



Australian Government
Productivity Commission

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Determinants of regional airfares

Call for submissions



The PC has released this paper to assist individuals and organisations to prepare submissions. It contains and outlines:

- the scope of the inquiry
- the PC's procedures
- matters about which the PC is seeking comment and information
- how to make a submission.

December 2025

Acknowledgement of Country



The Productivity Commission acknowledges the Traditional Owners of Country throughout Australia and their continuing connection to land, waters and community. We pay our respects to their Cultures, Country and Elders past and present.

About us

The Productivity Commission (PC) is the Australian Government's independent research and advisory body on a range of economic, social and environmental issues affecting the welfare of Australians. Its role, expressed most simply, is to help governments make better policies, in the long-term interest of the Australian community.

The PC's independence is underpinned by an Act of Parliament. Its processes and outputs are open to public scrutiny and are driven by concern for the wellbeing of the community as a whole.

For more information, visit the PC's website: www.pc.gov.au

Call for submissions

The PC has released this call for submissions to assist individuals and organisations to prepare submissions to the study. Participants should not feel that they are restricted to comment only on matters raised in this paper. The PC wishes to receive information and comment on issues which participants consider relevant to the inquiry's terms of reference.

Key inquiry dates

Receipt of terms of reference	27 October 2025
Due date for initial submissions	15 March 2026
Draft report release	Late 2026
Final report to Government	April 2027

Interim papers will be published across 2026, along with further calls for submissions.

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Contents

1.	About this inquiry	4
2.	Why we are investigating the determinants of regional airfares	6
3.	Information that would help our inquiry	13
Appendices		
A.	Terms of reference	15
B.	How to make a submission	17
	References	19

1. About this inquiry

The Australian Government has asked the Productivity Commission to undertake an inquiry into the determinants of regional airfares. Our inquiry will focus on regional airfares pertaining to *passenger flights to or from areas outside Australia's major cities (i.e. regional, rural and remote areas)*. As part of our inquiry, we have been asked to make policy recommendations to support a competitive, reliable and affordable regional aviation network. The full scope of the inquiry is outlined in the terms of reference (**appendix A**).

This paper is a public call for engagement, including submissions. It provides an outline of how the inquiry will be run over the next 18 months.

We are seeking a broad range of views on regional airfares

We are interested in hearing from people and organisations who use regional air services, who provide them, or who are otherwise affected by them.

The PC is seeking to engage with individuals and communities across Australia, all levels of government, the aviation sector (airlines, airports, and providers of other air services), Aboriginal and Torres Strait Islander people and communities, and other subject matter experts.

Our engagement will take several forms (as per below). Our website will hold the most up to date information on events and deadlines.

- **Regional visits and online engagement** – It is critical to the inquiry that we hear from communities, businesses, governments and individuals in regional areas across the country. We will be undertaking both in-person visits and a range of online engagements.
- **Submissions and brief comments** – We welcome written comments and evidence on any part of the terms of reference (**appendix A**), as well as any of the information requests set out in this call for submissions (**section 3**), or any other issues related to this inquiry. Your contribution does not need to be a formal document and we welcome views through the comments section on our website. Participants are asked to make submissions by 15 March 2026. **Appendix B** includes information on how to make a public submission.
- **Public hearings** – Individuals and organisations may wish to present at our public hearings, where participants are able to put verbal submissions on the public record. Unlike other forms of engagement, a direct transcript of our public hearings are published on our website.

Our analysis requires detailed information from the aviation sector

Given our focus on the determinants of airfares, it will be critical to learn from airlines, airports, and others in the aviation sector about the costs of providing regional air services. While this can be partially achieved through the participation of airline and airport businesses in general consultation, submissions process, and public hearings, we will also be issuing data requests directly to airline and airport businesses. Some data required for our analysis will likely be commercially confidential and sensitive – these data would be handled with appropriate security and confidentiality.

