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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 air fares, 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* 8 (2005–06). Beginning with *Avline 2009–10,* information on airport charges at an additional four major airports has been added.

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

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.

Gary Dolman
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Canberra
February 2012

In brief

There were 27.6 million passengers carried on international flights to and from Australia in 2010–11, an increase of 7.3 per cent over the previous financial year (page 1). Growth in international passenger traffic for 2010–11 was driven mainly by the increase in the number of Australian residents travelling on international flights (up 10.4 per cent compared with 2009–10). Over the same period, the number of overseas visitors increased by 3.7 per cent (page 2).

Freight on Australian international flights increased to 822 477 tonnes in the financial year 2010–11 from 759 979 tonnes in 2009–10 (an increase of 8.2 per cent). This consisted of 509 839 tonnes (or 62.0 per cent) of inbound freight (up 12.5 per cent on 2009–10) and 312 638 tonnes (or 38.0 per cent) of outbound freight (up 1.9 per cent on 2009–10). Inbound freight exceeded outbound freight in each month between June 2003 and June 2011, apart from the months of January and February 2009 (page 4).

Australia's domestic airline industry continued to grow, with a record 54.1 million passenger movements in 2010–11, 5.9 per cent higher than in the financial year 2009–10 (page 7). The major domestic airlines carried 47.8 million passengers, an increase of 5.3 per cent over 2009–10. Regional airlines carried 6.3 million passengers, representing an increase of 10.8 per cent over the previous financial year.

The domestic aviation industry recorded 607 062 flights in 2010–11, 6.6 per cent higher than in the previous financial year. Of these, 379 773 flights (62.6 per cent) were operated by the major domestic airlines, an increase of 10.1 per cent on the previous financial year. The remaining 227 289 flights (37.4 per cent) were operated by regional airlines, up 5.6 per cent on 2009–10. The average load factor for 2010–11 was 78.7 per cent, a decrease of 0.9 percentage points compared with 2009–10 (page 8).

Overall airline on time performance worsened in 2010–11 when compared to the previous financial year. On average 80.6 per cent of departures were on time, 78.8 per cent of arrivals were on time and 1.6 per cent of flights were cancelled. The equivalent figures for 2009–10 were 85.6 per cent for on time departures, 84.4 per cent for on time arrivals and 1.0 per cent for cancellations. Total domestic air freight movements at Australian airports reached 506.73 thousand tonnes in 2010–11, an increase of 25.1 per cent compared to the previous year. (page 13).

Sydney continued to be Australia's busiest airport with nearly 36.0 million passenger movements in 2010–11. Canberra was the only airport of the ten major airports to record a decrease in passenger movements compared to 2009–10 (0.5 per cent decline). Perth Airport experienced the highest growth in total passenger movements (9.0 per cent), followed by Cairns (8.7 per cent), Melbourne (7.9 per cent) and Darwin (7.1 per cent) (page 15).

The air and space industry contributed $5.2 billion to the Australian economy or 0.40 per cent of Australia's total gross domestic product (GDP) in 2010–11. This is an increase on the previous financial year, when it accounted for 0.38 per cent of Australia's total GDP.

The price of aviation jet fuel trended higher in 2010–11, with the US dollar index increasing from 258.5 in July 2010 to a peak of 418.3 in April 2011 before finishing the year at 390.0. The price increase in Australian dollars over 2010–11 has been lower than the rise in US dollar prices due to the increased value of the Australian dollar (page 23).

CPI-adjusted airport charges for the representative international aircraft increased by 2.7 per cent at Perth and 0.3 per cent at Darwin but declined at all other airports. The largest reduction in charges was recorded in Adelaide (down 6.9 per cent), followed by Melbourne (down 4.3 per cent) and Sydney (down 3.6 per cent).

Hobart recorded the highest percentage increase in charges for the representative domestic aircraft of 46.1 per cent, followed by Canberra (up 41.1 per cent), Perth (up 12.5 per cent), and Darwin (up 2.4 per cent). At the same time, Adelaide recorded the largest decrease in domestic charges of 12.7 per cent, followed by Melbourne (down 5.7 per cent), Sydney (down 5.0 per cent) and Brisbane (down 4.9 per cent) (page 25).

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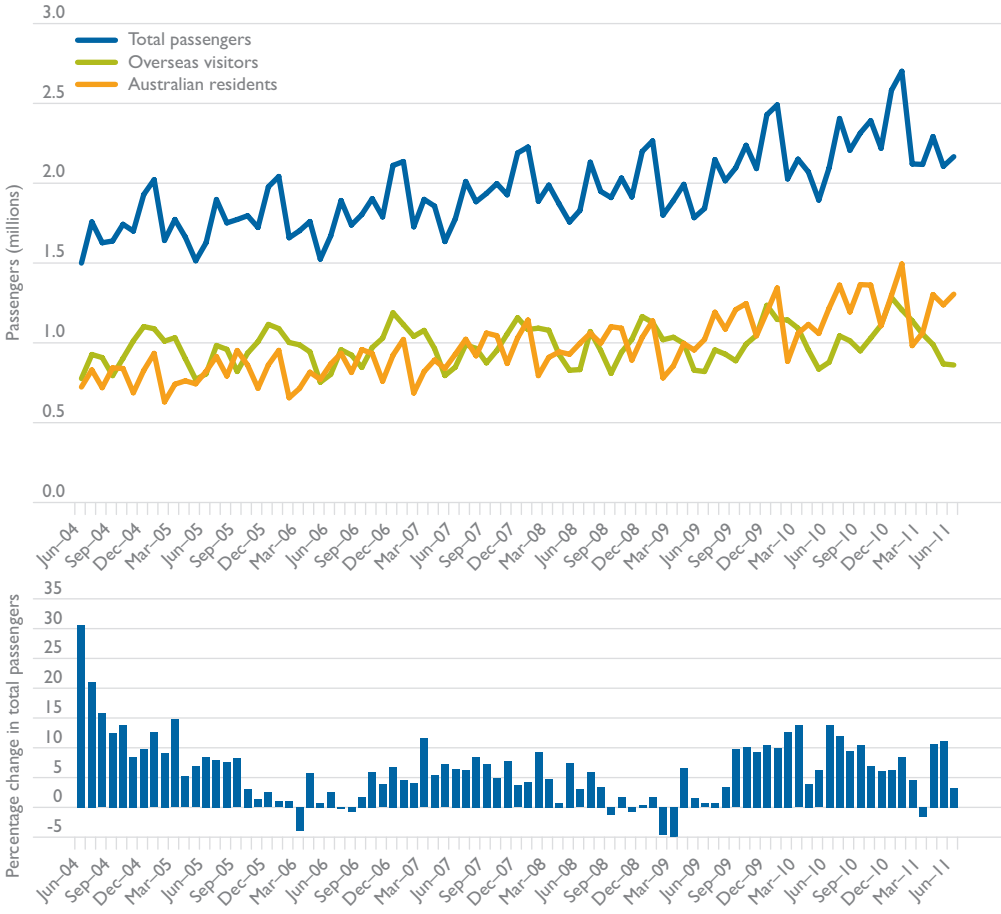
International airline operations

International passengers

There were 27.6 million passengers carried on international flights to and from Australia in 2010–11, an increase of 7.3 per cent over the previous financial year. This total comprised 12.6 million overseas visitors (45.4 per cent) and 15.1 million Australian residents (54.6 per cent). Monthly passenger traffic from June 2004 through to June 2011 is shown in Figure 1.

Traffic peaked in January 2011 with a monthly record of 2.7 million passengers, an increase of 8.4 per cent on January 2010. January is traditionally the peak month for total international passenger movements. The month with the lowest number of passengers for the financial year 2010–11 was May 2011 with 2.1 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).

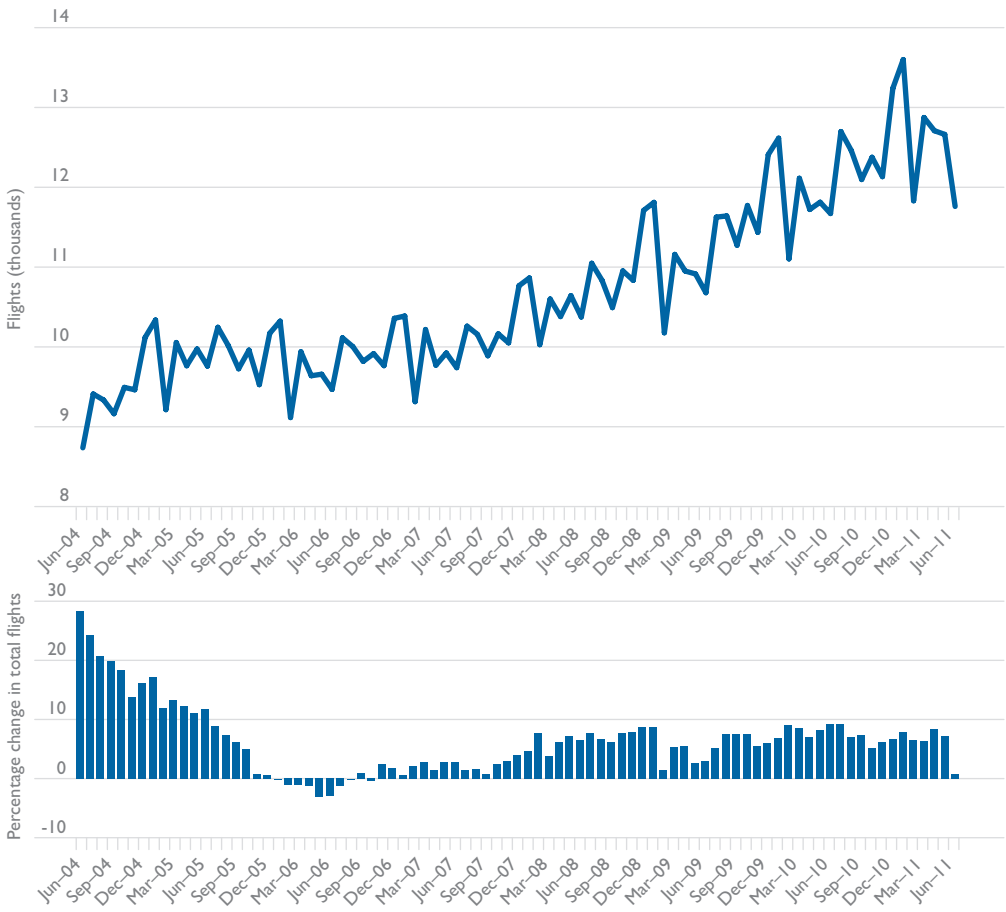
Growth in international passenger traffic for 2010–11 was driven mainly by the increase in the number of Australian residents travelling on international flights (up 10.4 per cent compared with 2009–10). Over the same period, the number of overseas visitors increased by 3.7 per cent.

