제1장
항공 수송 실적
## 제 1 장 항공수송실적

1. 우리나라 항공수송실적 요약

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주 : 여객은 유임, 화물은 순수화물+우편+수하물, 국내선 출발, 국제선 출도착, T/S 포함 기준
제 1 장 항공수송실적

<그림 1> 항공 운항실적 추이

<그림 2> 항공 여객수송 추이

<그림 3> 항공 화물수송 추이
2. 우리나라 항공운항 현황

(‘10. 12월 현재, 정기노선 기준)

1) 국적항공사 (6개 항공사)

○ 취항국가 41개, 취항도시 128개, 185노선 주1,517회

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<th>운항횟수(회/주)</th>
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* 중복국가 : 35개국, 중복도시 : 60개 도시, 중복노선 : 56개 노선

2) 외국항공사 (28개국 67개 항공사)

○ 취항국가 32개, 취항도시 93개, 145노선 주916회

(여객 주753회, 화물 주163회) 운항 * 중복노선 : 24개 노선

3) 국제항공노선 및 운항횟수 전체현황

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* 중복국가 : 24개국, 중복도시 : 67개 도시, 중복노선 : 57개 노선
제 1 장 항공수송실적

4) 국내선 운항 현황

○ 14개도시, 20개 노선
○ 취항도시 및 노선수
  - 김포(8), 제주(11), 김해(3), 인천(3), 대구(2), 광주(2), 사천(2), 울산(2), 여수(2), 포항(1), 무안(1), 군산(1), 청주(1), 원주(1)

5) 지방공항 국제선 운항 현황

(10.12.31 현재 운항횟수 : 회/주)

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※ 전체항공: 73개 항공사, 273개 노선, 주 2,433회
※ 지방공항: 20개 항공사, 42개 노선, 주 295회
※ 인천공항: 71개 항공사, 232개 노선, 주 2,143회
※ 루프트한자 런던/서울/부산/서울/런던 주5회 중복계상

자료: 국토해양부 국제항공과
3. 국제선 지역별 실적
   1) 지역별 여객수송실적

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<td>점유율 (%)</td>
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주: 1. 국제선 유임여객, 출도착, T/S 포함 기준
   2. 점유율은 해당지역의 항공사 수송비율, 분담률은 전체실적에 대한 세계지역별 비율임
2) 지역별 화물수송실적

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주 : 1. 순수화물+우편+수하물, 국제선 출도착, 환적화물 포함 기준
2. 점유율은 해당지역의 항공사 수송비율, 분담률은 전체실적에 대한 세계지역별 비율임
자료 : 한국공항공사, 인천국제공항공사
제 1 장  항공수송실적

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주: 1. 해당 지역구분은 지리적 위치에 따라 구분된 자료로서 지역별 실적자료의 기준임.
   2. 국제기구 등 각 지역자료 작성 주체별 지역의 기준은 다를 수 있음
자료: 한국공항공사
4. 우리나라 기준의 국가별 항공수송실적 순위

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<td>14</td>
<td>프랑스</td>
<td>220,018</td>
<td>217,382</td>
<td>437,400</td>
</tr>
<tr>
<td>15</td>
<td>캐나다</td>
<td>214,035</td>
<td>211,028</td>
<td>425,063</td>
</tr>
<tr>
<td>16</td>
<td>러시아</td>
<td>193,525</td>
<td>194,627</td>
<td>388,152</td>
</tr>
<tr>
<td>17</td>
<td>아랍에미리트</td>
<td>185,728</td>
<td>186,261</td>
<td>371,989</td>
</tr>
<tr>
<td>18</td>
<td>캄보디아</td>
<td>172,139</td>
<td>171,221</td>
<td>343,360</td>
</tr>
<tr>
<td>19</td>
<td>영국</td>
<td>146,687</td>
<td>146,069</td>
<td>292,756</td>
</tr>
<tr>
<td>20</td>
<td>몽골</td>
<td>104,882</td>
<td>105,118</td>
<td>209,800</td>
</tr>
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</table>

