



Australian Government
International Air Services
Commission



ANNUAL REPORT 2024–25

INTERNATIONAL AIR SERVICES COMMISSION







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For further information please contact the Director:

International Air Services Commission (the Commission),

Tel: (02) 6267 1100, email: contact@iasc.gov.au or visit the Commission's website at www.iasc.gov.au

Designed by Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts
Photographs provided from: Qantas Airways Limited, Tasman Cargo Airlines and Virgin Australia



Australian Government
International Air Services Commission

The Hon Catherine King MP
Minister for Infrastructure, Transport, Regional Development and Local Government
Parliament House
CANBERRA ACT 2600

Dear Minister

We are pleased to submit the thirty-third Annual Report of the International Air Services Commission, for the year ended 30 June 2025.

Our report is submitted to you in accordance with subsection 53(1) of the *International Air Services Commission Act 1992* (the Act) and is for presentation to each House of the Parliament in accordance with subsection 53(2) of the Act.

Yours sincerely

Handwritten signature of Genevieve Butler in cursive script.

Ms Genevieve Butler
Chairperson

Handwritten signature of Jane McKeon in cursive script.

Ms Jane McKeon
Commissioner

1 September 2025



The International Air Services Commission is an independent statutory authority, established under the *International Air Services Commission Act 1992*. It allocates capacity available under Australia's air services arrangements with other economies to existing and prospective Australian international airlines by making formal determinations. Applications are assessed against public benefit criteria set out in a policy statement issued to the Commission by the Minister for Infrastructure, Transport, Regional Development and Local Government.

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PART 1

The Year in Review by the Chairperson, Ms Genevieve Butler

This annual report marks the thirty-third year of operation of the International Air Services Commission (the Commission). It is my pleasure to provide an overview of the Commission's activities for the last 12 months.

The year was one of continued momentum for the international aviation sector, as airlines responded dynamically to renewed global demand and evolving market opportunities. During this period, Australian international carriers actively engaged in expanding services across key passenger and freight markets in Asia, North America, the Pacific, and the Middle East.

Australian carriers continued to expand their international services successfully into new international markets. Notably, Virgin Australia launched passenger services to Doha, Qatar, and Qantas launched services to Koror, Palau.

Applications and decisions

During the 2024–25 financial year the Commission dealt with 29 applications resulting in 44 decisions. While the majority of these applications were straightforward, one application by Virgin Australia to operate passenger services on the Qatar route, including wet leasing and code sharing with Qatar Airways, was complex and required a substantial amount of detailed work and engagement with other government agencies.

In the same period, Virgin Australia ceased its passenger services to Japan's Tokyo-Haneda Airport, and accordingly returned its capacity allocation.

The Commission issued 9 determinations allocating new capacity and 11 determinations renewing capacity allocations. Among these Virgin Australia was allocated passenger capacity on the Qatar route; Qantas was allocated additional passenger capacity on the Indonesia, Japan (Tokyo-Haneda) and Philippines routes. Tasman Cargo Airlines was granted unrestricted freight capacity on the Hong Kong route.



Photo © Qantas Airways Limited

Virgin Australia renewed its capacity allocations on the Bangladesh, Indonesia and Thailand routes. Qantas also sought and received renewal of its capacity allocations on the Chile, Cook Islands, Hong Kong, Italy, New Caledonia, Philippines and Singapore routes.

The Commission conducted 21 reviews of determinations at the request of airlines, with 21 reviews resulting in decisions granting the requested variations to the determinations. Most variations related to authorisation of code sharing, while others concerned changes to the capacity type or extensions to utilisation dates. One determination was varied at the request of Virgin Australia to increase its capacity allocation by 30 seats on the Samoa route.

International arrangements

In October 2024, the aeronautical authorities of Australia and Canada agreed to liberalise the air services arrangements between the 2 countries. Under the revised arrangements, from the Northern Summer 2026 period, designated airlines of both countries will be able to access unrestricted capacity entitlements, and will be able to determine the frequency, capacity and aircraft type to be operated between Australia and Canada.

Also in October 2024, the aeronautical authorities of Australia and Chile agreed to amend the air services arrangements to increase and convert the passenger capacity available to Australian designated airlines from 4,300 seats (14 services) to 21 services per week.

During the same period, the aeronautical authorities of Australia and Hong Kong agreed to liberalise the air services arrangements between the 2 countries. The revised arrangements permit the designated airlines from both countries to operate unrestricted frequencies for freight services between all points in Australia and Hong Kong. In response to these changes, Tasman Cargo Airlines and Qantas respectively applied for and were subsequently allocated unrestricted freight capacity on the Hong Kong route.



Stakeholder engagement

The Commission held a total of 12 meetings during the financial year. While some meetings were conducted face-to-face in Canberra, the Commission also continued to carry out its work by teleconference. An important aspect of our work in the Commission is engagement with our airline stakeholders. During the reporting period, we conducted face-to-face meetings with senior executives and officers from Qantas, Virgin Australia, Tasman Cargo and AERgO.

During 2024–25 the Commission undertook consultation processes including engagement with stakeholders on its notification list on the utility and accessibility of the Commission's website. Consultation was also undertaken with key stakeholders as part of the review and update of the Commission's procedural guidance document.

I would like to thank my fellow Commissioner, Ms Jane McKeon, for contributing her expertise to the work of the Commission and providing invaluable insights into the aviation industry. I am grateful for her continued support and fellowship.

I would also like to thank the IASC Director, Ms Jasmina Morling, for her strong leadership of the Secretariat and ensuring the smooth operations of the Commission throughout the year.

Genevieve Butler
Chairperson

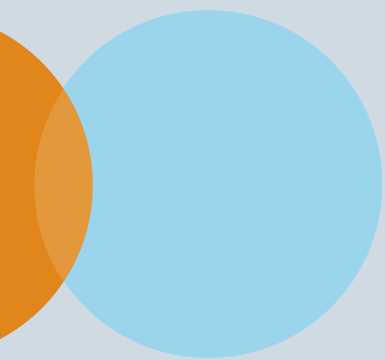


Photo © Tasman Cargo

PART 2

Overview of the International Air Services Commission

The role and functions of the Commission

The Commission is an independent statutory authority established under the *International Air Services Act 1992* (the IASC Act). The object of the IASC Act is to enhance the welfare of Australians by promoting economic efficiency through competition in the provision of international air services by Australian carriers, resulting in:

- a) increased responsiveness by airlines to the needs of consumers, including an increased range of choices and benefits;
- b) growth in Australian tourism and trade; and
- c) the maintenance of Australian carriers capable of competing effectively with airlines of foreign countries.

The Commission's primary responsibility is to serve the object of the IASC Act by allocating capacity entitlements to Australian airlines for the operation of international passenger and freight services. The capacity allocated by the Commission comes from entitlements available to Australian international airlines under air services arrangements between Australia and other countries/economies. In particular, the functions of the Commission are to:

- a) make determinations allocating capacity to Australian carriers in both contested and uncontested situations;
- b) renew determinations on application by carriers;
- c) conduct reviews of determinations; and
- d) provide advice to the Minister about any matter referred to the Commission by the Minister concerning international air operations.

The IASC Act is complemented by a Policy Statement from the Minister. *The International Air Services Commission Policy Statement 2018* (the Policy Statement), is a legislative instrument under section 11 of the IASC Act. It sets out criteria to be applied by the Commission in various circumstances; including how the Commission is to assess the benefit to the public of an allocation of capacity.

Reasonable capability criterion and the additional criteria

There are 2 sets of criteria that the Commission is to have regard to in assessing whether an application is of benefit to the public: the 'reasonable capability criterion' under section 8 of the Policy Statement, and the 'additional criteria' under section 9. When and how the Commission is to have regard to the criteria is set out in part 3 of the Policy Statement.

Under the 'reasonable capability criterion', the Commission is 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.

Section 9 of the Policy Statement lists the 'additional criteria' which the Commission may have regard to in assessing an application. The additional criteria include competition, consumer benefit, tourism and trade, as well as relevant information obtained from other Australian Government agencies and authorities. The list is not exhaustive and subsection 9(l) explicitly provides that the Commission may consider 'any other matter or consideration that the Commission considers to be relevant'.

The Commission has published administrative guidelines to assist applicants in submitting their applications and interested persons in making submissions about applications to the Commission. A summary of these procedures is at Appendix 5. The aim of the procedures is to ensure that applicants and other interested parties understand the requirements for making applications or submissions, are familiar with the Commission's decision-making processes, and are aware of their rights and obligations.

Duration and types of determinations

Determinations allocating capacity are usually made for a period of 5 years for routes where capacity entitlements or route rights are limited (restricted) under the relevant air services arrangements. In cases where capacity entitlements and route rights are not limited (that is, there is no limit or restriction on the amount of capacity that can be operated by carriers), the determinations are made for 99 years.

For routes that have restricted capacity, if an applicant carrier requests that a determination be made for a shorter period, the Commission will fix the period as requested.¹

In exceptional circumstances, the Commission may issue an interim determination which is valid for a period of no more than 3 years. Interim determinations are normally made when capacity is being allocated to a new Australian carrier.

1 Section 20, Policy Statement

Renewal of determinations

The Commission is required to start its consideration of the renewal of a determination at least 12 months before it expires. The Commission initiates such a review by formally asking the Australian carrier to whom the determination allocates capacity whether they wish to apply to seek a renewal of the determination. Except for interim determinations, there is a presumption in favour of making the same allocation of capacity to the carrier seeking the renewal, unless the Commission is satisfied that the (same) allocation is no longer of benefit to the public.² The allocation is generally no longer of benefit to the public if:

- a) the carrier seeking renewal has failed to service the route effectively;
- b) if there are other applications for some or all of the capacity; and
- c) the Commission having regard to the reasonable capability criterion and any of the additional criteria that it considers relevant, is satisfied that a different allocation of the capacity would be of greater benefit to the public.³

Review of determinations: transfer applications, variations on application and review for cause

From time to time, Australian carriers apply to the Commission to vary determinations held by them. There can be a number of reasons for an airline to seek a variation. For example, a carrier may request to transfer a capacity allocation to another entity within the same airline group, or it may seek authorisation for a wholly-owned subsidiary to utilise the capacity allocation.

The most common application for variation received by the Commission seeks authorisation to enable an Australian carrier to use its allocated capacity to offer code share services with another airline, including foreign airlines. The Commission conducts a review of the determination, and as required by the IASC Act, invites submissions about the application.⁴

In relation to an application for variation other than a transfer application⁵ (as discussed in the paragraph below), if the Commission does not receive submissions opposing the variation requested, then in assessing the application, the Commission is to have regard to the reasonable capability criterion and need not have regard to any other matter, although it may in certain circumstances. If, however, the Commission receives one or more submissions opposing the application for variation, the Commission is to have regard to the reasonable capability criterion, and may have regard to any of the additional criteria it considers to be relevant.⁶

2 Subparagraph 8(2)(a)(i), *IASC Act*

3 Section 14, *Policy Statement*

4 Section 22, *IASC Act*

5 As defined in section 4 of the *IASC Act*

6 Section 17, *Policy Statement*

As noted above, most of the applications for variation of existing determinations received by the Commission relate to an Australian carrier seeking authorisation to utilise existing capacity allocations for code sharing with another airline or airlines. This type of variation application is a transfer application as so defined in section 4 of the IASC Act. In assessing whether a transfer application would not be of benefit to the public, the Commission is to have regard to:

- a) the reasonable capability criterion;
- b) the undesirability of approving a transfer where doing so will, or is reasonably likely to, permit or encourage any form of speculative activity, including trading in capacity allocations for commercial benefit; and
- c) the undesirability, other than in exceptional cases, of approving a transfer application by a carrier that has never used an allocation, or has only used an allocation for less than 6 months.

The Commission may also have regard to any of the additional criteria it considers relevant, as set out in section 9 of the Policy Statement.⁷ If the Commission finds that a transfer application would not be of benefit to the public, the Commission must not vary the determination as requested.⁸

The Commission may itself initiate a review of a determination if it is concerned that a carrier might be in breach of a condition of the determination.⁹ This can occur, for example, where a carrier has been allocated capacity, but has not fully used that capacity by the time it was required to do so by the Commission. Where the Commission has commenced a review because an Australian carrier has not complied with a condition that capacity be fully used, the Commission may have regard to the following matters:

- a) whether at the time of the review, there is an application from another Australian carrier for an allocation of capacity on the route, and the unused capacity prevents a competing applicant from being allocated capacity entitlements;
- b) whether there is seasonal variation in demand on the route in question; and
- c) any other matter that the Commission considers to be relevant.¹⁰

Having conducted such a review, the Commission may confirm, vary, suspend or revoke the determination.¹¹

7 Section 18, Policy Statement

8 Section 25, IASC Act

9 See subsection 10(1) and section 23, IASC Act

10 Section 24, Policy Statement

11 Subsection 23(1), IASC Act

Executive profile

The IASC Act provides for a Chairperson and 2 Members of the Commission.

At 30 June 2025, the Commission was comprised of a Chairperson Ms Genevieve Butler and Member Ms Jane McKeon.



Genevieve Butler, Chairperson

First appointed: 5 August 2021 (part-time)

Re-appointed: 1 August 2024 (part-time)

Genevieve Butler is a senior government lawyer with an expertise in administrative law, particularly statutory interpretation, and aviation law. She has provided in-house legal advice to the Australian Transport Safety Bureau, focusing on the application of the *Transport Safety Investigation Act 2003*. She provided legal advice regarding the

search for the missing Malaysian Airlines Flight MH370 and for coronial inquiries regarding aviation accidents. Previously, Genevieve provided legal advice and conducted litigation for the ACT Government Solicitor in the ACT Supreme Court and ACT Civil and Administrative Tribunal, working on matters including regulation and licensing, public and constitutional law, information privacy, citizen's rights and community protection. She has also worked for the Department of Parliamentary Services, providing advice to Senators and Members of Parliament on matters including administrative law, intellectual property law and international human rights law.

