



Australian Government

Department of Infrastructure, Transport, Regional Development and Communications

Bureau of Infrastructure, Transport and Regional Economics

STATISTICAL REPORT



Aviation

International airline activity
January 2020

© Commonwealth of Australia 2020

ISSN: 1324-5074

Ownership of intellectual property rights in this publication

Unless otherwise noted, copyright (and any other intellectual property rights, if any) in this publication is owned by the Commonwealth of Australia (referred to below as the Commonwealth).

Disclaimer

The material contained in this publication is made available on the understanding that the Commonwealth is not providing professional advice, and that users exercise their own skill and care with respect to its use, and seek independent advice if necessary.

The Commonwealth makes no representations or warranties as to the contents or accuracy of the information contained in this publication. To the extent permitted by law, the Commonwealth disclaims liability to any person or organization in respect of anything done, or omitted to be done, in reliance upon information contained in this publication.

Creative Commons license

With the exception of (a) the Coat of Arms; and (b) the Department of Infrastructure, Transport, Regional Development and Communications' photos and graphics, copyright in this publication is licensed under a Creative Commons Attribution 3.0 Australia License.

Creative Commons Attribution 3.0 Australia License is a standard form license agreement that allows you to copy, communicate and adapt this publication provided that you attribute the work to the Commonwealth and abide by the other license terms. A summary of the license terms is available from <http://creativecommons.org/licenses/by/3.0/au/deed.en>. The full license terms are available from <http://creativecommons.org/licenses/by/3.0/au/legalcode>.

Use of the Coat of Arms

The Department of the Prime Minister and Cabinet sets the terms under which the Coat of Arms is used. Please refer to the Department's Commonwealth Coat of Arms and Government branding web page <http://www.dpmc.gov.au/guidelines/index.cfm#brand> and, in particular, the Guidelines on the use of the Commonwealth Coat of Arms publication.

An appropriate citation for this report is:

Bureau of Infrastructure, Transport and Regional Economics (BITRE), 2020, International airline activity, Statistical Report, BITRE, Canberra ACT.

Contact us

This publication is available in PDF format. All other rights are reserved, including in relation to any Departmental logos or trademarks which may exist. For enquiries regarding the license and any use of this publication, please contact:

Bureau of Infrastructure, Transport and Regional Economics (BITRE)
Department of Infrastructure, Transport, Regional Development and Communications
GPO Box 501, Canberra ACT 2601, Australia
Telephone: (international) +61 2 6274 7210
Fax: (international) +61 2 6274 6855
Email: bitre@infrastructure.gov.au
Website: www.bitre.gov.au

Inquiries

Should you require additional information about the statistics contained in this publication:

Telephone (02) 6274 7790 or Facsimile (02) 6274 7727

Electronic mail: AVSTATS@infrastructure.gov.au

Web site: <http://www.bitre.gov.au/statistics/aviation/international.aspx>

CONTENTS

| | |
|---|-------|
| Explanatory Notes | 4-6 |
| Data Issues and Notes on Airline Services | 7 |
| Year ended summary figures..... | 8-9 |
| Highlights for the Month | 10-11 |
| Detailed Monthly Tables | |
| 1. Scheduled International Air Traffic to and from Australia..... | 12-13 |
| 2. Scheduled Operator Market Shares and Growth | 14-17 |
| 3. Airline Passenger Capacity and Utilisation to and from Australia by Operator ... | 18-20 |
| 4. Australian International Airport Scheduled Traffic and Aircraft Movements | 21-22 |
| 5. Scheduled International Passengers and Freight by City Pairs | 23-29 |
| 6. International Airlines Own Stopover Revenue Passengers, Australian City Pairs | 30 |

EXPLANATORY NOTES

INTRODUCTION

1. This publication continues the series of monthly publications presenting provisional statistical information on the scheduled operations of international airlines operating into/out of Australia.
2. The figures in this publication were obtained from reports submitted by scheduled international carriers and are the best available at the time of publication.

COVERAGE

3. These statistics show uplift/discharge data – These data detail, by direction, the revenue traffic between the actual points of uplift and discharge within each flight, aggregated for all flights within the period. It shows the movement of traffic between two airports not necessarily directly connected but within the same flight number. Typically, flight numbers change when an aircraft reaches its home country. This means that uplift/discharge data for the port in the operator's home country are likely to be overstated by traffic whose origin/destination point is beyond that port. For example, uplift/discharge traffic reported in this publication as Singapore could include traffic whose origin/destination is Europe.
4. These statistics cover revenue traffic carried by the operators of scheduled regular public international air transport services only and do not include charter traffic.
5. Flights with no revenue traffic uplifted from Australia or discharged in Australia are treated as positioning flights and are not included in this data collection. This mainly affects dedicated freighter flights where some flights outbound from Australia do not pick up freight in Australia.

