



**Australian Government**

**Department of Infrastructure and Transport**

Bureau of Infrastructure, Transport and Regional Economics

STATISTICAL REPORT



# Aviation

Domestic airline activity

Annual 2011 - 2012

© Commonwealth of Australia 2012

ISSN: 1832 - 1968

### **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 organisation in respect of anything done, or omitted to be done, in reliance upon information contained in this publication.

### **Creative Commons licence**

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

Creative Commons Attribution 3.0 Australia Licence is a standard form licence 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 licence terms. A summary of the licence terms is available from <http://creativecommons.org/licenses/by/3.0/au/deed.en>. The full licence 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), 2012, Domestic 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 trade marks which may exist. For enquiries regarding the licence and any use of this publication, please contact:

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

### **Inquiries**

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

Nebojsa Pavlovic

Telephone (02) 6274 6817 or Facsimile (02) 6274 7727

Electronic mail: [AVSTATS@infrastructure.gov.au](mailto:AVSTATS@infrastructure.gov.au)

[Nebojsa.Pavlovic@infrastructure.gov.au](mailto:Nebojsa.Pavlovic@infrastructure.gov.au)

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

## FOREWORD

This report provides an overview of domestic (including regional) airline activity in Australia for the year ending June 2012.

The data covers revenue passengers carried by Australian-registered operators of scheduled regular public transport services over Australian flight stages, including passengers carried between domestic airports on international flights operated by these carriers. The passengers carried refer to traffic on board by stages.

Charter flights are not included in these statistics.

Individual routes shown are restricted to those with an average exceeding 8 000 passengers per month where two or more airlines operate in competition. For the year ending June 2012 there were 57 such routes: 54 routes met these criteria for all twelve months of the year while three routes did so for a period shorter than one year.

Information on the total network for the year ending June 2012 is presented on page 2. Detailed information on the top 57 individual routes can be found in the summary pages 3 –10 of this publication.

The top ten airports passenger movements are shown on page 11. Data on domestic cargo movements at the top five cargo airports is provided on page 12. The data includes cargo carried on passenger flights operated by the Qantas group (including Jetstar), Virgin Australia, Air North, Skippers and Skytrans as well as the cargo carried by dedicated freighter aircraft operated by Australian Air Express and Toll Priority.

The long-term trends for the top 20 competitive routes are presented graphically on pages 13–22. A list of definitions can be found on page 23.

The report was prepared by the Aviation Statistics Section of the Bureau of Infrastructure, Transport and Regional Economics with data provided by airlines.

Estimates are included where data is not available and data presented in this publication may contain revisions to previously published data.

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.

This page is intentionally left blank.

## CONTENTS

|                                                    |           |
|----------------------------------------------------|-----------|
| <b>Highlights .....</b>                            | <b>1</b>  |
| <b>Total network.....</b>                          | <b>2</b>  |
| <b>Top competitive routes.....</b>                 | <b>3</b>  |
| <b>Top ten airports - passenger movements.....</b> | <b>11</b> |
| <b>Top five airports – cargo movements .....</b>   | <b>12</b> |
| <b>Top twenty routes .....</b>                     | <b>13</b> |
| 1. Melbourne – Sydney .....                        | 13        |
| 2. Brisbane – Sydney .....                         | 13        |
| 3. Brisbane – Melbourne .....                      | 14        |
| 4. Gold Coast – Sydney .....                       | 14        |
| 5. Adelaide – Melbourne .....                      | 15        |
| 6. Melbourne – Perth .....                         | 15        |
| 7. Perth – Sydney .....                            | 16        |
| 8. Adelaide – Sydney .....                         | 16        |
| 9. Gold Coast – Melbourne .....                    | 17        |
| 10. Brisbane – Cairns .....                        | 17        |
| 11. Hobart – Melbourne .....                       | 18        |
| 12. Canberra – Sydney .....                        | 18        |
| 13. Canberra – Melbourne .....                     | 19        |
| 14. Brisbane – Townsville.....                     | 19        |
| 15. Brisbane – Mackay .....                        | 20        |
| 16. Cairns – Sydney.....                           | 20        |
| 17. Brisbane – Perth .....                         | 21        |
| 18. Launceston – Melbourne.....                    | 21        |
| 19. Karratha – Perth.....                          | 22        |
| 20. Adelaide – Brisbane.....                       | 22        |
| <b>Definitions .....</b>                           | <b>23</b> |

This page is intentionally left blank.

## HIGHLIGHTS

There were 54.98 million passengers carried on Australian domestic airlines (including regional operations) in the year ending June 2012, an increase of 0.4 per cent on the year ending June 2011. Passenger numbers were affected by the removal and then slow build up of services by Tiger Airways since its grounding in July 2011.

Revenue passenger kilometres (RPKs) were 64.33 billion for the year, up 1.9 per cent on the year ending June 2011. Capacity, measured by available seat kilometres (ASKs), increased 1.7 per cent compared with the year ending June 2011 to a total of 81.62 billion.

The number of available seats rose to 71.08 million, an increase of 0.7 per cent compared to the previous year.

The number of aircraft trips increased by 0.7 per cent, from 610 829 for the year ending June 2011 to 615 133 for the year ending June 2012.

The industry wide load factor (RPKs/ASKs) increased slightly from 78.7 per cent for the year ending June 2011 to 78.8 per cent for the year ending June 2012. Seat utilisation on individual routes increased on 20 of the 53 routes for which data is available in both years.

For the year ending June 2012, Melbourne – Sydney remained Australia's busiest route with 7.73 million passengers, a decrease of 2.3 per cent compared with the year ending June 2011. It was followed by Brisbane – Sydney with 4.35 million passengers (down 2.2 per cent) and Brisbane – Melbourne with 3.15 million passengers (up 1.3 per cent).

The greatest percentage increase in passenger traffic, compared with the year ending June 2011, was on the Newman – Perth route (up 36.5 per cent). There were large increases on a number of other routes, including Perth – Port Hedland (up 29.9 per cent), Brisbane – Perth (up 15.5 per cent), Karratha – Perth (up 14.5 per cent) and Brisbane – Mackay (up 13.6 per cent).

Routes with traffic decreases for the year ending June 2012 included Melbourne – Sunshine Coast (down 21.3 per cent), Adelaide – Gold Coast (down 13.6 per cent), Adelaide – Melbourne (down 11.6 per cent) and Hobart – Melbourne (down 7.8 per cent). Passenger traffic on most of these routes was affected by withdrawal or reduction of services by Tiger Airways.

For the year ending June 2012, Sydney remained Australia's busiest domestic airport with 24.20 million passenger movements, followed by Melbourne with 21.42 million passenger movements and Brisbane with 16.44 million passenger movements.

Increases in passenger movements among the top ten airports, for the year ending June 2012, were recorded at Perth airport (up 11.5 per cent), Brisbane (up 4.3 per cent) and Cairns (up 2.0 per cent) while all other top ten airports recorded decreases.

Total cargo movements at Australian airports reached 474.9 thousand tonnes for the year ending June 2012, a decrease of 6.3 per cent compared to the previous year.

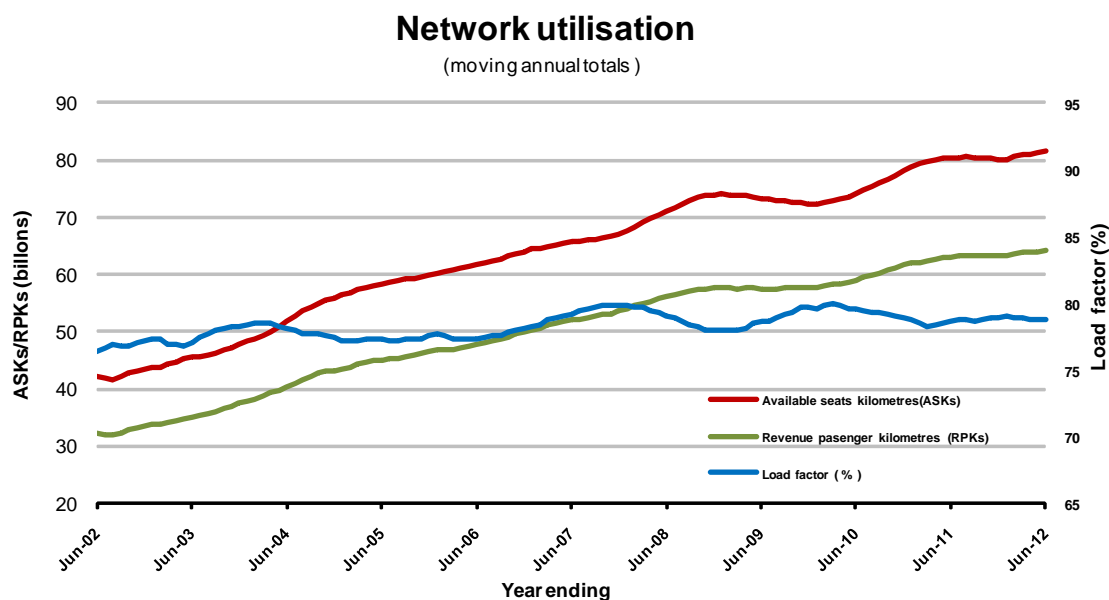
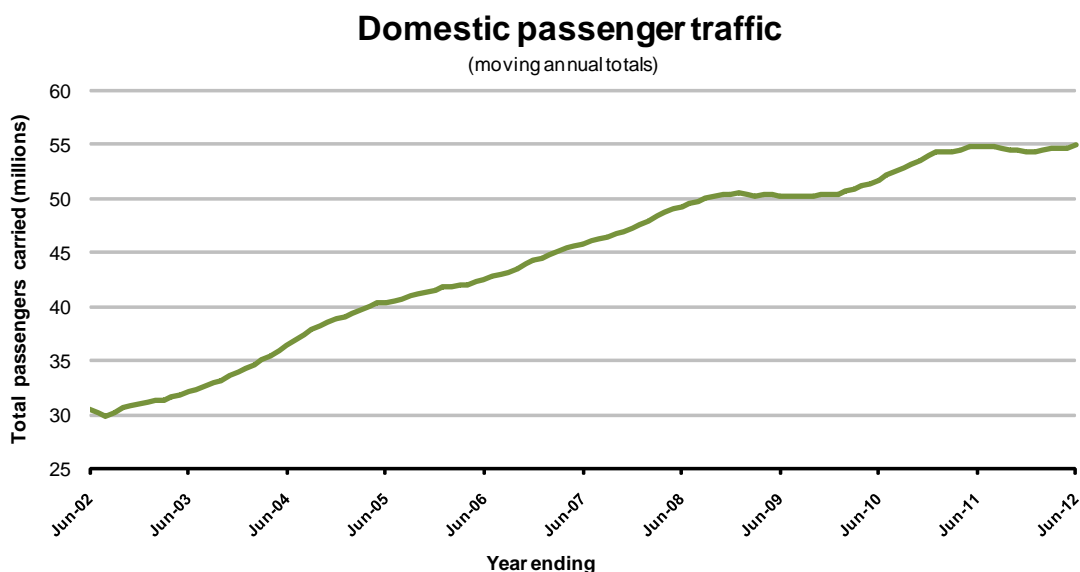
Sydney was the busiest domestic airport in terms of cargo movement (128.5 thousand tonnes, down 5.2 per cent compared to the year ending June 2011), followed by Melbourne (118.9 thousand tonnes, down 7.8 per cent) and Brisbane (77.4 thousand tonnes, down 6.3 per cent).

