

BEFORE THE
DEPARTMENT OF TRANSPORTATION
WASHINGTON, D.C.

Agreements Adopted by the Traffic
Conferences of the International Air
Transport Association

Docket OST-01-

APPLICATION FOR APPROVAL OF AGREEMENTS
BY THE
INTERNATIONAL AIR TRANSPORT ASSOCIATION

19 June 2001

Communications with respect to
this document should be sent to:

David M. O'Connor
Director, Government & Industry Affairs - United States
International Air Transport Association
1776 K St. N.W. Suite 400
Washington, D.C. 20006

(202) 293-9292

Summary	DOCKET: OST-01	DOT ORDER: pending
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Date: 19 June 2001

Filing fee/IATA Acct: \$2,440 - 2001-60

US/UST involved: Yes

End of Government Filing Period: 24 July 2001

Meeting site/date: Los Angeles, 8-11 May 2001

Intended effective date: **1 October 2001**

Agreement: **PTC31 SOUTH 0108** dated 25 May 2001

South Pacific (except New Zealand-USA) Resolutions r1-r31

MINUTES - **PTC31 SOUTH 0109** dated 8 June 2001

TABLES - **PTC31 SOUTH 0026 Fares 0026** dated 15 June 2001

r-1--001m (002)	r-12--070vv	r-23--075yy
r-2--002	r-13--071w	r-24--077ff
r-3--0015v	r-14--071xx	r-25--078ca
r-4--046d (002)	r-15--073k	r-26--153k
r-5--056d (002)	r-16--073mm	r-27--002
r-6--066d (002)	r-17--073oo	r-28--070yy
r-7--0311s (002)	r-18--073pp	r-29--074m
r-8--001a	r-19--073ww	r-30--078mm
r-9--002	r-20--073xx	r-31--090g
r-10--015s	r-21--074oy	
r-11--070nn	r-22--075c	

APPLICATION FOR APPROVAL OF AGREEMENT

Pursuant to statements submitted by Member airlines of the International Air Transport Association (IATA), the undersigned has been constituted to be their attorney-in-fact for filing with the Department of Transportation copies of agreements adopted by the IATA Traffic Conferences.

On their behalf, and pursuant to Sections 41308 and 41309 of Title 49 of the United States Code and Parts 303.03, 303.05 and 303.30(c) of Title 14 of the Code of Federal Regulations, I am filing with the Department this application for approval of an IATA agreement.

This agreement and related factual and explanatory material and documentation required by 14 C.F.R. 303.31 and Department and Civil Aeronautics Board (CAB) precedent are contained in the IATA Traffic Conference documentation summarized above.

This agreement arises from the continuing process of Tariff Coordinating Conferences and was developed in the context of prior Department and CAB rulings addressing related resolutions which reflected regulatory and market conditions then in effect. Thus, the present agreement should be viewed as part of a dynamic process of IATA Member airline adjustment to governmental and economic factors.

US & foreign

On previous occasions, the Department has found such agreements to be consistent with the public interest when they do not result in fares or rates that are unlawful or injurious to competition in the markets at issue. Approval of the present agreement would not yield fares or rates that are unlawful or injurious to competition. Moreover, approval of this agreement, which reflects compromises among the differing economic and social philosophies of the many nations whose airlines are parties, will advance the public interest in maintaining good aviation relations with other countries.

We request early approval by the Department of the foregoing agreement, pursuant to 49 U.S.C. 41309, and the grant of full antitrust immunity, pursuant to 49 U.S.C. 41308.

The conferral of full antitrust immunity would be in the public interest and necessary for the transaction to proceed. This agreement is a product of the IATA Tariff Coordinating Conferences which the Department found to be anticompetitive but nevertheless approved and immunized in Order 85-5-32 (May 6, 1985) on foreign policy and comity grounds because such action is necessary to achieve the serious transportation need of maintaining good aviation relations with other countries and these benefits are not obtainable by reasonably available means having materially less anticompetitive effects.

Insofar as this agreement concerns fares or rates between non-U.S. points, in which respect they have at most indirect application in foreign air transportation, the U.S. authorities have recognized (e.g, Order 79-8-194, 30 August 1979) that the interests of other sovereign nations in the conditions governing air transportation between them greatly exceed any that the U.S. might have by reason of U.S. airline, citizen or shipper participation. This agreement is not adverse to the public interest or in violation of the Act and, therefore, full immunity should be granted.

Respectfully submitted:

David M. O'Connor
Director, Government & Industry Affairs - United States
International Air Transport Association
Attorney-in-fact

CERTIFICATE OF SERVICE

A copy of this application or a summary notice thereof has been served by first class or priority mail on the following persons:

Chief, Transportation, Energy
& Agriculture Section
Antitrust Division
Department of Justice
Washington D.C. 20530

Donald L. Pevsner
1765 East Riviera Drive
Merritt Island, FL 32952
(upon request)

David M. O'Connor

19 June 2001
Date Served



International Air Transport Association

IATA Centre, Route de l'Aéroport 33
P.O. Box 416
CH-1215 Geneva 15 Airport
Switzerland

25 May 2001

M E M O R A N D U M

PTC31 SOUTH 0108

TO: Members Participating in Tariff Coordinating Conferences (SP-1442)

FROM: Director, Interline & Revenue Management Services

SUBJECT: TC31 Passenger Tariff Coordinating Conference
Los Angeles, 8-11 May 2001
TC31 South Pacific (except New Zealand-USA) Resolutions
Intended Effective Date: 1 October 2001

Attached are TC31 South Pacific (except New Zealand-USA) Resolutions which were adopted at the above meeting for an intended effective date of 1 October 2001.

The filing period for the attached Resolutions ends **24 July 2001**. Members are reminded of their obligations under Resolutions 001 and 006 to advise this office by the end of the filing period whether approval by their Government authorities is required and, if so, to accomplish the necessary filing formalities. The effective date will be declared in accordance with Resolutions 001 and 006, when all the known necessary Government approvals have been received.

Karen Evans
Manager, Conference Services
Interline & Revenue Management Services

RESOLUTIONS FINALLY ADOPTED AT

**TC31
PASSENGER TARIFF COORDINATING CONFERENCE**

SOUTH PACIFIC

(EXCEPT BETWEEN NEW ZEALAND AND USA)

LOS ANGELES, 8-11 MAY 2001

INTENDED EFFECTIVE DATE: 1 OCTOBER 2001

Filing Period: 26 June 2001 - 24 July 2001

AREAWIDE

RESO	TITLE	PAGE
001mm	Special Enabling Facility	1
002	Revalidating Resolution Areawide	1
015v	Add-On Amounts (except in USA)	2-3
046d	Intermediate Class Fares between South West Pacific and TC1 via PA, PN	1
056d	First Class Fares between South West Pacific and TC1 via PA, PN	1
066d	Economy Class Fares between South West Pacific and TC1 via PA, PN	1
311s	Excess Baggage Charges	1

BETWEEN SOUTH WEST PACIFIC AND NORTH AMERICA, CARIBBEAN

RESO	TITLE	PAGE
001a	Special Applicability Resolution between South West Pacific and North America, Caribbean (except between New Zealand and USA)	4
002	Amending Resolution between South West Pacific and North America, Caribbean	5-9
015s	Add-On Amounts (USA/US Territories)	10
070nn	Excursion Fares between French Polynesia, New Caledonia and North America, Caribbean via PA	11
070vv	Excursion Fares from Cook Islands, New Zealand to North America, Caribbean via PA	12
071w	Excursion Fares from North America, Caribbean to South West Pacific via PA	13-14
071xx	Excursion Fares from Australia, Fiji to North America, Caribbean via PA	15
073k	APEX Fares from North America, Caribbean to South West Pacific via PA	16-17
073mm	One Way APEX Fares from Australia, Fiji to North America, Caribbean via PA	18
073oo	APEX Fares from North America, Caribbean to South West Pacific via PA	19-20

073pp	APEX Fares between French Polynesia, New Caledonia and North America, Caribbean via PA	21
073ww	One Way APEX Fares from North America, Caribbean to South West Pacific via PA	22-23
073xx	Super APEX Fares from North America, Caribbean to South West Pacific via PA	24
074oy	One Way PEX Fares from Cook Islands, New Zealand to North America, Caribbean via PA	25
075c	APEX Fares from Australia to North America, Caribbean via PA	26
075yy	Super APEX Fares from Australia to North America, Caribbean via PA	27-28
077ff	Intermediate Class APEX Fares from USA to Cook Islands, Fiji, French Polynesia via PA	29
078ca	PEX Fares from Cook Islands, New Zealand to North America, Caribbean via PA	30-33
153k	Air-/Sea <u>APEX</u> Fares between French Polynesia and USA via PA	34

BETWEEN SOUTH WEST PACIFIC AND CENTRAL AMERICA, SOUTH AMERICA

RESO	TITLE	PAGE
002	Amending Resolution between South West Pacific and Central America, South America	35-36
070yy	Excursion Fares between South West Pacific and Central America, South America via PA, PN	37-38
074m	PEX Fares from South America to Australia, New Zealand via PA, PN	39
078mm	PEX Fares from Australia, New Zealand to Central America, South America via PA, PN	40
090g	Emigrant Fares from South America to South West Pacific via PA, PN	41

**TC31 SOUTH PACIFIC
REVALIDATING RESOLUTION
AREAWIDE**

PTC31(96)002				New
Filing Period	Begins	26 June 2001	Intended Effectiveness	1 October 2001
	Ends	24 July 2001	Expiry	30 September 2002
				Type B

RESOLVED that, for application in the TC31 South Pacific sub-area

the following Resolutions are revalidated

- 001mm
 - 046d
 - 056d
 - 066d
 - 311s
-

**TC31 SOUTH PACIFIC
ADD-ON AMOUNTS
(EXCEPT IN USA)**

PTC31(96)015v				Amending
Filing Period	Begins	26 June 2001	Intended Effectiveness	1 October 2001
	Ends	24 July 2001	Expiry	Indefinite
				Type B

RESOLVED that, the Attachments to Resolution 015v are amended in respect of the
TC31 South Pacific sub-area as attached



Canada

- 1 Add-on amounts for all points in Canada under Zone 311 increased by 5%
- 2 To/from Toronto (YTO) normal fare add-on amounts amended to equal final Montreal (YMQ) levels
- 3 Add-on amounts introduced

Code	CTY	GWY	ZONE	FARE TYPE	OW/RT	CUR	AMOUNT	GI	ACT
YCD YQQ	Nanaimo Comox	YVR	311	NRM SPC SPC	OW OW RT	CAD	equal final Victoria (YYJ)	PA	A A
YXC	Cranbrook						equal final Prince George (YXS)		A
YQL	Lethbridge						equal final Calgary (YYC)		A

Code	CTY	GWY	ZONE	FARE TYPE	OW/RT	CUR	AMOUNT (final levels)	GI	ACT
YCG YKA YLW YYF	Castlegar Kamloops Kelowna Penticton	YVR	311	NRM SPC SPC	OW OW RT	CAD	169 169 214	PA	A A A A

**TC31 SOUTH PACIFIC
SPECIAL APPLICABILITY RESOLUTION
BETWEEN SOUTH WEST PACIFIC AND NORTH AMERICA, CARIBBEAN
(EXCEPT BETWEEN NEW ZEALAND AND USA)**

PTC31(96)001a				New
Filing Period	Begins	26 June 2001	Intended Effectiveness	1 October 2001
	Ends	24 July 2001	Expiry	30 September 2002
				Type B

RESOLVED that,

the following Resolutions have been adopted for application between South West Pacific and North America, Caribbean (except between New Zealand and USA)

046d	070vv	071w
056d	071xx	073k
066d	073mm	073oo
070nn	074oy	073ww
073pp	075c	073xx
153k	075yy	077ff
	078ca	

**TC31 SOUTH PACIFIC
AMENDING RESOLUTION
BETWEEN SOUTH WEST PACIFIC AND NORTH AMERICA, CARIBBEAN**

PTC31(96)002				New
Filing Period	Begins	26 June 2001	Intended Effectiveness	1 October 2001
	Ends	24 July 2001	Expiry	30 September 2002
				Type B

RESOLVED that, for application in the TC31 South Pacific sub-area between South West Pacific and North America, Caribbean

fares Attachments to Resolutions are amended in accordance with the Attachment to this Resolution

1 GENERAL

- A) Between New Zealand and USA all fares deleted and transferred to equivalent Resolutions in the New Zealand-USA package, upon adoption of Resolutions for that agreement
- B) From Australia to USA special fares adjusted to reflect government approved levels

From	Reso	Fare Basis		CCY	To HNL	To LAX
SYD	071xx	MHEE	RT	AUD	2225	2961
		MKEE	RT		2074	2745
		MLEE	RT		1923	2529
	073mm	MHAP	OW		1404	1783
		MKAP	OW		1286	1621
		MLAP	OW		1156	1502
	075c	MHAP3M	RT		1847	2582
		MKAP3M	RT		1707	2366
		MLAP3M	RT		1555	2150
	075yy	MHAB2M	RT		1685	2421
		MKAB2M	RT		1544	2204
		MLAB2M	RT		1393	1988

2 RESOLUTION 071xx – EXCURSION FARES FROM AUSTRALIA, FIJI TO NORTH AMERICA, CARIBBEAN VIA PA

From Fiji seasonal fares structure introduced

From		Formula	GI
NAN	HEE6M	equal final all-year levels plus FJD200	PA
	KEE6M	equal final all-year levels	
	LEE6M	equal final all-year levels less FJD100	

3 RESOLUTION 073mm – ONE WAY APEX FARES FROM AUSTRALIA, FIJI TO NORTH AMERICA, CARIBBEAN VIA PA

From Fiji seasonal fares structure introduced

From			Formula	GI
NAN	H/K/L	MAP	equal 70% (multiply by 0.70) of final 071xx levels	PA

4 GENERAL CHANGES TO FARE LEVELS

A) Normal Fares – Northbound From South West Pacific

1) Fares amended

From	To	F1, F2	C1, C2	Y1, Y2
Cook Islands, Fiji, French Polynesia, New Caledonia, New Zealand	Bermuda, Canada	+2%	+2%	+2%
Cook Islands, Fiji, French Polynesia, New Caledonia	USA	+2%	+2%	+2%

2) Following application of general changes in Paragraph 4 A) 1) above, one way/round trip (OO/RT) first and intermediate class fares structure introduced

From	To	Fare basis	OW/RT	Formula
Cook Islands, Fiji, French Polynesia, New Caledonia, New Zealand	Bermuda, Canada	F1,F2, C1,C2, F, C	RT	introduced at twice the final OW levels
			OW	re-established at 51% (multiply by 0.51) of new RT levels; fare basis code OW amended to OO

B) Special Fares – Northbound From South West Pacific

From	To	Resolutions	Specials
Australia	Canada	071xx, 073mm, 075c, 075yy	+5%
Fiji		071xx	+2%
French Polynesia, New Caledonia		070nn, 073pp	+2%
Cook Islands		070vv, 074oy, 078ca	+2%
New Zealand		070vv, 078ca	midweek (X) +2% weekend (W) = new midweek (X) +NZD100
		074oy	midweek (X) +2% weekend (W) = new midweek (X) +NZD50

C) Normal Fares - Southbound From North America, Caribbean

1) Fares amended

From	To	F, F1, F2	C, C1, C2	Y, Y1, Y2
USA	Australia, Cook Islands, Fiji, French Polynesia, New Caledonia	+3%	+3%	+5%
Bermuda	South West Pacific	+3%	+3%	+5%
Canada	South West Pacific	+5%	+5%	+5%

2) Following application of general changes in Paragraph C) 1) above,
one way/round trip (OO/RT) first and intermediate class fares structure
introduced

From	To	Fare basis	OW/RT	Formula
USA	Australia, Cook Islands, Fiji, French Polynesia, New Caledonia	F1, F2, C1, C2, F, C	RT	introduced at twice the final OW levels multiplied by 0.98
			OW	fare basis code OW amended to OO
Bermuda, Canada	South West Pacific	F1, F2, C1, C2, F, C	RT	introduced at twice the final OW levels multiplied by 0.98
			OW	fare basis code OW amended to OO

D) Special Fares - Southbound From North America, Caribbean

Fares amended

From	To	Resolution	Season	Action
Bermuda, USA	Australia, Cook Islands, Fiji	071w	L, J, K	+USD20
			H	re-established at new Peak 1 (K) +USD70
		073k, 073oo, 073xx	LX, JX, KX	+USD20
			HX	re-established at new KX +USD70
			LW,JW,KW,HW	re-established at new midweek +USD70
		073ww	L, J, K, H	re-established at final 071w levels x 55% (multiply by 0.55) for H/K x 53% (multiply by 0.53) for J x 50% (multiply by 0.50) for L
Canada	SWP	All	All	+5% rounded up to the next CAD8
USA	French Polynesia, New Caledonia	070nn, 073pp		+USD50
	Cook Islands, Fiji, French Polynesia	077ff		+3%
	French Polynesia	153k		+3%

E) Following application of fare increases and where they currently exist, fares re-established to/from Mexico City (MEX) at final Los Angeles (LAX) levels plus the following differentials or equivalent in local currency converted at latest IROE

To/from	Fare Type	Equal	Currency	OW/OO	RT
MEX	F	final LAX plus	USD/NUC	579	1158
	C	final LAX plus		542	1084
	Y	final LAX plus		433	866
	Specials	final LAX plus		235	400

**TC31 SOUTH PACIFIC
ADD-ON AMOUNTS
(USA/US TERRITORIES)**

PTC31(96)015s				Amending
Filing Period	Begins	26 June 2001	Intended Effectiveness	1 October 2001
	Ends	24 July 2001	Expiry	Indefinite
				Type B

RESOLVED that, the Attachments to Resolution 015s are amended as follows

USA

Normal fare add-on amounts increased by 3%



**TC31 SOUTH PACIFIC
EXCURSION FARES
BETWEEN FRENCH POLYNESIA, NEW CALEDONIA
AND NORTH AMERICA, CARIBBEAN
VIA PA**

PTC31(96)070nn		Revalidating and Amending		
Filing Period	Begins	26 June 2001	Intended Effectiveness	1 October 2001
	Ends	24 July 2001	Expiry	30 September 2002
				Type B

RESOLVED that, Resolution 070nn is revalidated and amended as follows

1 Paragraph 19) is amended

19) CHILDREN AND INFANT DISCOUNTS

A) 1) Children

a) accompanied children aged 2-11 years: charge 75% of applicable adult fare

b) unaccompanied children

i) aged 2-7 years: charge 100% of applicable adult fare

ii) aged 8-11 years: charge 75% of applicable adult fare

2 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

**TC31 SOUTH PACIFIC
EXCURSION FARES
FROM COOK ISLANDS, NEW ZEALAND TO NORTH AMERICA, CARIBBEAN
VIA PA**

PTC31(96)070vv			Revalidating and Amending	
Filing Period	Begins	26 June 2001	Intended Effectiveness	1 October 2001
	Ends	24 July 2001	Expiry	30 September 2002
				Type B

RESOLVED that, Resolution 070vv is revalidated and amended as follows

1 Paragraph 3) is amended

3) SEASONALITY

A) seasonal periods

Peak	H	16 Jun - 23 Jul
	H	08 Sep - 10 Oct
	H	03 Dec - 16 Jan
Shoulder	K	17 Jan - 30 Jan
	K	24 Mar - 15 Jun
	K	24 Jul - 07 Sep <u>10 Oct</u>
	K	12 Nov - 02 Dec
Basic	L	31 Jan - 23 Mar
	L	11 Oct - 11 Nov

2 Paragraph 19) is amended

19) CHILDREN AND INFANT DISCOUNTS

A) 1) **Children**

- a) accompanied children aged 2-11 years
 - i) charge 75% of applicable adult fare
 - ii) maximum number permitted per adult passenger: 3
- b) unaccompanied children
 - i) aged 2-7 years: charge 100% of applicable adult fare
 - ii) aged 8-11 years: charge 100% of applicable adult fare

3 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

**TC31 SOUTH PACIFIC
EXCURSION FARES
FROM NORTH AMERICA, CARIBBEAN TO SOUTH WEST PACIFIC
VIA PA**

PTC31(96)071w		Revalidating and Amending		
Filing Period	Begins	26 June 2001	Intended Effectiveness	1 October 2001
	Ends	24 July 2001	Expiry	30 September 2002
				Type B

RESOLVED that, Resolution 071w is revalidated and amended as follows

1 Paragraph 3) is amended

3) SEASONALITY

A) seasonal periods

Peak 2	H	17 <u>14</u> Dec - 29 <u>30</u> Dec
Peak 1	K	08 <u>07</u> Dec - 16 <u>13</u> Dec
	K	30 <u>31</u> Dec - 25 <u>24</u> Feb
Shoulder	J	26 <u>25</u> Feb - 30 <u>28</u> Apr
	J	22 <u>21</u> Jun - 22 <u>21</u> Jul
	J	03-Sep <u>30</u> Aug - 07 <u>06</u> Dec
Basic	L	01-May <u>29</u> Apr - 24 <u>20</u> Jun
	L	23 <u>22</u> Jul - 02-Sep <u>29</u> Aug

2 Paragraph 16)A)2) is amended

16) PENALTIES

A)2) **Rebooking and Rerouting**

a) i) before departure: permitted

ii) after departure

aa) rebooking: permitted

bb) rerouting: permitted at a charge per transaction of
CAD~~100~~ 150/USD~~75~~ 100 ; such transaction must be made not
later than the day before the day of the flight being changed

3 Paragraph 19) is amended

19) CHILDREN AND INFANT DISCOUNTS

A) 1) Children

a) accompanied children aged 2-11 years

i) charge 75% of applicable adult fare

ii) maximum number permitted per adult passenger: 3

b) unaccompanied children

i) aged 2-7 years: charge 100% of applicable adult fare

ii) aged 8-11 years: charge 100% of applicable adult fare

4 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002



**TC31 SOUTH PACIFIC
EXCURSION FARES
FROM AUSTRALIA, FIJI TO NORTH AMERICA, CARIBBEAN
VIA PA**

PTC31(96)071xx		Revalidating and Amending		
Filing Period	Begins	26 June 2001	Intended Effectiveness	1 October 2001
	Ends	24 July 2001	Expiry	30 September 2002
				Type B

RESOLVED that, Resolution 071xx is revalidated and amended as follows

1 Paragraph 3) is amended

3) SEASONALITY

A) seasonal periods: ~~from Australia~~

Peak	H	22 <u>21</u> Jun - 22 <u>21</u> Jul
	H	08 <u>07</u> Dec - 14 <u>13</u> Jan
Shoulder	K	15 <u>14</u> Jan - 28 <u>27</u> Jan
	K	30 <u>29</u> Mar - 21 <u>20</u> Jun
	K	23 <u>22</u> Jul - 28 Oct
Basic	L	29 <u>28</u> Jan - 29 <u>28</u> Mar
	L	29 Oct - 07 <u>06</u> Dec

2 Paragraph 19) is amended

19) CHILDREN AND INFANT DISCOUNTS

A) 1) **Children**

a) accompanied children aged 2-11 years

i) charge 75% of applicable adult fare

ii) maximum number permitted per adult passenger: 3

b) unaccompanied children

i) aged 2-7 years: charge 100% of applicable adult fare

ii) aged 8-11 years: charge 100% of applicable adult fare

3 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

**TC31 SOUTH PACIFIC
APEX FARES
FROM NORTH AMERICA, CARIBBEAN TO SOUTH WEST PACIFIC
VIA PA**

PTC31(96)073k		Revalidating and Amending		
Filing Period	Begins	26 June 2001	Intended Effectiveness	1 October 2001
	Ends	24 July 2001	Expiry	30 September 2002
				Type B

RESOLVED that, Resolution 073k is revalidated and amended as follows

1 Paragraph 3) is amended

3) SEASONALITY

A) seasonal periods

Peak 2	H	17 <u>14</u> Dec - 29 <u>30</u> Dec
Peak 1	K	08 <u>07</u> Dec - 16 <u>13</u> Dec
	K	30 <u>31</u> Dec - 25 <u>24</u> Feb
Shoulder	J	26 <u>25</u> Feb - 30 <u>28</u> Apr
	J	22 <u>21</u> Jun - 22 <u>21</u> Jul
	J	03-Sep <u>30</u> Aug - 07 <u>06</u> Dec
Basic	L	01-May <u>29</u> Apr - 24 <u>20</u> Jun
	L	23 <u>22</u> Jul - 02-Sep <u>29</u> Aug

2 Paragraph 5) is amended

5) RESERVATIONS AND TICKETING

A) 1) **Reservations**

a) deadline: 21 days

2) **Ticketing**

a) deadline: 21 days; must be completed within 14 days of confirmation of reservations but not later than the deadline

3 Paragraph 16)A)2) is amended

16) PENALTIES

A)2) Rebooking and Rerouting

- a) i) before departure
 - aa) before deadline: permitted
 - bb) after deadline
 - 1) outbound international sector: not permitted
 - 2) other sectors: permitted at a charge per transaction of ~~CAD400~~ 150/USD75 100; such transaction must be made not later than 14 days before the original flight or the new flight, whichever is earlier
- ii) after departure: permitted at a charge per transaction of ~~CAD400~~ 150/USD75 100; such transaction must be made not later than 14 days before the original flight or the new flight, whichever is earlier

4 Paragraph 19) is amended

19) CHILDREN AND INFANT DISCOUNTS

A)1) Children

- a) accompanied children aged 2-11 years
 - i) charge 75% of applicable adult fare
 - ii) maximum number permitted per adult passenger: 3
- b) unaccompanied children
 - i) aged 2-7 years: charge 100% of applicable adult fare
 - ii) aged 8-11 years: charge 100% of applicable adult fare

5 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

**TC31 SOUTH PACIFIC
ONE WAY APEX FARES
FROM AUSTRALIA, FIJI TO NORTH AMERICA, CARIBBEAN
VIA PA**

PTC31(96)073mm		Revalidating and Amending		
Filing Period	Begins	26 June 2001	Intended Effectiveness	1 October 2001
	Ends	24 July 2001	Expiry	30 September 2002
				Type B

RESOLVED that, Resolution 073mm is revalidated and amended as follows

1 Paragraph 3) is amended

3) SEASONALITY

A) seasonal periods: ~~from Australia~~

Peak	H	22 <u>21</u> Jun - 22 <u>21</u> Jul
	H	08 <u>07</u> Dec - 14 <u>13</u> Jan
Shoulder	K	15 <u>14</u> Jan - 28 <u>27</u> Jan
	K	30 <u>29</u> Mar - 21 <u>20</u> Jun
	K	23 <u>22</u> Jul - 28 Oct
Basic	L	29 <u>28</u> Jan - 29 <u>28</u> Mar
	L	29 Oct - 07 <u>06</u> Dec

2 Paragraph 19) is amended

19) CHILDREN AND INFANT DISCOUNTS

A) 1) **Children**

a) accompanied children aged 2-11 years

i) charge 75% of applicable adult fare

ii) maximum number permitted per adult passenger: 3

b) unaccompanied children

i) aged 2-7 years: charge 100% of applicable adult fare

ii) aged 8-11 years: charge 100% of applicable adult fare

3 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

**TC31 SOUTH PACIFIC
APEX FARES
FROM NORTH AMERICA, CARIBBEAN TO SOUTH WEST PACIFIC
VIA PA**

PTC31(96)07300		Revalidating and Amending		
Filing Period	Begins	26 June 2001	Intended Effectiveness	1 October 2001
	Ends	24 July 2001	Expiry	30 September 2002
				Type B

RESOLVED that, Resolution 07300 is revalidated and amended as follows

1 Paragraph 3) is amended

3) SEASONALITY

A) seasonal periods

Peak 2	H	17 <u>14</u> Dec - 29 <u>30</u> Dec
Peak 1	K	08 <u>07</u> Dec - 16 <u>13</u> Dec
	K	30 <u>31</u> Dec - 25 <u>24</u> Feb
Shoulder	J	26 <u>25</u> Feb - 30 <u>28</u> Apr
	J	22 <u>21</u> Jun - 22 <u>21</u> Jul
	J	03-Sep <u>30</u> Aug - 07 <u>06</u> Dec
Basic	L	01-May <u>29</u> Apr - 21 <u>20</u> Jun
	L	23 <u>22</u> Jul - 02-Sep <u>29</u> Aug

2 Paragraph 5) is amended

5) RESERVATIONS AND TICKETING

A) 1) **Reservations**

a) deadline: ~~14~~ 7 days

2) **Ticketing**

a) deadline: ~~14~~ 7 days; must be completed within 14 days of confirmation of reservations but not later than the deadline

3 Paragraph 16)A)2) is amended

16) PENALTIES

A)2) Rebooking and Rerouting

- a) i) before departure
 - aa) before deadline: permitted
 - bb) after deadline
 - 1) outbound international sector: not permitted
 - 2) other sectors: permitted at a charge per transaction of ~~CAD400~~ 150/USD75 100; such transaction must be made not later than 14 days before the original flight or the new flight, whichever is earlier
- ii) after departure: permitted at a charge per transaction of ~~CAD400~~ 150/USD75 100; such transaction must be made not later than 14 days before the original flight or the new flight, whichever is earlier

4 Paragraph 19) is amended

19) CHILDREN AND INFANT DISCOUNTS

A)1) Children

- a) accompanied children aged 2-11 years
 - i) charge 75% of applicable adult fare
 - ii) maximum number permitted per adult passenger: 3
- b) unaccompanied children
 - i) aged 2-7 years: charge 100% of applicable adult fare
 - ii) aged 8-11 years: charge 100% of applicable adult fare

5 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

**TC31 SOUTH PACIFIC
APEX FARES
BETWEEN FRENCH POLYNESIA, NEW CALEDONIA
AND NORTH AMERICA, CARIBBEAN
VIA PA**

PTC31(96)073pp		Revalidating and Amending		
Filing Period	Begins	26 June 2001	Intended Effectiveness	1 October 2001
	Ends	24 July 2001	Expiry	30 September 2002
				Type B

RESOLVED that, Resolution 073pp is revalidated and amended as follows

1 Paragraph 19) is amended

19) CHILDREN AND INFANT DISCOUNTS

A) 1) Children

a) accompanied children aged 2-11 years: charge 75% of applicable adult fare

b) unaccompanied children

i) aged 2-7 years: charge 100% of applicable adult fare

ii) aged 8-11 years: charge 75% of applicable adult fare

2 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

**TC31 SOUTH PACIFIC
ONE WAY APEX FARES
FROM NORTH AMERICA, CARIBBEAN TO SOUTH WEST PACIFIC
VIA PA**

PTC31(96)073ww		Revalidating and Amending		
Filing Period	Begins	26 June 2001	Intended Effectiveness	1 October 2001
	Ends	24 July 2001	Expiry	30 September 2002
				Type B

RESOLVED that, Resolution 073ww is revalidated and amended as follows

1 Paragraph 3) is amended

3) SEASONALITY

A) seasonal periods

Peak 2	H	17 <u>14</u> Dec - 29 <u>30</u> Dec
Peak 1	K	08 <u>07</u> Dec - 16 <u>13</u> Dec
	K	30 <u>31</u> Dec - 25 <u>24</u> Feb
Shoulder	J	26 <u>25</u> Feb - 30 <u>28</u> Apr
	J	22 <u>21</u> Jun - 22 <u>21</u> Jul
	J	03-Sep <u>30</u> Aug - 07 <u>06</u> Dec
Basic	L	01-May <u>29</u> Apr - 24 <u>20</u> Jun
	L	23 <u>22</u> Jul - 02-Sep <u>29</u> Aug

2 Paragraph 5) is amended

5) RESERVATIONS AND TICKETING

A) 1) **Reservations**

a) deadline: ~~14~~ 7 days

2) **Ticketing**

a) deadline: ~~14~~ 7 days; must be completed within 14 days of confirmation of reservations but not later than the deadline

3 Paragraph 16)A)2) is amended

16) PENALTIES

A)2) Rebooking and Rerouting

- a) i) before departure
 - aa) before deadline: permitted
 - bb) after deadline
 - 1) outbound international sector: not permitted
 - 2) other sectors: permitted at a charge per transaction of ~~CAD400 150/USD75 100~~; such transaction must be made not later than 14 days before the original flight or the new flight, whichever is earlier
- ii) after departure: permitted at a charge per transaction of ~~CAD400 150/USD75 100~~; such transaction must be made not later than 14 days before the original flight or the new flight, whichever is earlier

4 Paragraph 19) is amended

19) CHILDREN AND INFANT DISCOUNTS

A)1) Children

- a) accompanied children aged 2-11 years
 - i) charge 75% of applicable adult fare
 - ii) maximum number permitted per adult passenger: 3
- b) unaccompanied children
 - i) aged 2-7 years: charge 100% of applicable adult fare
 - ii) aged 8-11 years: charge 100% of applicable adult fare

5 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

**TC31 SOUTH PACIFIC
SUPER APEX FARES
FROM NORTH AMERICA, CARIBBEAN TO SOUTH WEST PACIFIC
VIA PA**

PTC31(96)073xx		Revalidating and Amending		
Filing Period	Begins	26 June 2001	Intended Effectiveness	1 October 2001
	Ends	24 July 2001	Expiry	30 September 2002
				Type B

RESOLVED that, Resolution 073xx is revalidated and amended as follows

1 Paragraph 3) is amended

3) SEASONALITY

A) seasonal periods

Peak 2	H	17 <u>14</u> Dec - 29 <u>30</u> Dec
Peak 1	K	08 <u>07</u> Dec - 16 <u>13</u> Dec
	K	30 <u>31</u> Dec - 25 <u>24</u> Feb
Shoulder	J	26 <u>25</u> Feb - 30 <u>28</u> Apr
	J	22 <u>21</u> Jun - 22 <u>21</u> Jul
	J	03-Sep <u>30</u> Aug - 07 <u>06</u> Dec
Basic	L	01-May <u>29</u> Apr - 24 <u>20</u> Jun
	L	23 <u>22</u> Jul - 02-Sep <u>29</u> Aug

2 Paragraph 19) is amended

19) CHILDREN AND INFANT DISCOUNTS

A) 1) **Children**

a) accompanied children aged 2-11 years

i) charge 75% of applicable adult fare

ii) maximum number permitted per adult passenger: 3

b) unaccompanied children

i) aged 2-7 years: charge 100% of applicable adult fare

ii) aged 8-11 years: charge 100% of applicable adult fare

3 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

**TC31 SOUTH PACIFIC
ONE WAY PEX FARES
FROM COOK ISLANDS, NEW ZEALAND TO NORTH AMERICA, CARIBBEAN
VIA PA**

PTC31(96)074oy		Revalidating and Amending		
Filing Period	Begins	26 June 2001	Intended Effectiveness	1 October 2001
	Ends	24 July 2001	Expiry	30 September 2002
				Type B

RESOLVED that, Resolution 074oy is revalidated and amended as follows

1 Paragraph 3) is amended

3) SEASONALITY

A) seasonal periods

Peak	H	16 Jun - 23 Jul
	H	08 Sep - 10 Oct
	H	03 Dec - 16 Jan
Shoulder	K	17 Jan - 30 Jan
	K	24 Mar - 15 Jun
	K	24 Jul - 07 Sep <u>10 Oct</u>
	K	12 Nov - 02 Dec
Basic	L	31 Jan - 23 Mar
	L	11 Oct - 11 Nov

2 Paragraph 19) is amended

19) CHILDREN AND INFANT DISCOUNTS

A) 1) **Children**

a) accompanied children aged 2-11 years

i) charge 75% of applicable adult fare

ii) maximum number permitted per adult passenger: 3

b) unaccompanied children

i) aged 2-7 years: charge 100% of applicable adult fare

ii) aged 8-11 years: charge 100% of applicable adult fare

3 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

**TC31 SOUTH PACIFIC
APEX FARES
FROM AUSTRALIA TO NORTH AMERICA, CARIBBEAN
VIA PA**

PTC31(96)075c		Revalidating and Amending		
Filing Period	Begins	26 June 2001	Intended Effectiveness	1 October 2001
	Ends	24 July 2001	Expiry	30 September 2002
				Type B

RESOLVED that, Resolution 075c is revalidated and amended as follows

1 Paragraph 3) is amended

3) SEASONALITY

A) seasonal periods

Peak H ~~22~~ 21 Jun - ~~22~~ 21 Jul
 H ~~08~~ 07 Dec - ~~14~~ 13 Jan

Shoulder K ~~15~~ 14 Jan - ~~28~~ 27 Jan
 K ~~30~~ 29 Mar - ~~24~~ 20 Jun
 K ~~23~~ 22 Jul - 28 Oct