International flights

There was a record annual total of 150 440 international flights in 2010–11, an increase of 6.5 per cent over the previous financial year. The monthly average for 2010–11 was 12 537 flights with a maximum of 13 600 flights in January 2011 (up 7.8 per cent on January 2010) and a minimum of 11 760 flights in June 2011 (up 0.8 per cent on June 2010).

The largest month on month increase in the number of flights occurred in July 2010 (9.2 per cent) and the lowest increase occurred in June 2011 (0.8 per cent).

F2 International flights



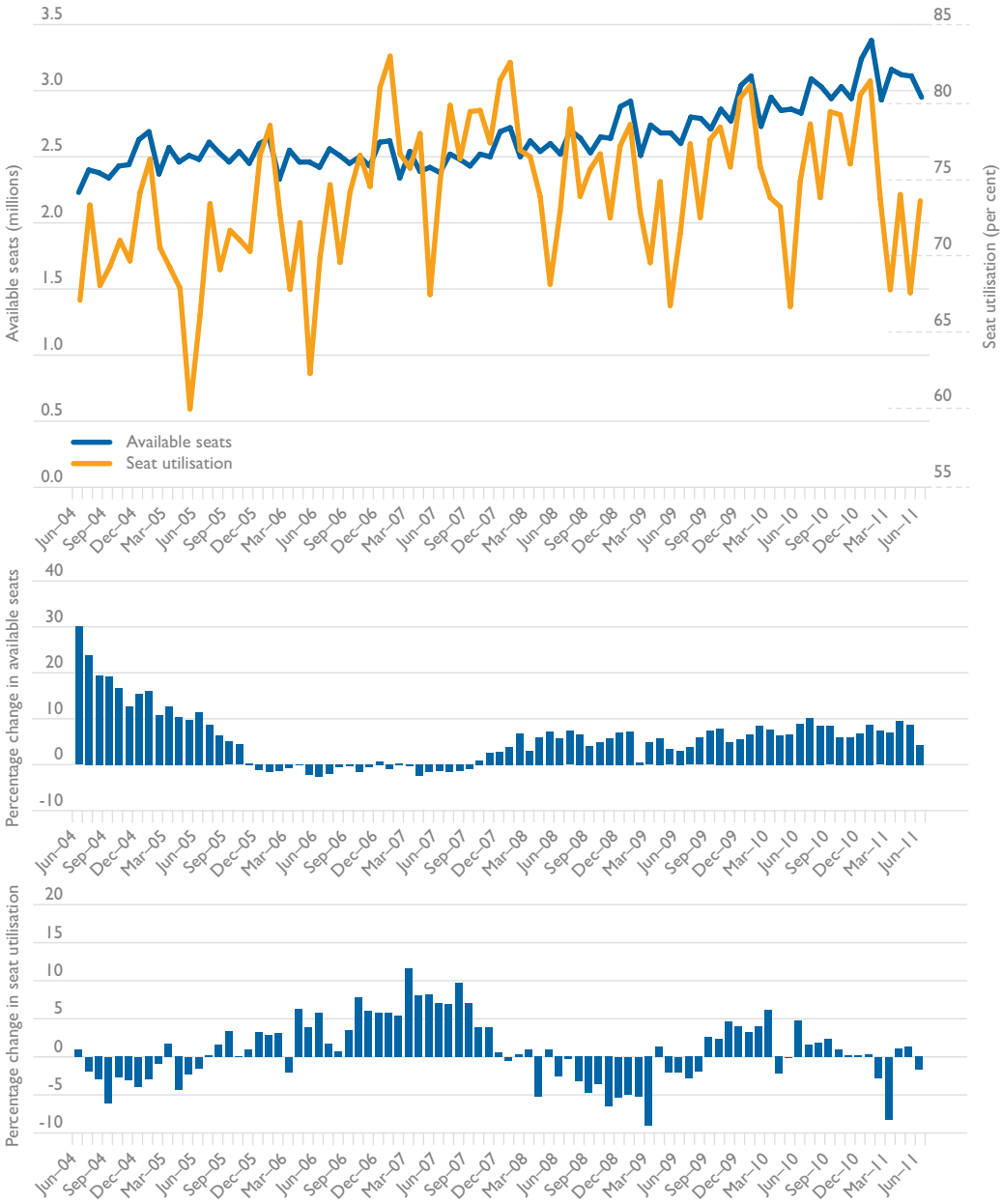
Note: Growth rates are calculated over the same month in the previous year.

Source: BITRE, Aviation Statistics Section.

International network utilisation

International airline capacity, measured in available seats, increased by 7.6 per cent in 2010–11, when compared with 2009–10, to reach 36.9 million seats (Figure 3). The monthly maximum was recorded in January 2011 at 3.4 million seats, while the minimum occurred in February 2011 at 2.9 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.

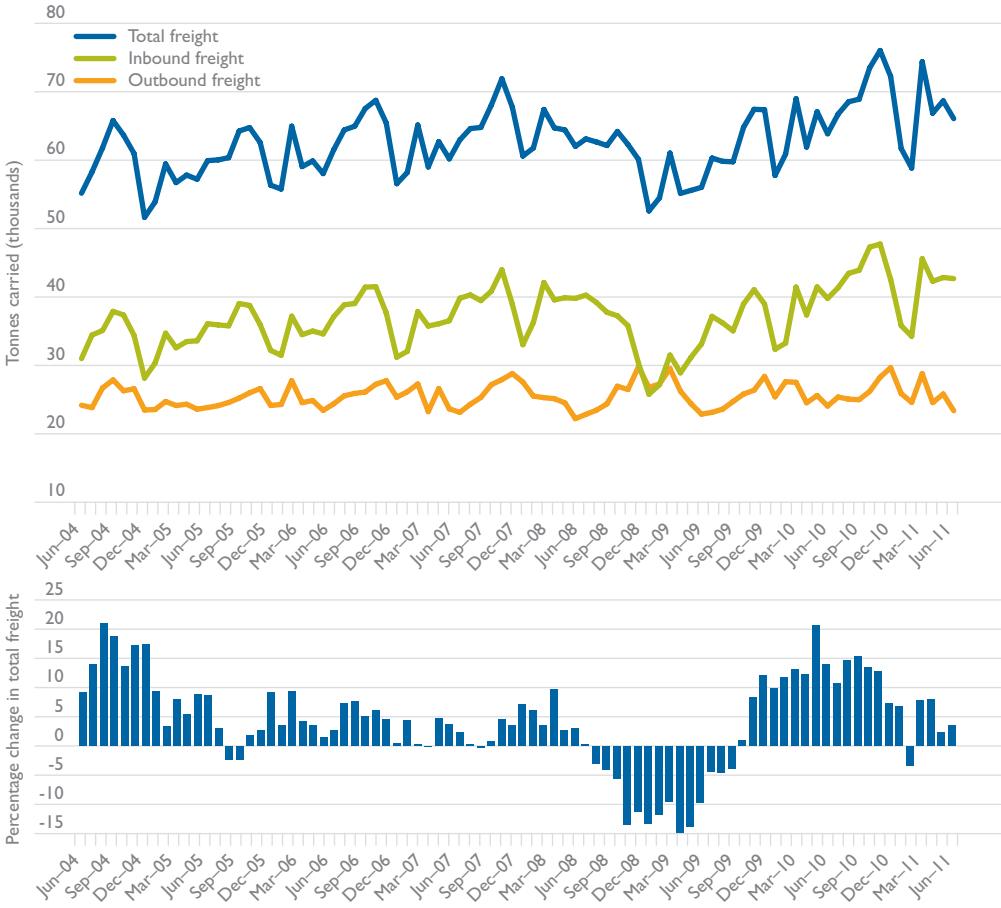
In 2010–11, seat utilisation (load factors) over all routes ranged from a maximum of 81.4 per cent in January 2011 to a minimum of 67.6 per cent in May 2011, with an annual average of 75.5 per cent (0.2 percentage points lower than the average for 2009–10). Normally, seat utilisation has peaked in January, except for January 2009, 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 2010–11 was 822 477 tonnes, up 8.2 per cent on 2009–10. This consisted of 509 839 tonnes (or 62.0 per cent) of inbound freight (up 12.5 per cent on 2009–10) and 312 638 tonnes (or 38.0 per cent) of outbound freight (up 1.9 per cent on 2009–10). Inbound freight exceeded outbound freight in each month between June 2003 and June 2011, apart from the months of January and February 2009.

In 2010–11, total monthly freight peaked at 76 027 tonnes in November 2010, a 12.7 per cent increase on November 2010. February 2011 was the month of lowest total freight volume at 58 847 tonnes, a decrease of 3.3 per cent on February 2010. Inbound freight traffic recorded large month-on-month decreases from late 2008 to mid–2009, but then recovered with strong month-on-month growth recorded in almost all months from late 2009 through to the end of 2010–11.

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, 2010–11

Airline	Tonnes carried (thousands)	Share (per cent)
Qantas Airways	149.4	18.2
Singapore Airlines	119.1	14.5
Emirates	82.4	10.0
Cathay Pacific Airways	77.9	9.5
Thai Airways International	46.3	5.6
Others	347.4	42.2
Total	822.5	100.0

T2 Freight carried on top five city pairs, 2010–11

Australian port	Foreign port	Tonnes carried (thousands)	Share (per cent)
Sydney	Auckland	59.1	7.2
Melbourne	Singapore	47.1	5.7
Sydney	Hong Kong	46.0	5.6
Sydney	Singapore	43.6	5.3
Melbourne	Hong Kong	35.3	4.3
Others		591.2	71.9
Total		822.5	100.0

Source: BITRE, Aviation Statistics Section.

