

From: s22(1)(a)(ii)
To: s47F
Subject: Qatar Airways NW20-21 timetable approval (FREIGHT ONLY) [SEC=OFFICIAL]
Date: Thursday, 15 October 2020 5:26:00 PM
Attachments: [image002.jpg](#)

OFFICIAL

Hi s47F

Please accept this email as confirmation that Qatar Airways' timetable application **with regard to freighter services only** (as outlined in Fathi's email of 25 September 2020 and your email of 13 October 2020) for the Northern Winter 2020-21 period has been approved under *Air Navigation Regulation 2016, Part 5, Division 1, Section 30*.

All services conducted by or on behalf of the abovenamed airline, whether using its own aircraft and crew or using aircraft and crew leased from another aircraft operator or airline, shall at all times be operated in accordance with the provisions of the *Air Navigation Act 1920*, the *Civil Aviation Act 1988*, the *Aviation Transport Security Act 2004* and the regulations made under these three Acts. Without limiting the foregoing, all services conducted by or on behalf of the licensee shall at all times be operated in accordance with the following:

- a valid Transport Security Program approved under Part 2 of the *Aviation Transport Security Act 2004*;
 - a valid Foreign Aircraft Operator's Certificate, Air Operator's Certificate or other appropriate approval issued by the Civil Aviation Safety Authority or delegate thereof OR, for New Zealand carriers operating under ANZA privileges, appropriate approval issued by the New Zealand Ministry of Transport; and
 - a valid Timetable Approval issued by the Secretary to the Department of Infrastructure, Transport, Regional Development and Communications or delegate thereof;
- including any specified conditions applied or applicable to such approvals.

Please be reminded of the following:

- statistical returns (relating to passengers, freight and mail carried by all international scheduled airlines operating into and out of Australia) must be supplied under *Air Navigation Regulation 2016, Part 2*; contact gmano@infrastructure.gov.au for more details
- timetable applications are due 35 days prior to the commencement of each scheduling period (the Northern Winter period commences on the last Sunday in October while the Northern Summer period commences on the last Sunday in March)
- changes to the approved timetable (e.g. route, frequency, timing if it encroaches on the curfew at an Australian airport) must be submitted for and receive approval PRIOR to the change taking place
- under the *Air Navigation Regulation 2016*, all airlines are required to provide the Department of Infrastructure, Transport, Regional Development and Communications with a completed 'Compliance Declaration Form' (CDF) in conjunction with their timetable application at least 35 days before the commencement of each scheduling period. The CDF can be downloaded from:

https://infrastructure.gov.au/aviation/international/ial/licence_status.aspx

- Jet aircraft operating to Australian airports must be certified as Chapter 3 or Chapter 4 of the International Civil Aviation Organization Annex 16 noise standards.

s22(1)(a)(ii)

Team Member | Repatriation & International Review

COVID International | COVID Aviation Response Programs

DEPARTMENT OF INFRASTRUCTURE, TRANSPORT, REGIONAL DEVELOPMENT AND COMMUNICATIONS

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OFFICIAL

From: Wolfe, Jim
 To: @qatarairways.com.qa; S47 @au.qatarairways.com; aeropoliticalrelief@qatarairways.com.qa; S47F @qatarairways.com.qa
 Cc: S22(1)(a)(ii)
 Subject: Qatar Airways Northern Winter 2020-21 timetable approval – notice of condition 25 Oct – 21 Nov [SEC=OFFICIAL]
 Date: Wednesday, 21 October 2020 2:01:33 PM
 Attachments: Qatar Airways - OCT NOV - Timetable.docx
 image001.png

OFFICIAL

Dear S47

I refer to Qatar Airways' timetable application for the Northern Winter 2020-21 period (the timetable).

As a delegate of the Secretary of the Department of Infrastructure, Transport, Regional Development and Communications for the purposes of s 30 of the *Air Navigation Regulation 2016* (the ANR), I propose to approve the timetable subject to the condition specified below.

The condition is that:

- no passengers are carried into Melbourne on any scheduled international air service conducted by Qatar Airways that arrives at Melbourne between 12:01am Sunday 25 October 2020 and 11:59pm Saturday 21 November 2020; and
- the number of passengers carried into Brisbane, Perth, Sydney and Adelaide on any scheduled international air service conducted by Qatar Airways between 12:01am Sunday 25 October 2020 and 11:59pm Saturday 21 November 2020 must not exceed the limits outlined in the attached revised timetable, except where the Secretary or delegate has approved a higher limit.