Genevieve has a broad governance background and is a Member of the Australian Institute of Company Directors. In addition to her role as Chairperson of the Commission, she is current Chair of the Animal Welfare Advisory Committee, an ACT Government ministerial advisory body. Ms Butler was previously a national Board Member of the Association of Corporate Counsel Australia (ACC), and ACT President of the ACC. She is a former member of the ACT Government's Brand Strategic Advisory Board and a former Non-Executive Director and Audit and Risk Committee member of Community Services #1. Ms Butler also served on the ACT Law Society's Government Law Committee and Military Law Committee for many years and is a former editor of the Aviation Law Association of Australia and New Zealand's periodical.

Genevieve's international career in public affairs took her to Europe, North America and Africa. She worked for the United Nations Department of Peacekeeping Operations in New York and in Eritrea and Ethiopia as an External Affairs Officer. During this time, she also Chaired a Board of Inquiry. Ms Butler has also held the role of Public Affairs Manager for the Australian Embassy to Belgium and Mission to the European Union and NATO, based in Brussels. She has worked as a foreign correspondent and producer for leading media organisations including CNN, CNBC, BBC World and Reuters in London, Paris, Stockholm, Frankfurt and Brussels.

Genevieve holds the following degrees: Bachelor of Laws (Hons) from the Australian National University (ANU), Graduate Diploma of Legal Practice from the NSW College of Law, Master of Journalism from the University of Queensland and Bachelor of Arts from the ANU. She is admitted as a practitioner of the Supreme Court of NSW and holds an Unrestricted Government Practising Certificate from the ACT Law Society. She has undertaken post-graduate courses at the United Nations University in Tokyo. Foreign languages include French.

Jane McKeon, Commissioner

First appointed: 16 December 2021 (part-time)

Re-appointed: 16 December 2024 (part-time)



Jane McKeon has experience in governance, stakeholder management and regulatory affairs. She is currently an independent non-executive director of Crown Sydney and chairs the board's Risk, Compliance and Responsible Gaming Committee. She also provides advisory consulting services to the private and public sectors, with past clients including Cover-More Travel Insurance and Western Sydney Airport Co Ltd, and is a member of the UNSW School of Aviation Industry Advisory Committee. She has previously served on the Board of the Australian Government's Council of Australia Latin America Relations and as a Commissioner of Tourism Western Australia.

Jane had a long executive career in the airline industry, having joined Ansett Australia as a management trainee. As Group Executive – Government Relations for Virgin Australia from 2010 to 2018, she was responsible for leading engagement with governments, regulators and industry bodies in Australia and internationally to influence policy and regulation to support the airline's strategic transformation program and enhance its profile and reputation. From 2014 to 2017 she was Chair of the airline's joint venture with the Samoan Government, Virgin Samoa. She was also a member of the Tourism and Transport Forum Advisory Board and the International Air Transport Association Industry Affairs Committee and a director of Airlines for Australia and New Zealand.

From 2002 to 2010, Ms McKeon was employed by Qantas Airways. She was appointed General Manager – Government and International Relations in 2004, with responsibility for promoting the carrier's interests in the development of Australia's aviation, tourism and trade policy settings; managing economic regulatory activities to support Qantas' international passenger and freighter services; and the launch of Jetstar as an Australian international carrier. She also represented Qantas on the Board of Airline Representatives of Australia, the Aeropolitical Committee of the Association of Asia Pacific Airlines and the Australian Tourism Export Council.

Jane holds Bachelor of Arts (First Class Honours) and Bachelor of Science degrees from the University of Melbourne and is a Graduate of the Australian Institute of Company Directors.

Commissioners' attendance at meetings in 2024–25

Commissioner	Number of meetings possible	Number of meetings attended
Genevieve Butler	12	12
Jane McKeon	12	12



L-R: Ms Jane McKeon (Commission Member), Ms Genevieve Butler (Chairperson)

The Secretariat



Mrs Jasmina Morling (Director, IASC Secretariat)

The Commission is assisted in its work by a small Secretariat. The Secretariat is comprised of officers of the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts (the department). The Secretariat is headed by a Director, supported by a Senior Adviser. The Secretariat provides advice and assistance to the Commissioners on all aspects of the Commission's operations.

Communications with interested parties

There are many stakeholders with a direct or indirect interest in what the Commission does. They include:

- ▶ the Minister;
- ▶ current and prospective Australian international airlines;
- ▶ the broader aviation industry, airports, providers of services to airlines and employee associations;
- ▶ the international tourism and freight industries, including Australian exporters;
- ▶ Australian and State Government departments and agencies;
- ▶ aviation industry investors, analysts and journalists; and
- ▶ the travelling public.

The Commission places great importance on maintaining effective relationships with those stakeholders. The Commission takes into account the views of stakeholders in its decision-making processes, as appropriate to particular cases. Interested members of the public and stakeholders (who have requested to be included in the Commission's notification list) are regularly notified, by email, of applications received and the Commission's determinations and decisions. The Commission's website is regularly updated to inform the public of applications and determinations and decisions made by the Commission.

The role of the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

The Commission works closely with the department. The department is responsible for the negotiation and administration of air services arrangements between Australia and other economies. An important part of the negotiating process is to provide opportunities for Australian airlines to expand their services between Australia and other economies.

Register of Available Capacity

In accordance with the IASC Act, the department maintains a publicly accessible Register of Available Capacity for Australian international airlines, which records the capacity and route entitlements available under each set of air services arrangements.

An Australian carrier may apply to the Commission for an allocation of capacity recorded on the register as available for immediate allocation. The entitlements on the register are adjusted as determinations allocating capacity are made by the Commission, as carriers' hand back capacity and/or when the department negotiates new or revised capacity entitlements on behalf of the Australian Government. There is regular communication between the department and the Commission on these matters.

Another area where the roles of the Commission and the department intersect involves applications from prospective new Australian international airlines wishing to operate scheduled international passenger and/or freight services.

Before allocating capacity to an applicant airline, the Commission must be satisfied that the applicant airline is:

- a) reasonably capable of obtaining any licences, permits and other regulatory approvals necessary to operate on and service the route to which the determination relates; and
- b) using the capacity allocated under the determination.

The department is responsible for designating and licensing Australian airlines to operate regular scheduled international services. As part of its assessment, the Commission consults with the department to determine whether an airline is reasonably capable of securing the required regulatory approvals to operate on the relevant route.

Importantly, an airline must first receive a capacity allocation from the Commission before the department can make operational decisions regarding that capacity, including issuing licences and approving airline timetables for scheduled international services.

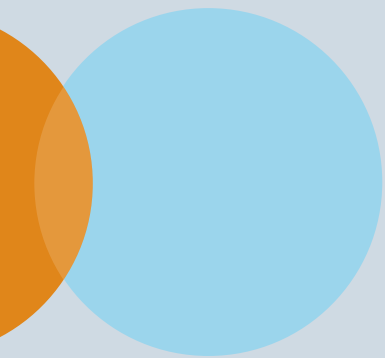


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PART 3

Report on performance

Overview

The Commission's performance report is based on an assessment of its results for the year using a range of criteria. Three sets of criteria have been adopted by the Commission to enable a thorough assessment of all aspects of its operations. Broadly, the criteria encompass:

- ▶ how well the object of the IASC Act has been met by the Commission's decision making;
- ▶ how fair and effective the Commission has been in dealing with applicants and interested parties; and
- ▶ how efficient the Commission has been in the use of financial resources available to it.

The Commission's assessment of its performance against each of these criteria is set out below.

Results against performance targets

Serving the object of the IASC Act

The object of the IASC Act is to enhance the welfare of Australians by promoting economic efficiency through competition in the provision of international air services. Under the IASC Act, the Commission's functions are to make determinations; review determinations; and provide advice to the Minister about any matter referred to the Commission by the Minister concerning international air operations. In fulfilling its functions, the IASC Act requires the Commission to comply with policy statements made by the Minister under section 11 of the IASC Act and to have regard to Australia's international obligations concerning the operation of international air services.

The Commission records annually the number of determinations and decisions (involving reviews and variations of determinations) it has made during the financial year. The volume of activity varies from year to year, and the Commission's work is dictated by the number of applications made by airlines. The allocation of new (or additional) capacity is similarly directly related to the response of Australian carriers to the demand for air services. In the financial year 2024–25, a total of 44 determinations and decisions were issued by the Commission, including 9 determinations allocating new capacity. The Commission varied 22 determinations at the request of airlines. The determinations were varied either to authorise code sharing, to reduce the capacity allocation issued or to extend the date of utilisation. In addition, 11 determinations approaching their expiry date were renewed and 6 determinations were revoked at the request of the airline holding the capacity.

Allocations of capacity

Qantas sought and was issued 1,624 seats for the exercise of beyond traffic rights with 7 frequencies per week, to be operated beyond Denpasar, on the Indonesia route; one daily frequency on the Japan route to serve Tokyo-Haneda and 174 seats per week on the Palau route. On the Philippines route, the carrier sought and was issued unlimited capacity to operate services other than to Manila and Clark, and 696 weekly seats for services to Manila and Clark.

On the Japan route, Qantas applied for an additional frequency to serve Tokyo-Haneda airport, which became available for allocation on 10 September 2024 when Virgin Australia revoked its capacity allocation. Qantas plans to utilise the capacity to operate a third daily service to/from Tokyo-Haneda, using Airbus A330 aircraft configured with 297 seats, which will see Qantas serve Sydney, Melbourne and Brisbane to/from Tokyo-Haneda Airport.

Qantas applied to commence direct weekly international services between Brisbane and Koror (Palau) from 7 December 2024, supported by the Australian Government. The services are operated using Boeing 737–800 aircraft configured with 174 seats.

With the additional capacity allocated to Qantas on the Indonesia route, Qantas' wholly-owned subsidiary, Jetstar, sought to operate services beyond Denpasar to Singapore, as an extension to its existing Melbourne-Denpasar services, using Airbus A321NEO aircraft configured with 232 seats.

On the Philippines route, Qantas was issued an additional allocation of capacity for its wholly-owned subsidiary, Jetstar, to operate 3 services per week between Perth and Manila from 27 November 2025, using Airbus A321NEO aircraft configured with 232 seats. Qantas was also allocated unlimited capacity on the Philippines route (for services other than to Manila and Clark), for Jetstar to operate 3 services per week between Brisbane and Cebu from 27 November 2025, using Airbus A321NEO aircraft configured with 232 seats.

On 3 December 2024, Virgin Australia applied for an allocation of 28 frequencies of capacity on the Qatar route, to operate daily services between Sydney, Brisbane, Perth and Doha from June 2025; and daily services between Melbourne and Doha from December 2025. The services will be operated using wet leased Boeing 777–300ER aircraft configured with between 354 and 412 seats. As part of its application, Virgin Australia requested permission for the capacity to be utilised for the provision of code share services with Qatar Airways. Following the closure of a public notification period inviting other applications on 17 December 2024, on 20 December 2024 the Commission invited submissions about the proposed allocation of capacity, with 8 submissions being received. In parallel, the Commission consulted extensively with the Australian Competition and Consumer Commission (the ACCC), Virgin Australia and the department between December 2024 and February 2025 on the proposed operations. On 4 March 2025, the Commission issued Determination [2025] IASC 102 allocating the requested capacity.

For freight services, the Commission issued to Tasman Cargo Airlines one additional frequency per week on the Hong Kong route, which was later revoked in response to changes agreed by the government authorities of Australia and Hong Kong in October 2024. The changes liberalised the air services arrangements between the 2 countries, to permit the designated airlines of their respective countries to operate unrestricted frequencies for freight services between all points in Australia and Hong Kong. Following these changes, Tasman Cargo applied for and was issued unlimited freight capacity on the Hong Kong route, to replace its existing capacity allocations on the route. Qantas also applied for and was issued unlimited freight capacity on the Hong Kong route, replacing its existing determination allocating freight capacity on the route.

Renewal of existing capacity allocations

Virgin Australia sought and was granted renewal of capacity allocations on the Bangladesh, Indonesia and Thailand routes.

Qantas applied for and was granted renewal of capacity allocations on the following routes: Chile, Cook Islands, Hong Kong, Italy, New Caledonia, Philippines and Singapore.

Variations of Determinations

Code share applications remained a significant part of the Commission's work. During the financial year, Virgin Australia applied for and was granted variation of a determination on the New Zealand route to permit the use of the capacity for code sharing with Air India.

Qantas sought and was granted variation of a determination on the France Route 1 to permit the use of the capacity for code sharing between Qantas and Air France; 2 determinations on the Japan (Tokyo-Haneda) route to permit Qantas to use the capacity for code sharing with Air France, EL AL and Finnair; and one determination on

the Japan route (allocating capacity for services other than to Tokyo-Haneda) to permit Qantas to code share with EL AL and Finnair.

In response to the amended Australia and Canada air services arrangements, Qantas varied its capacity allocation on the Canada route, to convert the capacity allocated from 708 seats per week to 3 services per week.

Qantas also varied its capacity allocation on the Chile route, in response to the amended Australia and Chile air services arrangements, converting the capacity allocated from 1,847 seats per week to 7 services per week. Virgin Australia varied its capacity allocation on the Samoa route, to increase the allocation by 30 seats (from 880 seats to 910 seats of total passenger capacity).

Qantas also varied its capacity allocation on the Hong Kong route to hand back 9 weekly frequencies.