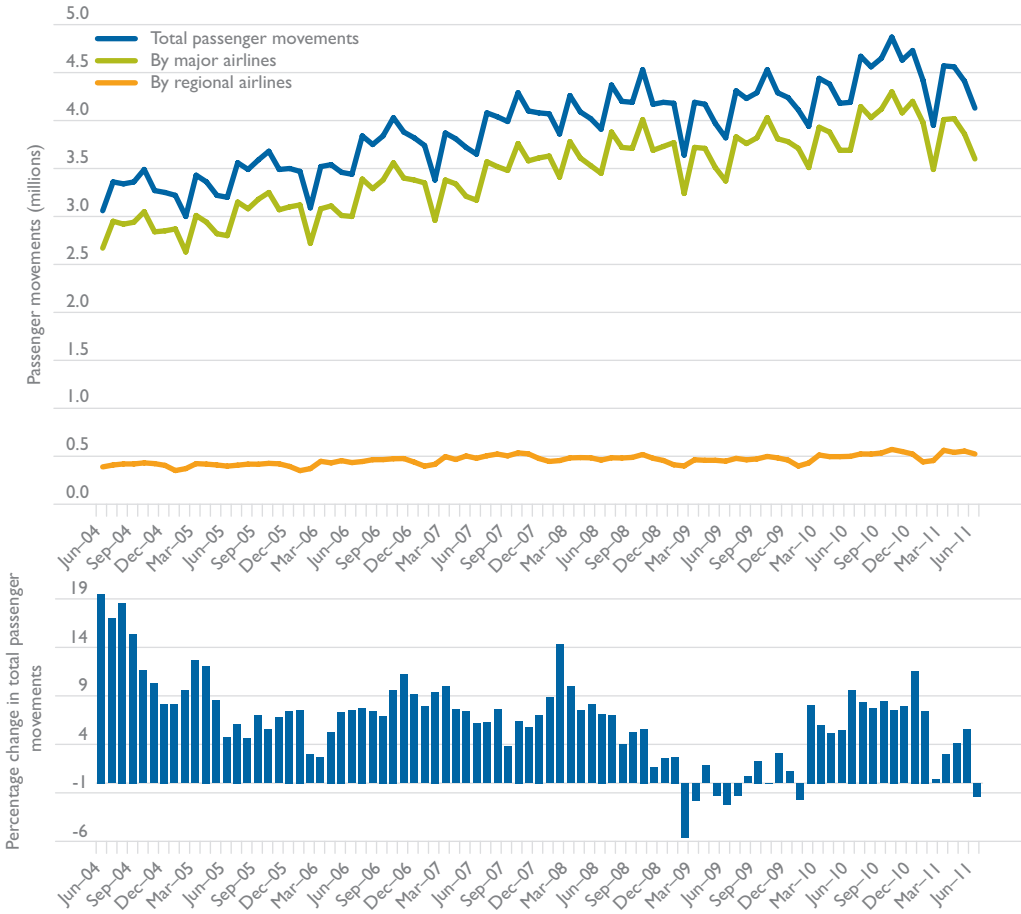
CHAPTER 2
Domestic airline operations

Domestic passengers

There were 54.1 million passengers carried on Australia's domestic airline network in 2010–11. This was 5.9 per cent higher than the total for the previous financial year.

The major domestic airlines (Qantas, Jetstar, Virgin Australia and Tiger Airways) carried most of these passengers, accounting for 47.8 million or 88.4 per cent of the total in 2010–11. The remaining 6.3 million passengers, or 11.6 per cent of the total, were carried on flights operated by regional airlines. For the major domestic airlines this represented an increase of 5.3 per cent compared to 2009–10 numbers while the regional airline total represented an increase of 10.8 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 2010–11 peaked in October 2010 at 4.9 million (7.5 per cent higher than that recorded in October 2009), which is 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 2011 being 3.9 million (0.35 per cent up on February 2010).

Eleven months in 2010–11 recorded positive growth in passenger numbers when compared to the same month in the previous year, with the exception of June 2011, which recorded negative growth (-1.4 per cent) compared to June 2010. Growth was generally stronger in the first half of the year.

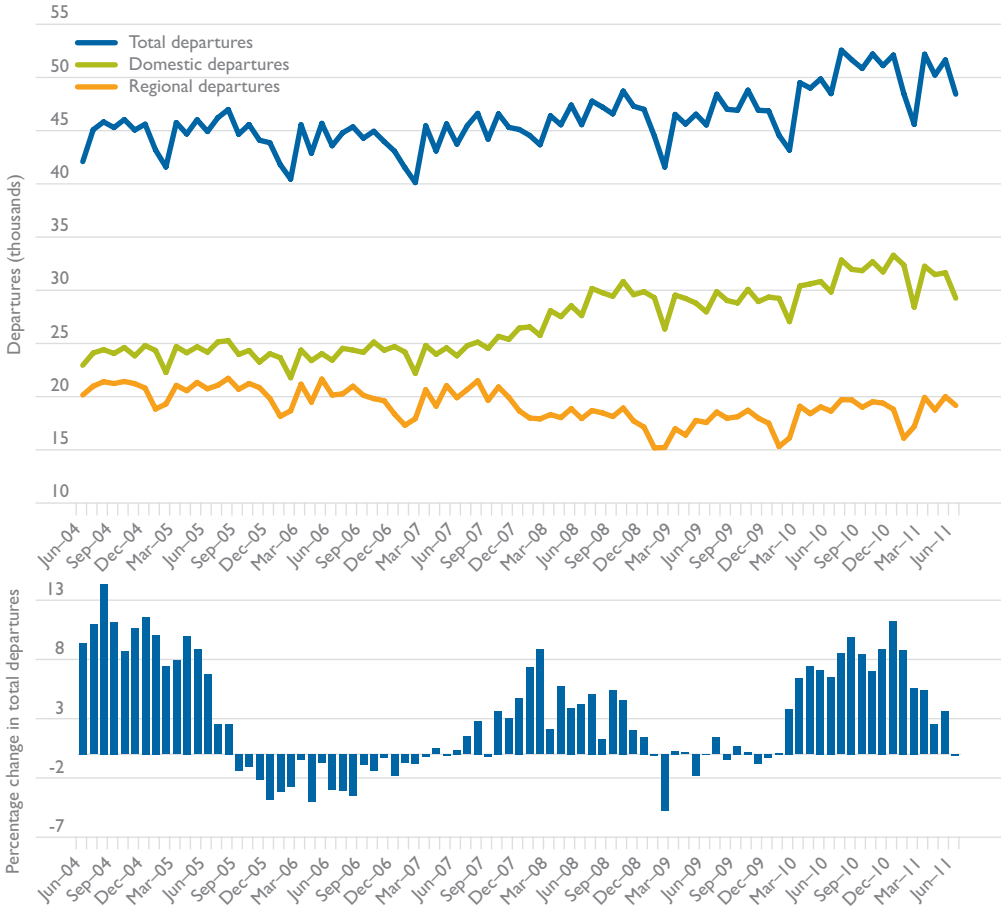
The major domestic airlines recorded lower passenger numbers in only two months of the financial year (February and June) while regional airline passenger numbers grew strongly during all of 2010–11.

Domestic flights

Figure 6 illustrates the number of domestic flight departures over the past seven years. A total of 607 062 flights were recorded for 2010–11, 6.6 per cent higher than 2009–10. Of these, 379 773 flights (62.6 per cent) were operated by the major domestic airlines, an increase of 7.3 per cent on the previous financial year. The remaining 227 289 flights (37.4 per cent) were operated by regional airlines, up 5.5 per cent on 2009–10.

During the year, total monthly flights peaked at 52 564 in July 2010 (8.5 per cent higher than in July 2009) and were at their lowest, 45 598 in February 2011. The strongest monthly growth for 2010–11 occurred in December 2010, 11.2 per cent higher than in December 2009.

F6 Domestic and regional flights



Note Growth rates are calculated over the same month in the previous year.

Source: BITRE, Aviation Statistics Section.

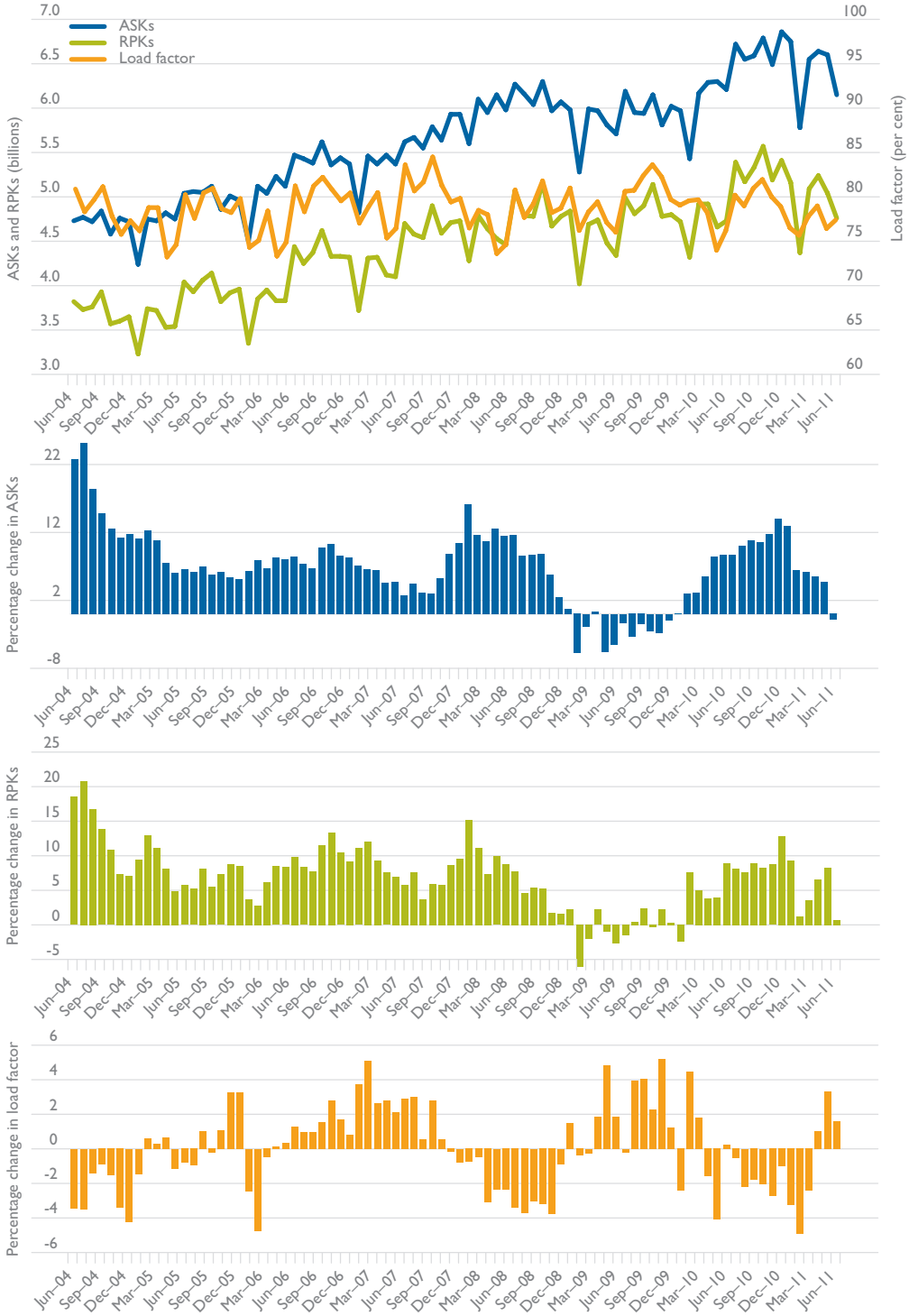
Domestic network utilisation

Domestic aviation industry capacity, measured in Available Seat Kilometres (ASKs), reached 78.5 billion in 2010–11, 8.3 per cent higher than the total for 2009–10. Revenue Passenger Kilometres (RPKs) for 2010–11 reached a record 61.7 billion (up 7.1 per cent on the total for 2009–10).

