

**QANTAS AIRWAYS LIMITED**  
**ABN 16 009 661 901**

**PRELIMINARY MONTHLY TRAFFIC AND CAPACITY STATISTICS**  
**OCTOBER 2004**

**Summary of Traffic and Capacity Statistics**

**Month of October 2004**

Total Domestic (Qantas, QantasLink and Jetstar) traffic, measured in Revenue Passenger Kilometres (RPKs) increased by 9.1 per cent in October 2004 while capacity, measured in Available Seat Kilometres (ASKs) increased by 9.6 per cent. This resulted in a revenue seat factor of 81.5 per cent, 0.4 percentage points lower than for October 2003.

Total International (Qantas and Australian Airlines) RPKs increased by 10.1 per cent in October 2004, while ASKs increased by 13.5 per cent over the same period. The resulting revenue seat factor of 75.6 per cent was 2.3 percentage points lower than the previous year.

October 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 9.8 per cent, while ASKs were up 12.2 per cent, resulting in a revenue seat factor of 77.5 per cent, which was 1.7 percentage points lower than the previous year.

**Financial Year to Date October 2004**

Total Domestic revenue seat factor for the financial year to October 2004 decreased by 1.6 percentage points to 80.3 per cent when compared with year to date October 2003, while total Domestic yield excluding exchange decreased by 7.8 per cent over the same period. Total International yield excluding exchange for the financial year to October increased by 4.2 per cent when compared with the same period last year. Total International revenue seat factor decreased by 4.4 percentage points to 74.8 per cent over the same period.

Group passenger numbers for the year to October 2004 increased by 10.4 per cent from the previous year. RPKs increased by 10.9 per cent, while ASKs increased by 16.0 per cent, resulting in a revenue seat factor of 76.5 per cent, 3.6 percentage points lower than the previous year.

**Recent Developments**

Jetstar Asia announced it will commence daily return flights from its base in Singapore to Hong Kong, on 13 December 2004. Daily return flights to Taipei will operate from 16 December 2004, followed by Pattaya on 20 December 2004. Flights to additional destinations including Shanghai, Jakarta, Surabaya and Manila will commence from January 2005 onwards. Jetstar Asia will begin operations with three A320 aircraft, building to eight aircraft during 2005.

Qantas and British Airways announced that the Joint Services Agreement (JSA) between the two airlines has been expanded to include flights from Australia to London via Hong Kong. Under the expanded agreement, the two airlines will jointly sell and promote each carrier's Hong Kong services, including three new weekly Qantas Sydney-Hong Kong-London flights. The three new weekly Perth-Singapore-London services operated by Qantas are also covered by the revised agreement. The JSA between Qantas and British Airways commenced in 1995, covering all flying by the two airlines between Australia and Europe.

On 9 December 2004, Qantas and CTI Holding of Thailand announced the formal establishment of Thai Air Cargo, a new Asian cargo airline to be based in Bangkok. Thai Air Cargo, which is 51 percent owned by CTI Holding and 49 percent owned by Qantas will primarily serve Asian sectors within five to six flying hours of Bangkok, operating MD11 freighter aircraft which are capable of carrying up to 86 tonnes of cargo. Thai Air Cargo plans to operate its first flight in mid-2005 and will initially target markets in Japan, China, India and Europe.

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	Month			Financial Year to Date		
	2004/05	2003/04	Change	2004/05	2003/04	Change
<b>Qantas Domestic *</b>						
Passengers carried ('000)	1,438	1,593	(9.7)%	5,699	6,011	(5.2)%
Revenue Passenger Kilometres (m)	2,036	2,131	(4.5)%	8,078	8,158	(1.0)%
Available Seat Kilometres (m)	2,463	2,584	(4.7)%	9,877	9,876	0.0%
Revenue Seat Factor (%)	82.7	82.5	0.2 pts	81.8	82.6	(0.8) pts
<b>QantasLink</b>						
Passengers carried ('000)	269	274	(1.9)%	1,049	1,113	(5.7)%
Revenue Passenger Kilometres (m)	169	182	(7.0)%	651	756	(13.9)%
Available Seat Kilometres (m)	225	240	(6.3)%	877	1,010	(13.1)%
Revenue Seat Factor (%)	75.3	75.8	(0.5) pts	74.2	74.9	(0.7) pts
<b>Jetstar *</b>						
Passengers carried ('000)	363	-	na	1,294	-	na
Revenue Passenger Kilometres (m)	357	-	na	1,246	-	na
Available Seat Kilometres (m)	464	-	na	1,687	-	na
Revenue Seat Factor (%)	77.0	-	na	73.9	-	na
<b>Total Domestic *</b>						
Passengers carried ('000)	2,033	1,867	8.9%	7,892	7,124	10.8%
Revenue Passenger Kilometres (m)	2,523	2,313	9.1%	9,821	8,914	10.2%
Available Seat Kilometres (m)	3,096	2,825	9.6%	12,226	10,886	12.3%
Revenue Seat Factor (%)	81.5	81.9	(0.4) pts	80.3	81.9	(1.6) pts
<b>Qantas International</b>						
Passengers carried ('000)	735	705	4.3%	2,891	2,695	7.3%
Revenue Passenger Kilometres (m)	4,591	4,218	8.8%	18,044	16,415	9.9%
Available Seat Kilometres (m)	6,063	5,368	13.0%	24,095	20,549	17.3%
Revenue Seat Factor (%)	75.7	78.6	(2.9) pts	74.9	79.9	(5.0) pts
<b>Australian Airlines</b>						
Passengers carried ('000)	75	56	33.9%	291	211	37.9%
Revenue Passenger Kilometres (m)	359	277	29.4%	1,380	1,038	32.9%
Available Seat Kilometres (m)	480	399	20.2%	1,889	1,495	26.3%
Revenue Seat Factor (%)	74.7	69.4	5.3 pts	73.1	69.4	3.7 pts
<b>Total International</b>						
Passengers carried ('000)	810	761	6.4%	3,182	2,906	9.5%
Revenue Passenger Kilometres (m)	4,949	4,495	10.1%	19,424	17,453	11.3%
Available Seat Kilometres (m)	6,543	5,767	13.5%	25,984	22,044	17.9%
Revenue Seat Factor (%)	75.6	77.9	(2.3) pts	74.8	79.2	(4.4) pts
<b>Total Group Operations</b>						
Passengers carried ('000)	2,843	2,628	8.2%	11,074	10,030	10.4%
Revenue Passenger Kilometres (m)	7,472	6,808	9.8%	29,245	26,367	10.9%
Available Seat Kilometres (m)	9,639	8,592	12.2%	38,210	32,930	16.0%
Revenue Seat Factor (%)	77.5	79.2	(1.7) pts	76.5	80.1	(3.6) 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