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Foreword

The Bureau of Infrastructure, Transport and Regional Economics (BITRE) has been publishing *Avline* since December 2002. The report provides a summary of aviation statistics drawing together information from BITRE collections and external sources and providing additional data on airfares, fuel prices and airport charges. It is an overview of BITRE's aviation data holdings and a key resource for the aviation industry, government bodies, tourism industry, consultants and research bodies to track the performance of the industry and to help in future planning and policy development.

From its inception, *Avline* has contained information on airport charges at the five major capital city airports (Sydney, Melbourne, Brisbane, Perth and Adelaide). Information on airport charges at ten regional airports has been included since *Avline 2005–06*. Beginning with this issue, information on airport charges at an additional four major airports has been added. This addition is in response to commitments made in the National Aviation Policy White Paper released in December 2009. The White Paper states that

> Currently, the Bureau of Infrastructure, Transport and Regional Economics (BITRE) publishes information on activity levels and charges for the five major airports and a number of regional airports in its Avline publication. The airports in the second tier of monitoring will also be included in future Avline publications.

The second tier of monitoring refers to a self-administered price and quality of service monitoring and reporting scheme that will apply to Canberra, Darwin, Gold Coast and Hobart airports in the first instance.

Avline is available from www.bitre.gov.au. For further information on this publication please email: avstats@infrastructure.gov.au, Telephone: (02) 6274 7210 or Fax: (02) 6274 7727.

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June 2011

In brief

The number of passengers on Australian international flights reached a record 25.7 million in 2009–10, up 8.6 per cent on the previous financial year (page 1). Growth was driven mainly by Australian residents travelling overseas (up 14.5 per cent compared with 2008–09) whilst the arrival of overseas visitors was up 2.6 per cent for the same period. The number of international flights increased by 7.3 per cent to 141 195 (page 2).

Freight on Australian international flights increased to 759 979 tonnes in the financial year 2009–10 from 709 374 tonnes in 2008–09 (an increase of 7.1 per cent). Inbound freight accounted for 59.6 per cent of total freight and with the exception of January and February 2009, has been exceeding outbound freight since June 2003. The Sydney–Auckland route again had the largest share (7.6 per cent) of total freight carried in and out of Australia (page 4).

Australia's domestic airline industry continued to grow, with a record 51.1 million passenger movements in 2009–10, 3.0 per cent higher than in the financial year 2008–09 (page 7). The major domestic airlines carried 45.4 million passengers, an increase of 3.1 per cent over 2008–09. Regional airlines carried 5.7 million passengers, representing an increase of 2.5 per cent over the previous financial year.

The domestic aviation industry recorded 560 365 flights in 2009–10, 2.3 per cent higher than in the previous financial year. Of these, 345 048 (61.6 per cent of total flights) were operated by the major domestic airlines, an increase of 1.5 per cent on 2008–09. The remaining 38.4 per cent of flights (215 317 in total) were operated by regional airlines, up 3.4 per cent on 2008–09. There was a marginal increase in the average load factor to 79.7 per cent in 2009–10, up 0.9 percentage points, compared with the previous year (page 8).

Overall airline on time performance improved again in 2009–10 when compared to the previous financial year. On average 85.6 per cent of departures were on time, 84.4 per cent of arrivals were on time and 1.0 per cent of flights were cancelled. The equivalent figures for 2008–09 were 81.1 per cent for on time departures, 79.1 per cent for on time arrivals and 1.7 per cent for cancellations (page 11).

Sydney continued to be Australia's busiest airport with 34.4 million passenger movements in 2009–10. Hobart was the only airport of the nine major airports to record a decrease in passenger movements compared to 2008–09 (0.7 per cent decline). Gold Coast Airport experienced the highest growth in total passenger movements (12.3 per cent), followed by Perth (6.8 per cent), Sydney (6.5 per cent) and Canberra (6.4 per cent) (page 13).

The air and space industry contributed $4.9 billion to the Australian economy or 0.38 per cent of Australia's total gross domestic product (GDP) in 2009–10. This is a small decrease on the previous financial year, when it accounted for 0.39 per cent of Australia's total GDP.

The average index of jet fuel price in US dollars fell by 5.0 per cent, from 265.3 in the financial year 2008–09 to 252.0 in 2009–10. However, the index had fallen by 23.9 per cent in 2008–09 when compared with 2007–08 (page 21).

The greatest rise in real airport and air services charges (CPI-adjusted) for international flights at the nine major airports was noted for Sydney (2 per cent) and greatest decline for Perth (-5.1 per cent) airports. For domestic flights airport charges declined between July 2009 and July 2010 (page 25).

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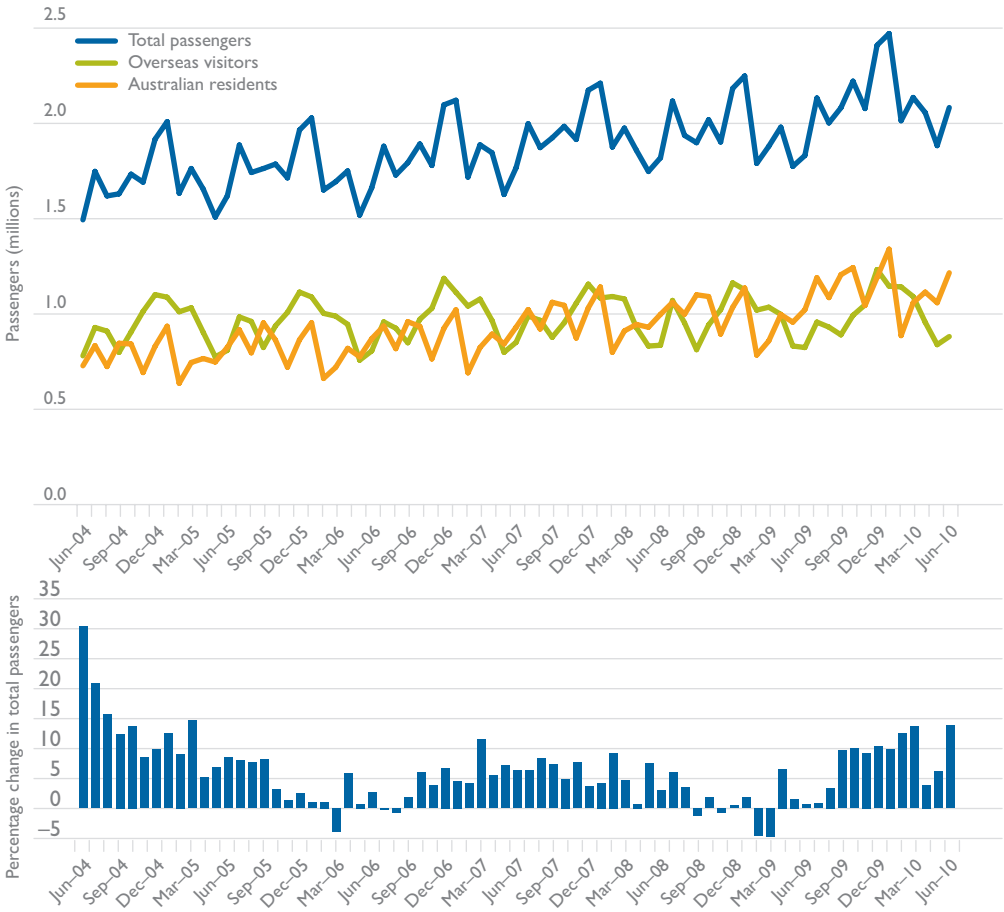
CHAPTER 1
International airline operations

International passengers

There were 25.7 million passengers carried on international flights to and from Australia in 2009–10, an increase of 8.6 per cent over the previous financial year. This total comprised 12.1 million overseas visitors (47.0 per cent) and 13.6 million Australian residents (53.0 per cent). Monthly passenger traffic from June 2004 through to June 2010 is shown in Figure 1.

Traffic peaked in January 2010 with a monthly record of 2.5 million passengers, an increase of 10.0 per cent on January 2009. January is traditionally the peak month for total international passenger movements although both overseas visitor arrivals and Australian resident departures tend to peak in December. The month with the lowest number of passengers for the financial year 2009–10 was May 2010 with 1.9 million passengers. May is the low point for visitor arrivals, which are highest in the Australian spring and summer.

F1 International passengers



Note: Growth rates are calculated over the same month in the previous year.
Source: ABS, Overseas Arrivals and Departures, Australia (ABS cat. No. 3401.0).

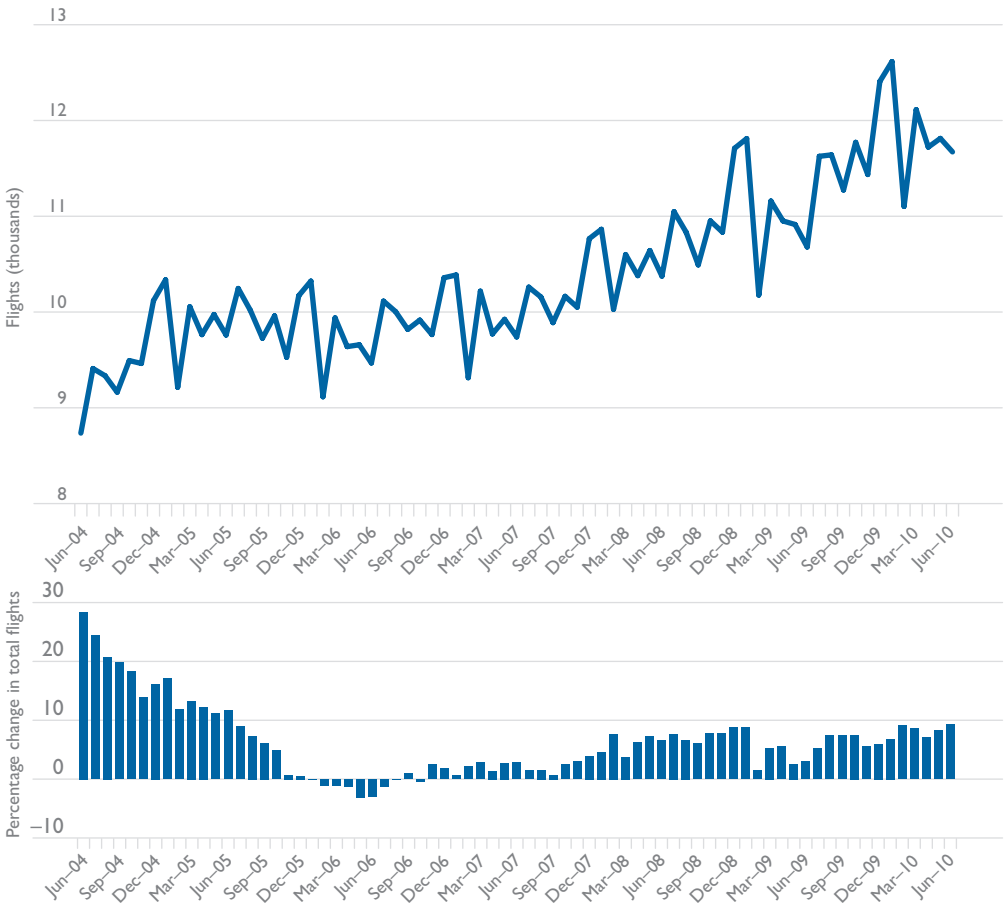
Growth in international passenger traffic for 2009–10 was driven mainly by the increase in the number of Australian residents travelling on international flights (up 14.5 per cent compared with 2008–09). Over the same period, the number of overseas visitors increased by 2.6 per cent.