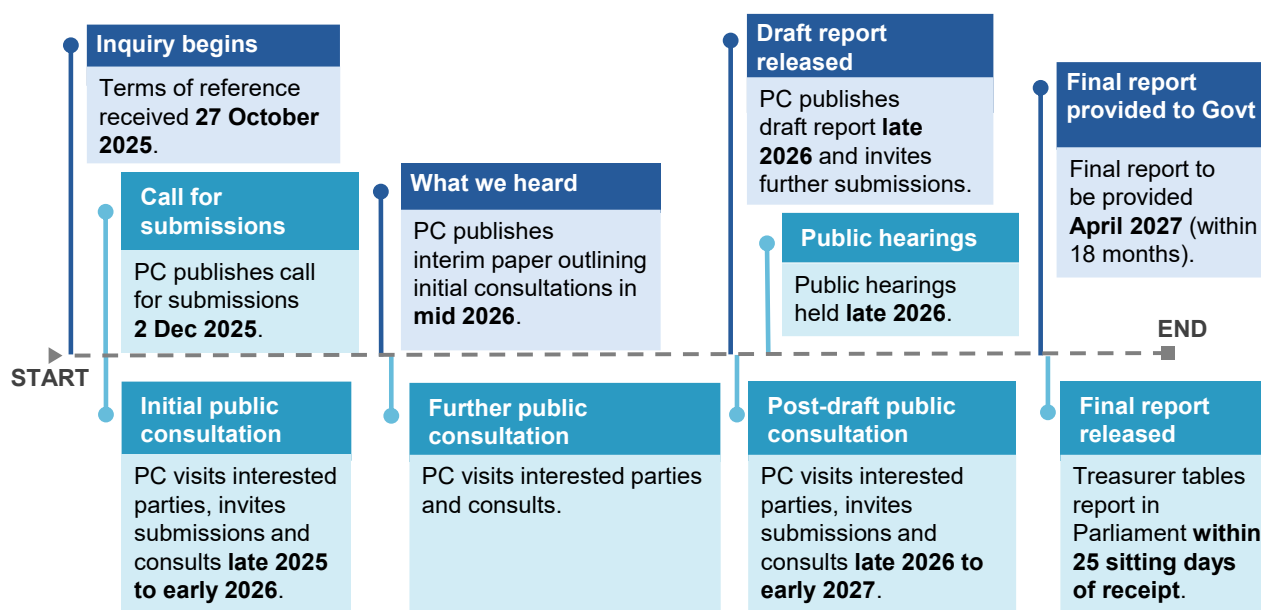
We will report to government within 18 months

The PC's process will produce the following publications over the course of 18 months:

- **Consultation-related papers** – This *Call for submissions* paper aims to encourage engagement with our inquiry process. Subsequently, we intend to publish a summary of our early consultations in a report focusing on *What we heard* in mid-2026.
- **Draft report** – We will publish a draft report in late 2026. This will detail our preliminary analysis, emerging conclusions, and draft findings and recommendations. It will also explicitly call for further engagement and feedback.
- **Final report** – A final report will be provided to government by 27 April 2027 (within 18 months of receipt of the terms of reference). The Treasurer must table the final report within 25 Parliamentary sitting days, at which point the report will be published on the PC website.¹

Engagement and consultation are important at each stage of the inquiry timeline. Early consultation will feed into our summary paper, *What we heard*, as well as our draft report. After the draft report, we will seek feedback and engagement to feed into our final report.

¹ *Productivity Commission Act 1998* (Cth), s 12.

Figure 1 – Inquiry process and timeline

2. Why we are investigating the determinants of regional airfares

In 2019, a Senate Committee inquiry delivered its final report into the *Operation, regulation and funding of air route service delivery to rural, regional and remote communities*. Having received 180 submissions and held 10 days of public hearings, the Rural and Regional Affairs and Transport References Committee (2019, p. 13) recommended that the PC be tasked to:

... undertake a standalone, public inquiry into the determinants of domestic airfares on routes to and between regional centres in Australia.

Months after the inquiry, the COVID-19 pandemic brought an unprecedented halt to global and Australian aviation. The recovery was uncertain. But as domestic travel resumed in the post-pandemic period, so too did longstanding concerns about regional airfares. The Australian Government's (2024, p. 128) *Aviation White Paper – Towards 2050* stated that:

In response to evidence of high airfares and infrequent services, the Australian Government will instruct the Productivity Commission to investigate the determinants of regional airfares. Australians need regional air services that provide a reliable service at an accessible price. We need nationally consistent data to form an evidence base for decision-making, for both state and federal governments, on the policies and regulation needed to counter high fares.

In 2025, these questions are more relevant than ever – not only because of the critical role aviation continues to play, but also because of widespread concerns about affordability of services and the viability of businesses. A deeper understanding of the drivers and impacts of regional airfares will be key to informing the design effective policy responses – both now and in the longer term.

Aviation provides critical connections to diverse locations

Regional aviation directly affects around one third² of the Australian population who live outside capital cities, in addition to domestic and international tourists who visit regional areas each year. Around 24 million passenger flights were made outside of capital cities in 2024-25, including 11 million intra-state passenger flights.³ While the aggregate number of regional flights appears comparable to pre-COVID levels (figure 2, left), the makeup of the domestic airline industry and the routes covered by each airline has changed in recent years (figure 4).

