27 February 2025

ASX Market Announcements Office
Australian Securities Exchange Limited

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Qantas Group HY25 Appendix 4D and Interim Financial Report

Qantas Airways Limited attaches the following documents relating to its results for the half-year ended 31 December 2024:

- Appendix 4D; and
- Interim Financial Report.

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Authorised for release by the Qantas Board of Directors.

QANTAS AIRWAYS LIMITED
AND ITS CONTROLLED ENTITIES

APPENDIX 4D AND

CONSOLIDATED INTERIM FINANCIAL REPORT

FOR THE HALF-YEAR ENDED

31 DECEMBER 2024

ABN: 16 009 661 901

ASX CODE: QAN

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Results for Announcement to the Market

Qantas Airways Limited (Qantas) and its controlled entities (the Qantas Group or Group) Results for Announcement to the Market are detailed below.

	December 2024 $M	December 2023 $M	Change $M	Change %
Revenue and other income	12,129	11,127	1,002	9.0%
Statutory profit before tax	1,320	1,245	75	6.0%
Statutory profit after tax	923	869	54	6.2%
Statutory profit after tax attributable to members of Qantas	923	873	50	5.7%
Underlying profit before tax[1]	1,385	1,245	140	11.2%

DIVIDENDS AND OTHER SHAREHOLDER DISTRIBUTIONS

(A) Dividends disclosed and paid

During the half-year ended 31 December 2024, the Group did not announce or pay any dividends. In February 2025, the Board has resolved to announce a base dividend of $250 million, distributed as fully franked interim dividend of 16.5 cents per share. The Board has also resolved to announce an additional distribution of $150 million, distributed as a fully franked special dividend of 9.9 cents per share. The record date for determining entitlements to the dividends is 12 March 2025. The dividends will be paid on 16 April 2025.

(B) Share buy-backs

During the half-year ended 31 December 2024, the Group completed on-market share buy-backs totalling $431 million. Of the total $431 million, $31 million related to the completion of the buy-back announced in February 2024 and $400 million related to the buy-back announced in August 2024. The Group purchased 55 million ordinary shares on issue at the average price of $7.82.

EXPLANATION OF RESULTS

Please refer to the Review of Operations for an explanation of the results.

This information should be read in conjunction with the Consolidated Annual Financial report of the Qantas Group for the year ended 30 June 2024. This report should also be read in conjunction with any public announcements made by Qantas in accordance with the continuous disclosure requirements arising under the *Corporations Act 2001* (Cth) and ASX Listing Rules.

The information provided in this report contains all the information required by ASX Listing Rule 4.2A.

Other Information

		December 2024	June 2024
Net assets per ordinary share	$	0.49	0.19
Net tangible assets per ordinary share[2]	$	0.08	(0.22)

		December 2024	December 2023
Statutory Earnings Per Share[3]	cents	59.9	51.8
Diluted Earnings Per Share[4]	cents	59.2	51.5

[1] Underlying Profit Before Tax (Underlying PBT) is a non-statutory measure and is the primary reporting measure used by the Qantas Group's Chief Operating Decision-Making bodies (CODM), being the Chief Executive Officer, Group Leadership Team and the Board of Directors, for the purpose of assessing the performance of the Qantas Group. Refer to Note 2(B).
[2] Net tangible assets is calculated as net assets adjusted for intangible assets.
[3] Statutory Basic Earnings Per Share is based on the weighted average number of shares outstanding during the period excluding unallocated treasury shares.
[4] Weighted average number of shares used in the Diluted Earnings Per Share calculation excludes unallocated treasury shares and is adjusted for the effects of all dilutive potential ordinary shares.

Other Information continued

ENTITIES OVER WHICH CONTROL, JOINT CONTROL OR SIGNIFICANT INFLUENCE WAS GAINED OR LOST DURING THE PERIOD

The Qantas Group incorporated the following entity during the period:

- 100 per cent of Qantas Climate Fund Investment 1 Pty Ltd on 3 July 2024

OWNERSHIP INTEREST IN INVESTMENTS ACCOUNTED FOR UNDER THE EQUITY METHOD	December 2024 %	June 2024 %
Airport Co-ordination Australia Pty Ltd	41	41
Fiji Resorts Pte Limited	21	21
Hallmark Aviation Services L.P.	49	49
HT&T Travel Philippines, Inc.	28	28
Holiday Tours and Travel (Thailand) Ltd.	37	37
Holiday Tours and Travel (GSA) Ltd.	37	37
Jetstar Japan Co. Ltd.	33	33
PT Holiday Tours & Travel	37	37

The Directors present their report together with the Consolidated Interim Financial Report for the half-year ended 31 December 2024 and the Independent Auditor's Review Report thereon.

Directors

The Directors of Qantas Airways Limited at any time during or since the end of the half-year were as follows:

Name	Period of Directorship
John Mullen *Board Chair*	*Current, appointed 22 April 2024 – commenced as Board Chair on 16 September 2024*
Vanessa Hudson *Chief Executive Officer*	*Current, appointed 5 May 2023 – commenced as Chief Executive Officer on 6 September 2023*
Belinda Hutchinson, AC	*Current, appointed 12 April 2018*
Doug Parker	*Current, appointed 23 May 2023*
Todd Sampson	*Current, appointed 25 February 2015*
Dr Nora Scheinkestel	*Current, appointed 1 March 2024*
Dr Heather Smith, PSM	*Current, appointed 24 August 2023*
Antony Tyler	*Current, appointed 26 October 2018*
Richard Goyder, AO	*Ceased 16 September 2024*

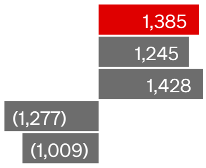
Review of Operations

For the half-year ended 31 December 2024

RESULTS HIGHLIGHTS

Underlying Profit/(Loss) Before Tax

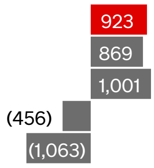
1,385 $M



1H25	**1,385**
1H24	1,245
1H23	1,428
1H22	(1,277)
1H21	(1,009)

Statutory Profit/(Loss) After Tax

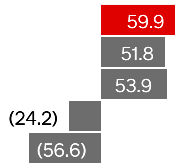
923 $M



1H25	**923**
1H24	869
1H23	1,001
1H22	(456)
1H21	(1,063)

Statutory Earnings Per Share

59.9 cents



1H25	**59.9**
1H24	51.8
1H23	53.9
1H22	(24.2)
1H21	(56.6)

The Qantas Group (referred to as the Qantas Group or the Group) reported Underlying Profit Before Tax[1] (Underlying PBT) of $1,385 million for first half 2024/25, a $140 million increase compared to first half 2023/24. The Group's Statutory Profit Before Tax was $1,320 million, an increase of $75 million compared to first half 2023/24, and Statutory Profit After Tax was $923 million. Statutory profit includes the increase in legal provision in relation to the ground handling outsourcing Federal Court case that was not included in Underlying PBT.

Other key financial metrics:

- Statutory Earnings Per Share of 59.9 cents per share
- Group operating margin[2] of 12 per cent
- Operating cash flow of $2,073 million
- Net capital expenditure[3] of $1,427 million

The result included the continued growth of international flying capacity, with total Group ASKs[4] 10 per cent higher than first half 2023/24.

Ongoing strength in travel demand supported performance with Group Domestic Underlying EBIT of $916 million and Group International Underlying EBIT of $497 million. Qantas Loyalty maintained its positive business momentum, achieving $255 million Underlying EBIT, which included the previously disclosed impact of investment in Classic Plus Flight Rewards (Classic Plus). Freight performance improved in first half 2024/25, with the completion of the first phase of its fleet rollover and ongoing restoration of passenger belly space capacity.

Group Unit Revenue[5] fell 3 per cent, predominantly driven by Group International, with ongoing moderation in yields as market capacity returned. Total Unit Cost decreased 4 per cent with a favourable fuel price environment, transformation activity offsetting CPI and the benefit of additional capacity. Unit cost excluding fuel[6] increased 3 per cent due to fleet EIS[7] and transition costs, the impact of Same Job Same Pay legislation and Thank You payments to approximately 27,000 non-executive employees.

The Group's fleet renewal program continued with the delivery of 16 aircraft, including six new A321LRs, two new A320neos, three new A220-300s, two mid-life A319-100s and three mid-life Q400s. In addition, the Group added three E190s through its wet lease arrangements with Alliance Airlines. With 19 A321LRs now in the fleet, Jetstar is seeing significant incremental fuel and scale efficiencies, reduced emissions per ASK compared to its A320-200s and increased customer and employee sentiment from this new technology.

Alongside the growth in new aircraft deliveries, the Group is delivering significant ongoing upgrades to enhance the customer experience on the ground and in the air. This includes investment in lounges, improvements to food and beverage offerings on Qantas and the launch of Apple Pay on Jetstar. The Group has also announced plans for a Boeing 737-800 cabin refresh across 42 aircraft and the rollout of Wi-Fi for select Qantas International fleet expected to launch in second half 2024/25. The Jetstar international Boeing 787-8 fleet is also undergoing a reconfiguration with next generation ergonomic seating, more business seats and improved inflight connectivity and entertainment.

For Group Domestic operations, the dual brand strategy continued to be core to the Group's strategic proposition, with leading offerings maintained across all key segments of the market. The Group Domestic Underlying EBIT margin[8] for first half 2024/25 was 17 per cent.

[1] Underlying Profit Before Tax (Underlying PBT) is the primary reporting measure used by the Qantas Group's Chief Operating Decision-Making bodies (CODM), being the Chief Executive Officer, Group Leadership Team and the Board of Directors, for the purpose of assessing the performance of the Group. The primary reporting measure of the Qantas Domestic, Qantas International, Jetstar Group and Qantas Loyalty operating segments is Underlying Earnings Before Net Finance Costs and Income Tax Expense (Underlying EBIT). The primary reporting measure of the corporate segment is Underlying PBT as net finance costs are managed centrally. Refer to the reconciliation of Underlying PBT to Statutory Profit Before Tax on page 14.
[2] Group Operating Margin is Group Underlying EBIT divided by Group Total Revenue.
[3] Net capital expenditure is equal to net investing cash flows in the Consolidated Cash Flow Statement and the impact to Invested Capital from the disposals/acquisitions of leased aircraft.
[4] Available Seat Kilometres – total number of seats available for passengers, multiplied by the number of kilometres flown.
[5] Unit Revenue (RASK) is calculated as ticketed passenger revenue divided by Available Seat Kilometres (ASK).
[6] Unit cost excluding fuel is calculated as Underlying PBT less ticketed passenger revenue, fuel, impact of discount rate changes on provisions and share of net profit of investments accounted under the equity method divided by ASK.
[7] Entry into service.
[8] Underlying EBIT margin, also referred to as operating margin, is calculated as the Underlying EBIT divided by Total Revenue.

Review of Operations continued

For the half-year ended 31 December 2024

RESULTS HIGHLIGHTS (CONTINUED)

Qantas Domestic delivered an Underlying EBIT of $647 million, achieving an EBIT margin of 16 per cent. Performance was driven by the continued return of corporate and small and medium-sized enterprise (SME) traffic offset by costs associated with fleet transition activity and elevated industry costs including engineering. Ongoing investments in customer and operations have improved both on-time performance and NPS[9]. Jetstar's domestic network delivered an Underlying EBIT of $269 million, and an EBIT margin of 18 per cent. Performance was supported by strong leisure demand, continued strength in ancillary revenue and yield growth in line with inflation.

The Group's international airline operations performed well with the restoration of capacity continuing across international markets in a strong demand environment. Qantas International (including Freight) reported an Underlying EBIT of $327 million. The network continued to evolve with the commencement of four new routes, including Perth-Paris, and increased deployment of ultra long-haul point-to-point services. Jetstar's international network[10] reported an Underlying EBIT of $170 million driven by ongoing leisure demand strength and the launch of six new routes. Unit Revenue in Group International decreased by 7 per cent compared to first half 2023/24 with the rate of moderation ahead of expectations. The Group International (including Freight) operating margin for first half 2024/25 was 8 per cent.

Qantas Loyalty continued its strong performance, delivering an Underlying EBIT of $255 million with 109 billion points earned and 87 billion points redeemed[11]. The result demonstrates the program's ongoing importance in the Group's integrated portfolio, with the strength of the program reflected in an 11 per cent growth in active members and a 10 per cent increase in points earned during first half 2024/25. Cash performance was maintained at strong levels, with an 18 per cent increase in cash billings in first half 2024/25. Drivers include strong growth across financial services products and diversified portfolio earnings, with the expansion of Classic Plus into the Domestic business to further accelerate the Qantas Loyalty earn and burn flywheel[12].

The Group's Financial Framework remain core to the Group's strategy, driving sustainable financial strength to support both ongoing investment and shareholder returns whilst maintaining flexibility to deal with changes in external factors. As at 31 December 2024, Net Debt[13] under the Financial Framework was $4.1 billion, below the Group's target range of $4.7 billion to $5.8 billion for financial year 2024/25. This was predominantly due to capital expenditure being weighted to second half 2024/25.