International flights

There was a record annual total of 141 195 international flights in 2009–10, an increase of 7.3 per cent over the previous financial year. The monthly average for 2009–10 was 11 766 flights with a maximum of 12 615 flights in January 2010 (up 6.8 per cent on January 2009) and a minimum of 11 103 flights in February 2010 (up 9.1 per cent on February 2009).

The largest month on month increase in the number of flights occurred in June 2010 (9.3 per cent) and the lowest increase occurred in July 2009 (5.2 per cent).

F2 International flights

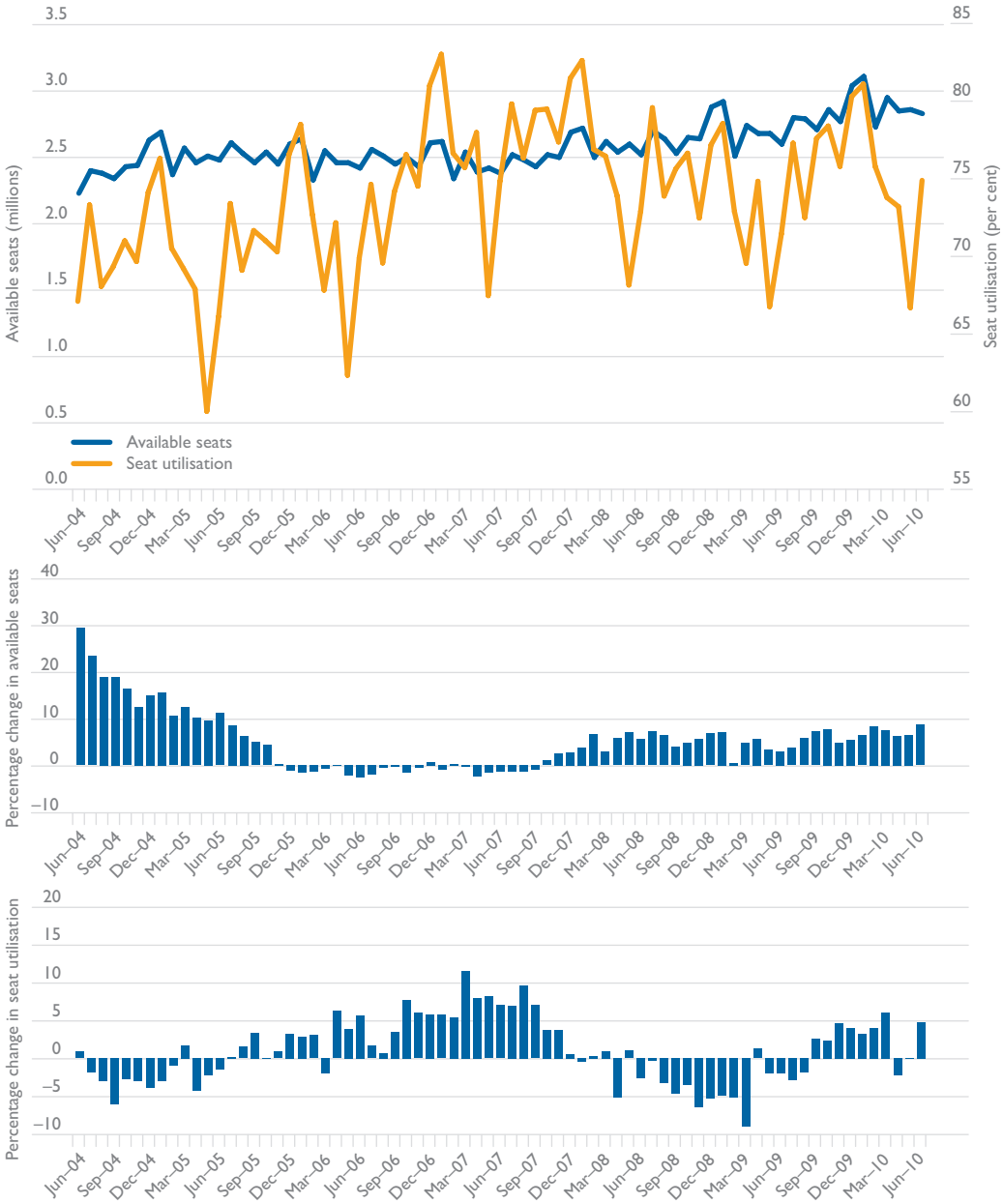


Note: Growth rates are calculated over the same month in the previous year.
Source: BTRE Aviation Statistics Section.

International network utilisation

International airline capacity, measured in available seats, increased by 6.6 per cent in 2009–10, when compared with 2008–09, to reach 34.3 million seats (Figure 3). The monthly maximum was recorded in January 2010 at 3.1 million seats, while the minimum occurred in September 2009 at 2.7 million seats.

F3 International network utilisation



Notes: Available seats are a total of inbound and outbound seats. Seat utilisation is calculated by dividing the total number of international passengers by the number of available seats. Growth rates are calculated over the same month in the previous year.

Source: BITRE Aviation Statistics Section.

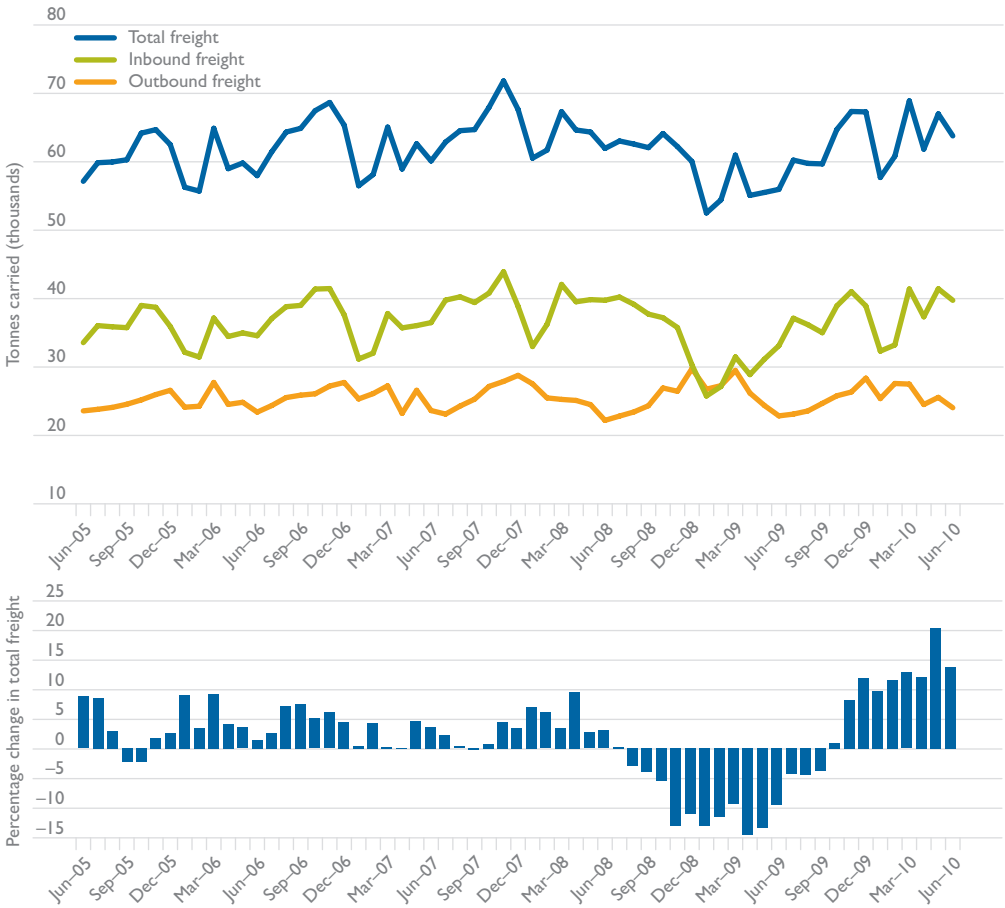
In 2009–10, seat utilisation (load factors) over all routes ranged from a maximum of 81.1 per cent in January 2010 to a minimum of 66.7 per cent in May 2010, with an annual average of 75.7 per cent (1.5 percentage points higher than the average for 2008–09). For the past five years, seat utilisation has peaked in January and been at its lowest in May, as shown in Figure 3.

International air freight

Air freight carried on international flights to and from Australia is shown in Figure 4. The annual total for 2009–10 was 759 979 tonnes, up 7.1 per cent on 2008–09. This consisted of 453 180 tonnes (or 59.6 per cent) of inbound freight (up 13.8 per cent on 2008–09) and 306 799 tonnes (or 40.4 per cent) of outbound freight (down 1.4 per cent on 2008–09). Inbound freight exceeded outbound freight in each month between June 2003 and June 2010, apart from the months of January and February 2009.

In 2009–10, total monthly freight peaked at 68 978 tonnes in March 2010, a 13.0 per cent increase on March 2009. January 2010 was the month of lowest total freight volume at 57 771 tonnes, an increase of 9.9 per cent on January 2009. Inbound freight traffic recorded large month-on-month decreases from late 2008 to mid–2009, but then recovered with strong month-on-month growth from late 2009 through to the end of 2009–10.

F4 International air freight



Note: Growth rates are calculated over the same month in the previous year.
Source: BITRE Aviation Statistics Section.

T1 Freight carried by top five airlines, 2009–10

Airline	Tonnes carried (thousands)	Share (per cent)
Qantas Airways	149.7	19.7
Singapore Airlines	112.4	14.8
Cathay Pacific Airways	75.3	9.9
Emirates	73.1	9.6
Malaysia Airlines	46.9	6.2
Others	302.6	39.8
Total	760.0	100.0

T2 Freight carried on top five city pairs, 2009–10

Australian port	Foreign port	Tonnes carried (thousands)	Share (per cent)
Sydney	Auckland	58.0	7.6
Melbourne	Singapore	45.8	6.0
Sydney	Hong Kong	44.9	5.9
Sydney	Singapore	43.5	5.7
Melbourne	Hong Kong	34.1	4.5
Others		533.6	70.2
Total		760.0	100.0

Source: BITRE Aviation Statistics Section.

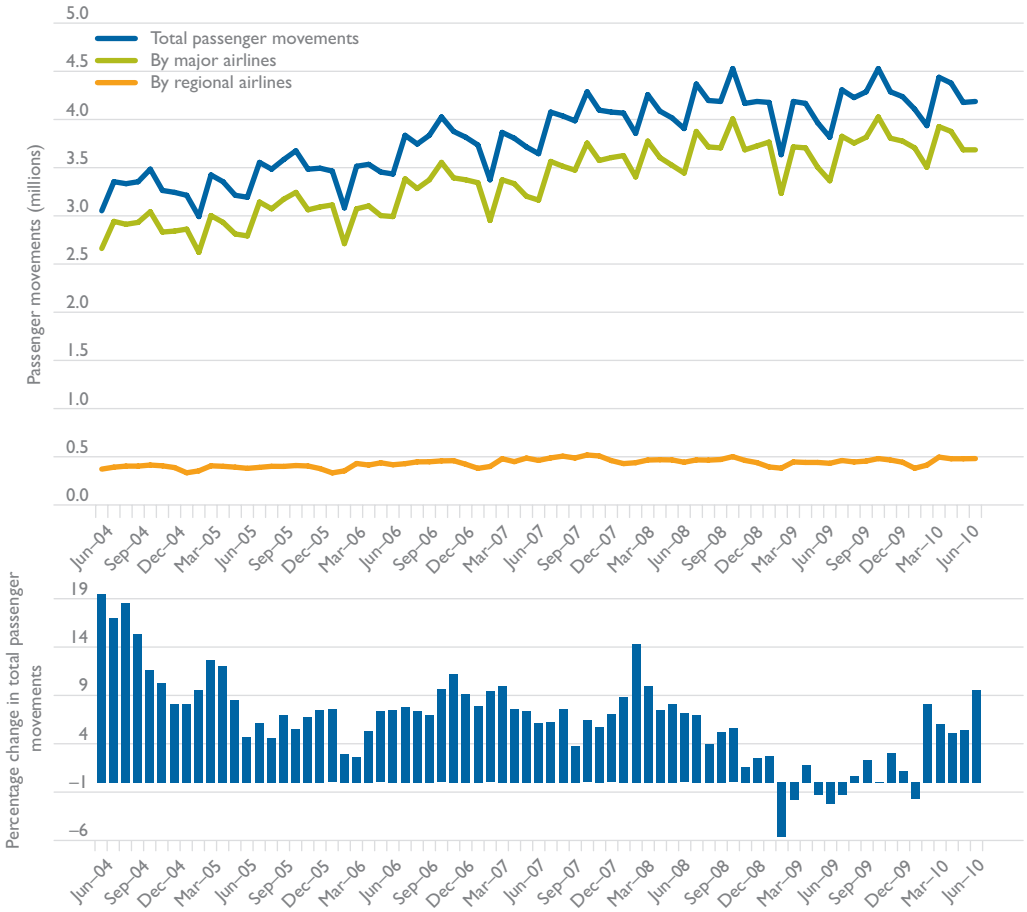
CHAPTER 2
Domestic airline operations

Domestic passengers

There were 51.1 million passengers carried on Australia's domestic airline network in 2009–10. This was 3.1 per cent higher than the total for the previous financial year.