Revocation of capacity allocations

For airlines operating passenger services, Qantas applied to revoke 2 of its determinations on the Hong Kong route. Virgin Australia requested a revocation of a determination allocating one daily frequency on the Japan route, to serve Tokyo-Haneda.

For airlines operating freight services, Tasman Cargo revoked 3 determinations allocating freight capacity on the Hong Kong route, having been allocated unlimited freight capacity. Qantas also revoked a determination allocating freight capacity on the Hong Kong route, having also been allocated unlimited freight capacity.

Resolutions extending the date of capacity utilisation

On 22 October 2024, the Commission issued Resolution [2024] IASC R04 varying Determination [2023] IASC 117 allocating capacity on the Papua New Guinea route to AERgO, to extend the date of utilisation of the capacity allocated from 31 October 2024 to 31 August 2025, due to the airline requiring time to finalise remaining approvals by foreign governments necessary for it to operate the scheduled freight services.

On 25 July 2024, the Commission issued Resolution [2024] IASC R02 varying Determination [2024] IASC 113 which allocates capacity to Qantas on the Indonesia route, to extend the date of utilisation of the capacity allocated from 7 November 2024 until 28 February 2025, due to operational requirements such as the re-allocation of the airline's resources and slot processes, leading to the postponement of the commencement dates for some of the proposed services to be operated by Jetstar.

On 9 December 2024, the Commission issued Resolution [2024] IASC R05 varying Determination [2024] IASC 104 which allocates capacity to Qantas on the Samoa route, to extend the date of utilisation of the capacity allocated from 4 January 2025 until 31 December 2025. While Qantas had operated 2 of the 3 weekly services using

the capacity allocated under the Determination, it had not been able to fully utilise the allocated capacity due to operational requirements.

On 16 December 2024, the Commission issued Resolution [2024] IASC R07 varying Determination 2024 [IASC] 117 which allocates capacity to Qantas on the Vanuatu route, to extend the date of utilisation of the capacity allocated from 31 January 2025 until 31 October 2025. While the Qantas Group (Qantas and Jetstar) had firm plans to operate 7 of the 9 weekly services using the capacity allocated, it had not been able to fully utilise the allocated capacity due to operational assessments.

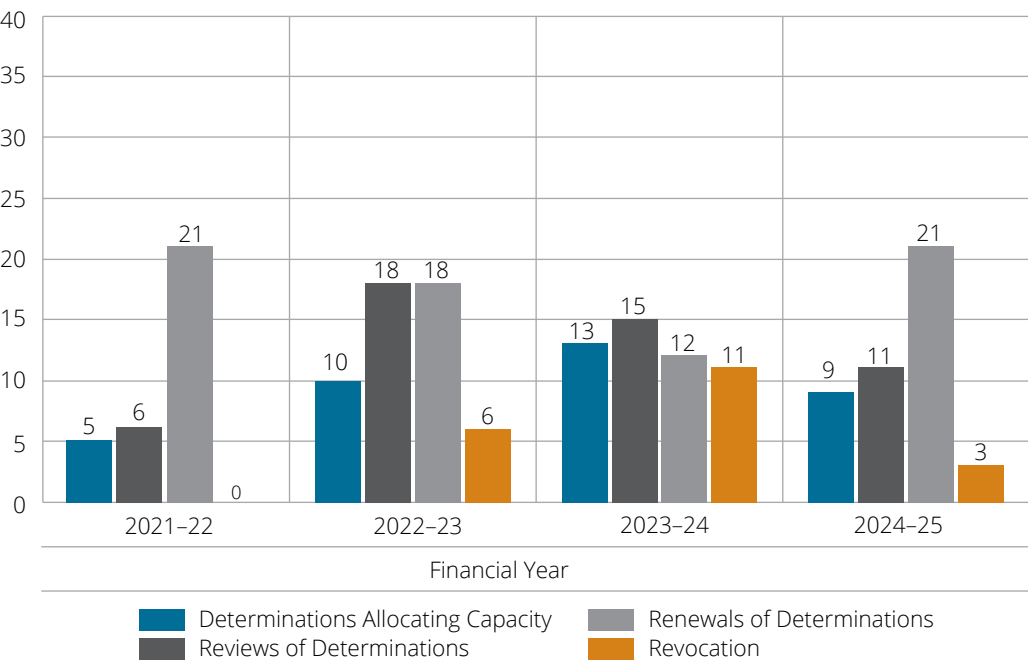
On 2 April 2025, the Commission issued Resolution [2025] IASC R02, varying Determination [2024] IASC 122 which allocates capacity to Qantas on the Japan route, to extend the date of utilisation of the capacity allocated from 30 April 2025 until 30 November 2025. While Qantas had firm plans to utilise the capacity allocated, it required additional time due to operational requirements.

On 30 May 2025, the Commission issued Resolution [2025] IASC R03 varying Determination [2021] IASC 106 which allocates capacity to Qantas on the France Route 1, approving Qantas' amended code share agreement with Air France, as per the conditions of the Determination.

On 20 August 2024, the Commission issued Resolution [2024] IASC R03, varying Determination [2024] IASC 120 which allocates capacity to Tasman Cargo on the Hong Kong route, to extend the date of utilisation of the capacity allocated from 27 October 2024 until 31 December 2024. Tasman Cargo informed the Commission that as it intended to use its own aircraft and pilots instead of wet lease arrangements with Kalitta Air, the carrier required an extension of time to transition to its own services.

On 16 December 2024, the Commission issued Resolution [2024] R06 varying Determination [2024] IASC 111 which allocates capacity to Virgin Australia on the Vanuatu route, to extend the date of utilisation of the capacity allocated from 31 December 2024 until 14 April 2025. While Virgin Australia had operated 5 of the 7 weekly services using the capacity allocated, it had not been able to fully utilise the allocated capacity due to operational requirements. The Determination was further varied on 7 March 2025, by Resolution [2025] IASC R01, which extended the utilisation date of the capacity allocated from 14 April 2025 to 25 October 2025, as Virgin Australia required additional time to fully utilise the capacity allocated due to an unforeseen natural disaster event.

The graph below shows comparative data for the current reporting period with the 3 preceding years.



A brief summary of all determinations and decisions for 2024–25 is at Appendix 1. A detailed description of each case is provided at Appendix 2.

The Commission’s full determinations in these cases are available from its website, www.iasc.gov.au.

Serving applicants and interested parties

The Commission is committed to performing its functions in a professional, efficient and fair manner. Our [Client Service Charter](#) sets out the nature and level of service standards the public can expect from the Commission and its staff.

The Commission ensures that it consults with its stakeholders ahead of making major decisions that would change the way it operates or would impact stakeholders in a significant manner. The Commission and its staff meet regularly with its key stakeholders, including airlines that hold capacity allocations issued by the Commission.

In 2024–25, the Commission undertook a consultation process with stakeholders to seek feedback on the usability of the IASC website, to further enhance the user experience. A total of 9 responses were received. Based on the key themes of the feedback received, the Commission has developed recommendations and taken steps to implement them in 2024–25. This includes engagement with the department’s Information Technology

and Webservices teams to identify possible measures to be implemented, including the associated costs and timeframes.

The Commission also reviewed all of its published procedures to ensure consistency with the [International Air Services Commission Delegation Instrument 2024 \(No. 1\)](#) and the requirements of the legislative framework within which the Commission operates. As part of this review, the procedures were updated to clarify existing processes followed by the Commission. The Commission consulted its airline stakeholders as part of the review process to seek their feedback.

Compliments and complaints

The Commission publishes information on its website about how to make a complaint or provide feedback on the Commission's performance. Feedback can be provided at any time via email to the Commission's Director or by completing the [Feedback on service performance form](#) available on the Commission's website. The Commission uses any feedback and complaints to identify service problems and potential improvements. In 2024–25, the Commission did not receive any complaints.

Decision times

The Commission records the time taken to make each of its decisions, and considers timeliness to be an important performance benchmark. The Commission's service charter sets out the Commission's targets for its decision-making processes. The timeframes are applicable where the Commission has received all the necessary information from the airline(s) as well as other stakeholders, in order to make a decision. The Commission will endeavour to make decisions about uncontested and unopposed applications, including renewals, within 4 weeks after the end of the notification period. It will endeavour to make decisions on contested or opposed applications within 12 weeks after the end of the notification period, or inform the airline(s) involved if there are reasons why a decision may take longer than this.

In the case of contested renewal applications, the Commission will make decisions at least 6 months prior to the expiry date of the determination, circumstances permitting. The Commission will also notify applicants by email within one business day of a decision being made, and other interested parties by email and on its website as soon as practicable thereafter.

While the Commission endeavours to finalise decisions on matters without delay, due to the nature and complexity of some matters, the Commission is required to undertake consultation processes, request and consider additional information from the applicant carrier or other stakeholders (such as government agencies) in order to make a decision. Longer decision times occurred in 2024–25 in some instances where the Commission was awaiting necessary information and documentation from airline(s) in order to make a decision.



Throughout the financial year, the Commission considered a range of matters, including a complex application from Virgin Australia seeking the allocation of 28 frequencies on the Australia-Qatar route, to be operated under a wet lease arrangement with Qatar Airways. The application also included a request for the capacity to be used by the carrier in a proposed code share arrangement with Qatar Airways.

The Commission's assessment of this application was closely interlinked with the Australian Competition and Consumer Commission, which was simultaneously reviewing a separate application from Virgin Australia and Qatar Airways seeking authorisation under the *Competition and Consumer Act 2010* to engage in cooperative conduct. In this context, the Commission's role in approving international airline rights through capacity allocations and the ACCC's role, under its own process, assessing competitive impacts, were complementary.

As part of its statutory obligations under section 12(1)(a) of the IASC Act, the Commission was required to invite other applications for capacity on the route. In line with this process, because of the potential for a restriction to be imposed under the *Competition and Consumer Act 2010* that might prevent Virgin Australia from using the capacity, as required by 12(1)(b) of the IASC Act and in accordance with regulation 7(b) of the Regulations, the Commission invited submissions about the allocation of the capacity. In addition, Virgin Australia had indicated in its application to the ACCC that, without the approval of the proposed conduct, it would not be commercially viable to commence services between Australia and Qatar. Taking this into account, the Commission considered that the carrier may not reasonably be capable of using that capacity requested as it may not operate the capacity requested¹².

The public submission process commenced shortly before the Christmas shutdown period, and the Commission extended the submission timeframe to ensure adequate opportunity was provided for all interested parties to respond.

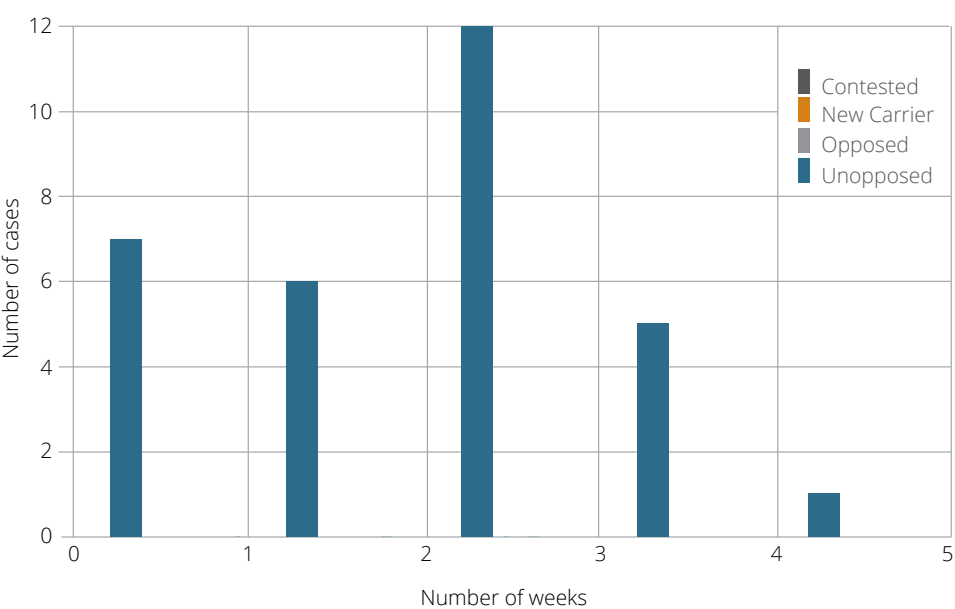
12 See regulation 7(b)(2) of the Regulations



As Virgin Australia did not operate on the route, the Commission also sought advice from the department on whether the carrier was reasonably capable of obtaining the necessary approvals to operate on and service the route, of using the capacity allocated and whether the proposed operations were allowed under the Australia-Qatar air services arrangements.

The Commission also awaited a submission from the ACCC, following release of its draft decision on the Virgin Australia-Qatar Airways alliance, and requested additional documentation from Virgin Australia in support of its application. While the overall process extended beyond the standard 4-week timeframe following the end of the notification period, the Commission issued its determination on the matter within 4 weeks of receiving all necessary information it required to make a decision.

Detailed information about the Commission’s timeliness performance is contained in the following chart.



*Timeframes recorded from the date of receipt of all necessary information for the Commission to make a decision.