During first half 2024/25, the Group completed $431 million in on-market share buy-backs, including the remaining $31 million of the $900 million share buy-back announced for financial year 2023/24 and the $400 million announced in August 2024[14]. With the Group generating sufficient franking credits, the Board has resolved to announce a base dividend of $250 million, distributed as a fully franked interim dividend of 16.5 cents per share and an additional distribution of $150 million, distributed as a fully franked special dividend of 9.9 cents per share.

In August 2024, the Qantas Board released a report following a review of key governance matters and committed to implementing actions to address all of the 32 recommendations. The majority of actions have now been completed and the remainder are underway. Ultimately, this will result in stronger governance and better outcomes for stakeholders

In September 2023, the High Court dismissed the Group's appeal from the lower court's decision regarding the outsourcing of Qantas' ground handling function in 2020. On 21 October 2024, Justice Lee of the Federal Court handed down the decision in relation to the compensation hearing for three 'test case' employees which was held in March 2024, with closing submissions in late May 2024. On 17 December 2024, the Group announced that Qantas and the Transport Workers' Union (TWU) had reached an agreement on the payment of compensation to the former ground handlers to a total value of $120 million. A hearing on pecuniary penalties has not yet been held but is scheduled to be held in second half 2024/25. A provision is held within the Consolidated Balance Sheet at 31 December 2024 for the agreed total compensation amount of $120 million and the best estimate of penalties. A $65 million increase in legal provisions was recognised outside of Underlying PBT in the first half of 2024/25.

9 Net Promoter Score. Customer advocacy measure.
10 Includes Jetstar Australia international long-haul, short-haul, Trans-Tasman, NZ Domestic, Jetstar Asia and share of profits from Jetstar Japan.
11 Net points redeemed.
12 Qantas Loyalty performance is a function of points volume earned and redeemed, and member growth.
13 Under the Group's Financial Framework, includes net on balance sheet debt and capitalised aircraft lease liabilities.
14 This includes the remaining $31 million of $900 million on-market share buy-back announced in financial year 2023/24 and excludes $17 million executed and paid in July 2024 due to T+2 settlement.

Review of Operations continued

For the half-year ended 31 December 2024

FINANCIAL FRAMEWORK ALIGNED WITH SHAREHOLDER OBJECTIVES

The Group's Financial Framework aligns objectives with shareholders with the aim of achieving top quartile shareholder returns by targeting maintainable Earnings Per Share (EPS) growth over the cycle. The Financial Framework is built on three clear priorities and associated long-term targets:

1. Maintaining an optimal capital structure	2. ROIC > WACC[15] through the cycle	3. Disciplined allocation of capital
Minimise cost of capital by targeting a Net Debt range of 2.0x - 2.5x EBITDA where ROIC is 10 per cent Deliver against Climate Action Plan Targets	Deliver ROIC > 10 per cent[16] ESG included in business decisions	Grow Invested Capital with disciplined investment and return surplus capital Prioritise projects that exceed both ESG and ROIC targets

MAINTAINABLE EPS GROWTH OVER THE CYCLE

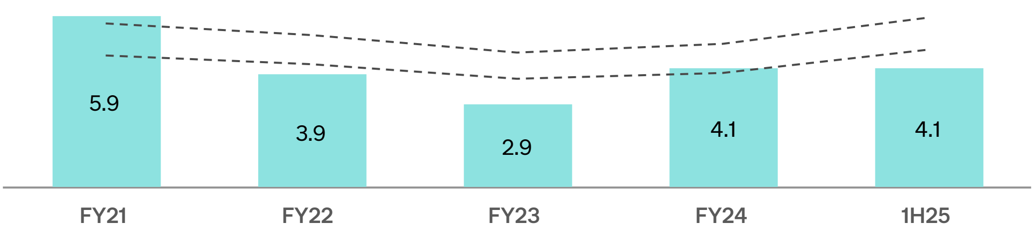
TOTAL SHAREHOLDER RETURNS IN THE TOP QUARTILE

Maintaining an Optimal Capital Structure

The Group's Financial Framework targets an optimal capital structure to achieve the lowest cost of capital. The range is based on a Net Debt to EBITDA range of 2.0-2.5 times where Return on Invested Capital (ROIC) is 10 per cent. This capital structure optimises the Group's cost of capital and preserves financial strength with the objective of enhancing long-term shareholder value. The Group's optimal capital structure is consistent with investment grade credit metrics and provides flexibility while protecting the Group's investment grade Baa2 rating with Moody's Investor Services.

At 31 December 2024, Net Debt was $4.1 billion, which is below the Net Debt Target Range. The Net Debt range is forward-looking and calculated on a financial year basis. At forecast average Invested Capital of $5.4 billion[17], the optimal Net Debt range is $4.7 billion to $5.8 billion for the financial year 2024/25.

Net Debt Profile FY21 to 1H25 ($ billion)



Debt Analysis	December 2024 $M	June 2024 $M	Change $M	Change %
Net on balance sheet debt[18]	3,290	3,311	(21)	(1)
Capitalised aircraft lease liabilities[19]	844	795	49	6
Net Debt	**4,134**	**4,106**	**28**	**1**

15 Weighted Average Cost of Capital, calculated on a pre-tax basis.
16 10 per cent ROIC allows ROIC to be greater than pre-tax WACC through the cycle.
17 Forecast average Invested Capital for 30 June 2025.
18 Net on balance sheet debt includes cash and cash equivalents, interest-bearing liabilities and fair value hedge of debt.
19 Capitalised aircraft lease liabilities are measured at fair value at the lease commencement date and remeasured over lease term on a principal and interest basis. Residual value of capitalised aircraft lease liabilities denominated in foreign currency are translated at a long-term exchange rate.

Review of Operations continued

For the half-year ended 31 December 2024

FINANCIAL FRAMEWORK ALIGNED WITH SHAREHOLDER OBJECTIVES (CONTINUED)

ROIC > WACC Through the Cycle

ROIC for the 12 months to 31 December 2024 was 54.6 per cent. This ROIC was based on an average Invested Capital of $4.4 billion which is significantly lower than pre-COVID levels.

Calculated on a 12-month rolling basis, ROIC has declined 3.3 percentage points from 57.9 per cent as at 30 June 2024 to 54.6 per cent as at 31 December 2024. Invested Capital was materially impacted by COVID as assets continued to depreciate or were impaired, while capital expenditure was reduced to preserve cash during the pandemic. As a result, the Group's current level of Invested Capital is unusually low and the reported ROIC unsustainably high. Group ROIC is expected to continue to decline in the near term and revert to more sustainable levels as Invested Capital grows.

Disciplined Allocation of Capital

The Qantas Group takes a disciplined approach to allocating capital, with the aim to grow Invested Capital and return surplus capital to shareholders. Net Capital Expenditure totalled $1,427 million during first half 2024/25. The Group completed $431 million[20] of on-market share buy-backs which resulted in a 4 per cent reduction in shares on issue since 1 July 2024.

Upon considering the forward outlook for the business under its Financial Framework, the Board has resolved to announce a base dividend of $250 million, distributed as a fully franked interim dividend of 16.5 cents per share and an additional distribution of $150 million, distributed as a fully franked special dividend of 9.9 cents per share. The record date for determining entitlements to the dividends is 12 March 2025. The dividends will be paid on 16 April 2025.

Maintainable EPS Growth Over the Cycle

Statutory Earnings Per Share (EPS) was 59.9 cents per share for first half 2024/25. The increase from first half 2023/24 was driven by an increase in Statutory Profit After Tax and EPS accretion from on-market share buy-backs.

GROUP PERFORMANCE

The Qantas Group reported an Underlying Profit Before Tax of $1,385 million for the first half of 2024/25, an increase of $140 million from the Underlying Profit Before Tax of $1,245 million reported in the first half of 2023/24.

Net passenger revenue increased by 9 per cent, predominantly from growth in international operations. Net freight revenue increased due to the restoration of belly space and strong demand in both domestic and international markets. Other revenue increased with the continued business momentum of Qantas Loyalty and the acceleration of the Loyalty Flywheel.

Operating expenses grew primarily due to increased flying activity and price increases driven by CPI[21]. A favourable fuel price environment in the first half 2024/25 was a key driver in the decrease of $132 million in fuel costs compared to first half 2023/24. Share of net profit of investments was marginally favourable compared to first half 2023/24, supported by the improved profitability of Jetstar Japan and across the Group's other investments.

Group Underlying Income Statement Summary[22]	December 2024 $M	December 2023 $M
Net passenger revenue	10,474	9,614
Net freight revenue	671	605
Other	984	908
Revenue	**12,129**	**11,127**
Operating expenses (excluding fuel)	(7,126)	(6,271)
Fuel	(2,541)	(2,673)
Reversal of Impairment/(Impairment) of assets and related costs	12	(3)
Depreciation and amortisation	(992)	(854)
Share of net profit of investments accounted for under the equity method	23	19
Total underlying expenditure	**(10,624)**	**(9,782)**
Underlying EBIT	**1,505**	**1,345**
Net finance costs	(120)	(100)
Underlying PBT	**1,385**	**1,245**

20 This includes the remaining $31 million of $900 million on-market share buy-back announced in financial year 2023/24 and excludes $17 million executed and paid in July 2024 due to T+2 settlement.
21 Consumer Price Index.
22 Underlying expenses differ from equivalent statutory expenses due to items excluded from Underlying PBT such as those items identified by Management as not representing the underlying performance of the business. Refer to the reconciliation on page 14.

Review of Operations continued

For the half-year ended 31 December 2024

GROUP PERFORMANCE (CONTINUED)

Operating Statistics		December 2024	December 2023
Available Seat Kilometres (ASK)[23]	M	76,438	69,324
Revenue Passenger Kilometres (RPK)[24]	M	65,337	57,989
Passengers carried	'000	28,299	26,012
Seat Factor[25]	%	85.5	83.6
Operating Margin[26]	%	12.4	12.1
Unit Revenue (RASK)[27]	c/ASK	11.31	11.65
Total Unit Cost[28]	c/ASK	(9.50)	(9.85)

Group capacity for the year (ASK) increased 10 per cent predominantly driven by strong growth across Qantas International and Jetstar's international operations. Revenue Passenger Kilometres increased 13 per cent as the Group's seat factor increased to 85 per cent. Group Unit Revenue decreased 3 per cent to 11.31 c/ASK as fares moderated and capacity returned.

Total Unit Cost decreased 4 per cent with a favourable fuel price environment, transformation activity offsetting CPI and the benefit of additional capacity.

CASH GENERATION

Cash Flow Summary	December 2024 $M	December 2023 $M	Change $M	Change %
Operating cash flows	2,073	1,341	732	55
Investing cash flows	(1,396)	(1,414)	18	1
Net Free Cash Flow	**677**	**(73)**	**750**	**>100**
Financing cash flows	(68)	(1,557)	1,489	96
Cash at beginning of year	1,718	3,171	(1,453)	(46)
Effect of foreign exchange on cash	13	4	9	>100
Cash at end of the period	**2,340**	**1,545**	**795**	**51**

Operating cash inflows for first half 2024/25 were $2,073 million. These were higher than the prior corresponding period primarily due to an increase in earnings in first half 2024/25 and cycling over one-off cash outflows from first half 2023/24. This was partially offset by the commencement of company tax instalments and the payment of ACCC[29] penalties and compensation.

Investing cash outflows for first half 2024/25 were $1,396 million. Net capital expenditure was $1,427 million, which included 19 aircraft deliveries, pre-delivery payments and the balance primarily on capitalised maintenance expenditure.

Net financing cash outflows for first half 2024/25 were $68 million. This includes $700 million drawdown of debt, offset by $105 million debt repayments, $154 million in net aircraft and non-aircraft lease repayments, $61 million in treasury shares and on-market share buy-backs of $448 million[30].

The Group continues to retain significant flexibility in its financial position, funding strategies and fleet plan to ensure that it can respond to changes in market conditions and earnings scenarios.

23 ASK – total number of seats available for passengers, multiplied by the number of kilometres flown.
24 RPK – total number of passengers carried, multiplied by the number of kilometres flown.
25 Seat Factor – RPKs divided by ASKs. Also known as load factor or load.
26 Operating Margin is Group Underlying EBIT divided by Group Total Revenue.
27 Unit Revenue (RASK) is calculated as ticketed passenger revenue divided by Available Seat Kilometres (ASK).
28 Total Unit Cost is Underlying PBT less ticketed passenger revenue divided by ASK.
29 Australian Competition and Consumer Commission.
30 This includes the $17 million executed and paid in July 2024 due to T+2 settlement.

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Review of Operations continued

For the half-year ended 31 December 2024

FLEET

The Group's strategic priorities for fleet planning are centred on three key principles: the right aircraft for the right route, maintaining flexibility and maintaining competitiveness. The determination of the optimal fleet plan, including the availability of new technology, balances the level of capacity growth required in the markets, the competitive landscape and whether the investment is earnings accretive.

