

QANTAS AIRWAYS LIMITED
ABN 16 009 661 901

PRELIMINARY* MONTHLY TRAFFIC AND CAPACITY STATISTICS

OCTOBER 2001

Summary of Traffic and Capacity Statistics

For the year to date October 2001, international yield excluding exchange decreased by 5.5 percent, while international revenue seat factor increased by 1.3 percentage points over the same period. Domestic yield excluding exchange for the financial year to October increased by 0.4 percent while domestic revenue seat factor declined by 1.4 percentage points.

Group (comprising international, domestic and regional) passenger numbers for the year to October 2001 increased by 16.9 percent compared to October 2000. Traffic for the year to October, measured in Revenue Passenger Kilometres (RPKs), increased by 7.7 percent, while capacity, measured in Available Seat Kilometres (ASKs), increased by 6.5 percent over the previous year. This resulted in a revenue seat factor of 77.4 percent, 0.9 percentage points higher than the previous year.

For the month of October 2001, Group passenger numbers increased by 24.2 percent over the previous year. RPKs and ASKs were up 3.2 and 6.9 percent respectively, resulting in a revenue seat factor of 75.5, which was 2.7 percentage points lower than the previous year.

Recent Developments

Qantas has raised a total of \$664 million through the issue of 218 million shares to participating institutional and retail shareholders at \$3.05 per share. A share placement to local and offshore institutions in October 2001 generated \$456 million, while a further \$208 million was raised from Australian and New Zealand shareholders under a Share Purchase Plan which was completed on 10 December 2001. The proceeds from the equity issue will be used to partially fund the acquisition of 15 Next Generation Boeing 737-800 aircraft, for use in the Australian domestic market.

Australian Airlines announced it will commence operations in September 2002. The airline, while wholly-owned by Qantas, will have separate management and will operate independently of Qantas. Australian Airlines will not fly on any routes against Qantas, but will create profitable flying on routes Qantas has withdrawn from or on routes where Qantas has been unable to generate a satisfactory return. The airline will be a single class, full service leisure carrier, initially flying Boeing 767-300 aircraft on non-stop return flights from Cairns, Queensland to Osaka, Nagoya, Singapore, Taipei, Hong Kong and Fukuoka.

Qantas will resume services to New York via Los Angeles from 27 February 2002 and increase services to Hong Kong from 31 March 2002 as part of the airline's ongoing review of international capacity requirements. These adjustments reflect the fact that travel on some international routes is showing signs of improvement. In addition to these changes, Qantas will operate all of its services between Australia and Frankfurt, Paris and Rome via Singapore from 31 March 2002.

Qantas announced a range of initiatives to improve services for Australian domestic travellers. The revamp will see the CityFlyer service extended to the Sydney-Brisbane and Melbourne-Brisbane routes from February 2002. Other initiatives will include the launch of a new Economy Class Express Meal service from January 2002, and the introduction of self-service check-in kiosks from mid-2002.

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	Month			Financial Year to Date		
	2001/02	2000/01	Change	2001/02	2000/01	Change
Domestic						
Passengers carried ('000) **	1,310	991	32.2%	4,433	3,811	16.3%
Revenue Passenger Kilometres (m)	1,755	1,314	33.5%	5,930	5,018	18.2%
Available Seat Kilometres (m)	2,067	1,583	30.6%	7,359	6,120	20.3%
Revenue Seat Factor (%)	84.9	83.0	1.9 pts	80.6	82.0	(1.4) pts
International						
Passengers carried ('000) **	709	649	9.2%	2,957	2,514	17.6%
Revenue Passenger Kilometres (m)	4,188	4,490	(6.7)%	18,288	17,484	4.6%
Available Seat Kilometres (m)	5,827	5,823	0.1%	23,883	23,233	2.8%
Revenue Seat Factor (%)	71.9	77.1	(5.2) pts	76.6	75.3	1.3 pts
Core Airline						
Passengers carried ('000) **	2,019	1,640	23.1%	7,390	6,325	16.8%
Revenue Passenger Kilometres (m)	5,943	5,805	2.4%	24,218	22,503	7.6%
Available Seat Kilometres (m)	7,894	7,406	6.6%	31,242	29,353	6.4%
Revenue Seat Factor (%)	75.3	78.4	(3.1) pts	77.5	76.7	0.8 pts
Average Passenger Journey Length	2,944	3,540	(16.8)%	3,277	3,558	(7.9)%
Total Group Operations						
Passengers carried ('000) **	2,388	1,922	24.2%	8,671	7,415	16.9%
Revenue Passenger Kilometres (m)	6,186	5,996	3.2%	25,032	23,238	7.7%
Available Seat Kilometres (m)	8,195	7,665	6.9%	32,341	30,375	6.5%
Revenue Seat Factor (%)	75.5	78.2	(2.7) pts	77.4	76.5	0.9 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).

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