Aviation not only affects a large number of people, but it connects a wide range of locations across Australia. In addition to around 250 airports that have regular passenger services, there are hundreds of landing strips and smaller aerodromes (figure 2, right). As such, 'regional aviation' encompasses a very diverse set of locations and communities, with different relationships to air travel. For instance, locations vary in terms of:

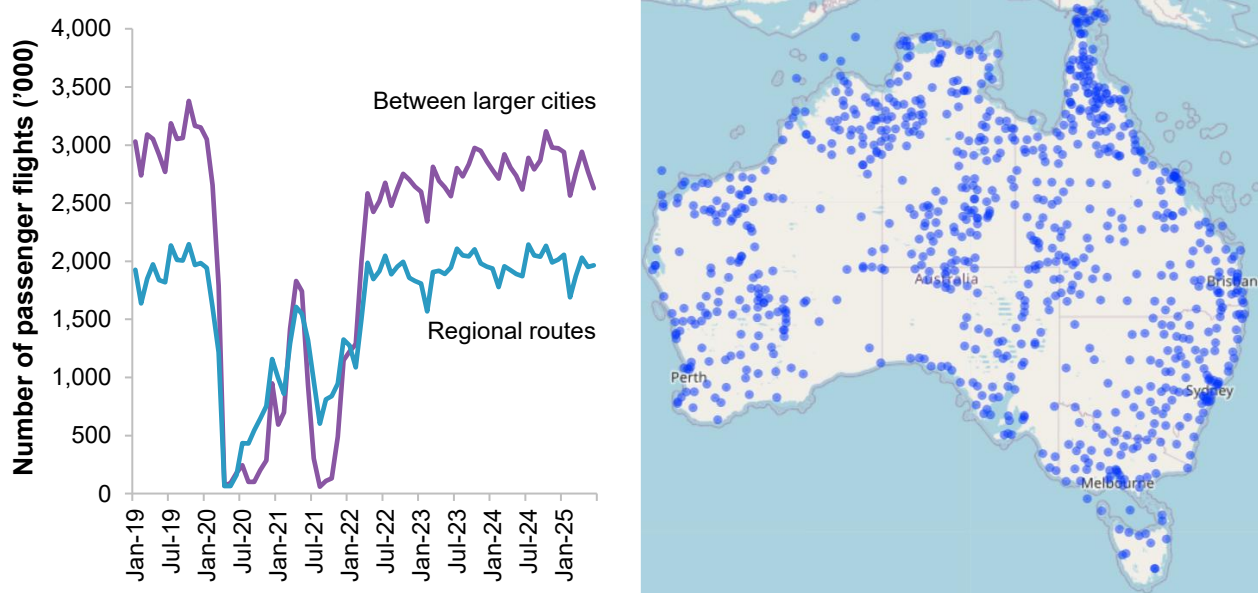
- **Reasons for air travel.** Many people rely on air travel for medical emergencies, critical supplies and other non-discretionary uses – which typically involves travel to a major urban centre (or 'hub'). The demand for discretionary air travel (such as for general tourism and to visit family and friends) will differ across regional populations, depending partly on population size, income levels, and the availability of alternatives.
- **Access to alternative modes of transportation** varies significantly across Australia. Some regional areas are within driving distance of a major city. For some remote areas air travel may be the only way to connect to the rest of Australia during certain seasons (including remote areas such as Arnhem Land, Port Keats) or throughout the year (including the Torres Strait Islands, Flinders Island, and various islands off the mainland).
- **Volume of flights and passengers.** Aside from the size of the residential population, a range of factors can influence the demand for flights from a particular area. Fly-in-fly-out employment at remote mine sites, for instance, can create steady demand for air travel. Tourism hubs (such as Cairns or Alice Springs) tend to have larger airports, more carriers, and larger numbers of flights and passengers relative to their residential population.

These factors highlight that each regional location will face its own combination of challenges when it comes to accessing air travel. This is key to understanding the various factors that can affect fares in different regional locations.

² Australian Bureau of Statistics (2025).

³ PC estimates based on ACCC (2025) data.

Figure 2 – Regional aviation is vast and has returned to pre-COVID levels in aggregate
Number of domestic passenger flights (left)^a; aerodromes across Australia (right)^b



a. 'Larger city' is defined in the ACCC dataset as including Sydney, Melbourne, Brisbane, Adelaide, Perth, Canberra and the Gold Coast. 'Regional routes' include those between two regional locations (outside 'larger cities') as well as those between regional areas and larger cities. **b.** Includes airports and landing strips that may or may not have regular public transport services. Airports on Christmas Island, the Cocos (Keeling) Islands, Kangaroo Island, Lord Howe Island and Norfolk Island not shown.

