

**ANA reports consolidated financial results for the third quarter(the first nine months)
 of FY2008, ended 31 December**

1. Consolidated financial highlights for the period ended December 31, 2008

(1) Summary of consolidated operating results Yen (Millions)

	FY2008 third quarter Apr.1-Dec.31	Year on Year (%)	FY2007 third quarter Apr.1-Dec.31	Year on Year (%)
Operating revenue	1,107,424	-	1,141,555	0.6
Operating income	40,332	-	93,989	2.5
Recurring profit	22,755	-	78,793	8.3
Net income	9,418	-	117,978	176.9
Net income per share	4.84 yen	-	60.57yen	-

(2) Summary of consolidated financial positions Yen (Millions)

	FY2008 third quarter as of Dec. 31	FY2007 as of Mar. 31
Total assets	1,787,518	1,783,393
Total net assets	325,356	455,946
Net worth / total assets	18.0	25.4
Net worth per share	165.09	232.58

2. Forecast of consolidated operating results for the period ending March 31, 2009

	FY2008 Apr.1-Dec.31	Year on Year (%)
Operating revenue	1,400,000	(5.9)
Operating income	8,000	(90.5)
Recurring profit	(10,000)	-
Net income	(9,000)	-
Net income per share	(4.62) yen	-

Note: a revision has been made to the operating results forecast for the period ending March 31, 2009.

3. Other

- (1) Significant change in scope of consolidation during the current fiscal year :No
- (2) Adoption of simplified accounting methods : Yes
- (3) Change in accounting treatment since the previous financial period : Yes
- (4) Type and numbers of outstanding shares

	FY2008 as of Dec. 31	FY2007 as of Mar. 31
Issued stock		
Common stock	1,949,959,257	1,949,959,257
Treasury Stock		
Common stock	4,565,992	2,343,856

- (5) This financial results statement is unaudited and provided for reference only.

Overview of consolidated financial results for third quarter ended 31 December 2008

Qualitative Information/ Financial Statements, etc.

1. Overview of the First Nine Months of the Fiscal 2008 (from April 1, 2008 to December 31, 2008)

(Data from the same period in the previous fiscal year is included for reference purposes.)

In the first nine months of fiscal 2008 (from April 1, 2008 to December 31, 2008), the Japanese economy was characterized by a slowdown in both corporate capital investment and consumer spending. In particular, from September the effects of the financial instability in the U.S. spread throughout the world, raising fears of a global recession. Conditions in Japan also came to increasingly resemble an economic recession, reflected in such factors as declining corporate profits and deteriorating employment conditions.

In this economic environment, the ANA Group consolidated results of operations in the first nine months of fiscal 2008 were as follows:

Operating revenues: ¥1,107.4 billion, down 3.0% year on year

Operating income: ¥40.3 billion, down 57.1% year on year

Recurring profit: ¥22.7 billion, down 71.1% year on year

Net income: ¥9.4 billion, down 92.0% year on year

Performance by business segment was as follows (sales for each business segment include inter-segment sales).

< Domestic Passenger Services >

As a result of the economic slowdown, overall demand fell below the level of the previous year and competition with other airlines and alternative methods of transportation further intensified. Then from September, these already tough conditions deteriorated further when the economic slowdown became even more pronounced. This resulted in an additional cooling-off of demand and our operating environment became even more severe.

Aiming to meet the challenges presented by this situation, we optimized our network to better match supply with demand and implemented revisions to some fares in response to surging jet fuel prices. We also targeted improved profitability through the introduction of the highly fuel-efficient Boeing 737-800 into our fleet.

In sales and marketing, we worked to strengthen our price competitiveness through updating our *Business Toku Wari*, *Business Kippu*, and *Noritsugi Toku Wari* discounted fares. Further, in October we strengthened our customer-capture capabilities by joining up with East Japan Railway to launch a credit card that includes the Suica electronic money function, and from November we began a series of campaigns to stimulate leisure demand, such as *Itadaki-manmosu HOKKAIDO* and *Mattarina Hokkorina OKINAWA*.

Despite the severe operating conditions, as a result of these efforts domestic passenger

numbers in the first nine months of fiscal 2008 were 33.22 million people, a fall of just 4.5% year on year, while operating revenues were down 3.5%, to ¥549.4 billion.

