



Current Red Tail Membership stands at: 2,546

A Message from the Foundation Committee

Welcome to our Q4/2020 National Newsletter.

Happy Qantas Birthday to all of you. 100 Years of adventure, memories, fun times and lifetime friendships. Our "Spirit" is well and truly alive, and not even COVID19 has been able to dent it.

This Birthday Newsletter is a mega-issue with the back 40 pages dedicated to newsfeeds on our Centenary, the state of Qantas today, their post COVID recovery plan and some other interesting snippets of news from around the world.

Plans for Reunions around Australia and overseas continue to develop and all indications are, they will be very popular. Tasmania had their Reunion on December 3, and it was overbooked! We also had a very successful Webinar with Alan Joyce on the eve of our Birthday, attended by 80 Members.

This is our last Newsletter for 2020 and we would like to take the opportunity to wish everyone a very Merry Christmas and trust that 2021 courses our path back to the levels of normality we so often took for granted. Australians have done a great job keeping COVID numbers low – let's keep it up! Take care and stay safe. We look forward to seeing all of you in 2021.

In this Edition:

1. 2021 Longreach Grand Milestone Event launched
2. Tasmanian Chapter Reunion – SOLD OUT!
3. Chapter Reunions – Save the Date
4. Red Tail Webinar with QF CEO Alan Joyce
5. Qudos Bank
6. AMDA – Rebuilding Aviation Webinar
7. AIRBIZ – Airline Capacity Review 2020
8. Red Tail Roll of Remembrance
9. Carrie on Cruising
10. Your Qantas Family Over Our 100 Years
11. Cooking Demos by Neil Perry
12. Red Tail News and Reviews
13. New Qantas Centenary Videos
14. QF and JQ Fly Well Guide
15. Chapter Newsletters
16. Red Tail News and Reviews (Q4 2020)

A Message from our Worldwide Patron, John Hudson Fysh:



As Christmas and the festive season approaches it is with a great deal of satisfaction that I take this opportunity to express my gratitude to all of you from both in Australia and in foreign lands who have been so willing to celebrate our Centenary.

Despite the difficulties presented by our current circumstances it has been wonderful to recognise that undeniable spirit which has been at the forefront of every challenge our airline has been confronted with throughout its long history.

As in the days of my father and those who followed him, although they often faced perilous times, this virus has wrought its own particular loss and hardship and we must wait a little longer to come together and celebrate such a significant milestone. This is not the first time there has been a struggle for survival. We are good at succeeding. The spirit lives on.

In the meantime I thank you not only for your traditional Qantas resilience but also wish you and your families a safe and joyous Christmas, while looking forward to continuing our celebrations into the coming year.

John Fysh

1. 2021 Longreach Grand Milestone Event Launched:



23 – 25 April 2021

The Events Committee led by Peter Kinnane is progressing well with plans for the revised 2021 Grand Milestone Event.

Tour Operator

Like most of the tourism industry, our original Tour Operator Outback Aussie Tours has been impacted with the COVID restrictions. In order to see them through the next 12 months, they have decided to streamline operations and focus solely on their own brochure programs. This has meant that they have regrettably had to withdraw from our Longreach Program.

Over the last couple of months, the Events Committee has been working directly with Qantas and other suppliers, as well as meeting with potential Tour Operators who would be suited to operate our program. We are pleased to advise that we have appointed Fun Over Fifty, a Queensland based Tour Operator with deep knowledge of Longreach and Winton.

2021 Longreach Grand Milestone Event Launched!

We are now pleased to present the 2021 Red Tail Road to 100 Program. There are six package options to select from.

Event Package Highlights:

- Now a Minimum of 2 Nights
- Travel Options include Rail, Air, Coach, Self-drive and Caravan
- O/way or Return Airfares common-rated Melbourne, Sydney, Brisbane to Longreach
- Check-in luggage available on all flights at no extra cost
- Breakfasts and Dinners included
- Entry to Red Tail Events and Venue passes included

Packages include:

- | | | |
|------------------------|-------------|--------------------------|
| • Double Sunrise | Rail / Fly | 5 days - From: \$1850 pp |
| • Kangaroo | Fly / Rail | 5 days - From: \$1850 pp |
| • Southern Cross | Fly / Fly | 3 days - From: \$1460 pp |
| • Fiesta | Coach / Fly | 5 days - From: \$1598 pp |
| • Wallaby | Fly / Coach | 4 days - From: \$1290 pp |
| • Self-Drive / Caravan | | 4 days - From: \$ 556 pp |

All indications are that these packages will be very popular so please make sure you book early to avoid disappointment.

[Click here](#) to view all packages

Qantas Charters and Group Bookings

We have once again successfully secured two Qantas charters to Longreach, one out of Sydney and the other out of Melbourne. In addition we are also holding group allocations on three flights between Brisbane and Longreach. Flight details have just been received and are not yet published on our Tour pages on the Fun Over Fifty website. For planning purposes we have listed them below. You will note that the timing of the Charters allow for same day connections from PER/ADL/HBA to MEL and from CBR to SYD in both directions.

Sydney Charters	QF 1302	24 Apr	SYD - LRE	0930 – 1150	
	QF 1303	26 Apr	LRE – SYD	1200 – 1415	
Melbourne Charters	QF 1304	24 Apr	MEL – LRE	0930 – 1235	
	QF 1305	26 Apr	LRE – MEL	1230 - 1530	
Brisbane Group Bkgs	QF 2530	23 Apr	BNE – LRE	0905 – 1205	
	QF 2532	24 Apr	BNE – LRE	0905 – 1205	(x Barcardine)
	QF 2533	26 Apr	LRE – BNE	1540 - 1735	

Terms and Conditions – KEY POINTS:

Please read the Fun Over 50s Terms and Conditions carefully and please take out appropriate travel insurance cover.

- Once you book a package you will be required to pay a deposit of \$500 per person

Fun Over 50 terms indicate the following:

Should the Red Tail event be cancelled due to COVID-19 travel restrictions as at 28 February 2021, You agree to accept a full refund less \$100 per person administration fee which will be retained by Fun Over Fifty.

Standard cancellation terms and conditions apply (see section 4) as of 5 March 2021 where after this date, 100% of fare is non-refundable or transferable.

If COVID restricts travel after final payment is made, a refund will be payable less irretrievable costs. Please review the Fun Over 50s Terms and Conditions which will be sent to you as part of your booking form.

Travel Insurance

It is your responsibility to ensure you have the appropriate insurance cover for your trip. There are a limited number of insurers who have recently commenced offering cover for Cancellations due to COVID. Please ensure your insurer will cover you for the above possible cancellation due to COVID. Please find a policy from [Cover.More](#) that may suit your purpose.

<https://secure2.covermore.com.au/content/1/en/>

Christmas Break

Please be aware that Fun Over Fifty will be away for the Christmas break from 21 December and returning on 11 January. All booking enquires received during this period will be attended to on their return, in the order they are received. Equally our Qantas contacts will be away over this period. Should you have a query about these packages over this period – please send do not hesitate to email us on admin@redtailroadto100.com

[Click here](#) to view all packages



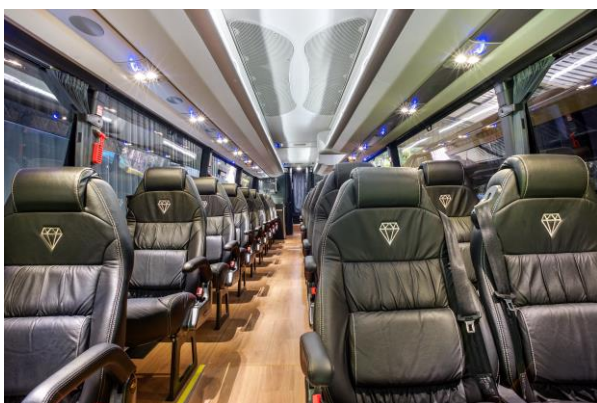
For all life's
destinations

Profile on Fun Over Fifty:

Fun Over Fifty is a Queensland based tour company which provides over 100 premium all-inclusive coach, rail, air and cruise holidays throughout the country and to select international destinations to discerning travellers of 50 years or over. The company is Advanced Eco accredited across all tour types and showcase 14 of Australia's 19 UNESCO World Heritage Listed areas in tour destinations, and offers over 250 cultural and heritage experiences. Our all-inclusive tours allow guests the ability to foster their environmental and cultural understanding of the destinations we visit. As a Climate Action Leader, we continually innovate, introducing new environmental packages to our touring programs. The company offsets 100% of all transport emissions whilst on tour as well as office staff travel to and from work.

The shining light of coach travel, Fun Over Fifty boasts 4 bespoke designed coaches that elevate coach travel to indulgent levels and are packaged with premium accommodation, all-inclusive attractions and taste sensations.

Fun Over Fifty are thrilled to be the official partner assisting the Red Tail Road to 100 committee in delivering a memorable milestone event. The Qantas and Fun Over Fifty brands align with core values such as high levels of comfort and customer service, meticulous planning and dedication by staff and crew. We look forward to bringing your vision to fruition by providing a smooth, hassle free and friendly service that adds to the excitement and success of this major event, and forms another part of the Qantas story.



For all life's destinations

2. Tasmanian Chapter Milestone Reunion – SOLD OUT!

In February of this year, our Sydney Milestone Reunion marked the launch of our Red Tail Centenary Celebrations. We had a record crowd of 105 guests join us at the Harry Hotel in the city. It signalled a trend of things to come, until COVID19 hit our shores and all other planned reunions in 2020 were interrupted but for one.

The Tasmanian Chapter led by Reunion Director Stephen King decided to host their Chapter Event on December 3. Steve had the timing right, starting his promotion in late October, the Tasmanian event sold-out in 2 weeks. Steve even built-in an overbooking profile and despite it, they continued to receive RSVP's and had to take down the online RSVP form.

Note from Stephen King – Reunion Director, Tasmania

We were closed off at 90 but if members would have updated their profiles I am confident we could have doubled the numbers. Demand is now high for another reunion so we'll let the dust settle, relive the memories and see what develops.

CONGRATULATIONS to Steve and his committee for a fantastic outcome. This is a trend that we hope to see continue across all our events in 2021.





3. Chapter Reunions – SAVE THE DATE:

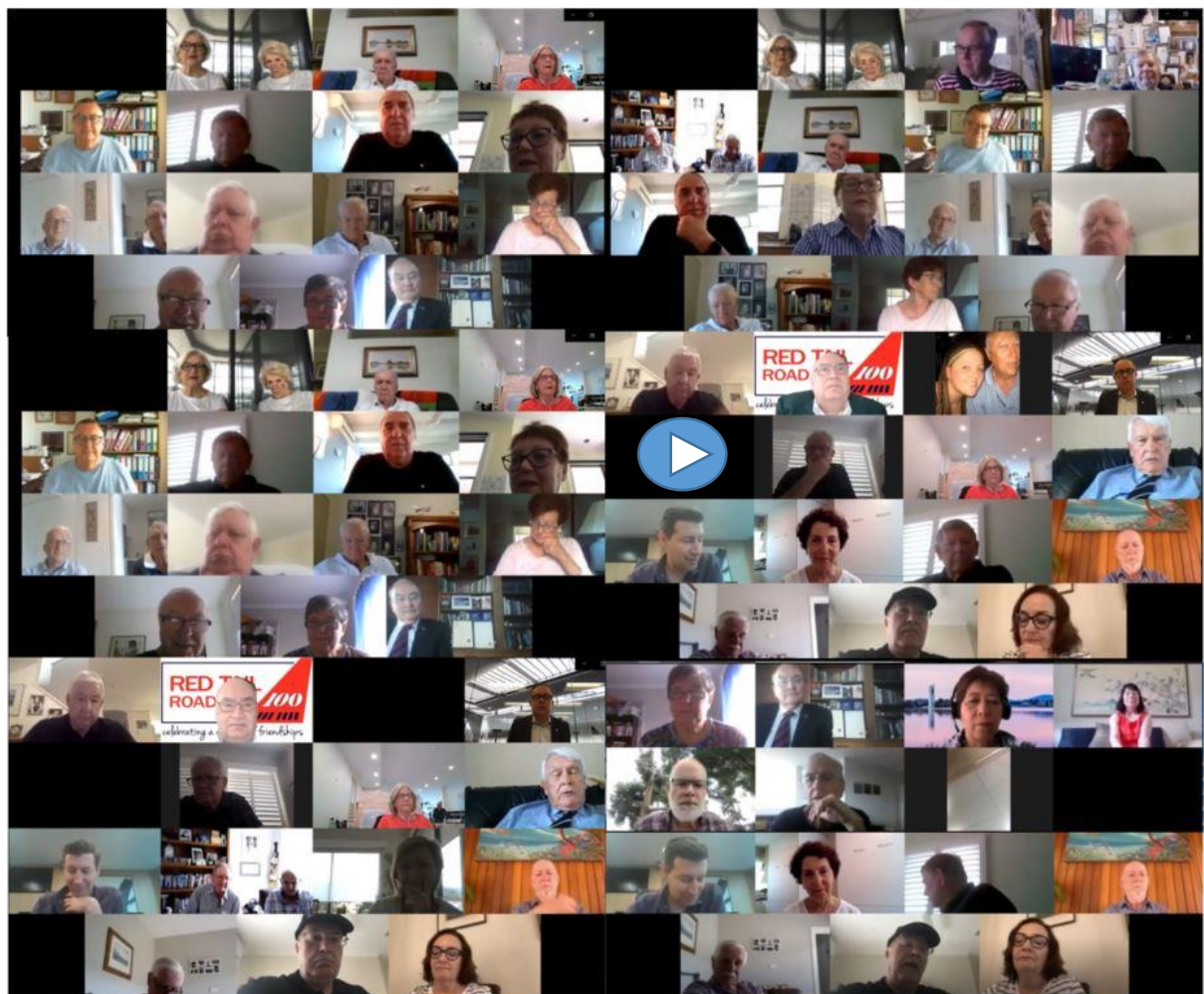
Chapter	Date	Venue	Time
South Australia	27 February 2021	Glenelg Surf Life Saving Club	1600 – Till late
Freight	Late February 2021	The Rocks – Sydney	1200 - Onwards
ACT	Late February or Early March	Sebel Hotel Canberra Civic	1500 - onwards
JCT	17 March 2021	Hotel Steyne, The Corso at Manly	1200 - Onwards
Western Australia	26 March 2021	Mount Lawley Golf Club	1800 – Till late
FN Queensland	7 August 2021	Pullman Reef Resort Casino	1600 - Onwards
World-wide	September 2021	Grand Milestone Event – Qantas Campus Mascot - Sydney	1200 - 1600
Victoria	6 or 7 Nov 2021	Pier Port Melbourne	11.30 – Late
Queensland	November 2021	Queensland Museum	1500 - 2000
The Americas	TBA	Proud Bird, Los Angeles	1100 - 1500

Everyone should keep in mind that these plans remain fluid and subject to Social Gathering rules and Travel Restrictions closer to the time of the event.