## TOTAL NETWORK

### Summary of annual activity

|                                         | YE Jun 2011 | YE Jun 2012 | % Change |
|-----------------------------------------|-------------|-------------|----------|
| Total passengers carried (millions)     | 54.76       | 54.98       | 0.4      |
| Revenue passenger kilometres (billions) | 63.15       | 64.33       | 1.9      |
| Available seats (millions)              | 70.62       | 71.08       | 0.7      |
| Available seat kilometres (billions)    | 80.27       | 81.62       | 1.7      |
| Load factor %                           | 78.7        | 78.8        | 0.1 *    |
| Aircraft trips (000s)                   | 610.8       | 615.1       | 0.7      |

\* percentage point difference





## TOP COMPETITIVE ROUTES

**Table 1: Passengers carried (000s) — annual activity**

|    | City-Pair                  | YE Jun 2011 | YE Jun 2012 | % Change |
|----|----------------------------|-------------|-------------|----------|
| 1  | Melbourne - Sydney         | 7 907.3     | 7 727.9     | -2.3     |
| 2  | Brisbane - Sydney          | 4 449.0     | 4 352.7     | -2.2     |
| 3  | Brisbane - Melbourne       | 3 110.7     | 3 152.3     | 1.3      |
| 4  | Gold Coast - Sydney        | 2 328.0     | 2 251.3     | -3.3     |
| 5  | Adelaide - Melbourne       | 2 343.0     | 2 071.0     | -11.6    |
| 6  | Melbourne - Perth          | 1 837.5     | 1 924.0     | 4.7      |
| 7  | Perth - Sydney             | 1 682.2     | 1 785.4     | 6.1      |
| 8  | Adelaide - Sydney          | 1 778.6     | 1 709.6     | -3.9     |
| 9  | Gold Coast - Melbourne     | 1 764.9     | 1 699.7     | -3.7     |
| 10 | Brisbane - Cairns          | 1 144.8     | 1 143.3     | -0.1     |
| 11 | Hobart - Melbourne         | 1 234.0     | 1 137.9     | -7.8     |
| 12 | Canberra - Sydney          | 1 085.3     | 1 058.4     | -2.5     |
| 13 | Canberra - Melbourne       | 1 106.7     | 1 026.3     | -7.3     |
| 14 | Brisbane - Townsville      | 957.7       | 996.3       | 4.0      |
| 15 | Brisbane - Mackay          | 853.4       | 969.9       | 13.6     |
| 16 | Cairns - Sydney            | 891.3       | 922.6       | 3.5      |
| 17 | Brisbane - Perth           | 795.1       | 918.7       | 15.5     |
| 18 | Launceston - Melbourne     | 817.6       | 801.1       | -2.0     |
| 19 | Karratha - Perth           | 615.7       | 705.1       | 14.5     |
| 20 | Adelaide - Brisbane        | 708.2       | 693.6       | -2.1     |
| 21 | Brisbane - Rockhampton     | 604.3       | 656.9       | 8.7      |
| 22 | Brisbane - Canberra        | 600.7       | 637.6       | 6.1      |
| 23 | Adelaide - Perth           | 596.7       | 601.3       | 0.8      |
| 24 | Brisbane - Newcastle       | 570.6       | 601.2       | 5.4      |
| 25 | Cairns - Melbourne         | 500.0       | 506.7       | 1.3      |
| 26 | Hobart - Sydney            | 503.4       | 464.9       | -7.6     |
| 27 | Sunshine Coast - Sydney    | 490.7       | 457.1       | -6.8     |
| 28 | Perth - Port Hedland       | 339.2       | 440.8       | 29.9     |
| 29 | Melbourne - Newcastle      | 409.0       | 428.1       | 4.7      |
| 30 | Brisbane - Darwin          | 366.4       | 370.3       | 1.1      |
| 31 | Brisbane - Gladstone       | 48.0        | 349.8       | NA (a)   |
| 32 | Melbourne - Sunshine Coast | 423.4       | 333.3       | -21.3    |
| 33 | Broome - Perth             | 322.2       | 313.6       | -2.7     |
| 34 | Coffs Harbour - Sydney     | 308.9       | 313.0       | 1.3      |
| 35 | Newman - Perth             | 219.6       | 299.9       | 36.5     |
| 36 | Darwin - Melbourne         | 303.7       | 289.8       | -4.6     |
| 37 | Ballina - Sydney           | 270.4       | 266.3       | -1.5     |
| 38 | Albury - Sydney            | 243.5       | 248.2       | 1.9      |
| 39 | Kalgoorlie - Perth         | 237.1       | 240.1       | 1.3      |
| 40 | Launceston - Sydney        | 223.8       | 219.6       | -1.9     |
| 41 | Brisbane - Proserpine      | 205.4       | 215.2       | 4.7      |
| 42 | Port Macquarie - Sydney    | 212.8       | 201.5       | -5.3     |
| 43 | Melbourne - Mildura        | 198.6       | 196.7       | -1.0     |
| 44 | Adelaide - Port Lincoln    | 199.6       | 193.6       | -3.0     |
| 45 | Hamilton Island - Sydney   | 180.1       | 191.3       | 6.2      |

(continued)

**Table 1 (continued): Passengers carried (000s) — annual activity**

|    | <b>City-Pair</b>              | <b>YE Jun 2011</b> | <b>YE Jun 2012</b> | <b>% Change</b> |
|----|-------------------------------|--------------------|--------------------|-----------------|
| 46 | Cairns - Townsville           | 186.5              | 188.3              | 1.0             |
| 47 | Sydney - Townsville           | 177.7              | 185.4              | 4.3             |
| 48 | Adelaide - Gold Coast         | 213.6              | 184.5              | -13.6           |
| 49 | Adelaide - Canberra           | 186.1              | 182.4              | -2.0            |
| 50 | Sydney - Wagga Wagga          | 185.2              | 180.7              | -2.5            |
| 51 | Dubbo - Sydney                | 181.1              | 175.2              | -3.2            |
| 52 | Brisbane - Hamilton Island    | 170.4              | 163.6              | -4.0            |
| 53 | Darwin - Perth                | 147.2              | 162.1              | 10.1            |
| 54 | Ayers Rock - Sydney           | 121.4              | 153.1              | NA (b)          |
| 55 | Geraldton - Perth             | ..                 | 80.0               | NA (c)          |
| 56 | Darwin - Sydney               | ..                 | 67.2               | NA (d)          |
| 57 | Brisbane - Emerald            | ..                 | 47.8               | NA (e)          |
|    | <b>Total domestic network</b> | <b>54 755.3</b>    | <b>54 984.7</b>    | <b>0.4</b>      |

(a) Brisbane - Gladstone route included from May 2011, prior data not shown.

(b) Ayers Rock - Sydney route included from September 2010, prior data not shown.

(c) Geraldton - Perth route included from December 2011, prior data not shown.

(d) Darwin - Sydney route included from May 2012, prior data not shown.

(e) Brisbane - Emerald route included from February 2012, prior data not shown.

**Table 2: Available seats (000s) — annual activity**

|    | <b>City-Pair</b>           | <b>YE Jun 2011</b> | <b>YE Jun 2012</b> | <b>% Change</b> |
|----|----------------------------|--------------------|--------------------|-----------------|
| 1  | Melbourne - Sydney         | 9 553.1            | 9 466.6            | -0.9            |
| 2  | Brisbane - Sydney          | 5 513.9            | 5 265.6            | -4.5            |
| 3  | Brisbane - Melbourne       | 3 865.3            | 3 904.5            | 1.0             |
| 4  | Gold Coast - Sydney        | 2 751.4            | 2 661.9            | -3.3            |
| 5  | Adelaide - Melbourne       | 2 823.4            | 2 474.6            | -12.4           |
| 6  | Melbourne - Perth          | 2 244.3            | 2 362.2            | 5.3             |
| 7  | Perth - Sydney             | 2 124.9            | 2 288.3            | 7.7             |
| 8  | Adelaide - Sydney          | 2 147.1            | 2 084.3            | -2.9            |
| 9  | Gold Coast - Melbourne     | 2 130.9            | 2 014.7            | -5.5            |
| 10 | Brisbane - Cairns          | 1 375.6            | 1 384.3            | 0.6             |
| 11 | Hobart - Melbourne         | 1 483.6            | 1 344.3            | -9.4            |
| 12 | Canberra - Sydney          | 1 607.1            | 1 634.6            | 1.7             |
| 13 | Canberra - Melbourne       | 1 556.6            | 1 473.5            | -5.3            |
| 14 | Brisbane - Townsville      | 1 193.3            | 1 247.7            | 4.6             |
| 15 | Brisbane - Mackay          | 1 054.2            | 1 214.2            | 15.2            |
| 16 | Cairns - Sydney            | 1 096.5            | 1 110.9            | 1.3             |
| 17 | Brisbane - Perth           | 961.8              | 1 130.5            | 17.5            |
| 18 | Launceston - Melbourne     | 1 019.4            | 1 007.7            | -1.1            |
| 19 | Karratha - Perth           | 956.2              | 1 100.7            | 15.1            |
| 20 | Adelaide - Brisbane        | 855.8              | 840.1              | -1.8            |
| 21 | Brisbane - Rockhampton     | 767.1              | 838.5              | 9.3             |
| 22 | Brisbane - Canberra        | 811.5              | 861.7              | 6.2             |
| 23 | Adelaide - Perth           | 716.3              | 726.3              | 1.4             |
| 24 | Brisbane - Newcastle       | 701.7              | 715.5              | 2.0             |
| 25 | Cairns - Melbourne         | 607.0              | 596.2              | -1.8            |
| 26 | Hobart - Sydney            | 621.7              | 559.3              | -10.0           |
| 27 | Sunshine Coast - Sydney    | 648.7              | 559.2              | -13.8           |
| 28 | Perth - Port Hedland       | 526.1              | 660.5              | 25.6            |
| 29 | Melbourne - Newcastle      | 522.5              | 557.5              | 6.7             |
| 30 | Brisbane - Darwin          | 460.1              | 452.0              | -1.8            |
| 31 | Brisbane - Gladstone       | 90.0               | 499.2              | NA (a)          |
| 32 | Melbourne - Sunshine Coast | 535.8              | 386.2              | -27.9           |
| 33 | Broome - Perth             | 434.9              | 426.0              | -2.0            |
| 34 | Coffs Harbour - Sydney     | 419.4              | 413.4              | -1.4            |
| 35 | Newman - Perth             | 347.3              | 471.0              | 35.6            |
| 36 | Darwin - Melbourne         | 404.0              | 369.1              | -8.6            |
| 37 | Ballina - Sydney           | 357.4              | 327.3              | -8.4            |
| 38 | Albury - Sydney            | 356.4              | 383.6              | 7.6             |
| 39 | Kalgoorlie - Perth         | 339.7              | 363.7              | 7.1             |
| 40 | Launceston - Sydney        | 281.9              | 276.9              | -1.8            |
| 41 | Brisbane - Proserpine      | 244.5              | 263.4              | 7.7             |
| 42 | Port Macquarie - Sydney    | 298.2              | 291.1              | -2.4            |
| 43 | Melbourne - Mildura        | 278.7              | 291.5              | 4.6             |
| 44 | Adelaide - Port Lincoln    | 340.6              | 334.4              | -1.8            |
| 45 | Hamilton Island - Sydney   | 239.5              | 253.0              | 5.6             |

(continued)

**Table 2 (continued): Available seats (000s) — annual activity**

|    | <b>City-Pair</b>              | <b>YE Jun 2011</b> | <b>YE Jun 2012</b> | <b>% Change</b> |
|----|-------------------------------|--------------------|--------------------|-----------------|
| 46 | Cairns - Townsville           | 291.4              | 313.1              | 7.4             |
| 47 | Sydney - Townsville           | 219.3              | 217.6              | -0.8            |
| 48 | Adelaide - Gold Coast         | 259.2              | 220.4              | -15.0           |
| 49 | Adelaide - Canberra           | 250.4              | 249.5              | -0.4            |
| 50 | Sydney - Wagga Wagga          | 280.6              | 275.1              | -2.0            |
| 51 | Dubbo - Sydney                | 256.1              | 256.5              | 0.2             |
| 52 | Brisbane - Hamilton Island    | 228.8              | 221.3              | -3.3            |
| 53 | Darwin - Perth                | 206.7              | 231.8              | 12.2            |
| 54 | Ayers Rock - Sydney           | 168.1              | 213.5              | NA (b)          |
| 55 | Geraldton - Perth             | ..                 | 136.0              | NA (c)          |
| 56 | Darwin - Sydney               | ..                 | 81.4               | NA (d)          |
| 57 | Brisbane - Emerald            | ..                 | 75.4               | NA (e)          |
|    | <b>Total domestic network</b> | <b>70 615.5</b>    | <b>71 075.7</b>    | <b>0.7</b>      |

(a) Brisbane - Gladstone route included from May 2011, prior data not shown.