Consistent with the Financial Framework, the Group retains significant order book flexibility and balance sheet strength that supports new aircraft deliveries through the cycle. Similarly, the existing fleet profile enables the Group to respond to changes in market conditions through fleet redeployment, refurbishment, lease extension or return and retirement.

At 31 December 2024, the Qantas Group fleet[31] totalled 357 aircraft.

Fleet Summary (Number of Aircraft)	June 2024	Additions: Deliveries	Additions: Wet Leases	Transfers	Exits	December 2024
737-800	75	–	–	–	–	75
787-9	14	–	–	–	–	14
A380-800[32]	10	–	–	–	–	10
A330-200	16	–	–	–	–	16
A330-300[33]	12	–	–	–	–	12
Total Qantas	**127**	**–**	**–**	**–**	**–**	**127**
A220-300	2	3	–	–	–	5
717-200[34]	9	–	–	–	(7)	2
E190[35]	26	–	3	–	–	29
Q200/Q300[36]	19	–	–	–	–	19
Q400	31	3	–	–	–	34
F100	17	–	–	–	(1)	16
A319-100	3	2	–	–	–	5
A320-200	15	–	–	–	–	15
Total QantasLink	**122**	**8**	**3**	**–**	**(8)**	**125**
A320-200	56	–	–	–	–	56
A321-200	6	–	–	–	–	6
A321LR	13	6	–	–	–	19
A320neo	–	2	–	–	–	2
787-8	11	–	–	–	–	11
Total Jetstar	**86**	**8**	**–**	**–**	**–**	**94**
737-400F	1	–	–	–	(1)	–
767-300F[37]	1	–	–	–	–	1
A321-200F	6	–	–	–	–	6
A330-200F	2	–	–	–	–	2
747-400F[38]	2	–	–	–	–	2
Total Qantas Freight	**12**	**–**	**–**	**–**	**(1)**	**11**
Total Group	**347**	**16**	**3**	**–**	**(9)**	**357**

[31] Includes Qantas Airways, Jetstar Australia and New Zealand, Jetstar Asia (Singapore), Qantas Freight and QantasLink and excludes aircraft operated by Jetstar Japan and capacity hire aircraft to Jetstar Australia, from Jetstar Japan.
[32] Eight A380-800 aircraft in operation as at 31 December 2024.
[33] Includes two A330-300 wet leased from Finnair.
[34] Exit of seven 717-200 during first half 2024/25 in accordance with the fleet retirement program. Includes two 717-200 aircraft (including engine spares) classified as Asset Held for Sale as at 31 December 2024.
[35] 29 E190 wet leased from Alliance Airlines.
[36] Includes six Q300 aircraft classified as Assets Held for Sale as at 31 December 2024.
[37] One 767-300F classified as Asset Held for Sale as at 31 December 2024.
[38] Two 747-400F wet leased from Atlas.

Review of Operations continued

For the half-year ended 31 December 2024

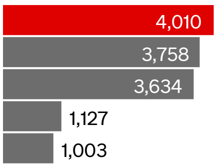
SEGMENT PERFORMANCE

Segment Performance Summary	December 2024 $M	December 2023 $M
Qantas Domestic	647	641
Qantas International	327	322
Jetstar Group	439	325
Qantas Loyalty	255	270
Corporate	(137)	(131)
Unallocated/Eliminations	(26)	(82)
Underlying EBIT	**1,505**	**1,345**
Net Finance Costs	(120)	(100)
Underlying PBT	**1,385**	**1,245**

QANTAS DOMESTIC

Revenue

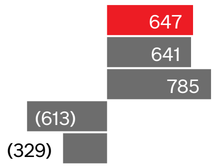
4,010 $M



1H25 4,010
1H24 3,758
1H23 3,634
1H22 1,127
1H21 1,003

Underlying EBIT

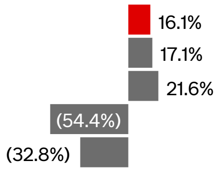
647 $M



1H25 647
1H24 641
1H23 785
1H22 (613)
1H21 (329)

Operating Margin

16.1 %



1H25 16.1%
1H24 17.1%
1H23 21.6%
1H22 (54.4%)
1H21 (32.8%)

Metrics		December 2024	December 2023
ASKs	M	16,572	16,993
Seat Factor	%	79.7	77.7

Qantas Domestic reported an Underlying EBIT of $647 million, a marginal increase compared to the first half of 2023/24.

Revenue performance remained strong with stable leisure travel demand and the continued return of business-purpose (corporate and SME) travel, demonstrated by a 2 percentage point increase in seat factor. Qantas Domestic maintained leading positions in both corporate and SME segments at approximately 80 per cent and 54 per cent respectively. Additional A319s have also supported 14 per cent growth in charter revenue in first half of 2024/25.

Strong revenue performance was offset by global supply chain and industry cost pressures. The 16 per cent operating margin for first half 2024/25 includes the impact of passenger and airport infrastructure charges growing above CPI and supply chain constraints on aircraft parts having an adverse effect on engineering costs.

The Qantas Domestic fleet transition is underway across a number of streams, with the delivery of three next-generation QantasLink A220s and the retirement of seven 717s and one F100 in first half 2024/25. Two mid-life A319s and three mid-life Q400s were also introduced to support intra-WA resource growth and renew the Turboprop fleet respectively. Additional E190 aircrafts have been sourced to provide bridging capacity as fleet renewal progresses. These support the Group's strategic priorities of having the right aircraft for the right route at the right time of day.

In the first half 2024/25, as the Qantas Domestic renewal program builds to scale, $24 million in transitional fleet inefficiencies were incurred due to the delay in A220 deliveries. The retirement and exit of fleet also resulted in $21 million in non-recurring costs including the restructure of engineering operations as well as non-cash asset write downs. A further $8 million was also invested in workforce training and other EIS related activity. The early benefits from the 717 to A220 fleet transition have been realised as expected with both fuel savings and an uplift in NPS.

On-time performance and NPS improved by 2 percentage points and 13 points in first half 2024/25 respectively, reflecting the impact of investments in digital experience, on-board hospitality, lounges and other operational initiatives such as Group Boarding.

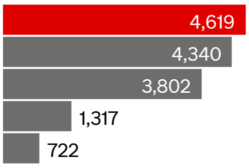
Review of Operations continued

For the half-year ended 31 December 2024

QANTAS INTERNATIONAL (INCLUDING FREIGHT)

Revenue

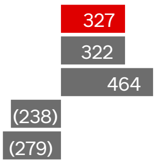
4,619 $M



1H25	**4,619**
1H24	4,340
1H23	3,802
1H22	1,317
1H21	722

Underlying EBIT

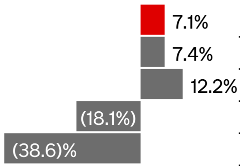
327 $M



1H25	**327**
1H24	322
1H23	464
1H22	(238)
1H21	(279)

Operating Margin

7.1 %



1H25	**7.1%**
1H24	7.4%
1H23	12.2%
1H22	(18.1%)
1H21	(38.6%)

Metrics		**December 2024**	**December 2023**
ASKs	M	31,231	28,448
Seat Factor	%	85.9	84.0

Qantas International (including Freight) reported an Underlying EBIT of $327 million, a 2 per cent increase from first half 2023/24, reflecting the ongoing restoration of capacity and scale across international markets as demand remains strong. The result maintained an operating margin of 7 per cent with revenue growth offset by labour cost escalations (including the impact of SJSP[39]), previously announced customer investment and impact of industry and supply chain constraints on costs.

Qantas International flying continued to grow in first half 2024/25, with capacity 10 per cent higher relative to the first half 2023/24. In first half 2024/25, Qantas International launched Perth-Paris, Brisbane-Port Vila, Brisbane-Palau, Brisbane-Manila and redeployed A380s on Sydney-Johannesburg flights. Wet leased aircraft also supported growth by allowing flexibility to service routes such as Singapore and Bangkok.

Premium cabin demand continued to outperform economy in first half 2024/25, with a 3 percentage point increase in premium cabin seat factor relative to first half 2023/24. Long-haul direct point-to-point routes, such as Perth-London, continue to deliver leading financial and customer satisfaction outcomes.

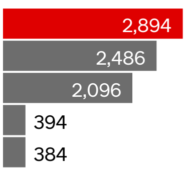
NPS improvement was due to investment in customer experience and fleet health, with a 12 point uplift in first half 2024/25. Operational performance has improved with on-time performance[40] lifting 5 percentage points in first half 2024/25, despite network disruptions from weather events and flight diversions due to Middle Eastern flight corridor restrictions.

Net freight revenue increased by more than 10 per cent compared to first half 2023/24 as passenger belly space capacity returned. In first half 2024/25, Qantas Freight simplified their freighter fleet to six A321Fs and two A330Fs. This supports unit cost improvements and lower carbon emissions while further transformation benefits continue to improve efficiency and customer proposition.

JETSTAR GROUP

Revenue

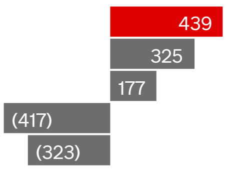
2,894 $M



1H25	**2,894**
1H24	2,486
1H23	2,096
1H22	394
1H21	384

Underlying EBIT

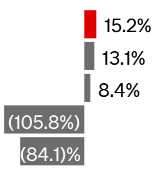
439 $M



1H25	**439**
1H24	325
1H23	177
1H22	(417)
1H21	(323)

Operating Margin

15.2 %



1H25	**15.2%**
1H24	13.1%
1H23	8.4%
1H22	(105.8%)
1H21	(84.1%)

Metrics		**December 2024**	**December 2023**
ASKs	M	28,635	23,883
Seat Factor	%	88.4	87.4

The Jetstar Group reported a record Underlying EBIT of $439 million, reflecting an uplift in earnings compared to first half 2023/24. This is driven by capacity growth from the entry of efficient new fleet, transformation activity offsetting CPI, operational improvements and lower fuel costs. Jetstar grew capacity by 20 per cent introducing new routes into key international markets supported by strong leisure demand, with seat factor increasing by 1 percentage point to 88 per cent.

[39] Same Job Same Pay.
[40] On-time arrival.

Review of Operations continued

For the half-year ended 31 December 2024

JETSTAR GROUP (CONTINUED)

Jetstar's Australian domestic network delivered an Underlying EBIT of $269 million, with capacity growth of 8 per cent relative to the first half 2023/24 in a strong demand environment. The operating margin of the domestic business was 18 per cent, supported by higher loads, ancillary revenue innovation and fare increases in line with CPI.

Jetstar New Zealand Domestic and Trans-Tasman operations exhibited strength in capacity growth, supported by the launch of Sunshine Coast-Auckland and the announcement of new Trans-Tasman routes between Queensland and New Zealand.

Jetstar's international network reported an Underlying EBIT of $170 million, with strong performance in key markets. Capacity grew by 30 per cent[41] relative to first half 2023/24 enabled by additional fleet deliveries. This allowed for the redeployment of 787-8 fleet from Bali to other international sectors to unlock growth in new routes and increase utilisation on existing routes. Jetstar's Australian international business delivered a 15 per cent margin, with ongoing leisure demand strength supporting the launch of six new routes being Perth-Singapore, Perth-Bangkok, Perth-Phuket, Sydney-Vanuatu, Brisbane-Bangkok and Sunshine Coast-Auckland.

Continued focus on operations resulted in improvements in on-time performance and cancellation rates for first half 2024/25 and the reduction of disruption costs incurred in the period.

Jetstar Asia's performance in first half 2024/25 was challenged with a competitive supply market impacting revenue and industry cost increases. Jetstar Japan was profitable in first half 2024/25 with Jetstar Group's share of profit benefiting from foreign exchange gains on lease liabilities.

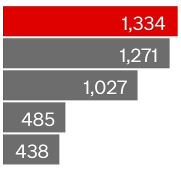
Jetstar Australia received six A321LR and two A320neo aircraft in first half 2024/25 which increases total new fleet to 19 A321LRs and two A320neos. Jetstar Australia's new fleet comprised 36 per cent of all narrowbody capacity which delivered significant financial benefits through fuel and scale efficiencies in first half 2024/25.

Affordable travel remained a key focus for the Jetstar Group, with one in three Jetstar customers travelling for under $100 in 2024[42].

QANTAS LOYALTY

Revenue

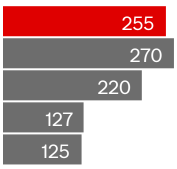
1,334 $M



1H25	**1,334**
1H24	1,271
1H23	1,027
1H22	485
1H21	438

Underlying EBIT

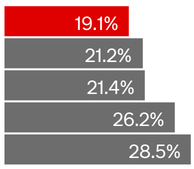
255 $M



1H25	**255**
1H24	270
1H23	220
1H22	127
1H21	125

Operating Margin

19.1 %



1H25	**19.1%**
1H24	21.2%
1H23	21.4%
1H22	26.2%
1H21	28.5%

Metrics		December 2024	December 2023
QFF members	M	17.0	15.8
Points earned	B	109	99
Points redeemed	B	87	82

Qantas Loyalty reported an Underlying EBIT of $255 million for first half 2024/25. This was driven by strong performance across all key businesses, offset by the investment in Classic Plus. This investment includes the non-cash impact to fair value assumptions applied to future sale of points in the Loyalty Segment.