For all life's destinations

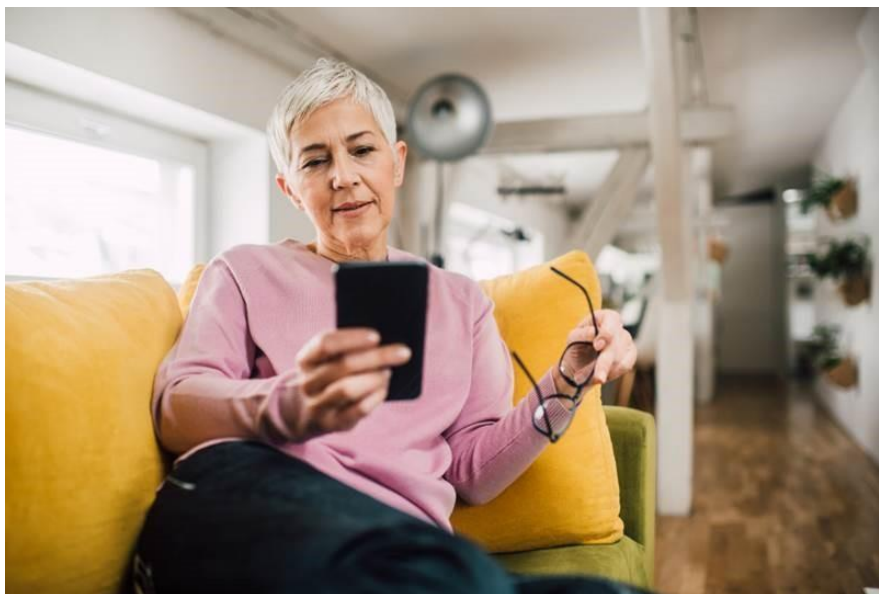
4. Red Tail Members ZOOM-in for an exclusive chat with Qantas Group CEO Alan Joyce on the eve of the Airline's Centenary Birthday



As part of our Centenary Celebrations, on the 13th of November, we launched the first of our on-line Webinars Series. Our first guest was non-other than Qantas Group CEO Alan Joyce.

Over 80 Members joined the exclusive Red Tail ZOOM Webinar. It was very exciting to work with the Qantas Public Affairs and Marketing team in organising the event. Alan Joyce was superb. He responded to all our questions and provided a very detailed account of how COVID has impacted the aviation sector, how it affected Qantas and how well prepared it was to tackle the challenge. [Click here](#) to view the interview on our new Red Tail YouTube Channel.

5. Qudos Bank



Banking Made Easy

With Qudos Bank

During these unprecedented times many of us are changing the way we shop, work and do our banking.

At Qudos Bank we offer a range of ways you can bank with us, making everyday banking easy and convenient.

Online Banking

Customers can bank online 24/7, check their account balance, view transaction history, access e-statements, update personal details, transfer funds between accounts and more. Customers can also apply for new accounts and products online through qudosbank.com.au.

Extra security

Rest assured your accounts are secure. The QSafe SMS service provides extra security with a 6-digit code that is sent to you via text message to confirm your identity when you make new transfers or BPAY payments using online banking. To read more about QSafe visit qudosbank.com.au/qsafe

Mobile Banking

Qudos Bank Mobile App

Banking with Qudos Bank is available on mobile and tablet devices. Through the Qudos Bank Mobile App you can check your balance, make payments, manage your cards, access e-statements and much more. We are frequently updating our App to make banking on the go easier.

Apple Pay and Google Pay

Customers can set up their Qudos Bank debit or credit card within the [Apple Pay](#) or [Google Pay apps](#), allowing payment of goods and services on smart phones or devices.



Qudos
Bank

For all life's
destinations

Real-time payments using PayID

Send and receive instant payments between Qudos Bank and other participating institutions with Realtime Payments, set up and use a PayID to make transfers simpler. Find out more information at qudosbank.com.au/real-time-payments.

More Banking Services

- Our branch network remains open with a range of locations across Australia for more information on our locations and open times visit qudosbank.com.au/VisitUs
- Speak with our friendly customer service team or access telephone banking 24/7 by calling 1300 747 747
- Our relationship with Australia Post allows a Bank@Post service at over 3,500 Australia Post Offices nationally. Allowing customers to make cheque or cash deposits, withdraw cash or provide proof of identity.
- We've partnered with Westpac so you can deposit cash (including coin deposits) and cheques at participating Westpac branches. For cheque deposits, we'll first need to send you a pre-encoded deposit book.

We're here to support so for more information on how to bank with us visit qudosbank.com.au or call 1300 747 747.

Qudos Mutual Limited trading as Qudos Bank ABN 53 087 650 557 AFSL/Australian Credit Licence 238 305. Before opening an account with us, you should read our [Terms and Conditions for Savings Accounts and Payment Services](#) and [Financial Services Guide](#).

6. AMDA Hosts Webinar

A AMDA Online Aviation Summit 29 Oct 20 Copy link

REBUILDING AVIATION IN THE POST PANDEMIC WORLD

HOW MUCH? HOW LONG?
WILL IT SURVIVE THE TURBULENCE?

Thursday 29 October 2020, 2pm AEDT

00:57

AVALON AIRSHOW 2021
23 - 28 NOVEMBER

AMDA ONLINE



For all life's destinations

7. AIRBIZ Produce Airline Capacity Review 2020



About This Report

The Demand Environment

Airlines worldwide continue to operate under a drastically reduced demand environment, and this is impacting scheduled airline capacity at airports. While airlines in most domestic markets had been gradually increasing capacity back as the pandemic curve flattened, secondary spikes in daily cases, in Australia, Canada and USA, caused recovery (Domestic and International) to slow down or stall starting in August 2020 while recovery is now in retreat in UK and Europe (Domestic). While tourism is being cautiously encouraged in some international jurisdictions, the disparate and ever-changing rules permitting entry, quarantining and testing are creating uncertainty in the market and dampening traveller confidence and therefore bookings.

Airline Data Reported

This report is based on airline seat capacity uploaded into the schedules as of November 06, 2020 and extracted from Airbiz' subscription service for Diio Market Intelligence. All figures in this report for a market are for seats in that market. The report may not reflect the most recently announced changes in the media because, depending on the airline, it could be a multi-week process from capacity announcement to when the airline schedule reflects the announced changes.

Comparison to China, New Zealand and South Korea

In this report, we compare Australia to a few key travel markets like New Zealand, China and South Korea. The reason for this is that these are markets that quickly put in place strong counter measures to the virus and have managed to bring their cases to a negligible enough level that domestic travel is either growing back (as is the case in new Zealand) or has already exceeded 2019 levels (as is the case in China and South Korea).

[Click here](#) to read the full report.

8. Red Tail Roll of Remembrance

Thank you to the many who responded to our request and contributed to the Roll of Remembrance section on our site.

[Click here](#) to visit our Roll of Remembrance page on the Red Tail site. If you know the details of a colleague we are missing on the page, please [click here](#), complete the form and David will update the site with your information.

9. Carrie on Cruising

New Member to our QF2020Club

By Carrie Stalbow

Welcome our latest QF2020Club supplier. Carrie Stalbow, former Qantas Staff and current Red Tail Member is the owner of Carrie on Cruising, an agency representing KVI Travel – Interline Specialists www.kvi.travel, who offer Interline Cruise rates to Airline Staff – current and retired, families and friends. Their unique offers include:

- **NO BOOKING FEES**
- **NO ACCESS FEES**
- **NO SUBSCRIPTION FEES**

ABOUT CARRIE:

I work from a home-based office in Sydney so we can always chat and email in local time. I am ex Qantas staff and current Red Tail Member. I have worked in travel and hospitality for nearly 40 years.

I commenced “Carrie On Cruising” in 2009 once I left Qantas and was the first KVI Travel Australian agent to offer Interline rates. I have done umpteen cruises myself and love to try new ones. In another life, I worked on board several cruise ships before I joined Qantas, cruising around the world for 4 years. With a lifetime of cruising, and now being a member of the Cruise Lines International Association (CLIA) Australasia, I have the latest Cruise Industry news and ongoing education and training at my fingertips.

Find out more about me and KVI Travel <https://kvi.travel/agent/carrie-stalbow>
Register for free with me on KVI <https://kvi.travel/register> – Make sure in the KVI Agent box, that you look through the drop-down box list of names to find me – Carrie Stalbow

I will:

- Commit to offering highly personalised service (You will only ever speak with me and not a dozen other agents).
- Build an excellent working relationship with you.
- Always do my best to find the best fit cruise to suit your style, dreams and budget.

Make sure you visit our QF2020Club Portal as part of your Christmas shipping, and know that when you make a purchase – you are supporting a Red Tail member and former Qantas colleague. [Click here](#) to view our merchants.

10. Your Qantas Family Over Our 100 Years

This quarter we present the family story of Colin Atkinson (+)
Sent in by his widow – Marie Atkinson

Collin Atkinson

- **Family History at Qantas:** Colin, daughter (+), son-in-law Jim Gatt, and Jim's father (+)
- **Generations in Qantas** = 2
- **Collective Years of Service by your family** = 85
- **Memorable Moment:** Col was heavily involved in Expo 1988 in Brisbane and was in charge of Qantas House with a wonderful group of different Nations and people during that time.

Colin and his family were transferred to Tel Aviv in April in 1964 to open a Qantas Office. This did not eventuate because of the fighting and the Arabs would not allow Qantas to land. So we continued onto London where Colin worked in the Head Office for 4 months. From London we were sent to Tehran (Persia). After a few months our children became very ill and were in the Hospital. Finally myself and the family were sent home to Brisbane, Colin stayed on for a while and then transferred from Tehran to Adelaide. He was there for quite a while before the children and I re-joined him. We all spent a very happy three years there and made many friends in the Travel Industry like us away from their families.

Colin was involved in many Projects as Corporate Sales Manager. He was heavily involved in Expo 1988 in Brisbane and was in charge of Qantas House with a wonderful group of different Nations of people during that time. Then he was involved with Sallyanne Atkinson (Our Lord Mayor then) Sir Lew Edwards for the 1992 Olympic Bid for Brisbane.

He also organised a large convention for the Lions here in Brisbane. I could keep going. We all returned to Brisbane early in 1966 for our daughter to start school.

Colin enjoyed his working years at Qantas and made many friends. Our Son-in-Law Jim Gatt also worked at Qantas Engineering in Brisbane for 15 years. Our daughter then also worked at Brisbane International Airport as a Check in Clerk for 10 years. (Now Deceased.) Jim's Father also worked in Qantas Sydney as Chief Engineer for 33 years. So you can see it really was a family affair. (Deceased) There have been many more enjoying times but I just cannot remember much now.

Sincerely

Marie Atkinson

Tell us all about your QF Family Tree: [Click here](#) to get started.



For all life's
destinations

11. Hatching-up a Qantas Lounge favourite with Neil Perry

We started this segment in last Quarter's Newsletter. Here just in time for the Christmas holidays are a more Qantas Lounge and in-flight favourite snack creations from Neil Perry to keep you feeling the Qantas Spirit from your own kitchen at home!



Standout Recopies

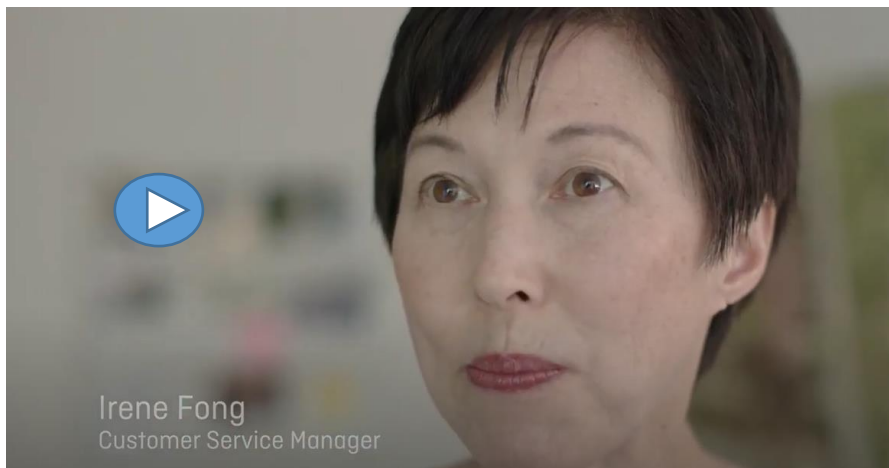
- [Click here](#) for Neil Perry x Qantas: Garam masala coconut poached fish
- [Click here](#) for Neil Perry's Qantas Jiangxi fish from Spice Temple
- [Click here](#) for Neil Perry's Qantas First Class pavlova

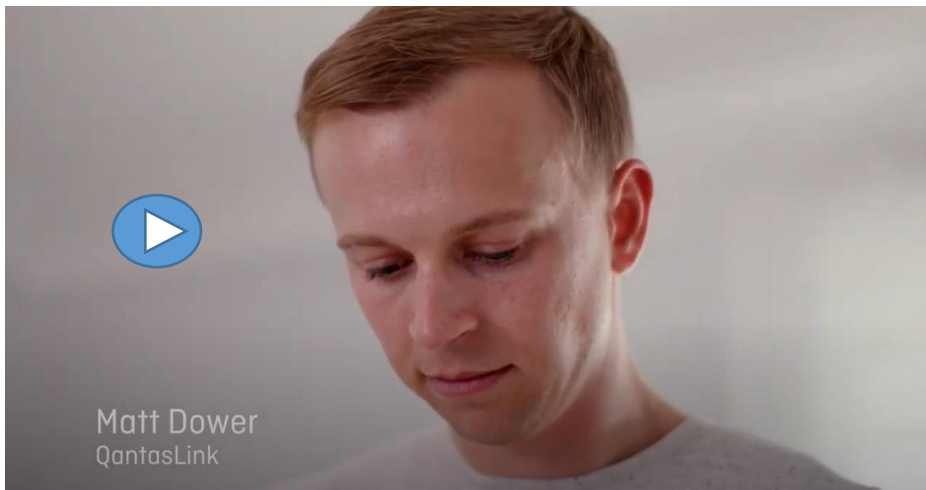
12. Red Tail News and Reviews:

In this quarter, we celebrate the Centenary of Qantas, and it should be no surprise that there are a substantial number of articles that have been written in the month of November. Add to this the impact of COVID19 on the Aviation, Travel, Tourism and Hospitality industries, news articles are abound.

For this edition, we have relocated the News and Reviews section to the end of this Newsletter. Be sure to visit this section that starts from page 32 of this publication. I trust you will find our selection of articles both informative and entertaining.

13. Latest Qantas Centenary Videos





QANTAS turns 100

2GB Radio's Michael McLaren Interviews Jim Eames, former Qantas Director of Public Affairs, Qantas Historian and Red Tail Co-founder

16/11/2020 3:51 AM / 15:39

MICHAEL MCLAREN



Michael is joined by Jim Eames, former QANTAS director of public affairs & QANTAS historian, for some history behind Australia's iconic airline which was founded on this day 100 years ago.