Capacity allocated to Australian International Airlines

As at 30 June 2025

Passenger capacity allocation per week

Route	Capacity limit ¹ under bilateral air services arrangements	Total capacity allocated	Qantas Group allocation	Virgin Australia Group allocation	Shelf capacity available for allocation
Bangladesh	5 frequencies	5 frequencies	-	5 frequencies	0 frequencies
Canada	Majors~: 100 frequencies Others: Open	Majors: 3 frequencies -	Majors: 3 frequencies -	- -	Majors: 97 frequencies Others: Unlimited
Chile	28 frequencies	7 frequencies	7 frequencies	-	21 frequencies
China	Open	Unlimited	Unlimited	-	Unlimited
Cook Islands	3,000 seats	1,812 seats	1,812 seats	-	1,188 seats
Fiji	Majors^: 6,900 seats Others: Open	Majors: 6,899 seats -	Majors: 2,499 seats Others: Unlimited	Majors: 4,400 seats Others: Unlimited	Majors: 1 seat Others: Unlimited
France (Route 1)	3.0 units 400 one-way code share seats	2.0 units 400 one-way code share seats	2.0 units 250 one-way code share seats	- 150 one-way code share seats	1.0 units 0 one-way code share seats
New Caledonia	2,400 seats	1,044 seats	1,044 seats	-	1,356 seats
Hong Kong	Majors~: 84 frequencies Others: Open	Majors: 14 frequencies -	Majors: 14 frequencies -	- -	Majors: 70 frequencies Others: Unlimited
India	Open ²	Unlimited	Unlimited	-	Unlimited
Indonesia	Majors*: 25,000 seats Others: Open ERP ³ : 2,500 seats Beyond ⁴ : 5,016 seats/ 16 frequencies	25,000 seats Unlimited ERP: 2,320 seats Beyond: 1,624 seats/ 7 frequencies	Majors: 20,076 seats Others: Unlimited ERP: 2,320 seats Beyond: 1,624 seats/ 7 frequencies	Majors: 4,924 seats Others: Unlimited - -	Majors: 0 seats Others: Unlimited ERP: 180 seats Beyond: 3,392 seats /9 frequencies
Italy	7 frequencies 1,700 code share seats ⁵	3 frequencies 1,600 code share seats	3 frequencies 1,000 code share seats	- 600 code share seats	4 frequencies 100 code share seats

Route	Capacity limit ¹ under bilateral air services arrangements	Total capacity allocated	Qantas Group allocation	Virgin Australia Group allocation	Shelf capacity available for allocation
Japan	Open	Unlimited	Unlimited	-	Unlimited
	Tokyo – Haneda Airport: 21 frequencies	Haneda: 21 frequencies	Haneda: 21 frequencies	-	Haneda: 0 frequencies
Korea	Majors [^] : 9,500 seats	4,933 seats -	3,933 seats -	1,000 seats -	Majors: 4,567 seats
	Others: Open				Others: Unlimited
New Zealand	Open	Unlimited	Unlimited	Unlimited	Unlimited
Palau	1,200 seats	174 seats	174 seats	-	1,026 seats
Papua New Guinea	3,520 seats	1,566 seats	1,566 seats	-	1,954 seats
Philippines	Majors ⁶ : 11,700 seats	Majors: 3,963 seats	Majors: 3,963 seats	- -	Majors: 7,737 seats
	Others: Open	Unlimited	Unlimited		Others: Unlimited
Qatar	Majors [^] : 28 frequencies ⁷	28 frequencies -	- -	28 frequencies -	Majors: 0 frequencies
	Others: Open				Others: Unlimited
Samoa	2,000 seats	1,954 seats	1,044 seats	910 seats	46 seats
Singapore	Open	Unlimited	Unlimited	-	Unlimited
	Stopover rights to Colombo: 1,200 seats	Stopover rights to Colombo: 1,000 seats	Stopover rights to Colombo: 600 seats	Stopover rights to Colombo: 400 seats	Stopover rights to Colombo: 200 seats
Solomon Islands	Majors [^] : 2,000 seats	Majors: 388 seats	Majors: 388 seats	- -	Majors: 1,612 seats
	Others: Open	-	-		Others: Unlimited
South Africa	Majors ⁸ : 21 frequencies	Majors: 10 frequencies	Majors: 10 frequencies	- -	Majors: 11 frequencies
	Others: Open	-	-		Others: Unlimited

Route	Capacity limit ¹ under bilateral air services arrangements	Total capacity allocated	Qantas Group allocation	Virgin Australia Group allocation	Shelf capacity available for allocation
Thailand	45x B747 services Limited to 7x third country code share frequencies per carrier ⁹	35.6x B747 services 33x third country code share frequencies	35.6x B747 services 26x third country code share frequencies	0x B747 services 7x third country code share frequencies	9.4x B747 services Limited to 7x third country code share frequencies per carrier
Timor-Leste	21 frequencies	7 frequencies	7 frequencies	-	14 frequencies
Tonga	1,600 seats	522 seats	522 seats	-	1,078 seats
United Kingdom	Open	Unlimited	Unlimited	-	Unlimited
United States	Open	Unlimited	Unlimited	-	Unlimited
Vanuatu	Majors*: 4,000 seats Others: Open	Majors: 3,982 seats -	Majors: 1,798 seats -	Majors: 2,184 seats -	Majors: 18 seats Others: Unlimited
Vietnam	Majors~: 70 frequencies ¹⁰ Others: Open	Majors: 7 frequencies -	Majors: 7 frequencies -	- -	Majors: 63 frequencies Others: Unlimited

¹ Refers to weekly capacity limit for Australian international airlines under relevant bilateral air services arrangements.

[^] To/from major gateways: Sydney, Melbourne, Brisbane and Perth.

[~] To/from major gateways: Sydney, Western Sydney, Melbourne, Brisbane and Perth.

^{*} To/from major gateways: Sydney, Melbourne (including Avalon), Brisbane and Perth.

² Unlimited seats, with any type of aircraft, to and from any points in Australia to Mumbai, New Delhi, Kolkata, Chennai, Bangalore and Hyderabad.

³ The Enhanced Regional Package (ERP) provides additional capacity in agreed markets (up to a limit) for services that operate via or beyond to a point in Australia other than Sydney, Melbourne, Brisbane and Perth.

⁴ Beyond Jakarta, Denpasar and two (2) points in Indonesia west of Denpasar, to beyond point in Singapore, points in Malaysia and a point in Thailand, provided that no more than 7 per week in each direction using any aircraft type may be operated beyond Denpasar.

⁵ Unlimited code share seats between Australian and Italian airlines. Limit of up to 1,700 seats per week each direction for Australian and third country airlines.

⁶ To/from Manila and Clark.

⁷ An additional 7 frequencies per week may be operated with any aircraft type between Qatar and Brisbane, Melbourne, Perth and Sydney provided such services operate via or beyond to a point in Australia other than Brisbane, Melbourne, Perth and Sydney.

⁸ To/from Johannesburg, Cape Town and/or Durban.

⁹ In addition to the limit of 7 weekly code share services per carrier, any capacity which is not operated may be converted into available additional code share services on the basis of one unused B747 equivalent service weekly in each direction equals one third party code share frequency weekly in each direction.

¹⁰ An additional 7 frequencies per week may be operated with any aircraft type between points in Vietnam and Brisbane, Melbourne, Perth, Sydney and Western Sydney provided that such services operate via or beyond to a point in Australia that is not Brisbane, Melbourne, Perth, Sydney and Western Sydney.

Freight capacity allocation per week

Route	Capacity limit under bilateral air services arrangements	Total capacity allocated	Qantas Group allocation	Tasman Cargo Airlines allocation	AERgO International allocation	Shelf capacity available for allocation
China	Open	Unlimited	Unlimited	-	-	Unlimited
Hong Kong	Open	Unlimited	Unlimited	Unlimited	-	Unlimited
New Zealand	Open	Unlimited	Unlimited	Unlimited	-	Unlimited
Thailand	Open	Unlimited	Unlimited			Unlimited
United States	Open	Unlimited	Unlimited			Unlimited
Papua New Guinea	130 tonnes	45 tonnes	-	-	45 tonnes	85 tonnes
Singapore	Open	Unlimited	-	Unlimited	-	Unlimited

Efficiency of financial resources

The Commission's total expenditure for 2024–25 was \$170,415.

The Commission's expenditure relates to the fees paid to the Commission members (including superannuation), expenses in connection with the Commissioners' small amount of domestic travel to attend meetings, and the production of the annual report.

These funds are provided by the department.

The department's expenditures that supported the Commission's operations during 2024–25 covering the salary and superannuation of up to 2 departmental officers from the International Aviation, Technology and Services Division, corporate overheads and property operating expenditure, are captured as part of the department's budget.

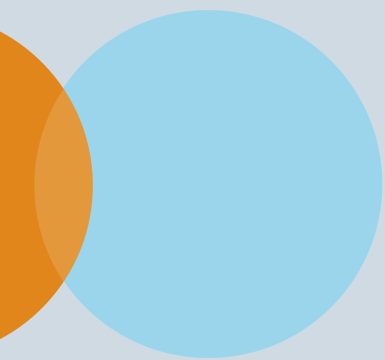


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PART 4

Management and accountability

Corporate governance practices

As the Commission is a small organisation, it requires less complex corporate governance structures than those of larger bodies such as Government departments. The Commission considers its corporate governance arrangements to be appropriate for its small size and consistent with its statutory role and responsibilities. There are 2 parts to the governance arrangements. The first of these addresses the Commission's responsibilities under the IASC Act. The second part of the governance structure concerns staffing of the Commission's Secretariat and the expenditure of the Commission's budget.

Part 4 of the IASC Act sets out procedures with which the Commission must comply. The Commission considers that it meets these requirements in full. The most significant of the requirements concerns the holding of meetings. The Commission usually meets at its offices in Canberra. However, when urgent issues arise and it is not practicable to have a face-to-face meeting in Canberra, the Commission conducts meetings by video or teleconference. The use of electronic media for conducting meetings reduces travel costs associated with face-to-face meetings, representing a saving to the Commission's budget. A quorum of 2 members is present at all meetings and minutes are kept of proceedings at all of its meetings.

During its meetings, the Commission discusses the applications from carriers and makes determinations and decisions in accordance with the IASC Act and the Policy Statement. Additionally, administrative issues such as staffing, financial and risk management issues, as appropriate, are discussed at these meetings. Commissioners and the Secretariat maintain regular contact about matters requiring the Commission's attention in the periods between meetings.

Part 4 of the IASC Act enables the Commission to hold hearings at its discretion. No hearings were held this year.

Part 5 of the IASC Act deals with the membership of the Commission.

The Chairperson and members are appointed by the Governor-General. A member may be appointed on a full-time or part-time basis and the Minister may determine the terms and conditions of appointment on matters not provided under the IASC Act.

Ms Genevieve Butler was appointed by the Governor-General as Chairperson of the Commission for a 3-year term commencing on 5 August 2021. On 1 August 2024, the Governor-General extended her appointment for a further period of 2 years from 5 August 2024.

Ms Jane McKeon was appointed by the Governor-General as Commissioner, pursuant to Section 40 of the IASC Act, for a 3-year term commencing 16 December 2021. On 1 August 2024, the Governor-General extended her appointment for a further period of 4 years from 16 December 2024.

The Remuneration Tribunal sets the Chair and Members' remuneration and travel entitlements pursuant to the *Remuneration Tribunal Act 1973*.

Section 47 of the IASC Act requires members to disclose any interest that could conflict with the performance of their functions in relation to proceedings conducted by the Commission. Commissioners disclose potential conflicts of interest at every Commission meeting.

Section 53 of the IASC Act requires the Commission to prepare and give to the Minister a report of its operations for the financial year. The Commissioners review drafts of the annual report during its preparation. The final report is cleared and signed off by all Commissioners and is provided to the Minister in accordance with the requirements of the IASC Act. The report is tabled in both Houses of Parliament.

The second part of the Commission's corporate governance arrangements arises from the Commission's relationship with the department. Secretariat staff members are officers of the department and are subject to the same responsibilities and obligations applying to all departmental staff. The Commission's Director is responsible for the day-to-day management of the Secretariat, in accordance with these obligations and responsibilities.

External scrutiny

There was no formal external scrutiny of the Commission and no determinations or decisions made by it were the subject of judicial (or administrative) review.¹³

13 Decisions made by the Commission are not subject to merits review by the Administrative Appeals Tribunal.



Photo © Tasman Cargo

Management of human resources

As at 30 June 2025, the Secretariat comprised one full-time Executive Level 2 officer as Director of the Secretariat and one full-time APS Level 6 officer as Senior Adviser. As officers of the department, Secretariat staff members are subject to *the Australian Public Service Values and the Australian Public Service Code of Conduct* (as set out in the Public Service Act 1999) and all other relevant public service terms and conditions.

Asset management

Asset management is not a prominent aspect of the business of the Commission and is managed in accordance with departmental policies and procedures.

Purchasing

The Commission made no significant purchases during the year.

Consultants, contractors and competitive tendering

During the reporting period, the Commission did not engage the services of consultants or contractors and it did not engage in a competitive tender process.

