fares applicable to travel during the same hours;

(h) Where more than one other special fare of the same type applies for travel between the points concerned, the special fare to which the provisions of the relevant tariff determining the application of that fare (other than the provisions relating to points of arrival and departure) are the most similar to the provisions specified in this notice in relation to that specified fare, shall be used.

105. One way backhaul fares and charges—(1) Where—

(a) Any one-way travel to which a specified fare relates is or is to be undertaken via one or more intermediate points; and

(b) That fare does not apply unless an adjustment is or is to be paid in addition to that fare because a fare applicable to travel from the point of origin of the travel to any such intermediate point is higher than that specified fare,—

that specified fare shall not apply unless there is or is to be paid for that travel the appropriate total amount specified in subclause (2) of this clause.

(2) The appropriate total amount to be paid in accordance with subclause (1) of this clause shall be the higher of the following amounts:

(a) The total of—

- (i) That specified fare; and
- (ii) The appropriate adjustment; and
- (iii) Any excess mileage surcharge;

(b) The sum of that specified fare, the appropriate adjustment, and a further adjustment—

(i) Where that higher fare is also higher than any fare of the same type and of the same class of service applicable to travel from that point of origin to any intermediate point on the route of the travel to which that specified fare relates subsequent to the intermediate point to which that higher fare relates, equal to the difference between—

- (aa) That higher fare and that specified fare; or
- (bb) That higher fare and that lower fare, whichever produces the greatest differential; and

(ii) In every other case, equal to the difference between that higher fare and that specified fare;

but where any total amount under paragraph (b) is the higher amount, no excess mileage surcharge shall be paid.

(3) Where—

(a) Any one-way travel to which a specified fare relates is or is to be undertaken via one or more intermediate points; and

(b) A fare of the same type and of the same class of service applicable for travel from the point of origin of that travel to any such intermediate point is—

(i) Higher than any other fare of the same type and of the same class of service applicable for travel from that point of origin to any subsequent intermediate point; and

(ii) Not higher than that specified fare,—
 that specified fare shall not apply unless there is or is to be paid in relation to that travel the higher of the following amounts:

(c) The total of that specified fare and any appropriate excess mileage surcharge;

(d) The total of that specified fare and an adjustment equal to the difference between that higher fare and that other fare;—

but where any total amount under paragraph (d) is the higher amount, no excess mileage surcharge shall be paid.

(4) For the purposes of subclauses (2) and (3) of this clause,

"Fare of the same type" means—

(a) Where the specified fare concerned is a normal fare, any other normal fare for the same class of service as that specified fare;

(b) Where that specified fare is a special fare, any other special fare in relation to which the provisions of the relevant tariff determining the application of that fare in this notice in relation to that specified fare.

106. Circle-trip minimum fare check and adjustments—Where—

(a) Travel to which a specified fare relates is circle-trip travel (not being around the world travel to, from, or via the south-west Pacific); and

(b) The sum of—

(i) That fare; and

(ii) Any higher intermediate fare adjustment without the payment of which that fare is declared by clause 239 of the General Tariff Conditions (as imported into this notice) not to apply; and

(iii) Any excess mileage surcharge without the payment of which that fare is declared by clause 237 of the General Tariff Conditions (as imported into this notice) not to apply,—

is less than the highest direct normal or special round-trip (as the case requires) fare applicable to travel of the same class as that circle-trip travel from the point of origin of that circle-trip travel to and return from any intermediate point on it (not being a point on a side-trip in respect of which a separate payment is or is to be made),—

that specified fare shall not apply unless there is or is to be paid, in addition to the sum referred to in paragraph (b) of this clause, the difference between that highest fare and that sum.

107. More distant point and fictitious construction point fares and mileages—(1) Subject to subclause (2) of this clause, Where—

(a) A specified fare applies for travel—

(i) From a point preceding the point of origin of any travel (or in the case of round-trip, circle-trip or open-jaw travel, or half of it); or

(ii) To a point beyond the point of destination of any travel (or half of it); or

(iii) To or return from a point other than the point of turnaround of any travel; and

(b) A specified fare applicable, as appropriate, from the point of origin, or to the point of destination, or to a return from the point of turnaround of that travel (or half of it) may not apply—

(i) Because the total ticketed point mileage for that travel exceeds by more than 20 percent the maximum permitted mileage specified in clause 3 of this notice (or that other notice) for that travel; or

(ii) Unless the appropriate excess mileage surcharge is or is to be paid in addition to that fare,—
 that first-mentioned specified fare shall not apply to that travel unless—

(c) A maximum permitted mileage is specified in clause 3 of this notice for that fare; and

(d) The ticketed point mileage between (as appropriate),—

(i) The point of origin of that fare and the point of origin of that travel (or that half of it); or

(ii) The point of destination of that fare and the point of destination of that travel (or that half of it); or

(iii) The point of turnaround of that fare and the point of turnaround of that travel,—

is added to the total ticketed point mileage for that travel (or that half of it) and that total mileage does not exceed by more than 20 percent the maximum permitted mileage of that fare; and

(e) The total amount of that fare and any appropriate excess mileage surcharge calculated on the basis of the total mileage as above and the maximum permitted mileage of that fare is less than the total fare referred to in paragraph (b) above and the appropriate excess mileage surcharge for that actual travel.

(2) A specified fare shall not apply under subclause (1) of this clause—

(a) Unless the point used as a more distant or fictitious construction point is shown in the fare construction box of the ticket for that travel; or

(b) If any flight coupon is or is to be issued for travel between (as appropriate)—

(i) The point of origin of that fare and the point of origin of that travel (or half of it); or

(ii) The point of destination of that fare and the point of destination of that travel (or half of it); or

(iii) The point of turnaround of that fare and the point of turnaround of that travel; or

(c) If the travel concerned is to from or via Zambia; or

(d) If the specified fare applies for travel to or from Warsaw.

