

Responses to matters taken on notice

Question on notice 1

CHAIR: The increase rather than the decrease? You can understand where I am coming from. We are concerned about the loss of aviation services to smaller ports. Those ports have suffered economically as a result of losing air services. In your submission you make the point that the number of passengers from regional areas has increased by more than 200 per cent. Can you give us an idea of the decrease in the aircraft numbers from regional centres?

Mr PLUMMER: We would have to take that on notice. The Deloitte report expressed the benefits of upgauging in terms of additions to gross State product. It was state-wide and did not attribute that to any one regional centre. We can look for information we can provide.

The Bureau of Infrastructure, Transport and Regional Economics (BITRE) provides economic analysis, research and statistics on infrastructure, transport and regional development issues to inform Australian Government policy development and wider community understanding. BITRE is part of the Policy and Research Division of the Department of Infrastructure and Regional Development.

Since 1985, BITRE has published data on scheduled Regular Public Transport (RPT) air services at selected Australian airports. The data can be found on BITRE's website at http://www.bitre.gov.au/publications/ongoing/airport_traffic_data.aspx. For the convenience of the Committee, Sydney Airport has extracted the relevant information for inbound and outbound RPT aircraft movements for a number of regional NSW airports for the period 1985 to 2013. This information is shown at **Appendix 1** (see page 22).

Transport for NSW (TfNSW) has also published data on passenger statistics for NSW air routes to and from Sydney Airport. The data can be found on TfNSW's website at <http://www.transport.nsw.gov.au/content/quarterly-passenger-statistics-nsw-air-routes-and-sydney-airport>. For the convenience of the Committee, Sydney Airport has extracted the relevant information for the period June 2008 to June 2014. This information is shown at **Appendix 2** (see page 47).

Question on notice 2

CHAIR: Is the capacity in peak hour pretty much fully utilised.

Ms FIELKE: Not in all peak hours. We will clarify that there is only one hour of the week when the full 80 slots are utilised. The 65 per cent capacity is across the day.

Hourly runway movements are published every month by Airservices Australia and are available on its website at <http://www.airservicesaustralia.com/publications/reports-and-statistics/sydney-airport-operational-statistics/>. Data is currently available for each month from January 2008 to July 2014. To provide the Standing Committee with an example, the following table shows the average hourly movements for July 2014 (non-curfew hours):

Hour	Arrivals	Departures	Total
6:00am – 7:00am	25.68	15.45	41.13
7:00am – 8:00am	34.16	29.71	63.87
8:00am – 9:00am	34.84	32.71	67.55
9:00am – 10:00am	26.71	35.81	62.52
10:00am – 11:00am	27.00	37.35	64.35
11:00am – 12 noon	25.42	33.13	58.55
12 noon – 1:00pm	20.84	25.74	46.58
1:00pm – 2:00pm	21.65	22.68	44.33
2:00pm – 3:00pm	26.58	24.06	50.64
3:00pm – 4:00pm	22.39	31.45	53.84
4:00pm – 5:00pm	26.32	23.29	49.61
5:00pm – 6:00pm	32.81	26.19	59.00
6:00pm – 7:00pm	34.16	32.26	66.42
7:00pm – 8:00pm	27.65	30.52	58.17
8:00pm – 9:00pm	21.32	17.32	38.64
9:00pm – 10:00pm	18.39	12.23	30.62
10:00pm – 11:00pm	11.81	9.87	21.68

The actual number of flights for any given hour on a particular day will fluctuate, depending on a range of factors including demand, weather in Sydney (or elsewhere in Australia) and the predominant aircraft type. On occasions, the actual number of flights per hour will approach 80. For example, perusing the information published by Airservices Australia shows that, on 11 July 2014 between 7:00am and 8:00am, there were 40 arrivals and 37 departures, making a total of 77 aircraft movements.

As Sydney Airport's approved Master Plan 2033 indicates, growth in peak passenger demand will continue to be accommodated through larger capacity aircraft, increased seat density and further increases in load factors. These trends – which have been apparent for many years – explain why, for the period between 2000 and 2013, the number of passengers passing through Sydney Airport's terminals increased by around 56% while the number of passenger aircraft flights increased only by around 14%.

Question on notice 3

CHAIR: I think it was landings. Is there a difference in the airport's capacity to handle departures and arrivals?

Mr PLUMMER: Yes, there is. It is a very complex matter and we should take it on notice. It depends on a range of factors like weather and the type of aircraft. A good example is an A380 landing with a Saab 340 from Rex behind it. The smaller aircraft needs to be further away because of wake separation. It depends on the mix of aircraft, how Airservices Australia sequences them, which runway is used, the weather et cetera. We will take that on notice and give you more detailed information. You cannot condense it to a single number; it would be a range.

The Long Term Operating Plan (LTOP) for Sydney Airport is implemented by Airservices Australia. It describes 10 different ways in which Sydney Airport's runways – Rwy 16R/34L (main north-south runway), Rwy 16L/34R (parallel north-south runway) and Rwy 07/25 (east-west runway) – are used, each of which results in a different combination of flight paths. Each of these ways of using the runways is known as a 'mode of runway operation', or mode. The way in which each of the 10 modes operates can be seen at Airservices Australia's website at <http://www.airservicesaustralia.com/aircraftnoise/sydney/>.

The LTOP aims to operate as many flight paths over water or non-residential land as practicable and where this is not possible, to share aircraft noise over residential land as equitably as possible. Under the LTOP, when making runway selections each day, Airservices Australia must ensure that, subject to safety and weather conditions:

- as many flights as practical come and go using flight paths over water or non-residential areas;
- the rest of the air traffic is shared over surrounding communities as fairly as possible; and
- runway noise sharing modes change throughout the day so individual areas have some respite from aircraft noise on most days.

The 10 modes of runway operation at Sydney Airport each have a different range of aircraft arrival and departure rates and hourly runway capacities. For the purposes of preparing Sydney Airport's Australian Noise Exposure Forecast (which forms part of the approved Master Plan 2033), these rates and capacities were agreed by Airservices Australia and are reproduced in the table shown on page 11.

As Mr Plummer advised the Committee verbally, it can be seen that runway capacities are sometimes expressed as a range. The actual number that can be achieved on any given day depends on a range of factors including time of day, weather and the mix of aircraft types prevalent at the time.

Mode	Description	Maximum hourly rate*		
		Arrivals	Departures	Combined
1 (Curfew)	Rwy 16R Departures & Rwy 34L Arrivals.	5	5	10
4	Rwy 16L Departures & Rwy 34L Arrivals.	25	30 – 40	55 – 65
5	Rwys 16L & 16R Departures & Rwy 25 Arrivals. Some long haul operations will require use of Rwy 16R for landing.	25 (Rwy 25) +3 (Rwy 16R)	Up to 40	55 – 65
7	Rwy 25 Departures & Rwys 34L & 34R Arrivals. Some long haul operations will require use of Rwy 34L for departure.	48	25 (Rwy 25) + 4 (Rwy 34L)	55 – 70
9	Rwys 34L & 34R Departures and Arrivals.	48	40 – 50	80**
10	Rwys 16L & 16R Departures and Arrivals.	48	40 – 50	80**
14A	Rwys 16L & 16R Departures and Rwy 07 Arrivals. Some long haul operations will require use of Rwy 16R for landing.	25 (Rwy 07) +3 (Rwy 16R)	Up to 40	55 – 65

*Note the table represents maximum arrivals or departures; the overall capacity is not necessarily the sum of the 2 figures. Modes involving crossing runway operations, eg Modes 5, 7 and 14A, are restricted by ground traffic complexity that will impact on the combined capacity/hr.