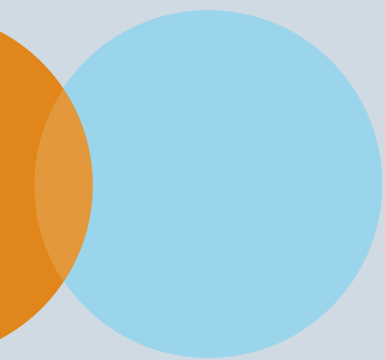


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APPENDIX 1

Determinations and Decisions

This table summarises briefly the determinations and decisions issued during 2024–25. A full summary is at Appendix 2. Individual determinations, decisions and renewals may be viewed on the Commission's website at www.iasc.gov.au

Route	Airline	IASC Number	Date Issued	Capacity Allocated (per week)	Comment
Chile	Qantas	[2024] IASC 211	17 Jan 25	Conversion from 1,847 seats per week to 7 services per week	Variation of Determination [2019] IASC 115 and [2024] IASC 125 to convert 1,847 seats per week to 7 services per week
Cook Islands	Qantas	[2024] IASC 131	23 Dec 24	540 seats	Renewal of Determination [2019] IASC 120
France	Qantas	[2025] IASC 206	06 Jun 25	-	Variation of Determination [2023] IASC 134 to permit Qantas to code share with Air France
France	Qantas	[2025] IASC R03	30 May 25	-	Approval for capacity allocated by Determination [2021] IASC 106 to be used by Qantas to code share with Air France between Tokyo (Haneda) and Paris v.v.
Hong Kong	Tasman Cargo	[2024] IASC 120	02 Aug 24	1 frequency	Determination allocating capacity

Route	Airline	IASC Number	Date Issued	Capacity Allocated (per week)	Comment
Hong Kong	Tasman Cargo	[2024] IASC R03	20 Aug 24	-	Resolution extending utilisation date of Determination [2024] IASC 120
Hong Kong	Qantas	[2024] IASC 126	24 Oct 24	-	Renewal of Determination [2019] IASC 114
Hong Kong	Tasman Cargo	[2024] IASC 129	09 Dec 24	Unlimited freight capacity	Determination allocating capacity
Hong Kong	Tasman Cargo	[2024] IASC 209*	12 Dec 24	-	Revocation of Determinations [2024] IASC 120, [2024] IASC 119 and [2023] IASC 130
Hong Kong	Qantas	[2024] IASC 130	16 Dec 24	Unlimited freight capacity	Determination allocating capacity
Hong Kong	Qantas	[2024] IASC 210*	23 Dec 24	-	Revocation of Determinations [2019] IASC 114 and [2024] IASC 126
Hong Kong	Qantas	[2025] IASC 201	05 Feb 25	-	Variation of Determination [2019] IASC 129 to reduce capacity allocated by 9 frequencies
Hong Kong	Qantas	[2025] IASC 103	19 Mar 25	14 frequencies	Renewal of Determination [2019] IASC 129
Indonesia	Qantas	[2024] IASC R02	25 Jul 24	-	Resolution extending utilisation date of Determination [2024] IASC 113
Indonesia	Virgin Australia	[2024] IASC 121	12 Aug 24	880 seats	Renewal of Determination [2019] IASC 128
Indonesia	Qantas	[2024] IASC 128	05 Dec 24	1,624 seats	Determination allocating capacity
Italy	Qantas	[2024] IASC 123	17 Oct 24	400 third country code share seats	Renewal of Determination [2019] IASC 113

Route	Airline	IASC Number	Date Issued	Capacity Allocated (per week)	Comment
Japan	Virgin Australia	[2024] IASC 206	09 Sep 24	-	Revocation of Determination [2024] IASC 102
Japan	Qantas	[2024] IASC 122	27 Sep 24	1 frequency	Determination allocating capacity
Japan	Qantas	[2025] IASC 203	30 May 25	-	Variation of Determination [2024] IASC 107 to permit Qantas to code share with Air France and Finnair
Japan	Qantas	[2025] IASC 204	30 May 25	-	Variation of Determination [2024] IASC 108 to permit Qantas to code share with Air France and Finnair
Japan	Qantas	[2025] IASC 205	30 May 25	-	Variation of Determination [2021] IASC 101 to permit Qantas to code share with Finnair
Japan	Qantas	[2025] IASC 207	25 Jun 25	-	Variation of Determination [2024] IASC 107 to permit Qantas to code share with EL AL
Japan	Qantas	[2025] IASC 208	25 Jun 25	-	Variation of Determination [2024] IASC 108 to permit Qantas to code share with EL AL
Japan	Qantas	[2025] IASC 209	25 Jun 25	-	Variation of Determination [2021] IASC 101 to permit Qantas to code share with EL AL
Japan	Qantas	[2025] IASC R02	02 Apr 25	-	Resolution extending utilisation date of Determination [2024] IASC 122
New Caledonia	Qantas	[2025] IASC 107	26 Jun 25	788 seats	Renewal of Determination [2020] IASC 104

Route	Airline	IASC Number	Date Issued	Capacity Allocated (per week)	Comment
New Zealand	Virgin Australia	[2025] IASC 202	17 Mar 25	-	Variation of Determination [2017] IASC 113 to permit Virgin Australia to code share with Air India
Palau	Qantas	[2024] IASC 127	28 Nov 24	174 seats	Determination allocating capacity
Papua New Guinea	AERgO	[2024] IASC R04	22 Oct 24	-	Resolution extending utilisation date of Determination [2023] IASC 117
Philippines	Qantas	[2025] IASC 104	17 Apr 25	696 seats	Determination allocating capacity
Philippines	Qantas	[2025] IASC 105	17 Apr 25	Allocation of unlimited passenger capacity between points in Australia and points in the Philippines other than Manila and Clark	Determination allocating capacity
Philippines	Qantas	[2025] IASC 106	26 Jun 25	1,927 seats	Renewal of Determination [2020] IASC 103
Qatar	Virgin Australia	[2025] IASC 102	04 Mar 25	28 frequencies	Determination allocating capacity
Samoa	Virgin Australia	[2024] IASC 207	17 Oct 24	30 seats (increase from 880 seats to 910 seats of total passenger capacity)	Variation of Determination [2021] IASC 117 to increase capacity allocated by 30 seats
Samoa	Qantas	[2024] IASC R05	09 Dec 24	-	Resolution extending utilisation date of Determination [2024] IASC 104
Singapore	Qantas	[2025] IASC 101	14 Jan 25	300 seats	Renewal of Determination [2019] IASC 121

Route	Airline	IASC Number	Date Issued	Capacity Allocated (per week)	Comment
Thailand	Virgin Australia	[2024] IASC 133	23 Dec 24	7 third party code share frequencies	Renewal of Determination [2019] IASC 125
Vanuatu	Virgin Australia	[2024] IASC R06	16 Dec 24	-	Resolution extending utilisation date of Determination [2024] IASC 111
Vanuatu	Qantas	[2024] IASC R07	16 Dec 24	-	Resolution extending utilisation date of Determination [2024] IASC 117
Vanuatu	Virgin Australia	[2025] IASC R01	07 Mar 25	-	Resolution extending utilisation date of Determination [2024] IASC 111

* Indicates a determination or decision made by the Commission's delegate.



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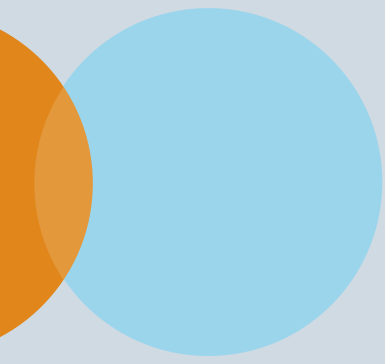


Photo © Tasman Cargo

APPENDIX 2

Route-by-route summary of Commission determinations, decisions and resolutions in financial year 2024–25

This appendix provides a summary of the Commission's determinations and decisions for 2024–25. Full determinations and decisions can be viewed on the Commission's website at www.iasc.gov.au.

Bangladesh

Virgin Australia

On 23 December 2024, the Commission issued **Renewal Determination [2024] IASC 132**, renewing Determination [2019] IASC 122. The Determination allocates to Virgin Australia 5 frequencies of passenger capacity per week on the Bangladesh route. The capacity may be used by Virgin Australia to provide code share services with Singapore Airlines, subject to certain conditions. The Determination is valid for 5 years from 25 October 2025.



Canada

Qantas

On 23 December 2024, the Commission issued **Decision [2024] IASC 212**, varying Determination [2023] IASC 133 to convert the capacity allocated from 708 seats to 3 services per week in each direction.



Chile

Qantas

On 23 October 2024, the Commission issued **Renewal Determination [2024] IASC 125**, renewing Determination [2019] IASC 115. The Determination allocates to Qantas 1,847 seats of passenger capacity, subject to certain conditions. The capacity may be used by either Qantas or its wholly-owned subsidiary, Jetstar, and for Qantas to provide

code share services with LATAM Airlines. The Determination is valid for 5 years from 15 July 2025.

On 17 January 2025, the Commission issued **Decision [2024] IASC 211**, varying Determinations [2019] IASC 115 and [2024] IASC 125 to convert the capacity allocated from 1,847 seats to 7 services per week in each direction.



Cook Islands

Qantas

On 23 December 2024, the Commission issued **Renewal Determination [2024] IASC 131**, renewing Determination [2019] IASC 120. The Determination allocates to Qantas 540 seats of passenger capacity, subject to certain conditions. The capacity may be used by either Qantas or its wholly-owned subsidiary, Jetstar. The Determination is valid for 5 years from 22 October 2025.



France

Qantas

On 30 May 2025, the Commission issued **Resolution [2025] IASC R03** varying Determination [2021] IASC 106, approving Qantas' amended code share agreement with Air France, as per the conditions of Renewal Determination [2021] IASC 106, which permits Qantas to utilise 250 one-way seats of code share capacity on the France Route 1 to offer code share services with Air France.

On 6 June 2025, the Commission issued **Decision [2025] IASC 206**, varying Determination [2023] IASC 134 to approve the use of the capacity by Qantas to provide code share services with Air France, subject to certain conditions. The permission is valid for the duration of the Determination.



Hong Kong

Qantas

On 24 October 2024, the Commission issued **Renewal Determination [2024] IASC 126**, renewing Determination [2019] IASC 114. The Determination allocates to Qantas one all-cargo frequency per week and is valid for 5 years from 14 July 2025. On 23 December 2024, the Commission's Delegate issued **Decision [2024] IASC 210**, revoking Determinations [2019] IASC 114 and [2024] IASC 126, as requested by Qantas.

On 16 December 2024, the Commission issued **Determination [2024] IASC 130**, allocating to Qantas unlimited freight capacity, subject to certain conditions.

The capacity may be used by either Qantas or its wholly-owned subsidiary, Jetstar. The Determination is valid for 99 years from 16 December 2024.

On 5 February 2025, the Commission issued **Decision [2025] IASC 201**, varying Determination [2019] IASC 129 to reduce the capacity allocated by 9 frequencies per week, leaving 14 frequencies per week allocated.

On 19 March 2025, the Commission issued **Renewal Determination [2025] IASC 103**, renewing Determination [2019] IASC 129. The Determination allocates to Qantas 14 frequencies of passenger capacity, subject to certain conditions. The capacity may be used by either Qantas or its wholly-owned subsidiary, Jetstar, and may be used by Qantas to provide code share services with British Airways, Finnair, LATAM Airlines, Air France and KLM Royal Dutch Airlines. The Determination is valid for 5 years from 23 November 2025.

Tasman Cargo

On 2 August 2024, the Commission issued **Determination [2024] IASC 120**, allocating to Tasman Cargo one frequency of freight capacity, subject to certain conditions. The Determination is valid for 5 years from 2 August 2024. On 20 August 2024, the Commission issued **Resolution [2024] IASC R03**, varying the Determination to extend the utilisation date of the capacity allocated from 27 October 2024 to 31 December 2024, due to the airline intending to use its own aircraft and pilots instead of wet lease arrangements with Kalitta Air and requiring additional time to transition to the new arrangements.

On 9 December 2024, the Commission issued **Determination [2024] IASC 129**, allocating to Tasman Cargo unlimited freight capacity, subject to certain conditions. The Determination is valid for 99 years from 9 December 2024.

On 12 December 2024, the Commission's Delegate issued **Decision [2024] IASC 209**, revoking Determinations [2024] IASC 120, [2024] IASC 119 and [2023] IASC 130, as requested by Tasman Cargo.



Indonesia

Qantas

On 25 July 2024, the Commission issued **Resolution [2024] IASC R02**, varying Determination [2024] IASC 113 to extend the utilisation date of the capacity allocated from 7 November 2024 to 28 February 2025, as the airline requested additional time to fully utilise the capacity allocated due to operational requirements affecting its wholly-owned subsidiary, Jetstar.

On 5 December 2024, the Commission issued **Determination [2024] IASC 128**, allocating to Qantas 1,624 seats of capacity for the exercise of beyond traffic rights with 7 frequencies per week, to be operated beyond Indonesia from Denpasar to Singapore, subject to certain conditions. The capacity may be used by either Qantas or its wholly-owned subsidiary, Jetstar. The Determination is valid for 5 years from 5 December 2024.

Virgin Australia

On 12 August 2024, the Commission issued **Renewal Determination [2024] IASC 121**, renewing Determination [2019] IASC 128. The Determination allocates to Virgin Australia 880 seats of passenger capacity, subject to certain conditions and is valid for 5 years from 28 November 2024.



Italy

Qantas

On 17 October 2024, the Commission issued **Renewal Determination [2024] IASC 123**, renewing Determination [2019] IASC 113. The Determination allocates to Qantas 400 third country code share seats per week, to be averaged over 12 months. The capacity may be utilised by Qantas to provide code share services with Emirates and British Airways, subject to certain conditions. The Determination is valid for 5 years from 8 June 2025.



Japan

Qantas

On 27 September 2024, **Determination [2024] IASC 122**, allocating to Qantas one daily frequency to serve Tokyo's Haneda Airport, subject to certain conditions. The Determination is valid for 5 years from 25 February 2025. On 2 April 2025, the Commission issued **Resolution [2025] IASC R02**, varying the Determination to extend the date of utilisation of the capacity allocated from 30 April 2025 until 30 November 2025, as the airline requested additional time to utilise the capacity due to operational requirements.

On 30 May 2025, the Commission issued **Decision [2025] IASC 203**, varying Determination [2024] IASC 107 to permit Qantas to utilise the capacity allocated to provide code share services with Air France and Finnair, subject to certain conditions. On 25 June 2025, the Commission issued **Decision [2025] IASC 207** further varying the Determination to permit Qantas to utilise the capacity allocated to provide code share services with EL AL, subject to certain conditions. The permissions are valid for the duration of the Determination.