PRODUCTION AND INTERPRETATION

6. Tables 1 and 2 show the country of the relevant uplift or discharge port served by that airline. For example, traffic uplifted/discharged between Sydney and Singapore by British Airways would be shown as Singapore traffic in Tables 1 and 2.
7. Table 3 shows figures for the country of service (or route) for each airline and therefore may not equate to the data in Tables 1 and 2. For example, the British Airways UK service identified in Table 3 could include passengers uplifted or discharged in Singapore as well as the UK; these passengers would be shown individually under those countries in Tables 1 and 2. The difference in treatment of data between Tables 1 and 2 and Table 3 is necessary in order to work out a meaningful Seat Utilisation figure for Table 3.

Figures shown in Table 3 may include total traffic into and out of Australia for airlines that fly through Australia (also necessary in order to work out a meaningful Seat Utilisation figure). Therefore, figures in Table 3 may not equate to figures in Tables 1 and 2. For example, passengers carried by Qantas Airways from New Zealand via Australia to the UK will be included in Table 3 but will not be included in Tables 1 or 2 as these passengers were not uplifted/discharged in Australia.

8. Table 5 – shows uplift/discharge passenger and freight data for city pairs with "same flight number" international flight connections.

9. Where figures have been rounded, discrepancies may occur between sums of component items and totals, and in percentage changes which are derived from figures prior to rounding.
10. Published figures may be revised where figures missing at the time of publication are received or misreporting/miscalculation necessitates revisions.

DEFINITIONS

11. The following definitions have been used in this publication:

- (a) Aircraft Movement: A landing or a take off.
- (b) Freight: The aggregate of all revenue freight uplifted or discharged in Australia.
- (c) Inbound: Inbound to Australia/Australian international airport.
- (d) Mail: The aggregate of all mail uplifted or discharged in Australia.
- (e) Outbound: Outbound from Australia/Australian international airport.
- (f) Revenue Passengers: please refer to paragraph 12.
- (g) Seat Utilisation: The ratio of passengers carried to seats available, expressed as a percentage.
- (h) Seats Available: Generally based on standard aircraft configuration, the aggregate of seats available on all flights operated over a particular service.
- (i) Services: Scheduled flights over authorised routes which are listed according to the main ports involved.

COMPARABILITY OF DATA OVER TIME

12. Revenue Passengers:

- For July 2000 and onwards: All passengers paying any fare (frequent flyer redemption passengers are regarded as revenue passengers). In most cases, Revenue Passengers will now include all passengers excluding Free Of Charge passengers and positioning crew.
- To December 1999: The aggregate of all passengers paying 25% or more of the standard air fare (as defined by ICAO at the time).
- January 2000 to June 2000: Transition period.

The Revenue Passenger definition change could result in approximately a three per cent increase in passenger numbers over a full period (month or year).

13. Country and City data – reporting of Uplift/Discharge data by Qantas Airways:

- Prior to January 2003: Uplift/Discharge within Qantas Airways' international network.
- For January 2003 and onwards: Uplift/Discharge within flight number – as per the standard definition.

For example, what was reported as Adelaide to London in January 2002 (no direct services between these two cities), would be reported in January 2003 as either Adelaide to Singapore or Melbourne/Sydney to London.

This change was introduced in order to make the data comparable across all airlines operating services to/from Australia.

The effect of this change – comparing data under the two methods of reporting:

- Country of Port data (Tables 1 & 2) – There will be a shift in traffic to countries such as Singapore and United Arab Emirates (from 2013) which are used as hubs and away from countries such as France, Germany and Italy which

- previously received traffic channelled through hubs. The total volume of traffic is not affected.
- Country of Service data (Table 3) – no change, as the Uplift/Discharge definition is not applicable to classifying the country of service.
- Australian International Airports (Table 4) – there may be a shift of traffic to the major airports.
- City Pairs (Table 5) – There will be a shift in traffic to cities such as Singapore and Dubai (from 2013) which are used as hubs and away from cities such as Paris, Frankfurt and Rome which previously received traffic channelled through hubs. The total volume of traffic is not affected.
- Prior to the change, statistics reported for city pairs without “same flight number” international flight connections mainly reflected carriage on interconnecting international services by Qantas Airways. That traffic should have been interpreted as increasing the volume of traffic between the primary international ports rather than as an indicator of traffic volumes between ports without “same flight number” international flight connections. It should be noted however, that there was no double counting of traffic.

14. Country of Service classification by Qantas Airways:

- For July 2002 and onwards: based on the foreign country where same flight number services commence or cease – as per the standard definition. For example, Sydney-Denpasar-Singapore services would be classified as Country of Service = Singapore.
- Prior to July 2002: based on Qantas classification – this mainly affected Indonesia and Singapore Countries of Service. For example, Sydney-Denpasar-Singapore services were classified as Country of Service = Indonesia.

