

PRELIMINARY MONTHLY TRAFFIC AND CAPACITY STATISTICS

NOVEMBER 2012

Summary of Traffic and Capacity Statistics

Month of November 2012

Qantas Group passenger numbers for November 2012 were up 6.4 per cent from the previous year. RPKs increased by 1.3 per cent and ASKs increased by 0.7 per cent, resulting in a revenue seat factor of 80 per cent, which was 0.5 percentage points higher than the previous year.

Financial Year 2013

Qantas Group passenger numbers for the financial year to date (November 2012) were up 4.1 per cent from the previous year. RPKs increased by 0.7 per cent, and ASKs increased by 2 per cent, resulting in a revenue seat factor of 79.7 per cent, which was 1 percentage point lower than the previous year.

As previously disclosed, Qantas Group yield (excluding the impact of foreign exchange movements) is expected to be lower in 1H FY13 compared to 1H FY12, largely due to increased capacity in the domestic market.

Recent Developments

On 20 December 2012, Qantas and Emirates welcomed the Australian Competition and Consumer Commission's (ACCC) draft determination that proposes to grant authorisation for their partnership for five years. The final determination is expected in March 2013. The partnership will provide customers with a seamless international and Australian network, exclusive frequent flyer benefits and world class travel experiences. The partnership is scheduled to commence in April 2013.

On 14 December 2012, the ACCC issued a draft determination which proposes to grant authorisation for coordination involving Jetstar Asia, Jetstar Pacific, Jetstar Japan and Jetstar Hong Kong. The proposed authorisation facilitates coordination of the Jetstar branded airlines on passenger and cargo services, predominantly on intra-Asian routes.

On 27 November 2012, Qantas announced it will deploy wide-body A330 aircraft on all weekday Sydney-Perth and Melbourne-Perth services from May 2013 as it continues to meet demand for business and premium travel on the routes. Qantas has 30 wide-body aircraft operating on domestic routes in Australia, made up of A330 and B767 aircraft.

On 13 November 2012, Qantas completed its B747 reconfiguration program. Commencing in August 2011, nine B747 aircraft were refitted with the award-winning A380 product. Improving fleet economics through reconfiguration is one of the key strategic initiatives of the Qantas International transformation strategy.