On 30 May 2025, the Commission issued **Decision [2025] IASC 204**, varying Determination [2024] IASC 108 to permit Qantas to utilise the capacity allocated to provide code share services with Air France and Finnair, subject to certain conditions. On 25 June 2025, the Commission issued **Decision [2025] IASC 208**, further varying the Determination to permit Qantas to utilise the capacity allocated to provide code share services with EL AL, subject to certain conditions. The permissions are valid for the duration of the Determination.

On 30 May 2025, the Commission issued **Decision [2025] IASC 205**, varying Determination [2021] IASC 101 to permit Qantas to utilise the capacity allocated to provide code share services with Finnair, subject to certain conditions. On 25 June 2025, the Commission issued **Decision [2025] IASC 209** further varying the Determination to permit Qantas to utilise the capacity allocated to provide code share services with EL AL, subject to certain conditions. The permissions are valid for the duration of the Determination.

Virgin Australia

On 9 September 2024, the Commission issued **Decision [2024] IASC 206**, revoking Determination [2024] IASC 102, with effect from 24 February 2025, at the request of Virgin Australia.



New Caledonia

Qantas

On 26 June 2025, the Commission issued **Renewal Determination [2025] IASC 107**, renewing Determination [2020] IASC 104. The Determination allocates to Qantas 788 seats of passenger capacity, subject to certain conditions. The capacity may be used by either Qantas or its wholly-owned subsidiary, Jetstar, and may be used by Qantas to provide code share services with Aircalin, subject to certain conditions. The Determination is valid for 5 years from 9 May 2026.



New Zealand

Virgin Australia

On 17 March 2025, the Commission issued **Decision [2025] IASC 202**, varying Determination [2017] IASC 113 to permit Virgin Australia to utilise the capacity allocated to provide code share services with Air India, subject to certain conditions. The permission is valid for the duration of the Determination.



Palau

Qantas

On 28 November 2024, the Commission issued **Determination [2024] IASC 127**, allocating to Qantas 174 seats of passenger capacity, subject to certain conditions. The Determination is valid for 5 years from 28 November 2024.



Papua New Guinea

AERgO

On 22 October 2024, the Commission issued **Resolution [2024] IASC R04**, varying Determination [2023] IASC 117 to extend the utilisation date of the capacity allocated to AERgO from 31 October 2024 to 31 August 2025, as the airline required additional time to finalise remaining approvals by foreign governments necessary for it to operate the scheduled freight services.



Philippines

Qantas

On 17 April 2025, the Commission issued **Determination [2025] IASC 104**, allocating to Qantas 696 seats of capacity per week to operate passenger services between Australia and Manila, subject to certain conditions. The capacity may be used by either Qantas or its wholly-owned subsidiary, Jetstar. The Determination is valid for 5 years from 17 April 2025.

On 17 April 2025, the Commission issued **Determination [2025] IASC 105**, allocating to Qantas unlimited passenger capacity between points in Australia and points in the Philippines other than Manila and Clark. The capacity may be used by either Qantas or its wholly-owned subsidiary, Jetstar. The Determination is valid for 99 years from 17 April 2025.

On 26 June 2025, the Commission issued **Renewal Determination [2025] IASC 106**, renewing Determination [2020] IASC 103. The Determination allocates to Qantas 1,927 seats of passenger capacity, subject to certain conditions. The capacity may be used by either Qantas or its wholly-owned subsidiary, Jetstar. The Determination is valid for 5 years from 9 May 2026.



Qatar

Virgin Australia

On 4 March 2025, the Commission issued **Determination [2025] IASC 102**, allocating to Virgin Australia 28 frequencies of passenger capacity, subject to certain conditions. The capacity may be used by Virgin Australia to provide code share services with Qatar Airways. The Determination is valid for 5 years from 4 March 2025.



Samoa

Qantas

On 9 December 2024, the Commission issued **Resolution [2024] IASC R05**, varying Determination [2024] IASC 104 to extend the utilisation date of the capacity allocated to Qantas from 4 January 2025 to 31 December 2025, as the airline requested additional time to fully utilise the capacity allocated due to operational requirements.

Virgin Australia

On 17 October 2024, the Commission issued **Decision [2024] IASC 207**, varying Determination [2021] IASC 117 to increase the capacity allocated by 30 seats per week. The variation increased the total capacity allocated under the Determination from 880 seats per week to 910 seats per week.



Singapore

Qantas

On 14 January 2025, the Commission issued renewing **Determination [2019] IASC 121**. The Determination allocates to Qantas 300 seats of passenger capacity to exercise own stop-over rights between Singapore and Colombo, subject to certain conditions. The capacity may be used by either Qantas or its wholly-owned subsidiary, Jetstar, and may be used by Qantas to provide code share services with SriLankan Airlines and Jetstar Asia. The Determination is valid for 5 years from 22 October 2025.





Thailand

Virgin Australia

On 23 December 2024, the Commission issued **Renewal Determination [2024] IASC 133**, renewing Determination [2019] IASC 125. The Determination allocates to Virgin Australia 7 third party code share frequencies of passenger capacity, subject to certain conditions. The capacity may be used by Virgin Australia to provide code share services with Singapore Airlines. The Determination is valid for 5 years from 25 October 2025.



Vanuatu

Qantas

On 16 December 2024, the Commission issued **Resolution [2024] IASC R07**, varying Determination [2024] IASC 117 to extend the utilisation date of the capacity allocated to Qantas from no later than 31 January 2025 to 31 October 2025, as the airline requested additional time to fully utilise the capacity allocated due to operational requirements.

Virgin Australia

On 16 December 2024, the Commission issued **Resolution [2024] IASC R06**, varying Determination [2024] IASC 111 to extend the date of utilisation of the capacity allocated to Virgin Australia from 31 December 2024 to 14 April 2025, due to operational matters that impacted the airline's ability to fully utilise its capacity allocation. Determination [2024] IASC 111 was further varied on 7 March 2025, by **Resolution [2025] IASC R01**, which extended the utilisation date of the capacity allocated from 14 April 2025 to 25 October 2025, as the airline required additional time to fully utilise the capacity allocated due to an unforeseen natural disaster event.



APPENDIX 3

Other information

Workplace health and safety

As the staff members of the Secretariat are employees of the department, they are subject to the same workplace health and safety arrangements as departmental officers. Refer to the department's annual report for details of these arrangements.

Freedom of information

The Commission is an agency subject to the *Freedom of Information Act 1982* (the FOI Act). Major reforms of the FOI Act in 2011 required relevant agencies to comply with the Information Publication Scheme (IPS) set out in Part II of the FOI Act. In compliance with the IPS requirements, the Commission has established an [Information Publication Plan](#). The Commission received no requests under the FOI Act during the reporting period. The Commission publishes its [FOI Disclosure log](#).

The Commission also makes available on its website information about its organisational structure; the membership of the Commission including biographical notes of the current Members of the Commission; its functions including its decision-making powers and other powers affecting the public; copies of its annual reports; its legislative framework and its guidelines and procedures; copies of all determinations and decisions issued; applications including submissions in relation to the applications (if any); contact details of the Commission and its Director; and the Commission's operational information. Operational information refers to the information held by the Commission to assist it in performing or exercising its functions or powers in making decisions or recommendations affecting the public.

The information contained in this report meets the requirements of the FOI Act. Refer to Appendix 4 for further details.



Advertising and market research

The Commission does not advertise its functions and services. During the reporting period, the Commission did not pay any person for advertising or for performing any market research.

The Commission maintains its own [website](#) which provides details about its functions, the applications it receives and determinations/ decisions it has issued, among other matters. The Commission updates its website on a regular basis.

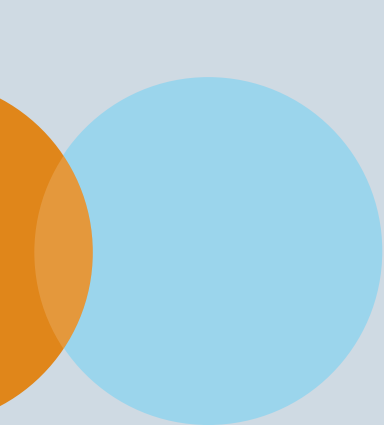
Ecologically sustainable development and environmental performance reporting

The Commission's offices and Secretariat staff are located within the department's buildings and as such are covered by the department's processes in this area.

APPENDIX 4

Freedom of information schedule

Item	Information
Access facilities	In many cases, application for information under the FOI Act might not be required because information or documents may be readily available on the Commission's website. Formal requests under the FOI Act must be made in writing to the Director, FOI contact officer, of the Commission. The Commission maintains a dedicated FOI page on its website which sets out the information required to be published under section 8 of the FOI Act.
Arrangements for public involvement	Formal participation and consultation can be arranged by contacting the Director of the Commission whose details are listed below. The Commission welcomes views and comments from members of the public and bodies outside the Commonwealth concerning its functions
Commission powers	The Commission exercises decision-making powers under the IASC Act. It has the power to do everything necessary or convenient to be done for, or in connection with, performing those functions. The Commission has a range of specific powers that include convening public hearings and summoning witnesses
Decision process	The general power to grant or refuse access to Commission documents under the FOI Act is held by the Chairperson of the Commission.



Item	Information
Documents available for inspection	<p>The Commission keeps a Register of Public Documents containing public versions of applications, submissions and comments for each case before the Commission. The register is available for public scrutiny. A Register of Confidential Documents that contains material from applications and submissions deemed to be confidential by the Commission or its delegate is also maintained. The Commission applies those standards based on the FOI Act for the protection of documents relating to business affairs.</p> <p>Consistent with the transparency of its processes, the Commission encourages applicants and submitters to keep requests for confidential treatment of documents to a minimum. The Commission has published a series of guidelines that describe its procedures and processes in relation to allocating capacity. These guidelines are available on request or from the Commission's website. Documents may also be obtained from the Secretariat of the Commission via email. Operational files are maintained on all the Commission's activities and are stored at the office of the Commission. These files are not open to public access.</p>
Functions of the Commission and how it is organised	<p>The functions of the Commission, as set out in section 6 of the IASC Act, are to:</p> <ul style="list-style-type: none"> (a) make determinations; (b) conduct reviews of those determinations; and (c) provide advice to the Minister about any matter referred to the Commission by the Minister concerning international air operations. <p>The organisation of the Commission is described in Part 2 of this report.</p>
FOI Contact Officer	<p>The Director, and in his/her absence, the Senior Adviser is the Commission's FOI contact officer. Any request or query on FOI matters may be directed to contact@iasc.gov.au or (02) 6267 1100.</p>

APPENDIX 5

Commission procedures

The Commission has published procedures for making determinations allocating available capacity. The procedures are designed to be consistent with the requirements of the IASC Act, its implementing regulations, administrative law principles and the Policy Statement which complements the IASC Act. The Commission's procedures are intended to ensure procedural fairness for both the applicants and other interested parties; ensure the Commission's processes are open and transparent; and provide guidance to anyone wishing to apply for, or make submissions about, matters being considered by the Commission. The Secretariat provides further individual guidance to applicants for capacity and other stakeholders when requested.

The Commission's procedures incorporate the following main steps:

- ▶ All public documents are published on the Commission's website and are distributed electronically to all stakeholders in its mailing list. Any member of the public may request to be included in the Commission's mailing list. The Commission requires a public version of all applications for, and submissions about, an allocation of capacity to be made available. A small amount of information received by the Commission is of a commercial-in-confidence or confidential nature and is held on the Commission's confidential register.
- ▶ The Commission will publish a notice inviting other applications for capacity in response to an initial application for capacity, and submissions about applications where required by the IASC Act and the Policy Statement.
- ▶ The Commission will assess the application in accordance with the relevant criteria set out in the Policy Statement. More complex public benefit criteria may be applied in cases where there are 2 carriers seeking the same limited amount of capacity, compared with an uncontested application from a well-established carrier.
- ▶ Where relevant, the Commission will invite the applicant(s) to submit further information addressing public benefit criteria.

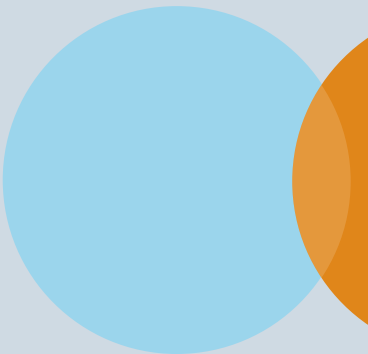


- ▶ The Policy Statement requires the Commission to ensure that the applicant is reasonably capable of obtaining the approvals necessary to operate and of using the capacity if so granted.
- ▶ A hearing may be conducted by the Commission if further information is needed to establish the nature and extent of a proposal's public benefit and, in the case of 2 or more competing applications, decide which application would be of the greatest benefit to the public.
- ▶ The Commission will publish a draft determination in the case of competing applications or if it is proposed to reject an application, or where non-standard conditions are being proposed. This provides applicants and other interested parties with an opportunity to comment on the Commission's proposal prior to the issuing of a final determination. In other cases the Commission will proceed directly to a final determination.

The Commission regularly updates its procedures. They are available from the Commission's website at www.iasc.gov.au or upon request to the Commission.

APPENDIX 6

Policy Statement



NOTE: The following policy statement was issued on 20 March 2018 by the then Deputy Prime Minister and Minister for Infrastructure and Transport and it came into force and effect from 28 March 2018.

International Air Services Policy Statement 2018
made pursuant to section 11 of the
International Air Services Commission Act 1992

Part 1—Preliminary

1 Name

This instrument is the *International Air Services Commission Policy Statement 2018*.

