

**QANTAS AIRWAYS LIMITED**  
**ABN 16 009 661 901**

**PRELIMINARY MONTHLY TRAFFIC AND CAPACITY STATISTICS**  
**NOVEMBER 2006**

**Summary of Traffic and Capacity Statistics**

**Month of November 2006**

November Group (comprising Qantas Domestic, QantasLink, Jetstar and Qantas International) passenger numbers increased by 9.2 per cent over the previous year. RPKs increased by 7.7 per cent, while ASKs were up 3.4 per cent, resulting in a revenue seat factor of 80.3 per cent, which was 3.2 percentage points higher than the previous year.

**Financial Year to Date November 2006**

Total Domestic (Qantas, QantasLink and Jetstar domestic operations) yield excluding exchange for the financial year to November 2006 increased by 2.3 per cent when compared to the same period last year. Total International (Qantas, Australian Airlines and Jetstar Trans-Tasman operations) yield excluding exchange increased by 8.2 per cent over the same period.

Group passenger numbers for the financial year to November 2006 increased by 7.4 per cent from the previous year. RPKs increased by 7.0 per cent, while ASKs increased by 3.7 per cent, resulting in a revenue seat factor of 79.8 per cent, 2.4 percentage points higher than the previous year.

**Recent Developments**

On 16 January 2007, Qantas announced it would reduce its domestic fuel surcharges and further reduce some of its international surcharges for tickets issued on or after Tuesday 23 January 2007. It said it would continue to monitor oil prices and refining costs, which remained a major issue for Qantas and the wider aviation industry.

On 12 January 2007, Qantas announced it would increase its non-stop services between Australia and San Francisco from three to five per week from 26 March 2007. It would also operate supplementary flights between Australia and Los Angeles in June and July 2007.

On 14 December 2006, the Qantas Board announced it had received a revised proposal from Airline Partners Australia (APA) to acquire 100 percent of the Company. The proposal included a cash offer of \$5.60 cash per share. The Chairman of Qantas Margaret Jackson said the offer provided an attractive premium for shareholders. She said that, subject to receiving an opinion by an independent expert Grant Samuel that the offer is fair and reasonable, the Non-Executive Directors unanimously intend to recommend that shareholders accept the offer in the absence of a superior proposal.

The proposal will be implemented by way of an off-market takeover bid, which will be subject to certain conditions, including a 90 percent minimum acceptance condition. The proposal involves:

- Qantas transitioning to a privately owned company and de-listing from the Australian Securities Exchange;
- Qantas remaining majority owned and controlled by Australians; and
- retention of the current management team, who will invest in the privately owned company.

Announcing the acceptance, the Chairman said APA had expressed its support for core Qantas strategies, including:

- maintaining an extensive domestic and international airline network, using Qantas' two-brand (Qantas and Jetstar) strategy;
- continuing Qantas' commitment to high quality product and service; and
- improving the company's cost base to be globally competitive.

On 1 December 2006, Qantas announced that, as a result of strong trading conditions and subject to fuel prices remaining around current levels, it expects its reported profit before tax for 2006/07 to be 25 to 30 per cent above the 2005/06 result.

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	Month			Financial Year to Date		
	2006/07	2005/06	Change	2006/07	2005/06	Change
<b>Qantas Domestic</b>						
Passengers carried ('000)	1,415	1,339	5.7%	6,964	6,807	2.3%
Revenue Passenger Kilometres (m)	2,021	1,853	9.0%	10,123	9,764	3.7%
Available Seat Kilometres (m)	2,485	2,313	7.4%	12,592	12,111	4.0%
Revenue Seat Factor (%)	81.3	80.1	1.2 pts	80.4	80.6	(0.2) pts
<b>QantasLink</b>						
Passengers carried ('000)	335	280	19.5%	1,642	1,367	20.1%
Revenue Passenger Kilometres (m)	213	174	22.2%	1,083	852	27.1%
Available Seat Kilometres (m)	296	258	14.7%	1,474	1,213	21.6%
Revenue Seat Factor (%)	71.8	67.4	4.4 pts	73.5	70.3	3.2 pts
<b>Jetstar*</b>						
Passengers carried ('000)	608	436	39.4%	3,146	2,224	41.4%
Revenue Passenger Kilometres (m)	737	450	63.7%	3,858	2,346	64.5%
Available Seat Kilometres (m)	977	610	60.1%	4,810	3,068	56.8%
Revenue Seat Factor (%)	75.5	73.8	1.7 pts	80.2	76.5	3.7 pts
<b>Qantas International **</b>						
Passengers carried ('000)	729	771	(5.4)%	3,689	3,975	(7.2)%
Revenue Passenger Kilometres (m)	4,982	4,905	1.6%	25,547	25,002	2.2%
Available Seat Kilometres (m)	6,146	6,400	(4.0)%	32,016	32,671	(2.0)%
Revenue Seat Factor (%)	81.1	77.0	4.1 pts	79.8	77.1	2.7 pts
<b>Total Group Operations</b>						
Passengers carried ('000)	3,087	2,826	9.2%	15,441	14,373	7.4%
Revenue Passenger Kilometres (m)	7,953	7,382	7.7%	40,611	37,964	7.0%
Available Seat Kilometres (m)	9,904	9,581	3.4%	50,892	49,063	3.7%
Revenue Seat Factor (%)	80.3	77.1	3.2 pts	79.8	77.4	2.4 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 and the total and in 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).

\* Includes Jetstar domestic, trans-Tasman and international operations to Singapore from 29 October and Bangkok and Phuket from 23 November.

\*\* Includes prior year statistics for Australian Airlines which, effective 1 July 2006, provides wet lease services to Qantas mainline.

**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