



Australian Government
International Air Services Commission

DETERMINATION

Determination: [2026] IASC 106
The Route: France (Route 1)
The Applicant: Qantas Airways Limited
(ABN 16 009 661 901)
Public Register File: IASC/APP/202607

The Commission makes a determination allocating to Qantas Airways Limited 0.5 units of capacity per week in each direction on France (Route 1). The determination is valid for five years from 24 April 2026.

1. The application

1.1 On 26 March 2026, Qantas Airways Limited (Qantas) applied to the International Air Services Commission (the Commission) for an allocation of 0.5 units of capacity per week in each direction on France (Route 1). In its application, Qantas advised that it proposes to increase services on the France route (Sydney-Singapore-Paris vv.) from 18 May 2026 by operating an additional two frequencies, using Boeing 787 Dreamliner aircraft configured with 236 seats.

1.2 Qantas has requested the capacity allocation on the following basis:

- the allocation is requested for a period of five years from the date of the determination; and
- the capacity may be used by Qantas to provide joint services with any wholly-owned subsidiary of the Qantas Group and by any wholly-owned subsidiary of the Qantas Group to provide joint services with Qantas.

1.3 Qantas advised in separate correspondence to the Commission, received on 27 March 2026, that the capacity will be fully utilised by 30 May 2026.

1.4 In accordance with section 12 of the *International Air Services Commission Act 1992* (the Act), the Commission published Qantas' application on the Commission's website on 27 March 2026 inviting other applications for capacity on the France route. No other applications were received.

1.5 All non-confidential material supplied by the applicant is available on the Commission's website (www.iasc.gov.au).

2. Air services arrangements

2.1 Paragraph 7(2)(aa) of the Act provides that the Commission must not allocate available capacity contrary to any restrictions on capacity contained in a bilateral arrangement(s).

2.2 Under the Australia-France air services arrangements, the designated airline(s) of Australia may operate three (3) units of capacity per week from Australia to Paris and one additional point in France. In addition, the arrangements permit designated airlines of Australia to operate services between Australia and France via specified intermediate points, including Singapore.

2.3 According to the Register of Available Capacity there is one (1) unit of capacity per week available for allocation to Australian carriers to operate services on France (Route 1). Based on the aircraft substitution formula for France (Route 1), aircraft seat capacity between 200-239 seats is counted as 0.5 units of capacity.

2.4 Under the Australia-Singapore air services arrangements, the designated airlines of Australia may operate services and exercise full beyond fifth freedom traffic rights between Singapore and any points beyond Singapore, (excluding points in the United States).

3. Commission's consideration

3.1 Subsection 12(3) of the Act allows any person to apply to the Commission for a determination allocating capacity to enable an Australian carrier to operate international air services. Qantas is seeking the allocation of 0.5 units of capacity per week in each direction on the France route.

3.2 Qantas currently holds a total capacity allocation of two (2) units on France (Route 1). The carrier uses this capacity to operate seasonal Sydney-Paris (vv.) services¹ using Boeing 787 Dreamliner aircraft configured with 236 seats. Under the Australia-France air services arrangements, and pursuant to the aircraft substitution formula, aircraft with a seat capacity of between 200-239 seats are counted as 0.5 units of capacity. Based on the aircraft deployed on the route, Qantas may operate up to four (4) services per week using two (2) units of capacity. At present, Qantas operates three (3) services per week, utilising 1.5 units of capacity.

3.3 Qantas proposes to operate an additional two (2) services per week from 18 May 2026 to late July 2026, utilising the remaining 0.5 unit of its existing capacity allocation together with the additional 0.5 unit of capacity sought as part of its application.

3.4 Qantas has also requested permission for the capacity to be used by Qantas to provide joint services with any wholly-owned subsidiary of the Qantas Group and by any wholly-owned subsidiary of the Qantas Group to provide joint services with Qantas.

3.5 Subsection 7(1) of the Act empowers the Commission to make a determination allocating available capacity. Subsection 7(2) requires, in part, that the Commission's determination must not allocate capacity unless the Commission is satisfied that the allocation would be of benefit to the public and would not be contrary to any restrictions on capacity contained in bilateral arrangements, or combination of bilateral arrangements.