Source: PC estimates based on ACCC (2025) and BITRE (2025a) data.

Concerns remain about affordability and viability

In general, fares to and from regional locations are higher than other domestic fares (Australian Government 2024, p. 141). A route-specific snapshot shows that the price per km can be higher when flying from the same major city (e.g. Brisbane) to a regional area (Mackay) as opposed to another major city (Sydney) (table 1). Price per km is also higher for regional-to-regional routes (e.g. Mackay to Rockhampton). Fares can also differ according to which major cities are involved.

On average, available evidence suggests that fares per km outside of capital cities have remained higher than fares between capital cities over time (figure 3).

Table 1 – Fares involving regional areas are often higher per km travelled

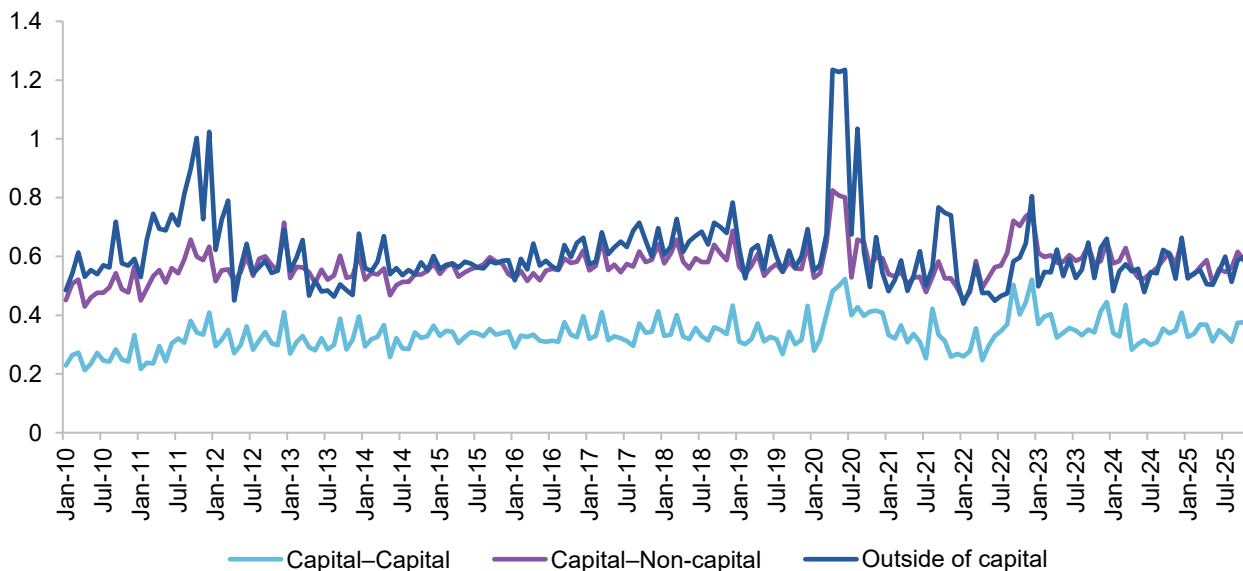
Origin	Destination	Distance (km)	Example roundtrip fare (\$)	Example fare per km (\$)
Brisbane	Sydney	753	194	0.26
Brisbane	Mackay	797	259	0.32
Adelaide	Melbourne	643	217	0.34
Adelaide	Port Lincoln	246	354	1.44
Mackay	Rockhampton	279	393	1.27

Based on the best available fare out of offerings from multiple airlines. Fares are for return trips for a selected future travel date (17 September to 8 October 2026) as searched at 28 November 2025.

Source: PC estimates based on online fares.

Figure 3 – Fares per km outside capital cities have remained above other domestic fares over time

Average fares per km (2023 dollars)



Based monthly fare data collected by BITRE for 70 individual routes with two or more carriers. 'Capital' refers to Australian capital cities: Sydney, Melbourne, Brisbane, Adelaide, Perth, Hobart, Darwin, and Canberra.

Source: PC estimates of BITRE (2025b, 2025a) data.