The highest ever monthly total for ASKs was recorded in December 2010 at 6.9 billion (up 14.0 per cent on December 2009) while RPKs peaked in October 2010 with a monthly total of 5.6 billion (up 8.3 per cent on October 2009).

The average load factor for 2010–11 was 78.7 per cent, a decrease of 0.9 percentage points compared with 2009–10. The highest monthly load factor for 2010–11 was recorded in July 2010 at 79.6 per cent, compared with the 78.7 per cent registered in July 2009.

F7 Domestic network utilisation



Notes: Includes all regional operations. ASKs refer to Available Seat Kilometres and RPKs refer 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

Information presented in this report is for Australian domestic routes for which the passenger load averaged 8 000 or more per month over the previous six months, and where two or more airlines operated in competition on those routes. Fifty-two routes met these criteria for all twelve months in 2010–11. 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 Australia. These operators collectively carried over 95 per cent of Australia's domestic airline traffic in 2010–11.

There was a total of 527 708 scheduled flights included in on time performance reporting for the financial year 2010–11, out of which 8 453 operations (1.6 per cent) were cancelled. Of the 519 255 flights that were flown, 418 267 (80.6 per cent) departed on time and 409 054 (78.8 per cent) arrived on time (see Table 3).

The equivalent figures for 2009–10 were 85.6 per cent for on time departures, 84.4 per cent for on time arrivals and 1.0 per cent for cancellations.

The long-term average performance for all routes from November 2003 is 84.4 per cent for departures and 83.1 per cent for arrivals. Cancellations averaged 1.2 per cent of all scheduled flights.

On time performance tracked around 87 per cent for the period before June 2007. There was then a noticeable decrease to 79 per cent for the period from June 2007 to December 2008. For the period January 2009 to June 2010, on time performance rose to 85 per cent but has dropped down to 80 per cent for the latest year (see Figure 8). On time performance in 2010–11 was affected by adverse weather conditions on the East Coast during December 2010 and January 2011 in particular followed by the extreme weather conditions experienced in February 2011 with cyclones Yasi and Carlos and finally in June 2011 by the volcanic ash cloud from Chile.

The highest level of on time departures (84.1 per cent) and arrivals (82.6 per cent) in 2010–11 were recorded in May 2011. The lowest percentage of cancellations was 0.8 per cent in October 2010.

The lowest level of on time performance was recorded in December 2010 with 76.2 per cent of departures and 73.7 per cent of arrivals being on time. Cancellations peaked in June 2011 at 5.3 per cent of scheduled flights. All indicators represent a decline in on time performance in comparison with 2009–10.

Of the major domestic airlines, Qantas achieved the highest level of on time departures for 2010–11 at 83.8 per cent, followed by Virgin Australia at 79.9 per cent, Jetstar at 77.1 per cent and Tiger Airways at 65.9 per cent. The regional airlines were led by Regional Express at 86.2 per cent, Skywest at 85.8 per cent and QantasLink at 78.5 per cent.

Qantas also achieved the highest on time arrivals among the major domestic airlines at 83.1 per cent, followed by Virgin Australia at 78.7 per cent, Jetstar at 77.3 per cent and Tiger Airways at 65.9 per cent. Skywest was the best performing regional airline for on time arrivals at 85.1 per cent, followed by Regional Express at 81.3 per cent, and QantasLink at 74.8 per cent.

Tiger Airways had the highest percentage of cancellations for 2010–11 at 3.0 per cent, while Skywest had the lowest at 0.3 per cent.

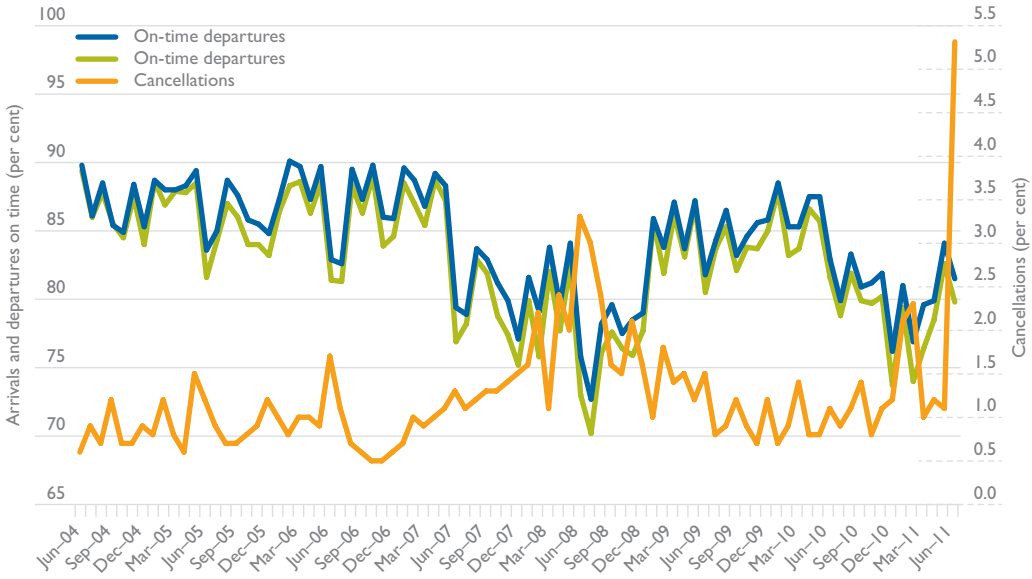
Of the 52 routes which met the criteria for on time performance reporting for all twelve months in 2010–11, the Adelaide–Port Lincoln route had the highest percentage of on time departures (92.6 per cent) and the highest percentage of on time arrivals (89.7 per cent). The Sunshine Coast–Melbourne route had the lowest percentage of on time departures (56.2 per cent) and the lowest percentage of on time arrivals (63.9 per cent).

Cancellations were highest on the Rockhampton–Brisbane route at 4.4 per cent, followed by Brisbane–Rockhampton at 4.0 per cent, Canberra–Sydney at 3.5 per cent and Melbourne–Sydney, Sydney–Melbourne and Sydney–Canberra each at 3.2 per cent.

Of the airports with on time performance reporting for all twelve months in 2010–11, Port Lincoln Airport recorded the highest percentage of on time departures (91.8 per cent) and the highest percentage of on time arrivals (89.7 percent). Sunshine Coast Airport recorded the lowest percentage of on time departures (66.7 per cent) and Albury Airport recorded the lowest percentage of on time arrivals (73.9 per cent). These figures only refer to reported routes and do not cover all flights at these airports.

Of the airports with on time performance reporting for all twelve months in 2010–11, Port Lincoln Airport recorded the highest percentage of on time departures (91.8 per cent) and the highest percentage of on time arrivals (89.7 percent). Sunshine Coast Airport recorded the lowest percentage of on time departures (66.7 per cent) and Albury Airport recorded the lowest percentage of on time arrivals (73.9 per cent). These figures only refer to reported routes and do not cover all flights at these airports.

F8 Domestic airline on time performance



Note: Cancellations in June 2011 was caused largely by the volcanic ash cloud from Chile.

Source: BITRE, Aviation Statistics Section.

T3 Domestic airline on time performance 2010–11

	Sectors		Departures on time		Arrivals on time		Cancellations	
	Scheduled	Flown	Number	Per cent	Number	Per cent	Number	Per cent
Jetstar	66 956	65 992	50 855	77.1	50 999	77.3	964	1.4
Qantas	121 412	119 591	100 227	83.8	99 431	83.1	1 821	1.5
QantasLink	101 259	99 309	77 986	78.5	74 311	74.8	1 950	1.9
Regional Express	64 940	64 677	55 750	86.2	52 588	81.3	263	0.4
Skywest	12 121	12 089	10 372	85.8	10 291	85.1	32	0.3
Tiger Airways	20 775	20 153	13 271	65.9	13 280	65.9	622	3.0
Virgin Blue	140 245	137 444	109 806	79.9	108 154	78.7	2 801	2.0
All Airlines	527 708	519 255	418 267	80.6	409 054	78.8	8 453	1.6

Note: Total airline network data, 2010–11.

Source: BITRE, Aviation Statistics Section

Domestic air freight

Total domestic air freight movements at Australian airports reached 506.73 thousand tonnes in 2010–11, an increase of 25.1 per cent compared to the previous year (see Table 4 and Figure 9).

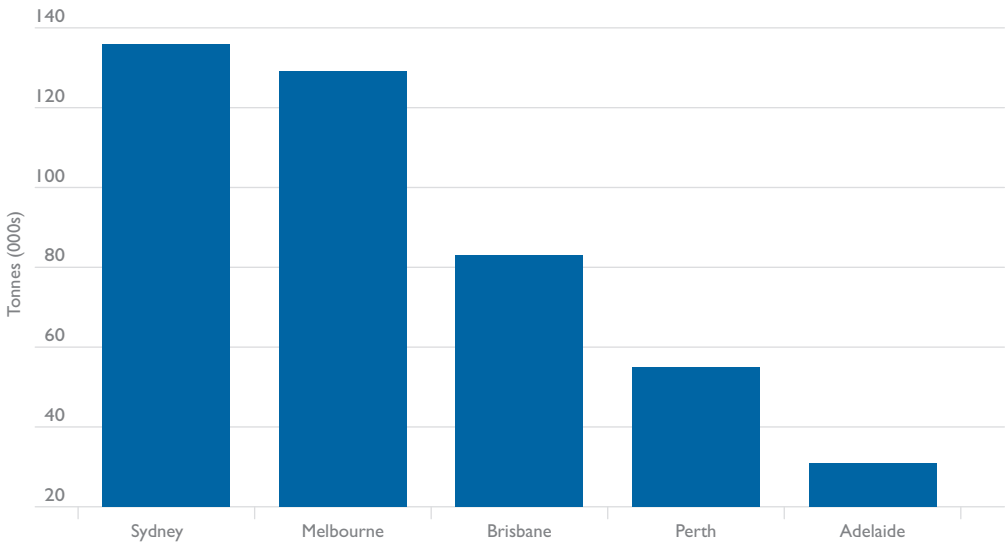
Sydney was the busiest domestic airport in terms of cargo movements (135.65 thousand tonnes, up 19.1 per cent compared to previous year) followed by Melbourne (128.91 thousand tonnes, up 19.3 per cent) and Brisbane (82.66 thousand tonnes, up 27.3 per cent). The biggest increase on previous year was at Adelaide (31.19 thousand tonnes, up 64.7 per cent).

