

QANTAS AIRWAYS LIMITED
ABN 16 009 661 901

PRELIMINARY MONTHLY TRAFFIC AND CAPACITY STATISTICS

May 2012

Summary of Traffic and Capacity Statistics

Month of May 2012

Qantas Group passenger numbers for May 2012 were up 3.1 per cent from the previous year. RPKs decreased by 1.7 per cent and ASKs decreased by 1.4 per cent, resulting in a revenue seat factor of 76.5 per cent, which was 0.2 percentage points lower than the previous year.

Financial Year 2012

Qantas Group passenger numbers for the financial year to date (May 2012) were up 4.5 per cent from the previous year. RPKs increased by 4.5 per cent, and ASKs increased by 4.7 per cent, resulting in a revenue seat factor of 80.0 per cent, which was 0.1 percentage points lower than the previous year.

Total Domestic (Qantas Domestic, QantasLink and Jetstar Domestic networks) yield, excluding foreign exchange for the financial year to date (May 2012), was 4.0 per cent higher when compared to the corresponding prior year period. Total International (Qantas International, Jetstar International and Jetstar Asia networks) yield, excluding foreign exchange for the financial year to date (May 2012), was 1.5 per cent higher when compared to the corresponding prior year period.

Recent Developments

On 17 June 2012, Qantas announced it will increase the frequency of services between Sydney and Dallas/Fort Worth to daily services from 1 July 2012, reflecting strong demand for the services. In addition, Qantas announced it was increasing A330 services on the Perth-Melbourne route from 15 October 2012, from 44 to 68 services per week, replacing flights currently operated by B767 aircraft. Qantas will also reintroduce B747 services on the Sydney-Perth route from 9 July 2012.

On 20 June 2012, the first reconfigured Qantas A380 aircraft entered into service. Improving fleet economics through reconfiguration is one of the key strategic initiatives of the Qantas International transformation strategy. There are currently six refitted Qantas B747 aircraft in service, which are aligned to the award-winning A380 product standard. In addition, over the next year, the 12 Qantas A380 aircraft will be reconfigured by adjusting the cabin layout and seating mix to better suit customer demands for different classes of travel. Upon completion, the combined annual benefits of this strategic initiative are expected to be between \$70 and \$90 million.

The Qantas super long-haul fleet offers a world leading product. By December 2012, approximately 70 per cent of all Qantas quad-engine aircraft will have an average age of 2.5 years or will be fitted with brand new interiors.

On 30 June 2012, the Qantas Group and Jetstar Japan successfully completed documentation for the purchase and operating lease of all 24 A320 aircraft comprising the initial Jetstar Japan fleet. Jetstar Japan has already taken delivery of three aircraft ahead of the commercial launch on 3 July 2012. The remaining aircraft will be delivered progressively over the next few years. These aircraft were originally part of the Qantas Group's order book and are now committed to by Jetstar Japan's lessor partners. The lessors include Jetstar Japan shareholders Century Tokyo Leasing Corporation and Mitsubishi Corporation's subsidiary MC Aviation Partners Inc., as well as GE Capital Aviation Services, Hong Kong Aviation Capital and Jackson Square Aviation.

Update on Foreign Ownership

While not required under ASX Listing Rule 3.19, the Qantas Group confirms that the most recent reconciliation found the level of foreign ownership to be 34.1 per cent as at 7 June 2012. The Qantas Group remains subject to an aggregate foreign ownership limit of 49 per cent under the Qantas Sale Act.

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	Month			Financial Year to Date		
	2011/12	2010/11	Change	2011/12	2010/11	Change
Qantas Domestic						
Passengers Carried ('000)	1,371	1,396	(1.8)%	15,490	15,777	(1.8)%
Revenue Passenger Kilometres (m)	2,002	2,012	(0.5)%	22,827	22,834	(0.0)%
Available Seat Kilometres (m)	2,601	2,611	(0.4)%	28,718	28,513	0.7%
Revenue Seat Factor (%)	77.0	77.1	(0.1) pts	79.5	80.1	(0.6) pts
QantasLink						
Passengers Carried ('000)	441	416	6.0%	4,762	4,458	6.8%
Revenue Passenger Kilometres (m)	275	271	1.8%	3,136	2,960	6.0%
Available Seat Kilometres (m)	426	413	3.1%	4,644	4,315	7.6%
Revenue Seat Factor (%)	64.6	65.5	(0.9) pts	67.5	68.6	(1.1) pts
Jetstar Domestic						
Passengers Carried ('000)	830	761	9.0%	9,843	9,029	9.0%
Revenue Passenger Kilometres (m)	985	901	9.2%	11,755	10,487	12.1%
Available Seat Kilometres (m)	1,214	1,150	5.5%	13,967	13,151	6.2%
Revenue Seat Factor (%)	81.1	78.3	2.8 pts	84.2	79.7	4.4 pts
Qantas International						
Passengers Carried ('000)	427	461	(7.4)%	5,571	5,534	0.7%
Revenue Passenger Kilometres (m)	3,696	4,054	(8.8)%	47,143	46,889	0.5%
Available Seat Kilometres (m)	4,796	5,148	(6.8)%	57,641	56,968	1.2%
Revenue Seat Factor (%)	77.1	78.8	(1.7) pts	81.8	82.3	(0.5) pts
Jetstar International						
Passengers Carried ('000)	359	343	4.6%	4,286	3,820	12.2%
Revenue Passenger Kilometres (m)	978	913	7.1%	12,030	11,062	8.7%
Available Seat Kilometres (m)	1,360	1,281	6.1%	16,093	14,507	10.9%
Revenue Seat Factor (%)	71.9	71.3	0.7 pts	74.8	76.3	(1.5) pts
Jetstar Asia						
Passengers Carried ('000)	280	218	28.6%	3,004	2,476	21.3%
Revenue Passenger Kilometres (m)	522	449	16.3%	5,874	4,080	44.0%
Available Seat Kilometres (m)	659	610	8.1%	7,418	5,307	39.8%
Revenue Seat Factor (%)	79.2	73.5	5.6 pts	79.2	76.9	2.3 pts
Total Group Operations						
Passengers Carried ('000)	3,707	3,595	3.1%	42,956	41,094	4.5%
Revenue Passenger Kilometres (m)	8,458	8,600	(1.7)%	102,765	98,312	4.5%
Available Seat Kilometres (m)	11,056	11,214	(1.4)%	128,481	122,761	4.7%
Revenue Seat Factor (%)	76.5	76.7	(0.2) pts	80.0	80.1	(0.1) 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 totals 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