

# Projection of flight activity through the Australian Air Space

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**For :**

**AIRSERVICES AUSTRALIA**

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<b>1</b>	<b>Introduction and major highlights</b>
2	Projection of passenger demand
3	Projection of average passengers per flight
4	Projection of the number of flights
5	Projection of MTOW tonnage
6	Projection of average distance
7	Projection of MTOW tonne-kilometres
8	Projection of the number of charging units
9	Detailed table construction and assumptions
10	Appendix

## Introduction.

-  At the request of AirServices Australia, IATA's forecasting experts produced a projection of aircraft activity through the Australian airspace for the next 6 years.
-  The IATA's forecasting experts has gained the right expertise thanks to undertaking several traffic studies in the recent past covering Australia as well as flight activity studies made for several air navigation services providers in the world.
-  The IATA's forecasting experts constructed a model which is made up of mathematical links between all traffic components starting from passenger demand to flight activity and the number of charging units, through a series of indicators such as the average number of passenger per flight, average tones of MTOW tons and average flying distance over the Australian airspace.

## Methodology for the construction of historical figures.

### The data source.

- ✓ *A first file provided by ASA containing flight information for all aircraft regardless of their size, such as :*
  - *Origin and Destination (4-letter ICAO code). When it is a pure local flight, the origin was blank.*
  - *Aircraft code and MTOW tonnage*
  - *Distance across the Australian Airspace*
  - *Number of flights by month between January 1998 and December 2002*
  - *However, the number of international flights were covering departures only whereas for domestic traffic all flights were covered.*
- ✓ *A second file provided by ASA containing the same information but for aircraft with 5.7 tonnes and over, assumed to exclude general aviation flights, and covering the period January 1998 to September 2003, and also excluding all-cargo flights.*
- ✓ *A third file provided by ASA containing the same information but for cargo aircraft and covering the period.*
- ✓ *A fourth file provided by ASA containing the same information but for aircraft below 5.7 tonnes of MTOW for the period January to September 2003, to be a complement to the first file which covers the period up to December 2002 only.*
- ✓ *The estimations of cargo flights were obtained from ASA which used a "filter" to isolate them from the other aircraft.*

## Methodology for the construction of historical figures (continued).

### The flight categorisation by origin-destination.

- ✓ *Each origin destination ICAO code was associated to a country.*
  - *For Australia, the key airports of Sydney, Melbourne and Brisbane were isolated from the rest of the country.*
  - *When the origin did not have a code, it meant that the flight was pure local (touch & go, training) and thus was eliminated from the database so that the analysis is focused on origin-destination flights.*
- ✓ *Flights for which both the origin and destination was not in Australia were considered as pure overflights.*
- ✓ *All these flights were assigned to the relevant route area determined for the pertinence of the analysis. The domestic route areas are :*
  - *Sydney – Melbourne;*
  - *Sydney – Brisbane;*
  - *Sydney – Rest of Australia;*
  - *Melbourne – Rest of Australia;*
  - *Brisbane – Rest of Australia and*
  - *Domestic – Rest of Australia (all the other domestic flights not included in the above grouping).*

## Methodology for the construction of historical figures (continued).

### The flight categorisation by origin-destination (continued).

✓ *The international route areas are :*

- **Australia – Africa**
- **Australia – New Zealand**
- **Australia – Northeast Asia**
  - *Includes China, Japan, Taiwan, Hong Kong, Korea.*
- **Australia – South Pacific**
  - *New Caledonia, Fiji, Hawaii (considered as a separate entity from the USA) and all other countries located in the Pacific region and which are not included in the Australia - Southeast Asia category.*
- **Australia – S-SE Asia/Europe/Middle East**
  - *Southeast Asia which includes Indonesia, Singapore, Thailand, Malaysia, Philippines, Vietnam, Cambodia, Brunei, Lao and Myanmar.*
  - *South Asia which includes India, Pakistan, Sri Lanka, Maldives and Nepal*
  - *Europe*
  - *Middle East*
- **Australia – Transpacific**
  - *North America (Hawaii is not considered to be in North America, although it is a US State)*
  - *Central and South America*
- **Australia – Undetermined**
  - *All ICAO origin-destination codes for which it was not possible to identify the country they belong to.*

## Methodology for the construction of historical figures (continued).




### The flight categorisation by category of flight.

- ✓ *Following recommendations from ASA it was assumed that all flights with aircraft with 5.7 tonnes of MTOW and over were commercial flights and all flights below 5.7 tonnes were general aviation flights.*
- ✓ *All flights with aircraft below 5.7 tonnes were considered as general aviation or non-commercial.*
- ✓ *Cargo flights were isolated from passenger flights given the fact that ASA provided two*

### The composition of the database for the fiscal year 2002-2003.



- ✓ *Total number of flights with aircraft of 5.7 tonnes and over, including cargo flights = 604,486.*
- ✓ *Total number of flights where both the origin and destination were not in Australia (pure overflights) = 12,045.*
- ✓ *Total aircraft with aircraft below 5.7 tonnes (excluding pure local – touch-and-go flights) = 563,027*
- ✓ *Total flights in the entire database (excluding touch-and-go flights) = 1,179,558.*

## Methodology for the construction of historical figures (continued).

-  **The charging units have been constructed differently for aircraft with less than 20 tonnes and aircraft of 20 tonnes and over.**
  
-  **For aircraft with less than 20 tonnes :**
  - ✓ *Average MTOW tonnes x (distance divided by 100) x number of flights, then divided by the square root of 20.*
  
-  **For aircraft with 20 tonnes and over :**
  - ✓ *Square root of average MTOW tonnes x (distance divided by 100) x number of flights.*

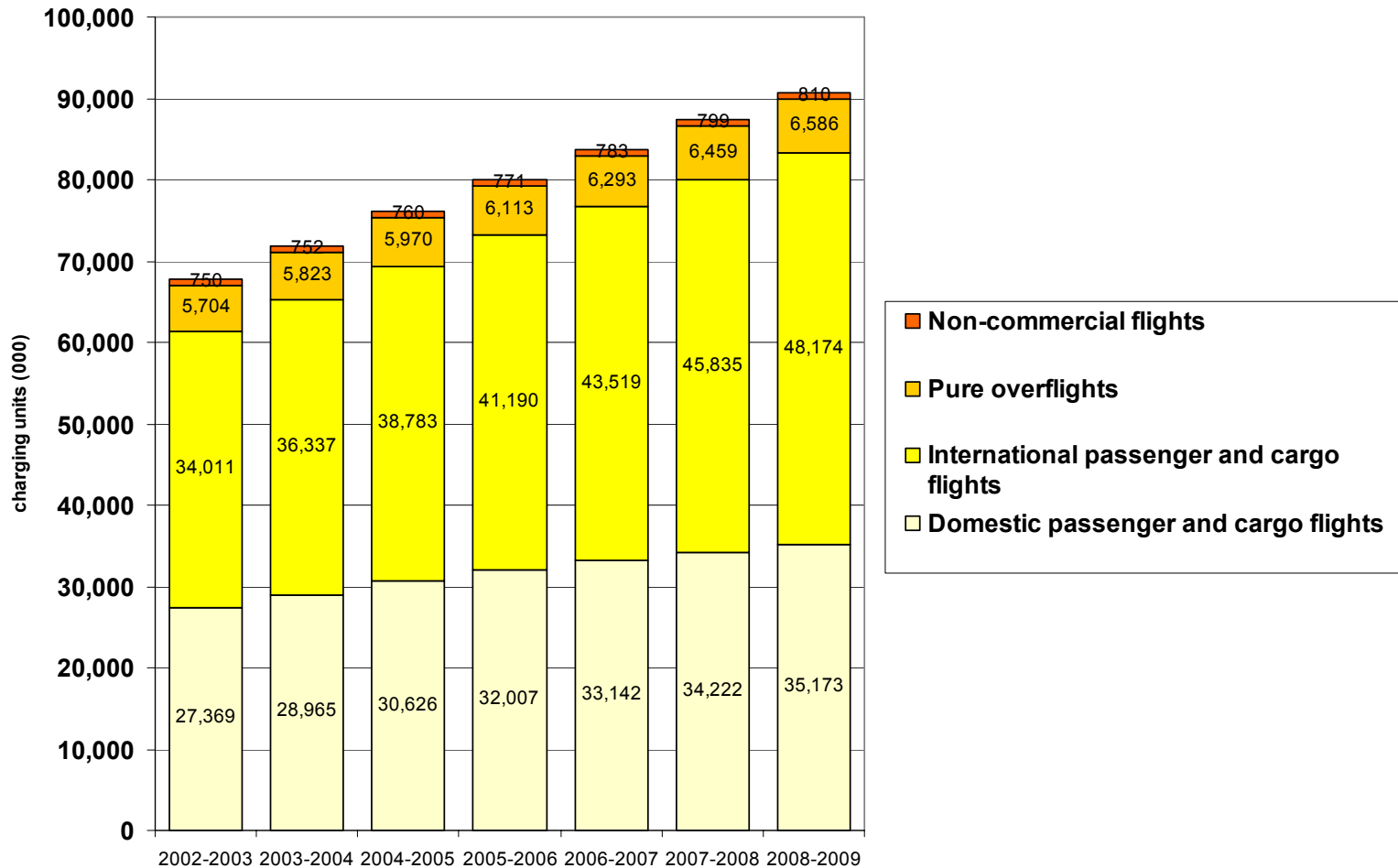


## Assumptions

-  Assumptions were made for the projected evolution of passenger load factors, average aircraft size, average distance flown as well as for the mix of flights between the two weight categories (less than 20 tonnes and over 20 tonnes).
-  Detailed on these assumptions can be found for each route area in Chapter 9.

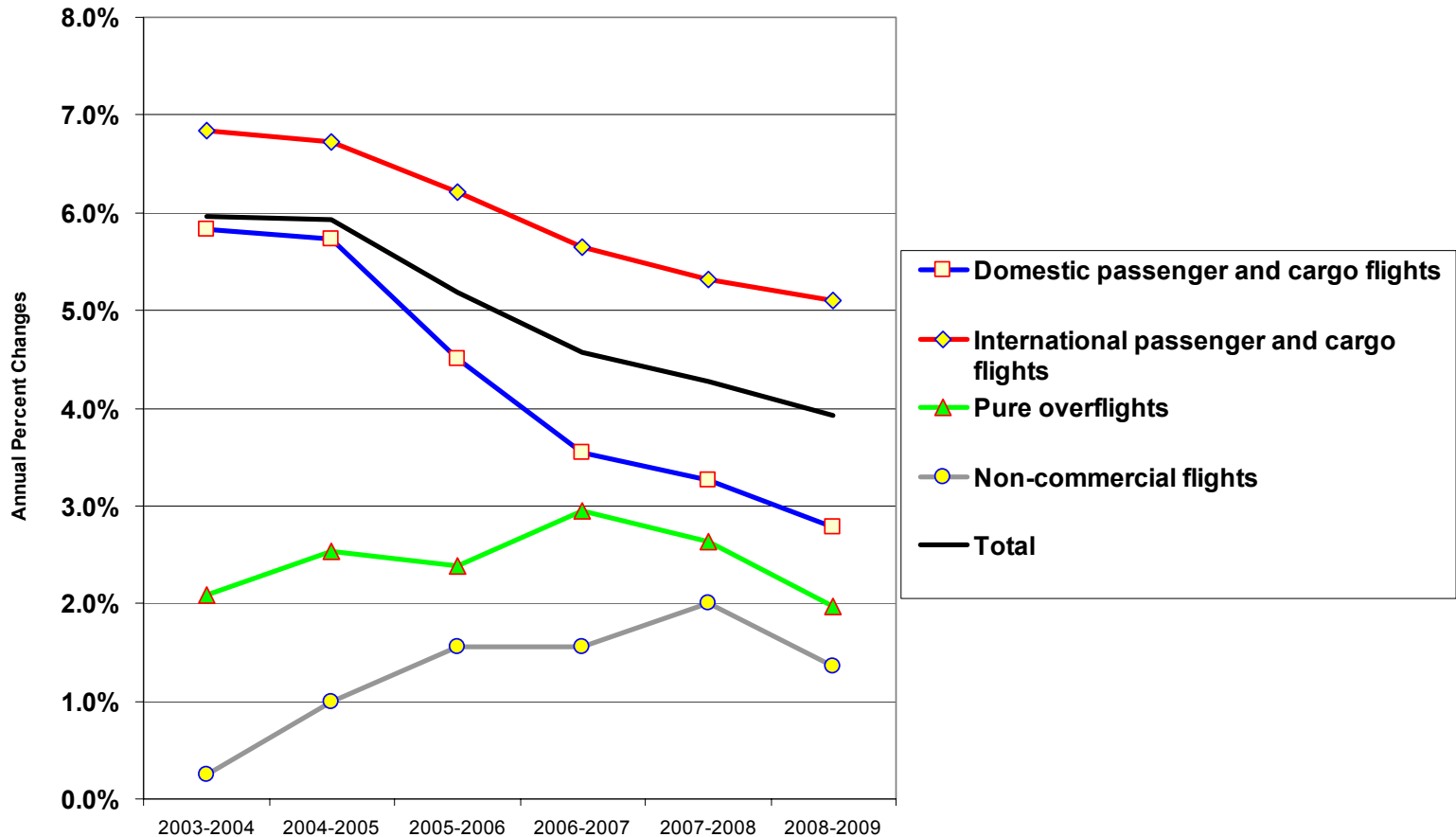
## Projection of the total number of charging units.

### *Projected evolution of the number of charging units*



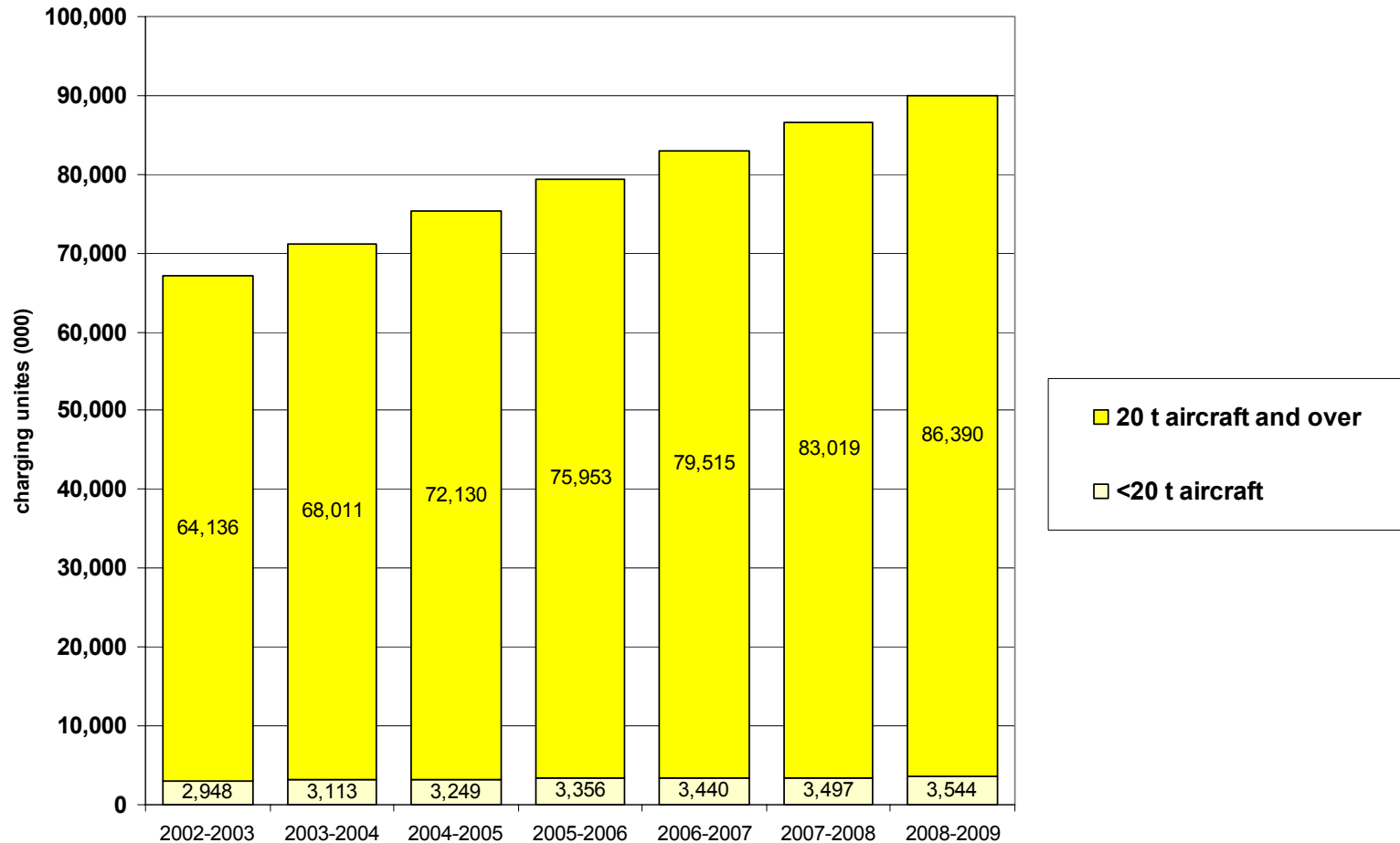
## Projected annual rates of growth in the number of charging units.

*Projected annual rates of growth in the number of charging units*



## The projection of charging units by aircraft size category.

*Projected evolution of the number of charging units between aircraft size categories*



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## Evolution of Passengers in Australia.

 In this section, the historical traffic figures was taken from various AVSTAT publications.

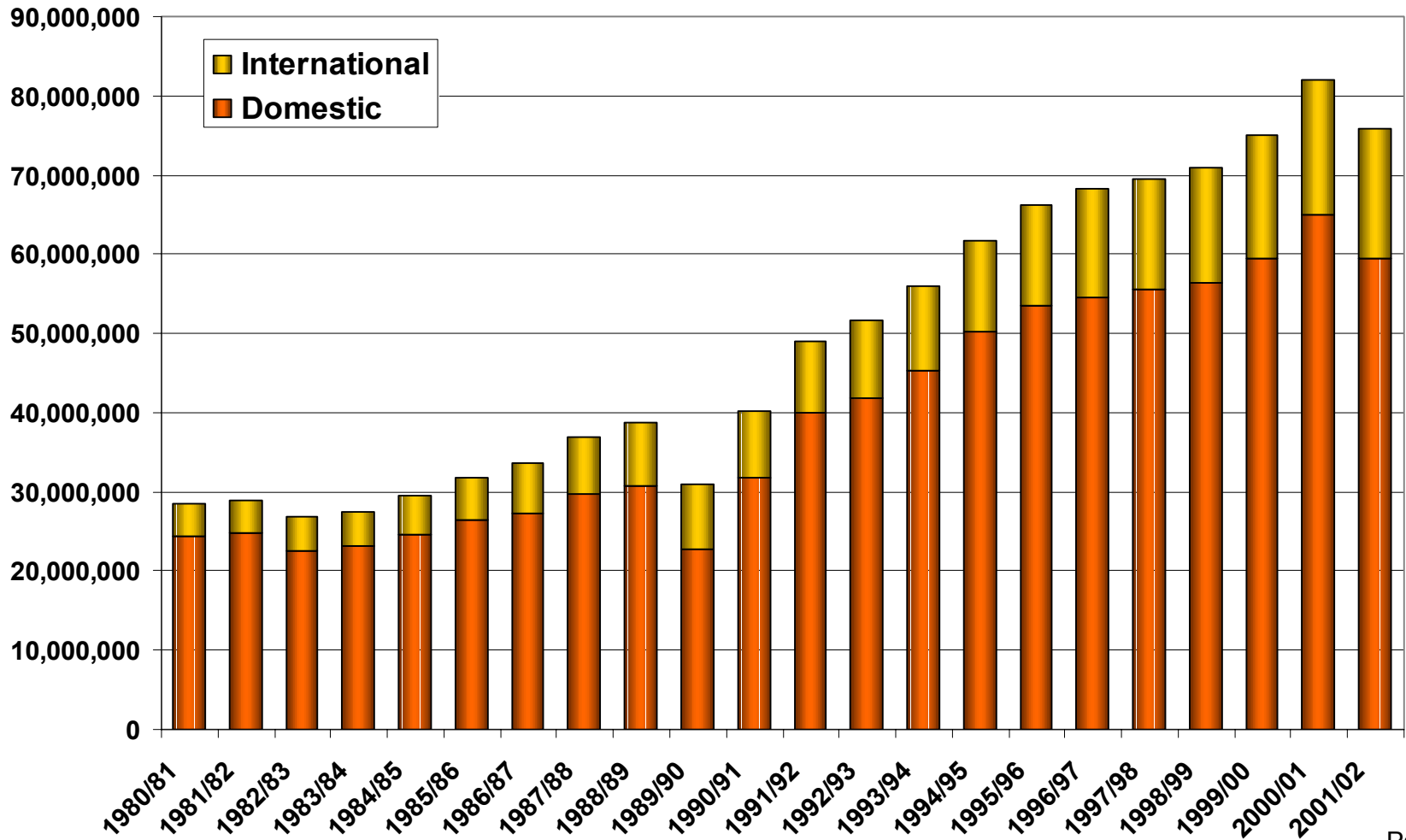
- ✓ *All domestic figures include regional passenger figures.*
- ✓ *In this section all figures are on a fiscal basis.*

 Airline passengers in Australia, similar to the rest of the world, tends to grow year over year.

- ✓ *Since 1980/81 traffic has grown every year expect:*
  - *1982/83; 1989/1990 and 2001/2002 for the domestic market and*
  - *2002/02 for the international market.*

**Except for a few specific years, traffic grows annually.**

*Passenger Evolution in Australia*



## Passenger Traffic Growth.

 In 2001/02, passengers in Australia neared 76 million passengers making this one of the largest markets in Asia.

- ✓ *The Australian market is much larger than any other Asian markets, in part due to its developed economy but also because Australia is one of the few markets in the region who has such an important domestic market.*

 The international market is historically and still today is much smaller than the domestic market but growing quicker.

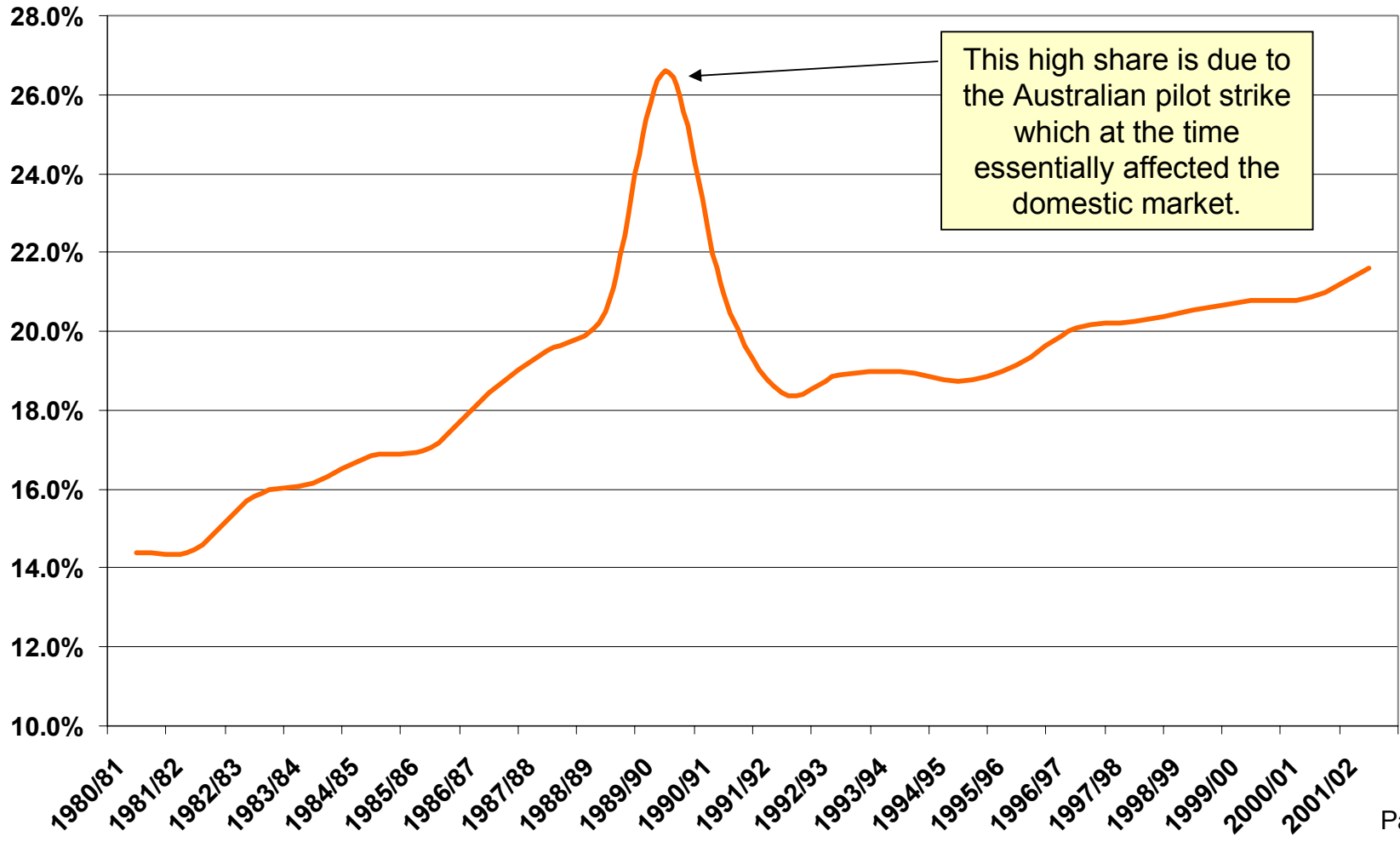
### Evolution of passenger figures in Australia

	Passenger Figures				Growth Rates		
	1980/81	1990/91	1995/96	2001/02	1980/81-2001/02	1990/91-2001/02	1996/97-2001/02
Domestic	22,761,596	28,190,050	53,536,084	59,495,583	4.3%	5.9%	1.7%
International	4,108,265	8,424,511	12,679,451	16,407,887	6.8%	6.2%	3.6%
<b>Total</b>	<b>26,869,861</b>	<b>36,614,561</b>	<b>66,215,535</b>	<b>75,903,470</b>	<b>4.8%</b>	<b>5.9%</b>	<b>2.1%</b>



**Because the international market is growing faster, over time it has a larger portion of the total Australian market.**

***Share of International Passengers in Australia***



## The two largest Australian domestic routes account for about 40% of all domestic passengers.

### Top Domestic Routes in Australia

Rank	Route	2001/02	2002/03	Share in 2002/03	AAGR
1	MEL-SYD	5,421,075	5,352,499	18.7%	-1.3%
2	BNE-SYD	3,717,785	3,502,613	12.3%	-5.8%
3	BNE-MEL	2,227,196	2,209,892	7.7%	-0.8%
4	ADL-MEL	1,405,945	1,428,450	5.0%	1.6%
5	ADL-SYD	1,161,088	1,241,672	4.3%	6.9%
	Other	10,209,048	14,815,980	51.9%	45.1%
	<i>Total</i>	<i>24,142,137</i>	<i>28,551,106</i>	<i>100.0%</i>	<i>18.3%</i>

Note: Figures are taken from AVSTAT but do not compare directly with domestic figures on previous pages.

## Sydney is the international gateway to Australia accounting for almost half of all international passengers.



**But over the next few years, we expect growth in international travel to be less important for Sydney than for the other Australian airports.**

- ✓ *For example the emergence of Australian Airlines, has focused its development essentially out of Cairns to serve certain low yield markets to Northeast Asia.*






### International Passenger by Australian Airports

Rank	Airport	2001	2002	2003 (YTD*)	Share in 2002	AAGR 2002/01
1	Sydney	8,224,441	7,940,935	3,116,360	48.0%	-3.4%
2	Melbourne	3,304,627	3,286,720	1,246,945	19.9%	-0.5%
3	Brisbane	2,539,683	2,463,392	936,904	14.9%	-3.0%
4	Perth	1,587,044	1,628,170	614,235	9.8%	2.6%
5	Cairns	664,776	762,101	292,175	4.6%	14.6%
	Others	454,789	464,464	164,842	2.8%	2.1%
	Total	16,775,360	16,545,782	6,371,461	100.0%	-1.4%

\*YTD: May 2003

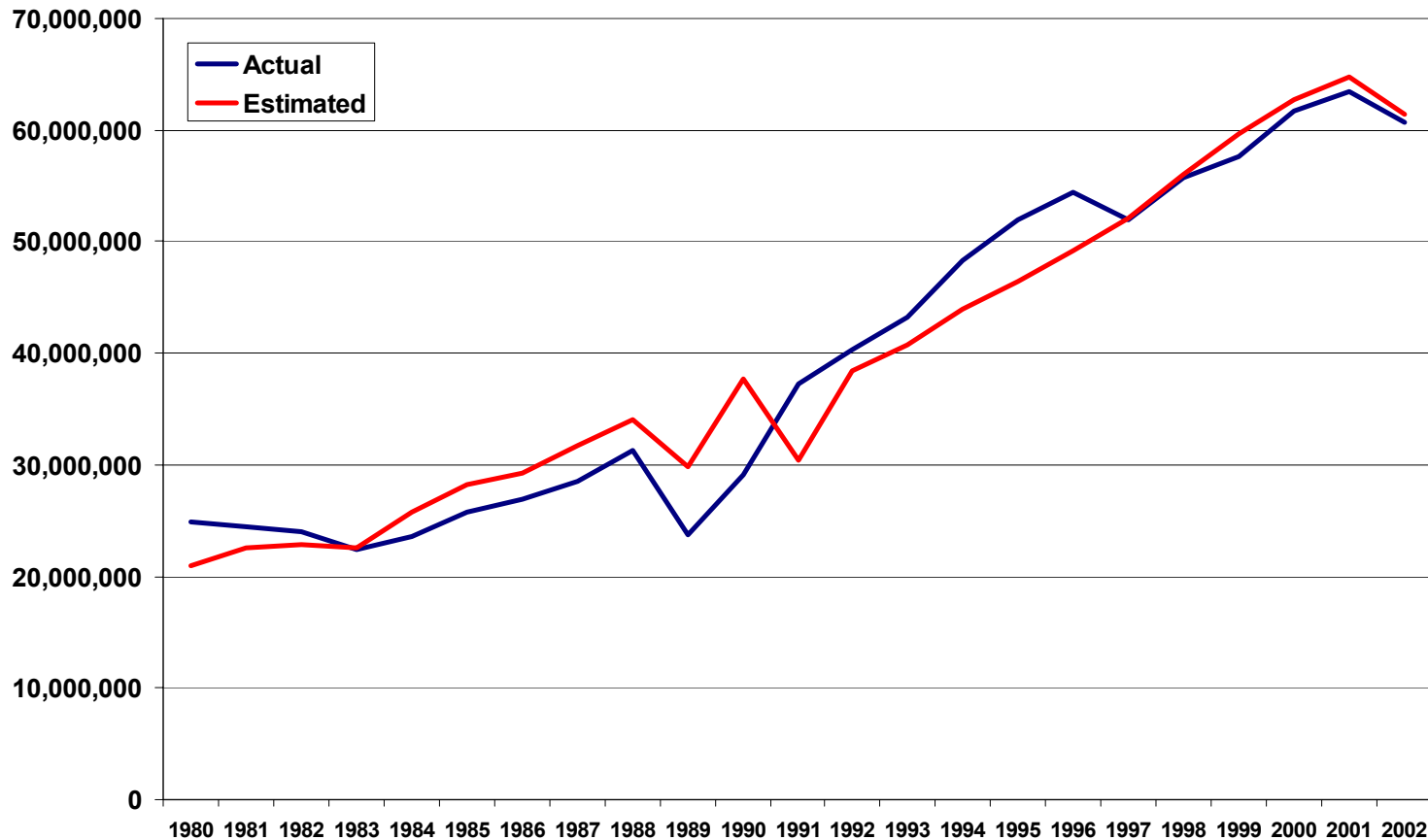
Note: Figures are taken from AVSTAT but are based on Calendar and hence can not be compared directly with those on previous pages.

## Domestic traffic growth : using as a starting base a regression model and using GDP growth projections.

-  **Regression based on historical Australian GDP.**
  - ✓ *Historical data taken from WEFA and Consensus Economics.*
-  **Regression was based on calendar passenger data.**
  - ✓ *Given that GDP is available only on an annual basis the regressions had to be performed on a calendar basis.*
-  **Forecast GDP taken from Consensus Economics.**
-  **Many models were tested and the best model was selected.**
-  **The forecast figures were adjusted in two cases:**
  - ✓ *The 2003 figures were estimated. We took the latest actual 2003 figures and based on OAG figures we estimated the remainder of the year where we took into considerations the fact that the industry, in general, is showing signs of recovery and the fact that Australia hosted the Rugby World Cup.*
  - ✓ *Figures in 2004 we are also adjusted to take into account the start of a low cost carrier (LCC) by Qantas in 2004.*
    - *We assumed that Qantas would operate 23 aircraft and would first chose to serve the main Australian trunk routes.*

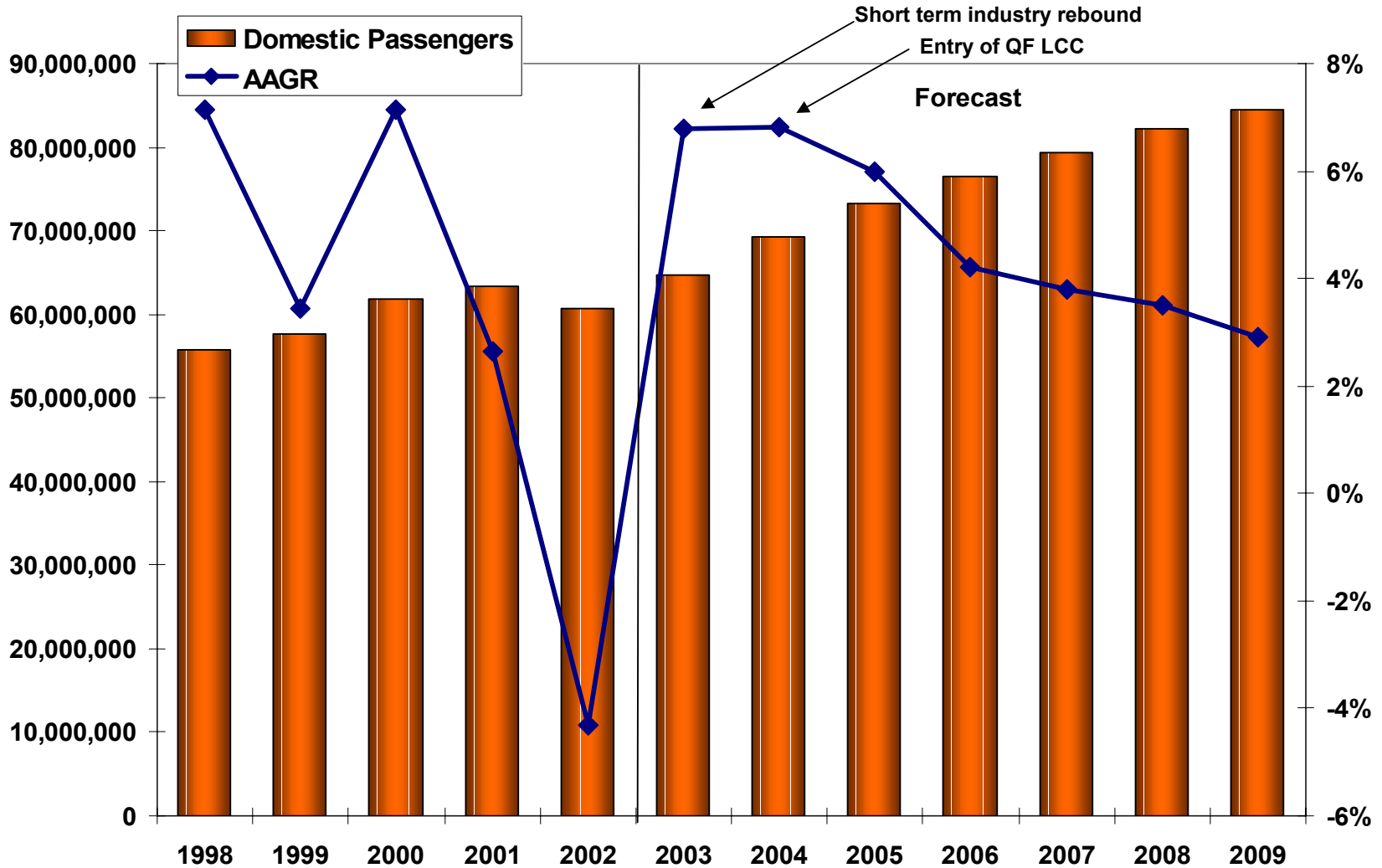
# Domestic traffic growth : using as a starting base a regression model, using GDP growth projections.

*Domestic Passengers (Actual vs Fit)*






# Estimated domestic passenger traffic forecast figures.


## Domestic Passengers



## International passenger forecast.

-  **The international passenger forecast was taken from IATA's latest passenger forecast survey which was published in October 2003.**
  - ✓ *However, since this survey was produced in the summer of 2003, the year-by-year recovery shape was reflecting the opinion of the airline participants as of June-July 2003 and with no knowledge on how traffic actually developed during the period January to September 2003.*
  - ✓ *Although we have agreed to retain the IATA medium-term average trends for international traffic to/from Australia, particular efforts have been made to adjust the year-by-year trend to show a more optimistic picture for the fiscal year 2003-2004 than what airlines had originally submitted, having better information on 2003 trends than airline had at that time. It meant to show a more rapid recuperation than shown in the IATA forecast survey for the first year rather than showing the bulk of the growth to be taking place in the later years.*
  
-  **2002 historical passenger figures were provided by IATA member carriers and might differ from that AVSTAT source.**
  
-  **IATA international passenger forecast is based on calendar years and it was necessary to adjust the figures to translate to fiscal.**

## International passenger forecast (continued).

 The IATA forecast shows for calendar year 2003 the effect of SARS and the Gulf war in most of the route areas, with a recovery to be spread during the two subsequent years.

- ✓ *It was decided to adjust these year-by-year trends to benefit from more information on airline activities taking place in late 2003 early 2004 that was not available to the survey participants at the time they produced their forecasts.*
- ✓ *This is true especially for Asian routes which are expected to recover fairly quickly but the Trans-Pacific route is expected to lag compared to the Asian routes.*

### IATA International Passenger Forecast for Australia By Key Route Areas, in Thousands

Route Area	2002	2003	2004	2005	2006	2007	AAGR	Share 2002	Share 2007
Americas (Trans-Pacific)	1,789	1,732	1,863	2,001	2,107	2,179	4.0%	10.1%	9.4%
Middle East	274	342	387	418	447	472	11.5%	1.5%	2.0%
Europe	1,914	1,831	1,953	2,095	2,236	2,363	4.3%	10.8%	10.2%
Africa	219	239	258	281	306	332	8.6%	1.2%	1.4%
Central/South Asia	236	284	298	314	330	347	8.0%	1.3%	1.5%
Southeast Asia	6,082	5,516	6,077	6,826	7,373	7,905	5.4%	34.3%	34.0%
Northeast Asia	3,920	3,524	4,023	4,705	5,193	5,650	7.6%	22.1%	24.3%
South Pacific (w/o NZ)	491	447	493	542	581	618	4.7%	2.8%	2.7%
New Zealand	2,828	2,938	3,020	3,152	3,254	3,375	3.6%	15.9%	14.5%
<i>Total</i>	<i>17,753</i>	<i>16,852</i>	<i>18,372</i>	<i>20,334</i>	<i>21,827</i>	<i>23,239</i>	<i>5.5%</i>	<i>100.0%</i>	<i>100.0%</i>



## International passenger forecast (continued).

### IATA International RPK Forecast for Australia By Key Route Areas, in Millions

	2002	2003	2004	2005	2006	2007	AAGR	Share 2002	Share 2007
Americas (Trans-Pacific)	22,870	22,103	23,791	25,564	26,911	27,830	4.0%	16.8%	15.6%
Middle East	3,053	3,816	4,312	4,657	4,983	5,257	11.5%	2.2%	3.0%
Europe	32,582	31,223	33,313	35,753	38,129	40,301	4.3%	24.0%	22.6%
Africa	2,084	2,270	2,457	2,683	2,920	3,170	8.7%	1.5%	1.8%
Central/South Asia	2,303	2,738	2,877	3,040	3,201	3,365	7.9%	1.7%	1.9%
Southeast Asia	35,192	32,172	35,394	39,675	42,774	45,766	5.4%	25.9%	25.7%
Northeast Asia	28,515	25,678	29,311	34,266	37,803	41,111	7.6%	21.0%	23.1%
South Pacific (w/o NZ)	2,544	2,217	2,512	2,794	3,009	3,223	4.8%	1.9%	1.8%
New Zealand	6,686	6,945	7,139	7,451	7,693	7,978	3.6%	4.9%	4.5%
<b>Total</b>	<b>135,829</b>	<b>129,162</b>	<b>141,106</b>	<b>155,884</b>	<b>167,424</b>	<b>178,000</b>	<b>5.6%</b>	<b>100.0%</b>	<b>100.0%</b>

## International passenger traffic : prospects for growth in 2003-2004.

### Australia – Africa route area :

- ✓ *A fairly robust growth anticipated for calendar year 2003 and also fiscal year 2003-2004.*
- ✓ *One of the driving force for this growth : Air Mauritius capacity increases between Mauritius and both Perth and Melbourne (but Qantas is dropping out of the Mauritius market).*
- ✓ *The other main driver is SAA (the largest operator on this route area) which also plans expansion.*
- ✓ *Qantas increases capacity on the JNB-SYD route.*

### Australia-New Zealand :

- ✓ *Introduction of services (on a fifth freedom basis) by Emirates between New Zealand and Sydney, Melbourne and Brisbane.*
- ✓ *Air New Zealand expands capacity by around 9% during the 2003-2004 period over the 2002-2003 period.*

### Australia- Northeast Asia :

- ✓ *Rapid recovery for most airlines after a depressed Spring 2003, making the FY 2003-2004 to experience a strong growth based on a collapsed base year (2002-2003).*
- ✓ *This is particularly true for the Chinese market, whereas the Taiwan and Japan markets will not see a strong recovery.*
- ✓ *Expansion of Australian Airlines activities out of Cairns.*

## International passenger traffic : prospects for growth in 2003-2004 (continued).

### Australia – South Pacific :

- ✓ *Strong growth in capacity anticipated for Fiji (with Air Pacific), which will be the driving force for growth in the whole route area.*

### Australia – S-SE Asia/Europe/Middle East :

- ✓ *The driving force for growth in 2003-2004 will be from Emirates (between Perth and Dubai), Malaysian Airlines (between Kuala Lumpur and Adelaide, Perth, Sydney and Brisbane) and Thai Airways.*
- ✓ *Expansion of Australian activities out of Cairns (to Singapore) but also out of Sydney and Melbourne to Denpasar.*
- ✓ *Fast growing Vietnam market.*

### Australia – Transpacific :

- ✓ *Moderate capacity development planned by United Airlines.*
- ✓ *The US market in general is not yet expected to recover during that fiscal year. Such recovery is likely to take place in the subsequent years.*

## Virgin Blue International Operations (Pacific Blue)

 **Currently the OAG shows no international flights operated by Pacific Blue (Virgin Blue).**

- ✓ *Virgin Blue plans on starting international operations from Australia to/ from New Zealand but also to other destinations such as Fiji and Vanuatu.*
  - *For those destinations it has recently obtained operating rights.*
- ✓ *It has recently applied to fly to New Caledonia but has not yet received rights to operate.*
  - *But it should receive those rights its most likely a question of time.*
- ✓ *Currently, no flights can be found in the OAG even if Virgin Blue (Pacific Blue) was recently quoted as saying that it would operate to/ from New Zealand in March 2004 for example.*
- ✓ *At this point we choose to be conservative and assumed that Pacific Blue would operate to these points over the forecast period but our approach was cautious as we assumed that its expansion would remain fairly small compared to the current overall seats offering.*
- ✓ *Furthermore, the introduction of these new services could result in a scale down of capacity provided by the incumbent airlines.*

## Projection of passenger traffic on pure overflights.




### The approach used :

- ✓ *Determine total seating capacity on all overflights identified from the ASA data and identify origin-destination countries.*
- ✓ *Assume passenger load factors based on industry trends as known from IATA statistics.*
- ✓ *Construct passenger traffic levels for the base year (fiscal year 2002-2003).*
- ✓ *Apply the IATA projected rates of growth for passenger traffic on the origin-destination markets identified.*

### The markets :

- ✓ *Essentially New Zealand to/from Southeast Asia/Middle East/Europe.*

## Projection of passenger traffic on non-commercial flights.

-  The number of passengers carried on non-commercial flights was estimated by assuming a load factor of 80% applied to an estimated number of seats available.
-  The number of seats has been estimated for each aircraft type using the IATA aircraft database.
-  The projection of passenger traffic was made by using a simple extrapolation of trends, not having enough elements to produce a sound econometric based forecast.