2 Commencement

- (1) Each provision of this instrument specified in column 1 of the table commences, or is taken to have commenced, in accordance with column 2 of the table. Any other statement in column 2 has effect according to its terms.

Commencement information		
Column 1	Column 2	Column 3
Provisions	Commencement	Date/Details
1 The whole of this instrument	The day after this instrument is registered.	

Note: This table relates only to the provisions of this instrument as originally made. It will not be amended to deal with any later amendments of this instrument.

- (2) Any information in column 3 of the table is not part of this instrument. Information may be inserted in this column, or information in it may be edited, in any published version of this instrument.

3 Authority

This instrument is made under section 11 of the *International Air Services Commission Act 1992*.

4 Definitions

Note: A number of expressions used in this instrument are defined in section 4 of the Act, including the following:

- (a) Australian carrier;
- (b) available capacity;
- (c) bilateral arrangement;
- (d) capacity;
- (e) code sharing;
- (f) Commission;
- (g) determination;
- (h) interim determination;
- (i) joint international air services;
- (j) transfer application.

In this instrument:

ACCC means the Australian Competition and Consumer Commission.

Act means the *International Air Services Commission Act 1992*.

additional criteria: see section 9.

applicant means an Australian carrier that has applied to the Commission for a determination allocating capacity, or for the renewal or review of such a determination.

reasonable capability criterion: see section 8.

route relates to the full set of entitlements available to Australian carriers under a particular bilateral arrangement. All combinations of origin, destination, intermediate and beyond points available to Australian carriers under the bilateral arrangement constitute a single route.

5 Schedules

Each instrument that is specified in a Schedule to this instrument is amended or repealed as set out in the applicable items in the Schedule concerned, and any other item in a Schedule to this instrument has effect according to its terms.

6 Object

- (1) This instrument is a policy statement intended to provide guidance about the way in which the Commission is to perform its functions.
- (2) The Commission is to perform its functions in a way that will achieve the object of the Act (that is, to promote economic efficiency through competition in the provision of international air services) by fostering, encouraging and supporting competition in the provision of international air services by Australian carriers.

Part 2—Criteria for assessing benefit to the public

7 Explanatory outline of this Part

The Act requires the Commission to assess the **benefit to the public** of allocations of capacity when deciding whether to make, renew or vary a determination. This Part sets out criteria that the Commission is to have regard to in assessing the benefit to the public of allocations of capacity in particular circumstances.

There are two main sets of criteria that the Commission is to have regard to in assessing the benefit to the public: the 'reasonable capability criterion' and the 'additional criteria'. When and how the Commission is to have regard to the criteria is set out in Part 3.

In certain circumstances specified in Part 3, the Commission is to have regard to other criteria which are not set out in this Part. These include, for example, the matters referred to in paragraph 18(2)(b) or subsection 16(2) of this instrument.

The criteria set out in this Part apply equally in assessing the benefit to the public of allocations to be exercised through own aircraft operations, code share arrangements and other joint international air services.

8 Reasonable capability criterion

Reasonable capability criterion means 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.

Note: To avoid doubt, this criterion relates to all carriers that are, or would be, permitted to use the capacity allocated under a determination, including all carriers that would be entitled to use the capacity because of a condition imposed by the Commission pursuant to paragraph 15(2)(ea) of the Act.

9 Additional criteria

Additional criteria means the following criteria:

Competition criteria

- (a) the desirability of fostering an environment in which Australian carriers can effectively compete with each other and with foreign carriers on the route in question;

- (b) the number of carriers operating on the route in question and the existing distribution of capacity among Australian carriers (including through code sharing and other joint international air services);
- (c) the likely impact on consumers of the proposed allocation, including on costs of airfares, customer choice, product differentiation, stimulation of innovation by incumbent carriers, and frequency of service;
- (d) the desirability of fostering own aircraft operations by Australian carriers over code share or other joint international air services involving the marketing, by an Australian carrier, of seats on flights operated by foreign carriers;
- (e) the benefits presented by allocating the capacity to a given applicant over other competing applicants, having regard to any commercial arrangements that may be in place with other carriers;
- (f) any determinations, decisions or notifications made by the ACCC, or any determinations made by the Australian Competition Tribunal, in relation to an Australian carrier using capacity in all or part of the route;
- (g) any determinations, decisions or notifications made by a foreign agency that performs a comparable function to the ACCC or the Australian Competition Tribunal, or by a foreign aeronautical authority, in relation to a carrier using entitlements under a bilateral arrangement on all or part of the route;

Tourism and trade criteria

- (h) the level of promotion, market development and investment proposed by each of the applicants;
- (i) route service possibilities to and from points beyond Australian or foreign gateways;
- (j) the availability of frequent, low cost, reliable air freight movements for Australian importers and exporters;

Relevant information obtained from Government agencies

- (k) any information that the Commission has obtained from Australian Government agencies or statutory authorities that the Commission considers to be relevant;

Any other relevant consideration

- (l) any other matter or consideration that the Commission considers to be relevant.

Part 3—How the Commission is to assess benefit to the public

Division 1—Outline

10 Explanatory outline of this Part

This Part sets out how the Commission is to assess the benefit to the public of allocations of capacity in particular circumstances.

There are broadly 3 types of decision that the Commission can make under the Act:

- ▶ Making a determination allocating available capacity (see section 7 and Division 1 of Part 3 of the Act);
- ▶ Renewing a determination by making a fresh determination (see section 8 and Division 2 of Part 3 of the Act);
- ▶ Varying a determination (see section 10 and Division 3 of Part 3 of the Act).

Depending on which type of decision is being made, and the circumstances of the decision, the Commission is to apply the criteria set out in Part 2, and certain criteria specified in this Part, differently.

Division 2 sets out the criteria applicable where the Commission is proposing to make a determination that allocates available capacity under section 7 of the Act:

- ▶ Where there is unlimited available capacity, the Commission is to have regard to the reasonable capability criterion and need not have regard to any other matter (section 11);
- ▶ Where there is sufficient available capacity for all applications and the Commission does not receive any adverse submissions, the Commission is to have regard to the reasonable capability criterion and need not have regard to any other matter (subsection 12(2));
- ▶ However, where the Commission receives one or more adverse submissions, the Commission is to have regard to the reasonable capability criterion and may have regard to relevant additional criteria (subsection 12(3));
- ▶ In all other cases, the Commission is to have regard to the reasonable capability criterion and to relevant additional criteria (section 13).

Division 3 sets out the criteria applicable where the Commission is considering renewing a determination that allocates capacity under section 8 of the Act:

- ▶ Paragraph 8(2)(a) of the Act provides a presumption in favour of renewing a determination. However, the Commission may decline to do so if it is satisfied that the determination is no longer of benefit to the public. In deciding this, the Commission is to have regard to the matters set out in section 14 of this instrument;
- ▶ If the Commission declines to renew a determination, it may make a different determination. In doing so, it is to have regard to the reasonable capability criterion and to relevant additional criteria (section 15).

Division 4 sets out the criteria applicable where the Commission is considering whether to vary a determination in a way that varies, or has the effect of varying, an allocation of capacity:

- ▶ If the Commission has initiated the review, and the reason for variation relates to the condition that allocated capacity be fully used, the Commission is to have regard to the criteria set out in paragraphs 24(3)(a)-(d) and need not have regard to any other matter (subsection 16(2));
- ▶ If the Commission has initiated the review for any other reason, and the Commission does not receive any adverse submissions, the Commission is to have regard to the reasonable capability criterion and need not have regard to any other matter (subsection 16(3));
- ▶ In all other cases where the Commission has initiated the review, the Commission is to have regard to the reasonable capability criterion and may have regard to relevant additional criteria (subsection 16(4));
- ▶ If the carrier has applied for a variation, and the Commission does not receive any adverse submissions, the Commission is to have regard to the reasonable capability criterion and need not have regard to any other matter (subsection 17(2));
- ▶ In all other cases where the carrier has applied for a variation, the Commission is to have regard to the reasonable capability criterion and may have regard to relevant additional criteria (subsection 17(3));
- ▶ Where a carrier has submitted a transfer application, the Commission is to have regard to the reasonable capability criterion and to the matters set out in paragraph 18(2)(b) (as relevant), and may have regard to relevant additional criteria (section 18).

The provisions in this Part apply equally in assessing the benefit to the public of allocations to be exercised through own aircraft operations, code share arrangements and other joint international air services.

Division 2—Determinations allocating capacity

11 Available capacity not limited

- (1) This section applies where the Commission proposes to make a determination allocating available capacity on a route under section 7 of the Act, and available capacity on the route is not limited under the relevant bilateral arrangement.
- (2) In assessing the benefit to the public of the allocation of available capacity under the proposed determination, the Commission:
 - (a) is to have regard to the reasonable capability criterion; and
 - (b) need not have regard to any other matter.

12 One or more applicants and sufficient available capacity

- (1) This section applies where:
 - (a) the Commission has received one or more applications for determinations allocating available capacity on a route under section 7 of the Act; and
 - (b) there is sufficient available capacity on the route for the Commission to make the determinations sought in all of the applications; and
 - (c) section 11 of this instrument does not apply.

- (2) If the Commission does not receive any submissions:
 - (a) opposing the allocation of the capacity under any of the determinations sought in the applications; or
 - (b) requesting or opposing the inclusion of a specified condition in any of the determinations;

then, in assessing the benefit to the public of an allocation of available capacity under the determinations, the Commission:

- (c) is to have regard to the reasonable capability criterion; and
 - (d) need not have regard to any other matter.
- (3) In all other cases, in assessing the benefit to the public of an allocation of available capacity under a proposed determination, the Commission:
 - (a) is to have regard to the reasonable capability criterion; and
 - (b) may have regard to any of the additional criteria that it considers to be relevant.

13 All other cases (including two or more applicants and insufficient capacity)

- (1) This section applies where:
 - (a) the Commission proposes to make a determination allocating available capacity on a route under section 7 of the Act; and
 - (b) sections 11 and 12 of this instrument do not apply.

Note: For example, this section will apply where the Commission has received two or more applications for determinations allocating available capacity under section 7 of the Act, and there is insufficient available capacity for the Commission to make the determinations sought in all of the applications.

- (2) In assessing the benefit to the public of an allocation of capacity under a proposed determination, the Commission:
 - (a) is to have regard to the reasonable capability criterion; and
 - (b) is to have regard to any of the additional criteria that it considers to be relevant.

Division 3—Renewal of determinations

14 Presumption in favour of making the same allocation of capacity

- (1) This section applies where:
 - (a) the Commission is proposing, while a determination is in force, to make a fresh determination allocating the capacity to which the original determination relates under section 8 of the Act; and
 - (b) the Commission is considering whether the allocation of capacity in the original determination is no longer of benefit to the public for the purpose of subparagraph 8(2)(a)(i) of the Act.
- (2) Without limiting the matters to which the Commission may have regard, an allocation is generally no longer of benefit to the public if:
 - (a) the carrier seeking renewal has failed to service the route effectively; and
 - (b) there are other applications for some or all of the capacity; and
 - (c) the Commission, having regard to the reasonable capability criterion and any of the additional criteria that it considers relevant, is satisfied that a different allocation of the capacity would be of greater benefit to the public.

Note: In accordance with paragraph 8(2)(a) of the Act, the Commission must make the same allocation of capacity as the original determination unless it is satisfied that the allocation is no longer of benefit to the public. This operates as a presumption in favour of the incumbent carrier.

15 Making a different allocation of capacity

- (1) This section applies where, in the course of considering the renewal of a determination, the Commission is satisfied, for the purposes of subparagraph 8(2)(a)(i) of the Act, that the allocation of capacity in the original determination is no longer of benefit to the public.
- (2) In assessing whether an allocation of capacity made by a fresh determination is of benefit to the public for the purpose of subsection 8(3) of the Act, the Commission:
 - (a) is to have regard to the reasonable capability criterion; and
 - (b) is to have regard to any of the additional criteria that it considers to be relevant.

Division 4—Review of determinations

16 Variations on review for cause

- (1) This section applies where:
 - (a) the Commission has conducted a review for cause in relation to a determination pursuant to section 10 of the Act; and
 - (b) the Commission is considering making a decision to vary the determination under paragraph 23(1)(b) of the Act in a way that varies, or has the effect of varying, an allocation of capacity.
- (2) If the grounds on which the review was initiated relate to a condition imposed under paragraph 15(2)(c) of the Act, in assessing whether the allocation, as so varied, would be of benefit to the public for the purpose of subsection 23(3) of the Act, the Commission:
 - (a) may have regard to the criteria set out in paragraphs 24(3)(a) to (d) of this instrument; and
 - (b) need not have regard to any other matter.

Note: Paragraph 15(2)(c) of the Act allows for the imposition of a condition that capacity be fully used.

- (3) If the review was initiated on any other grounds, and the Commission does not receive submissions opposing the variation being considered by the Commission, then in assessing whether the allocation, as so varied, would be of benefit to the public for the purpose of subsection 23(3) of the Act, the Commission:
 - (a) is to have regard to the reasonable capability criterion; and
 - (b) need not have regard to any other matter.
- (4) In all other cases, in assessing whether the allocation, as so varied, would be of benefit to the public for the purpose of subsection 23(3) of the Act, the Commission:
 - (a) is to have regard to the reasonable capability criterion; and
 - (b) may have regard to any of the additional criteria that it considers to be relevant.

17 Variations on application

- (1) This section applies where:
 - (a) the Commission has conducted a review to decide an application (other than a transfer application) for a determination to be varied; and
 - (b) the Commission is considering making a decision to vary the determination under paragraph 24(1)(b) of the Act in a way that varies, or has the effect of varying, an allocation of capacity.