주 : '10년 국제선 유입여객, T/S 포함 기준
제 1 장  항공수송실적

2) 화물 순위

<table>
<thead>
<tr>
<th>순위</th>
<th>국가명</th>
<th>도착</th>
<th>출발</th>
<th>계</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>미국</td>
<td>259,197</td>
<td>437,700</td>
<td>696,896</td>
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<tr>
<td>2</td>
<td>중국</td>
<td>319,167</td>
<td>308,669</td>
<td>627,837</td>
</tr>
<tr>
<td>3</td>
<td>일본</td>
<td>221,434</td>
<td>252,746</td>
<td>474,179</td>
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<tr>
<td>4</td>
<td>홍콩</td>
<td>151,591</td>
<td>112,030</td>
<td>263,621</td>
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<tr>
<td>5</td>
<td>독일</td>
<td>88,918</td>
<td>71,659</td>
<td>160,577</td>
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<tr>
<td>6</td>
<td>태국</td>
<td>74,522</td>
<td>50,880</td>
<td>125,402</td>
</tr>
<tr>
<td>7</td>
<td>말레이지아</td>
<td>55,432</td>
<td>40,539</td>
<td>95,972</td>
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<tr>
<td>8</td>
<td>베트남</td>
<td>49,470</td>
<td>36,052</td>
<td>85,522</td>
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<tr>
<td>9</td>
<td>싱가포르</td>
<td>22,788</td>
<td>55,454</td>
<td>78,242</td>
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<tr>
<td>10</td>
<td>필리핀</td>
<td>29,214</td>
<td>41,147</td>
<td>70,361</td>
</tr>
<tr>
<td>11</td>
<td>오스트리아</td>
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<td>64,250</td>
<td>66,174</td>
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<td>33,539</td>
<td>64,189</td>
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<td>13</td>
<td>프랑스</td>
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<td>23,091</td>
<td>45,349</td>
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<td>네덜란드</td>
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<td>21,989</td>
<td>41,827</td>
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<td>이탈리아</td>
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<td>16</td>
<td>캐나다</td>
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<td>17</td>
<td>영국</td>
<td>14,343</td>
<td>19,568</td>
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<td>18</td>
<td>러시아</td>
<td>3,902</td>
<td>28,352</td>
<td>32,254</td>
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<td>19</td>
<td>인도네시아</td>
<td>9,589</td>
<td>21,409</td>
<td>30,999</td>
</tr>
<tr>
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<td>호주</td>
<td>10,267</td>
<td>17,866</td>
<td>28,133</td>
</tr>
</tbody>
</table>

주: ’10년 국제선 순수화물+우편+수하물, 환적화물 포함 기준
자료: 한국공항공사, 인천국제공항공사
5. 우리나라 노선별 항공수송 순위

1) 국내선 노선별 수송순위

<table>
<thead>
<tr>
<th>순위</th>
<th>노선</th>
<th>2010년 여객 실적(명)</th>
<th>점유율(%)</th>
<th>2010년 화물 실적(톤)</th>
<th>점유율(%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>김포-제주</td>
<td>9,259,172</td>
<td>45.8</td>
<td>김포-제주</td>
<td>145,401</td>
</tr>
<tr>
<td>2</td>
<td>김포-김해</td>
<td>2,448,601</td>
<td>12.1</td>
<td>김해-제주</td>
<td>36,063</td>
</tr>
<tr>
<td>3</td>
<td>김해-제주</td>
<td>2,293,976</td>
<td>11.3</td>
<td>김포-김해</td>
<td>21,350</td>
</tr>
<tr>
<td>4</td>
<td>제주-청주</td>
<td>1,149,825</td>
<td>5.7</td>
<td>제주-대구</td>
<td>14,798</td>
</tr>
<tr>
<td>5</td>
<td>김포-울산</td>
<td>944,834</td>
<td>4.7</td>
<td>제주-광주</td>
<td>11,900</td>
</tr>
<tr>
<td>6</td>
<td>제주-대구</td>
<td>853,671</td>
<td>4.2</td>
<td>제주-청주</td>
<td>11,019</td>
</tr>
<tr>
<td>7</td>
<td>제주-광주</td>
<td>804,962</td>
<td>4.0</td>
<td>김포-광주</td>
<td>3,477</td>
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<tr>
<td>8</td>
<td>김포-여수</td>
<td>618,616</td>
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<td>김포-울산</td>
<td>3,771</td>
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<tr>
<td>9</td>
<td>김포-광주</td>
<td>527,081</td>
<td>2.6</td>
<td>김포-광주</td>
<td>3,477</td>
</tr>
<tr>
<td>10</td>
<td>김포-포항</td>
<td>234,435</td>
<td>1.5</td>
<td>김포-여수</td>
<td>2,339</td>
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<tr>
<td></td>
<td>전체노선</td>
<td>20,216,355</td>
<td>100.0</td>
<td>전체노선</td>
<td>261,859</td>
</tr>
</tbody>
</table>

