

FIRST SCHEDULE

SPECIFIED FARES

FOR TRAVEL FROM NEW ZEALAND TO THE NETHERLANDS AND RETURN

Clause 3(1)

FARES (NZD)	SEASON	ROUTE	ORIGIN	POINT OF TURNAROUND						
2836 2548 2322 2098	High Shoulder Off-Peak Basic	} EH or AP	Auckland	Amsterdam						
3042 2754 2528 2304	High Shoulder Off-Peak Basic				} EH or AP	Christchurch	Amsterdam			
2986 2698 2472 2248	High Shoulder Off-Peak Basic							} EH or AP	Wellington	Amsterdam

SECOND SCHEDULE

SPECIFIED FARES

FOR TRAVEL FROM THE NETHERLANDS TO NEW ZEALAND AND RETURN

Clause 3(2)

FARES (DFL)	SEASON	ROUTE	ORIGIN	POINT OF TURNAROUND			
4077 3933 3644	Peak Shoulder Basic	} EH or AP	Amsterdam	Auckland			
4447 4303 4014	Peak Shoulder Basic				} EH or AP	Amsterdam	Christchurch
4347 4203 3914	Peak Shoulder Basic						

THIRD SCHEDULE

AIRLINES AND ROUTING

Clauses 1(3) and 4(23)

ORIGIN OR DESTINATION, OR POINT OF TURNAROUND	TRANSFER POINT	ROUTE OF SERVICE	AIRLINE
PART A			
FOR TRAVEL VIA THE AP ROUTE			
Auckland	Los Angeles	PA	Air New Zealand
Amsterdam	Los Angeles	AT	KLM Royal Dutch Airlines
Auckland	Tokyo	EH	{ Air New Zealand or Japan Air Lines
Amsterdam	Tokyo	PO	{ KLM Royal Dutch Airlines or Japan Air Lines

PART B
EH ROUTE

Auckland	Singapore	EH	{ Air New Zealand or Singapore Airlines
Amsterdam	Singapore	EH	{ KLM Royal Dutch Airlines or Singapore Airlines
Auckland	Tokyo	EH	{ Air New Zealand or Japan Air Lines
Amsterdam	Tokyo	EH	KLM Royal Dutch Airlines

Dated at Wellington this 14th day of September 1984.

HON. RICHARD PREBBLE,
Minister of Civil Aviation and Meteorological Services.