Basic L ~~29~~ 28 Jan - ~~29~~ 28 Mar
 L 29 Oct - ~~07~~ 06 Dec

2 Paragraph 19) is amended

19) CHILDREN AND INFANT DISCOUNTS

A) 1) **Children**

a) accompanied children aged 2-11 years

i) charge 75% of applicable adult fare

ii) maximum number permitted per adult passenger: 3

b) unaccompanied children

i) aged 2-7 years: charge 100% of applicable adult fare

ii) aged 8-11 years: charge 100% of applicable adult fare

3 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

**TC31 SOUTH PACIFIC
SUPER APEX FARES
FROM AUSTRALIA TO NORTH AMERICA, CARIBBEAN
VIA PA**

PTC31(96)075yy		Revalidating and Amending		
Filing Period	Begins	26 June 2001	Intended Effectiveness	1 October 2001
	Ends	24 July 2001	Expiry	30 September 2002
				Type B

RESOLVED that, Resolution 075yy is revalidated and amended as follows

1 Paragraph 3) is amended

3) SEASONALITY

A) seasonal periods

Peak H ~~22~~ 21 Jun - ~~22~~ 21 Jul
 H ~~08~~ 07 Dec - ~~14~~ 13 Jan

Shoulder K ~~15~~ 14 Jan - ~~28~~ 27 Jan
 K ~~30~~ 29 Mar - ~~24~~ 20 Jun
 K ~~23~~ 22 Jul - 28 Oct

Basic L ~~29~~ 28 Jan - ~~29~~ 28 Mar
 L 29 Oct - ~~07~~ 06 Dec

2 Paragraph 8) is added

8) STOPOVERS

A) 1) one permitted per pricing unit

2) one additional permitted per pricing unit, at a charge of AUD120

Exception to 1) and 2): in Australia: only permitted at gateway

3 Paragraph 19) is amended

19) CHILDREN AND INFANT DISCOUNTS

A) 1) Children

a) accompanied children aged 2-11 years

i) charge 75% of applicable adult fare

ii) maximum number permitted per adult passenger: 3

b) unaccompanied children

i) aged 2-7 years: charge 100% of applicable adult fare

ii) aged 8-11 years: charge 100% of applicable adult fare

4 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002



**TC31 SOUTH PACIFIC
INTERMEDIATE CLASS APEX FARES
FROM USA TO COOK ISLANDS, FIJI, FRENCH POLYNESIA
VIA PA**

PTC31(96)077ff		Revalidating and Amending		
Filing Period	Begins	26 June 2001	Intended Effectiveness	1 October 2001
	Ends	24 July 2001	Expiry	30 September 2002
				Type B

RESOLVED that, Resolution 077ff is revalidated and amended as follows

1 Paragraph 19) is amended

19) CHILDREN AND INFANT DISCOUNTS

A) 1) Children

a) accompanied children aged 2-11 years

i) charge 75% of applicable adult fare

ii) maximum number permitted per adult passenger: 3

b) unaccompanied children

i) aged 2-7 years: charge 100% of applicable adult fare

ii) aged 8-11 years: charge 100% of applicable adult fare

2 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002



**TC31 SOUTH PACIFIC
PEX FARES
FROM COOK ISLANDS, NEW ZEALAND TO NORTH AMERICA, CARIBBEAN
VIA PA**

PTC31(96)078ca		Revalidating and Amending		
Filing Period	Begins	26 June 2001	Intended Effectiveness	1 October 2001
	Ends	24 July 2001	Expiry	30 September 2002
				Type B

RESOLVED that, Resolution 078ca is revalidated and amended as follows

1 Paragraph 3) is amended

3) SEASONALITY

A) seasonal periods

Peak	H	16 Jun - 23 Jul
	H	08 Sep - 10 Oct
	H	03 Dec - 16 Jan
Shoulder	K	17 Jan - 30 Jan
	K	24 Mar - 15 Jun
	K	24 Jul - 07 Sep <u>10 Oct</u>
	K	12 Nov - 02 Dec
Basic	L	31 Jan - 23 Mar
	L	11 Oct - 11 Nov

2 Paragraph 16) is amended

16) PENALTIES

A) 1) Cancellation, No-Show, Upgrading

a) before departure

i) before ticket issuance: full refund

ii) after ticket issuance: refund the fare paid less ~~50%~~ 25%

Exceptions

aa) full refund in case of death of the passenger or an immediate family member, as evidenced by a death certificate

bb) full refund in case of refusal of travel documents of the passenger or an accompanying immediate family member, as evidenced by written advice from government authorities

b) after departure: refund the difference between the fare paid and the applicable fare for the transportation used less 50% of such difference; the applicable fare may be the one way PEX fare if all conditions have been complied with

Exception: in case of death of the passenger or an immediate family member, as evidenced by a death certificate: refund the difference between the fare paid and the applicable fare for the transportation used

c) the non-refundable amount may be used as credit towards payment of any higher applicable fare. The original non-refundable amount remains non-refundable; the new ticket and any subsequent reissues must be annotated 'NONREF/PEX'

2) Rebooking and Rerouting

a) i) before departure

aa) before ticket issuance: permitted

bb) after ticket issuance

1) outbound international sector: not permitted

2) other sectors:

a) rebooking: permitted

b) rerouting: permitted at a charge per transaction of NZD75; such transaction must be made not later than 7 days before the original flight or the new flight, whichever is earlier

ii) after departure:

aa) rebooking: permitted

bb) rerouting: permitted at a charge per transaction of NZD75; such transaction must be made not later than 7 days before the original flight or the new flight, whichever is earlier

3 Paragraph 19) is amended

19) CHILDREN AND INFANT DISCOUNTS

A) 1) Children

a) accompanied children aged 2-11 years

i) charge 75% of applicable adult fare

ii) maximum number permitted per adult passenger: 3

b) unaccompanied children

i) aged 2-7 years: charge 100% of applicable adult fare

ii) aged 8-11 years: charge 100% of applicable adult fare

4 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002



**TC31 SOUTH PACIFIC
AIR-/SEA APEX FARES
BETWEEN FRENCH POLYNESIA AND USA
VIA PA**

PTC31(96)153k			Revalidating and Amending	
Filing Period	Begins	26 June 2001	Intended Effectiveness	1 October 2001
	Ends	24 July 2001	Expiry	30 September 2002
				Type B

RESOLVED that, Resolution 153k is revalidated and amended as follows

- 1 the Preamble is amended

TC Members may establish the following special fares, subject to the conditions hereof and of Standard Condition Resolution 100 applicable to APEX Fares

- 2 Paragraph 0) is amended

0) APPLICATION

A) 1) Application

- a) economy class
one way trip
advance purchase air-/sea excursion fares
between French Polynesia
and USA
via PA
- b) only apply in conjunction with sea transportation between the South West Pacific and USA purchased before departure

- 3 Paragraph 19) is amended

19) CHILDREN AND INFANT DISCOUNTS

A) 1) Children

- a) accompanied children aged 2-11 years: charge 75% of applicable adult fare
- b) unaccompanied children
 - i) aged 2-7 years: charge 100% of applicable adult fare
 - ii) aged 8-11 years: charge 75% of applicable adult fare

- 4 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

**TC31 SOUTH PACIFIC
AMENDING RESOLUTION
BETWEEN SOUTH WEST PACIFIC
AND CENTRAL AMERICA, SOUTH AMERICA**

PTC31(96)002				New
Filing Period	Begins	26 June 2001	Intended Effectiveness	1 October 2001
	Ends	24 July 2001	Expiry	30 September 2002
				Type B

RESOLVED that, for application in the TC31 South Pacific sub-area between South West Pacific and Central America, South America

fares Attachments to Resolutions are amended in accordance with the Attachment to this Resolution



RESOLUTION 074m – PEX FARES FROM SOUTH AMERICA TO AUSTRALIA, NEW ZEALAND VIA PA, PN

From Chile to Australia, New Zealand PA fares introduced

From	To		Note	USD	GI
Santiago (SCL)	Auckland (AKL)	H	0002	1683	PA
		K		1627	
		L		1571	
	Sydney (SYD)	H		1899	
		K		1837	
		L		1774	

**TC31 SOUTH PACIFIC
EXCURSION FARES
BETWEEN SOUTH WEST PACIFIC
AND CENTRAL AMERICA, SOUTH AMERICA
VIA PA, PN**

PTC31(96)070yy		Revalidating and Amending		
Filing Period	Begins	26 June 2001	Intended Effectiveness	1 October 2001
	Ends	24 July 2001	Expiry	30 September 2002
				Type B

RESOLVED that, Resolution 070yy is revalidated and amended as follows

1 Paragraph 3) is amended

3) SEASONALITY

A) seasonal periods

1) ~~from South West Pacific~~

Peak H 01 Dec - 29 Feb

Basic L 01 Mar - 30 Nov

~~Exception: from French Polynesia~~

~~Peak H 15 Oct - 11 Apr~~

~~Basic L 12 Apr - 14 Oct~~

2) ~~from Central America, South America~~

~~Peak H 01 Dec - 29 Feb~~

~~Basic L 01 Mar - 30 Nov~~

Exceptions

⊖) 1) to/from French Polynesia (except from Chile)

Peak H ~~45~~ 12 Oct - ~~44~~ 14 Apr

Basic L ~~42~~ 15 Apr - ~~44~~ 11 Oct

⊖) 2) from Chile

Peak H 01 Dec - 29 Feb

Shoulder K 01 Mar - 15 Apr
K 12 Oct - 30 Nov

Basic L 16 Apr - 11 Oct

2 Paragraph 7) is amended

7) MAXIMUM STAY

A) 6 months

Exception: to/from Easter Island, ~~Papeete~~ French Polynesia: 2 months

3 Paragraph 19) is amended

19) CHILDREN AND INFANT DISCOUNTS

A) 1) **Children**

a) accompanied children aged 2-11 years: charge 75% of applicable adult fare

b) unaccompanied children

i) aged 2-7 years: charge 100% of applicable adult fare

ii) aged 8-11 years: charge 75% of applicable adult fare

4 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

**TC31 SOUTH PACIFIC
PEX FARES
FROM SOUTH AMERICA TO AUSTRALIA, NEW ZEALAND
VIA PA, PN**

PTC31(96)074m		Revalidating and Amending		
Filing Period	Begins	26 June 2001	Intended Effectiveness	1 October 2001
	Ends	24 July 2001	Expiry	30 September 2002
				Type B

RESOLVED that, Resolution 074m is revalidated and amended as follows

1 Paragraph 10)A)1) is amended

10) CONSTRUCTIONS AND COMBINATIONS

A) 1) Constructions

~~Exception:~~ constructions only permitted with add-on amounts in South America and with add-on amounts for Brisbane, Cairns, Melbourne

2 Paragraph 19) is amended

19) CHILDREN AND INFANT DISCOUNTS

A) 1) Children

a) accompanied children aged 2-11 years: charge 75% of applicable adult fare

b) unaccompanied children

i) aged 2-7 years: charge 100% of applicable adult fare

ii) aged 8-11 years: charge 75% of applicable adult fare

3 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

**TC31 SOUTH PACIFIC
PEX FARES
FROM AUSTRALIA, NEW ZEALAND
TO CENTRAL AMERICA, SOUTH AMERICA
VIA PA, PN**

PTC31(96)078mm		Revalidating and Amending		
Filing Period	Begins	26 June 2001	Intended Effectiveness	1 October 2001
	Ends	24 July 2001	Expiry	30 September 2002
				Type B

RESOLVED that, Resolution 078mm is revalidated and amended as follows

1 Paragraph 19) is amended

19) CHILDREN AND INFANT DISCOUNTS

A) 1) **Children**

a) accompanied children aged 2-11 years: charge 75% of applicable adult fare

b) unaccompanied children

i) aged 2-7 years: charge 100% of applicable adult fare

ii) aged 8-11 years: charge 75% of applicable adult fare

2 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

**TC31 SOUTH PACIFIC
EMIGRANT FARES
FROM SOUTH AMERICA TO SOUTH WEST PACIFIC
VIA PA, PN**

PTC31(96)090g		Revalidating and Amending		
Filing Period	Begins	26 June 2001	Intended Effectiveness	1 October 2001
	Ends	24 July 2001	Expiry	30 September 2002
				Type B

RESOLVED that, Resolution 090g is revalidated and amended as follows

Paragraph 19) is amended

19) CHILDREN AND INFANT DISCOUNTS

A) 1) Children

- a) accompanied children aged 2-11 years: charge 75% of applicable adult fare
- b) unaccompanied children
 - i) aged 2-7 years: charge 100% of applicable adult fare
 - ii) aged 8-11 years: charge 75% of applicable adult fare



International Air Transport Association

IATA Centre, Route de l'Aéroport 33
P.O. Box 416
CH-1215 Geneva 15 Airport
Switzerland

8 June 2001

M E M O R A N D U M

PTC31 SOUTH 0109

TO: Members Participating in Tariff Coordinating Conferences

FROM: Director, Interline & Revenue Management Services

SUBJECT: TC31 Passenger Tariff Coordinating Conference
Los Angeles, 8-11 May 2001
TC31 South Pacific (except New Zealand-USA) Minutes

Attached are the Minutes of the TC31 South Pacific (except New Zealand-USA) Passenger Tariff Coordinating Conference held in Los Angeles, 8-11 May 2001 under the Chairmanship of Ms M Harikiopoulo.

Karen Evans
Manager, Conference Services
Interline & Revenue Management Services

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PASSENGER TARIFF COORDINATING CONFERENCE 31 SOUTH PACIFIC

(EXCEPT NEW ZEALAND-USA)

LOS ANGELES, 8-11 MAY 2001

MINUTES

OPENING OF MEETING

- 1 The Chairman, Ms M Harikiopoulo, opened the 96th Meeting of Passenger Tariff Coordinating Conference 31 South Pacific at 0930 hours on Tuesday, 8 May 2001. The Conference had been convened by Memorandum PTC COMP 0659, dated 1 August 2000. The agenda had been amended to exclude New Zealand-USA in Memorandum PTC31 SOUTH 0103, dated 3 April 2001.
- 2 As with all traffic conference meetings, this meeting had immunity from US anti-trust laws, on the condition that all agreements were submitted for specific approval by the US authorities. IATA would submit the agreements to the DOT in accordance with this condition. Consistent with this, IATA's Board of Governors had determined that any agreement reached at this meeting must not be put into effect prior to its declaration of effectiveness. This ruling was contained in the Provisions for the Conduct of the IATA Traffic Conferences and must be complied with to ensure continued immunity.

Limitation of Agenda/Attendance

- 3 Members had been advised that routes between New Zealand and USA were now covered by an immunised alliance agreement. In approving the NZ/UA alliance, the DoT has required that NZ/UA withdraw from all IATA Tariff Coordination activities that discuss fares between New Zealand and the USA. Other TC Members who participate in similar immunised alliance agreements, must also withdraw from New Zealand-USA discussions.
- 4 In accordance with the above, the agreement developed by this meeting excluded fares and related conditions applicable between New Zealand and the USA.

ATTENDANCE RECORD

- 5 The Attendance Record is at Attachment 'A'.

DETERMINATION OF VOTING MEMBERSHIP

- 6 The Voting Membership for the area was determined in accordance with the Provisions for the Conduct of the IATA Traffic Conferences and is at Attachment 'B'.

EXAMINATION OF CREDENTIALS OF ACCREDITED REPRESENTATIVES AND ALTERNATES

- 7 The accreditation received by the Secretariat was examined and found to be in accordance with the Provisions for the Conduct of the IATA Traffic Conferences.

RELATIONS WITH THE PRESS

- 8 The Conference was reminded that relations with the press are governed by Resolution 035.

STATUS OF AREA

- 9 The Status of Area is at Attachment 'C'.

APPROVAL OF MINUTES OF PREVIOUS MEETING

- 10 The minutes of the following meeting were approved:

Passenger Tariff Coordinating Conference 31
South Pacific
9-11 May 2000
Memorandum TC31 SOUTH 0086 dated 6 June 2000

BASIS OF DISCUSSIONS

Resolutions Manual

- 11 Members noted the amendments to the Resolutions Manual issued in June 2000, for effect 1 October 2000.

SEASONALITY

CHARGES CONTAINED IN RESOLUTIONS

- 12 Information had been provided by the Secretariat in respect of the above in order to facilitate carriers' preparation of proposals. This information was noted.

CHILDREN'S FARES

- 13 There was a growing trend for the children's provisions in normal and special fares Resolutions to reflect different charges for the varying categories of children outlined in Resolution 201.
- 14 In order for a consistent approach to be achieved worldwide, the provisions relating to children's fares had been rewritten to cater for the increased complexity which might be required in some Resolutions. Members noted the basic format of the rewritten provisions into which exceptions could be built in a consistent manner.

EXPEDITED EFFECTIVE DATE

- 15 Proposals had been made for expedited action on 1 July and 1 August 2001 and, at the suggestion of QF, it was agreed that all expedited items would be for an intended effective date of 1 August 2001. This would reduce filing costs and avoid possible confusion.

AREAWIDE

EFFECTIVE 1 AUGUST 2001

CHILDREN'S FARES

Accompanied

- 16 RG proposed to increase accompanied children's normal fares from Central, South America to South West Pacific to 75% of the applicable adult fare. With the support of AR CX NZ QF noted, the proposal was agreed and Resolutions 046d, 056d, 066d were amended accordingly.

Fares for Unaccompanied Children from Brazil

- 17 The Brazilian Government had disapproved the unaccompanied children's fares in Resolutions 046d, 056d, 066d but RG advised that they required no action on the agreement.

ECONOMY AND SPECIAL FARE LEVELS FROM BRAZIL

Resolution 066d - Economy Class Fares between South West Pacific and TC1 via PA, PN

Resolution 070yy - Excursion Fares between South West Pacific and Central America, South America via PA, PN

Resolution 074m - PEX Fares from South America to Australia, New Zealand via PA, PN

- 18 The Special Composite Meeting in February 2000 agreed a 2% increase on all fares from Brazil to South West Pacific to cover extraordinary costs. This increase had subsequently been disapproved by the Brazilian government despite considerable effort on RG's part, and several re-submissions to the government during the last year.
- 19 Due to the problems caused by this action, RG proposed to roll back the 2% increase on economy normal and special fares from Brazil to South West Pacific so that the IATA fares tables reflected Government approved levels. RG confirmed that no action was required for first, intermediate class levels in the IATA data base.
- 20 AR objected to the proposed action from Brazil in isolation. They recalled that the November 2000 meeting to consider extraordinary cost increases had adopted an increase from other countries in South America while status quo was maintained from Brazil. They did not object in principle to the roll back from Brazil but they required a roll back from other countries in South America, in recognition of the unrealistically high IATA levels and the fact that the current special fare levels from Brazil undercut those from Argentina.

- 21 RG clarified that, until a restructuring in the civil aviation department had been completed in 2002, it was unlikely that the increases would be approved, as evidenced by the rejection of their re-submissions to the government. Against this background, they considered that the IATA fares tables should be amended to reflect the government approved levels. On the other hand, RG saw no need to roll back increases which had been approved from other countries in South America. QF also expressed their concern with action which would result in removing approved increases from the data base.
- 22 Despite further discussion a compromise could not be reached as neither RG nor AR were prepared to amend their positions. Even if RG were prepared to accept an increase for October 2001, it was apparent that a consensus would not be reached on the proposal and it was ruled defeated. Although RG reiterated their earlier comments, they reluctantly accepted status quo from Brazil and undertook to re-submit the 2% increase notwithstanding their view that this would again be disapproved. The Secretary offered any assistance which IATA might be able to give to help RG in their endeavours to obtain approval.

AREAWIDE

EFFECTIVE 1 OCTOBER 2001

ONE WAY AND ROUND TRIP NORMAL FARES

- 23 Members noted the Secretariat item outlining current problems regarding normal one way and round trip fares, and recommending various actions designed to address predicted reductions of carriers' revenue.
- 24 During the ensuing discussion, the following comments were noted:
- The fares in the market were at considerable variance with those in the agreement, and NZ questioned whether the relationship between one way and round trip fares was an issue in reality.
 - AC favoured the introduction of round trip fares with one way levels re-established at levels higher than the half round trip levels. However, they were concerned with the overall increase on levels and required that any formula not result in more than an average 5% increase. They requested more detailed information of the increases required to eliminate the undercuts.
 - UA supported the introduction of round trip fares as a first step in working towards eliminating the undercuts.
 - QF were amenable to the concept of one way fare levels higher than half the round trip levels but required more consideration of the implications.
 - While they understood the problem and favoured action to reduce the undercuts, AR were opposed to any formula which resulted in increases.
- 25 With these comments noted, the issue was discussed further in conjunction with fare levels in general and together with more detailed information provided by the Secretariat. It was noted that round trip fares already existed on some routes.

- 26 The issue was referred to the Working Group and the outcome of discussions is reflected in the minutes covering North America, Caribbean-South West Pacific (except New Zealand-USA). No agreement could be reached on the proposal for Central, South America-South West Pacific and therefore no action was taken in respect of the one way/round trip structure on these routes.

RESOLUTION 002 - REVALIDATING RESOLUTION

- 27 The Resolution provided for the revalidation without amendment of Resolutions 001mm, 046d, 056d, 066d, 311s.

RESOLUTION 015v - ADD-ON AMOUNTS (EXCEPT IN USA/US TERRITORIES)

Australia

- 28 QF proposed to increase special fare add-on amounts for Brisbane and Melbourne to cover operational costs. This involved increasing the current zero add-on amounts to AUD50 (one way) and AUD100 (round trip) and resulted in the de-commonration of the fares for these two points from those for Sydney.
- 29 QF clarified that the proposed de-commonration was on the basis that an agreement would be reached on their proposal to take the same action for San Francisco and Los Angeles. Given the subsequent defeat of that proposal, QF did not wish to pursue the de-commonration in Australia and the revised add-on amounts for Brisbane and Melbourne were considered defeated.

Canada

- 30 AC proposed the following changes to Canadian add-on amounts :
- increase all add-on amounts in Canada by 5%
 - commonrate normal fare add-on amounts for Toronto with the new add-on amounts for Montreal
 - introduce add-ons for Nanaimo, Comox equal final Victoria add-ons
 - introduce add-ons for Crambrook equal final Prince George add-ons
 - introduce add-ons for Lethbridge equal final Calgary add-ons
 - introduce add-ons for Castlegar, Kamloops, Kelowna, Penticton
- 31 AC advised that the add-ons had not been increased for a number of years. In addition, the increased number of add-ons would offer a wider choice of through fares to passengers. There was no objection to the proposals and they were incorporated into Resolution 015v.
- 32 QF had also proposed the introduction of additional add-on amounts in recognition of the fares currently available in the market place to these points as well as the commonration of normal fare add-on amounts for Toronto with Montreal. With the agreement on the AC proposal, no action was required on QF's proposal.

**NORTH AMERICA, CARIBBEAN
EXCEPT NEW ZEALAND-USA**

EFFECTIVE 1 AUGUST 2001

FARE LEVELS - EFFECTIVE DATE

- 33 Only UA proposed increases for expedited effect. It was established that, in view of the extraordinary cost increases adopted in 2000, all carriers preferred that there be only one increase and some favoured that this be taken on 1 October 2001 rather than on an expedited basis. However, it was also noted that any action aimed at alleviating directional imbalances should be expedited. Discussions ensued therefore on all proposals involving increases in an attempt to reach a consensus on the amount of increase before finalising the effective date.
- 34 Following discussion in the Working Group, the Conference agreed that commercial increases would be applied with effect from 1 October 2001 except for adjustments to normal fares from Australia which were developed for effect 1 August 2001.

NORMAL FARE LEVELS FROM SOUTH WEST PACIFIC

Australia to USA

- 35 There was no objection to amending the base levels from Australia to USA to reflect government approved levels in Resolutions 046d, 056d, 066d.

To Canada, USA, Bermuda

- 36 UA favoured an expedited increase to improve revenue and cover increased costs but cautioned against increases which would be too high for the current economies to absorb. After consideration of their original proposal, they suggested the following amended approach:
- 3% increase on all normal one way and round trip fares from South West Pacific to Canada, USA, Bermuda.
- 37 From South West Pacific to Canada, AC proposed a 5% increase on all normal fares, preferably for effect 1 October 2001.
- 38 For currency related reasons, the fares from Australia were significantly lower than those from the USA and QF proposed a 10% increase on first, intermediate class fares from Australia in the hope that this would discourage US originating passengers from purchasing two one way tickets. This split-ticketing practice severely impacted on QF's revenue and undermined the current fares structure from USA. In order to alleviate this imbalance, QF required the 10% increase on northbound one way fares to USA (coupled with a lower increase on southbound one way levels); they were prepared to accept the 3% proposed by UA on the northbound round trip levels to USA. QF were willing to consider economy class fares separately, subject to SFFL constraints. There was no currency imbalance to Canada from Australia and QF would consider AC's proposed 5% increase on all normal fares on this route. Finally, QF proposed a 10% increase on first, intermediate class fares from New Zealand to Bermuda, Canada.

- 39 Voting on a 10% increase on all first, intermediate class one way fares from Australia to USA, Bermuda revealed the opposition of NZ UA. While both opponents also experienced problems with the low one way fare levels, UA did not believe the market would sustain such a high increase. UA supported a standard approach by creating round trip fares and were opposed to an increase in isolation to the USA because of its impact on the relationship with the fares for Canada. NZ required further examination of the proposal.
- 40 Discussion in the Working Group on these proposals resulted in development of the following formula for Conference endorsement:

Effective 1 August 2001

From	To	F1 OW,F2 OO	C1 OW,C2 OO	Y1 OW,Y2 OO
Australia	Bermuda, USA	+10%	+10%	+3%
		F2 RT	C2 RT	Y2 RT
		+3%	+3%	+3%
		F1 OW,F2 OO/RT	C1 OW,C2 OO/RT	Y1 OW,Y2 OO/RT
	Canada	+5%	+5%	+5%

Effective 1 October 2001

From	To	F1,F2	C1,C2	Y1,Y2
Cook Islands, Fiji, French Territories, New Zealand	Bermuda, Canada	+2%	+2%	+2%

- 41 In the Working Group, the following reservations had been noted on the formula:
- AC continued to require a 5% increase from the whole area to Canada.
 - UA were concerned with the high one way fare increases from Australia.
- 42 Voting on the increases proposed by the Working Group revealed the reservations of AC UA. UA advised that they were no longer concerned with the increase on the one way fares from Australia. However, they reserved their position on the 2% increase from New Zealand to Canada as they favoured a 4-5% increase. AC's position was unchanged.
- 43 Noting the two reservations, the formula for effect 1 August 2001 was included in Resolution 002f and the increases effective 1 October 2001 were included in Resolution 002.
- 44 At the request of QF, the agreement to introduce round trip unrestricted first, intermediate class fares as follows from Australia to Canada was expedited for effect 1 August 2001 and would apply after application of the increases developed in the Working Group:

From	To	Fare basis	OW/RT	Formula
Australia	Canada	F1, C1	RT	introduced at twice the final OW levels
			OW	re-established at 55% of new RT levels; fare basis code OW amended to OO

RESOLUTION 002f - SPECIAL AMENDING RESOLUTION

- 45 The amendments to fare levels, agreed on an expedited basis, were contained in this Resolution.

NORTH AMERICA, CARIBBEAN EXCEPT NEW ZEALAND-USA

EFFECTIVE 1 OCTOBER 2001

NEW ZEALAND-USA

- 46 It was noted that, following adoption of Resolutions in the New Zealand-USA package, all fares between New Zealand and USA would be deleted and transferred to equivalent Resolutions in the New Zealand-USA package.

EDITORIAL AMENDMENTS

Resolution 153k - Air-Sea Fares between French Polynesia and USA via PA

- 47 The cancellation, no-show, upgrading rule provided that new tickets and any subsequent re-issues must be annotated 'NONREF/APEX' although there was no other reference to APEX in the Resolution. As the Resolution reflected APEX conditions, the Secretariat suggested that the title and application paragraph should be amended by the addition of 'APEX'. This was agreed.

FARE LEVELS TO/FROM MEXICO

- 48 For an expedited effective date, UA proposed the re-establishment of fares to/from Mexico City equal to the final Los Angeles levels plus new differentials.
- 49 The increased differentials proposed by UA were opposed by NZ QF. QF agreed with the proponent that this was a growing market. However, they believed that the significant increase involved (particularly for the normal fares), coupled with the tax laws in Mexico, would discourage passengers from travelling at the through fares because they could obtain lower sector fares from Mexico to Los Angeles and then onward to the South West Pacific. QF did not wish to stifle this market and, taking into account increases adopted at Special Composite Meetings in 2000, proposed status quo on the current differentials. NZ held a similar position.
- 50 UA objected to status quo and counter-proposed differentials reflecting a lower increase than originally proposed. Although the revised levels remained unacceptable to NZ QF, both carriers advised they would require further consideration before taking a final position.
- 51 As a result of Working Group discussions, the Conference agreed the differentials for Mexico as outlined in Attachment 'D' hereto. These reflected status quo except for an increase in the differentials for first, intermediate class fares.

NORMAL FARE LEVELS FROM SOUTH WEST PACIFIC

- 52 As a result of Conference and Working Group discussions on levels in general, a 2% increase was agreed on all economy class fares from Cook Islands, Fiji, French Territories, New Zealand to Bermuda, Canada. [Minutes 37-45 refer]

SPECIAL FARE LEVELS FROM SOUTH WEST PACIFIC

To North America, Caribbean

- 53 UA proposed the following expedited increases to recover increased costs:

- 3% increase from Australia to Canada, USA
- 4% increase from New Zealand to Canada

- 54 Voting revealed the opposition of AC NZ QF for the following reasons:

AC proposed a 5% increase to Canada with effect 1 October 2001.

NZ considered a 4% increase to Canada to be too high, bearing in mind the low inflation rate and market conditions in New Zealand; they could consider a 2% increase. From Australia, they doubted that a 3% increase would be sustained in the market but would not object.

QF regretted that any increase in the IATA fares from Australia to US would be unrealistic. They were prepared to consider a 3%-5% increase from Australia to Canada.

- 55 A suggestion from the Chairman to apply the following increases was opposed by AC NZ:

- status quo from Australia to USA
- 4% increase from Australia to Canada
- 2% increase from New Zealand to Canada.

- 56 AC continued to require a 5% increase to Canada but reserved their position pending further consideration of the implications. NZ reserved their position on the increase from Australia to Canada, pending the outcome of their proposed restructuring from Australia to North America.

- 57 The question of increases from other points was left in abeyance pending finalisation of increases from Australia, New Zealand, and other related proposals. It was noted that the increase on special fares to Bermuda would correspond to that eventually developed to USA.

Midweek/Weekend Levels from Cook Islands, New Zealand [Resolutions 070vv, 074oy, 078ca]

- 58 QF proposed to re-establish weekend excursion and PEX fares at midweek levels plus NZD100 (round trip) and NZD50 (one way). They intended the proposal to apply from New Zealand to Bermuda, Canada. From Cook Islands there was currently no weekend structure and the intent was not to introduce it.
- 59 NZ UA supported the proposal and, in the absence of any opposition, it was agreed.

To Canada [Resolutions 070vv, 071xx, 073mm, 074oy, 075c, 075yy, 078ca]

- 60 On an expedited basis, QF proposed the re-establishment of special fares from Australia, Fiji, New Zealand to Canada. Vancouver was more distant than Los Angeles and they suggested differentials of AUD35-60 (one way) and AUD50-100 (round trip) over the Los Angeles levels. QF intended that the resultant levels would not be subject to any further increase on 1 October 2001.
- 61 NZ supported the proposal whereas UA were opposed as they found the proposed differentials to be inadequate. It was noted that consideration was separately being given to increases of 3% and 5% to the USA and Canada respectively and it was possible that these increases might result in acceptable differentials. Although the proposal was initially agreed, after further review of the levels and finalisation of discussion on increases, it was subsequently ruled defeated.

Australia to USA, Canada

- 62 QF advised that the current fares on file by all carriers from Australia to USA were higher than the IATA levels and Los Angeles was currently higher than Vancouver. QF provided a comparison of the levels from Sydney to Vancouver showing the result of a 5% increase (as proposed by AC) and setting Vancouver at AUD100 above the Los Angeles levels (as suggested by QF). This involved Resolutions 071xx, 073mm, 075c, 075yy and was referred to the Working Group.
- 63 The Conference subsequently agreed that the government approved levels provided by QF from Sydney to Honolulu, Los Angeles should be incorporated into the data base. This involved Resolutions 071xx, 073mm, 075c, 075yy.

Outcome of Working Group

- 64 Further discussion took place in the Working Group where the following formula was developed, for effect 1 October 2001:

From	To	Resolution	Action
Australia, Cook Islands, Fiji, French Territories	Bermuda, USA	All	status quo
Australia	Canada	071xx, 073mm, 075c, 075yy	+5%
Fiji		071xx, 073mm	+2%
French Territories		070nn, 073pp	+2%

Cook Islands		070vv, 074oy, 078ca	+2%
New Zealand		070vv, 078ca	midweek +2% weekend = new midweek +NZD100
		074oy	midweek +2% weekend = new midweek +NZD50

- 65 AC had reserved their position on increases lower than 5% to Canada. Voting in Conference on the above formula confirmed AC's reservation. They reiterated their requirement for a higher increase from New Zealand although they were prepared to compromise. Noting AC's position, the formula was included in Resolution 002.

NORMAL FARE LEVELS FROM NORTH AMERICA, CARIBBEAN

- 66 In order to compensate for increased costs, UA proposed increases on an expedited basis as below:

- 3% increase from USA to Australia except status quo on economy class fares
- 4% increase from Canada to Australia, New Zealand except status quo on economy class fares.

- 67 The proposal was opposed by AC NZ QF. AC had separately proposed a 5% increase on all normal fares from Canada to South West Pacific. QF required an increase on economy class fares and suggested a 5% increase from USA to Australia. NZ were concerned with the softening US economy but agreed that, if an increase was taken, it should also apply on economy class fares.

- 68 Bearing in mind these comments, the following was tentatively agreed:

- 3% increase from USA to South West Pacific (except New Zealand) except 5% increase on economy class fares
- 5% increase on all normal fares from Canada to South West Pacific.

- 69 NZ UA reserved their position on the increase from Canada.

- 70 As a result of Working Group discussions, the following formula was presented to the Conference for endorsement for effect 1 October 2001:

From	To	F,F1,F2	C,C1,C2	Y,Y1,Y2
USA	Australia, Cook Islands, Fiji, French Territories	+3%	+3%	+5%
Bermuda	South West Pacific	+3%	+3%	+5%
Canada	South West Pacific	+5%	+5%	+5%

- 71 In the Working Group, NZ had recorded their objection to the high increases from Canada.

- 72 It was clarified that the above formula would be reflected on the one way fares; round trip fares would be subject to the action outlined separately. Although NZ maintained their objection, the Chairman ruled that the proposal would be reflected in Resolution 002.

SPECIAL FARE LEVELS FROM NORTH AMERICA, CARIBBEAN

From USA

- 73 UA's proposal for an expedited 2% increase on special fares from USA to Australia was opposed by NZ QF. QF favoured a flat monetary increase of USD20-30. NZ required status quo in view of the economic downturn in the USA. They noted that US domestic fares had reduced for the first time since the fuel crisis started in 1998. While QF appreciated the situation in the USA, they believed that historically the downturn would not last and they favoured a moderate increase bearing in mind the agreement would continue into 2002. Similarly, UA required some compensatory action for increased costs and indicated that they were prepared to consider a monetary amount although this failed to take into account the large difference between the levels of the various fare types.
- 74 NZ proposed a USD50 increase on fares in Resolutions 070nn, 073pp, 077ff from USA to French Territories and this was agreed. For Resolution 077ff, the increase was left pending the outcome of the increase on intermediate class fares to South West Pacific; NZ required the same increase to apply on these fares, subject to a minimum of USD50.
- 75 QF provided details of the current fares from Los Angeles to Sydney and the levels resulting from a USD30 increase. This information was referred to the Working Group.

From Canada

- 76 AC's proposed 5% increase on special fares from Canada was opposed by NZ and supported by CX UA. NZ feared that such an increase would not be applied in the current soft market but they were prepared to consider a 2-3% increase if necessary.
- 77 A vote on a 5% increase from Canada to South West Pacific except 3% to New Zealand incurred the opposition of AC NZ QF UA. AC UA maintained their view that a 5% increase was warranted and, while QF agreed, they were prepared to consider a 3% increase to South West Pacific points in order to avoid exceptions. The proposal was further considered in the Working Group.

To New Zealand [Resolutions 071w, 073xx, 073k, 073oo, 073ww]

- 78 An amended QF proposal sought to re-establish fares to Auckland at final Sydney levels less differentials of USD50/CAD80 (round trip) and USD25/CAD40 (one way). QF clarified that the proposal reduced the differentials for Canada and Bermuda; they considered this relationship was more appropriate for the demand. However, the amounts could only be finalised once the commercial increases had been determined.
- 79 NZ UA voted negatively on the proposal. NZ believed the relationship between Sydney and Auckland should be related to the distance and therefore found the current differentials to be adequate. UA noted that the add-ons in New Zealand were higher than the proposed differentials which they found to be too low. AC reserved their position pending further consideration of the amended proposal although they noted that there was a 10% difference in the TPMs which implied a higher differential was required.

