

The Normal Economy Class Tariffs Between New Zealand and Norway 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 Normal Economy Class Tariffs Between New Zealand and Norway Notice 1984, Amendment No. 1, and shall be read together with and deemed part of the Normal Economy Class Tariffs Between New Zealand and Norway 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notice, the principal notice as it was immediately before the commencement of this notice were an earlier notice that was revoked on that commencement.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
14660	EH	Bergen	Auckland
14647	EH	Farsund	
14743	EH	Haugesund	
14460	EH	Kristiansand	
14525	EH	Oslo	
14571	EH	Stavanger	
14214	AP	Bergen	Auckland
14201	AP	Farsund	
14297	AP	Haugesund	
14013	AP	Kristiansand	
14079	AP	Oslo	
14125	AP	Stavanger	
14531	EH	Bergen	Christchurch
14518	EH	Farsund	
14614	EH	Haugesund	
14331	EH	Kristiansand	
14396	EH	Oslo	
14442	EH	Stavanger	
14747	AP	Bergen	Christchurch
14735	AP	Farsund	
14831	AP	Haugesund	
14547	AP	Kristiansand	
14613	AP	Oslo	
14659	AP	Stavanger	
14656	EH	Bergen	Wellington
14644	EH	Farsund	
14740	EH	Haugesund	
14456	EH	Kristiansand	
14522	EH	Oslo	
14568	EH	Stavanger	
14557	AP	Bergen	Wellington
14545	AP	Farsund	
14641	AP	Haugesund	
14357	AP	Kristiansand	
14423	AP	Oslo	
14469	AP	Stavanger	

* *Gazette*, 1984 p. 2117

“SECOND SCHEDULE

ADJUSTMENT AND CONVERSION FACTORS
FOR TRAVEL FROM NEW ZEALAND TO NORWAY
Clause 3(6)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO NZD)	CONVERSION FACTOR (FCUs TO NZD)
1.56	56 percent	0.82236

“THIRD SCHEDULE

ADJUSTMENT AND CONVERSION FACTORS
FOR TRAVEL FROM NORWAY TO NEW ZEALAND
Clause 3(7)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO NOK)	CONVERSION FACTOR (FCUs TO NOK)
0.94	6 percent	6.64539

“FOURTH SCHEDULE

SPECIFIED FARES
FOR TRAVEL FROM NEW ZEALAND TO NORWAY
Clause 3(1)

FARES (FCU)	FARES (NZD)	ROUTE	ORIGIN	DESTINATION
2128.90	2732	EH	{ Auckland, Christchurch, or Wellington }	Bergen
2084.60	2675	EH	{ Auckland, Christchurch, or Wellington }	{ Kristiansand, or Farsund }
2105.40	2701	EH	{ Auckland, Christchurch, or Wellington }	{ Oslo, or Stavanger }
2022.10	2595	AP	{ Auckland, Christchurch, or Wellington }	{ Bergen, Farsund, Kristiansand, Oslo, or Stavanger }

“FIFTH SCHEDULE

SPECIFIED FARES
FOR TRAVEL FROM NORWAY TO NEW ZEALAND
Clause 3(2)

FARES (FCU)	FARES (NOK)	ROUTE	ORIGIN	DESTINATION
2128.90	13300	EH	Bergen	{ Auckland, Christchurch, or Wellington }
2084.60	13025	EH	{ Kristiansand, or Farsund }	{ Auckland, Christchurch, or Wellington }
2105.40	13155	EH	{ Oslo, or Stavanger }	{ Auckland, Christchurch, or Wellington }
2022.10	12635	AP	{ Bergen, Farsund, Kristiansand, Oslo, or Stavanger }	{ Auckland, Christchurch, or Wellington }