



Australian
Competition &
Consumer
Commission

Airservices Australia price notification

Final decision

September 2011



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Abbreviations and explanations

ACCC	Australian Competition and Consumer Commission
Airservices	Airservices Australia
ARFF	aviation rescue and fire-fighting
CCA	<i>Competition and Consumer Act 2010</i>
en route	en route navigation
LTPA	long-term pricing agreement
MTOW	maximum take-off weight
TN	terminal navigation
vanilla WACC	The weighted average of the post-tax return on equity and the pre-tax cost of debt
WACC	weighted average cost of capital

The ACCC's decision

The Australian Competition and Consumer Commission's (ACCC's) decision is to **not object** to Airservices Australia's (Airservices') proposed price increases for terminal navigation (TN) and aviation rescue and fire-fighting services (ARFF). Charges for en route navigation services are proposed to decrease. The changes are proposed to take effect from 1 October 2011.

This decision responds to a formal price notification provided to the ACCC on 9 September 2011 by Airservices pursuant to subsection 95Z(5) of the *Competition and Consumer Act 2010* (CCA). The details of Airservices' proposed prices set out in its formal price notification are provided in **appendix A** of this decision document.

This follows the ACCC's consideration of a price notification submitted by Airservices on 22 August 2011. On 8 September 2011, the ACCC released a decision to object to the proposed price increases for TN and ARFF services set out in that price notification. The ACCC's decision stated that it considered that Airservices had sought to move away from a methodology for estimating costs that the ACCC had previously accepted. As a result, the rate of return on capital (WACC) proposed by Airservices was too high. This meant that Airservices would over-recover the revenue required to cover efficient costs based on its proposed prices.

The ACCC is satisfied that Airservices' price notification of 9 September 2011 has addressed the concerns expressed in its previous decision. In particular, Airservices has proposed a set of prices that will recover costs based on a methodology that is consistent with that used in its previous long-term pricing agreement. Airservices' revised proposal incorporates a WACC of 8.60 per cent, whereas Airservices' previous price notification used a WACC of 9.12 per cent.

1 Background

This decision document sets out the Australian Competition and Consumer Commission's (ACCC's) decision on a formal price notification submitted by Airservices Australia (Airservices) on 9 September 2011.

Airservices' price notification covers all of its regulated services: terminal navigation (TN), en route navigation (en route), and aviation rescue and fire-fighting (ARFF) services. The price notification includes prices for a five-year period, 2011-12 to 2015-16, and proposes increases to the charges for TN and ARFF services, while charges for en route services are reduced. The changes are proposed to take effect from 1 October 2011. The details of Airservices' proposed prices are set out in **appendix A**.

The ACCC's consideration of this price notification follows the ACCC's assessment of, and decision on, a formal price notification submitted by Airservices on 22 August 2011. It also follows the ACCC's consultation on, and assessment of, a draft price notification that was provided to the ACCC in March 2011, which was done in accordance with the ACCC's informal pre-lodgement process for assessing price notifications under Part VIIA of the *Competition and Consumer Act 2010* (CCA).

Therefore, this decision document should be read in conjunction with the ACCC's preliminary view on Airservices' draft price notification of March 2011 and final decision on Airservices' formal price notification of 22 August 2011. These documents are available on the ACCC's website at: www.accc.gov.au/aviation.¹

Section 2 of this document provides a summary of the ACCC's legislative framework and process of assessment for Airservices' formal price notification. **Section 3** provides a summary of the ACCC's previous decision on Airservices' formal price notification of 22 August 2011. A summary of Airservices' formal price notification of 9 September is provided in **section 4**, while **section 5** outlines the ACCC's assessment of that formal price notification. The ACCC's decision is provided in **section 6**.

2 Legislative framework and process of assessment

The provision of TN, en route and ARFF services by Airservices are declared services under section 95X of the CCA. This means that, under section 95Z of the CCA, Airservices is required to notify the ACCC of proposed price increases in these declared services. Under subsections 95Z(6) and 95ZB(1) of the CCA, the ACCC has 21 days to respond to Airservices' formal price notification.

