

What's happening to airfares



17 network-wide sales

Across Qantas and Jetstar in past 12 months



9 million fares under \$100

Booked on Jetstar in FY23

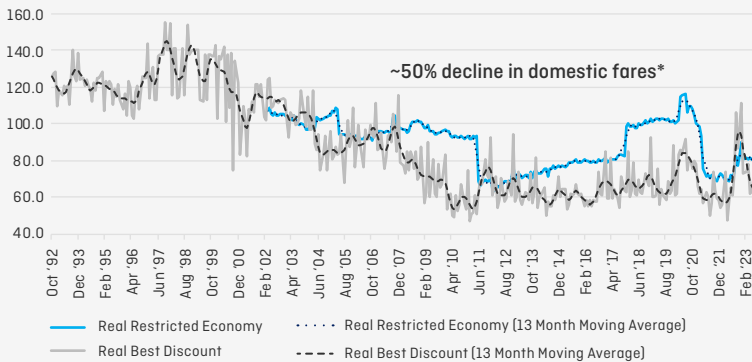


1 in every 11 passengers flying a reward seat

on Qantas flights in FY23

Airfares trending down long term

BITRE Domestic Australia Air Fare Indices 1992-2023



*Since early 1990s, the real best discount index shows domestic fares have declined by ~50 per cent and for the real restricted index by close to 30 per cent.

Sample international economy sale fares

Route (return)	2005 in 2022 Dollars	Recent
Sydney - London	\$2,561	↓ \$1,799
Sydney - Los Angeles	\$1,686	↓ \$1,199
Sydney - Bangkok	\$1,450	↓ \$1,151

Factors driving fares in FY23



CONSTRAINTS ON GLOBAL CAPACITY

Strong demand combined with industry-wide supply chain related capacity constraints following COVID.



FUEL RELATED COSTS UP

Qantas Group fuel related costs remain 50 per cent above pre COVID.



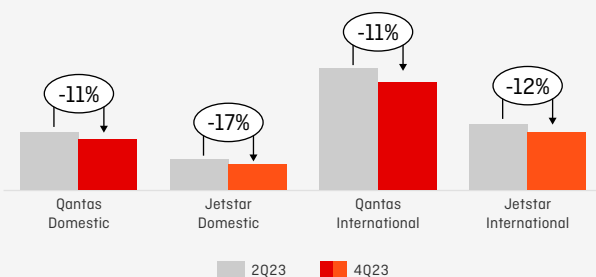
INFLATION UP

Australia recording close to 17 per cent cumulative inflation vs pre COVID (FY19 to FY23).

Fares trending back down from peak as capacity returns

Extra flying by Qantas and Jetstar, and a return by more than 50 other airlines serving this market, is already lowering the price of travel.

Fall in average Domestic and International fares



Qantas Group

- Flying up by 70 billion seat kilometres in FY23 compared to FY22.
- Double the number of passengers carried – 46 million – compared to FY22.
- Domestic capacity above pre-COVID levels.
- International capacity around 80 per cent (expected to return to 100 per cent by mid-calendar 2024).

Industry

- 52 international airlines now back serving Australia.
- International capacity into Australia has roughly doubled in past year.
- ~6.4 million annual one-way international seats added by airlines serving Australia between July 2023 and July 2024.