**Restricted by movement cap.

Modes 12 and 13, which use only Rwys 07 and 25 respectively, are used infrequently when required by weather.⁶ The capacity of these modes is of the order of 50 – 55 movements per hour.

⁶ For example, in 2013, Mode 12 was used only 0.66% of the time and Mode 13 only 1.30% of the time.

Question on notice 4

The Hon. MICK VEITCH: In your submission you provide a benchmark analysis of regional airport charges between financial years 2002-03 and 2012-13. Can you give us a breakdown of the charges for each of the airports in the analysis?

Mr PLUMMER: We will take on notice giving you the data that sits behind the table. As I understand, the information was sourced from the websites of the council owners of the airports. Local councils have to publish their fees and charges every year.

See response to Supplementary question 5.

Question on notice 5

The Hon. STEVE WHAN: When we asked Mr Krolke from Airport Coordination Australia, the slots guru, about fitting in more flights I believe he gave the strong impression that he did not think that was possible. I believe he said that in practice the maximum was 50 movements an hour because of the separation requirements between planes and so on. The Chair asked whether that was just departures, but I took it to be 50 movements. Mr Krolke said it would not be possible to fit in more than 80 movements an hour. In practice, are there 80 movements per hour at the moment?

Mr PLUMMER: Some times of the day we are getting close to 80. I think I know what Ernst was saying. Depending on the weather, you will not get anywhere near 80. For instance if there is a very strong westerly wind and we can only use our east-west runway, the movement rates are down in the mid-50s. You certainly could not get 80 all the time because of the weather. It depends on a range of facts, including the mix of aircraft types. As understand it—and this is anecdotal; I can check the source of it—in the Olympic period the airport was operating at 80 or above.

See response to Question on notice 3, which describes the runway capacities of the various modes of runway operation.

Further to the example given by Mr Plummer in his verbal response, due to prevailing weather conditions, the ability of aircraft to safely use a particular runway may be affected. This is common to airports around the world.

So at Sydney Airport, during strong westerly winds, only Rwy 25 can be used (for both arrivals and departures), being runway mode of operation 13. During 2013, Mode 13 was used for only 1.3% of the time. As noted in the response to Question on notice 3, the capacity of this mode is around 50 – 55 per hour.

When preparing the LTOP, Airservices Australia published information estimating that the runway capacities for Modes 9 and 10 – both of which use only the two north-south runways – was 82 and 87 movements per hour respectively, which is above the permitted movement cap.⁷ It has not been possible to confirm the anecdotal source referred to.

⁷ See http://www.airservicesaustralia.com/wp-content/uploads/LTOP_develop.pdf

Question on notice 6

The Hon. STEVE WHAN: The other interesting information that we heard about this morning was slots. Once a slot becomes vacant due to a regional airline ceasing to operate, after a period of time they are up for grabs. Obviously the bidders still have to be a regional airline, but in the bidding process it goes to the aircraft with the largest capacity first. Is that policy that the Sydney airport has influenced? Presumably that is something which produces a bigger return for the airport in the longer term.

Mr PLUMMER: Again, we may as well take that on notice. I apologise. The slot management scheme is incredibly complex, but it is a Commonwealth instrument. It is a legislative instrument established by the Commonwealth. So it is not our policy, it is the Commonwealth's policy.

Sydney Airport recognises the importance of its existing network of services to regional communities in NSW. This regional network also supports the development of the international and domestic networks at Sydney Airport.

Sydney Airport is proud of the service it provides to regional communities, including an extensive route network during the peak hours, facilitating connectivity with international and domestic routes, and lower airport charges than almost all other airports in the Sydney-regional route network.

As noted in the response to Supplementary question 4, slot management at Sydney Airport is governed by the *Sydney Airport Demand Management Act 1997* (the DM Act). Both the DM Act and the various supporting legislative instruments made by the Australian Government Minister responsible for administering the DM Act – including the *Slot Management Scheme 2013* (the Slot Scheme) – set out a framework for the long-term management of demand at Sydney Airport.

Aircraft size is only one of the factors considered by the Slot Manager when allocating slots under the DM Act and the Slot Scheme. As the Department of Infrastructure and Regional Development has indicated on its website, others include guaranteed slots for NSW regional services; greater access for new entrants; and the compliance regime to encourage timely performance.⁸

The rules governing the allocation of such regional slots are a matter for the Australian Government.

⁸ See http://www.infrastructure.gov.au/aviation/airport/planning/apr_slots.aspx

Question on notice 7

The Hon. PAUL GREEN: I am committed to passenger experience and customer service as is the New South Wales Government. In that experience, even though we were using a private plane, I got off the plane to catch the bus back to the Blu Emu car park. The bus driver virtually ran over me as he went past. When I got on, he said, "Mate, I am not meant to stop." Has Sydney airport got some infrastructure where buses can stop between the car park and the T2 terminal, because there are a lot of stakeholders in that area.

CHAIR: We are talking about Ross Smith Drive.

The Hon. PAUL GREEN: Yes, across from the McDonald's area. Is there a formal bus stop for people to get on and off that service?

Mr PLUMMER: My answer is apparently not. We can take that up with our ground transport general manager.

The Hon. PAUL GREEN: Thank you. That would be lovely.

CHAIR: The operation of that bus comes under the airport's control does it?

Ms FIELKE: Yes.

The Hon. PAUL GREEN: It is not a safe place.

Mr PLUMMER: I take your point. It makes sense.

The Hon. PAUL GREEN: Both sides of the road.

Mr PLUMMER: Yes, because we service general aviation, which would include the charter flights.

The Hon. PAUL GREEN: That is what I thought. You collect fees from them, I am sure. We were using their service, but it would have been nice if the transition between the private companies was working well.

Ms FIELKE: We will verify that for you.

As this question relates to a personal matter and is not relevant to the Standing Committee's terms of reference, Ms Fielke has responded to Mr Green directly.

Question on notice 8

The Hon. PAUL GREEN: The Hon. Steve Whan's accessibility was through a train, mine was through a bus. In respect of local government, New South Wales is concerned that Sydney Airport Corporation has attempted to restrict access by regional airlines to key departure gates, lounges and maintenance facilities. Have any of these concerns been raised with you and do you have any views on these assertions?

Mr PLUMMER: I think we might have to take that on notice.

Sydney Airport is not aware of the concerns raised in the question. To the contrary, Sydney Airport recognises the importance of its existing network of services to regional communities in NSW. This regional network also supports the development of the international and domestic networks at Sydney Airport.

Sydney Airport is proud of the service it provides to regional communities, including an extensive route network during the peak hours, facilitating connectivity with international and domestic routes, and lower airport charges than almost all other airports in the Sydney-regional route network.

In fact, to facilitate regional airline services, Sydney Airport actively encouraged them to relocate to T2 from the smaller terminal from which they operated in 2002.

Question on notice 9

The Hon. CATHERINE CUSACK: Does Canberra fall into the definition of regional?

Mr PLUMMER: I am sure it does not, but I will confirm that for you. It would be domestic flights, I am sure.

Flights between Sydney and Canberra are classified as domestic flights.

Question on notice 10

The Hon. CATHERINE CUSACK: Is there any way you can look at the regional passenger numbers for changing that over time? Ideally, if Canberra is there excluding Canberra, but Ballina and Coffs Harbour definitely coming out?

Mr PLUMMER: We could certainly try.