주: 여객은 유임, 화물은 순수화물+우편+수하물, 국내선 출발 기준

2) 국제선 노선별 수송순위

<table>
<thead>
<tr>
<th>순위</th>
<th>노선</th>
<th>2010년 여객 실적(명)</th>
<th>증감(%)</th>
<th>2010년 화물 실적(톤)</th>
<th>증감(%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>인천(ICN)-동경(NRT)</td>
<td>2,363,146</td>
<td>-1.0</td>
<td>인천(ICN)-홍콩(HKG)</td>
<td>260,993</td>
</tr>
<tr>
<td>2</td>
<td>인천(ICN)-홍콩(HKG)</td>
<td>1,888,447</td>
<td>19.3</td>
<td>인천(ICN)-푸동(PVG)</td>
<td>245,322</td>
</tr>
<tr>
<td>3</td>
<td>김포(GMP)-하네다(HND)</td>
<td>1,875,886</td>
<td>9.5</td>
<td>인천(ICN)-동경(NRT)</td>
<td>200,861</td>
</tr>
<tr>
<td>4</td>
<td>인천(ICN)-방콕(BKK)</td>
<td>1,475,514</td>
<td>25.5</td>
<td>인천(ICN)-로스앤젤레스(LAX)</td>
<td>167,940</td>
</tr>
<tr>
<td>5</td>
<td>인천(ICN)-북경(PEK)</td>
<td>1,432,776</td>
<td>23.7</td>
<td>인천(ICN)-프랑크푸르트(FRA)</td>
<td>143,960</td>
</tr>
<tr>
<td>6</td>
<td>인천(ICN)-푸동(PVG)</td>
<td>1,309,352</td>
<td>40.4</td>
<td>인천(ICN)-뉴욕(JFK)</td>
<td>122,612</td>
</tr>
<tr>
<td>7</td>
<td>인천(ICN)-오사카(KIX)</td>
<td>1,132,092</td>
<td>-6.8</td>
<td>인천(ICN)-방콕(BKK)</td>
<td>110,959</td>
</tr>
<tr>
<td>8</td>
<td>인천(ICN)-대북(TPE)</td>
<td>1,128,325</td>
<td>13.6</td>
<td>인천(ICN)-시카고(ORD)</td>
<td>108,237</td>
</tr>
<tr>
<td>9</td>
<td>인천(ICN)-마닐라(MNL)</td>
<td>1,088,942</td>
<td>14.1</td>
<td>인천(ICN)-오사카(KIX)</td>
<td>91,459</td>
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<tr>
<td>10</td>
<td>인천(ICN)-로스앤젤레스(LAX)</td>
<td>959,477</td>
<td>6.9</td>
<td>인천(ICN)-싱가폴(SIN)</td>
<td>78,072</td>
</tr>
</tbody>
</table>

주: 여객은 유임, 화물은 순수화물+우편+수하물, 국제선 출도착, T/S 포함 기준
자료: 한국공항공사, 인천국제공항공사
### 제 1장 항공수송실적

6. 국내선 주요노선 실적

<table>
<thead>
<tr>
<th>구 분</th>
<th>2008년</th>
<th>2009년</th>
<th>2010년</th>
</tr>
</thead>
<tbody>
<tr>
<td>김포-제주</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>운항회수(회)</td>
<td>52,618</td>
<td>55,543</td>
<td>58,599</td>
</tr>
<tr>
<td>여객수(명)</td>
<td>7,029,928</td>
<td>7,886,086</td>
<td>9,259,172</td>
</tr>
<tr>
<td>탑승률(%)</td>
<td>74.9</td>
<td>76.0</td>
<td>81.2</td>
</tr>
<tr>
<td>화물(kg)</td>
<td>139,193,498</td>
<td>158,661,218</td>
<td>145,400,848</td>
</tr>
<tr>
<td>톤킬로(Ton-km)</td>
<td>329,044,651</td>
<td>370,298,059</td>
<td>415,597,133</td>
</tr>
<tr>
<td>이용율(%)</td>
<td>60.8</td>
<td>62.0</td>
<td>63.3</td>
</tr>
<tr>
<td>김포-김해</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>운항회수(회)</td>
<td>20,712</td>
<td>22577</td>
<td>20,688</td>
</tr>
<tr>
<td>여객수(명)</td>
<td>2,392,120</td>
<td>2,282,090</td>
<td>2,448,601</td>
</tr>
<tr>
<td>탑승률(%)</td>
<td>66.2</td>
<td>58.4</td>
<td>69.8</td>
</tr>
<tr>
<td>화물(kg)</td>
<td>21,234,407</td>
<td>20,738,407</td>
<td>21,350,318</td>
</tr>
<tr>
<td>톤킬로(Ton-km)</td>
<td>78,025,667</td>
<td>74,613,153</td>
<td>79,726,498</td>
</tr>
<tr>
<td>이용율(%)</td>
<td>52.9</td>
<td>44.1</td>
<td>56.0</td>
</tr>
<tr>
<td>제주-김해</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>운항회수(회)</td>
<td>13,371</td>
<td>15,303</td>
<td>16,175</td>
</tr>
<tr>
<td>여객수(명)</td>
<td>1,736,050</td>
<td>1,951,843</td>
<td>2,293,976</td>
</tr>
<tr>
<td>탑승률(%)</td>
<td>76.6</td>
<td>73.6</td>
<td>75.8</td>
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<tr>
<td>화물(kg)</td>
<td>36,016,164</td>
<td>34,530,398</td>
<td>36,063,006</td>
</tr>
<tr>
<td>톤킬로(Ton-km)</td>
<td>52,819,847</td>
<td>57,584,707</td>
<td>66,313,493</td>
</tr>
<tr>
<td>이용율(%)</td>
<td>68.1</td>
<td>60.8</td>
<td>60.9</td>
</tr>
</tbody>
</table>

