



11 DEC 1984

SUPPLEMENT

TO THE

NEW ZEALAND GAZETTE

OF

THURSDAY, 6 DECEMBER 1984

*Published by Authority*

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WELLINGTON: TUESDAY, 11 DECEMBER 1984

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International Air Tariffs Excursion  
and Advance Purchase Excursion  
Air Fares between New Zealand and Europe  
(Excluding the United Kingdom and Greece)  
Amendment No. 1

The One-Way Excursion Tariffs Between New Zealand and Belgium Notice 1984, Amendment No. 1

PURSUANT to section 29A (2) of the Civil Aviation Act 1964, the Minister of Civil Aviation and Meteorological Services hereby gives the following notice.

NOTICE

1. Title and commencement—(1) This notice may be cited as the One-Way Excursion Tariffs Between New Zealand and Belgium Notice 1984, Amendment No. 1, and shall be read together with and deemed part of the One-Way Excursion Tariffs Between New Zealand and Belgium Notice 1984\* (hereinafter referred to as the principal notice).

(2) This notice shall come into force on the day after the date of its publication in the Gazette.

2. New schedules substituted—The principal notice is hereby amended by revoking the First to Sixth Schedules, and substituting the schedules set out in the Schedule to this notice.

3. Transitional—Clauses 7 to 9 of the General Tariff Conditions shall be imported into the principal notice; but those clauses shall be read as if, in relation to the principal notice as amended by this notice, the principal notice as it was immediately before the commencement of this notice were an earlier notice that was revoked on that commencement.

SCHEDULE

Clause 2

NEW FIRST TO SIXTH SCHEDULES

“FIRST SCHEDULE

MAXIMUM PERMITTED MILEAGES

Clause 3(8)

DISTANCE (STATUTE MILES)	ROUTE	ORIGIN OR DESTINATION	DESTINATION OR ORIGIN
14181	EH	Auckland	} Brussels
14053	EH	Christchurch	
14178	EH	Wellington	
13841	AP	Auckland	} Brussels
14375	AP	Christchurch	
14185	AP	Wellington	

“SECOND SCHEDULE

ADJUSTMENT AND CONVERSION FACTORS

FOR TRAVEL FROM NEW ZEALAND TO BELGIUM

Clause 3(6)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO NZD)	CONVERSION FACTOR (FCUs TO NZD)
1.40	40 percent	0.82236

“THIRD SCHEDULE

ADJUSTMENT AND CONVERSION FACTORS

FOR TRAVEL FROM BELGIUM TO NEW ZEALAND

Clause 3(7)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO BFR)	CONVERSION FACTOR (FCUs TO BFR)
0.84	16 percent	45.264

\* Gazette, 1984 p. 3765

“FOURTH SCHEDULE  
SPECIFIED FARES

FOR TRAVEL FROM NEW ZEALAND TO BELGIUM  
Clause 3(1)

FARES (FCU)	FARES (NZD)	ROUTE	ORIGIN	DESTINATION
1764.40	2032	EH or AP	{ Auckland, Christchurch, or Wellington	Brussels

“FIFTH SCHEDULE  
SPECIFIED FARES

FOR TRAVEL FROM BELGIUM TO NEW ZEALAND  
Clause 3(2)

FARES (FCU)	FARES (BFR)	ROUTE	ORIGIN	DESTINATION
1433.70	54520	EH or AP	Brussels	{ Auckland, Christchurch, or Wellington

“SIXTH SCHEDULE

AIRLINES AND ROUTING

Clauses 1(3) and 4(23)

ORIGIN OR DESTINATION	TRANSFER POINT	ROUTE OF SERVICE	AIRLINE
<b>PART A</b>			
<b>FOR TRAVEL VIA THE EH ROUTE</b>			
Auckland	Singapore	EH	Air New Zealand
Brussels	Singapore	EH	Sabena Belgian World Airlines

<b>PART B</b>			
<b>FOR TRAVEL VIA THE AP ROUTE</b>			
Auckland	Tokyo	EH	Air New Zealand
Brussels	Tokyo	PO	Sabena Belgian World Airlines”

Dated at Wellington this 6th day of December 1984.

HON. RICHARD PREBBLE,  
Minister of Civil Aviation and Meteorological Services.

The One-Way Excursion Tariffs Between New Zealand and Denmark Notice 1984, Amendment No. 1

PURSUANT to section 29A (2) of the Civil Aviation Act 1964, the Minister of Civil Aviation and Meteorological Services hereby gives the following notice.

NOTICE

1. Title and commencement—(1) This notice may be cited as the One-Way Excursion Tariffs Between New Zealand and Denmark Notice 1984, Amendment No. 1, and shall be read together with and deemed part of the One-Way Excursion Tariffs Between New Zealand and Denmark Notice 1984\* (hereinafter referred to as the principal notice).

(2) This notice shall come into force on the day after the date of its publication in the Gazette.

2. New schedules substituted—The principal notice is hereby amended by revoking the First to Sixth Schedules, and substituting the schedules set out in the Schedule to this notice.

3. Transitional—Clauses 7 to 9 of the General Tariff Conditions shall be imported into the principal notice; but those clauses shall be read as if, in relation to the principal notice as amended by this notice, the principal notice as it was immediately before the commencement of this notice were an earlier notice that was revoked on that commencement.

SCHEDULE

Clause 2

NEW FIRST TO SIXTH SCHEDULES

“FIRST SCHEDULE  
MAXIMUM PERMITTED MILEAGES

Clause 3(8)

DISTANCE (STATUTE MILES)	ROUTE	ORIGIN OR DESTINATION	DESTINATION OR ORIGIN
14173	EH	Auckland	} Copenhagen
14044	EH	Christchurch	
14170	EH	Wellington	
13727	AP	Auckland	} Copenhagen
14261	AP	Christchurch	
14071	AP	Wellington	

“SECOND SCHEDULE

ADJUSTMENT AND CONVERSION FACTORS FOR TRAVEL FROM NEW ZEALAND TO DENMARK

Clause 3(6)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO NZD)	CONVERSION FACTOR (FCUs TO NZD)
1.40	40 percent	0.82236

“THIRD SCHEDULE

ADJUSTMENT AND CONVERSION FACTORS FOR TRAVEL FROM DENMARK TO NEW ZEALAND

Clause 3(7)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO DKK)	CONVERSION FACTOR (FCUs TO DKK)
1.12	12 percent	6.98

\* Gazette, 1984 p. 3771

“FOURTH SCHEDULE  
SPECIFIED FARES

FOR TRAVEL FROM NEW ZEALAND TO DENMARK  
Clause 3(1)

FARES (FCU)	FARES (NZD)	ROUTE	ORIGIN	DESTINATION
1764.40	2032	EH or AP	Auckland, Christchurch, or Wellington	} Copenhagen

“FIFTH SCHEDULE  
SPECIFIED FARES

FOR TRAVEL FROM DENMARK TO NEW ZEALAND  
Clause 3(2)

FARES (FCU)	FARES (DKK)	ROUTE	ORIGIN	DESTINATION
1433.70	11210	EH or AP	Copenhagen	} Auckland, Christchurch, or Wellington

“SIXTH SCHEDULE  
AIRLINES AND ROUTING

Clauses 1(3) and 4(23)

ORIGIN OR DESTINATION	TRANSFER POINT	ROUTE OF SERVICE	AIRLINE
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PART A

FOR TRAVEL VIA THE AP ROUTE

Auckland	Los Angeles	PA	{ Air New Zealand or Pan American World Airways
Copenhagen	Los Angeles	AT	{ Scandanavian Airlines System

PART B

FOR TRAVEL VIA THE EH ROUTE

Auckland	Singapore	EH	{ Air New Zealand or Singapore Airlines
Copenhagen	Singapore	EH	{ Scandanavian Airlines System or Singapore Airlines

Dated at Wellington this 6th day of December 1984.

HON. RICHARD PREBBLE,  
Minister of Civil Aviation and Meteorological Services.

The One-Way Excursion Tariffs Between New Zealand and Finland Notice 1984, Amendment No. 1

PURSUANT to section 29A (2) of the Civil Aviation Act 1964, the Minister of Civil Aviation and Meteorological Services hereby gives the following notice.

NOTICE

1. Title and commencement—(1) This notice may be cited as the One-Way Excursion Tariffs Between New Zealand and Finland Notice 1984, Amendment No. 1, and shall be read together with and deemed part of the One-Way Excursion Tariffs Between New Zealand and Finland Notice 1984\* (hereinafter referred to as the principal notice).

(2) This notice shall come into force on the day after the date of its publication in the Gazette.

2. New schedules substituted—The principal notice is hereby amended by revoking the First to Sixth Schedules, and substituting the schedules set out in the Schedule to this notice.

3. Transitional—Clauses 7 to 9 of the General Tariff Conditions shall be imported into the principal notice; but those clauses shall be read as if, in relation to the principal notice as amended by this notice, the principal notice as it was immediately before the commencement of this notice were an earlier notice that was revoked on that commencement.

SCHEDULE

Clause 2

NEW FIRST TO SIXTH SCHEDULES

“FIRST SCHEDULE

MAXIMUM PERMITTED MILEAGES

Clause 3(8)

DISTANCE (STATUTE MILES)	ROUTE	ORIGIN OR DESTINATION	DESTINATION OR ORIGIN
14641	EH	Auckland	} Helsinki
14513	EH	Christchurch	
14638	EH	Wellington	
14365	AP	Auckland	} Helsinki
14899	AP	Christchurch	
14709	AP	Wellington	

“SECOND SCHEDULE

ADJUSTMENT AND CONVERSION FACTORS

FOR TRAVEL FROM NEW ZEALAND TO FINLAND

Clause 3(6)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO NZD)	CONVERSION FACTOR (FCUs TO NZD)
1.40	40 percent	0.82236

“THIRD SCHEDULE

ADJUSTMENT AND CONVERSION FACTORS

FOR TRAVEL FROM FINLAND TO NEW ZEALAND

Clause 3(7)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO FIM)	CONVERSION FACTOR (FCUs TO FIM)
1.19	19 percent	4.14

\* Gazette, 1984 p. 3777

“FOURTH SCHEDULE  
SPECIFIED FARES

FOR TRAVEL FROM NEW ZEALAND TO FINLAND  
Clause 3(1)

FARES (FCU)	FARES (NZD)	ROUTE	ORIGIN	DESTINATION
1764.40	2032	EH or AP	{ Auckland, Christchurch, or Wellington	} Helsinki

“FIFTH SCHEDULE  
SPECIFIED FARES

FOR TRAVEL FROM FINLAND TO NEW ZEALAND  
Clause 3(2)

FARES (FCU)	FARES (FIM)	ROUTE	ORIGIN	DESTINATION
1433.70	7065	EH or AP	Helsinki	{ Auckland, Christchurch, or Wellington

“SIXTH SCHEDULE  
AIRLINES AND ROUTING

Clauses 1(3) and 4(23)

ORIGIN OR DESTINATION	TRANSFER POINT	ROUTE OF SERVICE	AIRLINE
Auckland	Los Angeles	PA	Air New Zealand
Helsinki	Los Angeles	AT	Finnair

PART B  
FOR TRAVEL VIA THE EH ROUTE

ORIGIN OR DESTINATION	TRANSFER POINT	ROUTE OF SERVICE	AIRLINE
Auckland	Tokyo	EH	Air New Zealand
Helsinki	Tokyo	EH	Finnair

Dated at Wellington this 6th day of December 1984.

HON. RICHARD PREBBLE,  
Minister of Civil Aviation and Meteorological Services.

The One-Way Excursion Tariffs Between New Zealand and the Federal Republic of Germany Notice 1984, Amendment No. 1

PURSUANT to section 29A (2) of the Civil Aviation Act 1964, the Minister of Civil Aviation and Meteorological Services hereby gives the following notice.