Qantas was founded in Winton, Queensland on 16 November 1920 by Hudson Fysh, Paul McGinness and Fergus McMaster and began international passenger flights in May 1935.

Nicknamed "The Flying Kangaroo", the Qantas name comes from "QANTAS", an acronym for its original name, Queensland and Northern Territory Aerial Services, as it originally serves Queensland and the Northern Territory.

The airline began with an Avro 504K to today being the largest airline by fleet size, international flights & international destinations and the third oldest airline in the world, after KLM and Avianca.

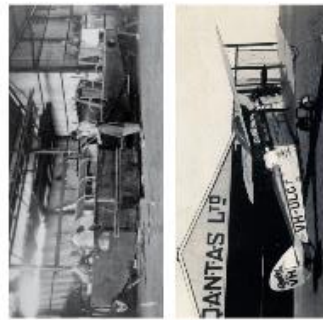
The Qantas story

A SNAPSHOT 1920 – 2020



Qantas is the oldest continuously operating airline in the world. Qantas' founders were World War I airmen Hudson Fysh and Paul McGinness who recognised that only aviation could bridge the tyranny of distance that so defined life in the vast, open spaces of our continent. Grazier Fergus McMaster shared their vision for a national airline that connected Australia with the world. They started Qantas with two biplanes, carrying mostly mail and a few passengers. The airline would ultimately grow to having a fleet of more than 310 aircraft, carrying 50 million people a year.

1920s



On 16 November 1920, Queensland and Northern Territory Services Ltd was first registered as a business. The following year, the new airline began operating charter flights across outback Queensland in a rickety biplane. The first scheduled route was introduced in 1922 as a mail service also carrying some passengers.

In 1926, Qantas became the only airline in the world to build, fly and maintain its own aircraft when the airline's first engineer began work on a new fleet of DH-50 aircraft.

In 1928, the Australian Flying Doctors Service was launched using Qantas aircraft.

1930s



Qantas had spread its wings overseas by the 1930s — partnering with Imperial Airways (which 40 years later became British Airways) to operate its first codeshare flight between Sydney and London via Singapore. In 1938, Qantas began operating flying boats to Singapore taking off from Sydney's first international airport on the city's famous harbour.

Charlie Chaplin was one of the earliest international Qantas travellers.

1940s



In 1942, Qantas operated record 30-hour flights over the Indian Ocean to Ceylon to maintain a codeshare airline with British Airways following the WWII Fall of Singapore. Pilots navigated the Carolina Flying boots by the stars in total radio silence and passengers saw the sun rise twice, earning them membership to the 'Secret Order of the Double Sunrise'.

In 1947, Qantas was nationalised. The airline also began operating Qantas flights all the way from Australia to London, known as the Kangaroo Route.

1950s



In 1952, Qantas began flights across the Indian Ocean to Johannesburg and six years later was flying Super Constellations around the world.

In 1959, it operated the first ever trans-Pacific passenger jet services, from Australia to San Francisco with a Boeing 707.

Queen Elizabeth flew Qantas in 1954 during her Australian tour.

1960s



As more Australians started to explore the world, Qantas launched its 'Fiesta' route from Australia to London via Mexico and the Caribbean. Tens of thousands of post-war migrants caught their first glimpses of their new homeland when they landed in Australia on board the Flying Kangaroo.

Australian artist Harry Rogers created a hugely successful collection of posters promoting Qantas destinations.



Throughout its 100 years, the airline has flown to the rescue of Australians in need. In the 1940s during WWII, Qantas flew wounded servicemen home from Papua New Guinea, in 1974 evacuated thousands of people from Darwin in the aftermath of Cyclone Tracy, flew rescue missions from following the 2002 Bali bombings and, in 2011, flew a 747 to retrieve Australians caught in political unrest in Cairo. When the COVID-19 pandemic grounded international travel in 2020, Qantas operated dozens of rescue flights to bring home stranded Australians.



1970s



In the 1970s Qantas invented Business Class and by 1979, was the only airline with a fleet that consisted entirely of Boeing 747s. One of the highlights of the Qantas 747 was the upper deck lounge for First Class passengers.

The 1970s also saw the introduction of the vibrant Pucci designed uniforms.

1980s



In the 1980s, Qantas introduced a Frequent Flyer program and operated a record breaking 747-400 direct flight from London to Sydney non-stop. International tourism to Australia was booming.

1990s



In the 1990s, Australia's overseas airline, Qantas, merged with domestic carrier Australian Airlines becoming the national carrier it is today. In 1993, the airline was privatised.

Qantas launched its iconic "I Still Call Australia Home" campaign and painted two 747s in striking Indigenous artwork.

2000s



QantasLink was launched in 2001 combining four regional airlines into one and connecting regional communities with the rest of Australia and the world.

In 2004, Qantas Group launched Jetstar, which cut the cost of flying for everyone. In 2008, Qantas introduced the first of 12 Airbus A380s to its fleet offering a new level of luxury for international travel.

2010-2020



Facing a range of challenges domestically and overseas, Qantas launched a major restructure of its business in 2014 — leading to one of the biggest turnarounds in Australian corporate history.

In 2018, Qantas connected Australia and Europe with a nonstop flight for the first time, flying a Boeing 787 direct from Perth to London.

In 2019, the 787 operated scientific research flights direct from London and New York to Sydney in under 20 hours in preparation for the next era of air travel.

The future



While the COVID-19 pandemic temporarily clipped the Flying Kangaroo's wings in 2020, the story of Qantas is the story of modern Australia. For almost 100 years, through times of war and peace and national celebration and national service, it has embodied the spirit of Australia and its people. It is that spirit — along with the wisdom of experience, a reputation for safety, and a track record of resilience and innovation — that guides Qantas into its next century.



14. Qantas and Jetstar – FLY WELL Guide



Wellbeing measures to improve safety at airports and on aircraft, and help customers feel comfortable about flying again

PRE-FLIGHT



CONTACTLESS CHECK-IN

Check-in online/app and self-service bag drop



HAND SANITISING STATIONS

At gates on departure and arrival



ENHANCED CLEANING

Particularly high contact areas – seats, seatbelts, overhead lockers, air vents, kiosks and toilets



PHYSICAL DISTANCING

At airports and in lounges

ONBOARD



FACE MASKS

Provided to all passengers and recommended to be worn for peace of mind



SANITISING WIPES

Provided to all passengers to wipe down seat belts, trays and armrests



LIMIT MOVEMENTS INFLIGHT

Passengers will be asked to remain in their seats, as much as possible



MODIFIED SERVICE

Limited food and beverage offering

Hospital-grade air filters

- The air conditioning systems of all Qantas and Jetstar aircraft are already fitted with hospital-grade HEPA filters, which remove 99.99% of all particles including viruses
- Air inside the cabin is refreshed on average every five minutes during flight



COVIDSafe app

- We are encouraging all customers and crew to download the COVIDSafe app
- The app will slow down the spread of coronavirus and help speed up contacting people exposed to the virus



15. Chapter Newsletters:

Western Australia



Patron
Dick Chandler



Reunion Director
Chris Shearwood



Secretary
Robbie Murray



Database Administrator
Juanita Pillay



Committee
Tony Mc Grath



Treasurer
Val Jolley

Western Australia Milestone Reunion: 26 March 2021

When: Tentative - 26 March 2021
Where: Mount Lawley Golf Club
1 Walter Road West, Inglewood WA 6052
Time: 6.00pm – onwards

RED TAIL NEWS FROM THE WEST

Today 16th November 2020 some members of the WA Red Tail committee toasted Paul McGinness' grave at Karrakatta Cemetery.

To recap, Paul McGinness and Hudson Fysh were the two key founders of Queensland And Northern Territory Aerial Services when it started on 16th November 1920. McGinness left Q.A.N.T.A.S. in the early stages to farm in Western Australia and died here in 1952, but remains very important to the history of the company.

Pictured this afternoon at Karrakatta are Chris Shearwood, George Booth, Val Jolley, Tony McGrath and Brian Yeo.



Q.A.N.T.A.S. we salute you. **Chris Shearwood - Reunion Director, W.A.**

New South Wales



The NSW Chapter Committee - L to R: David Thompson, Judy Rose, Ian Robinson

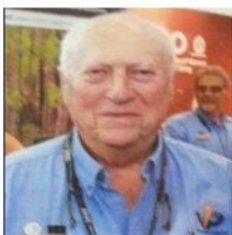
Sydney Grand Milestone Event: Second half of 2021

We will be reviewing this event for a date later in 2021, and we will keep you informed as soon as we are able to firm up these plans.

Date: **Second half of 2021**

Your Sydney Committee, Judy Rose, David Thompson, Ian Robinson

Australian Capital Territory



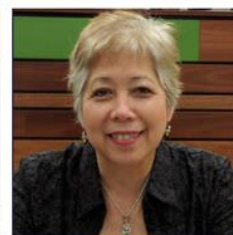
Patron
Charles Wade



Reunion Director
David Fisher



Treasurer
Dick Collard



Committee
Pat Williams (nee Esguerra)



Committee
Mike Torpy

ACT Milestone Reunion: February or March 2021

When: **Dates TBA (working on 20 February or 6 March)**

Where: **Sebel Hotel Canberra Civic
197 London Circuit, Canberra ACT**

Time: **12noon to 3.00pm**

Theme: **Cocktail style function**

David Fisher – Reunion Director – ACT

Victoria



Patron
Rod ("Chirpa") Robson



Reunion Director
Pat Williams



Secretary
Ian Carew-reid



Committee
Robyn Walters



Dave DeBono
Committee



Mike Menner
Committee

Victoria Milestone Reunion: Early November 2021

Save the date for our Centenary Milestone Reunion.

When: 6 or 7 November 2021
Where: Pier Port Melbourne
1 Bay Street, Port Melbourne (cnr Beach Road)
Time: From 11.30am till late

Pat Williams - Reunion Director Victoria - pat.1203@gmail.com

Vale Charlie Roberts

The loss of Charlie to pancreatic cancer saddened all his former MELQF colleagues. He fought, oh how he pugnaciously fought, this insipid disease with a trademark smile, congeniality coupled with intense bellicosity. It was anomalous he departed so soon after arriving at Perth International Airport (ex JNB) to take up residence in Tasmania.



In early '70's Charlie joined Qantas Hobart before transferring to Melbourne. He was a welcomed resource to Qantas' 230 Collins Street Sales Office. Progressively he grew from the role of Agency Sales Representative, to Ticket Office Manager then Agency Sales Manager Victoria. Following on, he was appointed Agency Sales Manager NSW based Sydney. Later he moved with his family to Harare (Zimbabwe) working for his wife's family business. He however remained in contact with his broad circle of Australian based industry colleagues which was maintained for decades thereafter.

Agonizingly matters took a turn for the worse as Zimbabwe's economy went into free-fall and industry badly faltered causing Charlie to review his options. This culminated in re-location to Australia where the plan was for the family to follow after gaining work. He was appointed to Walshes World's GSA Division as South African Airways Sales Manager Victoria based Melbourne. However, the family did not follow and that was a massive blow.

After several years he returned to Africa – chiefly Harare and at one stage re-joined Qantas as Manager South Africa based Johannesburg. He however found the Qantas of then was nothing like he had previously relished and left. True to character he would quip “....I worked for a South African airline in Australia and an Australian airline in South Africa...”

Without any qualification his greatest joy were his four children. He was devoted. They meant everything to him. What came second was his deep love of Africa happily sharing it with his three boys and daughter whenever he could. His pride in their development made him glow and was never happier just to be with them.

Those of us will remember Charlie's infectious laugh that followed his telling of a litany of stories or jokes. Work was fun; not one to become laboured nor stressful. He was, inherently, good value to be with.

Charlie possessed a combination of someone who had a love of life and a firm understanding of what was important - the simplicity of living a life with those you love. I have learnt he finally closed his eyes peacefully to the sounds of The Beatles 'White Album' surrounded by people he loved and who loved him back, and he was not in any pain.

It's safe to say the world has lost a little bit of its magic.

Vale Charlie.

Rod Robson
Red Tail Patron – Victoria

Junior Commercial Trainee



Patron
Bruce Baird



Reunion Director
Chris Kewley

JCT Milestone Reunion: Wednesday 17th March 2021

A reminder that the JCT Reunion lunch has been rescheduled to Wednesday 17th March 2021 at the Hotel Steyne on The Corso at Manly. We are looking forward to a great Milestone Reunion!

When: Wednesday, 17 March 2021
Where: Hotel Steyne, The Corso @ Manly
Time: 12noon till late
RSVP: Now

JUNIOR COMMERCIAL TRAINEES CHAPTER

- The JCT Reunion is still planned for Wednesday 17 March 2021 from 1200 hours at the Hotel Steyne at Manly. However, a final decision will be made closer to the time, on whether or not to hold or postpone again, depending on COVID requirements at that time
- Don't forget to LIKE the JCT Face Book page

To all JCTs and families, I wish you a merry Christmas and a Happy New Year and I hope next year is a better one for all of us.

Chris Kewley - Reunion Director – JCT, 0419.628848 (m) - kewls@hotmail.com (e)

Queensland



Patron
Phil Thow



Reunion Director
Peter Kinnane



Treasurer & Secretariat
Max Ellerman

Queensland Milestone Reunion: Early August 2021

Where: Queensland Museum

When: November 2021

We are more optimistic that we will be able to have our celebrations at the Queensland Museum. We are working with Qantas in planning this event, which remains dependent on COVID regulations. We will continue to keep Members updated.

Far North Queensland



Patron
Phil Thow



Reunion Director
Frances Mellick



Committee
Val Dudley



Committee
Geoff Jensen



Committee
Fiona Nicholl

FNQ Milestone Reunion: Planned for Late August 2021

Where: Pullman Reef Casino Resort

When: 7 August 2021

Time: 4.00pm onwards

We are planning to have our delayed 'Centenary Reunion' on Saturday 7th August 2021.

If you are aware of any colleagues who have recently left QF, please have them make contact with me or pass on their email contact so they can be included in next year's event.

Stay well, Frances Mellick – Reunion Director – Far North Queensland



For all life's
destinations

South Australia



Patron
John Ward



Reunion Director
Carl Frier



Secretary
Bronte Sterk



Treasurer
Mark Seymour-Walsh



Committee
John Auld



Committee
Robyn Halgar



Committee
Eva Pargeter



Committee
Sandy Osborne

South Australia Milestone Reunion: 27 February 2021

Glenelg Surf Life Saving Club Confirmed as Red Tail Centenary Celebration Venue.

Our borders should be open to most states and we suggest any travelling attendees book their accommodation early.

Please spread the word and pass on this invitation to as many former and current Qantas employees as you can.