The major domestic airlines (Qantas, Jetstar, Virgin Blue and Tiger Airways) carried most of these passengers, accounting for 45.4 million or 88.9 per cent of the total in 2009–10. The remaining 5.7 million passengers, or 11.1 per cent of the total, were carried on flights operated by regional airlines. For the major domestic airlines, this represented an increase of 3.1 per cent compared to 2008–09 numbers while the regional airline total represented an increase of 2.5 per cent.

F5 Domestic passengers



Note: The domestic passenger numbers shown here do not include passengers on domestic legs of international flights. Growth rates are calculated over the same month in the previous year.

Source: BITRE Aviation Statistics Section.

Monthly passenger numbers in 2009–10 peaked in October 2009 at 4.5 million (0.04 per cent less than that recorded in October 2008), which was the highest monthly total on record (Figure 5). For the past six years, October has consistently been the busiest month of the year. Similarly, the month with the lowest number of passengers in the past six years is February with the total for February 2010 being 3.9 million (8.1 per cent up on February 2009).

Nine months in 2009–10 recorded positive growth in passenger numbers when compared to the same month in the previous year, with the exceptions being July 2009, October 2009 and January 2010. Growth was generally stronger in the second half of the year.

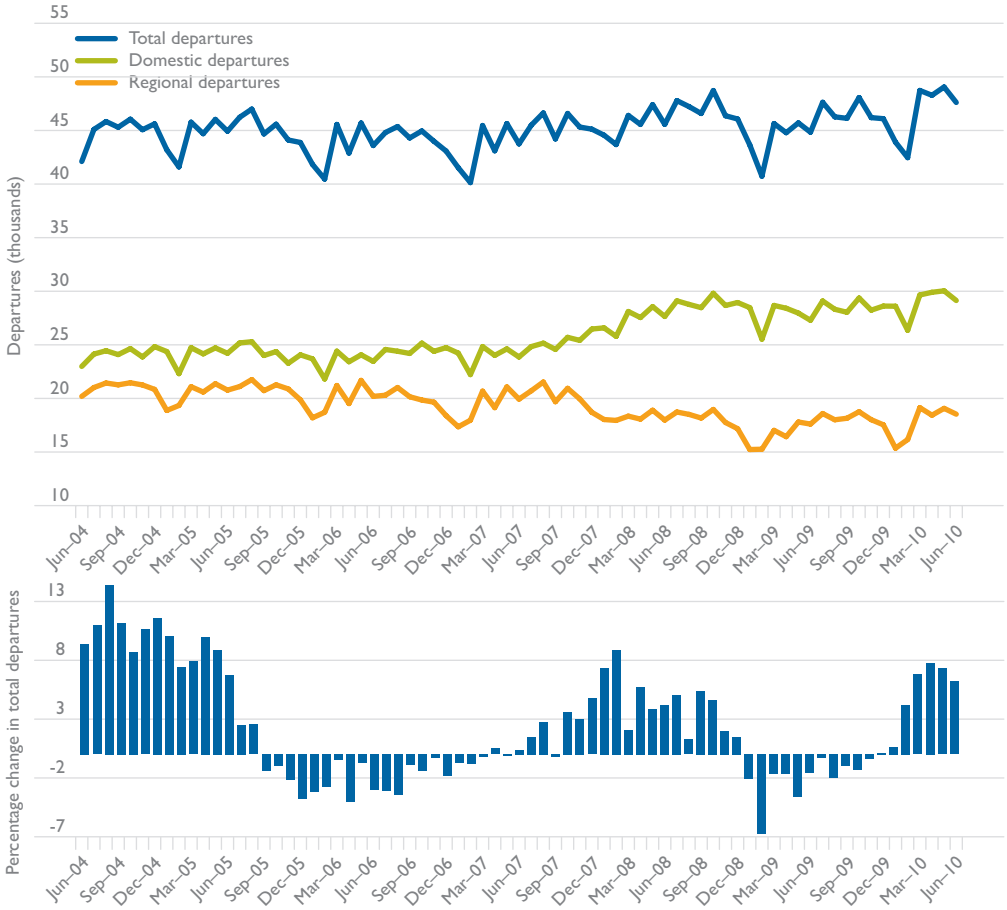
The major domestic airlines recorded lower passenger numbers in only two months of the financial year (July and January) while regional airline passenger numbers were down in five of the first seven months (July, August, September, October and January).

Domestic flights

Figure 6 illustrates the number of domestic flight departures over the past six years. A total of 560 365 flights were recorded for 2009–10, 2.3 per cent higher than 2008–09. Of these, 345 048 flights (61.6 per cent) were operated by the major domestic airlines, an increase of 1.5 per cent on the previous financial year. The remaining 215 317 flights (38.4 per cent) were operated by regional airlines, up 3.4 per cent on 2008–09.

During the year, total monthly flights peaked at 49 052 in May 2010 (7.3 per cent higher than in May 2009) and were at their lowest, 42 452 in February 2010. The strongest monthly growth for 2009–10 occurred in April 2010, 7.8 per cent higher than in April 2009.

F6 Domestic and regional flights



Note: Growth rates are calculated over the same month in the previous year.
Source: BITRE Aviation Statistics Section.

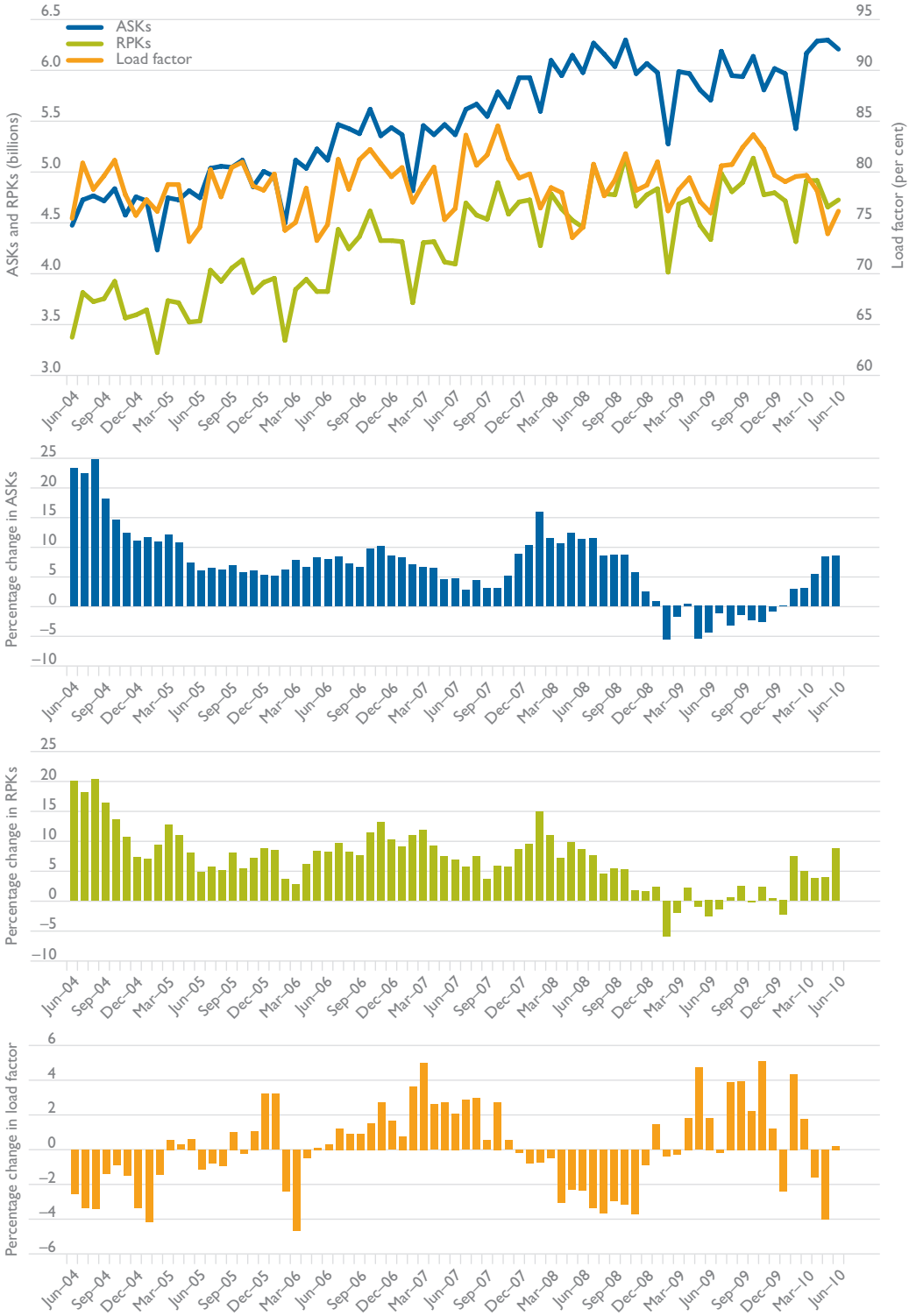
Domestic network utilisation

Domestic aviation industry capacity, measured in Available Seat Kilometres (ASKs), reached 72.4 billion in 2009–10, 1.2 per cent higher than the total for 2008–09. Revenue Passenger Kilometres (RPKs) for 2009–10 reached a record 57.7 billion (up 2.4 per cent on the total for 2008–09).

The second-highest ever monthly total for ASKs was recorded in May 2010 at 6.3 billion (up 8.4 per cent on May 2009) while RPKs peaked in October 2009 with a monthly total of 5.1 billion (down 0.3 per cent on October 2008).

The average load factor for 2009–10 was 79.6 per cent, an increase of 0.9 percentage points compared with 2008–09. The highest monthly load factor for 2009–10 was recorded in October 2009 at 83.7 per cent, compared with the 81.8 per cent registered in October 2008.

F7 Domestic network utilisation



Notes: Includes all regional operations. ASKs refers to Available Seat Kilometres. RPKs refers to Revenue Passenger Kilometres. Growth rates are calculated over the same month in the previous year.

Source: BITRE Aviation Statistics Section.