108. Travel via different classes of service—Where any sector of travel to which a specified fare relates is or is to be undertaken at a service of a class higher than that to which that fare relates, that fare shall not apply unless there is paid, in addition to any other sum, the difference between—

(a) The normal through fare (including any applicable surcharge) for travel on that sector of that higher class of service; and

- (b) The normal through fare (including any applicable surcharge) for travel on that sector of the class to which that specified fare relates.

PART XXIV

TICKETING

109. Issue of ticket—(1) A specified fare shall not apply unless the ticket issued in respect of the travel concerned has been delivered to the passenger concerned no earlier than the date of issue indicated in it.

(2) Where a ticket issued in respect of any travel to which a specified fare relates comprises 2 or more conjunction tickets, that fare shall not apply unless—

- (a) Those tickets, when issued, together relate to the whole of that travel; and
 - (b) Each of those tickets when issued—
 - (i) Shows clearly on its face that it is a conjunction ticket; and
 - (ii) Carries on its face a document number; and
 - (c) The document numbers of those tickets are consecutive in the order in which they are intended to be used.
- (3) A specified fare shall not apply unless the ticket issued in respect of the travel concerned, before its issue,—
- (a) Has had the audit coupon and agent's coupon removed from it; and
 - (b) Has been authenticated or validated by the person issuing it; and
 - (c) Has been completed in the name of a single passenger whose name appears on it; and
 - (d) Contains—
 - (i) Where it is not a conjunction ticket, either a single flight coupon relating to that travel or a series of flight coupons that together, and in the sequence in which they are contained in that ticket, relate to that travel;
 - (ii) Where it comprises 2 or more conjunction tickets, a series of flight coupons that together, and in the sequence in which they are contained in the successively numbered tickets, relate to that travel; and
 - (e) Contains a separate flight coupon for each sector of that travel that commences with either the commencement of that travel or one of the following events:
 - (i) A change of flight;
 - (ii) A change of carrier;
 - (iii) A change of class of service;
 - (iv) A stopover,—
 and ends with either one of those events or the termination of that travel; and
 - (f) Shows clearly that passenger's itinerary; and
 - (g) Shows on each flight coupon, by means of the appropriate carrier code, the carrier on whose services the travel to which that coupon relates is to be undertaken; and
 - (h) Shows all the stopovers that are to be allowed to that passenger while undertaking that travel; and
 - (i) Shows on each flight coupon, in relation to the travel to which that coupon relates,—
 - (i) By means of the appropriate class code, the class of service on which that passenger is to travel on that flight; and
 - (ii) Any discount that has been allowed; and
 - (iii) The dates by which that travel is to be commenced and completed; and
 - (iv) The amount of baggage that passenger is to be allowed to carry without charge; and
 - (j) Except where one specified fare applies to the whole of that travel and either—
 - (i) No surcharge is payable in respect of the routing concerned; or
 - (ii) That fare is being used as the basis of an inclusive tour,—
 shows, either in a single specified currency or in fare construction units, the calculations used in constructing the fare for that travel; and
 - (k) If issued in New Zealand, shows in New Zealand dollars the total fare paid for that journey, including any surcharges and adjustments; and
 - (l) Shows the form in which payment was made for that travel; and
 - (m) Where the ticket has been issued in exchange for some other ticket or for an MCO or PTA (whether or not that document was in turn issued in exchange for some other such document), shows the document number of the initial document issued and of every subsequent document; and
 - (n) Has not been altered except to the extent (if any) necessary to effect a new reservation (being a reservation that does not affect the application of the specified fare concerned; and
 - (o) Has every coupon contained in it that is not intended to be used endorsed with the word "VOID".
- (4) A specified fare shall not apply unless, before the commencement of the travel to which it relates, the appropriate coupon of the ticket issued in respect of that travel shows the number

of the flight on which the passenger is to undertake that travel, and one scheduled date of departure of that flight.

110. Tickets with restricted validity—Where a specified fare does not apply unless any ticket issued in respect of travel to which that fare relates has a restricted validity, that fare shall not apply unless the ticket issued in respect of the travel to which it relates specifies the restriction, and also specifies that there may be no voluntary change of the travel dates specified in that ticket unless those dates as changed do not breach the restriction.

111. Restrictions on transferability and refundability—Except to the extent (if any) provided elsewhere in this notice, a specified fare shall not apply if there is shown on the ticket issued in respect of the travel to which it relates any endorsement or restriction purporting to restrict the transferability of that ticket (in relation to the carrier concerned), or the extent to which a refund may be available in respect of that ticket,—

- (a) Unless that endorsement or restriction was imposed—
 - (i) Because that ticket was issued as a result of the involuntary rerouting of that passenger's travel; or
 - (ii) As an incident of the allowance of any lawful discount; or
- (b) That ticket is endorsed to the effect that no refund is to be made without the consent of the purchaser and the issuing carrier, or was issued—
 - (i) In respect of an MCO or PTA endorsed; or
 - (ii) Under an approved fair value exchange service agreement.

112. Endorsements generally—Except to the extent provided elsewhere in this notice, the application of a specified fare shall not be affected by any endorsement on the ticket issued in respect of the travel to which it relates.

113. Miscellaneous charges orders generally—A specified fare shall not apply in respect of any travel paid for by MCO unless—

- (a) The MCO concerned—
 - (i) Was issued by a carrier (either directly or through an agent); and
 - (ii) Specifies the person who or which is to provide the services specified in it; and
 - (iii) Is identified by a document number; and
 - (iv) Had the audit coupon and issuing office coupon removed from it before its issue; and
- (b) When that MCO is exchanged for a ticket for that travel, it contains both the appropriate exchange coupon or coupons and the passenger coupon; and
- (c) That MCO specifies that it is issued in respect of travel; and
- (d) Where that MCO has been issued in exchange for or in relation to any ticket, it shows the following matters in relation to that ticket:
 - (i) The points of departure and destinations of the travel to which that ticket relates;
 - (ii) The class and fare for that travel;
 - (iii) Any calculations that were required by clause 241 (3) (j) of the General Tariff Conditions (as imported into this notice) to be shown on that ticket;
- (e) Where that MCO was issued in New Zealand, it shows, in New Zealand dollars, the amount paid in respect of the travel to which it relates; and
- (f) That MCO specifies the form of the payment made for it.