Airlines' servicing of domestic routes generally, and regional routes in particular, has been relatively dynamic in the post-COVID era (figure 4). This reflects some significant market events including:

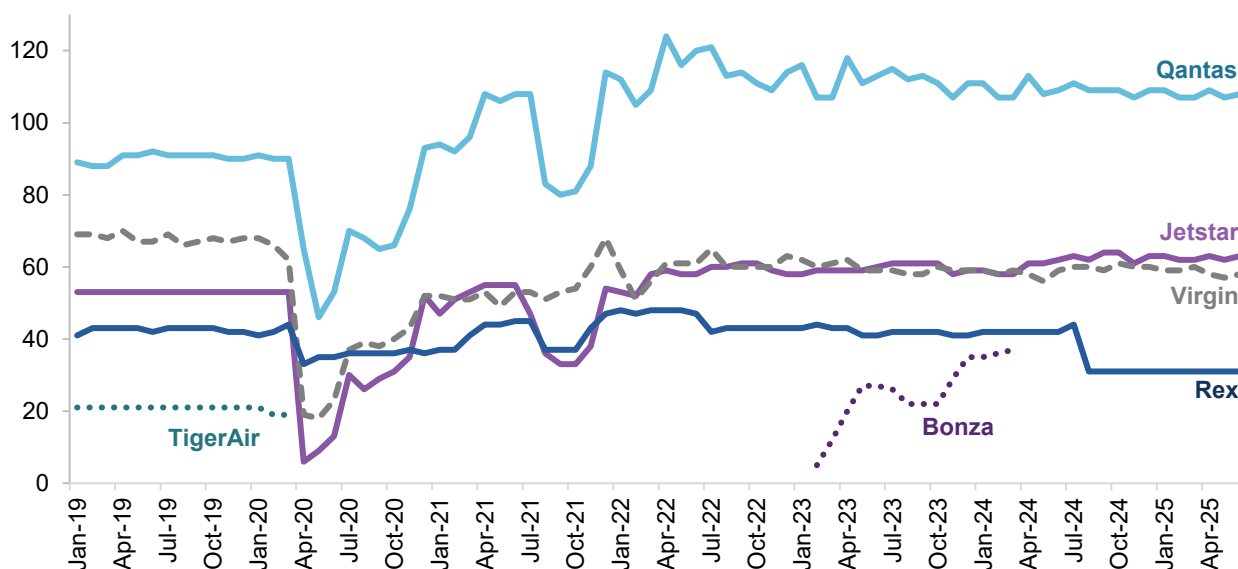
- The entry of regional-only airline Bonza in 2023, its expansion in 2023 and 2024, and its exit from the Australian market (Ross and Dye 2025).
- The entry of Rex into capital city routes in 2021 and its move away from capital city routes in 2024 (Pearce 2024, p. 3).
- The expansion of QantasLink in regional routes in 2021 (Morello and Green 2020).
- The voluntary administration of Rex in 2024 and its sale to new investors in late 2025. This involved the Australian Government purchasing \$50 million worth of Rex's debt in January 2025, before announcing that it would work with administrators to ensure services continued beyond 30 June 2025 (McCutcheon and O'Halloran 2025).
- Virgin withdrawing from several regional routes in 2020 and partnering with Link Airways for regional routes in 2024 (Virgin Australia 2024).

For some routes, the withdrawal of the sole operating airline resulted in an area being left without aviation services (such as Rex's withdrawal from Bathurst and Lismore in 2022). In other cases, withdrawing from a route meant that another airline became the sole operator (such as with Albury in 2022) (Casey 2022). As such, the persistence of high average regional fares has not guaranteed solvency for carriers, nor continuation of services for many regional areas.

Similar questions of viability apply to regional airports. Evidence suggests that a high proportion of regional airports operate at a loss (PC 2019, p. 11). At the same time, landing fees in regional airports can be higher per customer than in major airports that operate at greater scale.

It is important that policymakers have a deeper understanding of the costs of providing air services in various regional settings. This includes the nature and structure of costs for airlines and airports, and their relationship to fares for particular routes.

Figure 4 – The number of domestic airlines and their coverage has shifted in recent years
Number of routes per domestic airline



Source: ACCC (2025).

Further analysis and policy development is warranted

Australian governments have already implemented a range of policies to support affordability and service provision. For example, state and territory governments have implemented subsidies and price controls relating to intra-state travel (table 2). The Australian Government has implemented a range of direct supports to regional airports (box 1) in addition to its involvement in Rex's administration and sale. Local governments have also variously provided subsidies to airlines through reduced landing fees (although landing fees vary significantly across domestic airports⁴).

Our inquiry will provide further guidance on how different interventions can contribute to different policy objectives. It will provide an evidence base to inform on the challenges faced by different segments of the regional aviation market, and to recommend ways to address those challenges for the long term.

This will require analysis on a route-by-route basis, given many relevant parameters that describe the market will vary by route.