In assessing price notifications, the ACCC is required to have particular regard to the matters set out in subsection 95G(7) of the CCA. The ACCC applies this legal framework according to the concepts and procedures outlined in its *Statement of regulatory approach to assessing price notifications*, which is available on the ACCC's

¹ www.accc.gov.au/aviation > Airservices Australia > Price notifications > Long-term price notification 2011.

website.² The ACCC's approach to applying this framework in the context of the current price notification is outlined in the ACCC's preliminary view on Airservices' draft price notification and its final decision on Airservices' formal price notification of 22 August 2011. These documents are available on the ACCC's website.³

Finally, the ACCC notes that Airservices will be required to submit annual price notifications for each of the five years of its proposal. As noted in the ACCC's preliminary view and its previous decision, where Airservices submits a price notification that proposes price increases over a number of years, the ACCC conducts a detailed assessment of the substance of the proposed price increases over all of the years. The ACCC then makes a decision on the proposed prices covering the first year of the period. Airservices will be required to submit to the ACCC price notifications for each of the subsequent years. For those subsequent years, the ACCC may consider it appropriate to conduct a short-form assessment process.⁴

3 The ACCC's previous decision

In its final decision on Airservices' price notification of 22 August 2011, the ACCC stated that it objected to the proposed price increases set out in that price notification because Airservices had proposed to change one of its parameters used to estimate its WACC from that which had been applied in its previous long-term pricing agreement (LTPA) without conducting a full review of all of the parameters.

In its price notification, Airservices had proposed to leave the methodology for determining its WACC unchanged from that which the ACCC approved in its 2004-05 decision, except that it proposed to base its cost of debt on an AA credit rating where it previously used an AAA credit rating. The ACCC considered that it was not appropriate to alter one parameter without conducting a full review of all of the parameters. The ACCC stated that it would not object to a WACC for Airservices that was based on a methodology that was consistent with the ACCC's 2004-05 decision, which included basing the cost of debt on an AAA credit rating.

The ACCC's final decision stated that, on this basis, it did not accept Airservices' proposed nominal vanilla WACC of 9.12 per cent. The final decision did state, however, that the ACCC would not object to a WACC of no higher than 8.60 per cent, which the ACCC estimated using a methodology that was consistent with its 2004-05 decision.

² www.accc.gov.au > For regulated industries > Multi-industry documents and submissions > Regulatory approach to price notifications

³ www.accc.gov.au/aviation > Airservices Australia > Price notifications > Long-term price notification 2011.

⁴ The short-form assessment process provides scope for the ACCC to adopt an expedited assessment. A more detailed discussion of the short-form assessment process is provided in the ACCC's *Statement of regulatory approach to assessing price notifications*, which is available on the ACCC's website at www.accc.gov.au > For regulated industries > Multi-industry documents and submissions > Regulatory approach to price notifications.

The ACCC noted that any adjustment to the WACC would need to be reflected by an associated adjustment to Airservices' required revenue and prices for users. Table 3.1 below sets out the ACCC's assessment of Airservices' required revenue based on a WACC of 8.60 per cent compared to Airservices' proposed WACC of 9.12 per cent.

Table 3.1: ACCC's assessment of Airservices' required revenue (\$million)

	Airservices' price notification based on a WACC of 9.12 per cent	ACCC's final decision based on a WACC of 8.60 per cent	Difference
2011-12	853	847	6
2012-13	907	900	7
2013-14	960	953	7
2014-15	1 002	994	8
2015-16	1 048	1 040	8
Total	4 769	4 734	35

The ACCC's final decision did not, however, specify what the prices should be based on this required revenue because of Airservices' complex range of prices. The ACCC considered that Airservices has the incentive to structure prices in a way that promotes efficiency and is in the best position to determine what the prices should be.

The ACCC's final decision did not object to the other elements of Airservices' price notification of 22 August 2011.

4 Airservices Australia's formal price notification

Airservices has revised its WACC to 8.60 per cent in its price notification of 9 September 2011. This has led to a \$35 million reduction in its required revenue over the five years compared to its price notification of 22 August 2011.

To achieve this reduction in required revenue, Airservices has made changes to some of its prices compared to those proposed in its price notification of 22 August 2011. These changes are shown in table 4.1 below.

Table 4.1: Summary of Airservices' adjustments made in its price notification of 9 September 2011 compared to its price notification of 22 August 2011

Service	Summary of adjustments
TN	<p>The initial maximum price increase in year 1 for TN services has been reduced by 0.5 per cent, along with some minor later year adjustments to better align the five year TN service line recovery with the estimated required revenue for that service line. The following locations were affected:</p> <p>Adelaide Coffs Harbour Bankstown</p>

Service	Summary of adjustments		
	Brisbane	Hamilton Island	Camden
	Cairns	Karratha	Essendon
	Melbourne	Launceston	Jandakot
	Albury	Sunshine Coast	Moorabbin
	Alice Springs	Tamworth	Parafield
	Broome	Archerfield	Hobart
En route	Prices have been reduced, thereby further reducing the existing subsidisation from en route to the other services.		
ARFF	No revisions were made to ARFF prices.		