NOTICE

1. Title and commencement—(1) This notice may be cited as the One-Way Excursion Tariffs Between New Zealand and the Federal Republic of Germany Notice 1984, Amendment No. 1, and shall be read together with and deemed part of the One-Way Excursion Tariffs Between New Zealand and the Federal Republic of Germany Notice 1984\* (hereinafter referred to as the principal notice).

(2) This notice shall come into force on the day after the date of its publication in the Gazette.

2. New schedules substituted—The principal notice is hereby amended by revoking the First to Sixth Schedules, and substituting the schedules set out in the Schedule to this notice.

3. Transitional—Clauses 7 to 9 of the General Tariff Conditions shall be imported into the principal notice; but those clauses shall be read as if, in relation to the principal notice as amended by this notice, the principal notice as it was immediately before the commencement of this notice were an earlier notice that was revoked on that commencement.

SCHEDULE

Clause 2

NEW FIRST TO SIXTH SCHEDULES

“FIRST SCHEDULE  
MAXIMUM PERMITTED MILEAGES

Clause 3(8)

DISTANCE (STATUTE MILES)	ROUTE	ORIGIN OR DESTINATION	DESTINATION OR ORIGIN
13975	EH	Auckland	} Frankfurt
13847	EH	Christchurch	
13972	EH	Wellington	
13984	AP	Auckland	} Frankfurt
14517	AP	Christchurch	
14327	AP	Wellington	

“SECOND SCHEDULE

ADJUSTMENT AND CONVERSION FACTORS

FOR TRAVEL FROM NEW ZEALAND TO THE FEDERAL REPUBLIC OF GERMANY

Clause 3(6)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO NZD)	CONVERSION FACTOR (FCUs TO NZD)
1.40	40 percent	0.82236

“THIRD SCHEDULE

ADJUSTMENT AND CONVERSION FACTORS

FOR TRAVEL FROM THE FEDERAL REPUBLIC OF GERMANY TO NEW ZEALAND

Clause 3(7)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO DMK)	CONVERSION FACTOR (FCUs TO DMK)
0.77	23 percent	3.25

\* Gazette, 1984 p. 3783

“FOURTH SCHEDULE  
SPECIFIED FARES

FOR TRAVEL FROM NEW ZEALAND TO THE FEDERAL REPUBLIC OF GERMANY

Clause 3(1)

FARES (FCU)	FARES (NZD)	ROUTE	ORIGIN	DESTINATION
1764.40	2032	EH or AP	{ Auckland, Christchurch, or Wellington	} Frankfurt

“FIFTH SCHEDULE  
SPECIFIED FARES

FOR TRAVEL FROM THE FEDERAL REPUBLIC OF GERMANY TO NEW ZEALAND

Clause 3(2)

FARES (FCU)	FARES (DMK)	ROUTE	ORIGIN	DESTINATION
1384.40	3465	EH or AP	Frankfurt	{ Auckland, Christchurch, or Wellington

“SIXTH SCHEDULE

AIRLINES AND ROUTING

Clauses 1(3) and 4(23)

ORIGIN OR DESTINATION	TRANSFER POINT	ROUTE OF SERVICE	AIRLINE
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PART A

FOR TRAVEL VIA THE AP ROUTE

ORIGIN OR DESTINATION	TRANSFER POINT	ROUTE OF SERVICE	AIRLINE
Auckland	Los Angeles	PA	{ Air New Zealand, Pan American World Airways, or UTA French Airlines
Frankfurt	Los Angeles	AT	Lufthansa
Auckland	Tokyo	EH	{ Air New Zealand or Japan Air Lines
Frankfurt	Tokyo	PO	{ Lufthansa or Japan Air Lines

PART B

FOR TRAVEL VIA THE EH ROUTE

ORIGIN OR DESTINATION	TRANSFER POINT	ROUTE OF SERVICE	AIRLINE
Auckland	Singapore	EH	{ Air New Zealand Singapore Airlines
Frankfurt	Singapore	EH	{ Lufthansa or Singapore Airlines
Auckland	Tokyo	EH	{ Air New Zealand or Japan Air Lines
Frankfurt	Tokyo	{ EH TS	Lufthansa Japan Air Lines”

Dated at Wellington this 6th day of December 1984.

HON. RICHARD PREBBLE,  
Minister of Civil Aviation and Meteorological Services.

The One-Way Excursion Tariffs Between New Zealand and Italy  
Notice 1984, Amendment No. 1

PURSUANT to section 29A (2) of the Civil Aviation Act 1964, the Minister of Civil Aviation and Meteorological Services hereby gives the following notice.

NOTICE

1. Title and commencement—(1) This notice may be cited as the One-Way Excursion Tariffs Between New Zealand and Italy Notice 1984, Amendment No. 1, and shall be read together with and deemed part of the One-Way Excursion Tariffs Between New Zealand and Italy Notice 1984\* (hereinafter referred to as the principal notice).

(2) This notice shall come into force on the day after the date of its publication in the Gazette.

2. New schedules substituted—The principal notice is hereby amended by revoking the First to Sixth Schedules, and substituting the schedules set out in the Schedule to this notice.

3. Transitional—Clauses 7 to 9 of the General Tariff Conditions shall be imported into the principal notice; but those clauses shall be read as if, in relation to the principal notice as amended by this notice, the principal notice as it was immediately before the commencement of this notice were an earlier notice that was revoked on that commencement.

SCHEDULE

Clause 2

NEW FIRST TO SIXTH SCHEDULES

“FIRST SCHEDULE  
MAXIMUM PERMITTED MILEAGES

Clause 3(8)

DISTANCE (STATUTE MILES)	ROUTE	ORIGIN OR DESTINATION	DESTINATION OR ORIGIN
13742	EH	Auckland	} Milan
13613	EH	Christchurch	
13739	EH	Wellington	
14281	AP	Auckland	} Milan
14815	AP	Christchurch	
14625	AP	Wellington	
13417	EH	Auckland	} Rome
13288	EH	Christchurch	
13413	EH	Wellington	
14636	AP	Auckland	} Rome
15149	AP	Christchurch	
14979	AP	Wellington	

“SECOND SCHEDULE

ADJUSTMENT AND CONVERSION FACTORS  
FOR TRAVEL FROM NEW ZEALAND TO ITALY

Clause 3(6)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO NZD)	CONVERSION FACTOR (FCUs TO NZD)
1.40	40 percent	0.82236

“THIRD SCHEDULE

ADJUSTMENT AND CONVERSION FACTORS  
FOR TRAVEL FROM ITALY TO NEW ZEALAND

Clause 3(7)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO LIT)	CONVERSION FACTOR (FCUs TO LIT)
2.40	140 percent	581.5

\* Gazette, 1984 p. 3795

“FOURTH SCHEDULE  
SPECIFIED FARES

FOR TRAVEL FROM NEW ZEALAND TO ITALY

Clause 3(1)

FARES (FCU)	FARES (NZD)	ROUTE	ORIGIN	DESTINATION
1800.40	2073	EH	{ Auckland, Christchurch, or Wellington	} Milan
1764.40	2032	AP	{ Auckland, Christchurch, or Wellington	} Milan
1764.40	2032	EH or AP	{ Auckland, Christchurch, or Wellington	} Rome

“FIFTH SCHEDULE  
SPECIFIED FARES

FOR TRAVEL FROM ITALY TO NEW ZEALAND

Clause 3(2)

FARES (FCU)	FARES (LIT)	ROUTE	ORIGIN	DESTINATION
1420.70	1983000	EH	Milan	{ Auckland, Christchurch, or Wellington
1384.70	1933000	AP	Milan	{ Auckland, Christchurch, or Wellington
1384.70	1933000	EH or AP	Rome	{ Auckland, Christchurch, or Wellington

“SIXTH SCHEDULE  
AIRLINES AND ROUTING

Clauses 1(3) and 4(23)

ORIGIN OR DESTINATION	TRANSFER POINT	ROUTE OF SERVICE	AIRLINE
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PART A

FOR TRAVEL VIA THE AP ROUTE

Auckland	Los Angeles	PA	Air New Zealand
Milan	Los Angeles	AT	Alitalia
Rome	Los Angeles	AT	Alitalia

PART B

FOR TRAVEL VIA THE EH ROUTE

Auckland	Singapore	EH	{ Air New Zealand or Singapore Airlines
Rome	Singapore	EH	{ Alitalia or Singapore Airlines
Auckland	Tokyo	EH	Air New Zealand
Rome	Tokyo	EH	Alitalia

Dated at Wellington this 6th day of December 1984.

HON. RICHARD PREBBLE,  
Minister of Civil Aviation and Meteorological Services.

The One-Way Excursion Tariffs Between New Zealand and the Netherlands Notice 1984, Amendment No. 1

PURSUANT to section 29A (2) of the Civil Aviation Act 1964, the Minister of Civil Aviation and Meteorological Services hereby gives the following notice.

NOTICE

1. Title and commencement—(1) This notice may be cited as the One-Way Excursion Tariffs Between New Zealand and the Netherlands Notice 1984, Amendment No. 1, and shall be read together with and deemed part of the One-Way Excursion Tariffs Between New Zealand and the Netherlands Notice 1984\* (hereinafter referred to as the principal notice).

(2) This notice shall come into force on the day after the date of its publication in the Gazette.

2. New schedules substituted—The principal notice is hereby amended by revoking the First to Sixth Schedules, and substituting the schedules set out in the Schedule to this notice.

3. Transitional—Clauses 7 to 9 of the General Tariff Conditions shall be imported into the principal notice; but those clauses shall be read as if, in relation to the principal notice as amended by this notice, the principal notice as it was immediately before the commencement of this notice were an earlier notice that was revoked on that commencement.

SCHEDULE

Clause 2

NEW FIRST TO SIXTH SCHEDULES

“FIRST SCHEDULE  
MAXIMUM PERMITTED MILEAGES

Clause 3(8)

DISTANCE (STATUTE MILES)	ROUTE	ORIGIN OR DESTINATION	DESTINATION OR ORIGIN
14237	EH	Auckland	} Amsterdam
14108	EH	Christchurch	
14233	EH	Wellington	
13728	AP	Auckland	} Amsterdam
14262	AP	Christchurch	
14072	AP	Wellington	

“SECOND SCHEDULE  
ADJUSTMENT AND CONVERSION FACTORS  
FOR TRAVEL FROM NEW ZEALAND TO THE  
NETHERLANDS

Clause 3(6)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO NZD)	CONVERSION FACTOR (FCUs TO NZD)
1.40	40 percent	0.82236

“THIRD SCHEDULE  
ADJUSTMENT AND CONVERSION FACTORS  
FOR TRAVEL FROM THE NETHERLANDS TO NEW  
ZEALAND

Clause 3(7)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO DFL)	CONVERSION FACTOR (FCUs TO DFL)
0.63	37 percent	3.277

\* Gazette, 1984 p. 3801

“FOURTH SCHEDULE  
SPECIFIED FARES  
FOR TRAVEL FROM NEW ZEALAND TO THE  
NETHERLANDS

Clause 3(1)

FARES (FCU)	FARES (NZD)	ROUTE	ORIGIN	DESTINATION
1764.40	2032	EH & AP	{ Auckland, Christchurch, or Wellington	} Amsterdam

“FIFTH SCHEDULE  
SPECIFIED FARES

FOR TRAVEL FROM THE NETHERLANDS TO NEW  
ZEALAND

Clause 3(2)

FARES (FCU)	FARES (DFL)	ROUTE	ORIGIN	DESTINATION
1433.70	2960	EH or AP	Amsterdam	{ Auckland, Christchurch, or Wellington

“SIXTH SCHEDULE  
AIRLINES AND ROUTING

Clauses 1(3) and 4(23)

ORIGIN OR DESTINATION	TRANSFER POINT	ROUTE OF SERVICE	AIRLINE
PART A AP ROUTE			
Auckland	Los Angeles	PA	{ Air New Zealand, Continental Airlines, or Pan American World Airways
Amsterdam	Los Angeles	AT	KLM Royal Dutch Airlines
Auckland	Tokyo	EH	{ Air New Zealand or Japan Air Lines
Amsterdam	Tokyo	PO	{ KLM Royal Dutch Airlines or Japan Air Lines
Auckland	Singapore	EH	{ Air New Zealand or Singapore Airlines
Amsterdam	Singapore	EH	{ KLM Royal Dutch Airlines, Singapore Airlines, or Garuda Indonesian Airways
Auckland	Tokyo	EH	{ Air New Zealand or Singapore Airlines
Amsterdam	Tokyo	EH	KLM Royal Dutch Airlines”

Dated at Wellington this 6th day of December 1984.

