

QANTAS AIRWAYS LIMITED
ABN 16 009 661 901

PRELIMINARY MONTHLY TRAFFIC AND CAPACITY STATISTICS
APRIL 2005

Summary of Traffic and Capacity Statistics

Month of April 2005

Total Domestic (Qantas, QantasLink and Jetstar) traffic, measured in Revenue Passenger Kilometres (RPKs) increased by 10.8 per cent in April 2005 while capacity, measured in Available Seat Kilometres (ASKs) increased by 11.5 per cent. This resulted in a revenue seat factor of 80.4 per cent, 0.5 percentage points lower than for April 2004.

Total International (Qantas and Australian Airlines) RPKs increased by 1.2 per cent in April 2005, while ASKs increased by 2.5 per cent over the same period. The resulting revenue seat factor of 75.2 per cent was 1.0 percentage points lower than the previous year.

April Group (comprising Qantas Domestic, QantasLink, Jetstar, Qantas International and Australian Airlines) passenger numbers increased by 8.2 per cent over the previous year. RPKs increased by 4.2 per cent, while ASKs were up 5.2 per cent, resulting in a revenue seat factor of 76.9 per cent, which was 0.7 percentage points lower than the previous year.

Financial Year to Date April 2005

Total Domestic revenue seat factor for the financial year to April 2005 decreased by 0.8 percentage points to 79.2 per cent when compared with year to date April 2004, while total Domestic yield excluding exchange decreased by 3.4 per cent over the same period. Total International yield excluding exchange for the financial year to April increased by 4.1 per cent when compared with the same period last year. Total International revenue seat factor decreased by 3.0 percentage points to 75.9 per cent over the same period.

Group passenger numbers for the year to April 2005 increased by 9.3 per cent from the previous year. RPKs increased by 7.6 per cent, while ASKs increased by 10.8 per cent, resulting in a revenue seat factor of 76.9 per cent, 2.3 percentage points lower than the previous year.

Recent Developments

On 1 June 2005, Qantas confirmed that the delivery of its first A380 would be delayed by six months as a result of manufacturing issues at Airbus. Qantas is now scheduled to take delivery of the first of its 12 new A380 aircraft in April 2007. Qantas is developing contingency plans to ensure there is no impact on its schedules or available capacity during the six month delay. Possible contingencies under discussion include deferring the retirement of a number of aircraft, redirecting capacity, and bringing forward the delivery of other aircraft on order. Qantas will be working closely with Airbus to ensure the new deadline is met and will also be seeking compensation from Airbus in line with the terms of its contract.

On 11 May 2005, Qantas announced an additional 11 domestic flights per week for Western Australia. From July 2005, Qantas will add five extra Perth-Brisbane services, three additional Perth-Melbourne flights, a third Perth-Cairns service and a second seasonal Broome-Sydney service. A second seasonal Perth-Kununurra service operated by QantasLink was added from 18 May 2005. The flights will provide an additional 1,700 seats in each direction each week.

On 29 April 2005, the Qantas Group announced that it would move to all-inclusive pricing for its airfare and package holiday advertising in Australia from 11 May 2005. Qantas made the decision in support of the Federal Government's recent announcement that it would amend the Trade Practices Act in relation to component pricing in a number of industries. Qantas, QantasLink, Australian Airlines and Jetstar have all moved to the new advertising style.

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	Month			Financial Year to Date		
	2004/05	2003/04	Change	2004/05	2003/04	Change
Qantas Domestic *						
Passengers carried ('000)	1,349	1,531	(11.9)%	13,624	14,948	(8.9)%
Revenue Passenger Kilometres (m)	1,876	2,057	(8.8)%	18,970	19,987	(5.1)%
Available Seat Kilometres (m)	2,275	2,525	(9.9)%	23,468	24,758	(5.2)%
Revenue Seat Factor (%)	82.5	81.5	1.0 pts	80.8	80.7	0.1 pts
QantasLink						
Passengers carried ('000)	261	251	3.8%	2,545	2,515	1.2%
Revenue Passenger Kilometres (m)	160	155	3.0%	1,570	1,636	(4.1)%
Available Seat Kilometres (m)	213	210	1.7%	2,162	2,259	(4.3)%
Revenue Seat Factor (%)	74.8	73.8	1.0 pts	72.6	72.4	0.2 pts
Jetstar *						
Passengers carried ('000)	418	-	na	3,625	-	na
Revenue Passenger Kilometres (m)	433	-	na	3,558	-	na
Available Seat Kilometres (m)	585	-	na	4,873	-	na
Revenue Seat Factor (%)	74.0	-	na	73.0	-	na
Total Domestic *						
Passengers carried ('000)	2,012	1,782	12.9%	19,488	17,463	11.6%
Revenue Passenger Kilometres (m)	2,452	2,212	10.8%	23,782	21,623	10.0%
Available Seat Kilometres (m)	3,048	2,735	11.5%	30,043	27,017	11.2%
Revenue Seat Factor (%)	80.4	80.9	(0.5) pts	79.2	80.0	(0.8) pts
Qantas International						
Passengers carried ('000)	703	721	(2.5)%	7,294	7,096	2.8%
Revenue Passenger Kilometres (m)	4,478	4,403	1.7%	46,134	43,597	5.8%
Available Seat Kilometres (m)	5,876	5,737	2.4%	60,383	54,693	10.4%
Revenue Seat Factor (%)	76.2	76.7	(0.5) pts	76.4	79.7	(3.3) pts
Australian Airlines						
Passengers carried ('000)	63	64	(1.6)%	685	573	19.5%
Revenue Passenger Kilometres (m)	294	315	(6.6)%	3,330	2,846	17.0%
Available Seat Kilometres (m)	471	456	3.3%	4,769	4,195	13.7%
Revenue Seat Factor (%)	62.5	69.0	(6.5) pts	69.8	67.8	2.0 pts
Total International						
Passengers carried ('000)	766	785	(2.4)%	7,979	7,669	4.0%
Revenue Passenger Kilometres (m)	4,772	4,718	1.2%	49,464	46,443	6.5%
Available Seat Kilometres (m)	6,347	6,194	2.5%	65,152	58,888	10.6%
Revenue Seat Factor (%)	75.2	76.2	(1.0) pts	75.9	78.9	(3.0) pts
Total Group Operations						
Passengers carried ('000)	2,778	2,567	8.2%	27,467	25,132	9.3%
Revenue Passenger Kilometres (m)	7,224	6,930	4.2%	73,246	68,066	7.6%
Available Seat Kilometres (m)	9,395	8,928	5.2%	95,195	85,906	10.8%
Revenue Seat Factor (%)	76.9	77.6	(0.7) pts	76.9	79.2	(2.3) pts

Notes

Any adjustments to preliminary statistics will be included in the year to date results next month. Where figures have been rounded, discrepancies may occur between the sum of the components of items and the total and in percentage changes which are derived from figures prior to rounding. The number of passengers carried is calculated on the basis of origin/destination (ie. one origin/destination journey represents one passenger regardless of the number of stage lengths undertaken).

* Qantas Domestic and Jetstar statistics both include the effect of a codeshare between the two airlines. However the effect of this codeshare is only included once in the statistics for the Total Domestic and Total Group Operations.

Key

(m): Millions

RPKs: The number of paying passengers carried multiplied by the number of kilometres flown

ASKs: The number of seats available for sale multiplied by the number of kilometres flown