The details of Airservices' proposed prices are set out in its price notification and have been reproduced in **appendix A** of this decision document. Airservices' formulae for applying these prices are also included in that appendix.

Apart from Airservices' proposed changes to its prices as set out above, Airservices has not proposed any further changes to its prices that were set out in its price notification of 22 August 2011.

5 The ACCC's assessment

In its price notification of 9 September 2011, Airservices has proposed a WACC of 8.60 per cent. As noted above, the ACCC's final decision on Airservices' formal price notification of 22 August 2011 stated that the ACCC would not object to a WACC of no higher than 8.60 per cent. On this basis, the ACCC does not object to Airservices' proposal.

Airservices has confidentially provided the ACCC with its financial model showing the adjustment to its required revenue as a result of the adjustment to its WACC. The ACCC has reviewed Airservices' financial model and is satisfied that Airservices' required revenue is based on a WACC of 8.60 per cent. In particular, the ACCC notes that Airservices' required revenue on a year by year basis in its financial model matches that assessed by the ACCC in table 3.1 above.

The ACCC is also satisfied that Airservices' financial model is based on the prices outlined in its formal price notification of 9 September 2011. The ACCC has reviewed Airservices' financial model and confirms that its forecast total revenue over the five years included in its formal price notification, being 2011-12 to 2015-16, matches the total required revenue assessed by the ACCC in table 3.1. That is, Airservices' forecast total revenue over the five years is \$4 734 million.

As noted above, the ACCC's previous decision did not specify what Airservices' prices should be based on its required revenue of \$4 734 million. The ACCC considered that Airservices has the incentive to structure prices in a way that promotes efficiency and is in the best position to determine what the prices should be. That said, the ACCC has assessed whether Airservices' proposed new prices in its notification of 9 September

2011 raise any new concerns from an efficiency perspective compared to the prices proposed in the 22 August notification.

The ACCC notes that Airservices has reduced its en route prices, which Airservices submits has further reduced the existing over-recovery of the estimated required revenue for the en route service line to cover the under-recovery from ARFF and TN. The ACCC notes that Airservices' measurement of over- and under-recovery includes a common cost allocation, and does not amount to cross-subsidisation between service lines in the economic sense.

The ACCC has reviewed Airservices' financial model and is satisfied that, over the five years, the over-recovery from en route services has been reduced. This is demonstrated by tables 5.1 and 5.2 below, which show the change in service line under- and over-recovery of estimated required revenue over the five years based on Airservices' price notification of 22 August 2011 and 9 September 2011.

Table 5.1: Airservices' service line under- and over-recovery of estimated required revenue in its price notification of 22 August 2011 (\$million)

Service	2011-12	2012-13	2013-14	2014-15	2015-16
En route	32.0	21.1	10.4	8.7	1.5
TN	8.7	0.4	(4.8)	(4.7)	(5.5)
ARFF	(21.4)	(19.3)	(13.7)	(7.1)	(6.6)
Total	19.3	2.2	(8.1)	(3.1)	(10.6)

Table 5.2: Airservices' service line under- and over-recovery of estimated required revenue in its price notification of 9 September 2011 (\$million)

Service	2011-12	2012-13	2013-14	2014-15	2015-16
En route	30.7	19.1	7.3	5.4	(0.6)
TN	10.3	1.9	(3.2)	(3.2)	(4.0)
ARFF	(20.6)	(18.4)	(12.8)	(6.1)	(5.5)
Total	20.5	2.6	(8.7)	(3.9)	(10.1)

The ACCC further notes that, as shown in tables 5.1 and 5.2 above, Airservices' TN and ARFF services have moved closer to recovering their estimated required revenue. Whilst Airservices has not made any adjustment to its ARFF prices in its price notification of 9 September 2011, it has made some adjustments to its TN prices.