(b) Ayers Rock - Sydney route included from September 2010, prior data not shown.

(c) Geraldton - Perth route included from December 2011, prior data not shown.

(d) Darwin - Sydney route included from May 2012, prior data not shown.

(e) Brisbane - Emerald route included from February 2012, prior data not shown.

**Table 3: Load factors (%) — annual activity**

|    | City-Pair                  | YE Jun 2011 | YE Jun 2012 | % Change |
|----|----------------------------|-------------|-------------|----------|
| 1  | Melbourne - Sydney         | 82.8        | 81.6        | -1.1     |
| 2  | Brisbane - Sydney          | 80.7        | 82.7        | 2.0      |
| 3  | Brisbane - Melbourne       | 80.5        | 80.7        | 0.3      |
| 4  | Gold Coast - Sydney        | 84.6        | 84.6        | 0.0      |
| 5  | Adelaide - Melbourne       | 83.0        | 83.7        | 0.7      |
| 6  | Melbourne - Perth          | 81.9        | 81.4        | -0.4     |
| 7  | Perth - Sydney             | 79.2        | 78.0        | -1.1     |
| 8  | Adelaide - Sydney          | 82.8        | 82.0        | -0.8     |
| 9  | Gold Coast - Melbourne     | 82.8        | 84.4        | 1.6      |
| 10 | Brisbane - Cairns          | 83.2        | 82.6        | -0.6     |
| 11 | Hobart - Melbourne         | 83.2        | 84.6        | 1.5      |
| 12 | Canberra - Sydney          | 67.5        | 64.8        | -2.8     |
| 13 | Canberra - Melbourne       | 71.1        | 69.7        | -1.4     |
| 14 | Brisbane - Townsville      | 80.3        | 79.8        | -0.4     |
| 15 | Brisbane - Mackay          | 81.0        | 79.9        | -1.1     |
| 16 | Cairns - Sydney            | 81.3        | 83.0        | 1.8      |
| 17 | Brisbane - Perth           | 82.7        | 81.3        | -1.4     |
| 18 | Launceston - Melbourne     | 80.2        | 79.5        | -0.7     |
| 19 | Karratha - Perth           | 64.4        | 64.1        | -0.3     |
| 20 | Adelaide - Brisbane        | 82.7        | 82.6        | -0.2     |
| 21 | Brisbane - Rockhampton     | 78.8        | 78.3        | -0.4     |
| 22 | Brisbane - Canberra        | 74.0        | 74.0        | 0.0      |
| 23 | Adelaide - Perth           | 83.3        | 82.8        | -0.5     |
| 24 | Brisbane - Newcastle       | 81.3        | 84.0        | 2.7      |
| 25 | Cairns - Melbourne         | 82.4        | 85.0        | 2.6      |
| 26 | Hobart - Sydney            | 81.0        | 83.1        | 2.2      |
| 27 | Sunshine Coast - Sydney    | 75.6        | 81.7        | 6.1      |
| 28 | Perth - Port Hedland       | 64.5        | 66.7        | 2.3      |
| 29 | Melbourne - Newcastle      | 78.3        | 76.8        | -1.5     |
| 30 | Brisbane - Darwin          | 79.6        | 81.9        | 2.3      |
| 31 | Brisbane - Gladstone       | 53.4        | 70.1        | NA (a)   |
| 32 | Melbourne - Sunshine Coast | 79.0        | 86.3        | 7.3      |
| 33 | Broome - Perth             | 74.1        | 73.6        | -0.5     |
| 34 | Coffs Harbour - Sydney     | 73.6        | 75.7        | 2.1      |
| 35 | Newman - Perth             | 63.2        | 63.7        | 0.4      |
| 36 | Darwin - Melbourne         | 75.1        | 78.5        | 3.4      |
| 37 | Ballina - Sydney           | 75.7        | 81.3        | 5.7      |
| 38 | Albury - Sydney            | 68.3        | 64.7        | -3.6     |
| 39 | Kalgoorlie - Perth         | 69.8        | 66.0        | -3.8     |
| 40 | Launceston - Sydney        | 79.4        | 79.3        | -0.1     |
| 41 | Brisbane - Proserpine      | 84.0        | 81.7        | -2.3     |
| 42 | Port Macquarie - Sydney    | 71.4        | 69.2        | -2.2     |
| 43 | Melbourne - Mildura        | 71.3        | 67.5        | -3.8     |
| 44 | Adelaide - Port Lincoln    | 58.6        | 57.9        | -0.7     |
| 45 | Hamilton Island - Sydney   | 75.2        | 75.6        | 0.4      |

(continued)

**Table 3 (continued): Load factors (%) — annual activity**

|    | <b>City-Pair</b>              | <b>YE Jun 2011</b> | <b>YE Jun 2012</b> | <b>% Change</b> |
|----|-------------------------------|--------------------|--------------------|-----------------|
| 46 | Cairns - Townsville           | 64.0               | 60.1               | -3.9            |
| 47 | Sydney - Townsville           | 81.0               | 85.2               | 4.2             |
| 48 | Adelaide - Gold Coast         | 82.4               | 83.7               | 1.3             |
| 49 | Adelaide - Canberra           | 74.3               | 73.1               | -1.2            |
| 50 | Sydney - Wagga Wagga          | 66.0               | 65.7               | -0.3            |
| 51 | Dubbo - Sydney                | 70.7               | 68.3               | -2.4            |
| 52 | Brisbane - Hamilton Island    | 74.5               | 74.0               | -0.5            |
| 53 | Darwin - Perth                | 71.2               | 69.9               | -1.3            |
| 54 | Ayers Rock - Sydney           | 72.2               | 71.7               | NA (b)          |
| 55 | Geraldton - Perth             | ..                 | 58.8               | NA (c)          |
| 56 | Darwin - Sydney               | ..                 | 82.5               | NA (d)          |
| 57 | Brisbane - Emerald            | ..                 | 63.3               | NA (e)          |
|    | <b>Total domestic network</b> | <b>78.7</b>        | <b>78.8</b>        | <b>0.1</b>      |

(a) Brisbane - Gladstone route included from May 2011, prior data not shown.

(b) Ayers Rock - Sydney route included from September 2010, prior data not shown.

(c) Geraldton - Perth route included from December 2011, prior data not shown.

(d) Darwin - Sydney route included from May 2012, prior data not shown.

(e) Brisbane - Emerald route included from February 2012, prior data not shown.

**Table 4: Aircraft movements — annual activity**

|    | <b>City-Pair</b>           | <b>YE Jun 2011</b> | <b>YE Jun 2012</b> | <b>% Change</b> |
|----|----------------------------|--------------------|--------------------|-----------------|
| 1  | Melbourne - Sydney         | 50 623             | 52 021             | 2.8             |
| 2  | Brisbane - Sydney          | 30 444             | 30 528             | 0.3             |
| 3  | Brisbane - Melbourne       | 23 489             | 23 938             | 1.9             |
| 4  | Gold Coast - Sydney        | 16 193             | 15 265             | -5.7            |
| 5  | Adelaide - Melbourne       | 18 026             | 15 830             | -12.2           |
| 6  | Melbourne - Perth          | 11 266             | 11 038             | -2.0            |
| 7  | Perth - Sydney             | 9 692              | 9 381              | -3.2            |
| 8  | Adelaide - Sydney          | 13 095             | 12 233             | -6.6            |
| 9  | Gold Coast - Melbourne     | 11 806             | 11 200             | -5.1            |
| 10 | Brisbane - Cairns          | 8 647              | 8 722              | 0.9             |
| 11 | Hobart - Melbourne         | 8 734              | 8 000              | -8.4            |
| 12 | Canberra - Sydney          | 17 673             | 17 996             | 1.8             |
| 13 | Canberra - Melbourne       | 11 472             | 10 726             | -6.5            |
| 14 | Brisbane - Townsville      | 7 963              | 8 105              | 1.8             |
| 15 | Brisbane - Mackay          | 8 320              | 8 880              | 6.7             |
| 16 | Cairns - Sydney            | 6 125              | 6 279              | 2.5             |
| 17 | Brisbane - Perth           | 4 663              | 5 191              | 11.3            |
| 18 | Launceston - Melbourne     | 7 770              | 7 380              | -5.0            |
| 19 | Karratha - Perth           | 6 672              | 7 560              | 13.3            |
| 20 | Adelaide - Brisbane        | 5 575              | 5 434              | -2.5            |
| 21 | Brisbane - Rockhampton     | 8 334              | 8 506              | 2.1             |
| 22 | Brisbane - Canberra        | 6 483              | 6 570              | 1.3             |
| 23 | Adelaide - Perth           | 4 871              | 4 844              | -0.6            |
| 24 | Brisbane - Newcastle       | 5 631              | 5 794              | 2.9             |
| 25 | Cairns - Melbourne         | 3 291              | 3 328              | 1.1             |
| 26 | Hobart - Sydney            | 4 221              | 3 644              | -13.7           |
| 27 | Sunshine Coast - Sydney    | 3 894              | 3 215              | -17.4           |
| 28 | Perth - Port Hedland       | 3 865              | 4 550              | 17.7            |
| 29 | Melbourne - Newcastle      | 3 011              | 3 210              | 6.6             |
| 30 | Brisbane - Darwin          | 2 286              | 2 257              | -1.3            |
| 31 | Brisbane - Gladstone       | 1 021              | 6 626              | NA (a)          |
| 32 | Melbourne - Sunshine Coast | 3 108              | 2 223              | -28.5           |
| 33 | Broome - Perth             | 3 540              | 3 458              | -2.3            |
| 34 | Coffs Harbour - Sydney     | 4 887              | 4 835              | -1.1            |
| 35 | Newman - Perth             | 2 984              | 3 457              | 15.9            |
| 36 | Darwin - Melbourne         | 2 132              | 1 970              | -7.6            |
| 37 | Ballina - Sydney           | 3 608              | 2 918              | -19.1           |
| 38 | Albury - Sydney            | 6 670              | 6 672              | 0.0             |
| 39 | Kalgoorlie - Perth         | 2 460              | 2 481              | 0.9             |
| 40 | Launceston - Sydney        | 1 643              | 1 619              | -1.5            |
| 41 | Brisbane - Proserpine      | 1 419              | 1 604              | 13.0            |
| 42 | Port Macquarie - Sydney    | 4 549              | 4 567              | 0.4             |
| 43 | Melbourne - Mildura        | 4 854              | 4 873              | 0.4             |
| 44 | Adelaide - Port Lincoln    | 7 313              | 7 130              | -2.5            |
| 45 | Hamilton Island - Sydney   | 1 416              | 1 457              | 2.9             |

(continued)

**Table 4 (continued): Aircraft movements — annual activity**

|    | <b>City-Pair</b>              | <b>YE Jun 2011</b> | <b>YE Jun 2012</b> | <b>% Change</b> |
|----|-------------------------------|--------------------|--------------------|-----------------|
| 46 | Cairns - Townsville           | 4 848              | 4 896              | 1.0             |
| 47 | Sydney - Townsville           | 1 315              | 1 298              | -1.3            |
| 48 | Adelaide - Gold Coast         | 1 671              | 1 430              | -14.4           |
| 49 | Adelaide - Canberra           | 1 849              | 1 854              | 0.3             |
| 50 | Sydney - Wagga Wagga          | 5 713              | 5 514              | -3.5            |
| 51 | Dubbo - Sydney                | 6 414              | 6 451              | 0.6             |
| 52 | Brisbane - Hamilton Island    | 1 365              | 1 314              | -3.7            |
| 53 | Darwin - Perth                | 1 299              | 1 426              | 9.8             |
| 54 | Ayers Rock - Sydney           | 1 216              | 1 455              | NA (b)          |
| 55 | Geraldton - Perth             | ..                 | 2 027              | NA (c)          |
| 56 | Darwin - Sydney               | ..                 | 437                | NA (d)          |
| 57 | Brisbane - Emerald            | ..                 | 1 005              | NA (e)          |
|    | <b>Total domestic network</b> | <b>610 829</b>     | <b>615 133</b>     | <b>0.7</b>      |

(a) Brisbane - Gladstone route included from May 2011, prior data not shown.

