

ANA reports consolidated Financial Results for the First 9 Months of FY 2010

1. Consolidated financial highlights for the 9 months ended December 31, 2010

(1) Summary of consolidated operating results

	Yen (Millions)			
	FY2010 9 months Apr.1-Dec.31	Year on Year (%)	FY2009 9 months Apr.1-Dec.31	Year on Year (%)
Operating revenues	1,039,145	12.5	923,764	(16.6)
Operating income (loss)	77,707	-	(37,808)	-
Recurring profit (loss)	58,330	-	(57,631)	-
Net income (loss)	37,542	-	(35,196)	-
Net income (loss) per share	14.97yen	-	(15.52)yen	-

(2) Summary of consolidated financial positions

	Yen (Millions)	
	FY2010 as of Dec.31	FY2009 as of Mar. 31
Total assets	2,025,302	1,859,085
Total net assets	512,753	480,089
Net worth	506,235	473,552
Net worth / total assets	25.0%	25.5%
Net worth per share	201.80yen	188.93yen

2. Consolidated operating results forecast for the period ending March 31, 2011

	Yen (Millions)	
	FY2010	Year on Year (%)
Operating revenues	1,377,000	12.1
Operating income	70,000	-
Recurring profit	37,000	-
Net income	6,000	-
Net income per share	2.39yen	-

Note: A revision of the forecasted operating results for the period ending March 31, 2011 has been made.

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) Number of outstanding shares (Common stock)

	Shares (Thousands)			
		FY2010		FY2009
Issued stock	as of Dec.31	2,524,959	as of Mar. 31	2,524,959
Treasury stock	as of Dec.31	16,420	as of Mar. 31	18,528
Average number during the period	9 months	2,507,146	9 months	2,267,750

(5) This financial results statement is not audited and provided for reference only.

Overview of consolidated financial results for the 9 months ended December 31, 2010

1. Qualitative Information on Consolidated Results

In the first nine months of fiscal 2010 (April 1, 2010 – December 31, 2010; hereinafter referred to as “the nine months”), the Japanese economy has been at a standstill, although capital investment and personal consumption have shown recovery. Furthermore, the future is uncertain because of factors such as a sharp increase in the price of oil, concern over the poor economic performance overseas and exchange rate movements.

Under these economic conditions, consolidated results in the nine months were as follows:

Operating revenue:	¥1.0391 trillion, up 12.5% year-on-year
Operating income:	¥77.7 billion (¥37.8 billion operating loss, previous year)
Recurring profit:	¥58.3 billion (¥57.6 billion recurring loss, previous year)
Net income:	¥37.5 billion (¥35.1 billion net loss, previous year).

Results by segment are summarized below (sales for each business include intersegment sales, operating income is the income for the segment):

Air Transportation

Operating revenue for the air transportation segment during the nine months was ¥930.7 billion, up 14.0% year-on-year; operating income rose to ¥70.2 billion, compared to an operating loss of ¥39.9 billion for the same period last year.

As part of the ANA Group FY 2011 Corporate Plan, the two consolidated subsidiaries, Air Japan and ANA & JPEXpress Co., Ltd., were merged on July 1, 2010, and the three consolidated subsidiaries, such as Air Nippon Network, Air Next Co., Ltd. and Air Central Co., Ltd. were merged on October 1, 2010.

Domestic Passenger Services

The number of passengers during the nine months surpassed that of the same period last year, along with strong demand for both business and leisure travel, due in part to a rebound from the serious decline seen during the previous year caused by the H1N1 influenza.

Within the route network, in conjunction with the new runway at Haneda Airport and in addition to the Haneda-Tokushima route that was reopened in October 31, efforts were made to strengthen the network by adding flights to the Haneda-Hiroshima/Takamatsu, Itami-Fukuoka/Matsuyama, Kansai-Chitose and Chubu-Sendai route. Code sharing service with IBEX Airlines Co., Ltd. and Skynet Asia Airways Co., Ltd. was also increased. During the summer and year-end periods when demand is brisk, flights were added and upsizing aircraft was implemented to continuously match supply to demand.

On the marketing front, more was done to become competitive and tap into latent demand by expanding our Super Tabiwari fares and offering new connection discounts, Noritsugi Tokuwari. In October, the Haneda Airport No. 2 Terminal was enlarged and further attempts were made to become more competitive such as launching the ANA SUITE LOUNGE for ANA Diamond Service members.

The above measures led to 4.5% year-on-year growth in the number of passengers on our domestic routes to 31.55 million people and operating revenues rose 4.7% year-on-year, to ¥503.0 billion, with both surpassing that of the same period last year.