T4 Domestic air freight movements in top five Australian airports, 2010–11 (tonnes)

Airport	Freight	Mail	Total
Sydney	118 151	17 495	135 646
Melbourne	107 912	20 996	128 909
Brisbane	67 592	15 070	82 662
Perth	43 650	11 735	55 385
Adelaide	25 454	5 735	31 189
Total for industry	424 122	82 614	506 735

Source: BITRE, Aviation Statistics Section

F9 Air freight movements in top five Australian airports, 2010–11



Source: BITRE, Aviation Statistics Section

CHAPTER 3
Airport activity

Passenger activity levels

Table 5 summarises passenger movements at Australia's ten largest airports for the past three financial years. All airports, except for Canberra, recorded an increase in total passenger movements in 2010–11 when compared with 2009–10.

Perth experienced the highest growth in total passenger numbers for 2010–11, with an increase of 9.0 per cent. Other airports with strong growth in total passenger numbers included Cairns (up 8.7 per cent), Melbourne (up 7.9 per cent) and Darwin (up 7.1 per cent).

Annual growth in international passenger movements in 2010–11 was strongest at Darwin (up 21.4 per cent), followed by Cairns (up 19.6 per cent), Melbourne (up 13.5 per cent), Perth (up 8.8 per cent) and Gold Coast (up 5.7 per cent).

Perth experienced the highest growth in domestic passenger numbers for 2010–11, with an increase of 9.4 per cent. Other airports with strong growth in domestic passenger numbers included Cairns (up 6.5 per cent), Melbourne (up 6.3 per cent) and Gold Coast (up 5.7 per cent).

For airports with a significant regional airline presence, growth in regional airline passenger movements was strongest at Brisbane (up 25.8 per cent), followed by Cairns (up 13.7 per cent), Adelaide (up 11.9 per cent), Darwin (up 7.9 per cent), Melbourne (up 7.5 per cent) and Sydney (up 3.2 per cent).

T5 Passenger movements at major Australian airports, 2010–11 (million).

Airport	Year	Major domestic airlines	Regional airlines	International airlines	Total movements
Sydney	2010-11	22.29	2.02	11.64	35.96
	2009-10	21.39	1.96	11.11	34.46
	2008-09	20.10	1.91	10.34	32.35
Melbourne	2010-11	21.09	0.66	6.21	27.96
	2009-10	19.83	0.62	5.47	25.92
	2008-09	19.03	0.59	4.83	24.45
Brisbane	2010-11	14.30	1.34	4.34	19.97
	2009-10	13.67	1.06	4.16	18.90
	2008-09	13.66	0.99	4.07	18.72
Perth	2010-11	7.23	0.42	3.25	10.89
	2009-10	6.61	0.40	2.98	9.99
	2008-09	6.31	0.45	2.60	9.36
Adelaide	2010-11	6.17	0.56	0.55	7.28
	2009-10	5.99	0.50	0.52	7.02
	2008-09	5.81	0.49	0.48	6.78
Gold coast	2010-11	4.71	0.01	0.77	5.49
	2009-10	4.45	0.00	0.73	5.19
	2008-09	4.14	0.00	0.48	4.62
Cairns	2010-11	2.98	0.37	0.51	3.86
	2009-10	2.80	0.33	0.43	3.55
	2008-09	2.82	0.34	0.50	3.65
Canberra	2010-11	2.74	0.50	0.00	3.24
	2009-10	2.76	0.49	0.00	3.26
	2008-09	2.59	0.47	0.00	3.06
Hobart	2010-11	1.90	0.00	0.00	1.90
	2009-10	1.85	0.00	0.00	1.86
	2008-09	1.87	0.00	0.00	1.87
Darwin	2010-11	1.24	0.18	0.25	1.68
	2009-10	1.19	0.17	0.21	1.57
	2008-09	1.22	0.13	0.19	1.54

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

Source: BITRE, Aviation Statistics Section

Aircraft activity levels

Table 6 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 by 2.3 per cent at these ten airports in 2010–11, compared with the previous financial year, when it declined by 3.0 per cent. The highest growth was recorded at Perth (up 9.9 per cent) followed by Brisbane (up 7.4 per cent) while the greatest declines occurred at Canberra (down 23.0 per cent) and Gold Coast (down 15.2 per cent).

Cairns had the strongest growth in scheduled aircraft movements for 2010–11, with an increase of 10.5 per cent, followed by Hobart and Perth (both up 7.6 per cent), Melbourne and Brisbane (both up 7.3 per cent) and Gold Coast (up 6.9 per cent).

Growth in international airline movements was strongest at Cairns (up 23.4 per cent), Melbourne and Perth (both up 8.2 per cent) and Darwin (up 3.3 per cent). International airline movements declined at Adelaide (down 6.0 per cent) and Gold Coast (down 3.8 per cent).

Major domestic airlines recorded increased movements at the monitored domestic airports in 2010–11, as compared with 2009–10. The highest growth in movements by major domestic airlines was recorded at Cairns (up 12.1 per cent), followed by Darwin and Perth (both up 9.9 per cent), Gold Coast (up 8.3 per cent) and Melbourne (up 8.2 per cent).

In 2010–11, regional airline aircraft movements increased strongly at Brisbane (up 19.4 per cent) but declined at Perth (down 2.5 per cent) and Canberra (down 1.2 per cent).

T6 Aircraft movements at major Australian airports, 2010–11

Airport	Year	Major domestic airlines	Regional airlines	International airlines	Non-scheduled	Total movements a
Sydney	2010-11	162,023	65,045	63,433	19,417	309,918
	2009-10	153,837	62,742	61,683	17,842	296,104
	2008-09	148,299	63,422	59,308	20,443	291,472
Melbourne	2010-11	153,257	20,512	33,029	2,030	208,828
	2009-10	141,633	20,478	30,530	3,875	196,516
	2008-09	140,679	21,114	27,218	6,007	195,018
Brisbane	2010-11	110,347	30,842	27,153	25,686	194,028
	2009-10	104,473	25,827	26,628	23,796	180,724
	2008-09	107,968	23,324	26,383	26,071	183,746
Perth	2010-11	56,878	12,447	18,538	43,673	131,536
	2009-10	51,774	12,760	17,137	37,969	119,640
	2008-09	49,443	14,665	14,515	40,423	119,046
Adelaide	2010-11	49,830	23,024	3,256	26,400	102,510
	2009-10	47,059	22,816	3,465	25,990	99,330
	2008-09	47,678	23,578	3,398	28,622	103,276
Gold Coast	2010-11	33,325	147	4,265	62,697	100,434
	2009-10	30,784	79	4,434	83,133	118,430
	2008-09	28,583	10	3,490	109,953	142,036
Cairns	2010-11	24,663	11,928	6,020	45,117	87,728
	2009-10	21,995	11,689	4,878	44,840	83,402
	2008-09	22,085	11,124	6,302	52,737	92,248
Canberra	2010-11	31,602	11,678	0	17,422	60,702
	2009-10	32,380	11,821	0	34,583	78,784
	2008-09	32,257	12,934	0	39,565	84,756
Hobart	2010-11	15,648	416	0	15,248	31,312
	2009-10	14,596	331	0	14,277	29,204
	2008-09	14,739	288	0	13,949	28,976
Darwin	2010-11	11,433	10,652	5,153	62,434	89,672
	2009-10	10,401	10,575	4,986	59,220	85,182
	2008-09	9,901	7,607	5,225	64,315	87,048

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 movement at Australian airports, BITRE, Aviation Statistics Section

Non-scheduled aircraft movements at monitored airports in 2010–11 increased at Perth (up 15.0 per cent), Sydney (up 8.8 per cent), Brisbane (up 7.9 per cent), Hobart (up 6.8 per cent) and Darwin (up 5.4 per cent). The largest decreases were recorded at Canberra (down 49.6 per cent), Melbourne (down 47.6 per cent) and Gold Coast (down 24.6 per cent).

Sydney aircraft noise

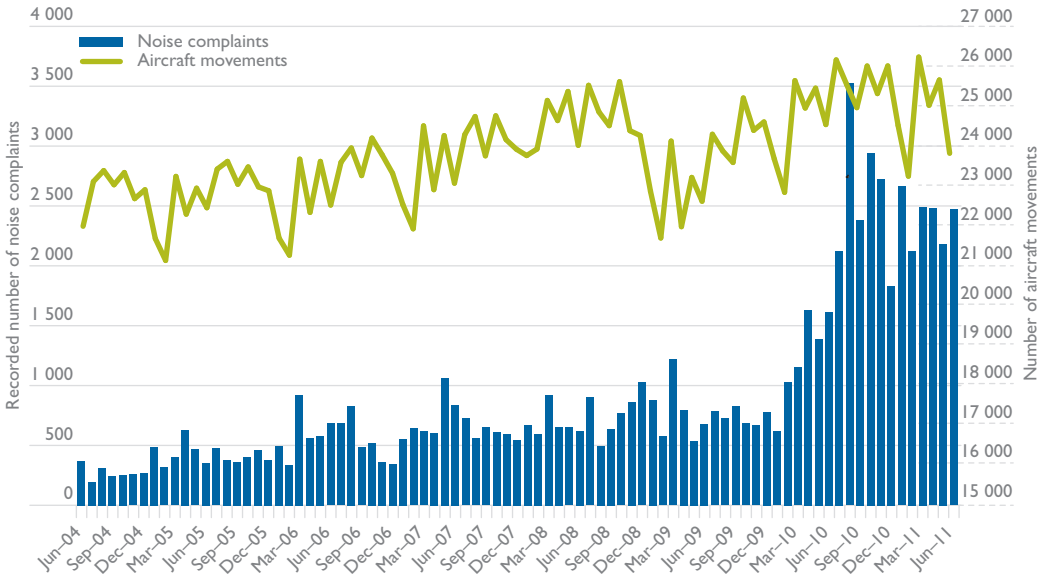
For noise monitoring purposes, Airservices Australia recorded 302 717 aircraft movements at Sydney Airport in 2010–11 (including non-scheduled operations but excluding helicopters). This is an increase of 3.2 per cent compared to 2009–10. During 2010–11, there were 30 166 noise complaints (up 151.7 per cent on 2009–10).