- For routes with sufficient demand to support an additional competing airline, it will be important to consider whether there are barriers to entry that governments could address. Barriers to entry include high fixed costs relative to travel volume, but also rules regarding landing slots and the strong market power of some incumbents.
- For smaller markets that may not be able to support multiple competing airlines, government levers may focus more on improving affordability in the absence of competition. For instance, some governments

⁴ For instance, the Economics and Industry Standing Committee (2017) reported evidence regarding landing fees in Western Australia in comparison to other jurisdictions.

regulate particular regional routes, using contracts to allow route-exclusivity on condition of minimum service provision and/or maximum fares.⁵

- Where the policy objective relates to achieving affordability, interventions can be designed to target people on low incomes, particular reasons for travel (e.g. personal or medical) or other cohorts of passengers (e.g. residents of particular areas).

Overall, it will be important to consider the impacts on welfare and on regional development if government interventions are effective in reducing fares and improving service provision.

Table 2 – State-based travel schemes

	Scheme	Details
WA Regional Airfare Zone Cap Scheme	• \$199 one way on flights from an airport within 1,000 kilometres driving distance from Perth (Zone 1) or • \$299 one way on flights departing from an airport more than 1,000 kilometres driving distance from Perth (Zone 2).	• Limited to personal travel only, booked as a return fare departing and returning to the same regional destination. • A joint initiative between the State Government and 6 airlines: Airnorth, Nexus Airlines, Qantas Airways, Rex, Skippers Aviation and Virgin Australia.
Queensland Local Fare Scheme	• Up to \$200 discount for each one-way flight. Eligible locations span across the Torres Strait Islands, Cape York Peninsula, and Gulf of Carpentaria. • A minimum fare of \$99 plus booking fee per flight applies.	• Limited to personal travel for residents within the Local Fare Scheme region for 12 months (except Weipa which requires 3 years).
NT Patient Assistance Travel Scheme	• Provides financial help for travel and accommodation expenses if you need to travel a long distance to see an approved medical specialist. Including return fares to and from appointments and accommodation costs of up to \$60 each night and ground transport (taxis and buses) covered up to \$50.	• Limited to Australian citizens or permanent residents currently living in the Northern Territory (NT) who live more than 200km away from the nearest approved specialist. • Passengers must qualify for Medicare and have a current referral to the nearest approved specialist medical service.
Tasmania (various subsidies)	• Offsets the cost of travel for identified classes of passengers needing travel between remote and regional centres. • The value of the subsidy varies between programs from 50 to 100% of a standard economy air fare.	Eligible groups include: • school students and teaching staff • concession card holders • patients requiring access to specialist medical services • eligibility for travel subsidies for services is restricted to the Bass Strait islands.

Source: Government of Western Australia Department of Transport and Major Infrastructure (2024); Queensland Government Department of Transport and Main Roads (2022); Northern Territory Government (2017); Tasmania Government Department of Infrastructure, Transport, Regional Development, Communication and the Arts (2023).

⁵ The WA Government has a deed of agreement to ensure a minimum number of return air services to several regional areas. The Queensland Government holds regulated contracts with various airlines, involving route exclusivity, minimum service frequencies, and maximum fare caps.

Box 1 – Recent Australian Government supports for regional aviation

Regional Aviation Access Program (RAAP)

The RAAP provides support for remote aviation where it is not commercially viable but is essential for the social and economic wellbeing of the communities they serve. The RAAP consists of the following individual programs: the Remote Air Services Subsidy Scheme; the Remote Aerodrome Upgrade program; and the Remote Aerodrome Inspection program.

Remote Air Services Subsidy (RASS) Scheme

The RASS Scheme subsidises a regular weekly air transport service for the carriage of passengers and goods such as educational materials, medicines, fresh foods and other urgent supplies to communities in remote and isolated areas of Australia.

The RASS scheme subsidises flights to 269 remote communities throughout Queensland, Northern Territory, South Australia, Western Australia and Tasmania, including many Indigenous communities. A RASS community is typically a cattle station or an Indigenous community with a population ranging from six people to approximately 200 people.

Remote Airstrip Upgrade (RAU) Program

The RAU program aims to enhance the safety and accessibility of aerodromes in remote and very remote areas of Australia. There have so far been 11 rounds of this program, with most recent round acquiring nearly \$25 million in funding for 42 projects.

Examples of how this funding is used includes projects for remote airport runways, apron and grading works, lighting, markings, windsock replacement, fencing and airport reporting officer training.

Remote Aerodrome Inspection (RAI) Program

The RAI program provides identified remote Indigenous communities with annual inspections and related services to assist those communities to meet their aviation safety obligations.