- (2) If the Commission does not receive submissions opposing the variation requested in the application then, in assessing whether the allocation, as so varied, would be of benefit to the public for the purpose of subsection 24(2) of the Act, the Commission:
 - (a) is to have regard to the reasonable capability criterion; and
 - (b) need not have regard to any other matter.
- (3) In all other cases, in assessing whether the allocation, as so varied, would be of benefit to the public for the purpose of subsection 24(2) of the Act, the Commission:
 - (a) is to have regard to the reasonable capability criterion; and
 - (b) may have regard to any of the additional criteria that it considers to be relevant.

18 Transfer applications

- (1) This section applies where:
 - (a) the Commission has conducted a review to decide a transfer application; and
 - (b) the Commission is considering making a decision to vary the determination concerned in a way that gives effect to the variation requested in the transfer application; and
 - (c) the Commission's decision to vary the determination would vary, or have the effect of varying, an allocation of capacity.
- (2) In assessing whether the allocation, as so varied, would not be of benefit to the public for the purpose of subsection 25(2) of the Act, the Commission:
 - (a) is to have regard to the reasonable capability criterion; and
 - (b) is to have regard to the following matters to the extent that they are relevant to the variation under consideration:
 - (i) the undesirability of approving a transfer where doing so will, or is reasonably likely to, permit or encourage any form of speculative activity, including trading in capacity allocations for commercial benefit;
 - (ii) the undesirability, other than in exceptional cases, of approving a transfer application made by a carrier that has never exercised an allocation, or has only exercised an allocation for a period of less than 6 months; and
 - (c) may have regard to any of the additional criteria that it considers to be relevant.

Part 4—Duration and types of determinations

19 Explanatory outline of this part

This Part sets out how the Commission is to fix the periods during which determinations are to be in force, and in what circumstances the Commission should make interim determinations.

20 Fixing periods during which determinations to be in force

- (1) This section sets out how the Commission is to fix the period during which a determination is to be in force.
- (2) If a determination would allocate capacity on a route where capacity is not limited under the relevant bilateral arrangement, the period during which the determination is to be in force should be fixed at 99 years.
- (3) If a determination relates to an application in which a carrier has requested that the period during which the determination is to be in force be fixed at:
 - (a) if the determination is an interim determination—less than 3 years; or
 - (b) if the determination is not an interim determination—less than 5 years;the period during which the determination is to be in force should be fixed at the period requested in the carrier's application.
- (4) In all other cases, the period during which a determination is to be in force should be fixed at:
 - (a) if the determination is an interim determination—3 years; or
 - (b) if the determination is not an interim determination—5 years.

21 Interim determinations to be made only in exceptional circumstances

The Commission should make interim determinations only in exceptional circumstances.

Part 5—Inclusion, variation and revocation of conditions in determinations

22 Explanatory outline of this part

This Part sets out matters relating to the inclusion of conditions in determinations, and the variation or revocation of such conditions.

Section 23 deals with additional conditions the Commission should include in a determination if it intends to include a condition that allows joint international air services.

Section 24 deals with how the Commission should impose conditions relating to the full use of capacity, and how the Commission should proceed if it has undertaken a review of a determination on the grounds that an Australian carrier has not complied with such a condition.

23 Conditions relating to joint international air services

If the Commission intends to include a condition in a determination that allows joint international air services pursuant to paragraph 15(2)(e) of the Act, the Commission should also include a condition requiring the Australian carrier to take reasonable steps to ensure that passengers are informed at the time of booking that one or more other carriers may operate the flight.

24 Conditions relating to the full use of capacity

- (1) For the purpose of specifying a period during which capacity need not be fully used pursuant to subparagraph 15(2)(c)(i) of the Act, the Commission:
 - (a) should specify as short a period as is reasonably possible, having regard to the full range of things necessary to be done by the Australian carrier in order to commence operating under the determination; and
 - (b) should not specify a period of more than two years other than in exceptional circumstances.
- (2) Where the Commission has commenced a review process under sections 10 and 23 of the Act because an Australian carrier has not complied with a condition that capacity be fully used, the Commission may have regard to the criteria set out in subsection (3) for the following purposes:
 - (a) deciding whether to confirm, vary, suspend or revoke the determination under subsection 23(1) of the Act;
 - (b) assessing whether the allocation, as varied, is of benefit to the public under subsection 23(3) of the Act, in accordance with subsection 16(2) of this instrument.

- (3) The criteria which the Commission may have regard to for the purposes specified in subsection (2) are:
- (a) whether, at the time of the review, there exists an application from another Australian carrier for an allocation of capacity on the route, and the unused portion of the capacity allocated under the reviewed determination prevents the making of a determination in favour of the competing applicant; and
 - (b) whether there is seasonal variation in demand on the route in question; and
 - (c) whether the carrier was prevented from fully using the capacity by circumstances that could not reasonably have been foreseen; and
 - (d) any other matter that the Commission considers to be relevant.

Part 6—Application and Transitional provisions

25 Explanatory outline of this part

This Part sets out application and transitional provisions.

Section 26 deals with the application of this instrument and sets out transitional provisions relating to applications received by the Commission prior to the commencement of this instrument.

26 Application and transitional provisions

- (1) The Commission is to apply this instrument in deciding:
- (a) an application for a determination allocating capacity; or
 - (b) an application for renewal of a determination; or
 - (c) an application for variation of a determination;
- that is received by the Commission on or after the commencement of this instrument.
- (2) Despite the repeal of the International Air Services Policy Statement No.5 by Schedule 1, the Commission is to apply that Policy Statement in deciding
- (a) an application for a determination allocating capacity; or
 - (b) an application for renewal of a determination; or
 - (c) an application for variation of a determination;
- that is received by the Commission before the commencement of this instrument as if that repeal had not happened.

Schedule 1—Repeals

International Air Services Policy Statement No.5

1 The whole of the instrument

Repeal the instrument.

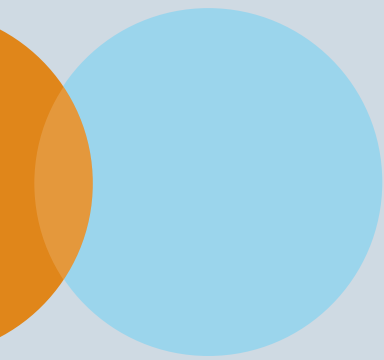


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APPENDIX 7

Commission office holders since 1992

The following tables set out the Chairpersons and Members of the Commission since the Commission was established in 1992.

Chairpersons	Period
Stuart Fowler	July 1992 to April 1993
James Bain	July 1993 to June 1998
Russell Miller	July 1998 to January 2000
Michael Lawriwsky and Stephen Lonergan (Members presiding at alternate meetings)	January 2000 to August 2000
Ross Jones	August 2000 to August 2003
John Martin	November 2003 to November 2009
Philippa Stone and Ian Smith (Members presiding at alternate meetings)	November 2009 to June 2010
Ian Smith and Stephen Bartos (Members presiding at alternate meetings)	July 2010 to February 2011
Jill Walker	9 February 2011 to 11 August 2014
Ian Douglas and John King (Members presiding at alternate meetings)	August 2014 to November 2015
Ian Douglas (Acting)	8 November 2015 to May 2016
Ian Douglas	5 May 2016 to 5 August 2021
Genevieve Butler	5 August 2021 to present

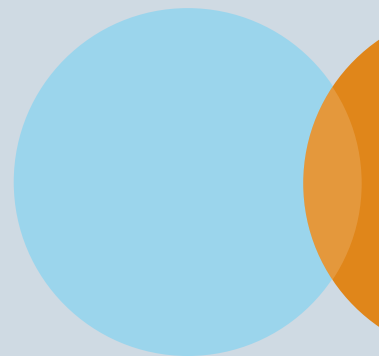


Photo © Tasman Cargo

Members	Period
Brian Johns	July 1992 to June 1997
Russell Miller	July 1992 to June 1998
Michael Lawriwsky	December 1997 to February 2007
Stephen Lonergan	August 1998 to August 2004
Vanessa Fanning	November 2004 to November 2007
Philippa Stone	July 2007 to July 2010
Ian Smith	November 2007 to February 2011
Stephen Bartos	1 July 2010 to 30 June 2013
Ian Douglas	8 November 2012 to 8 November 2015
John King	1 July 2013 to 31 December 2016
Jan Harris	24 November 2016 to 1 September 2019
Karen Gosling	1 November 2017 to 29 October 2021
Genevieve Butler	14 May 2021 to 5 August 2021
Jane McKeon (Acting)	1 October 2021 to 16 December 2021
Jane McKeon	16 December 2021 to present

APPENDIX 8

Glossary of terms



AERgO	means AERgO International Australia.
Air services arrangement	is a set of treaty and/or lower level understandings or arrangements between Australia and another country/economy which permits the carriage by air of passengers or freight or both on agreed routes.
Allocation	a finding by the Commission, included in a determination, that an Australian carrier is permitted to use a specified amount of capacity.
Australian carrier, Carrier	means a person who conducts, or proposes to conduct, an international airline service to and from Australia; and under the air services arrangements to which the capacity applies, may be permitted to carry passengers or freight, or both passengers and freight, under that arrangement as an airline designated, nominated or otherwise authorised by Australia.
Available capacity	means that an operational decision is not in force in relation to an amount of capacity available under air services arrangements, so an Australian carrier may seek an allocation of some or all of that capacity.
Benefit to the public	occurs if the Australian carrier to whom the capacity is allocated uses that capacity.
BITRE	means the Bureau of Infrastructure, Transport and Regional Economics.
Capacity	is an amount of space available on an aircraft for the carriage of passengers and/or freight. It may be expressed within air services arrangements in various ways, such as in number of seats, units of capacity, or frequency of service, usually per week, in each direction on a route.

Code sharing	is a form of joint service between two carriers. It involves an arrangement under which one carrier sells capacity under its own name on flights operated by another airline.
Commission	means the International Air Services Commission, established by section 6 of the IASC Act.
Commissioner	means a member of the Commission including the Chairperson.
Contested application	involves 2 or more applicants seeking an allocation of the same limited amount of capacity.
Decision	affects an existing determination, either by confirming, varying, suspending or revoking it.
Delegate	refers to the IASC Director who has been given delegation to perform certain functions of the Commission.
Determination	allocates capacity to an Australian carrier, usually for a period of 5 years, but in some cases for 3 years (an interim determination), or for 10 or 99 years (where capacity is not limited under the air services arrangements in question).
Frequency	refers to the number of flights that may be or are being operated, usually on a weekly basis.
Hand back	where a carrier decides it no longer wishes to use allocated capacity, and applies to return some or all of the capacity.
IASC	means the International Air Services Commission, established by section 6 of the IASC Act.
IASC Act	in this report, means the <i>International Air Services Commission Act 1992</i> , as amended.
IATA	means the International Air Transport Association.

Interim determination	is a determination that is in force for 3 years, rather than the 5 (or in some cases 10) years for a standard determination. It does not carry the rebuttable presumption in favour of an incumbent carrier that usually attaches to a standard determination at the renewal stage.
Jetstar	means Jetstar Airways Pty Ltd.
Joint service	an arrangement entered into by an Australian carrier with another carrier to operate services on a joint basis. It may take different forms such as one or more of code sharing, joint pricing, or revenue and/or cost sharing or pooling. Australian carriers must receive approval from the Commission before using allocated capacity in joint services.
Member	means a member of the Commission.
Minister	is the Minister for Infrastructure, Transport, Regional Development and Local Government.
Policy statement	is a written instrument made by the then Minister for Transport and Regional Services on 20 March 2018 under subsection 11(1) of the IASC Act. It sets out the way in which the Commission is to perform its functions under the IASC Act.
Opposed application	a situation in which an interested party makes a submission arguing that an application from a carrier should not be granted by the Commission.
Qantas	means Qantas Airways Limited.
Register of available capacity	sets out the amount of capacity under each of Australia's air services arrangements available for allocation, after deducting any allocations already made by the Commission. The Department maintains the Register and is publicly available on its website.
Renewal determination	a new determination that renews an allocation of capacity made under a determination that is approaching its expiry. It may include updated terms and conditions at the Commission's discretion.



Photo © Qantas Airlines Limited

Review	involves an examination of an existing determination, either at the request of a carrier which wishes to vary the determination, or on the Commission's initiative if it is concerned that a carrier has or will breach a condition of the determination. In the case of a carrier-initiated review, the Commission may either vary the determination as requested by the carrier or confirm the determination. For a Commission-initiated review, the Commission may decide to confirm, vary, suspend or revoke the determination.
Revocation	a decision by the Commission to revoke (cancel) a determination.
Route	is the combination of origin, destination, intermediate and beyond points (cities) which an Australian carrier may serve under an air services arrangement.
The department	means the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts.
Tasman Cargo	means Tasman Cargo Airlines.
Use it or lose it	a principle requiring allocated capacity to be used, or else be returned for reallocation.
Variation	a decision amending a determination, including conditions attached to it.
Virgin Australia	refers to Virgin Australia International Airlines Pty Ltd and/ or Virgin Australia Airlines (SE Asia) Pty Ltd.

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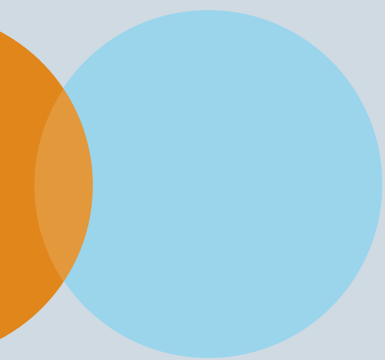


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