March 2011 was the busiest month for Sydney Airport in 2010–11 with 26 257 aircraft movements, an increase of 2.3 per cent on March 2010. There were 2 510 noise complaints in March 2011. The lowest number of aircraft movements for the 2010–11 financial year was recorded in February 2011 (23 248 movements) and the number of noise complaints was 2 141 (see Figure 10).

The recorded number of noise complaints was lowest in December 2010 at 1 848 complaints. Complaints peaked in August 2010 at 3 550 and this was the highest number of noise complaints lodged. However, aircraft movements in August 2010 (25 574) were only the sixth highest recorded in 2010–11.

In 2009–10, there were on average 999 noise complaints per month rising to 2 514 in 2010–11.

F10 Sydney Airport noise complaints



Source: Airservices Australia, Publications, Reports and Statistics, Sydney Airport Operational Statistics.

CHAPTER 4
Economic indicators

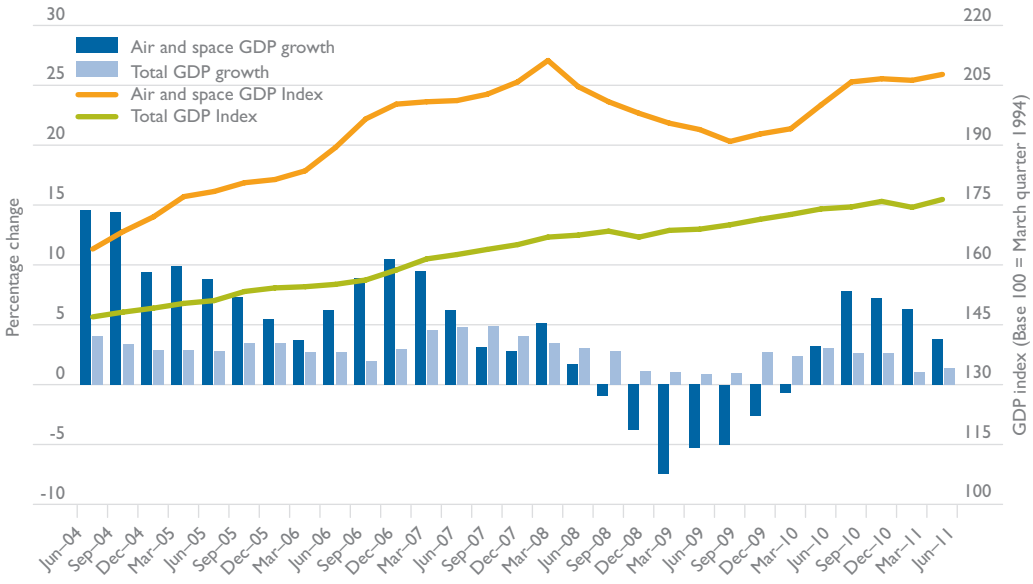
Gross Domestic Product and activity in Australia's airspace industry

The total Australian Gross Domestic Product (GDP) index increased in 2009–10, but grew at a slower rate in 2010–11, peaking at 176.5, in the June quarter (1.4 per cent higher than the same quarter the previous year). In 2010–11, total GDP continued growing at an annual rate of 1.9 per cent compared to 2.3 per cent in 2009–10.

In Figure 11, Australia's GDP index for all industries is overlayed with the index for the air and space industry component. Bases for both indices have been assigned to the March quarter of 1994 (index=100). The air and space industry contributed $5.2 billion to the Australian economy or 0.40 per cent of Australia's total GDP in 2010–11. This is an increase in proportion on the previous financial year, when it accounted for 0.38 per cent of Australia's total GDP.

In 2010–11, the air and space industry peaked in the June quarter with a maximum index value of 208.0 (up 3.8 per cent over the same quarter in the previous year). The index rose from 206.1 to 208.0 during 2010–11.

F11 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

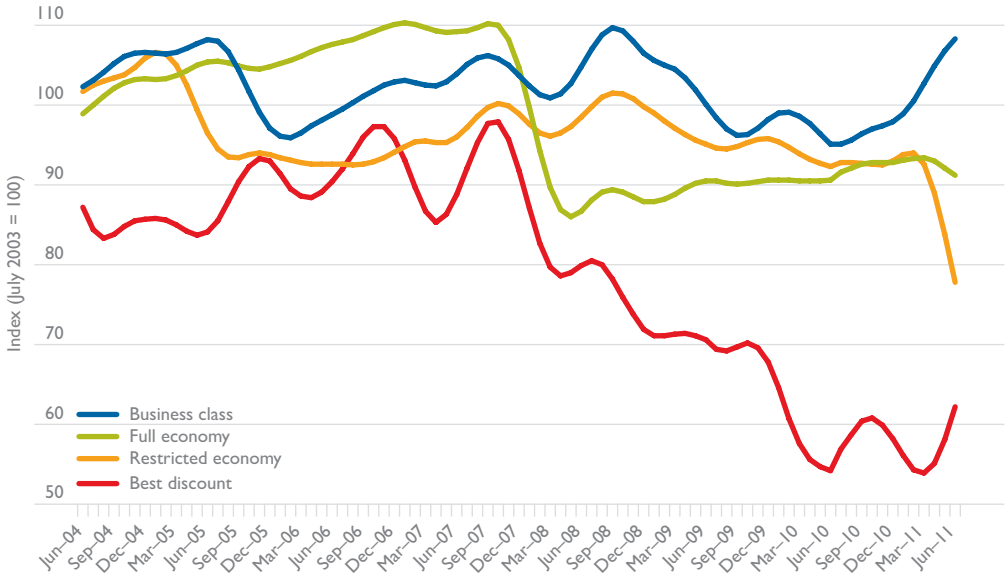
Figure 12 presents real domestic airfare indexes for Business Class, Full Economy, Restricted Economy and Best Discount airfares. The series is a price index of the lowest available fare in each category, weighted over selected routes by respective passenger numbers. It does not measure real airline 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 13 month moving averages to give a measure of the trends in airfares over time.

Airfares are based on 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* (2005) 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 2010–11, Business Class fares increased and reached a maximum index of 108.3 in June 2011. In comparison, the index was at 95.1 a year earlier. Business Class fares have been rising consistently from September 2010.

F12 Real domestic air fares



Note: Airfares are CPI adjusted.

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

The Full Economy fares index was variable during the 2010–11 period. It increased from 91.6 in July 2010 to a maximum value of 93.4 in March 2011 and then declined to 91.2 in June 2011.

In 2010–11, the Restricted Economy fares index peaked in February 2011 at 94.0 but fell sharply to its lowest level of 77.8 in June 2011.

An upward trend emerged in 2010–11 in Best Discount fares after a sharp decline since November 2007. The index reached its lowest level of 53.9 in March 2011 but recovered to 62.2 in June 2011.

Jet fuel prices

Figure 13 tracks the U.S. Kerosene-Type Jet Fuel Retail spot price from June 2004 to June 2011. Both Australian and US dollar indexes are constructed using a base value of 100 for the January 2000 spot price.

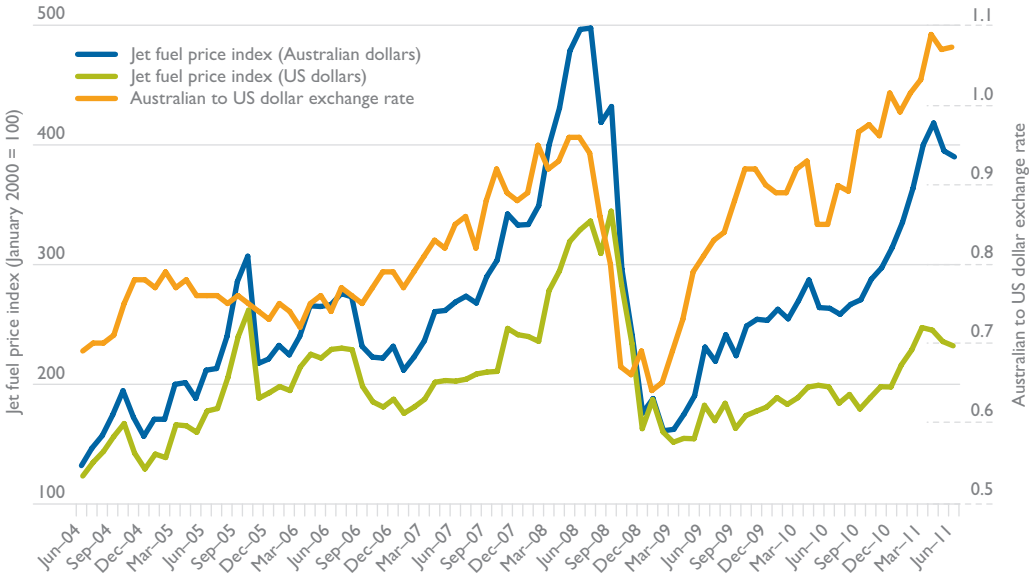
The price of aviation jet fuel trended higher in 2010–11, with the US dollar index increasing from 258.5 in July 2010 to a peak of 418.3 in April 2011 before finishing the year at 390.0. These prices are still below the levels reached in mid 2008 when the jet fuel index in US dollars peaked at 497.6.

The price increase in Australian dollars over 2010–11 has been lower than the rise in US dollar prices due to the increased value of the Australian dollar. The index of fuel prices in Australian dollars increased from 183.6 in July 2010 to a peak of 247.1 in March 2011 while ending the year at 231.8.

In US dollar terms the average jet fuel price in 2010–11 was 31.4 per cent higher than the average price in 2009–10. In Australian dollar terms the increase was smaller, with average 2010–11 prices 15.6 per cent higher than average 2009–10 prices.

During 2010–11, the Australian to US dollar exchange rate rose from 0.899 in July 2010 to a maximum of 1.090 in April 2011 before ending at 1.074 in June 2011. The exchange rate averaged 0.999 in 2010–11 which was 13.0 per cent higher than the average for 2009–10.

F13 U.S. Gulf Coast Kerosene-Type Jet Fuel Retail Sales by Refiners – Spot Price FOB



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 Australia Holdings Limited is shown in Figure 14. The figure also includes the S&P/ASX 200 Price Index for the same period.