## Passenger traffic construction – past trends.

Passenger demand projections	FY 1998-1999		FY 1999-2000		FY 2000-2001		FY 2001-2002		FY 2002-2003	
	Number	Number	% change	Number	% change	Number	% change	Number	% change	
Sydney - Melbourne				6,731,806		5,421,075	-19.5%	5,352,499	-1.3%	
Sydney - Brisbane				4,693,787		3,717,785	-20.8%	3,502,613	-5.8%	
Sydney - Rest of Australia				5,814,907		4,002,013	-31.2%	5,161,230	29.0%	
Melbourne - Rest of Australia				5,503,679		4,484,140	-18.5%	5,074,999	13.2%	
Brisbane - Rest of Australia				5,315,482		4,868,194	-8.4%	5,020,952	3.1%	
Domestic - Rest of Australia				4,041,733		4,648,930	15.0%	4,438,622	-4.5%	
<b>Total Domestic</b>				<b>32,101,394</b>		<b>27,142,137</b>	<b>-15.4%</b>	<b>28,550,915</b>	<b>5.2%</b>	
Australia - Africa						265,500		251,232	-5.4%	
Australia - New Zealand						3,461,996		3,691,409	6.6%	
Australia - Northeast Asia						3,442,556		3,568,547	3.7%	
Australia - South Pacific						855,701		877,253	2.5%	
Australia - S-SE Asia/Eur/MEA						6,998,911		6,887,376	-1.6%	
Australia - Transpacific						1,383,223		1,347,265	-2.6%	
Australia - Undetermined						234,169		235,111	0.4%	
<b>Total International</b>						<b>16,642,056</b>		<b>16,858,193</b>	<b>1.3%</b>	
<b>Cargo flights</b>						<b>0</b>		<b>0</b>		
Domestic						0		0		
International						0		0		
<b>Total O-D flights</b>						<b>43,784,193</b>		<b>45,409,108</b>	<b>3.7%</b>	
<b>Pure overflights</b>	<b>1,969,443</b>	<b>2,226,463</b>	<b>13.1%</b>	<b>2,178,960</b>	<b>-2.1%</b>	<b>2,371,348</b>	<b>8.8%</b>	<b>2,314,466</b>	<b>-2.4%</b>	
<b>Non-Commercial flights</b>	<b>2,856,272</b>	<b>2,773,426</b>	<b>-2.9%</b>	<b>2,992,999</b>	<b>7.9%</b>	<b>2,797,336</b>	<b>-6.5%</b>	<b>2,689,786</b>	<b>-3.8%</b>	
<b>Total flights</b>						<b>48,952,878</b>		<b>50,413,360</b>	<b>3.0%</b>	

## Passenger Forecast by route : Summary results.

Passenger demand projections	FY2003-2004		FY2004-2005		FY2005-2006		FY2006-2007		FY2007-2008		FY2008-2009		Average Annual Growth
	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	
	Sydney - Melbourne	5,698,118	6.5%	6,014,416	5.6%	6,241,057	3.8%	6,421,849	2.9%	6,591,729	2.6%	6,746,343	
Sydney - Brisbane	3,688,943	5.3%	3,872,085	5.0%	4,000,595	3.3%	4,102,667	2.6%	4,203,005	2.4%	4,293,197	2.1%	3.5%
Sydney - Rest of Australia	5,581,183	8.1%	6,015,541	7.8%	6,387,834	6.2%	6,696,941	4.8%	7,004,519	4.6%	7,282,214	4.0%	5.9%
Melbourne - Rest of Australia	5,414,669	6.7%	5,763,355	6.4%	6,086,454	5.6%	6,364,935	4.6%	6,625,531	4.1%	6,866,049	3.6%	5.2%
Brisbane - Rest of Australia	5,381,284	7.2%	5,753,398	6.9%	6,080,826	5.7%	6,355,092	4.5%	6,614,250	4.1%	6,850,587	3.6%	5.3%
Domestic - Rest of Australia	4,715,915	6.2%	4,998,360	6.0%	5,254,082	5.1%	5,474,028	4.2%	5,681,806	3.8%	5,871,308	3.3%	4.8%
<b>Total Domestic</b>	<b>30,480,112</b>	<b>6.8%</b>	<b>32,417,156</b>	<b>6.4%</b>	<b>34,050,848</b>	<b>5.0%</b>	<b>35,415,513</b>	<b>4.0%</b>	<b>36,720,839</b>	<b>3.7%</b>	<b>37,909,697</b>	<b>3.2%</b>	<b>4.8%</b>
Australia - Africa	272,448	8.4%	295,867	8.6%	322,093	8.9%	349,680	8.6%	378,404	8.2%	407,710	7.7%	8.4%
Australia - New Zealand	3,894,437	5.5%	4,076,029	4.7%	4,229,814	3.8%	4,377,352	3.5%	4,534,723	3.6%	4,688,641	3.4%	4.1%
Australia - Northeast Asia	3,925,402	10.0%	4,310,091	9.8%	4,719,550	9.5%	5,168,717	9.5%	5,633,902	9.0%	6,129,685	8.8%	9.4%
Australia - South Pacific	943,047	7.5%	1,004,345	6.5%	1,067,619	6.3%	1,131,676	6.0%	1,193,918	5.5%	1,259,584	5.5%	6.2%
Australia - S-SE Asia/Eur/MEA	7,472,803	8.5%	8,033,263	7.5%	8,579,525	6.8%	9,128,614	6.4%	9,676,331	6.0%	10,237,559	5.8%	6.8%
Australia - Transpacific	1,376,256	2.2%	1,479,249	7.5%	1,572,367	6.3%	1,640,165	4.3%	1,693,513	3.3%	1,745,145	3.0%	4.4%
Australia - Undetermined	240,000	2.1%	245,000	2.1%	250,000	2.0%	255,000	2.0%	260,000	2.0%	265,000	1.9%	2.0%
<b>Total International</b>	<b>18,124,393</b>	<b>7.5%</b>	<b>19,443,845</b>	<b>7.3%</b>	<b>20,740,969</b>	<b>6.7%</b>	<b>22,051,204</b>	<b>6.3%</b>	<b>23,370,790</b>	<b>6.0%</b>	<b>24,733,324</b>	<b>5.8%</b>	<b>6.6%</b>
<b>Cargo flights</b>	<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		
Domestic	0		0		0		0		0		0		
International	0		0		0		0		0		0		
<b>Total O-D flights</b>	<b>48,604,505</b>	<b>7.0%</b>	<b>51,861,001</b>	<b>6.7%</b>	<b>54,791,817</b>	<b>5.7%</b>	<b>57,466,716</b>	<b>4.9%</b>	<b>60,091,630</b>	<b>4.6%</b>	<b>62,643,021</b>	<b>4.2%</b>	<b>5.5%</b>
<b>Pure overflights</b>	<b>2,400,000</b>	<b>3.7%</b>	<b>2,500,000</b>	<b>4.2%</b>	<b>2,600,000</b>	<b>4.0%</b>	<b>2,700,000</b>	<b>3.8%</b>	<b>2,800,000</b>	<b>3.7%</b>	<b>2,900,000</b>	<b>3.6%</b>	<b>3.8%</b>
<b>Non-Commercial flights</b>	<b>2,703,235</b>	<b>0.5%</b>	<b>2,730,267</b>	<b>1.0%</b>	<b>2,784,872</b>	<b>2.0%</b>	<b>2,840,570</b>	<b>2.0%</b>	<b>2,897,381</b>	<b>2.0%</b>	<b>2,949,534</b>	<b>1.8%</b>	<b>1.5%</b>
<b>Total flights</b>	<b>53,707,740</b>	<b>6.5%</b>	<b>57,091,268</b>	<b>6.3%</b>	<b>60,176,689</b>	<b>5.4%</b>	<b>63,007,286</b>	<b>4.7%</b>	<b>65,789,011</b>	<b>4.4%</b>	<b>68,492,555</b>	<b>4.1%</b>	<b>5.2%</b>



1	Introduction and major highlights
2	Projection of passenger demand
<b>3</b>	<b>Projection of average passengers per flight</b>
4	Projection of the number of flights
5	Projection of MTOW tonnage
6	Projection of average distance
7	Projection of MTOW tonne-kilometres
8	Projection of the number of charging units
9	Detailed table construction and assumptions
10	Appendix

## The approach used to project the average number of passengers per flight.

 The ratio of passengers per flight is influenced by two factors :

- ✓ *Future evolution of passenger load factors*
- ✓ *Future evolution of average aircraft size.*

 Passenger load factors.



- ✓ *The projection gives room to possible improvements in passenger load factors to reflect productivity improvement, up to certain limits. Whenever the passenger load factors are found already high, improvements become more limited than when they are low (below 60%).*
- ✓ *We recognise differences in these limits between domestic and international routes, based on the nature of the flight operations.*

## Evolution of aircraft size – Domestic routes.

 Typically when routes are fairly mature the airlines tend to increase the average aircraft size since carriers have reached a reasonable of frequencies.

- ✓ *From a carrier point of view, it is more cost efficient to increase the average aircraft size as oppose to the frequencies.*
  - *SYD-MEL, considered as a mature domestic route is a good example of this trend.*
  - *SYD-BNE is also a fairly mature route but it has seen a decrease in average aircraft size and this is essentially due to the entry of Virgin Blue in 2000.*
    - *Virgin Blue has its operating base in BNE and this route was the first route where it competed and when it entered this market its fleet of B-737 were on average smaller than the aircraft used by both Ansett and Qantas.*
- ✓ *The other route areas, except MEL-to the rest of Australia, have all seen increase in average aircraft size.*
  - *MEL-to the rest of Australia has seen a decline in part due to the fact that Qantas has based a large portion of its B-717 fleet in MEL where the aircraft is extensively used on the MEL-HBA route and this aircraft is smaller than the typical mainline Qantas aircraft.*


## Evolution of aircraft size – collapse of Ansett.

-  **On September 14<sup>th</sup> 2001 Ansett Airlines collapses when its owner, Air New Zealand, spun off the carrier enabling Air New Zealand to remain a float.**
  
-  **Historically Ansett was essentially a domestic Australian carrier which had a much smaller international presence than Qantas.**
  - ✓ *Historically the Australian domestic market was a duopoly with a few exception in its history when a third carrier entered the market (ex: Compass I & II).*
    - *In 2000 when both Impulse and Virgin Blue started operations the market entered one of those periods where the market no longer operated as a duopoly.*
    - *Impulse lasted only a few months when Qantas purchased the carrier but Virgin Blue continued to operate as a low cost carrier.*
  - ✓ *When Ansett collapsed, this gave a unique opportunity for Virgin Blue to expand quickly (which it did) and also enabled Qantas to deploy larger aircraft.*
    - *Qantas had to increase its seats offering to compensate for the collapse of Ansett and chose to use larger aircraft.*
      - *When Qantas and Ansett competed they tended to compete head to head based on frequency since both carriers where trying to attract the high yield business market.*

## Evolution of aircraft size – collapse of Ansett (cont'd).

- *Virgin Blue, being a low cost carrier tends to be competing for the leisure market where price as oppose to frequency is paramount.*
  - *Therefore when Qantas no longer competed against Ansett but now against Virgin Blue, Qantas was not forced to add frequencies (which were already very high in several domestic market) but had the leisure to add larger aircraft to fill the void left by the departure of Ansett.*
- ✓ ***Therefore when looking at the tables on the next few slides, when comparing 2001 and 2002 for all the domestic routes we see a fairly significant increase in average aircraft size and this can be attributed to Qantas deploying larger aircraft to meet passenger demand.***
- ✓ ***Over the next 5-years this trend should continue as Qantas is set to continue receiving both Airbus and Boeing aircraft and these aircraft are larger than the current one it operates.***
- ***For example, Qantas has started receiving some A-330 which are set to replace smaller B-767.***

## Evolution of aircraft size – International routes.

 Due to the long range of most international destinations (except New Zealand and the South Pacific), international flights to/from Australia are operated with very large aircraft.

- ✓ *Normally as international market develop we see smaller size aircraft deployed (ex: North Atlantic market) but over the next 5 years it will be doubtful that we see this trend emerge on most international market simply because smaller aircraft tend to have smaller range.*
  - *This will be especially true to market such as the Transpacific.*
- ✓ *Several international routes are expected to see an increase of average aircraft size when the A-380 enters service.*
  - *Qantas will deploy this aircraft on the Transpacific route but other Asian markets (such as Singapore).*
  - *Other carriers could also deploy this aircraft to Australia such as Singapore Airlines or Emirates.*

 It should be noted that the evolution of the aircraft movements by categories, as shown over the next few slides, serves as a guide to project future evolution in the aircraft mix.

 Future aircraft orders and deliveries by carriers (mainly Australians) are also taken into consideration.

## Evolution of the average aircraft size by main route.

Average Aircraft Size							
Route	1998	1999	2000	2001	2002	2003	AAGR
<b>Domestic</b>							
Brisbane - Rest of Australia	83.5	87.0	78.7	87.1	98.6	98.4	3.3%
Domestic - Rest of Australia	37.0	38.2	36.8	37.8	41.2	39.3	1.2%
Melbourne - Rest of Australia	99.2	103.4	94.1	93.8	98.3	94.1	-1.1%
Sydney - Brisbane	177.9	173.9	168.6	155.3	165.2	161.1	-2.0%
Sydney - Melbourne	197.6	194.7	199.8	187.0	212.3	199.4	0.2%
Sydney - Rest of Australia	70.6	79.5	71.3	73.9	80.0	80.3	2.6%
<b>International</b>							
Australia - Africa	344.7	342.1	318.3	324.7	340.2	350.6	0.3%
Australia - NE Asia	318.9	321.5	327.8	327.7	326.6	309.0	-0.6%
Australia - New Zealand	245.0	221.0	205.6	208.1	207.9	205.2	-3.5%
Australia - South Pacific	151.1	152.6	151.8	150.7	169.1	173.0	2.7%
Australia - S-SE Asia/Eur/MEA	286.4	290.8	281.3	286.6	291.2	295.8	0.7%
Australia - Transpacific	406.3	405.7	406.6	405.4	406.8	407.2	0.0%

Source: OAG

The collapse of Ansett can be clearly seen

## Aircraft movements split by aircraft category – Domestic routes.

Aircraft Movements split by Aircraft Category - Domestic							
Route	Aircraft Category	1998	1999	2000	2001	2002	2003
Brisbane - Rest of Australia	1 - 000-005 tonnes	2.4%	2.2%	2.2%	1.6%	0.1%	0.0%
	2 - 005-010 tonnes	10.4%	14.1%	18.5%	12.5%	9.1%	7.2%
	3 - 010-020 tonnes	26.6%	20.5%	20.0%	18.9%	20.0%	21.5%
	4 - 020-050 tonnes	16.1%	14.6%	17.8%	21.1%	20.3%	8.7%
	5 - 050-100 tonnes	42.0%	47.2%	39.2%	41.6%	45.3%	59.8%
	6 - 100-200 tonnes	1.6%	0.8%	1.5%	3.7%	4.5%	2.1%
	7 - 200-400 tonnes	0.8%	0.6%	0.8%	0.6%	0.7%	0.5%
Domestic - Rest of Australia	1 - 000-005 tonnes	31.1%	26.3%	24.7%	24.9%	25.7%	28.1%
	2 - 005-010 tonnes	20.2%	25.8%	27.6%	26.0%	20.4%	22.4%
	3 - 010-020 tonnes	23.2%	21.2%	23.3%	23.0%	26.2%	24.3%
	4 - 020-050 tonnes	17.8%	17.8%	17.1%	18.3%	17.5%	14.6%
	5 - 050-100 tonnes	7.2%	8.3%	6.7%	7.3%	9.9%	10.0%
	6 - 100-200 tonnes	0.4%	0.3%	0.2%	0.2%	0.3%	0.7%
	7 - 200-400 tonnes	0.1%	0.1%	0.4%	0.3%	0.0%	0.0%
Melbourne - Rest of Australia	1 - 000-005 tonnes	0.0%	0.2%	0.0%	0.0%	0.0%	0.2%
	2 - 005-010 tonnes	7.4%	11.7%	8.6%	8.3%	8.8%	8.8%
	3 - 010-020 tonnes	25.0%	17.7%	19.7%	16.4%	24.1%	24.0%
	4 - 020-050 tonnes	4.3%	4.8%	17.4%	22.4%	5.3%	1.5%
	5 - 050-100 tonnes	56.7%	57.7%	46.8%	45.8%	56.6%	62.0%
	6 - 100-200 tonnes	5.9%	7.3%	6.8%	6.3%	4.4%	1.4%
	7 - 200-400 tonnes	0.6%	0.7%	0.7%	0.9%	0.7%	2.1%

Source: OAG



## Aircraft movements split by aircraft category – domestic routes (con't).

Aircraft Movements split by Aircraft Category - Domestic							
Route	Aircraft Category	1998	1999	2000	2001	2002	2003
Sydney - Brisbane	2 - 005-010 tonnes	1.1%	1.0%	1.3%	5.9%	1.3%	0.2%
	3 - 010-020 tonnes	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%
	4 - 020-050 tonnes	3.5%	3.3%	3.7%	2.5%	2.5%	3.9%
	5 - 050-100 tonnes	45.9%	52.6%	53.1%	60.6%	69.7%	67.9%
	6 - 100-200 tonnes	43.8%	39.2%	37.8%	28.5%	23.7%	23.0%
	7 - 200-400 tonnes	5.5%	3.8%	4.1%	2.4%	2.8%	5.0%
Sydney - Melbourne	2 - 005-010 tonnes	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%
	4 - 020-050 tonnes	1.2%	1.5%	1.4%	1.4%	2.2%	2.2%
	5 - 050-100 tonnes	31.9%	30.0%	28.5%	31.7%	34.8%	42.5%
	6 - 100-200 tonnes	57.5%	62.2%	63.8%	55.0%	55.0%	41.7%
	7 - 200-400 tonnes	9.4%	6.3%	6.3%	6.0%	8.0%	13.5%
Sydney - Rest of Australia	1 - 000-005 tonnes	10.6%	9.7%	9.9%	6.7%	6.1%	5.7%
	2 - 005-010 tonnes	16.5%	13.2%	9.8%	9.8%	5.1%	7.7%
	3 - 010-020 tonnes	34.4%	33.4%	42.6%	43.8%	48.9%	45.3%
	4 - 020-050 tonnes	2.1%	1.9%	2.1%	3.2%	2.1%	1.4%
	5 - 050-100 tonnes	30.3%	34.0%	29.2%	29.8%	32.3%	34.5%
	6 - 100-200 tonnes	5.2%	6.9%	5.5%	5.9%	4.0%	3.9%
	7 - 200-400 tonnes	0.9%	1.0%	0.9%	0.7%	1.6%	1.6%

Source: OAG

Impact of Virgin Blue can be seen as the carrier operates B-737 which are in this category but over the time the carrier is expected to deploy larger aircraft.

## Aircraft movements split by aircraft category – International routes.

<b>Aircraft Movements split by Aircraft Category - International</b>							
<b>Route</b>	<b>Aircraft Category</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>
Australia - Africa	5 - 050-100 tonnes	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%
	6 - 100-200 tonnes	1.5%	3.5%	17.7%	12.3%	0.0%	1.9%
	7 - 200-400 tonnes	98.5%	96.5%	82.3%	87.7%	99.6%	98.1%
Australia - NE Asia	3 - 010-020 tonnes	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%
	5 - 050-100 tonnes	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	6 - 100-200 tonnes	28.4%	23.1%	19.7%	19.0%	25.9%	31.5%
	7 - 200-400 tonnes	71.5%	76.9%	80.3%	81.0%	74.1%	68.5%
Australia - New Zealand	4 - 020-050 tonnes	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%
	5 - 050-100 tonnes	21.0%	31.9%	36.1%	36.6%	40.6%	44.2%
	6 - 100-200 tonnes	50.2%	44.0%	44.4%	46.7%	42.1%	35.0%
	7 - 200-400 tonnes	28.5%	24.0%	19.5%	16.7%	17.4%	20.9%
Australia - South Pacific	1 - 000-005 tonnes	0.0%	1.1%	1.4%	0.0%	0.0%	0.0%
	2 - 005-010 tonnes	1.8%	6.3%	10.4%	8.7%	4.5%	6.6%
	3 - 010-020 tonnes	8.3%	4.2%	1.8%	0.3%	0.0%	1.1%
	4 - 020-050 tonnes	23.0%	21.0%	17.4%	17.5%	17.1%	17.7%
	5 - 050-100 tonnes	32.0%	35.6%	35.3%	37.2%	38.8%	39.7%
	6 - 100-200 tonnes	20.0%	17.5%	23.9%	31.8%	26.9%	18.8%
	7 - 200-400 tonnes	14.9%	14.4%	9.9%	4.4%	12.6%	16.1%

Source: OAG

## Aircraft movements split by aircraft category – International routes (con't).

<b>Aircraft Movements split by Aircraft Category - International</b>							
<b>Route</b>	<b>Aircraft Category</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>
Australia - S-SE Asia/Eur/MEA	1 - 000-005 tonnes	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	2 - 005-010 tonnes	0.0%	0.0%	0.7%	0.9%	0.2%	0.3%
	3 - 010-020 tonnes	0.0%	0.0%	5.6%	4.3%	4.8%	3.0%
	4 - 020-050 tonnes	0.0%	0.0%	0.3%	0.2%	0.0%	0.0%
	5 - 050-100 tonnes	8.8%	8.3%	5.4%	3.9%	3.2%	3.3%
	6 - 100-200 tonnes	26.4%	19.0%	15.4%	16.3%	16.8%	15.1%
	7 - 200-400 tonnes	64.8%	72.7%	72.7%	74.5%	75.1%	78.3%
Australia - Transpacific	7 - 200-400 tonnes	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: OAG

## The projected average passengers per flight by route area.

Average passenger per flight	FY2003-2004		FY2004-2005		FY2005-2006		FY2006-2007		FY2007-2008		FY2008-2009		Average Annual Growth
	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	
	Sydney - Melbourne	147	1.7%	150	2.2%	153	1.5%	155	1.8%	158	1.8%	161	
Sydney - Brisbane	119	1.3%	119	0.3%	122	2.7%	125	2.0%	127	2.0%	130	1.8%	1.7%
Sydney - Rest of Australia	44	1.3%	45	2.5%	46	2.5%	47	2.3%	49	2.9%	50	3.3%	2.5%
Melbourne - Rest of Australia	52	3.7%	53	3.1%	55	3.0%	56	2.9%	58	2.9%	60	2.9%	3.1%
Brisbane - Rest of Australia	79	1.4%	81	2.5%	82	1.8%	83	1.6%	85	1.6%	86	1.6%	1.8%
Domestic - Rest of Australia	29	1.7%	30	2.6%	31	2.6%	32	2.6%	32	2.4%	33	2.1%	2.3%
<b>Total Domestic</b>	<b>58</b>	<b>1.8%</b>	<b>59</b>	<b>2.3%</b>	<b>60</b>	<b>2.2%</b>	<b>61</b>	<b>2.1%</b>	<b>63</b>	<b>2.2%</b>	<b>64</b>	<b>2.3%</b>	<b>2.1%</b>
Australia - Africa	255	0.5%	257	1.0%	259	0.9%	260	0.2%	260	0.2%	261	0.2%	0.5%
Australia - New Zealand	124	0.7%	124	-0.3%	125	0.8%	126	1.3%	128	1.4%	130	1.6%	0.9%
Australia - Northeast Asia	223	0.8%	226	1.0%	227	0.7%	232	2.0%	234	1.2%	237	1.1%	1.1%
Australia - South Pacific	97	1.9%	99	2.2%	102	2.6%	104	2.5%	107	2.6%	110	2.7%	2.4%
Australia - S-SE Asia/Eur/MEA	207	1.5%	209	0.7%	210	0.7%	212	1.0%	215	1.2%	217	1.3%	1.1%
Australia - Transpacific	340	0.2%	341	0.1%	341	0.1%	344	0.7%	346	0.5%	347	0.5%	0.4%
Australia - Undetermined	89	-3.5%	89	0.0%	89	0.0%	89	0.0%	89	0.0%	89	0.0%	-0.6%
<b>Total International</b>	<b>177</b>	<b>1.2%</b>	<b>179</b>	<b>1.0%</b>	<b>181</b>	<b>1.3%</b>	<b>184</b>	<b>1.7%</b>	<b>187</b>	<b>1.6%</b>	<b>190</b>	<b>1.7%</b>	<b>1.4%</b>
<b>Cargo flights</b>	<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		
Domestic	0		0		0		0		0		0		
International	0		0		0		0		0		0		
<b>Total O-D flights</b>	<b>234</b>	<b>1.4%</b>	<b>237</b>	<b>1.3%</b>	<b>241</b>	<b>1.5%</b>	<b>245</b>	<b>1.8%</b>	<b>250</b>	<b>1.8%</b>	<b>254</b>	<b>1.9%</b>	<b>1.6%</b>
<b>Pure overflights</b>	<b>195</b>	<b>1.6%</b>	<b>199</b>	<b>1.8%</b>	<b>202</b>	<b>1.8%</b>	<b>204</b>	<b>1.0%</b>	<b>207</b>	<b>1.4%</b>	<b>212</b>	<b>2.5%</b>	<b>1.7%</b>
<b>Non-Commercial flights</b>	<b>4</b>	<b>-6.2%</b>	<b>4</b>	<b>0.0%</b>	<b>4</b>	<b>0.0%</b>	<b>4</b>	<b>0.0%</b>	<b>4</b>	<b>0.0%</b>	<b>4</b>	<b>0.0%</b>	<b>-1.1%</b>
<b>Total flights</b>	<b>43</b>	<b>0.5%</b>	<b>44</b>	<b>3.5%</b>	<b>46</b>	<b>2.7%</b>	<b>47</b>	<b>2.5%</b>	<b>48</b>	<b>2.4%</b>	<b>49</b>	<b>2.4%</b>	<b>2.3%</b>

1	Introduction and major highlights
2	Projection of passenger demand
3	Projection of average passengers per flight
4	<b>Projection of the number of flights</b>
5	Projection of MTOW tonnage
6	Projection of average distance
7	Projection of MTOW tonne-kilometres
8	Projection of the number of charging units
9	Detailed table construction and assumptions
10	Appendix

## Past trends in aircraft movements as shown by the ASA database (Domestic routes).

No. Of flights - Commercial Domestic	FY1998-1999		FY1999-2000		FY2000-2001		FY2001-2002		FY2002-2003		Average Annual Growth
	Number	Number	% change	Number	% change	Number	% change	Number	% change		
<b>Sydney - Melbourne</b>	<b>40,334</b>	<b>42,013</b>	<b>4.2%</b>	<b>51,240</b>	<b>22.0%</b>	<b>40,342</b>	<b>-21.3%</b>	<b>37,015</b>	<b>-8.2%</b>	<b>-2.1%</b>	
<20 tonnes	1,605	1,823	13.6%	1,681	-7.8%	1,014	-39.7%	875	-13.7%	-14.1%	
20 tonnes and over	38,729	40,190	3.8%	49,559	23.3%	39,328	-20.6%	36,140	-8.1%	-1.7%	
<b>Sydney - Brisbane</b>	<b>28,808</b>	<b>28,634</b>	<b>-0.6%</b>	<b>40,226</b>	<b>40.5%</b>	<b>32,425</b>	<b>-19.4%</b>	<b>29,899</b>	<b>-7.8%</b>	<b>0.9%</b>	
<20 tonnes	2,339	1,746	-25.4%	1,823	4.4%	1,390	-23.8%	1,219	-12.3%	-15.0%	
20 tonnes and over	26,469	26,888	1.6%	38,403	42.8%	31,035	-19.2%	28,680	-7.6%	2.0%	
<b>Sydney - Rest of Australia</b>	<b>134,221</b>	<b>139,487</b>	<b>3.9%</b>	<b>148,234</b>	<b>6.3%</b>	<b>120,047</b>	<b>-19.0%</b>	<b>118,580</b>	<b>-1.2%</b>	<b>-3.1%</b>	
<20 tonnes	80,765	85,831	6.3%	93,763	9.2%	74,604	-20.4%	64,993	-12.9%	-5.3%	
20 tonnes and over	53,456	53,656	0.4%	54,471	1.5%	45,443	-16.6%	53,587	17.9%	0.1%	
<b>Melbourne - Rest of Australia</b>	<b>94,791</b>	<b>99,358</b>	<b>4.8%</b>	<b>112,235</b>	<b>13.0%</b>	<b>97,942</b>	<b>-12.7%</b>	<b>101,772</b>	<b>3.9%</b>	<b>1.8%</b>	
<20 tonnes	29,522	28,907	-2.1%	29,028	0.4%	26,263	-9.5%	28,984	10.4%	-0.5%	
20 tonnes and over	65,269	70,451	7.9%	83,207	18.1%	71,679	-13.9%	72,788	1.5%	2.8%	
<b>Brisbane - Rest of Australia</b>	<b>73,030</b>	<b>77,640</b>	<b>6.3%</b>	<b>81,967</b>	<b>5.6%</b>	<b>69,697</b>	<b>-15.0%</b>	<b>64,731</b>	<b>-7.1%</b>	<b>-3.0%</b>	
<20 tonnes	37,391	39,884	6.7%	40,218	0.8%	32,700	-18.7%	27,501	-15.9%	-7.4%	
20 tonnes and over	35,639	37,756	5.9%	41,749	10.6%	36,997	-11.4%	37,230	0.6%	1.1%	
<b>Domestic - Rest of Australia</b>	<b>166,564</b>	<b>176,753</b>	<b>6.1%</b>	<b>178,958</b>	<b>1.2%</b>	<b>151,267</b>	<b>-15.5%</b>	<b>153,599</b>	<b>1.5%</b>	<b>-2.0%</b>	
<20 tonnes	108,542	121,141	11.6%	123,329	1.8%	108,047	-12.4%	108,388	0.3%	0.0%	
20 tonnes and over	58,022	55,612	-4.2%	55,629	0.0%	43,220	-22.3%	45,211	4.6%	-6.0%	
<b>Total Domestic (Pax aircraft)</b>	<b>537,748</b>	<b>563,885</b>	<b>4.9%</b>	<b>612,860</b>	<b>8.7%</b>	<b>511,720</b>	<b>-16.5%</b>	<b>505,596</b>	<b>-1.2%</b>	<b>-1.5%</b>	
<20 tonnes	260,164	279,332	7.4%	289,842	3.8%	244,018	-15.8%	231,960	-4.9%	-2.8%	
20 tonnes and over	277,584	284,553	2.5%	323,018	13.5%	267,702	-17.1%	273,636	2.2%	-0.4%	

## Past trends in aircraft movements as shown by the ASA database (International routes).

No. Of flights - Commercial International	FY 1998-1999		FY 1999-2000		FY 2000-2001		FY 2001-2002		FY 2002-2003		Average Annual Growth
	Number	Number	% change	Number	% change	Number	% change	Number	% change		
<b>Australia - Africa</b>	<b>957</b>	<b>1,033</b>	<b>7.9%</b>	<b>1,110</b>	<b>7.5%</b>	<b>1,123</b>	<b>1.2%</b>	<b>992</b>	<b>-11.7%</b>	<b>0.9%</b>	
<20 tonnes	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	
20 tonnes and over	957	1,033	7.9%	1,110	7.5%	1,123	1.2%	992	-11.7%	0.9%	
<b>Australia - New Zealand</b>	<b>22,901</b>	<b>25,188</b>	<b>10.0%</b>	<b>28,008</b>	<b>11.2%</b>	<b>27,037</b>	<b>-3.5%</b>	<b>29,935</b>	<b>10.7%</b>	<b>6.9%</b>	
<20 tonnes	133	122	-8.3%	79	-35.2%	78	-1.3%	154	97.4%	3.7%	
20 tonnes and over	22,768	25,066	10.1%	27,929	11.4%	26,959	-3.5%	29,781	10.5%	6.9%	
<b>Australia - Northeast Asia</b>	<b>16,096</b>	<b>15,563</b>	<b>-3.3%</b>	<b>15,923</b>	<b>2.3%</b>	<b>14,731</b>	<b>-7.5%</b>	<b>16,103</b>	<b>9.3%</b>	<b>0.0%</b>	
<20 tonnes	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	
20 tonnes and over	16,096	15,563	-3.3%	15,923	2.3%	14,731	-7.5%	16,103	9.3%	0.0%	
<b>Australia - South Pacific</b>	<b>9,757</b>	<b>10,256</b>	<b>5.1%</b>	<b>10,075</b>	<b>-1.8%</b>	<b>9,681</b>	<b>-3.9%</b>	<b>9,217</b>	<b>-4.8%</b>	<b>-1.4%</b>	
<20 tonnes	1,803	1,892	4.9%	1,624	-14.2%	1,674	3.1%	1,689	0.9%	-1.6%	
20 tonnes and over	7,954	8,364	5.2%	8,451	1.0%	8,007	-5.3%	7,528	-6.0%	-1.4%	
<b>Australia - S-SE Asia/Eur/MEA</b>	<b>30,092</b>	<b>34,233</b>	<b>13.8%</b>	<b>39,057</b>	<b>14.1%</b>	<b>36,215</b>	<b>-7.3%</b>	<b>33,727</b>	<b>-6.9%</b>	<b>2.9%</b>	
<20 tonnes	450	1,821	304.7%	3,584	96.8%	3,936	9.8%	3,665	-6.9%	68.9%	
20 tonnes and over	29,642	32,412	9.3%	35,473	9.4%	32,279	-9.0%	30,062	-6.9%	0.4%	
<b>Australia - Transpacific</b>	<b>3,858</b>	<b>4,615</b>	<b>19.6%</b>	<b>5,469</b>	<b>18.5%</b>	<b>4,124</b>	<b>-24.6%</b>	<b>3,966</b>	<b>-3.8%</b>	<b>0.7%</b>	
<20 tonnes	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	
20 tonnes and over	3,858	4,615	19.6%	5,469	18.5%	4,124	-24.6%	3,966	-3.8%	0.7%	
<b>Australia - Undetermined</b>	<b>4,268</b>	<b>3,289</b>	<b>-22.9%</b>	<b>3,111</b>	<b>-5.4%</b>	<b>2,929</b>	<b>-5.9%</b>	<b>2,552</b>	<b>-12.9%</b>	<b>-12.1%</b>	
<20 tonnes	1,661	1,323	-20.3%	1,442	9.0%	1,258	-12.8%	920	-26.9%	-13.7%	
20 tonnes and over	2,607	1,966	-24.6%	1,669	-15.1%	1,671	0.1%	1,632	-2.3%	-11.1%	
<b>Total International (Pax arcfrt)</b>	<b>87,929</b>	<b>94,177</b>	<b>7.1%</b>	<b>102,753</b>	<b>9.1%</b>	<b>95,840</b>	<b>-6.7%</b>	<b>96,492</b>	<b>0.7%</b>	<b>2.4%</b>	
<20 tonnes	4,047	5,158	27.5%	6,729	30.5%	6,946	3.2%	6,428	-7.5%	12.3%	
20 tonnes and over	83,882	89,019	6.1%	96,024	7.9%	88,894	-7.4%	90,064	1.3%	1.8%	

## Past trends in aircraft movements as shown by the ASA database (Other flights).

No. Of flights - Other	FY 1998-1999		FY 1999-2000		FY 2000-2001		FY 2001-2002		FY 2002-2003		Average Annual Growth
	Number	Number	% change	Number	% change	Number	% change	Number	% change		
<b>Cargo flights</b>	<b>6,305</b>	<b>7,103</b>	<b>12.7%</b>	<b>5,935</b>	<b>-16.4%</b>	<b>2,787</b>	<b>-53.0%</b>	<b>2,398</b>	<b>-14.0%</b>	<b>-21.5%</b>	
<b>Domestic</b>	<b>5,618</b>	<b>6,251</b>	<b>11.3%</b>	<b>5,235</b>	<b>-16.3%</b>	<b>1,622</b>	<b>-69.0%</b>	<b>1,205</b>	<b>-25.7%</b>	<b>-31.9%</b>	
<20 tonnes	953	1,287	35.0%	640	-50.3%	611	-4.5%	1,107	81.2%	3.8%	
20 tonnes and over	4,665	4,964	6.4%	4,595	-7.4%	1,011	-78.0%	98	-90.3%	-61.9%	
<b>International</b>	<b>687</b>	<b>852</b>	<b>24.0%</b>	<b>700</b>	<b>-17.8%</b>	<b>1,165</b>	<b>66.4%</b>	<b>1,193</b>	<b>2.4%</b>	<b>14.8%</b>	
<20 tonnes	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	
20 tonnes and over	687	852	24.0%	700	-17.8%	1,165	66.4%	1,193	2.4%	14.8%	
<b>Total O-D flights (incl. Cargo)</b>	<b>631,982</b>	<b>665,165</b>	<b>5.3%</b>	<b>721,548</b>	<b>8.5%</b>	<b>610,347</b>	<b>-15.4%</b>	<b>604,486</b>	<b>-1.0%</b>	<b>-1.1%</b>	
<20 tonnes	265,164	285,777	7.8%	297,211	4.0%	251,575	-15.4%	239,495	-4.8%	-2.5%	
20 tonnes and over	366,818	379,388	3.4%	424,337	11.8%	358,772	-15.5%	364,991	1.7%	-0.1%	
<b>Pure overflights</b>	<b>9,538</b>	<b>10,586</b>	<b>11.0%</b>	<b>10,700</b>	<b>1.1%</b>	<b>11,958</b>	<b>11.8%</b>	<b>12,045</b>	<b>0.7%</b>	<b>6.0%</b>	
<20 tonnes	0	0		0		0		0		0.0%	
20 tonnes and over	9,538	10,586	11.0%	10,700	1.1%	11,958	11.8%	12,045	0.7%	6.0%	
<b>Non-Commercial flights</b>	<b>590,995</b>	<b>577,378</b>	<b>-2.3%</b>	<b>617,471</b>	<b>6.9%</b>	<b>576,158</b>	<b>-6.7%</b>	<b>563,027</b>	<b>-2.3%</b>	<b>-1.2%</b>	
<20 tonnes	590,995	577,378	-2.3%	617,471	6.9%	576,158	-6.7%	563,027	-2.3%	-1.2%	
20 tonnes and over	0	0		0		0		0		0.0%	
<b>Total flights</b>	<b>1,232,515</b>	<b>1,253,129</b>	<b>1.7%</b>	<b>1,349,719</b>	<b>7.7%</b>	<b>1,198,463</b>	<b>-11.2%</b>	<b>1,179,558</b>	<b>-1.6%</b>	<b>-1.1%</b>	
<20 tonnes	856,159	863,155	0.8%	914,682	6.0%	827,733	-9.5%	802,522	-3.0%	-1.6%	
20 tonnes and over	376,356	389,974	3.6%	435,037	11.6%	370,730	-14.8%	377,036	1.7%	0.0%	