114. Payment for inclusive tour by Miscellaneous Charges Order—A specified fare shall not apply in respect of the travel component of an inclusive tour any other component of which has been paid for by MCO unless—

- (a) That MCO specifies the tour operator concerned as payee; and
- (b) The document number of the ticket for that travel component is entered on the exchange components of that MCO; and
- (c) The total value of the exchange coupons does not exceed the specified fare for that travel; and
- (d) The appropriate tour code has been entered on that MCO; and
- (e) Only one exchange coupon in that MCO relates to travel.

115. Miscellaneous Charges Order made out to 2 or more recipients—A specified fare shall not apply in respect of any travel paid for by MCO made out in the name of 2 or more recipients unless—

- (a) It is specified in that MCO that it is issued in respect of group travel; and
- (b) That MCO was issued by or on behalf of the carrier by which or on whose behalf the ticket concerned is or is to be issued.

116. Prepaid ticket advices—(1) A specified fare shall not apply to any travel paid for by PTA by any person other than the intended passenger, or paid for by PTA in a locality where that passenger does not reside, unless—

- (a) Where payment for that PTA was made to a carrier,—
 - (i) That carrier issued an MCO for that travel and retained its exchange coupon; and

- (ii) That MCO was then exchanged for a PTA forwarded to a carrier that is to issue the appropriate ticket in the locality where that passenger resided or resides;
- (b) Where payment for that PTA was made to an agent or a carrier,—
- (i) That agent issued an MCO for that travel and sent the exchange coupon to its principal; and
- (ii) That MCO was then exchanged for a PTA issued in the locality where that passenger resided or resides.
- (2) A specified fare shall not apply if the travel to which it relates is paid for by a coupon of an MCO or PTA—
- (a) Any portion of which is endorsed with the word "VOID"; or
- (b) That has been altered.
- (3) A specified fare shall not apply in respect of travel paid for by a PTA issued in exchange for an MCO, if there is not endorsed on that PTA any information that—
- (a) If that travel had been paid for by that MCO; and
- (b) That MCO had not been endorsed with that information,—
- would have resulted in that fare's not applying to that travel.

117. Discount codes—A specified fare in respect of which a discount is or is to be allowed under a clause of the General Tariff Conditions (imported into this notice) specified in the first column below shall not apply unless every coupon in every ticket issued in respect of that travel is endorsed with the code specified in the second column below opposite the reference to that clause:

Clause	Code
55	IN
56	CH
57	TG
58	AD
59	AD
60	RG
61	EG
62	EG
63	UD
64	UD
65	UD
66	ID
67	IG
68	IG
69	CA
70	DG

PART XXV

TOUR FEATURES

118. Features for inclusive tours—A specified fare shall not apply unless the tour for which it is to be used includes, in addition to the travel concerned,—

- (a) Sleeping accommodation of a kind provided to members of the public generally at commercial rates, for the duration specified in clause 4 (25) of this notice in that behalf; and
- (b) Such other additional attractions or facilities (if any) such as sightseeing, coach tours, entertainment, admission to any place or event, or the provision of a guide or equipment, as are specified in that behalf in the said clause 4 (25).

119. Features for qualifying inclusive tours—A specified fare shall not apply unless the tour for which it is or is to be used includes, in addition to the travel to which that fare relates,—

- (a) At the beginning, the end, or any intermediate point, of that travel, either sleeping accommodation of a kind provided to the public generally at commercial rates; or
- (b) One or more additional attractions or facilities such as sightseeing, coach tours, entertainment, admission to any place or any event, or the provision of a guide or equipment.

PART XXVI

TOUR LITERATURE

120. Tour literature for inclusive tour basing fare—A specified fare shall not apply unless the tour to which it relates is described in tour literature that is—

- (a) Available to the public generally; and
- (b) Published by the person arranging that tour; and
- (c) Approved by the carrier that assigned the IT code to that tour.

121. Tour literature for qualifying inclusive tours—A specified tour used as a basis for a qualifying inclusive tour shall not apply unless that tour is described in literature that is—

- (a) Available to the public generally; and
- (b) Published by the person arranging that tour.

PART XXVII

TRAVEL TOGETHER

122. Travel together—(1) Subject to subclause (2) of this clause, a specified fare designated in this notice as applicable only to groups shall not apply unless all members of the group travel together as a single party on the same flights for the total travel concerned.

(2) A person travelling free or at a discounted fare who is recognised by the carrier concerned as the person in charge of, or who personally escorts, any group of persons on a tour may return earlier or, in the case of a series of tours organised by the same organiser, later than the group that that person accompanied on the outbound portion of a journey.

PART XXVIII

CURRENCY TRANSACTIONS

123. Local currency fares—(1) Subject to clauses 125 and 126 of the General Tariff Conditions (as imported into this notice), any surcharge or adjustment payable in respect of travel to which a specified fare that is a local currency fare relates shall be calculated—

- (a) In any appropriate local currency; and
- (b) Using, if rates of exchange are needed, the appropriate banker's buying rate of exchange in effect at the time and place of payment of that surcharge or adjustment.

(2) If a specified fare that is a local currency fare is lawfully combined with any other fare (whether an FCU fare or a local currency fare), the amount of either or both of those fares, and of all or any of the surcharges and adjustments (if any) payable in respect of travel to which either of those fares relates shall be—

- (a) Calculated by conversion into the local currency of the country of commencement of the combined travel using the banker's buying rate of exchange in effect in that country at the time of payment for that travel; and
- (b) Paid for in that currency in that place.

