

The Normal Economy Class Tariffs Between New Zealand and Sweden 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 Sweden Notice 1984, Amendment No. 1, and shall be read together with and deemed part of the Normal Economy Class Tariffs Between New Zealand and Sweden 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notice, the principal notice as it was immediately before the commencement of this notice were an earlier notice that was revoked on that commencement.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(7)

DISTANCE (STATUTE MILES)	ROUTE	ORIGIN OR DESTINATION	DESTINATION OR ORIGIN
14337	EH	Gothenburg	Auckland
14355	EH	Jonkoping	
14357	EH	Kalmar	
14206	EH	Malmö	
14454	EH	Norrköping	
14300	EH	Ronneby	
14353	EH	Stockholm	
14528	EH	Vasteras	
14312	EH	Vaxjö	
13890	AP	Gothenburg	Auckland
13909	AP	Jonkoping	
13911	AP	Kalmar	
13760	AP	Malmö	
14023	AP	Norrköping	
13854	AP	Ronneby	
14109	AP	Stockholm	
14082	AP	Vasteras	
13866	AP	Vaxjö	
14208	EH	Gothenburg	Christchurch
14226	EH	Jonkoping	
14228	EH	Kalmar	
14077	EH	Malmö	
14326	EH	Norrköping	
14171	EH	Ronneby	
14224	EH	Stockholm	
14399	EH	Vasteras	
14183	EH	Vaxjö	
14424	AP	Gothenburg	Christchurch
14443	AP	Jonkoping	
14445	AP	Kalmar	
14294	AP	Malmö	
14556	AP	Norrköping	
14388	AP	Ronneby	
14642	AP	Stockholm	
14616	AP	Vasteras	
14400	AP	Vaxjö	

DISTANCE (STATUTE MILES)	ROUTE	ORIGIN OR DESTINATION	DESTINATION OR ORIGIN
14333	EH	Gothenburg	Wellington
14352	EH	Jonkoping	
14354	EH	Kalmar	
14203	EH	Malmö	
14450	EH	Norrköping	
14297	EH	Ronneby	
14349	EH	Stockholm	
14525	EH	Vasteras	
14309	EH	Vaxjö	
14234	AP	Gothenburg	Wellington
14253	AP	Jonkoping	
14255	AP	Kalmar	
14104	AP	Malmö	
14336	AP	Norrköping	
14198	AP	Ronneby	
14453	AP	Stockholm	
14426	AP	Vasteras	
14210	AP	Vaxjö	

“SECOND SCHEDULE

ADJUSTMENT AND CONVERSION FACTORS FOR TRAVEL FROM NEW ZEALAND TO SWEDEN Clause 3(5)

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 SWEDEN TO NEW ZEALAND Clause 3(6)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO SEK)	CONVERSION FACTOR (FCUs TO SEK)
1.35	35 percent	4.8129

“FOURTH SCHEDULE

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

FARES (FCU)	(NZD)	ROUTE	ORIGIN	DESTINATION
2076.80	2665	EH	{ Auckland, Christchurch, or Wellington }	Gothenburg
2105.40	2701	EH	{ Auckland, Christchurch, or Wellington }	{ Jonkoping, Kalmar, Norrkoping, Ronneby, Stockholm, Vasteras, or Vaxjö }
2052.30	2633	EH or AP	{ Auckland, Christchurch, or Wellington }	Malmö
2022.10	2595	AP	{ Auckland, Christchurch, or Wellington }	Gothenburg
2126.30	2728	AP	{ Auckland, Christchurch, or Wellington }	{ Jonkoping, Kalmar, Norrkoping, Ronneby, Stockholm, Vasteras, or Vaxjö }

\* Gazette, 1984 p. 2137