15. Airline data – Reporting of code share services:

Reporting of traffic split by airline code for code share arrangements was discontinued as of June 2000. For July 2000 and onwards, ALL traffic carried is reported under the operating airline regardless of code share arrangements.

Monthly airline market share figures for July 2001 onwards will be comparable with the same month in the previous year. However, these figures may not be comparable with monthly data prior to July 2000.

SYMBOLS AND OTHER USAGE

- nil or zero
- .. not applicable

DATA ISSUES

Hong Kong Airlines

In this report, all freight carried is reported as to and from the Gold Coast. The airline is unable to split the freight carried between Cairns and Gold Coast airports at this stage.

NOTES ON AIRLINE SERVICES

Low Cost Carrier Citilink Indonesia commenced services between Denpasar and Avalon in January 2020.

YEAR ENDED JANUARY 2020

Chart I International Passengers Carried (thousands) - January 2018 to January 2020

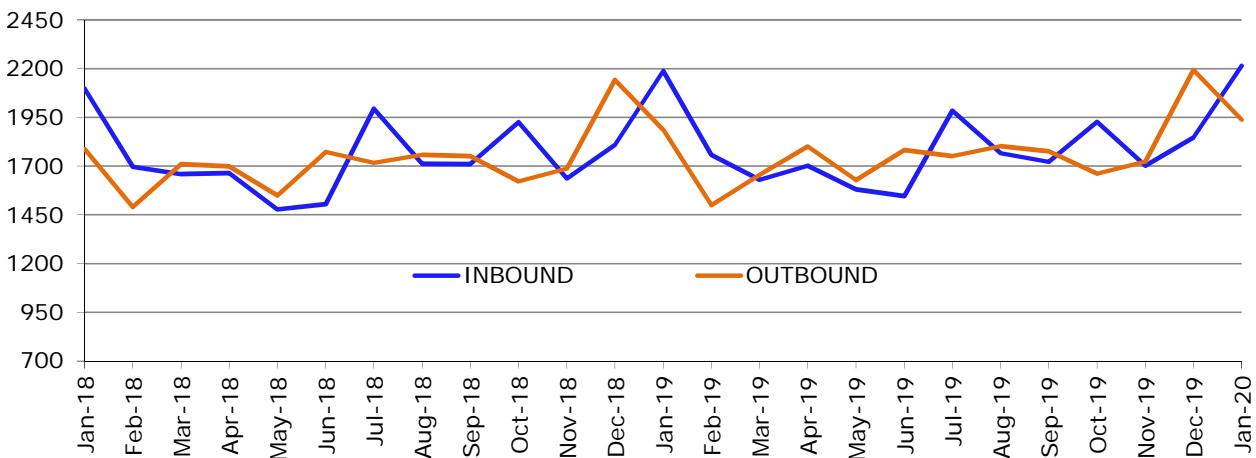


Chart II International Passengers by Major Airlines - Year ended January 2020

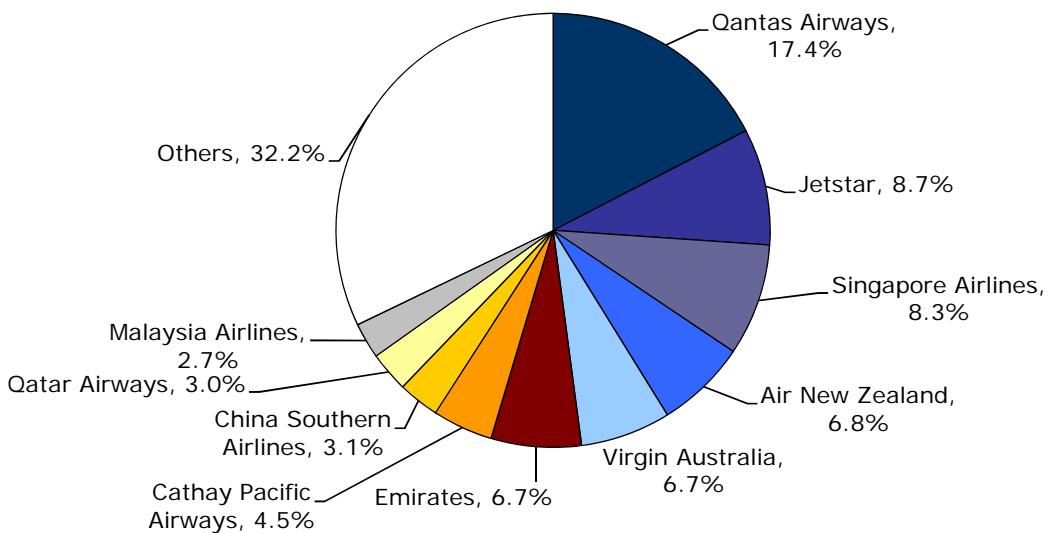


Table I International Passengers by Uplift/Discharge City Pairs

| Foreign Port | Australian Port | Year ended January 2018 | Year ended January 2019 | Year ended January 2020 | % of Total | % Change 2020/19 |
|-------------------|-----------------|-------------------------|-------------------------|-------------------------|------------|------------------|
| Singapore | Melbourne | 1 415 468 | 1 573 943 | 1 629 901 | 3.8% | 3.6% |
| Auckland | Sydney | 1 567 653 | 1 569 064 | 1 597 351 | 3.8% | 1.8% |
| Singapore | Sydney | 1 485 298 | 1 513 765 | 1 549 707 | 3.6% | 2.4% |
| Auckland | Melbourne | 1 230 816 | 1 256 664 | 1 251 794 | 2.9% | -0.4% |
| Hong Kong | Sydney | 1 078 194 | 1 160 554 | 1 195 335 | 2.8% | 3.0% |
| Singapore | Perth | 1 147 829 | 1 122 013 | 1 145 192 | 2.7% | 2.1% |
| Singapore | Brisbane | 822 848 | 863 357 | 970 074 | 2.3% | 12.4% |
| Auckland | Brisbane | 972 864 | 945 219 | 956 340 | 2.2% | 1.2% |
| Los Angeles | Sydney | 885 031 | 862 805 | 910 332 | 2.1% | 5.5% |
| Denpasar | Perth | 839 802 | 889 219 | 896 636 | 2.1% | 0.8% |
| Top 10 City Pairs | | 11 445 803 | 11 756 603 | 12 102 662 | 28.4% | 2.9% |
| Other City Pairs | | 28 253 192 | 30 006 381 | 30 486 262 | 71.6% | 1.6% |
| ALL CITY PAIRS | | 39 698 995 | 41 762 984 | 42 588 924 | 100.0% | 2.0% |

HIGHLIGHTS – JANUARY 2020

- Sixty-four international airlines operated scheduled services to/from Australia during the month (includes five dedicated freight airlines but excludes airlines operating only via code share arrangements).