124. Payment of FCU fares in local currency—(1) A specified fare that is a FCU fare may apply, notwithstanding that it, and the surcharges and adjustments (if any) payable in respect of travel to which it relates, is calculated in a local currency, if—

- (a) That fare—
- (i) Is the only fare that applies to that travel; and
- (ii) Is not combined with any other fare; or
- (b) That travel is half of any round-trip travel; and
- (i) That fare is a one-way; and twice that fare is paid for that round-trip travel; or
- (ii) That fare is lawfully combined with a local currency fare specified in the same currency that applies in respect of the other half of that round-trip travel.

(2) Subject to subclause (1) of this clause and to clause 281 (2) of the General Tariff Conditions (as imported into this notice), a specified fare that is an FCU fare shall not apply unless all calculations relating to that fare, and to the surcharges and adjustments (if any) payable in respect of the travel to which it relates, are made in accordance with the General Tariff Conditions (as imported into this notice).

125. Payments in country of commencement of travel—A specified fare shall not apply if payment of that fare is made in the country of commencement of that travel in the currency of some other country, and—

- (a) Payment in that currency is—
- (i) Prohibited by the laws of that first-mentioned country; or
- (ii) Unacceptable to the carrier whose ticket is to be issued in respect of that travel; or
- (b) The amount of that payment is not the total amount payable in the currency of that first-mentioned country converted into the currency of payment at the bankers' buying rate in force at the time and place of payment.

126. Payments of local currency fares outside country of commencement of travel—A specified fare that is a local currency fare shall not apply if payment is made outside the country of commencement of that travel unless the amount paid (excluding excess baggage charges)—

- (a) If payment is made in the country of destination or turnaround is the higher of:
- (i) The amount in local currency calculated in accordance with clause 123 of the General Tariff Conditions (as imported into this notice) converted into the currency of payment at the bankers' buying rate in effect at the time and place of payment;
- (ii) The amount in local currency of any fare for travel of the same type from the country of payment;
- (b) If payment is made elsewhere, the amount specified in paragraph (a) (i) of this clause.

