



**Australian Government**  
**International Air Services Commission**

**DETERMINATION**

**Determination:** [2026] IASC 110  
**The Route:** Philippines  
**The Applicant:** Qantas Airways Limited  
(ABN 16 009 661 901)  
**Public Register File:** IASC/APP/202616

**The Commission makes a determination allocating to Qantas Airways Limited two (2) frequencies per week to operate passenger services on the Philippines route. The capacity may be used by either Qantas Airways Limited or its wholly owned subsidiary, Jetstar Airways Pty Limited, subject to certain conditions. The determination is valid for five years from 15 June 2026.**

## **1. The application**

1.1 On 13 May 2026, Qantas Airways Limited (Qantas) applied to the International Air Services Commission (the Commission) for an allocation of 2 frequencies per week in each direction on the Philippines route. In its application, Qantas advised that it plans to operate an additional two weekly services between Brisbane and Manila using Airbus 321 aircraft configured with 197 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;
- the capacity will be fully utilised by 30 November 2026;
- the capacity may be utilised by Qantas, Jetstar Airways Pty Limited (Jetstar) or another Australian carrier which is a wholly-owned subsidiary of the Qantas Group; and
- the capacity may be used by Qantas to provide joint services with any wholly-owned subsidiary and by any wholly-owned subsidiary of the Qantas Group to provide joint services with Qantas.

1.3 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 14 May 2026 inviting other applications for capacity on the Philippines route. No other applications were received.

1.4 All non-confidential material supplied by the applicant is available on the Commission's website ([www.iasc.gov.au](http://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 According to the Register of Available Capacity, there are 45 frequencies per week available for allocation to Australian designated airline(s) to operate passenger services to/from Manila and Bulacan. The Commission notes that the available capacity will increase to 55 frequencies per week with effect from the start of the Northern Winter 2026-27 timetable period (October 2026).

2.3 Under the Australia-Philippines air services arrangements, Australian designated airlines have the right, over all or any part of their route, to enter into code share, blocked space or other cooperative marketing arrangements, as the marketing and/or operating airline, with another Australian airline(s), a Philippine airline(s) or with an airline(s) of a third country.

## **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.

3.2 Qantas is seeking the allocation of 2 frequencies per week in each direction on the Philippines route. As part of its application, Qantas requested permission for the capacity to be used by either Qantas, its wholly-owned subsidiary, Jetstar, or another Australian carrier which is a wholly-owned subsidiary of the Qantas Group.

3.3 Currently, Qantas has a total capacity allocation of 15 frequencies which are being utilised to operate up to 5 services per week from Brisbane to Manila and up to 7 services per week from Sydney to Manila.<sup>1</sup> Further to this, Qantas' wholly-owned subsidiary, Jetstar, utilises the remaining capacity allocated to operate 3 weekly services between Perth and Manila.<sup>2</sup>

3.4 Jetstar also operates 3 services per week between Brisbane and Cebu utilising capacity allocated by Determination [2025] IASC 105.

3.5 The additional capacity is intended to be used by Qantas to enable the airline to operate two additional daily services between Brisbane and Manila from 25 October 2026, using Airbus 321 aircraft configured with 197 seats.

3.6 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

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<sup>1</sup> See Philippines, Qantas entry - [Northern Summer 2026 Timetable Summary](#)

<sup>2</sup> See Philippines, Jetstar entry - [Northern Summer 2026 Timetable Summary](#)

on capacity contained in bilateral arrangements, or combination of bilateral arrangements.

3.7 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.

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

3.9 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.

3.10 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.

3.11 The Commission notes that Qantas and its wholly-owned subsidiary, Jetstar, are established international carriers which currently operate scheduled international services between Australia and Philippines. The Commission therefore finds the carriers are reasonably capable of obtaining the necessary regulatory approvals to operate on the route and of using the proposed capacity allocation.

3.12 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.

3.13 Qantas requested the Commission permit the capacity to be used by Qantas to provide joint services with any wholly-owned subsidiary of the Qantas Group and for any wholly-owned subsidiary of the Qantas Group to provide joint services with Qantas. The Commission considers that the proposed joint services on the Philippines 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.

3.14 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.

3.15 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.

3.16 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 5 years.

3.17 Nothing in this decision should be taken as indicating either approval or disapproval by the Australian Competition and Consumer Commission (ACCC). This decision is made without prejudicing, in any way, possible future consideration of code share operations by the ACCC.

#### **4. Determination allocating capacity on the Philippines route to Qantas Airways Limited ([2026] IASC 110)**

4.1 In accordance with section 7 of the Act, the Commission makes a determination in favour of Qantas Airways Limited, allocating 2 frequencies per week in each direction on the Philippines route, in accordance with the Australia-Philippines air services arrangements.

4.2 The determination is valid for five years from 15 June 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 November 2026.
- b) The capacity may be utilised by:
  - Qantas Airways Limited; or
  - Jetstar Airways Pty Limited, as long as it remains a wholly-owned subsidiary of the Qantas Group; or
  - such other wholly-owned subsidiary of the Qantas Group that the Commission approves in writing, as long as it remains a wholly-owned subsidiary of the Qantas Group.
- c) Neither Qantas Airways Limited nor another Australian carrier which is a wholly-owned subsidiary of the Qantas Group is 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) To the extent that the capacity is used to provide joint services on the route, the airlines must take all reasonable steps to ensure that passengers are informed of the carrier actually operating the flight at the time of the booking. Nothing in this determination exempts the airlines from complying with Australian Consumer Law.
- f) Changes in relation to the ownership and control of Qantas Airways Limited and/or its wholly-owned subsidiary authorised to utilise the capacity are permitted except to the extent that any change:
- results in the designation of the airline as an Australian carrier under the Australia-Philippines 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 and/or its wholly-owned subsidiary or be in a position to exercise effective control of Qantas Airways Limited and/or its wholly-owned subsidiary, without the prior consent of the Commission.

Dated: 15 June 2026



GENEVIEVE BUTLER  
Chairperson



JANE MCKEON  
Commissioner