



NEW ZEALAND EMBASSY
TOKYO

13 May 1993

Excellency,

I have the honour to refer to the consultations held in Wellington on 25 and 26 March 1992 between the aeronautical authorities of New Zealand and Japan concerning the Agreement between New Zealand and Japan for Air Services signed at Auckland on 18 January 1980, as amended by an Exchange of Notes at Wellington on 30 October 1989 (hereinafter referred to as the "Agreement").

Pursuant to the understanding reached at the said consultations and ~~Article 16 of the Agreement~~, I now have the honour to propose, on behalf of the Government of New Zealand, that the Schedule to the Agreement be replaced by the following:

His Excellency
Mr Kabun Muto
Minister for Foreign Affairs of Japan
TOKYO

"Schedule

1. Routes to be operated in both directions by the designated airline or airlines of New Zealand:

Points in New Zealand - Nadi, Hong Kong and two other points in Southeast Asia and/or in South Pacific including Australia to be specified later - Tokyo and/or Nagoya and/or Osaka.

Notes: 1. Points in Southeast Asia shall be limited to Manila, Bangkok, Kuala Lumpur, Singapore and Jakarta unless otherwise agreed.

2. The designated airline or airlines of New Zealand shall be allowed to operate through Nagoya as a point immediately before and/or immediately after Tokyo.

3. The designated airline or airlines of New Zealand shall be allowed to exercise traffic rights for its or their own stopover passengers between Tokyo and Nagoya in the joint services with the designated airline or airlines of Japan.

4. The designated airline or airlines of New Zealand may serve Osaka as soon as Kansai International Airport is opened to international air services.
5. Osaka may not be served on the same flight with either Tokyo or Nagoya.

2. Routes to be operated in both directions by the designated airline or airlines of Japan:

Points in Japan - Nadi, Sydney, and two other points in Southeast Asia and/or in South Pacific to be specified later - Auckland and/or Christchurch and/or a point in New Zealand to be specified later.

Notes: 1. Points in Southeast Asia shall be limited to Hong Kong, Manila, Bangkok, Kuala Lumpur, Singapore and Jakarta unless otherwise agreed.


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2. The designated airline or airlines of Japan shall be entitled to use any of the points in New Zealand of the above Routes as co-terminal points.

3. The designated airline or airlines of Japan shall be allowed to exercise traffic rights with respect to stopover passengers for international air services between the points in New Zealand on the above Routes.

3. The agreed services provided by the designated airline or airlines of either Contracting Party shall begin at a point in the territory of the Contracting Party, but other points on the route may at the option of the designated airline be omitted on any or all flights."

If the above proposal is acceptable to the Government of Japan, I have further the honour to propose that this Note together with Your Excellency's Note in reply indicating such acceptance shall constitute an agreement between the two Governments, which shall enter into force on the date of Your Excellency's reply.

I avail myself of this opportunity to extend to Your Excellency the assurances of my highest consideration.



(David McDowell)
Ambassador of New Zealand to Japan

Tokyo, May 13, 1993

Excellency,

I have the honour to refer to Your Excellency's Note of today's date, which reads as follows:

"I have the honour to refer to the consultations held in Wellington on 25 and 26 March 1992 between the aeronautical authorities of New Zealand and Japan concerning the Agreement between New Zealand and Japan for Air Services signed at Auckland on 18 January 1980, as amended by an Exchange of Notes at Wellington on 30 October 1989 (hereinafter referred to as the "Agreement").

Pursuant to the understanding reached at the said consultations and Article 16 of the Agreement, I now have the honour to propose, on behalf of the Government of New Zealand, that the Schedule to the Agreement be replaced by the following:

His Excellency
Mr. David Keith McDowell
Ambassador Extraordinary
and Plenipotentiary of
New Zealand

"Schedule

1. Routes to be operated in both directions by the designated airline or airlines of New Zealand: Points in New Zealand - Nadi, Hong Kong and two other points in Southeast Asia and/or in South Pacific including Australia to be specified later - Tokyo and/or Nagoya and/or Osaka.

- Notes:
1. Points in Southeast Asia shall be limited to Manila, Bangkok, Kuala Lumpur, Singapore and Jakarta unless otherwise agreed.
 2. The designated airline or airlines of New Zealand shall be allowed to operate through Nagoya as a point immediately before and/or immediately after Tokyo.
 3. The designated airline or airlines of New Zealand shall be allowed to exercise traffic rights for its or their own stopover passengers between Tokyo and Nagoya in the joint services with the designated airline or airlines of Japan.

4. The designated airline or airlines of New Zealand may serve Osaka as soon as Kansai International Airport is opened to international air services.

5. Osaka may not be served on the same flight with either Tokyo or Nagoya.

2. Routes to be operated in both directions by the designated airline or airlines of Japan:

Points in Japan - Nadi, Sydney and two other points in Southeast Asia and/or in South Pacific to be specified later - Auckland and/or Christchurch and/or a point in New Zealand to be specified later.

Notes: 1. Points in Southeast Asia shall be limited to Hong Kong, Manila, Bangkok, Kuala Lumpur, Singapore and Jakarta unless otherwise agreed.

2. The designated airline or airlines of Japan shall be entitled to use any of the points in New Zealand of the above Routes as co-terminal points.

3. The designated airline or airlines of Japan shall be allowed to exercise traffic rights with respect to


stopover passengers for international air services between the points in New Zealand on the above Routes.

3. The agreed services provided by the designated airline or airlines of either Contracting Party shall begin at a point in the territory of the Contracting Party, but other points on the route may at the option of the designated airline be omitted on any or all flights."

If the above proposal is acceptable to the Government of Japan, I have further the honour to propose that this Note together with Your Excellency's Note in reply indicating such acceptance shall constitute an agreement between the two Governments, which shall enter into force on the date of Your Excellency's reply."

I have further the honour to inform Your Excellency that the Government of Japan accepts the above proposal of the Government of New Zealand and to confirm that Your Excellency's Note and this Note shall constitute an agreement between the two Governments, which shall enter into force on the date of this reply.

I avail myself of this opportunity to extend to Your
Excellency the assurances of my highest consideration.



Kabun Muto
Minister for Foreign Affairs
of Japan