

The Round-Trip Excursion Tariffs Between New Zealand and Belgium 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 Round-Trip Excursion Tariffs Between New Zealand and Belgium Notice 1984, Amendment No. 1, and shall be read together with and deemed part of the Round-Trip Excursion Tariffs Between New Zealand and Belgium 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notice, the principal notice as it was immediately before the commencement of this notice were an earlier notice that was revoked on that commencement.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, DESTINATION, OR POINT OF TURNAROUND	DESTINATION, ORIGIN, OR POINT OF TURNAROUND
14181	EH	Auckland	} Brussels
14053	EH	Christchurch	
14178	EH	Wellington	
13841	AP	Auckland	} Brussels
14375	AP	Christchurch	
14185	AP	Wellington	

“SECOND SCHEDULE

ADJUSTMENT AND CONVERSION FACTORS

FOR TRAVEL FROM NEW ZEALAND TO BELGIUM AND RETURN

Clause 3(6)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO NZD)	CONVERSION FACTOR (FCUs TO NZD)
1.40	40 percent	0.82236

“THIRD SCHEDULE

ADJUSTMENT AND CONVERSION FACTORS

FOR TRAVEL FROM BELGIUM TO NEW ZEALAND AND RETURN

Clause 3(7)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO BFR)	CONVERSION FACTOR (FCUs TO BFR)
0.84	16 percent	45.264

\* Gazette, 1984 p. 3827

“FOURTH SCHEDULE

SPECIFIED FARES

FOR TRAVEL FROM NEW ZEALAND TO BELGIUM AND RETURN

Clause 3(1)

FARES (FCU)	FARES (NZD)	SEASON	ROUTE	ORIGIN	POINT OF TURNAROUND
2809.50	3235	Peak	} EH or AP	} Auckland, Christchurch, or Wellington	} Brussels
2628.40	3027	Shoulder			
2465.60	2839	Off-Peak			
2302.40	2651	Basic			

“FIFTH SCHEDULE

SPECIFIED FARES

FOR TRAVEL FROM BELGIUM TO NEW ZEALAND AND RETURN

Clause 3(2)

FARES (FCU)	FARES (BFR)	SEASON	ROUTE	ORIGIN	POINT OF TURNAROUND
2260.00	85930	Peak	} EH or AP	} Brussels	} Auckland, Christchurch, or Wellington
2180.00	82890	Shoulder			
2019.70	76800	Basic			

“SIXTH SCHEDULE

AIRLINES AND ROUTING

Clauses 1(3) and 4(23)

ORIGIN OR DESTINATION, OR POINT OF TURNAROUND	TRANSFER POINT	ROUTE OF SERVICE	AIRLINE
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PART A

FOR TRAVEL VIA THE EH ROUTE

Auckland	Singapore	EH	Air New Zealand,
Brussels	Singapore	EH	Sabena Belgian World Airlines

PART B

FOR TRAVEL VIA THE AP ROUTE

Auckland	Tokyo	EH	Air New Zealand
Brussels	Tokyo	PO	Sabena Belgian World Airlines”

Dated at Wellington this 6th day of December 1984.

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