주: 여객은 유임, 화물은 순수화물 + 우편 + 수하물, 국내선 출발 기준
자료: 한국공항공사
7. 국적항공사 국내선 수송 실적

1) 항공사별 국내선 여객실적

<table>
<thead>
<tr>
<th>구분</th>
<th>2008년 여객(명)</th>
<th>증감률(%)</th>
<th>2009년 여객(명)</th>
<th>증감률(%)</th>
<th>2010년 여객(명)</th>
<th>증감률(%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>대한항공</td>
<td>9,817,117</td>
<td>-6.0</td>
<td>8,388,711</td>
<td>-14.6</td>
<td>8,699,705</td>
<td>3.7</td>
</tr>
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<td>아시아나항공</td>
<td>5,521,298</td>
<td>3.9</td>
<td>4,732,168</td>
<td>-14.3</td>
<td>4,504,818</td>
<td>-4.8</td>
</tr>
<tr>
<td>제주항공</td>
<td>959,623</td>
<td>17.7</td>
<td>1,353,431</td>
<td>41.0</td>
<td>1,707,325</td>
<td>26.1</td>
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<tr>
<td>진에어</td>
<td>162,237</td>
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<td>1,197,323</td>
<td>688.0</td>
<td>1,378,592</td>
<td>15.1</td>
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<td>에어부산</td>
<td>101,481</td>
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<td>1,404,397</td>
<td>1283.9</td>
<td>1,977,338</td>
<td>40.8</td>
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<tr>
<td>이스타항공</td>
<td>394,637</td>
<td>44.7</td>
<td>985,043</td>
<td></td>
<td>1,795,951</td>
<td>82.3</td>
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<tr>
<td>티웨이항공</td>
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<td></td>
<td>310,437</td>
<td>737.4</td>
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<td>26.1</td>
</tr>
<tr>
<td>영남에어</td>
<td>33,967</td>
<td></td>
<td>18,425</td>
<td>124.9</td>
<td>24,458</td>
<td>32.7</td>
</tr>
<tr>
<td>계</td>
<td>16,990,360</td>
<td>0.8</td>
<td>20,216,356</td>
<td>11.9</td>
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<td></td>
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</table>

주: 국내선 유임여객, 출발 기준, 티웨이 항공의 2008년 실적은 한성항공 실적임

<그림 4> 2010년 국내선 항공사별 여객수송 비율

2) 항공사별 국내선 화물실적

<table>
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<th>구분</th>
<th>2008년 화물(톤)</th>
<th>증감률(%)</th>
<th>2009년 화물(톤)</th>
<th>증감률(%)</th>
<th>2010년 화물(톤)</th>
<th>증감률(%)</th>
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</thead>
<tbody>
<tr>
<td>대한항공</td>
<td>188,102</td>
<td>-21.4</td>
<td>195,070</td>
<td>3.7</td>
<td>177,977</td>
<td>-8.8</td>
</tr>
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<td>아시아나항공</td>
<td>56,600</td>
<td>-20.9</td>
<td>43,934</td>
<td>-22.4</td>
<td>44,530</td>
<td>1.4</td>
</tr>
<tr>
<td>에어부산</td>
<td>1,343</td>
<td></td>
<td>11,249</td>
<td>737.4</td>
<td>14,186</td>
<td>26.1</td>
</tr>
<tr>
<td>기 타</td>
<td>8,194</td>
<td>51.4</td>
<td>18,425</td>
<td>124.9</td>
<td>24,458</td>
<td>32.7</td>
</tr>
<tr>
<td>계</td>
<td>254,239</td>
<td>-19.6</td>
<td>268,678</td>
<td>5.7</td>
<td>261,858</td>
<td>-2.5</td>
</tr>
</tbody>
</table>

주: 국내선 화물은 순수화물+우편+수하물, 출발 기준
제 1장 항공수송실적

8. 국적항공사 국제선 수송 실적

1) 국적항공사 국제선 여객실적

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<tr>
<th>구분</th>
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<th>2009년</th>
<th>2010년</th>
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</thead>
<tbody>
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<td>여객(명)</td>
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<td>·에어부산</td>
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주: 국제선 유임여객, 출도착, T/S 포함 기준