The introduction of Classic Plus for the domestic network on 10 December 2024 along with International Classic Plus rewards contributed to the 22 billion points redeemed across the program since launch. Demand for flight rewards remained strong with total flights booked using points increasing by 8 per cent compared to first half 2023/24. Approximately 20 per cent of Classic Plus points redeemers had not booked a rewards flight in the previous five years.

Membership continued to grow by more than 1 million new members in the last 12 months, up 8 per cent from half year 2023/24. Qantas Business Rewards (QBR) members increased by 22 per cent, with total membership now at approximately 600,000[43]. The growth in QBR has been supported by new Financial Services products launched with both ANZ and NAB during second half 2023/24.

41 Jetstar International capacity based on consolidated entities including Jetstar Asia.
42 Approximate ratio of passengers travelling with a base fare under $100 in calendar year 2024 domestically in Australia and New Zealand.
43 Qantas Business Rewards members at 598,000 as at 31 December 2024.

Review of Operations continued

For the half-year ended 31 December 2024

QANTAS LOYALTY (CONTINUED)

Qantas Loyalty continued its focus on engaging its member base through broader and deeper program offerings. Hotels, Holidays and Tours bookings were up 13 per cent from first half 2023/24 and the business expects to realise synergies derived from the TripADeal acquisition in the prior financial year. Other highlights include strong growth across white-label products with Qantas Insurance customers increasing by 27 per cent relative to first half 2023/24 and $1.7 billion Qantas Home Loans written since launch.

The positive momentum of the Qantas Loyalty Flywheel was reflected in a 10 per cent uplift in points earned in first half 2024/25. Active membership grew by 11 per cent in first half 2024/25. Demand for Qantas Points-earning credit cards remains resilient, with Qantas Points-earning credit cards maintaining over 35 per cent share of all consumer credit card spend.

RECONCILIATION OF UNDERLYING PBT TO STATUTORY PROFIT BEFORE TAX

The Statutory Profit Before Tax was $1,320 million for the half-year ended 31 December 2024.

Underlying PBT

Underlying PBT is a non-statutory measure and is the primary reporting measure used by the CODM bodies for the purpose of assessing the performance of the Group. The objective of measuring and reporting Underlying PBT is to provide a meaningful and consistent representation of the underlying performance of each operating segment and the Qantas Group.

Items which are identified by Management and reported to the CODM bodies as not representing the underlying performance of the business are not included in Underlying PBT. The determination of these items is made after consideration of their nature and materiality and is applied consistently from period to period.

Items not included in Underlying PBT primarily result from revenues or expenses outside the ordinary course of business. These may relate to business activities in other reporting periods, major transformational/restructuring initiatives, transactions involving investments, gains/losses on sale and/or impairments of assets and other transactions.

RECONCILIATION OF UNDERLYING PBT TO STATUTORY PROFIT BEFORE TAX	December 2024 $M	December 2023 $M
Underlying PBT	**1,385**	**1,245**
Items not included in Underlying PBT		
– Legal provisions	(65)	–
Total items not included in Underlying PBT	**(65)**	**–**
Statutory Profit Before Income Tax Expense	**1,320**	**1,245**

In the first half of 2024/25, items outside of Underlying PBT included:

Item Outside of Underlying PBT	Description
Legal provisions	($65) million for an increase in legal provisions, recognised in Other Expenditure. In December 2024 the Group reached an agreement on the payment of compensation in relation to the ground handling outsourcing Federal Court case.

In the first half of 2023/24, there was no difference between Underlying PBT and Statutory PBT.

Review of Operations continued

For the half-year ended 31 December 2024

MATERIAL BUSINESS RISKS

The aviation industry is subject to inherent risks that can impact operations if not managed effectively. These include, but are not limited to, shifts in customer behaviour and market demand, exposure to economic uncertainty, geopolitical instability, changes in government regulations, volatility in fuel prices and foreign exchange rates, and other external events such as aviation incidents, natural disasters, climate change, international conflicts or epidemics. In rare circumstances, unforeseen 'black swan' events may occur, resulting in unexpected outcomes similar to those experienced by the aviation industry during the COVID-19 pandemic. The Group continues to prepare for a broad range of scenarios to uphold its strong position, support financial targets, achieve operational outcomes and meet travel demand and customer expectations.

The Group is subject to material business risks which may impact the achievement of the Group's strategy and financial prospects. The Group's focus is committed to continuously enhancing controls to effectively manage or mitigate these risks.

Operational and people safety: While there are inherent safety risks in aviation, the Qantas Group's 'safety first' approach prioritises continuous focus and improvement in the systems and processes designed to identify and address current and emerging safety risks to our people and customers, both in the air and on the ground. All Group airlines maintain regulatory approved systems, including aircraft airworthiness and maintenance as well as operational activities, procedures and training programs utilising qualified (licensed) personnel and approved manuals. A strong safety and comprehensive reporting system, supplemented by detailed operational and workplace assurance programs, facilitates regulatory compliance and the effective functioning of critical processes and controls.

Physical security of people and assets: The Group is committed to protecting our people, customers, aircraft and other assets from physical security threats and interference. A comprehensive threat and operational risk assessment program is in place which is supported by extensive collaboration with key Australian and international government agencies and security partners. Security measures are implemented for passengers, baggage, cargo, catering and stores throughout the network, in compliance with regulatory requirements. Extensive controls are in place to protect the security of flight systems, including access controls to aircraft flight decks and physical security of aircraft at ports.

Liquidity and fuel price volatility (including foreign exchange): The Qantas Group's ability to maintain sufficient liquidity is inherent in providing for its operating needs. Maintaining access to a variety of funding sources, setting minimum liquidity levels, and through continuous monitoring of costs and ongoing transformation initiatives, the Group aims to meet its liquidity requirements under a range of adverse scenarios. The flexibility in capacity settings enables swift adjustments to fluctuations in demand and customer preferences. The Qantas Group remains committed to its strategic priorities while safeguarding its liquidity position through the ongoing application of its Financial Framework.

The Qantas Group is subject to fuel price and foreign exchange risks, which are prevalent in the aviation industry. These risks fluctuate based on operational capacity, the routes the Group operates as well as the size of fleet investments (capital expenditure). Recent tensions and unrest, especially in the Middle East, have increased fuel price volatility, which is expected to persist into financial year 2025/26. The depreciation of the Australian dollar, along with global political instability, has impacted foreign exchange rates, thereby affecting the Group's foreign currency-denominated cash outflows.

The Qantas Group manages its fuel and foreign exchange risks through a comprehensive hedging program aligned with its Treasury Risk Management Policy. This provides flexibility to adjust capacity to reflect the new operating environment or change its cost base as required. Qantas will continue to hedge its fuel and foreign exchange risks in line with this program. The Group employs a mix of fuel derivative collars and outright options to mitigate fuel price risk and actively adjusts these instruments in response to capacity changes. Additionally, the Group prioritises investments in new, fuel efficient aircraft through an established investment framework.

Competition: The Qantas Group operates in highly competitive markets, contending with both domestic airlines and major foreign airlines (including government-owned or controlled airlines), some of which possess greater financial resources and/or lower cost structures. Competition may intensify due to airline expansions, mergers, alliances, or new market entrants. The entry of international airlines into the domestic aviation market, coupled with the voluntary administration of an existing airline, could lead to heightened political, regulatory and media scrutiny of the Group's operational performance, airfares, profitability and consumer rights.

Additionally, the Loyalty market also experiences heightened competition from consolidations and expanded programs by existing commercial partners and airline alliances.

Australia's aviation policies, which favour competition, attract international competitors (predominantly state-sponsored airlines), further increasing competition on international routes. Aggressive pricing strategies by competitors seeking to gain market share can adversely affect the Qantas Group's revenues and yield performance, exacerbated by the high fixed costs inherent in the aviation industry and Australia.

Review of Operations continued

For the half-year ended 31 December 2024

MATERIAL BUSINESS RISKS (CONTINUED)

These factors may have a materially adverse effect on the Group's revenue and financial position. The Group continues to leverage its dual brand strategy and established governance processes to optimise network and fleet plans to enhance the Group's competitive position, and reacts appropriately to emerging issues on pricing, network and capacity. The Group also continues to focus on enhancing operational performance and execution of clear strategies to maintain leadership in key customer segments, enabled by strong relationship management, investment in customer and loyalty programs, and technology-enabled solutions.

Market demand: Demand is a key factor in the Qantas Group's planning and capacity development. Unforeseen and/or sustained change in market demand and/or change in capacity settings could result in a capacity/demand imbalance impacting on the Group's ability to maximise its market position. The Qantas Group employs a dual brand strategy and fleet renewal program (next generation aircraft) to enable flexibility in adjusting capacity settings based on changes in demand. Active monitoring of early warning indicators of changes to markets is performed to mitigate exposures and pursue opportunities across the dual brands.

Industrial relations: The Qantas Group operates in a highly regulated employment market, where a large proportion of the employees are represented by unions under collective bargaining arrangements. The Australian Government's legislative reforms to the *Fair Work Act* (Cth) could have significant implications for the Group. The Group continues to have oversight of the internal and external industrial landscape and monitors the emerging risks associated with the legislative reforms, including the potential implications to the Group.

Any significant enterprise bargaining dispute between the Qantas Group and its employees could also lead employees to take industrial action, including work stoppages. This could disrupt the Qantas Group's day-to-day operations and adversely affect business performance, potentially leading to reputational damage. The Group has developed business continuity plans, including testing and rehearsal (to the extent possible), to provide continuity of operations in the event of industrial action.

Customer risk: Customer satisfaction and loyalty are essential for the Group's success, particularly in a competitive market. Operational challenges such as frequent cancellations, poor on-time performance (OTP), and mishandled baggage could negatively impact customer satisfaction and harm the Qantas Group's reputation. Addressing these issues is crucial for maintaining our brand's strength and attracting future customers as we continue to build and enhance our reputation.

The Group continues to focus on improving its on-time performance and make significant investments to enhance the overall customer experience. Measures include maturing the Group boarding process, focusing on technological enablement in airport operations and improving fleet health. Additionally, the Group is prioritising mechanisms to cover customer journey disruptions, including efficient and compassionate complaint resolution, managing delays and cancellations, offering proactive reimbursement, and addressing product and service quality issues.

The Group has also announced investment in cabin refresh programs including enhancements to its Wi-Fi capabilities, upgrading apps with baggage tracking features and live notification functionalities, refurbishing lounges, providing frontline service training, enhancing the Frequent Flyer rewards program, and upgrading digital capabilities and websites.

The Group must adapt to long-term changes in consumer preferences in relation to its service offerings, market trends, and attitude towards travel, including digital expectations. Any failure by the Group to predict or respond promptly to such changes may adversely impact the Group's future operating and financial performance. The Group is focused on embedding a continuous improvement culture in core business units to ensure an integrated and consistent Group approach in managing customer concerns and complaints and is transforming the customer experience through a multi-year program to better meet evolving customer needs and maintain its strong market position.

Climate change: The Group recognises that aviation is a hard to abate industry. We are committed to taking steps, in the air and on the ground, to reduce our impact on the environment and to respond to climate-related risks. Climate-related risks include both physical risks (such as increased extreme weather events) and transition risks (including development of alternative fuel and changes to government policies, laws and regulations).

The Group manages these risks through mechanisms including, but not limited to, emission reduction targets; scenario analysis to inform the Group's strategy; robust governance; fleet transformation activities; investing in modern aircraft technology; supporting a competitive sustainable aviation fuel industry in Australia; operational and market-based controls; carbon offset programs; and monitoring government policy. The Qantas Group's current emission reduction plan, as outlined in the March 2022 Climate Action Plan, includes: a 25 per cent reduction in net Scope 1 and Scope 2 emissions from 2019 levels by 2030; 10 per cent sustainable aviation fuel in fuel mix by 2030; and net zero emissions by 2050. The Qantas Group is working actively in order to respond to the increased demand for transparency on identification and management of climate-related risks by aligning its corporate disclosures with the Taskforce on Climate-related Financial Disclosures (TCFD) and the Australian Accounting Standards Board's Australian Sustainability Reporting Standards - Disclosure of Climate-related Financial Information.

Review of Operations continued

For the half-year ended 31 December 2024

MATERIAL BUSINESS RISKS (CONTINUED)

Cyber security and data loss: The evolving cyber threat landscape is increasingly targeting organisations for ransom. Cyberattacks are now more closely associated with geopolitical risks, growing in scale, complexity and persistence. Given the possibility of a cyber breach occurring, it is paramount for the Group to focus on response strategies. The Group remains focused on tracking geopolitical developments that could potentially impact the Group's operations and addresses these by enhancing its cyber defence strategies. This includes heightened monitoring and assessment of technology and data environments, further enhancing cyber security, privacy and data governance controls; embedding them into business processes, taking a security and privacy by design approach; and creating a cyber-safe and privacy-orientated culture that builds on an established safety culture and the Three Lines risk management model.

