

QANTAS AIRWAYS LIMITED
ABN 16 009 661 901

PRELIMINARY MONTHLY TRAFFIC AND CAPACITY STATISTICS
JULY 2005

Summary of Traffic and Capacity Statistics

Month of July 2005

Total Domestic (Qantas, QantasLink and Jetstar) traffic, measured in Revenue Passenger Kilometres (RPKs) increased by 5.7 per cent in July 2005 while capacity, measured in Available Seat Kilometres (ASKs) increased by 8.3 per cent. This resulted in a revenue seat factor of 79.2 per cent, 1.9 percentage points lower than for July 2004. Total Domestic yield excluding exchange increased by 1.3 per cent over the same period.

Total International (Qantas and Australian Airlines) RPKs increased by 2.6 per cent in July, while ASKs increased by 1.9 per cent over the same period. The resulting revenue seat factor of 78.9 per cent was 0.5 percentage points higher than the previous year. Total International yield excluding exchange for the month of July increased by 3.9 per cent when compared with the same period last year.

July Group (comprising Qantas Domestic, QantasLink, Jetstar, Qantas International and Australian Airlines) passenger numbers increased by 4.5 per cent over the previous year. RPKs increased by 3.6 per cent, while ASKs were up 3.9 per cent, resulting in a revenue seat factor of 79.0 per cent, which was 0.2 percentage points lower than the previous year.

Recent Developments

The 2005 Annual General Meeting of Qantas Airways Limited will be held at 2.00pm on Thursday, 13 October 2005 in the Ballroom of the Hyatt Hotel, Canberra.

On 8 September 2005, Qantas announced that based on the most recent reconciliation foreign purchases have resulted in foreign persons having a relevant interest in approximately 44.98 per cent of Qantas shares. Qantas last advised the market, on 8 August 2005, that foreign persons had a relevant interest in approximately 42.60 per cent of the Qantas issued share capital.

On 31 August 2005, Qantas announced that it would commit to a new consolidated facility in Sydney for the maintenance of Rolls Royce RB211 aircraft engines after an extensive review of Australian and offshore options. Qantas is reviewing all of its engineering and maintenance operations as a result of widespread consolidation and cost reductions occurring within aviation maintenance and repair operations throughout the world. Qantas said it was extremely pleased that the first review completed has resulted in a commitment to an in-house solution. Qantas will initially commit \$7.6 million in additional capital to upgrading and consolidating current facilities and provide a further \$12 million within 12 months provided the facility reaches the necessary productivity figures set by the company.

On 23 August 2005, Qantas announced that it would increase its fuel surcharge because of the continued escalation in the price of crude oil and jet fuel. The surcharge for Qantas Domestic and Domestic New Zealand travel will increase by \$6, from \$20 to \$26 per sector. The surcharge for QantasLink domestic travel will increase by \$2 from \$20 to \$22 per sector. For trans-Tasman travel the surcharge will increase by \$6, from \$40 to \$46 per sector. For other international travel on Qantas and Australian Airlines the surcharge will increase by \$15, from \$60 to \$75 per sector. Qantas said at this stage there will be no increase in the surcharge on Jetstar domestic services, which remains at \$19 per sector. The surcharges were effective on tickets issued on or after Friday 2 September 2005.

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JULY 2005

	Month			Financial Year to Date		
	2005/06	2004/05	Change	2005/06	2004/05	Change
Qantas Domestic *						
Passengers carried ('000)	1,353	1,441	(6.1)%	1,353	1,441	(6.1)%
Revenue Passenger Kilometres (m)	1,962	2,077	(5.5)%	1,962	2,077	(5.5)%
Available Seat Kilometres (m)	2,430	2,506	(3.1)%	2,430	2,506	(3.1)%
Revenue Seat Factor (%)	80.8	82.8	(2.0) pts	80.8	82.8	(2.0) pts
QantasLink						
Passengers carried ('000)	265	259	2.3%	265	259	2.3%
Revenue Passenger Kilometres (m)	165	162	1.9%	165	162	1.9%
Available Seat Kilometres (m)	228	217	5.1%	228	217	5.1%
Revenue Seat Factor (%)	72.4	74.7	(2.3) pts	72.4	74.7	(2.3) pts
Jetstar *						
Passengers carried ('000)	443	273	62.3%	443	273	62.3%
Revenue Passenger Kilometres (m)	465	250	85.8%	465	250	85.8%
Available Seat Kilometres (m)	615	350	75.7%	615	350	75.7%
Revenue Seat Factor (%)	75.6	71.4	4.2 pts	75.6	71.4	4.2 pts
Total Domestic *						
Passengers carried ('000)	2,061	1,933	6.6%	2,061	1,933	6.6%
Revenue Passenger Kilometres (m)	2,592	2,451	5.7%	2,592	2,451	5.7%
Available Seat Kilometres (m)	3,272	3,021	8.3%	3,272	3,021	8.3%
Revenue Seat Factor (%)	79.2	81.1	(1.9) pts	79.2	81.1	(1.9) pts
Qantas International						
Passengers carried ('000)	766	769	(0.4)%	766	769	(0.4)%
Revenue Passenger Kilometres (m)	4,965	4,806	3.3%	4,965	4,806	3.3%
Available Seat Kilometres (m)	6,229	6,080	2.5%	6,229	6,080	2.5%
Revenue Seat Factor (%)	79.7	79.1	0.6 pts	79.7	79.1	0.6 pts
Australian Airlines						
Passengers carried ('000)	73	73	0.0%	73	73	0.0%
Revenue Passenger Kilometres (m)	315	338	(7.0)%	315	338	(7.0)%
Available Seat Kilometres (m)	460	485	(5.2)%	460	485	(5.2)%
Revenue Seat Factor (%)	68.4	69.7	(1.3) pts	68.4	69.7	(1.3) pts
Total International						
Passengers carried ('000)	839	842	(0.4)%	839	842	(0.4)%
Revenue Passenger Kilometres (m)	5,280	5,145	2.6%	5,280	5,145	2.6%
Available Seat Kilometres (m)	6,690	6,565	1.9%	6,690	6,565	1.9%
Revenue Seat Factor (%)	78.9	78.4	0.5 pts	78.9	78.4	0.5 pts
Total Group Operations						
Passengers carried ('000)	2,900	2,775	4.5%	2,900	2,775	4.5%
Revenue Passenger Kilometres (m)	7,872	7,596	3.6%	7,872	7,596	3.6%
Available Seat Kilometres (m)	9,962	9,586	3.9%	9,962	9,586	3.9%
Revenue Seat Factor (%)	79.0	79.2	(0.2) pts	79.0	79.2	(0.2) 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 and Jetstar prior year statistics include the effect of a domestic codeshare agreement between the two airlines. However the effect of this codeshare is only included once in the prior year statistics for the 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