< Domestic Cargo and Mail Services >

Despite a decline in the volume of general mixed cargo that accompanied the economic slowdown, domestic cargo traffic volume increased thanks to such factors as firm demand for home-delivery services and from April a reclassification of domestic freight pricing. Further, we worked to improve profitability by introducing seasonal fares in December, improving unit prices, and stimulating demand for cargo flights during off-peak periods.

In domestic mail services, both volume handled and operating revenues declined year on year due to factors including the change in the method of handling Yu-Pack mail.

As a result of the above, in the first nine months of fiscal 2008 domestic cargo traffic volume rose 4.0% year on year, to 366,000 tons, and operating revenues increased 9.8%, to ¥25.5 billion; and domestic mail volume fell 57.6% year on year, to 29,000 tons, and operating revenues declined 51.0%, to ¥3.0 billion.

< International Passenger Services >

The slowdown in the global economy impacted business demand from the beginning of the nine-month period, particularly for flights to Europe and North America. However, following the marked deterioration of business conditions from September, companies began to noticeably cut back on business trips, resulting in a further cooling-off of business demand. Leisure demand was also sluggish, as in addition to weak demand for overseas travel due to the economic slowdown, there was a decline in sales of services to China because of concerns over food safety and the Sichuan earthquake. Further, the closure of Bangkok Suvarnabhumi International Airport in November and the terrorist incident in Mumbai meant operating conditions further deteriorated. Within this operating environment, we aggressively implemented measures to capture demand by strengthening the competitiveness of our China network, including commencing daily flights from Kansai to Qingdao. The Haneda to Hong Kong service we launched from April proved to be particularly popular, with a passenger load factor of over 70%. Then in October, we implemented measures to optimize our China network by better matching our fleet resources to demand. In sales and marketing, we advanced measures aimed at capturing individual demand, such as the introduction of our highly competitive new Super Eco-wari fare, and in October, we launched an easy-to-use system of fares where prices changes according to seat availability. We also revised fuel surcharges in response to the surging price of jet fuel.

As a result of the above, international passenger numbers in the first nine months of fiscal 2008 were 3.40 million people, meaning we were able to minimize the decline to just 6.5% year-on-year, while operating revenues were practically unchanged, declining 0.2%, to ¥239.3 billion.

< International Cargo and Mail Services >

Demand for outbound shipments from Japan was sluggish because of the effects of the

economic slowdown. In particular, a shift towards marine transport on the Japan–China route saw a decrease in demand for air cargo. Further, the additional worsening of the global economic slowdown from November resulted in substantial decreases across all international cargo markets. Despite these operating conditions, we were able to maintain an overall volume of shipments that exceeded the level of the previous year by aggressively implementing measures to capture demand for shipments from Asia and China to North America and Europe, for shipments of freight within Asia, and also for shipments from North America and Europe to Japan. We also revised fuel surcharges in response to the surging price of jet fuel.

In July, we introduced the world's first 767-300 Boeing Converted Freighter (BCF), and a second aircraft commenced service in December. Also in July, All Express Corporation, our new joint venture providing business-to-business international express delivery services, began operations with services from Japan to Hong Kong and Shanghai. It subsequently expanded its service area in December by commencing deliveries to Guangdong Province and major cities in China.

Despite the economic slowdown, demand for international mail services outbound from Japan was strong to all destinations apart from Europe, and also solid inbound to Japan from North America, Europe, and Asia.

As a result of these factors, during the first nine months of fiscal 2008 cargo traffic volume on international routes increased 14.5 % year on year, to 285,000 tons, and operating revenues were up 9.8%, to ¥59.2 billion. Mail volume carried grew 21.6%, to 13,000 tons, while operating revenues declined 14.0%, to ¥2.8 billion.

< Other Air Transport related Businesses >

In other businesses, we worked to increase revenues from aircraft maintenance and ground handling services provided to other airlines, such as passenger check-in and baggage handling, as well as from in-flight sales. However, operating revenues for the first nine months of fiscal 2008 remained at about the same level year on year, down only 2.8% year on year, to ¥98.8 billion.

As a result of these efforts, we were able to minimize the decline in air transportation operating revenues to just 1.9% year on year, to ¥978.2 billion. However, we implemented an exhaustive series of measures to respond to an operating environment that had become increasingly tough due to such factors as the surging price of jet fuel and the economic recession. As a result of these measures, which included efforts to better match supply with demand and to reduce costs through the introduction of highly fuel-efficient aircraft, operating income declined 56.9%, to ¥37.6 billion.