SCHEDULES

FIRST SCHEDULE

American Airlines (AA)	Tonga Air Svc. (DH)	Aviateca (GU)	Bougainville Air Services Pty Ltd (JX)
Air Canada (AC)	Delta Air-Germany (DI)	Talair (GV)	Jersey European Airways (JY)
Antilles Air Boats (AD)	Air Djibouti (DJ)	Golden West Airlines (GW)	Golden Air (JZ)
Air Europe (AE)	Scanair (DK)	Air Ontario (GX)	Aeromech (KC)
Air France (AF)	Delta Air Lines Inc (DL)	Guyana Airways (GY)	Kendell Airlines (KD)
Aeronaes Del Centro (AG)	Maerak Air (DM)	Go Flying, Inc. (GZ)	Korean Air Lines (KE)
Air Algeria (AH)	Freedom Airlines (DN)	Hawaiian Airlines (HA)	Catskill Airways (KF)
Air-India (AI)	Compania Dominicana de Aviacion, SA (DO)	Air Melanesiae (HB)	Catalina Airlines Inc (KG)
Air Belgium Intl. (AJ)	Cochise Airlines (DP)	Haiti Air Transport (HC)	Cook Island Airways (KH)
Altair Airlines (AK)	Great Western Airlines Inc (DQ)	New York Helicopter Corp. (HD)	Time Air (KI)
US Air (AL)	Advance Airlines (DR)	Trans European Airlines (HE)	Iscargo (KJ)
Aeromexico (AM)	Air Senegal (DS)	Bradley Air Services Ltd (HF)	KLM Royal Dutch Airlines (KL)
Ansett Airlines of Australia (AN)	Empresa de Transportes Aereos de Angola (DT)	Harbor Airlines (HG)	Air Mate (KM)
Aviacion y Comercio SA (AO)	Summit Airlines Inc (DU)	Somali Airlines (HH)	Allegheny Commuter (KN)
Aspen Airways (AP)	Tropic Air (DV)	Pinehurst (HI)	Kodiak Western Alaska Airlines (KO)
Ardis Airlines (AQ)	Danair (DX)	Air Seychelles (HM)	Kenya Airways (KQ)
Aerolineas Argentinas (AR)	Alymeda (DY)	NLM Dutch Airlines (HN)	Kar-Air (KR)
Alaska Airlines (AS)	Douglas Airways Pty Ltd (DZ)	Mid Pacific (HO)	Peninsula Airways (KS)
Royal Air Maroc (AT)	Eastern Air Lines Inc (EA)	Air Hawaii (HP)	Caribbean Air Services, Inc (KT)
Austral Lineas Aereas (AU)	Emery Air Freight (EB)	Heussler Air Svc. (HQ)	Kuwait Airways (KU)
Avianca (AV)	East African Airways (EC)	Transporte Hereo Rioplatense Argentina (HR)	Transkei Airways (KV)
Air Niger (AW)	Eagle Commuter (EE)	Air South (HS)	Dorado Wings (KW)
Pacific Cal Air (AX)	Far Eastern Air Transport (EF)	Air Tchad (HT)	Cayman Airways (KX)
Finnair o/Y (AY)	Japan Asia Airways Co Ltd (EG)	Transavia Holland (HV)	West Africa (KY)
Alitalia (AZ)	Aer Lingus (EI)	Lake Havasu Air Services (HW)	Lenea Aerea Nacional de Chile (LAN-CHILE) (LA)
British Airways (BA)	New England Airlinns (EJ)	Guy America Airways, Inc. (HX)	Lloyd Aereo Boliviano (LB)
Blackhawk Airways (BB)	Masling Commuter Services (EK)	Metro Airlines (HY)	Loganair Ltd (LC)
Brymon Airways (BC)	Nihon Kinkyori Airways (EL)	Henebery Aviation Co (HZ)	Lineas Aereas del Estado (LD)
British Midland Airways (BD)	Hammonds Air Svc. (EM)	Iraqi Airways (IA)	Air Lowveld (Magnum Airlines) (LE)
Alaska Intl Air (BF)	Eastern Airways (EN)	IBERIA (IB)	Linjeflyg (LF)
Bangladesh Biman (BG)	Euroflite (EQ)	Indian Airlines (IC)	Luxair (LG)
Royal Brunei Airlines (BI)	Aerolineas Cordillera (ER)	Apollo Airways Inc (ID)	Deutsche Lufthansa (LH)
Bakhtar Afghan Airways (BJ)	Airways of New Mexico (ES)	Solomon Islands Airways (IE)	Liat (LI)
Chalk's International Airline Inc (BK)	Ethiopian Airlines (ET)	INTERFLUG (IF)	Sierra Leone Airways (LJ)
Air BVI Ltd (BL)	Empresa Ecuatoriana de Aviacion (EU)	ALISARDA (IG)	Letaba Airways (LK)
Aero Trasporti Italiani (BM)	Atlantic Southeast (EV)	Aerolinee ITAVIA (IH)	Aero Lloyd (LL)
Braniff Airways Inc (BN)	East-West Airlines (EW)	Imperial Airlines (II)	ALM Dutch Antilles Airlines (LM)
Bouraq Indonesia Airlines (BO)	Trans Air Cargo (EX)	Touraine Air Transport (IJ)	Libyan Arab Airlines (LN)