(b) Ayers Rock - Sydney route included from September 2010, prior data not shown.

(c) Geraldton - Perth route included from December 2011, prior data not shown.

(d) Darwin - Sydney route included from May 2012, prior data not shown.

(e) Brisbane - Emerald route included from February 2012, prior data not shown.



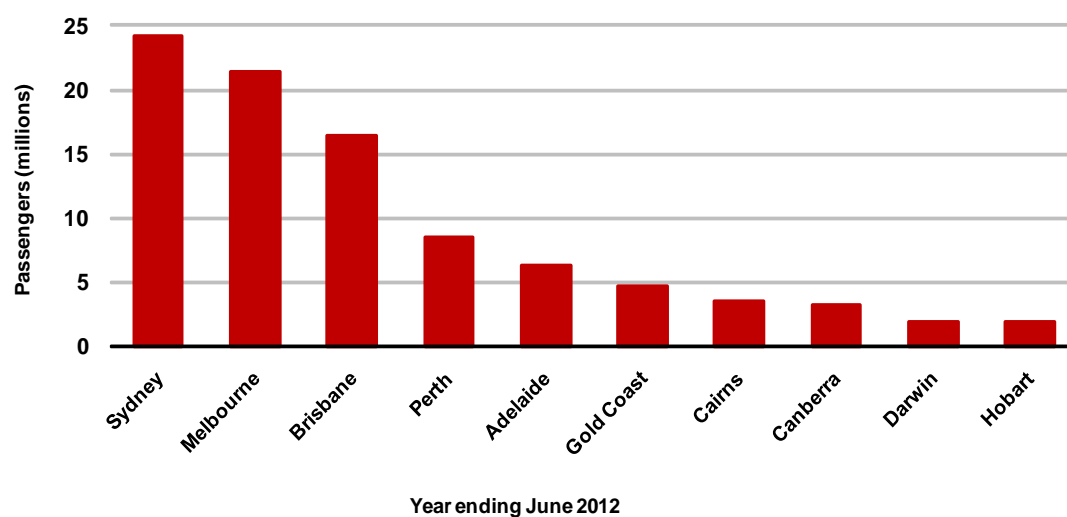
## TOP TEN AIRPORTS – PASSENGER MOVEMENTS

**Table 5: Top ten airports, domestic passenger movements (000s) — annual activity**

| Airport                       | YE Jun 2011      | YE Jun 2012      | % Change   | % of Total   |
|-------------------------------|------------------|------------------|------------|--------------|
| 1 Sydney                      | 24 590.4         | 24 204.1         | -1.6       | 22.0         |
| 2 Melbourne                   | 21 954.2         | 21 419.8         | -2.4       | 19.5         |
| 3 Brisbane                    | 15 766.3         | 16 443.7         | 4.3        | 15.0         |
| 4 Perth                       | 7 648.8          | 8 529.6          | 11.5       | 7.8          |
| 5 Adelaide                    | 6 746.6          | 6 348.5          | -5.9       | 5.8          |
| 6 Gold Coast                  | 4 717.6          | 4 620.0          | -2.1       | 4.2          |
| 7 Cairns                      | 3 495.8          | 3 564.8          | 2.0        | 3.2          |
| 8 Canberra                    | 3 241.1          | 3 159.0          | -2.5       | 2.9          |
| 9 Darwin                      | 1 874.1          | 1 824.8          | -2.6       | 1.7          |
| 10 Hobart                     | 1 903.3          | 1 814.6          | -4.7       | 1.7          |
| <b>Total top ten airports</b> | <b>91 938.1</b>  | <b>91 929.0</b>  | <b>0.0</b> | <b>83.6</b>  |
| <b>Total domestic network</b> | <b>109 510.6</b> | <b>109 969.4</b> | <b>0.4</b> | <b>100.0</b> |

### Top ten airports, passenger movements

(Domestic and regional passenger traffic - traffic on board)



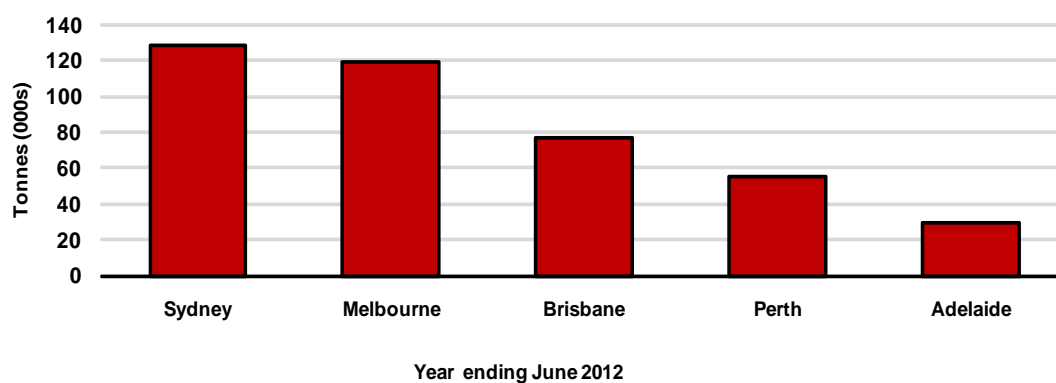
## TOP FIVE AIRPORTS – CARGO MOVEMENTS

**Table 6: Top five airports, domestic RPT cargo movements (000s tonnes) - annual activity**

| Airport                        | YE Jun 2011  | YE Jun 2012  | % Change    | % of Total   |
|--------------------------------|--------------|--------------|-------------|--------------|
| 1 Sydney                       | 135.6        | 128.5        | -5.2        | 27.1         |
| 2 Melbourne                    | 128.9        | 118.9        | -7.8        | 25.0         |
| 3 Brisbane                     | 82.7         | 77.4         | -6.3        | 16.3         |
| 4 Perth                        | 55.4         | 55.7         | 0.5         | 11.7         |
| 5 Adelaide                     | 31.2         | 29.6         | -5.1        | 6.2          |
| <b>Total top five airports</b> | <b>433.8</b> | <b>410.1</b> | <b>-5.5</b> | <b>86.3</b>  |
| <b>Total domestic network</b>  | <b>506.7</b> | <b>474.9</b> | <b>-6.3</b> | <b>100.0</b> |

### Top five airports, cargo movements

(Domestic and regional cargo traffic- traffic on board)



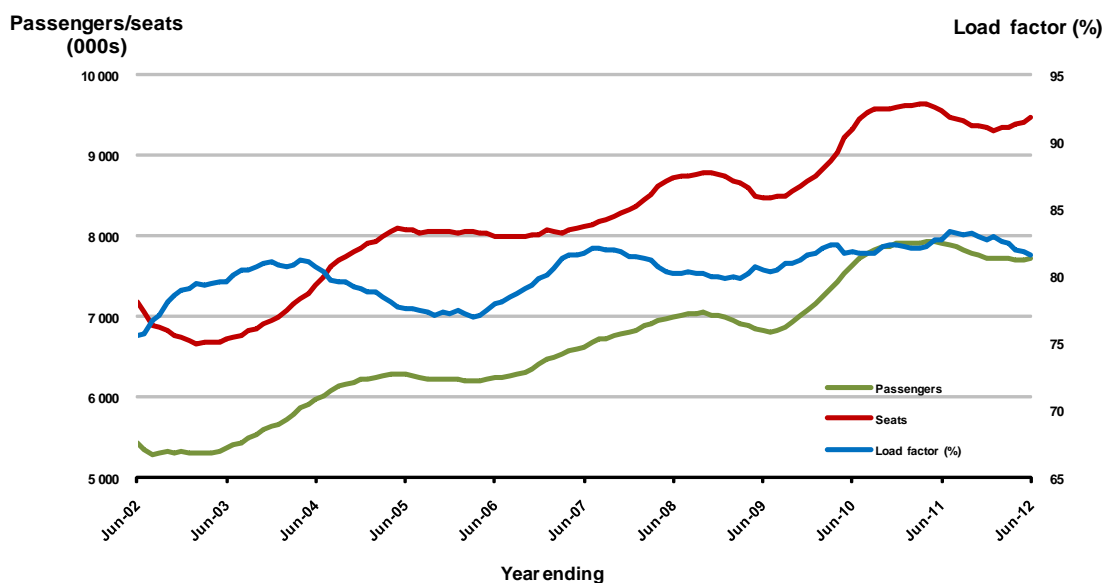
## TOP TWENTY ROUTES

### 1. Melbourne - Sydney

#### Moving annual data

|                           | YE Jun 2011 | YE Jun 2012 | % Change |
|---------------------------|-------------|-------------|----------|
| Passengers carried (000s) | 7 907.3     | 7 727.9     | -2.3     |
| Seats (000s)              | 9 553.1     | 9 466.6     | -0.9     |
| Load factor %             | 82.8        | 81.6        | -1.1 *   |
| Aircraft trips            | 50 623      | 52 021      | 2.8      |

\* percentage point difference

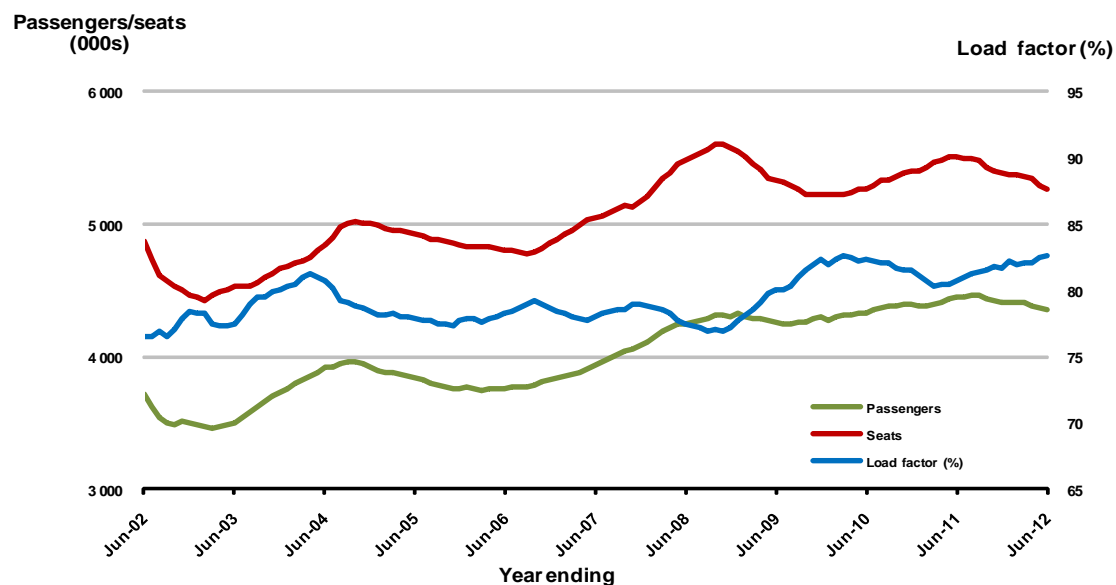


### 2. Brisbane - Sydney

#### Moving annual data

|                           | YE Jun 2011 | YE Jun 2012 | % Change |
|---------------------------|-------------|-------------|----------|
| Passengers carried (000s) | 4 449.0     | 4 352.7     | -2.2     |
| Seats (000s)              | 5 513.9     | 5 265.6     | -4.5     |
| Load factor %             | 80.7        | 82.7        | 2.0 *    |
| Aircraft trips            | 30 444      | 30 528      | 0.3      |