【 Travel Services 】

In domestic travel services, demand from the fall was strong for Okinawa and Tokyo Disneyland products. However, overall sales were sluggish because of weak demand for package travel services during the peak summer period.

Operating conditions in international travel services remained extremely severe due to a decline in demand for overseas travel accompanying the economic slowdown and sluggish sales of travel services to China because of concerns over the safety of Chinese food and the Sichuan earthquake. However, we implemented decisive measures to strengthen our sales competitiveness, including creating tour packages for the Beijing Olympics, forming a business alliance with KNT Co., Ltd, and developing new kinds of travel services for China.

As a result, travel services operating revenues for the first nine months of fiscal 2008 were down 10.5%, to ¥148.0 billion, while operating income fell 84.6%, to ¥0.3 billion.

【Other Businesses】

Revenues decreased year on year at All Nippon Airways Trading Co., Ltd., due to declines in the volume of work handled at its aircraft and machinery operations.

Despite the solid market launch of the new INFINI LINX PLUS flight reservation system for travel agencies, revenues also declined at INFINI Travel Information Inc., as slumping overseas travel demand caused a fall in the use of its international flight reservation and ticketing system. ANA Information Systems Planning Co., Ltd. recorded increased revenues on strong orders from Group companies.

Due to the above factors, other businesses operating revenues in the first nine months of fiscal 2008 decreased 23.0% year on year, to ¥113.0 billion, and operating income fell 49.4%, to ¥2.3 billion.

2. Qualitative Information Regarding Consolidated Financial Situation

(1) Financial Situation

Assets: There was a reduction in negotiable deposits included in securities under current assets, while there was an increase in deferred tax assets relating to trades to hedge fuel oil and exchange rates. As a result, our total assets increased by ¥4.1billion against the end of the previous year, to ¥1,787.5billion.

Liabilities: Current liability was reduced through progressive payment of corporate and other taxes, while fixed liability was increased due to new financing and the like. Our liabilities increased by ¥134.7billion against the end of the previous year to ¥1,462.1billion. Note that our interest-bearing debt increased by ¥67.4billion against the end of the previous year, to ¥835.3billion, due to new loans and the issuance of corporate bonds.

Net Assets: Given the dividend payment on the basis of the previous year's performance and the net profit result at the third quarter this year, our retained earnings were reduced by ¥0.3billion against the end of the previous year. There was also a reduction in unrealized gain on available-for-sale securities and loss on deferred hedges. As a result, total net assets were ¥325.3billion (a ¥130.5billion decrease from the end of the previous year).

(2) Cash Flows

Operating activities: Net profits before tax adjustments for the quarter in the third-quarter consolidated cumulative period were ¥19.4billion. After applying depreciation and other non-cash items and changes in sales-related debts and credits, our sales-related cash flows from operating activities were

negative ¥1.4billion.

Investment activities: Our main expenditures were the acquisition of aircraft, parts, and the like, and prepayment of aircraft scheduled for introduction; and income from the sale of aircraft consequent to fleet upgrades and the like. As a result, our cash flow from investment activities was negative ¥88.2billion, and our free cash flow was negative ¥89.6billion.

Financial activities: Our payments included repayment of loans, repayment of corporate bonds, payment of leases, and dividend payment, while we procured financing via long-term loans and the issuance of corporate bonds. As a result, our cash flow from investment activities was negative ¥56.8billion.

As a result of the above, our cash and cash equivalents in the third-quarter consolidated cumulative period were down ¥33.0billion against the end of the previous year, and the balance as of the end of the third quarter was ¥146.8billion.

3. Outlook for the Full Fiscal Year

Fears are increasing that the global economic recession, which began with financial instability in the U.S., will worsen, and business sentiment in Japan has further declined as operating conditions become more and more challenging. Moreover, there seems little prospect of an improvement in the near future. Going forward, we forecast that demand in the air transportation industry will continue to decline due to the fall in leisure demand on slumping sales to individuals and the cooling-off of business demand accompanying worsening corporate results. Within this operating environment, we have further revised our full-year consolidated performance forecasts for the fiscal year ending March 31, 2009, and we now forecast that operating revenues will fall below the revision previously announced October 31, 2008. As a result, our plan to pay cash dividends of ¥3.00 per share for the fiscal year ending March 31, 2009, cannot be confirmed at the current point in time as it is necessary to determine dividends after ascertaining future trends. The following revised performance forecasts are based on an exchange rate of ¥95 to the US\$ from the fourth quarter; a market price of US\$46 per barrel of Dubai crude, which is used as an indicator for jet fuel costs; and a price of US\$63 per barrel of Singapore kerosene.