- International scheduled passenger traffic in January 2020 was 4.154 million compared to 4.073 million in January 2019 – an increase of 2.0 per cent. March 2019 (-2.5 per cent) was the only time since March 2011 that monthly passenger traffic recorded a decrease compared to the same month in the previous year.
- The chart on the next page compares monthly passenger traffic for the year ended January 2020 with monthly passenger traffic for the year ended January 2019. Passenger traffic for the year ended January 2020 was 42.589 million which is a 2.0 per cent increase over the figure for the year ended January 2019.
- Total seats made available on international scheduled operations to/from Australia during January 2020 were 5.102 million – an increase of 2.3 per cent compared to January 2019. The overall seat utilisation percentage (including China Airlines, Emirates, Qantas and Singapore Airlines passengers travelling through Australian ports) decreased from 84.0 per cent in January 2019 to 83.6 per cent in January 2020.
- In terms of passenger carriage, Qantas Airways had the largest share of the market in January 2020 with 16.8 per cent of the total followed by Jetstar with 8.4 per cent, Singapore Airlines with 7.7 per cent, Emirates with 6.8 per cent and Virgin Australia with 6.7 per cent. Compared to January 2019, Qantas Airways' share decreased by 0.1 percentage points, Jetstar's share increased by 0.2 percentage points, Singapore Airlines' share remained unchanged, Emirates' share decreased by 0.8 percentage points and Virgin Australia's share increased by 0.2 percentage points.
- The Qantas group – Qantas Airways, Jetstar and Jetstar Asia (0.2 per cent) accounted for 25.4 per cent of total passenger carriage in January 2020. The group's share in January 2019 was 25.3 per cent.
- The share of passenger traffic accounted for by Australian designated airlines was 31.9 per cent in January 2020. The share was 31.6 per cent in January 2019. Qantas Airways, Jetstar and Virgin Australia contributed to the Australian airline share in January 2020.
- Low Cost Carriers (LCCs) AirAsia X, Cebu Pacific Air, Citilink Indonesia, Indonesia AirAsia, Jetstar, Jetstar Asia, Scoot Tigerair and Thai AirAsia X accounted for 15.6 per cent of total international passenger traffic to/from Australia in January 2020. The Low Cost Carriers' share in January 2019 was 14.4 per cent.
- International scheduled freight traffic in January 2020 decreased by 8.0 per cent over January 2019 to 84 790 tonnes. Inbound freight traffic decreased by 2.8 per cent and outbound freight traffic decreased by 12.0 per cent compared to January 2019.