The Group Data Governance Framework's objective is to effectively manage ethical, commercial, data protection, and privacy risks. The Group has a defined risk and control framework, aligned with industry standards, which is designed to protect the confidentiality, integrity and availability of data and to maintain compliance with regulatory requirements. The Group's Cyber Committees continuously monitor cyber privacy risks, which are subject to independent assurance. In addition, the Qantas Group collaborates closely with government and industry peers to effectively manage evolving cyber and privacy risks efficiently.

Supply chain: The Qantas Group depends on third-party providers for critical operations such as fleet expansion and replacement, aircraft maintenance slots, supply of aircraft parts, and other critical business processes. Any failure or disruption from these providers, exemplified by the CrowdStrike incident, may significantly affect the Group's operations and adversely impact financial performance. To mitigate these risks, the Group continuously builds resilience in flight schedules across the network; analyses and monitors the global and local supply market for early insights (prioritising essential spare parts and maintenance activities to manage operational reliability); proactively manages and invests in high risk items; implements business continuity plans; and has contingency measures in place to respond to key supplier interruptions.

Policy or regulatory change: Given the highly regulated business environment the Group operates in, any major policy or regulatory changes, such as those in relation to competition and consumer legislation, rights of entry, climate change policy, industrial relations reforms, and airport infrastructure, can significantly impact the Group's operations, demand or competition. The Group proactively engages with regulators and policy makers to inform and enhance policy outcomes, and also participates in industry bodies in Australia and internationally to proactively address common challenges and influence policy direction.

New business models: As more brands aim for a seamless customer journey, the threat of further airline disintermediation, the rapid rise of digitisation and new technologies mean that business models continue to evolve. The Group continues to enhance its distribution strategy and digital capability, expand its coalition business through innovative new business models, new partners and member experience, and invest in technological platforms and processes to enable a significantly improved end-to-end customer journey.

An overview of the Group Risk Management Framework is contained in the Qantas Group Business Practices Document available at www.qantas.com.

LEAD AUDITOR'S INDEPENDENCE DECLARATION UNDER SECTION 307C OF THE CORPORATIONS ACT 2001 (Cth)

The Directors have received the Lead Auditor's Independence Declaration under section 307C of the *Corporations Act 2001* (Cth).

The Lead Auditor's Independence Declaration is set out on page 35 and forms part of the Directors' Report for the half-year ended 31 December 2024.

ROUNDING

Qantas is a company of the kind referred to in ASIC Corporations (Rounding in Financial/Directors' Reports) Instrument 2016/191. In accordance with that Instrument, all financial information presented has been rounded to the nearest million dollars, unless otherwise stated.

ASIC GUIDANCE

In December 2011 ASIC issued Regulatory Guide 230. To comply with this Guide, Qantas is required to make a clear statement about whether information disclosed in documents other than the financial report has been audited or reviewed in accordance with Australian Auditing Standards.

In line with previous years and in accordance with the *Corporations Act 2001* (Cth), the Directors' Report is unaudited. Notwithstanding this, the Directors' Report (including the Review of Operations) contains disclosures which are extracted or derived from the Consolidated Interim Financial Report for the half-year ended 31 December 2024 which has been reviewed by the Group's Independent Auditor.

Signed pursuant to a Resolution of the Directors:

JOHN MULLEN
Board Chair

VANESSA HUDSON
Chief Executive Officer

Sydney
27 February 2025

Consolidated Income Statement

For the half-year ended 31 December 2024

	Notes	December 2024 $M	December 2023 $M
REVENUE AND OTHER INCOME			
Net passenger revenue		10,474	9,614
Net freight revenue		671	605
Other revenue and income	4(B)	984	908
Revenue and other income		**12,129**	**11,127**
EXPENDITURE			
Salaries, wages and other benefits		2,585	2,395
Aircraft operating variable		2,853	2,421
Fuel		2,541	2,673
Depreciation and amortisation	5	992	854
Share of net profit of investments accounted for under the equity method		(23)	(19)
Net (gain)/loss on disposal of assets		(15)	1
Other	6	1,756	1,457
Expenditure		**10,689**	**9,782**
Statutory profit before income tax expense and net finance costs		**1,440**	**1,345**
Finance income		53	64
Finance costs		(173)	(164)
Net finance costs		**(120)**	**(100)**
Statutory profit before income tax expense		**1,320**	**1,245**
Income tax expense	7(A)	(397)	(376)
Statutory profit for the period		**923**	**869**
Attributable to:			
Members of Qantas		923	873
Non-controlling interests		–	(4)
Statutory profit for the period		**923**	**869**
EARNINGS PER SHARE ATTRIBUTABLE TO MEMBERS OF QANTAS			
Statutory Earnings Per Share (cents)	3	**59.9**	**51.8**
Diluted Earnings Per Share (cents)	3	**59.2**	**51.5**

The above Consolidated Income Statement should be read in conjunction with the accompanying notes.

Consolidated Statement of Comprehensive Income

For the half-year ended 31 December 2024

	December 2024 $M	December 2023 $M
Statutory profit for the period	**923**	**869**
Items that were or may be subsequently reclassified to profit or loss		
Effective portion of changes in fair value of cash flow hedges, net of tax	50	29
Transfer of effective hedging losses/(gains) from hedge reserve to the Consolidated Income Statement, net of tax[1]	3	(59)
Net changes in hedge reserve for time value of options, net of tax	(45)	(6)
Foreign currency translation of controlled entities	(20)	(5)
Foreign currency translation of investments accounted for under the equity method	(10)	–
Items that will not subsequently be reclassified to profit or loss		
Defined benefit actuarial gains/(losses), net of tax	12	(42)
Fair value (losses)/gains on investments, net of tax	(2)	8
Other comprehensive loss for the period	**(12)**	**(75)**
Total comprehensive income for the period	**911**	**794**

Attributable to:		
Members of Qantas	911	798
Non-controlling interests	–	(4)
Total comprehensive income for the period	**911**	**794**

The above Consolidated Statement of Comprehensive Income should be read in conjunction with the accompanying notes.

[1] These amounts were allocated to revenue of $2 million (December 2023: $17 million), fuel expenditure of $2 million (December 2023: ($101) million) and income tax expense of ($1) million (December 2023: $25 million) in the Consolidated Income Statement.

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Consolidated Balance Sheet

As at 31 December 2024

	Notes	December 2024 $M	June 2024 $M
CURRENT ASSETS			
Cash and cash equivalents	10(A)	2,340	1,718
Receivables		1,001	1,124
Lease receivables		9	10
Other financial assets		260	261
Inventories		365	343
Assets classified as held for sale		54	45
Income tax receivables		–	21
Other		498	457
Total current assets		**4,527**	**3,979**
NON-CURRENT ASSETS			
Receivables		1	11
Lease receivables		46	48
Other financial assets		213	192
Investments accounted for under the equity method		46	39
Property, plant and equipment		14,213	13,558
Right of use assets		1,323	1,315
Intangible assets		618	638
Other		841	784
Total non-current assets		**17,301**	**16,585**
Total assets		**21,828**	**20,564**
CURRENT LIABILITIES			
Payables		2,891	2,908
Revenue received in advance	9	6,733	6,722
Interest-bearing liabilities	10(B)	216	208
Lease liabilities		403	392
Other financial liabilities		53	41
Provisions		1,374	1,473
Income tax payable		221	–
Total current liabilities		**11,891**	**11,744**
NON-CURRENT LIABILITIES			
Revenue received in advance	9	1,825	1,879
Interest-bearing liabilities	10(B)	5,408	4,827
Lease liabilities		1,202	1,164
Other financial liabilities		52	33
Provisions		501	424
Deferred tax liabilities		206	199
Total non-current liabilities		**9,194**	**8,526**
Total liabilities		**21,085**	**20,270**
Net assets		**743**	**294**
EQUITY			
Issued capital		886	1,317
Treasury shares		(72)	(62)
Reserves		287	324
Accumulated losses		(363)	(1,290)
Equity attributable to members of Qantas		**738**	**289**
Non-controlling interests		5	5
Total equity		**743**	**294**

The above Consolidated Balance Sheet should be read in conjunction with the accompanying notes.

Consolidated Statement of Changes in Equity

For the half-year ended 31 December 2024

31 December 2024 $M	Issued Capital	Treasury Shares	Employee Compensation Reserve	Hedge Reserve	Foreign Currency Translation Reserve	Other Reserves[1]	Accumulated Losses	Non-controlling Interests	Total Equity
Balance as at 1 July 2024	**1,317**	**(62)**	**90**	**9**	**15**	**210**	**(1,290)**	**5**	**294**
TOTAL COMPREHENSIVE INCOME FOR THE PERIOD									
Statutory profit for the period	–	–	–	–	–	–	923	–	923
Other comprehensive (loss)/income									
Effective portion of changes in fair value of cash flow hedges, net of tax	–	–	–	50	–	–	–	–	50
Transfer of effective hedging losses from hedge reserve to the Consolidated Income Statement, net of tax	–	–	–	3	–	–	–	–	3
Net changes in hedge reserve for time value of options, net of tax	–	–	–	(45)	–	–	–	–	(45)
Foreign currency translation of controlled entities	–	–	–	–	(20)	–	–	–	(20)
Foreign currency translation of investments accounted for under the equity method	–	–	–	–	(10)	–	–	–	(10)
Defined benefit actuarial gains, net of tax	–	–	–	–	–	12	–	–	12
Fair value losses on investments, net of tax	–	–	–	–	–	(2)	–	–	(2)
Total other comprehensive loss for the period	**–**	**–**	**–**	**8**	**(30)**	**10**	**–**	**–**	**(12)**
Total comprehensive income for the period	**–**	**–**	**–**	**8**	**(30)**	**10**	**923**	**–**	**911**
Recognition of effective cash flow hedges on capitalised assets, net of tax	–	–	–	1	–	–	–	–	1
Transactions with owners in their capacity as owners									
On-market share buy-back	(431)	–	–	–	–	–	–	–	(431)
Treasury shares acquired	–	(61)	–	–	–	–	–	–	(61)
Share-based payments expense	–	–	27	–	–	–	–	–	27
Shares vested and transferred to employees/Rights unvested and lapsed	–	51	(53)	–	–	–	4	–	2
Total transactions with owners in their capacity as owners	**(431)**	**(10)**	**(26)**	**–**	**–**	**–**	**4**	**–**	**(463)**
Balance as at 31 December 2024	**886**	**(72)**	**64**	**18**	**(15)**	**220**	**(363)**	**5**	**743**

The above Consolidated Statement of Changes in Equity should be read in conjunction with the accompanying notes.

[1] Other Reserves as at 31 December 2024 includes the defined benefit reserve of $229 million and the fair value reserve of ($9) million.

Consolidated Statement of Changes in Equity continued

For the half-year ended 31 December 2024

31 December 2023 $M	Issued Capital	Treasury Shares	Employee Compensation Reserve	Hedge Reserve	Foreign Currency Translation Reserve	Other Reserves[1]	Accumulated Losses	Non-controlling Interests	Total Equity
Balance as at 1 July 2023	**2,186**	**(106)**	**259**	**(50)**	**3**	**(12)**	**(2,275)**	**5**	**10**
TOTAL COMPREHENSIVE INCOME FOR THE PERIOD									
Statutory profit for the period	–	–	–	–	–	–	873	(4)	869
Other comprehensive (loss)/income									
Effective portion of changes in fair value of cash flow hedges, net of tax	–	–	–	29	–	–	–	–	29
Transfer of effective hedging gains from hedge reserve to the Consolidated Income Statement, net of tax	–	–	–	(59)	–	–	–	–	(59)
Net changes in hedge reserve for time value of options, net of tax	–	–	–	(6)	–	–	–	–	(6)
Foreign currency translation of controlled entities	–	–	–	–	(5)	–	–	–	(5)
Defined benefit actuarial losses, net of tax	–	–	–	–	–	(42)	–	–	(42)
Fair value gains on investments, net of tax	–	–	–	–	–	8	–	–	8
Total other comprehensive loss for the period	**–**	**–**	**–**	**(36)**	**(5)**	**(34)**	**–**	**–**	**(75)**
Total comprehensive income for the period	**–**	**–**	**–**	**(36)**	**(5)**	**(34)**	**873**	**(4)**	**794**
Recognition of effective cash flow hedges on capitalised assets, net of tax	–	–	–	(9)	–	–	–	–	(9)
Transactions with owners in their capacity as owners									
On-market share buy-back	(452)	–	–	–	–	–	–	–	(452)
Revaluation of put option over non-controlling interest	–	–	–	–	–	(14)	–	–	(14)
Treasury shares acquired	–	(288)	–	–	–	–	–	–	(288)
Share-based payments expense	–	–	47	–	–	–	–	–	47
Shares vested and transferred to employees/ Rights unvested and lapsed	–	332	(238)	–	–	–	(65)	–	29
Total transactions with owners in their capacity as owners	**(452)**	**44**	**(191)**	**–**	**–**	**(14)**	**(65)**	**–**	**(678)**
Balance as at 31 December 2023	**1,734**	**(62)**	**68**	**(95)**	**(2)**	**(60)**	**(1,467)**	**1**	**117**

The above Consolidated Statement of Changes in Equity should be read in conjunction with the accompanying notes.