International Passenger Services

Supply was increased for international passengers by initiating new routes and expanding existing

services in the wake of Haneda Airport's recent large increase in international flights. There was a noticeable recovery of demand across the board, primarily for business travel. This was offset to some degree by the consequences from the significant drop in demand in the previous year, effected by the presence of the H1N1 influenza pandemic. Despite the decline in tourist travel to China since the Senkaku Islands issue in November, there was a dramatic increase in the number of passengers in the nine months compared to the same period last year.

With the expansion of Haneda Airport's international flights, new routes were launched in October 31, consisting of Haneda-Los Angeles/Honolulu/ Bangkok/Singapore/Taipei (Songshang) routes. Flights on the Haneda-Seoul (Kimpo) route were increased. In all cases, the reception has been favorable in terms of load factor. In addition to efforts aimed at augmenting demand for departures from local areas as well as Tokyo area, a commemorative campaign was kicked off to promote the new international routes from Haneda with special fares.

While several new ANA international routes were launched at Haneda Airport, ANA also added a new route in July, between Narita and Munich. Also, aircraft size was enlarged for the Haneda-Hong Kong and Narita-Honolulu/Quindao routes in anticipation of greater demand.

A new function was added in July to the ANA website as part of efforts to develop the market in China and Asia that allows for advance ticket purchases in local currencies. This is part of an effort to improve competitiveness by making the website more user-friendly.

Inspiration of Japan, which is a new product and service concept for aircraft on the New York and Frankfurt routes, has also been incorporated into the London route since October. It is showing a high load factor.

As a result of the above, in the nine months, there were 3.9 million passengers on international routes, up 14.5% year-on-year, which surpassed that of the same period last year. Operating revenue was also better than last year to post at ¥215.0 billion, up 37.3% year-on-year, as unit prices improved along with the rebound in business demand.

Cargo Services

Although demand originating from local areas in Japan that is directly tied to the international routes has increased, the cargo volume handled in the nine months dropped relative to the same period last year, due to a reduction in the amount of available space, due to the introduction of smaller aircraft in the first half.

The tariff for domestic cargo was partially revised in October and a system was introduced that enabled freight space to be utilized more effectively.

As a result of the above, although the domestic cargo volume handled in the nine months declined to 346,000 tons, down by 1.9% year-on-year, operating revenues held steady at ¥24.5 billion, up 0.8% year-on-year. The volume of domestic mail transported was 23,000 tons, a 7.4% year-on-year decline, while operating revenues declined to ¥2.5 billion, a drop of 3.6% year-on-year.

As for international cargo service, there was brisk demand for parts related to liquid crystal displays and semiconductors within the Asian region. Demand for shipments originating in Japan bound for North America was strong and consisted primarily of auto parts. The international cargo volume handled in the nine months was better than the same period last year.

Steps were taken beginning on October 31 to strengthen the network of flight services by increasing the number of flights for direct routes between Japan and points in Asia such as the Narita-Shanghai (Pudong)/Hong Kong/Taipei routes in response to high demand. Attempts were made to accommodate demand by responding dynamically to indications of local demand for cargo availability in terms of location and timing.

The Okinawa cargo hub network has been showing good results in the one-year period of use that

began in October 2009. In addition, since the increase of international flights launched at Haneda Airport, there has been a significant increase in cargo capacity on international passenger flights that has translated into new demand for shipments between North America, Japan and Asia.

The above efforts led to 40.1% year-on-year increase in international cargo transport volume, to 425,000 tons, and a 66.7% year-on-year increase in revenues, to ¥65.0 billion. International mail transport volume was 17,000 tons, an increase of 9.0%, however, operating revenues fell to ¥2.3 billion, marking a 4.7% decline year-on-year.

Other Air Transport-Related Businesses

Other air transport-related businesses indicated a drop in operating revenue from aircraft maintenance service provided to other airlines. However, revenue from ground handling services, including passenger check-in and baggage handling services, showed a rise. As a result, operating revenue from other air transport-related businesses in the nine months was ¥118.0 billion, a rise of 6.7% year-on-year.

Travel Services

Although operating revenues for the travel services in the nine months was down by 1.6% year-on-year at ¥124.8 billion, operating income was ¥3.2 billion, compared with of the ¥200 million loss incurred during the same period last year. Details are as follows:

As part of the ANA Group FY2011 Corporate Plan, on October 1, 2010, four consolidated subsidiaries were merged: ANA Sales, ANA Sales Hokkaido, ANA Sales Kyushu and ANA Sales Okinawa.

