

QANTAS AIRWAYS LIMITED
ABN 16 009 661 901

PRELIMINARY MONTHLY TRAFFIC AND CAPACITY STATISTICS

OCTOBER 2010

Summary of Traffic and Capacity Statistics

Month of October 2010

Qantas Group passenger numbers for October 2010 were up 8.8 percent from the previous year. RPKs increased by 5.4 percent and ASKs increased by 6.4 percent, resulting in a revenue seat factor of 82.5 percent, which was 0.8 percentage point lower than the previous year.

Financial Year to Date October 2010

Group passenger numbers for the financial year to October 2010 were up 8.8 percent from the previous year. RPKs increased by 6.4 percent, and ASKs increased by 7.4 percent, resulting in a revenue seat factor of 81.8 percent, which was 0.8 percentage point lower than the previous year.

Total Domestic (Qantas, QantasLink and Jetstar Domestic operations) yield excluding foreign exchange for the financial year to October 2010 was 0.6 percent higher when compared to the corresponding prior year period. Total International (Qantas and Jetstar International operations) yield excluding foreign exchange for the financial year to October 2010 increased by 14.2 percent when compared to the corresponding prior year period.

Recent Developments

On 26 November, Qantas released an updated schedule for travel on its network until 31 December which included up to four A380 aircraft.

On 23 November, Qantas announced that it plans to resume initial Airbus A380 operations on 27 November with a QF31 service from Sydney to London via Singapore. A380s will be progressively reintroduced to the Qantas international network and Qantas will continue to operate a full international and domestic schedule.

On 19 November, Qantas released an updated schedule for travel on its international network until 3 December.

On 18 November, Qantas launched its new domestic flying experience, with a new domestic food and wine program and the official launch of Next Generation Check-in at its Sydney terminal.

On 11 November, Qantas confirmed the availability of its international network and provided an updated schedule to ensure minimum disruption to passengers. For the period of 5 November to 11 November, Qantas operated 505 of the 512 scheduled services across its international network.

On 8 November, Qantas announced it was continuing an intensive inspection program on all Rolls-Royce engines in its A380 fleet, but confirmed that operations would be recovered and significant disruptions to passengers should cease within the next 24 hours.

On 4 November, a Qantas A380 aircraft operating QF32 from Singapore to Sydney experienced a significant uncontained engine failure soon after take off and returned to Singapore. Qantas indicated that, in accordance with its commitment to the highest safety standards, it would suspend scheduled A380 takeoffs until sufficient information has been obtained about what occurred on QF32.

Update on Hedging

Qantas has hedged 64 percent of its remaining fuel requirement in 2010/11 at a worst-case crude oil price of USD90.30 per barrel including option premium. At current rates, Qantas has 82 percent participation in falling oil prices for the remainder of the financial year.

Qantas has hedged 38 percent of its remaining operational foreign exchange exposure in 2010/11 at a worst case AUD/USD equivalent exchange rate of 0.7900 inclusive of option premium. At current rates, Qantas has 76 percent participation in favourable foreign exchange movements for the remainder of the financial year.

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	Month			Financial Year to Date		
	2010/11	2009/10	Change	2010/11	2009/10	Change
Qantas Domestic						
Passengers carried ('000)	1,589	1,510	5.2%	6,078	5,776	5.2%
Revenue Passenger Kilometres (m)	2,295	2,168	5.9%	8,893	8,401	5.9%
Available Seat Kilometres (m)	2,725	2,552	6.8%	10,790	10,056	7.3%
Revenue Seat Factor (%)	84.2	85.0	(0.8) pts	82.4	83.5	(1.1) pts
QantasLink						
Passengers carried ('000)	446	378	17.9%	1,678	1,461	14.9%
Revenue Passenger Kilometres (m)	300	264	13.5%	1,143	1,020	12.0%
Available Seat Kilometres (m)	402	366	10.0%	1,583	1,432	10.5%
Revenue Seat Factor (%)	74.4	72.1	2.3 pts	72.2	71.3	0.9 pts
Jetstar Domestic						
Passengers carried ('000)	848	749	13.2%	3,192	2,889	10.5%
Revenue Passenger Kilometres (m)	974	855	13.8%	3,725	3,315	12.4%
Available Seat Kilometres (m)	1,164	996	16.9%	4,541	3,939	15.3%
Revenue Seat Factor (%)	83.6	85.9	(2.3) pts	82.0	84.1	(2.1) pts
Qantas International						
Passengers carried ('000)	526	521	1.0%	2,043	1,994	2.5%
Revenue Passenger Kilometres (m)	4,433	4,432	0.0%	17,465	17,309	0.9%
Available Seat Kilometres (m)	5,314	5,238	1.5%	20,979	20,552	2.1%
Revenue Seat Factor (%)	83.4	84.6	(1.2) pts	83.3	84.2	(0.9) pts
Jetstar International						
Passengers carried ('000)	353	339	4.4%	1,383	1,295	6.8%
Revenue Passenger Kilometres (m)	1,025	931	10.0%	4,137	3,587	15.3%
Available Seat Kilometres (m)	1,319	1,215	8.6%	5,280	4,650	13.5%
Revenue Seat Factor (%)	77.7	76.6	1.1 pts	78.4	77.1	1.3 pts
Jetstar Asia						
Passengers carried ('000)	238	182	31.2%	917	635	44.4%
Revenue Passenger Kilometres (m)	355	249	42.5%	1,356	885	53.2%
Available Seat Kilometres (m)	443	313	41.5%	1,722	1,164	47.9%
Revenue Seat Factor (%)	80.2	79.6	0.6 pts	78.7	76.0	2.7 pts
Total Group Operations						
Passengers carried ('000)	4,001	3,679	8.8%	15,290	14,050	8.8%
Revenue Passenger Kilometres (m)	9,381	8,900	5.4%	36,718	34,517	6.4%
Available Seat Kilometres (m)	11,368	10,680	6.4%	44,894	41,793	7.4%
Revenue Seat Factor (%)	82.5	83.3	(0.8) pts	81.8	82.6	(0.8) 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