

CHARGES TO AIRLINES AT DARWIN INTERNATIONAL AIRPORT Fact Sheet

OVERVIEW

There are a number of costs which airlines pay for landing at any large airport. These include charges by Airservices Australia for providing the Fire and Rescue Service and Air Traffic Control, charges by the airport for provision of passenger security (passenger and checked baggage screening) and charges by the airport for use of infrastructure (runways, aircraft apron, passenger terminal facilities etc) which include operational costs. For ease of discussion these infrastructure and operational charges will be termed "Airport Charges".

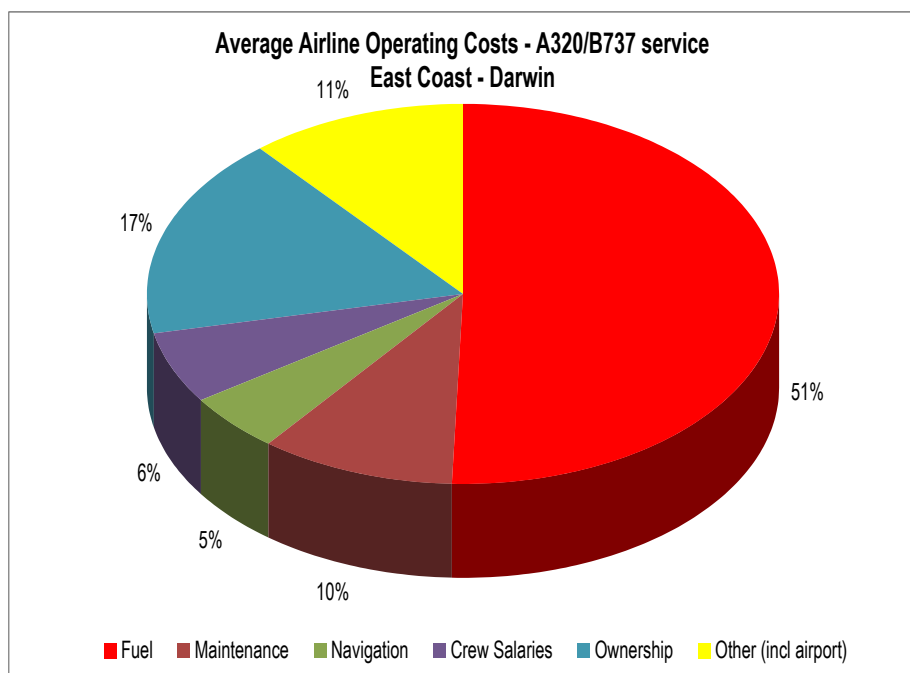
The standard of passenger security measures are mandated by the federal Office of Transport Security. This means that the same security capability and the same standard of security infrastructure (eg passenger screening points, checked baggage conveyor screening system) is required at all of the 11 Australian airports which are called "security designated" airports. These airports are Sydney, Brisbane, Melbourne, Adelaide, Perth, Cairns, Hobart, Gold Coast, Canberra, Alice Springs and Darwin. Other airports have a less stringent security environment than the 11 security designated airports.

Security charges, because of the base security infrastructure and capability required at all security designated airports, are sensitive to passenger throughput ie lower passenger numbers mean higher charges. Airport Charges are also generally sensitive to total passenger numbers. The greater the passenger numbers the lower the charges. Security charges are relatively high at Darwin because it is a security designated airport with low passenger volume. The remainder of the Fact Sheet will focus on Airport Charges.

DARWIN A LOW VOLUME AIRPORT

Australia's Top 13 Airports		
Airport	Total Passengers 2008/09 millions	% of Total Aust.
Sydney**	32.3	26.5
Melbourne**	24.4	20.0
Brisbane**	18.7	15.3
Perth**	9.4	7.7
Adelaide**	6.8	5.6
Gold coast**	4.6	3.8
Cairns**	3.7	3.0
Canberra**	3.1	2.5
Hobart**	1.9	1.5
Darwin**	1.5	1.3
Townsville	1.4	1.2
Newcastle	1.2	1.0
Launceston	1.1	0.9
Security Designated (CTFR) Airport		**