Consolidated Operating Forecasts for the Full Year Ending March 31, 2009 (unit: yen)

	Current revision	Previous revision (Oct, 31)	Change
Operating revenues	1.40 trillion	1.46 trillion	60billion
Operating income	8 billion	55 billion	47billion
Recurring profit	10 billion	29 billion	39billion
Net income	9 billion	17 billion	26billion

4 . Others

- (1) Significant changes in subsidiaries during the period under review (changes in specified subsidiaries due to change in scope of consolidation):
None applicable
- (2) Use of simplified accounting methods, if any:
The calculation of income tax payments was limited to major taxable additions and subtractions and tax credits.
- (3) Changes to accounting methods since the previous financial period, if any:
Effective from the fiscal year ending March 2009, the “Accounting Standard for Quarterly Financial Reporting” (ASBJ Statement No.12) and its Implementation Guidance, “Guidance on Accounting Standard for Quarterly Financial Reporting” (ASBJ Guidance No.14) have been applied.
Quarterly Consolidated financial Statements have been prepared in accordance with “Regulation for Quarterly Consolidated Financial Reporting”.
Effective from the first quarter ended June 30, 2008, the “Practical Solution on Unification of accounting Policies Applied to Foreign Subsidiaries for Consolidated Financial Statements” (ASBJ PITF No.18) has been applied.

5 . Financial Statements & Operating Results

(1) Consolidated Statements of Income (Loss)

Yen (Millions)

	FY2008 third quarter Apr.1 - Dec.31	FY2007 third quarter Apr.1 - Dec.31	Difference
Operating revenues and expenses			
Operating revenues	1,107,424	1,141,555	(34,131)
Operating expenses	864,272	831,624	32,648
Sales, general and administrative expenses	202,820	215,942	(13,122)
Operating income	40,332	93,989	(53,657)
Non-operating income and expenses			
Non-operating income	9,364	8,266	1,098
Interest income	1,314	2,236	(922)
Other	8,050	6,030	2,020
Non-operating expenses	26,941	23,462	3,479
Interest expenses	11,020	10,070	950
Other	15,921	13,392	2,529
Total Recurring Profit	22,755	78,793	(56,038)
Extraordinary gains	1,025	137,853	(136,828)
Gain on sale of property and equipment	-	2,758	(2,758)
Gain on sale of investment securities	294	840	(546)
Gain on sale of hotel businesses	-	132,992	(132,992)
Income from compensation	678	-	678
Other	53	1,263	(1,210)
Extraordinary losses	4,303	26,026	(21,723)
Loss on sale of property and equipment	-	559	(559)
Loss on disposal of property and equipment	121	105	16
Valuation loss on investment securities	3,410	40	3,370
Other	772	25,322	(24,550)
Net income before taxes	19,477	190,620	(171,143)
Income taxes	10,132	71,888	(61,756)
Minority interests (loss)	(73)	754	(827)
Net income	9,418	117,978	(108,560)

(2) Consolidated Balance Sheets Yen (Millions)