## Projected trends in aircraft movements for domestic flights.

No. Of flights - Commercial Domestic	FY2003-2004		FY2004-2005		FY2005-2006		FY2006-2007		FY2007-2008		FY2008-2009		Average Annual Growth
	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	
<b>Sydney - Melbourne</b>	<b>38,752</b>	<b>4.7%</b>	<b>40,025</b>	<b>3.3%</b>	<b>40,910</b>	<b>2.2%</b>	<b>41,365</b>	<b>1.1%</b>	<b>41,729</b>	<b>0.9%</b>	<b>41,777</b>	<b>0.1%</b>	<b>2.0%</b>
<20 tonnes	871	-0.5%	851	-2.2%	821	-3.6%	782	-4.8%	739	-5.4%	694	-6.2%	-3.8%
20 tonnes and over	37,881	4.8%	39,174	3.4%	40,089	2.3%	40,584	1.2%	40,989	1.0%	41,083	0.2%	2.2%
<b>Sydney - Brisbane</b>	<b>31,071</b>	<b>3.9%</b>	<b>32,511</b>	<b>4.6%</b>	<b>32,715</b>	<b>0.6%</b>	<b>32,880</b>	<b>0.5%</b>	<b>33,011</b>	<b>0.4%</b>	<b>33,130</b>	<b>0.4%</b>	<b>1.7%</b>
<20 tonnes	1,213	-0.5%	1,185	-2.3%	1,156	-2.5%	1,118	-3.3%	1,072	-4.1%	996	-7.2%	-3.3%
20 tonnes and over	29,857	4.1%	31,326	4.9%	31,559	0.7%	31,762	0.6%	31,939	0.6%	32,134	0.6%	1.9%
<b>Sydney - Rest of Australia</b>	<b>126,527</b>	<b>6.7%</b>	<b>133,039</b>	<b>5.1%</b>	<b>137,786</b>	<b>3.6%</b>	<b>141,198</b>	<b>2.5%</b>	<b>143,518</b>	<b>1.6%</b>	<b>144,500</b>	<b>0.7%</b>	<b>3.3%</b>
<20 tonnes	68,992	6.2%	71,889	4.2%	73,665	2.5%	74,891	1.7%	74,847	-0.1%	74,740	-0.1%	2.4%
20 tonnes and over	57,535	7.4%	61,150	6.3%	64,121	4.9%	66,306	3.4%	68,672	3.6%	69,760	1.6%	4.5%
<b>Melbourne - Rest of Australia</b>	<b>104,737</b>	<b>2.9%</b>	<b>108,179</b>	<b>3.3%</b>	<b>110,917</b>	<b>2.5%</b>	<b>112,669</b>	<b>1.6%</b>	<b>113,976</b>	<b>1.2%</b>	<b>114,837</b>	<b>0.8%</b>	<b>2.0%</b>
<20 tonnes	29,696	2.5%	30,525	2.8%	31,145	2.0%	31,483	1.1%	31,691	0.7%	31,771	0.3%	1.5%
20 tonnes and over	75,041	3.1%	77,655	3.5%	79,771	2.7%	81,186	1.8%	82,285	1.4%	83,066	0.9%	2.2%
<b>Brisbane - Rest of Australia</b>	<b>68,412</b>	<b>5.7%</b>	<b>71,378</b>	<b>4.3%</b>	<b>74,078</b>	<b>3.8%</b>	<b>76,184</b>	<b>2.8%</b>	<b>78,036</b>	<b>2.4%</b>	<b>79,553</b>	<b>1.9%</b>	<b>3.5%</b>
<20 tonnes	28,754	4.6%	29,303	1.9%	30,101	2.7%	30,783	2.3%	31,353	1.9%	31,781	1.4%	2.4%
20 tonnes and over	39,658	6.5%	42,075	6.1%	43,976	4.5%	45,401	3.2%	46,682	2.8%	47,771	2.3%	4.2%
<b>Domestic - Rest of Australia</b>	<b>160,464</b>	<b>4.5%</b>	<b>165,835</b>	<b>3.3%</b>	<b>169,947</b>	<b>2.5%</b>	<b>172,657</b>	<b>1.6%</b>	<b>175,025</b>	<b>1.4%</b>	<b>177,128</b>	<b>1.2%</b>	<b>2.4%</b>
<20 tonnes	112,753	4.0%	115,390	2.3%	117,053	1.4%	117,624	0.5%	117,840	0.2%	117,612	-0.2%	1.4%
20 tonnes and over	47,710	5.5%	50,445	5.7%	52,893	4.9%	55,033	4.0%	57,185	3.9%	59,516	4.1%	4.7%
<b>Total Domestic (Pax aircraft)</b>	<b>529,962</b>	<b>4.8%</b>	<b>550,967</b>	<b>4.0%</b>	<b>566,351</b>	<b>2.8%</b>	<b>576,954</b>	<b>1.9%</b>	<b>585,296</b>	<b>1.4%</b>	<b>590,924</b>	<b>1.0%</b>	<b>2.6%</b>
<20 tonnes	242,279	4.4%	249,143	2.8%	253,941	1.9%	256,681	1.1%	257,542	0.3%	257,593	0.0%	1.8%
20 tonnes and over	287,683	5.1%	301,825	4.9%	312,410	3.5%	320,273	2.5%	327,753	2.3%	333,331	1.7%	3.3%

# Projected trends in aircraft movements for international flights.

No. Of flights - Commercial International	FY2003-2004		FY2004-2005		FY2005-2006		FY2006-2007		FY2007-2008		FY2008-2009		Average Annual Growth
	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	
<b>Australia - Africa</b>	<b>1,070</b>	<b>7.9%</b>	<b>1,151</b>	<b>7.6%</b>	<b>1,241</b>	<b>7.9%</b>	<b>1,345</b>	<b>8.4%</b>	<b>1,453</b>	<b>8.0%</b>	<b>1,563</b>	<b>7.6%</b>	<b>7.9%</b>
<20 tonnes	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%
20 tonnes and over	1,070	7.9%	1,151	7.6%	1,241	7.9%	1,345	8.4%	1,453	8.0%	1,563	7.6%	7.9%
<b>Australia - New Zealand</b>	<b>31,357</b>	<b>4.7%</b>	<b>32,909</b>	<b>5.0%</b>	<b>33,891</b>	<b>3.0%</b>	<b>34,626</b>	<b>2.2%</b>	<b>35,381</b>	<b>2.2%</b>	<b>36,011</b>	<b>1.8%</b>	<b>3.1%</b>
<20 tonnes	160	4.2%	167	3.9%	170	2.1%	173	1.8%	177	1.9%	180	1.7%	2.6%
20 tonnes and over	31,196	4.8%	32,743	5.0%	33,720	3.0%	34,453	2.2%	35,204	2.2%	35,831	1.8%	3.1%
<b>Australia - Northeast Asia</b>	<b>17,565</b>	<b>9.1%</b>	<b>19,092</b>	<b>8.7%</b>	<b>20,768</b>	<b>8.8%</b>	<b>22,298</b>	<b>7.4%</b>	<b>24,028</b>	<b>7.8%</b>	<b>25,846</b>	<b>7.6%</b>	<b>8.2%</b>
<20 tonnes	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%
20 tonnes and over	17,565	9.1%	19,092	8.7%	20,768	8.8%	22,298	7.4%	24,028	7.8%	25,846	7.6%	8.2%
<b>Australia - South Pacific</b>	<b>9,720</b>	<b>5.5%</b>	<b>10,129</b>	<b>466.5%</b>	<b>10,493</b>	<b>3.6%</b>	<b>10,853</b>	<b>3.4%</b>	<b>11,156</b>	<b>2.8%</b>	<b>11,455</b>	<b>2.7%</b>	<b>3.7%</b>
<20 tonnes	1,788	5.9%	1,871	-76.4%	1,936	3.4%	2,004	3.5%	2,058	2.7%	2,099	2.0%	3.7%
20 tonnes and over	7,932	5.4%	8,257	#REF!	8,557	3.6%	8,849	3.4%	9,098	2.8%	9,356	2.8%	3.7%
<b>Australia - S-SE Asia/Eur/MEA</b>	<b>36,062</b>	<b>6.9%</b>	<b>38,493</b>	<b>6.7%</b>	<b>40,826</b>	<b>6.1%</b>	<b>43,029</b>	<b>5.4%</b>	<b>45,073</b>	<b>4.7%</b>	<b>47,078</b>	<b>4.4%</b>	<b>5.7%</b>
<20 tonnes	4,152	13.3%	4,654	12.1%	5,171	11.1%	5,713	10.5%	6,277	9.9%	6,871	9.5%	11.0%
20 tonnes and over	31,910	6.1%	33,840	6.0%	35,655	5.4%	37,316	4.7%	38,796	4.0%	40,207	3.6%	5.0%
<b>Australia - Transpacific</b>	<b>4,043</b>	<b>1.9%</b>	<b>4,340</b>	<b>7.3%</b>	<b>4,607</b>	<b>6.2%</b>	<b>4,770</b>	<b>3.5%</b>	<b>4,901</b>	<b>2.7%</b>	<b>5,026</b>	<b>2.5%</b>	<b>4.0%</b>
<20 tonnes	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%
20 tonnes and over	4,043	1.9%	4,340	7.3%	4,607	6.2%	4,770	3.5%	4,901	2.7%	5,026	2.5%	4.0%
<b>Australia - Undetermined</b>	<b>2,701</b>	<b>5.8%</b>	<b>2,757</b>	<b>2.1%</b>	<b>2,813</b>	<b>2.0%</b>	<b>2,869</b>	<b>2.0%</b>	<b>2,926</b>	<b>2.0%</b>	<b>2,982</b>	<b>1.9%</b>	<b>2.6%</b>
<20 tonnes	1,055	14.7%	1,077	2.1%	1,099	2.0%	1,121	2.0%	1,143	2.0%	1,165	1.9%	4.0%
20 tonnes and over	1,646	0.8%	1,680	2.1%	1,714	2.0%	1,749	2.0%	1,783	2.0%	1,817	1.9%	1.8%
<b>Total International (Pax acrcft)</b>	<b>102,517</b>	<b>6.2%</b>	<b>108,871</b>	<b>6.2%</b>	<b>114,639</b>	<b>5.3%</b>	<b>119,792</b>	<b>4.5%</b>	<b>124,917</b>	<b>4.3%</b>	<b>129,961</b>	<b>4.0%</b>	<b>5.1%</b>
<20 tonnes	7,155	11.3%	7,769	8.6%	8,376	7.8%	9,011	7.6%	9,654	7.1%	10,315	6.8%	8.2%
20 tonnes and over	95,362	5.9%	101,102	6.0%	106,263	5.1%	110,781	4.3%	115,263	4.0%	119,647	3.8%	4.8%

## Projected trends in aircraft movements for other flights and total.

No. Of flights - Other	FY2003-2004		FY2004-2005		FY2005-2006		FY2006-2007		FY2007-2008		FY2008-2009		Average Annual Growth
	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	
<b>Cargo flights</b>	<b>2,470</b>	<b>3.0%</b>	<b>2,630</b>	<b>6.5%</b>	<b>2,801</b>	<b>6.5%</b>	<b>2,984</b>	<b>6.5%</b>	<b>3,179</b>	<b>6.5%</b>	<b>3,388</b>	<b>6.6%</b>	5.9%
<b>Domestic</b>	<b>1,218</b>	<b>1.1%</b>	<b>1,315</b>	<b>8.0%</b>	<b>1,420</b>	<b>8.0%</b>	<b>1,534</b>	<b>8.0%</b>	<b>1,657</b>	<b>8.0%</b>	<b>1,789</b>	<b>8.0%</b>	6.8%
<20 tonnes	1,218	10.0%	1,315	8.0%	1,420	8.0%	1,534	8.0%	1,657	8.0%	1,789	8.0%	8.3%
20 tonnes and over	0	-100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-100.0%
<b>International</b>	<b>1,253</b>	<b>5.0%</b>	<b>1,315</b>	<b>5.0%</b>	<b>1,381</b>	<b>5.0%</b>	<b>1,450</b>	<b>5.0%</b>	<b>1,523</b>	<b>5.0%</b>	<b>1,599</b>	<b>5.0%</b>	5.0%
<20 tonnes	0		0		0		0		0		0		0.0%
20 tonnes and over	1,253	5.0%	1,315	5.0%	1,381	5.0%	1,450	5.0%	1,523	5.0%	1,599	5.0%	5.0%
<b>Total O-D flights</b>	<b>634,949</b>	<b>5.0%</b>	<b>662,469</b>	<b>4.3%</b>	<b>683,792</b>	<b>3.2%</b>	<b>699,730</b>	<b>2.3%</b>	<b>713,392</b>	<b>2.0%</b>	<b>724,273</b>	<b>1.5%</b>	3.1%
<20 tonnes	250,652	4.7%	258,227	3.0%	263,737	2.1%	267,226	1.3%	268,853	0.6%	269,697	0.3%	2.0%
20 tonnes and over	384,297	5.3%	404,242	5.2%	420,055	3.9%	432,504	3.0%	444,539	2.8%	454,576	2.3%	3.7%
<b>Pure overflights</b>	<b>12,292</b>	<b>2.1%</b>	<b>12,581</b>	<b>2.3%</b>	<b>12,858</b>	<b>2.2%</b>	<b>13,214</b>	<b>2.8%</b>	<b>13,514</b>	<b>2.3%</b>	<b>13,658</b>	<b>1.1%</b>	2.1%
<20 tonnes	0		0		0		0		0		0		0.0%
20 tonnes and over	12,292	2.1%	12,581	2.3%	12,858	2.2%	13,214	2.8%	13,514	2.3%	13,658	1.1%	2.1%
<b>Non-Commercial flights</b>	<b>603,401</b>	<b>7.2%</b>	<b>609,435</b>	<b>1.0%</b>	<b>621,623</b>	<b>2.0%</b>	<b>634,056</b>	<b>2.0%</b>	<b>646,737</b>	<b>2.0%</b>	<b>658,378</b>	<b>1.8%</b>	2.6%
<20 tonnes	603,401	7.2%	609,435	1.0%	621,623	2.0%	634,056	2.0%	646,737	2.0%	658,378	1.8%	2.6%
20 tonnes and over	0		0		0		0		0		0		0.0%
<b>Total flights</b>	<b>1,250,642</b>	<b>6.0%</b>	<b>1,284,484</b>	<b>2.7%</b>	<b>1,318,273</b>	<b>2.6%</b>	<b>1,346,999</b>	<b>2.2%</b>	<b>1,373,643</b>	<b>2.0%</b>	<b>1,396,310</b>	<b>1.7%</b>	2.9%
<20 tonnes	854,053	6.4%	867,661	1.6%	885,361	2.0%	901,282	1.8%	915,590	1.6%	928,075	1.4%	2.5%
20 tonnes and over	396,589	5.2%	416,823	5.1%	432,912	3.9%	445,718	3.0%	458,053	2.8%	468,234	2.2%	3.7%

1	Introduction and major highlights
2	Projection of passenger demand
3	Projection of average passengers per flight
4	Projection of the number of flights
<b>5</b>	<b>Projection of MTOW tonnage</b>
6	Projection of average distance
7	Projection of MTOW tonne-kilometres
8	Projection of the number of charging units
9	Detailed table construction and assumptions
10	Appendix

## Past trends in aircraft MTOW tonnage (Domestic routes).

No. of MTOW Tons Commercial Domestic	FY 1998-1999			FY 1999-2000			FY 2000-2001			FY 2001-2002			FY 2002-2003			Average Annual Grow th
	Number	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%			
														change	change	
<b>Sydney - Melbourne</b>	<b>5,546,458</b>	<b>5,648,222</b>	<b>1.8%</b>	<b>6,142,011</b>	<b>8.7%</b>	<b>5,399,284</b>	<b>-12.1%</b>	<b>4,928,672</b>	<b>-8.7%</b>					<b>-2.9%</b>		
<20 tonnes	11,774	12,866	9.3%	12,002	-6.7%	7,173	-40.2%	6,508	-9.3%					-13.8%		
20 tonnes and over	5,534,684	5,635,356	1.8%	6,130,010	8.8%	5,392,111	-12.0%	4,922,164	-8.7%					-2.9%		
<b>Sydney - Brisbane</b>	<b>3,154,628</b>	<b>3,119,329</b>	<b>-1.1%</b>	<b>3,831,759</b>	<b>22.8%</b>	<b>3,175,177</b>	<b>-17.1%</b>	<b>2,817,752</b>	<b>-11.3%</b>					<b>-2.8%</b>		
<20 tonnes	17,785	12,717	-28.5%	13,503	6.2%	11,018	-18.4%	8,838	-19.8%					-16.0%		
20 tonnes and over	3,136,843	3,106,612	-1.0%	3,818,256	22.9%	3,164,159	-17.1%	2,808,915	-11.2%					-2.7%		
<b>Sydney - Rest of Australia</b>	<b>5,527,107</b>	<b>5,714,912</b>	<b>3.4%</b>	<b>5,669,684</b>	<b>-0.8%</b>	<b>5,175,581</b>	<b>-8.7%</b>	<b>5,328,417</b>	<b>3.0%</b>					<b>-0.9%</b>		
<20 tonnes	963,568	1,064,190	10.4%	1,203,556	13.1%	1,022,989	-15.0%	956,879	-6.5%					-0.2%		
20 tonnes and over	4,563,540	4,650,721	1.9%	4,466,127	-4.0%	4,152,592	-7.0%	4,371,538	5.3%					-1.1%		
<b>Melbourne - Rest of Australia</b>	<b>5,234,175</b>	<b>5,381,900</b>	<b>2.8%</b>	<b>5,768,441</b>	<b>7.2%</b>	<b>5,637,162</b>	<b>-2.3%</b>	<b>5,533,091</b>	<b>-1.8%</b>					<b>1.4%</b>		
<20 tonnes	333,548	332,170	-0.4%	333,930	0.5%	320,917	-3.9%	362,731	13.0%					2.1%		
20 tonnes and over	4,900,627	5,049,730	3.0%	5,434,511	7.6%	5,316,245	-2.2%	5,170,360	-2.7%					1.3%		
<b>Brisbane - Rest of Australia</b>	<b>2,586,897</b>	<b>2,689,201</b>	<b>4.0%</b>	<b>2,855,024</b>	<b>6.2%</b>	<b>2,794,722</b>	<b>-2.1%</b>	<b>2,769,488</b>	<b>-0.9%</b>					<b>1.7%</b>		
<20 tonnes	411,718	427,264	3.8%	433,630	1.5%	368,344	-15.1%	348,096	-5.5%					-4.1%		
20 tonnes and over	2,175,178	2,261,936	4.0%	2,421,394	7.0%	2,426,378	0.2%	2,421,392	-0.2%					2.7%		
<b>Domestic - Rest of Australia</b>	<b>3,760,497</b>	<b>3,751,390</b>	<b>-0.2%</b>	<b>3,871,533</b>	<b>3.2%</b>	<b>3,150,280</b>	<b>-18.6%</b>	<b>3,357,085</b>	<b>6.6%</b>					<b>-2.8%</b>		
<20 tonnes	1,128,861	1,265,392	12.1%	1,305,008	3.1%	1,155,051	-11.5%	1,181,384	2.3%					1.1%		
20 tonnes and over	2,631,636	2,485,998	-5.5%	2,566,525	3.2%	1,995,228	-22.3%	2,175,701	9.0%					-4.6%		
<b>Total Domestic (Pax aircraft)</b>	<b>25,809,762</b>	<b>26,304,954</b>	<b>1.9%</b>	<b>28,138,453</b>	<b>7.0%</b>	<b>25,332,206</b>	<b>-10.0%</b>	<b>24,734,505</b>	<b>-2.4%</b>					<b>-1.1%</b>		
<20 tonnes	2,867,253	3,114,600	8.6%	3,301,630	6.0%	2,885,492	-12.6%	2,864,436	-0.7%					0.0%		
20 tonnes and over	22,942,508	23,190,354	1.1%	24,836,823	7.1%	22,446,714	-9.6%	21,870,069	-2.6%					-1.2%		

## Past trends in aircraft MTOW tonnage (International routes).

No. of MTOW Tons Commercial International	FY 1998-1999		FY 1999-2000		FY 2000-2001		FY 2001-2002		FY 2002-2003		Average Annual Grow th
	Number	Number	% change	Number	% change	Number	% change	Number	% change		
<b>Australia - Africa</b>	<b>305,737</b>	<b>356,940</b>	<b>16.7%</b>	<b>373,015</b>	<b>4.5%</b>	<b>389,427</b>	<b>4.4%</b>	<b>361,109</b>	<b>-7.3%</b>	<b>4.2%</b>	
<20 tonnes	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	
20 tonnes and over	305,737	356,940	16.7%	373,015	4.5%	389,427	4.4%	361,109	-7.3%	4.2%	
<b>Australia - New Zealand</b>	<b>4,281,532</b>	<b>4,259,679</b>	<b>-0.5%</b>	<b>4,409,924</b>	<b>3.5%</b>	<b>4,041,997</b>	<b>-8.3%</b>	<b>4,266,850</b>	<b>5.6%</b>	<b>-0.1%</b>	
<20 tonnes	1,403	1,185	-15.5%	841	-29.0%	764	-9.2%	1,627	113.0%	3.8%	
20 tonnes and over	4,280,129	4,258,494	-0.5%	4,409,083	3.5%	4,041,233	-8.3%	4,265,223	5.5%	-0.1%	
<b>Australia - Northeast Asia</b>	<b>4,671,355</b>	<b>4,655,446</b>	<b>-0.3%</b>	<b>4,955,510</b>	<b>6.4%</b>	<b>4,451,344</b>	<b>-10.2%</b>	<b>4,427,311</b>	<b>-0.5%</b>	<b>-1.3%</b>	
<20 tonnes	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	
20 tonnes and over	4,671,355	4,655,446	-0.3%	4,955,510	6.4%	4,451,344	-10.2%	4,427,311	-0.5%	-1.3%	
<b>Australia - South Pacific</b>	<b>1,158,168</b>	<b>1,253,394</b>	<b>8.2%</b>	<b>1,064,672</b>	<b>-15.1%</b>	<b>1,073,729</b>	<b>0.9%</b>	<b>1,067,403</b>	<b>-0.6%</b>	<b>-2.0%</b>	
<20 tonnes	19,764	21,395	8.3%	18,380	-14.1%	19,083	3.8%	19,684	3.2%	-0.1%	
20 tonnes and over	1,138,404	1,231,999	8.2%	1,046,293	-15.1%	1,054,646	0.8%	1,047,718	-0.7%	-2.1%	
<b>Australia - S-SE Asia/Eur/MEA</b>	<b>8,012,510</b>	<b>8,981,052</b>	<b>12.1%</b>	<b>9,744,846</b>	<b>8.5%</b>	<b>9,043,879</b>	<b>-7.2%</b>	<b>8,670,129</b>	<b>-4.1%</b>	<b>2.0%</b>	
<20 tonnes	3,766	18,039	379.0%	40,501	124.5%	39,178	-3.3%	40,726	4.0%	81.3%	
20 tonnes and over	8,008,744	8,963,013	11.9%	9,704,345	8.3%	9,004,701	-7.2%	8,629,402	-4.2%	1.9%	
<b>Australia - Transpacific</b>	<b>1,522,494</b>	<b>1,824,203</b>	<b>19.8%</b>	<b>2,167,063</b>	<b>18.8%</b>	<b>1,636,505</b>	<b>-24.5%</b>	<b>1,583,829</b>	<b>-3.2%</b>	<b>1.0%</b>	
<20 tonnes	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	
20 tonnes and over	1,522,494	1,824,203	19.8%	2,167,063	18.8%	1,636,505	-24.5%	1,583,829	-3.2%	1.0%	
<b>Australia - Undetermined</b>	<b>365,269</b>	<b>309,236</b>	<b>-15.3%</b>	<b>286,278</b>	<b>-7.4%</b>	<b>227,065</b>	<b>-20.7%</b>	<b>227,875</b>	<b>0.4%</b>	<b>-11.1%</b>	
<20 tonnes	14,650	11,208	-23.5%	12,375	10.4%	10,780	-12.9%	8,685	-19.4%	-12.3%	
20 tonnes and over	350,619	298,027	-15.0%	273,903	-8.1%	216,285	-21.0%	219,190	1.3%	-11.1%	
<b>Total International (Pax arcrft)</b>	<b>20,317,066</b>	<b>21,639,950</b>	<b>6.5%</b>	<b>23,001,308</b>	<b>6.3%</b>	<b>20,863,945</b>	<b>-9.3%</b>	<b>20,604,506</b>	<b>-1.2%</b>	<b>0.4%</b>	
<20 tonnes	39,583	51,827	30.9%	72,097	39.1%	69,805	-3.2%	70,723	1.3%	15.6%	
20 tonnes and over	20,277,483	21,588,123	6.5%	22,929,211	6.2%	20,794,140	-9.3%	20,533,783	-1.3%	0.3%	

## Past trends in aircraft MTOW tonnage (Other flights).

No. of MTOW Tons Other	FY 1998-1999		FY 1999-2000		FY 2000-2001		FY 2001-2002		FY 2002-2003		Average Annual Growth
	Number	Number	% change	Number	% change	Number	% change	Number	% change		
<b>Cargo flights</b>	<b>490,104</b>	<b>688,162</b>	<b>40.4%</b>	<b>589,207</b>	<b>-14.4%</b>	<b>469,634</b>	<b>-20.3%</b>	<b>417,716</b>	<b>-11.1%</b>	<b>-3.9%</b>	
<b>Domestic</b>	<b>345,134</b>	<b>466,697</b>	<b>35.2%</b>	<b>372,023</b>	<b>-20.3%</b>	<b>98,284</b>	<b>-73.6%</b>	<b>18,695</b>	<b>-81.0%</b>	<b>-51.8%</b>	
<i>&lt;20 tonnes</i>	16,937	18,242	7.7%	9,059	-50.3%	1,829	-79.8%	3,423	87.1%	-32.9%	
<i>20 tonnes and over</i>	328,197	448,456	36.6%	362,964	-19.1%	96,454	-73.4%	15,272	-84.2%	-53.6%	
<b>International</b>	<b>144,969</b>	<b>221,464</b>	<b>52.8%</b>	<b>217,184</b>	<b>-1.9%</b>	<b>371,350</b>	<b>71.0%</b>	<b>399,021</b>	<b>7.5%</b>	<b>28.8%</b>	
<i>&lt;20 tonnes</i>	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	
<i>20 tonnes and over</i>	144,969	221,464	52.8%	217,184	-1.9%	371,350	71.0%	399,021	7.5%	28.8%	
<b>Total O-D flights (incl. Cargo)</b>	<b>46,616,931</b>	<b>48,633,066</b>	<b>4.3%</b>	<b>51,728,968</b>	<b>6.4%</b>	<b>46,665,785</b>	<b>-9.8%</b>	<b>45,756,727</b>	<b>-1.9%</b>	<b>-0.5%</b>	
<i>&lt;20 tonnes</i>	2,923,774	3,184,669	8.9%	3,382,786	6.2%	2,957,126	-12.6%	2,938,583	-0.6%	0.1%	
<i>20 tonnes and over</i>	43,693,157	45,448,396	4.0%	48,346,182	6.4%	43,708,658	-9.6%	42,818,144	-2.0%	-0.5%	
<b>Pure overflights</b>	<b>2,656,786</b>	<b>3,000,022</b>	<b>12.9%</b>	<b>2,921,692</b>	<b>-2.6%</b>	<b>3,164,873</b>	<b>8.3%</b>	<b>3,164,129</b>	<b>0.0%</b>	<b>4.5%</b>	
<i>&lt;20 tonnes</i>	0	0		0		0		0		0.0%	
<i>20 tonnes and over</i>	2,656,786	3,000,022	12.9%	2,921,692	-2.6%	3,164,873	8.3%	3,164,129	0.0%	4.5%	
<b>Non-Commercial flights</b>	<b>1,535,110</b>	<b>1,494,115</b>	<b>-2.7%</b>	<b>1,562,625</b>	<b>4.6%</b>	<b>1,461,541</b>	<b>-6.5%</b>	<b>1,455,032</b>	<b>-0.4%</b>	<b>-1.3%</b>	
<i>&lt;20 tonnes</i>	1,535,110	1,494,115	-2.7%	1,562,625	4.6%	1,461,541	-6.5%	1,455,032	-0.4%	-1.3%	
<i>20 tonnes and over</i>	0	0		0		0		0		0.0%	
<b>Total flights</b>	<b>50,808,827</b>	<b>53,127,203</b>	<b>4.6%</b>	<b>56,213,284</b>	<b>5.8%</b>	<b>51,292,199</b>	<b>-8.8%</b>	<b>50,375,888</b>	<b>-1.8%</b>	<b>-0.2%</b>	
<i>&lt;20 tonnes</i>	4,458,883	4,678,784	4.9%	4,945,411	5.7%	4,418,667	-10.7%	4,393,615	-0.6%	-0.4%	
<i>20 tonnes and over</i>	46,349,944	48,448,418	4.5%	51,267,873	5.8%	46,873,531	-8.6%	45,982,273	-1.9%	-0.2%	

## Projected trends in aircraft MTOW tonnage (Domestic routes).

No. of MTOW Tons Commercial Domestic	FY2003-2004		FY2004-2005		FY2005-2006		FY2006-2007		FY2007-2008		FY2008-2009		Average Annual Growth
	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	
<b>Sydney - Melbourne</b>	<b>5,171,646</b>	<b>4.9%</b>	<b>5,388,899</b>	<b>4.2%</b>	<b>5,556,518</b>	<b>3.1%</b>	<b>5,681,465</b>	<b>2.2%</b>	<b>5,795,257</b>	<b>2.0%</b>	<b>5,894,296</b>	<b>1.7%</b>	<b>3.0%</b>
<20 tonnes	6,507	0.0%	6,404	-1.6%	6,214	-3.0%	5,957	-4.1%	5,671	-4.8%	5,355	-5.6%	-3.2%
20 tonnes and over	5,165,139	4.9%	5,382,495	4.2%	5,550,304	3.1%	5,675,508	2.3%	5,789,586	2.0%	5,888,941	1.7%	3.0%
<b>Sydney - Brisbane</b>	<b>2,897,170</b>	<b>2.8%</b>	<b>3,001,601</b>	<b>3.6%</b>	<b>3,061,508</b>	<b>2.0%</b>	<b>3,099,925</b>	<b>1.3%</b>	<b>3,136,089</b>	<b>1.2%</b>	<b>3,183,586</b>	<b>1.5%</b>	<b>2.1%</b>
<20 tonnes	8,614	-2.5%	8,414	-2.3%	8,322	-1.1%	8,163	-1.9%	7,991	-2.1%	7,571	-5.3%	-2.5%
20 tonnes and over	2,888,557	2.8%	2,993,187	3.6%	3,053,186	2.0%	3,091,762	1.3%	3,128,098	1.2%	3,176,014	1.5%	2.1%
<b>Sydney - Rest of Australia</b>	<b>5,729,265</b>	<b>7.5%</b>	<b>6,115,179</b>	<b>6.7%</b>	<b>6,432,499</b>	<b>5.2%</b>	<b>6,679,625</b>	<b>3.8%</b>	<b>6,924,715</b>	<b>3.7%</b>	<b>7,063,574</b>	<b>2.0%</b>	<b>4.8%</b>
<20 tonnes	1,026,115	7.2%	1,084,473	5.7%	1,123,787	3.6%	1,155,232	2.8%	1,167,262	1.0%	1,178,299	0.9%	3.5%
20 tonnes and over	4,703,149	7.6%	5,030,706	7.0%	5,308,712	5.5%	5,524,393	4.1%	5,757,454	4.2%	5,885,276	2.2%	5.1%
<b>Melbourne - Rest of Australia</b>	<b>5,747,320</b>	<b>3.9%</b>	<b>5,984,937</b>	<b>4.1%</b>	<b>6,186,495</b>	<b>3.4%</b>	<b>6,335,298</b>	<b>2.4%</b>	<b>6,460,631</b>	<b>2.0%</b>	<b>6,561,805</b>	<b>1.6%</b>	<b>2.9%</b>
<20 tonnes	374,613	3.3%	387,536	3.4%	397,936	2.7%	404,793	1.7%	410,033	1.3%	413,643	0.9%	2.2%
20 tonnes and over	5,372,706	3.9%	5,597,401	4.2%	5,788,559	3.4%	5,930,505	2.5%	6,050,598	2.0%	6,148,162	1.6%	2.9%
<b>Brisbane - Rest of Australia</b>	<b>2,947,587</b>	<b>6.4%</b>	<b>3,139,063</b>	<b>6.5%</b>	<b>3,302,487</b>	<b>5.2%</b>	<b>3,434,895</b>	<b>4.0%</b>	<b>3,557,920</b>	<b>3.6%</b>	<b>3,667,568</b>	<b>3.1%</b>	<b>4.8%</b>
<20 tonnes	367,018	5.4%	377,812	2.9%	391,999	3.8%	404,867	3.3%	416,418	2.9%	426,212	2.4%	3.4%
20 tonnes and over	2,580,568	6.6%	2,761,251	7.0%	2,910,488	5.4%	3,030,028	4.1%	3,141,502	3.7%	3,241,355	3.2%	5.0%
<b>Domestic - Rest of Australia</b>	<b>3,551,168</b>	<b>5.8%</b>	<b>3,749,818</b>	<b>5.6%</b>	<b>3,927,107</b>	<b>4.7%</b>	<b>4,076,540</b>	<b>3.8%</b>	<b>4,221,539</b>	<b>3.6%</b>	<b>4,358,135</b>	<b>3.2%</b>	<b>4.4%</b>
<20 tonnes	1,227,803	3.9%	1,261,771	2.8%	1,285,291	1.9%	1,296,914	0.9%	1,304,666	0.6%	1,307,499	0.2%	1.7%
20 tonnes and over	2,323,365	6.8%	2,488,047	7.1%	2,641,816	6.2%	2,779,626	5.2%	2,916,873	4.9%	3,050,636	4.6%	5.8%
<b>Total Domestic (Pax aircraft)</b>	<b>26,044,154</b>	<b>5.3%</b>	<b>27,379,497</b>	<b>5.1%</b>	<b>28,466,613</b>	<b>4.0%</b>	<b>29,307,747</b>	<b>3.0%</b>	<b>30,096,151</b>	<b>2.7%</b>	<b>30,728,964</b>	<b>2.1%</b>	<b>3.7%</b>
<20 tonnes	3,010,671	5.1%	3,126,409	3.8%	3,213,549	2.8%	3,275,924	1.9%	3,312,041	1.1%	3,338,580	0.8%	2.6%
20 tonnes and over	23,033,484	5.3%	24,253,088	5.3%	25,253,065	4.1%	26,031,822	3.1%	26,784,110	2.9%	27,390,383	2.3%	3.8%



## Projected trends in aircraft MTOW tonnage (International routes).

No. of MTOW Tons Commercial International	FY2003-2004		FY2004-2005		FY2005-2006		FY2006-2007		FY2007-2008		FY2008-2009		Average Annual Growth
	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	
<b>Australia - Africa</b>	<b>388,783</b>	<b>7.7%</b>	<b>415,993</b>	<b>7.0%</b>	<b>446,304</b>	<b>7.3%</b>	<b>481,043</b>	<b>7.8%</b>	<b>516,839</b>	<b>7.4%</b>	<b>552,917</b>	<b>7.0%</b>	<b>7.4%</b>
<20 tonnes	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%
20 tonnes and over	388,783	7.7%	415,993	7.0%	446,304	7.3%	481,043	7.8%	516,839	7.4%	552,917	7.0%	7.4%
<b>Australia - New Zealand</b>	<b>4,406,569</b>	<b>3.3%</b>	<b>4,576,836</b>	<b>3.9%</b>	<b>4,713,534</b>	<b>3.0%</b>	<b>4,841,268</b>	<b>2.7%</b>	<b>4,977,890</b>	<b>2.8%</b>	<b>5,108,725</b>	<b>2.6%</b>	<b>3.0%</b>
<20 tonnes	1,683	3.4%	1,748	3.9%	1,800	3.0%	1,849	2.7%	1,901	2.8%	1,951	2.6%	3.1%
20 tonnes and over	4,404,887	3.3%	4,575,088	3.9%	4,711,734	3.0%	4,839,419	2.7%	4,975,989	2.8%	5,106,774	2.6%	3.0%
<b>Australia - Northeast Asia</b>	<b>4,803,114</b>	<b>8.5%</b>	<b>5,203,501</b>	<b>8.3%</b>	<b>5,660,100</b>	<b>8.8%</b>	<b>6,157,999</b>	<b>8.8%</b>	<b>6,668,348</b>	<b>8.3%</b>	<b>7,208,051</b>	<b>8.1%</b>	<b>8.5%</b>
<20 tonnes	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%
20 tonnes and over	4,803,114	8.5%	5,203,501	8.3%	5,660,100	8.8%	6,157,999	8.8%	6,668,348	8.3%	7,208,051	8.1%	8.5%
<b>Australia - South Pacific</b>	<b>1,131,318</b>	<b>6.0%</b>	<b>1,185,325</b>	<b>4.8%</b>	<b>1,240,001</b>	<b>4.6%</b>	<b>1,293,811</b>	<b>4.3%</b>	<b>1,343,917</b>	<b>3.9%</b>	<b>1,396,294</b>	<b>3.9%</b>	<b>4.6%</b>
<20 tonnes	20,903	6.2%	22,047	5.5%	23,064	4.6%	24,145	4.7%	25,163	4.2%	26,230	4.2%	4.9%
20 tonnes and over	1,110,415	6.0%	1,163,278	4.8%	1,216,936	4.6%	1,269,666	4.3%	1,318,754	3.9%	1,370,064	3.9%	4.6%
<b>Australia - S-SE Asia/Eur/MEA</b>	<b>9,328,879</b>	<b>7.6%</b>	<b>9,956,868</b>	<b>6.7%</b>	<b>10,558,433</b>	<b>6.0%</b>	<b>11,154,931</b>	<b>5.6%</b>	<b>11,741,366</b>	<b>5.3%</b>	<b>12,335,876</b>	<b>5.1%</b>	<b>6.1%</b>
<20 tonnes	46,655	14.6%	52,298	12.1%	58,113	11.1%	64,203	10.5%	70,535	9.9%	77,213	9.5%	11.3%
20 tonnes and over	9,282,225	7.6%	9,904,570	6.7%	10,500,320	6.0%	11,090,728	5.6%	11,670,832	5.2%	12,258,662	5.0%	6.0%
<b>Australia - Transpacific</b>	<b>1,614,945</b>	<b>2.0%</b>	<b>1,735,799</b>	<b>7.5%</b>	<b>1,845,068</b>	<b>6.3%</b>	<b>1,924,623</b>	<b>4.3%</b>	<b>1,987,224</b>	<b>3.3%</b>	<b>2,047,811</b>	<b>3.0%</b>	<b>4.4%</b>
<20 tonnes	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%
20 tonnes and over	1,614,945	2.0%	1,735,799	7.5%	1,845,068	6.3%	1,924,623	4.3%	1,987,224	3.3%	2,047,811	3.0%	4.4%
<b>Australia - Undetermined</b>	<b>232,622</b>	<b>2.1%</b>	<b>237,469</b>	<b>2.1%</b>	<b>242,315</b>	<b>2.0%</b>	<b>247,161</b>	<b>2.0%</b>	<b>252,008</b>	<b>2.0%</b>	<b>256,854</b>	<b>1.9%</b>	<b>2.0%</b>
<20 tonnes	9,447	8.8%	9,644	2.1%	9,841	2.0%	10,037	2.0%	10,234	2.0%	10,431	1.9%	3.1%
20 tonnes and over	223,175	1.8%	227,825	2.1%	232,474	2.0%	237,124	2.0%	241,773	2.0%	246,423	1.9%	2.0%
<b>Total International (Pax aircraft)</b>	<b>21,906,230</b>	<b>6.3%</b>	<b>23,311,792</b>	<b>6.4%</b>	<b>24,705,754</b>	<b>6.0%</b>	<b>26,100,836</b>	<b>5.6%</b>	<b>27,487,592</b>	<b>5.3%</b>	<b>28,906,528</b>	<b>5.2%</b>	<b>5.8%</b>
<20 tonnes	78,687	11.3%	85,737	9.0%	92,818	8.3%	100,234	8.0%	107,833	7.6%	115,825	7.4%	8.6%
20 tonnes and over	21,827,543	6.3%	23,226,055	6.4%	24,612,936	6.0%	26,000,602	5.6%	27,379,759	5.3%	28,790,703	5.2%	5.8%