QANTAS AIRWAYS LIMITED
ABN 16 009 661 901

PRELIMINARY MONTHLY TRAFFIC AND CAPACITY STATISTICS

NOVEMBER 2012

| | Month | | | Financial Year to Date | | |
|--|---------|---------|-----------|------------------------|---------|-----------|
| | 2012/13 | 2011/12 | Change | 2012/13 | 2011/12 | Change |
| QANTAS DOMESTIC (INCLUDING QANTASLINK) - SCHEDULED SERVICES | | | | | | |
| Passengers carried | 1,950 | 1,917 | 1.7% | 9,613 | 9,546 | 0.7% |
| Revenue Passenger Kilometres (RPK) | 2,444 | 2,433 | 0.5% | 12,398 | 12,251 | 1.2% |
| Available Seat Kilometres (ASK) | 3,125 | 3,028 | 3.2% | 16,140 | 15,334 | 5.3% |
| Revenue Seat Factor | 78.2 | 80.3 | (2.1) pts | 76.8 | 79.9 | (3.1) pts |
| QANTAS DOMESTIC (EXCLUDING QANTASLINK) - SCHEDULED SERVICES | | | | | | |
| <i>Passengers Carried ('000)</i> | 1,486 | 1,468 | 1.2% | 7,323 | 7,331 | (0.1)% |
| <i>Revenue Passenger Kilometres (m)</i> | 2,145 | 2,134 | 0.5% | 10,911 | 10,776 | 1.2% |
| <i>Available Seat Kilometres (m)</i> | 2,684 | 2,603 | 3.1% | 13,958 | 13,224 | 5.5% |
| <i>Revenue Seat Factor (%)</i> | 79.9 | 82.0 | (2.1) pts | 78.2 | 81.5 | (3.3) pts |
| QANTASLINK - SCHEDULED SERVICES | | | | | | |
| <i>Passengers Carried ('000)</i> | 464 | 449 | 3.4% | 2,290 | 2,215 | 3.4% |
| <i>Revenue Passenger Kilometres (m)</i> | 299 | 298 | 0.3% | 1,488 | 1,475 | 0.8% |
| <i>Available Seat Kilometres (m)</i> | 441 | 425 | 3.9% | 2,183 | 2,110 | 3.5% |
| <i>Revenue Seat Factor (%)</i> | 67.8 | 70.2 | (2.4) pts | 68.1 | 69.9 | (1.8) pts |
| JETSTAR DOMESTIC - SCHEDULED SERVICES | | | | | | |
| Passengers Carried ('000) | 971 | 845 | 14.9% | 4,904 | 4,490 | 9.2% |
| Revenue Passenger Kilometres (m) | 1,154 | 1,002 | 15.1% | 5,977 | 5,452 | 9.6% |
| Available Seat Kilometres (m) | 1,352 | 1,143 | 18.2% | 7,289 | 6,369 | 14.4% |
| Revenue Seat Factor (%) | 85.4 | 87.7 | (2.3) pts | 82.0 | 85.6 | (3.6) pts |
| QANTAS INTERNATIONAL - SCHEDULED SERVICES | | | | | | |
| Passengers Carried ('000) | 472 | 487 | (3.1)% | 2,390 | 2,513 | (4.9)% |
| Revenue Passenger Kilometres (m) | 3,877 | 4,050 | (4.3)% | 20,182 | 21,452 | (5.9)% |
| Available Seat Kilometres (m) | 4,770 | 5,135 | (7.1)% | 24,534 | 26,285 | (6.7)% |
| Revenue Seat Factor (%) | 81.3 | 78.9 | 2.4 pts | 82.3 | 81.6 | 0.6 pts |
| JETSTAR INTERNATIONAL - SCHEDULED SERVICES | | | | | | |
| Passengers Carried ('000) | 425 | 363 | 17.1% | 2,153 | 1,891 | 13.8% |
| Revenue Passenger Kilometres (m) | 1,194 | 1,031 | 15.8% | 6,242 | 5,292 | 18.0% |
| Available Seat Kilometres (m) | 1,559 | 1,411 | 10.5% | 8,157 | 6,930 | 17.7% |
| Revenue Seat Factor (%) | 76.6 | 73.1 | 3.5 pts | 76.5 | 76.4 | 0.2 pts |
| JETSTAR ASIA¹ | | | | | | |
| Passengers Carried ('000) | 297 | 254 | 16.8% | 1,434 | 1,246 | 15.1% |
| Revenue Passenger Kilometres (m) | 468 | 501 | (6.6)% | 2,435 | 2,441 | (0.2)% |
| Available Seat Kilometres (m) | 618 | 632 | (2.1)% | 3,109 | 3,167 | (1.8)% |
| Revenue Seat Factor (%) | 75.6 | 79.3 | (3.6) pts | 78.3 | 77.1 | 1.2 pts |
| QANTAS GROUP OPERATIONS | | | | | | |
| Passengers Carried ('000) | 4,115 | 3,866 | 6.4% | 20,494 | 19,686 | 4.1% |
| Revenue Passenger Kilometres (m) | 9,137 | 9,017 | 1.3% | 47,235 | 46,889 | 0.7% |
| Available Seat Kilometres (m) | 11,424 | 11,349 | 0.7% | 59,229 | 58,084 | 2.0% |
| Revenue Seat Factor (%) | 80.0 | 79.5 | 0.5 pts | 79.7 | 80.7 | (1.0) pts |

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1. Jetstar Asia includes Singapore based operations only.

Notes

Any adjustments to preliminary statistics will be included in the year to date results next month. Where figures have been rounded, discrepancies may occur between the sum of the components of items, the total and percentage changes which are derived from figures prior to rounding.

The number of passengers carried is calculated on the basis of origin/destination (ie. one origin/destination journey represents one passenger regardless of the number of stage lengths undertaken).

Key

(m): Millions

RPKs: The number of paying passengers carried multiplied by the number of kilometres flown

ASKs: The number of seats available for sale multiplied by the number of kilometres flown

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