The Hon. CATHERINE CUSACK: I do not mean to sound too parochial but these flights are Sydney people coming up for a holiday to Byron and places like that. The 6,000 a day does not mean more people from rural New South Wales will be using them; it could well be that they have been displaced by tourists on those flights from Sydney—which is good for those communities, but as an indicator of the access that country people have to Sydney airport, we cannot really tell unless we filter those numbers out.

Ms FIELKE: Are you excluding tourism from your observations?

The Hon. CATHERINE CUSACK: That growth in coastal tourism. I know you just cannot take out tourism but the simplest thing to do would be to take out the two main tourist airports that are operating those primarily tourist discount flights.

Mr PLUMMER: I am sure that could be done but you would have to assume it is a 180 C737 and how many of those passengers are legal passengers and how many would be, say, the doctor from Port Macquarie.

The relevant historical information for the numbers of flights between Sydney and the regional centres of interest to the Standing Committee can be found in **Appendix 1** (see page 22) and **Appendix 2** (see page 47). The relevant information can be found by deleting the significant north coast leisure destinations identified by Ms Cusack (such as Ballina, Coffs Harbour and Port Macquarie).

Question on notice 11

The Hon. CATHERINE CUSACK: What are the times for peak hour?

Ms FIELKE: Roughly 7 to 9. The international peak is between 5.00 a.m. to 6.00 a.m. and the domestic is about 6 to 9. However, if I can take that on notice and confirm whether that applies to the runway peak hour? That is the airport peak hour in terms of traffic and passengers coming to and from the airport. We certainly see a noticeable peak from 5.00 a.m. to 6.00 a.m. into the international terminal and then across to domestic.

The Hon. CATHERINE CUSACK: I am interested in the definition of peak hour for the purposes of slots.

CHAIR: The runway peak hour.

Ms FIELKE: Can we take that on notice and come back to you?

For the purposes of the *Slot Management Scheme 2013*, "peak period" means: from 6 am to 11 am on a day other than a Saturday or Sunday; and from 3 pm to 8 pm on a day other than a Saturday or Sunday.

Question on notice 12

The Hon. CATHERINE CUSACK: Have you done any research on the revenue per passenger—namely, comparing the regional passenger with other passengers? Do you break that down?

Ms FIELKE: We certainly do in relation to nationality. I might have to take that on notice and see if we break it down to international, domestic and regional as well.

The Hon. CATHERINE CUSACK: Do you research as to why passengers are at the airport? Do you do that kind of profiling?

Ms FIELKE: Around nationality certainly, but I will take the balance of the question on notice.

Information concerning revenue per regional passenger – of which there were 2.129 million in 2013 – is not available. However, as Sydney Airport's submission indicates, the aeronautical charges paid by regional airlines have not increased since May 2001. Therefore, over the period to 2013, the aeronautical charges at Sydney Airport paid by regional airlines have fallen in real terms by 29%. As the submission further indicates, aeronautical charges at Sydney Airport are in most cases considerably lower than at other regional NSW airports.

Question on notice 13

The Hon. CATHERINE CUSACK: I am wondering about per passenger billing at Sydney airport? Do you understand what I mean?

Mr PLUMMER: I am pretty sure that information would be part of attachment B to our submission where we have per passenger fees and charges. For instance, it is \$15.30 per regional passenger fees and charges. We will take that on notice but it may be as simple as just multiplying that by the number of regional passengers.

The Hon. CATHERINE CUSACK: Do you have any information on why the regional passengers are coming to Sydney? For example, whether they are coming to connect to another flight?

Mr PLUMMER: A lot are. We can get you that number. Regional passengers are very valuable. I do not mean that in a financial sense but in an airport operating sense. It facilitates our international and domestic airport connectivity. The regional network is important because it meshes with the domestic and international airport.

Ms FIELKE: We do have the figures on how many regional passengers transfer through to international flights.

As our submission indicates, Sydney Airport is proud of the service it provides to regional communities, including an extensive route network during the peak hours, facilitating connectivity with international and domestic routes, and lower airport charges than almost all other airports in the Sydney-regional route network.

The exact number of passengers who arrive at Sydney Airport and then transfer onto a domestic or international flight (or vice versa) is not available. However, as our recently approved Master Plan 2033 states, Sydney Airport will provide a quality transfer product for those passengers who need to transfer between the airport's two passenger terminal precincts.

The number of inter-precinct transfer passengers in 2012 was approximately 10% of total passengers. The development plan in the approved Master Plan 2033 would see Sydney Airport transformed into two integrated terminal precincts, combining international, domestic and regional airline services in each of the airport's existing two terminal precincts.

A key benefit of this development plan is the improvement in the passenger experience for those passengers who need to transfer between international and domestic or regional flights (and vice versa). These transfer passengers will benefit from improved connectivity with an expected 65% reduction in the total number of inter-precinct transfer passengers by 2033, providing a single terminal experience for 97% of passengers. An inter-precinct airside transport corridor and dedicated transfer lounges will be provided for the remaining 3% of passengers requiring inter-precinct transfers in 2033.

Some airlines already provide a passenger transfer operation between the terminal precincts. Passengers not travelling with these airlines currently use the Sydney Airport TBus or public transport modes such as rail, bus or taxi to transfer between the domestic and international precincts. Whilst the vast majority of passenger transfers will be intra-precinct under the development plan, an airside transfer product is proposed to be continued for passengers who still require an inter-precinct transfer.

Appendix 1

Airport	Year	Domestic (including regional) airlines		
		RPT aircraft movements		
		Inbound	Outbound	Total
ALBURY	1985	5,499	5,495	10,994
ALBURY	1986	5,919	5,899	11,818
ALBURY	1987	5,849	5,839	11,688
ALBURY	1988	5,058	5,052	10,110
ALBURY	1989	3,956	3,940	7,896
ALBURY	1990	3,882	3,820	7,702
ALBURY	1991	4,198	4,253	8,451
ALBURY	1992	4,366	4,305	8,671
ALBURY	1993	5,487	5,518	11,005
ALBURY	1994	6,282	6,281	12,563
ALBURY	1995	6,505	6,488	12,993
ALBURY	1996	6,101	6,103	12,204
ALBURY	1997	5,780	5,791	11,571
ALBURY	1998	5,685	5,695	11,380
ALBURY	1999	5,759	5,764	11,523
ALBURY	2000	6,136	6,138	12,274
ALBURY	2001	5,299	5,300	10,599
ALBURY	2002	3,582	3,570	7,152
ALBURY	2003	4,072	4,069	8,141
ALBURY	2004	4,276	4,284	8,560
ALBURY	2005	4,288	4,286	8,574
ALBURY	2006	4,398	4,396	8,794
ALBURY	2007	4,475	4,470	8,945
ALBURY	2008	4,943	4,944	9,887
ALBURY	2009	4,658	4,674	9,332
ALBURY	2010	4,647	4,653	9,300
ALBURY	2011	4,615	4,622	9,237
ALBURY	2012	4,221	4,249	8,470