Domestic airline on time performance

Reporting of domestic airline on time performance data to BITRE commenced in November 2003. Information presented in this report is for Australian domestic routes for which the passenger load averaged 8000 or more per month over the previous six months, and where two or more airlines operated in competition on those routes. Fifty-one routes met these criteria for all twelve months in 2009–10 and another five routes did so for a shorter period of the year. Over time, routes which meet these criteria change as airline networks and traffic levels vary.

Airlines participating in on time performance reporting are: Jetstar (from May 2004); Qantas; QantasLink; Regional Express; Skywest Airlines; Tiger Airways (from April 2008); and Virgin Blue. These operators collectively carried over 95 per cent of Australia's domestic airline traffic in 2009–10.

There was a total of 502 106 scheduled flights included in on time performance reporting for the financial year 2009–10, out of which 4838 operations (1.0 per cent) were cancelled. Of the 497 268 flights that were flown, 425 546 (85.6 per cent) departed on time and 419 479 (84.4 per cent) arrived on time (Table 3).

The equivalent figures for 2008–09 were 81.1 per cent for on time departures, 79.7 per cent for on time arrivals and 1.7 per cent for cancellations. Overall, airline on time performance improved between July 2008 and July 2009. This improved performance remained stable until May 2010 but declined in June 2010, which is consistent with its annual pattern, as shown in Figure 8.

The long-term average performance for all routes from November 2003 is 83.7 per cent for departures and 82.2 per cent for arrivals. Cancellations averaged 1.4 per cent of all scheduled flights.

The highest level of on time departures (88.5 per cent) and arrivals (87.9 per cent) in 2009–10 were recorded in January 2010. The lowest percentage of cancellations was 0.7 per cent in November 2009.

The lowest level of on time performance was recorded in June 2010 with 82.9 per cent of departures and 81.6 per cent of arrivals being on time. Cancellations peaked in March 2010 at 1.4 per cent of scheduled flights. All indicators represent a significant improvement in on time performance in comparison with 2008–09.

Of the major domestic airlines, Qantas achieved the highest level of on time departures for 2009–10 at 87.7 per cent, followed by Virgin Blue at 85.3 per cent, Jetstar at 82.1 per cent and Tiger Airways at 77.4 per cent. The regional airlines were led by QantasLink at 86.8 per cent, Regional Express at 86.4 per cent and Skywest at 82.8 per cent.

Qantas also achieved the highest on time arrivals among the major domestic airlines at 87.4 per cent, followed by Virgin Blue at 85.0 per cent, Jetstar at 82.9 per cent and Tiger Airways at 78.0 per cent. QantasLink was the best performing regional airline for on time arrivals at 83.7 per cent, followed by Skywest at 82.2 per cent, and Regional Express at 81.8 per cent. Virgin Blue had the highest percentage of cancellations for 2009–10 at 1.6 per cent, while Regional Express had the lowest at 0.2 per cent.

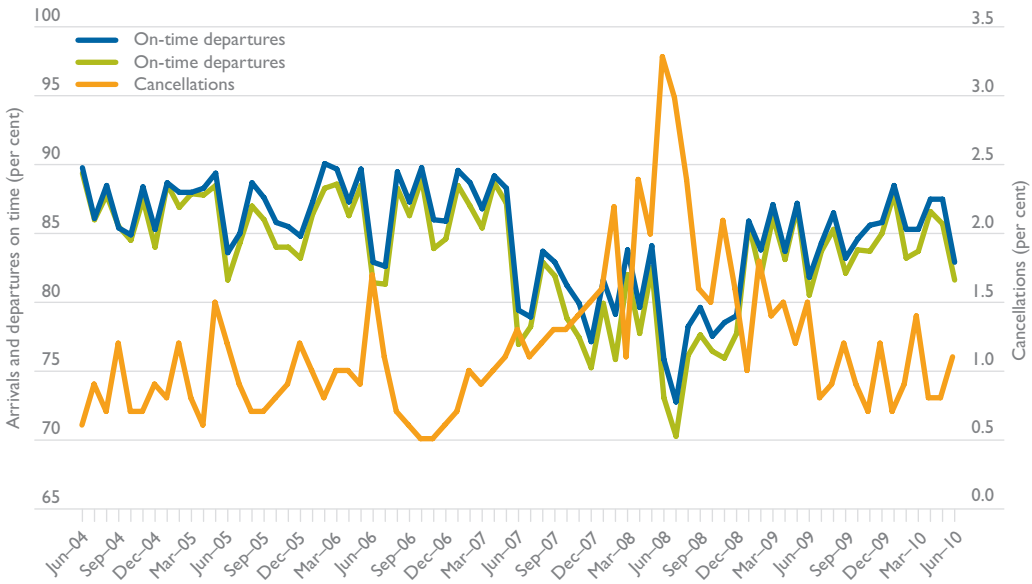
Of the 51 routes, which met the criteria for on time performance reporting for all twelve months in 2009–10, the Darwin–Perth route had the highest percentage of on time departures (94.2

per cent) and the Cairns–Brisbane route had the highest percentage of on time arrivals (93.0 per cent). The Melbourne–Darwin route had the lowest percentage of on time departures (75.8 per cent) and on time arrivals (70.6 per cent).

Cancellations were highest on the Sydney–Melbourne route at 3.0 per cent, followed by Melbourne–Sydney at 2.9 per cent, Canberra–Sydney at 2.1 per cent, Gold Coast–Sydney also at 2.1 per cent and Brisbane–Sydney at 2.0 per cent.

Of the airports with on time performance reporting for all twelve months in 2009–10, Newman Airport recorded the highest percentage of on time departures (91.6 per cent) and on time arrivals (91.7 percent). Ballina Airport recorded the lowest percentage of on time departures (72.8 per cent) and Wagga Wagga Airport recorded the lowest percentage of on time arrivals (75.4 per cent).

F8 Domestic airline on time performance



Source: BITRE Aviation Statistics Section.

T3 On time performance 2009–10—total industry

	Sectors		Departures on time		Arrivals on time		Cancellations	
	Scheduled	Flown	Number	Per cent	Number	Per cent	Number	Per cent
Jetstar	55 867	55 239	45 342	82.1	45 783	82.9	628	1.1
Qantas	119 657	118 744	104 086	87.7	103 787	87.4	913	0.8
QantasLink	93 321	92 655	80 382	86.8	77 562	83.7	666	0.7
Regional Express	64 797	64 666	55 902	86.4	52 909	81.8	131	0.2
Skywest	13 013	12 918	10 694	82.8	10 622	82.2	95	0.7
Tiger Airways	17 534	17 272	13 360	77.4	13 466	78.0	262	1.5
Virgin Blue	137 227	135 084	115 200	85.3	114 773	85.0	2 143	1.6
All Airlines	501 416	496 578	424 966	85.6	418 902	84.4	4 838	1.0

Note: Total airline network data (including routes not shown in this report), 2009–10.
Source: BITRE, Aviation Statistics Section.

CHAPTER 3
Airport activity

Passenger activity levels

Table 4 summarises passenger movements at Australia's ten largest airports for the past three financial years. All airports, except for Cairns and Hobart, recorded an increase in total passenger movements in 2009–10 when compared with 2008–09.

Gold Coast experienced the highest growth in total passenger numbers for 2009–10, with an increase of 12.3 per cent. Other airports with strong growth in total passenger numbers included Perth (up 6.8 per cent), Sydney (up 6.5 per cent), Canberra (up 6.4 per cent) and Melbourne (up 6.0 per cent).

Annual growth in international passenger movements in 2009–10 was strongest at Gold Coast (up 53.5 per cent), followed by Perth (up 14.7 per cent), Melbourne (up 13.3 per cent), Darwin (up 10.2 per cent) and Adelaide (up 9.4 per cent). Cairns was the only international airport to record a decrease in international passenger numbers in 2009-10, with a fall of 13.7 per cent.

Growth in major domestic airline passenger movements was highest at Gold Coast (up 7.5 per cent), followed by Canberra (up 6.6 per cent), Sydney (up 6.5 per cent), Perth (up 4.7 per cent) and Melbourne (up 4.2 per cent). The only airports to record a decrease in major domestic airline passenger movements were Darwin (down 2.2 per cent), Cairns and Hobart (both down 0.8 per cent).

For airports with a significant regional airline presence, growth in regional airline passenger movements was strongest at Darwin (up 28.0 per cent), followed by Brisbane (up 7.1 per cent), Canberra (up 5.2 per cent), Melbourne (up 5.1 per cent) and Sydney (up 2.3 per cent).

T4 Passenger movements at major Australian airports, 2009–10 (millions)

Airport	Year	Major domestic airlines	Regional Airlines	International Airlines	Total movements
Sydney	2009–10	21.39	1.96	11.11	34.46
	2008–09	20.10	1.91	10.34	32.35
	2007–08	20.05	2.09	10.56	32.70
Melbourne	2009–10	19.83	0.62	5.47	25.92
	2008–09	19.03	0.59	4.83	24.45
	2007–08	18.58	0.70	4.66	23.94
Brisbane	2009–10	13.67	1.06	4.16	18.90
	2008–09	13.66	0.99	4.07	18.72
	2007–08	13.36	0.95	3.98	18.30
Perth	2009–10	6.61	0.40	2.98	9.99
	2008–09	6.31	0.45	2.60	9.36
	2007–08	5.98	0.50	2.48	8.95
Adelaide	2009–10	5.99	0.50	0.52	7.02
	2008–09	5.81	0.49	0.48	6.78
	2007–08	5.63	0.51	0.47	6.62
Gold coast	2009–10	4.45	0.00	0.73	5.19
	2008–09	4.14	0.00	0.48	4.62
	2007–08	4.06	0.00	0.26	4.32
Cairns	2009–10	2.80	0.33	0.43	3.55
	2008–09	2.82	0.34	0.50	3.65
	2007–08	2.77	0.35	0.66	3.78
Canberra	2009–10	2.76	0.49	0.00	3.26
	2008–09	2.59	0.47	0.00	3.06
	2007–08	2.26	0.59	0.00	2.85
Hobart	2009–10	1.85	0.00	0.00	1.86
	2008–09	1.87	0.00	0.00	1.87
	2007–08	1.76	0.00	0.00	1.76
Darwin	2009–10	1.19	0.17	0.21	1.57
	2008–09	1.22	0.13	0.19	1.54
	2007–08	1.29	0.10	0.17	1.56

Notes International passenger data are the total passengers uplifted and discharged within a flight. Domestic and regional passenger data are the total passengers on board by flight stage.

Source: BITRE, Aviation Statistics Section

Aircraft activity levels

Table 5 shows aircraft movements at the same ten airports covered in the previous section. The scheduled airline movements are derived from BITRE data collections while the total movements come from reports published by Airservices Australia. Non-scheduled movements are calculated by subtracting the airline movements from the total movements. The total movements reported by Airservices only refer to the movements that occur during the hours in which Airservices provides a tower service at the airport.

Total aircraft movements (including both scheduled and non-scheduled operations) grew slowly or declined at all airports. The highest growth was recorded at Sydney (up 1.6 per cent) while the greatest declines occurred at Gold Coast (down 16.6 per cent), Cairns (down 9.6 per cent) and Canberra (down 7.0 per cent).

Darwin had the strongest growth in scheduled aircraft movements for 2009–10, with an increase of 14.7 per cent, followed by Gold Coast (up 10.4 per cent), Perth (up 3.9 per cent) and Sydney (up by 2.8 per cent).

Growth in international airline movements was strongest at Gold Coast (up 27.0 per cent), Perth (up 18.1 per cent) and Melbourne (up 12.2 per cent). International airline movements declined at Cairns (down 22.6 per cent) and Darwin (down 4.6 per cent).