Monthly traffic

| | Total Jan-18 | Total Jan-19 | Inbound Jan-20 | Outbound Jan-20 | Total Jan-20 | Growth compared to Jan-19 | Growth compared to Jan-18 |
|--------------------|-----------------|-----------------|-------------------|--------------------|-----------------|------------------------------|------------------------------|
| Passengers Carried | 3 885 401 | 4 073 072 | 2 214 474 | 1 939 067 | 4 153 541 | 2.0% | 6.9% |
| Freight (tonnes) | 94 699 | 92 197 | 38 351 | 46 439 | 84 790 | -8.0% | -10.5% |
| Mail (tonnes) | 2 968 | 2 958 | 2 024 | 1 007 | 3 032 | 2.5% | 2.1% |
| Available Seats | 4 909 417 | 4 985 750 | 2 549 922 | 2 551 725 | 5 101 647 | 2.3% | 3.9% |
| Flights | 18 604 | 18 843 | 9 683 | 9 677 | 19 360 | 2.7% | 4.1% |
| Aircraft Movements | 18 870 | 19 275 | 9 870 | 9 864 | 19 734 | 2.4% | 4.6% |

Top ten airlines

| Share of passengers carried | Jan-19 | Jan-20 | Share of freight carried | Jan-19 | Jan-20 |
|-----------------------------|--------|--------|-----------------------------|--------|--------|
| Qantas Airways | 16.9% | 16.8% | Singapore Airlines | 16.2% | 15.3% |
| Jetstar | 8.2% | 8.4% | Qantas Airways | 11.6% | 10.6% |
| Singapore Airlines | 7.7% | 7.7% | Emirates | 8.4% | 8.0% |
| Emirates | 7.6% | 6.8% | Cathay Pacific Airways | 7.5% | 6.5% |
| Virgin Australia | 6.5% | 6.7% | Air New Zealand | 4.4% | 5.0% |
| Air New Zealand | 6.8% | 6.5% | China Southern Airlines | 4.1% | 4.3% |
| Cathay Pacific Airways | 4.2% | 4.3% | Federal Express Corporation | 3.6% | 4.0% |
| China Southern Airlines | 3.9% | 3.9% | Malaysia Airlines | 3.0% | 3.8% |
| Qatar Airways | 2.9% | 2.9% | Qatar Airways | 3.1% | 3.6% |
| AirAsia X | 2.9% | 2.8% | China Eastern Airlines | 3.0% | 3.4% |

Top five city pairs

| Passengers | Jan-20 | % of Total | Freight (tonnes) | Jan-20 | % of Total | | |
|------------|-----------|------------|------------------|-----------|------------|-------|------|
| Sydney | Auckland | 155 739 | 3.7% | Melbourne | Singapore | 5 746 | 6.8% |
| Melbourne | Singapore | 150 274 | 3.6% | Sydney | Singapore | 5 266 | 6.2% |
| Sydney | Singapore | 146 288 | 3.5% | Sydney | Auckland | 3 653 | 4.3% |
| Melbourne | Auckland | 125 603 | 3.0% | Sydney | Hong Kong | 3 581 | 4.2% |
| Perth | Singapore | 121 901 | 2.9% | Perth | Singapore | 2 696 | 3.2% |

Major International Airports

| Passengers | Jan-20 | % of Total | Freight (tonnes) | Jan-20 | % of Total |
|------------|-----------|------------|------------------|--------|------------|
| Sydney | 1 653 031 | 39.8% | Sydney | 38 422 | 45.3% |
| Melbourne | 1 096 079 | 26.4% | Melbourne | 25 640 | 30.2% |
| Brisbane | 616 629 | 14.8% | Brisbane | 9 429 | 11.1% |
| Perth | 442 732 | 10.7% | Perth | 7 596 | 9.0% |