HON. RICHARD PREBBLE,  
Minister of Civil Aviation and Meteorological Services.

The One-Way Excursion Tariffs Between New Zealand and Switzerland Notice 1984, Amendment No. 1

PURSUANT to section 29A (2) of the Civil Aviation Act 1964, the Minister of Civil Aviation and Meteorological Services hereby gives the following notice.

NOTICE

1. Title and commencement—(1) This notice may be cited as the One-Way Excursion Tariffs Between New Zealand and Switzerland Notice 1984, Amendment No. 1, and shall be read together with and deemed part of the One-Way Excursion Tariffs Between New Zealand and Switzerland Notice 1984\* (hereinafter referred to as the principal notice).

(2) This notice shall come into force on the day after the date of its publication in the Gazette.

2. New schedules substituted—The principal notice is hereby amended by revoking the First to Sixth Schedules, and substituting the schedules set out in the Schedule to this notice.

3. Transitional—Clauses 7 to 9 of the General Tariff Conditions shall be imported into the principal notice; but those clauses shall be read as if, in relation to the principal notice as amended by this notice, the principal notice as it was immediately before the commencement of this notice were an earlier notice that was revoked on that commencement.

SCHEDULE

Clause 2  
NEW FIRST TO SIXTH SCHEDULES

“FIRST SCHEDULE  
MAXIMUM PERMITTED MILEAGES

Clause 3(8)

DISTANCE (STATUTE MILES)	ROUTE	ORIGIN OR DESTINATION	DESTINATION OR ORIGIN
13906	EH	Auckland	} Geneva
13778	EH	Christchurch	
13903	EH	Wellington	
13849	EH	Auckland	} Zurich
13720	EH	Christchurch	
13846	EH	Wellington	
14159	AP	Auckland	} Zurich
14693	AP	Christchurch	
14503	AP	Wellington	

“SECOND SCHEDULE  
ADJUSTMENT AND CONVERSION FACTORS  
FOR TRAVEL FROM NEW ZEALAND TO SWITZERLAND  
Clause 3(6)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO NZD)	CONVERSION FACTOR (FCUs TO NZD)
1.40	40 percent	0.82236

“THIRD SCHEDULE  
ADJUSTMENT AND CONVERSION FACTORS  
FOR TRAVEL FROM SWITZERLAND TO NEW ZEALAND  
Clause 3(7)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO SFR)	CONVERSION FACTOR (FCUs TO SFR)
0.45	55 percent	3.90

\* Gazette, 1984 p. 3807

“FOURTH SCHEDULE  
SPECIFIED FARES

FOR TRAVEL FROM NEW ZEALAND TO SWITZERLAND  
Clause 3(1)

FARES (FCU)	FARES (NZD)	ROUTE	ORIGIN	DESTINATION
1764.40	2032	EH	{ Auckland, Christchurch, or Wellington	} Geneva
1764.40	2032	EH or AP	{ Auckland, Christchurch, or Wellington	} Zurich

“FIFTH SCHEDULE  
SPECIFIED FARES

FOR TRAVEL FROM SWITZERLAND TO NEW ZEALAND  
Clause 3(2)

FARES (FCU)	FARES (SFR)	ROUTE	ORIGIN	DESTINATION
1384.70	2431	EH	Geneva	{ Auckland, Christchurch, or Wellington
1384.70	2431	EH or AP	Zurich	{ Auckland, Christchurch, or Wellington

“SIXTH SCHEDULE  
AIRLINES AND ROUTING

Clauses 1(3) and 4(23)

ORIGIN OR DESTINATION	TRANSFER POINT	ROUTE OF SERVICE	AIRLINE
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PART A  
FOR TRAVEL VIA THE EH ROUTE

Auckland	Singapore	EH	{ Air New Zealand or Singapore Airlines
Geneva	Singapore	EH	Swissair
Zurich	Singapore	EH	{ Swissair or Singapore Airlines
Auckland	Tokyo	EH	{ Air New Zealand or Japan Air Lines
Geneva	Tokyo	EH	Swissair
Zurich	Tokyo	EH	Swissair

PART B  
FOR TRAVEL VIA THE AP ROUTE

Auckland	Tokyo	EH	{ Air New Zealand or Japan Air Lines
Zurich	Tokyo	PO	Japan Air Lines”

Dated at Wellington this 6th day of December 1984.

HON. RICHARD PREBBLE,  
Minister of Civil Aviation and Meteorological Services.



The One-Way Excursion Tariffs Between New Zealand and Yugoslavia Notice 1984, Amendment No. 1

PURSUANT to section 29A (2) of the Civil Aviation Act 1964, the Minister of Civil Aviation and Meteorological Services hereby gives the following notice.

NOTICE

1. Title and commencement—(1) This notice may be cited as the One-Way Excursion Tariffs Between New Zealand and Yugoslavia Notice 1984, Amendment No. 1, and shall be read together with and deemed part of the One-Way Excursion Tariffs Between New Zealand and Yugoslavia Notice 1984\* (hereinafter referred to as the principal notice).

(2) This notice shall come into force on the day after the date of its publication in the Gazette.

2. New schedules substituted—The principal notice is hereby amended by revoking the First to Fifth Schedules, and substituting the schedules set out in the Schedule to this notice.

3. Transitional—Clauses 7 to 9 of the General Tariff Conditions shall be imported into the principal notice; but those clauses shall be read as if, in relation to the principal notice as amended by this notice, the principal notice as it was immediately before the commencement of this notice were an earlier notice that was revoked on that commencement.

SCHEDULE

Clause 2

NEW FIRST TO FIFTH SCHEDULES

“FIRST SCHEDULE  
MAXIMUM PERMITTED MILEAGES

Clause 3(8)

DISTANCE (STATUTE MILES)	ROUTE	ORIGIN OR DESTINATION	DESTINATION OR ORIGIN	
13248	EH	Belgrade	Auckland	
13179	EH	Dubrovnik		
13545	EH	Ljubljana		
13536	EH	Maribor		
13538	EH	Ohrid		
13358	EH	Osijek		
13426	EH	Pristina		
13607	EH	Pula		
13571	EH	Rijeka		
13384	EH	Sarajevo		
13483	EH	Skopje		
13498	EH	Split		
13452	EH	Titograd		
13460	EH	Tivat		
13534	EH	Zadar		
13465	EH	Zagreb		
13119	EH	Belgrade		Christchurch
13050	EH	Dubrovnik		
13417	EH	Ljubljana		
13407	EH	Maribor		
13409	EH	Ohrid		
13229	EH	Osijek		
13297	EH	Pristina		
13478	EH	Pula		
13442	EH	Rijeka		
13256	EH	Sarajevo		
13354	EH	Skopje		
13369	EH	Split		
13323	EH	Titograd		
13331	EH	Tivat		
13405	EH	Zadar		
13336	EH	Zagreb		
13244	EH	Belgrade	Wellington	
13175	EH	Dubrovnik		
13542	EH	Ljubljana		
13532	EH	Maribor		
13534	EH	Ohrid		
13354	EH	Osijek		
13422	EH	Pristina		
13503	EH	Pula		
13567	EH	Rijeka		
13381	EH	Sarajevo		
13479	EH	Skopje		
13495	EH	Split		
13448	EH	Titograd		
13456	EH	Tivat		
13530	EH	Zadar		
13461	EH	Zagreb		

“SECOND SCHEDULE  
SPECIFIED FARES

FOR TRAVEL FROM NEW ZEALAND TO YUGOSLAVIA  
Clause 3(1)

FARES (NZD)	ROUTE	ORIGIN	DESTINATION
2032	EH	{ Auckland, Christchurch, or Wellington }	Belgrade

“THIRD SCHEDULE  
SPECIFIED FARES

FOR TRAVEL FROM YUGOSLAVIA TO NEW ZEALAND  
Clause 3(2)

FARES (YUD)	ROUTE	ORIGIN	DESTINATION
171720	EH	Belgrade	{ Auckland, Christchurch, or Wellington }

“FOURTH SCHEDULE  
SPECIFIED ADD-ONS

Clauses 3(3)

AMOUNT	ORIGIN	DESTINATION
NZD 27	Belgrade	{ Dubrovnik Ljubljana Maribor Ohrid Osijek Pristina Pula Rijeka Sarajevo Skopje Split Titograd Tivat Zadar Zagreb }

PART A  
FOR TRAVEL FROM NEW ZEALAND TO YUGOSLAVIA

PART B  
FOR TRAVEL FROM YUGOSLAVIA TO NEW ZEALAND

AMOUNT	ORIGIN	DESTINATION
YUD 2000	{ Dubrovnik Ljubljana Maribor Ohrid Osijek Pristina Pula Rijeka Sarajevo Skopje Split Titograd Tivat Zadar Zagreb }	Belgrade

\* Gazette, 1984 p. 3813

"FIFTH SCHEDULE  
AIRLINES AND ROUTING

ORIGIN OR DESTINATION	TRANSFER POINT	ROUTE OF SERVICE	AIRLINE
Auckland	Singapore	EH	{ Air New Zealand or Singapore Airlines
Belgrade	Singapore	EH	Jugoslovenski Aerotransport (JAT)"

Dated at Wellington this 6th day of December 1984.

HON. RICHARD PREBBLE,  
Minister of Civil Aviation and Meteorological Services.

The Round-Trip Excursion Tariffs Between New Zealand and Belgium Notice 1984, Amendment No. 1

PURSUANT to section 29A (2) of the Civil Aviation Act 1964, the Minister of Civil Aviation and Meteorological Services hereby gives the following notice.

NOTICE

1. Title and commencement—(1) This notice may be cited as the Round-Trip Excursion Tariffs Between New Zealand and Belgium Notice 1984, Amendment No. 1, and shall be read together with and deemed part of the Round-Trip Excursion Tariffs Between New Zealand and Belgium Notice 1984\* (hereinafter referred to as the principal notice).

(2) This notice shall come into force on the day after the date of its publication in the Gazette.

2. New schedules substituted—The principal notice is hereby amended by revoking the First to Sixth Schedules, and substituting the schedules set out in the Schedule to this notice.

3. Transitional—Clauses 7 to 9 of the General Tariff Conditions shall be imported into the principal notice; but those clauses shall be read as if, in relation to the principal notice as amended by this notice, the principal notice as it was immediately before the commencement of this notice were an earlier notice that was revoked on that commencement.

