

QANTAS AIRWAYS LIMITED

ABN 16 009 661 901

PRELIMINARY MONTHLY TRAFFIC AND CAPACITY STATISTICS

JULY 2013

Summary of Traffic and Capacity Statistics

Month of July 2013

Qantas Group passenger numbers for July 2013 increased by 1.9 per cent from the previous year. Group ASKs decreased by 0.4 per cent and RPKs decreased by 0.6 per cent, resulting in a revenue seat factor of 79.8 per cent which was 0.2 percentage points lower than the previous year.

ASKs for QantasLink were higher than the prior corresponding period, mainly due to the reconfiguration of nine B717 aircraft.

Qantas Group yield was lower than the prior corresponding period. Group Domestic yield (comprising Qantas Domestic, QantasLink and Jetstar Domestic) was flat.

Qantas International yields were lower than the prior corresponding period due to continued market capacity growth and competitor response to the Qantas Emirates partnership.

Recent Developments

On 29 August 2013, Qantas Group announced the sale of its wholly owned subsidiary Qantas Defence Services (QDS) to Northrop Grumman Australia, a subsidiary of Northrop Grumman Corporation, for a price of \$80 million for the business and other related assets. The proceeds from this sale will be realised in 2013/14.

On 29 August 2013, Qantas previewed the new interiors that will feature on all 30 of the Airbus A330 fleet from late 2014, including Marc Newson-designed business suites with lie-flat beds. Ten A330-300s for Qantas International will also feature new economy cabins, and 20 A330-200s for Qantas Domestic will see their economy seats refurbished.

On 28 August 2013, Qantas and MasterCard released the new Qantas Frequent Flyer membership card, expanding its uses to include storing foreign currency, accessing cash worldwide via ATM withdrawals and earning points on spending in Australia and overseas.

On 23 August 2013, Jetstar Hong Kong's application to the Air Transport Licensing Authority in Hong Kong was gazetted and progressed to a public consultation process. Jetstar Hong Kong will continue to work with the relevant authorities throughout the process, and anticipates approval by the end of 2013.

On 15 August 2013, QantasLink relocated to Qantas' exclusive domestic terminal at Sydney Airport, Terminal 3. Customers travelling to and from Sydney Airport will enjoy smoother connections, reduced check-in times and improved access to Qantas' premium lounges.

On 14 August 2013, Qantas International announced improvements to its network including a new route, Perth-Auckland (to be offered on a seasonal basis), upgrading the number of return Sydney-Hong Kong A380 services to five per week, and increasing Brisbane-Los Angeles frequency to daily.

On 24 July 2013, Qantas Domestic announced it had secured a three year air services agreement with the \$10 billion Roy Hill Iron Ore project in Western Australia.