This decision is proposed to take effect from 12:01am Sunday 25 October 2020.

Please note that the following categories of passengers are not included in the limits for Brisbane, Perth, Sydney and Adelaide:

- air crew (including off-shift crew who are travelling as passengers on an aircraft to subsequently operate another international service or reposition at another location);
- infants (less than two years old);
- unaccompanied minors (less than 18 years old);
- foreign diplomats and their dependants;
- persons transiting Australia to a third country, provided those passengers have the necessary transit exemptions and remain airside for the duration of their transit (which must be less than 8 hours);
- Australian Government officials and dependants exempt from mandatory quarantine at a government-operated facility – please contact the Department if you are intending to carry such passengers on a flight to validate that the passengers meet the exemption category.

Reasons

Under s 30(1)(b)(ii) of the ANR, the Secretary (or delegate) may approve a proposed timetable subject to specified conditions, having regard to various matters including the public interest (s 30(2)(g)) and any other relevant matter (s 30(2)(h)).

In proposing to approve the proposed timetable subject to the specified condition I took into account the following:

- The World Health Organisation (WHO) has declared a public health emergency of international concern in relation to COVID-19, and Australia is able and required to implement health measures in response under Article 43 of the *International Health Regulations* (IHR) and Article 14 of the *Convention on International Civil Aviation* (Chicago Convention) respectively.
- A significant source of COVID-19 occurrence in Australia is international arrivals. Accordingly, based on expert public health advice, strict quarantine measures are in force for all arrivals into Australia for the purpose of reducing and preventing the spread of COVID-19 into and within the Australian community as a consequence of air navigation into Australia.
- The provision, enforcement, support and administration of quarantine measures in relation to international arrivals requires significant public resources in respect of each international flight that comes into Australia.
- Officials in all States and Territories of Australia have advised that, without the proposed condition, the expected numbers of passengers arriving into the specified Australian airports would place unsustainable strain on the quarantine measures and accommodation resources that are in place for international arrivals, and would compromise the capacity of policing, health and other resources to deal with any COVID-19 pandemic outbreak in Australia.
- At the same time, some policing and health resources have needed to be redeployed to support measures (particularly testing and tracing) to address COVID-19 cases in some jurisdictions.
- In light of, and to address, these matters, State and Territory Governments have asked the Commonwealth Government to cease (in the case of Victoria) or cap passenger arrivals via air navigation at the levels for the periods specified in the proposed condition, based on the number of incoming passenger arrivals they can effectively manage under their quarantine systems.
- Any restrictions need to apply in respect of all international passengers coming into Australia from overseas via air navigation, including on scheduled international air services and non-scheduled flights (eg urgent, unexpected or one-off flights).
- Any restrictions need to be applied in an equitable manner, taking into account the total available quarantine capacity at relevant airports on any given day and other relevant factors including an airline's frequency of operations over the period, and ensuring there is a reserve of capacity to allow for a limited number of urgent, unexpected, one-off or special flights.
- The need to maximise the utilisation of daily available quarantine capacity and ensure any restrictions are not more restrictive of international traffic and not more invasive or intrusive to persons than reasonably available equivalent alternatives.

Taking these factors into account, my preliminary view is that it is in the public interest that the rate of international arrivals into Australia should be managed between 12 01am Sunday 25 October 2020 and 11:59pm Saturday 21 November 2020 as set out in the proposed condition, as an essential and urgently required measure to assist in the minimisation of the occurrence of, and the prevention of the spread of, COVID-19 in the Australian community.

Passenger limits

I would emphasise that the passenger limits outlined in the attached timetable are a conservative figure based on the schedules provided to us by airlines for the NW20-21 scheduling season. It is possible that these limits will increase as airlines revise their schedules, unutilised capacity is handed back and jurisdictions look to increase available quarantine capacity.

Compassionate and vulnerable passengers

In utilising any increases in passenger limits, I ask that you continue to seek to accommodate the carriage of those passengers facing particularly challenging circumstances on compassionate or medical grounds wherever possible.

Capacity utilisation and 'hand back'

I appreciate that, for some airlines, it may be difficult to fully utilise capacity on a given flight. If you do not require some of your allocated capacity, please 'hand back' the capacity as soon as possible by advising us on Sunday 25 October, and every Friday thereafter, of any unused capacity on a given flight.