## Projected trends in aircraft MTOW tonnage (Other flights).

No. of MTOW Tons Other	FY2003-2004		FY2004-2005		FY2005-2006		FY2006-2007		FY2007-2008		FY2008-2009		Average Annual Growth
	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	
<b>Cargo flights</b>	<b>423,291</b>	<b>1.3%</b>	<b>447,196</b>	<b>5.6%</b>	<b>472,436</b>	<b>5.6%</b>	<b>499,086</b>	<b>5.6%</b>	<b>527,223</b>	<b>5.6%</b>	<b>558,530</b>	<b>5.9%</b>	5.0%
<b>Domestic</b>	<b>3,653</b>	<b>-80.5%</b>	<b>3,945</b>	<b>8.0%</b>	<b>4,261</b>	<b>8.0%</b>	<b>4,602</b>	<b>8.0%</b>	<b>4,970</b>	<b>8.0%</b>	<b>5,368</b>	<b>8.0%</b>	-18.8%
<i>&lt;20 tonnes</i>	3,653	6.7%	3,945	8.0%	4,261	8.0%	4,602	8.0%	4,970	8.0%	5,368	8.0%	7.8%
<i>20 tonnes and over</i>	0		0		0		0		0		0		-100.0%
<b>International</b>	<b>419,638</b>	<b>5.2%</b>	<b>443,250</b>	<b>5.6%</b>	<b>468,175</b>	<b>5.6%</b>	<b>494,484</b>	<b>5.6%</b>	<b>522,253</b>	<b>5.6%</b>	<b>553,162</b>	<b>5.9%</b>	5.6%
<i>&lt;20 tonnes</i>	0		0		0		0		0		0		0.0%
<i>20 tonnes and over</i>	419,638	5.2%	443,250	5.6%	468,175	5.6%	494,484	5.6%	522,253	5.6%	553,162	5.9%	5.6%
<b>Total O-D flights</b>	<b>48,373,675</b>	<b>5.7%</b>	<b>51,138,485</b>	<b>5.7%</b>	<b>53,644,803</b>	<b>4.9%</b>	<b>55,907,668</b>	<b>4.2%</b>	<b>58,110,966</b>	<b>3.9%</b>	<b>60,194,022</b>	<b>3.6%</b>	4.7%
<i>&lt;20 tonnes</i>	3,093,011	5.3%	3,216,092	4.0%	3,310,628	2.9%	3,380,761	2.1%	3,424,844	1.3%	3,459,773	1.0%	2.8%
<i>20 tonnes and over</i>	45,280,664	5.8%	47,922,393	5.8%	50,334,176	5.0%	52,526,908	4.4%	54,686,122	4.1%	56,734,249	3.7%	4.8%
<b>Pure overflights</b>	<b>3,234,851</b>	<b>2.2%</b>	<b>3,322,836</b>	<b>2.7%</b>	<b>3,408,411</b>	<b>2.6%</b>	<b>3,515,425</b>	<b>3.1%</b>	<b>3,620,993</b>	<b>3.0%</b>	<b>3,725,145</b>	<b>2.9%</b>	2.8%
<i>&lt;20 tonnes</i>	0		0		0		0		0		0		0.0%
<i>20 tonnes and over</i>	3,234,851	2.2%	3,322,836	2.7%	3,408,411	2.6%	3,515,425	3.1%	3,620,993	3.0%	3,725,145	2.9%	2.8%
<b>Non-Commercial flights</b>	<b>1,462,307</b>	<b>0.5%</b>	<b>1,476,931</b>	<b>1.0%</b>	<b>1,506,469</b>	<b>2.0%</b>	<b>1,536,599</b>	<b>2.0%</b>	<b>1,567,330</b>	<b>2.0%</b>	<b>1,595,542</b>	<b>1.8%</b>	1.5%
<i>&lt;20 tonnes</i>	1,462,307	0.5%	1,476,931	1.0%	1,506,469	2.0%	1,536,599	2.0%	1,567,330	2.0%	1,595,542	1.8%	1.5%
<i>20 tonnes and over</i>	0		0		0		0		0		0		0.0%
<b>Total flights</b>	<b>53,070,834</b>	<b>5.3%</b>	<b>55,938,251</b>	<b>5.4%</b>	<b>58,559,683</b>	<b>4.7%</b>	<b>60,959,692</b>	<b>4.1%</b>	<b>63,299,290</b>	<b>3.8%</b>	<b>65,514,709</b>	<b>3.5%</b>	4.5%
<i>&lt;20 tonnes</i>	4,555,318	3.7%	4,693,022	3.0%	4,817,097	2.6%	4,917,359	2.1%	4,992,174	1.5%	5,055,316	1.3%	2.4%
<i>20 tonnes and over</i>	48,515,516	5.5%	51,245,229	5.6%	53,742,586	4.9%	56,042,333	4.3%	58,307,116	4.0%	60,459,394	3.7%	4.7%

## Past evolution of the average aircraft MTOW tonnage – Domestic routes.

Average MTOW Tons per flight Commercial Domestic	FY 1998-1999		FY 1999-2000		FY 2000-2001		FY 2001-2002		FY 2002-2003		Average Annual Grow th
	Number	%	Number	%	Number	%	Number	%	Number	%	
	Number	change	Number	change	Number	change	Number	change	Number	change	
<b>Sydney - Melbourne</b>	<b>138</b>		<b>134</b>	<b>-2.2%</b>	<b>120</b>	<b>-10.8%</b>	<b>134</b>	<b>11.7%</b>	<b>133</b>	<b>-0.5%</b>	<b>-0.8%</b>
<20 tonnes	7		7	-3.8%	7	1.2%	7	-0.9%	7	5.1%	0.3%
20 tonnes and over	143		140	-1.9%	124	-11.8%	137	10.8%	136	-0.7%	-1.2%
<b>Sydney - Brisbane</b>	<b>110</b>		<b>109</b>	<b>-0.5%</b>	<b>95</b>	<b>-12.6%</b>	<b>98</b>	<b>2.8%</b>	<b>94</b>	<b>-3.8%</b>	<b>-3.7%</b>
<20 tonnes	8		7	-4.2%	7	1.7%	8	7.0%	7	-8.5%	-1.2%
20 tonnes and over	119		116	-2.5%	99	-13.9%	102	2.5%	98	-3.9%	-4.7%
<b>Sydney - Rest of Australia</b>	<b>41</b>		<b>41</b>	<b>-0.5%</b>	<b>38</b>	<b>-6.6%</b>	<b>43</b>	<b>12.7%</b>	<b>45</b>	<b>4.2%</b>	<b>2.2%</b>
<20 tonnes	12		12	3.9%	13	3.5%	14	6.8%	15	7.4%	5.4%
20 tonnes and over	85		87	1.5%	82	-5.4%	91	11.5%	82	-10.7%	-1.1%
<b>Melbourne - Rest of Australia</b>	<b>55</b>		<b>54</b>	<b>-1.9%</b>	<b>51</b>	<b>-5.1%</b>	<b>58</b>	<b>12.0%</b>	<b>54</b>	<b>-5.5%</b>	<b>-0.4%</b>
<20 tonnes	11		11	1.7%	12	0.1%	12	6.2%	13	2.4%	2.6%
20 tonnes and over	75		72	-4.5%	65	-8.9%	74	13.6%	71	-4.2%	-1.4%
<b>Brisbane - Rest of Australia</b>	<b>35</b>		<b>35</b>	<b>-2.2%</b>	<b>35</b>	<b>0.6%</b>	<b>40</b>	<b>15.1%</b>	<b>43</b>	<b>6.7%</b>	<b>4.8%</b>
<20 tonnes	11		11	-2.7%	11	0.6%	11	4.5%	13	12.4%	3.5%
20 tonnes and over	61		60	-1.8%	58	-3.2%	66	13.1%	65	-0.8%	1.6%
<b>Domestic - Rest of Australia</b>	<b>23</b>		<b>21</b>	<b>-6.0%</b>	<b>22</b>	<b>1.9%</b>	<b>21</b>	<b>-3.7%</b>	<b>22</b>	<b>4.9%</b>	<b>-0.8%</b>
<20 tonnes	10		10	0.4%	11	1.3%	11	1.0%	11	2.0%	1.2%
20 tonnes and over	45		45	-1.4%	46	3.2%	46	0.1%	48	4.2%	1.5%
<b>Total Domestic (Pax aircraft)</b>	<b>48</b>		<b>47</b>	<b>-2.8%</b>	<b>46</b>	<b>-1.6%</b>	<b>50</b>	<b>7.8%</b>	<b>49</b>	<b>-1.2%</b>	<b>0.5%</b>
<20 tonnes	11		11	1.2%	11	2.2%	12	3.8%	12	4.4%	2.9%
20 tonnes and over	83		81	-1.4%	77	-5.7%	84	9.1%	80	-4.7%	-0.8%

## Past evolution of the average aircraft MTOW tonnage – International routes.

Average MTOW Tons per flight Commercial International	FY 1998-1999		FY 1999-2000		FY 2000-2001		FY 2001-2002		FY 2002-2003		Average Annual Grow th
	Number	Number	% change	Number	% change	Number	% change	Number	% change		
	<b>Australia - Africa</b>	<b>319</b>	<b>346</b>	<b>8.2%</b>	<b>336</b>	<b>-2.7%</b>	<b>347</b>	<b>3.2%</b>	<b>364</b>	<b>5.0%</b>	
<20 tonnes	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	
20 tonnes and over	319	346	8.2%	336	-2.7%	347	3.2%	364	5.0%	3.3%	
<b>Australia - New Zealand</b>	<b>187</b>	<b>169</b>	<b>-9.5%</b>	<b>157</b>	<b>-6.9%</b>	<b>149</b>	<b>-5.1%</b>	<b>143</b>	<b>-4.7%</b>	<b>-6.6%</b>	
<20 tonnes	11	10	-7.9%	11	9.6%	10	-8.0%	11	7.9%	0.1%	
20 tonnes and over	188	170	-9.6%	158	-7.1%	150	-5.0%	143	-4.5%	-6.6%	
<b>Australia - Northeast Asia</b>	<b>290</b>	<b>299</b>	<b>3.1%</b>	<b>311</b>	<b>4.0%</b>	<b>302</b>	<b>-2.9%</b>	<b>275</b>	<b>-9.0%</b>	<b>-1.3%</b>	
<20 tonnes	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	
20 tonnes and over	290	299	3.1%	311	4.0%	302	-2.9%	275	-9.0%	-1.3%	
<b>Australia - South Pacific</b>	<b>119</b>	<b>122</b>	<b>3.0%</b>	<b>106</b>	<b>-13.5%</b>	<b>111</b>	<b>5.0%</b>	<b>116</b>	<b>4.4%</b>	<b>-0.6%</b>	
<20 tonnes	11	11	3.2%	11	0.1%	11	0.7%	12	2.2%	1.5%	
20 tonnes and over	143	147	2.9%	124	-15.9%	132	6.4%	139	5.7%	-0.7%	
<b>Australia - S-SE Asia/Eur/MEA</b>	<b>266</b>	<b>262</b>	<b>-1.5%</b>	<b>250</b>	<b>-4.9%</b>	<b>250</b>	<b>0.1%</b>	<b>257</b>	<b>2.9%</b>	<b>-0.9%</b>	
<20 tonnes	8	10	18.4%	11	14.1%	10	-11.9%	11	11.6%	7.3%	
20 tonnes and over	270	277	2.4%	274	-1.1%	279	2.0%	287	2.9%	1.5%	
<b>Australia - Transpacific</b>	<b>395</b>	<b>395</b>	<b>0.2%</b>	<b>396</b>	<b>0.2%</b>	<b>397</b>	<b>0.1%</b>	<b>399</b>	<b>0.6%</b>	<b>0.3%</b>	
<20 tonnes	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	
20 tonnes and over	395	395	0.2%	396	0.2%	397	0.1%	399	0.6%	0.3%	
<b>Australia - Undetermined</b>	<b>86</b>	<b>94</b>	<b>9.9%</b>	<b>92</b>	<b>-2.1%</b>	<b>78</b>	<b>-15.8%</b>	<b>89</b>	<b>15.2%</b>	<b>1.1%</b>	
<20 tonnes	9	8	-3.9%	9	1.3%	9	-0.1%	9	10.2%	1.7%	
20 tonnes and over	134	152	12.7%	164	8.3%	129	-21.1%	134	3.8%	0.0%	
<b>Total International (Pax arcrrft)</b>	<b>231</b>	<b>230</b>	<b>-0.6%</b>	<b>224</b>	<b>-2.6%</b>	<b>218</b>	<b>-2.7%</b>	<b>214</b>	<b>-1.9%</b>	<b>-2.0%</b>	
<20 tonnes	10	10	2.7%	11	6.6%	10	-6.2%	11	9.5%	3.0%	
20 tonnes and over	242	243	0.3%	239	-1.5%	234	-2.0%	228	-2.5%	-1.5%	

## Past evolution of the average aircraft MTOW tonnage – Other flights.

Average MTOW Tons per flight Other	FY 1998-1999		FY 1999-2000		FY 2000-2001		FY 2001-2002		FY 2002-2003		Average Annual Grow th
	Number	Number	% change	Number	% change	Number	% change	Number	% change		
<b>Cargo flights</b>	<b>78</b>	<b>97</b>	<b>24.6%</b>	<b>99</b>	<b>2.5%</b>	<b>169</b>	<b>69.7%</b>	<b>174</b>	<b>3.4%</b>	<b>22.4%</b>	
<b>Domestic</b>	<b>61</b>	<b>75</b>	<b>21.5%</b>	<b>71</b>	<b>-4.8%</b>	<b>61</b>	<b>-14.7%</b>	<b>16</b>	<b>-74.4%</b>	<b>-29.1%</b>	
<20 tonnes	18	14	-20.2%	14	-0.1%	3	-78.8%	3	3.3%	-35.4%	
20 tonnes and over	70	90	28.4%	79	-12.6%	95	20.8%	156	63.3%	22.0%	
<b>International</b>	<b>211</b>	<b>260</b>	<b>23.2%</b>	<b>310</b>	<b>19.4%</b>	<b>319</b>	<b>2.7%</b>	<b>334</b>	<b>4.9%</b>	<b>12.2%</b>	
<20 tonnes	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	
20 tonnes and over	211	260	23.2%	310	19.4%	319	2.7%	334	4.9%	12.2%	
<b>Total O-D flights (incl. Cargo)</b>	<b>74</b>	<b>73</b>	<b>-0.9%</b>	<b>72</b>	<b>-1.9%</b>	<b>76</b>	<b>6.6%</b>	<b>76</b>	<b>-1.0%</b>	<b>0.6%</b>	
<20 tonnes	11	11	1.1%	11	2.1%	12	3.3%	12	4.4%	2.7%	
20 tonnes and over	119	120	0.6%	114	-4.9%	122	6.9%	117	-3.7%	-0.4%	
<b>Pure overflights</b>	<b>279</b>	<b>283</b>	<b>1.7%</b>	<b>273</b>	<b>-3.6%</b>	<b>265</b>	<b>-3.1%</b>	<b>263</b>	<b>-0.7%</b>	<b>-1.5%</b>	
<20 tonnes	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	
20 tonnes and over	279	283	1.7%	273	-3.6%	265	-3.1%	263	-0.7%	-1.5%	
<b>Non-Commercial flights</b>	<b>3</b>	<b>3</b>	<b>-0.4%</b>	<b>3</b>	<b>-2.2%</b>	<b>3</b>	<b>0.2%</b>	<b>3</b>	<b>1.9%</b>	<b>-0.1%</b>	
<20 tonnes	3	3	-0.4%	3	-2.2%	3	0.2%	3	1.9%	-0.1%	
20 tonnes and over	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	
<b>Total flights</b>	<b>41</b>	<b>42</b>	<b>2.8%</b>	<b>42</b>	<b>-1.8%</b>	<b>43</b>	<b>2.8%</b>	<b>43</b>	<b>-0.2%</b>	<b>0.9%</b>	
<20 tonnes	5	5	4.1%	5	-0.3%	5	-1.3%	5	2.6%	1.3%	
20 tonnes and over	123	124	0.9%	118	-5.1%	126	7.3%	122	-3.5%	-0.2%	

# Projection of the average MTOW tonnage by flight – Domestic routes.

Average MTOW Tons per flight Commercial Domestic	FY2003-2004		FY2004-2005		FY2005-2006		FY2006-2007		FY2007-2008		FY2008-2009		Average Annual Grow th
	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	
	<b>Sydney - Melbourne</b>	<b>133</b>	<b>0.2%</b>	<b>135</b>	<b>0.9%</b>	<b>136</b>	<b>0.9%</b>	<b>137</b>	<b>1.1%</b>	<b>139</b>	<b>1.1%</b>	<b>141</b>	
<20 tonnes	7	0.5%	8	0.7%	8	0.6%	8	0.6%	8	0.6%	8	0.6%	0.6%
20 tonnes and over	136	0.1%	137	0.8%	138	0.8%	140	1.0%	141	1.0%	143	1.5%	0.9%
<b>Sydney - Brisbane</b>	<b>93</b>	<b>-1.1%</b>	<b>92</b>	<b>-1.0%</b>	<b>94</b>	<b>1.4%</b>	<b>94</b>	<b>0.7%</b>	<b>95</b>	<b>0.8%</b>	<b>96</b>	<b>1.2%</b>	<b>0.3%</b>
<20 tonnes	7	-2.1%	7	0.0%	7	1.4%	7	1.4%	7	2.1%	8	2.0%	0.8%
20 tonnes and over	97	-1.2%	96	-1.2%	97	1.3%	97	0.6%	98	0.6%	99	0.9%	0.2%
<b>Sydney - Rest of Australia</b>	<b>45</b>	<b>0.8%</b>	<b>46</b>	<b>1.5%</b>	<b>47</b>	<b>1.6%</b>	<b>47</b>	<b>1.3%</b>	<b>48</b>	<b>2.0%</b>	<b>49</b>	<b>1.3%</b>	<b>1.4%</b>
<20 tonnes	15	1.0%	15	1.4%	15	1.1%	15	1.1%	16	1.1%	16	1.1%	1.1%
20 tonnes and over	82	0.2%	82	0.6%	83	0.6%	83	0.6%	84	0.6%	84	0.6%	0.6%
<b>Melbourne - Rest of Australia</b>	<b>55</b>	<b>0.9%</b>	<b>55</b>	<b>0.8%</b>	<b>56</b>	<b>0.8%</b>	<b>56</b>	<b>0.8%</b>	<b>57</b>	<b>0.8%</b>	<b>57</b>	<b>0.8%</b>	<b>0.8%</b>
<20 tonnes	13	0.8%	13	0.6%	13	0.6%	13	0.6%	13	0.6%	13	0.6%	0.7%
20 tonnes and over	72	0.8%	72	0.7%	73	0.7%	73	0.7%	74	0.7%	74	0.7%	0.7%
<b>Brisbane - Rest of Australia</b>	<b>43</b>	<b>0.7%</b>	<b>44</b>	<b>2.1%</b>	<b>45</b>	<b>1.4%</b>	<b>45</b>	<b>1.1%</b>	<b>46</b>	<b>1.1%</b>	<b>46</b>	<b>1.1%</b>	<b>1.3%</b>
<20 tonnes	13	0.8%	13	1.0%	13	1.0%	13	1.0%	13	1.0%	13	1.0%	1.0%
20 tonnes and over	65	0.0%	66	0.9%	66	0.8%	67	0.8%	67	0.8%	68	0.8%	0.7%
<b>Domestic - Rest of Australia</b>	<b>22</b>	<b>1.3%</b>	<b>23</b>	<b>2.2%</b>	<b>23</b>	<b>2.2%</b>	<b>24</b>	<b>2.2%</b>	<b>24</b>	<b>2.2%</b>	<b>25</b>	<b>2.0%</b>	<b>2.0%</b>
<20 tonnes	11	-0.1%	11	0.4%	11	0.4%	11	0.4%	11	0.4%	11	0.4%	0.3%
20 tonnes and over	49	1.2%	49	1.3%	50	1.3%	51	1.1%	51	1.0%	51	0.5%	1.1%
<b>Total Domestic (Pax aircraft)</b>	<b>49</b>	<b>0.5%</b>	<b>50</b>	<b>1.1%</b>	<b>50</b>	<b>1.1%</b>	<b>51</b>	<b>1.1%</b>	<b>51</b>	<b>1.2%</b>	<b>52</b>	<b>1.1%</b>	<b>1.0%</b>
<20 tonnes	12	0.6%	13	1.0%	13	0.8%	13	0.9%	13	0.8%	13	0.8%	0.8%
20 tonnes and over	80	0.2%	80	0.4%	81	0.6%	81	0.6%	82	0.5%	82	0.6%	0.5%

## Projection of the average MTOW tonnage by flight – International routes.

Average MTOW Tons per flight Commercial International	FY2003-2004		FY2004-2005		FY2005-2006		FY2006-2007		FY2007-2008		FY2008-2009		Average Annual Growth
	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	
	<b>Australia - Africa</b>	<b>363</b>	<b>-0.2%</b>	<b>361</b>	<b>-0.5%</b>	<b>359</b>	<b>-0.5%</b>	<b>358</b>	<b>-0.5%</b>	<b>356</b>	<b>-0.5%</b>	<b>354</b>	
<20 tonnes	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%
20 tonnes and over	363	-0.2%	361	-0.5%	359	-0.5%	358	-0.5%	356	-0.5%	354	-0.5%	-0.5%
<b>Australia - New Zealand</b>	<b>141</b>	<b>-1.4%</b>	<b>139</b>	<b>-1.0%</b>	<b>139</b>	<b>0.0%</b>	<b>140</b>	<b>0.5%</b>	<b>141</b>	<b>0.6%</b>	<b>142</b>	<b>0.8%</b>	<b>-0.1%</b>
<20 tonnes	10	-0.8%	10	0.0%	11	0.9%	11	0.9%	11	0.9%	11	0.9%	0.5%
20 tonnes and over	141	-1.4%	140	-1.0%	140	0.0%	140	0.5%	141	0.6%	143	0.8%	-0.1%
<b>Australia - Northeast Asia</b>	<b>273</b>	<b>-0.5%</b>	<b>273</b>	<b>-0.3%</b>	<b>273</b>	<b>0.0%</b>	<b>276</b>	<b>1.3%</b>	<b>278</b>	<b>0.5%</b>	<b>279</b>	<b>0.5%</b>	<b>0.2%</b>
<20 tonnes	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%
20 tonnes and over	273	-0.5%	273	-0.3%	273	0.0%	276	1.3%	278	0.5%	279	0.5%	0.2%
<b>Australia - South Pacific</b>	<b>116</b>	<b>0.5%</b>	<b>117</b>	<b>0.5%</b>	<b>118</b>	<b>1.0%</b>	<b>119</b>	<b>0.9%</b>	<b>120</b>	<b>1.1%</b>	<b>122</b>	<b>1.2%</b>	<b>0.9%</b>
<20 tonnes	12	0.3%	12	0.8%	12	1.1%	12	1.1%	12	1.5%	12	2.2%	1.2%
20 tonnes and over	140	0.6%	141	0.6%	142	0.9%	143	0.9%	145	1.0%	146	1.0%	0.9%
<b>Australia - S-SE Asia/Eur/MEA</b>	<b>259</b>	<b>0.6%</b>	<b>259</b>	<b>0.0%</b>	<b>259</b>	<b>0.0%</b>	<b>259</b>	<b>0.2%</b>	<b>260</b>	<b>0.5%</b>	<b>262</b>	<b>0.6%</b>	<b>0.3%</b>
<20 tonnes	11	1.1%	11	0.0%	11	0.0%	11	0.0%	11	0.0%	11	0.0%	0.2%
20 tonnes and over	291	1.3%	293	0.6%	294	0.6%	297	0.9%	301	1.2%	305	1.4%	1.0%
<b>Australia - Transpacific</b>	<b>399</b>	<b>0.0%</b>	<b>400</b>	<b>0.1%</b>	<b>400</b>	<b>0.1%</b>	<b>403</b>	<b>0.7%</b>	<b>405</b>	<b>0.5%</b>	<b>407</b>	<b>0.5%</b>	<b>0.3%</b>
<20 tonnes	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%
20 tonnes and over	399	0.0%	400	0.1%	400	0.1%	403	0.7%	405	0.5%	407	0.5%	0.3%
<b>Australia - Undetermined</b>	<b>86</b>	<b>-3.5%</b>	<b>86</b>	<b>0.0%</b>	<b>86</b>	<b>0.0%</b>	<b>86</b>	<b>0.0%</b>	<b>86</b>	<b>0.0%</b>	<b>86</b>	<b>0.0%</b>	<b>-0.6%</b>
<20 tonnes	9	-5.1%	9	0.0%	9	0.0%	9	0.0%	9	0.0%	9	0.0%	-0.9%
20 tonnes and over	136	1.0%	136	0.0%	136	0.0%	136	0.0%	136	0.0%	136	0.0%	0.2%
<b>Total International (Pax acrcft)</b>	<b>214</b>	<b>0.1%</b>	<b>214</b>	<b>0.2%</b>	<b>216</b>	<b>0.6%</b>	<b>218</b>	<b>1.1%</b>	<b>220</b>	<b>1.0%</b>	<b>222</b>	<b>1.1%</b>	<b>0.7%</b>
<20 tonnes	11	0.0%	11	0.3%	11	0.4%	11	0.4%	11	0.4%	11	0.5%	0.3%
20 tonnes and over	229	0.4%	230	0.4%	232	0.8%	235	1.3%	238	1.2%	241	1.3%	0.9%

## Projection of the average MTOW tonnage by flight – Other flights.

Average MTOW Tons per flight Other	FY2003-2004		FY2004-2005		FY2005-2006		FY2006-2007		FY2007-2008		FY2008-2009		Average Annual Growth
	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	
<b>Cargo flights</b>	<b>171</b>	<b>-1.6%</b>	<b>170</b>	<b>-0.8%</b>	<b>169</b>	<b>-0.8%</b>	<b>167</b>	<b>-0.8%</b>	<b>166</b>	<b>-0.8%</b>	<b>165</b>	<b>-0.6%</b>	-0.9%
<b>Domestic</b>	<b>3</b>	<b>-80.7%</b>	<b>3</b>	<b>0.0%</b>	<b>3</b>	<b>0.0%</b>	<b>3</b>	<b>0.0%</b>	<b>3</b>	<b>0.0%</b>	<b>3</b>	<b>0.0%</b>	-24.0%
<i>&lt;20 tonnes</i>	3	-3.0%	3	0.0%	3	0.0%	3	0.0%	3	0.0%	3	0.0%	-0.5%
<i>20 tonnes and over</i>	0	-100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-100.0%
<b>International</b>	<b>335</b>		<b>337</b>		<b>339</b>		<b>341</b>		<b>343</b>		<b>346</b>		0.6%
<i>&lt;20 tonnes</i>	0		0		0		0		0		0		0.0%
<i>20 tonnes and over</i>	335	0.2%	337	0.6%	339	0.6%	341	0.6%	343	0.6%	346	0.9%	0.6%
<b>Total O-D flights</b>	<b>76</b>	<b>0.6%</b>	<b>77</b>	<b>1.3%</b>	<b>78</b>	<b>1.6%</b>	<b>80</b>	<b>1.8%</b>	<b>81</b>	<b>2.0%</b>	<b>83</b>	<b>2.0%</b>	1.6%
<i>&lt;20 tonnes</i>	12	0.6%	12	0.9%	13	0.8%	13	0.8%	13	0.7%	13	0.7%	0.7%
<i>20 tonnes and over</i>	118	0.4%	119	0.6%	120	1.1%	121	1.4%	123	1.3%	125	1.5%	1.0%
<b>Pure overflights</b>	<b>263</b>	<b>0.2%</b>	<b>264</b>	<b>0.4%</b>	<b>265</b>	<b>0.4%</b>	<b>266</b>	<b>0.4%</b>	<b>268</b>	<b>0.7%</b>	<b>273</b>	<b>1.8%</b>	0.6%
<i>&lt;20 tonnes</i>	0		0		0		0		0		0		0.0%
<i>20 tonnes and over</i>	263	0.2%	264	0.4%	265	0.4%	266	0.4%	268	0.7%	273	1.8%	0.6%
<b>Non-Commercial flights</b>	<b>2</b>	<b>-6.2%</b>	<b>2</b>	<b>0.0%</b>	<b>2</b>	<b>0.0%</b>	<b>2</b>	<b>0.0%</b>	<b>2</b>	<b>0.0%</b>	<b>2</b>	<b>0.0%</b>	-1.1%
<i>&lt;20 tonnes</i>	2	-6.2%	2	0.0%	2	0.0%	2	0.0%	2	0.0%	2	0.0%	-1.1%
<i>20 tonnes and over</i>	0		0		0		0		0		0		0.0%
<b>Total flights</b>	<b>42</b>	<b>-0.6%</b>	<b>44</b>	<b>2.6%</b>	<b>44</b>	<b>2.0%</b>	<b>45</b>	<b>1.9%</b>	<b>46</b>	<b>1.8%</b>	<b>47</b>	<b>1.8%</b>	1.6%
<i>&lt;20 tonnes</i>	5	-2.6%	5	1.4%	5	0.6%	5	0.3%	5	-0.1%	5	-0.1%	-0.1%
<i>20 tonnes and over</i>	122	0.3%	123	0.5%	124	1.0%	126	1.3%	127	1.2%	129	1.4%	1.0%



1	Introduction and major highlights
2	Projection of passenger demand
3	Projection of average passengers per flight
4	Projection of the number of flights
5	Projection of MTOW tonnage
<b>6</b>	<b>Projection of average distance</b>
7	Projection of MTOW tonne-kilometres
8	Projection of the number of charging units
9	Detailed table construction and assumptions
10	Appendix

## Past trends in the average distance flown across the Australian airspace, as shown by the ASA data – Domestic routes.

Average Distance per flight Commercial Domestic	FY 1998-1999	FY 1999-2000		FY 2000-2001		FY 2001-2002		FY 2002-2003		Average Annual Grow th
	Number	Number	% change	Number	% change	Number	% change	Number	% change	
<b>Sydney - Melbourne</b>	<b>707</b>	<b>707</b>	<b>0.0%</b>	<b>707</b>	<b>0.0%</b>	<b>707</b>	<b>0.0%</b>	<b>707</b>	<b>0.0%</b>	<b>0.0%</b>
<20 tonnes	707	707	0.0%	707	0.0%	707	0.0%	707	0.0%	0.0%
20 tonnes and over	707	707	0.0%	707	0.0%	707	0.0%	707	0.0%	0.0%
<b>Sydney - Brisbane</b>	<b>747</b>	<b>747</b>	<b>0.0%</b>	<b>747</b>	<b>0.0%</b>	<b>747</b>	<b>0.0%</b>	<b>747</b>	<b>0.0%</b>	<b>0.0%</b>
<20 tonnes	747	747	0.0%	747	0.0%	747	0.0%	747	0.0%	0.0%
20 tonnes and over	747	747	0.0%	747	0.0%	747	0.0%	747	0.0%	0.0%
<b>Sydney - Rest of Australia</b>	<b>679</b>	<b>649</b>	<b>-4.5%</b>	<b>676</b>	<b>4.1%</b>	<b>602</b>	<b>-10.8%</b>	<b>632</b>	<b>5.0%</b>	<b>-1.8%</b>
<20 tonnes	438	419	-4.2%	382	-9.0%	446	16.8%	488	9.6%	2.8%
20 tonnes and over	730	701	-4.0%	755	7.6%	641	-15.1%	664	3.6%	-2.3%
<b>Melbourne - Rest of Australia</b>	<b>1,137</b>	<b>1,154</b>	<b>1.5%</b>	<b>1,164</b>	<b>0.9%</b>	<b>1,180</b>	<b>1.4%</b>	<b>1,201</b>	<b>1.8%</b>	<b>1.4%</b>
<20 tonnes	445	446	0.1%	443	-0.7%	462	4.3%	466	0.9%	1.1%
20 tonnes and over	1,184	1,200	1.4%	1,209	0.7%	1,223	1.2%	1,253	2.4%	1.4%
<b>Brisbane - Rest of Australia</b>	<b>1,159</b>	<b>1,150</b>	<b>-0.8%</b>	<b>1,200</b>	<b>4.4%</b>	<b>1,260</b>	<b>5.0%</b>	<b>1,312</b>	<b>4.1%</b>	<b>3.2%</b>
<20 tonnes	423	420	-0.5%	413	-1.6%	468	13.3%	463	-1.1%	2.3%
20 tonnes and over	1,298	1,287	-0.8%	1,340	4.1%	1,380	3.0%	1,434	3.9%	2.5%
<b>Domestic - Rest of Australia</b>	<b>998</b>	<b>988</b>	<b>-1.0%</b>	<b>989</b>	<b>0.1%</b>	<b>990</b>	<b>0.0%</b>	<b>1,004</b>	<b>1.5%</b>	<b>0.1%</b>
<20 tonnes	374	353	-5.6%	352	-0.2%	395	12.1%	395	0.2%	1.4%
20 tonnes and over	1,266	1,312	3.6%	1,313	0.1%	1,334	1.6%	1,334	0.0%	1.3%
<b>Total Domestic (Pax aircraft)</b>	<b>881</b>	<b>876</b>	<b>-0.6%</b>	<b>889</b>	<b>1.5%</b>	<b>892</b>	<b>0.4%</b>	<b>914</b>	<b>2.5%</b>	<b>0.9%</b>
<20 tonnes	414	398	-4.0%	383	-3.7%	432	12.7%	445	3.2%	1.8%
20 tonnes and over	939	940	0.1%	956	1.7%	951	-0.5%	976	2.6%	1.0%

## Past trends in the average distance flown across the Australian airspace, as shown by the ASA data – International routes.

Average Distance per flight Commercial International	FY1998-1999		FY1999-2000		FY2000-2001		FY2001-2002		FY2002-2003		Average Annual Growth
	Number	Number	% change	Number	% change	Number	% change	Number	% change		
<b>Australia - Africa</b>	<b>2,918</b>	<b>3,043</b>	<b>4.3%</b>	<b>4,042</b>	<b>32.8%</b>	<b>4,916</b>	<b>21.6%</b>	<b>4,776</b>	<b>-2.9%</b>	<b>13.1%</b>	
<20 tonnes	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	
20 tonnes and over	2,918	3,043	4.3%	4,042	32.8%	4,916	21.6%	4,776	-2.9%	13.1%	
<b>Australia - New Zealand</b>	<b>1,286</b>	<b>1,260</b>	<b>-2.1%</b>	<b>1,245</b>	<b>-1.2%</b>	<b>1,275</b>	<b>2.4%</b>	<b>1,254</b>	<b>-1.6%</b>	<b>-0.6%</b>	
<20 tonnes	1,363	1,339	-1.7%	1,197	-10.6%	1,187	-0.8%	1,255	5.7%	-2.0%	
20 tonnes and over	1,286	1,260	-2.1%	1,245	-1.2%	1,275	2.4%	1,254	-1.6%	-0.6%	
<b>Australia - Northeast Asia</b>	<b>2,488</b>	<b>2,529</b>	<b>1.6%</b>	<b>2,592</b>	<b>2.5%</b>	<b>2,527</b>	<b>-2.5%</b>	<b>2,540</b>	<b>0.5%</b>	<b>0.5%</b>	
<20 tonnes	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	
20 tonnes and over	2,488	2,529	1.6%	2,592	2.5%	2,527	-2.5%	2,540	0.5%	0.5%	
<b>Australia - South Pacific</b>	<b>1,288</b>	<b>1,317</b>	<b>2.3%</b>	<b>1,341</b>	<b>1.8%</b>	<b>1,363</b>	<b>1.6%</b>	<b>1,343</b>	<b>-1.4%</b>	<b>1.1%</b>	
<20 tonnes	644	671	4.3%	663	-1.3%	667	0.6%	669	0.3%	1.0%	
20 tonnes and over	1,299	1,328	2.3%	1,353	1.9%	1,375	1.7%	1,356	-1.4%	1.1%	
<b>Australia - S-SE Asia/Eur/MEA</b>	<b>3,485</b>	<b>3,483</b>	<b>-0.1%</b>	<b>3,479</b>	<b>-0.1%</b>	<b>3,557</b>	<b>2.2%</b>	<b>3,597</b>	<b>1.1%</b>	<b>0.8%</b>	
<20 tonnes	729	579	-20.6%	540	-6.8%	520	-3.7%	522	0.4%	-8.0%	
20 tonnes and over	3,487	3,489	0.1%	3,491	0.1%	3,570	2.2%	3,612	1.2%	0.9%	
<b>Australia - Transpacific</b>	<b>1,239</b>	<b>1,310</b>	<b>5.7%</b>	<b>1,327</b>	<b>1.2%</b>	<b>1,305</b>	<b>-1.7%</b>	<b>1,314</b>	<b>0.7%</b>	<b>1.5%</b>	
<20 tonnes	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	
20 tonnes and over	1,239	1,310	5.7%	1,327	1.2%	1,305	-1.7%	1,314	0.7%	1.5%	
<b>Australia - Undetermined</b>	<b>2,498</b>	<b>2,661</b>	<b>6.5%</b>	<b>2,748</b>	<b>3.3%</b>	<b>2,757</b>	<b>0.3%</b>	<b>2,851</b>	<b>3.4%</b>	<b>3.4%</b>	
<20 tonnes	565	584	3.4%	468	-20.0%	540	15.6%	579	7.1%	0.6%	
20 tonnes and over	2,579	2,739	6.2%	2,851	4.1%	2,868	0.6%	2,941	2.6%	3.3%	
<b>Total International (Pax arcft)</b>	<b>2,473</b>	<b>2,512</b>	<b>1.6%</b>	<b>2,558</b>	<b>1.8%</b>	<b>2,622</b>	<b>2.5%</b>	<b>2,605</b>	<b>-0.7%</b>	<b>1.3%</b>	
<20 tonnes	648	636	-1.9%	566	-10.9%	570	0.7%	586	2.8%	-2.5%	
20 tonnes and over	2,476	2,517	1.6%	2,564	1.9%	2,629	2.5%	2,612	-0.6%	1.3%	

## Past trends in the average distance flown across the Australian airspace, as shown by the ASA data – Other flights.

Average Distance per flight Other	FY 1998-1999		FY 1999-2000		FY 2000-2001		FY 2001-2002		FY 2002-2003		Average Annual Grow th
	Number	Number	% change	Number	% change	Number	% change	Number	% change		
<b>Cargo flights</b>	<b>990</b>	<b>1,166</b>	<b>17.8%</b>	<b>1,326</b>	<b>13.6%</b>	<b>2,341</b>	<b>76.6%</b>	<b>2,541</b>	<b>8.5%</b>	<b>26.6%</b>	
<b>Domestic</b>	<b>866</b>	<b>900</b>	<b>3.9%</b>	<b>916</b>	<b>1.8%</b>	<b>1,396</b>	<b>52.4%</b>	<b>1,432</b>	<b>2.6%</b>	<b>13.4%</b>	
<20 tonnes	652	637	-2.3%	686	7.6%	318	-53.7%	325	2.4%	-16.0%	
20 tonnes and over	877	911	3.8%	922	1.2%	1,416	53.6%	1,680	18.6%	17.6%	
<b>International</b>	<b>1,285</b>	<b>1,728</b>	<b>34.5%</b>	<b>2,027</b>	<b>17.3%</b>	<b>2,592</b>	<b>27.8%</b>	<b>2,593</b>	<b>0.1%</b>	<b>19.2%</b>	
<20 tonnes	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	
20 tonnes and over	1,285	1,728	34.5%	2,027	17.3%	2,592	27.8%	2,593	0.1%	19.2%	
<b>Total O-D flights (incl. Cargo)</b>	<b>1,576</b>	<b>1,608</b>	<b>2.1%</b>	<b>1,636</b>	<b>1.7%</b>	<b>1,680</b>	<b>2.7%</b>	<b>1,690</b>	<b>0.6%</b>	<b>1.8%</b>	
<20 tonnes	419	403	-3.8%	388	-3.8%	435	12.2%	449	3.1%	1.7%	
20 tonnes and over	1,653	1,693	2.4%	1,723	1.8%	1,764	2.4%	1,776	0.6%	1.8%	
<b>Pure overflights</b>	<b>3,000</b>	<b>3,280</b>	<b>9.3%</b>	<b>3,265</b>	<b>-0.5%</b>	<b>2,810</b>	<b>-13.9%</b>	<b>2,922</b>	<b>4.0%</b>	<b>-0.7%</b>	
<20 tonnes	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	
20 tonnes and over	3,000	3,280	9.3%	3,265	-0.5%	2,810	-13.9%	2,922	4.0%	-0.7%	
<b>Non-Commercial flights</b>	<b>238</b>	<b>232</b>	<b>-2.6%</b>	<b>219</b>	<b>-5.3%</b>	<b>231</b>	<b>5.1%</b>	<b>231</b>	<b>0.0%</b>	<b>-0.8%</b>	
<20 tonnes	238	232	-2.6%	219	-5.3%	231	5.1%	231	0.0%	-0.8%	
20 tonnes and over	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	
<b>Total flights</b>	<b>1,610</b>	<b>1,664</b>	<b>3.4%</b>	<b>1,681</b>	<b>1.0%</b>	<b>1,708</b>	<b>1.6%</b>	<b>1,726</b>	<b>1.0%</b>	<b>1.8%</b>	
<20 tonnes	357	348	-2.3%	334	-4.0%	367	9.8%	376	2.5%	1.4%	
20 tonnes and over	1,730	1,791	3.5%	1,811	1.1%	1,835	1.3%	1,854	1.1%	1.7%	

