



## **Australian Government**

### **International Air Services Commission**

#### **RESOLUTION**

**Resolution:** [2021] IASC R05  
**Determination:** [2019] IASC 118  
**The Route:** Japan  
**The Applicant:** Qantas Airways Limited  
(ACN 009 661 901 / ABN 16 009 661 901)  
**Public register file:** IASC/APP/202131

On 28 October 2019, the International Air Services Commission (the Commission) issued Determination [2019] IASC 118 (the Determination) allocating one frequency per day in each direction to Qantas Airways Limited (Qantas) on the Japan route to service Tokyo-Haneda Airport. The Determination includes several conditions including the requirement for the capacity to be utilised from no later than 29 March 2020 or from such other date approved by the Commission.

Due to the COVID-19 pandemic impacts, including travel restrictions put in place by the Australian Government in March 2020, Qantas was not able to commence the new services to and from Tokyo-Haneda as originally planned. In light of this, upon the request of Qantas, the Commission issued Resolutions [2020] IASC R06, [2020] IASC R08 and [2021] IASC R01 extending the date of commencement of use of the capacity by Qantas. The Commission granted these extensions recognising that the COVID-19 pandemic and associated travel restrictions imposed by various countries has seriously disrupted the international operations of airlines worldwide.

On 19 October 2021, Qantas wrote to the Commission seeking a further extension of the date for utilisation of the capacity from 31 October 2021 to 26 March 2022. In its letter, Qantas outlined its planned operations between Australia and Japan (Tokyo-Haneda) for the Northern Winter 2021-22 scheduling period. From 19 December 2021, Qantas will operate three services per week in each direction between Sydney and Tokyo-Haneda using the capacity allocated (for evening services) under Determination [2019] IASC 102. From 15 February 2022, Qantas will operate three services per week in each direction between Melbourne and Tokyo-Haneda using the capacity allocated (for daytime services) under Determination [2019] IASC 118.

The Commission notes that by the end of Northern Winter 2021-22 (on 26 March 2022), Qantas would have only partly utilised its capacity allocation issued under [2019] IASC 118, with full utilisation expected to occur in Northern Summer 2022. This is understandable given the service would have only commenced in February 2022 and would be subject to various unpredictable factors. In light of this, the Commission considers that Qantas would likely be able to fully utilise the capacity (of seven frequencies per week) by the end of the Northern Summer 2022 scheduling period.

Upon further consideration of the Qantas application and the state of play in the aviation industry, the Commission issues Resolution [2021] IASC R05 to provide that the capacity issued under Determination [2019] IASC 118 is to be utilised from no later than 30 October 2022, or such other date approved by the Commission. The Commission will continue to monitor the airline's ability to fully utilise the capacity on the route.

Dated: 04 November 2021



GENEVIEVE BUTLER

Chairperson



JANE MCKEON  
Commissioner