Any surplus capacity returned in this way would be redistributed to other interested airlines operating on that day (Sydney) or week (Brisbane, Perth, Adelaide). An airline that handed back capacity in this way would receive priority for a request to access future surplus capacity (noting that the availability of such capacity on any given date may be limited).

Please be reminded

All services conducted by or on behalf of Qatar Airways, whether using its own aircraft and crew or using aircraft and crew leased from another aircraft operator or airline, shall at all times be operated in accordance with the provisions of the *Air Navigation Act 1920*, the *Civil Aviation Act 1988*, the *Aviation Transport Security Act 2004* and the regulations made under these three Acts. Without limiting the foregoing, all services conducted by or on behalf of the licensee shall at all times be operated in accordance with the following:

- a valid Transport Security Program approved under Part 2 of the *Aviation Transport Security Act 2004*;
- a valid Foreign Aircraft Operator's Certificate, Air Operator's Certificate or other appropriate approval issued by the Civil Aviation Safety Authority or delegate thereof OR, for New Zealand carriers operating under ANZA privileges, appropriate approval issued by the New Zealand Ministry of Transport; and
- a valid Timetable Approval issued by the Secretary to the Department of Infrastructure, Transport, Regional Development and Communications or delegate thereof;

including any specified conditions applied or applicable to such approvals.

Please also note:

- statistical returns (relating to passengers, freight and mail carried by all international scheduled airlines operating into and out of Australia) must be supplied under *Air Navigation Regulation 2016, Part 2*; contact gmano@infrastructure.gov.au for more details
- timetable applications are due 35 days prior to the commencement of each scheduling period (the Northern Winter period commences on the last Sunday in October while the Northern Summer period commences on the last Sunday in March)
- changes to the approved timetable (e.g. route, frequency, timing if it encroaches on the curfew at an Australian airport) must be submitted for and receive approval PRIOR to the change taking place
- under the *Air Navigation Regulation 2016*, all airlines are required to provide the Department of Infrastructure, Transport, Regional Development and Communications with a completed 'Compliance Declaration Form' (CDF) in conjunction with their timetable application at least **35 days before** the commencement of each scheduling period. The CDF can be downloaded from: https://infrastructure.gov.au/aviation/international/ial/licence_status.aspx
- Jet aircraft operating to Australian airports must be certified as Chapter 3 or Chapter 4 of the International Civil Aviation Organization Annex 16 noise standards.

If you wish me to consider any submission before I make my decision, please provide this as soon as possible but no later than **2:00pm Friday 23 October 2020 (AEDT)**.

Regards
Jim

Jim Wolfe

Assistant Secretary – COVID international
Aviation Response Programs Division
Department of Infrastructure, Transport, Regional Development and Communications
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OFFICIAL

Qatar Airways Timetable for 25 October – 21 November (inclusive)

<u>Arrival port</u>	<u>Arrival date</u>	<u>Total inbound passengers (maximum)</u>
SYD	25/10/20	52
SYD	26/10/20	35
SYD	27/10/20	33
SYD	28/10/20	38
SYD	29/10/20	46
SYD	30/10/20	42
SYD	31/10/20	31
SYD	01/11/20	46
SYD	02/11/20	32
SYD	03/11/20	40
SYD	04/11/20	38
SYD	05/11/20	38
SYD	06/11/20	32
SYD	07/11/20	31
SYD	08/11/20	46
SYD	09/11/20	32
SYD	10/11/20	40
SYD	11/11/20	32
SYD	12/11/20	35
SYD	13/11/20	35
SYD	14/11/20	28
SYD	15/11/20	38
SYD	16/11/20	32
SYD	17/11/20	36
SYD	18/11/20	35
SYD	19/11/20	35
SYD	20/11/20	30
SYD	21/11/20	31
PER	25/10/20	41
PER	27/10/20	41
PER	29/10/20	41
PER	31/10/20	41
PER	01/11/20	39
PER	03/11/20	39
PER	05/11/20	39
PER	08/11/20	39
PER	10/11/20	35
PER	12/11/20	35
PER	14/11/20	35
PER	15/11/20	35
PER	17/11/20	35
PER	19/11/20	35
PER	21/11/20	35
BNE	26/10/20	50
BNE	28/10/20	50
BNE	30/10/20	50