SCHEDULE

Clause 2

NEW FIRST TO SIXTH SCHEDULES

“FIRST SCHEDULE

MAXIMUM PERMITTED MILEAGES

Clause 3(8)

DISTANCE (STATUTE MILES)	ROUTE	ORIGIN, DESTINATION, OR POINT OF TURNAROUND	DESTINATION, ORIGIN, OR POINT OF TURNAROUND
14181	EH	Auckland	} Brussels
14053	EH	Christchurch	
14178	EH	Wellington	
13841	AP	Auckland	} Brussels
14375	AP	Christchurch	
14185	AP	Wellington	

“SECOND SCHEDULE

ADJUSTMENT AND CONVERSION FACTORS

FOR TRAVEL FROM NEW ZEALAND TO BELGIUM AND RETURN

Clause 3(6)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO NZD)	CONVERSION FACTOR (FCUs TO NZD)
1.40	40 percent	0.82236

“THIRD SCHEDULE

ADJUSTMENT AND CONVERSION FACTORS

FOR TRAVEL FROM BELGIUM TO NEW ZEALAND AND RETURN

Clause 3(7)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO BFR)	CONVERSION FACTOR (FCUs TO BFR)
0.84	16 percent	45.264

\* Gazette, 1984 p. 3827

“FOURTH SCHEDULE SPECIFIED FARES

FOR TRAVEL FROM NEW ZEALAND TO BELGIUM AND RETURN

Clause 3(1)

FARES (FCU)	FARES (NZD)	SEASON	ROUTE	ORIGIN	POINT OF TURNAROUND
2809.50	3235	Peak	} EH or AP	{ Auckland, Christchurch, or Wellington	} Brussels
2628.40	3027	Shoulder			
2465.60	2839	Off-Peak			
2302.40	2651	Basic			

“FIFTH SCHEDULE SPECIFIED FARES

FOR TRAVEL FROM BELGIUM TO NEW ZEALAND AND RETURN

Clause 3(2)

FARES (FCU)	FARES (BFR)	SEASON	ROUTE	ORIGIN	POINT OF TURNAROUND
2260.00	85930	Peak	} EH or AP	} Brussels	{ Auckland, Christchurch, or Wellington
2180.00	82890	Shoulder			
2019.70	76800	Basic			

“SIXTH SCHEDULE

AIRLINES AND ROUTING

Clauses 1(3) and 4(23)

ORIGIN OR DESTINATION, OR POINT OF TURNAROUND	TRANSFER POINT	ROUTE OF SERVICE	AIRLINE
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PART A

FOR TRAVEL VIA THE EH ROUTE

Auckland	Singapore	EH	Air New Zealand,
Brussels	Singapore	EH	Sabena Belgian World Airlines

PART B

FOR TRAVEL VIA THE AP ROUTE

Auckland	Tokyo	EH	Air New Zealand
Brussels	Tokyo	PO	Sabena Belgian World Airlines”

Dated at Wellington this 6th day of December 1984.

HON. RICHARD PREBBLE,  
Minister of Civil Aviation and Meteorological Services.

The Round-Trip Excursion Tariffs Between New Zealand and Denmark Notice 1984, Amendment No. 1

PURSUANT to section 29A (2) of the Civil Aviation Act 1964, the Minister of Civil Aviation and Meteorological Services hereby gives the following notice.

NOTICE

1. Title and commencement—(1) This notice may be cited as the Round-Trip Excursion Tariffs Between New Zealand and Denmark Notice 1984, Amendment No. 1, and shall be read together with and deemed part of the Round-Trip Excursion Tariffs Between New Zealand and Denmark Notice 1984\* (hereinafter referred to as the principal notice).

(2) This notice shall come into force on the day after the date of its publication in the Gazette.

2. New schedules substituted—The principal notice is hereby amended by revoking the First to Sixth Schedules, and substituting the schedules set out in the Schedule to this notice.

3. Transitional—Clauses 7 to 9 of the General Tariff Conditions shall be imported into the principal notice; but those clauses shall be read as if, in relation to the principal notice as amended by this notice, the principal notice as it was immediately before the commencement of this notice were an earlier notice that was revoked on that commencement.

SCHEDULE

Clause 2

NEW FIRST TO SIXTH SCHEDULES

“FIRST SCHEDULE  
MAXIMUM PERMITTED MILEAGES

Clause 3(8)

DISTANCE (STATUTE MILES)	ROUTE	ORIGIN, DESTINATION, OR POINT OF TURNAROUND	DESTINATION, ORIGIN, OR POINT OF TURNAROUND
14173	EH	Auckland	} Copenhagen
14044	EH	Christchurch	
14170	EH	Wellington	
13727	AP	Auckland	} Copenhagen
14261	AP	Christchurch	
14071	AP	Wellington	

“SECOND SCHEDULE  
ADJUSTMENT AND CONVERSION FACTORS  
FOR TRAVEL FROM NEW ZEALAND TO DENMARK AND RETURN

Clause 3(6)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO NZD)	CONVERSION FACTOR (FCUs TO NZD)
1.40	40 percent	0.82236

“THIRD SCHEDULE  
ADJUSTMENT AND CONVERSION FACTORS  
FOR TRAVEL FROM DENMARK TO NEW ZEALAND AND RETURN

Clause 3(7)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO DKK)	CONVERSION FACTOR (FCUs TO DKK)
1.12	12 percent	6.98

\* Gazette, 1984 p. 3833

“FOURTH SCHEDULE  
SPECIFIED FARES

FOR TRAVEL FROM NEW ZEALAND TO DENMARK AND RETURN

Clause 3(1)

FARES (FCU)	FARES (NZD)	SEASON	ROUTE	ORIGIN	POINT OF TURNAROUND
2809.50	3235	Peak	} EH or AP	} Auckland, Christchurch, or Wellington	} Copenhagen
2628.40	3027	Shoulder			
2465.60	2839	Off-Peak			
2302.40	2651	Basic			

“FIFTH SCHEDULE  
SPECIFIED FARES

FOR TRAVEL FROM DENMARK TO NEW ZEALAND AND RETURN

Clause 3(2)

FARES (FCU)	FARES (DKK)	SEASON	ROUTE	ORIGIN	POINT OF TURNAROUND
2260.00	17670	Peak	} EH or AP	} Copenhagen	} Auckland, Christchurch, or Wellington
2019.70	15795	Basic			

“SIXTH SCHEDULE  
AIRLINES AND ROUTING

Clauses 1(3) and 4(23)

ORIGIN OR DESTINATION, OR POINT OF TURNAROUND	TRANSFER POINT	ROUTE OF SERVICE	AIRLINE
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PART A  
FOR TRAVEL VIA THE AP ROUTE

Auckland	Los Angeles	PA	} Air New Zealand, or Pan American World Airways
Copenhagen	Los Angeles	AT	

PART B  
FOR TRAVEL VIA THE EH ROUTE

Auckland	Singapore	EH	} Air New Zealand or Singapore Airlines
Copenhagen	Singapore	EH	

Dated at Wellington this 6th day of December 1984.

HON. RICHARD PREBBLE,  
Minister of Civil Aviation and Meteorological Services.

The Round-Trip Excursion Tariffs Between New Zealand and Finland Notice 1984, Amendment No. 1

PURSUANT to section 29A (2) of the Civil Aviation Act 1964, the Minister of Civil Aviation and Meteorological Services hereby gives the following notice.

NOTICE

1. Title and commencement—(1) This notice may be cited as the Round-Trip Excursion Tariffs Between New Zealand and Finland Notice 1984, Amendment No. 1, and shall be read together with and deemed part of the Round-Trip Excursion Tariffs Between New Zealand and Finland Notice 1984\* (hereinafter referred to as the principal notice).

(2) This notice shall come into force on the day after the date of its publication in the Gazette.

2. New schedules substituted—The principal notice is hereby amended by revoking the First to Sixth Schedules, and substituting the schedules set out in the Schedule to this notice.

3. Transitional—Clauses 7 to 9 of the General Tariff Conditions shall be imported into the principal notice; but those clauses shall be read as if, in relation to the principal notice as amended by this notice, the principal notice as it was immediately before the commencement of this notice were an earlier notice that was revoked on that commencement.

SCHEDULE

Clause 2  
NEW FIRST TO SIXTH SCHEDULES

“FIRST SCHEDULE  
MAXIMUM PERMITTED MILEAGES

Clause 3(8)

DISTANCE (STATUTE MILES)	ROUTE	ORIGIN, DESTINATION, OR POINT OF TURNAROUND	DESTINATION, ORIGIN, OR POINT OF TURNAROUND
14641	EH	Auckland	} Helsinki
14513	EH	Christchurch	
14638	EH	Wellington	
14365	AP	Auckland	} Helsinki
14899	AP	Christchurch	
14709	AP	Wellington	

“SECOND SCHEDULE

ADJUSTMENT AND CONVERSION FACTORS  
FOR TRAVEL FROM NEW ZEALAND TO FINLAND AND  
RETURN

Clause 3(6)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO NZD)	CONVERSION FACTOR (FCUs TO NZD)
1.40	40 percent	0.82236

“THIRD SCHEDULE

ADJUSTMENT AND CONVERSION FACTORS  
FOR TRAVEL FROM FINLAND TO NEW ZEALAND AND  
RETURN

Clause 3(7)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO FIM)	CONVERSION FACTOR (FCUs TO FIM)
1.19	19 percent	4.14

\* Gazette, 1984 p. 3839

“FOURTH SCHEDULE  
SPECIFIED FARES

FOR TRAVEL FROM NEW ZEALAND TO FINLAND AND  
RETURN

Clause 3(1)

FARES		SEASON	ROUTE	ORIGIN	POINT OF TURNAROUND
(FCU)	(NZD)				
2809.50	3235	Peak	} EH or AP	{ Auckland, Christchurch, or Wellington	} Helsinki
2628.40	3027	Shoulder			
2465.60	2839	Off-Peak			
2302.40	2651	Basic			

“FIFTH SCHEDULE  
SPECIFIED FARES

FOR TRAVEL FROM FINLAND TO NEW ZEALAND AND  
RETURN

Clause 3(2)

FARES		SEASON	ROUTE	ORIGIN	POINT OF TURNAROUND
(FCU)	(FIM)				
2260.00	11135	Peak	} EH or AP	} Helsinki	{ Auckland, Christchurch, or Wellington
2019.70	9955	Basic			

“SIXTH SCHEDULE  
AIRLINES AND ROUTING

Clauses 1(3) and 4(23)

ORIGIN OR DESTINATION, OR POINT OF TURNAROUND	TRANSFER POINT	ROUTE OF SERVICE	AIRLINE
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PART A

FOR TRAVEL VIA THE AP ROUTE

Auckland	Los Angeles	PA	Air New Zealand
Helsinki	Los Angeles	AT	Finnair

PART B

FOR TRAVEL VIA THE EH ROUTE

Auckland	Tokyo	EH	Air New Zealand
Helsinki	Tokyo	EH	Finnair

Dated at Wellington this 6th day of December 1984.

HON. RICHARD PREBBLE,  
Minister of Civil Aviation and Meteorological Services.

The Round-Trip Excursion Tariffs Between New Zealand and France Notice 1984, Amendment No. 1

PURSUANT to section 29A (2) of the Civil Aviation Act 1964, the Minister of Civil Aviation and Meteorological Services hereby gives the following notice.

NOTICE

1. Title and commencement—(1) This notice may be cited as the Round-Trip Excursion Tariffs Between New Zealand and France Notice 1984, Amendment No. 1, and shall be read together with and deemed part of the Round-Trip Excursion Tariffs Between New Zealand and France Notice 1984\* (hereinafter referred to as the principal notice).

(2) This notice shall come into force on the day after the date of its publication in the Gazette.

2. New schedules substituted—The principal notice is hereby amended by revoking the First to Sixth Schedules, and substituting the schedules set out in the Schedule to this notice.

3. Transitional—Clauses 7 to 9 of the General Tariff Conditions shall be imported into the principal notice; but those clauses shall be read as if, in relation to the principal notice as amended by this notice, the principal notice as it was immediately before the commencement of this notice were an earlier notice that was revoked on that commencement.