80 Further to discussion in the Working Group, the proposal was defeated.

Outcome of Working Group

81 As a result of discussions in the Working Group, and taking into account discussions on seasonality, the following formula was recommended for endorsement by the Conference, for effect 1 October 2001:

From	To	Resolution	Season	
Bermuda, USA	Australia, Cook Islands, Fiji	071w	L, J, K	+USD20
			H	re-established at new K +USD70
		073k, 073oo, 073xx	LX, JX, KX	+USD20
			HX	re-established at new KX +USD70;
			LW,JW,KW,HW	re-established at new midweek +USD70
		073ww	L, J, K, H	re-established at final 071w x 55% for H/K x 53% for J x 50% for L
Canada	SWP	All	All	+5% rounded up to the next CAD8
USA	French Polynesia, New Caledonia	070nn, 073pp		+USD50
	Cook Islands, Fiji, French Polynesia	077ff		+3%

82 In the Working Group, NZ had been opposed to the increase from Canada which they considered too high.

83 There was no objection to amending the above formula to reflect a 3% increase in Resolution 153k fares from USA to French Polynesia.

84 Voting on the amended recommendation revealed the opposition of NZ. They continued to oppose the increase from Canada and objected to the USD70 increased differential between the Peak 1 and Peak 2 fares. NZ advised that their final position on the differential depended on the outcome of seasonality.

85 Noting the opposition of NZ, the above formula as amended was reflected in Resolution 002 for effect 1 October 2001.

ONE WAY AND ROUND TRIP NORMAL FARES

86 During Working Group discussions on the Areawide Secretariat item, carriers reviewed the following formulae between North America, Caribbean and South West Pacific, as suggested by AC:

- Southbound from Canada
F1/F2/F/C1/C2/C/Y1/Y2/Y round trip fares introduced at twice the final OW levels multiplied by 0.98. Fare basis code OW amended to OO.

- Northbound from South West Pacific and Southbound (except from Canada) F/C/Y round trip fares introduced/re-established at twice the final OW/OO levels. OW/OO fares re-established at 55% of new RT. Fare basis code OW amended to OO.
- 87 The Chairman subsequently advised that, based on further discussions, the following formula had been developed only for first, intermediate class fares between North America and South West Pacific:
- all southbound first, intermediate class fares from Los Angeles to Australia, from Honolulu to South West Pacific (except New Zealand) from Bermuda, Canada to South West Pacific round trip fares introduced at twice the final OW levels multiplied by 0.98 and fare basis code OW amended to OO.
 - northbound first, intermediate class fares from Australia to Bermuda, USA no action was required as one way/round trip fares already existed.
 - all northbound first, intermediate class fares (except from Australia) from New Zealand to Canada, from New Zealand to Bermuda, from Cook Islands to Canada from French Territories to Canada round trip fares introduced at twice the final OW levels, OW fares re-established at 51% of new round trip levels and fare basis code OW amended to OO.
- 88 Voting on the above revealed no opposition and it was included in Resolution 002. At the request of QF, the amendments from Australia to Canada were expedited for effect 1 August 2001.
- 89 The formula would apply after application of the commercial fares increases.

CHANGES TO FARES STRUCTURE

From Australia [Normal and Special Fares]

- 90 NZ proposed revised levels and conditions from Australia to Los Angeles, Honolulu, Mexico and Vancouver. Currently most traffic travelled on the lowest level and NZ hoped to establish a more logical structure with appropriate sell-up differentials between the fare types. The proposal included the introduction of round trip normal fares and a round trip special fare in Resolution 066d, the latter being intended to provide a buy-up fare with a longer validity. The amendments to the conditions covered the advance purchase period, validity, rebooking/rerouting and cancellation charges and stopovers.
- 91 QF made the following comments on the proposed structure:
- normal fare levels might be acceptable as final levels, depending on the final percentage agreed for the commercial increase;
 - introduction of round trip levels required further consideration;
 - the new special round trip fare in Resolution 066d was less than the economy class one way fare and therefore appeared redundant;

- accepted that the IATA fares structure was not applied in the market in view of the weak Australian Dollar and the strong US Dollar. However, they hoped that the market would improve and therefore were extremely reluctant to reduce the special fare levels to levels close to those available in the market;
- considered an increase in the advance purchase period from seven to 28 days for the fares in Resolution 075yy was ambitious and unrealistic as it would not hold in the market;
- did not favour a reduction in the excursion fare maximum stay to two months.

- 92 Voting on the proposal revealed the opposition of AC QF; UA reserved their position. AC appreciated the effort to establish a structure reflecting the fares sold in the market but they were concerned with the decrease, particularly in the Super APEX fares to Vancouver. AC were also unable to accept an increased advance purchase period for Resolution 073mm fares and a reduced minimum stay for Resolution 075c fares. Finally, AC saw no need for a new special fare in Resolution 066d to Vancouver. While UA favoured some aspects of the NZ proposal, they were concerned with the reductions in special fares and questioned whether some of the increases in normal fares were realistic.
- 93 While NZ were attempting to adjust the structure in recognition of the levels and market practices, it was apparent that QF did not share this view and NZ suggested that the issue be considered further by the carriers directly involved.
- 94 The proposal was further reviewed in the Working Group but a consensus could not be reached and it was subsequently defeated.

From Fiji [Resolutions 071xx, 073mm]

- 95 QF proposed to amend one way and round trip excursion fares from Fiji to North America, Caribbean, to include three seasons instead of the current all year structure, in line with the new seasonality from Australia, as proposed separately.
- 96 In principle AC supported the proposal but NZ were opposed. The all year structure had been in place for many years and NZ questioned the practicality of introducing seasonal fares for such a small market. However, they were prepared to discuss the proposal and it was referred to the Working Group.
- 97 Discussions in the Working Group resulted in an agreement on the proposal except that the seasonality would be as finally agreed from Australia. NZ had reserved their position on the proposed levels preferring that Resolution 071xx basic season levels be equal to the current all-year levels (rather than lower as proposed by QF). However, NZ subsequently removed the reservation and the proposal, as developed, was agreed.
- 98 The levels were adjusted as outlined in Attachment 'D'.

Cancel Resolution 071w

- 99 Changes in travel habits over the years had reduced the usefulness of this excursion fare and NZ proposed that the Resolution be cancelled.

100 AC QF UA voted against the proposal for the following reasons:

- AC required the fare to be retained at least from Canada. However, they were prepared to consider a reduction in the maximum stay on the APEX fare in order to provide greater distinction between that fare and the excursion fare, both of which had a 12 month validity.
- UA advised that the use of this fare had increased and they could not accept its cancellation.
- QF had seen reasonable use of the fare and noted that the number of stopovers had been reduced.

101 NZ recalled their request at the previous meeting that carriers check whether sales warranted the continuation of this fare. In their experience, the fare was primarily used in order to obtain a one year validity on a round trip fare and this could be achieved by purchasing two one way APEX fares in Resolution 073ww at a slightly higher level. The proposal would therefore improve revenue and passengers would still have a similar facility in the form of Resolution 073ww.

102 As the experience of the three opponents indicated that the fares were still used, and recognising the firm opposition, NZ accepted the defeat of the proposal.

RESOLUTION 001a - SPECIAL APPLICABILITY RESOLUTION BETWEEN SOUTH WEST PACIFIC AND NORTH AMERICA, CARIBBEAN (EXCEPT BETWEEN NEW ZEALAND AND USA)

103 The Resolution provided for the adoption of the following Resolutions between South West Pacific and North America, Caribbean (except between New Zealand and USA): 046d, 056d, 066d, 070nn, 070vv, 071w, 071xx 073k, 073mm, 073oo, 073pp, 073ww, 073xx, 074oy, 075c, 075yy, 077ff, 078ca, 153k.

RESOLUTION 002 - AMENDING RESOLUTION BETWEEN SOUTH WEST PACIFIC AND NORTH AMERICA, CARIBBEAN

104 The Resolution contained the amendments agreed in respect of fare levels for effect 1 October 2001.

RESOLUTION 015s - ADD-ON AMOUNTS (IN USA/US TERRITORIES)

105 In order to offset increases in costs and recognising the increases in domestic fares, NZ proposed the following:

- 5% increase on all first class add-on amounts
- 8% increase on all intermediate class add-on amounts to bring them closer to first class levels.

- 106 NZ advised that economy class add-ons had been excluded from the proposal in view of possible SFFL constraints. Finally, NZ noted that the resultant add-on amounts should not exceed any current sector fares and a check on key points had revealed that the resultant levels were far lower than fares available in the market.
- 107 QF had proposed to increase normal fare add-on amounts by 3% but after clarification QF supported a higher increase on intermediate class add-ons. QF also requested an increase of USD20/RT and USD10/OW for special fares. However, UA considered an 8% increase to be unreasonable considering the limited intermediate class service available in the US and they preferred a standard increase on first, intermediate class add-ons of 5%.
- 108 A vote on the following formula revealed the support of NZ QF and the opposition of UA:
- 5% increase on first, economy class add-on amounts;
 - 7% increase on intermediate class add-on amounts;
 - increases of USD20 and USD10 on round trip and one way special fare add-ons respectively.
- 109 In addition to their previous comments, UA advised that the add-ons for the South West Pacific were much higher than on the North/Central Pacific, a situation which they found illogical. UA also pointed out that the US add-on amounts exceeded those in Canada and, if any increase was taken, a standard approach should apply for both Canada and the USA.
- 110 After further consideration, it was possible to reach a compromise on the following basis, with the reservation of UA noted:
- 5% increase on all normal fare add-on amounts;
 - increases of USD20 and USD10 on round trip and one way special fare add-ons respectively.
- 111 The issue was again addressed at final voting.

Zonal Amendments

- 112 In conjunction with amendments to the add-ons in Australia in Resolution 015v, QF proposed to move San Francisco from Zone 20A to Zone 20B (Oakland, San Jose) and to delete Zone 20A. The resultant increased levels for San Francisco were unacceptable to NZ UA and the proposal was ruled defeated.
- 113 From the USA, QF also proposed to move Seattle from Zone 22A to Zone 22 and to delete Zone 22A. Notwithstanding the proximity of Vancouver, QF advised that the Seattle fares were lower than those available in the market and they also saw no need to apply different add-ons within a state. UA, however, were opposed to the proposal. The fares for Seattle were significantly higher than for Vancouver and domestic fares between the two points were very low. UA also believed that directional add-ons were confusing for the market.

- 114 QF advised that the directional add-ons were still required as it was possible to apply higher add-ons in the southbound direction. While the Vancouver fares remained below those from Los Angeles, UA could not accept the increases involved with the proposal. Under these circumstances, the proposal was defeated.

SEASONALITY

From Australia [Resolutions 071xx, 073mm, 075c, 075yy]

- 115 Proposals received from AC QF UA involved minor changes to the seasonality apart from the requirements of QF for a shorter shoulder season in October and of UA for a shorter basic season.
- 116 Although QF hoped to stimulate traffic in the period 11-29 October, the reductions were unacceptable to AC NZ UA and further arguments failed to convince the opponents to alter their positions. UA's proposal involving increased levels to take advantage of a stronger demand in early December was unacceptable to QF. Although QF and UA voted negatively on the AC proposal because it failed to accommodate their specific requirements, in order to compromise both carriers removed their opposition. The AC proposal was agreed with slight adjustments to reflect the higher seasons starting on Fridays and ending on Sunday.

From Cook Islands, New Zealand [Resolutions 070vv, 074oy, 078ca]

- 117 AC and QF proposed changes to the seasonality. QF required status quo except for moving the period 8 September-10 October from peak to shoulder. AC proposed the same change and other minor adjustments.
- 118 AC's main objective was to remove the exception from Cook Islands, New Zealand and to apply the same seasonality as from Australia. However, as voting on the QF proposal revealed the support of NZ UA, AC reluctantly abstained on that proposal. Although it was suggested that the Friday/Sunday approach be followed for the higher seasons, QF preferred dates which reflected the school holidays and their proposal remained unchanged.

From North America, Caribbean [Resolutions 071w, 073k, 073oo, 073ww, 073xx]

- 119 AC and UA proposed revised dates which only involved slight adjustments to the current dates. The main elements of proposals by NZ and QF are as below:
- NZ proposed to move the current shoulder season 22 June–22 July to basic. This was currently between two low seasons and the change would create a single low season 1 May-2 September. They considered this period was more suited to lower levels, recognising that winter in the Southern Hemisphere covered June through August.

- QF proposed to reduce seasonal periods from four to three by amalgamating the two peak seasons and deleting the higher Peak 2 levels. QF advised that demand did not warrant retention of higher levels in the latter part of December. They also questioned the benefit in applying the Friday/Sunday approach for the higher seasons. QF found this confusing to the market and hoped to move back to seasons which at least covered half months.
- 120 UA's proposed dates met with the opposition of AC NZ QF although AC could abstain in view of the minimal differences between the UA and AC proposed dates. NZ and QF were prepared to compromise on seasonality which reflected cancellation of the Peak 2 level, an extended basic season as suggested by NZ and the Friday/Sunday approach. However, voting in isolation on the amalgamation of the peak seasons revealed the opposition of AC UA. Similarly, AC QF UA could not accept the longer basic season in isolation.
- 121 During the ensuing discussions, carriers basically maintained their views regarding traffic flow. As a possible alternative to facilitate discussions, QF suggested that, if carriers considered there was a high demand during the current Peak 2 period, then the current differential of USD50/CAD60 should be increased to more appropriately reflect this demand and suggested USD100. While UA supported their dates with the QF higher Peak 2, AC NZ were opposed. AC were concerned that this could result in double digit increases, depending on the commercial increases eventually agreed. NZ pointed out that this approach had been unsuccessful in the past and believed that the longer basic season was essential if the route was to remain competitive with the low fares available to other areas in July.
- 122 Despite further deliberations, a consensus could not be reached and the carriers were requested to reflect on the following approach suggested by the Chairman which had been opposed by AC QF UA:
- retention of four seasons
 - increased fare differentials of USD70/CAD80 between Peak 1 and Peak 2 levels
 - 21 June-21 July moved from proposed shoulder season to basic season.
- 123 Consideration would also be given to shortening Peak 1 to end 15 February and reducing the levels for only part of the period 21 June-21 July.
- 124 In resuming discussions, carriers' positions remained unchanged with the main obstacle being the period 21 June-21 July. On the basis that the four seasons would be retained, a detailed review of each season was undertaken. This resulted in seasonality with the least opposition reflecting that proposed by AC with one slight amendment. This was opposed by NZ but it was apparent that an agreement would not be reached and the Chairman ruled that this seasonality would be reflected in the Resolutions.
- 125 With regard to the increase in the Peak 2 levels, voting revealed the opposition of AC who advised that this increase should not be taken from Canada, in view of the agreement to apply a 5% increase. NZ removed their earlier opposition. On this basis, the Peak 2 levels from USA would be set at USD70 above the Peak 1 levels; the differentials from Canada were unchanged. Details of the increases on these Resolutions are contained in Attachment 'D'.

126 The seasonality was again addressed at final voting.

GENERAL CHANGES TO CONDITIONS

Agents Discounts [Resolutions 070vv, 071xx]

127 QF proposed that the Resolutions be amended so as to permit agents discounts on the fares in Resolutions 070vv, 071xx.

128 NZ objected to the amendment as this would result in fares for agents being too low. As a consequence, the proposal was defeated.

Reservations and Ticketing [Resolutions 073k, 073oo, 073ww, 073xx]

129 Passengers were less willing to make a commitment in advance and UA proposed to reduce the advance purchase periods from North America, Caribbean to South West Pacific as follows:

- Resolution 073xx (Super APEX Fares) from one month to 21 days
- Resolution 073k (APEX Fares) from 21 days to 14 days
- Resolution 073oo (APEX Fares) from 14 days to 7 days

130 QF voted against the reductions; NZ reserved their position. QF noted that there had been a number of fares available in Australia with liberal advance purchase conditions. It had been their experience that the North American market was prepared to purchase tickets early and they believed that the market situation would improve. QF therefore wished to obtain this revenue as soon as possible and retain status quo.

131 With sale fares frequently available in the market, UA believed passengers were no longer confident that they were obtaining the best available fare. In addition, increased distribution channels offered by the internet meant that the current conditions could not be retained. The proposal also improved inventory control. However, in order to alleviate the concerns of QF, UA suggested that consideration be given to adding to Resolutions 073k, 073oo the requirement currently reflected in Resolution 073xx, i.e. that payment must be made within 14 days of reservation but no later than the deadline. This would be in conjunction with the shorter advance purchase periods which suited the market.

132 Carriers were prepared to consider the UA suggestion for a ticketing deadline, although QF required that the current advance purchase periods remain unchanged. However, UA pointed out that this meant that passengers could only purchase the high excursion fares if they wished to travel within 14 days of departure. In order to meet the concern of UA, QF advised that they would remove their objection to the reduced seven day advance purchase for APEX fares in Resolution 073oo.

133 As a consequence of further consideration, the proposal was dealt with as follows:

- Resolution 073xx: proposal to reduce one month advance purchase period defeated

- Resolution 073k: proposal to reduce 21 day advance purchase period defeated; ticketing requirement added (as in Resolution 073xx, Paragraph 5)A)2))
- Resolution 073oo: advance purchase period reduced from 14 to 7 days and ticketing requirement added (as in Resolution 073xx, Paragraph 5)A)2))

134 It was suggested that the 14 day advance purchase period in Resolution 073ww should also be reduced to 7 days and, subject to QF's reservation, this was also agreed together with the addition of a ticketing requirement.

Normal Fares

135 QF requested carriers' views on adding the ticketing requirement to normal fares as a means of reducing the problem of no-shows particularly during peak periods. NZ advised their attempts to resolve this problem had been unsuccessful, primarily because of carrier objections concerning handling problems for the CRSs. It was suggested that technological advances had been such that a renewed attempt might be successful. However, it was also noted that normal fare paying passengers expected flexibility on the high fare levels and any attempt to remove this flexibility would not be received well in the marketplace.

136 In the absence of a proposal and in order to allow a detailed review by all carriers, it was suggested that QF submit a proposal to the next Composite meeting or RAP.

137 With these comments noted, no action was taken with regard to normal fares.

Stopovers [Resolutions 071w]

138 As NZ's proposal to cancel Resolution 071w had been defeated, they proposed that no stopovers be permitted on this fare. This would help to reduce costs and increase revenue on a fare which NZ preferred to cancel.

139 The proposal was unacceptable to QF UA; AC reserved their position. Despite the high fare levels, the opponents advised that the fare was used because of the attractive stopover conditions. They saw no justification for retaining these levels if stopovers were not permitted. The carriers also were opposed to a reduction from four to two stopovers. UA advised their preference for a reduction in the fare levels, in conjunction with the current number of stopovers.

140 A further suggestion by NZ to retain the current stopover provisions but reduce the maximum stay from 12 to nine months also proved unacceptable to AC QF. AC pointed out that this would create an excursion fare more restrictive than the APEX fare but, if isolated, they would consider a nine month maximum stay for both this Resolution and the APEX fare in Resolution 073oo. QF believed the 12 month validity was crucial to passengers purchasing this fare and the traffic involved would be unable to pay the full economy class fare. QF were also concerned that this could increase the amount of split-ticketing to obtain lower fares.

141 In view of the opposition, NZ accepted the defeat of their proposal.

Rebooking and Rerouting [Resolutions 071w, 073k, 073oo, 073ww]

- 142 NZ proposed an increase in the rebooking and rerouting charges from USD75 to USD100 in Resolution 071w and 073k. With the proposal amended to include the same charges in Resolutions 073oo and 073ww, there was no opposition and the Resolutions were amended accordingly.
- 143 At the request of AC, the CAD amount in these Resolutions was increased from CAD100 to CAD150.

RESOLUTION 075yy - SUPER APEX FARES FROM AUSTRALIA TO NORTH AMERICA, CARIBBEAN VIA PA

Stopovers

- 144 Stopovers were currently not permitted at these fares and QF proposed to permit one free stopover per pricing unit and one additional stopover per pricing unit at a charge of AUD120 in line with market requirements. This was supported by NZ UA and agreed in the absence of any opposition. At the suggestion of the Secretary, and in line with other Resolutions, an exception was added to provide that stopovers in Australia were only permitted at the gateway.

RESOLUTION 078ca - PEX FARES FROM COOK ISLANDS, NEW ZEALAND TO NORTH AMERICA, CARIBBEAN VIA PA

Cancellation, No-Show, Upgrading

- 145 QF proposed to reduce the penalty before departure, after ticket issuance, from 50% to 25% and this was agreed.

Rebooking and Rerouting

- 146 QF proposed to remove the NZD75 fee for revalidation by charging NZD75 per reissue and not per transaction. It was clarified that QF's intent was that rebooking would be without charge and rerouting would be at a charge of NZ75 for each change. For example, rerouting involving a family of five travelling on the same PNR would involve a charge for each passenger and not one charge for the PNR.
- 147 On the basis that the revised language would reflect the intent, there was no opposition to the proposal. However, there was some concern with retaining the reference to 'per transaction' as it was believed this would not be clear to field staff. Although consideration was given to amending the language to more clearly reflect the intent, the Secretary advised that this issue had been discussed at the RAP meeting but no decision had been taken on a worldwide standard. Until such time as this had been finalised, it was suggested that the current reference to 'per transaction' be retained. When a standard had been finalised, the Resolutions could be amended in line with that standard. This approach was acceptable, on the understanding that carriers could determine whether exceptions to the eventual standard were required in specific Resolutions.

- 148 Against this background, it was agreed that Resolution 078ca would be amended to split out rebooking (no charge) and rerouting (at a charge per transaction).

CENTRAL, SOUTH AMERICA

EFFECTIVE 1 AUGUST 2001

GENERAL CHANGES TO CONDITIONS

Tour Conductor Discounts [Resolutions 070yy, 074m, 078mm]

- 149 RG advised that the inclusive tour facility on these fares was not used and, to avoid possible misuse, they proposed to delete Paragraph 20) so that tour conductor discounts were no longer permitted. RG confirmed that this would result in there being no fares which offered such a facility.
- 150 Voting on the proposal revealed the opposition of AR NZ QF. AR believed that special fares should allow this discount. NZ noted that traffic on these routes was not substantial and they feared that removing this facility would reduce carriers' ability to maintain or generate traffic. QF were attempting to increase interest in these markets and required continuation of this discount.
- 151 In view of the firm positions held by the opponents, RG reluctantly accepted the defeat of the proposal.

CENTRAL, SOUTH AMERICA

EFFECTIVE 1 OCTOBER 2001

EDITORIAL AMENDMENTS

- 152 In order to achieve consistency, the Secretariat proposed housekeeping/editorial amendments in Resolutions 070yy (Paragraph 7)), 074m (Paragraph 10)). These were agreed as proposed and included in the Resolutions.

NORMAL FARE LEVELS FROM CENTRAL, SOUTH AMERICA

- 153 RG proposed a 5% increase on normal fares from Central, South America, except status quo on economy class fares. The increase was designed to offset cost increases. AR required status quo on all normal fares from Argentina, Paraguay, Uruguay.
- 154 RG's proposal was opposed by AR QF. Given AR's position and the outstanding approval of a 2% increase, QF did not favour an increase. AR advised that the market would not take an increase and in view of the large difference between IATA and market levels, they considered any increase was unrealistic.
- 155 Only RG objected to a 5% increase on first, intermediate class fares except status quo from Argentina, Paraguay, Uruguay. RG reminded carriers that a 2% increase to cover extraordinary cost increases had been implemented on these fares. First, intermediate class fares were not price sensitive and they believed the proposed increase would be upheld in the market. With regard to the exception from Argentina, Paraguay, Uruguay, RG advised that this would distort the relationship within the area. As a compromise, RG advised that they would consider a 3% increase on first, intermediate class fares from Central, South America.

- 156 Voting on the compromise suggested by RG revealed the opposition of AR. They were unable to take any increase on first, intermediate class fares as they did not wish to increase the difference between fare types. However, AR were prepared to consider an increase from Brazil, Chile, Bolivia in isolation. This latter suggestion was unacceptable to RG who advised that this would increase the significant differential at least between first class fares from Brazil and from Argentina.
- 157 Status quo on all normal fares from Central, South America was opposed by RG. However, after further consideration, RG reluctantly abstained in view of the extraordinary cost increase applied in November 2000.
- 158 Based on the foregoing, the Chairman advised that all normal fares from Central, South America would remain status quo.

SPECIAL FARE LEVELS FROM CENTRAL, SOUTH AMERICA

- 159 RG required status quo from Central, South America in view of the increasing differential between IATA and market fares due to current market practices. AR required status quo from Argentina, Paraguay, Uruguay. They advised that the latest extraordinary cost increases involved a 4% increase from South America except from Brazil where status quo was maintained. As a consequence, the fares from Argentina, Uruguay were undercut by those from Brazil and, in order to restore the commonration, AR favoured a 4% increase from Brazil.
- 160 RG advised that any increase on special fares was not warranted and they were therefore unable to accept either of the following suggestions:
- status quo from Central, South America except 4% increase from Brazil
 - status quo from Central, South America except 2% increase from Brazil
- 161 AR requested consideration be given to the commonration of special fares from Brazil with those from Buenos Aires, in order to avoid undercuts. Even though this represented in some instances only a slight increase, RG maintained their objection.
- 162 In view of the firm position of RG and the compromise reached on normal fares, the Chairman suggested that all special fares from Central, South America remain at status quo and this was accepted by AR RG.

NORMAL FARE LEVELS FROM SOUTH WEST PACIFIC

- 163 Except for status quo on economy class fares, RG proposed a 4% increase to Central, South America. On the other hand, AR required status quo to Argentina, Paraguay, Uruguay.
- 164 RG's proposal was unacceptable to AR NZ QF for the following reasons:

QF considered the IATA levels were already extremely high. As a direct operator, they were attempting to develop the market and, while increases could be justified for currency reasons, QF advised that this would not be tolerated in the market.

NZ agreed that the fare levels were high and traffic volume low. A 5% increase had been adopted to cover extraordinary cost increases in 2000 and there could be no further increases, if the traffic was to improve.

AR advised that an increase would be inappropriate in the current market situation.

165 RG still believed a 2% increase should be possible on the first, intermediate class fares to all points in Central, South America but AR NZ QF remained opposed.

166 As the opposition was firm and bearing in mind the extraordinary cost increase already adopted on this route, RG abstained and the fares were maintained without change.

SPECIAL FARE LEVELS FROM SOUTH WEST PACIFIC

167 Further to proposals by AR and RG, status quo was agreed on all special fares from Central, South America.

SEASONALITY

168 RG proposed revised seasonalities for the next agreement to reflect peak periods beginning on Fridays and ending on Sundays from the following countries:

Westbound - From South West Pacific

From Australia, New Zealand (Resolutions 070yy, 078mm)

From Fiji (Resolution 070yy)

From French Polynesia (Resolution 070yy)

Eastbound - From Central America, South America (except from Chile)

To Australia, New Zealand (except from Chile) (Resolutions 070yy, 074m)

To Fiji (except from Chile) (Resolution 070yy)

To French Polynesia (except from Chile) (Resolution 070yy)

From Chile to South West Pacific (Resolutions 070yy, 074m)

From Australia, Fiji, New Zealand [Resolutions 070yy, 078mm]

169 QF opposed the revised seasons from Australia, Fiji, New Zealand as they preferred to retain the current approach which involved seasons covering whole months. NZ advised that the Friday/Sunday approach did not improve revenue in view of the limited frequency on the route and they preferred status quo. Based on these comments, RG accepted the defeat of this proposal and the current dates were retained.

To/from French Polynesia (except from Chile) [Resolution 070yy]

170 There was no objection to the revised seasonality to/from French Polynesia (except from Chile).

To Australia, Fiji, New Zealand (except from Chile) [Resolutions 070yy, 074m]

171 The RG proposal to Australia, New Zealand, Fiji (except from Chile) was opposed by AR NZ QF. NZ QF held the same position as advised for the westbound fares. AR saw no reason to extend the peak season into March when traffic demand slowed before the end of February. RG advised that the Friday/Sunday approach applied from South America worldwide except to South West Pacific. They considered it to be an appropriate approach for this area but in view of the opposition, RG reluctantly abstained and the seasonality was kept unchanged.

From Chile [Resolutions 070yy, 074m]

172 NZ QF objected to the proposed dates from Chile. With the limited frequency and with most traffic moving over Argentina, QF were firmly opposed to amending the current seasons. Although they had only minimal presence in the market, NZ also preferred status quo and RG accepted the defeat of their proposal.

Introduction of Shoulder Season from South America (except Chile)

173 QF's experience indicated there to be sufficient demand for a shoulder season to be introduced from South America, in line with that applied currently from Chile.

174 AR advised that the shoulder season from Chile had been introduced at the insistence of LA in order to accommodate a special holiday period in March/April. However, such an approach was not needed at least from Argentina, Paraguay, Uruguay. Similarly, RG advised that traffic demand did not warrant a shoulder season from the rest of South America.

175 In the absence of a proposal, QF did not intend to pursue the amendment at this meeting and appreciated the comments of the carriers.

RESOLUTION 002 - AMENDING RESOLUTION BETWEEN SOUTH WEST PACIFIC AND CENTRAL AMERICA, SOUTH AMERICA

176 The Resolution contained the amendments to fare levels, intended for effect 1 October 2001.

RESOLUTION 074m - PEX FARES FROM SOUTH AMERICA TO AUSTRALIA, NEW ZEALAND VIA PA, PN**New Specifications**

177 QF proposed to introduce fares from Santiago to Auckland, Sydney with Note 0002, equal to levels from Buenos Aires. Note 0002 reads: "For application via direct route, not applicable for routing via PPT".

- 178 QF clarified that there were no fares from Santiago to South West Pacific which allowed travel via the direct PA route. The proposal was agreed with the support of AR noted.
- 179 AR advised that there were no shoulder season levels for Buenos Aires and it was agreed that from Santiago the shoulder level would reflect the average of the basic and peak season levels.

FINAL VOTING TC1-SOUTH WEST PACIFIC (EXCEPT NEW ZEALAND-USA)

- 180 The following Resolutions reflected the outcome of Working Group and Conference discussions:

Effective 1 August 2001 Areawide

- | | |
|-----------------|---|
| Resolution 046d | Intermediate Class Fares
between South West Pacific and TC1 via PA, PN |
| Resolution 056d | First Class Fares
between South West Pacific and TC1 via PA, PN |
| Resolution 066d | Economy Class Fares
between South West Pacific and TC1 via PA, PN |

Effective 1 August 2001 South West Pacific-North America, Caribbean

- | | |
|-----------------|---|
| Resolution 002f | Special Amending Resolution
between South West Pacific
and North America, Caribbean |
|-----------------|---|

Effective 1 October 2001 Areawide

- | | |
|------------------|---|
| Resolution 001mm | Special Enabling Facility |
| Resolution 002 | Revalidating Resolution Areawide |
| Resolution 015v | Add-On Amounts (except in USA) |
| Resolution 046d | Intermediate Class Fares
between South West Pacific and TC1 via PA, PN |
| Resolution 056d | First Class Fares
between South West Pacific and TC1 via PA, PN |
| Resolution 066d | Economy Class Fares
between South West Pacific and TC1 via PA, PN |
| Resolution 311s | Excess Baggage Charges |

Effective 1 October 2001 South West Pacific-North America, Caribbean

- | | |
|-----------------|--|
| Resolution 001a | Special Applicability Resolution
between South West Pacific
and North America, Caribbean
(except between New Zealand and USA) |
|-----------------|--|

Resolution 002	Amending Resolution between South West Pacific and North America, Caribbean
Resolution 015s	Add-On Amounts (USA/US Territories)
Resolution 070nn	Excursion Fares between French Polynesia, New Caledonia and North America, Caribbean via PA
Resolution 070vv	Excursion Fares from Cook Islands, New Zealand to North America, Caribbean via PA
Resolution 071w	Excursion Fares from North America, Caribbean to South West Pacific via PA
Resolution 071xx	Excursion Fares from Australia, Fiji to North America, Caribbean via PA
Resolution 073k	APEX Fares from North America, Caribbean to South West Pacific via PA
Resolution 073mm	One Way APEX Fares from Australia, Fiji to North America, Caribbean via PA
Resolution 073oo	APEX Fares from North America, Caribbean to South West Pacific via PA
Resolution 073pp	APEX Fares between French Polynesia, New Caledonia and North America, Caribbean via PA
Resolution 073ww	One Way APEX Fares from North America, Caribbean to South West Pacific via PA
Resolution 073xx	Super APEX Fares from North America, Caribbean to South West Pacific via PA
Resolution 074oy	One Way PEX Fares from Cook Islands, New Zealand to North America, Caribbean via PA
Resolution 075c	APEX Fares from Australia to North America, Caribbean via PA
Resolution 075yy	Super APEX Fares from Australia to North America, Caribbean via PA
Resolution 077ff	Intermediate Class APEX Fares from USA to Cook Islands, Fiji, French Polynesia via PA
Resolution 078ca	PEX Fares from Cook Islands, New Zealand to North America, Caribbean via PA
Resolution 153k	Air/Sea APEX Fares

between French Polynesia and USA via PA

Effective 1 October 2001 South West Pacific-Central America, South America

Resolution 002	Amending Resolution between South West Pacific and Central America, South America
Resolution 070yy	Excursion Fares between South West Pacific and Central America, South America via PA, PN
Resolution 074m	PEX Fares from South America to Australia, New Zealand via PA, PN
Resolution 078mm	PEX Fares from Australia, New Zealand to Central America, South America via PA, PN
Resolution 090g	Emigrant Fares from South America to South West Pacific via PA, PN

181 Voting on the Resolutions revealed the support of AR. Abstentions were recorded by AC QF RG and the following comments were noted:

AC abstained on the northbound increases. They appreciated the long discussion on this issue and, while they had required a 5% increase, they acknowledged that a 2% increase was more preferable than status quo.

QF noted that there were a number of elements in the package with which they were not particularly satisfied but progress had been made in the negotiations and the overall agreement was acceptable.

182 NZ and UA voted negatively on the Resolutions for the following reasons:

UA objected to the 5% increase on normal fare add-ons and the USD10/USD20 increase on the one way/round trip special fare add-ons in Resolution 015s. They believed the add-ons were already set at high levels. As a compromise, they were prepared to consider status quo on the special fare amounts and a 3% increase on the normal fare add-on amounts.

NZ objected to the southbound seasonality developed for Resolutions 071w, 073k, 073oo, 073ww, 073xx, specifically the retention of 21 June-21 July in the shoulder season;
were unable to accept the 5% increase from Canada for normal and special fares as reflected in Resolution 002. They were sceptical that this would positively impact on the market but, as AC held a firm requirement for the increase, NZ abstained on this aspect.

Removal of Negative Votes

Normal and Special Fare Add-on Amounts [Resolution 115s]

- 183 NZ QF were opposed to the compromise suggested by UA regarding the normal and special fare add-on amounts.
- 184 QF were willing to accept the increases in Resolution 015s. However, as they had originally proposed a 3% increase on normal fare add-on amounts and status quo on special fare add-on amounts, they removed their opposition to the UA compromise. NZ were disappointed not to obtain a 5% increase on the normal fare add-on amounts but, recognising the position of UA, they reluctantly abstained.
- 185 Based on this discussion, Resolution 015s was amended to reflect the following and UA abstained:
- 3% increase on normal fare add-on amounts
 - status quo on special fare add-on amounts.

Southbound Seasonality

- 186 AC QF UA maintained the positions outlined in previous discussions and were unable to accept the change required by NZ, i.e. that 21 June-21 July be moved to the basic season. While disappointed that this could not be resolved because of the conflicting experience of carriers, NZ advised that they would not prevent the adoption of an agreement on this issue and abstained on the seasonality as developed. However, they advised Members that they would again propose revised seasonality at the next meeting and hoped that at that time there could be a change in the positions of the opposing carriers.

Adoption of Resolutions

- 187 With the removal of the opposition of NZ and UA, the Chairman declared the Resolutions adopted.

SUMMARY OF AGREEMENT

- 188 The Summary of Agreement to/from USA/US Territories is at Attachment 'E'.

DESCRIPTION OF AGREEMENT

- 189 The Description of Agreement except to/from USA/US Territories is at Attachment 'F'.

VOTE OF THANKS

- 190 The Chairman expressed her appreciation to Members for their efforts and willingness to compromise.

- 191 Mr J Foged (NZ), on behalf of all delegates, expressed his sincere appreciation to the Chairman for her patience and the manner in which she had conducted the discussions. He also thanked the Secretariat team for their efforts; the final voting documents represented a sound and accurate reflection of what had been agreed.
- 192 As this had been her first TC31 South Pacific meeting, Ms P Taylor (UA) thanked delegates and the Chairman for their assistance throughout the discussions.

CLOSE OF MEETING

- 193 The TC31 South Pacific (except New Zealand-USA) meeting was closed at 0955 hours on Friday, 11 May 2001.