Regional Airports Program (RAP)

The Regional Airports Program is a competitive grants program intended to:

- improve the safety of aircraft, operators and passengers using regional airports or aerodromes
- facilitate improved delivery of essential goods and services such as food supplies, health care and passenger air services
- improve the connectivity of Australia's regions to domestic and global market opportunities
- meet the operational requirements of aeromedical and other emergency services in the region.

The Airservices Australia Enroute Charges Payment Scheme

This scheme provides a subsidy to air operators providing commercial passenger or aeromedical services to regional and remote locations through a reimbursement of the enroute air navigation charges levied by Airservices Australia.

Source: Australian Government Department of Infrastructure, Transport, Regional Development, Communications, Sport, and the Arts (2025).

3. Information that would help our inquiry

Our ability to deliver on the terms of reference depends heavily on our access to relevant information and data. Verbal and written submissions (as well as other qualitative data) will help to provide critical depth to our understanding of dynamics and mechanisms at play. Our quantitative analysis will require high-quality and up-to-date data in order to provide comprehensive and relevant findings. Having access to this data early in our inquiry process would help to ensure it can be fully incorporated. Our general information requests are listed below.

Information on how to make a submission can be found in appendix B and on our website: www.pc.gov.au/inquiries-and-research/regional-airfares. We will contact aviation businesses and organisations with specific data requests, and we can be contacted at regional.airfares@pc.gov.au.



Information requests

1. Why is regional aviation so important?

The PC is keen to understand:

- a) What difference access to regular and reliable air services can have on regional economies (including tourism and migration)?
- b) How is regional aviation important for improving productivity?
- c) What role does regional aviation play in improving Closing the Gap outcomes? How does aviation affect regional and remote Aboriginal communities and communities in the Torres Strait?
- d) To what extent does air travel substitute or complement other modes of transport (road and rail) or forms of communication in your community?

2. How much do fares influence demand for regional air services?

The PC is keen to understand:

- a) What are the main drivers of demand for regional air services – including but not limited to fares?
- b) How have fares changed over time?
- c) To what extent have fares and demand changed since the COVID-19 pandemic?

The PC will issue data requests to aviation businesses for detailed demand data for regional routes.

3. What factors influence regional airfares?

The PC is keen to understand:

- a) What are the key determinants of regional airfares?
- b) How do these factors contribute to differences between airfares available on regional routes and those available between major cities?

The PC will issue data requests to aviation businesses for detailed data to better understand the composition of fixed and variable costs of providing regional flights, including airport fees and charges.



Information requests

4. What characteristics of the regional aviation sector have influenced the level of airfares?

The PC is keen to understand:

- a) To what extent is there competition between different air transport services in your region or for your business?
- b) Are there barriers to entry for new airlines in particular regional areas or across regional Australia generally?
- c) Are there barriers to expansion for existing airlines in particular regional areas or across regional Australia generally?
- d) To what extent do non-passenger services (such as air freight) help to support the commercial viability of regional air travel?

5. Have government policies or regulations made a difference?

The PC is keen to understand:

- a) How do policies and regulatory settings – affecting airlines, airports, or other services – influence regional airfares, service levels or competition?
- b) What roles have governments played and what have been the most efficient forms of policy or regulatory intervention to improve access, pricing and service outcomes?

6. What could be done to make fares more affordable and to improve access to aviation?

The PC is keen to understand:

- a) Where should policy or regulatory actions focus?
- b) What international examples of best practice could be useful in the Australian context?

A. Terms of reference

I, the Hon Jim Chalmers MP, Treasurer, pursuant to Parts 2 and 3 of the *Productivity Commission Act 1998*, hereby request that the Productivity Commission ('the Commission') undertake an inquiry into the determinants of regional airfares.

Background

Concerns have been raised through the Aviation White Paper development process about the cost, frequency and reliability of regional air services in Australia.

Australia's aviation network serves a very large geographic area, and regional airports carry around 40 per cent of all domestic passengers. Given the smaller markets served, regional air routes generally have fewer airlines servicing them and less competition than routes between major cities. State and territory governments have in place a variety of arrangements to support intra-state aviation in their jurisdictions.

Recognising the importance of air services to regional development, more accessible regional airfares could help unlock economic activity and productivity in regional Australia. This includes improving the provision of goods and services for regional Australia, increasing demand for tourism, improving Closing the Gap outcomes and supporting regional migration.

