

Schedule**Rotorua District***Roads Classified in Class One*

All roads and parts of roads under the control of the Rotorua District Council.

Signed at Wellington this 12th day of June 1989.

C. M. CLISSOLD, Chief Traffic Engineer.

¹ *New Zealand Gazette*, No. 141, dated 11 August 1988, page 3247.

² *New Zealand Gazette*, No. 187, dated 29 October 1987, page 4917.

³ *New Zealand Gazette*, No. 138, dated 4 September 1986, page 3729.

⁴ *New Zealand Gazette*, No. 49, dated 14 April 1983, page 1091.

⁵ *New Zealand Gazette*, No. 92, dated 30 July 1981, page 2114.

(M.O.T. 28/8/Rotorua District)
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International Air Services Licensing Act 1947

Notice of Intention to Amend an International Air Service Licence

Notice is hereby given that on or after 7 July 1989, I intend to exercise the power conferred on me by section 14 of the International Air Services Licensing Act 1947 to amend the terms of the International Air Services Licence issued to Air New Zealand Limited to:

A. Replace the existing "Route" and "Frequency" conditions with the following:

"1. Routes

Of the air rights available to New Zealand airlines under the Air Services Agreements and related arrangements agreed between New Zealand and the following countries, Air New Zealand Limited is allocated the route rights listed below:

Australia

Points in New Zealand via separate routes to Brisbane/Sydney/Melbourne/Hobart/Perth/Cairns/Norfolk Island.

Canada

Points in New Zealand optionally via Los Angeles and/or Honolulu to Vancouver.

Cook Islands

Points in New Zealand optionally via Nadi to Rarotonga and optionally beyond to points in French Polynesia/USA/Canada.

Fiji

Points in New Zealand to Nadi and optionally beyond to points in North America/Japan/China/Hong Kong/Cook Islands/Hawaii.

Points in New Zealand to Suva.

France

1. Points in New Zealand optionally via optional intermediate points to Papeete and optionally beyond via optional intermediate points to the United States and optionally beyond via intermediate points to London and optionally beyond via optional intermediate points to New Zealand.

2. Points in New Zealand to Noumea.

3. Points in the Cook Islands to Tahiti.

Federal Republic of Germany

Points in New Zealand via optional intermediate points to Frankfurt.

Indonesia

Designation to secure overflight rights only.

Japan

Points in New Zealand optionally via Nadi to Tokyo.

Singapore

Points in New Zealand to Singapore.

Tonga

1. Points in New Zealand to Fua'amotu and optionally beyond to Western Samoa.

2. Points in New Zealand to Fua'amotu and optionally beyond to Niue/Cook Islands.

United Kingdom (Hong Kong)

1. Points in New Zealand via optional intermediate points (excluding Hong Kong) to London.

2. Points in New Zealand to Hong Kong.

United States of America

Points in New Zealand optionally via Sydney/Nadi/Rarotonga/Papeete to Honolulu/Los Angeles and optionally beyond to points in Canada, the United Kingdom, and Europe.

Western Samoa

Points in New Zealand optionally via Tonga to Apia.

Other

Such additional routes as may from time to time be approved by the Minister of Civil Aviation and Meteorological Services subject to any conditions which may be imposed by the Minister in respect of these additional routes.

2. Frequency

Of the air rights available to New Zealand airlines under the Air Services Agreements and related arrangements agreed between New Zealand and the following countries, Air New Zealand Limited is allocated the frequency/capacity rights listed below:

Australia

Terminating services as filed with and acknowledged by the Secretary for Transport. Up to 2 B747 services per week beyond Sydney to USA/Canada.

Canada

Up to 1 B747-200 per week.

Cook Islands

Up to 2 B767s per week on terminating services.

Through services as filed with and acknowledged by the Secretary for Transport.

Fiji

As filed with and acknowledged by the Secretary for Transport.

France

On Route 1—up to 2 flights per week with up to B747.

On Routes 2 and 3—up to 1 flight per week on each Route with up to B747.

Federal Republic of Germany

Up to 1 flight per week.

Japan

Up to 4 B747s per week.

Up to 1 B747 per week jointly with Japan Air Lines from 29 October 1989.