ATTENDANCE RECORD**TC31 South Pacific (except New Zealand-USA)
Los Angeles, 8-11 May 2001****Chairman: M. HARIKIOPOULO**

COMPANY	REPRESENTATIVE	TELEX	FAX/E-MAIL
Aerolineas Argentinas S.A.	A. GALLO	BUEDBAR	+54 11 4320 2414 agallo@aerolineas.com.ar
Air Canada	L. BUREAU	YULQRAC	+1 514 422 5899 lbureau@aircanada.ca
Air New Zealand Ltd.	J. FOGED R. HIGASHI	AKLQTNZ LAXSQNZ	+64 9 336 2167 fogedj@airnz.co.nz +1 310 648 7017 ron.higashi@airnz.co.nz
Cathay Pacific Airways	J. CHENG F. CHAN	HKGQTCX HKGQTCX	(852) 2141 5433 jimmy_cheng@cathaypacific.com (852) 2141 5231 fanny_yf-chan@cathaypacific.com
Qantas Airways Ltd.	T. DAVIES R. HARRISON K. MULLER	SYDQTQF LAXCPQF LAXCPQF	+61 2 9691 4501 tdavies@qantas.com.au +1 310 726 1401 rharrison@qantas.com +1 310 726 1401 kmuller@qantas.com
United Airlines	P. TAYLOR	WHQTFUA	+1 847 700 1382 peggy.taylor@ual.com
VARIG S.A. (Vicao Aerea Rio-Grandense)	J. RODRIGUES	RIOQTRG	+55 21 814 5667 jorge.lima@varig.com.br

IATA SECRETARIAT (FAX NO. +41 22 799 2684; E-MAIL irms@iata.org)

NAME	TITLE	TELEX	E-MAIL
K. EVANS	Manager, Conference Services	GVAQTXB	evansk@iata.org
M. KRISTENSEN	Specialist, Conference Services	GVAQTXB	kristensem@iata.org
W. HINES	Manager, Conference Services	GVAQTXB	hinesw@iata.org

IATA TARIFF COORDINATING CONFERENCES - PASSENGER
VOTING MEMBERSHIP BY AREA AND SUB-AREA

4-May-2001

7 TARIFF CONFERENCE 3/1

AEROLINEAS ARGENTINAS S.A.
AIR CANADA
AIR CHINA INTERNATIONAL CORPORATION
AIR FRANCE
AIR NEW ZEALAND LTD.
◆ AIR NIUGINI PTY LTD.
AIR-INDIA
ALL NIPPON AIRWAYS CO. LTD. (ANA)
AMERICAN AIRLINES, INC.
ANSETT AUSTRALIA
◆ ARIANA AFGHAN AIRLINES CO. LTD.
CATHAY PACIFIC AIRWAYS LTD
CHINA EASTERN AIRLINES
CHINA SOUTHERN AIRLINES
DELTA AIR LINES, INC.
◆ HONG KONG DRAGON AIRLINES LIMITED
JAPAN AIRLINES CO.LTD.
KOREAN AIR LINES CO. LTD.
LAN CHILE S.A.
NORTHWEST AIRLINES, INC.
◆ PAKISTAN INTERNATIONAL AIRLINES CORPORATION (PIA)
QANTAS AIRWAYS LTD.
THAI AIRWAYS INTERNATIONAL PUBLIC COMPANY LTD
UNITED AIRLINES
VARIG S.A.(VIACAO AEREA RIO-GRANDENSE)

TOTAL AREA MEMBERS: 25

7D SOUTH PACIFIC SUB-AREA

AEROLINEAS ARGENTINAS S.A.
AIR CANADA
AIR FRANCE
AIR NEW ZEALAND LTD.
AMERICAN AIRLINES, INC.
ANSETT AUSTRALIA
LAN CHILE S.A.
QANTAS AIRWAYS LTD.
UNITED AIRLINES

TOTAL SUB-AREA MEMBERS: 9

- * VOTING MEMBER UNDER SECTION II SUBPARAGRAPH 6 (III) OF THE PROVISIONS
- ◆ VOTING MEMBER UNDER SECTION II SUBPARAGRAPH 6 (IV) OF THE PROVISIONS
- VOTING MEMBER UNDER ADDENDUM NO. 3 OF THE PROVISIONS

**TC31 South Pacific
Status of Passenger Agreements
(as at 8 March 2001)**

Fares Period 1 Oct 00 - 30 Sep 2001:

Area/Sub-Area	Status	Effective Date		Expiry Date	Government Action (see Notes)
		Intended	Actual		
TC31 South Pacific	Closed	1 Oct 00	1 Oct 00 see Notes	30 Sep 01	Brazil Paraguay USA

Explanation of Notes

Declared effective 1 Oct 00 except from Argentina and Uruguay
 Declared effective 16 Nov 00 from Uruguay
 Declared effective 5 Mar 01 from Argentina
 In accordance with Resolutions 005i and 049d: selling date 1 Oct 00 except from Canada 14 Oct 00

Government Action

Brazil	Approved except for unaccompanied children's fares on Resolutions 046d, 056d and 066d. Approved unaccompanied normal fares are as per Resolution 201: i.e. ages 2 - 7 100% ages 8 - 11 67%
Paraguay	Approved effective 16 Nov 00
United States	Approved Docket 00-7498, subject, where applicable to conditions previously imposed. Members are reminded that this agreement is also subject to Resolution 005aa - Special Implementation Provisions SFFL

TC31 SOUTH PACIFIC (EXCEPT NZ-USA)**CHANGES TO FARE LEVELS – FINALLY ADOPTED**

**Between South West Pacific and North America, Caribbean
Intended Effective Date: 1 October 2001**

1 GENERAL

- A) Between New Zealand and USA all fares deleted and transferred to equivalent Resolutions in the New Zealand-USA package, upon adoption of Resolutions for that agreement
- B) From Australia to USA special fares adjusted to reflect government approved levels

From	Reso	Fare Basis		CCY	To HNL	To LAX
SYD	071xx	MHEE	RT	AUD	2225	2961
		MKEE	RT		2074	2745
		MLEE	RT		1923	2529
	073mm	MHAP	OW		1404	1783
		MKAP	OW		1286	1621
		MLAP	OW		1156	1502
	075c	MHAP3M	RT		1847	2582
		MKAP3M	RT		1707	2366
		MLAP3M	RT		1555	2150
	075yy	MHAB2M	RT		1685	2421
		MKAB2M	RT		1544	2204
		MLAB2M	RT		1393	1988

2 RESOLUTION 071xx – EXCURSION FARES FROM AUSTRALIA, FIJI TO NORTH AMERICA, CARIBBEAN VIA PA

From Fiji seasonal fares structure introduced

From			Formula	GI
NAN	HEE6M		equal final all-year levels plus FJD200	PA
	KEE6M		equal final all-year levels	
	LEE6M		equal final all-year levels less FJD100	

3 RESOLUTION 073mm – ONE WAY APEX FARES FROM AUSTRALIA, FIJI TO NORTH AMERICA, CARIBBEAN VIA PA

From Fiji seasonal fares structure introduced

From			Formula	GI
NAN	H/K/L	MAP	equal 70% (multiply by 0.70) of final 071xx levels	PA

4 GENERAL CHANGES TO FARE LEVELS

A) Normal Fares – Northbound From South West Pacific

1) Fares amended

From	To	F1, F2	C1, C2	Y1, Y2
Cook Islands, Fiji, French Polynesia, New Caledonia, New Zealand	Bermuda, Canada	+2%	+2%	+2%
Cook Islands, Fiji, French Polynesia, New Caledonia	USA	+2%	+2%	+2%

2) Following application of general changes in Paragraph 4 A) 1) above, one way/round trip (OO/RT) first and intermediate class fares structure introduced

From	To	Fare basis	OW/RT	Formula
Cook Islands, Fiji, French Polynesia, New Caledonia, New Zealand	Bermuda, Canada	F1,F2, C1,C2, F, C	RT	introduced at twice the final OW levels
			OW	re-established at 51% (multiply by 0.51) of new RT levels; fare basis code OW amended to OO

B) Special Fares – Northbound From South West Pacific

From	To	Resolutions	Specials
Australia	Canada	071xx, 073mm, 075c, 075yy	+5%
Fiji		071xx	+2%
French Polynesia, New Caledonia		070nn, 073pp	+2%
Cook Islands		070vv, 074oy, 078ca	+2%
New Zealand		070vv, 078ca	midweek (X) +2% weekend (W) = new midweek (X) +NZD100
		074oy	midweek (X) +2% weekend (W) = new midweek (X) +NZD50

C) Normal Fares - Southbound From North America, Caribbean

1) Fares amended

From	To	F, F1, F2	C, C1, C2	Y, Y1, Y2
USA	Australia, Cook Islands, Fiji, French Polynesia, New Caledonia	+3%	+3%	+5%
Bermuda	South West Pacific	+3%	+3%	+5%
Canada	South West Pacific	+5%	+5%	+5%

2) Following application of general changes in Paragraph C) 1) above, one way/round trip (OO/RT) first and intermediate class fares structure introduced

From	To	Fare basis	OW/RT	Formula
USA	Australia, Cook Islands, Fiji, French Polynesia, New Caledonia	F1, F2, C1, C2, F, C	RT	introduced at twice the final OW levels multiplied by 0.98
			OW	fare basis code OW amended to OO
Bermuda, Canada	South West Pacific	F1, F2, C1, C2, F, C	RT	introduced at twice the final OW levels multiplied by 0.98
			OW	fare basis code OW amended to OO

D) Special Fares - Southbound From North America, Caribbean

Fares amended

From	To	Resolution	Season	Action
Bermuda, USA	Australia, Cook Islands, Fiji	071w	L, J, K	+USD20
			H	re-established at new Peak 1 (K) +USD70
		073k, 073oo, 073xx	LX, JX, KX	+USD20
			HX	re-established at new KX +USD70
			LW,JW,KW,HW	re-established at new midweek +USD70
		073ww	L, J, K, H	re-established at final 071w levels x 55% (multiply by 0.55) for H/K x 53% (multiply by 0.53) for J x 50% (multiply by 0.50) for L
Canada	SWP	All	All	+5% rounded up to the next CAD8
USA	French Polynesia, New Caledonia	070nn, 073pp		+USD50
	Cook Islands, Fiji, French Polynesia	077ff		+3%
	French Polynesia	153k		+3%

- E) Following application of fare increases and where they currently exist, fares re-established to/from Mexico City (MEX) at final Los Angeles (LAX) levels plus the following differentials or equivalent in local currency converted at latest IROE

To/from	Fare Type	Equal	Currency	OW/OO	RT
MEX	F	final LAX plus	USD/NUC	579	1158
	C	final LAX plus		542	1084
	Y	final LAX plus		433	866
	Specials	final LAX plus		235	400

TC31 SOUTH PACIFIC (EXCEPT NZ-USA)**CHANGES TO FARE LEVELS – FINALLY ADOPTED****Between South West Pacific and Central, South America****Intended Effective Date: 1 October 2001****RESOLUTION 074m – PEX FARES FROM SOUTH AMERICA TO AUSTRALIA, NEW ZEALAND VIA PA, PN**

From Chile to Australia, New Zealand PA fares introduced

From	To		Note	USD	GI
Santiago (SCL)	Auckland (AKL)	H	0002	1683	PA
		K		1627	
		L		1571	
	Sydney (SYD)	H		1899	
		K		1837	
		L		1774	

SUMMARY OF AGREEMENT

(TO/FROM USA/US TERRITORIES)

TC31 SOUTH PACIFIC (except between New Zealand and USA)

EFFECTIVE DATE: 1 October 2001

The TC31 South Pacific meeting was held 8-11 May in Los Angeles to review the fares structure with effect from 1 October 2001. A summary of changes adopted to/from the USA (except New Zealand) is shown below.

1 Structure/Conditions

- All-year structure from Fiji to USA is amended to reflect three seasons, in line with that from Australia.
- Advance purchase deadline for one way, round trip APEX fares from USA is reduced from fourteen to seven days to satisfy market requirements.
- Seasonal periods and charges are adjusted as necessary.

2 Resolution 015s – Add-on Amounts in USA

- Normal fare amounts are increased by 3%, similar to changes in local fares.

3 Fare Levels

- From USA, first and intermediate class fares are increased by 3% and economy class by 5%. Where it does not already exist, one way/round trip fares structure is introduced, with round trip levels established at twice the new one way fares multiplied by 98%. Special fares are mainly increased by USD20, with exceptions up to USD50 in selected markets.
- To the USA, normal fares are increased by 2%. Special fares from Australia to USA are amended to reflect government approved levels.

DESCRIPTION OF AGREEMENT

(EXCEPT TO/FROM USA/US TERRITORIES)

TC31 SOUTH PACIFIC

EFFECTIVE DATE: 1 October 2001

The TC31 South Pacific meeting was held 8-11 May in Los Angeles to review the fares structure with effect from 1 October 2001. A brief description of these amendments, except to/from USA/US Territories, is shown below.

1 Structure/Conditions

- All-year fares structure from Fiji is amended to reflect three seasons, in line with that from Australia.
- Advance purchase deadline for one way, round trip APEX fares is reduced from fourteen to seven days.
- Seasonal periods and rebooking/rerouting charges are adjusted as required.

2 Resolution 015v – Add-on Amounts (except USA/US Territories)

- Amounts in Canada are increased by 5% and several new points are introduced.

3 Fare Levels

- From North America, normal fares are increased from 3% to 5%. Round trip levels are established at 98% of twice the new one way fares. Special fares are increased between USD20 and 5%.
- From South West Pacific, normal fares are increased by 2%. One way levels are introduced at 51% of new round trip fares. Special fares are increased from 2% to 5% depending on the countries concerned.
- Except for an adjustment to PA routing PEX fares, levels to/from Central, South America fares are maintained status quo.



International Air Transport Association

IATA Centre, Route de l'Aéroport 33
P.O. Box 416
CH-1215 Geneva 15 Airport
Switzerland

15 June 2001

M E M O R A N D U M

PTC31 SOUTH Fares 0026

TO: Members Participating in Tariff Coordinating Conferences (SP-1487)

FROM: Director, Interline and Revenue Management Services

SUBJECT: TC31 Passenger Tariff Coordinating Conference
Los Angeles, 8-11 May 2001
TC31 South Pacific (except New Zealand-USA) Specified Fares Tables
Intended Effective Date: 1 October 2001

Attached are the TC31 South Pacific (except New Zealand-USA) Specified Fares Tables which were adopted at the above meeting for an intended effective date of 1 October 2001. These Tables are the Attachments to the Resolutions circulated by Memorandum PTC31 SOUTH 0108, dated 25 May 2001.

The filing period for the attached Fares Tables ends on **24 July 2001**. Members are requested to file these Fares Tables with their Government Authorities wherever necessary.

For Members' information these Fares Tables will replace those issued under Memorandum PTC31 SOUTH Fares 0024 dated 24 November 2000 .

Jennifer Thompson
Manager,
Fares Distribution & Automation



SPECIFIED PASSENGER FARES TABLES

TC31 SOUTH PACIFIC (EXCEPT BETWEEN NEW ZEALAND AND USA)

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Resolution 015s Add-on Amounts (in USA)	1

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Resolution	Title	
046d	Intermediate Class Fares between South West Pacific and TC1 via PA	
056d	First Class Fares between South West Pacific and TC1 via PA	
066d	Economy Class Fares between South West Pacific and TC1 via PA	
070nn	Excursion Fares between French Polynesia, New Caledonia and North America, Caribbean via PA	
070vv	Excursion Fares from Cook Islands, New Zealand to North America, Caribbean via PA	
071w	Excursion Fares from North America, Caribbean to South West Pacific via PA	
071xx	Excursion Fares from Australia, Fiji to North America, Caribbean via PA	
073k	APEX Fares from North America, Caribbean to South West Pacific via PA	
073mm	One Way APEX Fares from Australia, Fiji to North America, Caribbean via PA	
073oo	APEX Fares from North America, Caribbean to South West Pacific via PA	
073pp	APEX Fares between French Polynesia, New Caledonia and North America, Caribbean via PA	
073ww	One Way APEX Fares from North America, Caribbean to South West Pacific via PA	
073xx	Super APEX Fares from North America, Caribbean to South West Pacific via PA	
074oy	One Way PEX Fares from Cook Islands, New Zealand to North America, Caribbean via PA	
075c	APEX Fares from Australia to North America, Caribbean via PA	
075yy	Super APEX Fares from Australia to North America, Caribbean via PA	
077ff	Intermediate Class APEX Fares from USA to Cook Islands, Fiji, French Polynesia via PA	
078ca	PEX Fares from Cook Islands, New Zealand to North America, Caribbean via PA	
153k	Air/Sea APEX Fares between French Polynesia and USA via PA	

Section II – Central America, South America – South West Pacific

Resolution	Title	11-22
046d	Intermediate Class Fares between South West Pacific and TC1 via PA ,PN	
056d	First Class Fares between South West Pacific and TC1 via PA, PN	
066d	Economy Class Fares between South West Pacific and TC1 via PA, PN	
070yy	Excursion Fares between South West Pacific and Central America, South America via PA, PN	
074m	PEX Fares from South America to Australia, New Zealand via PA, PN	
078mm	PEX Fares from Australia, New Zealand to Central America, South America via PA, PN	

**PREFACE TO ATTACHMENTS TO TC31 SOUTH PACIFIC
(EXCEPT BETWEEN NEW ZEALAND AND USA)**

I Preface to Normal and Special Fares

Explanation of Notes

- 2 For application via direct route, not applicable for routing via PPT
3 For application via PPT, not applicable for routing via North America

II Preface to Attachments to Resolution 015s Add-on Amounts (in USA)

Explanation of Add-on Zones

- 311 South West Pacific

Explanation of Fare Zones

The add-on amounts detailed in this Attachment shall be used for constructing fares, via the Pacific, between points in the USA on the one hand and points in the South West Pacific on the other. Where a TC Member elects to apply the add-on amounts for cities/points which fall within each zone they shall be as detailed herein.

- Zone 9 Alaska (AK)
Zone 19 Puerto Rico (PR)
Zone 20 California (CA) except Los Angeles CA (LAX), Oakland CA (OAK), San Francisco CA (SFO), San Jose CA (SJC)
Zone 20A San Francisco CA (SFO)
Zone 20B Oakland (CA), San Jose CA (SJC)
Zone 21 Arizona (AZ), Nevada (NV)
Zone 22 Oregon (OR), Washington (WA) except Seattle WA (SEA)
Zone 22A Seattle WA (SEA)
Zone 23 Colorado (CO), Idaho (ID), Kansas (KS), Montana (MT), New Mexico (NM), Oklahoma (OK), Texas (TX), Utah (UT), Wyoming (WY)
Zone 24 Arkansas (AR), Illinois (IL), Indiana (IN), Iowa (IA), Kentucky (KY), Louisiana (LA), Michigan (MI), Minnesota (MN), Missouri (MO), Nebraska (NE), North Dakota (ND), Ohio (OH), South Dakota (SD), Wisconsin (WI)
Zone 25 Alabama (AL), Connecticut (CT), Delaware (DE), District of Columbia (DC), Florida (FL), Georgia (GA), Maine (ME), Maryland (MD), Massachusetts (MA), Mississippi (MS), New Hampshire (NH), New Jersey (NJ), New York (NY), North Carolina (NC), Pennsylvania (PA), Rhode Island (RI), South Carolina (SC), Tennessee (TN), Vermont (VT), Virginia (VA), West Virginia (WV)
Zone 26 Hawaii (HI) except Honolulu HI (HNL)

ADD-ON AMOUNTS

RESOLUTION 015S ADD-ON AMOUNTS IN USA

Geo Zone							CUR	Geo Zone							CUR
Add-On Zone								Add-On Zone							
Fare Type	Note	Amount	Reso	GI	Effective	GWY Expiry		Fare Type	Note	Amount	Reso	GI	Effective	GWY Expiry	
ZONE 9							USD	ZONE 23							USD
SWP (311)								SWP (311)							
F OW		885	PA		010CT01	LAX		F OW		530	PA		010CT01	LAX	
C OW		799	PA		010CT01			C OW		434	PA		010CT01		
Y OW		591	PA		010CT01			Y OW		271	PA		010CT01		
SPC OW		455	PA		010CT01			SPC OW		245	PA		010CT01		
SPC RT		540	PA		010CT01			SPC RT		360	PA		010CT01		
ZONE 19							USD	ZONE 24							USD
SWP (311)								SWP (311)							
F OW		848	PA		010CT01	LAX		F OW		663	PA		010CT01	LAX	
C OW		762	PA		010CT01			C OW		573	PA		010CT01		
Y OW		515	PA		010CT01			Y OW		362	PA		010CT01		
SPC OW		470	PA		010CT01			SPC OW		295	PA		010CT01		
SPC RT		600	PA		010CT01			SPC RT		400	PA		010CT01		
ZONE 20							USD	ZONE 25							USD
SWP (311)								SWP (311)							
F OW		218	PA		010CT01	LAX		F OW		832	PA		010CT01	LAX	
C OW		178	PA		010CT01			C OW		748	PA		010CT01		
Y OW		104	PA		010CT01			Y OW		452	PA		010CT01		
SPC OW		85	PA		010CT01			SPC OW		375	PA		010CT01		
SPC RT		105	PA		010CT01			SPC RT		425	PA		010CT01		
ZONE 20A							USD	ZONE 26							USD
SWP (311)								SWP (311)							
HRM OW		0	PA		010CT01	LAX		F OW		111	PA		010CT01	HNL	
SPC OW		0	PA		010CT01			C OW		99	PA		010CT01		
SPC RT		0	PA		010CT01			Y OW		73	PA		010CT01		
TO ZONE 20A							USD	TO ZONE 20A							USD
SWP (311)								SWP (311)							
AP RT		0	073PP	PA	010CT01	LAX		SPC OW		55	PA		010CT01		
ZONE 20B							USD	ZONE 26							USD
SWP (311)								SWP (311)							
F OW		72	PA		010CT01	LAX		SPC RT		105	PA		010CT01		
C OW		62	PA		010CT01										
Y OW		47	PA		010CT01										
SPC OW		55	PA		010CT01										
SPC RT		95	PA		010CT01										
ZONE 21							USD	ZONE 26							USD
SWP (311)								SWP (311)							
F OW		218	PA		010CT01	LAX									
C OW		183	PA		010CT01										
Y OW		133	PA		010CT01										
SPC OW		95	PA		010CT01										
SPC RT		105	PA		010CT01										
ZONE 22							USD	ZONE 26							USD
SWP (311)								SWP (311)							
F OW		328	PA		010CT01	LAX									
C OW		311	PA		010CT01										
Y OW		229	PA		010CT01										
SPC OW		185	PA		010CT01										
SPC RT		280	PA		010CT01										
FROM ZONE 22A							USD	ZONE 26							USD
SWP (311)								SWP (311)							
F OW		242	PA		010CT01	LAX									
C OW		192	PA		010CT01										
Y OW		127	PA		010CT01										
SPC OW		150	PA		010CT01										
SPC RT		270	PA		010CT01										
TO ZONE 22A							USD	ZONE 26							USD
SWP (311)								SWP (311)							
F OW		242	PA		010CT01	LAX									
C OW		192	PA		010CT01										
Y OW		127	PA		010CT01										
SPC OW		120	PA		010CT01										
SPC RT		215	PA		010CT01										

SECTION I

NORTH AMERICA, CARIBBEAN – SOUTH WEST PACIFIC

**NORMAL & SPECIAL FARES BETWEEN NORTH AMERICA, CARIBBEAN & SOUTH WEST PACIFIC (EXCEPT NEW ZEALAND-USA)
AKL-BDA**

Origin > Destination							Origin > Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
AUCKLAND							BERMUDA						
AKL							BDA						
NZD							USD						
>>>> BERMUDA							>>>> AUCKLAND						
F1	00	10049	056D	PA	010CT01		F1	00	6745	056D	PA	010CT01	
F2	00	9489	056D	PA	010CT01		F2	00	6482	056D	PA	010CT01	
F1	RT	19704	056D	PA	010CT01		F1	RT	13220	056D	PA	010CT01	
F2	RT	18606	056D	PA	010CT01		F2	RT	12705	056D	PA	010CT01	
C1	00	6982	046D	PA	010CT01		C1	00	4374	046D	PA	010CT01	
C2	00	6609	046D	PA	010CT01		C2	00	4217	046D	PA	010CT01	
C1	RT	13690	046D	PA	010CT01		C1	RT	8573	046D	PA	010CT01	
C2	RT	12958	046D	PA	010CT01		C2	RT	8265	046D	PA	010CT01	
Y1	OW	4751	066D	PA	010CT01		Y1	OW	2904	066D	PA	010CT01	
Y2	OW	4496	066D	PA	010CT01		Y2	OW	2799	066D	PA	010CT01	
MHXEE	RT	4374	070VV	PA	010CT01		MHEE	RT	3227	071W	PA	010CT01	
MHWEE	RT	4479	070VV	PA	010CT01		MKEE	RT	3177	071W	PA	010CT01	
MKXEE	RT	4263	070VV	PA	010CT01		MJEE	RT	2899	071W	PA	010CT01	
MKWEE	RT	4368	070VV	PA	010CT01		MLEE	RT	2610	071W	PA	010CT01	
MLXEE	RT	4208	070VV	PA	010CT01		MHAP	OW	1897	073WW	PA	010CT01	
MLWEE	RT	4313	070VV	PA	010CT01		MKAP	OW	1872	073WW	PA	010CT01	
MHXPX	OW	2789	0740Y	PA	010CT01		MJAP	OW	1645	073WW	PA	010CT01	
MHWPX	OW	2842	0740Y	PA	010CT01		MLAP	OW	1409	073WW	PA	010CT01	
MKXPX	OW	2734	0740Y	PA	010CT01		MHXAP3M	RT	2445	073K	PA	010CT01	
MKWPX	OW	2786	0740Y	PA	010CT01		MHWAP3M	RT	2518	073K	PA	010CT01	
MLXPX	OW	2679	0740Y	PA	010CT01		MKXAP3M	RT	2395	073K	PA	010CT01	
MLWPX	OW	2731	0740Y	PA	010CT01		MKWAP3M	RT	2468	073K	PA	010CT01	
MHXPX	RT	3712	078CA	PA	010CT01		MJXAP3M	RT	2117	073K	PA	010CT01	
MHWPX	RT	3817	078CA	PA	010CT01		MJWAP3M	RT	2189	073K	PA	010CT01	
MKXPX	RT	3602	078CA	PA	010CT01		MLXAP3M	RT	1829	073K	PA	010CT01	
MKWPX	RT	3707	078CA	PA	010CT01		MLWAP3M	RT	1901	073K	PA	010CT01	
MLXPX	RT	3546	078CA	PA	010CT01		MHXAP6M	RT	2600	07300	PA	010CT01	
MLWPX	RT	3651	078CA	PA	010CT01		MHWAP6M	RT	2672	07300	PA	010CT01	
>>>> MEXICO CITY							>>>> NADI						
MEX							NAN						
F1	00	8985	056D	PA	010CT01		F1	00	5955	056D	PA	010CT01	
F2	00	8480	056D	PA	010CT01		F2	00	5730	056D	PA	010CT01	
F1	RT	17672	056D	PA	010CT01		F1	RT	11672	056D	PA	010CT01	
F2	RT	16680	056D	PA	010CT01		F2	RT	11231	056D	PA	010CT01	
C1	00	6211	046D	PA	010CT01		C1	00	3873	046D	PA	010CT01	
C2	00	5884	046D	PA	010CT01		C2	00	3739	046D	PA	010CT01	
C1	RT	12227	046D	PA	010CT01		C1	RT	7591	046D	PA	010CT01	
C2	RT	11587	046D	PA	010CT01		C2	RT	7328	046D	PA	010CT01	
Y1	OW	4431	066D	PA	010CT01		Y1	OW	2722	066D	PA	010CT01	
Y2	OW	4205	066D	PA	010CT01		Y2	OW	2625	066D	PA	010CT01	
MHXEE	RT	3948	070VV	PA	010CT01		MHEE	RT	3164	071W	PA	010CT01	
MHWEE	RT	4053	070VV	PA	010CT01		MKEE	RT	3094	071W	PA	010CT01	
MKXEE	RT	3843	070VV	PA	010CT01		MJEE	RT	2816	071W	PA	010CT01	
MKWEE	RT	3948	070VV	PA	010CT01								
MLXEE	RT	3790	070VV	PA	010CT01								
MLWEE	RT	3895	070VV	PA	010CT01								
MHXPX	OW	2189	0740Y	PA	010CT01								
MHWPX	OW	2241	0740Y	PA	010CT01								
MKXPX	OW	2136	0740Y	PA	010CT01								
MKWPX	OW	2189	0740Y	PA	010CT01								
MLXPX	OW	2084	0740Y	PA	010CT01								
MLWPX	OW	2136	0740Y	PA	010CT01								
MHXPX	RT	3255	078CA	PA	010CT01								
MHWPX	RT	3360	078CA	PA	010CT01								
MKXPX	RT	3150	078CA	PA	010CT01								
MKWPX	RT	3255	078CA	PA	010CT01								
MLXPX	RT	3097	078CA	PA	010CT01								
MLWPX	RT	3202	078CA	PA	010CT01								
>>>> VANCOUVER BC							>>>> NADI						
YVR							NAN						
F1	00	7768	056D	PA	010CT01		F1	00	5955	056D	PA	010CT01	
F2	00	7252	056D	PA	010CT01		F2	00	5730	056D	PA	010CT01	
F1	RT	15230	056D	PA	010CT01		F1	RT	11672	056D	PA	010CT01	
F2	RT	14218	056D	PA	010CT01		F2	RT	11231	056D	PA	010CT01	
C1	00	5029	046D	PA	010CT01		C1	00	3873	046D	PA	010CT01	
C2	00	4695	046D	PA	010CT01		C2	00	3739	046D	PA	010CT01	
C1	RT	9860	046D	PA	010CT01		C1	RT	7591	046D	PA	010CT01	
C2	RT	9206	046D	PA	010CT01		C2	RT	7328	046D	PA	010CT01	
Y1	OW	3481	066D	PA	010CT01		Y1	OW	2722	066D	PA	010CT01	
Y2	OW	3250	066D	PA	010CT01		Y2	OW	2625	066D	PA	010CT01	
MHXEE	RT	3127	070VV	PA	010CT01		MHEE	RT	3164	071W	PA	010CT01	
MHWEE	RT	3227	070VV	PA	010CT01		MKEE	RT	3094	071W	PA	010CT01	
MKXEE	RT	3020	070VV	PA	010CT01		MJEE	RT	2816	071W	PA	010CT01	

Date: 12-JUN-01

BDA-NAN

NORMAL & SPECIAL FARES BETWEEN NORTH AMERICA, CARIBBEAN & SOUTH WEST PACIFIC (EXCEPT NEW ZEALAND-USA)
BDA-NAN

Origin							Origin						
> Destination							> Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
BERMUDA BDA USD													
>>>> NADI NAN													
MLEE	RT	2579	071W	PA	010CT01		HKXAP3H	RT	2312	073K	PA	010CT01	
MHAP	OW	1740	073WW	PA	010CT01		MKWAP3H	RT	2382	073K	PA	010CT01	
MKAP	OW	1702	073WW	PA	010CT01		MJXAP3H	RT	2034	073K	PA	010CT01	
MJAP	OW	1492	073WW	PA	010CT01		MJWAP3H	RT	2104	073K	PA	010CT01	
MLAP	OW	1290	073WW	PA	010CT01		MLXAP3H	RT	1797	073K	PA	010CT01	
MHXAP3H	RT	2382	073K	PA	010CT01		MLWAP3H	RT	1867	073K	PA	010CT01	
MHWAP3H	RT	2452	073K	PA	010CT01		MHXAP6H	RT	2537	07300	PA	010CT01	
MKXAP3H	RT	2312	073K	PA	010CT01		MHWAP6H	RT	2607	07300	PA	010CT01	
MKWAP3H	RT	2382	073K	PA	010CT01		MKXAP6H	RT	2467	07300	PA	010CT01	
MJXAP3H	RT	2034	073K	PA	010CT01		MKWAP6H	RT	2537	07300	PA	010CT01	
MJWAP3H	RT	2104	073K	PA	010CT01		MJXAP6H	RT	2189	07300	PA	010CT01	
MLXAP3H	RT	1797	073K	PA	010CT01		MJWAP6H	RT	2259	07300	PA	010CT01	
MLWAP3H	RT	1867	073K	PA	010CT01		MLXAP6H	RT	1952	07300	PA	010CT01	
MHXAP6H	RT	2537	07300	PA	010CT01		MLWAP6H	RT	2022	07300	PA	010CT01	
MHWAP6H	RT	2607	07300	PA	010CT01		MHXAB1H	RT	2228	073XX	PA	010CT01	
MKXAP6H	RT	2467	07300	PA	010CT01		MHWAB1H	RT	2298	073XX	PA	010CT01	
MKWAP6H	RT	2537	07300	PA	010CT01		MKXAB1H	RT	2158	073XX	PA	010CT01	
MJXAP6H	RT	2189	07300	PA	010CT01		MKWAB1H	RT	2228	073XX	PA	010CT01	
MJWAP6H	RT	2259	07300	PA	010CT01		MJXAB1H	RT	1880	073XX	PA	010CT01	
MLXAP6H	RT	1952	07300	PA	010CT01		MJWAB1H	RT	1950	073XX	PA	010CT01	
MLWAP6H	RT	2022	07300	PA	010CT01		MLXAB1H	RT	1643	073XX	PA	010CT01	
MHXAB1H	RT	2228	073XX	PA	010CT01		MLWAB1H	RT	1713	073XX	PA	010CT01	
MHWAB1H	RT	2298	073XX	PA	010CT01		>>>> SYDNEY NS SYD						
MKXAB1H	RT	2158	073XX	PA	010CT01		F1	00	7676	056D	PA	010CT01	
MKWAB1H	RT	2228	073XX	PA	010CT01		F2	00	7425	056D	PA	010CT01	
MJXAB1H	RT	1880	073XX	PA	010CT01		F1	RT	15045	056D	PA	010CT01	
MJWAB1H	RT	1950	073XX	PA	010CT01		F2	RT	14553	056D	PA	010CT01	
MLXAB1H	RT	1643	073XX	PA	010CT01		C1	00	5154	046D	PA	010CT01	
MLWAB1H	RT	1713	073XX	PA	010CT01		C2	00	4960	046D	PA	010CT01	
>>>> NOUMEA NOU													
F	00	6165	056D	PA	010CT01		C1	RT	10102	046D	PA	010CT01	
F	RT	12083	056D	PA	010CT01		C2	RT	9722	046D	PA	010CT01	
C	00	3857	046D	PA	010CT01		Y1	OW	3182	066D	PA	010CT01	
C	RT	7560	046D	PA	010CT01		Y2	OW	3064	066D	PA	010CT01	
Y	OW	2918	066D	PA	010CT01		MHEE	RT	3370	071W	PA	010CT01	
MHEE6H	RT	2980	070HH	PA	010CT01		MKEE	RT	3300	071W	PA	010CT01	
MLEE6H	RT	2794	070HH	PA	010CT01		MJEE	RT	3022	071W	PA	010CT01	
MHAP2M	RT	2482	073PP	PA	010CT01		MLEE	RT	2733	071W	PA	010CT01	
MLAP2M	RT	2296	073PP	PA	010CT01		MHAP	OW	1854	073WW	PA	010CT01	
>>>> PAPEETE PPT													
F	00	5063	056D	PA	010CT01		MKAP	OW	1815	073WW	PA	010CT01	
F	RT	9923	056D	PA	010CT01		MJAP	OW	1602	073WW	PA	010CT01	
C	00	3268	046D	PA	010CT01		MLAP	OW	1367	073WW	PA	010CT01	
C	RT	6405	046D	PA	010CT01		MHXAP3H	RT	2588	073K	PA	010CT01	
Y	OW	2461	066D	PA	010CT01		MHWAP3H	RT	2658	073K	PA	010CT01	
MHEE6H	RT	2391	070HH	PA	010CT01		MKXAP3H	RT	2518	073K	PA	010CT01	
MLEE6H	RT	2201	070HH	PA	010CT01		MKWAP3H	RT	2588	073K	PA	010CT01	
MHAP2M	RT	2009	073PP	PA	010CT01		MJXAP3H	RT	2240	073K	PA	010CT01	
MLAP2M	RT	1819	073PP	PA	010CT01		MJWAP3H	RT	2310	073K	PA	010CT01	
>>>> RAROTONGA RAR													
F1	00	5597	056D	PA	010CT01		MLXAP3H	RT	1952	073K	PA	010CT01	
F2	00	5388	056D	PA	010CT01		MLWAP3H	RT	2022	073K	PA	010CT01	
F1	RT	10970	056D	PA	010CT01		MHXAP6H	RT	2743	07300	PA	010CT01	
F2	RT	10560	056D	PA	010CT01		MHWAP6H	RT	2813	07300	PA	010CT01	
C1	00	3661	046D	PA	010CT01		MKXAP6H	RT	2673	07300	PA	010CT01	
C2	00	3534	046D	PA	010CT01		MKWAP6H	RT	2743	07300	PA	010CT01	
C1	RT	7176	046D	PA	010CT01		MJXAP6H	RT	2395	07300	PA	010CT01	
C2	RT	6927	046D	PA	010CT01		MJWAP6H	RT	2465	07300	PA	010CT01	
Y1	OW	2664	066D	PA	010CT01		MLXAP6H	RT	2106	07300	PA	010CT01	
Y2	OW	2571	066D	PA	010CT01		MLWAP6H	RT	2176	07300	PA	010CT01	
MHEE	RT	3164	071W	PA	010CT01		MHXAB1H	RT	2434	073XX	PA	010CT01	
MKEE	RT	3094	071W	PA	010CT01		MHWAB1H	RT	2504	073XX	PA	010CT01	
MJEE	RT	2816	071W	PA	010CT01		MKXAB1H	RT	2364	073XX	PA	010CT01	
MLEE	RT	2579	071W	PA	010CT01		MKWAB1H	RT	2434	073XX	PA	010CT01	
MHAP	OW	1740	073WW	PA	010CT01		MJXAB1H	RT	2086	073XX	PA	010CT01	
MKAP	OW	1702	073WW	PA	010CT01		MJWAB1H	RT	2156	073XX	PA	010CT01	
MJAP	OW	1492	073WW	PA	010CT01		MLXAB1H	RT	1797	073XX	PA	010CT01	
MLAP	OW	1290	073WW	PA	010CT01		MLWAB1H	RT	1867	073XX	PA	010CT01	
MHXAP3H	RT	2382	073K	PA	010CT01		HONOLULU HI HNL USD						
MHWAP3H	RT	2452	073K	PA	010CT01		>>>> NADI NAN						
							F1	00	3784	056D	PA	010CT01	
							F2	00	3604	056D	PA	010CT01	
							F1	RT	7417	056D	PA	010CT01	
							F2	RT	7064	056D	PA	010CT01	
							C1	00	2004	046D	PA	010CT01	
							C2	00	1909	046D	PA	010CT01	