3.6 Further, subsection 7(3) of the Act provides that in assessing the benefit to the public of an allocation of capacity, the Commission must apply the criteria set out in the policy statements made by the Minister pursuant to section 11 of the Act.

3.7 Pursuant to section 11 of the Act, the Minister issued the International Air Services

¹ See France, Qantas entry - [Northern Winter 2025-26 Timetable Summary](#)

Commission Policy Statement 2018 (the Policy Statement) which came into effect on 28 March 2018. The Policy Statement sets out the criteria which the Commission is required to apply in assessing the benefit to the public of allocations of capacity.

3.8 The Commission notes that there are no other applicants seeking capacity on the route and no opposition to the application. Section 12 of the Policy Statement provides, in part, that in circumstances where there is only one applicant for allocation of capacity on a route, and there is no opposition to the application, the Commission is to have regard to the ‘reasonable capability criterion’ in section 8 of the Policy Statement and need not have regard to any other matter.

3.9 Under the reasonable capability criterion in section 8 of the Policy Statement, the Commission is required to assess the extent to which all Australian carriers that are, or would be permitted to use the capacity allocated under a determination are reasonably capable of: (a) obtaining any licences, permits or other approvals required to operate on and service the route to which the determination relates; and (b) using the capacity allocated under the determination.

3.10 The Commission notes that Qantas is an established international carrier which currently operates scheduled international services between Australia and France. The Commission therefore finds that Qantas is reasonably capable of obtaining the necessary regulatory approvals to operate on the route and of using the proposed capacity allocation.

3.11 Accordingly, the Commission has concluded that Qantas satisfies the criteria under section 8. The Commission, therefore, has decided to allocate the capacity as requested by Qantas.

3.12 Qantas requested the Commission to permit the capacity to be used by Qantas to provide joint services with any wholly-owned subsidiary of the Qantas Group and by any wholly-owned subsidiary of the Qantas Group to provide joint services with Qantas. The Commission considers that the proposed joint services on the France route between Qantas and a wholly-owned subsidiary of the Qantas Group would have minimal impact on competition. The Commission, therefore, has decided to include such conditions, as requested by Qantas.

3.13 Subsection 15(1) of the Act empowers the Commission to include such terms and conditions as it thinks fit. Paragraph 15(2)(e) requires the inclusion of a condition stating the extent to which the carrier may use that capacity in joint services with another carrier. In light of this, the Commission has decided to issue this determination subject to the conditions set out in Item 4 below.

3.14 Paragraph 15(2)(a) of the Act requires a determination to specify the period during which it is to be in force. Subsection 15(3) of the Act effectively provides that if the Minister’s Policy Statement sets out how the period of validity of the determination is to be fixed, then the period of validity is as so fixed. In any other case, an interim determination is to be in force for three years while a determination that is not an interim determination is to be in force for five years.

3.15 Section 20 of the Policy Statement sets out how the Commission is to fix the period during which a determination is to be in force. The Commission considers that this application is within the scope of subsection 20(4) and has decided that this determination is to be in force for a period of five years.

4. Determination allocating capacity on France (Route 1) to Qantas Airways Limited ([2026] IASC 106)

4.1 In accordance with section 7 of the Act, the Commission makes a determination in favour of Qantas Airways Limited, allocating 0.5 units of capacity per week to operate passenger services on France-Route 1 in accordance with the Australia – France air services arrangements.

4.2 The determination is valid for five years from 24 April 2026.

4.3 The determination is subject to the following conditions:

- a) Qantas Airways Limited is required to fully utilise the capacity no later than 30 May 2026 or such other date approved by the Commission.
- b) Only Qantas Airways Limited is permitted to utilise the capacity.
- c) Qantas Airways Limited is not permitted to utilise the capacity to provide services jointly with another Australian carrier or any other person unless approved by the Commission.
- d) Subject to the preceding condition, the capacity may be used by Qantas Airways Limited to provide joint services with any wholly-owned subsidiary of the Qantas Group, and by any wholly-owned subsidiary of the Qantas Group to provide joint services with Qantas Airways Limited.
- e) Changes in relation to the ownership and control of Qantas Airways Limited 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 Airways Limited or be in a position to exercise effective control of Qantas Airways Limited, without the prior consent of the Commission.

Dated: 24 April 2026



GENEVIEVE BUTLER
Chairperson



JANE MCKEON
Commissioner