

Wellington, October 9, 2002

Excellency,

I have the honour to refer to the consultations held in Queenstown on 30 November 2000 between the aeronautical authorities of Japan and New Zealand concerning the Agreement between Japan and New Zealand for Air Services signed at Auckland on 18 January 1980 (hereinafter referred to as the "Agreement").

Pursuant to the understanding reached at the said consultations and paragraph 3 of Article 16 of the Agreement, I now have the honour to propose, on behalf of the Government of Japan, that the existing Schedule to the Agreement be replaced by the following:

SCHEDULE

1. Routes to be operated in both directions by the designated airline or airlines of New Zealand:

- (1) Points in New Zealand - Nadi, Hong Kong, Brisbane and one other point in Southeast Asia or in the South Pacific including Australia to be specified later -Tokyo and/or Nagoya and/or Osaka.
- (2) Points in New Zealand - Nagoya and/or Fukuoka.

- Notes:
1. Points in Southeast Asia shall be limited to Manila, Bangkok, Kuala Lumpur, Singapore and Jakarta unless otherwise agreed.
 2. The designated airline or airlines of New Zealand shall be entitled to use Osaka and Tokyo on the above Route (1) as co-terminal points by agreement between the aeronautical authorities of both Contracting Parties.
 3. The designated airline or airlines of New Zealand shall be entitled to use Nagoya and Fukuoka on the above Route (2) as co-terminal points.
 4. The designated airline or airlines of New Zealand shall be allowed to exercise traffic rights with respect to its or their own stopover passengers between Nagoya and Fukuoka on the above Route (2).
 5. Osaka may not be served on the same flight with Nagoya.

2. Routes to be operated in both directions by the designated airline or airlines of Japan:

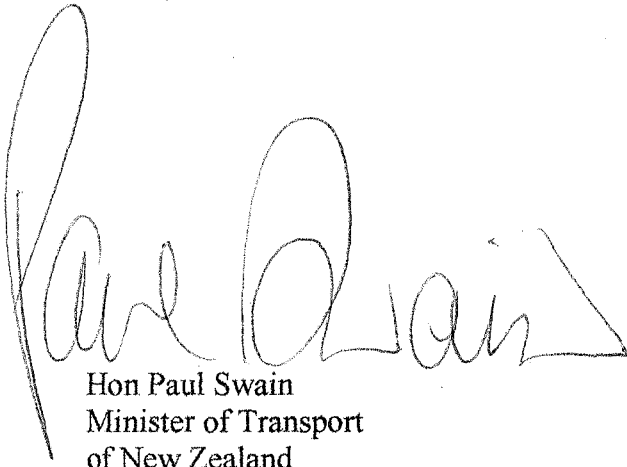
Points in Japan - Nadi, Sydney, one other point in Australia to be specified later and two other points in Southeast Asia and/or in the South Pacific to be specified later and/or one intermediate point - Auckland and/or Christchurch and/or two points in New Zealand to be specified later.

- Notes:
1. Points in Southeast Asia shall be limited to Hong Kong, Manila, Bangkok, Kuala Lumpur, Singapore and Jakarta unless otherwise agreed.
 2. The designated airline or airlines of Japan shall be entitled to use any of the points in New Zealand on the above Routes as co-terminal points.
 3. The designated airline or airlines of Japan shall be allowed to exercise traffic rights with respect to stopover passengers for international air services between the points in New Zealand on the above Routes.


3. The agreed services provided by the designated airline or airlines of either Contracting Party shall begin at a point in the territory of the Contracting Party, but other points on the route may at the option of the designated airline be omitted on any or all flights.

If the above proposal is acceptable to the Government of New Zealand, I have further the honour to propose that this Note together with Your Excellency's Note in reply indicating such acceptance shall constitute an agreement between the two Governments, which shall enter into force on the date of Your Excellency's reply.

I avail myself of this opportunity to extend to Your Excellency the assurances of my highest consideration.