Airport	Year	Domestic (including regional) airlines		
		RPT aircraft movements		
		Inbound	Outbound	Total
ALBURY	2013	4,087	4,126	8,213
ARMIDALE	1985	2,680	2,686	5,366
ARMIDALE	1986	2,843	2,845	5,688
ARMIDALE	1987	2,967	2,966	5,933
ARMIDALE	1988	2,493	2,493	4,986
ARMIDALE	1989	2,097	2,094	4,191
ARMIDALE	1990	2,182	2,172	4,354
ARMIDALE	1991	2,877	2,913	5,790
ARMIDALE	1992	2,452	2,480	4,932
ARMIDALE	1993	4,057	4,057	8,114
ARMIDALE	1994	3,296	3,301	6,597
ARMIDALE	1995	3,314	3,321	6,635
ARMIDALE	1996	3,366	3,372	6,738
ARMIDALE	1997	3,100	3,089	6,189
ARMIDALE	1998	3,210	3,224	6,434
ARMIDALE	1999	3,402	3,417	6,819
ARMIDALE	2000	3,561	3,576	7,137
ARMIDALE	2001	3,554	3,592	7,146
ARMIDALE	2002	2,578	2,622	5,200
ARMIDALE	2003	1,727	1,750	3,477
ARMIDALE	2004	2,174	2,170	4,344
ARMIDALE	2005	2,918	2,916	5,834
ARMIDALE	2006	2,146	2,146	4,292
ARMIDALE	2007	1,493	1,486	2,979
ARMIDALE	2008	1,425	1,424	2,849
ARMIDALE	2009	1,250	1,250	2,500
ARMIDALE	2010	1,506	1,499	3,005
ARMIDALE	2011	1,644	1,638	3,282
ARMIDALE	2012	1,678	1,671	3,349

Airport	Year	Domestic (including regional) airlines		
		RPT aircraft movements		
		Inbound	Outbound	Total
ARMIDALE	2013	1,571	1,569	3,140
BALLINA	1985	0	0	0
BALLINA	1986	12	12	24
BALLINA	1987	1,032	1,032	2,064
BALLINA	1988	2,020	2,020	4,040
BALLINA	1989	2,666	2,665	5,331
BALLINA	1990	2,538	2,538	5,076
BALLINA	1991	3,667	3,627	7,294
BALLINA	1992	1,854	1,835	3,689
BALLINA	1993	850	846	1,696
BALLINA	1994	900	901	1,801
BALLINA	1995	1,199	1,197	2,396
BALLINA	1996	1,175	1,174	2,349
BALLINA	1997	1,302	1,300	2,602
BALLINA	1998	1,331	1,328	2,659
BALLINA	1999	1,643	1,643	3,286
BALLINA	2000	2,636	2,633	5,269
BALLINA	2001	2,577	2,581	5,158
BALLINA	2002	3,028	3,016	6,044
BALLINA	2003	2,769	2,814	5,583
BALLINA	2004	2,222	2,273	4,495
BALLINA	2005	2,285	2,289	4,574
BALLINA	2006	2,196	2,204	4,400
BALLINA	2007	2,160	2,164	4,324
BALLINA	2008	2,048	2,045	4,093
BALLINA	2009	1,953	1,959	3,912
BALLINA	2010	1,861	1,859	3,720
BALLINA	2011	1,886	1,874	3,760
BALLINA	2012	2,141	2,097	4,238

Airport	Year	Domestic (including regional) airlines		
		RPT aircraft movements		
		Inbound	Outbound	Total
BALLINA	2013	2,290	2,245	4,535
BATHURST	1985	794	794	1,588
BATHURST	1986	842	842	1,684
BATHURST	1987	850	850	1,700
BATHURST	1988	905	905	1,810
BATHURST	1989	617	636	1,253
BATHURST	1990	689	711	1,400
BATHURST	1991	788	794	1,582
BATHURST	1992	1,697	1,690	3,387
BATHURST	1993	1,823	1,879	3,702
BATHURST	1994	1,784	1,785	3,569
BATHURST	1995	1,514	1,508	3,022
BATHURST	1996	1,647	1,644	3,291
BATHURST	1997	1,599	1,613	3,212
BATHURST	1998	1,563	1,600	3,163
BATHURST	1999	1,626	1,630	3,256
BATHURST	2000	1,491	1,493	2,984
BATHURST	2001	1,404	1,401	2,805
BATHURST	2002	1,802	1,794	3,596
BATHURST	2003	1,688	1,686	3,374
BATHURST	2004	1,152	1,154	2,306
BATHURST	2005	1,071	1,071	2,142
BATHURST	2006	1,049	1,050	2,099
BATHURST	2007	934	939	1,873
BATHURST	2008	922	922	1,844
BATHURST	2009	956	957	1,913
BATHURST	2010	1,030	1,037	2,067
BATHURST	2011	932	944	1,876
BATHURST	2012	894	971	1,865

Airport	Year	Domestic (including regional) airlines		
		RPT aircraft movements		
		Inbound	Outbound	Total
BATHURST	2013	874	902	1,776
BROKEN HILL	1985	1,010	1,021	2,031
BROKEN HILL	1986	1,320	1,323	2,643
BROKEN HILL	1987	1,254	1,285	2,539
BROKEN HILL	1988	1,406	1,335	2,741
BROKEN HILL	1989	1,326	1,238	2,564
BROKEN HILL	1990	1,530	1,325	2,855
BROKEN HILL	1991	1,549	1,335	2,884
BROKEN HILL	1992	1,360	1,336	2,696
BROKEN HILL	1993	1,338	1,366	2,704
BROKEN HILL	1994	1,318	1,384	2,702
BROKEN HILL	1995	1,313	1,333	2,646
BROKEN HILL	1996	1,295	1,297	2,592
BROKEN HILL	1997	1,330	1,326	2,656
BROKEN HILL	1998	1,366	1,369	2,735
BROKEN HILL	1999	1,576	1,542	3,118
BROKEN HILL	2000	1,524	1,479	3,003
BROKEN HILL	2001	1,134	1,138	2,272
BROKEN HILL	2002	1,030	1,026	2,056
BROKEN HILL	2003	1,139	1,141	2,280
BROKEN HILL	2004	1,172	1,171	2,343
BROKEN HILL	2005	1,211	1,210	2,421
BROKEN HILL	2006	1,205	1,204	2,409
BROKEN HILL	2007	1,344	1,343	2,687
BROKEN HILL	2008	1,417	1,417	2,834
BROKEN HILL	2009	1,341	1,340	2,681
BROKEN HILL	2010	1,404	1,405	2,809
BROKEN HILL	2011	1,398	1,397	2,795
BROKEN HILL	2012	1,625	1,625	3,250

Airport	Year	Domestic (including regional) airlines		
		RPT aircraft movements		
		Inbound	Outbound	Total
BROKEN HILL	2013	1,839	1,834	3,673
COBAR	1985	310	310	620
COBAR	1986	298	298	596
COBAR	1987	358	358	716
COBAR	1988	409	431	840
COBAR	1989	815	866	1,681
COBAR	1990	983	1,065	2,048
COBAR	1991	534	516	1,050
COBAR	1992	672	639	1,311
COBAR	1993	724	722	1,446
COBAR	1994	754	751	1,505
COBAR	1995	744	716	1,460
COBAR	1996	713	709	1,422
COBAR	1997	775	767	1,542
COBAR	1998	726	721	1,447
COBAR	1999	729	732	1,461
COBAR	2000	711	702	1,413
COBAR	2001	770	763	1,533
COBAR	2002	948	942	1,890
COBAR	2003	1,185	1,232	2,417
COBAR	2004	1,143	1,161	2,304
COBAR	2005	1,327	1,272	2,599
COBAR	2006	931	923	1,854
COBAR	2007	984	967	1,951
COBAR	2008	808	913	1,721
COBAR	2009	0	0	0
COBAR	2010	84	85	169
COBAR	2011	382	382	764
COBAR	2012	572	571	1,143