Airservices has reduced the TN initial maximum price increase in the first year by 0.5 per cent. That is, where prices were previously proposed to increase by the maximum of 5 per cent in the first year, Airservices has reduced that increase to 4.5 per cent.⁵ This reduction was not applied to those locations that were facing price increases

⁵ Airservices advised that the initial maximum increase of 5 per cent was a self-imposed 'cap' on price increases for TN. See *Airservices Australia's draft price notification*, March 2011, p. 43.

of less than 5 per cent in the first year (including Adelaide, Rockhampton and Darwin) or where Airservices proposed to decrease prices. The ACCC notes that this change resulted in a reduction in the 2011-12 TN prices at a number of high and low activity locations.^{6 7} As a result of this reduction, the prices for the subsequent years at those locations have also decreased. Airservices noted that it also reduced some TN prices in later years at other locations.⁸ Airservices submits that these changes better align the five year TN service line recovery with the estimated required revenue for that service line.

The ACCC has reviewed Airservices' financial model and is satisfied that the changes have not resulted in any significant change to the existing geographic cross-subsidisation of lower-activity TN locations by higher activity TN locations. As noted in its final decision on Airservices' price notification of 22 August 2011, the ACCC considers that this pricing structure is appropriate given Airservices' mandate to provide services at any location as directed and to recover costs across its entire network, together with the potential for distortions resulting from a move to pure location-specific pricing at this time.

In summary, the ACCC is satisfied that Airservices' proposed prices, which are based on a WACC on 8.60 per cent, are reasonable. The ACCC considers that these prices meet the criteria of economic efficiency as required under subsection 95G(7) of the CCA by reflecting an efficient cost base and a reasonable rate of return on capital and promote an efficient provision, and use, of services.

The ACCC notes that, while the TN service line is forecast to recover its total estimated required revenue over the five years of the LTPA, the movement over time is to under-recovery (see table 5.2). A significant issue for LTPAs subsequent to this is how Airservices will seek to structure prices if the under-recovery persists.

6 The ACCC's decision

The ACCC's decision, for the reasons set out in this decision paper, is to **not object** to Airservices' proposed price increases for TN and ARFF services. This decision is made pursuant to section 95Z of the CCA. Airservices' proposed prices are set out in **appendix A** of this decision document.

This decision is made only in respect of the proposed price increases for 2011-12. Under the CCA, Airservices will be required to submit annual price notifications for each of the subsequent years of its proposal. Where Airservices submits a price notification that proposes price increases over a number of years, the ACCC conducts a

⁶ Locations where 2011-12 TN prices were reduced include: Brisbane, Cairns, Melbourne, Albury, Alice Springs, Broome, Coffs Harbour, Hamilton Island, Karratha, Launceston, Maroochydore (Sunshine Coast), Tamworth, Archerfield, Bankstown, Camden, Essendon, Jandakot, Moorabbin and Parafield.

⁷ Locations where 2011-12 TN prices were not reduced include: Adelaide, Canberra, Coolangatta (Gold Coast), Perth, Sydney, Avalon, Hobart, Mackay, Rockhampton, Darwin and Townsville.

⁸ Prices were reduced in later years at Adelaide and Hobart.

detailed assessment of the substance of the proposed price increases over all of the years. The ACCC then makes a decision on the proposed prices covering the first year of the period. Airservices will be required to submit to the ACCC price notifications for each of the subsequent years. For those subsequent years, the ACCC may consider it appropriate to conduct a short-form assessment process.

Appendix A: Airservices Australia's current and proposed prices and price structure

A.1 En route navigation services

Charging formula for en route navigation (en route) services:

- For IFR aircraft with an MTOW of 20 tonnes or more:

$$price \times \frac{distance}{100} \times \sqrt{MTOW}$$

- For IFR aircraft with an MTOW up to 20 tonnes:

$$price \times \frac{distance}{100} \times MTOW$$

Table A1: Airservices' current and proposed prices for en route services

Current price	En route service	Proposed price (incl. GST)				
		2011-12	2012-13	2013-14	2014-15	2015-16
\$4.18	20 tonnes or more	\$4.10	\$4.07	\$4.04	\$4.03	\$4.03
\$0.93	Up to 20 tonnes	\$0.92	\$0.91	\$0.90	\$0.90	\$0.90

A.2 Terminal navigation services

Charging formula for terminal navigation (TN) services:

- For all aircraft:

$$price_{location} \times MTOW$$

Note: MTOW shall not exceed 500 tonnes.