SCHEDULE

Clause 2

NEW FIRST TO SIXTH SCHEDULES

“FIRST SCHEDULE  
MAXIMUM PERMITTED MILEAGES

Clause 3(8)

DISTANCE (STATUTE MILES)	ROUTE	ORIGIN, DESTINATION, OR POINT OF TURNAROUND	DESTINATION, ORIGIN, OR POINT OF TURNAROUND
14182	EH	Auckland	} Paris
14054	EH	Christchurch	
14179	EH	Wellington	
13850	AP	Auckland	} Paris
14384	AP	Christchurch	
14194	AP	Wellington	

“SECOND SCHEDULE  
ADJUSTMENT AND CONVERSION FACTORS  
FOR TRAVEL FROM NEW ZEALAND TO FRANCE AND  
RETURN

Clause 3(6)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO NZD)	CONVERSION FACTOR (FCUs TO NZD)
1.40	40 percent	0.82236

“THIRD SCHEDULE  
ADJUSTMENT AND CONVERSION FACTORS  
FOR TRAVEL FROM FRANCE TO NEW ZEALAND AND  
RETURN

Clause 3(7)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO FFR)	CONVERSION FACTOR (FCUs TO FFR)
1.41	41 percent	5.1188

\* Gazette, 1984 p. 3845

“FOURTH SCHEDULE  
SPECIFIED FARES

FOR TRAVEL FROM NEW ZEALAND TO FRANCE AND  
RETURN

Clause 3(1)

FARES (FCU)	FARES (NZD)	SEASON	ROUTE	ORIGIN	POINT OF TURNAROUND
2809.50	3235	High	} EH or AP	} Auckland, Christchurch, or Wellington	} Paris
2556.00	2943	Half High/			
2302.40	2651	Half Low			
		Low			

“FIFTH SCHEDULE  
SPECIFIED FARES

FOR TRAVEL FROM FRANCE TO NEW ZEALAND AND  
RETURN

Clause 3(2)

FARES (FCU)	FARES (FFR)	SEASON	ROUTE	ORIGIN	POINT OF TURNAROUND
2630.80	18990	High	} EH or AP	} Paris	} Auckland, Christchurch, or Wellington
2396.30	17300	Half High/			
2161.70	15605	Half Low			
		Low			

“SIXTH SCHEDULE  
AIRLINES AND ROUTING

Clauses 1(3) and 4(23)

ORIGIN OR DESTINATION, OR POINT OF TURNAROUND	TRANSFER POINT	ROUTE OF SERVICE	AIRLINE
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PART A  
FOR TRAVEL VIA THE AP ROUTE

Auckland	Los Angeles	PA	} Air New Zealand, UTA French Airlines, or Pan American World Airways
Paris	Los Angeles	AT	

PART B  
FOR TRAVEL VIA THE EH ROUTE

Auckland	Singapore	EH	} Air New Zealand, UTA French Airlines, or Singapore Airlines
Paris	Singapore	EH	

Dated at Wellington this 6th day of December 1984.

HON. RICHARD PREBBLE,  
Minister of Civil Aviation and Meteorological Services.

The Round-Trip Excursion Tariffs Between New Zealand and the Federal Republic of Germany Notice 1984, Amendment No. 1

PURSUANT to section 29A (2) of the Civil Aviation Act 1964, the Minister of Civil Aviation and Meteorological Services hereby gives the following notice.

NOTICE

1. Title and commencement—(1) This notice may be cited as the Round-Trip Excursion Tariffs Between New Zealand and the Federal Republic of Germany Notice 1984, Amendment No. 1, and shall be read together with and deemed part of the Round-Trip Excursion Tariffs Between New Zealand and the Federal Republic of Germany Notice 1984\* (hereinafter referred to as the principal notice).

(2) This notice shall come into force on the day after the date of its publication in the Gazette.

2. New schedules substituted—The principal notice is hereby amended by revoking the First to Sixth Schedules, and substituting the schedules set out in the Schedule to this notice.

3. Transitional—Clauses 7 to 9 of the General Tariff Conditions shall be imported into the principal notice; but those clauses shall be read as if, in relation to the principal notice as amended by this notice, the principal notice as it was immediately before the commencement of this notice were an earlier notice that was revoked on that commencement.

SCHEDULE

Clause 2

NEW FIRST TO SIXTH SCHEDULES

“FIRST SCHEDULE

MAXIMUM PERMITTED MILEAGES

Clause 3(8)

DISTANCE (STATUTE MILES)	ROUTE	ORIGIN, DESTINATION, OR POINT OF TURNAROUND	DESTINATION, ORIGIN, OR POINT OF TURNAROUND
13975	EH	Auckland	} Frankfurt
13847	EH	Christchurch	
13972	EH	Wellington	
13984	AP	Auckland	} Frankfurt
14517	AP	Christchurch	
14327	AP	Wellington	

“SECOND SCHEDULE

ADJUSTMENT AND CONVERSION FACTORS

FOR TRAVEL FROM NEW ZEALAND TO THE FEDERAL REPUBLIC OF GERMANY AND RETURN

Clause 3(6)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO NZD)	CONVERSION FACTOR (FCUs TO NZD)
1.40	40 percent	0.82236

“THIRD SCHEDULE

ADJUSTMENT AND CONVERSION FACTORS

FOR TRAVEL FROM THE FEDERAL REPUBLIC OF GERMANY TO NEW ZEALAND AND RETURN

Clause 3(7)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO DMK)	CONVERSION FACTOR (FCUs TO DMK)
0.77	23 percent	3.25

\* Gazette, 1984 p. 3851

“FOURTH SCHEDULE  
SPECIFIED FARES

FOR TRAVEL FROM NEW ZEALAND TO THE FEDERAL REPUBLIC OF GERMANY AND RETURN

Clause 3(1)

FARES		SEASON	ROUTE	ORIGIN	POINT OF TURNAROUND
(FCU)	(NZD)				
2809.50	3235	Peak	} EH or AP	} Auckland, Christchurch, or Wellington	} Frankfurt
2628.40	3027	Shoulder			
2465.60	2839	Off-Peak			
2302.40	2651	Basic			

“FIFTH SCHEDULE  
SPECIFIED FARES

FOR TRAVEL FROM THE FEDERAL REPUBLIC OF GERMANY TO NEW ZEALAND AND RETURN

Clause 3(2)

FARES		SEASON	ROUTE	ORIGIN	POINT OF TURNAROUND
(FCU)	(DMK)				
2373.30	5940	Peak	} EH or AP	} Frankfurt	} Auckland, Christchurch, or Wellington
2204.70	5518	Basic			

“SIXTH SCHEDULE  
AIRLINES AND ROUTING

Clauses 1(3) and 4(23)

ORIGIN OR DESTINATION, OR POINT OF TURNAROUND	TRANSFER POINT	ROUTE OF SERVICE	AIRLINE
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PART A

FOR TRAVEL VIA THE AP ROUTE

ORIGIN OR DESTINATION, OR POINT OF TURNAROUND	TRANSFER POINT	ROUTE OF SERVICE	AIRLINE
Auckland	Los Angeles	PA	{ Air New Zealand, Pan American World Airways, or UTA French Airlines
Frankfurt	Los Angeles	AT	Lufthansa
Auckland	Tokyo	EH	{ Air New Zealand or Japan Air Lines
Frankfurt	Tokyo	PO	{ Lufthansa or Japan Air Lines

PART B

FOR TRAVEL VIA THE EH ROUTE

ORIGIN OR DESTINATION, OR POINT OF TURNAROUND	TRANSFER POINT	ROUTE OF SERVICE	AIRLINE
Auckland	Singapore	EH	{ Air New Zealand or Singapore Airlines
Frankfurt	Singapore	EH	{ Lufthansa or Singapore Airlines
Auckland	Tokyo	EH	{ Air New Zealand or Japan Air Lines
Frankfurt	Tokyo	{ EH TS	Lufthansa Japan Air Lines”

Dated at Wellington this 6th day of December 1984.

HON. RICHARD PREBBLE,  
Minister of Civil Aviation and Meteorological Services.

The Round-Trip Excursion Tariffs Between New Zealand and Italy Notice 1984, Amendment No. 1

PURSUANT to section 29A (2) of the Civil Aviation Act 1964, the Minister of Civil Aviation and Meteorological Services hereby gives the following notice.

NOTICE

1. Title and commencement—(1) This notice may be cited as the Round-Trip Excursion Tariffs Between New Zealand and Italy Notice 1984, Amendment No. 1, and shall be read together with and deemed part of the Round-Trip Excursion Tariffs Between New Zealand and Italy Notice 1984\* (hereinafter referred to as the principal notice).

(2) This notice shall come into force on the day after the date of its publication in the Gazette.

2. Fares—Clause 4 of the principal notice is hereby amended by revoking subclause (2) of that clause and substituting the following subclause—

“(2) PERIOD OF APPLICATION—Of the specified fares—

(a) In respect of travel commencing in New Zealand to which a fare specified in the Fourth Schedule of this notice relates—

(i) A fare specified in the third column of that Schedule as a peak season fare shall not apply unless travel on the first outbound international sector of the travel to which it relates commences in May, June or July;

(ii) A fare specified in the third column of that Schedule as a shoulder season fare shall not apply unless travel on the first outbound international sector of the travel to which it relates commences in April, August, September, or December.

(iii) A fare specified in the third column of that Schedule as an off-peak season fare shall not apply unless travel on the first outbound international sector of the travel to which it relates commences in March or October;

(iv) A fare specified in the third column of that Schedule as a basic season fare shall not apply unless travel on the first outbound international sector of the travel to which it relates commences in January, February, or March;

(b) In respect of travel commencing in Italy to which a fare specified in the Fifth Schedule to this notice relates—

(i) A fare specified in the third column of that Schedule as a peak season fare shall not apply unless travel on the first outbound international sector of the travel to which it relates commences in January, September, October, November or December;

(ii) A fare specified in the third column of that Schedule as a basic season fare shall not apply unless travel on the first outbound international sector of the travel to which it relates commences in February, March, April, May, June, July, or August.”

3. New schedules substituted—The principal notice is hereby amended by revoking the First to Sixth Schedules, and substituting the schedules set out in the Schedule to this notice.

4. Transitional—Clauses 7 to 9 of the General Tariff Conditions shall be imported into the principal notice; but those clauses shall be read as if, in relation to the principal notice as amended by this notice, the principal notice as it was immediately before the commencement of this notice were an earlier notice that was revoked on that commencement.