TYPICAL DARWIN AIRLINE SECTOR COSTS

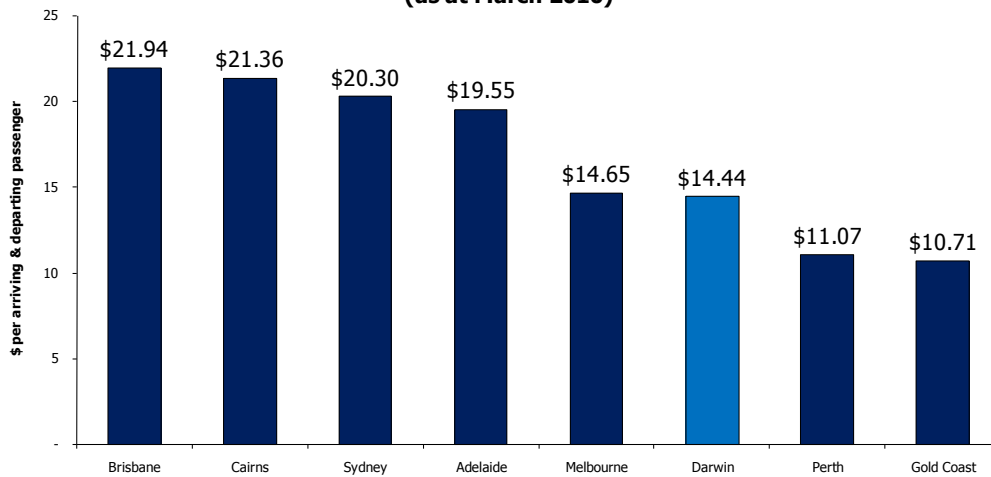


As can be seen, Darwin International Airport handles only 1.3% of the national airline market and hence does not have the economies of scale that the larger airports have eg Darwin has 5% of the passenger throughput of Sydney and yet the main runway and aircraft apron can handle every type of aircraft that operates into Sydney (even the Airbus A380). The perspective on the composition of airline typical flight costs above reveals that Airport Charges are a part of the 11% "Other" costs. This is consistent with results in the last table on page 2.

DARWIN AIRPORT CHARGES NO DIS-INCENTIVE TO ANY AIRLINE

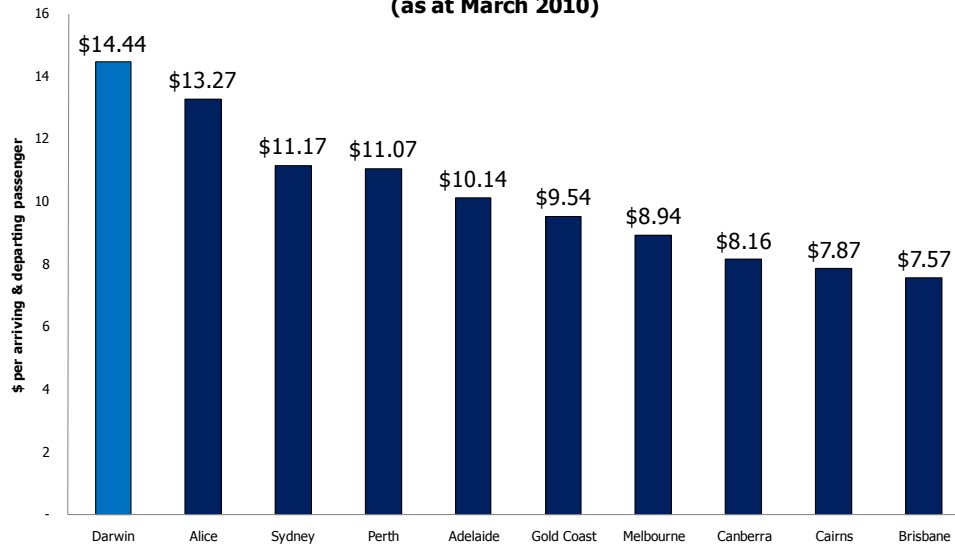
Illustrated over the page is a comparison of Airport Charges per passenger for international flights. As can be seen, Darwin is towards the cheaper end of the scale.

**International airport charges per arrival and departure
(as at March 2010)**



Also illustrated are Airport Charges per passenger for domestic flights. Note that Darwin is only 29% higher than Sydney, even though Sydney has 20 times the passenger volume of Darwin. Darwin International Airport is efficient in both the infrastructure it provides and its operating costs.

**Domestic airport charges per arrival and departure
(as at March 2010)**



Outlined below is the impact of Darwin International Airport Charges on the average domestic fare by destination. As domestic flights to/from Darwin are 3.5 to 4.5 hours in duration, the Darwin Airport Charges are correspondingly less as a percentage of the fare than Sydney or Melbourne Airport charges would be of the average fare to/from those cities i.e Darwin Airport Charges have less percentage impact on the airfare than most Australian airports. It is hence **very difficult to sustain the position**, even though Darwin is a low volume airport without the opportunity to realize economies of scale, **that Airport Charges are any sought of dis-incentive for either full service or low cost airlines to operate into Darwin.**

Darwin Airport Charges as % of Darwin Domestic Airfares (July 2009)

Darwin to/from	Average Airfare *	Airport Charge as % of Av. Airfare	Lead-in Airfare +	Airport charge as % of Lead-in Airfare
Brisbane	\$300	5%	\$199	7%
Sydney	\$360	4%	\$189	8%
Melbourne	\$310	5%	\$169	9%
Adelaide	\$336	4%	\$189	8%
Perth	\$430	3%	\$279	5%

* Av. Annual fares on sector sourced from Sabre MIDT + Lead-in fares sourced from airline websites