# Projection of the average distance flown across the Australian airspace – Domestic routes.

Average Distance per flight Commercial Domestic	FY 2003-2004		FY 2004-2005		FY 2005-2006		FY 2006-2007		FY 2007-2008		FY 2008-2009		Average Annual Growth
	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	
	<b>Sydney - Melbourne</b>	<b>707</b>	<b>0.0%</b>	<b>707</b>	<b>0.0%</b>	<b>707</b>	<b>0.0%</b>	<b>707</b>	<b>0.0%</b>	<b>707</b>	<b>0.0%</b>	<b>707</b>	
<20 tonnes	707	0.0%	707	0.0%	707	0.0%	707	0.0%	707	0.0%	707	0.0%	0.0%
20 tonnes and over	707	0.0%	707	0.0%	707	0.0%	707	0.0%	707	0.0%	707	0.0%	0.0%
<b>Sydney - Brisbane</b>	<b>747</b>	<b>0.0%</b>	<b>747</b>	<b>0.0%</b>	<b>747</b>	<b>0.0%</b>	<b>747</b>	<b>0.0%</b>	<b>747</b>	<b>0.0%</b>	<b>747</b>	<b>0.0%</b>	<b>0.0%</b>
<20 tonnes	747	0.0%	747	0.0%	747	0.0%	747	0.0%	747	0.0%	747	0.0%	0.0%
20 tonnes and over	747	0.0%	747	0.0%	747	0.0%	747	0.0%	747	0.0%	747	0.0%	0.0%
<b>Sydney - Rest of Australia</b>	<b>638</b>	<b>0.8%</b>	<b>647</b>	<b>1.4%</b>	<b>657</b>	<b>1.5%</b>	<b>669</b>	<b>1.9%</b>	<b>683</b>	<b>2.1%</b>	<b>700</b>	<b>2.5%</b>	<b>1.7%</b>
<20 tonnes	490	0.4%	492	0.4%	494	0.4%	496	0.4%	498	0.4%	500	0.4%	0.4%
20 tonnes and over	670	0.9%	680	1.5%	691	1.6%	705	2.0%	720	2.1%	740	2.8%	1.8%
<b>Melbourne - Rest of Australia</b>	<b>1,218</b>	<b>1.4%</b>	<b>1,232</b>	<b>1.2%</b>	<b>1,247</b>	<b>1.2%</b>	<b>1,261</b>	<b>1.2%</b>	<b>1,276</b>	<b>1.2%</b>	<b>1,290</b>	<b>1.1%</b>	<b>1.2%</b>
<20 tonnes	466	0.1%	468	0.4%	470	0.4%	472	0.4%	474	0.4%	476	0.4%	0.4%
20 tonnes and over	1,270	1.4%	1,285	1.2%	1,300	1.2%	1,315	1.2%	1,330	1.1%	1,345	1.1%	1.2%
<b>Brisbane - Rest of Australia</b>	<b>1,327</b>	<b>1.1%</b>	<b>1,340</b>	<b>1.0%</b>	<b>1,349</b>	<b>0.6%</b>	<b>1,356</b>	<b>0.5%</b>	<b>1,363</b>	<b>0.5%</b>	<b>1,367</b>	<b>0.3%</b>	<b>0.7%</b>
<20 tonnes	465	0.4%	465	0.0%	465	0.0%	465	0.0%	465	0.0%	465	0.0%	0.1%
20 tonnes and over	1,450	1.1%	1,460	0.7%	1,468	0.5%	1,475	0.5%	1,482	0.5%	1,486	0.3%	0.6%
<b>Domestic - Rest of Australia</b>	<b>1,010</b>	<b>0.6%</b>	<b>1,020</b>	<b>1.0%</b>	<b>1,030</b>	<b>0.9%</b>	<b>1,039</b>	<b>0.9%</b>	<b>1,049</b>	<b>0.9%</b>	<b>1,058</b>	<b>0.9%</b>	<b>0.9%</b>
<20 tonnes	396	0.1%	397	0.3%	398	0.3%	399	0.3%	400	0.3%	401	0.3%	0.2%
20 tonnes and over	1,335	0.1%	1,336	0.1%	1,337	0.1%	1,338	0.1%	1,339	0.1%	1,340	0.1%	0.1%
<b>Total Domestic (Pax aircraft)</b>	<b>920</b>	<b>0.7%</b>	<b>928</b>	<b>0.8%</b>	<b>936</b>	<b>0.9%</b>	<b>945</b>	<b>0.9%</b>	<b>953</b>	<b>0.9%</b>	<b>963</b>	<b>1.0%</b>	<b>0.9%</b>
<20 tonnes	447	0.3%	449	0.4%	450	0.4%	452	0.4%	453	0.3%	455	0.3%	0.3%
20 tonnes and over	982	0.7%	990	0.8%	998	0.8%	1,007	0.9%	1,015	0.8%	1,025	1.0%	0.8%

# Projection of the average distance flown across the Australian airspace – International routes.

Average Distance per flight Commercial International	FY2003-2004		FY2004-2005		FY2005-2006		FY2006-2007		FY2007-2008		FY2008-2009		Average Annual Growth
	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	
<b>Australia - Africa</b>	<b>4,800</b>	<b>0.5%</b>	<b>4,810</b>	<b>0.2%</b>	<b>4,830</b>	<b>0.4%</b>	<b>4,850</b>	<b>0.4%</b>	<b>4,860</b>	<b>0.2%</b>	<b>4,870</b>	<b>0.2%</b>	<b>0.3%</b>
<20 tonnes	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%
20 tonnes and over	4,800	0.5%	4,810	0.2%	4,830	0.4%	4,850	0.4%	4,860	0.2%	4,870	0.2%	0.3%
<b>Australia - New Zealand</b>	<b>1,260</b>	<b>0.4%</b>	<b>1,265</b>	<b>0.4%</b>	<b>1,270</b>	<b>0.4%</b>	<b>1,275</b>	<b>0.4%</b>	<b>1,280</b>	<b>0.4%</b>	<b>1,285</b>	<b>0.4%</b>	<b>0.4%</b>
<20 tonnes	1,260	0.4%	1,260	0.0%	1,260	0.0%	1,260	0.0%	1,260	0.0%	1,260	0.0%	0.1%
20 tonnes and over	1,260	0.4%	1,265	0.4%	1,270	0.4%	1,275	0.4%	1,280	0.4%	1,285	0.4%	0.4%
<b>Australia - Northeast Asia</b>	<b>2,542</b>	<b>0.1%</b>	<b>2,545</b>	<b>0.1%</b>	<b>2,547</b>	<b>0.1%</b>	<b>2,549</b>	<b>0.1%</b>	<b>2,551</b>	<b>0.1%</b>	<b>2,552</b>	<b>0.0%</b>	<b>0.1%</b>
<20 tonnes	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%
20 tonnes and over	2,542	0.1%	2,545	0.1%	2,547	0.1%	2,549	0.1%	2,551	0.1%	2,552	0.0%	0.1%
<b>Australia - South Pacific</b>	<b>1,347</b>	<b>0.3%</b>	<b>1,352</b>	<b>0.4%</b>	<b>1,357</b>	<b>0.4%</b>	<b>1,362</b>	<b>0.4%</b>	<b>1,367</b>	<b>0.4%</b>	<b>1,372</b>	<b>0.4%</b>	<b>0.3%</b>
<20 tonnes	669	0.1%	670	0.1%	672	0.3%	674	0.3%	676	0.3%	678	0.3%	0.2%
20 tonnes and over	1,360	0.3%	1,365	0.4%	1,370	0.4%	1,375	0.4%	1,380	0.4%	1,385	0.4%	0.4%
<b>Australia - S-SE Asia/Eur/MEA</b>	<b>3,604</b>	<b>0.2%</b>	<b>3,614</b>	<b>0.3%</b>	<b>3,623</b>	<b>0.3%</b>	<b>3,632</b>	<b>0.3%</b>	<b>3,641</b>	<b>0.3%</b>	<b>3,650</b>	<b>0.3%</b>	<b>0.2%</b>
<20 tonnes	515	-1.3%	510	-1.0%	508	-0.4%	506	-0.4%	504	-0.4%	502	-0.4%	-0.6%
20 tonnes and over	3,620	0.2%	3,630	0.3%	3,640	0.3%	3,650	0.3%	3,660	0.3%	3,670	0.3%	0.3%
<b>Australia - Transpacific</b>	<b>1,315</b>	<b>0.1%</b>	<b>1,316</b>	<b>0.1%</b>	<b>1,317</b>	<b>0.1%</b>	<b>1,318</b>	<b>0.1%</b>	<b>1,319</b>	<b>0.1%</b>	<b>1,320</b>	<b>0.1%</b>	<b>0.1%</b>
<20 tonnes	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%
20 tonnes and over	1,315	0.1%	1,316	0.1%	1,317	0.1%	1,318	0.1%	1,319	0.1%	1,320	0.1%	0.1%
<b>Australia - Undetermined</b>	<b>2,854</b>	<b>0.1%</b>	<b>2,854</b>	<b>0.0%</b>	<b>2,854</b>	<b>0.0%</b>	<b>2,854</b>	<b>0.0%</b>	<b>2,854</b>	<b>0.0%</b>	<b>2,854</b>	<b>0.0%</b>	<b>0.0%</b>
<20 tonnes	580	0.2%	580	0.0%	580	0.0%	580	0.0%	580	0.0%	580	0.0%	0.0%
20 tonnes and over	2,950	0.3%	2,950	0.0%	2,950	0.0%	2,950	0.0%	2,950	0.0%	2,950	0.0%	0.1%
<b>Total International (Pax acrcft)</b>	<b>2,628</b>	<b>0.9%</b>	<b>2,642</b>	<b>0.5%</b>	<b>2,656</b>	<b>0.5%</b>	<b>2,671</b>	<b>0.6%</b>	<b>2,686</b>	<b>0.5%</b>	<b>2,699</b>	<b>0.5%</b>	<b>0.6%</b>
<20 tonnes	580	-1.2%	574	-0.9%	571	-0.6%	568	-0.6%	565	-0.5%	562	-0.5%	-0.7%
20 tonnes and over	2,635	0.9%	2,649	0.5%	2,664	0.5%	2,679	0.6%	2,694	0.5%	2,708	0.5%	0.6%

# Projection of the average distance flown across the Australian airspace – Other flights.

Average Distance per flight Other	FY2003-2004		FY2004-2005		FY2005-2006		FY2006-2007		FY2007-2008		FY2008-2009		Average Annual Growth
	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	
<b>Cargo flights</b>	<b>2,580</b>	<b>1.5%</b>	<b>2,590</b>	<b>0.4%</b>	<b>2,599</b>	<b>0.4%</b>	<b>2,609</b>	<b>0.4%</b>	<b>2,618</b>	<b>0.4%</b>	<b>2,628</b>	<b>0.4%</b>	0.6%
<b>Domestic</b>	<b>330</b>	<b>-76.9%</b>	<b>335</b>	<b>1.5%</b>	<b>338</b>	<b>0.9%</b>	<b>340</b>	<b>0.6%</b>	<b>342</b>	<b>0.6%</b>	<b>344</b>	<b>0.6%</b>	-21.2%
<20 tonnes	330	1.5%	335	1.5%	338	0.9%	340	0.6%	342	0.6%	344	0.6%	0.9%
20 tonnes and over	0	-100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	-100.0%
<b>International</b>	<b>2,600</b>		<b>2,610</b>		<b>2,620</b>		<b>2,630</b>		<b>2,640</b>		<b>2,650</b>		0.4%
<20 tonnes	0		0		0		0		0		0		0.0%
20 tonnes and over	2,600	0.3%	2,610	0.4%	2,620	0.4%	2,630	0.4%	2,640	0.4%	2,650	0.4%	0.4%
<b>Total O-D flights</b>	<b>1,708</b>	<b>1.1%</b>	<b>1,724</b>	<b>0.9%</b>	<b>1,743</b>	<b>1.1%</b>	<b>1,766</b>	<b>1.3%</b>	<b>1,788</b>	<b>1.3%</b>	<b>1,812</b>	<b>1.4%</b>	1.2%
<20 tonnes	450	0.3%	452	0.4%	453	0.4%	455	0.4%	457	0.3%	458	0.3%	0.3%
20 tonnes and over	1,794	1.0%	1,809	0.8%	1,828	1.0%	1,850	1.2%	1,871	1.1%	1,895	1.3%	1.1%
<b>Pure overflights</b>	<b>2,920</b>	<b>-0.1%</b>	<b>2,920</b>	<b>0.0%</b>	<b>2,920</b>	<b>0.0%</b>	<b>2,920</b>	<b>0.0%</b>	<b>2,920</b>	<b>0.0%</b>	<b>2,920</b>	<b>0.0%</b>	0.0%
<20 tonnes	0		0		0		0		0		0		0.0%
20 tonnes and over	2,920	-0.1%	2,920	0.0%	2,920	0.0%	2,920	0.0%	2,920	0.0%	2,920	0.0%	0.0%
<b>Non-Commercial flights</b>	<b>230</b>	<b>-0.2%</b>	<b>230</b>	<b>0.0%</b>	<b>229</b>	<b>-0.4%</b>	<b>228</b>	<b>-0.4%</b>	<b>228</b>	<b>0.0%</b>	<b>227</b>	<b>-0.4%</b>	-0.3%
<20 tonnes	230	-0.2%	230	0.0%	229	-0.4%	228	-0.4%	228	0.0%	227	-0.4%	-0.3%
20 tonnes and over	0		0		0		0		0		0		0.0%
<b>Total flights</b>	<b>1,741</b>	<b>0.9%</b>	<b>1,755</b>	<b>0.8%</b>	<b>1,772</b>	<b>1.0%</b>	<b>1,793</b>	<b>1.2%</b>	<b>1,814</b>	<b>1.1%</b>	<b>1,837</b>	<b>1.2%</b>	1.0%
<20 tonnes	379	0.8%	382	0.7%	383	0.3%	384	0.2%	385	0.2%	385	0.1%	0.4%
20 tonnes and over	1,869	0.8%	1,881	0.6%	1,897	0.8%	1,917	1.1%	1,936	1.0%	1,958	1.1%	0.9%

1	Introduction and major highlights
2	Projection of passenger demand
3	Projection of average passengers per flight
4	Projection of the number of flights
5	Projection of MTOW tonnage
6	Projection of average distance
<b>7</b>	<b>Projection of MTOW tonne-kilometres</b>
8	Projection of the number of charging units
9	Detailed table construction and assumptions
10	Appendix



## Past trends in aircraft MTOW tonnes-kilometres – Domestic routes.

No. of MTOW Ton-kilometres Commercial Domestic (000)	FY 1998-1999		FY 1999-2000		FY 2000-2001		FY 2001-2002		FY 2002-2003		Average Annual Growth
	Number	Number	% change	Number	% change	Number	% change	Number	% change		
<b>Sydney - Melbourne</b>	<b>3,921,346</b>	<b>3,993,293</b>	<b>1.8%</b>	<b>4,342,402</b>	<b>8.7%</b>	<b>3,817,294</b>	<b>-12.1%</b>	<b>3,484,571</b>	<b>-8.7%</b>	<b>-2.9%</b>	
<20 tonnes	8,324	9,097	9.3%	8,485	-6.7%	5,071	-40.2%	4,601	-9.3%	-13.8%	
20 tonnes and over	3,913,022	3,984,197	1.8%	4,333,917	8.8%	3,812,223	-12.0%	3,479,970	-8.7%	-2.9%	
<b>Sydney - Brisbane</b>	<b>2,356,507</b>	<b>2,330,139</b>	<b>-1.1%</b>	<b>2,862,324</b>	<b>22.8%</b>	<b>2,371,857</b>	<b>-17.1%</b>	<b>2,104,861</b>	<b>-11.3%</b>	<b>-2.8%</b>	
<20 tonnes	13,285	9,500	-28.5%	10,087	6.2%	8,230	-18.4%	6,602	-19.8%	-16.0%	
20 tonnes and over	2,343,221	2,320,639	-1.0%	2,852,237	22.9%	2,363,627	-17.1%	2,098,259	-11.2%	-2.7%	
<b>Sydney - Rest of Australia</b>	<b>3,754,437</b>	<b>3,708,130</b>	<b>-1.2%</b>	<b>3,829,993</b>	<b>3.3%</b>	<b>3,117,297</b>	<b>-18.6%</b>	<b>3,370,178</b>	<b>8.1%</b>	<b>-2.7%</b>	
<20 tonnes	421,900	446,379	5.8%	459,397	2.9%	455,904	-0.8%	467,168	2.5%	2.6%	
20 tonnes and over	3,332,537	3,261,751	-2.1%	3,370,597	3.3%	2,661,392	-21.0%	2,903,010	9.1%	-3.4%	
<b>Melbourne - Rest of Australia</b>	<b>5,948,735</b>	<b>6,208,763</b>	<b>4.4%</b>	<b>6,715,550</b>	<b>8.2%</b>	<b>6,652,542</b>	<b>-0.9%</b>	<b>6,646,455</b>	<b>-0.1%</b>	<b>2.8%</b>	
<20 tonnes	148,507	148,032	-0.3%	147,785	-0.2%	148,181	0.3%	168,913	14.0%	3.3%	
20 tonnes and over	5,800,228	6,060,731	4.5%	6,567,765	8.4%	6,504,361	-1.0%	6,477,542	-0.4%	2.8%	
<b>Brisbane - Rest of Australia</b>	<b>2,997,486</b>	<b>3,091,459</b>	<b>3.1%</b>	<b>3,424,929</b>	<b>10.8%</b>	<b>3,521,596</b>	<b>2.8%</b>	<b>3,634,384</b>	<b>3.2%</b>	<b>4.9%</b>	
<20 tonnes	173,979	179,569	3.2%	179,281	-0.2%	172,521	-3.8%	161,282	-6.5%	-1.9%	
20 tonnes and over	2,823,506	2,911,890	3.1%	3,245,648	11.5%	3,349,075	3.2%	3,473,102	3.7%	5.3%	
<b>Domestic - Rest of Australia</b>	<b>3,754,437</b>	<b>3,708,130</b>	<b>-1.2%</b>	<b>3,829,993</b>	<b>3.3%</b>	<b>3,117,297</b>	<b>-18.6%</b>	<b>3,370,178</b>	<b>8.1%</b>	<b>-2.7%</b>	
<20 tonnes	421,900	446,379	5.8%	459,397	2.9%	455,904	-0.8%	467,168	2.5%	2.6%	
20 tonnes and over	3,332,537	3,261,751	-2.1%	3,370,597	3.3%	2,661,392	-21.0%	2,903,010	9.1%	-3.4%	
<b>Total Domestic (Pax aircraft)</b>	<b>22,732,948</b>	<b>23,039,915</b>	<b>1.4%</b>	<b>25,005,192</b>	<b>8.5%</b>	<b>22,597,883</b>	<b>-9.6%</b>	<b>22,610,627</b>	<b>0.1%</b>	<b>-0.1%</b>	
<20 tonnes	1,187,896	1,238,956	4.3%	1,264,431	2.1%	1,245,812	-1.5%	1,275,733	2.4%	1.8%	
20 tonnes and over	21,545,052	21,800,959	1.2%	23,740,761	8.9%	21,352,071	-10.1%	21,334,893	-0.1%	-0.2%	

## Past trends in aircraft MTOW tonnes-kilometres – International routes.

No. of MTOW Ton-kilometres Commercial International (000)	FY 1998-1999		FY 1999-2000		FY 2000-2001		FY 2001-2002		FY 2002-2003		Average Annual Growth
	Number	Number	% change	Number	% change	Number	% change	Number	% change		
<b>Australia - Africa</b>	<b>892,254</b>	<b>1,086,102</b>	<b>21.7%</b>	<b>1,507,684</b>	<b>38.8%</b>	<b>1,914,534</b>	<b>27.0%</b>	<b>1,724,618</b>	<b>-9.9%</b>	<b>17.9%</b>	
<20 tonnes	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	
20 tonnes and over	892,254	1,086,102	21.7%	1,507,684	38.8%	1,914,534	27.0%	1,724,618	-9.9%	17.9%	
<b>Australia - New Zealand</b>	<b>5,507,673</b>	<b>5,366,874</b>	<b>-2.6%</b>	<b>5,491,294</b>	<b>2.3%</b>	<b>5,151,919</b>	<b>-6.2%</b>	<b>5,352,657</b>	<b>3.9%</b>	<b>-0.7%</b>	
<20 tonnes	1,911	1,587	-17.0%	1,007	-36.5%	907	-9.9%	2,043	125.2%	1.7%	
20 tonnes and over	5,505,762	5,365,287	-2.6%	5,490,286	2.3%	5,151,012	-6.2%	5,350,615	3.9%	-0.7%	
<b>Australia - Northeast Asia</b>	<b>11,623,323</b>	<b>11,773,357</b>	<b>1.3%</b>	<b>12,846,178</b>	<b>9.1%</b>	<b>11,247,091</b>	<b>-12.4%</b>	<b>11,243,686</b>	<b>0.0%</b>	<b>-0.8%</b>	
<20 tonnes	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	
20 tonnes and over	11,623,323	11,773,357	1.3%	12,846,178	9.1%	11,247,091	-12.4%	11,243,686	0.0%	-0.8%	
<b>Australia - South Pacific</b>	<b>1,491,429</b>	<b>1,650,808</b>	<b>10.7%</b>	<b>1,427,705</b>	<b>-13.5%</b>	<b>1,463,354</b>	<b>2.5%</b>	<b>1,433,942</b>	<b>-2.0%</b>	<b>-1.0%</b>	
<20 tonnes	12,724	14,365	12.9%	12,177	-15.2%	12,725	4.5%	13,162	3.4%	0.9%	
20 tonnes and over	1,478,705	1,636,443	10.7%	1,415,528	-13.5%	1,450,630	2.5%	1,420,780	-2.1%	-1.0%	
<b>Australia - S-SE Asia/Eur/MEA</b>	<b>27,926,156</b>	<b>31,278,972</b>	<b>12.0%</b>	<b>33,904,215</b>	<b>8.4%</b>	<b>32,165,793</b>	<b>-5.1%</b>	<b>31,186,342</b>	<b>-3.0%</b>	<b>2.8%</b>	
<20 tonnes	2,746	10,448	280.5%	21,860	109.2%	20,357	-6.9%	21,243	4.4%	66.8%	
20 tonnes and over	27,923,410	31,268,524	12.0%	33,882,355	8.4%	32,145,436	-5.1%	31,165,100	-3.0%	2.8%	
<b>Australia - Transpacific</b>	<b>1,886,946</b>	<b>2,390,572</b>	<b>26.7%</b>	<b>2,875,049</b>	<b>20.3%</b>	<b>2,135,036</b>	<b>-25.7%</b>	<b>2,081,222</b>	<b>-2.5%</b>	<b>2.5%</b>	
<20 tonnes	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	
20 tonnes and over	1,886,946	2,390,572	26.7%	2,875,049	20.3%	2,135,036	-25.7%	2,081,222	-2.5%	2.5%	
<b>Australia - Undetermined</b>	<b>912,587</b>	<b>822,911</b>	<b>-9.8%</b>	<b>786,641</b>	<b>-4.4%</b>	<b>626,059</b>	<b>-20.4%</b>	<b>649,628</b>	<b>3.8%</b>	<b>-8.1%</b>	
<20 tonnes	8,274	6,547	-20.9%	5,786	-11.6%	5,824	0.7%	5,025	-13.7%	-11.7%	
20 tonnes and over	904,313	816,365	-9.7%	780,855	-4.3%	620,235	-20.6%	644,603	3.9%	-8.1%	
<b>Total International (Pax arcrft)</b>	<b>50,240,367</b>	<b>54,369,597</b>	<b>8.2%</b>	<b>58,838,767</b>	<b>8.2%</b>	<b>54,703,785</b>	<b>-7.0%</b>	<b>53,672,096</b>	<b>-1.9%</b>	<b>1.7%</b>	
<20 tonnes	25,655	32,947	28.4%	40,830	23.9%	39,813	-2.5%	41,473	4.2%	12.8%	
20 tonnes and over	50,214,712	54,336,650	8.2%	58,797,936	8.2%	54,663,972	-7.0%	53,630,624	-1.9%	1.7%	

## Past trends in aircraft MTOW tonnes-kilometres – Other flights.

No. of MTOW Ton-kilometres Other (000)	FY 1998-1999		FY 1999-2000		FY 2000-2001		FY 2001-2002		FY 2002-2003		Average Annual Growth
	Number	Number	% change	Number	% change	Number	% change	Number	% change		
<b>Cargo flights</b>	<b>485,253</b>	<b>802,716</b>	<b>65.4%</b>	<b>781,013</b>	<b>-2.7%</b>	<b>1,099,584</b>	<b>40.8%</b>	<b>1,061,453</b>	<b>-3.5%</b>	<b>21.6%</b>	
<b>Domestic</b>	<b>298,924</b>	<b>419,999</b>	<b>40.5%</b>	<b>340,733</b>	<b>-18.9%</b>	<b>137,164</b>	<b>-59.7%</b>	<b>26,763</b>	<b>-80.5%</b>	<b>-45.3%</b>	
<i>&lt;20 tonnes</i>	11,050	11,622	5.2%	6,213	-46.5%	581	-90.6%	1,113	91.6%	-43.7%	
<i>20 tonnes and over</i>	287,874	408,377	41.9%	334,521	-18.1%	136,583	-59.2%	25,650	-81.2%	-45.4%	
<b>International</b>	<b>186,329</b>	<b>382,717</b>	<b>105.4%</b>	<b>440,279</b>	<b>15.0%</b>	<b>962,420</b>	<b>118.6%</b>	<b>1,034,690</b>	<b>7.5%</b>	<b>53.5%</b>	
<i>&lt;20 tonnes</i>	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	
<i>20 tonnes and over</i>	186,329	382,717	105.4%	440,279	15.0%	962,420	118.6%	1,034,690	7.5%	53.5%	
<b>Total O-D flights (incl. Cargo)</b>	<b>73,458,568</b>	<b>78,212,228</b>	<b>6.5%</b>	<b>84,624,971</b>	<b>8.2%</b>	<b>78,401,253</b>	<b>-7.4%</b>	<b>77,344,176</b>	<b>-1.3%</b>	<b>1.3%</b>	
<i>&lt;20 tonnes</i>	1,224,601	1,283,525	4.8%	1,311,474	2.2%	1,286,206	-1.9%	1,318,320	2.5%	1.9%	
<i>20 tonnes and over</i>	72,233,967	76,928,703	6.5%	83,313,497	8.3%	77,115,047	-7.4%	76,025,857	-1.4%	1.3%	
<b>Pure overflights</b>	<b>7,969,546</b>	<b>9,840,458</b>	<b>23.5%</b>	<b>9,538,081</b>	<b>-3.1%</b>	<b>8,893,115</b>	<b>-6.8%</b>	<b>9,244,881</b>	<b>4.0%</b>	<b>3.8%</b>	
<i>&lt;20 tonnes</i>	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	
<i>20 tonnes and over</i>	7,969,546	9,840,458	23.5%	9,538,081	-3.1%	8,893,115	-6.8%	9,244,881	4.0%	3.8%	
<b>Non-Commercial flights</b>	<b>365,212</b>	<b>346,116</b>	<b>-5.2%</b>	<b>342,736</b>	<b>-1.0%</b>	<b>337,040</b>	<b>-1.7%</b>	<b>335,484</b>	<b>-0.5%</b>	<b>-2.1%</b>	
<i>&lt;20 tonnes</i>	365,212	346,116	-5.2%	342,736	-1.0%	337,040	-1.7%	335,484	-0.5%	-2.1%	
<i>20 tonnes and over</i>	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	
<b>Total flights</b>	<b>81,793,326</b>	<b>88,398,802</b>	<b>8.1%</b>	<b>94,505,787</b>	<b>6.9%</b>	<b>87,631,408</b>	<b>-7.3%</b>	<b>86,924,541</b>	<b>-0.8%</b>	<b>1.5%</b>	
<i>&lt;20 tonnes</i>	1,589,813	1,629,641	2.5%	1,654,210	1.5%	1,623,246	-1.9%	1,653,803	1.9%	1.0%	
<i>20 tonnes and over</i>	80,203,513	86,769,161	8.2%	92,851,577	7.0%	86,008,162	-7.4%	85,270,738	-0.9%	1.5%	

# Projected trends in aircraft MTOW tonne-kilometres – Domestic routes.

No. of MTOW Ton-kilometres Commercial Domestic (000)	FY2003-2004		FY2004-2005		FY2005-2006		FY2006-2007		FY2007-2008		FY2008-2009		Average Annual Growth
	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	
	<b>Sydney - Melbourne</b>	<b>3,656,353</b>	<b>4.9%</b>	<b>3,809,951</b>	<b>4.2%</b>	<b>3,928,458</b>	<b>3.1%</b>	<b>4,016,795</b>	<b>2.2%</b>	<b>4,097,246</b>	<b>2.0%</b>	<b>4,167,268</b>	
<20 tonnes	4,600	0.0%	4,527	-1.6%	4,393	-3.0%	4,211	-4.1%	4,009	-4.8%	3,786	-5.6%	-3.2%
20 tonnes and over	3,651,753	4.9%	3,805,424	4.2%	3,924,065	3.1%	4,012,584	2.3%	4,093,237	2.0%	4,163,481	1.7%	3.0%
<b>Sydney - Brisbane</b>	<b>2,164,186</b>	<b>2.8%</b>	<b>2,242,196</b>	<b>3.6%</b>	<b>2,286,946</b>	<b>2.0%</b>	<b>2,315,644</b>	<b>1.3%</b>	<b>2,342,659</b>	<b>1.2%</b>	<b>2,378,138</b>	<b>1.5%</b>	<b>2.1%</b>
<20 tonnes	6,434	-2.5%	6,285	-2.3%	6,216	-1.1%	6,098	-1.9%	5,970	-2.1%	5,656	-5.3%	-2.5%
20 tonnes and over	2,157,752	2.8%	2,235,911	3.6%	2,280,730	2.0%	2,309,546	1.3%	2,336,689	1.2%	2,372,483	1.5%	2.1%
<b>Sydney - Rest of Australia</b>	<b>3,653,907</b>	<b>8.4%</b>	<b>3,954,441</b>	<b>8.2%</b>	<b>4,223,471</b>	<b>6.8%</b>	<b>4,467,692</b>	<b>5.8%</b>	<b>4,726,663</b>	<b>5.8%</b>	<b>4,944,253</b>	<b>4.6%</b>	<b>6.6%</b>
<20 tonnes	502,796	7.6%	533,561	6.1%	555,151	4.0%	572,995	3.2%	581,296	1.4%	589,149	1.4%	3.9%
20 tonnes and over	3,151,110	8.5%	3,420,880	8.6%	3,668,320	7.2%	3,894,697	6.2%	4,145,367	6.4%	4,355,104	5.1%	7.0%
<b>Melbourne - Rest of Australia</b>	<b>6,997,907</b>	<b>5.3%</b>	<b>7,374,028</b>	<b>5.4%</b>	<b>7,712,156</b>	<b>4.6%</b>	<b>7,989,676</b>	<b>3.6%</b>	<b>8,241,652</b>	<b>3.2%</b>	<b>8,466,172</b>	<b>2.7%</b>	<b>4.1%</b>
<20 tonnes	174,570	3.3%	181,367	3.9%	187,030	3.1%	191,062	2.2%	194,356	1.7%	196,894	1.3%	2.6%
20 tonnes and over	6,823,337	5.3%	7,192,661	5.4%	7,525,126	4.6%	7,798,614	3.6%	8,047,296	3.2%	8,269,278	2.8%	4.2%
<b>Brisbane - Rest of Australia</b>	<b>3,912,487</b>	<b>7.7%</b>	<b>4,207,109</b>	<b>7.5%</b>	<b>4,454,876</b>	<b>5.9%</b>	<b>4,657,554</b>	<b>4.5%</b>	<b>4,849,340</b>	<b>4.1%</b>	<b>5,014,843</b>	<b>3.4%</b>	<b>5.5%</b>
<20 tonnes	170,664	5.8%	175,683	2.9%	182,280	3.8%	188,263	3.3%	193,634	2.9%	198,189	2.4%	3.5%
20 tonnes and over	3,741,824	7.7%	4,031,427	7.7%	4,272,596	6.0%	4,469,291	4.6%	4,655,705	4.2%	4,816,654	3.5%	5.6%
<b>Domestic - Rest of Australia</b>	<b>3,587,902</b>	<b>6.5%</b>	<b>3,824,954</b>	<b>6.6%</b>	<b>4,043,654</b>	<b>5.7%</b>	<b>4,236,609</b>	<b>4.8%</b>	<b>4,427,559</b>	<b>4.5%</b>	<b>4,612,159</b>	<b>4.2%</b>	<b>5.4%</b>
<20 tonnes	486,210	4.1%	500,923	3.0%	511,546	2.1%	517,469	1.2%	521,866	0.8%	524,307	0.5%	1.9%
20 tonnes and over	3,101,692	6.8%	3,324,031	7.2%	3,532,108	6.3%	3,719,140	5.3%	3,905,693	5.0%	4,087,852	4.7%	5.9%
<b>Total Domestic (Pax aircraft)</b>	<b>23,972,742</b>	<b>6.0%</b>	<b>25,412,679</b>	<b>6.0%</b>	<b>26,649,561</b>	<b>4.9%</b>	<b>27,683,970</b>	<b>3.9%</b>	<b>28,685,119</b>	<b>3.6%</b>	<b>29,582,833</b>	<b>3.1%</b>	<b>4.6%</b>
<20 tonnes	1,345,275	5.5%	1,402,346	4.2%	1,446,616	3.2%	1,480,098	2.3%	1,501,132	1.4%	1,517,982	1.1%	2.9%
20 tonnes and over	22,627,468	6.1%	24,010,334	6.1%	25,202,946	5.0%	26,203,872	4.0%	27,183,987	3.7%	28,064,851	3.2%	4.7%

# Projected trends in aircraft MTOW tonne-kilometres – International routes.

No. of MTOW Ton-kilometres Commercial International (000)	FY2003-2004		FY2004-2005		FY2005-2006		FY2006-2007		FY2007-2008		FY2008-2009		Average Annual Growth
	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	
<b>Australia - Africa</b>	<b>1,866,157</b>	<b>8.2%</b>	<b>2,000,928</b>	<b>7.2%</b>	<b>2,155,648</b>	<b>7.7%</b>	<b>2,333,057</b>	<b>8.2%</b>	<b>2,511,837</b>	<b>7.7%</b>	<b>2,692,707</b>	<b>7.2%</b>	<b>7.7%</b>
<20 tonnes	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%
20 tonnes and over	1,866,157	8.2%	2,000,928	7.2%	2,155,648	7.7%	2,333,057	8.2%	2,511,837	7.7%	2,692,707	7.2%	7.7%
<b>Australia - New Zealand</b>	<b>5,552,277</b>	<b>3.7%</b>	<b>5,789,688</b>	<b>4.3%</b>	<b>5,986,170</b>	<b>3.4%</b>	<b>6,172,589</b>	<b>3.1%</b>	<b>6,371,661</b>	<b>3.2%</b>	<b>6,564,663</b>	<b>3.0%</b>	<b>3.5%</b>
<20 tonnes	2,120	3.8%	2,202	3.9%	2,268	3.0%	2,329	2.7%	2,395	2.8%	2,458	2.6%	3.1%
20 tonnes and over	5,550,157	3.7%	5,787,486	4.3%	5,983,902	3.4%	6,170,259	3.1%	6,369,265	3.2%	6,562,205	3.0%	3.5%
<b>Australia - Northeast Asia</b>	<b>12,209,515</b>	<b>8.6%</b>	<b>13,242,911</b>	<b>8.5%</b>	<b>14,416,274</b>	<b>8.9%</b>	<b>15,696,739</b>	<b>8.9%</b>	<b>17,010,956</b>	<b>8.4%</b>	<b>18,394,947</b>	<b>8.1%</b>	<b>8.6%</b>
<20 tonnes	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%
20 tonnes and over	12,209,515	8.6%	13,242,911	8.5%	14,416,274	8.9%	15,696,739	8.9%	17,010,956	8.4%	18,394,947	8.1%	8.6%
<b>Australia - South Pacific</b>	<b>1,524,148</b>	<b>6.3%</b>	<b>1,602,646</b>	<b>5.2%</b>	<b>1,682,702</b>	<b>5.0%</b>	<b>1,762,065</b>	<b>4.7%</b>	<b>1,836,891</b>	<b>4.2%</b>	<b>1,915,323</b>	<b>4.3%</b>	<b>4.9%</b>
<20 tonnes	13,984	6.2%	14,772	5.6%	15,499	4.9%	16,274	5.0%	17,010	4.5%	17,784	4.5%	5.1%
20 tonnes and over	1,510,164	6.3%	1,587,874	5.1%	1,667,203	5.0%	1,745,791	4.7%	1,819,881	4.2%	1,897,539	4.3%	4.9%
<b>Australia - S-SE Asia/Eur/MEA</b>	<b>33,625,680</b>	<b>7.8%</b>	<b>35,980,261</b>	<b>7.0%</b>	<b>38,250,685</b>	<b>6.3%</b>	<b>40,513,644</b>	<b>5.9%</b>	<b>42,750,794</b>	<b>5.5%</b>	<b>45,028,052</b>	<b>5.3%</b>	<b>6.3%</b>
<20 tonnes	24,027	13.1%	26,672	11.0%	29,522	10.7%	32,487	10.0%	35,550	9.4%	38,761	9.0%	10.5%
20 tonnes and over	33,601,653	7.8%	35,953,589	7.0%	38,221,163	6.3%	40,481,157	5.9%	42,715,244	5.5%	44,989,291	5.3%	6.3%
<b>Australia - Transpacific</b>	<b>2,123,652</b>	<b>2.0%</b>	<b>2,284,312</b>	<b>7.6%</b>	<b>2,429,955</b>	<b>6.4%</b>	<b>2,536,654</b>	<b>4.4%</b>	<b>2,621,148</b>	<b>3.3%</b>	<b>2,703,111</b>	<b>3.1%</b>	<b>4.5%</b>
<20 tonnes	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%
20 tonnes and over	2,123,652	2.0%	2,284,312	7.6%	2,429,955	6.4%	2,536,654	4.4%	2,621,148	3.3%	2,703,111	3.1%	4.5%
<b>Australia - Undetermined</b>	<b>663,847</b>	<b>2.2%</b>	<b>677,677</b>	<b>2.1%</b>	<b>691,507</b>	<b>2.0%</b>	<b>705,337</b>	<b>2.0%</b>	<b>719,167</b>	<b>2.0%</b>	<b>732,997</b>	<b>1.9%</b>	<b>2.0%</b>
<20 tonnes	5,479	9.0%	5,593	2.1%	5,708	2.0%	5,822	2.0%	5,936	2.0%	6,050	1.9%	3.1%
20 tonnes and over	658,367	2.1%	672,083	2.1%	685,799	2.0%	699,515	2.0%	713,231	2.0%	726,947	1.9%	2.0%
<b>Total International (Pax arcrft)</b>	<b>57,565,277</b>	<b>7.3%</b>	<b>61,578,423</b>	<b>7.0%</b>	<b>65,612,941</b>	<b>6.6%</b>	<b>69,720,083</b>	<b>6.3%</b>	<b>73,822,454</b>	<b>5.9%</b>	<b>78,031,800</b>	<b>5.7%</b>	<b>6.4%</b>
<20 tonnes	45,611	10.0%	49,239	8.0%	52,996	7.6%	56,912	7.4%	60,891	7.0%	65,053	6.8%	7.8%
20 tonnes and over	57,519,666	7.3%	61,529,184	7.0%	65,559,945	6.6%	69,663,172	6.3%	73,761,563	5.9%	77,966,747	5.7%	6.4%

# Projected trends in aircraft MTOW tonne-kilometres – Other flights.

No. of MTOW Ton-kilometres Other (000)	FY2003-2004		FY2004-2005		FY2005-2006		FY2006-2007		FY2007-2008		FY2008-2009		Average Annual Growth
	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	
<b>Cargo flights</b>	<b>1,092,264</b>	<b>2.9%</b>	<b>1,158,205</b>	<b>6.0%</b>	<b>1,228,058</b>	<b>6.0%</b>	<b>1,302,057</b>	<b>6.0%</b>	<b>1,380,448</b>	<b>6.0%</b>	<b>1,467,726</b>	<b>6.3%</b>	5.5%
<b>Domestic</b>	<b>1,206</b>	<b>-95.5%</b>	<b>1,322</b>	<b>9.6%</b>	<b>1,440</b>	<b>9.0%</b>	<b>1,565</b>	<b>8.6%</b>	<b>1,700</b>	<b>8.6%</b>	<b>1,846</b>	<b>8.6%</b>	-36.0%
<20 tonnes	1,206	8.3%	1,322	9.6%	1,440	9.0%	1,565	8.6%	1,700	8.6%	1,846	8.6%	8.8%
20 tonnes and over	0		0		0		0		0		0		-100.0%
<b>International</b>	<b>1,091,058</b>	<b>5.4%</b>	<b>1,156,883</b>	<b>6.0%</b>	<b>1,226,618</b>	<b>6.0%</b>	<b>1,300,492</b>	<b>6.0%</b>	<b>1,378,748</b>	<b>6.0%</b>	<b>1,465,879</b>	<b>6.3%</b>	6.0%
<20 tonnes	0		0		0		0		0		0		0.0%
20 tonnes and over	1,091,058	5.4%	1,156,883	6.0%	1,226,618	6.0%	1,300,492	6.0%	1,378,748	6.0%	1,465,879	6.3%	6.0%
<b>Total O-D flights</b>	<b>82,630,283</b>	<b>6.8%</b>	<b>88,149,307</b>	<b>6.7%</b>	<b>93,490,561</b>	<b>6.1%</b>	<b>98,706,110</b>	<b>5.6%</b>	<b>103,888,020</b>	<b>5.2%</b>	<b>109,082,358</b>	<b>5.0%</b>	5.9%
<20 tonnes	1,392,091	5.6%	1,452,907	4.4%	1,501,052	3.3%	1,538,574	2.5%	1,563,722	1.6%	1,584,881	1.4%	3.1%
20 tonnes and over	81,238,192	6.9%	86,696,401	6.7%	91,989,508	6.1%	97,167,537	5.6%	102,324,298	5.3%	107,497,477	5.1%	5.9%
<b>Pure overflights</b>	<b>9,445,766</b>	<b>2.2%</b>	<b>9,702,682</b>	<b>2.7%</b>	<b>9,952,559</b>	<b>2.6%</b>	<b>10,265,041</b>	<b>3.1%</b>	<b>10,573,301</b>	<b>3.0%</b>	<b>10,877,423</b>	<b>2.9%</b>	2.7%
<20 tonnes	0		0		0		0		0		0		0.0%
20 tonnes and over	9,445,766	2.2%	9,702,682	2.7%	9,952,559	2.6%	10,265,041	3.1%	10,573,301	3.0%	10,877,423	2.9%	2.7%
<b>Non-Commercial flights</b>	<b>336,331</b>	<b>0.3%</b>	<b>339,694</b>	<b>1.0%</b>	<b>344,981</b>	<b>1.6%</b>	<b>350,344</b>	<b>1.6%</b>	<b>357,351</b>	<b>2.0%</b>	<b>362,188</b>	<b>1.4%</b>	1.3%
<20 tonnes	336,331	0.3%	339,694	1.0%	344,981	1.6%	350,344	1.6%	357,351	2.0%	362,188	1.4%	1.3%
20 tonnes and over	0		0		0		0		0		0		0.0%
<b>Total flights</b>	<b>92,412,379</b>	<b>6.3%</b>	<b>98,191,683</b>	<b>6.3%</b>	<b>103,788,101</b>	<b>5.7%</b>	<b>109,321,496</b>	<b>5.3%</b>	<b>114,818,672</b>	<b>5.0%</b>	<b>120,321,969</b>	<b>4.8%</b>	5.6%
<20 tonnes	1,728,422	4.5%	1,792,601	3.7%	1,846,033	3.0%	1,888,918	2.3%	1,921,073	1.7%	1,947,069	1.4%	2.8%
20 tonnes and over	90,683,958	6.3%	96,399,083	6.3%	101,942,068	5.8%	107,432,578	5.4%	112,897,599	5.1%	118,374,900	4.9%	5.6%

1	Introduction and major highlights
2	Projection of passenger demand
3	Projection of average passengers per flight
4	Projection of the number of flights
5	Projection of MTOW tonnage
6	Projection of average distance
7	Projection of MTOW tonne-kilometres
<b>8</b>	<b>Projection of the number of charging units</b>
9	Detailed table construction and assumptions
10	Appendix

## The construction of charging units.

-  The charging units have been constructed differently for aircraft with less than 20 tonnes and aircraft of 20 tonnes and over.
  