SCHEDULE

Clause 3

NEW FIRST TO SIXTH SCHEDULES

“FIRST SCHEDULE  
MAXIMUM PERMITTED MILEAGES

Clause 3(8)

DISTANCE (STATUTE MILES)	ROUTE	ORIGIN, DESTINATION, OR POINT OF TURNAROUND	DESTINATION, ORIGIN, OR POINT OF TURNAROUND
13742	EH	Auckland	} Milan
13613	EH	Christchurch	
13739	EH	Wellington	

\* Gazette, 1984 p. 3863

DISTANCE (STATUTE MILES)	ROUTE	ORIGIN, DESTINATION, OR POINT OF TURNAROUND	DESTINATION, ORIGIN, OR POINT OF TURNAROUND
14281	AP	Auckland	} Milan
14815	AP	Christchurch	
14625	AP	Wellington	
13417	EH	Auckland	} Rome
13288	EH	Christchurch	
13413	EH	Wellington	
14636	AP	Auckland	} Rome
15149	AP	Christchurch	
14979	AP	Wellington	

“SECOND SCHEDULE  
ADJUSTMENT AND CONVERSION FACTORS  
FOR TRAVEL FROM NEW ZEALAND TO ITALY AND  
RETURN

Clause 3(6)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO NZD)	CONVERSION FACTOR (FCUs TO NZD)
1.40	40 percent	0.82236

“THIRD SCHEDULE  
ADJUSTMENT AND CONVERSION FACTORS  
FOR TRAVEL FROM ITALY TO NEW ZEALAND AND  
RETURN

Clause 3(7)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO LIT)	CONVERSION FACTOR (FCUs TO LIT)
2.40	140 percent	581.5

“FOURTH SCHEDULE  
SPECIFIED FARES  
FOR TRAVEL FROM NEW ZEALAND TO ITALY AND  
RETURN

Clause 3(1)

FARES (FCU)	(NZD)	SEASON	ROUTE	ORIGIN	POINT OF TURNAROUND
2881.50	3318	Peak	} EH	{ Auckland, Christchurch, or Wellington	} Milan
2700.40	3109	Shoulder			
2537.60	2922	Off-Peak			
2374.40	2734	Basic			
2809.50	3235	Peak	} AP	{ Auckland, Christchurch, or Wellington	} Milan
2628.40	3027	Shoulder			
2465.60	2839	Off-Peak			
2302.40	2651	Basic			
2845.60	3277	Peak	} EH	{ Auckland, Christchurch, or Wellington	} Milan
2664.40	3068	Shoulder			
2501.60	2881	Off-Peak			
2338.40	2693	Basic			
2809.50	3235	Peak	} EH	{ Auckland, Christchurch, or Wellington	} Rome
2628.40	3027	Shoulder			
2465.60	2839	Off-Peak			
2302.40	2651	Basic			



**"FIFTH SCHEDULE  
SPECIFIED FARES  
FOR TRAVEL FROM ITALY TO NEW ZEALAND AND  
RETURN**

Clause 3(2)

FARES		SEASON	ROUTE	ORIGIN	POINT OF TURNAROUND
(FCU)	(LIT)				
2445.30	3413000	Peak	} EH	Milan	{ Auckland, Christchurch, Wellington
2184.70	3049000	Basic			
2373.30	3313000	Peak	} AP	Milan	{ Auckland, Christchurch, Wellington
2112.70	2949000	Basic			
2409.40	3363000	Peak	} EH one way	Milan	{ Auckland, Christchurch, Wellington
2184.80	2999000	Basic			
2373.30	3313000	Peak	} EH or AP	Rome	{ Auckland, Christchurch, Wellington
2112.70	2949000	Basic			

**"SIXTH SCHEDULE  
AIRLINES AND ROUTING**

Clauses 1(3) and 4(23)

ORIGIN OR DESTINATION, OR POINT OF TURNAROUND	TRANSFER POINT	ROUTE OF SERVICE	AIRLINE
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**PART A  
FOR TRAVEL VIA THE AP ROUTE**

Auckland	Los Angeles	PA	Air New Zealand
Milan	Los Angeles	AT	Alitalia
Rome	Los Angeles	AT	Alitalia

**PART B  
FOR TRAVEL VIA THE EH ROUTE**

Auckland	Singapore	EH	{ Air New Zealand, or Singapore Airlines
Rome	Singapore	EH	{ Alitalia or Singapore Airlines
Auckland	Tokyo	EH	Air New Zealand
Rome	Tokyo	EH	Alitalia"

Dated at Wellington this 6th day of December 1984.

HON. RICHARD PREBBLE,  
Minister of Civil Aviation and Meteorological Services.

The Round-Trip Excursion Tariffs Between New Zealand and the Netherlands Notice 1984, Amendment No. 1

PURSUANT to section 29A (2) of the Civil Aviation Act 1964, the Minister of Civil Aviation and Meteorological Services hereby gives the following notice.

NOTICE

1. Title and commencement—(1) This notice may be cited as the Round-Trip Excursion Tariffs Between New Zealand and the Netherlands Notice 1984, Amendment No. 1, and shall be read together with and deemed part of the Round-Trip Excursion Tariffs Between New Zealand and the Netherlands Notice 1984\* (hereinafter referred to as the principal notice).

(2) This notice shall come into force on the day after the date of its publication in the Gazette.

2. New schedules substituted—The principal notice is hereby amended by revoking the First to Sixth Schedules, and substituting the schedules set out in the Schedule to this notice.

3. Transitional—Clauses 7 to 9 of the General Tariff Conditions shall be imported into the principal notice; but those clauses shall be read as if, in relation to the principal notice as amended by this notice, the principal notice as it was immediately before the commencement of this notice were an earlier notice that was revoked on that commencement.

SCHEDULE

Clause 2

NEW FIRST TO SIXTH SCHEDULES

“FIRST SCHEDULE  
MAXIMUM PERMITTED MILEAGES

Clause 3(8)

DISTANCE (STATUTE MILES)	ROUTE	ORIGIN, DESTINATION, OR POINT OF TURNAROUND	DESTINATION, ORIGIN, OR POINT OF TURNAROUND
14237	EH	Auckland	} Amsterdam
14108	EH	Christchurch	
14233	EH	Wellington	
13728	AP	Auckland	} Amsterdam
14262	AP	Christchurch	
14072	AP	Wellington	

“SECOND SCHEDULE  
ADJUSTMENT AND CONVERSION FACTORS  
FOR TRAVEL FROM NEW ZEALAND TO THE  
NETHERLANDS AND RETURN

Clause 3(6)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO NZD)	CONVERSION FACTOR (FCUs TO NZD)
1.40	40 percent	0.82236

“THIRD SCHEDULE  
ADJUSTMENT AND CONVERSION FACTORS  
FOR TRAVEL FROM THE NETHERLANDS TO NEW  
ZEALAND AND RETURN

Clause 3(7)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO DFL)	CONVERSION FACTOR (FCUs TO DFL)
0.63	37 percent	3.277

\* Gazette, 1984 p. 3869

“FOURTH SCHEDULE  
SPECIFIED FARES  
FOR TRAVEL FROM NEW ZEALAND TO THE  
NETHERLANDS AND RETURN

Clause 3(1)

FARES (FCU)	FARES (NZD)	SEASON	ROUTE	ORIGIN	POINT OF TURNAROUND
2809.50	3235	Peak	} EH or AP	} Auckland, Christchurch, or Wellington	} Amsterdam
2628.40	3027	Shoulder			
2465.60	2839	Off-Peak			
2302.40	2651	Basic			

“FIFTH SCHEDULE  
SPECIFIED FARES  
FOR TRAVEL FROM THE NETHERLANDS TO NEW  
ZEALAND AND RETURN

Clause 3(2)

FARES (FCU)	FARES (DFL)	SEASON	ROUTE	ORIGIN	POINT OF TURNAROUND
2260.00	4666	Peak	} EH or AP	} Amsterdam	} Auckland, Christchurch, or Wellington
2180.00	4501	Shoulder			
2019.70	4170	Basic			

“SIXTH SCHEDULE  
AIRLINES AND ROUTING

Clauses 1(3) and 4(23)

ORIGIN OR DESTINATION, OR POINT OF TURNAROUND	TRANSFER POINT	ROUTE OF SERVICE	AIRLINE
<b>PART A AP ROUTE</b>			
Auckland	Los Angeles	PA	} Air New Zealand, Continental Airlines, or Pan American World Airways
Amsterdam	Los Angeles	AT	
Auckland	Tokyo	EH	
Amsterdam	Tokyo	PO	} KLM Royal Dutch Airlines or Japan Air Lines
<b>PART B EH ROUTE</b>			
Auckland	Singapore	EH	} Air New Zealand or Singapore Airlines
Amsterdam	Singapore	EH	
Auckland	Tokyo	EH	} KLM Royal Dutch Airlines Singapore Airlines or Garuda Indonesian Airways
Amsterdam	Tokyo	EH	
Auckland	Tokyo	EH	} Air New Zealand or Singapore Airlines
Amsterdam	Tokyo	EH	
Auckland	Tokyo	EH	} KLM Royal Dutch Airlines”
Amsterdam	Tokyo	EH	

Dated at Wellington this 6th day of December 1984.

HON. RICHARD PREBBLE,  
Minister of Civil Aviation and Meteorological Services.

The Round-Trip Excursion Tariffs Between New Zealand and Switzerland Notice 1984, Amendment No. 1

PURSUANT to section 29A (2) of the Civil Aviation Act 1964, the Minister of Civil Aviation and Meteorological Services hereby gives the following notice.

NOTICE

1. Title and commencement—(1) This notice may be cited as the Round-Trip Excursion Tariffs Between New Zealand and Switzerland Notice 1984, Amendment No. 1, and shall be read together with and deemed part of the Round-Trip Excursion Tariffs Between New Zealand and Switzerland Notice 1984\* (hereinafter referred to as the principal notice).

(2) This notice shall come into force on the day after the date of its publication in the Gazette.

2. New schedules substituted—The principal notice is hereby amended by revoking the First to Sixth Schedules, and substituting the schedules set out in the Schedule to this notice.

3. Transitional—Clauses 7 to 9 of the General Tariff Conditions shall be imported into the principal notice; but those clauses shall be read as if, in relation to the principal notice as amended by this notice, the principal notice as it was immediately before the commencement of this notice were an earlier notice that was revoked on that commencement.

SCHEDULE

Clause 2  
NEW FIRST TO SIXTH SCHEDULES

“FIRST SCHEDULE  
MAXIMUM PERMITTED MILEAGES

Clause 3(8)

DISTANCE (STATUTE MILES)	ROUTE	ORIGIN, DESTINATION, OR POINT OF TURNAROUND	DESTINATION, ORIGIN, OR POINT OF TURNAROUND
13906	EH	Auckland	} Geneva
13778	EH	Christchurch	
13903	EH	Wellington	
13849	EH	Auckland	} Zurich
13720	EH	Christchurch	
13846	EH	Wellington	
14159	AP	Auckland	} Zurich
14693	AP	Christchurch	
14503	AP	Wellington	

“SECOND SCHEDULE  
ADJUSTMENT AND CONVERSION FACTORS  
FOR TRAVEL FROM NEW ZEALAND TO SWITZERLAND  
AND RETURN

Clause 3(6)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO NZD)	CONVERSION FACTOR (FCUs TO NZD)
1.40	40 percent	0.82236

“THIRD SCHEDULE  
ADJUSTMENT AND CONVERSION FACTORS  
FOR TRAVEL FROM SWITZERLAND TO NEW ZEALAND  
AND RETURN

Clause 3(7)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO SFR)	CONVERSION FACTOR (FCUs TO SFR)
0.45	55 percent	3.90

\* Gazette, 1984 p. 3875

“FOURTH SCHEDULE  
SPECIFIED FARES

FOR TRAVEL FROM NEW ZEALAND TO SWITZERLAND  
AND RETURN

Clause 3(1)

FARES (FCU)	(NZD)	SEASON	ROUTE	ORIGIN	POINT OF TURNAROUND
2809.50	3027	Peak	} EH	{ Auckland, Christchurch, or Wellington	} Geneva
2628.40	2832	Shoulder			
2465.60	2657	Off-Peak			
2302.40	2481	Basic			
2809.50	3027	Peak	} EH or AP	{ Auckland, Christchurch, or Wellington	} Zurich
2628.40	2832	Shoulder			
2465.60	2657	Off-Peak			
2302.40	2481	Basic			

“FIFTH SCHEDULE  
SPECIFIED FARES

FOR TRAVEL FROM SWITZERLAND TO NEW ZEALAND  
AND RETURN

Clause 3(2)

FARES (FCU)	(SFR)	SEASON	ROUTE	ORIGIN	POINT OF TURNAROUND
2373.30	4166	Peak	} EH	} Geneva	{ Auckland, Christchurch, or Wellington
2112.70	3709	Basic			
2373.30	4166	Peak	} EH or AP	} Zurich	{ Auckland, Christchurch, or Wellington
2112.70	3709	Basic			

“SIXTH SCHEDULE  
AIRLINES AND ROUTING

Clauses 1(3) and 4(23)

ORIGIN OR DESTINATION, OR POINT OF TURNAROUND	TRANSFER POINT	ROUTE OF SERVICE	AIRLINE
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PART A  
FOR TRAVEL VIA THE EH ROUTE

Auckland	Singapore	EH	{ Air New Zealand or Singapore Airlines
Geneva	Singapore	EH	Swissair
Zurich	Singapore	EH	{ Swissair or Singapore Airlines
Auckland	Tokyo	EH	{ Air New Zealand or Japan Air Lines
Geneva	Tokyo	EH	Swissair
Zurich	Tokyo	EH	Swissair

PART B  
FOR TRAVEL VIA THE AP ROUTE

Auckland	Tokyo	EH	{ Air New Zealand or Japan Air Lines
Zurich	Tokyo	PO	Japan Air Lines”

Dated at Wellington this 6th day of December 1984.