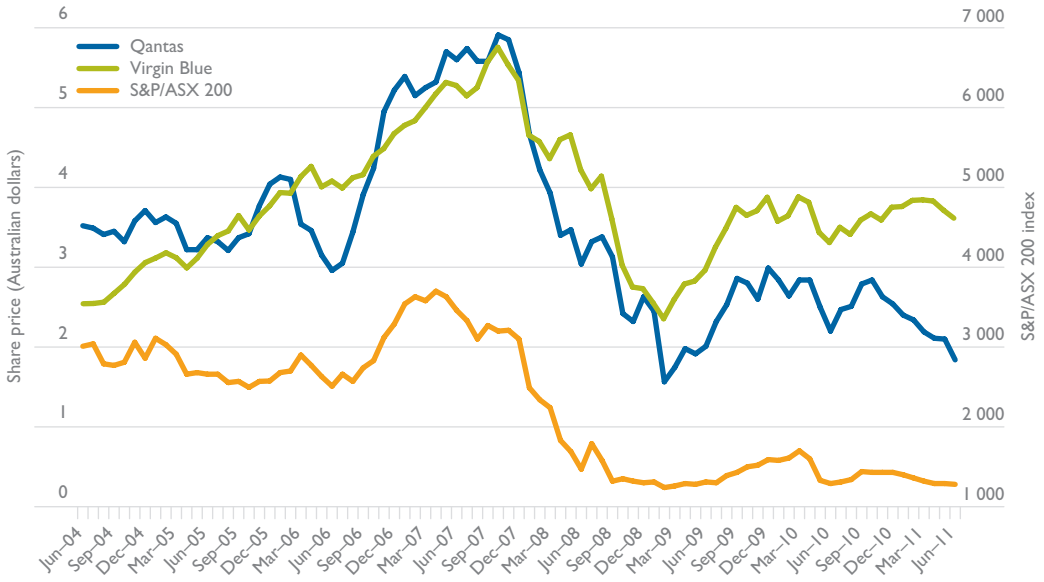
The Australian stock market increased over the 2010–11 financial year from 4493.5 in June 2010 to a peak of 4837.9 in March 2011 but declined to 4608.0 in June 2011. During this period, both Qantas Airways and Virgin Australia stocks lost value in comparison to the S&P/ASX 200 Price Index. In June 2011, the S&P/ASX 200 Price Index gained 7.1 per cent, compared with June 2010, Qantas Airways stocks lost 16.4 per cent and Virgin Australia stocks lost 3.4 per cent in the same period.

The S&P/ASX 200 Price Index rose from 4493.5 in July 2010 to 4837.9 in March 2011 before falling back to 4608.0 points in June 2011. It averaged 4669.6 in 2010–11 or 1.3 per cent higher than the average of 4608.6 points for 2009–10.

For the financial year 2010–11, Qantas' share price declined from $2.47 in July 2010, to their lowest level of $1.84 in June 2011. Qantas' share price averaged $2.40 in 2010–11, which was 9.8 per cent lower than the average of $2.66 for 2009–10.

Virgin Australia's share price increased from $0.31 in July 2010 to $0.44 in September 2010 before falling to $0.28 in June 2011. Its average share price fell from $0.49 for 2009–10 to $0.36 in 2010–11, a decline of 26.4 per cent.

F14 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 Boeing 747 used to represent international operations, the Boeing 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 9.

Major airports

The level of charges incurred by aircraft operators per return passenger in real terms is shown in Table 6. 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 2009, 31 July 2010 and 31 July 2011 (in September quarter 2011 dollars). The charges are presented by aircraft type and are broken down into airport, Airservices Australia and security components.

Real airport charges for the representative international, domestic and regional aircraft types are shown in Figures 15, 16 and 17 respectively. These figures show data by airport from July 2003 to July 2011, 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 2011, Darwin Airport had the highest per passenger charge for the representative international aircraft, followed by Adelaide, while Canberra had the highest charges for both the domestic and regional aircraft types1. Melbourne had the lowest charge for international and domestic services while Adelaide had the lowest charge for regional services.

Between July 2010 and July 2011, CPI-adjusted airport charges for the representative international aircraft increased by 2.7 per cent at Perth and 0.3 per cent at Darwin but declined at all other airports. The largest reduction in charges was recorded in Adelaide (down 6.9 per cent), followed by Melbourne (down 4.3 per cent) and Sydney (down 3.6 per cent).

Over the same period Hobart recorded the highest percentage increase in charges for the representative domestic aircraft of 46.1 per cent, followed by Canberra[1] (up 41.1 per cent), Perth (up 12.5 per cent), and Darwin (up 2.4 per cent). At the same time, Adelaide recorded the largest decrease in domestic charges of 12.7 per cent, followed by Melbourne (down 5.7 per cent), Sydney (down 5.0 per cent) and Brisbane (down 4.9 per cent).

For regional aircraft the largest increase was again at Hobart (up 53.4 per cent), followed by Canberra[1] (up 46.5 per cent). Perth (up 12.6 per cent) and Darwin (up 2.5 per cent). Airports where charges decreased were Adelaide (down 6.9 per cent), Melbourne (down 5.7 per cent), Brisbane (down 4.9 per cent) and Sydney and Gold Coast both down by 3.4 per cent.

In July 2011, airport charges for the representative international aircraft remained highest at Brisbane while for both the domestic and regional aircraft types charges were highest at Canberra[1].

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.

1 A sharp increase in airport charges at the Canberra Airport in 2010–11 is a result of the introduction of a cost recovery charge associated with this airport's new $420m terminal.

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

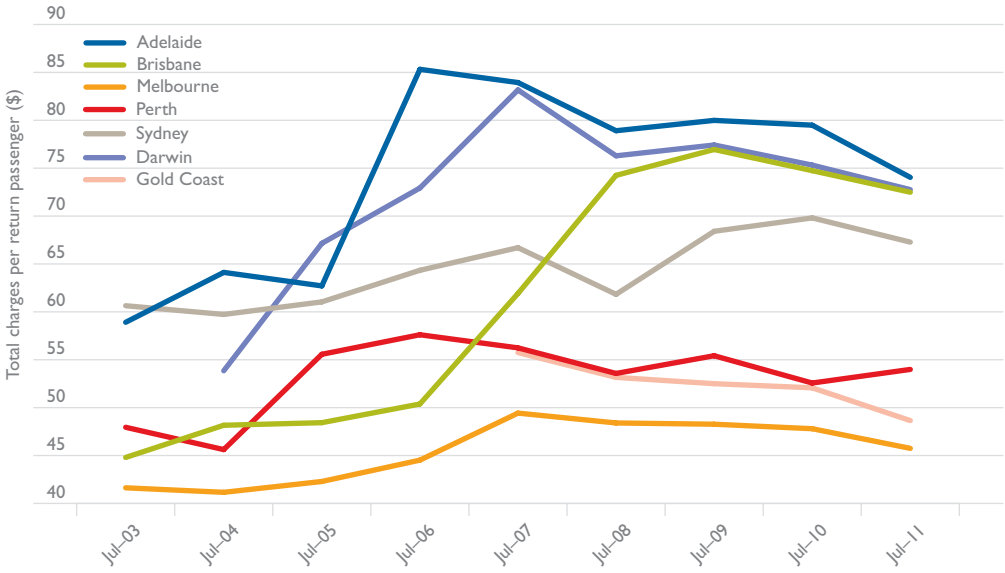
	747-438			737-800			SAAB340B		
	Jul–09	Jul–10	Jul–11	Jul–09	Jul–10	Jul–11	Jul–09	Jul–10	Jul–11
Sydney									
Airport	45.72	47.76	46.88	26.15	25.67	24.99	16.27	15.83	15.29
Airservices	11.87	11.55	11.16	5.17	5.03	4.86	5.06	4.93	4.76
Security	10.82	10.50	9.24	4.47	4.53	3.63	2.04	1.99	1.92
Total	**68.41**	**69.81**	**67.28**	**35.79**	**35.24**	**33.48**	**23.38**	**22.74**	**21.97**
Melbourne									
Airport	31.18	31.18	30.12	19.02	18.80	18.16	19.02	18.80	18.16
Airservices	11.97	11.65	11.25	4.83	4.70	4.54	4.71	4.59	4.43
Security	5.11	4.97	4.38	2.90	3.76	3.02	2.90	3.76	3.02
Total	**48.27**	**47.80**	**45.75**	**26.76**	**27.27**	**25.72**	**26.64**	**27.15**	**25.61**
Brisbane									
Airport	51.35	52.65	52.21	17.72	18.95	18.63	16.55	17.81	17.53
Airservices	14.11	13.72	13.26	5.40	5.25	5.07	5.24	5.10	4.93
Security	11.49	8.36	7.44	6.51	4.33	3.43	6.51	4.33	3.43
Total	**76.95**	**74.74**	**72.90**	**29.63**	**28.53**	**27.14**	**28.30**	**27.24**	**25.89**
Perth									
Airport	25.90	25.94	28.00	17.90	18.01	23.03	17.90	18.01	23.03
Airservices	20.29	19.74	19.07	7.40	7.20	6.96	7.16	6.97	6.73
Security	9.23	6.89	6.92	4.64	5.01	3.99	4.64	5.01	3.99
Total	**55.42**	**52.57**	**53.99**	**29.94**	**30.21**	**33.98**	**29.70**	**29.98**	**33.75**
Adelaide									
Airport	45.52	45.26	39.32	23.56	23.35	19.28	8.73	8.69	7.75
Airservices	30.42	29.59	28.59	9.57	9.31	9.00	9.08	8.84	8.54
Security	4.04	4.64	6.13	4.10	3.31	3.12	4.10	3.31	3.12
Total	**79.99**	**79.49**	**74.04**	**37.23**	**35.98**	**31.40**	**21.92**	**20.84**	**19.41**
Gold Coast									
Airport	23.18	23.54	22.74	21.30	21.72	20.98	21.30	21.72	20.98
Airservices	21.95	21.36	20.63	10.32	10.04	9.69	8.67	8.43	8.14
Security	7.37	7.17	6.93	4.68	4.55	4.40	4.68	4.55	4.40
Total	**52.50**	**52.07**	**50.30**	**36.30**	**36.31**	**35.07**	**34.65**	**34.70**	**33.52**
Canberra									
Airport	-	-	-	19.01	20.61	37.20	19.01	20.61	37.20
Airservices	-	-	-	14.31	13.92	13.45	9.93	9.66	9.33
Security	-	-	-	4.33	4.46	4.36	4.33	4.46	4.36
Total	-	-	-	**37.65**	**38.99**	**55.00**	**33.27**	**34.73**	**50.89**
Hobart									
Airport	-	-	-	14.49	14.10	25.08	14.49	14.10	25.08
Airservices	-	-	-	11.32	11.01	10.64	7.79	7.58	7.32
Security	-	-	-	1.47	1.43	3.06	1.47	1.43	3.06
Total	-	-	-	**27.28**	**26.54**	**38.77**	**23.75**	**23.11**	**35.46**
Darwin									
Airport	34.81	33.87	35.53	34.81	33.87	35.53	34.81	33.87	35.53
Airservices	27.12	26.38	25.48	3.93	3.82	3.69	2.79	2.72	2.62
Security	15.50	15.08	14.56	11.55	11.24	10.86	11.55	11.24	10.86
Total	**77.42**	**75.32**	**75.58**	**50.29**	**48.93**	**50.08**	**49.15**	**47.82**	**49.01**

Notes: Presented in September quarter 2011 dollars.