-  For aircraft with less than 20 tonnes :
  - ✓ *Average MTOW tonnes x (distance divided by 100) x number of flights, then divided by the square root of 20.*
  
-  For aircraft with 20 tonnes and over :
  - ✓ *Square root of average MTOW tonnes x (distance divided by 100) x number of flights.*



## Past trends in the number of charging units – domestic routes.

No. of charging units Commercial Domestic	FY 1998-1999			FY 1999-2000			FY 2000-2001			FY 2001-2002			FY 2002-2003			Average Annual Grow th
	Number	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change			
	<i>&lt;20 tons = MTOW * (Dist/100)</i>						<i>20 tons and over = sqre root of MTOW * (Dist/100)</i>									
<b>Sydney - Melbourne</b>	<b>3,291,900</b>	<b>3,384,984</b>	<b>2.8%</b>	<b>3,915,802</b>	<b>15.7%</b>	<b>3,267,080</b>	<b>-16.6%</b>	<b>2,992,178</b>	<b>-8.4%</b>					<b>-2.4%</b>		
<i>&lt;20 tonnes</i>	18,613	20,340	9.3%	18,973	-6.7%	11,339	-40.2%	10,289	-9.3%					-13.8%		
<i>20 tonnes and over</i>	3,273,286	3,364,644	2.8%	3,896,828	15.8%	3,255,740	-16.5%	2,981,889	-8.4%					-2.3%		
<b>Sydney - Brisbane</b>	<b>2,182,170</b>	<b>2,180,196</b>	<b>-0.1%</b>	<b>2,883,014</b>	<b>32.2%</b>	<b>2,359,265</b>	<b>-18.2%</b>	<b>2,134,975</b>	<b>-9.5%</b>					<b>-0.5%</b>		
<i>&lt;20 tonnes</i>	29,707	21,242	-28.5%	22,555	6.2%	18,404	-18.4%	14,762	-19.8%					-16.0%		
<i>20 tonnes and over</i>	2,152,463	2,158,954	0.3%	2,860,459	32.5%	2,340,861	-18.2%	2,120,213	-9.4%					-0.4%		
<b>Sydney - Rest of Australia</b>	<b>4,550,199</b>	<b>4,501,616</b>	<b>-1.1%</b>	<b>4,749,650</b>	<b>5.5%</b>	<b>3,803,520</b>	<b>-19.9%</b>	<b>4,258,732</b>	<b>12.0%</b>					<b>-1.6%</b>		
<i>&lt;20 tonnes</i>	943,397	998,134	5.8%	1,027,242	2.9%	1,019,433	-0.8%	1,044,619	2.5%					2.6%		
<i>20 tonnes and over</i>	3,606,802	3,503,481	-2.9%	3,722,408	6.2%	2,784,087	-25.2%	3,214,113	15.4%					-2.8%		
<b>Melbourne - Rest of Australia</b>	<b>7,025,872</b>	<b>7,489,715</b>	<b>6.6%</b>	<b>8,457,215</b>	<b>12.9%</b>	<b>7,883,970</b>	<b>-6.8%</b>	<b>8,063,335</b>	<b>2.3%</b>					<b>3.5%</b>		
<i>&lt;20 tonnes</i>	332,072	331,009	-0.3%	330,457	-0.2%	331,342	0.3%	377,701	14.0%					3.3%		
<i>20 tonnes and over</i>	6,693,800	7,158,706	6.9%	8,126,758	13.5%	7,552,628	-7.1%	7,685,634	1.8%					3.5%		
<b>Brisbane - Rest of Australia</b>	<b>4,003,162</b>	<b>4,163,607</b>	<b>4.0%</b>	<b>4,662,671</b>	<b>12.0%</b>	<b>4,521,278</b>	<b>-3.0%</b>	<b>4,667,207</b>	<b>3.2%</b>					<b>3.9%</b>		
<i>&lt;20 tonnes</i>	389,029	401,529	3.2%	400,884	-0.2%	385,769	-3.8%	360,637	-6.5%					-1.9%		
<i>20 tonnes and over</i>	3,614,133	3,762,078	4.1%	4,261,787	13.3%	4,135,509	-3.0%	4,306,570	4.1%					4.5%		
<b>Domestic - Rest of Australia</b>	<b>5,891,724</b>	<b>5,876,616</b>	<b>-0.3%</b>	<b>5,989,561</b>	<b>1.9%</b>	<b>4,936,446</b>	<b>-17.6%</b>	<b>5,229,384</b>	<b>5.9%</b>					<b>-2.9%</b>		
<i>&lt;20 tonnes</i>	943,397	998,134	5.8%	1,027,242	2.9%	1,019,433	-0.8%	1,044,619	2.5%					2.6%		
<i>20 tonnes and over</i>	4,948,327	4,878,481	-1.4%	4,962,318	1.7%	3,917,013	-21.1%	4,184,765	6.8%					-4.1%		
<b>Total Domestic (Pax aircraft)</b>	<b>26,945,027</b>	<b>27,596,733</b>	<b>2.4%</b>	<b>30,657,911</b>	<b>11.1%</b>	<b>26,771,558</b>	<b>-12.7%</b>	<b>27,345,811</b>	<b>2.1%</b>					<b>0.4%</b>		
<i>&lt;20 tonnes</i>	2,656,216	2,770,389	4.3%	2,827,354	2.1%	2,785,720	-1.5%	2,852,627	2.4%					1.8%		
<i>20 tonnes and over</i>	24,288,811	24,826,344	2.2%	27,830,558	12.1%	23,985,838	-13.8%	24,493,185	2.1%					0.2%		

## Past trends in the number of charging units – International routes.

No. of charging units Commercial International	FY 1998-1999		FY 1999-2000		FY 2000-2001		FY 2001-2002		FY 2002-2003		Average Annual Growth
	Number	Number	% change	Number	% change	Number	% change	Number	% change		
	<i>&lt;20 tons = MTOW * (Dist/100)</i>					<i>20 tons and over = sqre root of MTOW * (Dist/100)</i>					
<b>Australia - Africa</b>	<b>499,195</b>	<b>584,283</b>	<b>17.0%</b>	<b>822,449</b>	<b>40.8%</b>	<b>1,028,111</b>	<b>25.0%</b>	<b>903,919</b>	<b>-12.1%</b>	<b>16.0%</b>	
<i>&lt;20 tonnes</i>	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	
<i>20 tonnes and over</i>	499,195	584,283	17.0%	822,449	40.8%	1,028,111	25.0%	903,919	-12.1%	16.0%	
<b>Australia - New Zealand</b>	<b>4,019,883</b>	<b>4,119,853</b>	<b>2.5%</b>	<b>4,371,921</b>	<b>6.1%</b>	<b>4,209,174</b>	<b>-3.7%</b>	<b>4,475,545</b>	<b>6.3%</b>	<b>2.7%</b>	
<i>&lt;20 tonnes</i>	4,274	3,549	-17.0%	2,252	-36.5%	2,029	-9.9%	4,568	125.2%	1.7%	
<i>20 tonnes and over</i>	4,015,609	4,116,304	2.5%	4,369,669	6.2%	4,207,145	-3.7%	4,470,977	6.3%	2.7%	
<b>Australia - Northeast Asia</b>	<b>6,822,881</b>	<b>6,807,166</b>	<b>-0.2%</b>	<b>7,281,858</b>	<b>7.0%</b>	<b>6,470,096</b>	<b>-11.1%</b>	<b>6,780,974</b>	<b>4.8%</b>	<b>-0.2%</b>	
<i>&lt;20 tonnes</i>	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	
<i>20 tonnes and over</i>	6,822,881	6,807,166	-0.2%	7,281,858	7.0%	6,470,096	-11.1%	6,780,974	4.8%	-0.2%	
<b>Australia - South Pacific</b>	<b>1,264,473</b>	<b>1,380,471</b>	<b>9.2%</b>	<b>1,299,401</b>	<b>-5.9%</b>	<b>1,292,427</b>	<b>-0.5%</b>	<b>1,233,758</b>	<b>-4.5%</b>	<b>-0.6%</b>	
<i>&lt;20 tonnes</i>	28,451	32,121	12.9%	27,229	-15.2%	28,454	4.5%	29,431	3.4%	0.9%	
<i>20 tonnes and over</i>	1,236,022	1,348,350	9.1%	1,272,172	-5.6%	1,263,974	-0.6%	1,204,327	-4.7%	-0.6%	
<b>Australia - S-SE Asia/Eur/MEA</b>	<b>16,994,052</b>	<b>18,826,629</b>	<b>10.8%</b>	<b>20,534,045</b>	<b>9.1%</b>	<b>19,291,707</b>	<b>-6.1%</b>	<b>18,441,963</b>	<b>-4.4%</b>	<b>2.1%</b>	
<i>&lt;20 tonnes</i>	6,140	23,363	280.5%	48,881	109.2%	45,519	-6.9%	47,500	4.4%	66.8%	
<i>20 tonnes and over</i>	16,987,912	18,803,265	10.7%	20,485,164	8.9%	19,246,188	-6.0%	18,394,462	-4.4%	2.0%	
<b>Australia - Transpacific</b>	<b>949,867</b>	<b>1,202,406</b>	<b>26.6%</b>	<b>1,444,320</b>	<b>20.1%</b>	<b>1,071,780</b>	<b>-25.8%</b>	<b>1,041,455</b>	<b>-2.8%</b>	<b>2.3%</b>	
<i>&lt;20 tonnes</i>	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	
<i>20 tonnes and over</i>	949,867	1,202,406	26.6%	1,444,320	20.1%	1,071,780	-25.8%	1,041,455	-2.8%	2.3%	
<b>Australia - Undetermined</b>	<b>798,280</b>	<b>677,692</b>	<b>-15.1%</b>	<b>622,475</b>	<b>-8.1%</b>	<b>558,192</b>	<b>-10.3%</b>	<b>567,451</b>	<b>1.7%</b>	<b>-8.2%</b>	
<i>&lt;20 tonnes</i>	18,501	14,639	-20.9%	12,938	-11.6%	13,023	0.7%	11,237	-13.7%	-11.7%	
<i>20 tonnes and over</i>	779,779	663,053	-15.0%	609,538	-8.1%	545,169	-10.6%	556,214	2.0%	-8.1%	
<b>Total International (Pax arcft)</b>	<b>31,348,632</b>	<b>33,598,499</b>	<b>7.2%</b>	<b>36,376,470</b>	<b>8.3%</b>	<b>33,921,488</b>	<b>-6.7%</b>	<b>33,445,065</b>	<b>-1.4%</b>	<b>1.6%</b>	
<i>&lt;20 tonnes</i>	57,366	73,672	28.4%	91,300	23.9%	89,024	-2.5%	92,736	4.2%	12.8%	
<i>20 tonnes and over</i>	31,291,265	33,524,827	7.1%	36,285,170	8.2%	33,832,464	-6.8%	33,352,329	-1.4%	1.6%	

## Past trends in the number of charging units – Other flights.

No. of charging units Other	FY 1998-1999		FY 1999-2000		FY 2000-2001		FY 2001-2002		FY 2002-2003		Average Annual Growth
	Number	Number	% change	Number	% change	Number	% change	Number	% change		
	<20 tons = MTOW * (Dist/100)					20 tons and over = sqre root of MTOW * (Dist/100)					
<b>Cargo flights</b>	<b>496,189</b>	<b>693,021</b>	<b>39.7%</b>	<b>640,235</b>	<b>-7.6%</b>	<b>680,191</b>	<b>6.2%</b>	<b>588,798</b>	<b>-13.4%</b>	<b>4.4%</b>	
<b>Domestic</b>	<b>367,920</b>	<b>455,641</b>	<b>23.8%</b>	<b>390,279</b>	<b>-14.3%</b>	<b>141,133</b>	<b>-63.8%</b>	<b>23,037</b>	<b>-83.7%</b>	<b>-50.0%</b>	
<i>&lt;20 tonnes</i>	24,710	25,988	5.2%	13,892	-46.5%	1,299	-90.6%	2,490	91.6%	-43.7%	
<i>20 tonnes and over</i>	343,211	429,653	25.2%	376,387	-12.4%	139,834	-62.8%	20,548	-85.3%	-50.5%	
<b>International</b>	<b>128,269</b>	<b>237,381</b>	<b>85.1%</b>	<b>249,956</b>	<b>5.3%</b>	<b>539,059</b>	<b>115.7%</b>	<b>565,761</b>	<b>5.0%</b>	<b>44.9%</b>	
<i>&lt;20 tonnes</i>	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	
<i>20 tonnes and over</i>	128,269	237,381	85.1%	249,956	5.3%	539,059	115.7%	565,761	5.0%	44.9%	
<b>Total O-D flights (incl. Cargo)</b>	<b>58,789,847</b>	<b>61,888,254</b>	<b>5.3%</b>	<b>67,674,616</b>	<b>9.3%</b>	<b>61,373,238</b>	<b>-9.3%</b>	<b>61,379,674</b>	<b>0.0%</b>	<b>1.1%</b>	
<i>&lt;20 tonnes</i>	2,738,292	2,870,049	4.8%	2,932,546	2.2%	2,876,043	-1.9%	2,947,852	2.5%	1.9%	
<i>20 tonnes and over</i>	56,051,555	59,018,205	5.3%	64,742,070	9.7%	58,497,194	-9.6%	58,431,822	-0.1%	1.0%	
<b>Pure overflights</b>	<b>4,775,116</b>	<b>5,845,465</b>	<b>22.4%</b>	<b>5,772,124</b>	<b>-1.3%</b>	<b>5,466,446</b>	<b>-5.3%</b>	<b>5,703,975</b>	<b>4.3%</b>	<b>4.5%</b>	
<i>&lt;20 tonnes</i>	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	
<i>20 tonnes and over</i>	4,775,116	5,845,465	22.4%	5,772,124	-1.3%	5,466,446	-5.3%	5,703,975	4.3%	4.5%	
<b>Non-Commercial flights</b>	<b>816,639</b>	<b>773,939</b>	<b>-5.2%</b>	<b>766,380</b>	<b>-1.0%</b>	<b>753,645</b>	<b>-1.7%</b>	<b>750,165</b>	<b>-0.5%</b>	<b>-2.1%</b>	
<i>&lt;20 tonnes</i>	816,639	773,939	-5.2%	766,380	-1.0%	753,645	-1.7%	750,165	-0.5%	-2.1%	
<i>20 tonnes and over</i>	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	
<b>Total flights</b>	<b>64,381,602</b>	<b>68,507,658</b>	<b>6.4%</b>	<b>74,213,120</b>	<b>8.3%</b>	<b>67,593,328</b>	<b>-8.9%</b>	<b>67,833,814</b>	<b>0.4%</b>	<b>1.3%</b>	
<i>&lt;20 tonnes</i>	3,554,931	3,643,989	2.5%	3,698,926	1.5%	3,629,689	-1.9%	3,698,017	1.9%	1.0%	
<i>20 tonnes and over</i>	60,826,671	64,863,669	6.6%	70,514,194	8.7%	63,963,640	-9.3%	64,135,797	0.3%	1.3%	

## Projected number of charging units – Domestic routes.

No. of charging units Commercial Domestic	FY2003-2004		FY2004-2005		FY2005-2006		FY2006-2007		FY2007-2008		FY2008-2009		Average Annual Grow th
	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	
	<20 tons = MTOW * (Dist/100)				20 tons and over = sqre root of MTOW * (Dist/100)								
<b>Sydney - Melbourne</b>	<b>3,137,606</b>	<b>4.9%</b>	<b>3,256,582</b>	<b>3.8%</b>	<b>3,344,793</b>	<b>2.7%</b>	<b>3,402,522</b>	<b>1.7%</b>	<b>3,453,093</b>	<b>1.5%</b>	<b>3,485,972</b>	<b>1.0%</b>	<b>2.6%</b>
<20 tonnes	10,287	0.0%	10,123	-1.6%	9,824	-3.0%	9,417	-4.1%	8,965	-4.8%	8,466	-5.6%	-3.2%
20 tonnes and over	3,127,319	4.9%	3,246,459	3.8%	3,334,969	2.7%	3,393,105	1.7%	3,444,129	1.5%	3,477,506	1.0%	2.6%
<b>Sydney - Brisbane</b>	<b>2,208,134</b>	<b>3.4%</b>	<b>2,301,427</b>	<b>4.2%</b>	<b>2,332,676</b>	<b>1.4%</b>	<b>2,354,493</b>	<b>0.9%</b>	<b>2,374,486</b>	<b>0.8%</b>	<b>2,399,064</b>	<b>1.0%</b>	<b>2.0%</b>
<20 tonnes	14,388	-2.5%	14,054	-2.3%	13,900	-1.1%	13,635	-1.9%	13,348	-2.1%	12,647	-5.3%	-2.5%
20 tonnes and over	2,193,746	3.5%	2,287,372	4.3%	2,318,776	1.4%	2,340,859	1.0%	2,361,138	0.9%	2,386,417	1.1%	2.0%
<b>Sydney - Rest of Australia</b>	<b>4,609,547</b>	<b>8.2%</b>	<b>4,964,645</b>	<b>7.7%</b>	<b>5,272,909</b>	<b>6.2%</b>	<b>5,548,121</b>	<b>5.2%</b>	<b>5,827,092</b>	<b>5.0%</b>	<b>6,058,918</b>	<b>4.0%</b>	<b>6.1%</b>
<20 tonnes	1,124,287	7.6%	1,193,078	6.1%	1,241,355	4.0%	1,281,255	3.2%	1,299,818	1.4%	1,317,378	1.4%	3.9%
20 tonnes and over	3,485,259	8.4%	3,771,567	8.2%	4,031,554	6.9%	4,266,866	5.8%	4,527,274	6.1%	4,741,540	4.7%	6.7%
<b>Melbourne - Rest of Australia</b>	<b>8,454,340</b>	<b>4.8%</b>	<b>8,877,441</b>	<b>5.0%</b>	<b>9,252,105</b>	<b>4.2%</b>	<b>9,551,809</b>	<b>3.2%</b>	<b>9,819,115</b>	<b>2.8%</b>	<b>10,052,094</b>	<b>2.4%</b>	<b>3.7%</b>
<20 tonnes	390,350	3.3%	405,548	3.9%	418,211	3.1%	427,228	2.2%	434,592	1.7%	440,269	1.3%	2.6%
20 tonnes and over	8,063,990	4.9%	8,471,893	5.1%	8,833,894	4.3%	9,124,581	3.3%	9,384,523	2.8%	9,611,825	2.4%	3.8%
<b>Brisbane - Rest of Australia</b>	<b>5,020,259</b>	<b>7.6%</b>	<b>5,369,274</b>	<b>7.0%</b>	<b>5,659,520</b>	<b>5.4%</b>	<b>5,891,741</b>	<b>4.1%</b>	<b>6,108,339</b>	<b>3.7%</b>	<b>6,290,608</b>	<b>3.0%</b>	<b>5.1%</b>
<20 tonnes	381,615	5.8%	392,838	2.9%	407,590	3.8%	420,969	3.3%	432,980	2.9%	443,163	2.4%	3.5%
20 tonnes and over	4,638,644	7.7%	4,976,435	7.3%	5,251,930	5.5%	5,470,772	4.2%	5,675,360	3.7%	5,847,445	3.0%	5.2%
<b>Domestic - Rest of Australia</b>	<b>5,531,935</b>	<b>5.8%</b>	<b>5,853,203</b>	<b>5.8%</b>	<b>6,141,705</b>	<b>4.9%</b>	<b>6,390,241</b>	<b>4.0%</b>	<b>6,635,598</b>	<b>3.8%</b>	<b>6,882,151</b>	<b>3.7%</b>	<b>4.7%</b>
<20 tonnes	1,087,199	4.1%	1,120,098	3.0%	1,143,851	2.1%	1,157,095	1.2%	1,166,929	0.8%	1,172,387	0.5%	1.9%
20 tonnes and over	4,444,736	6.2%	4,733,105	6.5%	4,997,855	5.6%	5,233,146	4.7%	5,468,669	4.5%	5,709,764	4.4%	5.3%
<b>Total Domestic (Pax aircraft)</b>	<b>28,961,820</b>	<b>5.9%</b>	<b>30,622,572</b>	<b>5.7%</b>	<b>32,003,708</b>	<b>4.5%</b>	<b>33,138,928</b>	<b>3.5%</b>	<b>34,217,725</b>	<b>3.3%</b>	<b>35,168,807</b>	<b>2.8%</b>	<b>4.3%</b>
<20 tonnes	3,008,126	5.5%	3,135,740	4.2%	3,234,731	3.2%	3,309,599	2.3%	3,356,632	1.4%	3,394,310	1.1%	2.9%
20 tonnes and over	25,953,694	6.0%	27,486,832	5.9%	28,768,977	4.7%	29,829,329	3.7%	30,861,092	3.5%	31,774,497	3.0%	4.4%

# Projected number of charging units – International routes.

No. of charging units Commercial International	FY2003-2004		FY2004-2005		FY2005-2006		FY2006-2007		FY2007-2008		FY2008-2009		Average Annual Growth
	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	
	<i>&lt;20 tons = MTOW * (Dist/100)</i>				<i>20 tons and over = sqre root of MTOW * (Dist/100)</i>								
<b>Australia - Africa</b>	<b>979,056</b>	<b>8.3%</b>	<b>1,052,535</b>	<b>7.5%</b>	<b>1,136,933</b>	<b>8.0%</b>	<b>1,233,788</b>	<b>8.5%</b>	<b>1,331,898</b>	<b>8.0%</b>	<b>1,431,658</b>	<b>7.5%</b>	<b>8.0%</b>
<i>&lt;20 tonnes</i>	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%
<i>20 tonnes and over</i>	979,056	8.3%	1,052,535	7.5%	1,136,933	8.0%	1,233,788	8.5%	1,331,898	8.0%	1,431,658	7.5%	8.0%
<b>Australia - New Zealand</b>	<b>4,675,504</b>	<b>4.5%</b>	<b>4,900,979</b>	<b>4.8%</b>	<b>5,067,289</b>	<b>3.4%</b>	<b>5,211,397</b>	<b>2.8%</b>	<b>5,362,654</b>	<b>2.9%</b>	<b>5,502,247</b>	<b>2.6%</b>	<b>3.5%</b>
<i>&lt;20 tonnes</i>	4,741	3.8%	4,924	3.9%	5,071	3.0%	5,209	2.7%	5,356	2.8%	5,496	2.6%	3.1%
<i>20 tonnes and over</i>	4,670,763	4.5%	4,896,055	4.8%	5,062,218	3.4%	5,206,188	2.8%	5,357,298	2.9%	5,496,751	2.6%	3.5%
<b>Australia - Northeast Asia</b>	<b>7,383,456</b>	<b>8.9%</b>	<b>8,021,673</b>	<b>8.6%</b>	<b>8,732,419</b>	<b>8.9%</b>	<b>9,445,486</b>	<b>8.2%</b>	<b>10,211,235</b>	<b>8.1%</b>	<b>11,015,088</b>	<b>7.9%</b>	<b>8.4%</b>
<i>&lt;20 tonnes</i>	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%
<i>20 tonnes and over</i>	7,383,456	8.9%	8,021,673	8.6%	8,732,419	8.9%	9,445,486	8.2%	10,211,235	8.1%	11,015,088	7.9%	8.4%
<b>Australia - South Pacific</b>	<b>1,307,623</b>	<b>6.0%</b>	<b>1,370,823</b>	<b>4.8%</b>	<b>1,432,684</b>	<b>4.5%</b>	<b>1,493,878</b>	<b>4.3%</b>	<b>1,549,596</b>	<b>3.7%</b>	<b>1,607,835</b>	<b>3.8%</b>	<b>4.5%</b>
<i>&lt;20 tonnes</i>	31,269	6.2%	33,030	5.6%	34,657	4.9%	36,389	5.0%	38,036	4.5%	39,766	4.5%	5.1%
<i>20 tonnes and over</i>	1,276,354	6.0%	1,337,792	4.8%	1,398,027	4.5%	1,457,489	4.3%	1,511,560	3.7%	1,568,069	3.7%	4.5%
<b>Australia - S-SE Asia/Eur/MEA</b>	<b>19,755,248</b>	<b>7.1%</b>	<b>21,075,000</b>	<b>6.7%</b>	<b>22,338,164</b>	<b>6.0%</b>	<b>23,553,938</b>	<b>5.4%</b>	<b>24,707,418</b>	<b>4.9%</b>	<b>25,852,218</b>	<b>4.6%</b>	<b>5.8%</b>
<i>&lt;20 tonnes</i>	53,726	13.1%	59,641	11.0%	66,012	10.7%	72,643	10.0%	79,491	9.4%	86,673	9.0%	10.5%
<i>20 tonnes and over</i>	19,701,522	7.1%	21,015,359	6.7%	22,272,152	6.0%	23,481,295	5.4%	24,627,927	4.9%	25,765,545	4.6%	5.8%
<b>Australia - Transpacific</b>	<b>1,062,536</b>	<b>2.0%</b>	<b>1,142,207</b>	<b>7.5%</b>	<b>1,214,274</b>	<b>6.3%</b>	<b>1,262,883</b>	<b>4.0%</b>	<b>1,301,735</b>	<b>3.1%</b>	<b>1,339,150</b>	<b>2.9%</b>	<b>4.3%</b>
<i>&lt;20 tonnes</i>	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%
<i>20 tonnes and over</i>	1,062,536	2.0%	1,142,207	7.5%	1,214,274	6.3%	1,262,883	4.0%	1,301,735	3.1%	1,339,150	2.9%	4.3%
<b>Australia - Undetermined</b>	<b>577,608</b>	<b>1.8%</b>	<b>589,642</b>	<b>2.1%</b>	<b>601,675</b>	<b>2.0%</b>	<b>613,709</b>	<b>2.0%</b>	<b>625,742</b>	<b>2.0%</b>	<b>637,776</b>	<b>1.9%</b>	<b>2.0%</b>
<i>&lt;20 tonnes</i>	12,252	9.0%	12,507	2.1%	12,762	2.0%	13,018	2.0%	13,273	2.0%	13,528	1.9%	3.1%
<i>20 tonnes and over</i>	565,356	1.6%	577,135	2.1%	588,913	2.0%	600,691	2.0%	612,469	2.0%	624,248	1.9%	1.9%
<b>Total International (Pax arcrft)</b>	<b>35,741,032</b>	<b>6.9%</b>	<b>38,152,859</b>	<b>6.7%</b>	<b>40,523,439</b>	<b>6.2%</b>	<b>42,815,078</b>	<b>5.7%</b>	<b>45,090,277</b>	<b>5.3%</b>	<b>47,385,971</b>	<b>5.1%</b>	<b>6.0%</b>
<i>&lt;20 tonnes</i>	101,989	10.0%	110,102	8.0%	118,503	7.6%	127,258	7.4%	136,156	7.0%	145,463	6.8%	7.8%
<i>20 tonnes and over</i>	35,639,043	6.9%	38,042,757	6.7%	40,404,936	6.2%	42,687,820	5.7%	44,954,122	5.3%	47,240,508	5.1%	6.0%




## Projected number of charging units – Other flights.

No. of charging units Other	FY2003-2004		FY2004-2005		FY2005-2006		FY2006-2007		FY2007-2008		FY2008-2009		Average Annual Growth
	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	Number	% change	
<b>Cargo flights</b>	<b>598,804</b>	<b>1.7%</b>	<b>633,150</b>	<b>5.7%</b>	<b>669,428</b>	<b>5.7%</b>	<b>707,755</b>	<b>5.7%</b>	<b>748,255</b>	<b>5.7%</b>	<b>792,190</b>	<b>5.9%</b>	<b>5.1%</b>
<b>Domestic</b>	<b>2,696</b>	<b>-88.3%</b>	<b>2,955</b>	<b>9.6%</b>	<b>3,220</b>	<b>9.0%</b>	<b>3,499</b>	<b>8.6%</b>	<b>3,801</b>	<b>8.6%</b>	<b>4,129</b>	<b>8.6%</b>	<b>-24.9%</b>
<20 tonnes	2,696	8.3%	2,955	9.6%	3,220	9.0%	3,499	8.6%	3,801	8.6%	4,129	8.6%	8.8%
20 tonnes and over	0		0		0		0		0		0		-100.0%
<b>International</b>	<b>596,109</b>	<b>5.4%</b>	<b>630,194</b>	<b>5.7%</b>	<b>666,207</b>	<b>5.7%</b>	<b>704,256</b>	<b>5.7%</b>	<b>744,454</b>	<b>5.7%</b>	<b>788,062</b>	<b>5.9%</b>	<b>5.7%</b>
<20 tonnes	0		0		0		0		0		0		0.0%
20 tonnes and over	596,109	5.4%	630,194	5.7%	666,207	5.7%	704,256	5.7%	744,454	5.7%	788,062	5.9%	5.7%
<b>Total O-D flights</b>	<b>65,301,656</b>	<b>6.4%</b>	<b>69,408,581</b>	<b>6.3%</b>	<b>73,196,575</b>	<b>5.5%</b>	<b>76,661,761</b>	<b>4.7%</b>	<b>80,056,257</b>	<b>4.4%</b>	<b>83,346,968</b>	<b>4.1%</b>	<b>5.2%</b>
<20 tonnes	3,112,810	5.6%	3,248,798	4.4%	3,356,454	3.3%	3,440,356	2.5%	3,496,589	1.6%	3,543,902	1.4%	3.1%
20 tonnes and over	62,188,846	6.4%	66,159,783	6.4%	69,840,121	5.6%	73,221,405	4.8%	76,559,668	4.6%	79,803,066	4.2%	5.3%
<b>Pure overflights</b>	<b>5,822,642</b>	<b>2.1%</b>	<b>5,970,168</b>	<b>2.5%</b>	<b>6,112,856</b>	<b>2.4%</b>	<b>6,293,433</b>	<b>3.0%</b>	<b>6,459,232</b>	<b>2.6%</b>	<b>6,586,472</b>	<b>2.0%</b>	<b>2.4%</b>
<20 tonnes	0		0		0		0		0		0		0.0%
20 tonnes and over	5,822,642	2.1%	5,970,168	2.5%	6,112,856	2.4%	6,293,433	3.0%	6,459,232	2.6%	6,586,472	2.0%	2.4%
<b>Non-Commercial flights</b>	<b>752,058</b>	<b>0.3%</b>	<b>759,579</b>	<b>1.0%</b>	<b>771,402</b>	<b>1.6%</b>	<b>783,394</b>	<b>1.6%</b>	<b>799,062</b>	<b>2.0%</b>	<b>809,877</b>	<b>1.4%</b>	<b>1.3%</b>
<20 tonnes	752,058	0.3%	759,579	1.0%	771,402	1.6%	783,394	1.6%	799,062	2.0%	809,877	1.4%	1.3%
20 tonnes and over	0		0		0		0		0		0		0.0%
<b>Total flights</b>	<b>71,876,356</b>	<b>6.0%</b>	<b>76,138,327</b>	<b>5.9%</b>	<b>80,080,833</b>	<b>5.2%</b>	<b>83,738,588</b>	<b>4.6%</b>	<b>87,314,550</b>	<b>4.3%</b>	<b>90,743,317</b>	<b>3.9%</b>	<b>5.0%</b>
<20 tonnes	3,864,868	4.5%	4,008,377	3.7%	4,127,856	3.0%	4,223,750	2.3%	4,295,650	1.7%	4,353,779	1.4%	2.8%
20 tonnes and over	68,011,488	6.0%	72,129,951	6.1%	75,952,977	5.3%	79,514,838	4.7%	83,018,900	4.4%	86,389,538	4.1%	5.1%

A significant drop in all-cargo flights on the domestic routes was recorded in the last few years, which suggest that, in the future most of the domestic freight activity will be handled with the belly cargo capacity made available in passenger aircraft.

1	Introduction and major highlights
2	Projection of passenger demand
3	Projection of average passengers per flight
4	Projection of the number of flights
5	Projection of MTOW tonnage
6	Projection of average distance
7	Projection of MTOW tonne-kilometres
8	Projection of the number of charging units
<b>9</b>	<b>Detailed table construction and assumptions</b>
10	Appendix



## **Important note regarding the construction of the passenger load factors.**

-  **The construction of seats for each route area was made using an estimated aircraft seating configuration for each aircraft type given in the ASA database.**
-  **When comparing the total seat figures with the estimated number of passengers (which came from AVSTAT), for each route area, it gives a ratio that could be easily considered as the passenger load factors.**
-  **However, in certain cases, the ratio constructed out of these two traffic parameters coming from two different sources, yields a figure which may not be realistic enough to be considered as actual load factors. But it is nevertheless useful to use that ratio as a mathematical link between passenger growth trends and capacity growth trends, in order to reflect to some extent the magnitude of likely improvements airlines could achieve in load factors.**



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## **Important note regarding the construction of the average MTOW tonnes per aircraft.**

-  **It is assumed that the evolution of the average MTOW tonnes per flight will follow the same trends as the average number of seats.**
-  **Therefore the following tables will show the same evolution in average tonnes per flight than in average seats per flight.**

## Detailed constructions : Sydney – Melbourne route area.

### Split in capacity between small and large aircraft.

- ✓ *The share of the smaller aircraft category (less than 20 tonnes) was very negligible, with 0.6% of total seats. It is assumed that this share is going to decline to 0.1% by 2008-2009.*

### Ratio of passengers over seats.

- ✓ *Comparing the constructed seating capacity with traffic figures yields to an estimated load factor of 71% in 2000-2001 and in 2001-2002, but increased notably in 2002-2003.*
- ✓ *It is assumed to continue to increase, as demand grows and growth in the number of flights becomes less and less important (due to a very high level of daily flights already achieved in the base year). However, the practical limit for an annual average load factor for that route is 80%.*

### Average aircraft size.

- ✓ *The smaller aircraft category experienced a decline in between 1998-1999 and 2002-2003 (from 26.7 seats to 15.2%). It is not expected to further decline.*
- ✓ *The larger aircraft category experienced an increase in the average aircraft size between 2000-2001 and 2002-2003. This trend is expected to continue.*

### Average distance per flight.

- ✓ *Since one is talking about a specific city-pair, the distance is not going to vary.*

# Detailed constructions : Sydney – Melbourne route area.

Route : Sydney-Melbourne	History					Forecast					
	1998-1999	1999-2000	2000-2001	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009
<b>Passengers</b>	<b>NA</b>	<b>NA</b>	<b>6,731,806</b>	<b>5,421,075</b>	<b>5,352,499</b>	<b>5,698,118</b>	<b>6,014,416</b>	<b>6,241,057</b>	<b>6,421,849</b>	<b>6,591,729</b>	<b>6,746,343</b>
% annual change				-19.5%	-1.3%	6.5%	5.6%	3.8%	2.9%	2.6%	2.3%
<b>Seats</b>	<b>7,775,047</b>	<b>7,989,358</b>	<b>9,385,965</b>	<b>7,635,810</b>	<b>7,052,669</b>	<b>7,400,153</b>	<b>7,710,790</b>	<b>7,950,391</b>	<b>8,128,922</b>	<b>8,291,483</b>	<b>8,432,929</b>
% annual change		2.8%	17.5%	-18.6%	-7.6%	4.9%	4.2%	3.1%	2.2%	2.0%	1.7%
on <20 tons aircraft	42,806	45,185	26,063	15,407	13,323	13,320	13,108	12,721	12,193	11,608	10,963
on 20t &+ aircraft	7,732,241	7,944,172	9,359,902	7,620,403	7,039,347	7,386,833	7,697,681	7,937,671	8,116,729	8,279,875	8,421,966
Share of <20 tons aircraft	0.6%	0.6%	0.3%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.1%	0.1%
<b>Ratio of passengers over Seats</b>			71.7%	71.0%	75.9%	77.0%	78.0%	78.5%	79.0%	79.5%	80.0%
<b>Average Seats per flight</b>	<b>192.8</b>	<b>190.2</b>	<b>183.2</b>	<b>189.3</b>	<b>190.5</b>	<b>191.0</b>	<b>192.6</b>	<b>194.3</b>	<b>196.5</b>	<b>198.7</b>	<b>201.9</b>
% annual change		-1.4%	-3.7%	3.3%	0.7%	0.2%	0.9%	0.9%	1.1%	1.1%	1.6%
on <20 tons aircraft	26.7	24.8	15.5	15.2	15.2	15.3	15.4	15.5	15.6	15.7	15.8
on 20t &+ aircraft	199.6	197.7	188.9	193.8	194.8	195.0	196.5	198.0	200.0	202.0	205.0
<b>Number of flights</b>	<b>40,334</b>	<b>42,013</b>	<b>51,240</b>	<b>40,342</b>	<b>37,015</b>	<b>38,752</b>	<b>40,025</b>	<b>40,910</b>	<b>41,365</b>	<b>41,729</b>	<b>41,777</b>
% annual change		4.2%	22.0%	-21.3%	-8.2%	4.7%	3.3%	2.2%	1.1%	0.9%	0.1%
on <20 tons aircraft	1,605	1,823	1,681	1,014	875	871	851	821	782	739	694
on 20t &+ aircraft	38,729	40,190	49,559	39,328	36,140	37,881	39,174	40,089	40,584	40,989	41,083
Share of <20 tons aircraft	4.0%	4.3%	3.3%	2.5%	2.4%	2.2%	2.1%	2.0%	1.9%	1.8%	1.7%
<b>Aircraft MTOW tonnes</b>	<b>5,546,458</b>	<b>5,648,222</b>	<b>6,142,011</b>	<b>5,399,284</b>	<b>4,928,672</b>	<b>5,171,646</b>	<b>5,388,899</b>	<b>5,556,518</b>	<b>5,681,465</b>	<b>5,795,257</b>	<b>5,894,296</b>
% annual change		1.8%	8.7%	-12.1%	-8.7%	4.9%	4.2%	3.1%	2.2%	2.0%	1.7%
on <20 tons aircraft	11,774	12,866	12,002	7,173	6,508	6,507	6,404	6,214	5,957	5,671	5,355
on 20t &+ aircraft	5,534,684	5,635,356	6,130,010	5,392,111	4,922,164	5,165,139	5,382,495	5,550,304	5,675,508	5,789,586	5,888,941
Share of <20 tons aircraft	0.2%	0.2%	0.2%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%
<b>Average MTOW tonnes per flight</b>	<b>137.5</b>	<b>134.4</b>	<b>119.9</b>	<b>133.8</b>	<b>133.2</b>	<b>133.5</b>	<b>134.6</b>	<b>135.8</b>	<b>137.3</b>	<b>138.9</b>	<b>141.1</b>
% annual change		-2.2%	-10.8%	11.7%	-0.5%	0.2%	0.9%	0.9%	1.1%	1.1%	1.6%
on <20 tons aircraft	7.3	7.1	7.1	7.1	7.4	7.5	7.5	7.6	7.6	7.7	7.7
on 20t &+ aircraft	142.9	140.2	123.7	137.1	136.2	136.4	137.4	138.4	139.8	141.2	143.3
<b>MTOW tonne-kilometres (000)</b>	<b>3,921,346</b>	<b>3,993,293</b>	<b>4,342,402</b>	<b>3,817,294</b>	<b>3,484,571</b>	<b>3,656,353</b>	<b>3,809,951</b>	<b>3,928,458</b>	<b>4,016,795</b>	<b>4,097,246</b>	<b>4,167,268</b>
% annual change		1.8%	8.7%	-12.1%	-8.7%	4.9%	4.2%	3.1%	2.2%	2.0%	1.7%
on <20 tons aircraft	8,324	9,097	8,485	5,071	4,601	4,600	4,527	4,393	4,211	4,009	3,786
on 20t &+ aircraft	3,913,022	3,984,197	4,333,917	3,812,223	3,479,970	3,651,753	3,805,424	3,924,065	4,012,584	4,093,237	4,163,481
Share of <20 tons aircraft	0.2%	0.2%	0.2%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%
<b>Average Distance per flight</b>	<b>707.0</b>	<b>707.0</b>	<b>707.0</b>	<b>707.0</b>	<b>707.0</b>	<b>707.0</b>	<b>707.0</b>	<b>707.0</b>	<b>707.0</b>	<b>707.0</b>	<b>707.0</b>
% annual change		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
on <20 tons aircraft	707.0	707.0	707.0	707.0	707.0	707.0	707.0	707.0	707.0	707.0	707.0
on 20t &+ aircraft	707.0	707.0	707.0	707.0	707.0	707.0	707.0	707.0	707.0	707.0	707.0

## Detailed constructions : Sydney – Brisbane route area.



### Split in capacity between small and large aircraft.

- ✓ *The share of the smaller aircraft category (less than 20 tonnes) was negligible, with 1.1% of total seats in 1998-1999 and declined to 0.4% in 2002-2003. It is assumed that this share is going to decline to 0.3% by 2008-2009.*



### Ratio of passengers over seats.

- ✓ *Comparing the constructed seating capacity with traffic figures yields to an estimated load factor ranging between 70% and 72% in the past, with no real consistent trend.*
- ✓ *It is assumed to increase, and reach a level slightly above 80% by 2008-2009 (slightly higher than for Sydney-Melbourne route since this market has a higher component of leisure travel and is an important market for Virgin Blue).*



### Average aircraft size.

- ✓ *The smaller aircraft category experienced a decline in between 1998-1999 and 2002-2003 (from 22 seats to 14). It is not expected to further decline.*
- ✓ *The larger aircraft category experienced a decline in the past years. The projected evolution of the average aircraft size is based on the assumed continued development of Virgin Blue, with Boeing 737 aircraft. The likely introduction of Qantas's low cost airline, probably with larger aircraft than Virgin Blue, could reverse the trend after 2005-2006.*



