

**From:** Wolfe, Jim  
**Sent:** Friday, 13 November 2020 10:30 PM  
**To:** s47F@qatarairways.com.qa; s47F@au.qatarairways.com; aeropoliticalrelief@qatarairways.com.qa; s47F@qatarairways.com.qa  
**Cc:** s22(1)(a)(ii); International Aviation  
**Subject:** Qatar Airways Northern Winter 2020-21 timetable variation – notice of condition 22 Nov – 31 Dec 2020 [SEC=OFFICIAL]  
**Attachments:** Qatar Airways - 22 Nov - 31 Dec.docx

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Dear s47F

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

I am now writing to provide an update on the proposed number of passengers to be allowed on flights operated to Australian airports between 22 November 2020 and 31 January 2021.

As a delegate of the Secretary of the Department of Infrastructure, Transport, Regional Development and Communications for the purposes of s31 of the *Air Navigation Regulation 2016* (the ANR), I propose to vary the timetable to impose a further condition to the effect that:

- no passengers are carried into Melbourne on any scheduled international air service conducted by Qatar Airways that arrives at Melbourne from 12:01am Sunday 22 November 2020 until further notice;
- 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 22 November 2020 and 11:59pm Thursday 31 December 2020 must not exceed the limits outlined in the attached proposed revised timetable, except where the Secretary or delegate has approved a higher limit; 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 Friday 1 January 2021 and 11:59pm Sunday 31 January 2021 will not be able to exceed passenger limits, **which will be advised shortly following finalisation of airlines' January schedules.**

This decision is proposed to take effect from 12:01am Sunday 22 November 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) - with the exception of flights to Adelaide;
- unaccompanied minors (less than 18 years old) – with the exception of flights to Adelaide;
- 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 – with the exception of flights to Adelaide. 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 31(1)(f) of the ANR, the Secretary (or delegate) may vary an approved timetable if it is in the public interest to do so.

In proposing to vary 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 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 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 small 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 22 November 2020 and 11:59pm Thursday 31 December 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.

### Airline schedules for 1 January 2021 - 31 January 2021

Passenger limits are calculated by using the available quarantine capacity in a jurisdiction and the total number of airline services operated to a given port.

In order for the Department to be able to provide passenger limits for January, airlines need to have settled final operating schedules for 1 January to 31 January 2021. Any amendments to the current schedules for January should be provided to s22(1)(a)(ii) [@infrastructure.gov.au](mailto:@infrastructure.gov.au) and [internationalaviation@infrastructure.gov.au](mailto:internationalaviation@infrastructure.gov.au) by 10:00pm Thursday 19 November 2020 (AEDT).

### Passenger limits

The passenger limits outlined in the attached condition on the timetable are a conservative figure based on the current schedules provided to us by airlines. 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 22 November, 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).

Airlines should also continue to provide utilisation reports every Tuesday.

If you wish me to consider any submission before I make my decision, please provide this as soon as possible but no later than **10:00pm Thursday 19 November 2020 (AEDT)**.

Best regards  
Jim

**Jim Wolfe**  
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**Qatar Airways Timetable for 22 November – 31 December 2020 (inclusive)**

<b>Arrival port</b>	<b>Arrival date</b>	<b>Total inbound passengers (maximum)</b>
ADL	22/11/2020	120
ADL	25/11/2020	120
ADL	27/11/2020	105
ADL	29/11/2020	82
ADL	2/12/2020	82
ADL	4/12/2020	81
ADL	6/12/2020	95
ADL	9/12/2020	95
ADL	11/12/2020	95
ADL	13/12/2020	86
ADL	16/12/2020	86
ADL	18/12/2020	86
ADL	20/12/2020	100
ADL	23/12/2020	100
ADL	25/12/2020	100
ADL	27/12/2020	90
ADL	30/12/2020	90
BNE	23/11/2020	37
BNE	24/11/2020	*
BNE	25/11/2020	38
BNE	26/11/2020	*
BNE	27/11/2020	38
BNE	28/11/2020	*
BNE	30/11/2020	38
BNE	1/12/2020	*
BNE	2/12/2020	38
BNE	3/12/2020	*
BNE	4/12/2020	38
BNE	5/12/2020	*
BNE	7/12/2020	35
BNE	8/12/2020	*
BNE	9/12/2020	35
BNE	10/12/2020	*
BNE	11/12/2020	35
BNE	12/12/2020	*
BNE	14/12/2020	40
BNE	15/12/2020	*
BNE	16/12/2020	39
BNE	17/12/2020	*
BNE	18/12/2020	40
BNE	19/12/2020	*
BNE	21/12/2020	38
BNE	22/12/2020	*
BNE	23/12/2020	38
BNE	24/12/2020	*

<u>Arrival port</u>	<u>Arrival date</u>	<u>Total inbound passengers (maximum)</u>
BNE	25/12/2020	38
BNE	26/12/2020	*
BNE	28/12/2020	42
BNE	29/12/2020	*
BNE	30/12/2020	42
BNE	31/12/2020	*
PER	22/11/2020	71
PER	24/11/2020	71
PER	26/11/2020	71
PER	28/11/2020	71
PER	29/11/2020	46
PER	1/12/2020	47
PER	3/12/2020	46
PER	5/12/2020	47
PER	6/12/2020	47
PER	8/12/2020	46
PER	10/12/2020	47
PER	12/12/2020	47
PER	13/12/2020	47
PER	15/12/2020	46
PER	17/12/2020	47
PER	19/12/2020	47
PER	20/12/2020	47
PER	22/12/2020	46
PER	24/12/2020	47
PER	26/12/2020	47
PER	27/12/2020	46
PER	29/12/2020	46
PER	31/12/2020	46
SYD	22/11/2020	37
SYD	23/11/2020	37
SYD	24/11/2020	36
SYD	25/11/2020	37
SYD	26/11/2020	36
SYD	27/11/2020	37
SYD	28/11/2020	36
SYD	29/11/2020	34
SYD	30/11/2020	34
SYD	1/12/2020	34
SYD	2/12/2020	34
SYD	3/12/2020	35
SYD	4/12/2020	34
SYD	5/12/2020	34
SYD	6/12/2020	31
SYD	7/12/2020	30

<u>Arrival port</u>	<u>Arrival date</u>	<b>Total inbound passengers (maximum)</b>
SYD	8/12/2020	31
SYD	9/12/2020	31
SYD	10/12/2020	31
SYD	11/12/2020	31
SYD	12/12/2020	31
SYD	13/12/2020	32
SYD	14/12/2020	32
SYD	15/12/2020	32
SYD	16/12/2020	32
SYD	17/12/2020	32
SYD	18/12/2020	32
SYD	19/12/2020	32
SYD	20/12/2020	31
SYD	21/12/2020	31
SYD	22/12/2020	31
SYD	23/12/2020	31
SYD	24/12/2020	30
SYD	25/12/2020	31
SYD	26/12/2020	31
SYD	27/12/2020	34
SYD	28/12/2020	33
SYD	29/12/2020	34
SYD	30/12/2020	33
SYD	31/12/2020	34

**Notes:**

- Passenger limits for flights from 1 January to 31 January 2021 will be advised shortly.
- 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 and Perth** 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).