

The Round-Trip Excursion Tariffs Between New Zealand and the Netherlands 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 the Netherlands Notice 1984, Amendment No. 1, and shall be read together with and deemed part of the Round-Trip Excursion Tariffs Between New Zealand and the Netherlands 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notice, the principal notice as it was immediately before the commencement of this notice were an earlier notice that was revoked on that commencement.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
14237	EH	Auckland	} Amsterdam
14108	EH	Christchurch	
14233	EH	Wellington	
13728	AP	Auckland	} Amsterdam
14262	AP	Christchurch	
14072	AP	Wellington	

“SECOND SCHEDULE

ADJUSTMENT AND CONVERSION FACTORS
FOR TRAVEL FROM NEW ZEALAND TO THE
NETHERLANDS 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 THE NETHERLANDS TO NEW
ZEALAND AND RETURN

Clause 3(7)

ADJUSTMENT FACTOR FROM WHICH ADJUSTMENT PERCENTAGE DERIVED	ADJUSTMENT PERCENTAGE (FCUs TO DFL)	CONVERSION FACTOR (FCUs TO DFL)
0.63	37 percent	3.277

* Gazette, 1984 p. 3869

“FOURTH SCHEDULE
SPECIFIED FARES

FOR TRAVEL FROM NEW ZEALAND TO THE
NETHERLANDS AND RETURN

Clause 3(1)

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

“FIFTH SCHEDULE
SPECIFIED FARES

FOR TRAVEL FROM THE NETHERLANDS TO NEW
ZEALAND AND RETURN

Clause 3(2)

FARES		SEASON	ROUTE	ORIGIN	POINT OF TURNAROUND
(FCU)	(DFL)				
2260.00	4666	Peak	} EH or AP	} Amsterdam	} Auckland, Christchurch, or Wellington
2180.00	4501	Shoulder			
2019.70	4170	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
PART A AP ROUTE			
Auckland	Los Angeles	PA	} Air New Zealand, Continental Airlines, or Pan American World Airways
Amsterdam	Los Angeles	AT	
Auckland	Tokyo	EH	} Air New Zealand or Japan Air Lines
Amsterdam	Tokyo	PO	
PART B EH ROUTE			
Auckland	Singapore	EH	} Air New Zealand or Singapore Airlines
Amsterdam	Singapore	EH	
Auckland	Tokyo	EH	} KLM Royal Dutch Airlines or Garuda Indonesian Airways
Amsterdam	Tokyo	EH	
Auckland	Tokyo	EH	} Air New Zealand or Singapore Airlines
Amsterdam	Tokyo	EH	
Auckland	Tokyo	EH	} KLM Royal Dutch Airlines”
Amsterdam	Tokyo	EH	

Dated at Wellington this 6th day of December 1984.

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