Air Botswana Pty Ltd (BP)	Europe Aero Service (EY)	Air Central Ltd (IK)	Lot-Polish Airlines (LO)
Business Jets Pty Aermediterranea (BQ)	Evergreen Intl (EZ)	Island Air (IL)	Air Alpes (LP)
British Caledonian Airways (BR)	Finn Aviation (FA)	Jamaire Ltd (IM)	Lebanese Air Transport (LQ)
Air Martinique (SATAIR) (BT)	Chapparral Airlines Inc. (FC)	IPEC Aviation (IN)	Lineas Aereas Costarricenses, SA (LR)
Braathens South American & Far East Airtransport (BU)	Great American Airways (FD)	Caribbean Airways (IQ)	Marco Island Airways (LS)
British West Indian Airways (BW)	Florida Airlines, Inc (FE)	Iran National Airlines (IR)	LUFTTRANSPORT Unternehmen (LT)
Compania Spantax (BX)	Ariana Afghan Airlinns (FG)	Eagle Air (Iceland) (IS)	Shasta Air (LU)
Britannia Airways (BY)	Mall Airways (FH)	Air Inter (IT)	Linea Aeropostal Venezolana (LV)
Davey Air Sves (BZ)	Icelandair (FI)	Midstate Airlines (IU)	Air Nevada (LW)
CAAC-China (CA)	Air Pacific (FJ)	Air Chaparral (IV)	Crossair (LX)
Commuter Airlines (CB)	Frontier Airlines (FL)	International Air Bahama (IW)	EL AL Israel Airlines Ltd (LY)
Trans-Provincial Airlines Ltd (CD)	Federal Express (FM)	Air Traffic Executive Jet Svc. (IX)	Balkan-Bulgarian Airlines (LZ)
Cardinal/Air Virginia (CE)	Air Carolina (FN)	Yemen Airways Corp (IY)	Hungarian Airlines (MALEV) (MA)
Compania de Aviacion-FAUCETT (CF)	Western NSW Airlines (FO)	Arkia-Israel Inland Airlines (IZ)	Montana Austria (MB)
China Airlines (CI)	Aero Leasing (FP)	Bankair (JA)	Emric Air Services (MC)
Colgan Airways (CJ)	Sunbird Airlines (FS)	Rocky Mountain Airways (JC)	Air Madagascar (MD)
Liberty Airlines (CK)	Air Littoral (FU)	TOA Domestic Airlines (JD)	Middle East Airlines Airliban (ME)
Capitol International Airways (CL)	Wright Airlines (FW)	Yosemite Airlines (JE)	Red Carpet Airlines (MF)
Compania Panamena de Aviacion SA (CM)	Metroflight Airlines (FY)	L.A.B. Flying Service (JF)	Pompano Airways (MG)
Continental Airlines (CO)	Air Chico Corp. (FZ)	Swedair (JG)	Malaysian Airlines System (MH)
CP Air (CP)	Garuda Indonesian Airways (GA)	Nordeste-Linhas Aeras Regionals (JH)	Mackey International Airlines (MI)
Aero Chaco (CQ)	Air Inter Gabon (GB)	Gull Air Inc. (JI)	SMB Stage Line (MJ)
A-A-A Enterprises (CT)	Linacongo (GC)	Aviogenex (JJ)	Air Mauritius (MK)
Empresa Consolidada Cubana de Aviacion (CUBANA) (CU)	Bahama Caribbean (GD)	Trabajos Aereos Y Enlaces (JK)	Sociedad Aeronautica de Medellin, SA (MM)
Cargolux Airlines (CV)	Gulf Air (GF)	Japan Air Lines Company Ltd (JL)	Commercial Airways (MN)
Bo-S-Aire Airlines (CW)	Golden Gate (GG)	Air Jamaica (1968) Ltd (JM)	Calm Air Ltd (MO)
Cathay Pacific Airways (CX)	Ghana Airways (GH)	Rich International (JN)	Martin's Air Charter Company (MP)
Cyprus Airways (CY)	Air Guinee (GI)	Holiday Airlines (JO)	Air Mauritanie (MR)
Cascade Airways (CZ)	Ansett Airlines of South Australia (GJ)	Inex Adria Airways (JP)	Egyptair (MS)
Dan-Air Service Ltd (DA)	Laker Airways (GK)	Trans Jamaican Airlines Ltd (JQ)	Macknight Airlines (MT)
Pocono Airlines (DB)	Greenlandair (GL)	Mid Continent (JR)	Misrair (MU)
Trans Catalina (DC)	Scheduled Skyways System (GM)	Chosonminhang (JS)	
Command Airways (DD)	Air Gabon (GN)	Air Oregon (JT)	
Southeast Alaska (DE)	Skytrain (GO)	Jugoslavenski Aerotransport (JAT) (JU)	
Darien Airlines (DG)	Hadag Air (GP)	Royal American Airways (JW)	
	Big Sky (GQ)		
	Aurigny Air Services (GR)		
	Skyline Motors Aviation (GS)		
	Gibraltar Airways (GT)		