Airport	Year	Domestic (including regional) airlines		
		RPT aircraft movements		
		Inbound	Outbound	Total
COBAR	2013	532	535	1,067
COFFS HARBOUR	1985	4,434	4,434	8,868
COFFS HARBOUR	1986	4,536	4,535	9,071
COFFS HARBOUR	1987	5,432	5,427	10,859
COFFS HARBOUR	1988	4,524	4,525	9,049
COFFS HARBOUR	1989	4,159	4,157	8,316
COFFS HARBOUR	1990	4,066	4,049	8,115
COFFS HARBOUR	1991	4,591	4,581	9,172
COFFS HARBOUR	1992	4,896	4,949	9,845
COFFS HARBOUR	1993	7,848	7,846	15,694
COFFS HARBOUR	1994	5,688	5,689	11,377
COFFS HARBOUR	1995	5,302	5,299	10,601
COFFS HARBOUR	1996	5,281	5,280	10,561
COFFS HARBOUR	1997	5,474	5,493	10,967
COFFS HARBOUR	1998	4,533	4,536	9,069
COFFS HARBOUR	1999	4,951	4,979	9,930
COFFS HARBOUR	2000	6,400	6,398	12,798
COFFS HARBOUR	2001	5,423	5,442	10,865
COFFS HARBOUR	2002	4,749	4,751	9,500
COFFS HARBOUR	2003	3,319	3,332	6,651
COFFS HARBOUR	2004	3,040	3,037	6,077
COFFS HARBOUR	2005	3,866	3,864	7,730
COFFS HARBOUR	2006	3,976	3,974	7,950
COFFS HARBOUR	2007	3,880	3,881	7,761
COFFS HARBOUR	2008	3,574	3,576	7,150

Airport	Year	Domestic (including regional) airlines		
		RPT aircraft movements		
		Inbound	Outbound	Total
COFFS HARBOUR	2009	3,520	3,524	7,044
COFFS HARBOUR	2010	3,730	3,729	7,459
COFFS HARBOUR	2011	3,085	3,085	6,170
COFFS HARBOUR	2012	2,890	2,886	5,776
COFFS HARBOUR	2013	3,105	3,100	6,205
DUBBO	1985	1,590	1,590	3,180
DUBBO	1986	1,424	1,396	2,820
DUBBO	1987	1,538	1,522	3,060
DUBBO	1988	3,176	3,267	6,443
DUBBO	1989	2,696	2,757	5,453
DUBBO	1990	4,210	4,290	8,500
DUBBO	1991	3,225	3,294	6,519
DUBBO	1992	3,240	3,284	6,524
DUBBO	1993	3,237	3,204	6,441
DUBBO	1994	3,700	3,689	7,389
DUBBO	1995	4,608	4,637	9,245
DUBBO	1996	4,834	4,872	9,706
DUBBO	1997	4,972	4,981	9,953
DUBBO	1998	5,164	5,202	10,366
DUBBO	1999	4,864	4,840	9,704
DUBBO	2000	4,757	4,765	9,522
DUBBO	2001	4,456	4,444	8,900
DUBBO	2002	4,417	4,411	8,828
DUBBO	2003	4,865	4,863	9,728
DUBBO	2004	5,167	5,181	10,348
DUBBO	2005	5,406	5,417	10,823
DUBBO	2006	5,220	5,209	10,429
DUBBO	2007	5,092	5,100	10,192

Airport	Year	Domestic (including regional) airlines		
		RPT aircraft movements		
		Inbound	Outbound	Total
DUBBO	2008	4,405	4,261	8,666
DUBBO	2009	3,244	3,245	6,489
DUBBO	2010	3,404	3,405	6,809
DUBBO	2011	3,436	3,440	6,876
DUBBO	2012	3,467	3,470	6,937
DUBBO	2013	3,612	3,636	7,248
GRAFTON	1985	1,253	1,250	2,503
GRAFTON	1986	999	999	1,998
GRAFTON	1987	645	645	1,290
GRAFTON	1988	732	732	1,464
GRAFTON	1989	766	766	1,532
GRAFTON	1990	968	960	1,928
GRAFTON	1991	962	960	1,922
GRAFTON	1992	980	978	1,958
GRAFTON	1993	920	916	1,836
GRAFTON	1994	966	964	1,930
GRAFTON	1995	963	961	1,924
GRAFTON	1996	959	958	1,917
GRAFTON	1997	953	955	1,908
GRAFTON	1998	951	949	1,900
GRAFTON	1999	979	974	1,953
GRAFTON	2000	1,056	1,069	2,125
GRAFTON	2001	1,068	1,070	2,138
GRAFTON	2002	1,191	1,190	2,381
GRAFTON	2003	1,017	1,006	2,023
GRAFTON	2004	617	616	1,233
GRAFTON	2005	680	682	1,362
GRAFTON	2006	523	523	1,046
GRAFTON	2007	780	779	1,559

Airport	Year	Domestic (including regional) airlines		
		RPT aircraft movements		
		Inbound	Outbound	Total
GRAFTON	2008	919	911	1,830
GRAFTON	2009	906	902	1,808
GRAFTON	2010	889	889	1,778
GRAFTON	2011	889	882	1,771
GRAFTON	2012	873	875	1,748
GRAFTON	2013	857	854	1,711
GRIFFITH	1985	521	521	1,042
GRIFFITH	1986	663	664	1,327
GRIFFITH	1987	620	620	1,240
GRIFFITH	1988	527	527	1,054
GRIFFITH	1989	450	450	900
GRIFFITH	1990	1,159	1,078	2,237
GRIFFITH	1991	1,202	1,200	2,402
GRIFFITH	1992	1,209	1,213	2,422
GRIFFITH	1993	1,034	1,009	2,043
GRIFFITH	1994	1,168	1,171	2,339
GRIFFITH	1995	1,150	1,136	2,286
GRIFFITH	1996	964	968	1,932
GRIFFITH	1997	1,155	1,146	2,301
GRIFFITH	1998	1,435	1,429	2,864
GRIFFITH	1999	1,365	1,357	2,722
GRIFFITH	2000	1,377	1,359	2,736
GRIFFITH	2001	1,387	1,367	2,754
GRIFFITH	2002	1,525	1,529	3,054
GRIFFITH	2003	1,605	1,610	3,215
GRIFFITH	2004	1,741	1,743	3,484
GRIFFITH	2005	1,618	1,619	3,237
GRIFFITH	2006	1,445	1,440	2,885
GRIFFITH	2007	1,823	1,820	3,643

Airport	Year	Domestic (including regional) airlines		
		RPT aircraft movements		
		Inbound	Outbound	Total
GRIFFITH	2008	1,521	1,515	3,036
GRIFFITH	2009	1,549	1,541	3,090
GRIFFITH	2010	1,801	1,794	3,595
GRIFFITH	2011	1,845	1,822	3,667
GRIFFITH	2012	1,764	1,737	3,501
GRIFFITH	2013	1,622	1,592	3,214
LISMORE	1985	2,518	2,518	5,036
LISMORE	1986	3,018	3,018	6,036
LISMORE	1987	3,024	3,024	6,048
LISMORE	1988	1,678	1,678	3,356
LISMORE	1989	2,224	2,224	4,448
LISMORE	1990	2,711	2,712	5,423
LISMORE	1991	4,876	4,881	9,757
LISMORE	1992	2,869	2,881	5,750
LISMORE	1993	4,518	4,573	9,091
LISMORE	1994	3,483	3,576	7,059
LISMORE	1995	3,091	3,101	6,192
LISMORE	1996	3,245	3,225	6,470
LISMORE	1997	1,887	1,862	3,749
LISMORE	1998	1,201	1,202	2,403
LISMORE	1999	1,184	1,186	2,370
LISMORE	2000	1,187	1,186	2,373
LISMORE	2001	1,233	1,234	2,467
LISMORE	2002	1,164	1,158	2,322
LISMORE	2003	1,710	1,661	3,371
LISMORE	2004	1,731	1,676	3,407
LISMORE	2005	1,357	1,355	2,712
LISMORE	2006	1,369	1,535	2,904
LISMORE	2007	1,355	1,526	2,881