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<td>· 에어부산</td>
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주 : 화물은 순수화물+우편+수하물, 국제선 출도착, 환적화물 포함 기준

<그림 6> 2010년 국제선 항공사별 화물수송 비율

주 : 환적화물 포함 비율

자료 : 한국공항공사, 인천국제공항공사
제1장 항공수송실적

9. 국내 공항별 처리실적

1) 2010년 공항별 처리실적

| 구분 | 국내선 | 국제선 | 계
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주: 1. 유임+무임여객, 출발+도착 기준의 공항처리실적으로 항공수송실적과는 차이가 있음
2. 소숫점 이하 자리 숫자 반올림
2) 2010년 공항별 결항 및 지연현황

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<th>운항회수 (편)</th>
<th>결항회수 (편)</th>
<th>지연회수 (편)</th>
<th>결항율 (%)</th>
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주 : 1. 부정기, 화물기 제외
2. 지역시간 : 국내선 30분 초과, 국제선 1시간 초과
3. 출발+도착 기준의 공항처리실적으로 항공수송실적과는 차이가 있을 수 있으며 항공수송실적과는 차이가 있을 수 있으며 항공수송실적과는 차이가 있을 수 있으며 항공수송실적과는 차이가 있을 수 있으며 항공수송실적과는 차이가 있을 수 있으며 항공수송실적과는 차이가 있을 수 있으며 항공수송실적과는 차이가 있을 수 있으며 항공수송실적과는 차이가 있을 수 있으며 항공수송실적과는 차이가 있을 수 있으며 항공수송실적과는 차이가 있을 수 있으며 항공수송실적과는 차이가 있을 수 있으며 항공수송실적과는 차이가 있을 수 있으며 항공수송실적과는 차이가 있을 수 있으며 항공수송실적과는 차이가 있을 수 있으며 항공수송실적과는 차이가 있을 수 있으며 항공수송실적과는 차이가 있을 수 있으며 항공수송실적과는 차이가 없음
자료 : 한국공항공사, 인천국제공항공사
제 1 장 항공수송실적

3) 김포국제공항 국제선 여객실적

(단위 : 명)

<table>
<thead>
<tr>
<th>구 분</th>
<th>2008년</th>
<th>2009년</th>
<th>2010년</th>
</tr>
</thead>
<tbody>
<tr>
<td>김포-하네다</td>
<td>1,610,053</td>
<td>1,713,234</td>
<td>1,875,886</td>
</tr>
<tr>
<td>김포-오사카</td>
<td>6,637</td>
<td>413,120</td>
<td>811,365</td>
</tr>
<tr>
<td>김포-홍차오</td>
<td>331,834</td>
<td>357,012</td>
<td>377,825</td>
</tr>
<tr>
<td>김포-나고야</td>
<td></td>
<td></td>
<td>70,470</td>
</tr>
<tr>
<td>기타노선</td>
<td>10,668</td>
<td>1,152</td>
<td>10,000</td>
</tr>
<tr>
<td>김포노선 계</td>
<td>1,959,192</td>
<td>2,484,518</td>
<td>3,145,546</td>
</tr>
<tr>
<td>증감률(%)</td>
<td>17.8</td>
<td>26.8</td>
<td>26.6</td>
</tr>
<tr>
<td>김포노선 비율(%)</td>
<td>5.5</td>
<td>7.4</td>
<td>7.9</td>
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</table>

4) 인천국제공항 국내선 여객실적

(단위 : 명)

<table>
<thead>
<tr>
<th>구 분</th>
<th>2008년</th>
<th>2009년</th>
<th>2010년</th>
<th>'10 증감률(%)</th>
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</thead>
<tbody>
<tr>
<td>인천-김해</td>
<td>254,415</td>
<td>269,979</td>
<td>271,810</td>
<td>0.7</td>
</tr>
<tr>
<td>인천-제주</td>
<td>70,776</td>
<td>83,404</td>
<td>98,158</td>
<td>17.7</td>
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<tr>
<td>인천-대구</td>
<td>80,704</td>
<td>111,395</td>
<td>153,906</td>
<td>38.2</td>
</tr>
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<td>기타노선</td>
<td>333</td>
<td>155</td>
<td>745</td>
<td>380.6</td>
</tr>
<tr>
<td>계</td>
<td>406,228</td>
<td>464,983</td>
<td>524,619</td>
<td>12.8</td>
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10. 국내 교통수단별 수송분담률