NORMAL & SPECIAL FARES BETWEEN NORTH AMERICA, CARIBBEAN & SOUTH WEST PACIFIC (EXCEPT NEW ZEALAND-USA)
HNL-NAN

Origin							Origin						
> Destination							> Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
HONOLULU HI HNL USD							HLEE RT 1708 071W PA 010CT01						
>>>> NADI NAN							MHAP OW 1253 073WW PA 010CT01						
C1	RT	3928	046D	PA	010CT01		MKAP OW		1214	073WW	PA	010CT01	
C2	RT	3742	046D	PA	010CT01		MJAP OW		1027	073WW	PA	010CT01	
Y1	OW	1411	066D	PA	010CT01		MLAP OW		854	073WW	PA	010CT01	
Y2	OW	1343	066D	PA	010CT01		MHXAP3M RT		1518	073K	PA	010CT01	
MHEE	RT	2278	071W	PA	010CT01		MHWAP3M RT		1588	073K	PA	010CT01	
MKEE	RT	2208	071W	PA	010CT01		MKXAP3M RT		1448	073K	PA	010CT01	
MJEE	RT	1938	071W	PA	010CT01		MKWAP3M RT		1518	073K	PA	010CT01	
MLEE	RT	1708	071W	PA	010CT01		MJXAP3M RT		1178	073K	PA	010CT01	
MHAP	OW	1253	073WW	PA	010CT01		MJWAP3M RT		1248	073K	PA	010CT01	
MKAP	OW	1214	073WW	PA	010CT01		MLXAP3M RT		948	073K	PA	010CT01	
MJAP	OW	1027	073WW	PA	010CT01		MLWAP3M RT		1018	073K	PA	010CT01	
MLAP	OW	854	073WW	PA	010CT01		MHXAP6M RT		1668	07300	PA	010CT01	
MHXAP3M RT		1518	073K	PA	010CT01		MHWAP6M RT		1738	07300	PA	010CT01	
MHWAP3M RT		1588	073K	PA	010CT01		MKXAP6M RT		1598	07300	PA	010CT01	
MKXAP3M RT		1448	073K	PA	010CT01		MKWAP6M RT		1668	07300	PA	010CT01	
MKWAP3M RT		1518	073K	PA	010CT01		MJXAP6M RT		1328	07300	PA	010CT01	
MJXAP3M RT		1178	073K	PA	010CT01		MJWAP6M RT		1398	07300	PA	010CT01	
MJWAP3M RT		1248	073K	PA	010CT01		MLXAP6M RT		1098	07300	PA	010CT01	
MLXAP3M RT		948	073K	PA	010CT01		MLWAP6M RT		1168	07300	PA	010CT01	
MLWAP3M RT		1018	073K	PA	010CT01		MHXAB1M RT		1368	073XX	PA	010CT01	
MHXAP6M RT		1668	07300	PA	010CT01		MHWAB1M RT		1438	073XX	PA	010CT01	
MHWAP6M RT		1738	07300	PA	010CT01		MKXAB1M RT		1298	073XX	PA	010CT01	
MKXAP6M RT		1598	07300	PA	010CT01		MKWAB1M RT		1368	073XX	PA	010CT01	
MKWAP6M RT		1668	07300	PA	010CT01		MJXAB1M RT		1028	073XX	PA	010CT01	
MJXAP6M RT		1328	07300	PA	010CT01		MJWAB1M RT		1098	073XX	PA	010CT01	
MJWAP6M RT		1398	07300	PA	010CT01		MLXAB1M RT		798	073XX	PA	010CT01	
MLXAP6M RT		1098	07300	PA	010CT01		MLWAB1M RT		868	073XX	PA	010CT01	
MLWAP6M RT		1168	07300	PA	010CT01								
MHXAB1M RT		1368	073XX	PA	010CT01		>>>> SYDNEY NS SYD						
MHWAB1M RT		1438	073XX	PA	010CT01		F1	00	5518	056D	PA	010CT01	
MKXAB1M RT		1298	073XX	PA	010CT01		F2	00	5255	056D	PA	010CT01	
MKWAB1M RT		1368	073XX	PA	010CT01		F1	RT	10815	056D	PA	010CT01	
MJXAB1M RT		1028	073XX	PA	010CT01		F2	RT	10300	056D	PA	010CT01	
MJWAB1M RT		1098	073XX	PA	010CT01		C1	00	3229	046D	PA	010CT01	
MLXAB1M RT		838	073XX	PA	010CT01		C2	00	3076	046D	PA	010CT01	
MLWAB1M RT		908	073XX	PA	010CT01		C1	RT	6329	046D	PA	010CT01	
							C2	RT	6029	046D	PA	010CT01	
							Y1	OW	2296	066D	PA	010CT01	
							Y2	OW	2186	066D	PA	010CT01	
							MHEE	RT	2478	071W	PA	010CT01	
							MKEE	RT	2408	071W	PA	010CT01	
							MJEE	RT	2138	071W	PA	010CT01	
							MLEE	RT	1858	071W	PA	010CT01	
							MHAP	OW	1363	073WW	PA	010CT01	
							MKAP	OW	1324	073WW	PA	010CT01	
							MJAP	OW	1133	073WW	PA	010CT01	
							MLAP	OW	929	073WW	PA	010CT01	
							MHXAP3M RT		1718	073K	PA	010CT01	
							MHWAP3M RT		1788	073K	PA	010CT01	
							MKXAP3M RT		1648	073K	PA	010CT01	
							MKWAP3M RT		1718	073K	PA	010CT01	
							MJXAP3M RT		1378	073K	PA	010CT01	
							MJWAP3M RT		1448	073K	PA	010CT01	
							MLXAP3M RT		1098	073K	PA	010CT01	
							MLWAP3M RT		1168	073K	PA	010CT01	
							MHXAP6M RT		1868	07300	PA	010CT01	
							MHWAP6M RT		1938	07300	PA	010CT01	
							MKXAP6M RT		1798	07300	PA	010CT01	
							MKWAP6M RT		1868	07300	PA	010CT01	
							MJXAP6M RT		1528	07300	PA	010CT01	
							MJWAP6M RT		1598	07300	PA	010CT01	
							MLXAP6M RT		1248	07300	PA	010CT01	
							MLWAP6M RT		1318	07300	PA	010CT01	
							MHXAB1M RT		1568	073XX	PA	010CT01	
							MHWAB1M RT		1638	073XX	PA	010CT01	
							MKXAB1M RT		1498	073XX	PA	010CT01	
							MKWAB1M RT		1568	073XX	PA	010CT01	
							MJXAB1M RT		1228	073XX	PA	010CT01	
							MJWAB1M RT		1298	073XX	PA	010CT01	
							MLXAB1M RT		948	073XX	PA	010CT01	
							MLWAB1M RT		1018	073XX	PA	010CT01	

NORMAL & SPECIAL FARES BETWEEN NORTH AMERICA, CARIBBEAN & SOUTH WEST PACIFIC (EXCEPT NEW ZEALAND-USA)
LAX-NAN

Origin > Destination							Origin > Destination							
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	
LOS ANGELES CA LAX USD														
>>>> NADI NAN														
F1	00	4751	056D	PA	010CT01		C1	00	2629	046D	PA	010CT01		
F2	00	4525	056D	PA	010CT01		C2	00	2502	046D	PA	010CT01		
F1	RT	9312	056D	PA	010CT01		C1	RT	5153	046D	PA	010CT01		
F2	RT	8869	056D	PA	010CT01		C2	RT	4904	046D	PA	010CT01		
C1	00	2841	046D	PA	010CT01		CAP21	RT	4008	077FF	PA	010CT01		
C2	00	2706	046D	PA	010CT01		Y1	OW	1962	066D	PA	010CT01		
C1	RT	5568	046D	PA	010CT01		Y2	OW	1869	066D	PA	010CT01		
C2	RT	5304	046D	PA	010CT01		MHEE	RT	2478	071W	PA	010CT01		
CAP21	RT	4008	077FF	PA	010CT01		MKEE	RT	2408	071W	PA	010CT01		
Y1	OW	2020	066D	PA	010CT01		MJEE	RT	2138	071W	PA	010CT01		
Y2	OW	1924	066D	PA	010CT01		MLEE	RT	1908	071W	PA	010CT01		
MHEE	RT	2478	071W	PA	010CT01		MHAP	OW	1363	073WW	PA	010CT01		
MKEE	RT	2408	071W	PA	010CT01		MKAP	OW	1324	073WW	PA	010CT01		
MJEE	RT	2138	071W	PA	010CT01		MJAP	OW	1133	073WW	PA	010CT01		
MLEE	RT	1908	071W	PA	010CT01		MLAP	OW	954	073WW	PA	010CT01		
MHAP	OW	1363	073WW	PA	010CT01		MHXAP3H	RT	1718	073K	PA	010CT01		
MKAP	OW	1324	073WW	PA	010CT01		MHWAP3H	RT	1788	073K	PA	010CT01		
MJAP	OW	1133	073WW	PA	010CT01		MKXAP3H	RT	1648	073K	PA	010CT01		
MLAP	OW	954	073WW	PA	010CT01		MKWAP3H	RT	1718	073K	PA	010CT01		
MHXAP3H	RT	1718	073K	PA	010CT01		MJXAP3H	RT	1378	073K	PA	010CT01		
MHWAP3H	RT	1788	073K	PA	010CT01		MJWAP3H	RT	1448	073K	PA	010CT01		
MKXAP3H	RT	1648	073K	PA	010CT01		MLXAP3H	RT	1148	073K	PA	010CT01		
MKWAP3H	RT	1718	073K	PA	010CT01		MLWAP3H	RT	1218	073K	PA	010CT01		
MJXAP3H	RT	1378	073K	PA	010CT01		MHXAP6H	RT	1868	07300	PA	010CT01		
MJWAP3H	RT	1448	073K	PA	010CT01		MHWAP6H	RT	1938	07300	PA	010CT01		
MLXAP3H	RT	1148	073K	PA	010CT01		MKXAP6H	RT	1798	07300	PA	010CT01		
MLWAP3H	RT	1218	073K	PA	010CT01		MKWAP6H	RT	1868	07300	PA	010CT01		
MHXAP6H	RT	1868	07300	PA	010CT01		MJXAP6H	RT	1528	07300	PA	010CT01		
MHWAP6H	RT	1938	07300	PA	010CT01		MJWAP6H	RT	1598	07300	PA	010CT01		
MKXAP6H	RT	1798	07300	PA	010CT01		MLXAP6H	RT	1298	07300	PA	010CT01		
MKWAP6H	RT	1868	07300	PA	010CT01		MLWAP6H	RT	1368	07300	PA	010CT01		
MJXAP6H	RT	1528	07300	PA	010CT01		MHXAB1H	RT	1568	073XX	PA	010CT01		
MJWAP6H	RT	1598	07300	PA	010CT01		MHWAB1H	RT	1638	073XX	PA	010CT01		
MLXAP6H	RT	1298	07300	PA	010CT01		MKXAB1H	RT	1498	073XX	PA	010CT01		
MLWAP6H	RT	1368	07300	PA	010CT01		MKWAB1H	RT	1568	073XX	PA	010CT01		
MHXAB1H	RT	1568	073XX	PA	010CT01		MJXAB1H	RT	1228	073XX	PA	010CT01		
MHWAB1H	RT	1638	073XX	PA	010CT01		MJWAB1H	RT	1298	073XX	PA	010CT01		
MKXAB1H	RT	1498	073XX	PA	010CT01		MLXAB1H	RT	998	073XX	PA	010CT01		
MKWAB1H	RT	1568	073XX	PA	010CT01		MLWAB1H	RT	1068	073XX	PA	010CT01		
MJXAB1H	RT	1228	073XX	PA	010CT01									
MJWAB1H	RT	1298	073XX	PA	010CT01		>>>> SYDNEY NS SYD							
MLXAB1H	RT	998	073XX	PA	010CT01		F1	00	6469	056D	PA	010CT01		
MLWAB1H	RT	1068	073XX	PA	010CT01		F2	00	6222	056D	PA	010CT01		
							F1	RT	12679	056D	PA	010CT01		
							F2	RT	12195	056D	PA	010CT01		
							C1	00	4122	046D	PA	010CT01		
							C2	00	3928	046D	PA	010CT01		
							C1	RT	8079	046D	PA	010CT01		
							C2	RT	7699	046D	PA	010CT01		
							Y1	OW	2481	066D	PA	010CT01		
							Y2	OW	2361	066D	PA	010CT01		
							MHEE	RT	2678	071W	PA	010CT01		
							MKEE	RT	2608	071W	PA	010CT01		
							MJEE	RT	2338	071W	PA	010CT01		
							MLEE	RT	2058	071W	PA	010CT01		
							MHAP	OW	1473	073WW	PA	010CT01		
							MKAP	OW	1434	073WW	PA	010CT01		
							MJAP	OW	1239	073WW	PA	010CT01		
							MLAP	OW	1029	073WW	PA	010CT01		
							MHXAP3H	RT	1918	073K	PA	010CT01		
							MHWAP3H	RT	1988	073K	PA	010CT01		
							MKXAP3H	RT	1848	073K	PA	010CT01		
							MKWAP3H	RT	1918	073K	PA	010CT01		
							MJXAP3H	RT	1578	073K	PA	010CT01		
							MJWAP3H	RT	1648	073K	PA	010CT01		
							MLXAP3H	RT	1298	073K	PA	010CT01		
							MLWAP3H	RT	1368	073K	PA	010CT01		
							MHXAP6H	RT	2068	07300	PA	010CT01		
							MHWAP6H	RT	2138	07300	PA	010CT01		
							MKXAP6H	RT	1998	07300	PA	010CT01		
							MKWAP6H	RT	2068	07300	PA	010CT01		
							MJXAP6H	RT	1728	07300	PA	010CT01		
							MJWAP6H	RT	1798	07300	PA	010CT01		
							MLXAP6H	RT	1448	07300	PA	010CT01		
							MLWAP6H	RT	1518	07300	PA	010CT01		
>>>> NOUMEA NOU														
F	00	4960	056D	PA	010CT01									
F	RT	9722	056D	PA	010CT01									
C	00	2825	046D	PA	010CT01									
C	RT	5537	046D	PA	010CT01									
Y	OW	2218	066D	PA	010CT01									
MHEE6H	RT	2346	070HH	PA	010CT01									
MLEE6H	RT	2165	070HH	PA	010CT01									
MHAP2M	RT	1862	073PP	PA	010CT01									
MLAP2M	RT	1681	073PP	PA	010CT01									
>>>> PAPEETE PPT														
F	00	3859	056D	PA	010CT01									
F	RT	7564	056D	PA	010CT01									
C	00	2235	046D	PA	010CT01									
C	RT	4381	046D	PA	010CT01									
CAP21	RT	3292	077FF	PA	010CT01									
Y	OW	1759	066D	PA	010CT01									
MHEE6H	RT	1774	070HH	PA	010CT01									
MLEE6H	RT	1589	070HH	PA	010CT01									
MHAP2M	RT	1403	073PP	PA	010CT01									
MLAP2M	RT	1218	073PP	PA	010CT01									
MAS	OW	1001	153K	PA	010CT01									
>>>> RAROTONGA RAR														
F1	00	4392	056D	PA	010CT01									
F2	00	4183	056D	PA	010CT01									
F1	RT	8608	056D	PA	010CT01									
F2	RT	8199	056D	PA	010CT01									

NORMAL & SPECIAL FARES BETWEEN NORTH AMERICA, CARIBBEAN & SOUTH WEST PACIFIC (EXCEPT NEW ZEALAND-USA)
LAX-SYD

Origin > Destination							Origin > Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
LOS ANGELES CA LAX USD													
>>>> SYDNEY NS SYD													
MHXAB1H	RT	1768	073XX	PA	010CT01		MHXAP3H	RT	2118	073K	PA	010CT01	
MHWAB1H	RT	1838	073XX	PA	010CT01		MHWAP3H	RT	2188	073K	PA	010CT01	
MKXAB1H	RT	1698	073XX	PA	010CT01		MKXAP3H	RT	2048	073K	PA	010CT01	
MKWAB1H	RT	1768	073XX	PA	010CT01		MKWAP3H	RT	2118	073K	PA	010CT01	
MJXAB1H	RT	1428	073XX	PA	010CT01		MJXAP3H	RT	1778	073K	PA	010CT01	
MJWAB1H	RT	1498	073XX	PA	010CT01		MJWAP3H	RT	1848	073K	PA	010CT01	
MLXAB1H	RT	1148	073XX	PA	010CT01		MLXAP3H	RT	1548	073K	PA	010CT01	
MLWAB1H	RT	1218	073XX	PA	010CT01		MLWAP3H	RT	1618	073K	PA	010CT01	
MEXICO CITY MEX USD													
>>>> AUCKLAND AKL													
F1	00	6119	056D	PA	010CT01		MJXAP6H	RT	1928	07300	PA	010CT01	
F2	00	5856	056D	PA	010CT01		MJWAP6H	RT	1998	07300	PA	010CT01	
F1	RT	12016	056D	PA	010CT01		MLXAP6H	RT	1698	07300	PA	010CT01	
F2	RT	11501	056D	PA	010CT01		MLWAP6H	RT	1768	07300	PA	010CT01	
C1	00	3884	046D	PA	010CT01		MHXAB1H	RT	1968	073XX	PA	010CT01	
C2	00	3726	046D	PA	010CT01		MHWAB1H	RT	2038	073XX	PA	010CT01	
C1	RT	7634	046D	PA	010CT01		MKXAB1H	RT	1898	073XX	PA	010CT01	
C2	RT	7325	046D	PA	010CT01		MKWAB1H	RT	1968	073XX	PA	010CT01	
Y1	OW	2635	066D	PA	010CT01		MJXAB1H	RT	1628	073XX	PA	010CT01	
Y2	OW	2530	066D	PA	010CT01		MJWAB1H	RT	1698	073XX	PA	010CT01	
MHEE	RT	2978	071W	PA	010CT01		MLXAB1H	RT	1398	073XX	PA	010CT01	
MKEE	RT	2908	071W	PA	010CT01		MLWAB1H	RT	1468	073XX	PA	010CT01	
MJEE	RT	2638	071W	PA	010CT01		>>>> NOUMEA NOU						
MLEE	RT	2358	071W	PA	010CT01		F	00	5539	056D	PA	010CT01	
MHAP	OW	1653	073WW	PA	010CT01		F	RT	10880	056D	PA	010CT01	
MKAP	OW	1614	073WW	PA	010CT01		C	00	3367	046D	PA	010CT01	
MJAP	OW	1421	073WW	PA	010CT01		C	RT	6621	046D	PA	010CT01	
MLAP	OW	1214	073WW	PA	010CT01		Y	OW	2651	066D	PA	010CT01	
MHXAP3H	RT	2218	073K	PA	010CT01		MHEE6H	RT	2746	070HH	PA	010CT01	
MHWAP3H	RT	2288	073K	PA	010CT01		MLEE6H	RT	2565	070HH	PA	010CT01	
MKXAP3H	RT	2148	073K	PA	010CT01		MHAP2H	RT	2262	073PP	PA	010CT01	
MKWAP3H	RT	2218	073K	PA	010CT01		MLAP2H	RT	2081	073PP	PA	010CT01	
MJXAP3H	RT	1878	073K	PA	010CT01		>>>> PAPEETE PPT						
MJWAP3H	RT	1948	073K	PA	010CT01		F	00	4438	056D	PA	010CT01	
MLXAP3H	RT	1598	073K	PA	010CT01		F	RT	8722	056D	PA	010CT01	
MLWAP3H	RT	1668	073K	PA	010CT01		C	00	2777	046D	PA	010CT01	
MHXAP6H	RT	2368	07300	PA	010CT01		C	RT	5465	046D	PA	010CT01	
MHWAP6H	RT	2438	07300	PA	010CT01		Y	OW	2192	066D	PA	010CT01	
MKXAP6H	RT	2298	07300	PA	010CT01		MHEE6H	RT	2174	070HH	PA	010CT01	
MKWAP6H	RT	2368	07300	PA	010CT01		MLEE6H	RT	1989	070HH	PA	010CT01	
MJXAP6H	RT	2028	07300	PA	010CT01		MHAP2H	RT	1803	073PP	PA	010CT01	
MJWAP6H	RT	2098	07300	PA	010CT01		MLAP2H	RT	1618	073PP	PA	010CT01	
MLXAP6H	RT	1748	07300	PA	010CT01		MAS	OW	1236	153K	PA	010CT01	
MLWAP6H	RT	1818	07300	PA	010CT01		>>>> RAROTONGA RAR						
MHXAB1H	RT	2068	073XX	PA	010CT01		F1	00	4971	056D	PA	010CT01	
MHWAB1H	RT	2138	073XX	PA	010CT01		F2	00	4762	056D	PA	010CT01	
MKXAB1H	RT	1998	073XX	PA	010CT01		F1	RT	9766	056D	PA	010CT01	
MKWAB1H	RT	2068	073XX	PA	010CT01		F2	RT	9357	056D	PA	010CT01	
MJXAB1H	RT	1728	073XX	PA	010CT01		C1	00	3171	046D	PA	010CT01	
MJWAB1H	RT	1798	073XX	PA	010CT01		C2	00	3044	046D	PA	010CT01	
MLXAB1H	RT	1448	073XX	PA	010CT01		C1	RT	6237	046D	PA	010CT01	
MLWAB1H	RT	1518	073XX	PA	010CT01		C2	RT	5988	046D	PA	010CT01	
>>>> NADI NAN													
F1	00	5330	056D	PA	010CT01		Y1	OW	2395	066D	PA	010CT01	
F2	00	5104	056D	PA	010CT01		Y2	OW	2302	066D	PA	010CT01	
F1	RT	10470	056D	PA	010CT01		MHEE	RT	2878	071W	PA	010CT01	
F2	RT	10027	056D	PA	010CT01		MKEE	RT	2808	071W	PA	010CT01	
C1	00	3383	046D	PA	010CT01		MJEE	RT	2538	071W	PA	010CT01	
C2	00	3248	046D	PA	010CT01		MLEE	RT	2308	071W	PA	010CT01	
C1	RT	6652	046D	PA	010CT01		MHAP	OW	1598	073WW	PA	010CT01	
C2	RT	6388	046D	PA	010CT01		MKAP	OW	1559	073WW	PA	010CT01	
Y1	OW	2453	066D	PA	010CT01		MJAP	OW	1368	073WW	PA	010CT01	
Y2	OW	2357	066D	PA	010CT01		MLAP	OW	1189	073WW	PA	010CT01	
MHEE	RT	2878	071W	PA	010CT01		MHXAP3H	RT	2118	073K	PA	010CT01	
MKEE	RT	2808	071W	PA	010CT01		MHWAP3H	RT	2188	073K	PA	010CT01	
MJEE	RT	2538	071W	PA	010CT01		MKXAP3H	RT	2048	073K	PA	010CT01	
MLEE	RT	2308	071W	PA	010CT01		MKWAP3H	RT	2118	073K	PA	010CT01	
MHAP	OW	1598	073WW	PA	010CT01		MJXAP3H	RT	1778	073K	PA	010CT01	
MKAP	OW	1559	073WW	PA	010CT01		MJWAP3H	RT	1848	073K	PA	010CT01	
MJAP	OW	1368	073WW	PA	010CT01		MLXAP3H	RT	1548	073K	PA	010CT01	
MLAP	OW	1189	073WW	PA	010CT01		MLWAP3H	RT	1618	073K	PA	010CT01	

NORMAL & SPECIAL FARES BETWEEN NORTH AMERICA, CARIBBEAN & SOUTH WEST PACIFIC (EXCEPT NEW ZEALAND-USA)
MEX-RAR

Origin							Origin						
> Destination							> Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
MEXICO CITY MEX USD							MHEE6M RT 3568 071XX PA 010CT01						
>>>> RAROTONGA RAR							MKEE6M RT 3368 071XX PA 010CT01						
MHXAP6H	RT	2268	07300	PA	010CT01		MLEE6M RT 3268 071XX PA 010CT01						
MHWAP6H	RT	2338	07300	PA	010CT01		MHAP OW 2498 073HM PA 010CT01						
MKXAP6H	RT	2198	07300	PA	010CT01		MKAP OW 2358 073HM PA 010CT01						
MKWAP6H	RT	2268	07300	PA	010CT01		MLAP OW 2288 073HM PA 010CT01						
MJXAP6H	RT	1928	07300	PA	010CT01		>>>> HONOLULU HI HNL						
MJWAP6H	RT	1998	07300	PA	010CT01		F1 OW 3614 056D PA 010CT01						
MLXAP6H	RT	1698	07300	PA	010CT01		F2 OW 3441 056D PA 010CT01						
MLWAP6H	RT	1768	07300	PA	010CT01		C1 OW 2204 046D PA 010CT01						
MHXAB1H	RT	1968	073XX	PA	010CT01		C2 OW 2098 046D PA 010CT01						
MHWAB1H	RT	2038	073XX	PA	010CT01		Y1 OW 1628 066D PA 010CT01						
MKXAB1H	RT	1898	073XX	PA	010CT01		Y2 OW 1552 066D PA 010CT01						
MKWAB1H	RT	1968	073XX	PA	010CT01		MHEE6M RT 1657 071XX PA 010CT01						
MJXAB1H	RT	1628	073XX	PA	010CT01		MKEE6M RT 1457 071XX PA 010CT01						
MJWAB1H	RT	1698	073XX	PA	010CT01		MLEE6M RT 1357 071XX PA 010CT01						
MLXAB1H	RT	1398	073XX	PA	010CT01		MHAP OW 1160 073HM PA 010CT01						
MLWAB1H	RT	1468	073XX	PA	010CT01		MKAP OW 1020 073HM PA 010CT01						
>>>> SYDNEY NS SYD							MLAP OW 950 073HM PA 010CT01						
F1	00	7048	056D	PA	010CT01		>>>> LOS ANGEL CA LAX						
F2	00	6801	056D	PA	010CT01		F1 OW 4041 056D PA 010CT01						
F1	RT	13837	056D	PA	010CT01		F2 OW 3848 056D PA 010CT01						
F2	RT	13353	056D	PA	010CT01		C1 OW 3010 046D PA 010CT01						
C1	00	4664	046D	PA	010CT01		C2 OW 2866 046D PA 010CT01						
C2	00	4470	046D	PA	010CT01		Y1 OW 2395 066D PA 010CT01						
C1	RT	9163	046D	PA	010CT01		Y2 OW 2280 066D PA 010CT01						
C2	RT	8783	046D	PA	010CT01		MHEE6M RT 2110 071XX PA 010CT01						
Y1	OW	2914	066D	PA	010CT01		MKEE6M RT 1910 071XX PA 010CT01						
Y2	OW	2794	066D	PA	010CT01		MLEE6M RT 1810 071XX PA 010CT01						
MHEE	RT	3078	071W	PA	010CT01		MHAP OW 1477 073HM PA 010CT01						
MKEE	RT	3008	071W	PA	010CT01		MKAP OW 1337 073HM PA 010CT01						
MJEE	RT	2738	071W	PA	010CT01		MLAP OW 1267 073HM PA 010CT01						
MLEE	RT	2458	071W	PA	010CT01		>>>> MEXICO CITY MEX						
MHAP	OW	1708	073WW	PA	010CT01		F1 OW 5368 056D PA 010CT01						
MKAP	OW	1669	073WW	PA	010CT01		F2 OW 5175 056D PA 010CT01						
MJAP	OW	1474	073WW	PA	010CT01		C1 OW 4253 046D PA 010CT01						
MLAP	OW	1264	073WW	PA	010CT01		C2 OW 4109 046D PA 010CT01						
MHXAP3H	RT	2318	073K	PA	010CT01		Y1 OW 3388 066D PA 010CT01						
MHWAP3H	RT	2388	073K	PA	010CT01		Y2 OW 3273 066D PA 010CT01						
MKXAP3H	RT	2248	073K	PA	010CT01		MHEE6M RT 3027 071XX PA 010CT01						
MKWAP3H	RT	2318	073K	PA	010CT01		MKEE6M RT 2827 071XX PA 010CT01						
MJXAP3H	RT	1978	073K	PA	010CT01		MLEE6M RT 2727 071XX PA 010CT01						
MJWAP3H	RT	2048	073K	PA	010CT01		MHAP OW 2016 073HM PA 010CT01						
MLXAP3H	RT	1698	073K	PA	010CT01		MKAP OW 1876 073HM PA 010CT01						
MLWAP3H	RT	1768	073K	PA	010CT01		MLAP OW 1806 073HM PA 010CT01						
MHXAP6H	RT	2468	07300	PA	010CT01		>>>> VANCOUVER BC YVR						
MHWAP6H	RT	2538	07300	PA	010CT01		F1 00 4224 056D PA 010CT01						
MKXAP6H	RT	2398	07300	PA	010CT01		F2 00 4024 056D PA 010CT01						
MKWAP6H	RT	2468	07300	PA	010CT01		F1 RT 8282 056D PA 010CT01						
MJXAP6H	RT	2128	07300	PA	010CT01		F2 RT 7890 056D PA 010CT01						
MJWAP6H	RT	2198	07300	PA	010CT01		C1 00 3153 046D PA 010CT01						
MLXAP6H	RT	1848	07300	PA	010CT01		C2 00 3002 046D PA 010CT01						
MLWAP6H	RT	1918	07300	PA	010CT01		C1 RT 6182 046D PA 010CT01						
MHXAB1H	RT	2168	073XX	PA	010CT01		C2 RT 5886 046D PA 010CT01						
MHWAB1H	RT	2238	073XX	PA	010CT01		Y1 OW 2462 066D PA 010CT01						
MKXAB1H	RT	2098	073XX	PA	010CT01		Y2 OW 2345 066D PA 010CT01						
MKWAB1H	RT	2168	073XX	PA	010CT01		MHEE6M RT 2226 071XX PA 010CT01						
MJXAB1H	RT	1828	073XX	PA	010CT01		MKEE6M RT 2026 071XX PA 010CT01						
MJWAB1H	RT	1898	073XX	PA	010CT01		MLEE6M RT 1926 071XX PA 010CT01						
MLXAB1H	RT	1548	073XX	PA	010CT01		MHAP OW 1559 073HM PA 010CT01						
MLWAB1H	RT	1618	073XX	PA </td <td>010CT01</td> <td></td> <td colspan="7">MKAP OW 1419 073HM PA 010CT01</td>	010CT01		MKAP OW 1419 073HM PA 010CT01						
NADI NAN FJD							MLAP OW 1349 073HM PA 010CT01						
>>>> BERMUDA BDA							NOU MEA NOU XPF						
F1	00	6659	056D	PA	010CT01		>>>> BERMUDA BDA						
F2	00	6460	056D	PA	010CT01		F 00 580500 056D PA 010CT01						
F1	RT	13056	056D	PA	010CT01		F RT 1138200 056D PA 010CT01						
F2	RT	12666	056D	PA	010CT01		C 00 440800 046D PA 010CT01						
C1	00	5237	046D	PA	010CT01		C RT 864200 046D PA 010CT01						
C2	00	5087	046D	PA	010CT01		Y OW 349900 066D PA 010CT01						
C1	RT	10268	046D	PA	010CT01		MHEE6M RT 365000 070NH PA 010CT01						
C2	RT	9974	046D	PA	010CT01								
Y1	OW	3818	066D	PA	010CT01								
Y2	OW	3701	066D	PA	010CT01								