Hon Paul Swain
Minister of Transport
of New Zealand



Koichi Matsumoto
Ambassador Extraordinary
and Plenipotentiary of Japan
to New Zealand

Wellington, 9 October 2002

Excellency,

I have the honour to refer to Your Excellency's Note of today's date, which reads as follows:

"I have the honour to refer to the consultations held in Queenstown on 30 November 2000 between the aeronautical authorities of Japan and New Zealand concerning the Agreement between Japan and New Zealand for Air Services signed at Auckland on 18 January 1980 (hereinafter referred to as the "Agreement").

Pursuant to the understanding reached at the said consultations and paragraph 3 of Article 16 of the Agreement, I now have the honour to propose, on behalf of the Government of Japan, that the existing Schedule to the Agreement be replaced by the following:

SCHEDULE

1. Routes to be operated in both directions by the designated airline or airlines of New Zealand:

- (1) Points in New Zealand - Nadi, Hong Kong, Brisbane and one other point in Southeast Asia or in the South Pacific including Australia to be specified later -Tokyo and/or Nagoya and/or Osaka.

- (2) Points in New Zealand - Nagoya and/or Fukuoka.

Notes: 1. Points in Southeast Asia shall be limited to Manila, Bangkok, Kuala Lumpur, Singapore and Jakarta unless otherwise agreed.

2. The designated airline or airlines of New Zealand shall be entitled to use Osaka and Tokyo on the above Route (1) as co-terminal points by agreement between the aeronautical authorities of both Contracting Parties.

3. The designated airline or airlines of New Zealand shall be entitled to use Nagoya and Fukuoka on the above Route (2) as co-terminal points.

4. The designated airline or airlines of New Zealand shall be allowed to exercise traffic rights with respect to its or their own stopover passengers between Nagoya and Fukuoka on the above Route (2).

5. Osaka may not be served on the same flight with Nagoya.

2. Routes to be operated in both directions by the designated airline or airlines of Japan:

Points in Japan - Nadi, Sydney, one other point in Australia to be specified later and two other points in Southeast Asia and/or in the South Pacific to be specified later and/or one intermediate point - Auckland and/or Christchurch and/or two points in New Zealand to be specified later.

- Notes:
1. Points in Southeast Asia shall be limited to Hong Kong, Manila, Bangkok, Kuala Lumpur, Singapore and Jakarta unless otherwise agreed.
 2. The designated airline or airlines of Japan shall be entitled to use any of the points in New Zealand on the above Routes as co-terminal points.
 3. The designated airline or airlines of Japan shall be allowed to exercise traffic rights with respect to stopover passengers for international air services between the points in New Zealand on the above Routes.
3. The agreed services provided by the designated airline or airlines of either Contracting Party shall begin at a point in the territory of the Contracting Party, but other points on the route may at the option of the designated airline be omitted on any or all flights.

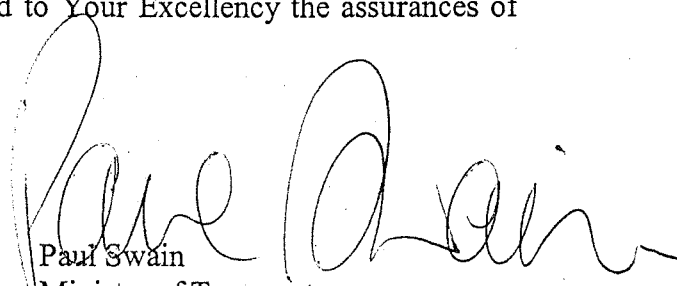
If the above proposal is acceptable to the Government of New Zealand, I have further the honour to propose that this Note together with Your Excellency's Note in reply indicating such acceptance shall constitute an agreement between the two Governments, which shall enter into force on the date of Your Excellency's reply."

I have further the honour to inform Your Excellency, on behalf of the Government of New Zealand, that the Government of New Zealand accepts the above proposal of the Government of Japan and to confirm that Your Excellency's Note and this Note shall constitute an agreement between the two Governments, which shall enter into force on the date of this reply.

I avail myself of this opportunity to extend to Your Excellency the assurances of my highest consideration.



His Excellency
Mr. Koichi Matsumoto
Ambassador Extraordinary
and Plenipotentiary of Japan
to New Zealand



Paul Swain
Minister of Transport
of New Zealand