[1] Other Reserves as at 31 December 2023 includes the defined benefit reserve of $236 million, the put option reserve of ($294) million and the fair value reserve of ($2) million.

Consolidated Cash Flow Statement

For the half-year ended 31 December 2024

	December 2024 $M	December 2023 $M
CASH FLOWS FROM OPERATING ACTIVITIES		
Cash receipts from customers	12,810	11,018
Cash payments to suppliers and employees	(10,507)	(9,619)
Interest received	48	64
Interest paid (interest-bearing liabilities)	(85)	(83)
Interest paid (lease liabilities)	(45)	(38)
Dividends received from investments accounted for under the equity method	5	1
Australian income taxes paid	(151)	–
Foreign income taxes paid	(2)	(2)
Net cash inflow from operating activities	**2,073**	**1,341**
CASH FLOWS FROM INVESTING ACTIVITIES		
Payments for property, plant and equipment and intangible assets	(1,369)	(1,397)
Interest paid and capitalised on qualifying assets	(52)	(38)
Payments for investments held at fair value	(15)	–
Proceeds from disposal of property, plant and equipment, net of costs	39	21
Proceeds from repayment of loan receivable from associate	1	–
Net cash outflow from investing activities	**(1,396)**	**(1,414)**
CASH FLOWS FROM FINANCING ACTIVITIES		
Payments for share buy-back	(448)	(452)
Payments for treasury shares	(61)	(292)
Proceeds from interest-bearing liabilities, net of costs	700	638
Repayments of interest-bearing liabilities	(105)	(943)
Repayments of lease liabilities	(159)	(509)
Proceeds from lease receivables	5	4
Payments for aircraft security deposits	–	(3)
Net cash outflow from financing activities	**(68)**	**(1,557)**
Net increase/(decrease) in cash and cash equivalents held	**609**	**(1,630)**
Cash and cash equivalents at the beginning of the period	1,718	3,171
Effects of exchange rate changes on cash and cash equivalents	13	4
Cash and cash equivalents at the end of the period	**2,340**	**1,545**

The above Consolidated Cash Flow Statement should be read in conjunction with the accompanying notes.

Condensed Notes to the Consolidated Interim Financial Report

For the half-year ended 31 December 2024

1 STATEMENT OF MATERIAL ACCOUNTING POLICIES

(A) REPORTING ENTITY

Qantas Airways Limited (Qantas) is a for-profit company limited by shares, incorporated in Australia, whose shares are publicly traded on the Australian Securities Exchange (ASX) and which is subject to the operation of the *Qantas Sale Act 1992* (Cth).

The Consolidated Interim Financial Report for the half-year ended 31 December 2024 comprises Qantas and its controlled entities (together referred to as the Qantas Group or the Group) and the Qantas Group's interest in investments accounted for under the equity method. The Consolidated Annual Financial Report of the Qantas Group for the year ended 30 June 2024 is available at www.qantas.com.au or upon request from the registered office of Qantas Group at 10 Bourke Road, Mascot NSW 2020, Australia.

The Consolidated Interim Financial Report of Qantas for the half-year ended 31 December 2024 was authorised for issue in accordance with a resolution of the Directors on 27 February 2025.

i. Statement of Compliance

The Consolidated Interim Financial Report has been prepared in accordance with the *Corporations Act 2001* (Cth) and the recognition and measurement requirements of the Australian Accounting Standards Board (AASB). The Consolidated Interim Financial Report also complies with the recognition and measurement requirements of International Financial Reporting Standards (IFRS), the International Accounting Standards IAS 34 *Interim Financial Reporting* and the International Financial Reporting Interpretations Committee (IFRIC) adopted by the International Accounting Standards Board (IASB).

The Consolidated Interim Financial Report does not include all of the information required for a Consolidated Annual Financial Report and should be read in conjunction with the Consolidated Annual Financial Report of the Qantas Group for the year ended 30 June 2024. This report should also be read in conjunction with any public announcements made by the Qantas Group in accordance with the continuous disclosure requirements arising under the *Corporations Act 2001* (Cth) and ASX Listing Rules.

ii. Basis of Preparation

The Consolidated Interim Financial Report has been prepared on a going concern basis, which assumes the Group will be able to meet its obligations as and when they fall due. The Consolidated Interim Financial Report is presented in Australian dollars, which is the functional and presentation currency of the Qantas Group, and has been prepared on the basis of historical cost except in accordance with relevant accounting policies where assets and liabilities are stated at their fair values in the following material items in the Consolidated Balance Sheet:

- Investments and derivatives at fair value through profit and loss, and investments at fair value through other comprehensive income are measured at fair value;
- Assets classified as held for sale are measured at the lower of carrying amount and fair value less costs to sell;
- Net defined benefit asset is measured at the fair value of plan assets less the present value of the defined benefit obligation.

The Group is of a kind referred to in Australian Securities and Investments Commission (ASIC) Corporations (Rounding in Financial/Directors' Reports) Instrument 2016/191. In accordance with that Instrument, all financial information presented has been rounded to the nearest million dollars, unless otherwise stated.

(B) COMPARATIVES

Where applicable, comparative balances have been reclassified to align with current period presentation.

(C) CRITICAL ACCOUNTING ESTIMATES AND JUDGEMENTS

The preparation of the Consolidated Interim Financial Report requires Management to make judgements, estimates and assumptions that affect the application of accounting policies and reported amounts of assets, liabilities, income and expenses. It also requires the exercise of judgement in the process of applying the Group's accounting policies. The estimates and associated assumptions are based on historical experience and various other factors that are believed to be reasonable under the circumstances, the results of which form the basis for making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

Estimates and underlying assumptions are reviewed on an ongoing basis, as appropriate to the particular circumstances. Revisions to accounting estimates are recognised in the period in which the estimate is revised and in any future periods affected. In preparing this report, areas of judgements made by Management in the application of Australian Accounting Standards that have a significant effect on the Consolidated Interim Financial Report and estimates with a significant risk of material adjustment in future periods include revenue recognition, contingent liabilities and provisions.

Condensed Notes to the Consolidated Interim Financial Report continued

For the half-year ended 31 December 2024

2 OPERATING SEGMENTS AND UNDERLYING PROFIT BEFORE TAX

(A) OPERATING SEGMENTS

The Group's reportable operating segments are:

- **Qantas Domestic:** Consists of Qantas Domestic and QantasLink. Qantas Domestic is a premium full-service airline, which serves all Australian capital cities, large metropolitan areas as well as many regional hubs under the Qantas brand. QantasLink primarily services metropolitan and regional transport destinations.
- **Qantas International:** Consists of Qantas International and Qantas Freight. Qantas International is a premium full service international airline providing transportation between Australia and New Zealand, Asia, North and South America, Africa and Europe under the Qantas brand. Qantas Freight provides air freight services, markets the freight capacity on Qantas and Jetstar passenger aircraft and operates a freighter network to supplement capacity on key domestic and international routes.
- **Jetstar Group:** Jetstar is the Qantas Group's low cost airline brand. It is a value-based, low fares network of airlines operating primarily in leisure market segments. Jetstar consists of Jetstar Domestic, Jetstar International (including New Zealand-based domestic operations), Jetstar Asia and an investment in Jetstar Japan.
- **Qantas Loyalty:** Consists of a portfolio of distinct brands and businesses, focusing on customer loyalty recognition programs to provide members and businesses diversified earn, redemption and reward options. Qantas Loyalty's diverse revenue streams include Financial Services and Insurance, Hotels and Holidays (including TripADeal), Qantas Marketplace and Qantas Premier.
- **Corporate:** Consists of centralised management and governance functions, including various support functions and overhead costs.

i. Underlying EBIT

Underlying EBIT is the primary reporting measure used by the Qantas Group's Chief Operating Decision-Making bodies (CODM), being the Chief Executive Officer, Group Leadership Team and the Board of Directors, for the purpose of assessing the performance of Qantas Domestic, Qantas International, Jetstar Group, and Qantas Loyalty operating segments. The primary reporting measure of the Corporate segment is Underlying PBT, as net finance costs are managed centrally and are not allocated to the Qantas Domestic, Qantas International, Jetstar Group or Qantas Loyalty operating segments. Underlying EBIT is calculated as Underlying PBT as outlined below (refer to Note 2(B)) but excluding the impact of net finance costs.

ii. Analysis by Operating Segment

December 2024 $M	Qantas Domestic	Qantas International	Jetstar Group	Qantas Loyalty	Corporate	Unallocated/ Eliminations[1]	Consolidated
REVENUE AND OTHER INCOME							
External segment revenue and other income	3,830	4,336	2,797	1,325	5	(164)	12,129
Inter-segment revenue and other income	180	283	97	9	–	(569)	–
Total segment revenue and other income	**4,010**	**4,619**	**2,894**	**1,334**	**5**	**(733)**	**12,129**
Share of net profit of investments accounted for under the equity method	5	5	13	–	–	–	23
Underlying EBITDA[2]	**955**	**749**	**678**	**264**	**(135)**	**(26)**	**2,485**
Depreciation and amortisation	(317)	(425)	(239)	(9)	(2)	–	(992)
Reversal of impairment	9	3	–	–	–	–	12
Underlying EBIT	**647**	**327**	**439**	**255**	**(137)**	**(26)**	**1,505**
Net finance costs					(120)		(120)
Underlying PBT					**(257)**		**1,385**

1 Unallocated/Eliminations represent unallocated businesses of the Qantas Group that are not considered to be reportable segments and consolidation elimination entries. It also includes the impact of discount rate changes on provisions (refer to Note 6), changes in presentation of income/expenses where the determination of whether the Group is acting as principal or agent is made on consolidation and the net impact of foreign exchange movements on intercompany balances. Unallocated/Eliminations also includes the recognition of the Thank You payment announced in October 2024 expensed in accordance with relevant Accounting Standards.

2 Underlying EBITDA represents underlying earnings before income tax expense, depreciation, amortisation, net finance costs and reversal of impairment.

Condensed Notes to the Consolidated Interim Financial Report continued

For the half-year ended 31 December 2024

2 OPERATING SEGMENTS AND UNDERLYING PROFIT BEFORE TAX (CONTINUED)

(A) OPERATING SEGMENTS (CONTINUED)

ii. Analysis by Operating Segment (continued)

December 2023 $M	Qantas Domestic	Qantas International	Jetstar Group	Qantas Loyalty	Corporate	Unallocated/ Eliminations[1]	Consolidated
REVENUE AND OTHER INCOME							
External segment revenue and other income	3,545	4,106	2,420	1,191	7	(142)	11,127
Inter-segment revenue and other income	213	234	66	80	–	(593)	–
Total segment revenue and other income	**3,758**	**4,340**	**2,486**	**1,271**	**7**	**(735)**	**11,127**
Share of net profit of investments accounted for under the equity method	5	6	8	–	–	–	19
Underlying EBITDA[2]	**923**	**687**	**520**	**281**	**(127)**	**(82)**	**2,202**
Depreciation and amortisation	(279)	(365)	(195)	(11)	(4)	–	(854)
Impairment	(3)	–	–	–	–	–	(3)
Underlying EBIT	**641**	**322**	**325**	**270**	**(131)**	**(82)**	**1,345**
Net finance costs					(100)		(100)
Underlying PBT					**(231)**		**1,245**

1 Unallocated/Eliminations represent unallocated businesses of the Qantas Group that are not considered to be reportable segments and consolidation elimination entries. It also includes the impact of discount rate changes on provisions (refer to Note 6), and changes in presentation of income/expenses where the determination of whether the Group is acting as principal or agent is made on consolidation. Unallocated/Eliminations also includes the recognition of the Recovery Boost bonus for EBA-covered employees announced in June 2022 and the Recovery Retention bonuses announced in February 2022 expensed in accordance with relevant Accounting Standards.
2 Underlying EBITDA represents underlying earnings before income tax expense, depreciation, amortisation, net finance costs and impairment.

Passenger revenue primarily arises within the Qantas Domestic, Qantas International and Jetstar Group segments. Freight revenue primarily arises within Qantas International, except when belly space is utilised in Qantas Domestic and Jetstar Group.

Marketing revenue and redemption revenue in relation to the issuance and redemption of Qantas Points is recognised within the Qantas Loyalty segment. Marketing revenue on inter-segment Qantas Point issuances is eliminated on consolidation. Redemption revenue arising from Qantas Group flight redemptions is recognised within Net Passenger Revenue on consolidation. The inter-segment arrangements with Qantas Loyalty are designed not to derive a net profit from inter-segment Qantas Point issuances and reward flight redemptions.