### Average distance per flight.

- ✓ *Since one is talking about a specific city-pair, the distance is not going to vary.*

## Detailed constructions : Sydney – Brisbane route area.

Route : Sydney-Brisbane	History					Forecast					
	1998-1999	1999-2000	2000-2001	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009
<b>Passengers</b>	<b>N/A</b>	<b>N/A</b>	<b>4,693,787</b>	<b>3,717,785</b>	<b>3,502,613</b>	<b>3,688,943</b>	<b>3,872,085</b>	<b>4,000,595</b>	<b>4,102,667</b>	<b>4,203,005</b>	<b>4,293,197</b>
% annual change				-20.8%	-5.8%	5.3%	5.0%	3.3%	2.6%	2.4%	2.1%
<b>Seats</b>	<b>4,772,626</b>	<b>4,814,551</b>	<b>6,467,195</b>	<b>5,213,177</b>	<b>4,720,953</b>	<b>4,853,872</b>	<b>5,028,682</b>	<b>5,128,968</b>	<b>5,193,250</b>	<b>5,253,756</b>	<b>5,333,163</b>
% annual change		0.9%	34.3%	-19.4%	-9.4%	2.8%	3.6%	2.0%	1.3%	1.2%	1.5%
on <20 tons aircraft	51,444	42,958	29,554	22,142	17,430	16,989	16,595	16,413	16,099	15,761	14,933
on 20t &+ aircraft	4,721,182	4,771,593	6,437,642	5,191,035	4,703,523	4,836,883	5,012,087	5,112,556	5,177,151	5,237,995	5,318,231
Share of <20 tons aircraft	1.1%	0.9%	0.5%	0.4%	0.4%	0.4%	0.3%	0.3%	0.3%	0.3%	0.3%
<b>Ratio of passengers over Seats</b>			72.6%	71.3%	74.2%	76.0%	77.0%	78.0%	79.0%	80.0%	80.5%
<b>Average Seats per flight</b>	<b>165.7</b>	<b>168.1</b>	<b>160.8</b>	<b>160.8</b>	<b>157.9</b>	<b>156.2</b>	<b>154.7</b>	<b>156.8</b>	<b>157.9</b>	<b>159.2</b>	<b>161.0</b>
% annual change		1.5%	-4.4%	0.0%	-1.8%	-1.1%	-1.0%	1.4%	0.7%	0.8%	1.1%
on <20 tons aircraft	22.0	24.6	16.2	15.9	14.3	14.0	14.0	14.2	14.4	14.7	15.0
on 20t &+ aircraft	178.4	177.5	167.6	167.3	164.0	162.0	160.0	162.0	163.0	164.0	165.5
<b>Number of flights</b>	<b>28,808</b>	<b>28,634</b>	<b>40,226</b>	<b>32,425</b>	<b>29,899</b>	<b>31,071</b>	<b>32,511</b>	<b>32,715</b>	<b>32,880</b>	<b>33,011</b>	<b>33,130</b>
% annual change		-0.6%	40.5%	-19.4%	-7.8%	3.9%	4.6%	0.6%	0.5%	0.4%	0.4%
on <20 tons aircraft	2,339	1,746	1,823	1,390	1,219	1,213	1,185	1,156	1,118	1,072	996
on 20t &+ aircraft	26,469	26,888	38,403	31,035	28,680	29,857	31,326	31,559	31,762	31,939	32,134
Share of <20 tons aircraft	8.1%	6.1%	4.5%	4.3%	4.1%	3.9%	3.6%	3.5%	3.4%	3.2%	3.0%
<b>Aircraft MTOW tonnes</b>	<b>3,154,628</b>	<b>3,119,329</b>	<b>3,831,759</b>	<b>3,175,177</b>	<b>2,817,752</b>	<b>2,897,170</b>	<b>3,001,601</b>	<b>3,061,508</b>	<b>3,099,925</b>	<b>3,136,089</b>	<b>3,183,586</b>
% annual change		-1.1%	22.8%	-17.1%	-11.3%	2.8%	3.6%	2.0%	1.3%	1.2%	1.5%
on <20 tons aircraft	17,785	12,717	13,503	11,018	8,838	8,614	8,414	8,322	8,163	7,991	7,571
on 20t &+ aircraft	3,136,843	3,106,612	3,818,256	3,164,159	2,808,915	2,888,557	2,993,187	3,053,186	3,091,762	3,128,098	3,176,014
Share of <20 tons aircraft	0.6%	0.4%	0.4%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.2%
<b>Average MTOW tonnes per flight</b>	<b>109.5</b>	<b>108.9</b>	<b>95.3</b>	<b>97.9</b>	<b>94.2</b>	<b>93.2</b>	<b>92.3</b>	<b>93.6</b>	<b>94.3</b>	<b>95.0</b>	<b>96.1</b>
% annual change		-0.5%	-12.6%	2.8%	-3.8%	-1.1%	-1.0%	1.4%	0.7%	0.8%	1.2%
on <20 tons aircraft	7.6	7.3	7.4	7.9	7.2	7.1	7.1	7.2	7.3	7.5	7.6
on 20t &+ aircraft	118.5	115.5	99.4	102.0	97.9	96.7	95.6	96.7	97.3	97.9	98.8
<b>MTOW tonne-kilometres (000)</b>	<b>2,356,507</b>	<b>2,330,139</b>	<b>2,862,324</b>	<b>2,371,857</b>	<b>2,104,861</b>	<b>2,164,186</b>	<b>2,242,196</b>	<b>2,286,946</b>	<b>2,315,644</b>	<b>2,342,659</b>	<b>2,378,138</b>
% annual change		-1.1%	22.8%	-17.1%	-11.3%	2.8%	3.6%	2.0%	1.3%	1.2%	1.5%
on <20 tons aircraft	13,285	9,500	10,087	8,230	6,602	6,434	6,285	6,216	6,098	5,970	5,656
on 20t &+ aircraft	2,343,221	2,320,639	2,852,237	2,363,627	2,098,259	2,157,752	2,235,911	2,280,730	2,309,546	2,336,689	2,372,483
Share of <20 tons aircraft	0.6%	0.4%	0.4%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.2%
<b>Average Distance per flight</b>	<b>747.0</b>	<b>747.0</b>	<b>747.0</b>	<b>747.0</b>	<b>747.0</b>	<b>747.0</b>	<b>747.0</b>	<b>747.0</b>	<b>747.0</b>	<b>747.0</b>	<b>747.0</b>
% annual change		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
on <20 tons aircraft	747.0	747.0	747.0	747.0	747.0	747.0	747.0	747.0	747.0	747.0	747.0
on 20t &+ aircraft	747.0	747.0	747.0	747.0	747.0	747.0	747.0	747.0	747.0	747.0	747.0

## Detailed constructions : Sydney – Rest of Australia route area.

### Split in capacity between small and large aircraft.

- ✓ *The share of the smaller aircraft category was more important than in the previous route areas, but after an increase recorded in the 1998-2001 period, it declined during two consecutive years. It is forecast to continue declining but moderately.*

### Ratio of passengers over seats.

- ✓ *The comparison between the constructed seats and the passenger traffic data obtained from ASA suggests that the load factor has been lower than in the previous route areas. We expect an increase in this ratio over the years.*

### Average aircraft size.

- ✓ *For the smaller aircraft category, the average aircraft size increased constantly. This trend is expected to continue. However, we do not expect large increases during the forecast period.*
- ✓ *For the larger aircraft category, we expect a moderate increase (to a lesser degree as the high density routes of Sydney-Melbourne for example) due to the fact that growth in capacity in that route area will be driven by frequency increases and new routes.*

### Average flight distance

- ✓ *For the smaller aircraft category, the average distance increase noticeably since 2000-2001. We expect this trend to continue.*
- ✓ *For the larger aircraft category, the evolution of the average distance recorded an erratic development. We expect this figure in the future to come back to the levels achieved prior to 2001 events.*

## Detailed constructions : Sydney – Rest of Australia route area.

Route : Sydney-Rest of Australia	History					Forecast					
	1998-1999	1999-2000	2000-2001	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009
<b>Passengers</b>	N/A	N/A	5,814,907	4,002,013	5,161,230	5,581,183	6,015,541	6,387,834	6,696,941	7,004,519	7,282,214
% annual change				-31.2%	29.0%	8.1%	7.8%	6.2%	4.8%	4.6%	4.0%
<b>Seats</b>	10,312,310	10,834,080	10,847,642	9,668,633	10,594,395	11,390,170	12,152,608	12,775,668	13,261,269	13,734,350	14,004,258
% annual change		5.1%	0.1%	-10.9%	9.6%	7.5%	6.7%	5.1%	3.8%	3.6%	2.0%
on <20 tons aircraft	2,312,359	2,548,696	2,830,927	2,369,898	2,251,786	2,414,716	2,552,048	2,644,563	2,718,560	2,746,870	2,772,843
on 20t &+ aircraft	7,999,951	8,285,384	8,016,715	7,298,735	8,342,609	8,975,454	9,600,560	10,131,105	10,542,709	10,987,480	11,231,415
Share of <20 tons aircraft	22.4%	23.5%	26.1%	24.5%	21.3%	21.2%	21.0%	20.7%	20.5%	20.0%	19.8%
<b>Ratio of passengers over Seats</b>			53.6%	41.4%	48.7%	49.0%	49.5%	50.0%	50.5%	51.0%	52.0%
<b>Average Seats per flight</b>	76.8	77.7	73.2	80.5	89.3	90.0	91.3	92.7	93.9	95.7	96.9
% annual change		1.1%	-5.8%	10.1%	10.9%	0.8%	1.5%	1.5%	1.3%	1.9%	1.3%
on <20 tons aircraft	28.6	29.7	30.2	31.8	34.6	35.0	35.5	35.9	36.3	36.7	37.1
on 20t &+ aircraft	149.7	154.4	147.2	160.6	155.7	156.0	157.0	158.0	159.0	160.0	161.0
<b>Number of flights</b>	134,221	139,487	148,234	120,047	118,580	126,527	133,039	137,786	141,198	143,518	144,500
% annual change		3.9%	6.3%	-19.0%	-1.2%	6.7%	5.1%	3.6%	2.5%	1.6%	0.7%
on <20 tons aircraft	80,765	85,831	93,763	74,604	64,993	68,992	71,889	73,665	74,891	74,847	74,740
on 20t &+ aircraft	53,456	53,656	54,471	45,443	53,587	57,535	61,150	64,121	66,306	68,672	69,760
Share of <20 tons aircraft	60.2%	61.5%	63.3%	62.1%	54.8%	54.5%	54.0%	53.5%	53.0%	52.2%	51.7%
<b>Aircraft MTOW tonnes</b>	5,527,107	5,714,912	5,669,684	5,175,581	5,328,417	5,729,265	6,115,179	6,432,499	6,679,625	6,924,715	7,063,574
% annual change		3.4%	-0.8%	-8.7%	3.0%	7.5%	6.7%	5.2%	3.8%	3.7%	2.0%
on <20 tons aircraft	963,568	1,064,190	1,203,556	1,022,989	956,879	1,026,115	1,084,473	1,123,787	1,155,232	1,167,262	1,178,299
on 20t &+ aircraft	4,563,540	4,650,721	4,466,127	4,152,592	4,371,538	4,703,149	5,030,706	5,308,712	5,524,393	5,757,454	5,885,276
Share of <20 tons aircraft	17.4%	18.6%	21.2%	19.8%	18.0%	17.9%	17.7%	17.5%	17.3%	16.9%	16.7%
<b>Average MTOW tonnes per flight</b>	41.2	41.0	38.2	43.1	44.9	45.3	46.0	46.7	47.3	48.2	48.9
% annual change		-0.5%	-6.6%	12.7%	4.2%	0.8%	1.5%	1.6%	1.3%	2.0%	1.3%
on <20 tons aircraft	11.9	12.4	12.8	13.7	14.7	14.9	15.1	15.3	15.4	15.6	15.8
on 20t &+ aircraft	85.4	86.7	82.0	91.4	81.6	81.7	82.3	82.8	83.3	83.8	84.4
<b>MTOW tonne-kilometres (000)</b>	3,754,437	3,708,130	3,829,993	3,117,297	3,370,178	3,653,907	3,954,441	4,223,471	4,467,692	4,726,663	4,944,253
% annual change		-1.2%	3.3%	-18.6%	8.1%	8.4%	8.2%	6.8%	5.8%	5.8%	4.6%
on <20 tons aircraft	421,900	446,379	459,397	455,904	467,168	502,796	533,561	555,151	572,995	581,296	589,149
on 20t &+ aircraft	3,332,537	3,261,751	3,370,597	2,661,392	2,903,010	3,151,110	3,420,880	3,668,320	3,894,697	4,145,367	4,355,104
Share of <20 tons aircraft	11.2%	12.0%	12.0%	14.6%	13.9%	13.8%	13.5%	13.1%	12.8%	12.3%	11.9%
<b>Average Distance per flight</b>	679.3	648.9	675.5	602.3	632.5	637.8	646.7	656.6	668.9	682.6	700.0
% annual change		-4.5%	4.1%	-10.8%	5.0%	0.8%	1.4%	1.5%	1.9%	2.1%	2.5%
on <20 tons aircraft	437.9	419.5	381.7	445.7	488.2	490.0	492.0	494.0	496.0	498.0	500.0
on 20t &+ aircraft	730.3	701.3	754.7	640.9	664.1	670.0	680.0	691.0	705.0	720.0	740.0

## Detailed constructions : Melbourne – Rest of Australia route area.

### Split in capacity between small and large aircraft.

- ✓ *The share of the smaller aircraft category has been fairly stable in the last 3 years. We expect this situation to continue with little change in the forecast evolution of this share.*

### Ratio of passengers over seats.

- ✓ *Like for the previous route area, we expect this ratio to increase over the years.*

### Average aircraft size.

- ✓ *For the smaller aircraft category, the average size was fairly stable in the past. We expect this figure to remain fairly stable.*
- ✓ *For the larger aircraft category, the past evolution has been erratic. We expect this average figure to increase over the years.*

### Average flight distance

- ✓ *For the larger aircraft category, the average distance increased continually in the past. We expect this trend to continue in the future.*



## Detailed constructions : Melbourne – Rest of Australia route area.

Route : Melbourne-Rest of Austr	History					Forecast					
	1998-1999	1999-2000	2000-2001	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009
<b>Passengers</b>	N/A	N/A	5,503,679	4,484,140	5,074,999	5,414,669	5,763,355	6,086,454	6,364,935	6,625,531	6,866,049
% annual change				-18.5%	13.2%	6.7%	6.4%	5.6%	4.6%	4.1%	3.6%
<b>Seats</b>	10,187,087	10,689,248	11,252,090	11,088,269	11,584,934	12,032,598	12,529,033	12,949,902	13,260,282	13,521,492	13,732,098
% annual change		4.9%	5.3%	-1.5%	4.5%	3.9%	4.1%	3.4%	2.4%	2.0%	1.6%
on <20 tons aircraft	917,976	926,250	816,710	791,575	897,122	926,510	958,471	984,193	1,001,151	1,014,112	1,023,041
on 20t &+ aircraft	9,269,111	9,762,998	10,435,380	10,296,695	10,687,812	11,106,088	11,570,562	11,965,710	12,259,131	12,507,380	12,709,057
Share of <20 tons aircraft	9.0%	8.7%	7.3%	7.1%	7.7%	7.7%	7.7%	7.6%	7.6%	7.5%	7.5%
<b>Ratio of passengers over Seats</b>			48.9%	40.4%	43.8%	45.0%	46.0%	47.0%	48.0%	49.0%	50.0%
<b>Average Seats per flight</b>	107.5	107.6	100.3	113.2	113.8	114.9	115.8	116.8	117.7	118.6	119.6
% annual change		0.1%	-6.8%	12.9%	0.5%	0.9%	0.8%	0.8%	0.8%	0.8%	0.8%
on <20 tons aircraft	31.1	32.0	28.1	30.1	31.0	31.2	31.4	31.6	31.8	32.0	32.2
on 20t &+ aircraft	142.0	138.6	125.4	143.7	146.8	148.0	149.0	150.0	151.0	152.0	153.0
<b>Number of flights</b>	94,791	99,358	112,235	97,942	101,772	104,737	108,179	110,917	112,669	113,976	114,837
% annual change		4.8%	13.0%	-12.7%	3.9%	2.9%	3.3%	2.5%	1.6%	1.2%	0.8%
on <20 tons aircraft	29,522	28,907	29,028	26,263	28,984	29,696	30,525	31,145	31,483	31,691	31,771
on 20t &+ aircraft	65,269	70,451	83,207	71,679	72,788	75,041	77,655	79,771	81,186	82,285	83,066
Share of <20 tons aircraft	31.1%	29.1%	25.9%	26.8%	28.5%	28.4%	28.2%	28.1%	27.9%	27.8%	27.7%
<b>Aircraft MTOW tonnes</b>	5,234,175	5,381,900	5,768,441	5,637,162	5,533,091	5,747,320	5,984,937	6,186,495	6,335,298	6,460,631	6,561,805
% annual change		2.8%	7.2%	-2.3%	-1.8%	3.9%	4.1%	3.4%	2.4%	2.0%	1.6%
on <20 tons aircraft	333,548	332,170	333,930	320,917	362,731	374,613	387,536	397,936	404,793	410,033	413,643
on 20t &+ aircraft	4,900,627	5,049,730	5,434,511	5,316,245	5,170,360	5,372,706	5,597,401	5,788,559	5,930,505	6,050,598	6,148,162
Share of <20 tons aircraft	6.4%	6.2%	5.8%	5.7%	6.6%	6.5%	6.5%	6.4%	6.4%	6.3%	6.3%
<b>Average MTOW tonnes per flight</b>	55.2	54.2	51.4	57.6	54.4	54.9	55.3	55.8	56.2	56.7	57.1
% annual change		-1.9%	-5.1%	12.0%	-5.5%	0.9%	0.8%	0.8%	0.8%	0.8%	0.8%
on <20 tons aircraft	11.3	11.5	11.5	12.2	12.5	12.6	12.7	12.8	12.9	12.9	13.0
on 20t &+ aircraft	75.1	71.7	65.3	74.2	71.0	71.6	72.1	72.6	73.0	73.5	74.0
<b>MTOW tonne-kilometres (000)</b>	5,948,735	6,208,763	6,715,550	6,652,542	6,646,455	6,997,907	7,374,028	7,712,156	7,989,676	8,241,652	8,466,172
% annual change		4.4%	8.2%	-0.9%	-0.1%	5.3%	5.4%	4.6%	3.6%	3.2%	2.7%
on <20 tons aircraft	148,507	148,032	147,785	148,181	168,913	174,570	181,367	187,030	191,062	194,356	196,894
on 20t &+ aircraft	5,800,228	6,060,731	6,567,765	6,504,361	6,477,542	6,823,337	7,192,661	7,525,126	7,798,614	8,047,296	8,269,278
Share of <20 tons aircraft	2.5%	2.4%	2.2%	2.2%	2.5%	2.5%	2.5%	2.4%	2.4%	2.4%	2.3%
<b>Average Distance per flight</b>	1136.5	1153.6	1164.2	1180.1	1201.2	1217.6	1232.1	1246.6	1261.1	1275.7	1290.2
% annual change		1.5%	0.9%	1.4%	1.8%	1.4%	1.2%	1.2%	1.2%	1.2%	1.1%
on <20 tons aircraft	445.2	445.7	442.6	461.7	465.7	466.0	468.0	470.0	472.0	474.0	476.0
on 20t &+ aircraft	1,183.6	1,200.2	1,208.5	1,223.5	1,252.8	1,270.0	1,285.0	1,300.0	1,315.0	1,330.0	1,345.0

## Detailed constructions : Brisbane – Rest of Australia route area.

### Split in capacity between small and large aircraft.

- ✓ *The evolution of the share of the smaller aircraft did not show any specific trend and under these circumstances it is expected not to show big changes in the future.*

### Ratio of passengers over seats.

- ✓ *The comparison of the passengers over the number of seats suggests that there is a lack of coherence between the two sources used, and therefore we can only reflect for future trends a slight improvement in the evolution of this ratio applied to the figure constructed for the base year.*

### Average aircraft size.

- ✓ *We do not anticipate a significant change in the average aircraft size for the route area (only a slight increase).*

### Average flight distance

- ✓ *During the past years, the average distance increased continually. This trend is expected to continue.*

## Detailed constructions : Brisbane – Rest of Australia route area.

Route : Brisbane-Rest of Austral	History					Forecast					
	1998-1999	1999-2000	2000-2001	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009
<b>Passengers</b>	N/A	N/A	5,315,482	4,868,194	5,020,952	5,381,284	5,753,398	6,080,826	6,355,092	6,614,250	6,850,587
<i>% annual change</i>				-8.4%	3.1%	7.2%	6.9%	5.7%	4.5%	4.1%	3.6%
<b>Seats</b>	5,214,150	5,601,131	5,462,802	4,655,290	5,161,018	5,491,106	5,841,013	6,142,248	6,387,027	6,614,250	6,816,504
<i>% annual change</i>		7.4%	-2.5%	-14.8%	10.9%	6.4%	6.4%	5.2%	4.0%	3.6%	3.1%
on <20 tons aircraft	980,322	1,027,453	1,019,168	812,835	807,241	851,121	876,152	909,053	938,893	965,680	988,393
on 20t &+ aircraft	4,233,829	4,573,678	4,443,634	3,842,455	4,353,778	4,639,984	4,964,861	5,233,196	5,448,134	5,648,569	5,828,111
Share of <20 tons aircraft	18.8%	18.3%	18.7%	17.5%	15.6%	15.5%	15.0%	14.8%	14.7%	14.6%	14.5%
<b>Ratio of passengers over Seats</b>			97.3%	104.6%	97.3%	98.0%	98.5%	99.0%	99.5%	100.0%	100.5%
<b>Average Seats per flight</b>	71.4	72.1	66.6	66.8	79.7	80.3	81.8	82.9	83.8	84.8	85.7
<i>% annual change</i>		1.0%	-7.6%	0.2%	19.4%	0.7%	2.0%	1.3%	1.1%	1.1%	1.1%
on <20 tons aircraft	26.2	25.8	25.3	24.9	29.4	29.6	29.9	30.2	30.5	30.8	31.1
on 20t &+ aircraft	118.8	121.1	106.4	103.9	116.9	117.0	118.0	119.0	120.0	121.0	122.0
<b>Number of flights</b>	73,030	77,640	81,967	69,697	64,731	68,412	71,378	74,078	76,184	78,036	79,553
<i>% annual change</i>		6.3%	5.6%	-15.0%	-7.1%	4.3%	5.7%	3.8%	2.8%	2.4%	1.9%
on <20 tons aircraft	37,391	39,884	40,218	32,700	27,501	28,754	29,303	30,101	30,783	31,353	31,781
on 20t &+ aircraft	35,639	37,756	41,749	36,997	37,230	39,658	42,075	43,976	45,401	46,682	47,771
Share of <20 tons aircraft	51.2%	51.4%	49.1%	46.9%	42.5%	42.0%	41.1%	40.6%	40.4%	40.2%	39.9%
<b>Aircraft MTOW tonnes</b>	2,586,897	2,689,201	2,855,024	2,794,722	2,769,488	2,947,587	3,139,063	3,302,487	3,434,895	3,557,920	3,667,568
<i>% annual change</i>		4.0%	6.2%	-2.1%	-0.9%	6.4%	6.5%	5.2%	4.0%	3.6%	3.1%
on <20 tons aircraft	411,718	427,264	433,630	368,344	348,096	367,018	377,812	391,999	404,867	416,418	426,212
on 20t &+ aircraft	2,175,178	2,261,936	2,421,394	2,426,378	2,421,392	2,580,568	2,761,251	2,910,488	3,030,028	3,141,502	3,241,355
Share of <20 tons aircraft	15.9%	15.9%	15.2%	13.2%	12.6%	12.5%	12.0%	11.9%	11.8%	11.7%	11.6%
<b>Average MTOW tonnes per flight</b>	35.4	34.6	34.8	40.1	42.8	43.1	44.0	44.6	45.1	45.6	46.1
<i>% annual change</i>		-2.2%	0.6%	15.1%	6.7%	0.7%	2.1%	1.4%	1.1%	1.1%	1.1%
on <20 tons aircraft	11.0	10.7	10.8	11.3	12.7	12.8	12.9	13.0	13.2	13.3	13.4
on 20t &+ aircraft	61.0	59.9	58.0	65.6	65.0	65.1	65.6	66.2	66.7	67.3	67.9
<b>MTOW tonne-kilometres (000)</b>	2,997,486	3,091,459	3,424,929	3,521,596	3,634,384	3,912,487	4,207,109	4,454,876	4,657,554	4,849,340	5,014,843
<i>% annual change</i>		3.1%	10.8%	2.8%	3.2%	7.7%	7.5%	5.9%	4.5%	4.1%	3.4%
on <20 tons aircraft	173,979	179,569	179,281	172,521	161,282	170,664	175,683	182,280	188,263	193,634	198,189
on 20t &+ aircraft	2,823,506	2,911,890	3,245,648	3,349,075	3,473,102	3,741,824	4,031,427	4,272,596	4,469,291	4,655,705	4,816,654
Share of <20 tons aircraft	5.8%	5.8%	5.2%	4.9%	4.4%	4.4%	4.2%	4.1%	4.0%	4.0%	4.0%
<b>Average Distance per flight</b>	1158.7	1149.6	1199.6	1260.1	1312.3	1327.4	1340.2	1348.9	1356.0	1363.0	1367.3
<i>% annual change</i>		-0.8%	4.4%	5.0%	4.1%	1.1%	1.0%	0.6%	0.5%	0.5%	0.3%
on <20 tons aircraft	422.6	420.3	413.4	468.4	463.3	465.0	465.0	465.0	465.0	465.0	465.0
on 20t &+ aircraft	1,298.1	1,287.3	1,340.4	1,380.3	1,434.3	1,450.0	1,460.0	1,468.0	1,475.0	1,482.0	1,486.0

## Detailed constructions : Domestic – Rest of Australia route area.

### Split in capacity between small and large aircraft.

- ✓ *The share of the smaller aircraft category is the highest of all route areas. This is understandable due to the high level of regional airline activity in many secondary airports within the country. Its evolution showed an increase during the first 3 years and then a decline in 2002-2003. We expect this figure to continue declining over the years.*

### Ratio of passengers over seats.

- ✓ *The comparison of the passengers over the number of seats suggests that there is a lack of coherence between the two sources used, and therefore we can only reflect for future trends a slight improvement in the evolution of this ratio applied to the figure constructed for the base year.*

### Average aircraft size.

- ✓ *For the larger aircraft category, the average number of seats declined during the first 3 years in the past. It is expected to show a slight increase in the future.*

### Average flight distance

- ✓ *For the larger aircraft category, the average distance increased moderately in the recent past. We expect this trend to continue.*

## Detailed constructions : Domestic – Rest of Australia route area.

Route : Domestic-Rest of Australia	History					Forecast					
	1998-1999	1999-2000	2000-2001	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009
<b>Passengers</b>	N/A	N/A	4,041,733	4,648,930	4,438,622	4,715,915	4,998,360	5,254,082	5,474,028	5,681,806	5,871,308
% annual change				15.0%	-4.5%	6.2%	6.0%	5.1%	4.2%	3.8%	3.3%
<b>Seats</b>	8,354,848	8,512,177	7,531,557	5,665,370	6,077,812	6,416,211	6,754,541	7,052,459	7,298,705	7,535,551	7,756,021
% annual change		1.9%	-11.5%	-24.8%	7.3%	5.6%	5.3%	4.4%	3.5%	3.2%	2.9%
on <20 tons aircraft	2,899,766	3,281,029	2,949,673	2,580,097	2,592,928	2,694,809	2,769,362	2,820,983	2,846,495	2,863,509	2,869,728
on 20t &+ aircraft	5,455,082	5,231,148	4,581,884	3,085,273	3,484,884	3,721,402	3,985,179	4,231,475	4,452,210	4,672,042	4,886,293
Share of <20 tons aircraft	34.7%	38.5%	39.2%	45.5%	42.7%	42.0%	41.0%	40.0%	39.0%	38.0%	37.0%
<b>Ratio of passengers over Seats</b>			53.7%	82.1%	73.0%	73.5%	74.0%	74.5%	75.0%	75.4%	75.7%
<b>Average Seats per flight</b>	50.2	48.2	42.1	37.5	39.6	40.0	40.7	41.5	42.3	43.1	43.8
% annual change		-4.0%	-12.6%	-11.0%	5.7%	1.1%	1.9%	1.9%	1.9%	1.8%	1.7%
on <20 tons aircraft	26.7	27.1	23.9	23.9	23.9	23.9	24.0	24.1	24.2	24.3	24.4
on 20t &+ aircraft	94.0	94.1	82.4	71.4	77.1	78.0	79.0	80.0	80.9	81.7	82.1
<b>Number of flights</b>	166,564	176,753	178,958	151,267	153,599	160,464	165,835	169,947	172,657	175,025	177,128
% annual change		6.1%	1.2%	-15.5%	1.5%	4.5%	3.3%	2.5%	1.6%	1.4%	1.2%
on <20 tons aircraft	108,542	121,141	123,329	108,047	108,388	112,753	115,390	117,053	117,624	117,840	117,612
on 20t &+ aircraft	58,022	55,612	55,629	43,220	45,211	47,710	50,445	52,893	55,033	57,185	59,516
Share of <20 tons aircraft	65.2%	68.5%	68.9%	71.4%	70.6%	70.3%	69.6%	68.9%	68.1%	67.3%	66.4%
<b>Aircraft MTOW tonnes</b>	3,760,497	3,751,390	3,871,533	3,150,280	3,357,085	3,551,168	3,749,818	3,927,107	4,076,540	4,221,539	4,358,135
% annual change		-0.2%	3.2%	-18.6%	6.6%	5.8%	5.6%	4.7%	3.8%	3.6%	3.2%
on <20 tons aircraft	1,128,861	1,265,392	1,305,008	1,155,051	1,181,384	1,227,803	1,261,771	1,285,291	1,296,914	1,304,666	1,307,499
on 20t &+ aircraft	2,631,636	2,485,998	2,566,525	1,995,228	2,175,701	2,323,365	2,488,047	2,641,816	2,779,626	2,916,873	3,050,636
Share of <20 tons aircraft	30.0%	33.7%	33.7%	36.7%	35.2%	34.6%	33.6%	32.7%	31.8%	30.9%	30.0%
<b>Average MTOW tonnes per flight</b>	22.6	21.2	21.6	20.8	21.9	22.1	22.6	23.1	23.6	24.1	24.6
% annual change		-6.0%	1.9%	-3.7%	4.9%	1.3%	2.2%	2.2%	2.2%	2.2%	2.0%
on <20 tons aircraft	10.4	10.4	10.6	10.7	10.9	10.9	10.9	11.0	11.0	11.1	11.1
on 20t &+ aircraft	45.4	44.7	46.1	46.2	48.1	48.7	49.3	49.9	50.5	51.0	51.3
<b>MTOW tonne-kilometres (000)</b>	3,754,437	3,708,130	3,829,993	3,117,297	3,370,178	3,587,902	3,824,954	4,043,654	4,236,609	4,427,559	4,612,159
% annual change		-1.2%	3.3%	-18.6%	8.1%	6.5%	6.6%	5.7%	4.8%	4.5%	4.2%
on <20 tons aircraft	421,900	446,379	459,397	455,904	467,168	486,210	500,923	511,546	517,469	521,866	524,307
on 20t &+ aircraft	3,332,537	3,261,751	3,370,597	2,661,392	2,903,010	3,101,692	3,324,031	3,532,108	3,719,140	3,905,693	4,087,852
Share of <20 tons aircraft	11.2%	12.0%	12.0%	14.6%	13.9%	13.6%	13.1%	12.7%	12.2%	11.8%	11.4%
<b>Average Distance per flight</b>	998.4	988.5	989.3	989.5	1003.9	1010.3	1020.0	1029.7	1039.3	1048.8	1058.3
% annual change		-1.0%	0.1%	0.0%	1.5%	0.6%	1.0%	0.9%	0.9%	0.9%	0.9%
on <20 tons aircraft	373.7	352.8	352.0	394.7	395.4	396.0	397.0	398.0	399.0	400.0	401.0
on 20t &+ aircraft	1,266.3	1,312.0	1,313.3	1,333.9	1,334.3	1,335.0	1,336.0	1,337.0	1,338.0	1,339.0	1,340.0

## Detailed constructions : Australia - Africa route area.

### Ratio of passengers over seats.

- ✓ *The ratio of passengers over seats showed an improvement in the passenger load factors in the past. This trend is expected to continue in the future.*

### Average aircraft size.

- ✓ *The average aircraft size was relatively high due to the predominance of the Boeing 747 on these routes. We expect the new services to be introduced with smaller aircraft such as the Airbus 340 or B777 aircraft.*

### Average flight distance.

- ✓ *The average distance increased in the past. We expect this trend to continue, as more flights are expected to be scheduled out of the East Coast of Australia.*

## Detailed constructions : Australia - Africa route area.

Route : Australia-Africa	History					Forecast					
	1998-1999	1999-2000	2000-2001	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009
<b>Passengers</b>			239,749	265,500	251,232	272,448	295,867	322,093	349,680	378,404	407,710
% annual change	N/A	N/A		10.7%	-5.4%	8.4%	8.6%	8.9%	8.6%	8.2%	7.7%
<b>Seats</b>	327,969	379,480	401,035	413,449	377,694	406,639	435,099	466,802	503,136	540,576	578,312
% annual change		15.7%	5.7%	3.1%	-8.6%	7.7%	7.0%	7.3%	7.8%	7.4%	7.0%
on <20 tons aircraft	0	0	0	0	0	0	0	0	0	0	0
on 20t &+ aircraft	327,969	379,480	401,035	413,449	377,694	406,639	435,099	466,802	503,136	540,576	578,312
Share of <20 tons aircraft	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Ratio of passengers over Seats</b>			59.8%	64.2%	66.5%	67.0%	68.0%	69.0%	69.5%	70.0%	70.5%
<b>Average Seats per flight</b>	342.7	367.4	361.3	368.2	380.7	380.0	378.0	376.0	374.0	372.0	370.0
% annual change		7.2%	-1.7%	1.9%	3.4%	-0.2%	-0.5%	-0.5%	-0.5%	-0.5%	-0.5%
on <20 tons aircraft	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
on 20t &+ aircraft	342.7	367.4	361.3	368.2	380.7	380.0	378.0	376.0	374.0	372.0	370.0
<b>Number of flights</b>	957	1,033	1,110	1,123	992	1,070	1,151	1,241	1,345	1,453	1,563
% annual change		7.9%	7.5%	1.2%	-11.7%	7.9%	7.6%	7.9%	8.4%	8.0%	7.6%
on <20 tons aircraft	0	0	0	0	0	0	0	0	0	0	0
on 20t &+ aircraft	957	1,033	1,110	1,123	992	1,070	1,151	1,241	1,345	1,453	1,563
Share of <20 tons aircraft	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Aircraft MTOW tonnes</b>	305,737	356,940	373,015	389,427	361,109	388,783	415,993	446,304	481,043	516,839	552,917
% annual change		16.7%	4.5%	4.4%	-7.3%	7.7%	7.0%	7.3%	7.8%	7.4%	7.0%
on <20 tons aircraft	0	0	0	0	0	0	0	0	0	0	0
on 20t &+ aircraft	305,737	356,940	373,015	389,427	361,109	388,783	415,993	446,304	481,043	516,839	552,917
Share of <20 tons aircraft	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Average MTOW tonnes per flight</b>	319.5	345.5	336.0	346.8	364.0	363.3	361.4	359.5	357.6	355.7	353.8
% annual change		8.2%	-2.7%	3.2%	5.0%	-0.2%	-0.5%	-0.5%	-0.5%	-0.5%	-0.5%
on <20 tons aircraft	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
on 20t &+ aircraft	319.5	345.5	336.0	346.8	364.0	363.3	361.4	359.5	357.6	355.7	353.8
<b>MTOW tonne-kilometres (000)</b>	892,254	1,086,102	1,507,684	1,914,534	1,724,618	1,866,157	2,000,928	2,155,648	2,333,057	2,511,837	2,692,707
% annual change		21.7%	38.8%	27.0%	-9.9%	8.2%	7.2%	7.7%	8.2%	7.7%	7.2%
on <20 tons aircraft	0	0	0	0	0	0	0	0	0	0	0
on 20t &+ aircraft	892,254	1,086,102	1,507,684	1,914,534	1,724,618	1,866,157	2,000,928	2,155,648	2,333,057	2,511,837	2,692,707
Share of <20 tons aircraft	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Average Distance per flight</b>	2918.4	3042.8	4041.9	4916.3	4775.9	4800.0	4810.0	4830.0	4850.0	4860.0	4870.0
% annual change		4.3%	32.8%	21.6%	-2.9%	0.5%	0.2%	0.4%	0.4%	0.2%	0.2%
on <20 tons aircraft	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
on 20t &+ aircraft	2,918.4	3,042.8	4,041.9	4,916.3	4,775.9	4,800.0	4,810.0	4,830.0	4,850.0	4,860.0	4,870.0

## Detailed constructions : Australia – New Zealand route area.

### Ratio of passengers over seats.

- ✓ *The comparison between seats and passengers shows realistic load factors for such route area. With the expansion of Emirates fifth freedom service on this route area, we expect the load factor to improve only marginally.*

### Average aircraft size.

- ✓ *The average aircraft size on this route has decreased continually in the past. We expect this trend to continue for two years, with the development of competition and thereafter it will increase.*

### Average flight distance.

- ✓ *We expect the average distance to increase in the future due to more flights out of Western Australia, although they would represent a small portion of the total.*



## Detailed constructions : Australia – New Zealand route area.

Route : Australia-New Zealand	History					Forecast					
	1998-1999	1999-2000	2000-2001	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009
<b>Passengers</b>	<b>N/A</b>	<b>N/A</b>	<b>3,553,442</b>	<b>3,461,996</b>	<b>3,691,409</b>	<b>3,894,437</b>	<b>4,076,029</b>	<b>4,229,814</b>	<b>4,377,352</b>	<b>4,534,723</b>	<b>4,688,641</b>
<i>% annual change</i>				-2.6%	6.6%	5.5%	4.7%	3.8%	3.5%	3.6%	3.4%
<b>Seats</b>	<b>5,169,145</b>	<b>5,382,057</b>	<b>5,750,563</b>	<b>5,371,935</b>	<b>5,801,471</b>	<b>5,991,441</b>	<b>6,222,946</b>	<b>6,408,809</b>	<b>6,582,484</b>	<b>6,768,243</b>	<b>6,946,135</b>
<i>% annual change</i>		4.1%	6.8%	-6.6%	8.0%	3.3%	3.9%	3.0%	2.7%	2.8%	2.6%
on <20 tons aircraft	1,592	1,382	1,040	881	1,738	1,797	1,867	1,923	1,975	2,030	2,084
on 20t &+ aircraft	5,167,554	5,380,676	5,749,523	5,371,054	5,799,733	5,989,644	6,221,079	6,406,886	6,580,509	6,766,213	6,944,051
Share of <20 tons aircraft	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Ratio of passengers over Seats</b>			61.8%	64.4%	63.6%	65.0%	65.5%	66.0%	66.5%	67.0%	67.5%
<b>Average Seats per flight</b>	<b>225.7</b>	<b>213.7</b>	<b>205.3</b>	<b>198.7</b>	<b>193.8</b>	<b>191.1</b>	<b>189.1</b>	<b>189.1</b>	<b>190.1</b>	<b>191.3</b>	<b>192.9</b>
<i>% annual change</i>		-5.3%	-3.9%	-3.2%	-2.5%	-1.4%	-1.0%	0.0%	0.5%	0.6%	0.8%
on <20 tons aircraft	12.0	11.3	13.2	11.3	11.3	11.2	11.2	11.3	11.4	11.5	11.6
on 20t &+ aircraft	227.0	214.7	205.9	199.2	194.7	192.0	190.0	190.0	191.0	192.2	193.8
<b>Number of flights</b>	<b>22,901</b>	<b>25,188</b>	<b>28,008</b>	<b>27,037</b>	<b>29,935</b>	<b>31,357</b>	<b>32,909</b>	<b>33,891</b>	<b>34,626</b>	<b>35,381</b>	<b>36,011</b>
<i>% annual change</i>		10.0%	11.2%	-3.5%	10.7%	4.7%	5.0%	3.0%	2.2%	2.2%	1.8%
on <20 tons aircraft	133	122	79	78	154	160	167	170	173	177	180
on 20t &+ aircraft	22,768	25,066	27,929	26,959	29,781	31,196	32,743	33,720	34,453	35,204	35,831
Share of <20 tons aircraft	0.6%	0.5%	0.3%	0.3%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
<b>Aircraft MTOW tonnes</b>	<b>4,281,532</b>	<b>4,259,679</b>	<b>4,409,924</b>	<b>4,041,997</b>	<b>4,266,850</b>	<b>4,406,569</b>	<b>4,576,836</b>	<b>4,713,534</b>	<b>4,841,268</b>	<b>4,977,890</b>	<b>5,108,725</b>
<i>% annual change</i>		-0.5%	3.5%	-8.3%	5.6%	3.3%	3.9%	3.0%	2.7%	2.8%	2.6%
on <20 tons aircraft	1,403	1,185	841	764	1,627	1,683	1,748	1,800	1,849	1,901	1,951
on 20t &+ aircraft	4,280,129	4,258,494	4,409,083	4,041,233	4,265,223	4,404,887	4,575,088	4,711,734	4,839,419	4,975,989	5,106,774
Share of <20 tons aircraft	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Average MTOW tonnes per flight</b>	<b>187.0</b>	<b>169.1</b>	<b>157.5</b>	<b>149.5</b>	<b>142.5</b>	<b>140.5</b>	<b>139.1</b>	<b>139.1</b>	<b>139.8</b>	<b>140.7</b>	<b>141.9</b>
<i>% annual change</i>		-9.5%	-6.9%	-5.1%	-4.7%	-1.4%	-1.0%	0.0%	0.5%	0.6%	0.8%
on <20 tons aircraft	10.5	9.7	10.7	9.8	10.6	10.5	10.5	10.6	10.7	10.8	10.9
on 20t &+ aircraft	188.0	169.9	157.9	149.9	143.2	141.2	139.7	139.7	140.5	141.3	142.5
<b>MTOW tonne-kilometres (000)</b>	<b>5,507,673</b>	<b>5,366,874</b>	<b>5,491,294</b>	<b>5,151,919</b>	<b>5,352,657</b>	<b>5,552,277</b>	<b>5,789,688</b>	<b>5,986,170</b>	<b>6,172,589</b>	<b>6,371,661</b>	<b>6,564,663</b>
<i>% annual change</i>		-2.6%	2.3%	-6.2%	3.9%	3.7%	4.3%	3.4%	3.1%	3.2%	3.0%
on <20 tons aircraft	1,911	1,587	1,007	907	2,043	2,120	2,202	2,268	2,329	2,395	2,458
on 20t &+ aircraft	5,505,762	5,365,287	5,490,286	5,151,012	5,350,615	5,550,157	5,787,486	5,983,902	6,170,259	6,369,265	6,562,205
Share of <20 tons aircraft	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Average Distance per flight</b>	<b>1286.4</b>	<b>1259.9</b>	<b>1245.2</b>	<b>1274.6</b>	<b>1254.5</b>	<b>1260.0</b>	<b>1265.0</b>	<b>1270.0</b>	<b>1275.0</b>	<b>1280.0</b>	<b>1285.0</b>
<i>% annual change</i>		-2.1%	-1.2%	2.4%	-1.6%	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%
on <20 tons aircraft	1,362.7	1,338.9	1,196.9	1,187.3	1,255.2	1,260.0	1,260.0	1,260.0	1,260.0	1,260.0	1,260.0
on 20t &+ aircraft	1,286.4	1,259.9	1,245.2	1,274.6	1,254.5	1,260.0	1,265.0	1,270.0	1,275.0	1,280.0	1,285.0