FIRST SCHEDULE—continued

MacRobertson-Miller Airline Services (MV)	Eastern Provincial Airways Ltd (PV)	Linhas Aereas de Mocambique (TM)	Windward Islands Airways (WM)
Maya Airway (MW)	Pacific Western Airlines Ltd (PW)	Trans-Australia Airlines (TN)	Southwest Airlines (WN)
Compania Mexicana de Aviacion, SA (MX)	Air Niugini (PX)	Air Portugal (TP)	Princeville Airways (WP)
Air Mali (MY)	Surinam Airways Ltd (PY)	Las Vegas Airlines (TQ)	Wheeler Flying Services (WR)
Merpati Nusantara Airlines (MZ)	Lineas Aereas Paraguayas-(Air Paraguay) (PZ)	Air Aloha (TS)	Northern Wings (WS)
Sterling Airway (NB)	Aero Caribe (QA)	Tunis Air (TU)	Nigeria Airways (WT)
Newair (NC)	Quebecair (QB)	Trans World Airlines (TW)	Rhine Air (WU)
Nordair Ltd (ND)	Air Zaire (QC)	Transportes Aereos Nacionales (TX)	Midwest Aviation (WV)
Green Hills Aviation Ltd (NG)	Transbrasil Lineas Aereas (QD)	Air Caledonie (TY)	Trans-West (WW)
All Nippon Airways Co Ltd (NH)	Air Tahiti (QE)	Servicios Aereos Nacionales S.A. (Sansa) (TZ)	Ansett Airlines (WX)
Lineas Aereas de Nicaragua (NI)	Quantas Airways (QF)	United Airlines, Inc (UA)	Wagner Aviation (WY)
Namakwaland Lugdiens (Edms) (NJ)	Sky West Aviation (QG)	Burma Airways (UB)	Trans Western Airlines of Utah (WZ)
Norcanair (NK)	Air Florida (QH)	Linea Aerea del Cobre (UC)	International Air Transport Association (IATA) (XB)
Air Liberia (NL)	Cimber Air A/S (QI)	Georgian Bay Airways (UD)	Aeronautical Tele Communication Ltd (AEROTEL) (XI)
Mount Cook Airlines (NM)	Arizona Pacific Airline (QJ)	United Air (UE)	Mesaba Aviation (XJ)
Air Trails, Inc. (NN)	Compagnie Aeromarine d'Affretment (QK)	Sydaero (UF)	Ascwa (XK)
Air North, Inc. (NO)	Lesotho Airways (QL)	Norfolk Island Airlines (UG)	Tasa (XL)
Heavy Lift Cargo Airlines (NP)	Air Malawi (QM)	Austin Airways (UH)	Senam (XM)
Cumberland Airlines (NQ)	Bush Pilots Airways (QN)	Flugfelug Nordurlands (UI)	Rio Airways (XO)
Norontair (NR)	Bar Harbor Airlines (QO)	Union Air (UJ)	Sita (XS)
Lake State Airways (NT)	Sunbird Aviation Ltd (QP)	Air U.K. (UK)	Summit Philippines Airways (XT)
Southwest Airlines Co Inc (NU)	Emmet County Aviation (QQ)	Air Lanka (UL)	Transmo Airlines (XU)
Northwest Territorial (NW)	Quebec Aviation (QR)	East Coast Airlines (UN)	Mississippi Valley Airways (XV)
Northwest Airlines (NW)	Cal Sierra Airlines (QS)	Bahamasair (UP)	Air Tasmania (XZ)
New Zealand Air Charter (NX)	Tampa Airlines (QT)	Air Benin (UQ)	Alaska Aeronautical (YC)
New York Air (NY)	Lao Aviation (QV)	Empire Airlines (UR)	Pearson Aircraft (YE)
Air New Zealand (Domestic Service) (NZ)	Turks & Caicos National (QW)	Union de Transports Aeriens (UTA) (UT)	Trans New York (YH)
Olympic Airways (OA)	Zambia Airways (QZ)	Perimeter Aviation (UW)	Cyprus Turkish Airlines (YK)
Opal Air Pty Ltd (OB)	Royal Nepal Airlines Corporation (RA)	Air Illinois (UX)	Montauk Caribbean Airlines (YL)
Air California (OC)	Syrian Arab Airlines (RB)	Cameroon Airlines (UY)	Arkansas Traveler Airlines (YM)
Emerald Airlines (OD)	Republic Airlines (RC)	Nefertiti Aviation (UZ)	Pagas Airlines (YP)
Samoan Airlines (OE)	Aer Arann (RE)	Viasa (VA)	Scenic Airlines (YR)
Noosa Air (OF)	Air Central (RF)	West Air Commuter Airlines (VB)	San Juan Airlines (YS)
Air Guadeloupe (OG)	Varig (RG)	Aerovian Venezolanas (VE)	Skywest Airlines (YT)
Comair, Inc (OH)	Alia-The Royal Jordanian Airlines (RJ)	Golden Airways (VF)	Aerolineas Dominicanas (YU)
Air Texana (OJ)	Air Afrique (RK)	Aerolineas El Salvador (VG)	Mesa Aviation (YV)
Ceskoslovenske Aerolinee (OK)	Sun Land Airlines (RL)	Air Volta (VH)	Wills Air (YW)
Air Mongol (OM)	Royal Air Inter (RN)	Vieques Air Link (VI)	Transportes Aereos de Guine Bissau (YZ)
Air Nauru (ON)	Romanian Air Transport-Tarom (RO)	Zantop Intl Airlines (VK)	Alpine Airways (ZA)
Sun Aire Lines (OO)	Precision Valley Airlines (RP)	Monmouth Airlines (VM)	Royal Swazi National (ZC)
Air Panama International (OP)	Aeropesca (RS)	Hang Khong Vietnam (VN)	Royal Hawaiian Air Service (ZH)
Royale Airlines (OQ)	Britt Airways (RU)	Viacao Aerea Sao Paulo (VP)	Lucas Air Transport (ZI)
Air Comores (OR)	Reeve Aleutian Airways (RV)	Oxley Aviation (VQ)	Catalina Vegas Airlines (ZK)
Austrian Airlines (OS)	Republic Airlines (RW)	Transportes Aereos de Cabo Verde (VR)	Hazelton Air Services (ZL)
Butler A/L Pty. (OT)	Capitol Air Services (RX)	Tradewinds Airways (VS)	Trans Central (ZM)
Overseas National Airways (OV)	Sun Intl Airways (RY)	Air Polynesie (VT)	Virgin Air (ZP)
Air Olympia (OW)	South African Airways (SA)	Air Ivoire (VU)	Lawrence Aviation (ZQ)
Fleming Intl A/W, Inc. (OX)	Cruzeiro do Sul (SC)	Semo Aviation (VV)	Satena (ZT)
Ardis Airlines (Zembla Div.) (OY)	Sudan Airway (SD)	Aces (VX)	Aerovias Colombianas (ZU)
Ozark Air Lines Inc (OZ)	Southeast Skyways (SE)	Coral Air, Inc. (VY)	Air Midwest (ZV)
Pan American World Airways, Inc (PA)	Atlantis (SG)	Young Flying Service (VZ)	Air Wisconsin (ZW)
Air Burundi (PB)	Servicio Aereo de Honduras (SH)	Western Airlines (WA)	Air B.C. (ZX)
Fiji Air (PC)	Air Sierra (SI)	Servicios Aereos Nacionales (San) (WB)	Air Pennsylvania (ZY)
Pem Air (PD)	Southern Air Transport (SJ)	Wien Air Alaska (WC)	
People Express Airlines (PE)	Scandinavian Airlines System (SK)	Votec Servicios Aereos Regionais (WE)	
Providence Airlines (PF)	Sabena (SN)	Wideroe's Flyveselskapan (WF)	
Air Gabon Cargo (PG)	Austrian Air (SO)	Swift Aire Lines (WI)	
Polynesian Airlines Ltd (PH)	Sata (SP)		
Piedmont Aviation (PI)	Singapore Airlines (SQ)		
Air St Pierre (PJ)	Swiss Air (SR)		
Pakistan International Airlines (PK)	Sun Pacific Airlines (SS)		
Aeroperu (PL)	S.A.T. Fluggesellschaft (ST)		
Pilgrim Airlines (PM)	Aeroflot (SU)		
Princeton Airways (PN)	Saudi Arabian Airlines (SV)		
Aeropelican Intercity Commuter Air (PO)	Namib Air (SW)		
Phillips Airlines (PP)	Air Alsace (SY)		
Puerto Rico International Airlines (PQ)	Pro Air Services (SZ)		
Philippine Air Lines (PR)	Taca International Airlines (TA)		
Pacific Southwest Airlines (PS)	Transavio (TD)		
Provincetown-Boston Airlines (PT)	Air New Zealand (TE)		
Primeras Lineas Uruguayas de Navigacion Aereas (PU)	Thai Airways International (TG)		
	Thai Airways Company (TH)		
	Texas International Airlines (TI)		
	Ocean Air Line (TJ)		
	Turk Hava Yollari (TK)		