**NORMAL & SPECIAL FARES BETWEEN NORTH AMERICA, CARIBBEAN & SOUTH WEST PACIFIC (EXCEPT NEW ZEALAND-USA)
NOU-BDA**

Origin							Origin						
> Destination							> Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
NOUMEA							>>>> MEXICO CITY						
NOU							MEX						
XPF													
>>>> BERMUDA							BDA						
MLEE6M	RT	314900	070HH	PA	010CT01		F	OW	391900	056D	PA	010CT01	
MHAP2M	RT	307500	073PP	PA	010CT01		C	OW	307200	046D	PA	010CT01	
MLAP2M	RT	266000	073PP	PA	010CT01		Y	OW	260100	066D	PA	010CT01	
>>>> HONOLULU HI							HNL						
F	OW	356700	056D	PA	010CT01		MHEE6M	RT	259800	070HH	PA	010CT01	
C	OW	257100	046D	PA	010CT01		MLEE6M	RT	223900	070HH	PA	010CT01	
Y	OW	221700	066D	PA	010CT01		MHAP2M	RT	223900	073PP	PA	010CT01	
MHEE6M	RT	229700	070HH	PA	010CT01		MLAP2M	RT	195400	073PP	PA	010CT01	
MLEE6M	RT	206600	070HH	PA	010CT01		>>>> VANCOUVER BC						
MHAP2M	RT	186600	073PP	PA	010CT01		YVR						
MLAP2M	RT	148100	073PP	PA	010CT01		F	00	344500	056D	PA	010CT01	
>>>> LOS ANGEL CA							LAX						
F	OW	427800	056D	PA	010CT01		F	RT	675400	056D	PA	010CT01	
C	OW	312100	046D	PA	010CT01		C	00	260000	046D	PA	010CT01	
Y	OW	268700	066D	PA	010CT01		C	RT	509800	046D	PA	010CT01	
MHEE6M	RT	281100	070HH	PA	010CT01		Y	OW	220500	066D	PA	010CT01	
MLEE6M	RT	232100	070HH	PA	010CT01		MHEE6M	RT	237000	070HH	PA	010CT01	
MHAP2M	RT	224700	073PP	PA	010CT01		MLEE6M	RT	199200	070HH	PA	010CT01	
MLAP2M	RT	184100	073PP	PA	010CT01		MHAP2M	RT	199200	073PP	PA	010CT01	
>>>> MEXICO CITY							MEX						
F	OW	503000	056D	PA	010CT01		MLAP2M	RT	168600	073PP	PA	010CT01	
C	OW	382500	046D	PA	010CT01		RAROTONGA						
Y	OW	324900	066D	PA	010CT01		RAR						
MHEE6M	RT	333000	070HH	PA	010CT01		NZD						
MLEE6M	RT	284000	070HH	PA	010CT01		>>>> BERMUDA						
MHAP2M	RT	276600	073PP	PA	010CT01		BDA						
MLAP2M	RT	236000	073PP	PA	010CT01		F1	00	7784	056D	PA	010CT01	
>>>> VANCOUVER BC							YVR						
F	00	454200	056D	PA	010CT01		F2	00	7524	056D	PA	010CT01	
F	RT	890400	056D	PA	010CT01		F1	RT	15262	056D	PA	010CT01	
C	00	333600	046D	PA	010CT01		F2	RT	14752	056D	PA	010CT01	
C	RT	654000	046D	PA	010CT01		C1	00	5633	046D	PA	010CT01	
Y	OW	282700	066D	PA	010CT01		C2	00	5457	046D	PA	010CT01	
MHEE6M	RT	309100	070HH	PA	010CT01		C1	RT	11044	046D	PA	010CT01	
MLEE6M	RT	257600	070HH	PA	010CT01		C2	RT	10700	046D	PA	010CT01	
MHAP2M	RT	250200	073PP	PA	010CT01		Y1	OW	4202	066D	PA	010CT01	
MLAP2M	RT	208000	073PP	PA	010CT01		Y2	OW	4063	066D	PA	010CT01	
PAPEETE							HONOLULU HI						
PPT							HNL						
XPF													
>>>> BERMUDA							BDA						
F	00	464900	056D	PA	010CT01		F1	OW	4127	056D	PA	010CT01	
F	RT	911400	056D	PA	010CT01		F2	OW	3930	056D	PA	010CT01	
C	00	362500	046D	PA	010CT01		C1	OW	2729	046D	PA	010CT01	
C	RT	710600	046D	PA	010CT01		C2	OW	2598	046D	PA	010CT01	
Y	OW	283900	066D	PA	010CT01		Y1	OW	2125	066D	PA	010CT01	
MHEE6M	RT	290400	070HH	PA	010CT01		Y2	OW	2023	066D	PA	010CT01	
MLEE6M	RT	253800	070HH	PA	010CT01		MHEE	RT	2028	070VV	PA	010CT01	
MHAP2M	RT	253800	073PP	PA	010CT01		MKEE	RT	1917	070VV	PA	010CT01	
MLAP2M	RT	224600	073PP	PA	010CT01		MLEE	RT	1860	070VV	PA	010CT01	
>>>> HONOLULU HI							HNL						
F	OW	209300	056D	PA	010CT01		MHPX	OW	1225	0740Y	PA	010CT01	
C	OW	150400	046D	PA	010CT01		MKPX	OW	1170	0740Y	PA	010CT01	
Y	OW	129700	066D	PA	010CT01		MLPX	OW	1113	0740Y	PA	010CT01	
MHEE6M	RT	213600	070HH	PA	010CT01		MHPX	RT	1582	078CA	PA	010CT01	
MLEE6M	RT	177000	070HH	PA	010CT01		MKPX	RT	1470	078CA	PA	010CT01	
MHAP2M	RT	131700	073PP	PA	010CT01		MLPX	RT	1415	078CA	PA	010CT01	
MLAP2M	RT	111200	073PP	PA	010CT01		>>>> LOS ANGEL CA						
>>>> LOS ANGEL CA							LAX						
F	OW	316700	056D	PA	010CT01		F1	OW	5251	056D	PA	010CT01	
C	OW	236800	046D	PA	010CT01		F2	OW	5000	056D	PA	010CT01	
Y	OW	203900	066D	PA	010CT01		C1	OW	3502	046D	PA	010CT01	
MHEE6M	RT	207900	070HH	PA	010CT01		C2	OW	3334	046D	PA	010CT01	
MLEE6M	RT	172000	070HH	PA	010CT01		Y1	OW	2843	066D	PA	010CT01	
MHAP2M	RT	172000	073PP	PA	010CT01		Y2	OW	2709	066D	PA	010CT01	
MLAP2M	RT	143500	073PP	PA	010CT01		MHEE	RT	2863	070VV	PA	010CT01	
MAS	OW	108200	153K	PA	010CT01		MKEE	RT	2751	070VV	PA	010CT01	
							MLEE						
							RT						
							2696						
							070VV						
							PA						
							010CT01						
							MHPX						
							OW						
							1560						
							0740Y						
							PA						
							010CT01						
							MKPX						
							OW						
							1504						
							0740Y						
							PA						
							010CT01						
							MLPX						
							OW						
							1448						
							0740Y						
							PA						
							010CT01						
							MHPX						
							RT						
							2194						
							078CA						
							PA						
							010CT01						
							MKPX						
							RT						
							2083						
							078CA						
							PA						
							010CT01						
							MLPX						
							RT						
							2028						
							078CA						
							PA						
							010CT01						

Date: 12-JUN-01

RAR-LAX

NORMAL & SPECIAL FARES BETWEEN NORTH AMERICA, CARIBBEAN & SOUTH WEST PACIFIC (EXCEPT NEW ZEALAND-USA)
RAR-MEX

Origin							Origin						
> Destination							> Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
RAROTONGA RAR NZD							F2 RT 9236 056D PA 010CT01						
>>>> MEXICO CITY MEX							C1 OW 4717 046D PA 010CT01						
F1	OW	6635	056D	PA	010CT01		C2	00	4238	046D	PA	010CT01	
F2	OW	6384	056D	PA	010CT01		C2	RT	6829	046D	PA	010CT01	
C1	OW	4798	046D	PA	010CT01		Y1	OW	3017	066D	PA	010CT01	
C2	OW	4630	046D	PA	010CT01		Y2	00	2633	066D	PA	010CT01	
Y1	OW	3878	066D	PA	010CT01		Y2	RT	4794	066D	PA	010CT01	
Y2	OW	3744	066D	PA	010CT01		MHEE	RT	2225	071XX	PA	010CT01	
MHEE	RT	3819	070VV	PA	010CT01		MKEE	RT	2074	071XX	PA	010CT01	
MKEE	RT	3707	070VV	PA	010CT01		MLEE	RT	1923	071XX	PA	010CT01	
MLEE	RT	3652	070VV	PA	010CT01		MHAP	OW	1404	073HH	PA	010CT01	
MHPX	OW	2122	0740Y	PA	010CT01		MKAP	OW	1286	073HH	PA	010CT01	
MKPX	OW	2066	0740Y	PA	010CT01		MLAP	OW	1156	073HH	PA	010CT01	
MLPX	OW	2010	0740Y	PA	010CT01		MHAP3M	RT	1847	075C	PA	010CT01	
MHPX	RT	3150	078CA	PA	010CT01		MKAP3M	RT	1707	075C	PA	010CT01	
MKPX	RT	3039	078CA	PA	010CT01		MLAP3M	RT	1555	075C	PA	010CT01	
MLPX	RT	2984	078CA	PA	010CT01		MHAB2M	RT	1685	075YY	PA	010CT01	
							MKAB2M	RT	1544	075YY	PA	010CT01	
							MLAB2M	RT	1393	075YY	PA	010CT01	
>>>> VANCOUVER BC YVR							>>>> LOS ANGEL CA LAX						
F1	00	5482	056D	PA	010CT01		F1	OW	8796	056D	PA	010CT01	
F2	00	5221	056D	PA	010CT01		F2	00	7726	056D	PA	010CT01	
F1	RT	10748	056D	PA	010CT01		F2	RT	12679	056D	PA	010CT01	
F2	RT	10236	056D	PA	010CT01		C1	OW	5971	046D	PA	010CT01	
C1	00	3661	046D	PA	010CT01		C2	00	5684	046D	PA	010CT01	
C2	00	3488	046D	PA	010CT01		C2	RT	9370	046D	PA	010CT01	
C1	RT	7178	046D	PA	010CT01		Y1	OW	3557	066D	PA	010CT01	
C2	RT	6838	046D	PA	010CT01		Y2	00	3278	066D	PA	010CT01	
Y1	OW	2920	066D	PA	010CT01		Y2	RT	5964	066D	PA	010CT01	
Y2	OW	2780	066D	PA	010CT01		MHEE	RT	2961	071XX	PA	010CT01	
MHEE	RT	3016	070VV	PA	010CT01		MKEE	RT	2745	071XX	PA	010CT01	
MKEE	RT	2900	070VV	PA	010CT01		MLEE	RT	2529	071XX	PA	010CT01	
MLEE	RT	2843	070VV	PA	010CT01		MHAP	OW	1783	073HH	PA	010CT01	
MHPX	OW	1756	0740Y	PA	010CT01		MKAP	OW	1621	073HH	PA	010CT01	
MKPX	OW	1700	0740Y	PA	010CT01		MLAP	OW	1502	073HH	PA	010CT01	
MLPX	OW	1641	0740Y	PA	010CT01		MHAP3M	RT	2582	075C	PA	010CT01	
MHPX	RT	2437	078CA	PA	010CT01		MKAP3M	RT	2366	075C	PA	010CT01	
MKPX	RT	2322	078CA	PA	010CT01		MLAP3M	RT	2150	075C	PA	010CT01	
MLPX	RT	2264	078CA	PA	010CT01		MHAB2M	RT	2421	075YY	PA	010CT01	
							MKAB2M	RT	2204	075YY	PA	010CT01	
							MLAB2M	RT	1988	075YY	PA	010CT01	
SAN FRANCI CA SFO USD							>>>> MEXICO CITY MEX						
>>>> NOUMEA NOU							F1 OW 9942 056D PA 010CT01						
MHAP2M	RT	1983	073PP	PA	010CT01		F2 00 8872 056D PA 010CT01						
MLAP2M	RT	1802	073PP	PA	010CT01		F2 RT 14971 056D PA 010CT01						
							C1 OW 7044 046D PA 010CT01						
>>>> PAPEETE PPT							C2 00 6757 046D PA 010CT01						
MHAP2M	RT	1525	073PP	PA	010CT01		C2 RT 11516 046D PA 010CT01						
MLAP2M	RT	1342	073PP	PA	010CT01		Y1 OW 4414 066D PA 010CT01						
							Y2 00 4135 066D PA 010CT01						
SYDNEY NS SYD AUD							Y2 RT 7679 066D PA 010CT01						
>>>> BERMUDA BDA							MHEE RT 3753 071XX PA 010CT01						
F1	OW	10793	056D	PA	010CT01		MKEE RT 3537 071XX PA 010CT01						
F2	00	9719	056D	PA	010CT01		MLEE RT 3321 071XX PA 010CT01						
F2	RT	16411	056D	PA	010CT01		MHAP OW 2249 073HH PA 010CT01						
C1	OW	7675	046D	PA	010CT01		MKAP OW 2087 073HH PA 010CT01						
C2	00	7388	046D	PA	010CT01		MLAP OW 1968 073HH PA 010CT01						
C2	RT	12561	046D	PA	010CT01		MHAP3M RT 3374 075C PA 010CT01						
Y1	OW	4611	066D	PA	010CT01		MKAP3M RT 3158 075C PA 010CT01						
Y2	00	4332	066D	PA	010CT01		MLAP3M RT 2942 075C PA 010CT01						
Y2	RT	8069	066D	PA	010CT01		MHAB2M RT 3213 075YY PA 010CT01						
MHEE	RT	4007	071XX	PA	010CT01		MKAB2M RT 2996 075YY PA 010CT01						
MKEE	RT	3791	071XX	PA	010CT01		MLAB2M RT 2780 075YY PA 010CT01						
MLEE	RT	3575	071XX	PA	010CT01								
MHAP	OW	2691	073HH	PA	010CT01		>>>> VANCOUVER BC YVR						
MKAP	OW	2529	073HH	PA	010CT01		F1 00 8158 056D PA 010CT01						
MLAP	OW	2409	073HH	PA	010CT01		F2 00 6511 056D PA 010CT01						
MHAP3M	RT	3628	075C	PA	010CT01		F1 RT 14832 056D PA 010CT01						
MKAP3M	RT	3412	075C	PA	010CT01		F2 RT 11837 056D PA 010CT01						
MLAP3M	RT	3196	075C	PA	010CT01		C1 00 5327 046D PA 010CT01						
MHAB2M	RT	3466	075YY	PA	010CT01		C2 00 4718 046D PA 010CT01						
MKAB2M	RT	3250	075YY	PA	010CT01		C1 RT 9684 046D PA 010CT01						
MLAB2M	RT	3034	075YY	PA	010CT01		C2 RT 8577 046D PA 010CT01						
>>>> HONOLULU HI HNL													
F1	OW	7102	056D	PA	010CT01								
F2	00	5626	056D	PA	010CT01								

**NORMAL & SPECIAL FARES BETWEEN NORTH AMERICA, CARIBBEAN & SOUTH WEST PACIFIC (EXCEPT NEW ZEALAND-USA)
SYD-YVR**

Origin > Destination							Origin > Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
SYDNEY NS SYD		AUD											
>>>> VANCOUVER BC YVR													
Y1	OW	3610	066D	PA	010CT01		MKEE	RT	3508	071W	PA	010CT01	
Y2	00	3327	066D	PA	010CT01		MJEE	RT	3098	071W	PA	010CT01	
Y2	RT	6049	066D	PA	010CT01		MLEE	RT	2828	071W	PA	010CT01	
MHEE	RT	3077	071XX	PA	010CT01		MHAP	OW	1958	073WW	PA	010CT01	
MKEE	RT	2850	071XX	PA	010CT01		MKAP	OW	1908	073WW	PA	010CT01	
MLEE	RT	2622	071XX	PA	010CT01		MJAP	OW	1618	073WW	PA	010CT01	
MHAP	OW	1857	073HM	PA	010CT01		MLAP	OW	1438	073WW	PA	010CT01	
MKAP	OW	1687	073HM	PA	010CT01		MHXAP	RT	2788	07300	PA	010CT01	
MLAP	OW	1562	073HM	PA	010CT01		MHWAP	RT	2878	07300	PA	010CT01	
MHAP3M	RT	2679	075C	PA	010CT01		MKXAP	RT	2728	07300	PA	010CT01	
MKAP3M	RT	2452	075C	PA	010CT01		MKWAP	RT	2818	07300	PA	010CT01	
MLAP3M	RT	2224	075C	PA	010CT01		MJXAP	RT	2318	07300	PA	010CT01	
MHAB2M	RT	2509	075YY	PA	010CT01		MJWAP	RT	2408	07300	PA	010CT01	
MKAB2M	RT	2282	075YY	PA	010CT01		MLXAP	RT	2038	07300	PA	010CT01	
MLAB2M	RT	2055	075YY	PA	010CT01		MLWAP	RT	2128	07300	PA	010CT01	
VANCOUVER BC YVR		CAD											
>>>> AUCKLAND AKL													
F1	00	6796	056D	PA	010CT01		MHXAP3M	RT	2598	073K	PA	010CT01	
F2	00	6475	056D	PA	010CT01		MJXAP3M	RT	2098	073K	PA	010CT01	
F1	RT	13320	056D	PA	010CT01		MJWAP3M	RT	2188	073K	PA	010CT01	
F2	RT	12691	056D	PA	010CT01		MLXAP3M	RT	1818	073K	PA	010CT01	
C1	00	4113	046D	PA	010CT01		MLWAP3M	RT	1908	073K	PA	010CT01	
C2	00	3919	046D	PA	010CT01		MHXAB1M	RT	2348	073XX	PA	010CT01	
C1	RT	8061	046D	PA	010CT01		MHWAB1M	RT	2438	073XX	PA	010CT01	
C2	RT	7681	046D	PA	010CT01		MKXAB1M	RT	2288	073XX	PA	010CT01	
Y1	OW	2840	066D	PA	010CT01		MKWAB1M	RT	2368	073XX	PA	010CT01	
Y2	OW	2704	066D	PA	010CT01		MJXAB1M	RT	1878	073XX	PA	010CT01	
MHEE	RT	3648	071W	PA	010CT01		MJWAB1M	RT	1968	073XX	PA	010CT01	
MKEE	RT	3588	071W	PA	010CT01		MLXAB1M	RT	1598	073XX	PA	010CT01	
MJEE	RT	3178	071W	PA	010CT01		MLWAB1M	RT	1688	073XX	PA	010CT01	
MLEE	RT	2898	071W	PA	010CT01		>>>> NOUMEA NOU						
MHAP	OW	2008	073WW	PA	010CT01		F	00	6808	056D	PA	010CT01	
MKAP	OW	1968	073WW	PA	010CT01		F	RT	13344	056D	PA	010CT01	
MJAP	OW	1678	073WW	PA	010CT01		C	00	3901	046D	PA	010CT01	
MLAP	OW	1478	073WW	PA	010CT01		C	RT	7646	046D	PA	010CT01	
MHXAP	RT	2868	07300	PA	010CT01		Y	OW	3067	066D	PA	010CT01	
MHWAP	RT	2958	07300	PA	010CT01		MHEE6M	RT	3248	070HH	PA	010CT01	
MKXAP	RT	2808	07300	PA	010CT01		MLEE6M	RT	2908	070HH	PA	010CT01	
MKWAP	RT	2888	07300	PA	010CT01		MHAP2M	RT	2848	073PP	PA	010CT01	
MJXAP	RT	2398	07300	PA	010CT01		MLAP2M	RT	2588	073PP	PA	010CT01	
MJWAP	RT	2478	07300	PA	010CT01		>>>> PAPEETE PPT						
MLXAP	RT	2118	07300	PA	010CT01		F	00	5336	056D	PA	010CT01	
MLWAP	RT	2208	07300	PA	010CT01		F	RT	10459	056D	PA	010CT01	
MHXAP3M	RT	2648	073K	PA	010CT01		C	00	3125	046D	PA	010CT01	
MHWAP3M	RT	2738	073K	PA	010CT01		C	RT	6125	046D	PA	010CT01	
MKXAP3M	RT	2578	073K	PA	010CT01		Y	OW	2461	066D	PA	010CT01	
MKWAP3M	RT	2668	073K	PA	010CT01		MHEE6M	RT	2618	070HH	PA	010CT01	
MJXAP3M	RT	2178	073K	PA	010CT01		MLEE6M	RT	2388	070HH	PA	010CT01	
MJWAP3M	RT	2258	073K	PA	010CT01		MHAP2M	RT	2188	073PP	PA	010CT01	
MLXAP3M	RT	1898	073K	PA	010CT01		MLAP2M	RT	1928	073PP	PA	010CT01	
MLWAP3M	RT	1988	073K	PA	010CT01		>>>> RAROTONGA RAR						
MHXAB1M	RT	2428	073XX	PA	010CT01		F1	00	5199	056D	PA	010CT01	
MHWAB1M	RT	2518	073XX	PA	010CT01		F2	00	4953	056D	PA	010CT01	
MKXAB1M	RT	2358	073XX	PA	010CT01		F1	RT	10190	056D	PA	010CT01	
MKWAB1M	RT	2448	073XX	PA	010CT01		F2	RT	9708	056D	PA	010CT01	
MJXAB1M	RT	1958	073XX	PA	010CT01		C1	00	2976	046D	PA	010CT01	
MJWAB1M	RT	2038	073XX	PA	010CT01		C2	00	2835	046D	PA	010CT01	
MLXAB1M	RT	1678	073XX	PA	010CT01		C1	RT	5833	046D	PA	010CT01	
MLWAB1M	RT	1768	073XX	PA	010CT01		C2	RT	5557	046D	PA	010CT01	
>>>> NADI NAN													
F1	00	5729	056D	PA	010CT01		Y1	OW	2390	066D	PA	010CT01	
F2	00	5458	056D	PA	010CT01		Y2	OW	2276	066D	PA	010CT01	
F1	RT	11229	056D	PA	010CT01		MHEE	RT	3578	071W	PA	010CT01	
F2	RT	10698	056D	PA	010CT01		MKEE	RT	3508	071W	PA	010CT01	
C1	00	3431	046D	PA	010CT01		MJEE	RT	3098	071W	PA	010CT01	
C2	00	3270	046D	PA	010CT01		MLEE	RT	2828	071W	PA	010CT01	
C1	RT	6725	046D	PA	010CT01		MHAP	OW	1958	073WW	PA	010CT01	
C2	RT	6409	046D	PA	010CT01		MKAP	OW	1908	073WW	PA	010CT01	
Y1	OW	2624	066D	PA	010CT01		MJAP	OW	1618	073WW	PA	010CT01	
Y2	OW	2500	066D	PA	010CT01		MLAP	OW	1438	073WW	PA	010CT01	
MHEE	RT	3578	071W	PA	010CT01		MHXAP	RT	2788	07300	PA	010CT01	
							MHWAP	RT	2878	07300	PA	010CT01	

Date: 12-JUN-01

YVR-RAR

NORMAL & SPECIAL FARES BETWEEN NORTH AMERICA, CARIBBEAN & SOUTH WEST PACIFIC (EXCEPT NEW ZEALAND-USA)
YVR-RAR

Origin							Origin						
> Destination							> Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
VANCOUVER BC YVR CAD													
>>>> RAROTONGA RAR													
MKXAP	RT	2728	07300	PA	010CT01								
MKWAP	RT	2818	07300	PA	010CT01								
MJXAP	RT	2318	07300	PA	010CT01								
MJWAP	RT	2408	07300	PA	010CT01								
MLXAP	RT	2038	07300	PA	010CT01								
MLWAP	RT	2128	07300	PA	010CT01								
MHXAP3H	RT	2568	073K	PA	010CT01								
MHWAP3H	RT	2658	073K	PA	010CT01								
MKXAP3H	RT	2508	073K	PA	010CT01								
MKWAP3H	RT	2598	073K	PA	010CT01								
MJXAP3H	RT	2098	073K	PA	010CT01								
MJWAP3H	RT	2188	073K	PA	010CT01								
MLXAP3H	RT	1818	073K	PA	010CT01								
MLWAP3H	RT	1908	073K	PA	010CT01								
MHXAB1H	RT	2348	073XX	PA	010CT01								
MHWAB1H	RT	2438	073XX	PA	010CT01								
MKXAB1H	RT	2288	073XX	PA	010CT01								
MKWAB1H	RT	2368	073XX	PA	010CT01								
MJXAB1H	RT	1878	073XX	PA	010CT01								
MJWAB1H	RT	1968	073XX	PA	010CT01								
MLXAB1H	RT	1598	073XX	PA	010CT01								
MLWAB1H	RT	1688	073XX	PA	010CT01								
>>>> SYDNEY NS SYD													
F1	00	7965	0560	PA	010CT01								
F2	00	7588	0560	PA	010CT01								
F1	RT	15611	0560	PA	010CT01								
F2	RT	14872	0560	PA	010CT01								
C1	00	4837	0460	PA	010CT01								
C2	00	4610	0460	PA	010CT01								
C1	RT	9481	0460	PA	010CT01								
C2	RT	9036	0460	PA	010CT01								
Y1	OW	3193	0660	PA	010CT01								
Y2	OW	3042	0660	PA	010CT01								
MHEE	RT	3798	071W	PA	010CT01								
MKEE	RT	3728	071W	PA	010CT01								
MJEE	RT	3318	071W	PA	010CT01								
MLEE	RT	3048	071W	PA	010CT01								
MHAP	OW	2108	073WW	PA	010CT01								
MKAP	OW	2068	073WW	PA	010CT01								
MJAP	OW	1778	073WW	PA	010CT01								
MLAP	OW	1588	073WW	PA	010CT01								
MHXAP	RT	3008	07300	PA	010CT01								
MHWAP	RT	3098	07300	PA	010CT01								
MKXAP	RT	2948	07300	PA	010CT01								
MKWAP	RT	3038	07300	PA	010CT01								
MJXAP	RT	2538	07300	PA	010CT01								
MJWAP	RT	2628	07300	PA	010CT01								
MLXAP	RT	2258	07300	PA	010CT01								
MLWAP	RT	2348	07300	PA	010CT01								
MHXAP3H	RT	2788	073K	PA	010CT01								
MHWAP3H	RT	2878	073K	PA	010CT01								
MKXAP3H	RT	2728	073K	PA	010CT01								
MKWAP3H	RT	2818	073K	PA	010CT01								
MJXAP3H	RT	2318	073K	PA	010CT01								
MJWAP3H	RT	2408	073K	PA	010CT01								
MLXAP3H	RT	2038	073K	PA	010CT01								
MLWAP3H	RT	2128	073K	PA	010CT01								
MHXAB1H	RT	2568	073XX	PA	010CT01								
MHWAB1H	RT	2658	073XX	PA	010CT01								
MKXAB1H	RT	2508	073XX	PA	010CT01								
MKWAB1H	RT	2598	073XX	PA	010CT01								
MJXAB1H	RT	2098	073XX	PA	010CT01								
MJWAB1H	RT	2188	073XX	PA	010CT01								
MLXAB1H	RT	1818	073XX	PA	010CT01								
MLWAB1H	RT	1908	073XX	PA	010CT01								

SECTION II

CENTRAL AMERICA, SOUTH AMERICA – SOUTH WEST PACIFIC

NORMAL & SPECIAL FARES BETWEEN CENTRAL, SOUTH AMERICA & SOUTH WEST PACIFIC
ASU-AKL

Origin							Origin								
> Destination							> Destination								
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry		
ASUNCION ASU USD							MLPX2M RT								
>>>> AUCKLAND AKL							MLPX2M RT								
FX	OW	4441	056D	PN	010CT01		2673	078HH	PA	010CT01					
FW	OW	4663	056D	PN	010CT01		3155	078HH	PN	010CT01					
F	OW	3351	056D	PA	010CT01		>>>> BOGOTA BOG								
CX	OW	3049	046D	PN	010CT01		F	OW	7202	056D	PA	010CT01			
CW	OW	3203	046D	PN	010CT01		F	OW	7341	056D	PN	010CT01			
C	OW	2417	046D	PA	010CT01		C	OW	4725	046D	PA	010CT01			
Y	OW	1843	066D	PA	010CT01		C	OW	4773	046D	PN	010CT01			
Y	OW	2540	066D	PN	010CT01		Y	OW	3747	066D	PA	010CT01			
MHEE6M	RT	2043	070YY	PA	010CT01		Y	OW	3822	066D	PN	010CT01			
MHEE6M	RT	2552	070YY	PN	010CT01		MHEE6M	RT	4032	070YY	PA	010CT01			
MLEE6M	RT	1904	070YY	PA	010CT01		MHEE6M	RT	4032	070YY	PN	010CT01			
MLEE6M	RT	2381	070YY	PN	010CT01		MLEE6M	RT	3674	070YY	PA	010CT01			
MHPX	RT	1792	074H	PA	010CT01		MLEE6M	RT	3674	070YY	PN	010CT01			
MHPX	RT	2240	074H	PN	010CT01		MHPX2M	RT	3481	078HH	PA	010CT01			
MLPX	RT	1681	074H	PA	010CT01		MHPX2M	RT	3481	078HH	PN	010CT01			
MLPX	RT	2102	074H	PN	010CT01		MLPX2M	RT	3123	078HH	PA	010CT01			
							MLPX2M	RT	3123	078HH	PN	010CT01			
>>>> NADI NAN							>>>> BUEN AIRES BA BUE								
FX	OW	4441	056D	PN	010CT01		F	OW	6424	056D	PA	010CT01			
FW	OW	4663	056D	PN	010CT01		F	OW	8185	056D	PN	010CT01			
F	OW	3351	056D	PA	010CT01		C	OW	4247	046D	PA	010CT01			
CX	OW	3049	046D	PN	010CT01		C	OW	5362	046D	PN	010CT01			
CW	OW	3203	046D	PN	010CT01		Y	OW	3368	066D	PA	010CT01			
C	OW	2417	046D	PA	010CT01		Y	OW	4296	066D	PN	010CT01			
Y	OW	1843	066D	PA	010CT01		MHEE6M	RT	3638	070YY	PA	010CT01			
Y	OW	2540	066D	PN	010CT01		MHEE6M	RT	4549	070YY	PN	010CT01			
MHEE6M	RT	2137	070YY	PA	010CT01		MLEE6M	RT	3400	070YY	PA	010CT01			
MHEE6M	RT	2671	070YY	PN	010CT01		MLEE6M	RT	4251	070YY	PN	010CT01			
MLEE6M	RT	2004	070YY	PA	010CT01		MHPX2M	RT	2720	078HH	PA	010CT01			
MLEE6M	RT	2505	070YY	PN	010CT01		MHPX2M	RT	3400	078HH	PN	010CT01			
>>>> NOUMEA NOU							>>>> CARACAS CCS								
FX	OW	4574	056D	PN	010CT01		F	OW	7224	056D	PA	010CT01			
FW	OW	4802	056D	PN	010CT01		F	OW	7365	056D	PN	010CT01			
F	OW	3452	056D	PA	010CT01		C	OW	5157	046D	PA	010CT01			
CX	OW	3194	046D	PN	010CT01		C	OW	5206	046D	PN	010CT01			
CW	OW	3354	046D	PN	010CT01		Y	OW	4089	066D	PA	010CT01			
C	OW	2533	046D	PA	010CT01		Y	OW	4172	066D	PN	010CT01			
Y	OW	1929	066D	PA	010CT01		MHEE6M	RT	4032	070YY	PA	010CT01			
Y	OW	2659	066D	PN	010CT01		MHEE6M	RT	4032	070YY	PN	010CT01			
>>>> SYDNEY NS SYD							>>>> EASTER ISLAND IPC								
FX	OW	4900	056D	PN	010CT01		MHEE2M	RT	2985	070YY	PA	010CT01			
FW	OW	5145	056D	PN	010CT01		MLEE2M	RT	2789	070YY	PA	010CT01			
F	OW	3699	056D	PA	010CT01		>>>> GUATEMALA CTY GUA								
CX	OW	3407	046D	PN	010CT01		F	OW	6991	056D	PA	010CT01			
CW	OW	3579	046D	PN	010CT01		C	OW	4587	046D	PA	010CT01			
C	OW	2701	046D	PA	010CT01		Y	OW	3747	066D	PA	010CT01			
Y	OW	2060	066D	PA	010CT01		MHEE6M	RT	4032	070YY	PA	010CT01			
Y	OW	2839	066D	PN	010CT01		MLEE6M	RT	3674	070YY	PA	010CT01			
MHEE6M	RT	2219	070YY	PA	010CT01		MHPX2M	RT	3481	078HH	PA	010CT01			
MHEE6M	RT	2774	070YY	PN	010CT01		MHPX2M	RT	3481	078HH	PN	010CT01			
MLEE6M	RT	2081	070YY	PA	010CT01		MLPX2M	RT	3123	078HH	PA	010CT01			
MLEE6M	RT	2601	070YY	PN	010CT01		MLPX2M	RT	3123	078HH	PN	010CT01			
MHPX	RT	2008	074H	PA	010CT01		>>>> LA PAZ LPB								
MHPX	RT	2511	074H	PN	010CT01		F	OW	7202	056D	PA	010CT01			
MLPX	RT	1884	074H	PA	010CT01		F	OW	8185	056D	PN	010CT01			
MLPX	RT	2355	074H	PN	010CT01		C	OW	4725	046D	PA	010CT01			
AUCKLAND AKL NZD							F								
>>>> ASUNCION ASU							C								
F	OW	6977	056D	PA	010CT01		Y								
F	OW	8890	056D	PN	010CT01		MHEE6M								
C	OW	4679	046D	PA	010CT01		MLEE6M								
C	OW	5905	046D	PN	010CT01		MHPX2M								
Y	OW	3710	066D	PA	010CT01		MHPX2M								
Y	OW	4732	066D	PN	010CT01		MHPX2M								
MHEE6M	RT	4274	070YY	PA	010CT01		MHPX2M								
MHEE6M	RT	5047	070YY	PN	010CT01		MHPX2M								
MLEE6M	RT	3996	070YY	PA	010CT01		MHPX2M								
MLEE6M	RT	4716	070YY	PN	010CT01		MHPX2M								
MHPX2M	RT	2993	078HH	PA	010CT01		MHPX2M								
MHPX2M	RT	3535	078HH	PN	010CT01		MHPX2M								

Date: 12-JUN-01

AKL-LPB

**NORMAL & SPECIAL FARES BETWEEN CENTRAL, SOUTH AMERICA & SOUTH WEST PACIFIC
AKL-LPB**

Origin > Destination							Origin > Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
AUCKLAND							C						
AKL							OW						
NZD							4773 046D PH 010CT01						
LPB							Y						
MHPX2M	RT	3201	078MM	PA	010CT01		3747 066D PA 010CT01						
MHPX2M	RT	3343	078MM	PN	010CT01		Y						
MHPX2M	RT	2842	078MM	PA	010CT01		3822 066D PH 010CT01						
MHPX2M	RT	2985	078MM	PN	010CT01		4032 070YY PA 010CT01						
LIMA							MHEE6M						
LIM							RT						
F	OW	7202	056D	PA	010CT01		4032 070YY PN 010CT01						
F	OW	8185	056D	PN	010CT01		MLEE6M						
C	OW	4725	046D	PA	010CT01		RT						
C	OW	5362	046D	PN	010CT01		3674 070YY PA 010CT01						
Y	OW	3747	066D	PA	010CT01		MHPX2M						
Y	OW	4296	066D	PN	010CT01		RT						
MHEE6M	RT	4149	070YY	PA	010CT01		3481 078MM PA 010CT01						
MHEE6M	RT	4318	070YY	PN	010CT01		MHPX2M						
MLEE6M	RT	3876	070YY	PA	010CT01		RT						
MLEE6M	RT	4037	070YY	PN	010CT01		3481 078MM PN 010CT01						
MHPX2M	RT	3201	078MM	PA	010CT01		MHPX2M						
MHPX2M	RT	3343	078MM	PN	010CT01		RT						
MHPX2M	RT	2842	078MM	PA	010CT01		3123 078MM PA 010CT01						
MHPX2M	RT	2985	078MM	PN	010CT01		MHPX2M						
MONTEVIDEO							MLEE6M						
MVD							RT						
F	OW	6424	056D	PA	010CT01		4912 066D PH 010CT01						
F	OW	8185	056D	PN	010CT01		MHEE6M						
C	OW	4247	046D	PA	010CT01		RT						
C	OW	5362	046D	PN	010CT01		4356 070YY PA 010CT01						
Y	OW	3368	066D	PA	010CT01		MHEE6M						
Y	OW	4296	066D	PN	010CT01		RT						
MHEE6M	RT	3638	070YY	PA	010CT01		4640 070YY PN 010CT01						
MHEE6M	RT	4549	070YY	PN	010CT01		MLEE6M						
MLEE6M	RT	3400	070YY	PA	010CT01		RT						
MLEE6M	RT	4251	070YY	PN	010CT01		4071 070YY PA 010CT01						
MHPX2M	RT	2720	078MM	PA	010CT01		MHPX2M						
MHPX2M	RT	3400	078MM	PN	010CT01		RT						
MHPX2M	RT	2430	078MM	PA	010CT01		4337 070YY PN 010CT01						
MHPX2M	RT	3037	078MM	PN	010CT01		MHPX2M						
PANAMA CITY							MHPX2M						
PTY							RT						
F	OW	7202	056D	PA	010CT01		3182 078MM PA 010CT01						
F	OW	7341	056D	PN	010CT01		MHPX2M						
C	OW	4725	046D	PA	010CT01		RT						
C	OW	4773	046D	PN	010CT01		3469 078MM PN 010CT01						
Y	OW	3747	066D	PA	010CT01		MHPX2M						
Y	OW	3822	066D	PN	010CT01		RT						
MHEE6M	RT	4032	070YY	PA	010CT01		2842 078MM PA 010CT01						
MHEE6M	RT	4032	070YY	PN	010CT01		MHPX2M						
MLEE6M	RT	3674	070YY	PA	010CT01		RT						
MLEE6M	RT	3674	070YY	PN	010CT01		3098 078MM PN 010CT01						
MHPX2M	RT	3481	078MM	PA	010CT01		MHPX2M						
MHPX2M	RT	3481	078MM	PN	010CT01		RT						
MHPX2M	RT	3123	078MM	PA	010CT01		3098 078MM PN 010CT01						
MHPX2M	RT	3123	078MM	PN	010CT01		MHPX2M						
PTO ALEGRE RS							MHPX2M						
POA							RT						
F	OW	6915	056D	PA	010CT01		3182 078MM PA 010CT01						
F	OW	9218	056D	PN	010CT01		MHPX2M						
C	OW	4609	046D	PA	010CT01		RT						
C	OW	6130	046D	PN	010CT01		3469 078MM PN 010CT01						
Y	OW	3657	066D	PA	010CT01		MHPX2M						
Y	OW	4912	066D	PN	010CT01		RT						
MHEE6M	RT	3969	070YY	PA	010CT01		2842 078MM PA 010CT01						
MHEE6M	RT	4640	070YY	PN	010CT01		MHPX2M						
MLEE6M	RT	3711	070YY	PA	010CT01		RT						
MLEE6M	RT	4337	070YY	PN	010CT01		3098 078MM PN 010CT01						
MHPX2M	RT	2938	078MM	PA	010CT01		MHPX2M						
MHPX2M	RT	3469	078MM	PN	010CT01		RT						
MHPX2M	RT	2623	078MM	PA	010CT01		3098 078MM PN 010CT01						
MHPX2M	RT	3098	078MM	PN	010CT01		MHPX2M						
QUITO							MHPX2M						
UIO							RT						
F	OW	7202	056D	PA	010CT01		3182 078MM PA 010CT01						
F	OW	7341	056D	PN	010CT01		MHPX2M						
C	OW	4725	046D	PA	010CT01		RT						
BOGOTA							BOG						
AKL							USD						
BOGOTA							BOG						
AKL							USD						
BOGOTA							BOG						
AKL							USD						
FX	OW	4239	056D	PN	010CT01		4239 056D PN 010CT01						
FW	OW	4451	056D	PN	010CT01		4451 056D PN 010CT01						
F	OW	3998	056D	PA	010CT01		3998 056D PA 010CT01						
CX	OW	2753	046D	PN	010CT01		2753 046D PN 010CT01						
CW	OW	2891	046D	PN	010CT01		2891 046D PN 010CT01						
C	OW	2726	046D	PA	010CT01		2726 046D PA 010CT01						
Y	OW	2000	066D	PA	010CT01		2000 066D PA 010CT01						
Y	OW	2205	066D	PN	010CT01		2205 066D PN 010CT01						
MHEE6M	RT	2423	070YY	PA	010CT01		2423 070YY PA 010CT01						
MHEE6M	RT	2423	070YY	PN	010CT01		2423 070YY PN 010CT01						
MLEE6M	RT	2264	070YY	PA	010CT01		2264 070YY PA 010CT01						
MLEE6M	RT	2264	070YY	PN	010CT01		2264 070YY PN 010CT01						