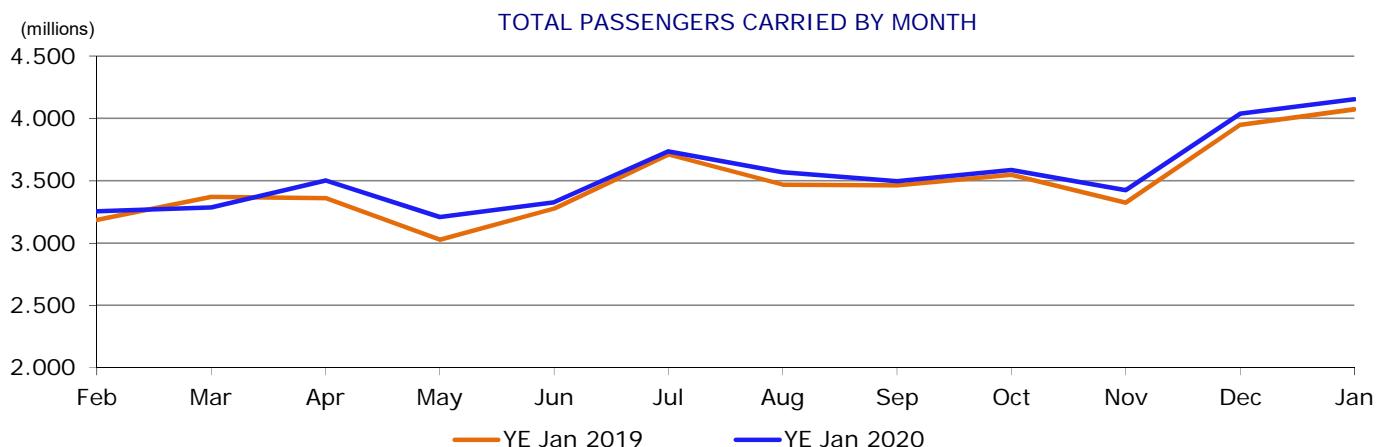


TABLE 2 SCHEDULED OPERATOR MARKET SHARES AND GROWTH: January

| Scheduled Operators | Country to/from | Total Passengers | | | | Total Freight (tonnes) | | | | Total Mail (tonnes) | | | |
|-----------------------|------------------|------------------|------------------|-----------------|---------------|------------------------|-----------------|-----------------|---------------|---------------------|----------------|-----------------|---------------|
| | | 2019 | 2020 | (%) of TOTAL | (%) Change | 2019 | 2020 | (%) of TOTAL | (%) Change | 2019 | 2020 | (%) of TOTAL | (%) Change |
| United Parcel Service | USA | .. | .. | .. | .. | 1 108.7 | 1 052.9 | 1.2 | -5.0 | - | - | - | .. |
| United Parcel Service | ALL SERVICES | .. | .. | .. | .. | 1 637.1 | 1 576.0 | 1.9 | -3.7 | - | - | - | .. |
| Vietnam Airlines | Vietnam | 36 689 | 37 547 | 0.9 | 2.3 | 1 492.6 | 1 346.0 | 1.6 | -9.8 | - | 4.6 | 0.2 | .. |
| Virgin Australia | Fiji | 24 914 | 23 762 | 0.6 | -4.6 | 110.1 | 45.8 | 0.1 | -58.3 | - | - | - | .. |
| | Hong Kong (SAR) | 27 212 | 25 348 | 0.6 | -6.8 | 1 151.2 | 941.2 | 1.1 | -18.2 | - | - | - | .. |
| | Indonesia | 26 290 | 27 318 | 0.7 | 3.9 | 89.3 | 15.8 | 0.0 | -82.3 | - | - | - | .. |
| | New Zealand | 121 594 | 139 125 | 3.3 | 14.4 | 309.0 | 70.6 | 0.1 | -77.1 | - | - | - | .. |
| | Papua New Guinea | 2 788 | 2 011 | 0.0 | -27.9 | 42.7 | 4.4 | 0.0 | -89.6 | - | - | - | .. |
| | Solomon Islands | 1 177 | 1 206 | 0.0 | 2.5 | 26.1 | 9.8 | 0.0 | -62.4 | - | - | - | .. |
| | Tonga | 2 404 | 2 585 | 0.1 | 7.5 | 2.8 | 1.7 | 0.0 | -38.4 | - | - | - | .. |
| | USA | 47 383 | 47 763 | 1.1 | 0.8 | 1 097.2 | 1 080.7 | 1.3 | -1.5 | - | - | - | .. |
| | Vanuatu | 5 080 | 5 173 | 0.1 | 1.8 | 34.9 | 7.8 | 0.0 | -77.7 | - | - | - | .. |
| | Western Samoa | 4 261 | 3 588 | 0.1 | -15.8 | 3.4 | 0.7 | 0.0 | -80.5 | - | - | - | .. |
| Virgin Australia | ALL SERVICES | 263 103 | 277 879 | 6.7 | 5.6 | 2 866.6 | 2 178.6 | 2.6 | -24.0 | - | - | - | .. |
| Xiamen Airlines | China | 20 729 | 21 474 | 0.5 | 3.6 | 1 013.3 | 843.1 | 1.0 | -16.8 | 9.6 | 21.5 | 0.7 | 123.5 |
| TOTAL | | 4 073 072 | 4 153 541 | 100.0 | 2.0 | 92 196.6 | 84 790.2 | 100.0 | -8.0 | 2 958.5 | 3 031.5 | 100.0 | 2.5 |

Please refer to explanatory notes - paragraphs 3, 6 and 13 in particular.

(a) Services commenced September 2019.

(b) Services commenced November 2019.

(c) No data received for the current month. Missing data have been estimated.

(d) No data received for services to and from Brisbane for the current month. Missing data have been estimated.

(e) Services commenced June 2019.