When: Saturday, 27 February 2021
Event: Mid-summer Cocktail Function
Ample finger food, including welcome drink!
Time: 6.00pm onwards
Where: Glenelg Surf Life Saving Club
Address: 20 Holdfast Promenade Glenelg 5045
Cost: \$45.00 per person (partners welcome)

RSVP: On or before 21 January 2021
[Click here](#) to RSVP/Register and EFT Payment

Payment Details: BSB 065 115 Account 1038 3739

Payment Due: On or before 29 January 2021

Note:

1. Please include your name with EFT payment information
2. Please email Mark Seymour-Walsh on once you have made your payment:
mseymourwalsh@gmail.com

Freight



Patron
Roger Parkes



Reunion Director
Laurie Willoughby



Committee - NSW
Terry Harper



Committee - QLD
Noel Cooney



Committee - WA
Bryan Yeo



Committee - VIC
John Barbieri



Freight Milestone Reunion: Late February 2021

When: Late February 2021
Where: Historical Rocks Walk
Time: 1200noon

Hello Friends

We hope that all of you and your families remain safe from COVID.

Longreach

Information regarding the event is in the official newsletter. Now that we cannot travel overseas this is the perfect opportunity to get away, have fun and catch up with your old work buddies.

Local Chapter Updates

Sydney

We have pencilled in an Historical Rocks Walk in Sydney for late February 2021, but we can only wait and see what happens and if we will be permitted to attend functions in large numbers. Please add this to your diaries and keep an eye out for any updates.



For all life's
destinations

Victoria

With the lock down continuing in Melbourne, the planned reunion for November this year has been cancelled however, John is planning a function in mid-February 2021, so stay tuned

Queensland

The Queenslanders have been very quiet, (except for the Premier!!), so nothing has been planned at this stage.

West Australia

Bryan may arrange a small luncheon soon, so stay tuned for any information.

Please keep an eye out for celebrations in your local States.

Please feel free to join in and if you know anyone who may be interested please spread the word, as from time to time we will be sending out names of people we are trying to contact.

We wish you and your families a very Merry Christmas and a Happy and Healthy New Year, 2021 can only get better.

Stay safe as we look forward to hopefully catching up with everyone in 2021.

You can follow the Freight Chapter on the web site www.redtailroadto100.com, or Facebook sites;

- Red Tail Road to 100 – Freight Chapter, QF Freight and Friends, and Qantas Staff Past and Present.

Laurie Willoughby – Reunion Director, Freight - 0419 204 670

Tasmania



Patron
Allan Williams

Reunion Director
Stephen King

Secretary
Sue Leake

Tasmanian Milestone Reunion – 3 December 2020

The Tasmanian Chapter celebrated the Qantas Centenary with a gala cocktail event at the new Crowne Plaza on the 3rd of December.

I would like to thank the committee, Sue Leake, Robyn Elms Hankin and Rob Usher for their passion in getting this event off the ground under changing circumstances due to Covid-19 and to our Patron, Allan Williams for flying in from Canberra to address the members.

Thank you to everyone for supporting the event and also my apologies that registrations had to be closed off. We just could not take any more due to seating restrictions.

Could all members and attendees please update or register their details of the Foundation website: www.redtailroadto100.com

We were closed off at 90 but if members would have updated their profiles I confidant we could have doubled the numbers.

Demand is now high for another reunion so we'll let the dust settle relive the memories and see what develops.

Thank you and all the best for Christmas.



Stephen King – Reunion Director, Tasmania

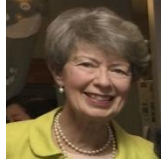
Qantas Flight Hostess Club Inc.



Patron
Joan, Lady Cutler



President
Annie Oeding



Secretary
Jane Pickhaver



Treasurer
Liz Laughlin



Editor "Hostess"
Robyn McGaw



Co-Author
50th Anniversary Book
Karen Hayward



Dear Members,

What a year we have all endured but it seems, as I write, that we have possibly turned a significant corner and the road ahead for the festive season is brighter.

As you are well aware our traditional Sydney Cocktail Christmas party had to be cancelled due to restriction of numbers at private homes and the cost of venues.

We are hopeful to plan a January/February daytime Sydney Harbour Cruise. Thanks to some very insightful input from Sue Francis from Travel Industry – something quite different is being investigated.

Be assured we will pass on details as soon as possible.

We know many members, in Victoria especially, have experienced very tough times with Covid-19 restrictions so we wish you an especially relaxed festive season.

Meanwhile to all our members, both within Australia and Overseas, we wish you all a very Happy Christmas and much, much healthier and prosperous New Year 2021.

Warmest festive wishes to you all.

Annie Oeding
PRESIDENT



For all life's
destinations

The Americas



Patron
John Rowe



Reunion Director
Jim Prasad



Committee
Patrick Clark



Committee
NW USA & Canada
Skip Reichenberger



Committee
South America
Bill Duplak



Committee
Northern California
Carla Boy



Committee
Arizona & Nevada
Donna MacEachern



Committee
East Coast USA
Anne Fullford



Committee
Texas/Oklahoma/Louisiana
Maxine Cole Coday

The Americas Milestone Reunion: Los Angeles, Second Half of 2021

Tales from Red Tail the Americas

Third quarter 2020

Tales from The Red Tail the Americas December 2020

As we turn the page on our calendars, we realize that the COVID 19 pandemic has reshaped our lives this year.

2020 is important year for us as it marks the centenary of QANTAS. Unfortunately, most of us are under some sort of lockdown and most of the fleet of Qantas, the company that connected us all together is grounded and in long-term and near-term storage in various parts of the world waiting for the travel to resume again.

We have remained connected via email and video chats but all our plans for reunions are on hold. We are optimistic that with vaccines around the corner, 2021 will be undoubtedly better and travel will commence although gradually and we can have our reunions in the second half of 2021 and keep everyone safe.

Nirupa and I wish you all a merry Christmas and a very prosperous and safe New Year.

God bless us all.

James Prasad – Reunion Director, The Americas



For all life's
destinations

16. Red Tail News and Reviews (Q4 2020)

Qantas boss Alan Joyce 'optimistic' quarantine-free international travel will resume in 2021

[Hamish Goodall](#)



Published: 23/11/2020 Updated: 23 November 2020 7:35 AM

Qantas chief executive Alan Joyce has revealed the airline could be resuming quarantine-free international travel sooner rather than later.

Joyce told *Sunrise* he's 'optimistic' Australia will enter into a number of travel arrangements with other COVID-safe countries, starting with flights across the Tasman as early as the first few months of next year.

"We've always believed in the possibility of these 'bubbles' between nations," he said.

"At the way we're going in Australia, New Zealand could open in the early new year in both directions."

Currently, Kiwi travellers flying into NSW, Victoria and South Australia don't have to go into hotel quarantine, but they must do so when they fly back across the ditch.

Joyce added that the national carrier is planning to bring their long-haul planes out of storage mid-next year to start preparing them for a return to the skies once a COVID-19 vaccine has been rolled out.

"We've always planned that by July next year we will start reactivating our long-haul international aircraft and get a lot of our people back to work.

"The news about the vaccines is very positive which I think is great for that border reopening plan," he explained.

The airline boss's comments come as the border between NSW and Victoria reopened, allowing Australia's busiest air route to kick back into action.

"This was the second largest route in the world before COVID-19," he said.

"Today, people who haven't worked since March are going to be on an aircraft for the first time.

"This is really good for news for them.

"We're hoping that we get better news with the Queensland border at the end of this month and the Western Australian border as soon as possible, so we can get even more of those people back to work," he said.



For all life's
destinations

Qantas celebrates centenary with release of 'very rare' Empire flying boat film reel

By [Josh Bavas](#)

15 November 2020



Splashdown in Singapore. <https://www.abc.net.au/news/2020-11-15/qantas-celebrates-centenary-with-bygone-era-flying-boat-film/12881604>

The almost-forgotten travel era of the Qantas Empire flying boats has been brought back to life with the discovery of a never-before-released film reel dating back to the 1930s.

The nine-minute colour film was uncovered inside a small tin at a Qantas storage base in Sydney, providing a detailed look at the once-popular water-based aircraft of a bygone era.

The unique footage has been digitised and released by Qantas in celebration of its centenary this week.

It captures two of the Short Empire flying boats on a journey from Darwin to Singapore via the former Dutch East Indies (modern-day Indonesia).

It also includes footage of the planes stopping in Surabaya, Batavia (now Jakarta) and Singapore in mid-1939, not long before war swept through the Asia Pacific.

Phil Vabre from the Civil Aviation Historical Society said the discovery of the colour footage was "very rare".

"I've only seen one other lot of colour footage of the Empire flying boats from that period.

"It's very, very rare indeed and it's very special to be able to see it."



For all life's
destinations



A Qantas Empire flying boat stops to refuel in Bima. *(Supplied)*
Pilot's grandfather identified in footage

One of the Qantas crew seen in the film has been identified as Captain Bill Crowther, whose son and grandson would later go on to fly for the Australian airline.



Captain Bill Crowther at the helm of an Empire flying boat in 1939. *(Supplied)*

His grandson Charles Crowther, who currently flies for Qantas in Perth, was shown the footage last week and said it was "amazing" and "brings it to life".

"It took them four days for what takes me five hours," he said.

"I've since found out that he had a few quite hairy occurrences during the war and a few before the war as well.

"He passed away when I was 13 — it would have been really nice if he was here so I could hear some of his stories."



Captain Charles Crowther also flies for Qantas and described the footage as "amazing". *(Supplied)*

Captain Bill Crowther was awarded a Commendation for Valuable Service in the Air for serving during the war.

Among other things, he was commended for saving one of the flying boats during the air raid on Darwin in 1942.

Australians 'proud' of the Empire flying boats

Sydney's upmarket Rose Bay is today filled with expensive yachts but it was the site of the city's first international airport.

Qantas rolled out its flying boat fleet in the 1930s, moving its head office from Brisbane to Sydney, using Rose Bay as the terminus.

Unlike other aircraft of the day, these planes required water to alight.



Crew stop in Batavia (present day Jakarta) to refuel.

Historian Phil Vabre said they were initially designed to carry large hauls of mail across the British territories at low cost.

"They were the A380 of the day," he said.

"They were the largest, most modern, fastest, most luxurious airliners — certainly in the British Empire — and the equivalent of anything in the world at the time.

"They were really quite an achievement for people of the day, who thought they were wonderful machines."

At the time, Qantas conducted regular flights between Australia and Singapore to link up with its British partner Imperial Airways.



The nine-minute film reel was discovered inside this tin at a Qantas storage facility in Sydney. (Supplied)

But when war broke out, some of the aircraft were commandeered.

"Qantas lost two aircraft, shot down by the Japanese: one was shot down off Timor in January of 1942, and another one was shot down on an evacuation flight from Java to Broome at the end of February that year," Mr Vabre said.

Another two aircraft were destroyed on the water by a Japanese air attack on Broome in early March of the same year.

"It was a pretty difficult period at the start of the Pacific War and quite a few Empire boats were lost as a result of it," Mr Vabre said.

Qantas celebrates subdued centenary as thousands remain stood-down

This week marks 100 years since the creation of the Queensland and Northern Territory Aerial Service, the earliest version of the company.

In that time, it has grown from a two-plane mail service to an international carrier, usually flying more than 50 million people a year.

But in the wake of the pandemic, tens of thousands of staff remain stood-down.

Qantas air-host Bobbie Edmondson began flying in 1978.



Bobbie Edmondson was inspired to work in the industry after a flight aboard a flying boat. *(Supplied: Qantas)*

She was grounded earlier this year along with thousands of her colleagues and said it had been a long wait to get back to work.

"I think everyone in Australia just wants to see the red tails in the sky," she said.

"When that virus raised its ugly head, it made huge changes and I don't think anyone ever thought it would be for this long."

Ms Edmondson said she hoped a vaccine in 2021 would help things return to normal.



The Qantas Rest House facilities in Darwin.

The break has given her a chance to reflect on her 42 years in the sky.

"It's been a fabulous career — I've been given opportunities I would probably have never had otherwise."

Ms Edmondson said she was inspired to work in the industry after a flight aboard a flying boat as a teenager on a trip from Sydney to Lord Howe Island in 1969.

"It was pretty exciting, we took off over the Harbour Bridge," she said.

"It actually zoomed down the harbour and took off right over the top of the bridge and when we came to Lord Howe, we were flying very low and landed on the lagoon, it was very exciting."



The busy city of Singapore.

Qantas Group CEO Alan Joyce comments on 100 years of the national carrier

Sydney Published on 16th November 2020

Today, we mark the 100th anniversary of Qantas.

For me, there are a few simple facts that sum up why this airline has endured and what it means to Australia.

Anyone who thinks the success of Qantas was a forgone conclusion need only consider its humble origins. It was started by two recently-returned WW1 pilots and a local grazier in outback Queensland using what was still a new form of transport, on the tail end of the last global pandemic, in 1920.

The level of promise was such that some of the first shareholders referred to their investment as “a donation”.

One of the founders, Hudson Fysh, would later reflect on the airline’s rocky start: “I realise now the absolute force and determination that were behind our all-out effort to survive,” he wrote.

A solid dose of pragmatism certainly helped. Early board meetings of Qantas were held at the local tailor’s shop in the outback town of Longreach. Why? Because it had the longest table.

It’s a small detail. But that’s the can-do attitude that defined how Qantas approached much bigger challenges in the years ahead.

There was the shift from domestic to overseas flying in the 1930s. The famous ‘Double Sunrise’ flights in the 1940s to maintain the air link with Britain after the fall of Singapore, which flew in radio silence over hostile waters for so long, they saw the sun rise twice. The shift to government ownership, because of its strategic importance, by the 1950s. The start of the jet era in the 1960s, which coincided with waves of migration that helped shape modern Australia. Privatisation in the 1990s. Creating Jetstar in the 2000s.

If you knew nothing else about Qantas, this story would be enough: in 1974, after Cyclone Tracy devastated Darwin, we set a record for the number of people carried on a 747 (674 to be precise) in an effort to evacuate the city as quickly as possible.

Forty years later, when we marked the anniversary of that mission, two local Qantas workers helped unveil a plaque. Both of them had been children on that flight.

Flying to help Australians in trouble is a core part of our identity as the national carrier. This year alone, we’ve operated over 100 repatriation flights for the Federal Government to bring people home from COVID hotspots. All flown by crew who volunteered.

Distance has always defined Australia. Between our cities and regional towns, and from the rest of the world. Qantas prided itself on closing that gap. Before COVID interrupted, we were working on non-stop flights from the east coast to New York and London – the last frontier of global aviation.

For most of this year, it's the distance between Melbourne and Sydney (or any of our capitals) that has been the challenge. Hard state borders for the first time in, coincidentally enough, about 100 years.

Now, as Australia opens up, we're ready to fly again. And when people see the familiar kangaroo on the tail, it has another bit of history behind it.