Airport	Year	Domestic (including regional) airlines		
		RPT aircraft movements		
		Inbound	Outbound	Total
LISMORE	2008	1,363	1,540	2,903
LISMORE	2009	1,235	1,296	2,531
LISMORE	2010	1,257	1,257	2,514
LISMORE	2011	1,214	1,215	2,429
LISMORE	2012	1,036	1,025	2,061
LISMORE	2013	972	969	1,941
MERIMBULA	1985	894	882	1,776
MERIMBULA	1986	843	843	1,686
MERIMBULA	1987	850	850	1,700
MERIMBULA	1988	827	828	1,655
MERIMBULA	1989	932	945	1,877
MERIMBULA	1990	1,309	1,352	2,661
MERIMBULA	1991	1,035	1,012	2,047
MERIMBULA	1992	1,054	1,051	2,105
MERIMBULA	1993	1,104	1,103	2,207
MERIMBULA	1994	1,067	1,064	2,131
MERIMBULA	1995	1,568	1,565	3,133
MERIMBULA	1996	1,593	1,600	3,193
MERIMBULA	1997	1,412	1,407	2,819
MERIMBULA	1998	1,411	1,419	2,830
MERIMBULA	1999	1,360	1,358	2,718
MERIMBULA	2000	1,313	1,305	2,618
MERIMBULA	2001	1,160	1,160	2,320
MERIMBULA	2002	1,247	1,244	2,491
MERIMBULA	2003	1,377	1,374	2,751
MERIMBULA	2004	1,345	1,342	2,687
MERIMBULA	2005	1,445	1,443	2,888
MERIMBULA	2006	1,490	1,491	2,981
MERIMBULA	2007	1,455	1,456	2,911

Airport	Year	Domestic (including regional) airlines		
		RPT aircraft movements		
		Inbound	Outbound	Total
MERIMBULA	2008	1,450	1,444	2,894
MERIMBULA	2009	1,407	1,403	2,810
MERIMBULA	2010	1,402	1,398	2,800
MERIMBULA	2011	1,502	1,495	2,997
MERIMBULA	2012	1,513	1,500	3,013
MERIMBULA	2013	1,470	1,444	2,914
MOREE	1985	445	444	889
MOREE	1986	481	479	960
MOREE	1987	416	412	828
MOREE	1988	455	454	909
MOREE	1989	356	346	702
MOREE	1990	937	499	1,436
MOREE	1991	527	528	1,055
MOREE	1992	777	779	1,556
MOREE	1993	772	772	1,544
MOREE	1994	715	719	1,434
MOREE	1995	774	776	1,550
MOREE	1996	1,059	1,013	2,072
MOREE	1997	825	814	1,639
MOREE	1998	823	816	1,639
MOREE	1999	855	852	1,707
MOREE	2000	1,117	1,115	2,232
MOREE	2001	960	961	1,921
MOREE	2002	703	700	1,403
MOREE	2003	690	688	1,378
MOREE	2004	696	694	1,390
MOREE	2005	697	695	1,392
MOREE	2006	653	651	1,304
MOREE	2007	665	664	1,329

Airport	Year	Domestic (including regional) airlines		
		RPT aircraft movements		
		Inbound	Outbound	Total
MOREE	2008	671	671	1,342
MOREE	2009	565	565	1,130
MOREE	2010	641	642	1,283
MOREE	2011	731	730	1,461
MOREE	2012	524	524	1,048
MOREE	2013	773	775	1,548
MORUYA	1985	604	614	1,218
MORUYA	1986	463	468	931
MORUYA	1987	446	431	877
MORUYA	1988	504	502	1,006
MORUYA	1989	610	614	1,224
MORUYA	1990	1,230	1,200	2,430
MORUYA	1991	1,130	1,131	2,261
MORUYA	1992	1,331	1,314	2,645
MORUYA	1993	1,299	1,304	2,603
MORUYA	1994	1,280	1,281	2,561
MORUYA	1995	1,972	1,975	3,947
MORUYA	1996	2,013	2,008	4,021
MORUYA	1997	1,835	1,838	3,673
MORUYA	1998	1,947	1,950	3,897
MORUYA	1999	1,847	1,857	3,704
MORUYA	2000	1,835	1,836	3,671
MORUYA	2001	1,253	1,254	2,507
MORUYA	2002	1,336	1,336	2,672
MORUYA	2003	1,103	1,102	2,205
MORUYA	2004	1,744	1,745	3,489
MORUYA	2005	1,309	1,309	2,618
MORUYA	2006	1,338	1,338	2,676
MORUYA	2007	1,388	1,385	2,773

Airport	Year	Domestic (including regional) airlines		
		RPT aircraft movements		
		Inbound	Outbound	Total
MORUYA	2008	1,401	1,404	2,805
MORUYA	2009	1,453	1,457	2,910
MORUYA	2010	1,458	1,459	2,917
MORUYA	2011	1,349	1,354	2,703
MORUYA	2012	1,299	1,311	2,610
MORUYA	2013	1,274	1,318	2,592
MUDGEE	1985	687	806	1,493
MUDGEE	1986	623	630	1,253
MUDGEE	1987	625	626	1,251
MUDGEE	1988	1,284	1,264	2,548
MUDGEE	1989	1,209	1,207	2,416
MUDGEE	1990	1,388	1,387	2,775
MUDGEE	1991	819	816	1,635
MUDGEE	1992	587	588	1,175
MUDGEE	1993	589	577	1,166
MUDGEE	1994	587	556	1,143
MUDGEE	1995	527	518	1,045
MUDGEE	1996	698	686	1,384
MUDGEE	1997	670	661	1,331
MUDGEE	1998	640	657	1,297
MUDGEE	1999	624	624	1,248
MUDGEE	2000	611	611	1,222
MUDGEE	2001	581	589	1,170
MUDGEE	2002	571	564	1,135
MUDGEE	2003	514	519	1,033
MUDGEE	2004	542	541	1,083
MUDGEE	2005	606	611	1,217
MUDGEE	2006	659	660	1,319
MUDGEE	2007	709	709	1,418

Airport	Year	Domestic (including regional) airlines		
		RPT aircraft movements		
		Inbound	Outbound	Total
MUDGEE	2008	685	687	1,372
MUDGEE	2009	121	120	241
MUDGEE	2010	595	597	1,192
MUDGEE	2011	570	567	1,137
MUDGEE	2012	646	647	1,293
MUDGEE	2013	510	509	1,019
NARRABRI	1985	439	440	879
NARRABRI	1986	474	475	949
NARRABRI	1987	407	407	814
NARRABRI	1988	448	448	896
NARRABRI	1989	375	390	765
NARRABRI	1990	481	918	1,399
NARRABRI	1991	501	499	1,000
NARRABRI	1992	731	731	1,462
NARRABRI	1993	714	716	1,430
NARRABRI	1994	714	712	1,426
NARRABRI	1995	712	717	1,429
NARRABRI	1996	810	818	1,628
NARRABRI	1997	814	825	1,639
NARRABRI	1998	815	824	1,639
NARRABRI	1999	754	761	1,515
NARRABRI	2000	752	753	1,505
NARRABRI	2001	719	719	1,438
NARRABRI	2002	710	710	1,420
NARRABRI	2003	692	693	1,385
NARRABRI	2004	694	694	1,388
NARRABRI	2005	697	697	1,394
NARRABRI	2006	652	654	1,306
NARRABRI	2007	664	664	1,328