The highest growth in movements by major domestic airlines was recorded at Gold Coast (up 8.1 per cent), followed by Darwin (up 5.7 per cent), Perth (up 4.7 per cent) and Sydney (up 4.2 per cent). Declines in domestic airline movements were recorded at Brisbane (down 2.4 per cent) and Adelaide (down 1.4 per cent).

In 2009–10, regional airline aircraft movements increased strongly at Darwin (up 39.0 per cent) and Brisbane (up 10.7 per cent) but declined at Perth (down 13.0 per cent), Canberra (down 8.6 per cent), Adelaide (down 3.2 per cent), Melbourne (down 3.0 per cent) and Sydney (down 1.1 per cent).

Non-scheduled aircraft movements decreased at all airports in 2009–10 with the exception of Hobart, where movements increased by 0.9 per cent. The biggest decreases were recorded at Gold Coast (down 24.5 per cent), Melbourne (down 21.8 per cent), Cairns (down 14.6 per cent), Sydney (down 12.8 per cent) and Canberra (down 12.7 per cent).

T5 Aircraft movements at major Australian airports, 2009–10

Airport	Year	Major Domestic Airlines	Regional Airlines	International Airlines	Non-scheduled	Total movements a
Sydney	2009–10	150 707	62 742	61 683	20 972	296 104
	2008–09	144 692	63 422	59 308	24 050	291 472
	2007–08	139 517	71 736	59 782	27 287	298 322
Melbourne	2009–10	136 882	20 478	30 530	8 626	196 516
	2008–09	135 654	21 114	27 218	11 032	195 018
	2007–08	128 910	26 721	24 885	13 310	193 826
Brisbane	2009–10	101 843	25 827	26 629	26 425	180 724
	2008–09	104 374	23 324	26 383	29 665	183 746
	2007–08	98 627	23 534	24 813	30 054	177 028
Perth	2009–10	50 956	12 760	17 137	38 787	119 640
	2008–09	48 661	14 665	14 515	41 205	119 046
	2007–08	39 869	15 784	12 548	46 291	114 492
Adelaide	2009–10	46 097	22 816	3 465	26 952	99 330
	2008–09	46 771	23 578	3 398	29 529	103 276
	2007–08	44 451	26 056	3 208	32 163	105 878
Gold Coast	2009–10	30 784	79	4 434	83 133	118 430
	2008–09	28 478	10	3 490	110 058	142 036
	2007–08	29 211	0	1 914	94 605	125 730
Cairns	2009–10	21 591	11 549	4 878	45 384	83 402
	2008–09	21 651	11 124	6 302	53 171	92 248
	2007–08	21 891	13 568	7 526	56 933	99 918
Canberra	2009–10	31 503	11 821	0	35 460	78 784
	2008–09	31 191	12 934	0	40 631	84 756
	2007–08	23 128	16 501	0	48 947	88 576
Hobart	2009–10	14 049	331	0	14 824	29 204
	2008–09	13 997	288	0	14 691	28 976
	2007–08	13 258	520	0	17 788	31 566
Darwin	2009–10	9 910	10 575	4 986	59 711	85 182
	2008–09	9 377	7 607	5 225	64 839	87 048
	2007–08	9 740	5 219	3 421	71 412	89 792

Note: International, domestic and regional data represent Regular Public Transport operations.

a Aircraft movements recorded during the hours in which Airservices Australia provides a tower service and includes circuit and military aircraft.

Sources: Airservices Australia monthly aircraft movement reports (http://www.airservicesaustralia.com/projectsservices/reports/default.asp).

Sydney aircraft noise

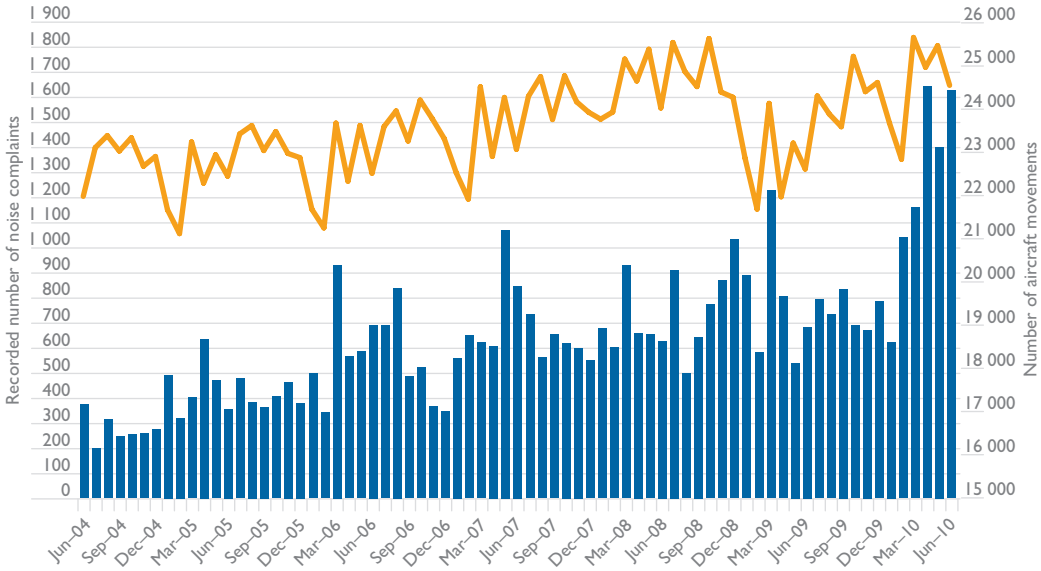
For noise monitoring purposes, Airservices Australia recorded 293 209 aircraft movements at Sydney Airport in 2009–10 (including non-scheduled operations but excluding helicopters). This is an increase of 2.6 per cent compared to 2008–09. During 2009–10, there were 11 984 noise complaints (up 26.9 per cent on 2008–09).

March 2010 was the busiest month for Sydney Airport in 2009–10 with 25 661 aircraft movements, an increase of 6.3 per cent on March 2009. There were 1159 noise complaints in March 2010. The lowest number of aircraft movements for the 2009–10 financial year was recorded in February 2010 (22 840 movements) and the number of noise complaints was 1040.

The recorded number of noise complaints was lowest in January 2010 at 622 complaints. Complaints peaked in April 2010 at 1642 and this was the highest number of noise complaints lodged in the last seven years. However, aircraft movements in April 2010 (24 969) were only the fourth highest recorded in 2009–10.

In 2008–09, there were on average 787 noise complaints per month and 999 in 2009–10.

F9 Sydney Airport noise complaints



Source: Airservices Australia, Sydney Airport Operational Statistics, http://www.airservicesaustralia.com/projectsservices/reports/.

CHAPTER 4
Economic indicators

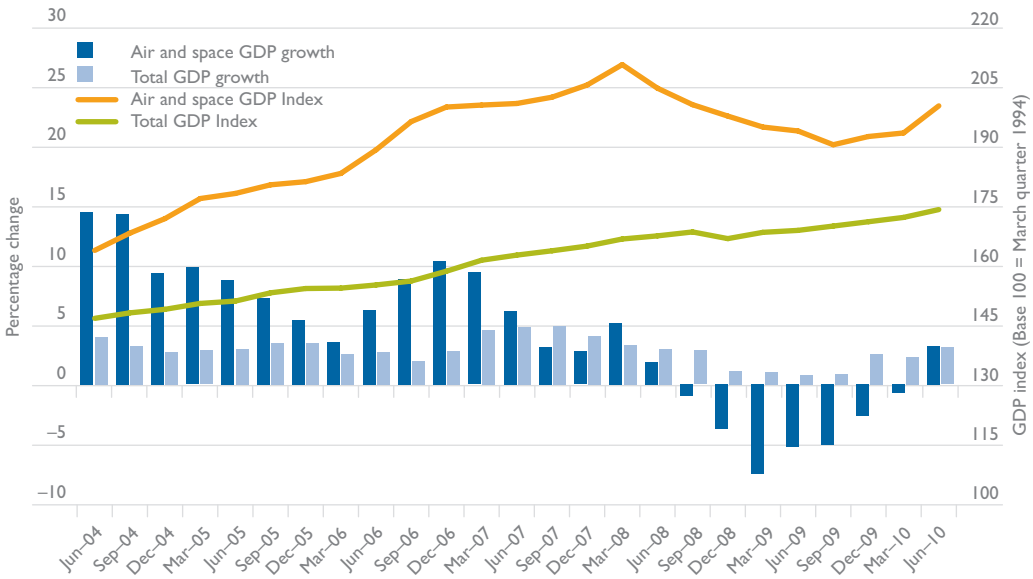
Gross Domestic Product and activity of Australia's airspace industry

The total GDP index moved little in 2008–09, but began to increase again in 2009–10, peaking at 174.4, in the June quarter (5.3 per cent higher than the same quarter the previous year). In 2009–10, total GDP continued growing at an annual rate of 2.2 per cent compared to 1.2 per cent in 2008–09.

In Figure 10, Australia's Gross Domestic Product (GDP) index for all industries is overlayed with the index for the air and space industry component up to the June quarter 2010. Bases for both indices have been assigned to the March quarter of 1994 (index = 100). The air and space industry contributed $4.9 billion to the Australian economy or 0.38 per cent of Australia's total GDP in 2009–10. This is a small decrease in share on the previous financial year, when it accounted for 0.39 per cent of Australia's total GDP.

In 2009–10, the air and space industry peaked in the June quarter with a maximum index value of 200.8 (up 6.4 per cent over the same quarter in the previous year). The index rose from 190.9 to 200.8 during 2009–10.

F10 Gross Domestic Product and airspace expenditure index



Notes: Data is seasonally adjusted. Growth rates are calculated over the same quarter in the previous year.
Source: ABS Catalogue No. 5206.0, Australian National Accounts: National Income, Expenditure and Product, Table 6.

Real domestic airfares

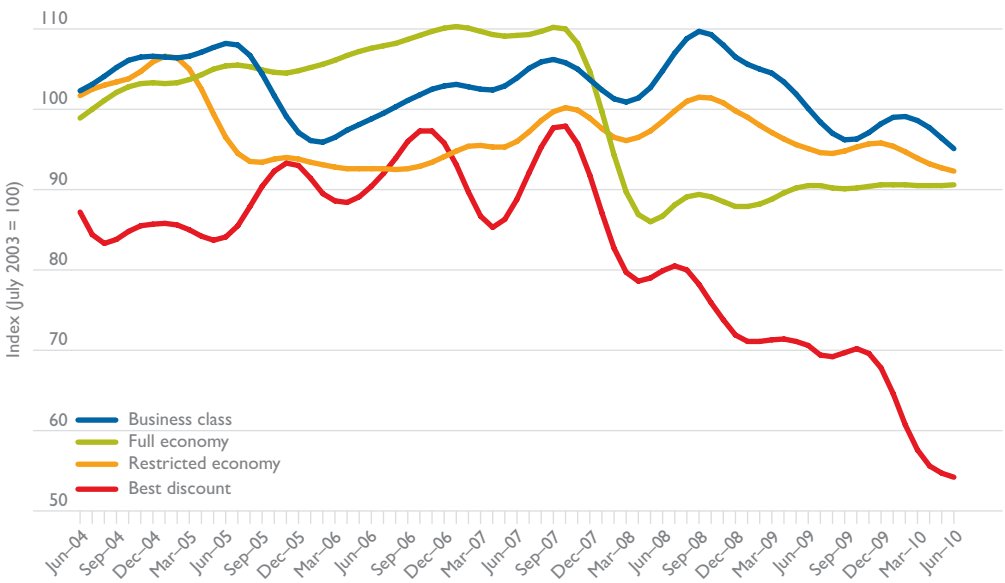
Figure 11 presents real domestic airfare indexes for Business Class, Full Economy, Restricted Economy and Best Discount airfares. The series is a price index of the lowest available fare in each category, weighted over selected routes by respective passenger numbers. It does not measure real airline yields, or average fares paid by passengers. The real domestic airfare indexes include those taxes and charges that are collected as part of the airfare (fuel levies, security, certain airport charges and GST). The indexes are presented as smoothed 13-month moving averages to give a measure of the trends in airfares over time.