Alan Joyce

Qantas Group CEO

QANTAS MARKS 100 YEARS OF SERVING AUSTRALIA

Published on 16th November 2020



Queensland and Northern Territory Aerial Services (QANTAS) today marks 100 years since it was founded in the Australian outback.

On 16 November 1920, two veterans of the Australian Flying Corps, Hudson Fysh and Paul McGinness, together with local grazier Fergus McMaster, founded what would later become the national carrier.

This happened just 17 years after the first powered flight by the Wright Brothers, two years after the end of World War One and at the tail end of the last major global pandemic, the Spanish Flu.

The new airline focused on conquering the “tyranny of distance” that was a major barrier to the growth of modern Australia. Its early chances of success were uncertain, to the point early backers called their investment “a donation”.

Initially carrying mail between outback towns, the airline was flying passengers to Singapore by the 1930s. By the end of the 1940s its strategic importance saw it nationalised and in the 1960s it was an early adopter of the jet aircraft that mainstreamed global travel. Qantas invented business class in the 1970s, switched to an all-747 fleet in the 1980s, was privatised in the 1990s, founded Jetstar in 2004, went through major restructuring in 2014 and, by 2020, had recently completed several important ‘firsts’ in non-stop travel to Europe and the US.

Qantas is the oldest continuously-operating airline in the world and the only one that (normally) flies to every single inhabited continent on earth.

Planned centenary celebrations have been significantly scaled back due to the impact of COVID – but Qantas will still mark the occasion with a low-level flyover of Sydney Harbour on the evening of its anniversary.

The flight path is expected to pass near Rose Bay where our Empire Flying Boats took off for Singapore between 1938 and 1942.

Qantas Chairman, Richard Goyder, said: “The history of Qantas shows it’s no stranger to a challenge or a crisis. That’s often when its role as the national carrier has really come to the fore.

“We want to use this moment to say thank you to all those who have supported Qantas over the years. And, in particular, to the many people who have dedicated some or all of their careers to this great company.”

Qantas Group CEO, Alan Joyce, said: “Around the world, Qantas is probably best known for its safety record, endurance flying and long list of aviation firsts. But for Australians, there’s nothing quite like seeing the flying kangaroo at the airport, waiting to take you home. We hope to be doing a lot more of that in the months and years ahead.”

© The Official News Room of Qantas Airways Limited ABN 16 009 661 901



100 years of Qantas: The dark side of the world's safest airline



[Anthony Dennis](#) - editor of Traveller in The Sydney Morning Herald and The Age



COVID-19 has grounded much of Qantas' fleet, undermining the centenary celebrations. Photo: Jim Rice

When Raymond Babbitt, the autistic savant played by Dustin Hoffman in the film *Rain Man*, named Qantas as the safest airline in the world, the Flying Kangaroo was showered with marketing manna from the heavens in which it operates.

The memorable "Qantas never crashes" scene - notably excised from the inflight versions of the movie by other world airlines with less illustrious safety records - coincided with an era when flying was riskier than it is today.

In 1988, the year of *Rain Man's* release, there were 29 major airline fatal accidents and incidents compared with 22 in 2019, a year which rates as the safest, in fatality terms, in aviation since 1946.



Dustin Hoffman and Tom Cruise in Rainman.

The last deadly Qantas accident was in 1951 when a de Havilland DH.84 Dragon crashed in the Central Highlands of New Guinea killing all three people aboard.

Qantas was in expert marketing flight mode again last week with prominent - albeit more muted than planned - celebrations marking the centenary of its foundation by Hudson Fysh, Fergus McMaster and Paul McGinness.



For all life's destinations

The oldest airline in the English-speaking world's beginnings in a dusty outback Queensland coincided with the last global pandemic, the Spanish flu scourge, which was at its zenith in the years 1918 and 1919.

By late 1920, the year the Queensland and Northern Territory Aerial Services (QANTAS) was officially established, the pandemic was finally drawing to an end around the globe.

But a century later, another pandemic has grievously clipped Qantas' myriad wings. COVID-19 has grounded much of its fleet with thousands of its crew and staff rendered unemployed - hardly the ideal backdrop for a centennial celebration.

The premierial-induced chaos surrounding a federated Australia's open-shut-open-shut state and territory borders has only served to exacerbate the airline's unrelenting woes.

"Internationally, it will obviously take some time for Qantas to come back, given not only the implications of the virus on overseas travel but its impact on the world economy," says Jim Eames, historian and author of *The Flying Kangaroo* and *Courage in the Skies*, published by Allen & Unwin. While Qantas's safety record is enviable, the centenary commemorations, and Raymond Babbitt himself, overlooked the full, and, at times calamitous, history of the de facto national carrier.

Only heavy fuel load-like reserves of courage, skill and tenacity in the air and on the ground have saved it from other disasters, though there was one period when even those qualities were not wholly adequate.

Six Qantas aircraft were either shot down or disabled by the Japanese during World War II and the airline also suffered several fatal accidents in its first 20 years of operation.

And despite the airline's enviable fatality-free jet-age, there have been several near misses.

One lesser-known mishap was the "Bahrain bomber" incident in 1969 when for two terrifying minutes a Qantas Boeing 707 went into a "inverted corkscrew dive" as a result of inconsistent technical information in the cockpit.

In 2010, a QF32 Airbus A380 made world headlines when it suffered a dramatic engine failure above Indonesia with the airline's impeccable safety record maintained through a combination of pilot acumen and sheer luck.

Another international headline grabber came when a Qantas 747-438 jet was involved in a near catastrophic incident when it shot past a runway as it was landing in a severe tropical storm in Bangkok.

But the war years were Qantas's darkest days in terms of the human cost. By the end of World War II, says Eames, Qantas "had lost all except one of its flying boats, 14 crew and 79 passengers" and its Empire flying boats had been shot down by Japanese Zeros off Java and Timor, destroyed on the water at Broome's Roebuck Bay or lost on Allied support missions to the war zone.

But Eames, a former Qantas director of public affairs, says that at the same time, this helped it pioneer long distance flying through its use of Catalinas for more than 30-hour non-stop flights through enemy territory, with its "Secret Double Sunrise Service" from Perth to Colombo in Sri Lanka.

Another factor that helped save the airline financially during and after World War II, says Eames, was Fysh's insistence that his airline be able to maintain its Empire, and other aircraft in its fleet, in Australia. This resulted in critical support for aircraft maintenance which the company was able to carry out on US bombers and fighters at workshops in Sydney and Brisbane as the Allies moved north to confront the Japanese.

Decades later, this helped underline the airline's enviable safety record. Yet Qantas was never able to fully exploit the publicity from *Rain Man*, since airline safety is a day-by-day, hour-by-hour, predictably unpredictable proposition. In his days at Qantas, Eames' team always flagged the carrier's safety prowess with a mixture of circumspection and pride. Despite a litany of safety-related "lucky breaks", as Eames phrases it, the unparalleled Qantas safety ethos was instilled in the airline early on by Fysh and his first engineer, Arthur Baird, and continued through to the jet airliner age.

Eames provides a seminal example of the trademark Qantas approach to safety.

"In the 30s, on a flight from outback Queensland to Brisbane, Captain Bill Crowther was forced to turn back due to a sandstorm. When he finally arrived in Brisbane, Crowther didn't know whether to expect a dressing down for the delay or not.

"Instead, he was invited into the head office where Fysh had gathered all his senior staff to thank him for his decision to turn back. That type of philosophy, paraphrased within the company as 'safety is no accident' continued for many years."

As Queensland opens, the 'Golden Triangle' is back in business

With borders coming down, flights on the 'triangle' – between Sydney, Melbourne and Brisbane – are getting back on-track.

By [Chris Chamberlin](#), November 25 2020



With border restrictions between New South Wales, Victoria and Queensland being wound back, Australia's 'Golden Triangle' of travel should be back in place from December 1.

That 'triangle', of course, covers flights between Sydney, Melbourne and Brisbane (which represent a triangle when connected on a map).

For all but essential travellers, these routes had largely sat grounded since July, owing to various restrictions imposed by New South Wales and Queensland limiting entry and requiring quarantine. But with those borders coming down, here's how the Golden Triangle is springing back to life.



For all life's
destinations

Melbourne-Sydney flights the first to bounce back

The barriers to flying on what was previously Australia's busiest domestic route came down this week, with New South Wales abolishing its hard border to Victoria on Monday November 23.

This saw the return of Sydney-Melbourne flights for business travellers and holidaymakers, who are now able to freely dart between the two cities.

Sydney-Brisbane, Melbourne-Brisbane from Dec 1

Queensland Premier Annastacia Palaszczuk has now confirmed that the declaration of the Greater Sydney area as a coronavirus 'hotspot' would be withdrawn from December 1.

As a result, Sydneysiders, as well as other travellers who have entered 'Greater Sydney', will be welcomed back to Queensland from that date – including on Sydney-Brisbane flights – with no need to quarantine.

Likewise, with Victoria now recording a straight 28 days of no untraced COVID-19 community transmission, all travellers on the Melbourne-Brisbane route – along with other routes between Victoria and Queensland – will be welcomed back from December 1.

This brings the Golden Triangle back to life for business travellers, as well as leisure flyers, and opens the doors to visiting friends and family along these routes as well.

Qantas, Virgin Australia ramp up flights

Within hours of the news breaking about Queensland's borders, Qantas, Virgin Australia and Jetstar all moved quickly to ramp up flights on 'triangle' routes.

Qantas, Jetstar boost Sydney-Brisbane flights

On the popular Sydney-Brisbane corridor, Qantas is boosting flights from 25 to 63 return services per week, with Jetstar climbing elevenfold, up from four to 44 weekly return flights between the same cities.

"This is news that many families have been waiting so long to hear," said Qantas Group CEO Alan Joyce.

"Based on the demand we're seeing already, Queenslanders can expect to welcome a lot more visitors in the next few months."

Qantas will also schedule 28 return flights between Melbourne and Brisbane from December, and with Jetstar to offer 35 weekly return flights.

Both airlines are currently operating no flights at all between Brisbane and Melbourne.

"New South Wales and Victoria have done such a great job getting the virus under control that it makes complete sense to open the borders to Sydney and Melbourne," Joyce said optimistically, ahead of a commitment by Queensland to open up to Victoria.

Virgin Australia dials up Sydney-Brisbane flying

With Queensland's border currently closed to Greater Sydney, Virgin Australia is presently running just six return flights per week between Brisbane and the NSW capital.

From the day the border opens on December 1, that jumps to three return flights per day, being 21 weekly return flights.

By Christmas, that's expected to climb further, with up to seven flights per day in each direction.

“The additional services will be timed to provide choice and convenience for customers, while at the same time give travellers the opportunity to do business and reconnect with loved ones,” said Virgin

Australia’s GM Network and Revenue Management, Russell Shaw.

With regard to Melbourne, the airline currently offers 1-2 return flights from Brisbane most days, but doesn’t fly the route on Saturdays.

A formal announcement hasn’t yet been made on Virgin’s plans to ramp up flights to Victoria, but the airline’s booking systems already show two return flights scheduled each day from December 1, which jumps to five return flights per day from December 14.

Airport lounges prepare to welcome back travellers

As domestic travel begins ramping up in time for Christmas, Qantas and Virgin Australia were already on-track to welcome travellers back to airport lounges on the triangle, and across Australia.

Qantas was the first airline to show its hand, reopening its Business Lounges in Sydney and Brisbane [back in July](#), and using them to serve all lounge-eligible travellers – including Qantas Club and Chairman’s Lounge members, where those lounges were closed.



When Qantas Clubs were closed, all lounge-eligible travellers were invited into the Business Lounge. Come December 2, the day after Queensland’s border opening, the airline will also dust off its Qantas Club lounges in the same cities, and expects to reopen its Chairman’s Lounges in “early December” as well.

The Qantas Business Lounge at Melbourne Airport will also spring back to life from December 2, although the neighbouring Qantas Club is expected to remain closed at first, due to Victorian venue capacity restrictions.

Read: [Qantas to reopen most airport lounges in December](#)

Over at Virgin Australia, the airline unlocked the first of its airport lounges last week, following its exit from voluntary administration under the reigns of its new owner, Bain Capital.



Virgin Australia's lounge at Brisbane Airport is once again open.

Brisbane took first honours – being Virgin’s hub and home base – with lounges in Sydney and Melbourne, as well as in Adelaide, Perth, on the Gold Coast, and possibly also Canberra flagged to return as border restrictions ease and travel volumes increase.

Read: [Visiting Virgin Australia's newly-reopened Brisbane lounge](#)

Sydney-Melbourne a billion-dollar route

Prior to COVID-19, the Sydney-Melbourne route was among the world’s busiest air corridors, and for the Qantas Group alone, delivered yearly revenues of [more than a billion Australian dollars](#). According to flight schedule analysis from OAG, every hour that Qantas had planes in the air between the two cities, its revenues would average over US\$24,000 on that route alone – that’s around A\$32,800, based on today’s exchange rates.

Read: [For Qantas, Sydney-Melbourne is a billion dollar route](#)

In 2018, the only route to deliver more in airline revenues globally was London Heathrow to New York JFK, on which Qantas partner British Airways captured the lion’s share of earnings. With the recent and planned border openings, the Qantas Group – which includes both Qantas and Jetstar – will return to a flying schedule at around 60% of pre-COVID levels by Christmas. Virgin Australia hasn’t released similar figures, but does confirm that flight searches between Sydney and several Queensland destinations are now back to similar levels compared with the same time in 2019.

As well, the number of last-minute flight bookings at Virgin Australia has also seen a “considerable increase”.

Queensland’s border to Adelaide and surrounds remains closed following the recent outbreak, but the Queensland Premier and the state’s Chief Health Officer have confirmed that QLD/SA border restrictions would be reviewed at the end of November.



[Chris Chamberlin](#)

Chris Chamberlin is the Associate Editor of Executive Traveller, and lives by the motto that a journey of a thousand miles begins not just with a single step, but also a strong latte, a theatre ticket, and later in the day, a good gin and tonic.

QANTAS: NO COVID-19 JAB, NO FLY!

By
Geoffrey Thomas
November 24, 2020



Qantas chief executive Alan Joyce Photo: Qantas

Qantas chief Alan Joyce has warned that only passengers that have had the COVID-19 vaccine will be able to fly with the airline on international routes. Speaking with Channel 7's Sunrise Program My Joyce said he wants a "vaccination passport" for all travellers.

That call comes as The International Air Transport Association (IATA) announced that it is in the final development phase of the IATA Travel Pass, a digital health pass that will support the safe reopening of borders.

It says that Governments are beginning to use testing as a means of limiting the risks of COVID-19 importation when re-opening their borders to travellers without quarantine measures.

"IATA Travel Pass will manage and verify the secure flow of necessary testing or vaccine information among governments, airlines, laboratories, and travellers," the industry association says.

IATA is calling for systematic COVID-19 testing of all international travellers and the information flow infrastructure needed to enable this must support:

Governments with the means to verify the authenticity of tests and the identity of those presenting the test certificates.

