

*Import Control Exemption Notice (No. 11) 1977*

PURSUANT to regulation 17 of the Import Control Regulations 1973\*, the Minister of Trade and Industry hereby gives notice as follows:

1. (a) This notice may be cited as the Import Control Exemption Notice (No. 11) 1977.
- (b) This notice shall come into effect on the 28th day of February 1978.
2. Goods of the class described in the First Schedule hereto, imported from and being the produce or manufacture of any country, are hereby exempted from the requirement of a licence or permit under the said regulations.
3. The exemptions from the requirement of a licence under the said regulations in respect of the goods of the classes set forth in the Second Schedule hereto, included in the exempting notice shown in the Second Schedule, are hereby withdrawn.

**FIRST SCHEDULE****EXEMPTIONS CREATED****Classes of Goods**

Goods imported temporarily:

- (a) Under such international conventions accepted by the Government of New Zealand as may be approved by the Minister of Customs and subject to such conditions as he may prescribe.
- (b) For such other purposes as the Minister of Customs may approve and subject to such conditions as he may prescribe.

**SECOND SCHEDULE****EXEMPTIONS WITHDRAWN****Classes of Goods****Date of Exempting Notice**

Goods of such classes or kinds as may be approved by the Minister of Customs and subject to such conditions as he may prescribe being goods temporarily imported under the terms of the Customs Convention on the Temporary Importation of Professional Equipment and admissible under Part II, Ref. 36.0, of the Customs Tariff.

Goods of such classes or kinds as may be approved by the Minister of Customs and subject to such conditions as he may prescribe being goods temporarily imported under the terms of the Customs Convention Concerning Facilities for the Importation of Goods for Display or use at Exhibitions, Fairs, Meetings, or Similar Events approved by the Minister of Customs and admissible under Part II, Ref. 37.0, of the Customs Tariff.

11 August 1977 (*Gazette*, 11 August 1977, p. 2201)

Dated at Wellington this 20th day of February 1978.

L. R. ADAMS-SCHNEIDER, Minister of Trade and Industry.

\*S.R. 1973/86

**EXPLANATORY NOTE**

This notice gives effect to the Government's decision to accede to the ATA Customs Convention and its acceptance in respect of other Customs Conventions to which New Zealand belongs including the recent accession to the Scientific Equipment and Pedagogic Materials Conventions and in respect of all temporary importations under existing laws and regulations.

*The Air Transport Services Standard Terms and Conditions Order 1978*

WHEREAS by section 26A of the Air Services Licensing Act 1951, the Air Services Licensing Authority made an order prescribing terms and conditions applicable to licences to carry on classes of air transport services specified in the order; and whereas it is provided in subsection (9) of the said Section 26A that every such order of the Air Services Licensing Authority shall be published in the *Gazette*;

Now therefore, the Air Services Licensing Authority pursuant to Section 26A of the said Act and any other powers in that Act in that behalf enabling, hereby notifies that order:

1. This order may be cited as The Air Transport Services Standard Terms and Conditions Order 1978.

2. The order prescribing standard terms and conditions for Air Transport Services dated the 21st day of July 1975\*, is hereby revoked.

3. Unless otherwise ordered by the Licensing Authority in respect of a particular licence, the following terms and conditions shall apply to the extent indicated to licences to carry on air transport services of the classes specified:

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

(b) The licensee may at any time on any of the days specified in the published timetable increase the number of flights beyond what is stated in that 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.

(2) **Non-scheduled service**—(a) Where a non-scheduled passenger service is carried on over the same or substantially the same route or sector of a route as operated by a scheduled service the minimum fare per passenger shall be 10 percent in excess of the fare payable by a like passenger in the scheduled service or of the lowest fare if there are more than one such service; 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.

(b) 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.

(3) **Air charter service**—(a) All charges for air charter services shall be based on an hourly rate as authorised in the licence.

(b) Subject to the provisions of paragraph (d) 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 being not less than 50 percent of the charter charge-out rate for the cost of positioning the aircraft from the place of origin.

(c) Where the charter flight or flights is or are to terminate elsewhere than at the place of origin, as referred to in paragraph (b) 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 paragraph (b) herein, unless he refunds to the original hirer the amount of such additional charge.

(d) Where a charter flight has terminated elsewhere than at the place of origin, as referred to in paragraph (b) herein, and no charge for the cost of flying the aircraft back to the place of origin has been made or, if made, it 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 being not less than 50 percent of the charter charge-out rate for the cost of flying the aircraft back from where such flight terminates to the said place of origin designated in the licence.

(e) Any person authorised to operate an air charter service may also carry on a scenic flight or joyride service from the aerodrome or traffic area or from any one of the aerodromes or traffic areas designated in the licence.