Assets	FY2008 as of Dec.31	FY2007 as of Mar.31	Difference
Current assets	482,667	473,499	9,168
Cash and deposits	56,794	51,410	5,384
Trade accounts receivable	101,714	118,226	(16,512)
Marketable securities	90,767	129,279	(38,512)
Inventories (Merchandise)	6,260	6,554	(294)
Inventories (Supplies)	53,729	46,339	7,390
Differed income tax - current	77,945	33,915	44,030
Other	95,873	87,859	8,014
Allowance for doubtful accounts	(415)	(83)	(332)
Fixed assets	1,304,653	1,309,759	(5,106)
Tangible fixed assets	1,076,507	1,099,050	(22,543)
Buildings and structures	104,238	100,381	3,857
Flight equipment	631,893	608,488	23,405
Land	45,824	45,946	(122)
Leased assets	57,775	69,727	(11,952)
Construction in progress and advance payment on aircraft purchase contracts	201,386	241,753	(40,367)
Other	35,391	32,755	2,636
Intangible fixed assets	56,251	47,086	9,165
Investments and others	171,895	163,623	8,272
Investment in securities	53,662	64,579	(10,917)
Differed income tax – long term	81,723	44,848	36,875
Other	37,815	55,549	(17,734)
Allowance for doubtful accounts	(1,305)	(1,353)	48
Deferred assets	198	135	63
Total assets	1,787,518	1,783,393	4,125
Liabilities			
Current liabilities	519,765	546,950	(27,185)
Trade accounts payable	202,907	183,295	19,612
Short-term loans	71	2,580	(2,509)
Current portion of long-term debt	81,041	68,022	13,019
Current portion of bonds payable	30,000	50,000	(20,000)
Lease obligation	12,096	15,797	(3,701)
Accrued income tax	2,798	81,324	(78,526)
Accrued bonuses to employees	6,409	25,103	(18,694)
Provision for potential loss on antitrust proceedings	16,198	16,198	-
Other	168,245	104,631	63,614
Long-term liabilities	942,397	780,497	161,900
Bonds payable	145,000	145,000	-
Long-term debt payable	518,609	429,578	89,031
Lease obligation	48,552	56,899	(8,347)
Accrued employees' retirement benefits	117,201	112,253	4,948
Retirement benefit for directors and Cooperate Auditors	538	531	7
Consolidation adjustment account	2,212	2,787	(575)
Other	110,285	33,449	76,836
Total liabilities	1,462,162	1,327,447	134,715
Net assets			
Shareholders' equity	421,446	422,657	(1,211)
Common stock	160,001	160,001	-
Capital surplus	125,724	125,750	(26)
Retained earnings	137,508	137,829	(321)
Treasury stock	(1,787)	(923)	(864)
Valuation, translation adjustments and others	(100,289)	30,315	(130,604)
Net unrealized holding gain on securities	3,452	7,858	(4,406)
Deferred loss/gain on hedging instruments	(103,395)	22,269	(125,664)
Foreign currency translation adjustments	(346)	188	(534)
Minority interests	4,199	2,974	1,225
Total Net assets	325,356	455,946	(130,590)
Total liabilities and net assets	1,787,518	1,783,393	4,125

(3) Consolidated Statement of Cash Flows

Yen (Millions)

	FY2008 third quarter Apr.1 - Dec.31	FY2007 third quarter Apr.1 - Dec.31
I. Cash flows from operating activities		
Income before income taxes and minority interests	19,477	190,620
Depreciation and amortization	83,543	70,161
Loss (gain) on disposal and sale of fixed assets	4,230	2,205
Loss (gain) on valuation and sale of securities	3,116	(789)
Increase (decrease) in accrued employees' retirement benefit	4,955	3,276
Interest expense	11,020	10,070
Interest and dividend income	(2,614)	(3,676)
Decrease (increase) in notes and accounts receivable-trade	16,502	(2,165)
Increase (decrease) in notes and accounts payable-trade	19,646	5,215
Other, net	(34,371)	(121,863)
Cash generated from operations	125,504	153,054
Interest and dividends received	2,595	3,791
Interest paid	(11,206)	(10,637)
Income tax paid	(118,179)	(4,526)
extra employees' retirement benefit	(136)	(156)
Net cash provided by (used in) operating activities	(1,422)	141,526
II. Cash flows from investing activities		
Payment for purchase of tangible fixed assets	(88,103)	(174,357)
Proceeds from sale of tangible fixed assets	26,697	44,785
Payment for purchase of intangible fixed assets	(18,300)	(13,020)
Payment for purchase of investment securities	(1)	(3,643)
Proceeds from sale of investment securities	71	1,495
Payment for loan receivable	(1,550)	(180)
Collection of loan receivable	991	1,173
Other, net	(8,044)	244,459
Net cash provided by (used in) investing activities	(88,239)	100,712
III. Cash flows from financing activities		
Increase (decrease) in short-term loans (net)	(2,509)	1,500
Proceeds from long-term debt	162,760	54,120
Repayment of long-term debt	(60,780)	(107,752)
Proceeds from issuance of bonds	19,900	-
Redemption of bonds	(40,000)	(45,000)
Repayment of finance lease obligation	(12,800)	-
Payment for dividends	(9,739)	(5,844)
Other, net	36	(1,766)
Net cash provided by (used in) financing activities	56,868	(104,742)
IV. Effect of exchange rate changes on cash and cash equivalents	(299)	(379)
V. Net increase (decrease) in cash and cash equivalents	(33,092)	137,117
VI. Cash and cash equivalents at the beginning of the period	179,964	172,274
VIII. Cash and cash equivalents at the end of the period	146,872	309,391