TABLE 3 AIRLINE PASSENGER CAPACITY AND UTILISATION TO AND FROM AUSTRALIA BY OPERATOR: January 2020

| Scheduled Operator | Service to/from | Inbound | | | | Outbound | | | |
|----------------------------|------------------|----------------|------------------|------------------|--------------------|----------------|------------------|------------------|--------------------|
| | | No. of Flights | Pax Carried | Seats Available | Seat Utilisation % | No. of Flights | Pax Carried | Seats Available | Seat Utilisation % |
| Singapore Airlines | New Zealand | 29 | 4 665 | 5 566 | 83.8 | 32 | 4 463 | 5 819 | 76.7 |
| Singapore Airlines | Singapore | 617 | 174 954 | 184 415 | 94.9 | 613 | 148 750 | 184 224 | 80.7 |
| Singapore Airlines | ALL SERVICES | 646 | 179 619 | 189 981 | 94.5 | 645 | 153 213 | 190 043 | 80.6 |
| Solomon Airlines | Solomon Islands | 22 | 1 810 | 2 992 | 60.5 | 22 | 1 455 | 2 992 | 48.6 |
| South African Airways | South Africa | 31 | 7 172 | 7 688 | 93.3 | 31 | 5 626 | 7 688 | 73.2 |
| SriLankan Airlines | Sri Lanka | 31 | 8 376 | 8 990 | 93.2 | 31 | 7 715 | 9 176 | 84.1 |
| Tasman Cargo Airlines (a) | New Zealand | 20 | .. | .. | .. | 20 | .. | .. | .. |
| Thai AirAsia X | Thailand | 13 | 4 038 | 4 901 | 82.4 | 13 | 3 178 | 4 901 | 64.8 |
| Thai Airways International | Thailand | 142 | 42 266 | 45 875 | 92.1 | 142 | 39 218 | 45 875 | 85.5 |
| Tianjin Airlines | China | 22 | 4 905 | 5 817 | 84.3 | 22 | 4 021 | 5 752 | 69.9 |
| United Airlines | USA | 136 | 32 436 | 36 566 | 88.7 | 135 | 28 503 | 36 314 | 78.5 |
| United Parcel Service | China | - | .. | .. | .. | 8 | .. | .. | .. |
| | Korea | - | .. | .. | .. | 14 | .. | .. | .. |
| | Singapore | - | .. | .. | .. | 4 | .. | .. | .. |
| | USA | 27 | .. | .. | .. | - | .. | .. | .. |
| United Parcel Service (a) | ALL SERVICES | 27 | .. | .. | .. | 26 | .. | .. | .. |
| Vietnam Airlines | Vietnam | 75 | 19 137 | 21 511 | 89.0 | 75 | 18 410 | 21 511 | 85.6 |
| Virgin Australia | Fiji | 83 | 12 931 | 15 202 | 85.1 | 84 | 10 831 | 15 378 | 70.4 |
| | Hong Kong (SAR) | 62 | 14 231 | 17 050 | 83.5 | 62 | 11 117 | 17 050 | 65.2 |
| | Indonesia | 92 | 14 789 | 16 192 | 91.3 | 93 | 12 529 | 16 368 | 76.5 |
| | New Zealand | 487 | 71 319 | 85 712 | 83.2 | 484 | 67 806 | 85 184 | 79.6 |
| | Papua New Guinea | 22 | 916 | 2 200 | 41.6 | 22 | 1 095 | 2 200 | 49.8 |
| | Solomon Islands | 9 | 591 | 1 584 | 37.3 | 9 | 615 | 1 584 | 38.8 |
| | Tonga | 10 | 1 339 | 1 760 | 76.1 | 10 | 1 246 | 1 760 | 70.8 |
| | USA | 80 | 25 614 | 27 120 | 94.4 | 79 | 22 149 | 26 781 | 82.7 |
| | Vanuatu | 18 | 2 912 | 3 168 | 91.9 | 18 | 2 261 | 3 168 | 71.4 |
| | Western Samoa | 17 | 2 077 | 2 992 | 69.4 | 17 | 1 511 | 2 992 | 50.5 |
| Virgin Australia | ALL SERVICES | 880 | 146 719 | 172 980 | 84.8 | 878 | 131 160 | 172 465 | 76.1 |
| Xiamen Airlines | China | 53 | 11 094 | 12 486 | 88.9 | 54 | 10 380 | 12 721 | 81.6 |
| TOTAL | | 9 683 | 2 270 165 | 2 549 922 | 89.0 | 9 677 | 1 994 522 | 2 551 725 | 78.2 |

Please refer to explanatory notes - paragraphs 4, 5, and 7 in particular.

Seat Factors shown in this table:

Traffic shown in this table for China Airlines, Emirates, Qantas Airways and Singapore Airlines will differ from traffic shown in Tables 1 and 2 because of the inclusion in this table of total traffic into and ex Australia (for seat factor purposes) whereas Tables 1 and 2 include uplift/discharge traffic only. All other airlines report uplift/discharge traffic only. Currently, there are no other airlines operating via Australia, and therefore uplift/discharge traffic is the same as total traffic into and ex Australia for all other airlines.

(a) Freight flights only.

(b) No data received for the current month. Missing data have been estimated.