Indexes for July 2003 onwards are based on airfares collected from BITRE's internet airfare survey. All indexes are Consumer Price Index (CPI) adjusted and set at a base value of 100 for July 2003.

From *Avline 7* onwards, the calculation method used is the Fisher Ideal Index. Prior to issue 7, the Laspeyres Index was used. For more information on price indexes see ABS Catalogue 1351.0 Working Paper no. 96/1 Choosing a Price Index Formula.

For the financial year 2009–10, Business Class fares reached a maximum index of 99.1 in February 2010. In comparison, the index was at 105.0 a year earlier. September had previously ranked as the highest fare month for Business Class fares in both 2008–09 and 2007–08.

F11 Real domestic air fares



Notes: Airfares are CPI adjusted.
Sources: BITRE, Internet airfare survey and Australian Bureau of Statistics (CPI data).

The Full Economy fares index was very stable during the 2009–10 period, only fluctuating between a minimum of 90.1 in September 2009 and a maximum value of 90.6 from December 2009 to February 2010 and again in June 2010.

The Restricted Economy fares index peaked in December at 95.8. In doing so, it followed a similar pattern as the Full Economy fares index during this period. It then tapered off over the second half of the financial year, falling to 92.3 in June 2010.

The strong downward trend which occurred in 2008–09 in Best Discount fares continued apace in the 2009–10 period. Between July and November 2009, there was minimal deviation in the index, which peaked in October at 70.2. However, from there it underwent a rapid decline to 54.6 by May 2010. A slight recovery to 55.6 was noted in June 2010.

Jet fuel prices

Figure 12 tracks the U.S. Kerosene-Type Jet Fuel Retail spot price from June 2004 to June 2010. Both Australian and US dollar indexes were constructed using a base value of 100 for the January 2000 spot price.

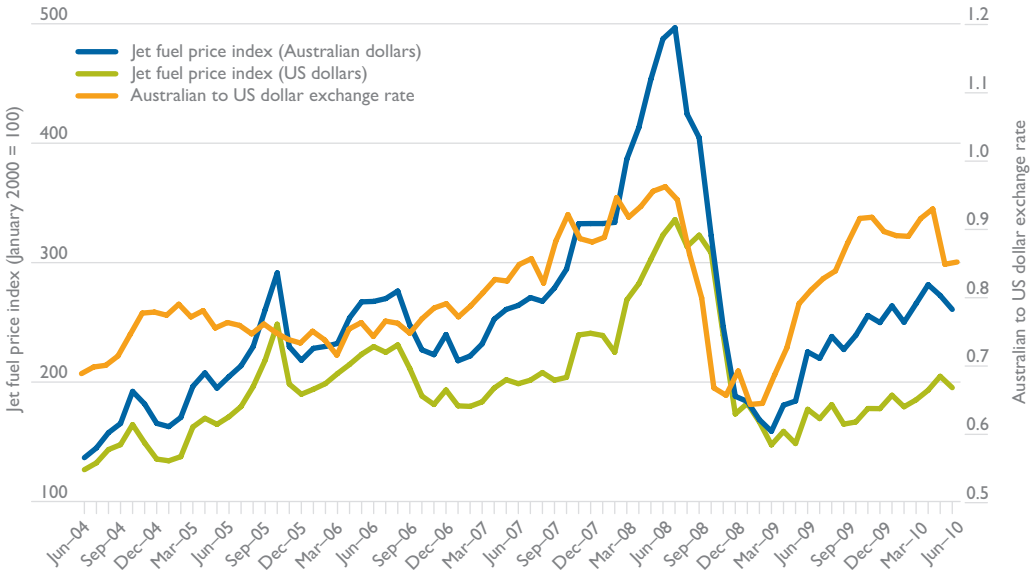
The price of aviation jet fuel trended higher in 2009–10, with the US dollar index increasing from 219.8 in July 2009 to a peak of 281.5 in April 2010 before finishing the year at 260.8. These prices are well below the levels reached in mid-2008 when the US dollar index peaked at 496.7. Prices then fell sharply to reach a low of 158.7 in March 2009 before trending upwards again.

The price increase in Australian dollars over 2009–10 has been lower than the rise in US dollar prices due to the increased value of the Australian dollar. The Australian dollar index increased from 169.4 in July 2009 to a peak of 204.8 in May 2010 while ending the year at 195.3.

In US dollar terms, the average jet fuel price in 2009–10 was 5.0 per cent lower than the average price in 2008–09. In Australian dollar terms the fall was greater, with average 2009-10 prices 18.3 per cent lower than average 2008–09 prices.

During 2009–10, the Australian to US dollar exchange rate rose from 0.828 in July 2009 to a maximum of 0.930 in April 2010 before ending at 0.852 in June 2010. The exchange rate averaged 0.884 in 2009–10, which was 18.8 per cent higher than the average for 2008–09.

F12 US kerosene-type jet fuel retail sales by refiners



Sources: US Energy Information Administration and Reserve Bank of Australia, Exchange Rates.

Airline share prices

The end of month closing share prices for Qantas Airways Limited and Virgin Blue Holdings Limited over six years up to June 2010 is shown in Figure 13. The figure also includes the S&P/ASX 200 Price Index for the same period.

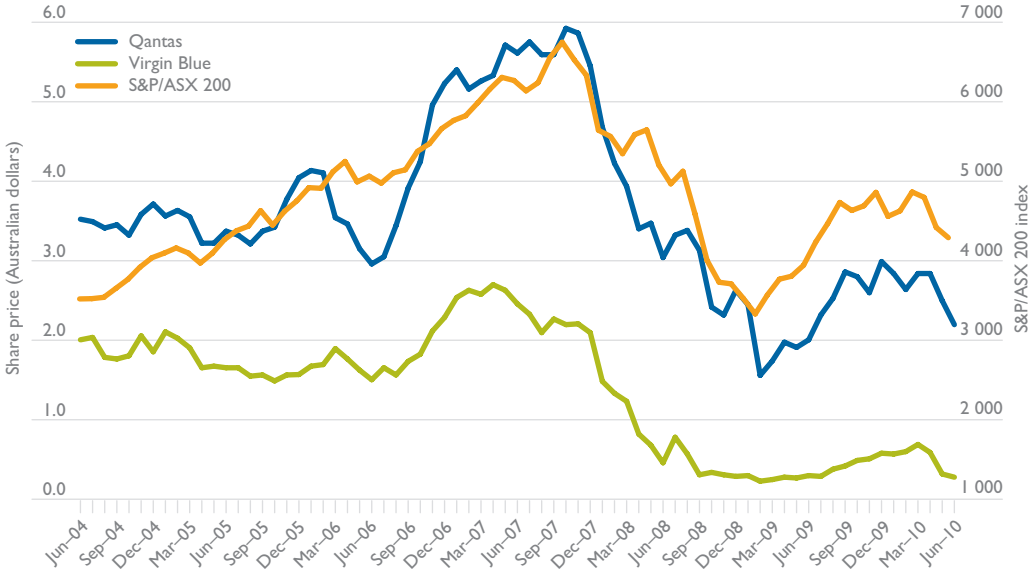
The Australian stock market, which had declined over the 2008–09 financial year, was much stronger during the 2009–10 period, peaking at 4875.5 in March 2010. During this period, Qantas Airways stocks slightly outperformed the S&P/ASX 200 Price Index, whilst Virgin Blue stocks lost value in comparison. In June 2010, the S&P/ASX 200 Price Index gained 8.8 per cent, compared with June 2009, Qantas Airways stocks gained 9.5 per cent and Virgin Blue stocks lost 6.5 per cent in the same period.

The S&P/ASX 200 Price Index rose from 4244.0 in July 2009 to 4875.5 in March 2010 before falling back to 4301.5 points in June 2010. It averaged 4608.6 in 2009–10 or 14.7 per cent higher than the average of 4018.1 points for 2008–09.

For the financial year 2009–10, Qantas' share price rose from $2.24 in July 2009, to their highest level of $2.99 in December 2009, before falling away again to their lowest point of $2.20 in June 2010. Qantas' share price averaged $2.66 in 2009–10, which was 10.4 per cent higher than the average of $2.41 for 2008–09.

Virgin Blue's share price lifted from $0.30 in July 2009 to $0.70 in March 2010 before falling to $0.29 in June 2010. Its average share price rose from $0.36 for 2008–09 to $0.49 in 2009–10, an increase of 35.8 per cent on the previous year's average price.

F13 Airline share prices



Note: Share prices are monthly closes.

Sources: The Age, Business Quotes (http://markets.theage.com.au/apps/qt/quote.ac?code=VBA&section=pricehist; code=QAN for Qantas); Australian Securities Exchange (http://www.asx.com.au/research/market_info/historical_equity_data.htm#End_of_month_values).

CHAPTER 5
Airport charges

Airport charges are estimates of what an airline may expect to pay based on available information published or provided by airports and Airservices Australia. Airport charges are intended to show the differences between airports and also the change over time.

The information shown in tables and figures includes GST, but excludes discounts resulting from confidential agreements between airports and airlines and also excludes any volume based discounts. The information should, therefore, be interpreted with caution as actual rates may vary for individual aircraft operators based on negotiated contracts and volume based discounts.

Charges for nine major airports and ten regional airports are presented below. For the major airports charges have been calculated based on three representative aircraft types, with the 747 used to represent international operations, the 737 to represent domestic trunk route operations and the SAAB 340B to represent regional airline operations. Charges have been calculated for these three representative aircraft types to allow valid comparisons between airports, regardless of the actual aircraft types in use at a particular airport.

The parameters relating to the three representative aircraft types are summarized in Table 6.

Major airports

The level of charges incurred by aircraft operators per return passenger in real terms is shown in Table 7. Most airports change airport charges once a year, usually beginning July 1. Charges are calculated assuming one arrival and one departure as at 31 July 2008, 31 July 2009 and 31 July 2010 (in September quarter 2010 dollars). The charges are presented by aircraft type and are broken down into aeronautical, Airservices Australia and security components.

The charges for domestic services now assume use of common user terminal facilities at each airport. This change was introduced in the previous issue of Avline to reflect the increased use of common user terminals and to provide more comparable data.

Real airport charges for the representative international, domestic and regional aircraft types are shown in Figures 14, 15 and 16 respectively. These figures show data by airport from July 2002 to July 2010, where available. Charges for the representative international aircraft have not been calculated for Canberra or Hobart as there are currently no international services at either airport.

As at July 2010, Adelaide Airport had the highest per passenger charge for the representative international aircraft while Darwin had the highest charges for both the domestic and regional aircraft types. Melbourne had the lowest charge for international services while Hobart had the lowest charge for domestic services and Adelaide the lowest charge for regional services.

Between July 2009 and July 2010, CPI-adjusted charges for the representative international aircraft increased by 2.0 per cent at Sydney but declined at all other airports. The largest reduction in charges was recorded in Perth (down 5.2 per cent), followed by Brisbane (down 2.9 per cent) and Darwin (down 2.7 per cent).