SECOND SCHEDULE

Country	Currency	Conversion Factor	Number of Units to Which Amounts to be Rounded
Afghanistan	Afghani	77.00	1
Albania	New Lek	4.60529	1
Algeria	Dinar	4.5477	1
Angola	Kwanza	27.34	5
Argentina	Peso		1
Australia	Dollar	0.82236	1
Austria	Schilling	23.60	10
Bahamas	Dollar	0.97	1
Bahrain	Dinar	0.43842	0.10
Bangladesh	Taka	14.72618	1
Barbados	Dollar	1.85	1
Belgium	Franc	45.264	10
Belize	Dollar	1.55	1
Benin	Franc	255.94	100

SECOND SCHEDULE—continued

Country	Currency	Conversion Factor	Number of Units to Which Amounts to be Rounded	Country	Currency	Conversion Factor	Number of Units to Which Amounts to be Rounded
Bermuda	Dollar	0.921	1	Malta	Pound	0.37441	0.50
Bolivia	Peso		1	Mauritania	Ouguiya	51.188	20
Botswana	Pula	0.750	1.00	Mauritius	Rupee	5.11690	1
Brazil	Cruzerio		1	Mexico	Peso		1
Brunei	Dollar	2.81936	1	Morocco	Dirham	4.66055	1
Bulgaria	Lev	1.08	1	Mozambique	Metical	27.34	5
Burma	Kyat	5.3487	1	Namibia	Rand	0.750	1.00
Burundi	Franc	78.75	10	Nepal	Rupee	10.125	1
Cameroun	Franc	255.94	100	Netherlands	Guilder	3.277	1
Canada	Dollar	1.00	1	Netherlands Antilles	Guilder	1.805	1
Cape Verde Is	Escudo	31.441	5	New Caledonia	Franc	93.068	100
Cayman Is	Dollar	0.85	1	New Zealand and Cook Islands	Dollar	0.82236	1
Central African Empire	Franc	255.94	100	Nicaragua	Cordoba	7.0525	1
Chad	Franc	255.94	100	Niger	Franc	255.94	100
Chile	New Peso		1	Nigeria	Naira	0.65788	0.50
China, People's Republic	Ren Min Bi	2.26734	1	Norway	Krone	6.64539	5
Columbia	Peso		1	Oman (Muscat)	Rial Omani	0.3837	0.10
Comoros	Franc	255.94	100	Pakistan	Rupee	11.00	5
Congo Republic	Franc	255.94	100	Panama	Balboa	1.00	1
Costa Rica	Colon		1	Papua New Guinea	Kina	0.82236	1
Cuba	Peso	0.9211	1	Paraguay	Guarani		10
Cyprus	Pound	0.38377	1.00	Peru	Sol		5
Czechoslovakia	Crown	6.63	1	Philippines	Peso		1
Denmark	Krone	6.98	5	Poland	Zloty	22.1000	10
Djibouti Republic	Djibouti Franc	197.4673	100	Portugal	Escudo	27.34	10
Dominican Republic	Peso	1.00	1	Puerto Rico	Dollar	1.00	1
Eastern Caribbean (except Barbados)	East Caribbean Dollar	1.85	1	Qatar	Riyal	4.38608	1
Ecuador	Sucre		1	Reunion Is	Franc	5.1188	5
Egypt	Pound	0.438	0.05	Roumania	Lei	5.53	1
El Salvador	Colon	2.50	1	Rwanda	Franc	92.77	10
Equatorial Guinea	Ekwele	128.9474	50	Samoa (US)	Dollar	1.00	1
Ethiopia	Birr	2.30263	1	Sao Tome	Escudo	27.34	5
Fiji Islands	Dollar	0.80209	1	Saudi Arabia	Riyal	4.15	1
Finland	Mark	4.14	5	Senegal	Franc	255.94	100
France	Franc	5.118	5	Seychelles	Rupee	5.11690	1
French Polynesia	Pacific Franc	93.068	100	Sierra Leone	Leone	0.76754	1
French West Indies	Franc	5.7330	5	Singapore	Dollar	2.81936	1
Gabon	Franc	255.94	100	Solomon Islands	Dollar	0.82236	1
Gambia	Dalasi	1.53508	1	Somalia	Shilling	6.9252	1
Germany, Federal Republic	Mark	3.250	1	South Africa	Rand	0.750	1.00
Germany, Democratic Republic	Mark	3.20	1	Spain	Peseta	64.4737	50
Ghana	Cedi	1.30483	1	Sri Lanka	Rupee	5.95	1
Gibraltar	Pound	0.38377	1.00	Sudan	Pound	0.348	0.100
Greece	Drachma	30.00	10	Suriname	Guilder	1.80	1
Guatemala	Quetzal	1.00	1	Swaziland	Lilangeni	0.750	1.00
Guinea	Sily	22.7501	10	Sweden	Krona	4.8129	5
Guinea Bissau	Peso	31.441	5	Switzerland	Franc	3.90	1
Guyana	Dollar	2.01	1	Syria	Pound	4.00	1
Haiti	Gourde	5.00	1	Tahiti	Franc	93.068	100
Honduras	Lempira	2.00	1	Taiwan	NT Dollar	40.00	1
Hong Kong	Dollar	5.58161	1	Tanzania	Shilling	7.143	1
Hungary	Forint	27.6586	1	Thailand	Baht	23.00	5
Iceland	Krona	6.00	1	Togo	Franc	255.94	100
India	Rupee	7.27931	1	Tonga Islands	Pa'anga	0.82236	1
Indonesia	Rupiah		50	Trinidad and Tobago	Dollar	1.85	1
Iran	Rial	76.50	10	Trucial Oman	Riyal	4.38608	1
Iraq	Dinar	0.32895	0.10	Tunisia	Dinar	0.48356	0.10
Ireland	Pound	0.38377	1.00	Turkey	Pound	14.301	10
Israel	Sheqel		1	Uganda	Shilling	75.93	1
Italy	Lire	581.5	1000	United Arab Emirates	Dirham	4.385	1
Ivory Coast	Franc	255.94	100	United Kingdom	Pound	0.38377	1.00
Jamaica	Dollar	0.9091	1	Upper Volta	Franc	255.94	100
Japan	Yen	296.00	100	Uruguay	Peso		1
Jordan	Dinar	0.35714	0.100	USA	Dollar	1.00	1
Kampuchea	Riel		10	USSR	Rouble	0.829	1
Kenya	Shilling	7.143	1	Vanuatu	Vatu	82.7277	100
Korea, South	Won		100	Venezuela	Bolivar	4.30	1
Kuwait	Dinar	0.32895	0.10	Vietnam	Dong		—
Laos	Kip		10	Virgin Is (US)	Dollar	1.00	0.10
Lebanon	Pound	3.10	1	Western Samoa	Tala	0.67460	1
Lesotho	Maloti	0.750	1.00	Yemen Arab Republic	Riyal	4.625	1
Liberia	Dollar	1.00	1	Yemen (People's Democratic Republic of Southern Yemen)	Dinar	0.38377	1
Libya	Dinar	0.32895	0.100	Yugoslavia	Dinar	17.00	1
Luxembourg	Franc	45.264	10	Zaire	Zaire	6.06	1
Malagasy Republic	Franc	255.94	100	Zambia	Kwacha	0.71428	0.10
Malawi	Kwacha	0.76754	0.50	Zimbabwe	Dollar	0.65789	1.00
Malaysia	Ringgat	2.81936	1				
Mali	Franc	511.88	200				

EXPLANATORY NOTE

This note is not part of the order, but is intended to indicate its general effect.

This order contains conditions determining the lawfulness of international travel by air at various fares. The provisions of this order, taken together, are neither comprehensive nor coherent: the effect of the order is solely to make available for inclusion (by reference) in specific air tariffs a range of the conditions to which the use of the fares specified in such tariffs is commonly subject.