Airport	Year	Domestic (including regional) airlines		
		RPT aircraft movements		
		Inbound	Outbound	Total
NARRABRI	2008	669	669	1,338
NARRABRI	2009	652	652	1,304
NARRABRI	2010	589	590	1,179
NARRABRI	2011	1,068	1,066	2,134
NARRABRI	2012	1,069	1,072	2,141
NARRABRI	2013	668	667	1,335
NARRANDERA	1985	524	523	1,047
NARRANDERA	1986	525	523	1,048
NARRANDERA	1987	497	494	991
NARRANDERA	1988	484	484	968
NARRANDERA	1989	261	260	521
NARRANDERA	1990	742	821	1,563
NARRANDERA	1991	847	844	1,691
NARRANDERA	1992	608	607	1,215
NARRANDERA	1993	810	841	1,651
NARRANDERA	1994	873	874	1,747
NARRANDERA	1995	740	756	1,496
NARRANDERA	1996	628	628	1,256
NARRANDERA	1997	641	650	1,291
NARRANDERA	1998	1,020	1,070	2,090
NARRANDERA	1999	1,007	1,019	2,026
NARRANDERA	2000	1,004	1,020	2,024
NARRANDERA	2001	826	828	1,654
NARRANDERA	2002	1,118	1,118	2,236
NARRANDERA	2003	1,132	1,134	2,266
NARRANDERA	2004	1,205	1,204	2,409
NARRANDERA	2005	1,463	1,465	2,928
NARRANDERA	2006	1,360	1,361	2,721
NARRANDERA	2007	1,391	1,392	2,783

Airport	Year	Domestic (including regional) airlines		
		RPT aircraft movements		
		Inbound	Outbound	Total
NARRANDERA	2008	1,524	1,530	3,054
NARRANDERA	2009	1,464	1,471	2,935
NARRANDERA	2010	1,480	1,484	2,964
NARRANDERA	2011	1,455	1,481	2,936
NARRANDERA	2012	1,468	1,499	2,967
NARRANDERA	2013	1,486	1,512	2,998
ORANGE	1985	4,307	4,353	8,660
ORANGE	1986	4,013	4,314	8,327
ORANGE	1987	4,998	5,164	10,162
ORANGE	1988	4,830	4,789	9,619
ORANGE	1989	2,568	2,711	5,279
ORANGE	1990	3,931	4,024	7,955
ORANGE	1991	2,850	2,922	5,772
ORANGE	1992	2,087	2,049	4,136
ORANGE	1993	2,465	2,345	4,810
ORANGE	1994	3,138	3,084	6,222
ORANGE	1995	2,543	2,551	5,094
ORANGE	1996	2,405	2,382	4,787
ORANGE	1997	2,372	2,360	4,732
ORANGE	1998	1,785	1,773	3,558
ORANGE	1999	1,558	1,614	3,172
ORANGE	2000	1,501	1,618	3,119
ORANGE	2001	1,475	1,545	3,020
ORANGE	2002	1,544	1,566	3,110
ORANGE	2003	1,133	1,131	2,264
ORANGE	2004	1,252	1,253	2,505
ORANGE	2005	1,247	1,247	2,494
ORANGE	2006	1,259	1,261	2,520
ORANGE	2007	1,260	1,255	2,515

Airport	Year	Domestic (including regional) airlines		
		RPT aircraft movements		
		Inbound	Outbound	Total
ORANGE	2008	1,270	1,271	2,541
ORANGE	2009	1,200	1,203	2,403
ORANGE	2010	1,160	1,152	2,312
ORANGE	2011	1,177	1,175	2,352
ORANGE	2012	1,437	1,425	2,862
ORANGE	2013	1,847	1,843	3,690
PARKES	1985	1,239	1,239	2,478
PARKES	1986	1,175	1,175	2,350
PARKES	1987	1,455	1,455	2,910
PARKES	1988	1,439	1,285	2,724
PARKES	1989	1,571	1,572	3,143
PARKES	1990	2,094	2,122	4,216
PARKES	1991	900	920	1,820
PARKES	1992	915	932	1,847
PARKES	1993	995	1,001	1,996
PARKES	1994	984	1,021	2,005
PARKES	1995	939	945	1,884
PARKES	1996	978	986	1,964
PARKES	1997	990	994	1,984
PARKES	1998	1,047	1,046	2,093
PARKES	1999	994	1,033	2,027
PARKES	2000	1,005	993	1,998
PARKES	2001	874	834	1,708
PARKES	2002	818	809	1,627
PARKES	2003	915	914	1,829
PARKES	2004	928	925	1,853
PARKES	2005	934	934	1,868
PARKES	2006	924	926	1,850
PARKES	2007	887	887	1,774

Airport	Year	Domestic (including regional) airlines		
		RPT aircraft movements		
		Inbound	Outbound	Total
PARKES	2008	921	923	1,844
PARKES	2009	908	908	1,816
PARKES	2010	896	895	1,791
PARKES	2011	890	888	1,778
PARKES	2012	953	903	1,856
PARKES	2013	901	878	1,779
PORT MACQUARIE	1985	2,827	2,843	5,670
PORT MACQUARIE	1986	2,681	2,692	5,373
PORT MACQUARIE	1987	3,392	3,409	6,801
PORT MACQUARIE	1988	3,368	3,380	6,748
PORT MACQUARIE	1989	3,216	3,203	6,419
PORT MACQUARIE	1990	3,727	3,719	7,446
PORT MACQUARIE	1991	4,666	4,787	9,453
PORT MACQUARIE	1992	2,983	3,002	5,985
PORT MACQUARIE	1993	5,215	5,237	10,452
PORT MACQUARIE	1994	6,439	6,426	12,865
PORT MACQUARIE	1995	4,866	4,953	9,819
PORT MACQUARIE	1996	4,896	5,037	9,933
PORT MACQUARIE	1997	5,251	5,236	10,487
PORT MACQUARIE	1998	5,034	5,042	10,076
PORT MACQUARIE	1999	4,967	4,964	9,931
PORT MACQUARIE	2000	4,767	4,764	9,531
PORT MACQUARIE	2001	3,776	3,767	7,543

