

Canton	Hong Kong
Catania	Palermo
Ciudad Juarez	El Paso
Cologne	Dusseldorf
Curitiba	Joinville
Cuzco	La Paz
Detroit	Windsor
Dubai	Sharjah
Florianopolis	Itajai
Granada	Malaga
Guatemala	Tapachula
Guayamerin	Port Velho
Hangesund	Bergen
Hangesund	Stavanger
Hilo	Kona
Iguassu Falls (Arg)	Iguassu Falls, Parana (Brazil)
Jersey de la Frontera	Seville
La Coruna	Santiago de Compostela
Lahore	Amritsar
Laredo	Nuevo Laredo
Leticia	Tabatinga
Livingstone	Victoria Falls
Livramento	Rivera
Ljubljana	Zagreb
Milan	Turin
Osaka	Nagoya
Paso De Los Libres	Uruguaiana
Peshawar	Kabul
Reynosa	McAllen
San Carlos de Bariloche	Pureto Montt
San Diego	Tijuana
Santiago de Compostela	Vigo
Stockholm	Vasteraas

(3) Where—

(a) Any travel is to or from a point in North America, and part of that travel is between—

- (i) A gateway point in North America; and
(ii) An interior point in North America; or

(b) Any travel is via North America, and part of that travel is between gateway points situated in North America;—

subclause (4) of this clause shall apply to that part of that travel.

(4) If—

(a) A gateway point that is the point of departure or point of destination of a part to which this subclause applies is, in relation to the travel of which it forms part—

- (i) The first point of arrival in; or
(ii) The last point of departure from North America; and

(b) The passenger concerned travels between the point of departure and point of destination of that part via one or more intermediate points; and

(c) A fare applicable to direct travel (of the class concerned) over that part is also applicable to travel of that class via that intermediate point or those intermediate points; and

(d) No stopover is or is to be allowed at that intermediate point or any of those intermediate points,—

the ticketed point mileage for that part shall be calculated as if that passenger travels or is to travel directly over it.

(5) In this clause, "North America" means the area comprising Canada and the continental United States of America.

101. Extra mileage allowances—(1) Notwithstanding anything in this notice, but subject to subclause (2) of this clause, where travel (in either direction) between New Zealand and a point specified in the first column below is routed via a mandatory point or points specified in the second column below opposite the reference in the first column below to that point, the total ticketed point mileage for that travel shall be reduced by the distance specified in the third column below opposite the references to those points:

Travel between New Zealand and	Via	Extra distance (in miles)
Bombay and Delhi	Points in Area 3 (excluding Bombay and Delhi)	700
Delhi	Bombay	700
Bombay	Delhi	700
Karachi and Rawalpindi	Points in Area 3	700
Rawalpindi	Karachi	700
Karachi	Rawalpindi	700
Johannesburg or Harare	Europe	518
Johannesburg	Israel	518
Bombay and Delhi	Europe, the Middle East or Libya	700
Karachi and Rawalpindi	Europe, the Middle East or Libya	700

(2) Not more than one reduction under subclause (1) of this clause shall be allowed in respect of any travel to which a specified fare relates (or, in the case of return travel, in respect of any half of that travel).

102. Excess mileage surcharges—(1) Subject to subclauses (2) and (3) of this clause, the appropriate excess mileage surcharge to be paid where the total ticketed point mileage for any travel to which a specified fare relates exceeds the maximum permitted mileage for that fare shall be—

(a) 5 percent of that fare for an excess of not more than 4 percent of that permitted mileage;

(b) 10 percent of that fare for an excess of more than 4 percent but not more than 8 percent of that mileage;

(c) 15 percent of that fare for an excess of more than 8 percent but not more than 12 percent of that mileage;

(d) 25 percent of that fare for an excess of more than 12 percent but not more than 20 percent of that mileage.

(2) In the case of return travel, subclause (1) of this clause shall apply as if the references to travel and maximum mileage were references to half that return travel, and the maximum mileage for that half, respectively.

(3) Where, under clause 103 or clause 104 of the General Tariff Conditions (as imported into this notice), a specified fare does not apply to any travel unless a fare adjustment is paid, any excess mileage surcharge calculated in respect of that travel under subclause (1) of this clause shall be calculated as if the specified fare concerned were increased by the amount of that surcharge.

103. Higher intermediate fare rule (normal fares)—(1) Where—

(a) Any travel to which a specified fare relates or is to be undertaken via one or more intermediate points; and

(b) A normal fare of the same class, applicable to travel between—

(i) The point of origin or point of destination (or, in the case of return travel, the outward or inward half of that travel) of that travel or half and any such intermediate point; or

(ii) Any 2 such intermediate points,—

is higher than that specified fare,—

that specified fare shall not apply unless there is or is to be paid, in addition to that fare, an adjustment equal to the difference between that specified fare; and

(c) Where more than one such higher fare applies to any such travel, the highest of them; and

(d) In every other case, that higher fare.

(2) Where there is no normal fare applicable to any travel of the same class as that to which a specified fare relates, subclause (1) of this clause shall have effect as if the normal fare for travel of the closest lower class of travel to which there is a normal fare applicable is the normal fare for travel of that first-mentioned class.

104. Higher intermediate fare rule (special fares)—(1) Where—

(a) Any travel (or, in the case of return travel, that half of it) to which a specified fare relates is or is to be undertaken via one or more intermediate points; and

(b) A normal fare of the same class of service applicable to travel between—

(i) The point of origin or point of destination of that first-mentioned travel (as half); and

(ii) Any such intermediate point,—

is higher than a normal fare at the same class of service applicable to travel between the point of origin and point of destination at that first-mentioned travel (or half); and

(c) No special fare of the same type and of the same class of service applies to travel between the same points as the aforesaid higher normal fare;—

that specified fare shall not apply unless there is or is to be paid, in addition to that fare, an adjustment equal to the difference between that specified fare; and—

(d) Where more than one such higher normal fare applies to any such travel, the highest of them; or

(e) In every other case, that higher normal fare.

(2) Where—

(a) Any travel (or, in the case of return travel, that half of it) to which a specified fare relates is or is to be undertaken via one or more intermediate points; and

(b) A normal fare of the same class of service applicable to travel between—

(i) The point of origin or point of destination of that first-mentioned travel (or half); and

(ii) Any such intermediate point,—

is higher than a normal fare of the same class of service applicable to travel between the point of origin and point of destination of that first-mentioned travel (or half of it); and

(c) A special fare of the same type and the same class of service applicable to travel between the same points as the aforesaid higher normal fare is higher than that specified fare,—

that specified fare shall not apply unless there is paid in addition to that fare, an adjustment equal to the difference between that specified fare; and

(d) Where higher normal and special fares as aforesaid apply for travel between the point of origin or destination of that first-mentioned travel (or half of it) and more than one such intermediate point, the highest of those special fares; and

(e) In every other case, that higher special fare.