Redemption revenue in relation to products provided by suppliers outside the Group, such as Qantas Marketplace redemptions and other carrier redemptions, is recognised within Revenue in the Consolidated Income Statement net of related costs, as the Group is an agent. For the purposes of segment reporting, the Qantas Loyalty segment reports these redemptions on a gross basis. Adjustments are made within unallocated/eliminations to present these redemptions on a net basis at a Group level within Other Revenue and Income.

(B) UNDERLYING PROFIT BEFORE TAX (UNDERLYING PBT) AND RECONCILIATION TO STATUTORY PROFIT BEFORE TAX

Underlying PBT is a non-statutory measure and is the primary reporting measure used by the CODM bodies for the purpose of assessing the performance of the Group. The objective of measuring and reporting Underlying PBT is to provide a meaningful and consistent representation of the underlying performance of each operating segment and the Qantas Group.

Items which are identified by Management and reported to the CODM bodies as not representing the underlying performance of the business are not included in Underlying PBT. The determination of these items is made after consideration of their nature and materiality and is applied consistently from period to period.

Items not included in Underlying PBT primarily result from revenues or expenses outside the ordinary course of business. These may relate to business activities in other reporting periods, major transformational/restructuring initiatives, transactions involving investments, gains/losses on sale and/or impairments of assets and other transactions.

Condensed Notes to the Consolidated Interim Financial Report continued

For the half-year ended 31 December 2024

2 OPERATING SEGMENTS AND UNDERLYING PROFIT BEFORE TAX (CONTINUED)

(B) UNDERLYING PROFIT BEFORE TAX (UNDERLYING PBT) AND RECONCILIATION TO STATUTORY PROFIT BEFORE TAX (CONTINUED)

RECONCILIATION OF UNDERLYING PBT TO STATUTORY PROFIT BEFORE TAX	Note	December 2024 $M	December 2023 $M
Underlying PBT		**1,385**	**1,245**
Items not included in Underlying PBT			
– Legal provisions	12(B)	(65)	–
Total items not included in Underlying PBT		**(65)**	**–**
Statutory Profit Before Income Tax Expense		**1,320**	**1,245**

In the first half of the 2024/25 financial year, items outside of Underlying PBT included:

Item outside of Underlying PBT	Description
Legal provisions	($65) million for an increase in legal provisions, recognised in Other Expenditure. In December 2024 the Group reached an agreement on the payment of compensation in relation to the ground handling outsourcing Federal Court case.

In the first half of 2023/24 financial year, there was no difference between Underlying PBT and Statutory PBT.

3 EARNINGS PER SHARE

	December 2024 cents	December 2023 cents
Statutory Earnings Per Share[1]	59.9	51.8
Diluted Earnings Per Share[2]	59.2	51.5

1 Weighted average number of shares used in Statutory Earnings Per Share calculation of 1,542 million (December 2023: 1,686 million) excludes unallocated treasury shares.
2 Weighted average number of shares used in Diluted Earnings Per Share calculation of 1,558 million (December 2023: 1,697 million) excludes unallocated treasury shares and is adjusted for the effects of all dilutive potential ordinary shares.

	December 2024 $M	December 2023 $M
Statutory profit attributable to members of Qantas	923	873

NUMBER OF SHARES	December 2024 Number M	December 2023 Number M
Issued shares as at 1 July	1,568	1,724
Shares bought back	(55)	(86)
Issued shares as at 31 December	**1,513**	**1,638**
Weighted average number of shares for the period	**1,546**	**1,697**

Condensed Notes to the Consolidated Interim Financial Report continued

For the half-year ended 31 December 2024

4 REVENUE AND OTHER INCOME

(A) REVENUE AND OTHER INCOME BY GEOGRAPHIC AREA

	December 2024 $M	December 2023 $M
Net passenger and freight revenue		
Australia	8,407	7,845
Overseas	2,738	2,374
Total net passenger and freight revenue	**11,145**	**10,219**
Other revenue and income	984	908
Total revenue and other income	**12,129**	**11,127**

Net passenger and freight revenue is attributed to a geographic region based on the point of sale, or where not directly available, on a pro-rata basis. Other revenue and income is not allocated to a geographic region as it is impractical to do so.

(B) OTHER REVENUE AND INCOME

	December 2024 $M	December 2023 $M
Frequent Flyer marketing revenue and other Qantas Loyalty businesses[1]	601	533
Qantas Marketplace and other redemption revenue[1,2]	52	51
Third-party services revenue	158	155
Other revenue and income	173	169
Total other revenue and income	**984**	**908**

1 Where the Group acts as an agent for Qantas Loyalty redemptions, an adjustment is made within consolidation eliminations to present these redemptions on a net basis.
2 Qantas Marketplace and other redemption revenue excludes redemptions on Qantas Group flights, which are reported as net passenger revenue in the Consolidated Income Statement.

5 DEPRECIATION AND AMORTISATION

	December 2024 $M	December 2023 $M
Property, plant and equipment	793	688
Right of use assets	179	140
Intangible assets	20	26
Total depreciation and amortisation	**992**	**854**

Condensed Notes to the Consolidated Interim Financial Report continued

For the half-year ended 31 December 2024

6 OTHER EXPENDITURE

	December 2024 $M	December 2023 $M
Technology and digital	380	316
Commissions and other selling costs	323	308
Capacity hire (excluding lease components)	325	226
Hotel, holiday and tour-related costs	190	115
Marketing and advertising	99	90
Property occupancy and utility expenses	73	70
Discretionary bonuses to non-executive employees	29	13
Impact of discount rate changes on provisions	17	22
Redundancy and related costs	12	4
(Reversal of impairment)/impairment of assets and related costs	(12)	3
Other	320	290
Total other expenditure	**1,756**	**1,457**

7 INCOME TAX

(A) RECONCILIATION BETWEEN INCOME TAX EXPENSE AND STATUTORY PROFIT BEFORE INCOME TAX

	December 2024 $M	December 2023 $M
Statutory profit before income tax expense	**1,320**	**1,245**
Income tax expense using the domestic corporate tax rate of 30 per cent	(396)	(374)
Adjusted for:		
Differences in income from investments accounted for under the equity method	5	6
Losses not recognised for controlled entities	(6)	(4)
Recognition of previously unrecognised losses for branches and controlled entities	4	6
Other net non-deductible items	(6)	(10)
Over provision from prior periods	2	–
Income tax expense	**(397)**	**(376)**

(B) INCOME TAX (EXPENSE)/BENEFIT RECOGNISED DIRECTLY IN THE CONSOLIDATED STATEMENT OF COMPREHENSIVE INCOME

	December 2024 $M	December 2023 $M
Income tax on:		
Cash flow hedges	(4)	19
Defined benefit actuarial (gains)/losses	(5)	18
Fair value losses/(gains) on investments	1	(3)
Income tax (expense)/benefit recognised directly in the Consolidated Statement of Comprehensive Income	**(8)**	**34**

Condensed Notes to the Consolidated Interim Financial Report continued

For the half-year ended 31 December 2024

7 INCOME TAX (CONTINUED)

(C) RECONCILIATION OF INCOME TAX EXPENSE TO TAXABLE INCOME

	December 2024 $M	December 2023 $M
Income tax expense	**(397)**	**(376)**
Temporary differences	**(23)**	**85**
Benefit of tax offsets	2	3
Tax on taxable income before utilisation of tax losses	**(418)**	**(288)**
Tax losses utilised against current taxable income	14	294
Tax losses recognised through the Consolidated Income Statement	(4)	(6)
Tax on taxable income after utilisation of tax losses	**(408)**	**–**

(D) QANTAS GROUP CARRIED FORWARD TAX LOSSES

	December 2024 $M	December 2023 $M
Total tax losses brought forward as at 1 July	**(32)**	**(494)**
Tax losses utilised against current taxable income[1]	14	294
Tax losses recognised through the Consolidated Income Statement[2]	(4)	(6)
Tax losses carried forward to be utilised in future periods[3]	**(22)**	**(206)**

1 Tax losses utilised against current taxable income is comprised of $10 million Australian tax losses, referable to the acquisition of the non-controlling interest of TAD Holdco Pty Limited and its subsidiaries (TripADeal) and $4 million New Zealand tax losses (31 December 2023: $294 million Australian tax losses).
2 A deferred tax asset of $4 million was recognised during the half-year ended 31 December 2024, which is expected to be recovered in future periods, referable to New Zealand (31 December 2023: $6 million deferred tax asset).
3 The deferred tax asset of $22 million as at 31 December 2024 is comprised of New Zealand tax losses only. There are no Australian tax losses remaining.

(E) PILLAR TWO MINIMUM EFFECTIVE TAX RATE REFORM

The Organisation for Economic Cooperation and Development (OECD) introduced Global Anti-Base Erosion (GloBE) Rules at the end of 2021 and released technical guidance for a new global minimum tax framework (Pillar Two) to ensure that multinational enterprises with a consolidated worldwide annual turnover exceeding €750 million would be subject to a minimum 15 per cent effective tax rate.

To provide transitional relief for Pillar Two tax compliance and administrative burden, the OECD has also introduced a framework for transitional safe harbours applicable to the transitional period covering financial years 2025 to 2027.

In several of the countries in which the Qantas Group operates including Australia, legislation on Pillar Two has been enacted.

The Qantas Group continues to evaluate how the legislation will apply to its operations. Based on its ongoing assessment, the Qantas Group does not expect any material top-up tax adjustment during the transitional period 2025 to 2026. Noting, the impact of Article 8 within Australia's Double Tax Treaties results in almost all of the Group's profits being taxed in Australia where the corporate tax rate is 30 per cent.

As it is difficult to assess whether Pillar Two will give rise to additional temporary differences, whether deferred tax assets and liabilities need to be remeasured and which tax rate should be applied when calculating deferred tax, the AASB issued an amendment AASB 2023-2 *Amendments to Australian Accounting Standards - International Tax Reform - Pillar Two Model Rules* in June 2023. The amendment provides a temporary mandatory exemption from deferred tax accounting related to Pillar Two. The Qantas Group has continued to apply the exemption in its Consolidated Interim Financial Report for the half-year ended 31 December 2024.

Condensed Notes to the Consolidated Interim Financial Report continued

For the half-year ended 31 December 2024

8 DIVIDENDS AND OTHER SHAREHOLDER DISTRIBUTIONS

(A) DIVIDENDS DECLARED AND PAID

During the half-year ended 31 December 2024, the Group did not announce or pay any dividends. In February 2025, the Board has resolved to announce a base dividend of $250 million, distributed as fully franked interim dividend of 16.5 cents per share. The Board has also resolved to announce an additional distribution of $150 million, distributed as a fully franked special dividend of 9.9 cents per share. The record date for determining entitlements to the dividends is 12 March 2025. The dividends will be paid on 16 April 2025.

(B) SHARE BUY-BACKS

During the half-year ended 31 December 2024, the Group completed on-market share buy-backs totalling $431 million. Of the total $431 million, $31 million related to the completion of the buy-back announced in February 2024 and $400 million related to the buy-back announced in August 2024. The Group purchased 55 million ordinary shares on issue at the average price of $7.82.

9 REVENUE RECEIVED IN ADVANCE

	December 2024 $M			June 2024 $M		
	Current	Non-current	Total	Current	Non-current	Total
Unavailed passenger revenue	4,437	–	4,437	4,637	–	4,637
Unredeemed Frequent Flyer revenue	1,782	1,712	3,494	1,599	1,729	3,328
Other revenue received in advance	514	113	627	486	150	636
Total revenue received in advance	**6,733**	**1,825**	**8,558**	**6,722**	**1,879**	**8,601**

10 CASH AND CASH EQUIVALENTS AND INTEREST-BEARING LIABILITIES

(A) CASH AND CASH EQUIVALENTS

	December 2024 $M	June 2024 $M
Cash and cash at call balances	933	898
Short-term money market securities and term deposits	1,407	820
Total cash and cash equivalents	**2,340**	**1,718**

Cash and cash equivalents comprise cash balances, cash at call, short-term money market securities and term deposits that are readily convertible to a known amount of cash and are subject to an insignificant risk of change in value.

(B) INTEREST-BEARING LIABILITIES

	December 2024 $M			June 2024 $M		
	Current	Non-current	Total	Current	Non-current	Total
Bank loans – secured	189	895	1,084	179	792	971
Bank loans – unsecured	–	403	403	–	402	402
Other loans – secured	27	1,960	1,987	29	1,965	1,994
Other loans – unsecured	–	2,150	2,150	–	1,668	1,668
Total interest-bearing liabilities	**216**	**5,408**	**5,624**	**208**	**4,827**	**5,035**

11 CAPITAL EXPENDITURE COMMITMENTS

The Group's capital expenditure commitments as at 31 December 2024 are $22,670 million (30 June 2024: $21,494 million). The Group has certain rights within its aircraft purchase contracts which can defer the capital expenditure commitments.