Over the same period Canberra recorded the highest percentage increase in charges for the representative domestic aircraft of 3.6 per cent, followed by Brisbane (up 3.0 per cent), Melbourne (up 1.9 per cent), and Perth (up 0.9 per cent). At the same time, Adelaide recorded the largest decrease in domestic charges of 3.3 per cent, followed by Darwin, Hobart (both down 2.7 per cent) and Sydney (down 1.6 per cent).

For regional aircraft, the largest increase was again at Canberra (up 4.4 per cent), followed by Melbourne (up 1.9 per cent) and Perth (up 0.9 per cent). Airports where charges decreased included Adelaide (down 4.9 per cent) and Brisbane (down 3.3 per cent), with charges at Sydney, Hobart and Darwin all down by 2.7 per cent.

As at July 2010, aeronautical charges for the representative international aircraft were highest at Brisbane while for both the domestic and regional aircraft types charges were highest at Darwin.

Security charges were highest at Darwin for all three aircraft types while Airservices Australia charges were highest at Adelaide for the international aircraft type and at Canberra for both the domestic and regional aircraft types.

Notes

All the major airports set security charges on a cost-recovery basis. If significant over or under recovery of costs occurs in a reviewed period, security charges are reduced or increased respectively in the subsequent period, which may result in period to period variations in total charges.

Sydney and Adelaide Airports charge regional traffic at lower rates than domestic traffic but use different definitions of regional aircraft. In Sydney, a regional aircraft operates within NSW, whilst in Adelaide, an aircraft is classified as regional if it has up to 38 passenger seats.

Charges in Tables 7 and 8 are calculated 'per return passenger' for all airports for comparison reasons. Some airports charge departing passengers while other airports impose charges on both departing and arriving passengers.

T6 Parameters used in airport charge calculations

Aircraft type	Operational sector	Aircraft maximum take-off weight (tonnes)	Number of aircraft seats (nominal)	Average passenger load factor (per cent)
747-438	International	394.6	394	72.0
737-800	Domestic	79.0	158	76.5
SAAB 340B	Regional	13.2	34	60.0

Notes The load factor is the proportion of total aircraft seats that are filled by paying passengers. Aircraft load factors are derived from BITRE Aviation Statistics Section data collections for the relevant operational sector and may not reflect actual load factors at specific airports. While load factors may have increased over time, the relative proportion for the operational sectors have remained similar. The load factors used in the analysis have been fixed at the values shown above so as to remove any additional variability in the calculations.

Sources: Civil Aviation Safety Authority (CASA) aircraft register and BITRE aviation databases.

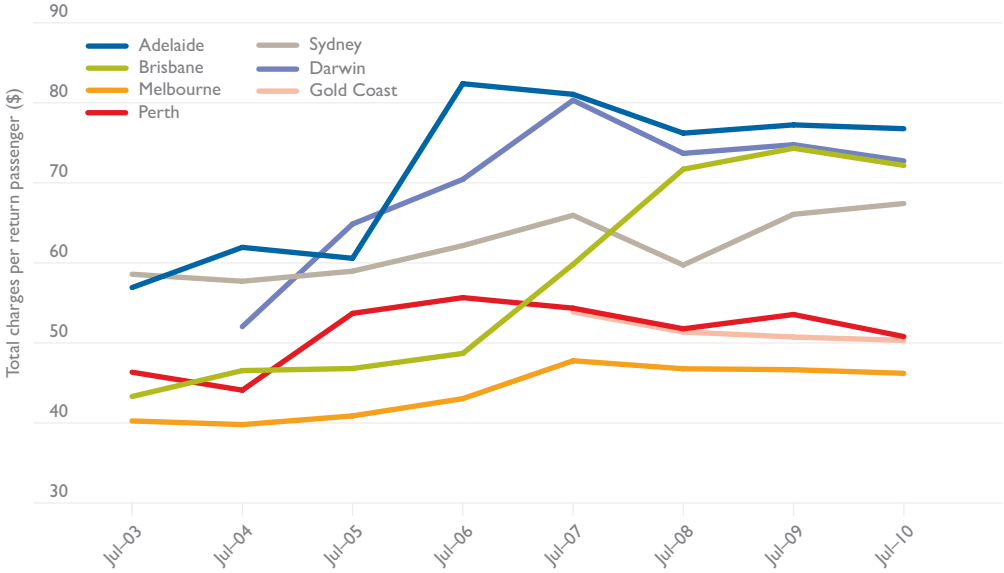
T7 Real charges per return passenger by aircraft type at selected airports

	747-438			737-800			SAAB340B		
	Jul–08	Jul–09	Jul–10	Jul–08	Jul–09	Jul–10	Jul–08	Jul–09	Jul–10
Sydney									
Airport	40.37	44.16	46.13	25.13	25.27	24.80	15.92	15.72	15.29
Airservices	11.62	11.47	11.16	5.06	4.99	4.86	4.95	4.89	4.76
Security	7.74	10.45	10.14	3.58	4.32	4.38	2.00	1.97	1.92
Total	**59.73**	**66.08**	**67.43**	**33.76**	**34.57**	**34.04**	**22.87**	**22.58**	**21.97**
Melbourne									
Airport	29.89	30.12	30.12	18.39	18.37	18.16	18.39	18.37	18.16
Airservices	11.71	11.56	11.25	4.73	4.67	4.54	4.61	4.55	4.43
Security	5.15	4.94	4.81	2.77	2.81	3.64	2.77	2.81	3.64
Total	**46.75**	**46.63**	**46.18**	**25.88**	**25.85**	**26.34**	**25.77**	**25.73**	**26.23**
Brisbane									
Airport	47.37	49.60	50.86	12.98	17.12	18.30	11.84	15.99	17.20
Airservices	13.80	13.63	13.26	5.28	5.21	5.07	5.13	5.06	4.93
Security	10.56	11.10	8.07	3.64	6.29	6.12	3.64	6.29	6.12
Total	**71.72**	**74.34**	**72.20**	**21.90**	**28.62**	**29.49**	**20.61**	**27.34**	**28.25**
Perth									
Airport	25.34	25.02	25.06	17.14	17.29	17.39	17.14	17.29	17.39
Airservices	19.85	19.60	19.07	7.24	7.15	6.96	7.00	6.92	6.73
Security	6.56	8.92	6.65	3.85	4.48	4.84	3.85	4.48	4.84
Total	51.75	53.54	50.78	28.24	28.92	29.18	28.00	28.69	28.96
Adelaide									
Airport	42.99	43.97	43.72	22.77	22.76	22.56	7.51	8.44	8.40
Airservices	29.76	29.39	28.59	9.37	9.25	9.00	8.89	8.78	8.54
Security	3.49	3.91	4.48	3.49	3.96	3.20	3.49	3.96	3.20
Total	**76.23**	**77.27**	**76.79**	**35.63**	**35.96**	**34.76**	**19.89**	**21.17**	**20.13**
Gold Coast									
Airport	22.67	22.39	22.74	20.84	20.58	20.98	20.84	20.58	20.98
Airservices	21.47	21.20	20.63	10.09	9.96	9.69	8.48	8.37	8.14
Security	7.21	7.12	6.93	4.58	4.52	4.40	4.58	4.52	4.40
Total	**51.35**	**50.72**	**50.30**	**35.51**	**35.07**	**35.07**	**33.89**	**33.47**	**33.52**
Canberra									
Airport	–	–	–	17.82	18.36	19.91	17.82	18.36	19.91
Airservices	–	–	–	14.00	13.82	13.45	9.71	9.59	9.33
Security	–	–	–	3.82	4.18	4.31	3.82	4.18	4.31
Total	**–**	**–**	**–**	**35.64**	**36.37**	**37.67**	**31.35**	**32.14**	**33.55**
Hobart									
Airport	–	–	–	14.06	14.00	13.62	14.06	14.00	13.62
Airservices	–	–	–	11.07	10.93	10.64	7.62	7.52	7.32
Security	–	–	–	1.39	1.42	1.39	1.39	1.42	1.39
Total	**–**	**–**	**–**	**26.53**	**26.35**	**25.64**	**23.07**	**22.95**	**22.32**
Darwin									
Airport	31.51	33.63	32.71	31.51	33.63	32.71	31.51	33.63	32.71
Airservices	26.53	26.20	25.48	3.84	3.80	3.69	2.73	2.70	2.62
Security	15.66	14.97	14.56	11.30	11.16	10.86	11.30	11.16	10.86
Total	**73.70**	**74.79**	**72.76**	**46.65**	**48.58**	**47.26**	**45.54**	**47.48**	**46.20**

Notes: Presented in September quarter 2010 dollars, GST inclusive. Calculated on a return passenger basis (one arrival and one departure) for price schedules as at 31 July each year. For comparability of data, it is assumed that charges apply to all passengers using these airports. '-' no operations are reported.

Sources: BITRE estimates based on airport public price schedules supplied by airport operators, Airservices Australia published price schedule and ABS Catalogue 6401.0, Consumer Price Index, Australia, September 2010.

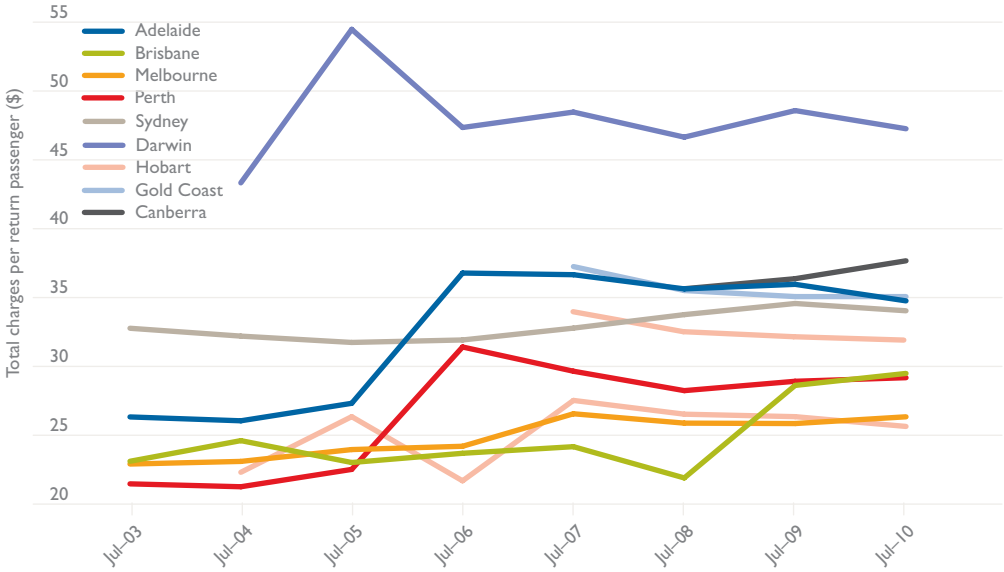
F14 Real charges for indicative international aircraft at selected airports



Notes This graph shows total airport charges (GST inclusive) in September quarter 2010 dollars for a 747-438 aircraft as representative of international flights. Charge calculations are based on BITRE assumptions and may differ from actual charges incurred by specific operators. International charge estimates include terminal charges. An indicative international load factor of 72.0 per cent is assumed. Sydney and Brisbane international charges (aeronautical and security components) have been adjusted to exclude transit and transfer passengers.

Sources: BITRE estimates based on airport public price schedules supplied by airport operators, Airservices Australia published price schedule and ABS Catalogue 6401.0, Consumer Price Index, Australia, March 2010.

