

ANA Group Route Network and Corporate Plan for FY2012

- **787 Dreamliner to spearhead route expansion**
- **Increases planned in international and domestic flights**

TOKYO January 17, 2012 - ANA Group has finalized its Group Network and Corporate Plan for FY 2012 (April 1, 2012 - March 31, 2013).

The plan envisages an increase in international and domestic passenger flights and seat kilometers, and the launch of several new routes from Japan to the US, China and other Asian countries. ANA also intends to use its network carrier business model to attract more inter-connecting traffic between Asia and North America and leverage the value of its existing joint ventures with United Airlines (including Continental Airlines) and Lufthansa.

Seat kilometers for international passenger flights are planned to increase by 11.2 per cent while domestic flight numbers will grow by 2.6 per cent and cargo flights by 3.3 per cent to take advantage of the scheduled expansion of arrival and departure slots in the Tokyo Metropolitan area such as Haneda and Narita airport.

The route expansion will be driven by an increase in ANA's fleet of Boeing 787 Dreamliner aircraft over the 12 month period. By March 31, 2013, ANA is due to have taken delivery of 20 new Dreamliners out of a total order of 55.

Despite unstable international financial conditions, the high value of the yen and other factors contributing to future economic uncertainty, recent demand has been rebounding steadily from the impact of the Great East Japan Earthquake. In FY2012, we expect the competitive environment to change significantly for a number of reasons including the full-scale launch of low-cost carriers based in Japan. ANA intends to respond to these challenges by generating further efficiencies through measures such as the fine-tuning of supply and demand and optimizing the deployment of our aircraft fleet.

International Routes

[1] North America

We will make use of our gradually increasing number of Boeing 787s configured for long-distance international services to open a new route between Narita and Seattle, which is scheduled to open during the second-half of FY 2012. We are also making preparations to open a new route between Narita and San Jose during the course of FY 2012

By further expanding our North American routes, we will strengthen our joint venture network with United Airlines (including Continental Airlines), capturing not only demand for flights between Japan and North America but also connecting flights from the Asian countries to North America via Japan.

[2] China and Asia

Our summer timetable will also include larger aircraft (Boeing 767-300 ER) on flights between Narita – Beijing and Kansai – Beijing.

Subject to the resolution of negotiations on an aviation agreement between Japan and China, we are also planning to increase the number of flights on the Narita – Beijing and Narita – Shanghai (Hongqiao) routes.

We will continue to expand our network not only with China routes but also with other Asian routes as well as increasing North American routes.

Domestic Routes

Following the launch of the 787 on our routes between Haneda and the airports of Okayama, Hiroshima, Itami, Yamaguchi-Ube and Matsuyama in FY2011, the Dreamliner is scheduled for introduction on three further domestic routes in the first half of FY2012 from Haneda to Fukuoka, Kumamoto and Kagoshima. In the second half of the year, we intend to add more routes as we receive further Boeing 787 deliveries.

Following the re-opening of Iwakuni Airport to civilian use, we will, in the second half of FY 2012, begin flights from Haneda to Iwakuni (4 flights per day), our first regular scheduled flight departing and arriving at Iwakuni in 48 years.

We are planning to increase flights between Itami and the airports of Sendai, Niigata, Fukuoka and Oita. Additionally, by increasing the operating efficiency of our aircraft, we are planning to re-open routes between Narita and Niigata as well as between Fukuoka and Miyazaki, increasing flights on the Fukuoka – Niigata route, and expanding services on other routes.

Cargo and postal services

Following on from FY2011, we will continue to maintain stable operation of our night-time cargo hub in Okinawa, served by dedicated cargo aircraft, and work towards the expansion of dedicated daytime cargo flights to destinations mainly in China and other Asian

countries. At the same time, we will also aim to further strengthen our cargo network due to the increased cargo capacity in the bellies of passenger aircraft resulting from the expansion of our passenger network as we roll out the Boeing 787.

