

## QANTAS AIRWAYS LIMITED

ABN 16 009 661 901

### PRELIMINARY MONTHLY TRAFFIC AND CAPACITY STATISTICS

MAY 2015

#### Summary of Traffic and Capacity Statistics

##### Month of May 2015

Qantas Group capacity (Available Seat Kilometres) increased by 0.5 per cent and Group demand (Revenue Passenger Kilometres) increased by 3.7 per cent, resulting in a revenue seat factor of 75.7 per cent which was 2.3 percentage points higher than the previous May.

Group Domestic (comprising Qantas Domestic and Jetstar Domestic) capacity in the month was lower compared to the prior corresponding period. Qantas Domestic capacity was lower in the month reflecting adjustments to address resource market softness in Western Australia and Queensland. Qantas Domestic revenue seat factor improved on the prior corresponding period for the eleventh consecutive month.

Group Domestic yields increased compared to the prior corresponding period, reflecting the performance of both Qantas Domestic and Jetstar Domestic. Group International yields in May were lower compared to the prior corresponding period, offset by both Qantas International and Jetstar International achieving higher load factors in a seasonally weaker month.

##### Financial Year 2015

Qantas Group passenger numbers for the financial year to date increased by 0.8 per cent from the previous year. Group capacity increased by 0.3 per cent and demand increased by 2.6 per cent, resulting in a revenue seat factor of 79.2 per cent which was 1.7 percentage points higher than the previous year. Group Domestic capacity for financial year to date was lower compared to the prior corresponding period.

For the financial year to date, Qantas Group yields were higher compared to the prior corresponding period. Group Domestic yields were higher compared to the prior corresponding period. Group International yields were higher than the prior corresponding period.

##### Recent Developments

On 26 June 2015, Qantas announced it will work with its fellow shareholders in Jetstar Hong Kong to review the enterprise, following the Air Transport Licensing Authority's decision to reject the local carrier's application to establish an operation in Hong Kong.

On 25 June 2015, Jetstar announced New Zealanders will now earn Qantas Points on every Jetstar domestic flight across the country, including flights to four new regional destinations on sale from September. All Jetstar domestic Starter fares within New Zealand will attract a minimum of 400 Qantas Points. As part of the announcement New Zealand residents can join Qantas Frequent Flyer for free until 31 December 2015.

On 22 June 2015, Qantas announced it has extended its existing freight deal with its biggest customer Australia Post for another five years. The Australia Post deal means that Qantas will continue to be the exclusive carrier of the nation's mail and parcels through to 2020. In addition, Qantas has secured Toll Group as a new freight customer. The five year deal with Toll will see Qantas carry their freight domestically in the belly space of Qantas and Jetstar passenger aircraft.

On 18 June 2015, Jetstar announced plans to expand flying to regional destinations in New Zealand. The new services will be operated by a fleet of five 50-seat Bombardier Q300 turbo-prop aircraft which will connect with one or more of Jetstar's current domestic destinations. At least four regional destinations will be announced in September with the first flights to take off in early December.

On 10 June 2015, Qantas and American Airlines announced a significant expansion of their longstanding relationship, which will see the US carrier fly from Los Angeles to Sydney for the first time and Qantas return to San Francisco. As part of the new agreement (subject to regulatory approval), the four year old Qantas and American Airlines joint venture will shift to a revenue share agreement. Qantas will return to San Francisco from 20 December and will ramp up to a 6 days a week service. American Airlines will start a direct daily Sydney to Los Angeles service from 19 December 2015.

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	Month			Financial Year to Date		
	2014/15	2013/14	Change	2014/15	2013/14	Change
<b>QANTAS DOMESTIC* - SCHEDULED SERVICES</b>						
Passengers Carried ('000)	1,748	1,796	(2.6)%	19,778	20,082	(1.5)%
Revenue Passenger Kilometres (m)	2,181	2,244	(2.8)%	24,995	25,532	(2.1)%
Available Seat Kilometres (m)	3,077	3,187	(3.4)%	33,572	34,773	(3.5)%
Revenue Seat Factor (%)	70.9	70.4	0.5 pts	74.5	73.4	1.0 pts
<b>JETSTAR DOMESTIC - SCHEDULED SERVICES</b>						
Passengers Carried ('000)	931	912	2.1%	11,878	11,356	4.6%
Revenue Passenger Kilometres (m)	1,087	1,057	2.8%	13,856	13,454	3.0%
Available Seat Kilometres (m)	1,359	1,362	(0.2)%	16,765	16,477	1.7%
Revenue Seat Factor (%)	80.0	77.7	2.3 pts	82.6	81.7	1.0 pts
<b>QANTAS INTERNATIONAL - SCHEDULED SERVICES</b>						
Passengers Carried ('000)	449	429	4.6%	5,375	5,393	(0.3)%
Revenue Passenger Kilometres (m)	3,758	3,632	3.5%	44,338	43,270	2.5%
Available Seat Kilometres (m)	4,905	4,843	1.3%	54,382	54,298	0.2%
Revenue Seat Factor (%)	76.6	75.0	1.6 pts	81.5	79.7	1.8 pts
<b>JETSTAR INTERNATIONAL - SCHEDULED SERVICES</b>						
Passengers Carried ('000)	387	363	6.5%	4,639	4,475	3.7%
Revenue Passenger Kilometres (m)	1,222	1,056	15.8%	14,240	12,923	10.2%
Available Seat Kilometres (m)	1,589	1,534	3.6%	18,147	17,412	4.2%
Revenue Seat Factor (%)	76.9	68.8	8.1 pts	78.5	74.2	4.2 pts
<b>JETSTAR ASIA - SCHEDULED SERVICES</b>						
Passengers Carried ('000)	338	314	7.6%	3,617	3,640	(0.6)%
Revenue Passenger Kilometres (m)	560	504	11.2%	5,995	5,659	5.9%
Available Seat Kilometres (m)	708	649	9.1%	7,731	7,249	6.6%
Revenue Seat Factor (%)	79.1	77.6	1.5 pts	77.5	78.1	(0.5) pts
<b>QANTAS GROUP OPERATIONS</b>						
Passengers Carried ('000)	3,852	3,814	1.0%	45,287	44,946	0.8%
Revenue Passenger Kilometres (m)	8,809	8,492	3.7%	103,423	100,839	2.6%
Available Seat Kilometres (m)	11,638	11,575	0.5%	130,597	130,209	0.3%
Revenue Seat Factor (%)	75.7	73.4	2.3 pts	79.2	77.4	1.7 pts

**Notes**

Any adjustments to preliminary statistics will be included in the year to date results next month. Where figures have been rounded, discrepancies may occur between the sum of the components of items, 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).

\*From January 2015 Qantas Domestic and QantasLink will be reported on a combined basis.

**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