1) 국내선

<table>
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<tr>
<th>구분</th>
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<th>2008년</th>
<th>2009년</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>수송</td>
<td>분담률 (%)</td>
<td>증감률 (%)</td>
</tr>
<tr>
<td></td>
<td>(천명)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>여객(천명)</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>철도</td>
<td>989,294</td>
<td>1,018,977</td>
<td>1,020,319</td>
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<td>지하철</td>
<td>2,090,290</td>
<td>2,141,872</td>
<td>2,181,346</td>
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<tr>
<td>공로</td>
<td>9,518,760</td>
<td>9,798,410</td>
<td>9,588,133</td>
</tr>
<tr>
<td>해운</td>
<td>12,634</td>
<td>14,162</td>
<td>14,868</td>
</tr>
<tr>
<td>항공</td>
<td>16,848</td>
<td>16,990</td>
<td>18,061</td>
</tr>
<tr>
<td>합계</td>
<td>12,627,826</td>
<td>12,990,411</td>
<td>12,822,727</td>
</tr>
</tbody>
</table>

| 여객(백만) | | | |
| 철도 | 31,596 | 32,027 | 31,299 | 19.1 |
| 지하철 | 24,166 | 24,772 | 24,190 | 14.7 |
| 공로 | 119,569 | 104,152 | 100,617 | 61.3 |
| 해운 | 765 | 873 | 867 | 0.5 |
| 항공 | 6,526 | 6,643 | 7,105 | 4.3 |
| 합계 | 182,622 | 168,467 | 164,079 | 100 |

| 화물(톤) | | | |
| 철도 | 44,562 | 46,805 | 38,898 | 5.1 |
| 공로 | 550,264 | 555,801 | 607,480 | 79.2 |
| 해운 | 120,079 | 126,964 | 120,032 | 15.7 |
| 항공 | 316 | 254 | 269 | 0.0 |
| 합계 | 715,221 | 729,826 | 766,679 | 100 |

2) 국제선

<table>
<thead>
<tr>
<th>구분</th>
<th>2007년</th>
<th>2008년</th>
<th>2009년</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>수송</td>
<td>분담률 (%)</td>
<td>증감률 (%)</td>
</tr>
<tr>
<td></td>
<td>(천명)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>여객(천명)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>해운</td>
<td>2,550</td>
<td>2,534</td>
<td>2,089</td>
</tr>
<tr>
<td>항공</td>
<td>36,856</td>
<td>35,341</td>
<td>33,514</td>
</tr>
<tr>
<td>합계</td>
<td>39,406</td>
<td>37,875</td>
<td>35,603</td>
</tr>
</tbody>
</table>

| 여객(백만) | | | |
| 해운 | 1,019 | 1,030 | 845 | 0.8 |
| 항공 | 114,771 | 114,920 | 109,203 | 99.2 |
| 합계 | 115,790 | 115,950 | 110,048 | 100 |

| 화물(톤) | | | |
| 해운 | 862,523 | 892,936 | 848,299 | 99.7 |
| 항공 | 3,138 | 2,997 | 2,872 | 0.3 |
| 합계 | 865,661 | 895,933 | 851,171 | 100 |

주 : 2009년 실적 소숫점 이하 반올림
자료 : 국토해양통계연보, 2010
제 1 장 항공수송실적

11. 우리나라 항공화물 수출입 현황

1) 총괄

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>수출</td>
<td>전체</td>
<td>65,016</td>
<td>125,058</td>
<td>172,268</td>
<td>284,419</td>
</tr>
<tr>
<td>항공화물</td>
<td>금액 (백만불)</td>
<td>10,321</td>
<td>33,183</td>
<td>52,502</td>
<td>86,400</td>
</tr>
<tr>
<td>항공화물</td>
<td>중량 (천톤)</td>
<td>182</td>
<td>200</td>
<td>382</td>
<td>572</td>
</tr>
<tr>
<td>수입</td>
<td>전체</td>
<td>171,400</td>
<td>283,456</td>
<td>356,278</td>
<td>516,657</td>
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<tr>
<td>항공화물</td>
<td>금액 (백만불)</td>
<td>14,115</td>
<td>38,352</td>
<td>55,680</td>
<td>75,231</td>
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<tr>
<td>항공화물</td>
<td>중량 (천톤)</td>
<td>361</td>
<td>277</td>
<td>312</td>
<td>424</td>
</tr>
<tr>
<td>수출입</td>
<td>전체</td>
<td>255,856</td>
<td>408,514</td>
<td>528,546</td>
<td>849,668</td>
</tr>
<tr>
<td>항공화물비율</td>
<td>금액 (%)</td>
<td>18.1</td>
<td>27.5</td>
<td>32.5</td>
<td>29.6</td>
</tr>
<tr>
<td>항공화물비율</td>
<td>중량 (%)</td>
<td>0.26</td>
<td>0.13</td>
<td>0.15</td>
<td>0.19</td>
</tr>
</tbody>
</table>