The Group's capital expenditure commitments are predominantly denominated in US dollars. Commitments reported above are translated to the Group's Australian dollar presentational currency at the 31 December 2024 closing exchange rate of $0.63 (30 June 2024: $0.67).

Condensed Notes to the Consolidated Interim Financial Report continued

For the half-year ended 31 December 2024

12 CONTINGENT LIABILITIES AND LEGAL PROVISIONS

Where a legal claim has been made against the Group, it is necessary to determine whether each claim either meets the recognition requirement of a provision, represents a contingent liability requiring disclosure or does not require recognition or disclosure in accordance with AASB 137 *Provisions, Contingent Liabilities and Contingent Assets* (AASB 137). Contingent liabilities are disclosed in the Consolidated Interim Financial Report unless the outflow is considered 'remote'.

AASB 137 distinguishes between:

a. provisions – which are recognised as liabilities (unless a reliable estimate cannot be made) because they are present obligations and it is probable that an outflow of resources embodying economic benefits will be required to settle the obligations; and

b. contingent liabilities – which are not recognised as liabilities because they are either:

    i. possible obligations, as it has yet to be confirmed whether the entity has a present obligation that could lead to an outflow of resources embodying economic benefits; or

    ii. present obligations that do not meet the recognition criteria (because either it is not probable that an outflow of resources will be required to settle the obligation, or a sufficiently reliable estimate of the amount of the obligation cannot be made).

Contingent liabilities may develop over time and in a way different from initial expectations and are therefore assessed continuously to determine whether any outflow of economic benefits has become probable or a sufficiently reliable estimate of the amount of the obligation can now be made. If it becomes probable that an outflow of economic benefits will be required or a sufficiently reliable estimate can be made for an item previously determined to be a contingent liability, a provision is recognised in the Consolidated Financial Statements in the period in which the change occurs.

Under AASB 137, disclosure of certain information is not required where it may significantly prejudice the subject matter of a provision or a contingent liability.

(A) CONTINGENT LIABILITIES

From time to time, Qantas is subject to claims and litigation during the normal course of business. The Directors have given consideration to such matters, which are or may be subject to litigation at 31 December 2024, and subject to specific provisions raised, are of the opinion that no material contingent liabilities exists other than the matters listed below.

In line with AASB 137, other than described below, further information is not disclosed on the grounds that it may significantly prejudice the outcome of the proceedings.

Qantas Class action proceedings

In August 2023, a class action proceeding was filed in the Federal Court of Australia. The claim relates to flights scheduled to depart between 1 January 2020 and 1 November 2022 that were cancelled by Qantas, and includes allegations that Qantas breached its contractual obligations to customers with regard to refunds for cancelled flights, misled customers as to their rights following flight cancellations and that Qantas was unjustly enriched by holding customer funds.

A further amended statement of claim was filed by the applicant on 14 February 2024. On 27 February 2024, Qantas filed its further amended defence, denying the allegations.

A Case Management Hearing is scheduled for 28 February 2025.

Jetstar Class action proceedings

In August 2024, a class action proceeding was filed in the Federal Court of Australia against Jetstar Airways Pty Limited. The claim relates to flights scheduled to depart between 1 January 2020 and 1 November 2022 that were cancelled by Jetstar, and includes allegations that Jetstar breached its contractual obligations to customers with regard to refunds for cancelled flights, misled customers as to their rights following flights cancelled by Jetstar and that Jetstar was unjustly enriched by holding customer funds.

Jetstar's defence was filed in October 2024, denying the allegations. A case management hearing is listed for 28 February 2025.

Condensed Notes to the Consolidated Interim Financial Report continued

For the half-year ended 31 December 2024

12 CONTINGENT LIABILITIES AND LEGAL PROVISIONS (CONTINUED)

(B) LEGAL PROVISIONS

The following legal proceedings are continuing. In line with AASB 137, other than described below, further information is not disclosed on the grounds that it may significantly prejudice the outcome of the proceedings.

Australian Competition and Consumer Commission proceedings

In August 2023, the Australian Competition and Consumer Commission (ACCC) commenced proceedings in the Federal Court of Australia alleging breaches of the Australian Consumer Law in respect of cancelled flights scheduled to depart between May 2022 and July 2022.

In May 2024, Qantas announced an agreement with the ACCC to resolve the Federal Court proceedings including a $20 million remediation program for impacted passengers and a $100 million civil penalty (as approved by the Court on 8 October 2024). These amounts were recognised as a provision in the year ended 30 June 2024. In the first half of the 2024/25 financial year, the Group paid the $100 million civil penalty and commenced the $20 million remediation program.

Ground handling outsourcing

In September 2023, the High Court dismissed an appeal by Qantas against a decision of the Full Federal Court of Australia in May 2022 that determined that Qantas had contravened the adverse action provisions of the *Fair Work Act* in outsourcing the remainder of Qantas' ground handling function in 2020.

On 21 October 2024, Justice Lee of the Federal Court handed down the decision in relation to the compensation hearing for three 'test case' employees which was held in March 2024, with closing submissions in late May 2024. The decision set out key inputs and formulas by which individual compensation for the 'test case' employees should be calculated as well as specific non-economic loss compensation amounts for these three employees.

On 17 December 2024, the Group announced that Qantas and the Transport Workers' Union (TWU) had reached an agreement on the payment of compensation to the former ground handlers to a total value of $120 million. A compensation fund will be established in early 2025, to be administered by Maurice Blackburn on behalf of the TWU, to pay the compensation to the 1,820 impacted former employees covering both economic and non-economic loss, compensation to the TWU, as well as the cost incurred managing the distribution of funds to individuals.

A hearing on pecuniary penalties has not yet been held but is scheduled for the second half of the 2024/25 financial year, commencing in the Federal Court on 19 May 2025.

A provision is held within the Consolidated Balance Sheet at 31 December 2024 for the agreed total compensation amount of $120 million and the best estimate of penalties. Given the Federal Court has significant discretion to consider and attach weight to the matters that affect any imposition of penalties, both the quantum and timing of economic outflows is uncertain and the final outcome may vary significantly from the amount provided.

13 POST-BALANCE SHEET DATE EVENTS

Other than as disclosed above and as noted in Note 8 – Dividends and Other Shareholder Distributions, there has not arisen, in the interval between 31 December 2024 and the date of this Report, any other event that would have a material impact on the Consolidated Interim Financial Report as at 31 December 2024.

KPMG

Lead Auditor's Independence Declaration under Section 307C of the Corporations Act 2001 (Cth)

To the Directors of Qantas Airways Limited

I declare that, to the best of my knowledge and belief, in relation to the review for the half-year ended 31 December 2024 there have been:

i. no contraventions of the auditor independence requirements as set out in the *Corporations Act 2001* (Cth) in relation to the review; and

ii. no contraventions of any applicable code of professional conduct in relation to the review.

KPMG

KPMG

Julian McPherson
Partner
Sydney
27 February 2025

DIRECTORS' DECLARATION

In the opinion of the Directors of Qantas Airways Limited:

(a) the Consolidated Interim Financial Report and notes set out on pages 19 to 34 are in accordance with the *Corporations Act 2001* (Cth), including:

i. Giving a true and fair view of the financial position of the Qantas Group as at 31 December 2024 and of its performance, as represented by the results of its operations and cash flows for the half-year ended on that date; and

ii. Complying with Australian Accounting Standard AASB 134: *Interim Financial Reporting* and the *Corporations Regulations 2001; and*

(b) there are reasonable grounds to believe that Qantas Airways Limited and its controlled entities will be able to pay its debts as and when they become due and payable.

Signed pursuant to a Resolution of the Directors:

JOHN MULLEN
Board Chair

VANESSA HUDSON
Chief Executive Officer

Sydney
27 February 2025

KPMG

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Independent Auditor's Review Report

To the shareholders of Qantas Airways Limited

Conclusion

We have reviewed the accompanying ***Consolidated Interim Financial Report*** of Qantas Airways Limited.

Based on our review, which is not an audit, we have not become aware of any matter that makes us believe that the Interim Financial Report of Qantas Airways Limited does not comply with the *Corporations Act 2001* (Cth), including:

- giving a true and fair view of the ***Group's*** financial position as at 31 December 2024 and of its performance for the Interim Period ended on that date; and
- complying with Australian Accounting Standard AASB 134 *Interim Financial Reporting* and the *Corporations Regulations 2001.*

The ***Interim Financial Report*** comprises:

- the Consolidated Balance Sheet as at 31 December 2024;
- the Consolidated Income Statement, Consolidated Statement of Comprehensive Income, Consolidated Statement of Changes in Equity and Consolidated Cash Flow Statement for the Interim Period ended on that date;
- notes 1 to 13 comprising a summary of material accounting policies and other explanatory information; and
- the Directors' declaration.

The ***Group*** comprises Qantas Airways Limited (the Company) and the entities it controlled at the Interim Period's end or from time to time during the Interim Period.

The ***Interim Period*** is the six months ended on 31 December 2024.

Basis for Conclusion

We conducted our review in accordance with ASRE 2410 *Review of a Financial Report Performed by the Independent Auditor of the Entity*. Our responsibilities are further described in the *Auditor's Responsibilities* for the Review of the Financial Report section of our report.

We are independent of the Group in accordance with the auditor independence requirements of the *Corporations Act 2001* (Cth) and the ethical requirements of the *Accounting Professional and Ethical Standards Board's APES 110 Code of Ethics for Professional Accountants (including Independence Standards)* (the Code) that are relevant to our audit of the annual financial report in Australia. We have also fulfilled our other ethical responsibilities in accordance with these requirements.

Responsibilities of the Directors for the Interim Financial Report

The Directors of the Company are responsible for:

- the preparation of the Interim Financial Report that gives a true and fair view in accordance with *Australian Accounting Standards* and the *Corporations Act 2001* (Cth)
- such internal control as the Directors determine is necessary to enable the preparation of the Interim Financial Report that gives a true and fair view and is free from material misstatement, whether due to fraud or error.

Auditor's Responsibilities for the Review of the Interim Financial Report

Our responsibility is to express a conclusion on the Interim Financial Report based on our review. ASRE 2410 requires us to conclude whether we have become aware of any matter that makes us believe that the Interim Financial Report does not comply with the *Corporations Act 2001* (Cth) including giving a true and fair view of the Group's financial position as at 31 December 2024 and its performance for the Interim Period ended on that date, and complying with *Australian Accounting Standard AASB 134 Interim Financial Reporting* and the *Corporations Regulations 2001.*

A review of an Interim Period Financial Report consists of making enquiries, primarily of persons responsible for financial and accounting matters, and applying analytical and other review procedures. A review is substantially less in scope than an audit conducted in accordance with *Australian Auditing Standards* and consequently does not enable us to obtain assurance that we would become aware of all significant matters that might be identified in an audit. Accordingly, we do not express an audit opinion.

KPMG

KPMG

Julian McPherson
Partner
Sydney
27 February 2025

Operational Statistics

For the half-year ended 31 December 2024

		December 2024	December 2023
TRAFFIC AND CAPACITY			
QANTAS DOMESTIC (INCLUDING QANTASLINK)			
Passengers carried	’000	11,119	10,884
Revenue Passenger Kilometres (RPKs)	M	13,201	13,199
Available Seat Kilometres (ASKs)	M	16,572	16,993
Revenue Seat Factor	%	79.7	77.7
JETSTAR DOMESTIC			
Passengers carried	’000	7,982	7,314
Revenue Passenger Kilometres (RPKs)	M	10,194	9,292
Available Seat Kilometres (ASKs)	M	11,289	10,497
Revenue Seat Factor	%	90.3	88.5
GROUP DOMESTIC			
Available Seat Kilometres (ASKs)	M	27,861	27,490
QANTAS INTERNATIONAL			
Passengers carried	’000	4,228	3,792
Revenue Passenger Kilometres (RPKs)	M	26,834	23,909
Available Seat Kilometres (ASKs)	M	31,231	28,448
Revenue Seat Factor	%	85.9	84.0
JETSTAR INTERNATIONAL			
Passengers carried	’000	3,699	3,095
Revenue Passenger Kilometres (RPKs)	M	13,206	10,415
Available Seat Kilometres (ASKs)	M	15,006	11,994
Revenue Seat Factor	%	88.0	86.8
JETSTAR ASIA			
Passengers carried	’000	1,271	927
Revenue Passenger Kilometres (RPKs)	M	1,902	1,174
Available Seat Kilometres (ASKs)	M	2,340	1,392
Revenue Seat Factor	%	81.3	84.3
GROUP INTERNATIONAL			
Available Seat Kilometres (ASKs)	M	48,577	41,834
QANTAS GROUP OPERATIONS			
Passengers carried	’000	28,299	26,012
Revenue Passenger Kilometres (RPKs)	M	65,337	57,989
Available Seat Kilometres (ASKs)	M	76,438	69,324
Revenue Seat Factor	%	85.5	83.6
Group Unit Revenue (RASK)	c/ASK	11.31	11.65
Aircraft at end of the period	#	357	341