\* percentage point difference

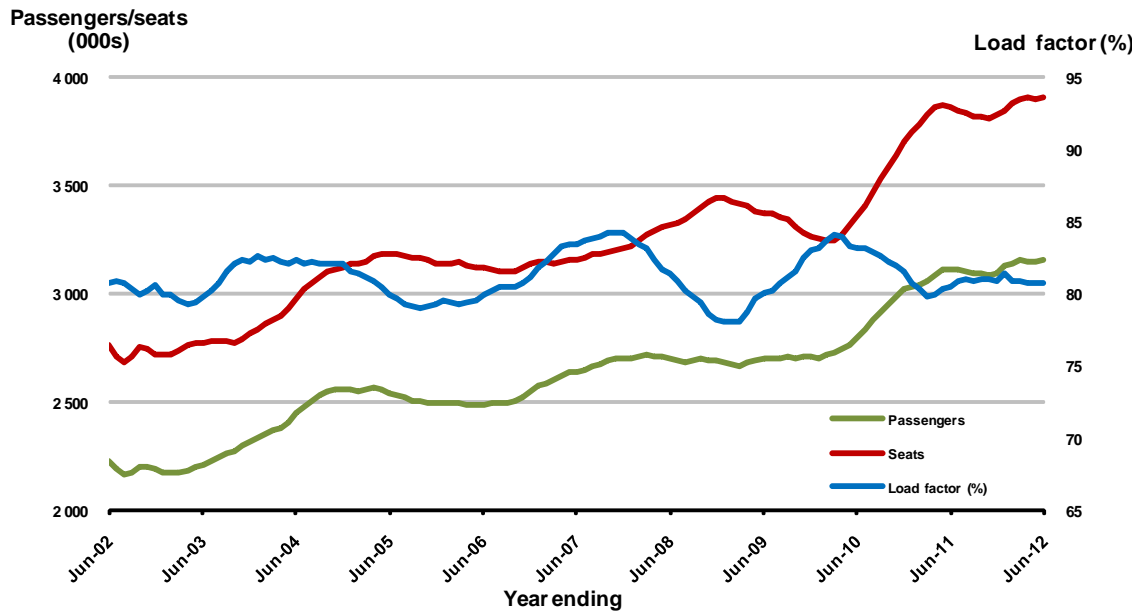


### 3. Brisbane - Melbourne

#### Moving annual data

|                           | YE Jun 2011 | YE Jun 2012 | % Change |
|---------------------------|-------------|-------------|----------|
| Passengers carried (000s) | 3 110.7     | 3 152.3     | 1.3      |
| Seats (000s)              | 3 865.3     | 3 904.5     | 1.0      |
| Load factor %             | 80.5        | 80.7        | 0.3      |
| Aircraft trips            | 23 489      | 23 938      | 1.9      |

\* percentage point difference

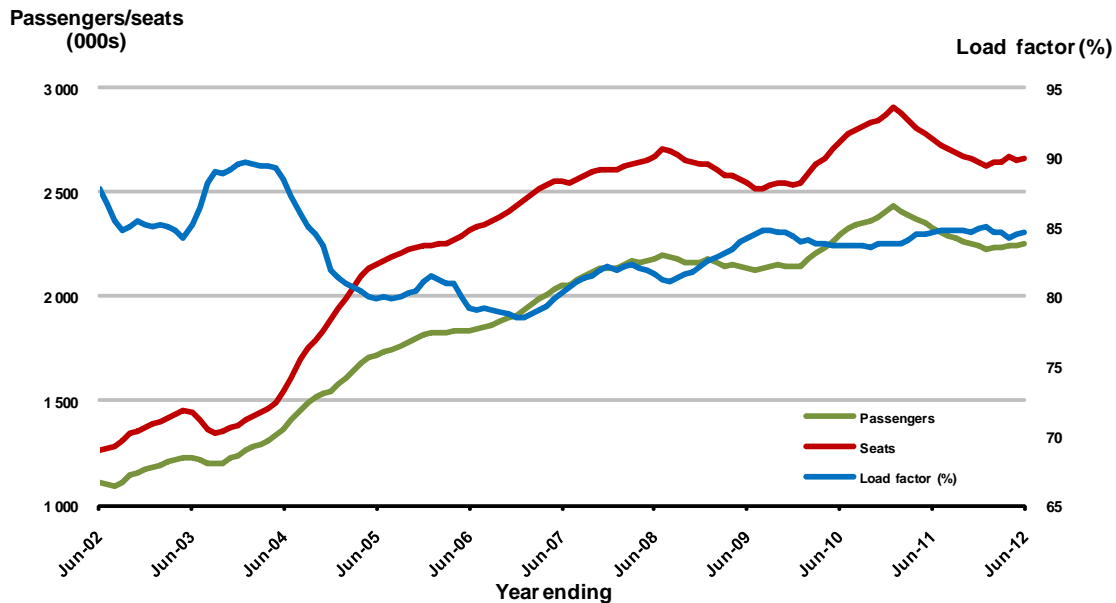


### 4. Gold Coast - Sydney

#### Moving annual data

|                           | YE Jun 2011 | YE Jun 2012 | % Change |
|---------------------------|-------------|-------------|----------|
| Passengers carried (000s) | 2 328.0     | 2 251.3     | -3.3     |
| Seats (000s)              | 2 751.4     | 2 661.9     | -3.3     |
| Load factor %             | 84.6        | 84.6        | 0.0      |
| Aircraft trips            | 16 193      | 15 265      | -5.7     |

\* percentage point difference

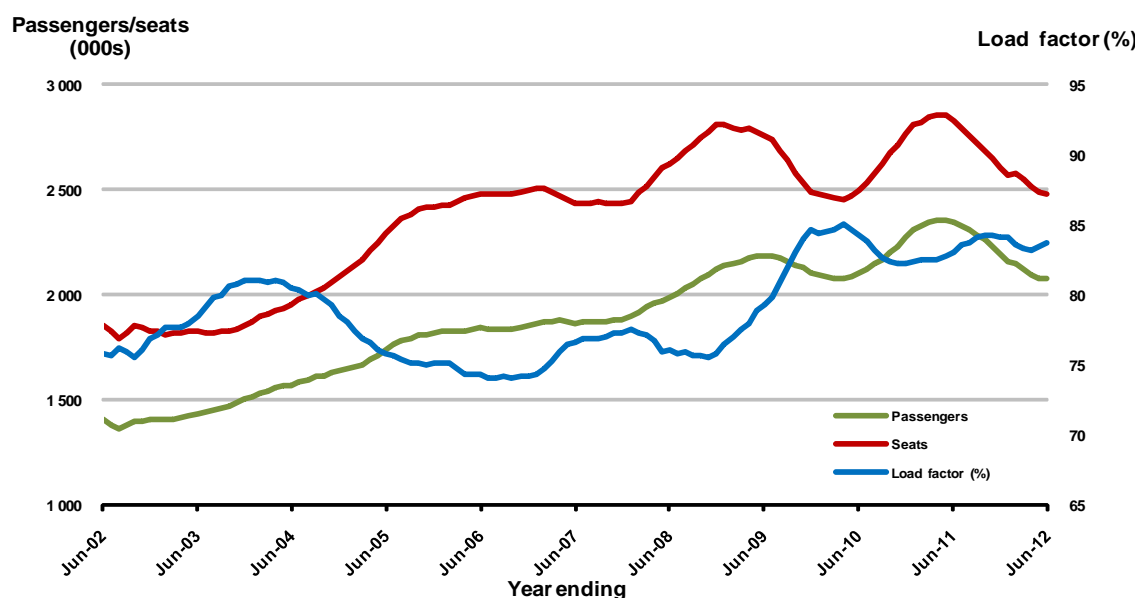


## 5. Adelaide - Melbourne

### Moving annual data

|                           | YE Jun 2011 | YE Jun 2012 | % Change |
|---------------------------|-------------|-------------|----------|
| Passengers carried (000s) | 2 343.0     | 2 071.0     | -11.6    |
| Seats (000s)              | 2 823.4     | 2 474.6     | -12.4    |
| Load factor %             | 83.0        | 83.7        | 0.7      |
| Aircraft trips            | 18 026      | 15 830      | -12.2    |

\* percentage point difference

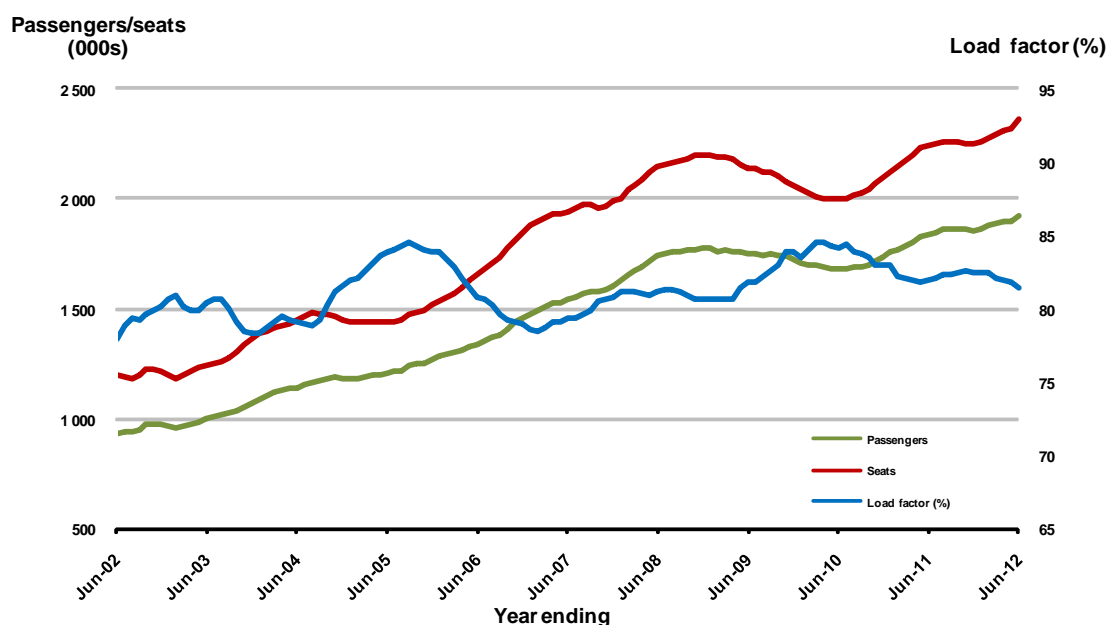


## 6. Melbourne - Perth

### Moving annual data

|                           | YE Jun 2011 | YE Jun 2012 | % Change |
|---------------------------|-------------|-------------|----------|
| Passengers carried (000s) | 1 837.5     | 1 924.0     | 4.7      |
| Seats (000s)              | 2 244.3     | 2 362.2     | 5.3      |
| Load factor %             | 81.9        | 81.4        | -0.4 *   |
| Aircraft trips            | 11 266      | 11 038      | -2.0     |

\* percentage point difference

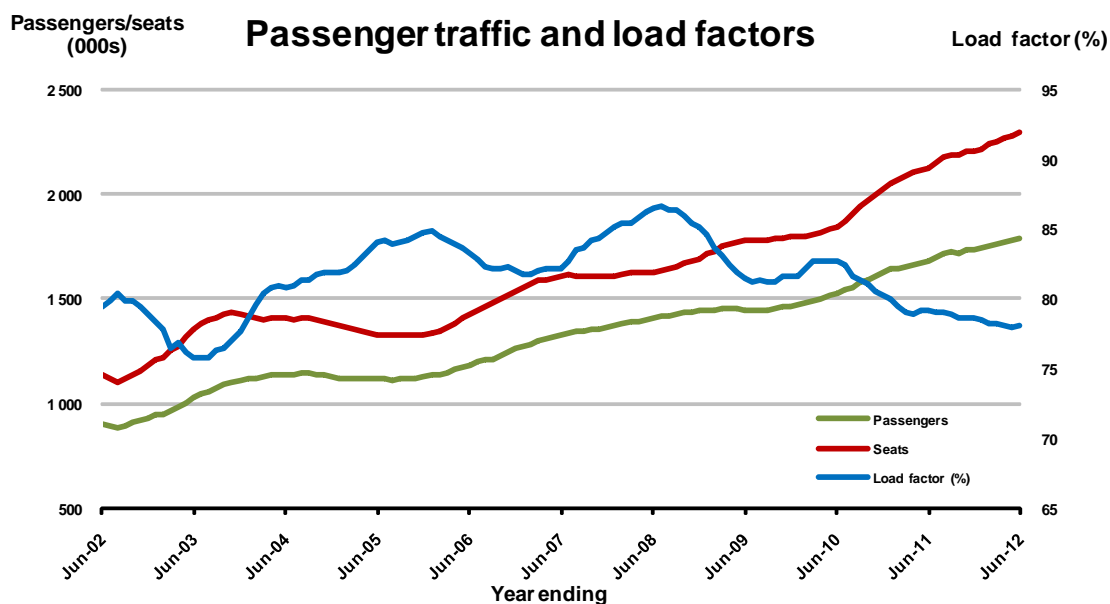


## 7. Perth - Sydney

### Moving annual data

|                           | YE Jun 2011 | YE Jun 2012 | % Change |
|---------------------------|-------------|-------------|----------|
| Passengers carried (000s) | 1 682.2     | 1 785.4     | 6.1      |
| Seats (000s)              | 2 124.9     | 2 288.3     | 7.7      |
| Load factor %             | 79.2        | 78.0        | -1.1 *   |
| Aircraft trips            | 9 692       | 9 381       | -3.2     |