The Group Network and Corporate Plan for FY 2012, which assumes the approval of the relevant authorities, is summarized as follows.

(1) International Routes

● Newly Launched & Resumed

Route	Start / (Operating Period)	Current	New		
Narita – Seattle	Second half of FY2012 *1	—	B787-8	*1	*2
Narita – San Jose	*1	—	B787-8	*1	*2
Chubu – Shanghai (Pudong)	March 25, 2012 (–October 27, 2012)	Service currently suspended	B737-700	7 / week	*2

● Increased Frequency

Route	Start	Current		New		
Haneda – Beijing	*1	B777-200ER	7 / week	*1	14 / week	*3
Haneda – Shanghai (Hongqiao)	*1	B777-200ER	7 / week	*1	14 / week	*3

● Aircraft-type Change

Route	Start	Current		New		
Narita – Beijing	July 1, 2012	A320-200	7 / week	B767-300ER	7 / week	*4
		B767-300ER	7 / week	B767-300ER	7 / week	
Kansai – Beijing	March 25, 2012	B737-700	7 / week	B767-300ER	7 / week	*4

*1 We will announce the launch / numbers of flights as soon as details are finalized.

*2 These new routes have already been announced.

*3 Subject to the aviation agreement between Japan and China

*4 Aircraft flying the winter timetable (from October 28 onwards) will be finalized at a later date.

(2) Domestic Routes

● Newly Launched

Route	Start	Current	New	
Haneda – Iwakuni	Second half of FY 2012	—	4 / day	
Narita – Niigata	March 25, 2012	—	1 / day	*5
Itami – Fukushima	Jun 1, 2012	—	1 / day	

*5 This new route has already been announced.

● Increased Flights / Reopened Routes

Route	Start (Operating Period)	Current	New
Haneda – Hakodate	March 25, 2012	2 / day	3 / day
Haneda – Komatsu	March 25, 2012 (– May 31, 2012)	5 / day	6 / day
Itami – Fukuoka	March 25, 2012	9 / day	10 / day *11 return flights until May
Itami – Sendai	March 25, 2012	6 / day	7 / day
Itami – Niigata	March 25, 2012	5 / day	6 / day
Itami – Oita	March 25, 2012	3 / day	4 / day
Kansai – Ishigaki	June 1, 2012 (– September 30, 2012)	–	1 / day
Chubu – Sapporo	June 1, 2012	7 / day	8 / day
Chubu – Sendai	March 25, 2012	3 / day	4 / day
Fukuoka – Sendai	April 27, 2012	–	1 / day
Fukuoka – Niigata	March 25, 2012	1 / day	2 / day
Fukuoka – Miyazaki	March 25, 2012	–	2 / day
Sapporo – Rishiri	June 1, 2012 (– September 30, 2012)	–	1 / day
Matsuyama – Okinawa	March 25, 2012	1 / day	1 / day

*9

● Decreased Frequency

Route	Start	Current	New
Haneda – Okinawa	March 25, 2012	10 / day	9 / day
Narita – Chubu	March 25, 2012	3 / day	2 / day
Kansai – Fukuoka	March 25, 2012	2 / day	1 / day
Chubu – Fukuoka	March 25, 2012	10 / day	9 / day
Fukuoka – Okinawa	March 25, 2012	9 / day	8 / day

Aircraft Deliveries

ANA is scheduled to receive 20 Boeing 787s before the end of FY2012. As we introduce the Boeing 787, ANA will gradually retire Boeing 767-300s, Boeing 747-400Ds and Airbus A320s flying on domestic routes, thereby replacing older aircraft.

ANA will also continue to retire its DHC8-Q300s, gradually standardizing its propeller plane fleet with the DHC8-Q400.

ANA Group Capacity in FY2012

Comparison with FY2011	International passenger	Domestic passenger	Cargo
Number of flights	109.0%	102.0%	104.1%
Available seat kilometers (Ton kilometers for freight)	111.2%	102.6%	103.3%

*Flights operated by the ANA Group

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