**NORMAL & SPECIAL FARES BETWEEN CENTRAL, SOUTH AMERICA & SOUTH WEST PACIFIC
BOG-NAN**

Origin							Origin						
> Destination							> Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
BOGOTA							>>>> NADI						
		BOG	USD						NAN				
FX	OW	4239	056D	PN	010CT01		FX	OW	3915	056D	PN	010CT01	
FW	OW	4451	056D	PN	010CT01		FW	OW	4109	056D	PN	010CT01	
F	OW	3998	056D	PA	010CT01		F	OW	2953	056D	PA	010CT01	
CX	OW	2753	046D	PN	010CT01		CX	OW	2642	046D	PN	010CT01	
CW	OW	2891	046D	PN	010CT01		CW	OW	2775	046D	PN	010CT01	
C	OW	2726	046D	PA	010CT01		C	OW	2092	046D	PA	010CT01	
Y	OW	2000	066D	PA	010CT01		Y	OW	1596	066D	PA	010CT01	
Y	OW	2205	066D	PN	010CT01		Y	OW	2199	066D	PN	010CT01	
MHEE6M	RT	2423	070YY	PA	010CT01		MHEE6M	RT	2028	070YY	PA	010CT01	
MHEE6M	RT	2423	070YY	PN	010CT01		MHEE6M	RT	2536	070YY	PN	010CT01	
MLEE6M	RT	2264	070YY	PA	010CT01		MLEE6M	RT	1895	070YY	PA	010CT01	
MLEE6M	RT	2264	070YY	PN	010CT01		MLEE6M	RT	2369	070YY	PN	010CT01	
>>>> NOUMEA							>>>> NOUMEA						
		NOU							NOU				
FX	OW	4348	056D	PN	010CT01		FX	OW	4047	056D	PN	010CT01	
FW	OW	4565	056D	PN	010CT01		FW	OW	4249	056D	PN	010CT01	
F	OW	4102	056D	PA	010CT01		F	OW	3053	056D	PA	010CT01	
CX	OW	2898	046D	PN	010CT01		CX	OW	2786	046D	PN	010CT01	
CW	OW	3043	046D	PN	010CT01		CW	OW	2927	046D	PN	010CT01	
C	OW	2870	046D	PA	010CT01		C	OW	2207	046D	PA	010CT01	
Y	OW	2105	066D	PA	010CT01		Y	OW	1684	066D	PA	010CT01	
Y	OW	2320	066D	PN	010CT01		Y	OW	2320	066D	PN	010CT01	
>>>> PAPEETE							>>>> PAPEETE						
		PPT							PPT				
FX	OW	3708	056D	PN	010CT01		F	OW	2550	056D	PA	010CT01	
FW	OW	3894	056D	PN	010CT01		C	OW	1825	046D	PA	010CT01	
F	OW	3498	056D	PA	010CT01		Y	OW	1392	066D	PA	010CT01	
CX	OW	2636	046D	PN	010CT01		MHEE2M	RT	1835	070YY	PA	010CT01	
CW	OW	2766	046D	PN	010CT01		MHEE2M	RT	2293	070YY	PN	010CT01	
C	OW	2610	046D	PA	010CT01		MLEE2M	RT	1455	070YY	PA	010CT01	
Y	OW	1916	066D	PA	010CT01		MLEE2M	RT	1818	070YY	PN	010CT01	
Y	OW	2111	066D	PN	010CT01		>>>> SYDNEY NS						
MHEE2M	RT	2834	070YY	PA	010CT01				SYD				
MHEE2M	RT	2834	070YY	PN	010CT01		FX	OW	4259	056D	PN	010CT01	
MLEE2M	RT	2502	070YY	PA	010CT01		FW	OW	4472	056D	PN	010CT01	
MLEE2M	RT	2502	070YY	PN	010CT01		F	OW	3214	056D	PA	010CT01	
>>>> SYDNEY NS							>>>> SYDNEY NS						
		SYD							SYD				
FX	OW	4548	056D	PN	010CT01		CX	OW	2991	046D	PN	010CT01	
FW	OW	4775	056D	PN	010CT01		CW	OW	3140	046D	PN	010CT01	
F	OW	4290	056D	PA	010CT01		C	OW	2369	046D	PA	010CT01	
CX	OW	3106	046D	PN	010CT01		Y	OW	1808	066D	PA	010CT01	
CW	OW	3262	046D	PN	010CT01		Y	OW	2490	066D	PN	010CT01	
C	OW	3077	046D	PA	010CT01		MHEE6M	RT	2110	070YY	PA	010CT01	
Y	OW	2257	066D	PA	010CT01		MHEE6M	RT	2637	070YY	PN	010CT01	
Y	OW	2489	066D	PN	010CT01		MLEE6M	RT	1972	070YY	PA	010CT01	
MHEE6M	RT	2572	070YY	PA	010CT01		MLEE6M	RT	2465	070YY	PN	010CT01	
MHEE6M	RT	2572	070YY	PN	010CT01		MHPX	RT 0002	1899	074H	PA	010CT01	
MLEE6M	RT	2403	070YY	PA	010CT01		MHPX	RT 0003	2008	074H	PA	010CT01	
MLEE6M	RT	2403	070YY	PN	010CT01		MHPX	RT	2511	074H	PN	010CT01	
BUEN AIRES BA							CARACAS						
		BUE	USD						CCS	USD			
>>>> AUCKLAND							>>>> AUCKLAND						
		AKL							AKL				
FX	OW	3915	056D	PN	010CT01		FX	OW	4776	056D	PN	010CT01	
FW	OW	4109	056D	PN	010CT01		FW	OW	5014	056D	PN	010CT01	
F	OW	2953	056D	PA	010CT01		F	OW	4504	056D	PA	010CT01	
CX	OW	2642	046D	PN	010CT01		CX	OW	3156	046D	PN	010CT01	
CW	OW	2775	046D	PN	010CT01		CW	OW	3316	046D	PN	010CT01	
C	OW	2092	046D	PA	010CT01		C	OW	3126	046D	PA	010CT01	
Y	OW	1596	066D	PA	010CT01		Y	OW	2292	066D	PA	010CT01	
Y	OW	2199	066D	PN	010CT01		Y	OW	2527	066D	PN	010CT01	
MHEE6M	RT	1932	070YY	PA	010CT01		MHEE6M	RT	2464	070YY	PA	010CT01	
MHEE6M	RT	2416	070YY	PN	010CT01		MHEE6M	RT	2464	070YY	PN	010CT01	
MLEE6M	RT	1795	070YY	PA	010CT01		MLEE6M	RT	2304	070YY	PA	010CT01	
MLEE6M	RT	2244	070YY	PN	010CT01		MLEE6M	RT	2304	070YY	PN	010CT01	
MHPX	RT 0002	1683	074H	PA	010CT01		>>>> NADI						
MHPX	RT 0003	1792	074H	PA	010CT01				NAN				
MHPX	RT	2240	074H	PN	010CT01		FX	OW	4776	056D	PN	010CT01	
MLPX	RT 0002	1571	074H	PA	010CT01		FW	OW	5014	056D	PN	010CT01	
MLPX	RT 0003	1681	074H	PA	010CT01		F	OW	4504	056D	PA	010CT01	
MLPX	RT	2102	074H	PN	010CT01		CX	OW	3156	046D	PN	010CT01	
>>>> AUCKLAND							>>>> AUCKLAND						
		AKL							AKL				
FX	OW	4776	056D	PN	010CT01		FX	OW	4776	056D	PN	010CT01	
FW	OW	5014	056D	PN	010CT01		FW	OW	5014	056D	PN	010CT01	
F	OW	4504	056D	PA	010CT01		F	OW	4504	056D	PA	010CT01	
CX	OW	3156	046D	PN	010CT01		CX	OW	3156	046D	PN	010CT01	
CW	OW	3316	046D	PN	010CT01		CW	OW	3316	046D	PN	010CT01	
C	OW	3126	046D	PA	010CT01		C	OW	3126	046D	PA	010CT01	
Y	OW	2292	066D	PA	010CT01		Y	OW	2292	066D	PA	010CT01	
Y	OW	2527	066D	PN	010CT01		Y	OW	2527	066D	PN	010CT01	
MHEE6M	RT	2464	070YY	PA	010CT01		MHEE6M	RT	2464	070YY	PA	010CT01	
MHEE6M	RT	2464	070YY	PN	010CT01		MHEE6M	RT	2464	070YY	PN	010CT01	
MLEE6M	RT	2304	070YY	PA	010CT01		MLEE6M	RT	2304	070YY	PA	010CT01	
MLEE6M	RT	2304	070YY	PN	010CT01		MLEE6M	RT	2304	070YY	PN	010CT01	

NORMAL & SPECIAL FARES BETWEEN CENTRAL, SOUTH AMERICA & SOUTH WEST PACIFIC
CCS-NAN

Origin > Destination							Origin > Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
CARACAS CCS USD							>>>> PAPEETE PPT						
>>>> NADI NAN							F OW 4340 056D PA 010CT01						
Y	OW	2292	066D	PA	010CT01		C	OW	2745	046D	PA	010CT01	
Y	OW	2527	066D	PN	010CT01		Y	OW	1901	066D	PA	010CT01	
MHEE6M	RT	2464	070YY	PA	010CT01		MHEE2M	RT	2834	070YY	PA	010CT01	
MHEE6M	RT	2464	070YY	PN	010CT01		MLEE2M	RT	2502	070YY	PA	010CT01	
MLEE6M	RT	2304	070YY	PA	010CT01								
MLEE6M	RT	2304	070YY	PN	010CT01								
>>>> NOUMEA NOU							>>>> SYDNEY NS SYD						
FX	OW	4888	056D	PN	010CT01		F	OW	6885	056D	PA	010CT01	
FW	OW	5133	056D	PN	010CT01		C	OW	4500	046D	PA	010CT01	
F	OW	4610	056D	PA	010CT01		Y	OW	2542	066D	PA	010CT01	
CX	OW	3302	046D	PN	010CT01		MHEE6M	RT	2572	070YY	PA	010CT01	
CW	OW	3467	046D	PN	010CT01		MLEE6M	RT	2403	070YY	PA	010CT01	
C	OW	3271	046D	PA	010CT01								
Y	OW	2397	066D	PA	010CT01								
Y	OW	2644	066D	PN	010CT01								
>>>> PAPEETE PPT							LA PAZ LPB USD						
FX	OW	4020	056D	PN	010CT01		>>>> AUCKLAND AKL						
FW	OW	4220	056D	PN	010CT01		FX	OW	4071	056D	PN	010CT01	
F	OW	3791	056D	PA	010CT01		FW	OW	4273	056D	PN	010CT01	
CX	OW	2815	046D	PN	010CT01		F	OW	3646	056D	PA	010CT01	
CW	OW	2956	046D	PN	010CT01		CX	OW	2748	046D	PN	010CT01	
C	OW	2788	046D	PA	010CT01		CW	OW	2886	046D	PN	010CT01	
Y	OW	2045	066D	PA	010CT01		C	OW	2626	046D	PA	010CT01	
Y	OW	2254	066D	PN	010CT01		Y	OW	1926	066D	PA	010CT01	
MHEE2M	RT	2682	070YY	PA	010CT01		MHEE6M	RT	2406	070YY	PA	010CT01	
MHEE2M	RT	2682	070YY	PN	010CT01		MHEE6M	RT	2536	070YY	PN	010CT01	
MLEE2M	RT	2134	070YY	PA	010CT01		MLEE6M	RT	2248	070YY	PA	010CT01	
MLEE2M	RT	2134	070YY	PN	010CT01		MLEE6M	RT	2369	070YY	PN	010CT01	
>>>> SYDNEY NS SYD							>>>> NADI NAN						
FX	OW	5098	056D	PN	010CT01		FX	OW	4071	056D	PN	010CT01	
FW	OW	5353	056D	PN	010CT01		FW	OW	4273	056D	PN	010CT01	
F	OW	4808	056D	PA	010CT01		F	OW	3646	056D	PA	010CT01	
CX	OW	3518	046D	PN	010CT01		CX	OW	2748	046D	PN	010CT01	
CW	OW	3692	046D	PN	010CT01		CW	OW	2886	046D	PN	010CT01	
C	OW	3483	046D	PA	010CT01		C	OW	2626	046D	PA	010CT01	
Y	OW	2554	066D	PA	010CT01		Y	OW	1926	066D	PA	010CT01	
Y	OW	2815	066D	PN	010CT01		Y	OW	2199	066D	PN	010CT01	
MHEE6M	RT	2737	070YY	PA	010CT01		MHEE6M	RT	2406	070YY	PA	010CT01	
MHEE6M	RT	2737	070YY	PN	010CT01		MHEE6M	RT	2536	070YY	PN	010CT01	
MLEE6M	RT	2559	070YY	PA	010CT01		MLEE6M	RT	2248	070YY	PA	010CT01	
MLEE6M	RT	2559	070YY	PN	010CT01		MLEE6M	RT	2369	070YY	PN	010CT01	
EASTER ISLAND IPC USD							>>>> NOUMEA NOU						
>>>> PAPEETE PPT							FX OW 4209 056D PN 010CT01						
F	OW	1373	056D	PA	010CT01		FW	OW	4420	056D	PN	010CT01	
C	OW	1063	046D	PA	010CT01		F	OW	3750	056D	PA	010CT01	
Y	OW	780	066D	PA	010CT01		CX	OW	2897	046D	PN	010CT01	
MHEE2M	RT	1265	070YY	PA	010CT01		CW	OW	3043	046D	PN	010CT01	
MKEE2M	RT	1152	070YY	PA	010CT01		C	OW	2747	046D	PA	010CT01	
MLEE2M	RT	1039	070YY	PA	010CT01		Y	OW	2014	066D	PA	010CT01	
GUATEMALA CTY GUA USD							>>>> PAPEETE PPT						
>>>> AUCKLAND AKL							F OW 2919 056D PA 010CT01						
F	OW	5991	056D	PA	010CT01		C	OW	2156	046D	PA	010CT01	
C	OW	3787	046D	PA	010CT01		Y	OW	1581	066D	PA	010CT01	
Y	OW	2295	066D	PA	010CT01		MHEE2M	RT	2025	070YY	PA	010CT01	
MHEE6M	RT	2423	070YY	PA	010CT01		MHEE2M	RT	2530	070YY	PN	010CT01	
MLEE6M	RT	2264	070YY	PA	010CT01		MLEE2M	RT	1645	070YY	PA	010CT01	
>>>> NADI NAN							>>>> SYDNEY NS SYD						
F	OW	5232	056D	PA	010CT01		FX	OW	4429	056D	PN	010CT01	
C	OW	3305	046D	PA	010CT01		FW	OW	4651	056D	PN	010CT01	
Y	OW	2134	066D	PA	010CT01		F	OW	3930	056D	PA	010CT01	
MHEE6M	RT	2423	070YY	PA	010CT01		CX	OW	3110	046D	PN	010CT01	
MLEE6M	RT	2264	070YY	PA	010CT01		CW	OW	3266	046D	PN	010CT01	
>>>> NOUMEA NOU							C OW 2928 046D PA 010CT01						
F	OW	5387	056D	PA	010CT01		Y	OW	2146	066D	PA	010CT01	
C	OW	3316	046D	PA	010CT01		Y	OW	2490	066D	PN	010CT01	
Y	OW	2309	066D	PA	010CT01		MHEE6M	RT	2500	070YY	PA	010CT01	
							MHEE6M	RT	2640	070YY	PN	010CT01	
							MLEE6M	RT	2336	070YY	PA	010CT01	
							MLEE6M	RT	2467	070YY	PN	010CT01	

NORMAL & SPECIAL FARES BETWEEN CENTRAL, SOUTH AMERICA & SOUTH WEST PACIFIC
LIM-AKL

Origin							Origin						
> Destination							> Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
LIMA							LIM						
US\$							USD						
>>>> AUCKLAND							AKL						
FX	OW	4071	056D	PN	010CT01		MLEE6H	RT	2244	070YY	PN	010CT01	
FW	OW	4273	056D	PN	010CT01		MHPX	RT 0002	1683	074M	PA	010CT01	
F	OW	3646	056D	PA	010CT01		MHPX	RT 0003	1792	074M	PA	010CT01	
CX	OW	2748	046D	PN	010CT01		MHPX	RT	2240	074M	PN	010CT01	
CW	OW	2886	046D	PN	010CT01		MLPX	RT 0002	1571	074M	PA	010CT01	
C	OW	2626	046D	PA	010CT01		MLPX	RT 0003	1681	074M	PA	010CT01	
Y	OW	1926	066D	PA	010CT01		MLPX	RT	2102	074M	PN	010CT01	
Y	OW	2199	066D	PN	010CT01		>>>> NADI						
MHEE6H	RT	2406	070YY	PA	010CT01		NAN						
MHEE6H	RT	2536	070YY	PN	010CT01		FX	OW	3915	056D	PN	010CT01	
MLEE6H	RT	2248	070YY	PA	010CT01		FW	OW	4109	056D	PN	010CT01	
MLEE6H	RT	2369	070YY	PN	010CT01		F	OW	2953	056D	PA	010CT01	
>>>> NADI							NAN						
FX	OW	4071	056D	PN	010CT01		CX	OW	2642	046D	PN	010CT01	
FW	OW	4273	056D	PN	010CT01		CW	OW	2775	046D	PN	010CT01	
F	OW	3646	056D	PA	010CT01		C	OW	2092	046D	PA	010CT01	
CX	OW	2748	046D	PN	010CT01		Y	OW	1596	066D	PA	010CT01	
CW	OW	2886	046D	PN	010CT01		Y	OW	2199	066D	PN	010CT01	
C	OW	2626	046D	PA	010CT01		MHEE6H	RT	2028	070YY	PA	010CT01	
Y	OW	1926	066D	PA	010CT01		MHEE6H	RT	2536	070YY	PN	010CT01	
Y	OW	2199	066D	PN	010CT01		MLEE6H	RT	1895	070YY	PA	010CT01	
MHEE6H	RT	2406	070YY	PA	010CT01		MLEE6H	RT	2369	070YY	PN	010CT01	
MHEE6H	RT	2536	070YY	PN	010CT01		>>>> NOUMEA						
MLEE6H	RT	2248	070YY	PA	010CT01		NOU						
MLEE6H	RT	2369	070YY	PN	010CT01		FX	OW	4047	056D	PN	010CT01	
>>>> NOUMEA							NOU						
FX	OW	4209	056D	PN	010CT01		FW	OW	4249	056D	PN	010CT01	
FW	OW	4420	056D	PN	010CT01		F	OW	3053	056D	PA	010CT01	
F	OW	3750	056D	PA	010CT01		CX	OW	2786	046D	PN	010CT01	
CX	OW	2897	046D	PN	010CT01		CW	OW	2927	046D	PN	010CT01	
CW	OW	3043	046D	PN	010CT01		C	OW	2207	046D	PA	010CT01	
C	OW	2747	046D	PA	010CT01		Y	OW	1684	066D	PA	010CT01	
Y	OW	2014	066D	PA	010CT01		Y	OW	2320	066D	PN	010CT01	
Y	OW	2320	066D	PN	010CT01		>>>> PAPEETE						
>>>> PAPEETE							PPT						
F	OW	2919	056D	PA	010CT01		F	OW	2550	056D	PA	010CT01	
C	OW	2156	046D	PA	010CT01		C	OW	1825	046D	PA	010CT01	
Y	OW	1581	066D	PA	010CT01		Y	OW	1392	066D	PA	010CT01	
MHEE2M	RT	2025	070YY	PA	010CT01		MHEE2M	RT	1835	070YY	PA	010CT01	
MHEE2M	RT	2530	070YY	PN	010CT01		MHEE2M	RT	2293	070YY	PN	010CT01	
MLEE2M	RT	1645	070YY	PA	010CT01		MLEE2M	RT	1455	070YY	PA	010CT01	
MLEE2M	RT	2057	070YY	PN	010CT01		MLEE2M	RT	1818	070YY	PN	010CT01	
>>>> SYDNEY NS							>>>> SYDNEY NS						
SYD							SYD						
FX	OW	4429	056D	PN	010CT01		FX	OW	4259	056D	PN	010CT01	
FW	OW	4651	056D	PN	010CT01		FW	OW	4472	056D	PN	010CT01	
F	OW	3930	056D	PA	010CT01		F	OW	3214	056D	PA	010CT01	
CX	OW	3110	046D	PN	010CT01		CX	OW	2991	046D	PN	010CT01	
CW	OW	3266	046D	PN	010CT01		CW	OW	3140	046D	PN	010CT01	
C	OW	2928	046D	PA	010CT01		C	OW	2369	046D	PA	010CT01	
Y	OW	2146	066D	PA	010CT01		Y	OW	1808	066D	PA	010CT01	
Y	OW	2490	066D	PN	010CT01		Y	OW	2490	066D	PN	010CT01	
MHEE6H	RT	2500	070YY	PA	010CT01		MHEE6H	RT	2110	070YY	PA	010CT01	
MHEE6H	RT	2640	070YY	PN	010CT01		MHEE6H	RT	2637	070YY	PN	010CT01	
MLEE6H	RT	2336	070YY	PA	010CT01		MLEE6H	RT	1972	070YY	PA	010CT01	
MLEE6H	RT	2467	070YY	PN	010CT01		MLEE6H	RT	2465	070YY	PN	010CT01	
MONTEVIDEO							NADI						
MVD							NAN						
US\$							FJD						
>>>> AUCKLAND							>>>> ASUNCION						
AKL							ASU						
FX	OW	3915	056D	PN	010CT01		F	OW	4925	056D	PA	010CT01	
FW	OW	4109	056D	PN	010CT01		F	OW	6276	056D	PN	010CT01	
F	OW	2953	056D	PA	010CT01		C	OW	3305	046D	PA	010CT01	
CX	OW	2642	046D	PN	010CT01		C	OW	4170	046D	PN	010CT01	
CW	OW	2775	046D	PN	010CT01		Y	OW	2594	066D	PA	010CT01	
C	OW	2092	046D	PA	010CT01		Y	OW	3308	066D	PN	010CT01	
Y	OW	1596	066D	PA	010CT01		MHEE6H	RT	3118	070YY	PA	010CT01	
Y	OW	2199	066D	PN	010CT01		MHEE6H	RT	3681	070YY	PN	010CT01	
MHEE6H	RT	1932	070YY	PA	010CT01		MLEE6H	RT	2912	070YY	PA	010CT01	
MHEE6H	RT	2416	070YY	PN	010CT01		MLEE6H	RT	3438	070YY	PN	010CT01	
MLEE6H	RT	1795	070YY	PA	010CT01		NAN-ASU						

NORMAL & SPECIAL FARES BETWEEN CENTRAL, SOUTH AMERICA & SOUTH WEST PACIFIC
NAN-BOG

Origin							Origin						
> Destination							> Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
NADI							MHEE6M						
>>>> BOGOTA							>>>> PANAMA CITY						
NAN							PTY						
FJD							POA						
F	OW	5085	056D	PA	010CT01		F	OW	5085	056D	PA	010CT01	
F	OW	5184	056D	PN	010CT01		F	OW	5184	056D	PN	010CT01	
C	OW	3335	046D	PA	010CT01		C	OW	3335	046D	PA	010CT01	
C	OW	3368	046D	PN	010CT01		C	OW	3368	046D	PN	010CT01	
Y	OW	2619	066D	PA	010CT01		Y	OW	2619	066D	PA	010CT01	
Y	OW	2673	066D	PN	010CT01		Y	OW	2673	066D	PN	010CT01	
MHEE6M	RT	3184	070YY	PA	010CT01		MHEE6M	RT	3184	070YY	PA	010CT01	
MHEE6M	RT	3184	070YY	PN	010CT01		MHEE6M	RT	3184	070YY	PN	010CT01	
MLEE6M	RT	2975	070YY	PA	010CT01		MLEE6M	RT	2975	070YY	PA	010CT01	
MLEE6M	RT	2975	070YY	PN	010CT01		MLEE6M	RT	2975	070YY	PN	010CT01	
>>>> BUEN AIRES BA							>>>> PTO ALEGRE RS						
BUE							POA						
F	OW	4535	056D	PA	010CT01		F	OW	4783	056D	PA	010CT01	
F	OW	5779	056D	PN	010CT01		F	OW	6506	056D	PN	010CT01	
C	OW	2999	046D	PA	010CT01		C	OW	3200	046D	PA	010CT01	
C	OW	3787	046D	PN	010CT01		C	OW	4327	046D	PN	010CT01	
Y	OW	2356	066D	PA	010CT01		Y	OW	2513	066D	PA	010CT01	
Y	OW	3003	066D	PN	010CT01		Y	OW	3434	066D	PN	010CT01	
MHEE6M	RT	2652	070YY	PA	010CT01		MHEE6M	RT	2831	070YY	PA	010CT01	
MHEE6M	RT	3315	070YY	PN	010CT01		MHEE6M	RT	3382	070YY	PN	010CT01	
MLEE6M	RT	2478	070YY	PA	010CT01		MLEE6M	RT	2645	070YY	PA	010CT01	
MLEE6M	RT	3098	070YY	PN	010CT01		MLEE6M	RT	3161	070YY	PN	010CT01	
>>>> CARACAS							>>>> QUITO						
CCS							UIO						
F	OW	5099	056D	PA	010CT01		F	OW	5085	056D	PA	010CT01	
F	OW	5198	056D	PN	010CT01		F	OW	5184	056D	PN	010CT01	
C	OW	3640	046D	PA	010CT01		C	OW	3335	046D	PA	010CT01	
C	OW	3674	046D	PN	010CT01		C	OW	3368	046D	PN	010CT01	
Y	OW	2859	066D	PA	010CT01		Y	OW	2619	066D	PA	010CT01	
Y	OW	2916	066D	PN	010CT01		Y	OW	2673	066D	PN	010CT01	
MHEE6M	RT	3024	070YY	PA	010CT01		MHEE6M	RT	3184	070YY	PA	010CT01	
MHEE6M	RT	3024	070YY	PN	010CT01		MHEE6M	RT	3184	070YY	PN	010CT01	
MLEE6M	RT	2826	070YY	PA	010CT01		MLEE6M	RT	2975	070YY	PA	010CT01	
MLEE6M	RT	2826	070YY	PN	010CT01		MLEE6M	RT	2975	070YY	PN	010CT01	
>>>> GUATEMALA CTY							>>>> R JANEIRO RJ						
GUA							RIO						
F	OW	4936	056D	PA	010CT01		F	OW	5104	056D	PA	010CT01	
C	OW	3238	046D	PA	010CT01		F	OW	6506	056D	PN	010CT01	
Y	OW	2619	066D	PA	010CT01		C	OW	3430	046D	PA	010CT01	
MHEE6M	RT	3184	070YY	PA	010CT01		C	OW	4327	046D	PN	010CT01	
MLEE6M	RT	2975	070YY	PA	010CT01		Y	OW	2695	066D	PA	010CT01	
>>>> LA PAZ							>>>> SANTIAGO						
LPB							SCL						
F	OW	5085	056D	PA	010CT01		F	OW	4535	056D	PA	010CT01	
F	OW	5779	056D	PN	010CT01		F	OW	5779	056D	PN	010CT01	
C	OW	3335	046D	PA	010CT01		C	OW	2999	046D	PA	010CT01	
C	OW	3787	046D	PN	010CT01		C	OW	3787	046D	PN	010CT01	
Y	OW	2619	066D	PA	010CT01		Y	OW	2356	066D	PA	010CT01	
Y	OW	3003	066D	PN	010CT01		Y	OW	3003	066D	PN	010CT01	
MHEE6M	RT	3184	070YY	PA	010CT01		MHEE6M	RT	2652	070YY	PA	010CT01	
MHEE6M	RT	3314	070YY	PN	010CT01		MHEE6M	RT	3315	070YY	PN	010CT01	
MLEE6M	RT	2975	070YY	PA	010CT01		MLEE6M	RT	2478	070YY	PA	010CT01	
MLEE6M	RT	3098	070YY	PN	010CT01		MLEE6M	RT	3098	070YY	PN	010CT01	
>>>> LIMA							>>>> SAO PAULO SP						
LIM							SAO						
F	OW	5085	056D	PA	010CT01		F	OW	5104	056D	PA	010CT01	
F	OW	5779	056D	PN	010CT01		F	OW	6506	056D	PN	010CT01	
C	OW	3335	046D	PA	010CT01		C	OW	3430	046D	PA	010CT01	
C	OW	3787	046D	PN	010CT01		C	OW	4327	046D	PN	010CT01	
Y	OW	2619	066D	PA	010CT01		Y	OW	2695	066D	PA	010CT01	
Y	OW	3003	066D	PN	010CT01		Y	OW	3434	066D	PN	010CT01	
MHEE6M	RT	3184	070YY	PA	010CT01		MHEE6M	RT	3177	070YY	PA	010CT01	
MHEE6M	RT	3314	070YY	PN	010CT01		MHEE6M	RT	3382	070YY	PN	010CT01	
MLEE6M	RT	2975	070YY	PA	010CT01		MLEE6M	RT	2969	070YY	PA	010CT01	
MLEE6M	RT	3098	070YY	PN	010CT01		MLEE6M	RT	3161	070YY	PN	010CT01	
>>>> MONTEVIDEO							>>>> SAO PAULO SP						
MVD							SAO						
F	OW	4535	056D	PA	010CT01		F	OW	5104	056D	PA	010CT01	
F	OW	5779	056D	PN	010CT01		F	OW	6506	056D	PN	010CT01	
C	OW	2999	046D	PA	010CT01		C	OW	3430	046D	PA	010CT01	
C	OW	3787	046D	PN	010CT01		C	OW	4327	046D	PN	010CT01	
Y	OW	2356	066D	PA	010CT01		Y	OW	2695	066D	PA	010CT01	
Y	OW	3003	066D	PN	010CT01		Y	OW	3434	066D	PN	010CT01	

NORMAL & SPECIAL FARES BETWEEN CENTRAL, SOUTH AMERICA & SOUTH WEST PACIFIC
NOU-ASU

Origin							Origin						
> Destination							> Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
NADI		NAN	FJD				F	OW	557200	056D	PN	010CT01	
>>>> SAO PAULO SP		SAO					C	OW	392100	046D	PA	010CT01	
MLEE6M	RT	3161	070YY	PN	010CT01		C	OW	396000	046D	PN	010CT01	
NOUMEA		NOU	XPF				Y	OW	308000	066D	PA	010CT01	
>>>> ASUNCION		ASU					Y	OW	314200	066D	PN	010CT01	
F	OW	513000	056D	PA	010CT01		>>>> R JANEIRO RJ	RIO					
F	OW	653500	056D	PN	010CT01		F	OW	535700	056D	PA	010CT01	
C	OW	365200	046D	PA	010CT01		F	OW	682500	056D	PN	010CT01	
C	OW	461000	046D	PN	010CT01		C	OW	380800	046D	PA	010CT01	
Y	OW	286700	066D	PA	010CT01		C	OW	480700	046D	PN	010CT01	
Y	OW	365800	066D	PN	010CT01		Y	OW	299000	066D	PA	010CT01	
							Y	OW	381300	066D	PN	010CT01	
>>>> BOGOTA		BOG					>>>> SANTIAGO	SCL					
F	OW	546600	056D	PA	010CT01		F	OW	455400	056D	PA	010CT01	
F	OW	557200	056D	PN	010CT01		F	OW	580300	056D	PN	010CT01	
C	OW	392100	046D	PA	010CT01		C	OW	326800	046D	PA	010CT01	
C	OW	396000	046D	PN	010CT01		C	OW	412600	046D	PN	010CT01	
Y	OW	308000	066D	PA	010CT01		Y	OW	256700	066D	PA	010CT01	
Y	OW	314200	066D	PN	010CT01		Y	OW	327300	066D	PN	010CT01	
>>>> BUEN AIRES BA		BUE					>>>> SAO PAULO SP	SAO					
F	OW	455400	056D	PA	010CT01		F	OW	535700	056D	PA	010CT01	
F	OW	580300	056D	PN	010CT01		F	OW	682500	056D	PN	010CT01	
C	OW	326800	046D	PA	010CT01		C	OW	380800	046D	PA	010CT01	
C	OW	412600	046D	PN	010CT01		C	OW	480700	046D	PN	010CT01	
Y	OW	256700	066D	PA	010CT01		Y	OW	299000	066D	PA	010CT01	
Y	OW	327300	066D	PN	010CT01		Y	OW	381300	066D	PN	010CT01	
>>>> CARACAS		CCS					PANAMA CITY	PTY	USD				
F	OW	611500	056D	PA	010CT01		>>>> AUCKLAND	AKL					
F	OW	623300	056D	PN	010CT01		FX	OW	4239	056D	PN	010CT01	
C	OW	421200	046D	PA	010CT01		FW	OW	4451	056D	PN	010CT01	
C	OW	425300	046D	PN	010CT01		F	OW	3998	056D	PA	010CT01	
Y	OW	330800	066D	PA	010CT01		CX	OW	2753	046D	PN	010CT01	
Y	OW	337400	066D	PN	010CT01		CW	OW	2891	046D	PN	010CT01	
>>>> GUATEMALA CTY		GUA					C	OW	2726	046D	PA	010CT01	
F	OW	530600	056D	PA	010CT01		Y	OW	2000	066D	PA	010CT01	
C	OW	380700	046D	PA	010CT01		Y	OW	2205	066D	PN	010CT01	
Y	OW	308000	066D	PA	010CT01		MHEE6M	RT	2423	070YY	PA	010CT01	
>>>> LA PAZ		LPB					MHEE6M	RT	2423	070YY	PN	010CT01	
F	OW	546600	056D	PA	010CT01		MLEE6M	RT	2264	070YY	PA	010CT01	
F	OW	580300	056D	PN	010CT01		MLEE6M	RT	2264	070YY	PN	010CT01	
C	OW	392100	046D	PA	010CT01		>>>> NADI	NAN					
C	OW	412600	046D	PN	010CT01		FX	OW	4239	056D	PN	010CT01	
Y	OW	308000	066D	PA	010CT01		FW	OW	4451	056D	PN	010CT01	
Y	OW	327300	066D	PN	010CT01		F	OW	3998	056D	PA	010CT01	
>>>> LIMA		LIM					CX	OW	2753	046D	PN	010CT01	
F	OW	546600	056D	PA	010CT01		CW	OW	2891	046D	PN	010CT01	
F	OW	580300	056D	PN	010CT01		C	OW	2726	046D	PA	010CT01	
C	OW	392100	046D	PA	010CT01		Y	OW	2000	066D	PA	010CT01	
C	OW	412600	046D	PN	010CT01		Y	OW	2205	066D	PN	010CT01	
Y	OW	308000	066D	PA	010CT01		MHEE6M	RT	2423	070YY	PA	010CT01	
Y	OW	327300	066D	PN	010CT01		MHEE6M	RT	2423	070YY	PN	010CT01	
>>>> MONTEVIDEO		MVD					MLEE6M	RT	2264	070YY	PA	010CT01	
F	OW	455400	056D	PA	010CT01		MLEE6M	RT	2264	070YY	PN	010CT01	
F	OW	580300	056D	PN	010CT01		>>>> NOUMEA	NOU					
C	OW	326800	046D	PA	010CT01		FX	OW	4348	056D	PN	010CT01	
C	OW	412600	046D	PN	010CT01		FW	OW	4565	056D	PN	010CT01	
Y	OW	256700	066D	PA	010CT01		F	OW	4102	056D	PA	010CT01	
Y	OW	327300	066D	PN	010CT01		CX	OW	2898	046D	PN	010CT01	
>>>> PANAMA CITY		PTY					CW	OW	3043	046D	PN	010CT01	
F	OW	546600	056D	PA	010CT01		C	OW	2870	046D	PA	010CT01	
F	OW	557200	056D	PN	010CT01		Y	OW	2105	066D	PA	010CT01	
C	OW	392100	046D	PA	010CT01		Y	OW	2320	066D	PN	010CT01	
C	OW	396000	046D	PN	010CT01		>>>> PAPEETE	PPT					
Y	OW	308000	066D	PA	010CT01		FX	OW	3708	056D	PN	010CT01	
Y	OW	314200	066D	PN	010CT01		FW	OW	3894	056D	PN	010CT01	
>>>> QUITO		UIO					F	OW	3498	056D	PA	010CT01	
F	OW	546600	056D	PA	010CT01		CX	OW	2636	046D	PN	010CT01	
							CW	OW	2766	046D	PN	010CT01	

