

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

**PRELIMINARY MONTHLY TRAFFIC AND CAPACITY STATISTICS**  
**NOVEMBER 2005**

**Summary of Traffic and Capacity Statistics**

**Month of November 2005**

Total Domestic (Qantas, QantasLink and Jetstar) traffic, measured in Revenue Passenger Kilometres (RPKs) increased by 8.1 per cent in November 2005 while capacity, measured in Available Seat Kilometres (ASKs) increased by 9.5 per cent. This resulted in a revenue seat factor of 77.9 per cent, 1.0 percentage points lower than for November 2004.

Total International (Qantas and Australian Airlines) RPKs increased by 1.7 per cent in November 2005, while ASKs decreased by 1.2 per cent over the same period. The resulting revenue seat factor of 76.7 per cent was 2.2 percentage points higher than the previous year.

November Group (comprising Qantas Domestic, QantasLink, Jetstar, Qantas International and Australian Airlines) passenger numbers increased by 4.2 per cent over the previous year. RPKs increased by 3.8 per cent, while ASKs were up 2.1 per cent, resulting in a revenue seat factor of 77.1 per cent, which was 1.3 percentage points higher than the previous year.

**Financial Year to Date November 2005**

Total Domestic revenue seat factor for the financial year to November 2005 decreased by 0.9 percentage points to 79.1 per cent when compared with year to date November 2004, while total Domestic yield excluding exchange increased by 5.8 per cent over the same period. Total International yield excluding exchange for the financial year to November increased by 7.3 per cent when compared with the same period last year. Total International revenue seat factor increased by 1.8 percentage points to 76.5 per cent over the same period.

Group passenger numbers for the year to November 2005 increased by 4.3 per cent from the previous year. RPKs increased by 4.4 per cent, while ASKs increased by 3.1 per cent, resulting in a revenue seat factor of 77.4 per cent, 1.0 percentage point higher than the previous year.

**Recent Developments**

On 14 December 2005, Qantas announced it had selected the Boeing 787 as the cornerstone of its domestic and international fleet renewal program. Under the fleet plan the Qantas Group will acquire 65 Boeing 787 aircraft, with purchase rights for an additional 50 aircraft. Jetstar will receive the first 787 for international operation in August 2008 and Qantas mainline operations will take its first delivery in July 2009. Qantas said the Boeing 787 is ideal for operating to Asia, as well as the United States of America and Europe. Qantas said the fleet plan will provide a modern fleet offering maximum flexibility, lower seat mile costs and greater fuel efficiencies. Qantas also said it intended to fund the purchase of new aircraft from operating cashflow.

On 14 December 2005, Qantas announced it has been unable to find an aircraft that would operate non-stop flights economically between Australia and London and Australia and New York. Qantas said neither the Boeing 777 nor the Airbus A340 provide an economical solution to its desire to have some services overfly mid-point hubs. Qantas said it will continue to talk to Airbus and Boeing on further developing the options for longer range aircraft.

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

**PRELIMINARY MONTHLY TRAFFIC AND CAPACITY STATISTICS**

**NOVEMBER 2005**

	Month			Financial Year to Date		
	2005/06	2004/05	Change	2005/06	2004/05	Change
<b>Qantas Domestic *</b>						
Passengers carried ('000)	1,339	1,358	(1.4)%	6,807	7,057	(3.5)%
Revenue Passenger Kilometres (m)	1,853	1,838	0.8%	9,764	9,916	(1.5)%
Available Seat Kilometres (m)	2,313	2,291	0.9%	12,111	12,168	(0.5)%
Revenue Seat Factor (%)	80.1	80.2	(0.1) pts	80.6	81.5	(0.9) pts
<b>QantasLink</b>						
Passengers carried ('000)	280	265	5.8%	1,367	1,314	4.0%
Revenue Passenger Kilometres (m)	174	164	5.9%	852	816	4.5%
Available Seat Kilometres (m)	258	223	15.8%	1,213	1,100	10.2%
Revenue Seat Factor (%)	67.4	73.7	(6.3) pts	70.3	74.1	(3.8) pts
<b>Jetstar *</b>						
Passengers carried ('000)	436	334	30.6%	2,224	1,627	36.7%
Revenue Passenger Kilometres (m)	450	321	40.3%	2,346	1,567	49.7%
Available Seat Kilometres (m)	610	444	37.5%	3,068	2,130	44.0%
Revenue Seat Factor (%)	73.8	72.3	1.5 pts	76.5	73.6	2.9 pts
<b>Total Domestic *</b>						
Passengers carried ('000)	2,055	1,925	6.7%	10,398	9,817	5.9%
Revenue Passenger Kilometres (m)	2,477	2,291	8.1%	12,962	12,113	7.0%
Available Seat Kilometres (m)	3,181	2,906	9.5%	16,392	15,132	8.3%
Revenue Seat Factor (%)	77.9	78.9	(1.0) pts	79.1	80.0	(0.9) pts
<b>Qantas International</b>						
Passengers carried ('000)	709	719	(1.4)%	3,628	3,610	0.5%
Revenue Passenger Kilometres (m)	4,596	4,473	2.8%	23,422	22,517	4.0%
Available Seat Kilometres (m)	5,966	6,004	(0.6)%	30,365	30,100	0.9%
Revenue Seat Factor (%)	77.0	74.5	2.5 pts	77.1	74.8	2.3 pts
<b>Australian Airlines</b>						
Passengers carried ('000)	62	69	(10.1)%	347	360	(3.6)%
Revenue Passenger Kilometres (m)	309	351	(11.9)%	1,580	1,731	(8.7)%
Available Seat Kilometres (m)	434	472	(8.0)%	2,306	2,361	(2.3)%
Revenue Seat Factor (%)	71.3	74.5	(3.2) pts	68.5	73.3	(4.8) pts
<b>Total International</b>						
Passengers carried ('000)	771	788	(2.2)%	3,975	3,970	0.1%
Revenue Passenger Kilometres (m)	4,905	4,824	1.7%	25,002	24,248	3.1%
Available Seat Kilometres (m)	6,400	6,476	(1.2)%	32,671	32,460	0.7%
Revenue Seat Factor (%)	76.7	74.5	2.2 pts	76.5	74.7	1.8 pts
<b>Total Group Operations</b>						
Passengers carried ('000)	2,826	2,713	4.2%	14,373	13,787	4.3%
Revenue Passenger Kilometres (m)	7,382	7,115	3.8%	37,964	36,361	4.4%
Available Seat Kilometres (m)	9,581	9,382	2.1%	49,063	47,592	3.1%
Revenue Seat Factor (%)	77.1	75.8	1.3 pts	77.4	76.4	1.0 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).

\* Qantas and Jetstar prior year statistics include the effect of a domestic codeshare agreement between the two airlines. However the effect of this codeshare is only included once in the prior year statistics for the Total Domestic and Total Group Operations.

**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