\* percentage point difference

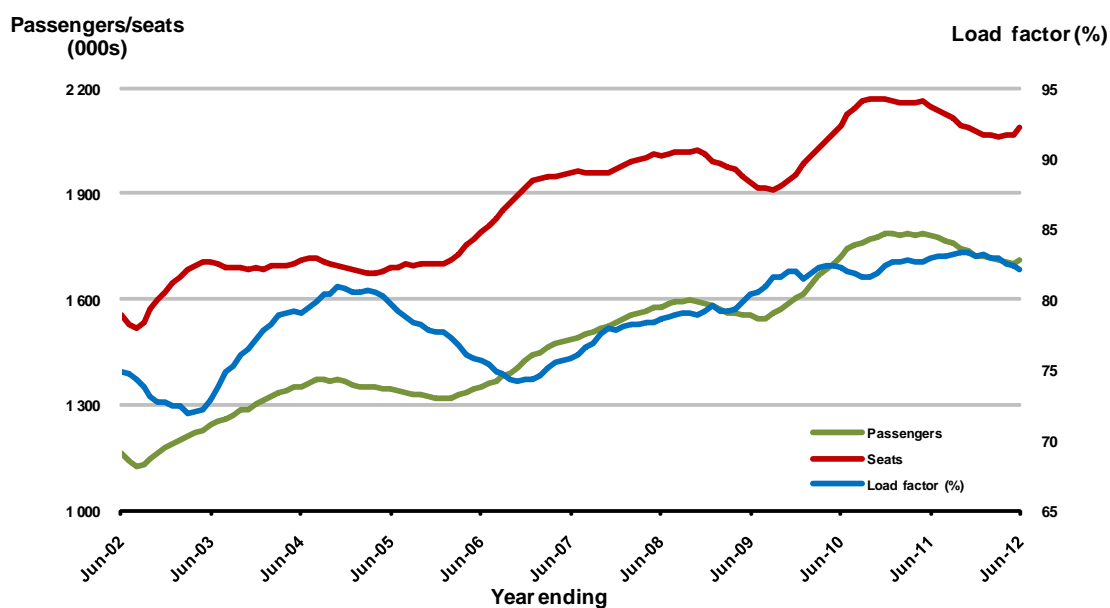


## 8. Adelaide - Sydney

### Moving annual data

|                           | YE Jun 2011 | YE Jun 2012 | % Change |
|---------------------------|-------------|-------------|----------|
| Passengers carried (000s) | 1 778.6     | 1 709.6     | -3.9     |
| Seats (000s)              | 2 147.1     | 2 084.3     | -2.9     |
| Load factor %             | 82.8        | 82.0        | -0.8 *   |
| Aircraft trips            | 13 095      | 12 233      | -6.6     |

\* percentage point difference

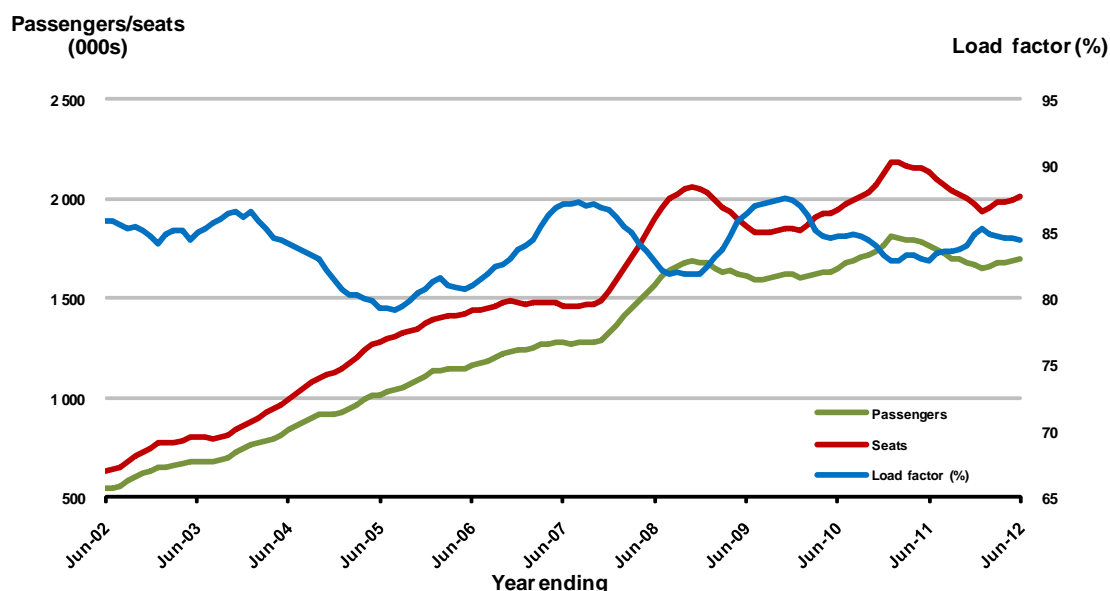


## 9. Gold Coast - Melbourne

### Moving annual data

|                           | YE Jun 2011 | YE Jun 2012 | % Change |
|---------------------------|-------------|-------------|----------|
| Passengers carried (000s) | 1 764.9     | 1 699.7     | -3.7     |
| Seats (000s)              | 2 130.9     | 2 014.7     | -5.5     |
| Load factor %             | 82.8        | 84.4        | 1.6 *    |
| Aircraft trips            | 11 806      | 11 200      | -5.1     |

\* percentage point difference

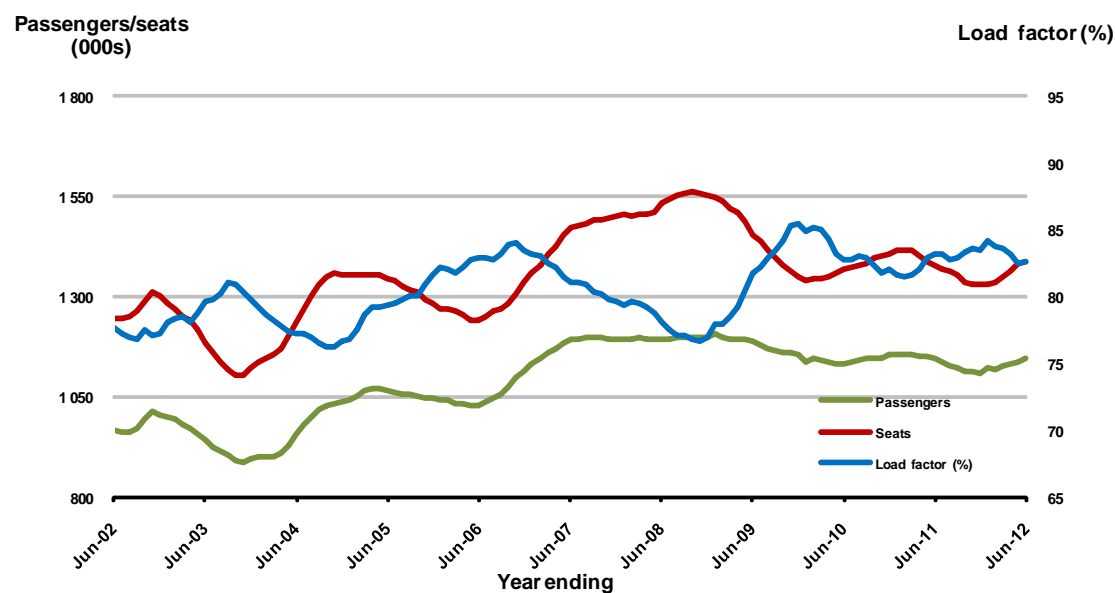


## 10. Brisbane - Cairns

### Moving annual data

|                           | YE Jun 2011 | YE Jun 2012 | % Change |
|---------------------------|-------------|-------------|----------|
| Passengers carried (000s) | 1 144.8     | 1 143.3     | -0.1     |
| Seats (000s)              | 1 375.6     | 1 384.3     | 0.6      |
| Load factor %             | 83.2        | 82.6        | -0.6 *   |
| Aircraft trips            | 8 647       | 8 722       | 0.9      |

\* percentage point difference

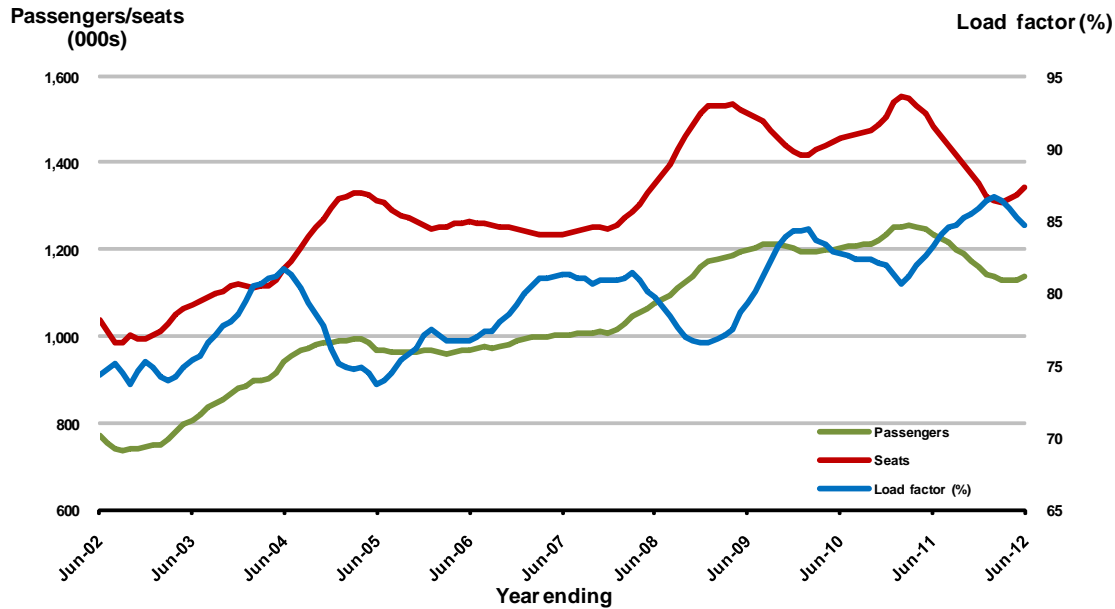


## 11. Hobart - Melbourne

### Moving annual data

|                           | YE Jun 2011 | YE Jun 2012 | % Change |
|---------------------------|-------------|-------------|----------|
| Passengers carried (000s) | 1 234.0     | 1 137.9     | -7.8     |
| Seats (000s)              | 1 483.6     | 1 344.3     | -9.4     |
| Load factor %             | 83.2        | 84.6        | 1.5 *    |
| Aircraft trips            | 8 734       | 8 000       | -8.4     |