Table A2: Airservices' current and proposed prices for TN services

Current price	TN service location	Proposed price (incl. GST)				
		2011-12	2012-13	2013-14	2014-15	2015-16
\$11.43	Adelaide	\$11.66	\$11.72	\$11.78	\$11.83	\$11.89
\$5.83	Brisbane	\$6.09	\$6.15	\$6.18	\$6.18	\$6.18
\$10.95	Cairns	\$11.44	\$11.84	\$12.20	\$12.20	\$12.20
\$12.66	Canberra	\$12.28	\$12.03	\$11.91	\$11.80	\$11.68
\$10.82	Coolangatta (Gold Coast)	\$10.28	\$9.77	\$9.28	\$8.81	\$8.50

Current price	TN service location	Proposed price (incl. GST)				
		2011-12	2012-13	2013-14	2014-15	2015-16
\$5.06	Melbourne	\$5.29	\$5.47	\$5.49	\$5.50	\$5.52
\$8.63	Perth	\$8.20	\$8.03	\$7.87	\$7.72	\$7.56
\$5.57	Sydney	\$5.58	\$5.59	\$5.60	\$5.61	\$5.62
\$12.69	Albury	\$13.26	\$13.73	\$14.21	\$14.70	\$15.22
\$12.69	Alice springs	\$13.26	\$13.73	\$14.21	\$14.70	\$15.22
\$4.70	Avalon	\$4.70	\$4.86	\$5.03	\$5.21	\$5.39
\$5.06	Broome	\$13.26	\$13.73	\$14.21	\$14.70	\$15.22
\$12.69	Coffs Harbour	\$13.26	\$13.73	\$14.21	\$14.70	\$15.22
\$9.20	Hamilton Island	\$9.61	\$9.95	\$10.30	\$10.66	\$11.03
\$9.54	Hobart	\$9.64	\$9.68	\$9.68	\$9.68	\$9.68
\$5.06	Karratha	\$13.26	\$13.73	\$14.21	\$14.56	\$14.71
\$12.22	Launceston	\$12.77	\$13.22	\$13.68	\$14.16	\$14.65
\$12.69	Mackay	\$12.44	\$12.31	\$12.19	\$12.07	\$11.95
\$12.69	Maroochydore (Sunshine Coast)	\$13.26	\$13.73	\$14.07	\$14.21	\$14.21
\$12.69	Rockhampton	\$12.94	\$13.20	\$13.33	\$13.47	\$13.47
\$12.69	Tamworth	\$13.26	\$13.73	\$14.21	\$14.70	\$15.22
\$12.69	Archerfield	\$13.26	\$13.73	\$14.21	\$14.70	\$15.22
\$12.69	Bankstown	\$13.26	\$13.73	\$14.21	\$14.70	\$15.22
\$12.69	Camden	\$13.26	\$13.73	\$14.21	\$14.70	\$15.22
\$12.69	Essendon	\$13.26	\$13.73	\$14.21	\$14.70	\$15.22
\$12.69	Jandakot	\$13.26	\$13.73	\$14.21	\$14.70	\$15.22
\$12.69	Moorabbin	\$13.26	\$13.73	\$14.21	\$14.70	\$15.22
\$12.69	Parafield	\$13.26	\$13.73	\$14.21	\$14.70	\$15.22
\$2.26	Darwin	\$2.15	\$2.04	\$1.94	\$1.84	\$1.75
\$2.94	Townsville	\$2.79	\$2.65	\$2.52	\$2.39	\$2.27

A.3 Aviation rescue and fire-fighting services

Charging formula for aviation rescue and fire-fighting (ARFF) services:

- For all aircraft greater than 15.1 tonnes and target aircraft between 5.7 and 15.1 tonnes:

$$price_{category, location} \times MTOW$$

Note: MTOW shall not exceed 500 tonnes.