Scope of the inquiry

The Commission will conduct a review of the determinants of regional airfares in Australia and make recommendations on policy settings to support a competitive, reliable and affordable regional aviation network. For the purposes of this inquiry, the term 'regional' encompasses passenger flights to or from areas outside Australia's major cities (i.e. regional, rural and remote areas). In undertaking the inquiry, the Commission should holistically consider a range of factors, including but not limited to:

- analysing the determinants of regional airfares and service offerings, and the composition of factors that contribute to differences between airfares available on regional routes and those available between major cities, including airport fees and charges
- identifying the main drivers of demand for regional air services
- examining any barriers to entry or expansion for airlines to provide regional services
- identifying policies and regulatory settings that may contribute to higher regional airfares, reduced service levels or reduced competition
- assessing the role for government and the most efficient forms of government intervention in the market and other policies to improve access, pricing and service outcomes
- identifying the impacts of regional air fares and access to regular and reliable air services on regional economies (including tourism and migration), productivity, and improving Closing the Gap outcomes
- identifying the extent of competition between different air transport services (regular public air transport and charter) and with other modes of transport (road and rail), and the role of regional air freight in supporting the commercial viability of regional air services, and
- considering international comparisons and best practices in comparable aviation markets.

In undertaking the inquiry, the Commission should consider all entities which affect regional aviation, including airlines, airports, aircraft maintenance, aircraft part suppliers, fuel suppliers, supply chains, regulators and any other entities which contribute to costs and other determinants of airfares.

Process

The Commission is to undertake a public consultation process including holding public hearings, inviting public submissions and releasing a draft report to the public.

The Commission should consult with a broad range of stakeholders, including the Commonwealth, state, territory and local governments, airlines, airports, relevant aviation industry and tourism operators, regional communities and businesses, including First Nations peoples.

The Commission should have regard to previous inquiries in relation to the economic regulation of airports and the Australian Competition and Consumer Commission's domestic airline monitoring.

The final report should be provided within 18 months of the receipt of these terms of reference.

The Hon Jim Chalmers MP

Treasurer

[Received 27 October 2025]

B. How to make a submission

How to prepare a submission

Written submissions may range from a short comment outlining your views on a particular topic to a much more substantial document covering a range of issues. Where possible, you should provide evidence, such as relevant data and documentation, to support your views.

Publishing submissions

- Each submission, except for any attachment supplied in confidence, will be published on the PC's website shortly after receipt, and will remain there indefinitely as a public document.
- The PC reserves the right to not publish material on its website that is offensive, potentially defamatory, or clearly out of scope for the inquiry or study in question.

Copyright

- Copyright in submissions sent to the PC resides with the author(s), not with the PC.
- Do not send us material for which you are not the copyright owner – such as pictures, photos and newspaper articles – you should just reference or link to this material in your submission.

In confidence material

- This is a public review and all submissions should be provided as public documents that can be placed on the PC's website for others to read and comment on. However, information which is of a confidential nature or which is submitted in confidence can be treated as such by the PC, provided the cause for such treatment is shown.
- The PC may also request a non-confidential summary of the confidential material it is given, or the reasons why a summary cannot be provided.
- Material supplied in confidence should be clearly marked 'IN CONFIDENCE' and be in a separate attachment to non-confidential material.
- You are encouraged to contact the PC for further information and advice before submitting such material.

Privacy

- For privacy reasons, all **personal** details (e.g. home and email address, signatures and phone numbers) will be removed before they are published on the website.
- You may wish to remain anonymous or use a pseudonym. Please note that, if you choose to remain anonymous or use a pseudonym, the PC may place less weight on your submission.

Technical tips

- The PC prefers to receive submissions as a Microsoft Word (.docx) files. PDF files are acceptable if produced from a Word document or similar text-based software. You may wish to search the Internet on how to make your documents more accessible or for the more technical, follow advice from Web Content Accessibility Guidelines (WCAG) 2.0: <https://www.w3.org/TR/WCAG20/>
- Do not send password protected files.
- Track changes, editing marks, hidden text and internal links should be removed from submissions.

- To minimise linking problems, type the full web address (for example, <https://www.referred-website.com/folder/file-name.html>).

How to lodge a submission

Submissions should be lodged using the online form on the PC's website. Submissions lodged by post should be accompanied by a submission cover sheet, available from the PC's website.

Online*	www.pc.gov.au/inquiries-and-research/regional-airfares
Post*	Determinants of regional airfares inquiry Productivity Commission GPO Box 1428 Canberra City ACT 2601, Australia
Phone	Please contact the Administrative Officer on +61 2 6240 3261

* If you do not receive notification of receipt of your submission to the PC, please contact the Administrative Officer.

Due date for submissions

Please send submissions to the PC by **Sunday 15 March 2026**.

References

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