2) 품목별 금액 및 중량

(단위: 백만불, 톤)

<table>
<thead>
<tr>
<th>구분</th>
<th>2009년</th>
<th>2010년</th>
<th>2009년</th>
<th>2010년</th>
</tr>
</thead>
<tbody>
<tr>
<td>수출</td>
<td>금액</td>
<td>중량</td>
<td>금액</td>
<td>중량</td>
</tr>
<tr>
<td>농림수산물</td>
<td>131</td>
<td>11,087</td>
<td>159</td>
<td>11,302</td>
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<tr>
<td>광산물</td>
<td>2,929</td>
<td>432</td>
<td>3,092</td>
<td>624</td>
</tr>
<tr>
<td>화학공업제품</td>
<td>2,152</td>
<td>29,799</td>
<td>2,628</td>
<td>36,150</td>
</tr>
<tr>
<td>플라스틱고무 및 가죽제품</td>
<td>587</td>
<td>25,660</td>
<td>806</td>
<td>31,108</td>
</tr>
<tr>
<td>섬유류</td>
<td>1,005</td>
<td>62,314</td>
<td>1,137</td>
<td>61,858</td>
</tr>
<tr>
<td>생활용품</td>
<td>428</td>
<td>8,084</td>
<td>463</td>
<td>10,465</td>
</tr>
<tr>
<td>철강금속제품</td>
<td>456</td>
<td>31,607</td>
<td>577</td>
<td>31,045</td>
</tr>
<tr>
<td>기계류</td>
<td>5,294</td>
<td>100,596</td>
<td>8,079</td>
<td>168,463</td>
</tr>
<tr>
<td>전자전기제품</td>
<td>76,506</td>
<td>273,254</td>
<td>96,897</td>
<td>295,821</td>
</tr>
<tr>
<td>기타</td>
<td>875</td>
<td>3,685</td>
<td>942</td>
<td>4,484</td>
</tr>
<tr>
<td>합계</td>
<td>90,363</td>
<td>546,519</td>
<td>114,782</td>
<td>651,319</td>
</tr>
<tr>
<td>수입</td>
<td>금액</td>
<td>중량</td>
<td>금액</td>
<td>중량</td>
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<tr>
<td>농림수산물</td>
<td>171,400</td>
<td>29,799</td>
<td>2,628</td>
<td>36,150</td>
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<tr>
<td>광산물</td>
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<td>432</td>
<td>3,092</td>
<td>624</td>
</tr>
<tr>
<td>화학공업제품</td>
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<td>29,799</td>
<td>2,628</td>
<td>36,150</td>
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<tr>
<td>플라스틱고무 및 가죽제품</td>
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<td>25,660</td>
<td>806</td>
<td>31,108</td>
</tr>
<tr>
<td>섬유류</td>
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<td>1,137</td>
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</tr>
<tr>
<td>생활용품</td>
<td>428</td>
<td>8,084</td>
<td>463</td>
<td>10,465</td>
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<tr>
<td>철강금속제품</td>
<td>456</td>
<td>31,607</td>
<td>577</td>
<td>31,045</td>
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<tr>
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<td>5,294</td>
<td>100,596</td>
<td>8,079</td>
<td>168,463</td>
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<tr>
<td>전자전기제품</td>
<td>76,506</td>
<td>273,254</td>
<td>96,897</td>
<td>295,821</td>
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<tr>
<td>기타</td>
<td>875</td>
<td>3,685</td>
<td>942</td>
<td>4,484</td>
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<tr>
<td>합계</td>
<td>90,363</td>
<td>546,519</td>
<td>114,782</td>
<td>651,319</td>
</tr>
</tbody>
</table>

주: 항공 순화물 기준, 환적화물 제외, MTI 코드 (수출입 분류체계) 1단위 기준
자료: 한국무역협회
제 1 장 항공수송실적

3) 품목별 수출입 증감 현황

(단위: 백만불, %)

<table>
<thead>
<tr>
<th>구분</th>
<th>수출</th>
<th>수입</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2010년(1~4월)</td>
<td>2011년(1~4월)</td>
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<tr>
<td></td>
<td>금액</td>
<td>증감</td>
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<td>36.5</td>
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<td>0.5</td>
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<td>수산물</td>
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<td>20.7</td>
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<td>금속광물</td>
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</tr>
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<td>-28.1</td>
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<td>51.7</td>
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<td>가죽 및 모피제품</td>
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<td>3.9</td>
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<td>섬유사</td>
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<td>16.7</td>
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<td>16.9</td>
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<td>-29.1</td>
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<td>문구</td>
<td>23</td>
<td>10</td>
</tr>
<tr>
<td>원구</td>
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<td>-4.2</td>
</tr>
<tr>
<td>공예품</td>
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<td>3.9</td>
</tr>
<tr>
<td>기타생활용품</td>
<td>41</td>
<td>13.1</td>
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</table>