BNE	02/11/20	50
BNE	04/11/20	50
BNE	06/11/20	50
BNE	09/11/20	45
BNE	11/11/20	45
BNE	13/11/20	45
BNE	16/11/20	45
BNE	18/11/20	45
BNE	20/11/20	45
ADL	26/10/20	120
ADL	28/10/20	120
ADL	30/10/20	120
ADL	02/11/20	100
ADL	04/11/20	100
ADL	06/11/20	100
ADL	09/11/20	120
ADL	11/11/20	120
ADL	13/11/20	120
ADL	16/11/20	100
ADL	18/11/20	100
ADL	20/11/20	100
ADL	23/11/20	100
ADL	25/11/20	100
ADL	27/11/20	100
ADL	30/11/20	100
ADL	02/12/20	100
ADL	04/12/20	100
ADL	07/12/20	100
ADL	09/12/20	100
ADL	11/12/20	100
ADL	14/12/20	100
ADL	16/12/20	100

Notes:

- No inbound passengers may be carried on services arriving in Melbourne during this period until further notice.
- For fifth freedom services between Auckland and Brisbane (QR913), these services are transit only and no passengers may be discharged in Brisbane.
- For services to **Brisbane, Perth and Adelaide** airlines are able to increase their passenger limits on a particular day by **up to 10 seats**, provided that such an increase is matched by a reduction on other days to the same port during the same week (Sunday-Saturday).

From: Wolfe, Jim
To: s47@qatarairways.com.qa; s47F@qatarairways.com.qa
Cc: [s22\(1\)\(a\)\(ii\)@qatarairways.com.qa](mailto:s22(1)(a)(ii)@qatarairways.com.qa)
Subject: Qatar Airways Northern Winter 2020-21 timetable approval - Decision [SEC=OFFICIAL]
Date: Friday, 23 October 2020 6:56:51 PM
Attachments: [Qatar Airways - OCT NOV - Timetable.docx](#)
[image001.png](#)

OFFICIAL

Dear [s47](#)

Further to my correspondence of Wednesday 21 October 2020, I am writing in relation to Qatar Airways timetable for the Northern Winter 2020-21 period.

As a delegate of the Secretary of the Department of Infrastructure, Transport, Regional Development and Communications, I have approved Qatar Airways timetable application for the Northern Winter 2020-21 period (25 October 2020 – 27 March 2021) under *Air Navigation Regulation 2016* (the ANR), *Part 5, Division 1, Section 30*.

Flights between 25 October 2020 and 21 November 2020 (inclusive) are subject to the conditions specified below.

The conditions are that:

1. No passengers are carried into Melbourne on any scheduled international air service conducted by Qatar Airways that arrives at Melbourne between 12:01am Sunday 25 October 2020 and 11:59pm Saturday 21 November 2020; and
2. The number of passengers carried into Brisbane, Perth, Sydney and Adelaide on any scheduled international air service conducted by Qatar Airways between 12:01am Sunday 25 October 2020 and 11:59pm Saturday 21 November 2020 must not exceed the limits outlined in the attached revised timetable, except where the Secretary or delegate has approved a higher limit.

This decision will take effect from 12 01am Sunday 25 October 2020.

For the purposes of condition 2 (relating to Brisbane, Perth, Sydney and Adelaide), the following are not 'passengers':

- a. air crew (including off-shift crew who are travelling as passengers on an aircraft to subsequently operate another international service or reposition at another location);
- b. infants (less than two years old);
- c. unaccompanied minors (less than 18 years old);
- d. foreign diplomats and their dependants;
- e. persons transiting Australia to a third country, provided those passengers have the necessary transit exemptions and remain airside for the duration of their transit (which must be less than 8 hours);
- f. Australian Government officials and dependants exempt from mandatory quarantine at a government-operated facility.

Please contact the Department if you are intending to carry passengers falling under paragraph f above (ie officials and dependants exempt from mandatory quarantine) on a flight to validate that the passengers meet the exemption category.

Reasons

Under s 30(1)(b)(ii) of the ANR, the Secretary (or delegate) may approve a proposed timetable subject to specified conditions, having regard to various matters including the public interest (s 30(2)(g)) and any other relevant matter (s 30(2)(h)).