\* percentage point difference

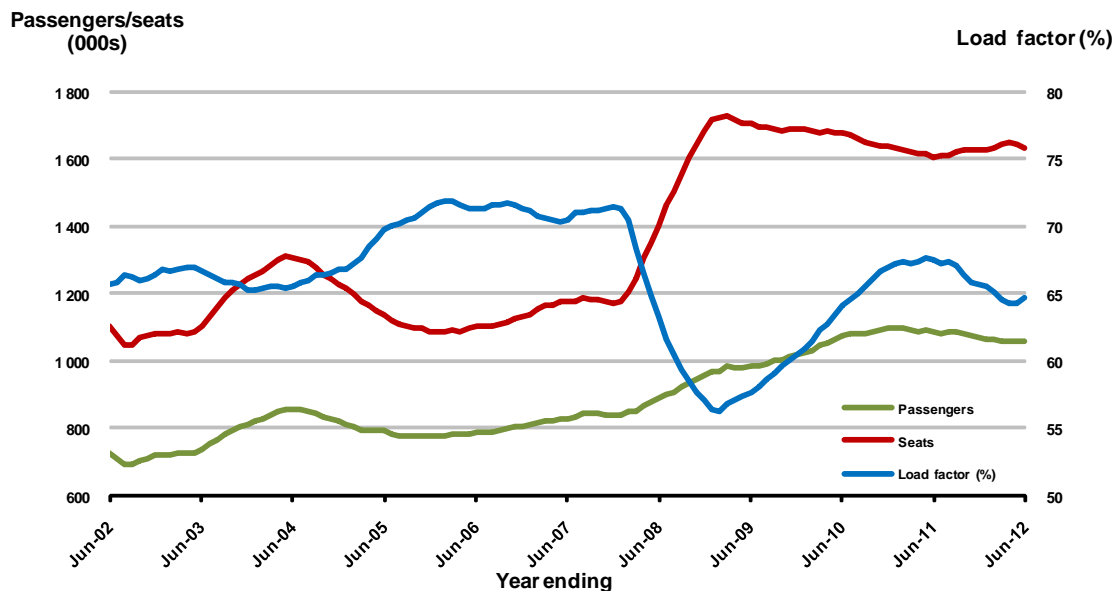


## 12. Canberra - Sydney

### Moving annual data

|                           | YE Jun 2011 | YE Jun 2012 | % Change |
|---------------------------|-------------|-------------|----------|
| Passengers carried (000s) | 1 085.3     | 1 058.4     | -2.5     |
| Seats (000s)              | 1 607.1     | 1 634.6     | 1.7      |
| Load factor %             | 67.5        | 64.8        | -2.8 *   |
| Aircraft trips            | 17 673      | 17 996      | 1.8      |

\* percentage point difference



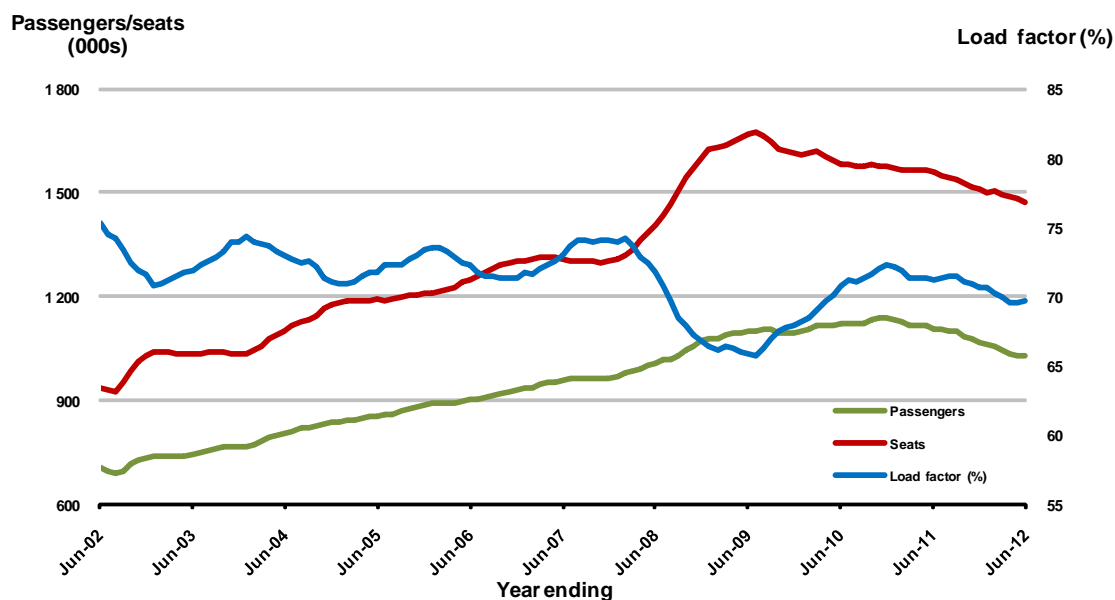


## 13. Canberra - Melbourne

### Moving annual data

|                           | YE Jun 2011 | YE Jun 2012 | % Change |
|---------------------------|-------------|-------------|----------|
| Passengers carried (000s) | 1 106.7     | 1 026.3     | -7.3     |
| Seats (000s)              | 1 556.6     | 1 473.5     | -5.3     |
| Load factor %             | 71.1        | 69.7        | -1.4 *   |
| Aircraft trips            | 11 472      | 10 726      | -6.5     |

\* percentage point difference

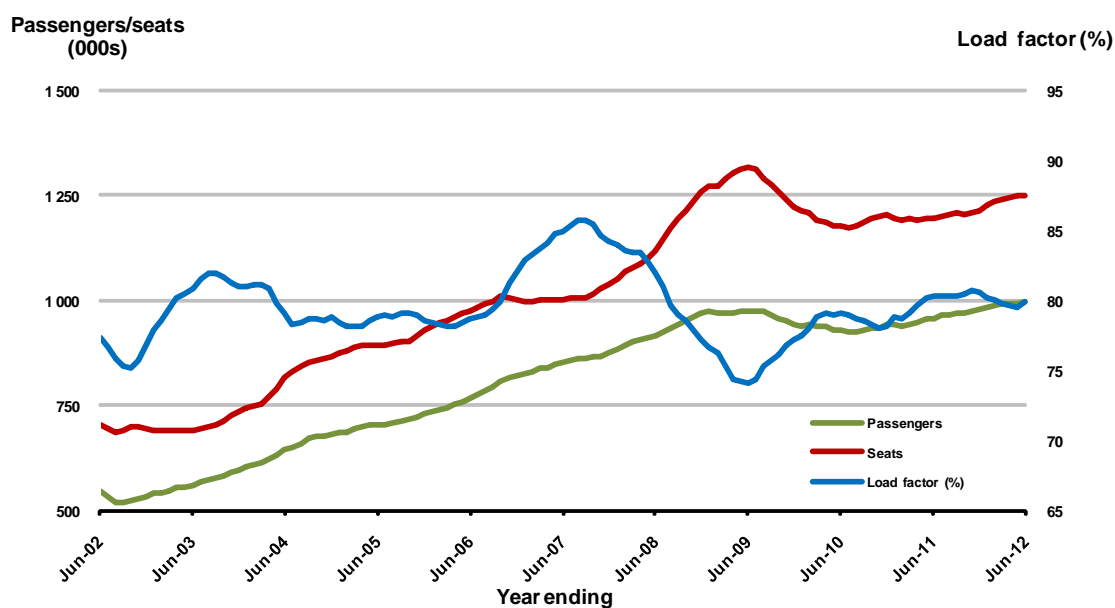


## 14. Brisbane - Townsville

### Moving annual data

|                           | YE Jun 2011 | YE Jun 2012 | % Change |
|---------------------------|-------------|-------------|----------|
| Passengers carried (000s) | 957.7       | 996.3       | 4.0      |
| Seats (000s)              | 1 193.3     | 1 247.7     | 4.6      |
| Load factor %             | 80.3        | 79.8        | -0.4 *   |
| Aircraft trips            | 7 963       | 8 105       | 1.8      |

\* percentage point difference

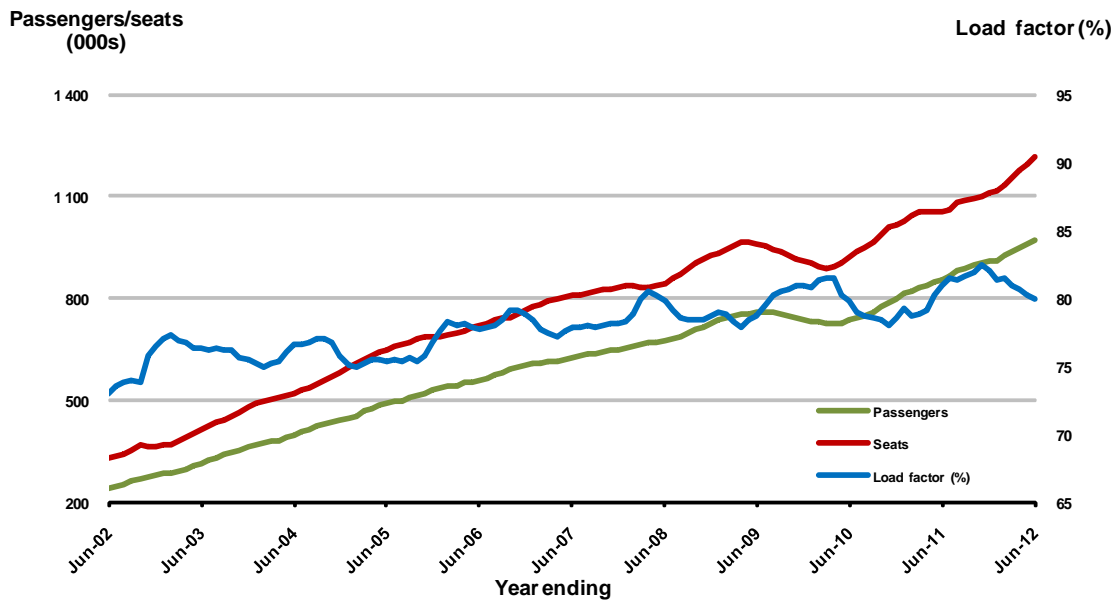


## 15. Brisbane - Mackay

### Moving annual data

|                           | YE Jun 2011 | YE Jun 2012 | % Change |
|---------------------------|-------------|-------------|----------|
| Passengers carried (000s) | 853.4       | 969.9       | 13.6     |
| Seats (000s)              | 1 054.2     | 1 214.2     | 15.2     |
| Load factor %             | 81.0        | 79.9        | -1.1 *   |
| Aircraft trips            | 8 320       | 8 880       | 6.7      |

\* percentage point difference

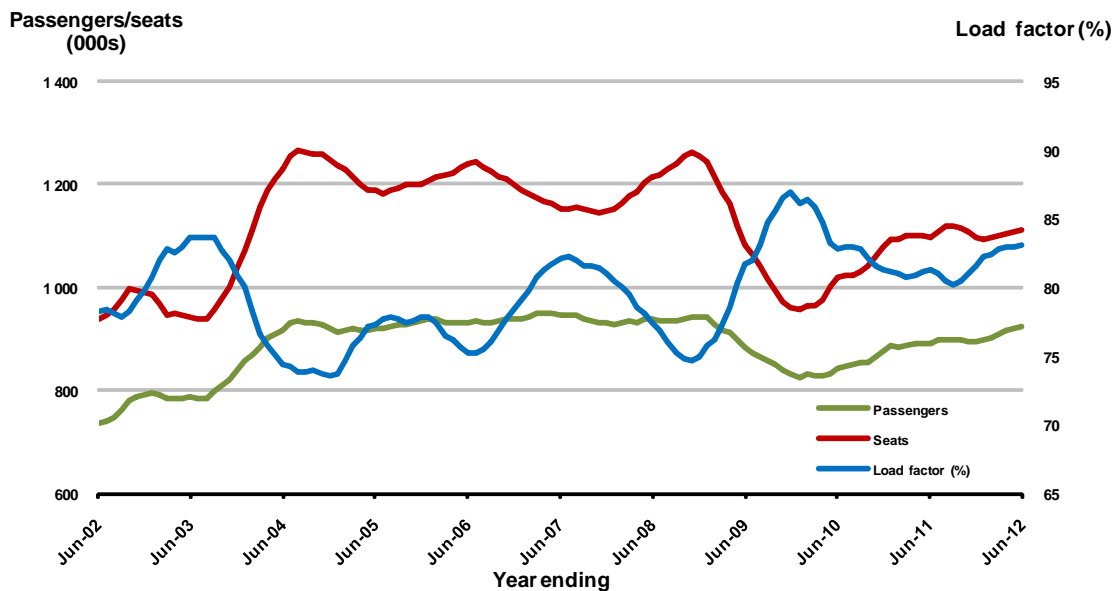


## 16. Cairns - Sydney

### Moving annual data

|                           | YE Jun 2011 | YE Jun 2012 | % Change |
|---------------------------|-------------|-------------|----------|
| Passengers carried (000s) | 891.3       | 922.6       | 3.5      |
| Seats (000s)              | 1 096.5     | 1 110.9     | 1.3      |
| Load factor %             | 81.3        | 83.0        | 1.8 *    |
| Aircraft trips            | 6 125       | 6 279       | 2.5      |