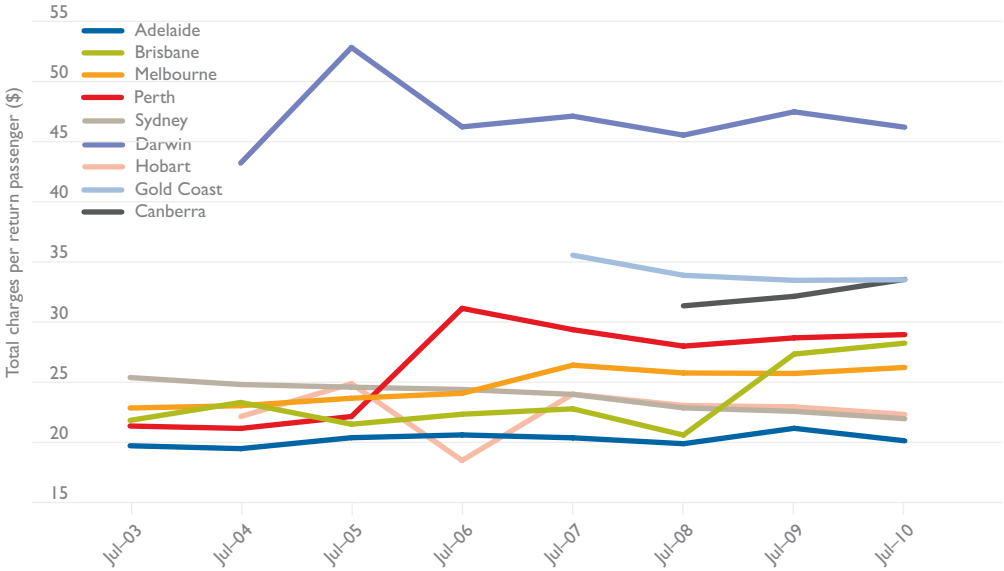
F15 Real charges for indicative domestic aircraft at selected airports



Notes: This graph shows total airport charges (GST inclusive) in September quarter 2010 dollars for a 737-800 aircraft as representative of domestic flights. Charge calculations are based on BITRE assumptions and may differ from actual charges incurred by specific operators. Domestic charge estimates include terminal charges. An indicative domestic load factor of 76.5 per cent is assumed.

Sources: BITRE estimates based on airport public price schedules supplied by airport operators, Airservices Australia published price schedule and ABS Catalogue 6401.0, Consumer Price Index, Australia, September 2010.

F16 Real charges for indicative regional aircraft at selected airports



Notes: This graph shows total airport charges (GST inclusive) in September quarter 2010 dollars for a SAAB 340B aircraft as representative of regional flights. Charge calculations are based on BITRE assumptions and may differ from actual charges incurred by specific operators. Regional charge estimates include terminal charges. An indicative regional load factor of 60.0 per cent is assumed.

Sources: BITRE estimates based on airport public price schedules supplied by airport operators, Airservices Australia published price schedule and ABS Catalogue 6401.0, Consumer Price Index, Australia, 2010.

Regional airports

Data on regional airport and air services charges was first included in issue 9 of Avline, in order to provide a wider picture of airport charges across Australian airports. The regional airports chosen were those serviced predominantly by non-jet aircraft and were selected in order of the highest number of passengers for the financial year 2005–06. The airport charges as of 31 July 2008, 31 July 2009 and 31 July 2010 for the top ten regional airports which satisfied these criteria are listed in Table 8 and the charges for 31 July 2010 are illustrated in Figure 17.

These airports have a charging system based on passenger numbers, with Gladstone also including a landing charge based on aircraft weight. Other airports have included separate landing charges in the past but have now moved to a single per-passenger charge. Airservices Australia charges only apply at Albury and Tamworth Airports.

Figure 17 shows that, of the airports surveyed, Gladstone had the highest total charges, followed by Tamworth, Albury and Port Macquarie. There was little difference between total charges at these last three airports but all were significantly lower than the charges at Gladstone. Port Lincoln and Armidale airports had the lowest charges for July 2010. Excluding Airservices Australia charges, Gladstone again had the highest charges, followed by Port Macquarie and Burnie.

In real terms, total airport charges at all but three (Gladstone, Burnie and Mildura) of the selected airports recorded a small decline between July 2009 and July 2010, as shown in Table 8. The greatest increase in real total charges was at Gladstone (an increase of 55.1 per cent), followed by Burnie (up by 25.6 per cent) and Mildura (up by 9.1 per cent). During the same period, airport charges at the remaining regional airports fell by 2.7 per cent in real terms but remained unchanged in nominal terms.

T8 Real airport and air services charges for ten non-jet airports (per return passenger)

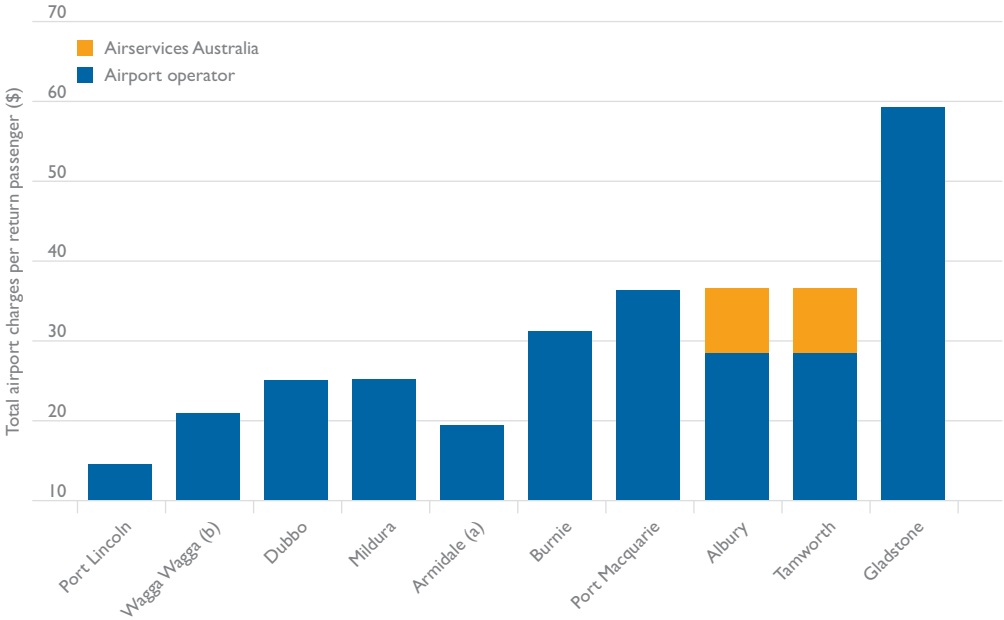
	Jul–08			Jan–09			Jul–09		
	Airport Operator	Airservices Australia	Total	Airport Operator	Airservices Australia	Total	Airport Operator	Airservices Australia	Total
Albury	29.56	8.51	38.07	29.19	8.41	37.60	28.40	8.18	36.58
Armidale a	20.19	0.00	20.19	19.94	0.00	19.94	19.40	0.00	19.40
Burnie	25.19	0.00	25.19	24.87	0.00	24.87	31.24	0.00	31.24
Dubbo	24.98	0.00	24.98	25.70	0.00	25.70	25.00	0.00	25.00
Gladstone	25.45	0.00	25.45	38.29	0.00	38.29	59.39	0.00	59.39
Mildura	32.68	0.00	32.68	23.07	0.00	23.07	25.17	0.00	25.17
Port Lincoln	20.65	0.00	20.65	14.92	0.00	14.92	14.52	0.00	14.52
Port Macquarie	37.78	0.00	37.78	37.31	0.00	37.31	36.30	0.00	36.30
Tamworth	29.56	8.51	38.07	29.19	8.41	37.60	28.40	8.18	36.58
Wagga Wagga b	21.13	0.00	21.13	21.48	0.00	21.48	20.90	0.00	20.90

Notes: All charges are GST inclusive and presented in September quarter 2010 dollars.
Where a landing fee applied (Gladstone only in the current period but also at Mildura and Port Lincoln in prior periods), the component towards the total charge was calculated by assuming a SAAB 340B aircraft with an indicative regional load factor of 60.0 per cent as representative of regional flights.
Airservices charges apply only at Albury and Tamworth Airports. Charge calculations are based on BITRE estimates and may differ from actual charges incurred by specific operators.

a For Armidale Airport, there is a minimum passenger fee of $9.70 (GST incl.) and a maximum passenger fee of $14.90 (GST incl.) per arriving and per departing passenger for full ticket costs below and above $180 respectively. Prior to July 2008, the maximum fee was used in the calculations above but for 2008–09 onwards, Armidale Council has stipulated that all passenger fees are to be charged at the lower rate if total passenger numbers exceed 70 000 which has been the case for the airport in 2007–08, 2008-09 and 2009-10.

b For Wagga Wagga Airport the passenger component was calculated by using the maximum charge of $10.45 (GST incl.) per arriving and per departing passenger. This charge applied to passenger numbers below 80 001. Reduced rates consisting of a $2.62 (GST incl.) charge for passenger totals between 80 001 and 100 000 and $1.05 (GST incl.) charge for over 100 000 passengers were not included in the calculations.

F17 Airport and air services charges for ten non-jet airports for July 2010



Notes: This graph shows total airport charges (GST inclusive) in September quarter 2009 dollars for ten regional airports serviced by predominantly non-jet aircraft. Where a landing fee applied (Armidale and Gladstone), the component towards the total airport charge per return passenger was calculated by assuming a SAAB 340B aircraft with an indicative regional load factor of 60.0 per cent as representative of regional flights. There are no security charges and Airservices charges apply only at Albury and Tamworth Airports. Terminal charges are excluded. Charge calculations are based on BITRE assumptions and may differ from actual charges incurred by specific operators.

Sources: BITRE estimates are based on airport public price schedules supplied by airport operators and Airservices Australia published price schedule.

Definitions

ABS	Australian Bureau of Statistics.
Available seats	The number of aircraft seats available for passenger use.
Available Seat Kilometres (ASKs)	Calculated by multiplying the number of seats available on each flight stage, by the distance in kilometres between the ports. The distances used are Great Circle Distances.
BITRE	Bureau of Infrastructure, Transport and Regional Economics.
Cancellation	A flight that is cancelled or rescheduled within seven days of its scheduled departure time.
CASA	Civil Aviation Safety Authority.
City pair	The ports shown make up the city pair route. Passenger movements shown for a city pair reflect total traffic in both directions.
CPI	Consumer price index
Domestic airline	An airline performing regular public transport services primarily between capital cities and major tourist centres.
Major domestic airline	In 2009–10, Australia's major domestic airlines were Qantas, Virgin Blue, Jetstar and Tiger Airways.
Flight stage	The operation of an aircraft from take-off to landing.
Great circle Distance	The shortest distance between any two points on the globe as measured over the earth's surface.
Load factor	The total revenue passenger kilometres performed as a percentage of the total available seat kilometres.
On time arrival	A flight arrival that arrives at the gate within 15 minutes of the scheduled arrival time shown in the carrier's schedule.
On time departure	A flight departure that departs the gate within 15 minutes of the scheduled departure time shown in the carrier's schedule.
On time performance	Measured as the number of flights operating on time as a percentage of the number of flights operated on any particular sector.
Regional airline	An airline performing regular public transport services primarily to regional centres.
Revenue passengers	All passengers paying any fare. Frequent flyer redemption travellers are regarded as revenue passengers.
Revenue Passenger Kilometres (RPKs)	Calculated by multiplying the number of revenue passengers travelling on each flight stage, by the distance in kilometres between the ports. The distances used are Great Circle Distances.
Regular Public Transport (RPT)	Aircraft transport available to the public and operated to fixed schedules and between specified fixed terminals.
Short-term resident Arrivals	Overseas visitors arriving in Australia for stays of up to 12 months.
Short-term visitor Departures	Australian residents departing for periods of up to 12 months.

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