In imposing the specified conditions on the timetable I took into account the following:

- The World Health Organisation (WHO) has declared a public health emergency of international concern in relation to COVID-19, and Australia is able and required to implement health measures in response under Article 43 of the *International Health Regulations* (IHR) and Article 14 of the *Convention on International Civil Aviation* (Chicago Convention) respectively.
- A significant source of COVID-19 occurrence in Australia is international arrivals. Accordingly, based on expert public health advice, strict quarantine measures are in force for all arrivals into Australia for the purpose of reducing and preventing the spread of COVID-19 into and within the Australian community as a consequence of air navigation into Australia.
- The provision, enforcement, support and administration of quarantine measures in relation to international arrivals requires significant public resources in respect of each international flight that comes into Australia.
- Officials in all States and Territories of Australia have advised that, without the conditions, the expected numbers of passengers arriving into the specified Australian airports would place unsustainable strain on the quarantine measures and accommodation resources that are in place for international arrivals, and would compromise the capacity of policing, health and other resources to deal with any COVID-19 pandemic outbreak in Australia.
- At the same time, some policing and health resources have needed to be redeployed to support measures (particularly testing and tracing) to address COVID-19 cases in some jurisdictions.
- In light of, and to address, these matters, State and Territory Governments have asked the Commonwealth Government to cease (in the case of Victoria) or cap passenger arrivals via air navigation at the levels and for the periods specified in the conditions, based on the number of incoming passenger arrivals they can effectively manage under their quarantine systems.
- Any restrictions need to apply in respect of all international passengers coming into Australia from overseas via air navigation, including on scheduled international air services and non-scheduled flights (eg urgent, unexpected or one-off flights).
- Any restrictions need to be applied in an equitable manner, taking into account the total available quarantine capacity at relevant airports on any given day and other relevant factors including an airline's frequency of operations over the period, and ensuring there is a reserve of capacity to allow for a limited number of urgent, unexpected, one-off or special flights.
- The need to maximise the utilisation of daily available quarantine capacity and ensure any restrictions are not more restrictive of international traffic and not more invasive or intrusive to persons than reasonably available equivalent alternatives.

Taking these factors into account, I decided that it is in the public interest that the rate of international arrivals into Australia should be managed between 12:01am Sunday 25 October 2020 and 11:59pm Saturday 21 November 2020 as set out in the conditions, as an essential and urgently required measure to assist in the minimisation of the occurrence of, and the prevention of the spread of, COVID-19 in the Australian community.

Passenger limits

The passenger limits outlined in the attached timetable are a conservative figure based on the schedules provided to us by airlines for the NW20-21 scheduling season. It is possible that these limits will increase as airlines revise their schedules, unutilised capacity is handed back and jurisdictions look to increase available

quarantine capacity.

Compassionate and vulnerable passengers

In utilising any increases in passenger limits, I ask that you continue to seek to accommodate the carriage of those passengers facing particularly challenging circumstances on compassionate or medical grounds wherever possible.

Capacity utilisation and 'hand back'

I appreciate that, for some airlines, it may be difficult to fully utilise capacity on a given flight. If you do not require some of your allocated capacity, please 'hand back' the capacity as soon as possible by advising us on Sunday 25 October, and every Friday thereafter, of any unused capacity on a given flight.

Any surplus capacity returned in this way would be redistributed to other interested airlines operating on that day (Sydney) or week (Brisbane, Perth, Adelaide). An airline that handed back capacity in this way would receive priority for a request to access future surplus capacity (noting that the availability of such capacity on any given date may be limited).

Please be reminded

All services conducted by or on behalf of Qatar Airways, whether using its own aircraft and crew or using aircraft and crew leased from another aircraft operator or airline, shall at all times be operated in accordance with the provisions of the *Air Navigation Act 1920*, the *Civil Aviation Act 1988*, the *Aviation Transport Security Act 2004* and the regulations made under these three Acts. Without limiting the foregoing, all services conducted by or on behalf of the licensee shall at all times be operated in accordance with the following:

- a valid Transport Security Program approved under Part 2 of the *Aviation Transport Security Act 2004*;
- a valid Foreign Aircraft Operator's Certificate, Air Operator's Certificate or other appropriate approval issued by the Civil Aviation Safety Authority or delegate thereof OR, for New Zealand carriers operating under ANZA privileges, appropriate approval issued by the New Zealand Ministry of Transport; and
- a valid Timetable Approval issued by the Secretary to the Department of Infrastructure, Transport, Regional Development and Communications or delegate thereof;

including any specified conditions applied or applicable to such approvals.