HON. RICHARD PREBBLE,  
Minister of Civil Aviation and Meteorological Services.

The Round-Trip Excursion Tariffs Between New Zealand and Yugoslavia Notice 1984, Amendment No. 1

PURSUANT to section 29A (2) of the Civil Aviation Act 1964, the Minister of Civil Aviation and Meteorological Services hereby gives the following notice.

NOTICE

1. Title and commencement—(1) This notice may be cited as the Round-Trip Excursion Tariffs Between New Zealand and Yugoslavia Notice 1984, Amendment No. 1, and shall be read together with and deemed part of the Round-Trip Excursion Tariffs Between New Zealand and Yugoslavia Notice 1984\* (hereinafter referred to as the principal notice).

(2) This notice shall come into force on the day after the date of its publication in the Gazette.

2. Fares—Clause 4 of the principal notice is hereby amended by revoking subclause (2) of that clause and substituting the following subclause—

“(2) PERIOD OF APPLICATION—Of the specified fares—

(a) In respect of travel commencing in New Zealand to which a fare specified in the Second Schedule of this notice relates—

(i) A fare specified in the second column of that Schedule as a peak season fare shall not apply unless travel on the first outbound international sector of the travel to which it relates commences in May, June or July:

(ii) A fare specified in the second column of that Schedule as a shoulder season fare shall not apply unless travel on the first outbound international sector of the travel to which it relates commences in April, August, September, or December:

(iii) A fare specified in the second column of that Schedule as an off-peak season fare shall not apply unless travel on the first outbound international sector of the travel to which it relates commences in March or October:

(iv) A fare specified in the second column of that Schedule as a basic season fare shall not apply unless travel on the first outbound international sector of the travel to which it relates commences in January, February, or March:

(b) In respect of travel commencing in Yugoslavia to which a fare specified in the Third Schedule to this notice relates—

(i) A fare specified in the second column of that Schedule as a peak season fare shall not apply unless travel on the first outbound international sector of the travel to which it relates commences in January, September, October, November or December:

(ii) A fare specified in the second column of that Schedule as a basic season fare shall not apply unless travel on the first outbound international sector of the travel to which it relates commences in February, March, April, May, June, July, or August.”

3. New schedules substituted—The principal notice is hereby amended by revoking the First to Fifth Schedules, and substituting the schedules set out in the Schedule to this notice.

4. Transitional—Clauses 7 to 9 of the General Tariff Conditions shall be imported into the principal notice; but those clauses shall be read as if, in relation to the principal notice as amended by this notice, the principal notice as it was immediately before the commencement of this notice were an earlier notice that was revoked on that commencement.

SCHEDULE

Clause 3

NEW FIRST TO FIFTH SCHEDULES

“FIRST SCHEDULE  
MAXIMUM PERMITTED MILEAGES

Clause 3(8)

DISTANCE (STATUTE MILES)	ROUTE	ORIGIN OR DESTINATION	DESTINATION OR ORIGIN
13248	EH	Belgrade	Auckland
13179	EH	Dubrovnik	
13545	EH	Ljubljana	
13536	EH	Maribor	
13538	EH	Ohrid	
13358	EH	Osijek	
13426	EH	Pristina	
13607	EH	Pula	
13571	EH	Rijeka	
13384	EH	Sarajevo	
13483	EH	Skopje	
13498	EH	Split	
13452	EH	Titograd	
13460	EH	Tivat	
13534	EH	Zadar	
13465	EH	Zagreb	

\* Gazette, 1984 p. 3881

13119	EH	Belgrade	Christchurch
13050	EH	Dubrovnik	
13417	EH	Ljubljana	
13407	EH	Maribor	
13409	EH	Ohrid	
13229	EH	Osijek	
13297	EH	Pristina	
13478	EH	Pula	
13442	EH	Rijeka	
13256	EH	Sarajevo	
13354	EH	Skopje	
13369	EH	Split	
13323	EH	Titograd	
13331	EH	Tivat	
13405	EH	Zadar	
13336	EH	Zagreb	

13244	EH	Belgrade	Wellington
13175	EH	Dubrovnik	
13542	EH	Ljubljana	
13532	EH	Maribor	
13534	EH	Ohrid	
13354	EH	Osijek	
13422	EH	Pristina	
13503	EH	Pula	
13567	EH	Rijeka	
13381	EH	Sarajevo	
13479	EH	Skopje	
13495	EH	Split	
13448	EH	Titograd	
13456	EH	Tivat	
13530	EH	Zadar	
13461	EH	Zagreb	

“SECOND SCHEDULE  
SPECIFIED FARES  
FOR TRAVEL FROM NEW ZEALAND TO YUGOSLAVIA  
AND RETURN

Clause 3(1)

FARES (NZD)	ROUTE	ORIGIN	POINT OF TURNAROUND
3235	EH	Auckland, Christchurch, or Wellington	Belgrade
3027			
2839			
2651			

“THIRD SCHEDULE  
SPECIFIED FARES  
FOR TRAVEL FROM YUGOSLAVIA TO AND RETURN  
FROM NEW ZEALAND

Clause 3(2)

FARES (YUD)	ROUTE	ORIGIN	POINT OF TURNAROUND
273432	EH	Belgrade	Auckland, Christchurch, or Wellington
224111			

“FOURTH SCHEDULE  
SPECIFIED ADD-ONS

Clauses 3(3)

AMOUNT	COMBINATION POINT	POINT OF TURNAROUND
NZD 54	Belgrade	Dubrovnik
		Ljubljana
		Maribor
		Ohrid
		Osijek
		Pristina
		Pula
		Rijeka
		Sarajevo
		Skopje
		Split
		Titograd
		Tivat
		Zadar
Zagreb		

PART B  
FOR TRAVEL FROM YUGOSLAVIA TO NEW ZEALAND  
AND RETURN

"FIFTH SCHEDULE  
AIRLINES AND ROUTING

AMOUNT	ORIGIN AND DIRECTION	COMBINATION POINT	ORIGIN OR DESTINATION, OR POINT OF TURNAROUND	TRANSFER POINT	ROUTE OF SERVICE	AIRLINE
YUD 4000	Dubrovnik Ljubljana Maribor Ohrid Osijek Pristina Pula Rijeka Sarajevo Skopje Split Titograd Tivat Zadar Zagred	Belgrade	Auckland	Singapore	EH	{ Air New Zealand or Singapore Airlines  Jugoslovenski Aerotransport (JAT)"
			Belgrade	Singapore	EH	

Dated at Wellington this 6th day of December 1984.

HON. RICHARD PREBBLE,  
Minister of Civil Aviation and Meteorological Services.

The Round-Trip Advance Purchase Excursion Tariffs Between New Zealand and Belgium Notice 1984, Amendment No. 1

PURSUANT to section 29A (2) of the Civil Aviation Act 1964, the Minister of Civil Aviation and Meteorological Services hereby gives the following notice.

NOTICE

1. Title and commencement—(1) This notice may be cited as the Round-Trip Advance Purchase Excursion Tariffs Between New Zealand and Belgium Notice 1984, Amendment No. 1, and shall be read together with and deemed part of the Round-Trip Advance Purchase Excursion Tariffs Between New Zealand and Belgium Notice 1984\* (hereinafter referred to as the principal notice).

(2) This notice shall come into force on the day after the date of its publication in the Gazette.

2. New schedules substituted—The principal notice is hereby amended by revoking the First to Third Schedules, and substituting the schedules set out in the Schedule to this notice.

3. Transitional—Clauses 7 to 9 of the General Tariff Conditions shall be imported into the principal notice; but those clauses shall be read as if, in relation to the principal notice as amended by this notice, the principal notice as it was immediately before the commencement of this notice were an earlier notice that was revoked on that commencement.

SCHEDULE

Clause 2

NEW FIRST TO THIRD SCHEDULES

“FIRST SCHEDULE  
SPECIFIED FARES

FOR TRAVEL FROM NEW ZEALAND TO BELGIUM AND RETURN

Clause 3(1)

FARES (NZD)	SEASON	ROUTE	ORIGIN	POINT OF TURNAROUND
2836	High	} EH or AP	Auckland	Brussels
2548	Shoulder			
2322	Off-Peak			
2098	Basic			
3042	High	} EH or AP	Christchurch	Brussels
2754	Shoulder			
2528	Off-Peak			
2304	Basic			
2986	High	} EH or AP	Wellington	Brussels
2698	Shoulder			
2472	Off-Peak			
2248	Basic			

\* Gazette, 1984 p. 3899

“SECOND SCHEDULE  
SPECIFIED FARES

FOR TRAVEL FROM BELGIUM TO NEW ZEALAND AND RETURN

Clause 3(2)

FARES (BFR)	SEASON	ROUTE	ORIGIN	POINT OF TURNAROUND
77350	Peak	} EH or AP	Brussels	Auckland
74620	Shoulder			
69130	Basic			
84350	Peak	} EH or AP	Brussels	Christchurch
81620	Shoulder			
76130	Basic			
82450	Peak	} EH or AP	Brussels	Wellington
79720	Shoulder			
74230	Basic			

“THIRD SCHEDULE  
AIRLINES AND ROUTING

Clauses 1(3) and 4(23)

ORIGIN OR DESTINATION, OR POINT OF TURNAROUND	TRANSFER POINT	ROUTE OF SERVICE	AIRLINE
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PART A

FOR TRAVEL VIA THE EH ROUTE

Auckland	Singapore	EH	Air New Zealand
Brussels	Singapore	EH	Sabena Belgian World Airlines

PART B

FOR TRAVEL VIA THE AP ROUTE

Auckland	Tokyo	EH	Air New Zealand
Brussels	Tokyo	PO	Sabena Belgian World Airlines

Dated at Wellington this 6th day of December 1984.

HON. RICHARD PREBBLE,  
Minister of Civil Aviation and Meteorological Services.

The Round-Trip Advance Purchase Excursion Tariffs Between New Zealand and the Netherlands Notice 1984, Amendment No. 1

PURSUANT to section 29A (2) of the Civil Aviation Act 1964, the Minister of Civil Aviation and Meteorological Services hereby gives the following notice.

NOTICE

1. Title and commencement—(1) This notice may be cited as the Round-Trip Advance Purchase Excursion Tariffs Between New Zealand and the Netherlands Notice 1984, Amendment No. 1, and shall be read together with and deemed part of the Round-Trip Advance Purchase Excursion Tariffs Between New Zealand and the Netherlands Notice 1984\* (hereinafter referred to as the principal notice).

(2) This notice shall come into force on the day after the date of its publication in the Gazette.

2. New schedules substituted—The principal notice is hereby amended by revoking the First to Third Schedules, and substituting the schedules set out in this notice.