Airlines with the ability to provide accurate information to their passengers on test requirements and verify that a passenger meets the requirements for travel.

Laboratories with the means to issue digital certificates to passengers that will be recognized by governments, and;

Travellers with accurate information on test requirements, where they can get tested or vaccinated, and the means to securely convey test information to airlines and border authorities.

Alexandre de Juniac, IATA's Director General and CEO said "today borders are double locked. Testing is the first key to enable international travel without quarantine measures. The second key is the global information infrastructure needed to securely manage, share and verify test data matched with traveller identities in compliance with border control requirements.

"That's the job of IATA Travel Pass. We are bringing this to market in the coming months to also meet the needs of the various travel bubbles and public health corridors that are starting operation," de Juniac said.

IATA says its Travel Pass incorporates four open-sourced and interoperable modules which can be combined for an end-to-end solution:

Global registry of health requirements – enables passengers to find accurate information on travel, testing, and eventually vaccine requirements for their journey.

Global registry of testing/vaccination centres – enables passengers to find testing centres and labs at their departure location which meet the standards for testing and vaccination requirements of their destination.

Lab App – enables authorized labs and test centres to securely share test and vaccination certificates with passengers.

Contactless Travel App – enables passengers to (1) create a 'digital passport', (2) receive test and vaccination certificates and verify that they are sufficient for their itinerary, and (3) share testing or vaccination certificates with airlines and authorities to facilitate travel. This app can also be used by travellers to manage travel documentation digitally and seamlessly throughout their journey, improving the travel experience.

The first cross-border IATA Travel Pass pilot is scheduled for later this year and the launch slated for quarter one 2021.

Qantas Remains Positive On Domestic Activity As It Manages The Crisis

- by **Sumit Singh**
- October 30, 2020

Qantas spoke about the state of its domestic and international services in its Annual General Meeting (AGM) last week. The flag carrier of Australia's leadership shared that even though domestic operations are returning slower than expected, there are hopeful signs heading into next year. Moreover, the airline could also fly to new international destinations in early 2021.



Qantas is confident about its domestic operations as 2021 approaches. Photo: Getty Images

Taking action

Qantas' management highlights that it took swift decisions to safeguard the future of the airline. This meant putting most of its operations into hibernation to avoid burning through its available cash. Additionally, it meant developing a plan to recover from a crisis of an unknown period of time. Notably, Qantas suspended international flights amid the strict travel restrictions within Australia.

Nonetheless, in the AGM call, Chairman Richard Goyder emphasizes that the overall key is liquidity and the ability to fund operations. Subsequently, since March, the company has raised over \$2 billion in secured and unsecured debt.

The businessman believes that it is essential to realize that few airlines have access to the debt markets that [Qantas](#) has, let alone at the interest rates that it can achieve. Ultimately, this factor results from the strong position the firm was in when the crisis first began and the industry's view on its future. In addition to debt, Qantas secured \$1.4 billion through its first equity raising in a decade.

The company's leadership expressed its sorrow that over 6,000 people will leave it due to the core debt conditions. Additionally, there is a review of another 2,000-plus roles in ground handling underway. Altogether, approximately 18,000 of the business' people remain stood down.



Carriers in Australia are hoping to soon get more planes off the ground. Photo: Getty Images

All about borders

Nonetheless, [Qantas](#) believes that the key route to recovery is from its borders. The airline had a major setback when other states closed their borders in response to Victoria's second wave of COVID-19. However, previously, it has seen some positive signs of a new recovery. For instance, South Australia, Northern Territory, and Tasmania have opened their borders to most other states.

Regardless, as affected areas begin to control their virus numbers, there is some frustrating inertia around others. Qantas highlights that the inactivity can have wider economic and social risk within Australia.

Meanwhile, the relaxing of some restrictions with New Zealand is offering hope. There is also encouragement with the potential for travel bubbles with parts of Asia. Both Qantas and Jetstar are keeping a close eye on new markets that could open due to these bubbles. Routes could include destinations that weren't part of its pre-pandemic network.



Both Qantas and its subsidiary, Jetstar, are keeping a close eye on the situation. Photo: Getty Images
A revised approach

[Qantas](#) hints that by early next year, South Korea, Taiwan, and various islands in the Pacific could be top destinations while it waits for the reopening of travel to core international markets such as the United States and the United Kingdom.

The airline is also going with this approach domestically. It is adding new airports that suddenly make sense. This is the kind of flexibility that it needs in order to make the most of any opportunities during this unprecedented period.

Qantas expected the group's domestic services to be operating at about 60% of pre-COVID levels by this month. However, the continued internal border closures mean capacity is now below 30%. Subsequently, the delay caused a \$100 million negative impact on earnings for the first quarter of the airline's 2021 financial year. This factor will also impact in the second quarter.

Domestic hope

Above all, Qantas believes that this aspect is to do with timing. It feels that there will soon be an upswing domestically. Most significantly, the operator has the liquidity to manage these factors. Therefore, because cash flow from continuing operations is positive before one-off incidents such as redundancies, the airline could continue at the current level of flying for a very long period if it had to.

Regardless, it doesn't expect these dire conditions to last for so long as its three-year recovery plan remains on track. Moreover, there are positive signs on the opening of domestic borders.

"Assuming Queensland opens to New South Wales in coming weeks, we expect Group Domestic capacity to reach up to 50% by Christmas. We know that latent travel demand is strong. We saw that with our 'scenic flight' earlier this month, which sold out in 10 minutes. And we saw it when South Australia opened to New South Wales, with 20,000 seats selling across Qantas and Jetstar in just 36 hours," Qantas CEO Alan Joyce said in the AGM call.

"With most international travel off limits for a while, we're expecting to see a boom in domestic tourism once more borders open up. The Group is very well positioned to make the most of that opportunity. In fact, over time, our domestic market share is likely to increase organically from around 60% to around 70%, as our main competitor changes its strategy."



Alan Joyce assures that the company has enough funds to keep going. Photo: Getty Images

Looking ahead

Moreover, when international travel does eventually make its return, Qantas' market share is expected to grow too. This is because it feels that overseas airlines take a conservative approach to capacity and focus on opportunities closer to home.

Altogether, this is a difficult period in the aviation industry, and Australia's restrictions are doing Qantas no favors. However, there is some light at the end of the tunnel as the airline manages to adapt during these challenging times.

Qantas warns workers face cuts so airline can stay ahead



Chairman Richard Goyder and Qantas CEO Alan Joyce during the 2019 AGM in Adelaide.
Picture: David Mariuz/AAP

ROBYN IRNSIDE AVIATION WRITER

7:35PM OCTOBER 23, 2020

Qantas CEO Alan Joyce has used the airline's AGM to put unions on notice that he wants cheaper labour to compete with a post-administration Virgin Australia.

Along with Chairman Richard Goyder, Mr Joyce outlined the severe financial challenges facing the airline during the pandemic, with domestic capacity at just 30 per cent of pre-COVID levels and earnings down \$100m in the first quarter of the 2021 financial year.

About 18,000 employees remained stood down, and 8400 had left or were expected to go as Qantas prepared to emerge from the pandemic as a much leaner airline.

Responding to questions from shareholders at the virtual meeting, Mr Joyce made the point that Virgin through its administration was able to terminate leases and contracts in order to drive down costs.

While Qantas did not have the same advantage, Mr Joyce said he would expect employees to be flexible on new work agreements.

"We've made it clear to the unions we can't be disadvantaged in the process," he said.

"If there are concessions (made to Virgin), we will expect the same considerations to be given to

Jetstar and Qantas because it's really important we maintain our competitive advantage."

Unions reacted angrily to the demand, pointing out the greater market share Qantas was expected to garner as a result of Virgin Australia's shift to a "hybrid" airline.

Australian and International Pilots Association vice-president Shane Loney said they had only this year negotiated new short haul and long haul agreements, with the latter coming on "the back of threats to outsource our jobs". "Qantas senior management seem to be using this as a Trojan horse to achieve their industrial agenda. It looks very much like trying to profit out of the pandemic," said Captain Loney. "There's no certainty that the (30 to 40 per cent pay cuts) being talked about at Virgin will be achieved. To try to make it an issue for Qantas pilots is inappropriate."

International division secretary of the Flight Attendants Association of Australia, Teri O’Toole, said with 18,000 Qantas workers still stood down, employees were costing the company very little.

“To take advantage of this crisis and try to drive down hard-fought wages and conditions permanently is not the Australian way of doing things,” said Ms O’Toole.

“There should be agreed temporary measures to allow aviation to recover without a complete destruction of entitlements across the industry.”

Australian Licensed Aircraft Engineers Association national secretary Steve Purvinas said his members would welcome Qantas and Jetstar matching their conditions to those at Virgin Australia. He said life/work balance was their main priority in new work agreements with members likely to work a 36-hour week instead of 40 hours in exchange for 10 per cent less pay.

“We would enthusiastically enter discussions with Qantas,” Mr Purvinas said.

Mr Joyce also reprimanded unions for pursuing costly legal action throughout the pandemic, pointing out that in the past two years 66 cases had been brought against Qantas, of which only five were successful.

“Unfortunately it’s cost us \$10m to defend those cases. A lot of cases we believe should never have been taken, so it’s not only wasting the members’ money, but our money in this crisis and we hope some sense will prevail,” he said. One of the five cases Qantas failed to win concerned the payment of the government’s \$1500 a fortnight JobKeeper allowance.

Last month the Federal Court found the airline underpaid some workers after misinterpreting ATO guidelines.

Mr Joyce said they disagreed with the finding and expected their appeal to be heard by the full court of the Federal Court in the near future.

“We do think it’s wrong and we’re not the only ones,” he said.

“This will have a detrimental impact on a lot of businesses in Australia.”

Shareholders passed all resolutions put to the meeting, including the re-election of directors Maxine Brenner, Jacqueline Hey and Michael L’Estrange, Mr Joyce’s long-term incentive payment scheme and the remuneration report.

The meeting heard two directors, Barbara Ward and Paul Rayner would retire before the next AGM, and would not be replaced. “(This means) the board will reduce by 20 per cent next year, from 10 members to eight,” said Mr Goyder. “We consider this appropriate under the circumstances.”

Overseas travel may be permissible by 2021, says Australia's Tourism Minister Simon Birmingham



Photo: Unsplash

23 November 2020 1:16pm

[Facebook](#) [Twitter](#): @NeosKosmos [Instagram](#)

Australians keen on travel have been speculating when overseas trips would be permissible again, and it seems that despite the gloom there are some positive prognostics should the best case scenario prove true.

Greece's Tourism Minister Simon Birmingham said travel could resume in 2021, provided the vaccine is effective. Though the possibility of overseas travel in the first six months seems 'challenging', there may be travel in the latter half.

"The manufacturing rollout, distribution, uptake, all the other factors that come into how it is that a vaccine could change the way we work at things around this pandemic," he said, speaking to Sky News' Sunday Agenda program.

The Australian government had already secured supply agreements with several companies working towards a vaccine, and a nasal spray with the potential to fight COVID-19 and other respiratory viral infections will also be tested.

Australia's Health Minister Greg Hunt said in a statement that the first batch of vaccines may be available in Australia by New Year's Day though it would take months for Australians to get a jab.



For all life's
destinations

EMIRATES LAUNCHES EXPANDED MULTI RISK COVID-19 COVER

By

Geoffrey Thomas

November 23, 2020

Emirates launches expanded multi-risk COVID-19 cover which gives passengers greater assurance and peace of mind.

Provided by Emirates at no additional cost and provided by AIG Travel, the cover is the first of its kind in the airline and travel insurance industry.

It is designed to provide what Emirates calls “unique stress-free and hassle-free travel.”

The airline says that the new multi-risk travel insurance and COVID-19 cover will automatically apply to all Emirates tickets purchased from 1 December, and extends to Emirates codeshare flights operated by partner airlines, as long as the ticket number starts with 176.

HH Sheikh Ahmed bin Saeed Al Maktoum, Emirates Chairman and Chief Executive said: “Emirates was the first airline to offer complimentary global COVID-19 cover for travellers back in July, and the response from our customers has been tremendously encouraging. We’ve not rested on our laurels and instead continued to look at how we can offer our customers an even better proposition. We’re very pleased to be able to now provide this new multi-risk travel insurance and COVID-19 cover, which is another industry first, to all our customers.

“We see a strong appetite for travel around the world, especially heading into the winter holidays as people seek warmer climates and family destinations like Dubai. By launching this new multi-risk travel insurance and COVID-19 cover, we aim to give our customers even more confidence in making their travel plans this winter and moving into 2021.”

Emirates customers will be covered when they fly to any destination, in any class of travel. Highlights of the coverage include:

Out-of-Country Emergency Medical Expenses & Emergency Medical Evacuation up to US\$500,000, valid for COVID-19 (contracted during the trip) and other medical emergencies while traveling abroad.

Trip Cancellation up to US\$7,500 for non-refundable costs if the traveller or a relative (as defined in the policy) is unable to travel because they are diagnosed with COVID-19 before the scheduled trip departure date, or for other named reasons – similar to other comprehensive travel cover products. Trip Cancellation or Curtailment up to US\$7,500 if the school year is extended due to COVID-19 beyond the departure date, and the traveller or a relative (as defined in the policy) is a full-time teacher, full-time employee, or a student at a primary or secondary school.

Trip Curtailment up to US\$7,500 for non-refundable trip costs and additional costs to return to their country of residence if the traveller or a relative (as defined in the policy) falls critically ill, for instance, contracts COVID-19 while traveling abroad.

Travel Abandonment up to US\$7,500 if the traveller fails a COVID-19-related test or medical screening at the airport and is required to abandon the trip.

US\$150 per day per person, for up to 14 consecutive days if, while outside of their country of residence, the traveller tests positive for COVID-19, and if they are unexpectedly placed into a mandatory quarantine outside their country of residence by a governmental body.

Similar to other multi-risk travel insurance products, Emirates' cover also has provisions for personal accidents during travel, winter sports cover, loss of personal belongings, and trip disruptions due to unexpected air space closure, travel recommendations or advisories.

Customers do not need to register or fill in any forms before they travel, and they are not obligated to utilize this cover provided by Emirates. For more information, visit: www.emirates.com/multi-risk-travel-insurance

AIRBUS SUPERSALESMAN BLAMES ENGINES FOR A380 FAILURE

by **Andreas Spaeth** November 23, 2020



Airbus supersalesman John Leahy has broken his silence to speak out about the failure of the A380 superjumbo that passengers love.

In a two-part series, Mr. Leahy speaks exclusively to Airlineratings.com

Part 1

John Leahy, in retirement since early 2018, is an aviation legend and seen as the ultimate aircraft salesman.

Leahy, now 70, claims to have sold over 15,000 in his career, "after cancellations", as he recently revealed in an exclusive interview with Airlineratings.com.

Hailing from New York, a former flight instructor with almost 4,000 hours under his belt, launched his sales career with the European planemaker in 1985 at Airbus North America.

