



Australian Government

International Air Services Commission

RENEWAL DETERMINATION

Determination:	[2006] IASC 120
Renewal of:	[2002] IASC 111
The Route:	France (Route 2 – French Polynesia)
The Applicant:	Qantas Airways Ltd (ACN 009 661 901) (Qantas)
Public Register File:	IASC/APP/200616

1 The application for renewal

1.1 On 2 April 2002, the Commission issued Determination [2002] IASC 111 (the Determination) allocating 0.5 units of capacity per week in each direction on the Australia - France (Route 2 - French Polynesia) route.

1.2 Under the *International Air Services Commission Act 1992* (the Act), the Commission must start its consideration of the renewal of a determination at least 12 months before the expiry of the Determination. The Determination expires on 16 September 2007.

1.3 Qantas applied to the Commission on 26 September 2006 for a renewal of the Determination. In seeking the renewal, Qantas sought the removal of authorisation to code share with Polynesian Airlines. The Commission published a notice on 3 October 2006 inviting other applications for an allocation of the capacity subject to renewal. No other applications were received.

1.4 All material supplied by the applicant is filed on the Register of Public Documents.

2 Delegate's consideration

2.1 In accordance with section 27AB of the Act and regulation 3A of the *International Air Services Commission Amendment Regulations 2003 (No. 1)*, the delegate of the Commission considers the Qantas application.

2.2 Under the Minister's Policy Statement (No. 5) of 19 May 2004, there is a rebuttable presumption in favour of the carrier seeking the renewal. The delegate notes that:

- Qantas has been fully utilising the relevant capacity;

- according to the Register of Available Capacity, there are 2.5 units of capacity per week in each direction available for immediate allocation;
- there are no other applicants seeking capacity on the route; and
- there is no evidence that Qantas has failed to service the route effectively.

2.3 In these circumstances, the delegate concludes that the renewal of Determination [2002] IASC 111 would be of benefit to the public.

2.4 The wording of the fresh determination below reflects the view of the Commission that determinations which renew original determinations should contain updated terms and conditions consistent with the Commission's current practice and current air services arrangements. Under the Act, the Commission may make changes to the terms and conditions included in the original determination where warranted by changes in circumstances since the original determination was made.

3 Determination for renewal of Determination [2002] IASC 111 allocating capacity on France Route 2 – French Polynesia to Qantas ([2006] IASC 120)

3.1 The delegate, on behalf of the Commission, makes a determination in favour of Qantas, allocating 0.5 units of capacity per week in each direction on the Australia - France (Route 2 – French Polynesia) route under the Australia – France air services arrangements.

3.2 The determination is for five years from 17 September 2007.

3.3 The determination is subject to the following conditions:

- Qantas is required to fully utilise the capacity;
- only Qantas is permitted to utilise the capacity;
- Qantas is not permitted to utilise the capacity to provide services jointly with another Australian carrier or any other person without the approval of the Commission;
- the capacity may be used by Qantas to provide services jointly with Air Tahiti Nui in accordance with:
 - the code share agreement dated 12 May 2000 as amended by the Amendment Agreement of 4 July 2005; or
 - any new code share agreement, whether or not it replaces the existing agreement, with the prior approval of the Commission;

- under any code share agreement with Air Tahiti Nui:
 - Qantas must price and sell its services on the route independently of Air Tahiti Nui; and
 - Qantas must not share or pool revenues on the route with Air Tahiti Nui;
- to the extent that the capacity is used to provide joint services on the route, Qantas must take all reasonable steps to ensure that passengers are informed of the carrier actually operating the flight at the time of the booking;
- changes in relation to the ownership and control of Qantas are permitted except to the extent that any change:
 - results in the designation of the airline as an Australian carrier under the Australia – France air services arrangements being withdrawn; or
 - has the effect that another Australian carrier, or a person (or group of persons) having substantial ownership or effective control of another Australian carrier, would take substantial ownership of Qantas or be in a position to exercise effective control of Qantas, without the prior consent of the Commission; and
- changes in relation to the management, status or location of operations and Head Office of Qantas are permitted except to the extent that any change would result in the airline ceasing to be an airline designated by the Australian Government for the purposes of the Australia – France air services arrangements.

Dated: 26 October 2006

Michael Bird
Executive Director
Delegate of the IASC Commissioners