

*Declaring Land to be Subject to the Provisions of Part XXIV of the Maori Affairs Act 1953*

PURSUANT to section 330 of the Maori Affairs Act 1953, the Board of Maori Affairs hereby declares that, on and from the date of the publication of this notice in the *Gazette*, the land described in the Schedule hereto shall be subject to the provisions of Part XXIV of the Maori Affairs Act 1953.

SCHEDULE

NORTH AUCKLAND LAND DISTRICT

Land	Block and Survey District	Area		
		A.	R.	P.
Peria 6B 1	V, Mangataniwha	8	3	32
Peria 6B 2	V and VI, Mangataniwha	111	2	0

Dated at Wellington this 16th day of September 1959.

For and on behalf of the Board of Maori Affairs—

E. A. MCKAY,  
Assistant Secretary for Maori Affairs.

(M.A. 15/1/910; D.O. 21/GZ2)

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SCHEDULE

NORTH AUCKLAND LAND DISTRICT

Land	Block and Survey District	Area		
		A.	R.	P.
Omanaia 67A	II, Waoku	14	2	17
Omanaia 67C	II, Waoku	2	0	0
Omanaia 67D	II and VI, Waoku	41	1	7
Omanaia 88	II and VI, Waoku	73	1	0

Dated at Wellington this 16th day of September 1959.

For and on behalf of the Board of Maori Affairs—

E. A. MCKAY,  
Assistant Secretary for Maori Affairs.

(M.A. 15/1/281; D.O. 19/B/7)

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SCHEDULE

NORTH AUCKLAND LAND DISTRICT

Land	Block and Survey District	Area		
		A.	R.	P.
Part Lot 21, D.P. 9584, C/T 602/211 (part) (also known as part Motatau 2, Section 21c)	XVI, Kawakawa	158	2	12.5

Dated at Wellington this 16th day of September 1959.

For and on behalf of the Board of Maori Affairs—

E. A. MCKAY,  
Assistant Secretary for Maori Affairs.

(M.A. 61/8, 15/1/926; D.O. 29/64, 18/11)

*Order Prescribing Standard Terms and Conditions*

PURSUANT to section 26A of the Air Services Licensing Act 1951, the Air Services Licensing Authority hereby orders that there be terms or conditions applicable in licences of the class and to the extent as are set out hereunder:

A. In Respect of Licences for Air Transport Services:

(1) Unless otherwise ordered by the Licensing Authority in respect of a particular licence, the following standard terms and the meaning thereof shall be applicable in all licences for air transport services in so far as they may apply to the type or types of such services as are authorised in the licence:

(a) "Scheduled service" means an air transport service carried on between such fixed terminals or traffic areas and by such route or routes and with or without intermediate stopping places as are authorised and in accordance with a timetable and in respect of passenger services only or of combined passenger and freight services, for such fares for the carriage of passengers as are authorised and published.

(b) "Non-scheduled service" means an air transport service carried on between such fixed terminals or traffic areas and by such route or routes and with or without intermediate stopping places as are authorised and in respect of which the licensee may determine from time to time when or to what extent such service shall be carried on.

(c) "Air charter service" means an air transport service wherein the licensee hires out to a person or to a group of persons, having a common interest in the purposes of the hiring, the exclusive use of the aircraft for a particular flight or series of flights and one payment for such hire is made.

(d) "Air-taxi service" means an air transport service wherein an aircraft is used for a particular flight or series of flights and in respect of each such flight the licensee charges to each passenger a fare on a per seat basis or, as the case may be, to each consignor of freight a charge for each separate item of freight carried.

(e) "Scenic flights or joy-rides" means an air transport service involving a flight without intermediate stops from and to a designated aerodrome the primary purpose of which is for sightseeing.

(2) Unless otherwise ordered by the Licensing Authority in respect of a particular licence, the following conditions shall be deemed to apply to each type of air transport service as is specified hereunder:

(a) Scheduled Service:

(i) The licensee shall be under an obligation to operate the service in accordance with the authorised and published timetable unless for reasons of safety it is inexpedient to do so or unless he is prevented by circumstances beyond his control.

(ii) The licensee may at any time on any of the days specified in the authorised timetable increase the number of flights beyond what is stated in the authorised timetable but he may not reduce the number of such flights without the prior approval of the Licensing Authority or unless authorised by the terms of the licence to do so.

(b) Non-scheduled Service:

(i) Where a non-scheduled passenger service is carried on over the same or substantially the same route as operated by a scheduled service the minimum fare per passenger shall be 10 per cent in excess of the fare payable by a like passenger in the scheduled service or by the lowest fare if there are more than one such services, provided however that such excess shall not apply if there is no scheduled service operating during the same day or if the full capacity on the scheduled service has been taken or if in the course of such route the non-scheduled service involves intermediate stops at points or traffic areas not included in the scheduled service.

(ii) If the licensee publishes a timetable of his proposed services he shall indicate prominently therein that such services may not be adhered to for reasons of safety or unless sufficient business is offering and, subject to the foregoing, the licensee shall take all reasonable steps to ensure that the services prescribed in such timetable are maintained.

(c) Air Charter Service:

(i) All charges for charter services shall be based on an hourly rate either as authorised in the licence or otherwise as determined by the licensee.

(ii) Subject to the provisions of subpara. (iv) herein, all air charter services shall be deemed to originate from the aerodrome or traffic area or from any one of the aerodromes or traffic areas as are designated in the licence and if the actual flight as required by the hirer commences from some other aerodrome or traffic area the licensee shall charge and shall record separately a reasonable amount for the cost of positioning the aircraft from the place of origin.

(iii) Where the charter flight or flights is or are to terminate elsewhere than at the place of origin, as referred to in subpara. (ii) herein, the licensee may include in the hire charge a reasonable additional amount for the cost of flying the aircraft back to the place of origin but in such event the licensee may not enter into any agreement with any other person, except on the basis as set out in subpara. (ii) herein, unless he first refunds to the hirer the amount of such additional charge.

(iv) Where a charter flight has terminated elsewhere than at the place of origin, as referred to in subpara. (ii) herein, and no charge for the cost of flying the aircraft back to the place of origin has been made or, if made, has been refunded, the licensee may enter into a new agreement for an air charter service and for the purpose only of that agreement the place of origin of the charter service shall be deemed to be where the previous flight terminated; but if such new charter service is to terminate elsewhere than at any place or aerodrome designated in the licence, the licensee shall include in the hiring charge a reasonable amount for the cost of flying the aircraft back from where such flight terminates to the said place of origin designated in the licence.