\* percentage point difference

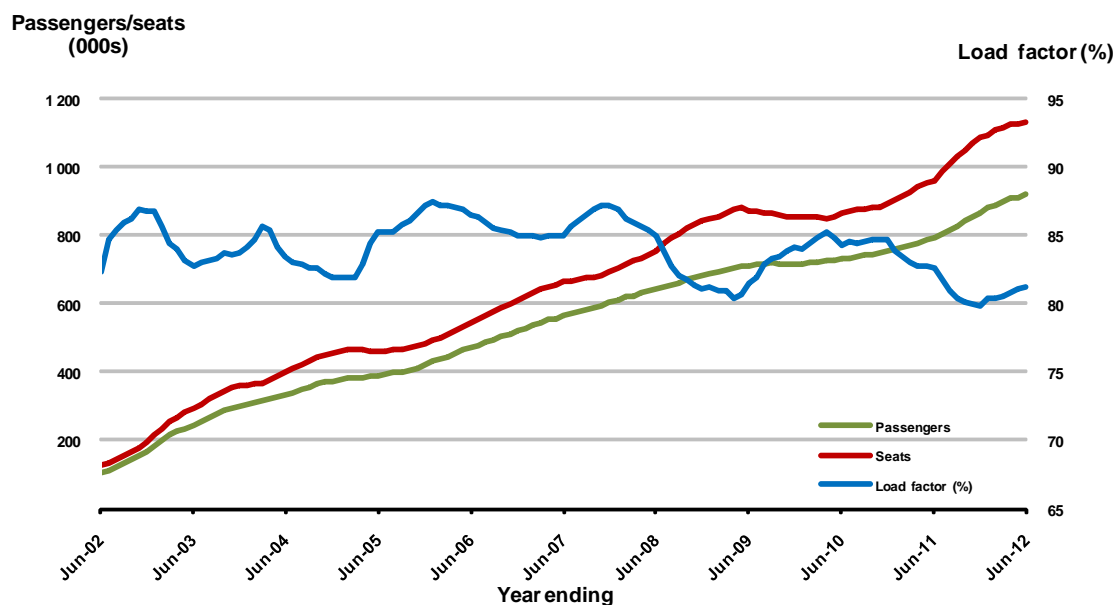


## 17. Brisbane - Perth

### Moving annual data

|                           | YE Jun 2011 | YE Jun 2012 | % Change |
|---------------------------|-------------|-------------|----------|
| Passengers carried (000s) | 795.1       | 918.7       | 15.5     |
| Seats (000s)              | 961.8       | 1 130.5     | 17.5     |
| Load factor %             | 82.7        | 81.3        | -1.4 *   |
| Aircraft trips            | 4 663       | 5 191       | 11.3     |

\* percentage point difference

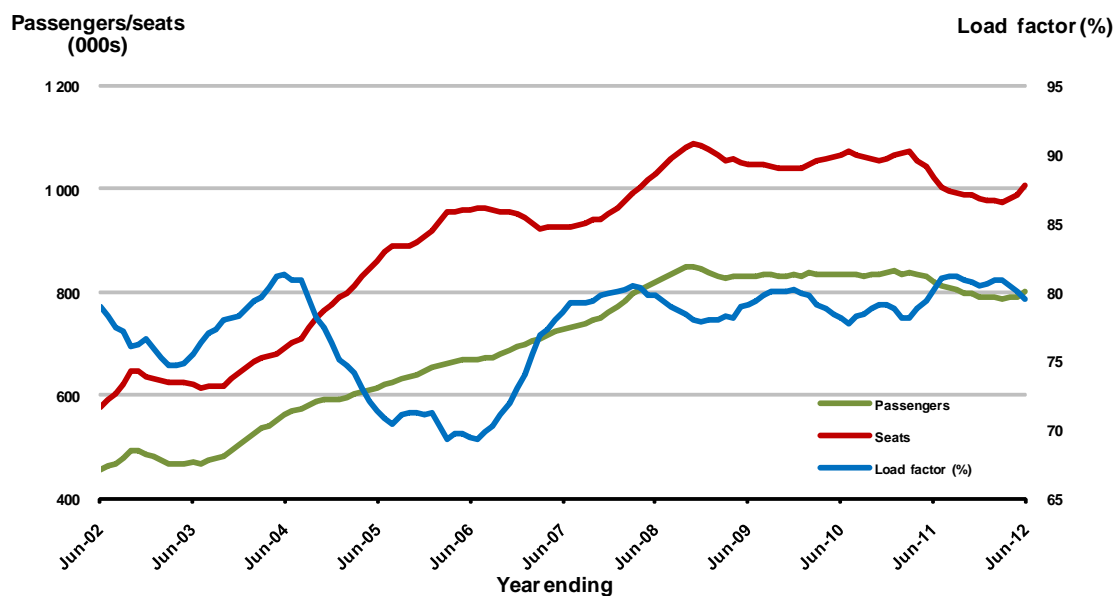


## 18. Launceston - Melbourne

### Moving annual data

|                           | YE Jun 2011 | YE Jun 2012 | % Change |
|---------------------------|-------------|-------------|----------|
| Passengers carried (000s) | 817.6       | 801.1       | -2.0     |
| Seats (000s)              | 1 019.4     | 1 007.7     | -1.1     |
| Load factor %             | 80.2        | 79.5        | -0.7 *   |
| Aircraft trips            | 7 770       | 7 380       | -5.0     |

\* percentage point difference

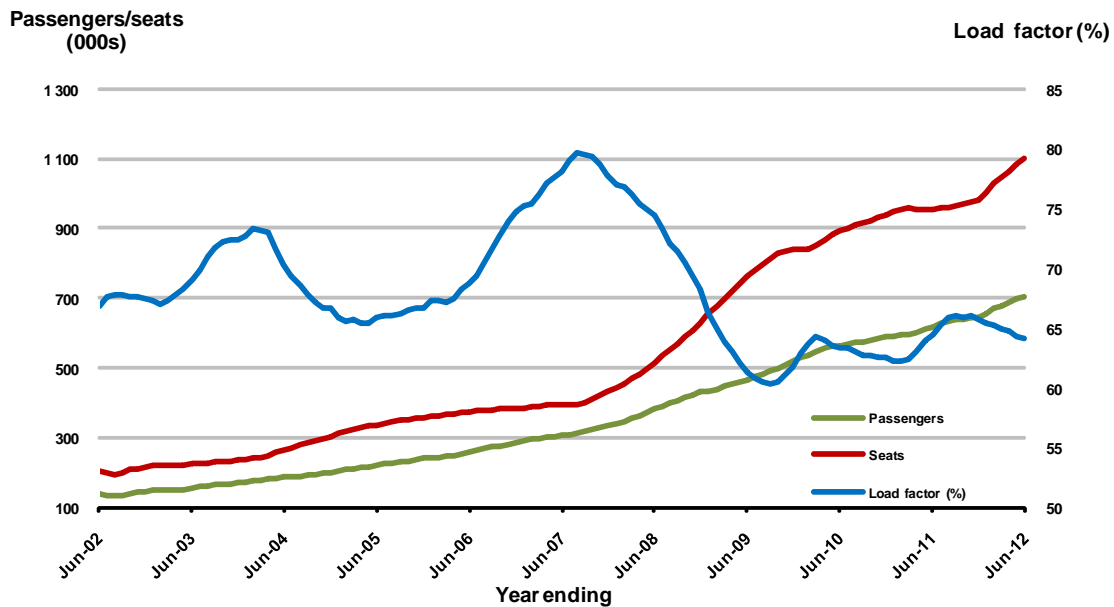


## 19. Karratha - Perth

### Moving annual data

|                           | YE Jun 2011 | YE Jun 2012 | % Change |
|---------------------------|-------------|-------------|----------|
| Passengers carried (000s) | 615.7       | 705.1       | 14.5     |
| Seats (000s)              | 956.2       | 1 100.7     | 15.1     |
| Load factor %             | 64.4        | 64.1        | -0.3 *   |
| Aircraft trips            | 6 672       | 7 560       | 13.3     |

\* percentage point difference

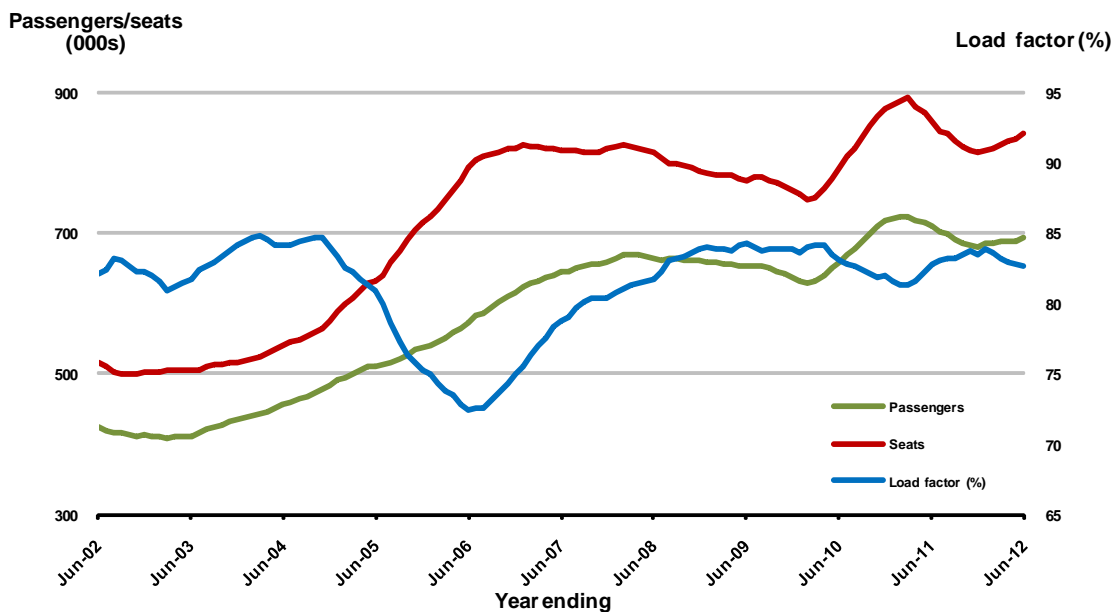


## 20. Adelaide - Brisbane

### Moving annual data

|                           | YE Jun 2011 | YE Jun 2012 | % Change |
|---------------------------|-------------|-------------|----------|
| Passengers carried (000s) | 708.2       | 693.6       | -2.1     |
| Seats (000s)              | 855.8       | 840.1       | -1.8     |
| Load factor %             | 82.7        | 82.6        | -0.2 *   |
| Aircraft trips            | 5 575       | 5 434       | -2.5     |

\* percentage point difference



## DEFINITIONS

|                                         |                                                                                                                                                                                                                        |
|-----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Aircraft Trips                          | The number of flight stages. A return flight counts as two aircraft trips.                                                                                                                                             |
| 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.                                          |
| City-Pair                               | The ports shown make up the city-pair route. Passenger movements shown for a city pair reflect total traffic in both directions.                                                                                       |
| Flight Stage                            | The operation of an aircraft from take-off to landing.                                                                                                                                                                 |
| Load Factor                             | The total revenue passenger kilometres performed as a percentage of the total available seat kilometres.                                                                                                               |
| Passengers Carried                      | Revenue passengers carried.                                                                                                                                                                                            |
| Regular Public Transport Services (RPT) | All air service operations in which aircraft are available for the transport of members of public and are conducted in accordance with fixed schedules. It does not include charter or other non-scheduled operations. |
| 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.                            |
| Traffic on board by stages              | The total of all traffic (revenue passengers) on each flight stage between two directly connected airports.                                                                                                            |
| ..                                      | Data not included                                                                                                                                                                                                      |
| NA                                      | Not applicable                                                                                                                                                                                                         |