(4) Segment information

The Company and consolidated subsidiaries conduct operations in Air Transportation, Travel Services and Other Businesses. Businesses other than Air Transportation and Travel Services are insignificant to the consolidated results of operations of the Company and its consolidated subsidiaries and, accordingly, are included in "Other Businesses" in the following segment information:

<FY2008 third quarter Apr.1 - Dec.31>						Yen (Millions)
	Air Transportation	Travel Services	Other Businesses	Total	Elimination	Consolidated
Operating revenues	894,825	134,333	78,266	1,107,424	-	1,107,424
Intra-group sales and transfers	83,413	13,728	34,785	131,926	(131,926)	-
Total	978,238	148,061	113,051	1,239,350	(131,926)	1,107,424
Operating income (loss)	37,652	383	2,331	40,366	(34)	40,332

<FY2007 third quarter Apr.1 - Dec.31>						Yen (Millions)
	Air Transportation	Travel Services	Other Businesses	Total	Elimination	Consolidated
Operating revenues	902,725	150,561	88,269	1,141,555	-	1,141,555
Intra-group sales and transfers	94,555	14,895	58,488	167,938	(167,938)	-
Total	997,280	165,456	146,757	1,309,493	(167,938)	1,141,555
Operating income (loss)	87,310	2,479	4,610	94,399	(410)	93,989

(5) Breakdown of Operating Revenues (Air Transportation)

	Yen (Millions)		
	FY2008 Apr.1- Dec.31	FY2007 Apr.1- Dec.31	Difference
Domestic routes			
Passenger	549,427	569,064	(19,637)
Cargo	25,580	23,307	2,273
Mail	3,021	6,162	(3,141)
Baggage Handling	251	240	11
Subtotal	578,279	598,773	(20,494)
International routes			
Passenger	239,300	239,772	(472)
Cargo	59,236	53,941	5,295
Mail	2,828	3,289	(461)
Baggage Handling	431	396	35
Subtotal	301,795	297,398	4,397
Revenues from scheduled flights	880,074	896,171	(16,097)
Other operating revenues	98,164	101,109	(2,945)
Subtotal	978,238	997,280	(19,042)
Travel Service			
Package tours(Domestic)	111,791	-	-
Package tours (International)	24,012	-	-
Other revenues	12,258	-	-
Subtotal	148,061	-	-
Other Businesses			
Trading and retailing	79,074	-	-
Information and telecommunication	17,732	-	-
Real estate & building maintenance	7,920	-	-
Other revenues	8,325	-	-
Subtotal	113,051	-	-
Total operating revenues	1,239,350	-	-
Intercompany eliminations	(131,926)	-	-
Operating revenue(Consolidated)	1,107,424	-	-

Notes:

1. Segment breakdown is based on classifications employed for internal management.
2. Segment operating revenue includes inter-segment transactions.

(6) Overview of Airline Operating Results (Consolidated)

	FY2008 Apr.1- Dec.31	FY2007 Apr.1- Dec.31	Year-on-Year (%)
Domestic routes			
Number of passengers	33,226,381	34,780,610	95.5
Available seat km (thousand km)	45,243,839	47,387,678	95.5
Revenue passenger km (thousand km)	29,153,960	30,414,958	95.9
Passenger load factor	64.4	64.2	0.2
Cargo (tons)	366,533	352,542	104.0
Cargo traffic volume (thousand ton kg)	356,692	338,484	105.4
Mail (tons)	29,257	69,050	42.4
Mail traffic volume (thousand ton kg)	28,360	71,623	39.6
International routes			
Number of passengers	3,404,322	3,639,894	93.5
Available seat km (thousand km)	21,254,009	21,234,268	100.1
Revenue passenger km (thousand km)	14,992,015	16,091,446	93.2
Passenger load factor	70.5	75.8	(5.3)
Cargo (tons)	285,288	249,144	114.5
Cargo traffic volume (thousand ton kg)	1,323,335	1,218,181	108.6
Mail (tons)	13,831	11,373	121.6
Mail traffic volume (thousand ton kg)	73,429	55,801	131.6

Notes:

Domestic routes: ANA Group + code share flights (IBEX airlines Co., Ltd. Hokkaido international airlines Co., Ltd. Skynet Asia Airways Co., Ltd. and Star Flyer Inc.)

International routes: ANA Group + code share flights (United Airlines and EVA Airways)

Results do not include charter flights.

Domestic route data includes the results of night cargo flights.