제 1 장

- 33 -
### 제 1 장 항공수송실적

<table>
<thead>
<tr>
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주: 항공 순화물 기준, 환적화물 제외, MII 코드(수출입 분류체계) 2단위 기준  
자료: 한국무역협회
12. 우리나라 내외국인 출입국 현황

1) 내국인 출국 현황

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2) 외국인 입국 현황

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주 : 내외국인 출입국 실적은 항공 및 해운 포함, %는 수송분담 비율임
자료 : 한국관광공사
제 1 장 항공수송실적

13. 우리나라 항공수송 순위

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주: 순위 및 실적은 각 년도의 잠정치임
자료: 1. ICAO, Annual Report, 2010년 및 Air Transport Bureau 제공자료
제 1 장 항공수송실적

14. ICAO 세계 정기항공사 수송실적

1) 국내선+국제선

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주 : 1. 톨킬로 중 계는 여객, 화물, 우편 톨킬로의 합임
2. 2002년 10월 1일 이후 미국통부 국내선 화물통계 기준이 변경됨에 따라 ICAO 전체 실적에 영향을 미침. 따라서 기준 적용시 2003년 전년대비 증가율은 화물톤 2.4%, 화물돌킬로 2.7%, 총돌킬로 1.6%에 해당됨
3. ICAO는 International Civil Aviation Organization, 국제민간항공기구를 의미
자료 : ICAO, Annual Report, 2010년

<그림 7> ICAO 가입국 항공여객수송실적 추이
15. ICAO 세계 정기항공사 항공기 이용률

(단위: 백만)

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<th>공급좌석킬로</th>
<th>탑승률(%)</th>
<th>화물론킬로</th>
<th>우편론킬로</th>
<th>계론킬로</th>
<th>공급론킬로</th>
<th>이용률(%)</th>
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주: 국내선+국제선 기준임
자료: ICAO, Annual Report, 2010년

16. ICAO 세계 지역별 정기항공 수송실적

<그림 8> 2009년 세계 지역별 항공수송실적(톤킬로) 점유율

주: 소수점 2자리에서 반올림
제 1 장 항공수송실적

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<th>운항회수(천회)</th>
<th>여객수(천명)</th>
<th>여객킬로(백만)</th>
<th>탑승률(%)</th>
<th>톤킬로(백만)</th>
<th>공급률(백만)</th>
<th>이용률(%)</th>
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주 : ICAO 가입국의 국적항공사 2009년 정기수송실적 기준임, ( )는 수송분담률임
자료 : ICAO, Annual Report, 2010년
17. ICAO 가입국가 순위별 수송실적

(단위: 백만, %)

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<th>화물 통 칠로</th>
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<td>국제+국내</td>
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주: ICAO 가입국의 국적항공사 2009년 정기수송실적 기준임
자료: ICAO, Annual Report, 2010년
제1장 항공수송실적

18. IATA 항공사 순위

1) 여객 수송실적 순위(2010년)

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주: IATA는 International Air Transport Association, 국제항공운송협회를 의미
2) 화물 수송실적 순위(2010년)

<table>
<thead>
<tr>
<th>순위</th>
<th>항 공 사</th>
<th>화 물 (천톤)</th>
<th>순위</th>
<th>항 공 사</th>
<th>화물톤킬로 (백만)</th>
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제 1 장  항공수송실적

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<th>순위</th>
<th>항 공 사</th>
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19. ACI 공항 처리실적 순위

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주: 1. ACI는 Airports International Council, 국제공항협회를 의미함
2. 출발+도착 기준임
자료: ACI, www.aci.aero 홈페이지 잠정자료 기준
## 제1장 항공수송실적

### 2) 여객수송실적 상위 30개 공항(2010년)

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<tr>
<th>순위</th>
<th>도시(공항)</th>
<th>처리실적</th>
<th>증감률</th>
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3) 화물처리실적 상위 50개 공항(2010년)

(단위 : 톤, %)

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주 : 국내선+국제선은 우편 포함, 국제선은 우편 제외 기준임.
제 1 장 항공수송실적

4) 아태지역 주요공항 실적 현황

<그림 9> 2009년 아태지역 공항 여객실적

<그림 10> 2009년 아태지역 공항 화물실적

20. 세계 항공수요 전망

1) 세계 여객수요 전망

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2) 세계 화물수요 전망

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자료 1. IATA, World Air Transport Statistics, 2010년
   2. IATA, Airline Industry Forecast 2010~2014, 2010년