(c) No data received for services to and from Brisbane for the current month. Missing data have been estimated.

TABLE 4 SCHEDULED INTERNATIONAL AIRPORT TRAFFIC AND AIRCRAFT MOVEMENTS: January

| | | Inbound | | (% Change) | Outbound | | (% Change) | Total | | (% Change) | (% of TOTAL) |
|--------------------|--------------------|-----------|-----------|---------------|-----------|-----------|---------------|-----------|-----------|---------------|--------------------|
| | | 2019 | 2020 | | 2019 | 2020 | | 2019 | 2020 | | |
| Toowoomba Wellcamp | Passengers | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Freight (Tonnes) | 19 | 21 | 10.6 | 137 | 36 | -74.0 | 155 | 56 | -63.7 | 0.1 |
| | Aircraft Movements | 5 | 4 | -20.0 | 5 | 4 | -20.0 | 10 | 8 | -20.0 | 0.0 |
| TOTAL | Passengers | 2 187 442 | 2 214 474 | 1.2 | 1 885 630 | 1 939 067 | 2.8 | 4 073 072 | 4 153 541 | 2.0 | 100.0 |
| | Freight (Tonnes) | 39 450 | 38 351 | -2.8 | 52 747 | 46 439 | -12.0 | 92 197 | 84 790 | -8.0 | 100.0 |
| | Aircraft Movements | 9 645 | 9 870 | 2.3 | 9 630 | 9 864 | 2.4 | 19 275 | 19 734 | 2.4 | 100.0 |

TABLE 5 SCHEDULED INTERNATIONAL TRAFFIC BY CITY PAIRS: January

| Foreign Port | Australian Port | Passengers | | | | | | Freight (tonnes) | | | | | |
|-----------------|--------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| | | 2019 | | | 2020 | | | 2019 | | | 2020 | | |
| | | Inbound | Outbound | Total | Inbound | Outbound | Total | Inbound | Outbound | Total | Inbound | Outbound | Total |
| Tianjin | Australia | 492 | 358 | 850 | 454 | 374 | 828 | 7.8 | 0.0 | 7.8 | 52.5 | 20.9 | 73.5 |
| Tokyo | | 60 945 | 58 071 | 119 016 | 66 701 | 62 109 | 128 810 | 1 262.4 | 903.9 | 2 166.3 | 1 366.1 | 910.7 | 2 276.8 |
| Tongatapu | | 1 385 | 1 019 | 2 404 | 1 339 | 1 246 | 2 585 | 1.7 | 1.1 | 2.8 | 0.9 | 0.8 | 1.7 |
| Toronto | | 1 361 | 1 124 | 2 485 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Vancouver | | 22 493 | 19 300 | 41 793 | 23 691 | 21 305 | 44 996 | 274.9 | 261.2 | 536.1 | 254.1 | 506.7 | 760.9 |
| Wellington | | 37 843 | 36 352 | 74 195 | 37 956 | 37 507 | 75 463 | 55.9 | 53.6 | 109.5 | 23.6 | 29.4 | 52.9 |
| Wuhan | | 2 097 | 1 655 | 3 752 | 1 312 | 1 339 | 2 651 | 24.2 | 6.2 | 30.4 | 31.0 | 0.0 | 31.0 |
| Xiamen | | 6 650 | 6 525 | 13 175 | 6 895 | 6 348 | 13 243 | 237.6 | 432.5 | 670.1 | 275.1 | 314.3 | 589.4 |
| Xi'an | | 4 724 | 3 917 | 8 641 | 485 | 530 | 1 015 | 97.9 | 173.8 | 271.7 | 0.0 | 70.5 | 70.5 |
| Zhengzhou | | 1 400 | 1 218 | 2 618 | 1 706 | 1 359 | 3 065 | 84.2 | 70.4 | 154.6 | 14.0 | 11.7 | 25.7 |
| Total | Australia | 2 187 442 | 1 885 630 | 4 073 072 | 2 214 474 | 1 939 067 | 4 153 541 | 39 449.5 | 52 747.1 | 92 196.6 | 38 350.8 | 46 439.4 | 84 790.2 |

Please refer to explanatory notes - paragraphs 3 and 8 in particular.

**TABLE 6 INTERNATIONAL AIRLINES OWN STOPOVER REVENUE PASSENGERS,
AUSTRALIAN CITY PAIRS: January 2020**

| City Pair Route | Total Passengers |
|-----------------|---------------------|
| Sydney-Canberra | 116 |
| TOTAL | 116 |

Notes:

1. Own Stopover Revenue Passengers: The aggregate of revenue passengers uplifted at one Australian airport and discharged (excluding transit passengers) at another Australian airport by the same foreign registered international airline on which they entered or left Australia.
2. City Pair Route represents the aggregation of passengers travelling in both directions.
3. This data is additional to the information presented in tables 1-5 which cover only those passengers travelling to/from overseas airports.