

# 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

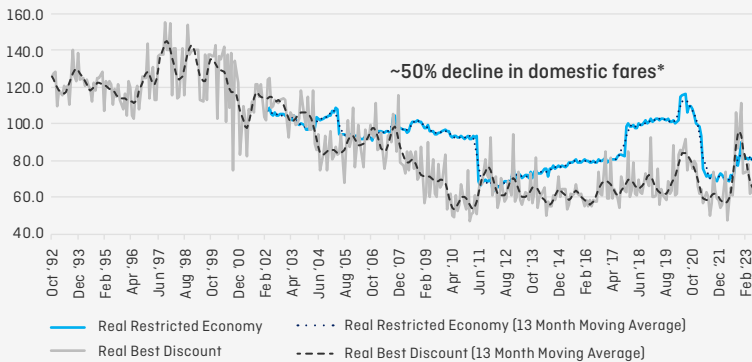


## 1 in every 11 passengers flying a reward seat

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.



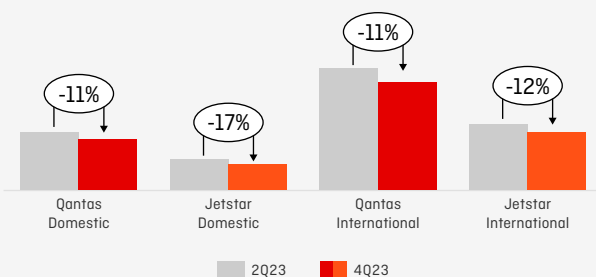
### INFLATION UP

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.