

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

**PRELIMINARY MONTHLY TRAFFIC AND CAPACITY STATISTICS**  
**JUNE 2005**

**Summary of Traffic and Capacity Statistics**

**Month of June 2005**

Total Domestic (Qantas, QantasLink and Jetstar) traffic, measured in Revenue Passenger Kilometres (RPKs) increased by 6.5 per cent in June 2005 while capacity, measured in Available Seat Kilometres (ASKs) increased by 6.0 per cent. This resulted in a revenue seat factor of 75.0 per cent, 0.4 percentage points higher than for June 2004.

Total International (Qantas and Australian Airlines) RPKs increased by 3.0 per cent in June, while ASKs increased by 2.4 per cent over the same period. The resulting revenue seat factor of 75.1 per cent was 0.5 percentage points higher than the previous year.

June Group (comprising Qantas Domestic, QantasLink, Jetstar, Qantas International and Australian Airlines) passenger numbers increased by 3.5 per cent over the previous year. RPKs increased by 4.1 per cent, while ASKs were up 3.5 per cent, resulting in a revenue seat factor of 75.0 per cent, which was 0.4 percentage points higher than the previous year.

**Financial Year to Date June 2005**

Total Domestic revenue seat factor for the financial year to June 2005 decreased by 0.6 percentage points to 78.4 per cent when compared with year to date June 2004, while total Domestic yield excluding exchange decreased by 2.0 per cent over the same period. Total International yield excluding exchange for the financial year to June increased by 4.6 per cent when compared with the same period last year. Total International revenue seat factor decreased by 2.2 percentage points to 75.3 per cent over the same period.

Group passenger numbers for the year to June 2005 increased by 8.6 per cent from the previous year. RPKs increased by 7.0 per cent, while ASKs increased by 9.4 per cent, resulting in a revenue seat factor of 76.3 per cent, 1.7 percentage points lower than the previous year.

**Recent Developments**

On 18 August 2005, Qantas announced its financial results for the year ended 30 June 2005. Highlights included a profit before tax of \$1,027.2 million, a net profit after tax of \$763.6 million, revenue of \$12.6 billion, earnings per share of 40.8 cents and a fully franked final dividend of 10 cents per share, taking total fully franked dividends for the year to 20 cents per share.

On 11 August 2005, Qantas announced the addition of San Francisco to its international network, with services commencing from 29 March 2006. Qantas said the new San Francisco services would take the total number of Qantas return services to mainland USA to a record 39 flights per week. Qantas will initially offer three non-stop weekly services on the Sydney-San Francisco route, operating three-class Boeing 747-400 aircraft fitted with the award-winning Business Class seat, Skybed. Qantas also said it would introduce its own services to Vancouver, Canada, via San Francisco during the peak travel seasons from June 2006.

On 12 August 2005, Qantas advised the market that recent foreign sales have resulted in foreign persons having a relevant interest in approximately 42.60 per cent of Qantas shares. Qantas had previously advised the market on 12 July 2005 that foreign persons had a relevant interest in approximately 45.96 per cent of the Qantas issued share capital. In accordance with the Listing Rules, Qantas will advise the market immediately it becomes aware that the level of relevant interest is more than 44 per cent.

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**JUNE 2005**

	<b>2004/05</b>	<b>Month 2003/04</b>	<b>Change</b>	<b>Financial Year to Date</b>		
				<b>2004/05</b>	<b>2003/04</b>	<b>Change</b>
<b>Qantas Domestic</b>						
Passengers carried ('000)	1,241	1,296	(4.2)%	16,145	17,700	(8.8)%
Revenue Passenger Kilometres (m)	1,736	1,790	(3.0)%	22,472	23,711	(5.2)%
Available Seat Kilometres (m)	2,278	2,372	(4.0)%	28,078	29,713	(5.5)%
Revenue Seat Factor (%)	76.2	75.5	0.7 pts	80.0	79.8	0.2 pts
<b>QantasLink</b>						
Passengers carried ('000)	255	240	6.3%	3,058	2,996	2.1%
Revenue Passenger Kilometres (m)	154	146	5.5%	1,879	1,931	(2.7)%
Available Seat Kilometres (m)	214	209	2.4%	2,596	2,687	(3.4)%
Revenue Seat Factor (%)	72.0	69.9	2.1 pts	72.4	71.9	0.5 pts
<b>Jetstar</b>						
Passengers carried ('000)	380	265	43.2%	4,384	315	na
Revenue Passenger Kilometres (m)	397	235	69.2%	4,346	277	na
Available Seat Kilometres (m)	564	317	77.7%	6,004	383	na
Revenue Seat Factor (%)	70.4	73.9	(3.5) pts	72.4	72.3	0.1 pts
<b>Total Domestic</b>						
Passengers carried ('000)	1,865	1,764	5.7%	23,257	20,965	10.9%
Revenue Passenger Kilometres (m)	2,276	2,138	6.5%	28,354	25,881	9.6%
Available Seat Kilometres (m)	3,036	2,865	6.0%	36,170	32,745	10.5%
Revenue Seat Factor (%)	75.0	74.6	0.4 pts	78.4	79.0	(0.6) pts
<b>Qantas International</b>						
Passengers carried ('000)	664	672	(1.2)%	8,589	8,406	2.2%
Revenue Passenger Kilometres (m)	4,461	4,288	4.0%	54,726	51,910	5.4%
Available Seat Kilometres (m)	5,894	5,715	3.1%	72,187	66,307	8.9%
Revenue Seat Factor (%)	75.7	75.0	0.7 pts	75.8	78.3	(2.5) pts
<b>Australian Airlines</b>						
Passengers carried ('000)	66	70	(5.7)%	812	705	15.2%
Revenue Passenger Kilometres (m)	294	329	(10.5)%	3,906	3,485	12.1%
Available Seat Kilometres (m)	442	471	(6.0)%	5,646	5,148	9.7%
Revenue Seat Factor (%)	66.6	69.9	(3.3) pts	69.2	67.7	1.5 pts
<b>Total International</b>						
Passengers carried ('000)	730	742	(1.6)%	9,401	9,111	3.2%
Revenue Passenger Kilometres (m)	4,755	4,617	3.0%	58,632	55,395	5.8%
Available Seat Kilometres (m)	6,336	6,186	2.4%	77,833	71,455	8.9%
Revenue Seat Factor (%)	75.1	74.6	0.5 pts	75.3	77.5	(2.2) pts
<b>Total Group Operations</b>						
Passengers carried ('000)	2,595	2,506	3.5%	32,658	30,076	8.6%
Revenue Passenger Kilometres (m)	7,031	6,755	4.1%	86,986	81,276	7.0%
Available Seat Kilometres (m)	9,372	9,051	3.5%	114,003	104,200	9.4%
Revenue Seat Factor (%)	75.0	74.6	0.4 pts	76.3	78.0	(1.7) 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