Table A3: Airservices' current and proposed prices for ARFF services

Current price	ARFF service location	Proposed price (incl. GST)				
		2011-12	2012-13	2013-14	2014-15	2015-16
Category 6 aircraft and below						
\$1.81	Brisbane	\$1.99	\$2.14	\$2.25	\$2.29	\$2.32
\$1.81	Melbourne	\$1.99	\$2.14	\$2.25	\$2.29	\$2.32
\$1.81	Sydney	\$1.99	\$2.14	\$2.25	\$2.29	\$2.32
\$1.81	Perth	\$1.99	\$2.14	\$2.25	\$2.29	\$2.32
\$1.81	Adelaide	\$1.99	\$2.14	\$2.25	\$2.29	\$2.32
\$1.81	Cairns	\$1.99	\$2.14	\$2.25	\$2.29	\$2.32
\$1.81	Darwin	\$1.99	\$2.14	\$2.25	\$2.29	\$2.32
\$1.81	Coolangatta (Gold Coast)	\$1.99	\$2.14	\$2.25	\$2.29	\$2.32
\$1.81	Canberra	\$1.99	\$2.14	\$2.25	\$2.29	\$2.32
\$1.81	Hobart	\$1.99	\$2.14	\$2.25	\$2.29	\$2.32
\$1.81	Karratha	\$1.99	\$2.14	\$2.25	\$2.29	\$2.32
\$1.81	Townsville	\$1.99	\$2.14	\$2.25	\$2.29	\$2.32
\$1.81	Alice Springs	\$1.99	\$2.14	\$2.25	\$2.29	\$2.32
\$1.81	Avalon	\$1.99	\$2.14	\$2.25	\$2.29	\$2.32
\$1.81	Ayres Rock	\$1.99	\$2.14	\$2.25	\$2.29	\$2.32
\$1.81	Broome	\$1.99	\$2.14	\$2.25	\$2.29	\$2.32
\$1.81	Hamilton Island	\$1.99	\$2.14	\$2.25	\$2.29	\$2.32
\$1.81	Launceston	\$1.99	\$2.14	\$2.25	\$2.29	\$2.32
\$1.81	Mackay	\$1.99	\$2.14	\$2.25	\$2.29	\$2.32
\$1.81	Rockhampton	\$1.99	\$2.14	\$2.25	\$2.29	\$2.32
\$1.81	Sunshine Coast	\$1.99	\$2.14	\$2.25	\$2.29	\$2.32
Category 7 aircraft						
\$1.93	Brisbane	\$2.12	\$2.34	\$2.45	\$2.57	\$2.57
\$1.89	Melbourne	\$2.08	\$2.29	\$2.40	\$2.52	\$2.52
\$1.86	Sydney	\$2.05	\$2.25	\$2.36	\$2.48	\$2.48
\$2.01	Perth	\$2.21	\$2.43	\$2.61	\$2.75	\$2.81
\$2.33	Adelaide	\$2.56	\$2.82	\$2.96	\$3.11	\$3.26
\$2.29	Cairns	\$2.52	\$2.77	\$3.05	\$3.35	\$3.69
\$4.01	Coolangatta (Gold Coast)	\$3.97	\$3.93	\$3.89	\$3.85	\$3.79
\$3.39	Darwin	\$3.73	\$4.10	\$4.51	\$4.96	\$5.46

Current price	ARFF service location	Proposed price (incl. GST)				
		2011-12	2012-13	2013-14	2014-15	2015-16
\$7.91	Canberra	\$8.31	\$8.51	\$8.73	\$8.94	\$9.08
\$6.73	Hobart	\$7.40	\$8.14	\$8.96	\$9.85	\$10.00
\$7.40	Karratha	\$7.77	\$7.96	\$8.16	\$8.37	\$8.37
\$8.47	Townsville	\$9.32	\$10.25	\$11.27	\$12.40	\$13.64
Category 8 aircraft						
\$2.62	Brisbane	\$2.88	\$3.17	\$3.33	\$3.41	\$3.41
\$2.29	Melbourne	\$2.52	\$2.77	\$2.91	\$2.98	\$3.01
\$2.08	Sydney	\$2.29	\$2.52	\$2.64	\$2.64	\$2.64
\$3.01	Perth	\$3.31	\$3.64	\$4.01	\$4.41	\$4.85
\$9.12	Adelaide	\$8.12	\$7.22	\$6.50	\$5.85	\$5.27
\$4.76	Cairns	\$5.24	\$5.76	\$6.34	\$6.97	\$7.67
\$4.01	Coolangatta (Gold Coast)	\$4.41	\$4.85	\$5.34	\$5.87	\$6.46
\$16.06	Darwin	\$17.67	\$19.43	\$20.40	\$21.42	\$21.75
Category 9 and 10 aircraft						
\$3.70	Brisbane	\$4.16	\$4.58	\$5.04	\$5.54	\$6.09
\$3.03	Melbourne	\$3.41	\$3.75	\$4.12	\$4.54	\$4.99
\$2.45	Sydney	\$2.76	\$3.03	\$3.34	\$3.67	\$3.67
\$5.08	Perth	\$5.72	\$6.29	\$6.92	\$7.61	\$8.37