NORMAL & SPECIAL FARES BETWEEN CENTRAL, SOUTH AMERICA & SOUTH WEST PACIFIC
PTY-PPT

Origin							Origin						
> Destination							> Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
PANAMA CITY PTY USD							Y OW 181300 066D PA 010CT01						
>>>> PAPEETE PPT							MHEE2M RT 278700 070YY PA 010CT01						
C	OW	2610	046D	PA	010CT01		MHEE2M RT 348400 070YY PN 010CT01						
Y	OW	1916	066D	PA	010CT01		MLEE2M RT 227200 070YY PA 010CT01						
Y	OW	2111	066D	PN	010CT01		MLEE2M RT 284000 070YY PN 010CT01						
MHEE2M	RT	2834	070YY	PA	010CT01		>>>> LIMA LIM						
MHEE2M	RT	2834	070YY	PN	010CT01		F OW 369000 056D PA 010CT01						
MLEE2M	RT	2502	070YY	PA	010CT01		C OW 230900 046D PA 010CT01						
MLEE2M	RT	2502	070YY	PN	010CT01		Y OW 181300 066D PA 010CT01						
>>>> SYDNEY NS SYD							MHEE2M RT 278700 070YY PA 010CT01						
FX	OW	4548	056D	PN	010CT01		MHEE2M RT 348400 070YY PN 010CT01						
FW	OW	4775	056D	PN	010CT01		MLEE2M RT 227200 070YY PA 010CT01						
F	OW	4290	056D	PA	010CT01		MLEE2M RT 284000 070YY PN 010CT01						
CX	OW	3106	046D	PN	010CT01		>>>> MONTEVIDEO MVD						
CW	OW	3262	046D	PN	010CT01		F OW 300600 056D PA 010CT01						
C	OW	3077	046D	PA	010CT01		C OW 204300 046D PA 010CT01						
Y	OW	2257	066D	PA	010CT01		Y OW 160400 066D PA 010CT01						
Y	OW	2489	066D	PN	010CT01		MHEE2M RT 288100 070YY PA 010CT01						
MHEE6M	RT	2572	070YY	PA	010CT01		MHEE2M RT 360100 070YY PN 010CT01						
MHEE6M	RT	2572	070YY	PN	010CT01		MLEE2M RT 240200 070YY PA 010CT01						
MLEE6M	RT	2403	070YY	PA	010CT01		MLEE2M RT 300300 070YY PN 010CT01						
MLEE6M	RT	2403	070YY	PN	010CT01		>>>> PANAMA CITY PTY						
PAPEETE PPT XPF							F OW 369000 056D PA 010CT01						
>>>> BOGOTA BOG							F OW 376200 056D PN 010CT01						
F	OW	369000	056D	PA	010CT01		C OW 287100 046D PA 010CT01						
F	OW	376200	056D	PN	010CT01		C OW 290000 046D PN 010CT01						
C	OW	287100	046D	PA	010CT01		Y OW 225400 066D PA 010CT01						
C	OW	290000	046D	PN	010CT01		Y OW 229900 066D PN 010CT01						
Y	OW	225400	066D	PA	010CT01		MHEE2M RT 355500 070YY PA 010CT01						
Y	OW	229900	066D	PN	010CT01		MHEE2M RT 355500 070YY PN 010CT01						
MHEE2M	RT	355500	070YY	PA	010CT01		MLEE2M RT 304000 070YY PA 010CT01						
MHEE2M	RT	355500	070YY	PN	010CT01		MLEE2M RT 304000 070YY PN 010CT01						
MLEE2M	RT	304000	070YY	PA	010CT01		>>>> QUITO UIO						
MLEE2M	RT	304000	070YY	PN	010CT01		F OW 369000 056D PA 010CT01						
>>>> BUEN AIRES BA BUE							F OW 376200 056D PN 010CT01						
F	OW	300600	056D	PA	010CT01		C OW 260100 046D PA 010CT01						
C	OW	204300	046D	PA	010CT01		C OW 262500 046D PN 010CT01						
Y	OW	160400	066D	PA	010CT01		Y OW 204300 066D PA 010CT01						
MHEE2M	RT	288100	070YY	PA	010CT01		Y OW 208500 066D PN 010CT01						
MHEE2M	RT	360100	070YY	PN	010CT01		MHEE2M RT 316500 070YY PA 010CT01						
MLEE2M	RT	240200	070YY	PA	010CT01		MHEE2M RT 316500 070YY PN 010CT01						
MLEE2M	RT	300300	070YY	PN	010CT01		MLEE2M RT 265000 070YY PA 010CT01						
>>>> CARACAS CCS							MLEE2M RT 265000 070YY PN 010CT01						
F	OW	393900	056D	PA	010CT01		>>>> R JANEIRO RJ RIO						
F	OW	401600	056D	PN	010CT01		F OW 371900 056D PA 010CT01						
C	OW	301600	046D	PA	010CT01		C OW 259300 046D PA 010CT01						
C	OW	304700	046D	PN	010CT01		Y OW 203500 066D PA 010CT01						
Y	OW	236800	066D	PA	010CT01		MHEE2M RT 274100 070YY PA 010CT01						
Y	OW	241500	066D	PN	010CT01		MHEE2M RT 342600 070YY PN 010CT01						
MHEE2M	RT	335700	070YY	PA	010CT01		MLEE2M RT 222600 070YY PA 010CT01						
MHEE2M	RT	335700	070YY	PN	010CT01		MLEE2M RT 278400 070YY PN 010CT01						
MLEE2M	RT	284300	070YY	PA	010CT01		>>>> SANTIAGO SCL						
MLEE2M	RT	284300	070YY	PN	010CT01		F OW 300600 056D PA 010CT01						
>>>> EASTER ISLAND IPC							C OW 179300 046D PA 010CT01						
F	OW	163300	056D	PA	010CT01		Y OW 140700 066D PA 010CT01						
C	OW	123300	046D	PA	010CT01		MHEE2M RT 154800 070YY PA 010CT01						
Y	OW	96600	066D	PA	010CT01		MHEE2M RT 193600 070YY PN 010CT01						
MHEE2M	RT	141700	070YY	PA	010CT01		MLEE2M RT 118000 070YY PA 010CT01						
MHEE2M	RT	106400	070YY	PA	010CT01		MLEE2M RT 147400 070YY PN 010CT01						
>>>> GUATEMALA CTY GUA							>>>> SAO PAULO SP SAO						
F	OW	358200	056D	PA	010CT01		F OW 371900 056D PA 010CT01						
C	OW	278700	046D	PA	010CT01		C OW 259300 046D PA 010CT01						
Y	OW	225400	066D	PA	010CT01		Y OW 203500 066D PA 010CT01						
MHEE2M	RT	355500	070YY	PA	010CT01		MHEE2M RT 274100 070YY PA 010CT01						
MHEE2M	RT	304000	070YY	PA	010CT01		MHEE2M RT 342600 070YY PN 010CT01						
>>>> LA PAZ LPB							MLEE2M RT 222600 070YY PA 010CT01						
F	OW	369000	056D	PA	010CT01		MLEE2M RT 278400 070YY PN 010CT01						
C	OW	230900	046D	PA	010CT01								

NORMAL & SPECIAL FARES BETWEEN CENTRAL, SOUTH AMERICA & SOUTH WEST PACIFIC
POA-AKL

Origin > Destination							Origin > Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
PTO ALEGRE RS POA USD							MHEE6M RT 2423 070YY PA 010CT01						
>>>> AUCKLAND AKL							MHEE6M RT 2423 070YY PN 010CT01						
FX	OW	4465	056D	PN	010CT01		MLEE6M RT 2264 070YY PA 010CT01						
FW	OW	4689	056D	PN	010CT01		MLEE6M RT 2264 070YY PN 010CT01						
F	OW	3106	056D	PA	010CT01		>>>> NOUMEA NOU						
CX	OW	3060	046D	PN	010CT01		FX	OW	4348	056D	PN	010CT01	
CW	OW	3214	046D	PN	010CT01		FW	OW	4565	056D	PN	010CT01	
C	OW	2304	046D	PA	010CT01		F	OW	4102	056D	PA	010CT01	
Y	OW	1658	066D	PA	010CT01		CX	OW	2898	046D	PN	010CT01	
Y	OW	2450	066D	PN	010CT01		CW	OW	3043	046D	PN	010CT01	
MHEE6M	RT	1926	070YY	PA	010CT01		C	OW	2870	046D	PA	010CT01	
MHEE6M	RT	2406	070YY	PN	010CT01		Y	OW	2105	066D	PA	010CT01	
MLEE6M	RT	1795	070YY	PA	010CT01		Y	OW	2320	066D	PN	010CT01	
MLEE6M	RT	2245	070YY	PN	010CT01		>>>> PAPEETE PPT						
MHPX	RT	1689	074M	PA	010CT01		FX	OW	3415	056D	PN	010CT01	
MHPX	RT	2112	074M	PN	010CT01		FW	OW	3586	056D	PN	010CT01	
MLPX	RT	1584	074M	PA	010CT01		F	OW	3221	056D	PA	010CT01	
MLPX	RT	1981	074M	PN	010CT01		CX	OW	2397	046D	PN	010CT01	
>>>> NADI NAN							CW	OW	2516	046D	PN	010CT01	
FX	OW	4465	056D	PN	010CT01		C	OW	2375	046D	PA	010CT01	
FW	OW	4689	056D	PN	010CT01		Y	OW	1741	066D	PA	010CT01	
F	OW	3106	056D	PA	010CT01		Y	OW	1919	066D	PN	010CT01	
CX	OW	3060	046D	PN	010CT01		MHEE2M	RT	2511	070YY	PA	010CT01	
CW	OW	3214	046D	PN	010CT01		MHEE2M	RT	2511	070YY	PN	010CT01	
C	OW	2304	046D	PA	010CT01		MLEE2M	RT	2179	070YY	PA	010CT01	
Y	OW	1658	066D	PA	010CT01		MLEE2M	RT	2179	070YY	PN	010CT01	
Y	OW	2450	066D	PN	010CT01		>>>> SYDNEY NS SYD						
MHEE6M	RT	2016	070YY	PA	010CT01		FX	OW	4548	056D	PN	010CT01	
MHEE6M	RT	2518	070YY	PN	010CT01		FW	OW	4775	056D	PN	010CT01	
MLEE6M	RT	1889	070YY	PA	010CT01		F	OW	4290	056D	PA	010CT01	
MLEE6M	RT	2362	070YY	PN	010CT01		CX	OW	3106	046D	PN	010CT01	
>>>> SYDNEY NS SYD							CW	OW	3262	046D	PN	010CT01	
FX	OW	4809	056D	PN	010CT01		C	OW	3077	046D	PA	010CT01	
FW	OW	5049	056D	PN	010CT01		Y	OW	2257	066D	PA	010CT01	
F	OW	3284	056D	PA	010CT01		Y	OW	2489	066D	PN	010CT01	
CX	OW	3408	046D	PN	010CT01		MHEE6M	RT	2572	070YY	PA	010CT01	
CW	OW	3578	046D	PN	010CT01		MHEE6M	RT	2572	070YY	PN	010CT01	
C	OW	2589	046D	PA	010CT01		MLEE6M	RT	2403	070YY	PA	010CT01	
Y	OW	1862	066D	PA	010CT01		MLEE6M	RT	2403	070YY	PN	010CT01	
Y	OW	2727	066D	PN	010CT01		R JANEIRO RJ RIO USD						
MHEE6M	RT	2092	070YY	PA	010CT01		>>>> AUCKLAND AKL						
MHEE6M	RT	2615	070YY	PN	010CT01		FX	OW	4465	056D	PN	010CT01	
MLEE6M	RT	1962	070YY	PA	010CT01		FW	OW	4689	056D	PN	010CT01	
MLEE6M	RT	2453	070YY	PN	010CT01		F	OW	3369	056D	PA	010CT01	
MHPX	RT	1893	074M	PA	010CT01		CX	OW	3060	046D	PN	010CT01	
MHPX	RT	2367	074M	PN	010CT01		CW	OW	3214	046D	PN	010CT01	
MLPX	RT	1776	074M	PA	010CT01		C	OW	2474	046D	PA	010CT01	
MLPX	RT	2221	074M	PN	010CT01		Y	OW	1778	066D	PA	010CT01	
QUITO UIO USD							Y	OW	2450	066D	PN	010CT01	
>>>> AUCKLAND AKL							MHEE6M	RT	1926	070YY	PA	010CT01	
FX	OW	4530	056D	PN	010CT01		MHEE6M	RT	2406	070YY	PN	010CT01	
FW	OW	4756	056D	PN	010CT01		MLEE6M	RT	1795	070YY	PA	010CT01	
F	OW	4272	056D	PA	010CT01		MLEE6M	RT	2245	070YY	PN	010CT01	
CX	OW	2753	046D	PN	010CT01		MHPX	RT	1689	074M	PA	010CT01	
CW	OW	2891	046D	PN	010CT01		MHPX	RT	2112	074M	PN	010CT01	
C	OW	2726	046D	PA	010CT01		MLPX	RT	1584	074M	PA	010CT01	
Y	OW	2000	066D	PA	010CT01		MLPX	RT	1981	074M	PN	010CT01	
Y	OW	2205	066D	PN	010CT01		>>>> NADI NAN						
MHEE6M	RT	2423	070YY	PA	010CT01		FX	OW	4465	056D	PN	010CT01	
MHEE6M	RT	2423	070YY	PN	010CT01		FW	OW	4689	056D	PN	010CT01	
MLEE6M	RT	2264	070YY	PA	010CT01		F	OW	3369	056D	PA	010CT01	
MLEE6M	RT	2264	070YY	PN	010CT01		CX	OW	3060	046D	PN	010CT01	
>>>> NADI NAN							CW	OW	3214	046D	PN	010CT01	
FX	OW	4530	056D	PN	010CT01		C	OW	2474	046D	PA	010CT01	
FW	OW	4756	056D	PN	010CT01		Y	OW	1778	066D	PA	010CT01	
F	OW	4272	056D	PA	010CT01		Y	OW	2450	066D	PN	010CT01	
CX	OW	2753	046D	PN	010CT01		MHEE6M	RT	2016	070YY	PA	010CT01	
CW	OW	2891	046D	PN	010CT01		MHEE6M	RT	2518	070YY	PN	010CT01	
C	OW	2726	046D	PA	010CT01		MLEE6M	RT	1889	070YY	PA	010CT01	
Y	OW	2000	066D	PA	010CT01		MLEE6M	RT	2362	070YY	PN	010CT01	
Y	OW	2205	066D	PN	010CT01								

**NORMAL & SPECIAL FARES BETWEEN CENTRAL, SOUTH AMERICA & SOUTH WEST PACIFIC
RIO-NOU**

Origin > Destination							Origin > Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
R JANEIRO RJ		RIO					MKEE6H	RT	1961	070YY	PA	010CT01	
		USD					MKEE6H	RT	2452	070YY	PN	010CT01	
>>>> NOUMEA		NOU					MLEE6H	RT	1895	070YY	PA	010CT01	
FX	OW	4590	056D	PN	010CT01		MLEE6H	RT	2369	070YY	PN	010CT01	
FW	OW	4819	056D	PN	010CT01								
F	OW	3463	056D	PA	010CT01		>>>> NOUMEA		NOU				
CX	OW	3200	046D	PN	010CT01		FX	OW	4209	056D	PN	010CT01	
CW	OW	3360	046D	PN	010CT01		FW	OW	4420	056D	PN	010CT01	
C	OW	2585	046D	PA	010CT01		F	OW	3175	056D	PA	010CT01	
Y	OW	1859	066D	PA	010CT01		CX	OW	2897	046D	PN	010CT01	
Y	OW	2564	066D	PN	010CT01		CW	OW	3043	046D	PN	010CT01	
							C	OW	2295	046D	PA	010CT01	
>>>> PAPEETE		PPT					Y	OW	1684	066D	PA	010CT01	
F	OW	2888	056D	PA	010CT01		Y	OW	2320	066D	PN	010CT01	
C	OW	2095	046D	PA	010CT01								
Y	OW	1507	066D	PA	010CT01		>>>> PAPEETE		PPT				
MHEE2M	RT	1936	070YY	PA	010CT01		F	OW	2302	056D	PA	010CT01	
MHEE2M	RT	2419	070YY	PN	010CT01		C	OW	1640	046D	PA	010CT01	
MLEE2M	RT	1578	070YY	PA	010CT01		Y	OW	1202	066D	PA	010CT01	
MLEE2M	RT	1973	070YY	PN	010CT01		MHEE2M	RT	1834	070YY	PA	010CT01	
							MHEE2M	RT	1976	070YY	PN	010CT01	
>>>> SYDNEY NS		SYD					MKEE2M	RT	1643	070YY	PA	010CT01	
FX	OW	4809	056D	PN	010CT01		MKEE2M	RT	1771	070YY	PN	010CT01	
FW	OW	5049	056D	PN	010CT01		MLEE2M	RT	1452	070YY	PA	010CT01	
F	OW	3629	056D	PA	010CT01		MLEE2M	RT	1566	070YY	PN	010CT01	
CX	OW	3408	046D	PN	010CT01								
CW	OW	3578	046D	PN	010CT01		>>>> SYDNEY NS		SYD				
C	OW	2751	046D	PA	010CT01		FX	OW	4429	056D	PN	010CT01	
Y	OW	1980	066D	PA	010CT01		FW	OW	4651	056D	PN	010CT01	
Y	OW	2727	066D	PN	010CT01		F	OW	3343	056D	PA	010CT01	
MHEE6H	RT	2092	070YY	PA	010CT01		CX	OW	3110	046D	PN	010CT01	
MHEE6H	RT	2615	070YY	PN	010CT01		CW	OW	3266	046D	PN	010CT01	
MLEE6H	RT	1962	070YY	PA	010CT01		C	OW	2465	046D	PA	010CT01	
MLEE6H	RT	2453	070YY	PN	010CT01		Y	OW	1808	066D	PA	010CT01	
MHPX	RT	1893	074H	PA	010CT01		Y	OW	2490	066D	PN	010CT01	
MHPX	RT	2367	074H	PN	010CT01		MHEE6H	RT	2110	070YY	PA	010CT01	
MLPX	RT	1776	074H	PA	010CT01		MHEE6H	RT	2637	070YY	PN	010CT01	
MLPX	RT	2221	074H	PN	010CT01		MKEE6H	RT	2040	070YY	PA	010CT01	
							MKEE6H	RT	2551	070YY	PN	010CT01	
SANTIAGO		SCL					MLEE6H	RT	1972	070YY	PA	010CT01	
>>>> AUCKLAND		AKL					MLEE6H	RT	2465	070YY	PN	010CT01	
FX	OW	4071	056D	PN	010CT01		MHPX	RT 0002	1899	074H	PA	010CT01	
FW	OW	4273	056D	PN	010CT01		MHPX	RT 0003	2008	074H	PA	010CT01	
F	OW	3070	056D	PA	010CT01		MHPX	RT	2511	074H	PN	010CT01	
CX	OW	2748	046D	PN	010CT01		MKPX	RT 0002	1837	074H	PA	010CT01	
CW	OW	2886	046D	PN	010CT01		MKPX	RT 0003	1947	074H	PA	010CT01	
C	OW	2177	046D	PA	010CT01		MKPX	RT	2434	074H	PN	010CT01	
Y	OW	1596	066D	PA	010CT01		MLPX	RT 0002	1774	074H	PA	010CT01	
Y	OW	2199	066D	PN	010CT01		MLPX	RT 0003	1884	074H	PA	010CT01	
MHEE6H	RT	1932	070YY	PA	010CT01		MLPX	RT	2355	074H	PN	010CT01	
MHEE6H	RT	2416	070YY	PN	010CT01								
MKEE6H	RT	1864	070YY	PA	010CT01		SAO PAULO SP		SAO		USD		
MKEE6H	RT	2331	070YY	PN	010CT01		>>>> AUCKLAND		AKL				
MLEE6H	RT	1795	070YY	PA	010CT01		FX	OW	4465	056D	PN	010CT01	
MLEE6H	RT	2244	070YY	PN	010CT01		FW	OW	4689	056D	PN	010CT01	
MHPX	RT 0002	1683	074H	PA	010CT01		F	OW	3369	056D	PA	010CT01	
MHPX	RT 0003	1792	074H	PA	010CT01		CX	OW	3060	046D	PN	010CT01	
MHPX	RT	2240	074H	PN	010CT01		CW	OW	3214	046D	PN	010CT01	
MKPX	RT 0002	1627	074H	PA	010CT01		C	OW	2474	046D	PA	010CT01	
MKPX	RT 0003	1737	074H	PA	010CT01		Y	OW	1778	066D	PA	010CT01	
MKPX	RT	2172	074H	PN	010CT01		Y	OW	2450	066D	PN	010CT01	
MLPX	RT 0002	1571	074H	PA	010CT01		MHEE6H	RT	1926	070YY	PA	010CT01	
MLPX	RT 0003	1681	074H	PA	010CT01		MHEE6H	RT	2406	070YY	PN	010CT01	
MLPX	RT	2102	074H	PN	010CT01		MLEE6H	RT	1795	070YY	PA	010CT01	
							MLEE6H	RT	2245	070YY	PN	010CT01	
>>>> NADI		NAN					MHPX	RT	1689	074H	PA	010CT01	
FX	OW	4071	056D	PN	010CT01		MHPX	RT	2112	074H	PN	010CT01	
FW	OW	4273	056D	PN	010CT01		MHPX	RT	1584	074H	PA	010CT01	
F	OW	3070	056D	PA	010CT01		MHPX	RT	1981	074H	PN	010CT01	
CX	OW	2748	046D	PN	010CT01								
CW	OW	2886	046D	PN	010CT01		>>>> NADI		NAN				
C	OW	2177	046D	PA	010CT01		FX	OW	4465	056D	PN	010CT01	
Y	OW	1596	066D	PA	010CT01		FW	OW	4689	056D	PN	010CT01	
Y	OW	2199	066D	PN	010CT01		F	OW	3369	056D	PA	010CT01	
MHEE6H	RT	2028	070YY	PA	010CT01		CX	OW	3060	046D	PN	010CT01	
MHEE6H	RT	2536	070YY	PN	010CT01								

Date: 12-JUN-01

SAO-NAN

**NORMAL & SPECIAL FARES BETWEEN CENTRAL, SOUTH AMERICA & SOUTH WEST PACIFIC
SAO-NAN**

Origin							Origin						
> Destination							> Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
SAO PAULO SP SAO USD							MLEE6M RT 3474 070YY PN 010CT01						
>>>> NADI NAN							MHPX2M RT 3392 078HM PA 010CT01						
CW	OW	3214	046D	PN	010CT01		MHPX2M RT 3392 078HM PN 010CT01						
C	OW	2474	046D	PA	010CT01		MLPX2M RT 3041 078HM PA 010CT01						
Y	OW	1778	066D	PA	010CT01		MLPX2M RT 3041 078HM PN 010CT01						
Y	OW	2450	066D	PN	010CT01		>>>> BUEN AIRES BA BUE						
MHEE6M	RT	2016	070YY	PA	010CT01		F OW 5417 056D PA 010CT01						
MHEE6M	RT	2518	070YY	PN	010CT01		F OW 7074 056D PN 010CT01						
MLEE6M	RT	1889	070YY	PA	010CT01		C OW 3568 046D PA 010CT01						
MLEE6M	RT	2362	070YY	PN	010CT01		C OW 4616 046D PN 010CT01						
>>>> NOUMEA NOU							Y OW 2761 066D PA 010CT01						
FX	OW	4590	056D	PN	010CT01		Y OW 3520 066D PN 010CT01						
FW	OW	4819	056D	PN	010CT01		MHEE6M RT 3073 070YY PA 010CT01						
F	OW	3463	056D	PA	010CT01		MHEE6M RT 3841 070YY PN 010CT01						
CX	OW	3200	046D	PN	010CT01		MLEE6M RT 2871 070YY PA 010CT01						
CW	OW	3360	046D	PN	010CT01		MLEE6M RT 3588 070YY PN 010CT01						
C	OW	2585	046D	PA	010CT01		MHPX2M RT 2651 078HM PA 010CT01						
Y	OW	1859	066D	PA	010CT01		MHPX2M RT 3313 078HM PN 010CT01						
Y	OW	2564	066D	PN	010CT01		MLPX2M RT 2367 078HM PA 010CT01						
>>>> PAPEETE PPT							MLPX2M RT 2958 078HM PN 010CT01						
F	OW	2888	056D	PA	010CT01		>>>> CARACAS CCS						
C	OW	2095	046D	PA	010CT01		F OW 6485 056D PA 010CT01						
Y	OW	1507	066D	PA	010CT01		F OW 6775 056D PN 010CT01						
MHEE2M	RT	1936	070YY	PA	010CT01		C OW 4635 046D PA 010CT01						
MHEE2M	RT	2419	070YY	PN	010CT01		C OW 4773 046D PN 010CT01						
MLEE2M	RT	1578	070YY	PA	010CT01		Y OW 3568 066D PA 010CT01						
MLEE2M	RT	1973	070YY	PN	010CT01		Y OW 3640 066D PN 010CT01						
>>>> SYDNEY NS SYD							MHEE6M RT 3825 070YY PA 010CT01						
FX	OW	4809	056D	PN	010CT01		MHEE6M RT 3825 070YY PN 010CT01						
FW	OW	5049	056D	PN	010CT01		MLEE6M RT 3474 070YY PA 010CT01						
F	OW	3629	056D	PA	010CT01		MLEE6M RT 3474 070YY PN 010CT01						
CX	OW	3408	046D	PN	010CT01		MHPX2M RT 3392 078HM PA 010CT01						
CW	OW	3578	046D	PN	010CT01		MHPX2M RT 3392 078HM PN 010CT01						
C	OW	2751	046D	PA	010CT01		MLPX2M RT 3041 078HM PA 010CT01						
Y	OW	1980	066D	PA	010CT01		MLPX2M RT 3041 078HM PN 010CT01						
Y	OW	2727	066D	PN	010CT01		>>>> EASTER ISLAND IPC						
MHEE6M	RT	2092	070YY	PA	010CT01		MHEE2M RT 2611 070YY PA 010CT01						
MHEE6M	RT	2615	070YY	PN	010CT01		MLEE2M RT 2439 070YY PA 010CT01						
MLEE6M	RT	1962	070YY	PA	010CT01		>>>> GUATEMALA CTY GUA						
MLEE6M	RT	2453	070YY	PN	010CT01		F OW 6128 056D PA 010CT01						
MHPX	RT	1893	074H	PA	010CT01		C OW 4174 046D PA 010CT01						
MHPX	RT	2367	074H	PN	010CT01		Y OW 3311 066D PA 010CT01						
MLPX	RT	1776	074H	PA	010CT01		MHEE6M RT 3825 070YY PA 010CT01						
MLPX	RT	2221	074H	PN	010CT01		MLEE6M RT 3474 070YY PA 010CT01						
>>>> SYDNEY NS SYD AUD							MHPX2M RT 3392 078HM PA 010CT01						
>>>> ASUNCION ASU							MHPX2M RT 3041 078HM PA 010CT01						
F	OW	5877	056D	PA	010CT01		>>>> LA PAZ LPB						
C	OW	7674	056D	PN	010CT01		F OW 6054 056D PA 010CT01						
C	OW	3933	046D	PA	010CT01		F OW 7074 056D PN 010CT01						
C	OW	5083	046D	PN	010CT01		C OW 4056 046D PA 010CT01						
Y	OW	3042	066D	PA	010CT01		C OW 4616 046D PN 010CT01						
Y	OW	3880	066D	PN	010CT01		Y OW 3137 066D PA 010CT01						
MHEE6M	RT	3547	070YY	PA	010CT01		Y OW 3520 066D PN 010CT01						
MHEE6M	RT	4187	070YY	PN	010CT01		MHEE6M RT 3654 070YY PA 010CT01						
MLEE6M	RT	3314	070YY	PA	010CT01		MHEE6M RT 3841 070YY PN 010CT01						
MLEE6M	RT	3913	070YY	PN	010CT01		MLEE6M RT 3414 070YY PA 010CT01						
MHPX2M	RT	2889	078HM	PA	010CT01		MLEE6M RT 3589 070YY PN 010CT01						
MHPX2M	RT	3410	078HM	PN	010CT01		MHPX2M RT 3074 078HM PA 010CT01						
MLPX2M	RT	2579	078HM	PA	010CT01		MHPX2M RT 3209 078HM PN 010CT01						
MLPX2M	RT	3044	078HM	PN	010CT01		MLPX2M RT 2722 078HM PA 010CT01						
>>>> BOGOTA BOG							MLPX2M RT 2859 078HM PN 010CT01						
F	OW	6312	056D	PA	010CT01		>>>> LIMA LIM						
F	OW	6593	056D	PN	010CT01		F OW 6054 056D PA 010CT01						
C	OW	4300	046D	PA	010CT01		F OW 7074 056D PN 010CT01						
C	OW	4426	046D	PN	010CT01		C OW 4056 046D PA 010CT01						
Y	OW	3311	066D	PA	010CT01		C OW 4616 046D PN 010CT01						
Y	OW	3378	066D	PN	010CT01		Y OW 3137 066D PA 010CT01						
MHEE6M	RT	3825	070YY	PA	010CT01		Y OW 3520 066D PN 010CT01						
MHEE6M	RT	3825	070YY	PN	010CT01		MHEE6M RT 3654 070YY PA 010CT01						
MLEE6M	RT	3474	070YY	PA	010CT01								

Date: 12-JUN-01

SYD-LIM

NORMAL & SPECIAL FARES BETWEEN CENTRAL, SOUTH AMERICA & SOUTH WEST PACIFIC
 SYD-LIM

Origin > Destination							Origin > Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
SYDNEY NS SYD AUD							>>>> R JANEIRO RJ RIO						
>>>> LIMA LIM							F OW 6090 056D PA 010CT01						
MHEE6M	RT	3841	070YY	PN	010CT01		F	OW	7954	056D	PN	010CT01	
MLEE6M	RT	3414	070YY	PA	010CT01		C	OW	4077	046D	PA	010CT01	
MLEE6M	RT	3589	070YY	PN	010CT01		C	OW	5274	046D	PN	010CT01	
MHPX2M	RT	3074	078HM	PA	010CT01		Y	OW	3156	066D	PA	010CT01	
MHPX2M	RT	3209	078HM	PN	010CT01		Y	OW	4025	066D	PN	010CT01	
MLPX2M	RT	2722	078HM	PA	010CT01		MHEE6M	RT	3547	070YY	PA	010CT01	
MLPX2M	RT	2859	078HM	PN	010CT01		MHEE6M	RT	3918	070YY	PN	010CT01	
>>>> MONTEVIDEO MVD							MLEE6M RT 3314 070YY PA 010CT01						
F	OW	5417	056D	PA	010CT01		MLEE6M	RT	3661	070YY	PN	010CT01	
F	OW	7074	056D	PN	010CT01		MHPX2M	RT	3049	078HM	PA	010CT01	
C	OW	3568	046D	PA	010CT01		MHPX2M	RT	3380	078HM	PN	010CT01	
C	OW	4616	046D	PN	010CT01		MHPX2M	RT	2722	078HM	PA	010CT01	
Y	OW	2761	066D	PA	010CT01		MHPX2M	RT	3018	078HM	PN	010CT01	
Y	OW	3520	066D	PN	010CT01		>>>> SANTIAGO SCL						
MHEE6M	RT	3073	070YY	PA	010CT01		F	OW	5417	056D	PA	010CT01	
MHEE6M	RT	3841	070YY	PN	010CT01		F	OW	7074	056D	PN	010CT01	
MLEE6M	RT	2871	070YY	PA	010CT01		C	OW	3568	046D	PA	010CT01	
MLEE6M	RT	3588	070YY	PN	010CT01		C	OW	4616	046D	PN	010CT01	
MHPX2M	RT	2651	078HM	PA	010CT01		Y	OW	2761	066D	PA	010CT01	
MHPX2M	RT	3313	078HM	PN	010CT01		Y	OW	3520	066D	PN	010CT01	
MHPX2M	RT	2367	078HM	PA	010CT01		MHEE6M	RT	3073	070YY	PA	010CT01	
MHPX2M	RT	2958	078HM	PN	010CT01		MHEE6M	RT	3841	070YY	PN	010CT01	
>>>> PANAMA CITY PTY							MLEE6M RT 2871 070YY PA 010CT01						
F	OW	6312	056D	PA	010CT01		MLEE6M	RT	3588	070YY	PN	010CT01	
F	OW	6593	056D	PN	010CT01		MHPX2M	RT	2651	078HM	PA	010CT01	
C	OW	4300	046D	PA	010CT01		MHPX2M	RT	3313	078HM	PN	010CT01	
C	OW	4426	046D	PN	010CT01		MHPX2M	RT	2367	078HM	PA	010CT01	
Y	OW	3311	066D	PA	010CT01		MHPX2M	RT	2958	078HM	PN	010CT01	
Y	OW	3378	066D	PN	010CT01		>>>> SAO PAULO SP SAO						
MHEE6M	RT	3825	070YY	PA	010CT01		F	OW	6090	056D	PA	010CT01	
MHEE6M	RT	3825	070YY	PN	010CT01		F	OW	7954	056D	PN	010CT01	
MLEE6M	RT	3474	070YY	PA	010CT01		C	OW	4077	046D	PA	010CT01	
MLEE6M	RT	3474	070YY	PN	010CT01		C	OW	5274	046D	PN	010CT01	
MHPX2M	RT	3392	078HM	PA	010CT01		Y	OW	3156	066D	PA	010CT01	
MHPX2M	RT	3392	078HM	PN	010CT01		Y	OW	4025	066D	PN	010CT01	
MHPX2M	RT	3041	078HM	PA	010CT01		MHEE6M	RT	3547	070YY	PA	010CT01	
MHPX2M	RT	3041	078HM	PN	010CT01		MHEE6M	RT	3918	070YY	PN	010CT01	
>>>> PTO ALEGRE RS POA							MLEE6M RT 3314 070YY PA 010CT01						
F	OW	5769	056D	PA	010CT01		MLEE6M	RT	3661	070YY	PN	010CT01	
F	OW	7954	056D	PN	010CT01		MHPX2M	RT	3049	078HM	PA	010CT01	
C	OW	3852	046D	PA	010CT01		MHPX2M	RT	3380	078HM	PN	010CT01	
C	OW	5274	046D	PN	010CT01		MHPX2M	RT	2722	078HM	PA	010CT01	
Y	OW	2980	066D	PA	010CT01		MHPX2M	RT	3018	078HM	PN	010CT01	
Y	OW	4025	066D	PN	010CT01		>>>> QUITO UIO						
MHEE6M	RT	3261	070YY	PA	010CT01		F	OW	6312	056D	PA	010CT01	
MHEE6M	RT	3918	070YY	PN	010CT01		F	OW	6593	056D	PN	010CT01	
MLEE6M	RT	3048	070YY	PA	010CT01		C	OW	4300	046D	PA	010CT01	
MLEE6M	RT	3661	070YY	PN	010CT01		C	OW	4426	046D	PN	010CT01	
MHPX2M	RT	2836	078HM	PA	010CT01		Y	OW	3311	066D	PA	010CT01	
MHPX2M	RT	3380	078HM	PN	010CT01		Y	OW	3378	066D	PN	010CT01	
MHPX2M	RT	2533	078HM	PA	010CT01		MHEE6M	RT	3825	070YY	PA	010CT01	
MHPX2M	RT	3018	078HM	PN	010CT01		MHEE6M	RT	3825	070YY	PN	010CT01	
>>>> QUITO UIO							MLEE6M RT 3474 070YY PA 010CT01						
F	OW	6312	056D	PA	010CT01		MLEE6M	RT	3474	070YY	PN	010CT01	
F	OW	6593	056D	PN	010CT01		MLEE6M	RT	3474	070YY	PN	010CT01	
C	OW	4300	046D	PA	010CT01		MHPX2M	RT	3392	078HM	PA	010CT01	
C	OW	4426	046D	PN	010CT01		MHPX2M	RT	3392	078HM	PN	010CT01	
Y	OW	3311	066D	PA	010CT01		MHPX2M	RT	3041	078HM	PA	010CT01	
Y	OW	3378	066D	PN	010CT01		MHPX2M	RT	3041	078HM	PN	010CT01	
MHEE6M	RT	3825	070YY	PA	010CT01								
MHEE6M	RT	3825	070YY	PN	010CT01								
MLEE6M	RT	3474	070YY	PA	010CT01								
MLEE6M	RT	3474	070YY	PN	010CT01								
MHPX2M	RT	3392	078HM	PA	010CT01								
MHPX2M	RT	3392	078HM	PN	010CT01								
MHPX2M	RT	3041	078HM	PA	010CT01								
MHPX2M	RT	3041	078HM	PN	010CT01								