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.

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 2011.

F15 Real charges for indicative international aircraft at selected airports

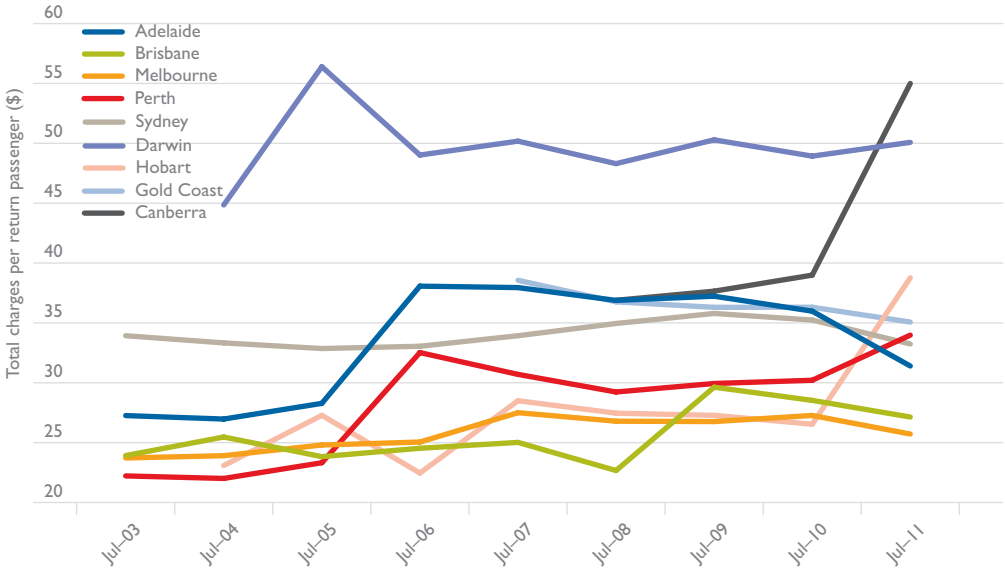


Notes: This graph shows total airport charges (GST inclusive) in September quarter 2011 dollars for a Boeing 747-438 aircraft as representative of international flights.

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.

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 2011.

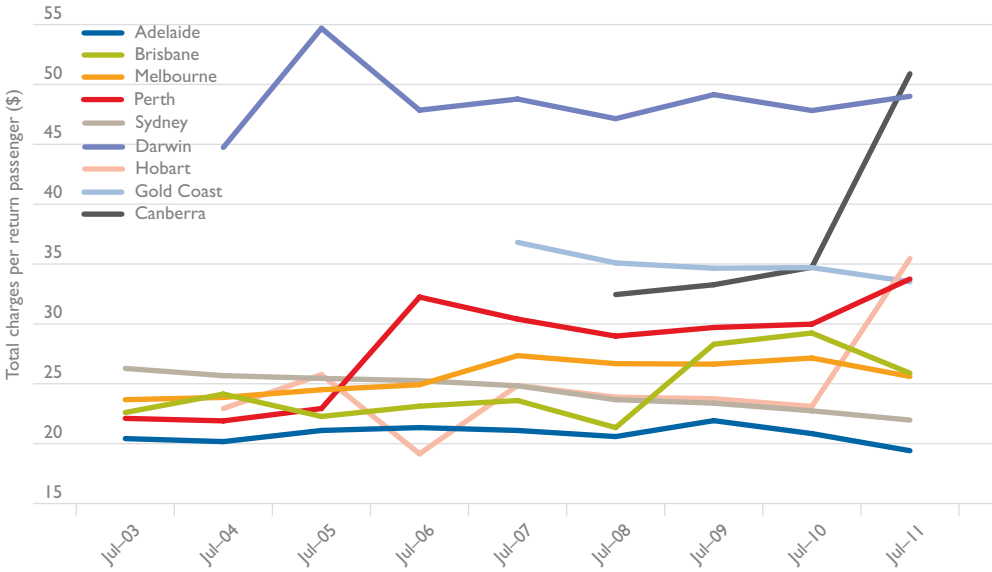
F16 Real charges for indicative domestic aircraft at selected airports



Notes: This graph shows total airport charges (GST inclusive) in September quarter 2011 dollars for a Boeing 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 2011.

F17 Real charges for indicative regional aircraft at selected airports



Notes: This graph shows total airport charges (GST inclusive) in September quarter 2011 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, 2011.

Regional airports

Data on regional airport and air services charges was first included in issue 9 of *Avline (February 2007)*, 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 31st July 2009, 31st July 2010 and 31st July 2011 for the 10 regional airports which satisfied these criteria are listed in Table 8 and the charges for 31st July 2011 are illustrated in Figure 18.

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 18 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 at Gladstone. Port Lincoln and Wagga Wagga airports had the lowest charges for July 2011. Excluding Airservices Australia charges, Gladstone again had the highest charges, followed by Port Macquarie and Burnie.

In real terms, total airport charges at selected regional airports generally fell by 3.4 per cent between July 2010 and July 2011, but remained unchanged in nominal terms, as shown in Table 7. The exceptions were Dubbo which recorded an increase in real total charges of 0.5 per cent and Wagga Wagga airport where charges fell by 6.1 per cent in real terms.

T8 Real airport and air services charges for ten selected regional airports

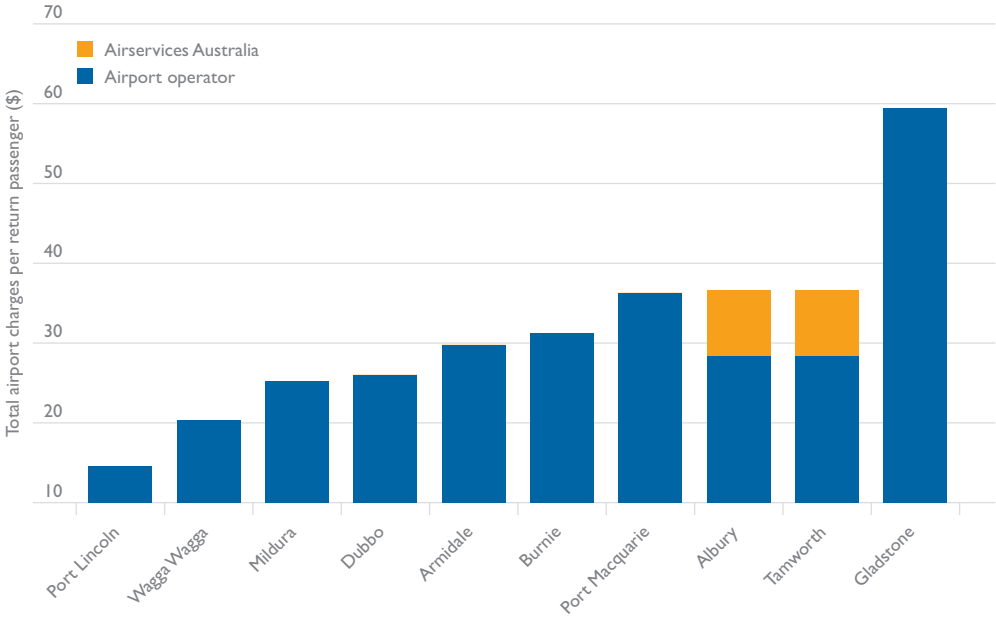
	Jul–09			Jul–10			Jul–11		
	Airport Operator	Airservices Australia	Total	Airport Operator	Airservices Australia	Total	Airport Operator	Airservices Australia	Total
Albury	30.22	8.71	38.93	29.40	8.47	37.87	28.40	8.18	36.58
Armidale a	31.71	0.00	31.71	30.85	0.00	30.85	29.80	0.00	29.80
Burnie	25.75	0.00	25.75	32.34	0.00	32.34	31.24	0.00	31.24
Dubbo	26.60	0.00	26.60	25.88	0.00	25.88	26.00	0.00	26.00
Gladstone	39.64	0.00	39.64	61.48	0.00	61.48	59.39	0.00	59.39
Mildura	23.88	0.00	23.88	26.06	0.00	26.06	25.17	0.00	25.17
Port Lincoln	15.45	0.00	15.45	15.03	0.00	15.03	14.52	0.00	14.52
Port Macquarie	38.63	0.00	38.63	37.58	0.00	37.58	36.30	0.00	36.30
Tamworth	30.22	8.71	38.93	29.40	8.47	37.87	28.40	8.18	36.58
Wagga Wagga b	22.24	0.00	22.24	21.64	0.00	21.64	20.31	0.00	20.31

Notes: All charges are GST inclusive and presented in September quarter 2011 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, for comparability among airports, the maximum passenger fee of $14.90 (GST inclusive) per arriving and per departing passenger was used.

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 inclusive) 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.

F8 Airport and air services charges for ten selected regional airports, July 2011



Notes: For Gladstone, where a landing fee applied, 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.
Airservices charges apply only at Albury and Tamworth Airports.
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.

Technical 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.

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

T9 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)
Boeing 747-438	International	394.6	394	72.0
Boeing 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.

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.
FOB	Free On Board
Major domestic airline	In 2010-11, Australia's major domestic airlines were Qantas, Virgin Australia, 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.
Domestic load factor	The total revenue passenger kilometres performed as a percentage of the total available seat kilometres.
International load factor	Number of international passengers divided by available seats.
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	All passengers paying any fare. Frequent flyer redemption passengers 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 visitor Arrivals	Overseas visitors arriving in Australia for stays of up to 12 months.
Short-term resident Departures	Australian residents departing for periods of up to 12 months.

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