## Detailed constructions : Australia – Northeast Asia route area.

### Ratio of passengers over seats.

- ✓ *Despite the SARS crisis in Spring 2003, the load factor derived by comparing seats (from ASA) with passengers (from AVSTAT) for 2002-2003 seems not to be affected. We expect a slight improvement over the years.*

### Average aircraft size.

- ✓ *The average aircraft size declined from a high 334 in 2000-2001 to 304 in 2002-2003. This is probably due to a stronger growth in flights which took place on emerging markets served with aircraft smaller than the Boeing 747. We expect this trend to continue during at least the next couple of years.*





### Average flight distance.

- ✓ *The average distance did not show any significant trends towards an increase or a decrease. We expect this average figure to experience a very negligible increase in the future.*

## Detailed constructions : Australia – Northeast Asia route area.

Route : Australia-Northeast Asia	History					Forecast					
	1998-1999	1999-2000	2000-2001	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009
<b>Passengers</b>	N/A	N/A	3,666,072	3,442,556	3,568,547	3,925,402	4,310,091	4,719,550	5,168,717	5,633,902	6,129,685
% annual change				-6.1%	3.7%	10.0%	9.8%	9.5%	9.5%	9.0%	8.8%
<b>Seats</b>	5,143,065	5,087,109	5,320,539	4,865,100	4,889,558	5,304,597	5,746,789	6,251,060	6,800,944	7,364,577	7,960,630
% annual change		-1.1%	4.6%	-8.6%	0.5%	8.5%	8.3%	8.8%	8.8%	8.3%	8.1%
on <20 tons aircraft	0	0	0	0	0	0	0	0	0	0	0
on 20t &+ aircraft	5,143,065	5,087,109	5,320,539	4,865,100	4,889,558	5,304,597	5,746,789	6,251,060	6,800,944	7,364,577	7,960,630
Share of <20 tons aircraft	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Ratio of passengers over Seats</b>			68.9%	70.8%	73.0%	74.0%	75.0%	75.5%	76.0%	76.5%	77.0%
<b>Average Seats per flight</b>	319.5	326.9	334.1	330.3	303.6	302.0	301.0	301.0	305.0	306.5	308.0
% annual change		2.3%	2.2%	-1.2%	-8.1%	-0.5%	-0.3%	0.0%	1.3%	0.5%	0.5%
on <20 tons aircraft	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
on 20t &+ aircraft	319.5	326.9	334.1	330.3	303.6	302.0	301.0	301.0	305.0	306.5	308.0
<b>Number of flights</b>	16,096	15,563	15,923	14,731	16,103	17,565	19,092	20,768	22,298	24,028	25,846
% annual change		-3.3%	2.3%	-7.5%	9.3%	9.1%	8.7%	8.8%	7.4%	7.8%	7.6%
on <20 tons aircraft	0	0	0	0	0	0	0	0	0	0	0
on 20t &+ aircraft	16,096	15,563	15,923	14,731	16,103	17,565	19,092	20,768	22,298	24,028	25,846
Share of <20 tons aircraft	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Aircraft MTOW tonnes</b>	4,671,355	4,655,446	4,955,510	4,451,344	4,427,311	4,803,114	5,203,501	5,660,100	6,157,999	6,668,348	7,208,051
% annual change		-0.3%	6.4%	-10.2%	-0.5%	8.5%	8.3%	8.8%	8.8%	8.3%	8.1%
on <20 tons aircraft	0	0	0	0	0	0	0	0	0	0	0
on 20t &+ aircraft	4,671,355	4,655,446	4,955,510	4,451,344	4,427,311	4,803,114	5,203,501	5,660,100	6,157,999	6,668,348	7,208,051
Share of <20 tons aircraft	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Average MTOW tonnes per flight</b>	290.2	299.1	311.2	302.2	274.9	273.4	272.5	272.5	276.2	277.5	278.9
% annual change		3.1%	4.0%	-2.9%	-9.0%	-0.5%	-0.3%	0.0%	1.3%	0.5%	0.5%
on <20 tons aircraft	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
on 20t &+ aircraft	290.2	299.1	311.2	302.2	274.9	273.4	272.5	272.5	276.2	277.5	278.9
<b>MTOW tonne-kilometres (000)</b>	11,623,323	11,773,357	12,846,178	11,247,091	11,243,686	12,209,515	13,242,911	14,416,274	15,696,739	17,010,956	18,394,947
% annual change		1.3%	9.1%	-12.4%	0.0%	8.6%	8.5%	8.9%	8.9%	8.4%	8.1%
on <20 tons aircraft	0	0	0	0	0	0	0	0	0	0	0
on 20t &+ aircraft	11,623,323	11,773,357	12,846,178	11,247,091	11,243,686	12,209,515	13,242,911	14,416,274	15,696,739	17,010,956	18,394,947
Share of <20 tons aircraft	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Average Distance per flight</b>	2488.2	2528.9	2592.3	2526.7	2539.6	2542.0	2545.0	2547.0	2549.0	2551.0	2552.0
% annual change		1.6%	2.5%	-2.5%	0.5%	0.1%	0.1%	0.1%	0.1%	0.1%	0.0%
on <20 tons aircraft	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
on 20t &+ aircraft	2,488.2	2,528.9	2,592.3	2,526.7	2,539.6	2,542.0	2,545.0	2,547.0	2,549.0	2,551.0	2,552.0

## Detailed constructions : Australia – South Pacific route area.

-  **Split in capacity between small and large aircraft.**
  - ✓ *The share of capacity provided on the smaller aircraft category was small and stable around 3%. We expect this figure to remain the same in the future.*
  
-  **Ratio of passengers over seats.**
  - ✓ *The evolution of the passenger load factors was towards an improvement in the past. We expect this improvement to continue during the forecast period.*
  
-  **Average aircraft size.**
  - ✓ *For the larger aircraft category the past evolution of the average aircraft size was rather erratic. But it is expected that it will increase in the future to come back to levels close to what was achieved in 1999-2000.*
  
-  **Average flight distance.**
  - ✓ *The past evolution of the average distance did not show any significant trend for a decrease or an increase. However, it is expected to show a slight increase during the future.*

## Detailed constructions : Australia – South Pacific route area.

Route : Australia-South Pacific	History					Forecast					
	1998-1999	1999-2000	2000-2001	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009
<b>Passengers</b>	N/A	N/A	799,339	855,701	877,253	943,047	1,004,345	1,067,619	1,131,676	1,193,918	1,259,584
% annual change				7.1%	2.5%	7.5%	6.5%	6.3%	6.0%	5.5%	5.5%
<b>Seats</b>	1,542,613	1,710,223	1,531,854	1,503,336	1,458,604	1,545,979	1,619,912	1,694,633	1,768,244	1,836,797	1,908,460
% annual change		10.9%	-10.4%	-1.9%	-3.0%	6.0%	4.8%	4.6%	4.3%	3.9%	3.9%
on <20 tons aircraft	43,400	48,611	42,381	43,229	44,113	46,843	49,407	51,686	54,108	56,390	58,781
on 20t &+ aircraft	1,499,213	1,661,612	1,489,473	1,460,107	1,414,491	1,499,136	1,570,504	1,642,947	1,714,136	1,780,408	1,849,680
Share of <20 tons aircraft	2.8%	2.8%	2.8%	2.9%	3.0%	3.0%	3.1%	3.1%	3.1%	3.1%	3.1%
<b>Ratio of passengers over Seats</b>			52.2%	56.9%	60.1%	61.0%	62.0%	63.0%	64.0%	65.0%	66.0%
<b>Average Seats per flight</b>	158.1	166.8	152.0	155.3	158.3	159.1	159.9	161.5	162.9	164.7	166.6
% annual change		5.5%	-8.8%	2.1%	1.9%	0.5%	0.6%	1.0%	0.9%	1.1%	1.2%
on <20 tons aircraft	24.1	25.7	26.1	25.8	26.1	26.2	26.4	26.7	27.0	27.4	28.0
on 20t &+ aircraft	188.5	198.7	176.2	182.4	187.9	189.0	190.2	192.0	193.7	195.7	197.7
<b>Number of flights</b>	9,757	10,256	10,075	9,681	9,217	9,720	10,129	10,493	10,853	11,156	11,455
% annual change		5.1%	-1.8%	-3.9%	-4.8%	5.5%	4.2%	3.6%	3.4%	2.8%	2.7%
on <20 tons aircraft	1,803	1,892	1,624	1,674	1,689	1,788	1,871	1,936	2,004	2,058	2,099
on 20t &+ aircraft	7,954	8,364	8,451	8,007	7,528	7,932	8,257	8,557	8,849	9,098	9,356
Share of <20 tons aircraft	18.5%	18.4%	16.1%	17.3%	18.3%	18.4%	18.5%	18.4%	18.5%	18.4%	18.3%
<b>Aircraft MTOW tonnes</b>	1,158,168	1,253,394	1,064,672	1,073,729	1,067,403	1,131,318	1,185,325	1,240,001	1,293,811	1,343,917	1,396,294
% annual change		8.2%	-15.1%	0.9%	-0.6%	6.0%	4.8%	4.6%	4.3%	3.9%	3.9%
on <20 tons aircraft	19,764	21,395	18,380	19,083	19,684	20,903	22,047	23,064	24,145	25,163	26,230
on 20t &+ aircraft	1,138,404	1,231,999	1,046,293	1,054,646	1,047,718	1,110,415	1,163,278	1,216,936	1,269,666	1,318,754	1,370,064
Share of <20 tons aircraft	1.7%	1.7%	1.7%	1.8%	1.8%	1.8%	1.9%	1.9%	1.9%	1.9%	1.9%
<b>Average MTOW tonnes per flight</b>	118.7	122.2	105.7	110.9	115.8	116.4	117.0	118.2	119.2	120.5	121.9
% annual change		3.0%	-13.5%	5.0%	4.4%	0.5%	0.5%	1.0%	0.9%	1.1%	1.2%
on <20 tons aircraft	11.0	11.3	11.3	11.4	11.7	11.7	11.8	11.9	12.0	12.2	12.5
on 20t &+ aircraft	143.1	147.3	123.8	131.7	139.2	140.0	140.9	142.2	143.5	145.0	146.4
<b>MTOW tonne-kilometres (000)</b>	1,491,429	1,650,808	1,427,705	1,463,354	1,433,942	1,524,148	1,602,646	1,682,702	1,762,065	1,836,891	1,915,323
% annual change		10.7%	-13.5%	2.5%	-2.0%	6.3%	5.2%	5.0%	4.7%	4.2%	4.3%
on <20 tons aircraft	12,724	14,365	12,177	12,725	13,162	13,984	14,772	15,499	16,274	17,010	17,784
on 20t &+ aircraft	1,478,705	1,636,443	1,415,528	1,450,630	1,420,780	1,510,164	1,587,874	1,667,203	1,745,791	1,819,881	1,897,539
Share of <20 tons aircraft	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%
<b>Average Distance per flight</b>	1287.7	1317.1	1341.0	1362.9	1343.4	1347.2	1352.1	1357.0	1361.9	1366.8	1371.7
% annual change		2.3%	1.8%	1.6%	-1.4%	0.3%	0.4%	0.4%	0.4%	0.4%	0.4%
on <20 tons aircraft	643.8	671.4	662.5	666.8	668.7	669.0	670.0	672.0	674.0	676.0	678.0
on 20t &+ aircraft	1,298.9	1,328.3	1,352.9	1,375.5	1,356.1	1,360.0	1,365.0	1,370.0	1,375.0	1,380.0	1,385.0

## Detailed constructions : Australia – South/Southeast Asia/Europe/Middle East route area.

### Ratio of passengers over seats.

- ✓ *The comparison between seats and passengers revealed yields to load factors fairly realistic. We expect this load factor to show only moderate improvements in the future.*

### Average aircraft size.

- ✓ *The average aircraft size increased constantly in the past. We expect this trend to continue in the future.*

### Average flight distance.

- ✓ *The average distance increased constantly in the past. We expect this trend to continue in the future.*

# Detailed constructions : Australia – South/Southeast Asia/Europe/Middle East route area.

Route : Australia-S-SE Asia/Eur/M	History					Forecast					
	1998-1999	1999-2000	2000-2001	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009
<b>Passengers</b>	N/A	N/A	7,264,476	6,998,911	6,887,376	7,472,803	8,033,263	8,579,525	9,128,614	9,676,331	10,237,559
% annual change				-3.7%	-1.6%	8.5%	7.5%	6.8%	6.4%	6.0%	5.8%
<b>Seats</b>	8,889,457	10,034,491	10,938,504	10,055,744	9,643,053	10,378,893	11,080,363	11,752,774	12,419,884	13,076,123	13,741,689
% annual change		12.9%	9.0%	-8.1%	-4.1%	7.6%	6.8%	6.1%	5.7%	5.3%	5.1%
on <20 tons aircraft	11,405	43,930	93,062	84,532	90,601	103,789	116,344	129,281	142,829	156,913	171,771
on 20t &+ aircraft	8,878,052	9,990,561	10,845,442	9,971,212	9,552,452	10,275,104	10,964,019	11,623,493	12,277,055	12,919,210	13,569,918
Share of <20 tons aircraft	0.1%	0.4%	0.9%	0.8%	0.9%	1.0%	1.1%	1.1%	1.2%	1.2%	1.3%
<b>Ratio of passengers over Seats</b>			66.4%	69.6%	71.4%	72.0%	72.5%	73.0%	73.5%	74.0%	74.5%
<b>Average Seats per flight</b>	295.4	293.1	280.1	277.7	285.9	287.8	287.9	287.9	288.6	290.1	291.9
% annual change		-0.8%	-4.5%	-0.9%	3.0%	0.7%	0.0%	0.0%	0.3%	0.5%	0.6%
on <20 tons aircraft	25.3	24.1	26.0	21.5	24.7	25.0	25.0	25.0	25.0	25.0	25.0
on 20t &+ aircraft	299.5	308.2	305.7	308.9	317.8	322.0	324.0	326.0	329.0	333.0	337.5
<b>Number of flights</b>	30,092	34,233	39,057	36,215	33,727	36,062	38,493	40,826	43,029	45,073	47,078
% annual change		13.8%	14.1%	-7.3%	-6.9%	6.9%	6.7%	6.1%	5.4%	4.7%	4.4%
on <20 tons aircraft	450	1,821	3,584	3,936	3,665	4,152	4,654	5,171	5,713	6,277	6,871
on 20t &+ aircraft	29,642	32,412	35,473	32,279	30,062	31,910	33,840	35,655	37,316	38,796	40,207
Share of <20 tons aircraft	1.5%	5.3%	9.2%	10.9%	10.9%	11.5%	12.1%	12.7%	13.3%	13.9%	14.6%
<b>Aircraft MTOW tonnes</b>	8,012,510	8,981,052	9,744,846	9,043,879	8,670,129	9,328,879	9,956,868	10,558,433	11,154,931	11,741,366	12,335,876
% annual change		12.1%	8.5%	-7.2%	-4.1%	7.6%	6.7%	6.0%	5.6%	5.3%	5.1%
on <20 tons aircraft	3,766	18,039	40,501	39,178	40,726	46,655	52,298	58,113	64,203	70,535	77,213
on 20t &+ aircraft	8,008,744	8,963,013	9,704,345	9,004,701	8,629,402	9,282,225	9,904,570	10,500,320	11,090,728	11,670,832	12,258,662
Share of <20 tons aircraft	0.0%	0.2%	0.4%	0.4%	0.5%	0.5%	0.5%	0.6%	0.6%	0.6%	0.6%
<b>Average MTOW tonnes per flight</b>	266.3	262.4	249.5	249.7	257.1	258.7	258.7	258.6	259.2	260.5	262.0
% annual change		-1.5%	-4.9%	0.1%	2.9%	0.6%	0.0%	0.0%	0.2%	0.5%	0.6%
on <20 tons aircraft	8.4	9.9	11.3	10.0	11.1	11.2	11.2	11.2	11.2	11.2	11.2
on 20t &+ aircraft	270.2	276.5	273.6	279.0	287.1	290.9	292.7	294.5	297.2	300.8	304.9
<b>MTOW tonne-kilometres (000)</b>	27,926,156	31,278,972	33,904,215	32,165,793	31,186,342	33,625,680	35,980,261	38,250,685	40,513,644	42,750,794	45,028,052
% annual change		12.0%	8.4%	-5.1%	-3.0%	7.8%	7.0%	6.3%	5.9%	5.5%	5.3%
on <20 tons aircraft	2,746	10,448	21,860	20,357	21,243	24,027	26,672	29,522	32,487	35,550	38,761
on 20t &+ aircraft	27,923,410	31,268,524	33,882,355	32,145,436	31,165,100	33,601,653	35,953,589	38,221,163	40,481,157	42,715,244	44,989,291
Share of <20 tons aircraft	0.0%	0.0%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%
<b>Average Distance per flight</b>	3485.3	3482.8	3479.2	3556.6	3597.0	3604.5	3613.6	3622.8	3631.9	3641.0	3650.2
% annual change		-0.1%	-0.1%	2.2%	1.1%	0.2%	0.3%	0.3%	0.3%	0.3%	0.3%
on <20 tons aircraft	729.1	579.2	539.7	519.6	521.6	515.0	510.0	508.0	506.0	504.0	502.0
on 20t &+ aircraft	3,486.6	3,488.6	3,491.5	3,569.9	3,611.5	3,620.0	3,630.0	3,640.0	3,650.0	3,660.0	3,670.0

## Detailed constructions : Australia – Transpacific route area.

### Ratio of passengers over seats.

- ✓ *The construction of this ratio reveals a fairly high load factor, which could be overestimated. However, it is likely that, in reality, this load factor could be higher than the average for the other route areas. In this case we do not expect it to increase in the future.*

### Average aircraft size.

- ✓ *The average aircraft size is high, due to the large predominance of the Boeing 747 aircraft in this route area. We expect it to increase only moderately.*

### Average flight distance.

- ✓ *The average distance has not shown a stable evolution in the past and we expect only a small increase in the future.*



## Detailed constructions : Australia – Transpacific route area.

Route : Australia-Transpacific	History					Forecast					
	1998-1999	1999-2000	2000-2001	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009
<b>Passengers</b>			1,655,290	1,383,223	1,347,265	1,376,256	1,479,249	1,572,367	1,640,165	1,693,513	1,745,145
% annual change	N/A	N/A		-16.4%	-2.6%	2.2%	7.5%	6.3%	4.3%	3.3%	3.0%
<b>Seats</b>	1,539,150	1,840,233	2,185,840	1,650,660	1,587,929	1,619,125	1,740,293	1,849,844	1,929,605	1,992,368	2,053,112
% annual change		19.6%	18.8%	-24.5%	-3.8%	2.0%	7.5%	6.3%	4.3%	3.3%	3.0%
on <20 tons aircraft	0	0	0	0	0	0	0	0	0	0	0
on 20t &+ aircraft	1,539,150	1,840,233	2,185,840	1,650,660	1,587,929	1,619,125	1,740,293	1,849,844	1,929,605	1,992,368	2,053,112
Share of <20 tons aircraft	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Ratio of passengers over Seats</b>			75.7%	83.8%	84.8%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%
<b>Average Seats per flight</b>	399.0	398.8	399.7	400.3	400.4	400.5	401.0	401.5	404.5	406.5	408.5
% annual change		-0.1%	0.2%	0.1%	0.0%	0.0%	0.1%	0.1%	0.7%	0.5%	0.5%
on <20 tons aircraft	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
on 20t &+ aircraft	399.0	398.8	399.7	400.3	400.4	400.5	401.0	401.5	404.5	406.5	408.5
<b>Number of flights</b>	3,858	4,615	5,469	4,124	3,966	4,043	4,340	4,607	4,770	4,901	5,026
% annual change		19.6%	18.5%	-24.6%	-3.8%	1.9%	7.3%	6.2%	3.5%	2.7%	2.5%
on <20 tons aircraft	0	0	0	0	0	0	0	0	0	0	0
on 20t &+ aircraft	3,858	4,615	5,469	4,124	3,966	4,043	4,340	4,607	4,770	4,901	5,026
Share of <20 tons aircraft	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Aircraft MTOW tonnes</b>	1,522,494	1,824,203	2,167,063	1,636,505	1,583,829	1,614,945	1,735,799	1,845,068	1,924,623	1,987,224	2,047,811
% annual change		19.8%	18.8%	-24.5%	-3.2%	2.0%	7.5%	6.3%	4.3%	3.3%	3.0%
on <20 tons aircraft	0	0	0	0	0	0	0	0	0	0	0
on 20t &+ aircraft	1,522,494	1,824,203	2,167,063	1,636,505	1,583,829	1,614,945	1,735,799	1,845,068	1,924,623	1,987,224	2,047,811
Share of <20 tons aircraft	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Average MTOW tonnes per flight</b>	394.6	395.3	396.2	396.8	399.4	399.5	400.0	400.5	403.5	405.5	407.4
% annual change		0.2%	0.2%	0.1%	0.6%	0.0%	0.1%	0.1%	0.7%	0.5%	0.5%
on <20 tons aircraft	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
on 20t &+ aircraft	394.6	395.3	396.2	396.8	399.4	399.5	400.0	400.5	403.5	405.5	407.4
<b>MTOW tonne-kilometres (000)</b>	1,886,946	2,390,572	2,875,049	2,135,036	2,081,222	2,123,652	2,284,312	2,429,955	2,536,654	2,621,148	2,703,111
% annual change		26.7%	20.3%	-25.7%	-2.5%	2.0%	7.6%	6.4%	4.4%	3.3%	3.1%
on <20 tons aircraft	0	0	0	0	0	0	0	0	0	0	0
on 20t &+ aircraft	1,886,946	2,390,572	2,875,049	2,135,036	2,081,222	2,123,652	2,284,312	2,429,955	2,536,654	2,621,148	2,703,111
Share of <20 tons aircraft	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Average Distance per flight</b>	1239.4	1310.5	1326.7	1304.6	1314.0	1315.0	1316.0	1317.0	1318.0	1319.0	1320.0
% annual change		5.7%	1.2%	-1.7%	0.7%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%
on <20 tons aircraft	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
on 20t &+ aircraft	1,239.4	1,310.5	1,326.7	1,304.6	1,314.0	1,315.0	1,316.0	1,317.0	1,318.0	1,319.0	1,320.0

## Detailed constructions : Pure overflights.

### Ratio of passengers over seats.

- ✓ *Not having actual passenger traffic figures for routes overflying Australia, we assumed a load factor of 70% in the past that we applied on our estimated number of seats, in order to estimate the passenger traffic volumes for this route area. We expect this load factor to show continuing improvement in the future.*

### Average aircraft size.

- ✓ *The average aircraft size did not show a clear evolution in the past. We expect it to show a small increase in the future.*

### Average flight distance.

- ✓ *The past evolution of the average distance showed an erratic shape. It was assumed that it would remain the same in the future as in the base year.*

## Detailed constructions : Pure overflights.

Route : Pure overflights	History					Forecast					
	1998-1999	1999-2000	2000-2001	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009
<b>Passengers</b>	N/A	N/A	2,178,960	2,371,348	2,314,466	2,400,000	2,500,000	2,600,000	2,700,000	2,800,000	2,900,000
% annual change				8.8%	-2.4%	3.7%	4.2%	4.0%	3.8%	3.7%	3.6%
<b>Seats</b>	2,813,490	3,180,661	3,112,800	3,387,641	3,306,380	3,380,282	3,472,222	3,561,644	3,673,469	3,783,784	3,892,617
% annual change		13.1%	-2.1%	8.8%	-2.4%	2.2%	2.7%	2.6%	3.1%	3.0%	2.9%
on <20 tons aircraft	0	0	0	0	0	0	0	0	0	0	0
on 20t &+ aircraft	2,813,490	3,180,661	3,112,800	3,387,641	3,306,380	3,380,282	3,472,222	3,561,644	3,673,469	3,783,784	3,892,617
Share of <20 tons aircraft	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Ratio of passengers over Seats</b>			70.0%	70.0%	70.0%	71.0%	72.0%	73.0%	73.5%	74.0%	74.5%
<b>Average Seats per flight</b>	295.0	300.5	290.9	283.3	274.5	275.0	276.0	277.0	278.0	280.0	285.0
% annual change		1.9%	-3.2%	-2.6%	-3.1%	0.2%	0.4%	0.4%	0.4%	0.7%	1.8%
on <20 tons aircraft	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
on 20t &+ aircraft	295.0	300.5	290.9	283.3	274.5	275.0	276.0	277.0	278.0	280.0	285.0
<b>Number of flights</b>	9,538	10,586	10,700	11,958	12,045	12,292	12,581	12,858	13,214	13,514	13,658
% annual change		11.0%	1.1%	11.8%	0.7%	2.1%	2.3%	2.2%	2.8%	2.3%	1.1%
on <20 tons aircraft	0	0	0	0	0	0	0	0	0	0	0
on 20t &+ aircraft	9,538	10,586	10,700	11,958	12,045	12,292	12,581	12,858	13,214	13,514	13,658
Share of <20 tons aircraft	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Aircraft MTOW tonnes</b>	2,656,786	3,000,022	2,921,692	3,164,873	3,164,129	3,234,851	3,322,836	3,408,411	3,515,425	3,620,993	3,725,145
% annual change		12.9%	-2.6%	8.3%	0.0%	2.2%	2.7%	2.6%	3.1%	3.0%	2.9%
on <20 tons aircraft	0	0	0	0	0	0	0	0	0	0	0
on 20t &+ aircraft	2,656,786	3,000,022	2,921,692	3,164,873	3,164,129	3,234,851	3,322,836	3,408,411	3,515,425	3,620,993	3,725,145
Share of <20 tons aircraft	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Average MTOW tonnes per flight</b>	278.5	283.4	273.1	264.7	262.7	263.2	264.1	265.1	266.0	268.0	272.7
% annual change		1.7%	-3.6%	-3.1%	-0.7%	0.2%	0.4%	0.4%	0.4%	0.7%	1.8%
on <20 tons aircraft	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
on 20t &+ aircraft	278.5	283.4	273.1	264.7	262.7	263.2	264.1	265.1	266.0	268.0	272.7
<b>MTOW tonne-kilometres (000)</b>	7,969,546	9,840,458	9,538,081	8,893,115	9,244,881	9,445,766	9,702,682	9,952,559	10,265,041	10,573,301	10,877,423
% annual change		23.5%	-3.1%	-6.8%	4.0%	2.2%	2.7%	2.6%	3.1%	3.0%	2.9%
on <20 tons aircraft	0	0	0	0	0	0	0	0	0	0	0
on 20t &+ aircraft	7,969,546	9,840,458	9,538,081	8,893,115	9,244,881	9,445,766	9,702,682	9,952,559	10,265,041	10,573,301	10,877,423
Share of <20 tons aircraft	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Average Distance per flight</b>	2999.7	3280.1	3264.6	2809.9	2921.8	2920.0	2920.0	2920.0	2920.0	2920.0	2920.0
% annual change		9.3%	-0.5%	-13.9%	4.0%	-0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
on <20 tons aircraft	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
on 20t &+ aircraft	2,999.7	3,280.1	3,264.6	2,809.9	2,921.8	2,920.0	2,920.0	2,920.0	2,920.0	2,920.0	2,920.0

## Comparison between the IATA and ASA constructions of the charging units.

 A slight difference exists between the construction made by IATA and that made by ASA regarding the charging units.

- ✓ *This difference has been fairly consistent throughout the historical years.*
- ✓ *It could be caused by several reasons :*
  - *IATA has worked on several database extracts given by ASA covering different types of traffic, different periods and IATA made an attempt to pick up from each of these files the relevant information for the aggregation of the data by route area and by flight category.*
  - *Possibly a different method used to compute the charging unit (IATA has applied the formula on an average tonne figure and an average distance, whereas ASA has applied the formula on each individual flight having its own tonnage and distance indicators.*

 The IATA projections have been applied to the base year figure as derived from ASA so that they remain consistent with the way ASA constructed their figures.

## Comparison between the IATA and ASA constructions of the charging units (continued).

	History					Forecast					
	1998-1999	1999-2000	2000-2001	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009
<b>Domestic</b>	<b>28,129,586</b>	<b>28,826,313</b>	<b>31,814,571</b>	<b>27,666,336</b>	<b>28,119,013</b>	<b>29,716,574</b>	<b>31,385,106</b>	<b>32,778,330</b>	<b>33,925,821</b>	<b>35,020,587</b>	<b>35,982,813</b>
% annual change		2.5%	10.4%	-13.0%	1.6%	5.7%	5.6%	4.4%	3.5%	3.2%	2.7%
Passenger aircraft	26,945,027	27,596,733	30,657,911	26,771,558	27,345,811	28,961,820	30,622,572	32,003,708	33,138,928	34,217,725	35,168,807
Cargo aircraft	367,920	455,641	390,279	141,133	23,037	2,696	2,955	3,220	3,499	3,801	4,129
Non-Commercial Aircraft	816,639	773,939	766,380	753,645	750,165	752,058	759,579	771,402	783,394	799,062	809,877

<b>Domestic - ASA Construction</b>	<b>27,047,662</b>	<b>27,697,431</b>	<b>29,505,360</b>	<b>25,753,604</b>	<b>27,045,811</b>	<b>28,582,399</b>	<b>30,187,249</b>	<b>31,527,299</b>	<b>32,630,994</b>	<b>33,683,977</b>	<b>34,609,478</b>
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<b>Difference</b>	96.2%	96.1%	92.7%	93.1%	96.2%
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<b>International</b>	<b>31,476,900</b>	<b>33,835,880</b>	<b>36,626,425</b>	<b>34,460,547</b>	<b>34,010,826</b>	<b>36,337,140</b>	<b>38,783,053</b>	<b>41,189,647</b>	<b>43,519,335</b>	<b>45,834,732</b>	<b>48,174,032</b>
% annual change		7.5%	8.2%	-5.9%	-1.3%	6.8%	6.7%	6.2%	5.7%	5.3%	5.1%
Passenger aircraft	31,348,632	33,598,499	36,376,470	33,921,488	33,445,065	35,741,032	38,152,859	40,523,439	42,815,078	45,090,277	47,385,971
Cargo aircraft	128,269	237,381	249,956	539,059	565,761	596,109	630,194	666,207	704,256	744,454	788,062
Non-Commercial Aircraft	0	0	0	0	0	0	0	0	0	0	0

<b>Domestic - ASA Construction</b>	<b>33,434,325</b>	<b>36,443,524</b>	<b>39,425,747</b>	<b>37,363,635</b>	<b>36,987,053</b>	<b>39,516,939</b>	<b>42,176,890</b>	<b>44,794,080</b>	<b>47,327,635</b>	<b>49,845,648</b>	<b>52,389,657</b>
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<b>Difference</b>	106.2%	107.7%	107.6%	108.4%	108.8%
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## Comparison between the IATA and ASA constructions of the charging units (continued).

<b>Total domestic + international</b>	<b>59,606,486</b>	<b>62,662,193</b>	<b>68,440,996</b>	<b>62,126,883</b>	<b>62,129,839</b>	<b>66,053,714</b>	<b>70,168,160</b>	<b>73,967,977</b>	<b>77,445,155</b>	<b>80,855,319</b>	<b>84,156,845</b>
% annual change		5.1%	9.2%	-9.2%	0.0%	6.3%	6.2%	5.4%	4.7%	4.4%	4.1%
Passenger aircraft	58,293,658	61,195,233	67,034,381	60,693,046	60,790,876	64,702,851	68,775,431	72,527,147	75,954,006	79,308,002	82,554,778
Cargo aircraft	496,189	693,021	640,235	680,191	588,798	598,804	633,150	669,428	707,755	748,255	792,190
Non-Commercial Aircraft	816,639	773,939	766,380	753,645	750,165	752,058	759,579	771,402	783,394	799,062	809,877

<b>Domestic - ASA Construction</b>	<b>60,481,987</b>	<b>64,140,955</b>	<b>68,931,107</b>	<b>63,117,238</b>	<b>64,032,864</b>	<b>68,076,927</b>	<b>72,317,397</b>	<b>76,233,602</b>	<b>79,817,286</b>	<b>83,331,902</b>	<b>86,734,554</b>
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<b>Difference</b>	101.5%	102.4%	100.7%	101.6%	103.1%
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<b>Including En-route</b>	<b>64,381,602</b>	<b>68,507,658</b>	<b>74,213,120</b>	<b>67,593,328</b>	<b>67,833,814</b>	<b>71,876,356</b>	<b>76,138,327</b>	<b>80,080,833</b>	<b>83,738,588</b>	<b>87,314,550</b>	<b>90,743,317</b>
% annual change		6.4%	8.3%	-8.9%	0.4%	6.0%	5.9%	5.2%	4.6%	4.3%	3.9%
All aircraft	64,381,602	68,507,658	74,213,120	67,593,328	67,833,814	71,876,356	76,138,327	80,080,833	83,738,588	87,314,550	90,743,317

<b>Domestic - ASA Construction</b>	<b>60,481,987</b>	<b>64,140,955</b>	<b>68,931,107</b>	<b>63,117,238</b>	<b>64,032,864</b>	<b>67,848,890</b>	<b>71,872,049</b>	<b>75,593,643</b>	<b>79,046,442</b>	<b>82,422,031</b>	<b>85,658,674</b>
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<b>Difference</b>	93.9%	93.6%	92.9%	93.4%	94.4%
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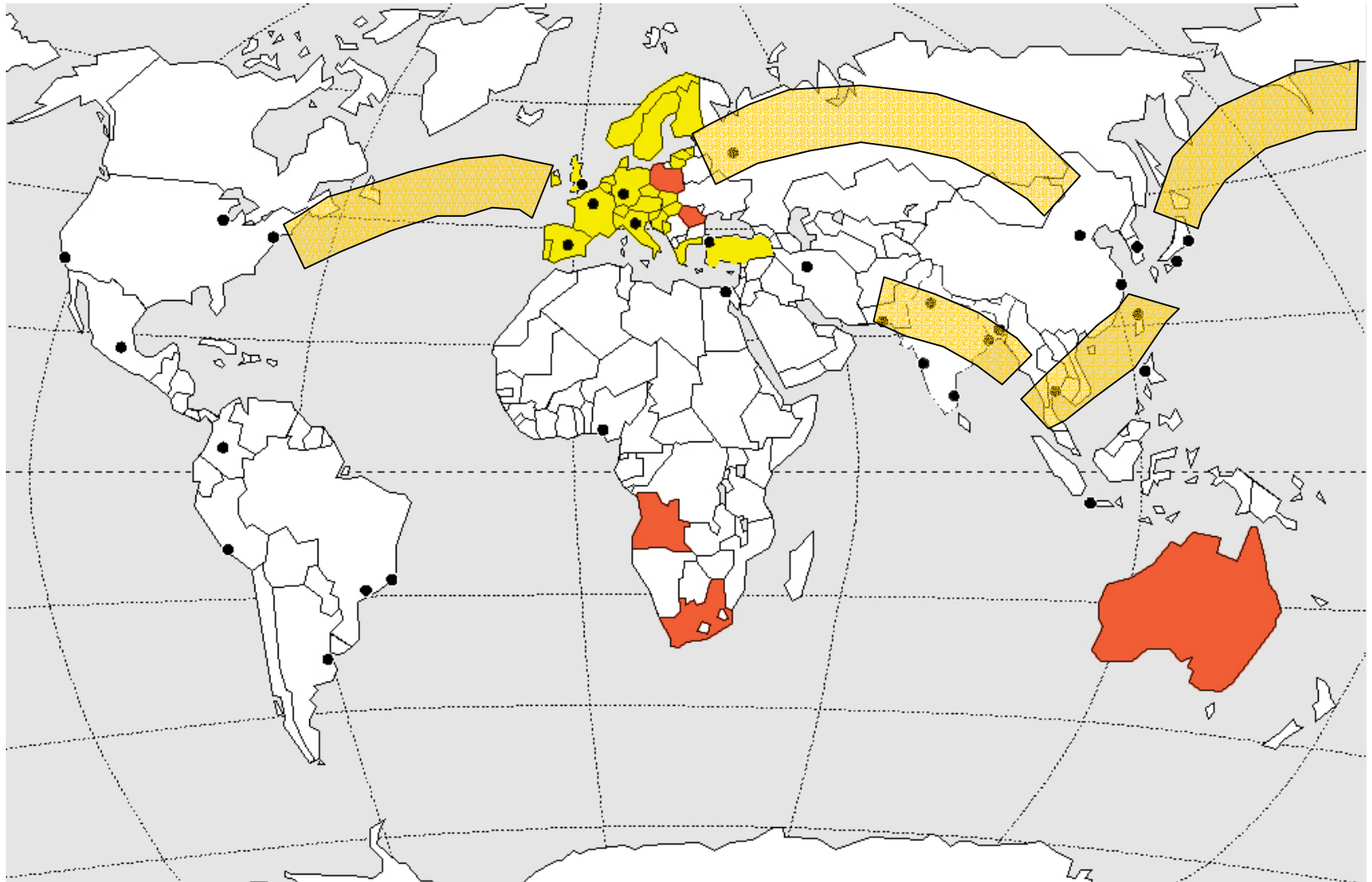
1	Introduction and major highlights
2	Projection of passenger demand
3	Projection of average passengers per flight
4	Projection of the number of flights
5	Projection of MTOW tonnage
6	Projection of average distance
7	Projection of MTOW tonne-kilometres
8	Projection of the number of charging units
9	Detailed table construction and assumptions
<b>10</b>	<b>Appendix</b>

## List of airports subject to an IATA traffic forecast study in the past.





## Airspaces covered in the projection of flight activity.



## Selected projects undertaken by the IATA forecast team.

### **Project Title : Traffic forecast study for the main three South African Airports (Johannesburg, Cape Town and Durban)**

- ✓ **Client** : Airport Company South Africa
- ✓ **Period of Study** : December 2002 – April 2003
- ✓ **Study Description** : This study consisted in projecting the overall demand for air transport to, from and within South Africa and determine how this demand will be spread in the future between airports in the country, taking into account difference in growth between markets, and airline strategies in coping with that growth in demand. Particular focus was given to the examination of prospects for the enhancement of Johannesburg Airport as a hub for the region. These projections were translated into hourly profiles of airline activity (flights, passengers) in view to provide the necessary inputs for the master plan exercise.

### **Project Title : Sydney Airport Development Study**

- ✓ **Client** : Southern Cross Consortium (Hochtief AirPort, Macquarie Bank and Commonwealth Bank of Australia)
- ✓ **Period of Study** : March 2001 – July 2001, with an extension to March 2002
- ✓ **Study Description** : This Consortium was a candidate for the acquisition of Sydney Airport (in its privatisation process) and asked IATA to produce a comprehensive traffic forecast study to provide them with relevant inputs for the business plan as well as the master plan. Particular focus was given to the production of a forecast which took into account the current airport runway capacity restrictions and assessed the possible strategies airlines could adopt when the airport reached saturation.

## Selected projects undertaken by the IATA forecast team (continued).

### **Project Title : Projection of airline activity through the Polish airspace**

- ✓ **Client** : PPL (Polish Airports Authorities)
- ✓ **Period of Study** : 2002
- ✓ **Study Description** : This study consisted in projecting flight activities to/from each airport in Poland as well as through the airspace, taking into account the anticipated growth in passenger traffic between Poland and each foreign countries.

### **Project Title : Quito Airport Traffic Forecast Study**

- ✓ **Client** : AECON Group.
- ✓ **Period of Study** : 2001
- ✓ **Study Description** : This Consortium was a candidate for the acquisition of Quito Airport (in its privatisation process) and asked IATA to produce a comprehensive traffic forecast study to provide them with relevant inputs for the business plan as well as the master plan. Particular focus was given to assessing the impact of the construction of a new airport, with less constrains than the current airport (runway length wise and altitude wise), on the development of traffic and airline activity profiles.

### **Project Title : Bangalore Traffic Forecast Study**

- ✓ **Client** : Hochtief AirPort
- ✓ **Period of Study** : Sep 2000 – March 2001
- ✓ **Study Description** : This airport management company was bidding for the privatisation of Bangalore Airport and asked IATA to provide them with a detailed traffic forecast that would provide them with the inputs required for the business plan as well as the master plan. Particular focus was given to the assessment of airline network development strategies and their impact on the development of international air services out of regional airports in India.