He was tasked with prying open the US market for Airbus, which was entirely locked out of it at the time, and Leahy delivered. In 1994, he moved to Airbus' Toulouse headquarters in Toulouse, France, and as CCO the charismatic head of the Airbus sales force.



For all life's
destinations

He remained in this role until the end of 2017 and saw five different Airbus CEOs during his time and seven counterparts of his at Boeing. It was his ambition that won Airbus over 50 percent market share regularly from 1999.

The A380, the world's biggest passenger aircraft, was a model particularly close to Leahy's heart. He even postponed his retirement, planned for the end of 2017, to personally secure a crucial follow-up order with Emirates and thus the ongoing production of the A380.

It came to fruition only in early 2018, before it unraveled after he went into retirement, with the A380 seeing its last new ones delivered to Emirates at some time in 2021.

John Leahy today lives on an estate in the rural Chesapeake Bay, not too far from Washington DC. In the exclusive interview with Airlineratings.com Leahy talks for the first time about the failure of the A380 program.

Are you bored now, not having any constant suspense anymore?

John Leahy: I am keeping myself busy over here in retirement, but Airbus is going through a quieter period right now with all the airlines hunkering down, not doing much.

Are you feeling you left Airbus at the right time before the pandemic disaster hit the industry?

A lot of people say that, but I think it's just the opposite. I like a challenge, I enjoy sorting things out. After 9/11 it was fun to get through 2008 to 2010, helping the airlines when they were in distress by SARS out of China and the financial crisis. For me, a challenge is more interesting than just a day-to-day normal activity.

How big a challenge was the A380 in your entire career?

The A380 was certainly a big challenge from a commercial point of view. And airlines interfered with the design. Singapore Airlines said they wouldn't sign on if the A380 wouldn't be meeting London's QC2 noise standard. That meant extra weight with the re-designs that were necessary. Too much weight was built into the airplane, that was just a design-philosophic mistake, thinking we would do a stretched A380-900. We should have put in a structure that was needed now. They also put in extra weight because they wanted a freighter. But the optimal freighters are the ones that don't have any extra weight. That was clearly a design-mistake that we have made. And I was talking to Qantas in 1999, and they finally said they needed guarantees the A380 would get from Sydney to Los Angeles. While, for example, Emirates didn't need as much performance from the aircraft initially, only later they would discover they also needed more range and payload. We were getting pushed back and forth by different airlines. At least the airlines know how to compromise back and forth. In 2000, we ultimately started listening to the customers.

When did the problems with the A380 start to emerge?

Where I believe we got into serious trouble was when we were blindsided by the engine manufacturers. They were assuring us that the specific fuel consumption was that of new generation engines, and it would be ten years before there was the next leap to a substantial improvement. We launched in 2000, but three years later we got the 787 being launched with GENx engines and Rolls Royce matching that, having a ten to 12 percent better specific fuel consumption than the A380's engines. Can you imagine the success of the A380 if it had 12 percent better fuel burn than it actually had?

Would that have made the A380 a success then?

That would have solved all sorts of problems. With the long lead times new engines take, they had to know they were developing a new generation of engines for Boeing that was going to come out. All our engineers were blindsided. That's why we stumbled around on the A350 in the very beginning when we had no idea they could do a 787 with a ten, twelve or even 15 percent better fuel economy

and a new series of engines being available. And that was all even announced before we started flight-testing the A380.

Did you ever raise this point with the engine manufacturers later?

Yes, but they were all shuffling around about it. People said: “Well I wasn’t involved, we thought Boeing would do the Sonic Cruiser and that there’ll be a different engine, and then they decided to go subsonic with the 787 and we had this new series of engines.” They indeed had this new series of engines, and it wasn’t just GE, it was Rolls Royce, too. So both competitors, on both sides of the Atlantic, had something in their back pocket that was ten, twelve or maybe 15 percent better in fuel economy than the A380. That would have been game-changing, had we just waited two or three years and put that on the A380. If we would have done a better job of prying out from the engine manufacturers what they had in their back pockets in terms of technology that could be available. We were saying at first that the airplane would be delivered in 2005, maybe that was also unrealistic.

Until when did you as the salesman believe a commercially successful A380 was possible?

I believed it was possible at the beginning, in 1999/2000. That’s why I was working with the airlines to launch it and I was getting good feedback, they liked the airplane. They knew the 747 was old and a new generation was coming, and they wanted to be on board with it. So yes, at the very beginning I thought we had it. When the 787 came out and their engines delivered the specific fuel consumption that they had, I was beginning to worry. And I was worried when they brought out the 747-8. Had we had those engines at that point in time, I knew that would have protected ourselves from the big twins. As it was, the A380, even with the disadvantage of the engine technology, if you could fill it up to 85 or 95 percent load factor, the big twins couldn’t compete with you. But that’s a pretty tight margin in a big airplane that’s getting harder to fill up. Had we had that better fuel burn, on a 65 or 70 percent load factor you could have done very well with the A380.



John Leahy with then Airbus President Tom Enders after a successful airshow

This shortfall, together with the delayed entry into service right at the start of the world financial crisis in 2008, was the worst possible timing, no?

It was the perfect storm. Had we had it out in 2005 like we said we were going to or even had it been delivered with better fuel economy in 2007 with new generation engines, it would have been before the financial crisis. It would have had the momentum of building fleets up and getting things going. But as it was, you were building up a fleet right during a financial crisis, when business travel was way down, hurting the airlines financially. When financing was difficult, the brand new largest aircraft in the world made financing even more difficult. Yes, that extra two, three years delay in the

program became deadly in itself. The lack of competitiveness with the engine fuel burn was also part of the perfect storm. And then of course the next thing it got hit with was the fuel prices that became very, very deadly. It all started lining up at the same time.

And then passengers didn't want to fly via big hubs anymore, opposite to what you had always predicted...

People say more point to point was the way of the future. It became the way of the future as you could do it economically against the big airplanes like the A380 and Boeing 747 because now you had better fuel consumption. All in all, fuel prices hurt us, the engines manufacturers hurt us by giving us the wrong generation engine, and we committed suicide with not being able to technologically build the airplane and then having to redesign it and bring it out a couple of years later, right in the middle of the financial crisis.



John Leahy faces uncompromising Australian media. Credit Geoffrey Thomas

Which role did the internal struggles at Airbus play in dooming the A380, which became shockingly apparent in a key phase of the project?

That played a key part in how screwed up it became. How can you manage a company as big and as sophisticated as Airbus, when you build wire harnesses that are just a few centimeters too short? You just don't expect that from Boeing or Airbus. How could the Germans be sitting there in their own little world in Hamburg, the French in their walled city in Toulouse, and they clearly weren't talking to each other? How could you have gone right to the end of your design phase, you have already manufactured these wiring harnesses, you've built the airplane, and now for the first time you are trying to connect them, and the workmen say: Hey, they don't fit, guys? How could that happen? It was just dysfunctional.

PART 2

LEAHY: PRICING, DESIGN AND QUALITY ISSUES KILLED THE A380

by Andreas Spaeth November 24, 2020



© AIRBUS S.A.S. 2011 - photo by e'm company / P. MASCIET

Airbus super salesman John Leahy says that pricing, design, and quality issues were the final nails in the coffin of the A380.

In the second and final part of our exclusive story, Mr. Leahy for the first time reflects on what might have been for the aircraft that passengers love. ([Read the first part here](#))

When did your belief in the A380 start to seriously crumble?

That wasn't probably until after several years into service. The A380 should have been the stretched A380-900, to begin with, then things would have been a lot better. (*The A380-900 would seat 650 passengers in standard configuration and for approximately 900 passengers in an economy-only configuration.*) When we knew in 2006 that we couldn't get the aircraft out on time, that we couldn't build the freighter, we had too much on our plate and had to cancel it. Every airline knew we would be at least two years late, as we had to do this big redesign. Every customer at that point had a right to cancel, to rip up their contract, get their deposit back, and get penalties from us. We were in total breach of contract, we said we would do something and we blatantly and incompetently couldn't do it. But everybody stayed with the program, despite the launch customers being really mad at us. At that point, I thought we had something that the airlines really wanted. When we finally did deliver the airplane from 2007, it became apparent that we had real quality issues. I can remember more than a few very unpleasant meetings with Tim Clark, President of Emirates, he would go through the roof. But even he stayed on and eventually bought many more airplanes. I think we could have made that airplane work.



Emirates chief Tim Clark talks with the media on the airline's inaugural A380 service from Dubai to New York in August 2008. Credit: Geoffrey Thomas



For all life's
destinations

Which role did the pricing of the A380 play in its fate?

We did some harm to ourselves in 2009 to 2011, when we couldn't get follow-on orders for the airplane, by not keeping our pricing aggressive, but by having a big step up in pricing and expecting everybody will just pay. But they didn't pay. I walked away from a deal with Lufthansa that we should have won for another five or six airplanes, because we didn't meet their pricing, which actually was higher than their launch customer pricing. Airbus's finance department just overplayed their hand and thought: These airlines just have to pay. No, they don't, they just have to find some other aircraft to fly.

Why did the A380 never tap some important markets?

We never broke into China. There was enormous political pressure blocking us from getting into China, which was a big shame. The Germans, Brits, and French should have gotten together and put their own political pressure back on China. The fact was that the US and Boeing were doing everything they could to make sure that A380s didn't get into China. The five A380s for China Southern was our one little flag in there. They did whatever they could to put pressure on the Chinese government to not take any more aircraft, that was unfortunate, too. We could have easily picked up another 50 or a hundred airplanes out of China. That would have really built up the base for the A380. Also, Japan has always been extremely close to Boeing, becoming risk-sharing partners on the 787 and for other components.

Was there ever a realistic chance for an improved or stretched version of the A380?

We looked at that in 2010. We kept looking at new engines, Tim Clark was constantly pressing for it. But as we looked at it, it became very expensive and the engine manufacturers were not very keen to help for re-engining at this point. GE and Rolls Royce were happily selling engines to the 787 to compete with us, they were not anxious to further improve the A380 at the expense of themselves to compete with themselves. There was a lot of dragging of feet with the engine guys, but there was a window when re-engining could have worked. After 2010 and before 2016. There was a window of five or six years where we might have gotten it right on re-engining and kept the program going. But you still had the problem with the weight of the airplane.

Was the last idea of offering a slightly improved "A380 plus" ever a realistic option to save the program?

That wasn't going to change the direction of the river. And the river was flowing downhill. That might have slowed things down a bit, but you really needed to get new engines to address the engine problem. Cleaning up the wing was a good idea, getting weight out was a good idea. But because you missed the design point, the only way you were really going to get to optimize that airplane would have been to come up with the A380-900. Because we couldn't show appreciably better economics than the twins, the market was migrating towards the point-to-point. Of course, everybody wants to go point-to-point if there is no economic advantage of going hub-to-hub. If the A380 would have done what it was designed for, there wouldn't have been as much fragmentation.



Qatar Airways chief Akbar Al Baker with John Leahy.

Was launching the A380 a mistake Airbus made in hindsight?

The mistake was not getting it right. The mistake wasn't saying you missed the hub and spoke as everybody wants to go point-to-point. That is absolutely wrong. Hub and spoke can only work if it's more efficient than going point-to-point. Mistake number one was getting the engines wrong and losing twelve percent of fuel burn. Mistake number two was having in the back of everyone's mind that we would have the A380-900 coming out a few years after the A380-800. So we designed an airplane that was going to be too heavy in the -800, so that the -900 could be the optimum. Mistake number three was getting it so confused between the French and the Germans and the respective design teams that you were ending up with systems that weren't compatible, not reliable, wiring harnesses that didn't connect to each other properly so that the cost of production went up and reliability for the airlines went down. If you ask, knowing what we know now, should we have built the A380 the way we did? Of course not. If we would have avoided all the mistakes I mentioned, we would have absolutely had a winner of an aircraft. It would have been 15% better than an A350 and maybe 20 percent better than a 787. And you would have had much less point-to-point flying because people would have had an economic advantage to go through the hubs.

Did the A380 saga make Airbus a better company?

Yes, the A380 and all the fiasco around it made the A350 definitely the best airplane program we've ever had. The smoothest introduction we've ever had and the smoothest manufacturing, because we got rid of the little kingdoms in Hamburg, Toulouse, Nantes, and Munich that basically fragmented our approach, didn't take to each other, and made it impossible to optimize an aircraft program. Spending 25 or 30 billion Euros on the A380 just to get that education seems like a very inefficient way to get that education.

What did you as a salesman personally learn from the A380?

The commercial department has to have much more input upfront on the design and performance parameters of an airplane. If you let the engineers just go off, designing what they think is really cool, you end up like we did with the A380. In commercial we never really focused on the fact that we built an airplane not optimized as the -800, but really built a -900, and we just had to put up with the -800 for a few years until we came out with the -900. Had we all sat around the table and discussed that strategy upfront, I would have been inevitably against it, as would have been the airlines. Who wants to buy a suboptimal aircraft? We should have had better intelligence with the engine guys, you have to know what's happening with the engines and not just getting blindsided when they sell to your competitor engines that are 12 percent better than your engines on airplanes that need to compete with each other. You need to have enough control over your engineers so that they don't put things into airplanes that the commercial people never asked for. With the A350, I think we got a lot of that sorted out. And the same is true for the A320neo.

Things again became more complicated as you gave the A380 customers too much leeway in coming up with their own interior design ideas, no?

The new thing that was tried with the A380, which in hindsight was truly stupid, was to say every airline would be modifying their A380 cabins so much anyway, why bother with a standard specification, we'll just have everyone do what they want to, they are all big airlines. We just have an Emirates or British Airways specification. That was a serious industrial and design mistake. Because that means every different airplane is ahead of version. If there was a standard airplane that was designed as a standard A380-800, Emirates would be modifying the standard specification to put in its showers. But as there was none, they started from scratch on an empty sheet of paper to design their showers. Everybody's airplane became completely unique and a completely different airplane from everything else. With a series of changes from the standard design, it becomes a whole new clean sheet of paper design. That was a serious program and industrial error.



© AIRBUS S.A.S. 2010 - photo by e'm company / H. GOUSSE

John Plueger (CEO) and Steven F. Udvar-Házy (Chairman) of Air Lease with John Leahy (middle) at the Farnborough Air Show. Mr Udvar-Hazy is Airbus's biggest and most influential customer. Gregory Willis (CFO)

Do you see any newly conceived aircraft as big or bigger as the A380 in the future?

I think that's inevitable that we'll get there, it should be a big twin. Boeing saw that as a distinct possibility with their 777X. The trouble they have is that the 777 fuselage is a little too narrow, you need it to be a little bit bigger than that. Because you still got London-Heathrow, you still got Los Angeles, you've got around 50 airports all over the world that, if traffic continues to grow at 3-4% a year or even faster, you are going to end up with congested hubs, and even going hub-to-hub is a point-to-point trip. If you can make that 400- to 500-seat airplane 15% more efficient than the 300-seat airplanes, you are giving people a really good reason to go hub and spoke. The problem with the 747 and the A380 is that there is no real economic reason now.