Please also note:

- statistical returns (relating to passengers, freight and mail carried by all international scheduled airlines operating into and out of Australia) must be supplied under *Air Navigation Regulation 2016, Part 2*; contact gmano@infrastructure.gov.au for more details
- timetable applications are due 35 days prior to the commencement of each scheduling period (the Northern Winter period commences on the last Sunday in October while the Northern Summer period commences on the last Sunday in March)
- changes to the approved timetable (e.g. route, frequency, timing if it encroaches on the curfew at an Australian airport) must be submitted for and receive approval PRIOR to the change taking place
- under the *Air Navigation Regulation 2016*, all airlines are required to provide the Department of Infrastructure, Transport, Regional Development and Communications with a completed 'Compliance Declaration Form' (CDF) in conjunction with their timetable application at least **35 days before** the commencement of each scheduling period. The CDF can be downloaded from: https://infrastructure.gov.au/aviation/international/ial/licence_status.aspx
- Jet aircraft operating to Australian airports must be certified as Chapter 3 or Chapter 4 of the International Civil Aviation Organization Annex 16 noise standards.

Review of decision

You may make an application to the Administrative Appeals Tribunal for review of this decision.

Capacity increases

Due to schedule changes and capacity handbacks by other airlines since my preliminary advice on 21 October, we have been able to increase passenger limits for Qatar Airways' flights arriving in Sydney on 26, 29 & 31 October, and 1, 2, 3, 5, 7, 9, 10, 12, 14, 16, 17, 19 and 21 November. These increased limits are reflected in the attached schedule.

Regards

Jim

Jim Wolfe

Assistant Secretary – COVID international
Aviation Response Programs Division
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Qatar Airways Timetable for 25 October – 21 November (inclusive)

Arrival port	Arrival date	Total inbound passengers (maximum)
SYD	25/10/20	92
SYD	26/10/20	38
SYD	27/10/20	33
SYD	28/10/20	38
SYD	29/10/20	52
SYD	30/10/20	42
SYD	31/10/20	33
SYD	01/11/20	52
SYD	02/11/20	35
SYD	03/11/20	44
SYD	04/11/20	38
SYD	05/11/20	42
SYD	06/11/20	32
SYD	07/11/20	35
SYD	08/11/20	46
SYD	09/11/20	35
SYD	10/11/20	44
SYD	11/11/20	32
SYD	12/11/20	38
SYD	13/11/20	35
SYD	14/11/20	33
SYD	15/11/20	38
SYD	16/11/20	35
SYD	17/11/20	40
SYD	18/11/20	35
SYD	19/11/20	38
SYD	20/11/20	30
SYD	21/11/20	36
PER	25/10/20	41
PER	27/10/20	41
PER	29/10/20	41
PER	31/10/20	41
PER	01/11/20	39
PER	03/11/20	39
PER	05/11/20	39
PER	08/11/20	39
PER	10/11/20	35
PER	12/11/20	35
PER	14/11/20	35
PER	15/11/20	35
PER	17/11/20	35
PER	19/11/20	35
PER	21/11/20	35

<u>Arrival port</u>	<u>Arrival date</u>	<u>Total inbound passengers (maximum)</u>
BNE	26/10/20	50
BNE	28/10/20	50
BNE	30/10/20	50
BNE	02/11/20	50
BNE	04/11/20	50
BNE	06/11/20	50
BNE	09/11/20	45
BNE	11/11/20	45
BNE	13/11/20	45
BNE	16/11/20	45
BNE	18/11/20	45
BNE	20/11/20	45
ADL	26/10/20	120
ADL	28/10/20	120
ADL	30/10/20	120
ADL	02/11/20	100
ADL	04/11/20	100
ADL	06/11/20	100
ADL	09/11/20	120
ADL	11/11/20	120
ADL	13/11/20	120
ADL	16/11/20	100
ADL	18/11/20	100
ADL	20/11/20	100

Notes:

- No inbound passengers may be carried on services arriving in Melbourne during this period until further notice.
- For fifth freedom services between Auckland and Brisbane (QR913), these services are transit only and no passengers may be discharged in Brisbane.
- For services to **Brisbane, Perth and Adelaide** airlines are able to increase their passenger limits on a particular day by **up to 10 seats**, provided that such an increase is matched by a reduction on other days to the same port during the same week (Sunday-Saturday).