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PRELIMINARY MONTHLY TRAFFIC AND CAPACITY STATISTICS

JULY 2013

| | Month | | | Financial Year to Date | | |
|--|---------|---------|-----------|------------------------|---------|-----------|
| | 2013/14 | 2012/13 | Change | 2013/14 | 2012/13 | Change |
| QANTAS DOMESTIC (INCLUDING QANTASLINK) - SCHEDULED SERVICES | | | | | | |
| Passengers Carried ('000) | 1,915 | 1,923 | (0.4)% | 1,915 | 1,923 | (0.4)% |
| Revenue Passenger Kilometres (m) | 2,499 | 2,543 | (1.7)% | 2,499 | 2,543 | (1.7)% |
| Available Seat Kilometres (m) | 3,287 | 3,324 | (1.1)% | 3,287 | 3,324 | (1.1)% |
| Revenue Seat Factor (%) | 76.0 | 76.5 | (0.5) pts | 76.0 | 76.5 | (0.5) pts |
| QANTAS DOMESTIC (EXCLUDING QANTASLINK) - SCHEDULED SERVICES | | | | | | |
| Passengers Carried ('000) | 1,454 | 1,481 | (1.8)% | 1,454 | 1,481 | (1.8)% |
| Revenue Passenger Kilometres (m) | 2,193 | 2,254 | (2.7)% | 2,193 | 2,254 | (2.7)% |
| Available Seat Kilometres (m) | 2,813 | 2,899 | (3.0)% | 2,813 | 2,899 | (3.0)% |
| Revenue Seat Factor (%) | 78.0 | 77.7 | 0.2 pts | 78.0 | 77.7 | 0.2 pts |
| QANTASLINK - SCHEDULED SERVICES | | | | | | |
| Passengers Carried ('000) | 461 | 442 | 4.3% | 461 | 442 | 4.3% |
| Revenue Passenger Kilometres (m) | 306 | 289 | 5.7% | 306 | 289 | 5.7% |
| Available Seat Kilometres (m) | 475 | 425 | 11.7% | 475 | 425 | 11.7% |
| Revenue Seat Factor (%) | 64.4 | 68.0 | (3.7) pts | 64.4 | 68.0 | (3.7) pts |
| JETSTAR DOMESTIC - SCHEDULED SERVICES | | | | | | |
| Passengers Carried ('000) | 1,041 | 981 | 6.1% | 1,041 | 981 | 6.1% |
| Revenue Passenger Kilometres (m) | 1,290 | 1,223 | 5.4% | 1,290 | 1,223 | 5.4% |
| Available Seat Kilometres (m) | 1,552 | 1,512 | 2.6% | 1,552 | 1,512 | 2.6% |
| Revenue Seat Factor (%) | 83.1 | 80.9 | 2.2 pts | 83.1 | 80.9 | 2.2 pts |
| QANTAS INTERNATIONAL - SCHEDULED SERVICES | | | | | | |
| Passengers Carried ('000) | 516 | 490 | 5.2% | 516 | 490 | 5.2% |
| Revenue Passenger Kilometres (m) | 4,208 | 4,161 | 1.1% | 4,208 | 4,161 | 1.1% |
| Available Seat Kilometres (m) | 5,078 | 5,031 | 0.9% | 5,078 | 5,031 | 0.9% |
| Revenue Seat Factor (%) | 82.9 | 82.7 | 0.2 pts | 82.9 | 82.7 | 0.2 pts |
| JETSTAR INTERNATIONAL - SCHEDULED SERVICES | | | | | | |
| Passengers Carried ('000) | 422 | 439 | (4.0)% | 422 | 439 | (4.0)% |
| Revenue Passenger Kilometres (m) | 1,186 | 1,285 | (7.7)% | 1,186 | 1,285 | (7.7)% |
| Available Seat Kilometres (m) | 1,569 | 1,658 | (5.3)% | 1,569 | 1,658 | (5.3)% |
| Revenue Seat Factor (%) | 75.6 | 77.5 | (1.9) pts | 75.6 | 77.5 | (1.9) pts |
| JETSTAR ASIA - SCHEDULED SERVICES | | | | | | |
| Passengers Carried ('000) | 314 | 294 | 6.5% | 314 | 294 | 6.5% |
| Revenue Passenger Kilometres (m) | 484 | 512 | (5.5)% | 484 | 512 | (5.5)% |
| Available Seat Kilometres (m) | 622 | 630 | (1.4)% | 622 | 630 | (1.4)% |
| Revenue Seat Factor (%) | 77.8 | 81.2 | (3.4) pts | 77.8 | 81.2 | (3.4) pts |
| QANTAS GROUP OPERATIONS | | | | | | |
| Passengers Carried ('000) | 4,207 | 4,128 | 1.9% | 4,207 | 4,128 | 1.9% |
| Revenue Passenger Kilometres (m) | 9,666 | 9,724 | (0.6)% | 9,666 | 9,724 | (0.6)% |
| Available Seat Kilometres (m) | 12,108 | 12,156 | (0.4)% | 12,108 | 12,156 | (0.4)% |
| Revenue Seat Factor (%) | 79.8 | 80.0 | (0.2) pts | 79.8 | 80.0 | (0.2) 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).

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