3. Transitional—Clauses 7 to 9 of the General Tariff Conditions shall be imported into the principal notice; but those clauses shall be read as if, in relation to the principal notice as amended by this notice, the principal notice as it was immediately before the commencement of this notice were an earlier notice that was revoked on that commencement.

SCHEDULE

Clause 2

NEW FIRST TO THIRD SCHEDULES

“FIRST SCHEDULE  
SPECIFIED FARES

FOR TRAVEL FROM NEW ZEALAND TO THE  
NETHERLANDS AND RETURN

Clause 3(1)

FARES (NZD)	SEASON	ROUTE	ORIGIN	POINT OF TURNAROUND
2836	High	} EH or AP	Auckland	Amsterdam
2548	Shoulder			
2322	Off-Peak			
2098	Basic			
3042	High	} EH or AP	Christchurch	Amsterdam
2754	Shoulder			
2528	Off-Peak			
2304	Basic			
2986	High	} EH or AP	Wellington	Amsterdam
2698	Shoulder			
2472	Off-Peak			
2248	Basic			

“SECOND SCHEDULE  
SPECIFIED FARES

FOR TRAVEL FROM THE NETHERLANDS TO NEW  
ZEALAND AND RETURN

Clause 3(2)

FARES (DFL)	SEASON	ROUTE	ORIGIN	POINT OF TURNAROUND
4200	Peak	} EH or AP	Amsterdam	Auckland
4051	Shoulder			
3754	Basic			

\* Gazette, 1984 p. 3923

FARES (DFL)	SEASON	ROUTE	ORIGIN	POINT OF TURNAROUND
4570	Peak	} EH or AP	Amsterdam	Christchurch
4421	Shoulder			
4124	Basic			
4470	Peak	} EH or AP	Amsterdam	Wellington
4321	Shoulder			
4024	Basic			

“THIRD SCHEDULE  
AIRLINES AND ROUTING

Clauses 1(3) and 4(23)

ORIGIN OR DESTINATION, OR POINT OF TURNAROUND	TRANSFER POINT	ROUTE OF SERVICE	AIRLINE
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PART A  
FOR TRAVEL VIA THE AP ROUTE

Auckland	Los Angeles	PA	Air New Zealand
Amsterdam	Los Angeles	AT	KLM Royal Dutch Airlines
Auckland	Tokyo	EH	{ Air New Zealand or Japan Air Lines
Amsterdam	Tokyo	PO	{ KLM Royal Dutch Airlines or Japan Air Lines

PART B  
EH ROUTE

Auckland	Singapore	EH	{ Air New Zealand or Singapore Airlines
Amsterdam	Singapore	EH	{ KLM Royal Dutch Airlines or Singapore Airlines
Auckland	Tokyo	EH	{ Air New Zealand or Japan Air Lines
Amsterdam	Tokyo	EH	KLM Royal Dutch Airlines”

Dated at Wellington this 6th day of December 1984.

HON. RICHARD PREBBLE,  
Minister of Civil Aviation and Meteorological Services.

The Round-Trip Advance Purchase Excursion Tariffs Between New Zealand and Yugoslavia Notice 1984, Amendment No. 1

PURSUANT to section 29A (2) of the Civil Aviation Act 1964, the Minister of Civil Aviation and Meteorological Services hereby gives the following notice.

NOTICE

1. Title and commencement—(1) This notice may be cited as the Round-Trip Advance Purchase Excursion Tariffs Between New Zealand and Yugoslavia Notice 1984, Amendment No. 1, and shall be read together with and deemed part of the Round-Trip Advance Purchase Excursion Tariffs Between New Zealand and Yugoslavia Notice 1984\* (hereinafter referred to as the principal notice).

(2) This notice shall come into force on the day after the date of its publication in the Gazette.

2. Fares—Clause 4 of the principal notice is hereby amended by revoking subclause (2) of that clause and substituting the following subclause—

“(2) PERIOD OF APPLICATION—Of the specified fares—

(a) In respect of travel commencing in New Zealand to which a fare specified in the First Schedule of this notice relates—

(i) A fare specified in the second column of that Schedule as a peak season fare shall not apply unless travel on the first outbound international sector of the travel to which it relates commences in May, June or July;

(ii) A fare specified in the second column of that Schedule as a shoulder season fare shall not apply unless travel on the first outbound international sector of the travel to which it relates commences in April, August, September, or December;

(iii) A fare specified in the second column of that Schedule as an off-peak season fare shall not apply unless travel on the first outbound international sector of the travel to which it relates commences in March or October;

(iv) A fare specified in the second column of that Schedule as a basic season fare shall not apply unless travel on the first outbound international sector of the travel to which it relates commences in January, February, or March;

(b) In respect of travel commencing in Yugoslavia to which a fare specified in the Second Schedule to this notice relates—

(i) A fare specified in the second column of that Schedule as a peak season fare shall not apply unless travel on the first outbound international sector of the travel to which it relates commences in January, September, October, November or December;

(ii) A fare specified in the second column of that Schedule as a basic season fare shall not apply unless travel on the first outbound international sector of the travel to which it relates commences in February, March, April, May, June, July, or August.”

3. New schedules substituted—The principal notice is hereby amended by revoking the First to Fourth Schedules, and substituting the schedules set out in the Schedule to this notice.

4. Transitional—Clauses 7 to 9 of the General Tariff Conditions shall be imported into the principal notice; but those clauses shall be read as if, in relation to the principal notice as amended by this notice, the principal notice as it was immediately before the commencement of this notice were an earlier notice that was revoked on that commencement.

SCHEDULE

Clause 3

NEW FIRST TO FOURTH SCHEDULES

“FIRST SCHEDULE  
SPECIFIED FARES

FOR TRAVEL FROM NEW ZEALAND TO YUGOSLAVIA  
AND RETURN

Clause 3(1)

FARES (NZD)	SEASON	ROUTE	ORIGIN	POINT OF TURNAROUND
2836	Peak	} EH	Auckland	Belgrade
2548	Shoulder			
2322	Off-Peak			
2098	Basic			
3042	Peak	} EH	Christchurch	Belgrade
2754	Shoulder			
2528	Off-Peak			
2304	Basic			
2986	Peak	} EH	Wellington	Belgrade
2698	Shoulder			
2472	Off-Peak			
2248	Basic			

\* Gazette, 1984 p. 3929

“SECOND SCHEDULE  
SPECIFIED FARES

FOR TRAVEL FROM YUGOSLAVIA TO NEW ZEALAND  
AND RETURN

Clause 3(2)

FARES (YUD)	SEASON	ROUTE	ORIGIN	POINT OF TURNAROUND
239377	Peak	} EH	Belgrade	Auckland
196018	Basic			
254737	Peak	} EH	Belgrade	Christchurch
211378	Basic			
250577	Peak	} EH	Belgrade	Wellington
207218	Basic			

“THIRD SCHEDULE  
SPECIFIED ADD-ONS

Clauses 3(3)

AMOUNT	COMBINATION POINT	POINT OF TURNAROUND
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PART A

FOR TRAVEL FROM NEW ZEALAND TO YUGOSLAVIA  
AND RETURN

AMOUNT	COMBINATION POINT	POINT OF TURNAROUND
NZD 54	Belgrade	Dubrovnik Ljubljana Maribor Ohrid Osijek Pristina Pula Rijeka Sarajevo Skopje Split Titograd Tivat Zadar Zagred

PART B

FOR TRAVEL FROM YUGOSLAVIA TO NEW ZEALAND  
AND RETURN

AMOUNT	ORIGIN AND DESTINATION	COMBINATION POINT
YUD 4000	Dubrovnik Ljubljana Maribor Ohrid Osijek Pristina Pula Rijeka Sarajevo Skopje Split Titograd Tivat Zadar Zagred	Belgrade

“FOURTH SCHEDULE

AIRLINES AND ROUTING

Clause 1(3) and 4(23)

ORIGIN, DESTINATION, OR POINT OF TURNAROUND	TRANSFER POINT	ROUTE	AIRLINE
Auckland	Singapore	EH	Air New Zealand
Belgrade	Singapore	EH	Jugoslovenski Aerotransport (JAT)”

Dated at Wellington this 6th day of December 1984.

HON. RICHARD PREBBLE,  
Minister of Civil Aviation and Meteorological Services.



The Round-Trip Instant Purchase Excursion Tariffs From Italy to New Zealand Notice 1984, Amendment No. 1

PURSUANT to section 29A (2) of the Civil Aviation Act 1964, the Minister of Civil Aviation and Meteorological Services hereby gives the following notice.

NOTICE

1. Title and commencement—(1) This notice may be cited as the Round-Trip Instant Purchase Excursion Tariffs From Italy to New Zealand Notice 1984, Amendment No. 1, and shall be read together with and deemed part of the Round-Trip Instant Purchase Excursion Tariffs From Italy to New Zealand Notice 1984\* (hereinafter referred to as the principal notice).

(2) This notice shall come into force on the day after the date of its publication in the Gazette.

2. Fares—Clause 4 of the principal notice is hereby amended by revoking subclause (2) of that clause and substituting the following subclause—

“(2) PERIOD OF APPLICATION—Of the specified fares—

- (a) A fare specified in the second column of the First Schedule to this notice as a peak season fare shall not apply unless travel on the first outbound international sector of the travel to which it relates commences in January, September, October, November or December:
- (b) A fare specified in the second column of that Schedule as a basic season fare shall not apply unless travel on the first outbound international sector of the travel to which it relates commences in February, March, April, May, June, July, or August.”

3. New schedules substituted—The principal notice is hereby amended by revoking the First and Second Schedules, and substituting the schedules set out in the Schedule to this notice.

4. Transitional—Clauses 7 to 9 of the General Tariff Conditions shall be imported into the principal notice; but those clauses shall be read as if, in relation to the principal notice as amended by this notice, the principal notice as it was immediately before the commencement of this notice were an earlier notice that was revoked on that commencement.

SCHEDULE

Clause 3

NEW FIRST AND SECOND SCHEDULES

“FIRST SCHEDULE  
SPECIFIED FARES

FOR TRAVEL FROM ITALY TO NEW ZEALAND AND RETURN

Clause 3(1)

FARES (LIT)	SEASON	ROUTE	ORIGIN	POINT OF TURNAROUND
2808000 2500000	Peak Basic	} EH or AP	Rome	{ Auckland, Christchurch, or Wellington
2903000 2595000	Peak Basic	} EH	Milan	{ Auckland, Christchurch, or Wellington

\* Gazette, 1984 p. 3941

FARES (LIT)	SEASON	ROUTE	ORIGIN	POINT OF TURNAROUND
2808000 2500000	Peak Basic	} AP	Milan	{ Auckland, Christchurch, or Wellington
2856000 2548000	Peak Basic	} EH one way AP in other	Milan	{ Auckland, Christchurch, or Wellington

“SECOND SCHEDULE

AIRLINES AND ROUTING

Clauses 1(3) and 4(23)

ORIGIN, DESTINATION, OR POINT OF TURNAROUND	TRANSFER POINT	ROUTE	AIRLINE
PART A AP ROUTE			
Auckland	Los Angeles	PA	Air New Zealand
Milan	Los Angeles	AT	Alitalia
Rome	Los Angeles	AT	Alitalia
PART B EH ROUTE			
Auckland	Singapore	EH	{ Air New Zealand or Singapore Airlines
Rome	Singapore	EH	{ Alitalia or Singapore Airlines
Auckland	Tokyo	EH	Air New Zealand
Rome	Tokyo	EH	Alitalia”

Dated at Wellington this 6th day of December 1984.

HON. RICHARD PREBBLE,  
Minister of Civil Aviation and Meteorological Services.