Andreas Spaeth will be publishing a book looking back on the program titled "A380 – the last giant" (initially in German) in March 2021.

AMERICAN, BA AND ONEWORLD TRIAL TRANS-ATLANTIC COVID

TESTS

by **AirlineRatings** editors November 18, 2020

American Airlines, British Airways and oneworld plan to offer voluntary COVID-19 testing on flights between the US and London Heathrow (LHR) as they push to get international quarantine measures dropped.

The industry's arguments that compulsory 14-day coronavirus quarantine should be axed in favour of testing to help re-open international travel have yet to gain significant traction with many governments and airlines have been intensifying their lobbying.

Oneworld chief executive Rob Gurney said the airline alliance believed COVID-19 testing would play an important role in safely restarting international travel.

"A comprehensive testing program will provide governments the confidence to reduce or waive quarantine requirements and safely reopen their economies to international visitors, while further assuring customers that their health and well-being are protected," he said.

The free tests will initially be offered to eligible customers booked on American Airlines Flight AA50 departing Dallas Fort Worth International Airport (DFW) to LHR; British Airways Flight BA114 departing New York's John F. Kennedy International Airport (JFK) to LHR; and British Airways Flight BA268 from Los Angeles (LAX) to LHR

Those tests begin November 25 and will be expanded at an unspecified later date to American Airlines Flight AA106 from JFK to LHR.

Eligible customers booked on flights will take three tests — two of them self-administered— in conjunction with the journey. Any customer who tests positive will be told to reschedule or cancel their travel.

The first test, to be taken 72 hours before departure from the US., is described as "a convenient at-home RT-PCR test provided by LetsGetChecked". Customers will self-collect a nasal sample, under the supervision of medical professionals via a virtual visit.

After landing at LHR, participating customers will proceed to their second test at the airport. The newer Loop-medicated isothermal amplification (LAMP) test, provided by Collinson, involves the collection of a nasal sample by a medical professional and returns results in less time than an RT-PCR test.

After the test is completed, a test kit for the third test will be provided to the customer. The third test kit offers an at-home testing option through the self-collection of a saliva sample which is taken three days after arrival in the United Kingdom.

The three-test approach aims to validate a customer's negative status for COVID-19 throughout the travel journey and will provide insight into the most effective and practical testing interval. The third test is intended to further confirm the results of the first two tests, to demonstrate that one or two tests will be sufficient to allow travel to safely restart.

A task force comprising oneworld member airline representatives and independent medical experts are overseeing the implementation of the trial and results will be shared with the US and UK governments.

Prior to the pandemic, American and BA flew to more than 30 destinations in the US and operated 111 flights a week from London to New York alone. Today they fly to a fraction of the destinations and operate a combined 14 flights a week between the two cities.

American chief executive Doug Parker noted the airline had already introduced pre-flight COVID testing for customers traveling from the US to destinations in Latin America and the Caribbean. "We have received tremendous feedback from our customers in response to testing, as it provides peace of mind for safe and enjoyable travel," Parker said. "The UK is a critically important business and leisure destination that our customers want to visit.

We believe the results provided by this trial will be vital for reopening transatlantic travel safely." British Airways CEO Sean Doyle said: "We know people want to travel but our skies remain all but closed and the UK is being left behind. Major economies like Germany are adopting testing to replace quarantine.

"We need the UK Government to introduce a system that allows travelers to take reliable, affordable tests before departure, so they are confident that fellow passengers are COVID-free. "For people arriving from countries with high infection rates, a further test on arrival should then release them from quarantine.

"We are confident this approach would open routes, stimulate economies and get people traveling with confidence. The UK's economic recovery depends on the swift reopening of its skies."

US REGULATOR LIFTS GROUNDING OF THE BOEING 737 MAX

By
Geoffrey Thomas
November 19, 2020

The U.S. Federal Aviation Administration (FAA) has rescinded its order that halted commercial operations of the Boeing 737 MAX.

The move will allow airlines that are under the FAA's jurisdiction including those in the US to take the steps necessary to resume service and Boeing to begin making deliveries.

"We will never forget the lives lost in the two tragic accidents that led to the decision to suspend operations," said David Calhoun, chief executive officer of The Boeing Company.

"These events and the lessons we have learned as a result have reshaped our company and further focused our attention on our core values of safety, quality and integrity."

An Airworthiness Directive issued by the FAA spells out the requirements that must be met before U.S. carriers can resume service including installing software enhancements, completing wire separation modifications, conducting pilot training and accomplishing thorough de-preservation activities that will ensure the aircraft are ready for service.

The numbers to get the 737 MAX back in the air are extraordinary with 391,000 engineering and software man-hours, 1,847 simulator hours, 3000 flight hours, 80 airlines and 12 aviation regulators or organisations.

The result of that global extraordinary effort is an aircraft that is as safe as the industry can make it. “The FAA’s directive is an important milestone,” said Stan Deal, president and chief executive officer of Boeing Commercial Airplanes. “We will continue to work with regulators around the world and our customers to return the airplane back into service worldwide.”

In a message to all Boeing employees, Mr Calhoun said the company had “implemented a series of meaningful changes to strengthen the safety practices and culture of our company.

These include strengthening the Engineering function, establishing a Product & Services Safety organization, and implementing an enterprise-wide Safety Management System, among others.”

“We have also undertaken a thorough assessment to ensure that our systems meet all regulatory standards, reflect industry best practices, and also incorporate learnings from independent reviews. As we have throughout our history, we will keep learning and evolving, because lives depend on the work we do,” he added.

It will take Boeing about 18 months to return all 837 grounded 737 MAX aircraft to service with each requiring almost 1000 hours of work.

INTERNATIONAL AIRLINES FILL LESS THAN ONE IN FIVE SEATS

by **AirlineRatings** editors November 13, 2020

International airlines still servicing Australia were filling less than one in five seats in September as passenger numbers plummeted to just over 62,000.

New statistics released by the Bureau of Infrastructure and Transport Research Economics show seat utilization on international flights fell from 83 percent in September 2019, to 19.1 percent for the same month in 2020.

The total seats available fell 92.4 percent to 325,687 while passenger traffic was down 98.2 percent, to 62,120, from almost 3.5 million in September 2019.

The precipitous drops — and the fact Qantas is not flying internationally — gave Doha-based Qatar Airways the biggest share of passenger traffic in September at 17.3 percent.

This was followed by Air New Zealand (11.6 percent), Emirates (11 percent), China Southern (6.9 percent) and Singapore Airlines (6.7 percent).

Despite the nation’s COVID restrictions, some 43 international carriers were still operating to Australia, although five of those are dedicated freight carriers.

The top city-pairs were Sydney-Guangzhou, Sydney-Doha, Sydney-Auckland, Sydney-Dubai and Melbourne-Auckland.

Red Tail Tassie Reunion Featured on Social Scene in Hobart Mercury

SOCIAL SCENE

WHAT: The Red Tails (Qantas workers) centenary celebrations
WHERE: The Centurion Ballroom, Crowne Plaza, Hobart
WHEN: Thursday, December 3



Mary and Clive Tomkins, of Hobart.



Lyn and Stephen Harder, of Seven Mile Beach.



Drew Baker, Kathryn Farquer, Elaine Biggar and Annie Buchanan.



Kristie Edwards, Kevin Bowd and Tarjah Cooper.



Allan Williams, Sue Leake, Stephen King, Robbie Baker, and Steve Farquer.

ASIA-PACIFIC AIRLINE BOSSES BACK GLOBAL COVID TESTING REGIME

by **AirlineRatings** editors November 16, 2020

The chief executives of key Asia-Pacific airlines have issued a joint call for a global COVID testing regime as part of protocols aimed at kick-starting the shattered aviation industry.

They have warned that cross-border cooperation and collaboration is urgently needed to restart the aviation industry and avoid further economic damage.

The call from the Association of Asia Pacific Airlines' (AAPA) annual Assembly of Presidents came in joint declaration firmly supporting the International Civil Aviation Organisation's Council Aviation Recover Task Force (CART) guidance on dealing with the pandemic.

The industry wants protocols for dealing with COVID-19 to be the same at borders throughout the world and to include "globally accepted and mutually recognized" rapid testing techniques rather than quarantine.

The airline chiefs endorsed setting up a testing framework prior to departure "based on mutually-recognized accredited facilities delivering rapid, accurate, affordable and scalable testing" as an effective approach to safely restart international air travel.

They criticized blanket quarantine procedures as a significant deterrent to air travel that should be reviewed in the context of rapid testing and other risk mitigation measures.

"The ICAO CART guidelines established earlier this year provide practical guidance to governments and industry to restart aviation and recover from COVID-19 in a coordinated manner while keeping the safety, health and well being of the traveling public as a top priority," said AAPA director-general Subhas Menon.

"Inconsistent and patchy measures create unpredictability and confusion for both travelers and airlines while hampering the meaningful restart of cross border air transport.

"The prolonged closure of borders has had deep and lasting effects on the public and the wider economy.

"It has now become critical to improve collaboration and cooperation across borders so as to mitigate further damage and jump-start recovery efforts.

"Asia-Pacific airlines are firmly committed to working with governments and other stakeholders to rebuild passenger confidence and pave the way for the meaningful recovery of travel and tourism as essential services supporting commerce and livelihoods within the region and across the world."

In other resolutions, the Asia-Pacific airline bosses also renewed a call for governments to respect the integrity of ICAO's global carbon emissions scheme, known as CORSIA.

They said governments should not apply their own duplicate requirements on international aviation CO2 emissions and should support the use of sustainable aviation fuel to help the industry reduce its reliance on fossil fuels.

They also called on governments to refrain from increasing aviation levies in any form and to support Asia-Pacific airlines as they faced unprecedented financial and operational challenges.

KOREAN AIR TO BUY RIVAL ASIANA IN MARKET REVAMP

by **AirlineRatings** editors November 16, 2020

Korean Air and holding company Hanjin KAL on Monday confirmed they would acquire rival Asiana Airlines for 1.8 trillion won (\$US1.6 billion) as part of a wider restructuring of the Korean aviation industry.

The merged airline is expected to rank as one of the world's top 10 in a move Korean Air says is designed to improve the competitiveness of the Korean aviation industry. Korean plans to sell new shares early next year worth \$2.5 trillion won (US\$2.3 billion) to finance the merger.

The deal will see Hanjin KAL pass on to Korean Air an 800-billion won investment from the state-owned Korean Development Bank to support both airlines ahead of the share sale.

Hanjin said in a statement that a restructuring of the entire Korean market, including low-cost carriers such as Jin Air, was unavoidable because of the crisis facing the airline industry.

"The main reason behind Korean Air's decision to acquire Asiana Airlines at this time is to stabilize the Korean aviation industry, which is suffering from the COVID-19 pandemic," it said

"Considering that Korean Air's financial status could also be endangered if the COVID-19 situation is prolonged, it is inevitable to restructure the domestic aviation market to enhance its competitiveness and minimize the injection of public funds.

"Korean Air decided to acquire Asiana Airlines after much consideration and deliberation in order to pursue its founding mission to contribute to the nation through transportation.

"Following its mission, the carrier will ensure job security for employees at both airlines as well as relevant industries and support the development of Korea's aviation industry."

Spruiking advantages of the deal, the statement said countries with populations of less than 100 million generally had a single full-service airline compared to the two currently operating in Korea.

This put Korea at a competitive disadvantage to countries such as Germany, France and Singapore.

"However, Korean Air's acquisition and the expansion of its routes, fleet and capacity will give the airline the competitiveness to compete with global mega airlines," it said.

"The merger of the two airlines is expected to further enhance the competitiveness of the Korean aviation industry with more streamlined route operations and lower costs.

"More slots secured at Incheon International Airport, a transport hub in Asia, through the consolidation of the airlines, may lead to an increase in joint ventures with global airlines and greater transfer demand, which will also spur the growth of the domestic aviation industry.

"Customers will be able to enjoy a wider range of choices in routes and schedules. They will also be able to benefit from more convenient transfer options, integrated mileage and enhanced safety in all areas."

Hugh Jackman's new job selling Australia to international tourists

THE Boy from Oz wants to bring the world down under in his new role as Qantas ambassador, saying flying to Australia is as easy as jumping on a plane.

Sarah Blake

News Corp Australia Network SEPTEMBER 8, 2015 3:00AM



Star power ... Hugh Jackman has been made the new Qantas ambassador, joining John Travolta (above) and Miranda Kerr. Picture: Mark Stewart. *Source: Supplied*

EXCLUSIVE

He made his name as The Boy From Oz, and now Hugh Jackman wants to bring the world down under in his new role spruiking the flying kangaroo.

Qantas is banking on Jackman's stellar international appeal to draw tourists from the huge US and Asian markets when he joins pilot and [honorary Aussie John Travolta](#) and homegrown supermodel Miranda Kerr as ambassadors for the airline.

"I travel a lot and like all Aussies, I get a buzz whenever I see the familiar red tail and the kangaroo logo, no matter where I am in the world. Qantas is great airline with great people and represents the very best of our wonderful country," Jackman said.

Model behaviour ... Australian supermodel Miranda Kerr joins Qantas employees to parade the airline's new uniform at a launch in Sydney on April. Picture: AFP/ Greg Wood *Source: AFP*

The proud Aussie is currently starring in blockbuster Pan and preparing for an arena tour of his new show [Broadway to Oz](#) from November.

Dividing his time between the US and his homeland, he says he's sick of hearing from his American mates that Australia is just too far away to visit.

He tells them it's as easy as "getting on a plane, having a few glasses of wine, a meal, watching a movie, having a nap and you are there".

"It's absolutely worth it when you get there. It's Australia. Just go!"

Tourism is looming as Australia's next boom industry, with the falling dollar among the factors drawing a record 6.6 million international visitors in the 12 months to June, an increase of seven per cent.

Visitors from the US increased nine per cent to a record 544,000, while Asian countries — led by cashed up Chinese and Indian visitors — make up six of our top ten growth markets.

"Qantas has always had a vital role in promoting Australia as a tourism destination and I'm looking forward to playing my part as we work together to showcase our amazing cities, landscapes and experiences in the US, Asia and beyond," Jackman said.



Ambassador ... Hugh Jackman is looking forward to playing his part in promoting the Aussie holiday experience. Picture: Mark StewartSource:News Corp Australia

Qantas chief Alan Joyce, who last month revealed [a \\$1.6 billion turnaround](#) for the airline after posting a \$646 million loss in 2014, said Jackman would focus on community projects with the airline.

"Hugh represents everything that the world loves about Australians and he has used his enormous international success to promote Australia as well as highlight causes that are close to his heart," Mr Joyce said.

"We will build on the work both Qantas and Hugh are already doing and together we believe we have the capacity to create some truly life changing opportunities."