Airport	Year	Domestic (including regional) airlines		
		RPT aircraft movements		
		Inbound	Outbound	Total
PORT MACQUARIE	2002	3,083	3,076	6,159
PORT MACQUARIE	2003	1,498	1,492	2,990
PORT MACQUARIE	2004	1,634	1,634	3,268
PORT MACQUARIE	2005	1,972	1,967	3,939
PORT MACQUARIE	2006	2,551	2,548	5,099
PORT MACQUARIE	2007	2,838	2,824	5,662
PORT MACQUARIE	2008	2,856	2,881	5,737
PORT MACQUARIE	2009	2,694	2,694	5,388
PORT MACQUARIE	2010	2,889	2,891	5,780
PORT MACQUARIE	2011	2,375	2,373	4,748
PORT MACQUARIE	2012	2,682	2,675	5,357
PORT MACQUARIE	2013	2,689	2,682	5,371
TAMWORTH	1985	2,333	2,338	4,671
TAMWORTH	1986	2,339	2,340	4,679
TAMWORTH	1987	2,501	2,502	5,003
TAMWORTH	1988	2,322	2,328	4,650
TAMWORTH	1989	2,141	2,123	4,264
TAMWORTH	1990	2,384	2,382	4,766
TAMWORTH	1991	3,333	3,346	6,679
TAMWORTH	1992	3,615	3,640	7,255
TAMWORTH	1993	4,193	4,218	8,411
TAMWORTH	1994	4,126	4,134	8,260
TAMWORTH	1995	4,476	4,430	8,906
TAMWORTH	1996	4,210	4,152	8,362
TAMWORTH	1997	3,840	3,845	7,685

Airport	Year	Domestic (including regional) airlines		
		RPT aircraft movements		
		Inbound	Outbound	Total
TAMWORTH	1998	4,033	3,984	8,017
TAMWORTH	1999	4,343	4,365	8,708
TAMWORTH	2000	5,715	5,787	11,502
TAMWORTH	2001	4,510	4,613	9,123
TAMWORTH	2002	2,789	2,756	5,545
TAMWORTH	2003	2,038	2,021	4,059
TAMWORTH	2004	2,531	2,533	5,064
TAMWORTH	2005	2,513	2,514	5,027
TAMWORTH	2006	2,414	2,412	4,826
TAMWORTH	2007	1,736	1,736	3,472
TAMWORTH	2008	1,771	1,773	3,544
TAMWORTH	2009	1,728	1,727	3,455
TAMWORTH	2010	2,219	2,221	4,440
TAMWORTH	2011	2,338	2,338	4,676
TAMWORTH	2012	2,291	2,283	4,574
TAMWORTH	2013	2,307	2,307	4,614
TAREE	1985	2,009	2,017	4,026
TAREE	1986	1,818	1,818	3,636
TAREE	1987	1,832	1,832	3,664
TAREE	1988	1,556	1,557	3,113
TAREE	1989	1,918	1,907	3,825
TAREE	1990	4,005	4,000	8,005
TAREE	1991	4,732	4,706	9,438
TAREE	1992	2,256	2,272	4,528
TAREE	1993	2,095	2,038	4,133
TAREE	1994	1,921	1,769	3,690
TAREE	1995	2,059	1,836	3,895
TAREE	1996	2,110	1,864	3,974
TAREE	1997	1,290	1,227	2,517

Airport	Year	Domestic (including regional) airlines		
		RPT aircraft movements		
		Inbound	Outbound	Total
TAREE	1998	1,267	1,195	2,462
TAREE	1999	1,337	1,293	2,630
TAREE	2000	2,298	2,295	4,593
TAREE	2001	1,937	1,937	3,874
TAREE	2002	997	996	1,993
TAREE	2003	959	955	1,914
TAREE	2004	1,020	1,019	2,039
TAREE	2005	1,315	1,315	2,630
TAREE	2006	965	965	1,930
TAREE	2007	1,545	1,546	3,091
TAREE	2008	1,805	1,809	3,614
TAREE	2009	1,784	1,786	3,570
TAREE	2010	1,764	1,763	3,527
TAREE	2011	1,745	1,752	3,497
TAREE	2012	1,714	1,727	3,441
TAREE	2013	1,701	1,717	3,418
WAGGA WAGGA	1985	2,949	2,986	5,935
WAGGA WAGGA	1986	2,965	2,960	5,925
WAGGA WAGGA	1987	2,988	2,962	5,950
WAGGA WAGGA	1988	3,043	3,020	6,063
WAGGA WAGGA	1989	2,801	2,728	5,529
WAGGA WAGGA	1990	2,657	2,638	5,295
WAGGA WAGGA	1991	3,207	3,102	6,309
WAGGA WAGGA	1992	4,538	4,533	9,071
WAGGA WAGGA	1993	4,694	4,690	9,384
WAGGA WAGGA	1994	3,442	3,424	6,866
WAGGA WAGGA	1995	3,587	3,586	7,173
WAGGA WAGGA	1996	4,009	4,003	8,012
WAGGA WAGGA	1997	3,905	3,894	7,799

Airport	Year	Domestic (including regional) airlines		
		RPT aircraft movements		
		Inbound	Outbound	Total
WAGGA WAGGA	1998	3,720	3,714	7,434
WAGGA WAGGA	1999	3,946	3,965	7,911
WAGGA WAGGA	2000	3,955	3,951	7,906
WAGGA WAGGA	2001	3,989	3,977	7,966
WAGGA WAGGA	2002	3,179	3,167	6,346
WAGGA WAGGA	2003	3,343	3,327	6,670
WAGGA WAGGA	2004	3,363	3,354	6,717
WAGGA WAGGA	2005	3,562	3,560	7,122
WAGGA WAGGA	2006	3,908	3,913	7,821
WAGGA WAGGA	2007	4,099	4,106	8,205
WAGGA WAGGA	2008	3,813	3,811	7,624
WAGGA WAGGA	2009	3,816	3,822	7,638
WAGGA WAGGA	2010	3,676	3,674	7,350
WAGGA WAGGA	2011	3,566	3,562	7,128
WAGGA WAGGA	2012	3,437	3,402	6,839
WAGGA WAGGA	2013	3,534	3,495	7,029
WILLIAMTOWN	1985	5,223	5,228	10,451
WILLIAMTOWN	1986	4,804	4,804	9,608
WILLIAMTOWN	1987	4,200	4,191	8,391
WILLIAMTOWN	1988	3,981	3,984	7,965
WILLIAMTOWN	1989	2,518	2,517	5,035
WILLIAMTOWN	1990	4,432	3,665	8,097
WILLIAMTOWN	1991	5,216	5,363	10,579
WILLIAMTOWN	1992	4,671	4,627	9,298
WILLIAMTOWN	1993	4,634	4,573	9,207
WILLIAMTOWN	1994	5,519	5,502	11,021
WILLIAMTOWN	1995	5,871	5,827	11,698
WILLIAMTOWN	1996	6,108	6,090	12,198
WILLIAMTOWN	1997	7,512	7,530	15,042

Airport	Year	Domestic (including regional) airlines		
		RPT aircraft movements		
		Inbound	Outbound	Total
WILLIAMTOWN	1998	8,528	8,518	17,046
WILLIAMTOWN	1999	8,661	8,643	17,304
WILLIAMTOWN	2000	8,354	8,367	16,721
WILLIAMTOWN	2001	7,142	7,191	14,333
WILLIAMTOWN	2002	5,489	5,506	10,995
WILLIAMTOWN	2003	5,467	5,455	10,922
WILLIAMTOWN	2004	5,673	5,626	11,299
WILLIAMTOWN	2005	7,468	7,471	14,939
WILLIAMTOWN	2006	7,655	7,825	15,480
WILLIAMTOWN	2007	8,050	8,054	16,104
WILLIAMTOWN	2008	7,728	7,504	15,232
WILLIAMTOWN	2009	7,128	7,029	14,157
WILLIAMTOWN	2010	7,155	7,164	14,319
WILLIAMTOWN	2011	7,538	7,541	15,079
WILLIAMTOWN	2012	8,600	8,670	17,270
WILLIAMTOWN	2013	8,348	8,416	16,764

Quarterly Passenger Statistics for NSW Air Routes to and from Sydney Airport

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