In domestic travel, Tabisaku, a dynamic package that allows for airline ticketing and lodging to be combined freely, has been producing favorable results in response to the extension of the period during which reservations can be made as short as three days prior to departure. The featured program of ANA Sky Holiday has also been favorable with its city plan for travel from various localities to the Tokyo area, with the leading product being travel to Tokyo Disney Resort. Despite a decrease in travel to leading areas such as Hokkaido, Okinawa and Kyushu in the first half, travel for Hokkaido and Kanto has been brisk since October, and sales revenue from domestic leisure travel during the nine months was basically unchanged from the same period last year.

Overseas travel in the first-half benefited from strengthened marketing efforts aimed at charter flights departing from Haneda. Although demand on certain routes have suffered since November because of the Senkaku Islands issue and attack on South Korea, sales for regular flights departing from Haneda since the end of October have been favorable. Operating revenue from overseas travel in the nine months outperformed the same period last year.

Other Business

In the nine months, operating revenues for the Other Business category were ¥104.4 billion, up 1.1% year-on-year. Efforts to reduce costs resulted in 83.0% year-on-year growth in operating income, to ¥4.0 billion. The status of key companies is as follows:

All Nippon Airways Trading Co., Ltd., which engages in trading, distribution, and retail sales, saw a rise in the volume of aircraft and machinery business handled, and achieved growth in revenues from the rebound in the retail sector, mainly at its airport shops.

INFINI Travel Information, Inc., a provider of international route reservation and ticketing systems to airlines and travel agencies, saw growth in the use of reservation and ticketing systems for international routes, resulting from the growth in demand for overseas travel.

ANA Information Systems Planning Co., Ltd., which primarily provides system development,

maintenance and operation services to ANA and its group companies, saw revenue fall caused by a drop in development projects.

2. Qualitative Information Regarding Consolidated Financial Situation

(1) Financial Situation

Assets: Our total assets increased by ¥166.2 billion against the end of FY2009, to ¥2,025.3 billion due to factors including an increase in cash reserves by new financing, and an increase in aircraft and construction in progress with continuing investment.

Liabilities: Bonds and long-term debt increased from new issuing and financing for fixed debt, and our derivative debt relating to currency-exchange hedges increased. As a result, our liabilities increased by ¥133.5 billion against the end of the last period, to ¥1,512.5 billion. Note that due to new bonds and loans, our interest-bearing debt increased by ¥73.3 billion against the end of the last period, to ¥1,015.0 billion.

Net Assets: Total net assets were ¥512.7 billion by ¥32.6 billion increase from the end of last period, with a greater loss in deferred hedges.

(2) Cash Flows

Operating activities: Net income for the 9 months before tax adjustments was ¥60.9 billion. After applying depreciation and other non-cash items and changes in sales-related debts and credits, our cash flow from operating activities was positive ¥182.4 billion.

Investment activities: We had expenditures from the acquisition of aircraft and parts, and prepayment of aircraft scheduled for introduction, and making fixed-term deposits. As a result, our cash flow from investment activities was negative ¥173.7 billion, and our free cash flow was positive ¥8.7 billion.

Financial activities: Our payments included repayment of loans and payment of leases, while we produced new corporate bonds and procured financing via long-term loans. As a result, our cash flow from investment activities was positive ¥66.5 billion.

As a result of the above, our cash and cash equivalents in the 9 months period were up ¥74.9 billion against the end of the previous period, resulting in a balance of ¥223.1 billion.

3. Qualitative Information Regarding Consolidated Operating Forecast

Currently, no revision is being made to the consolidated operating forecast.

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 1st quarter of the current fiscal year, the "Accounting Standard for Asset Retirement Obligations" (ASBJ Statement No.18; Mar. 31, 2008) and the "Implementation Guidance on Accounting Standard for Asset Retirement Obligations" (ASBJ Implementation Guidance No.21; Mar. 31, 2008) are to be applied, as a result of this change, operating income decreased by ¥100 million, ordinary income decreased by ¥100 million, and loss before income taxes increased by ¥2,230 million.

5. Financial Statements & Operating Results

(1) Consolidated Balance Sheets

	Yen (Millions)	
Assets	FY2010 as of Dec.31	FY2009 as of Mar.31
Current assets	564,270	421,516
Cash, deposits and Marketable securities	73,281	13,246
Trade accounts receivable	114,356	96,833
Marketable securities	242,194	180,576
Inventories (Merchandise)	6,296	5,545
Inventories (Supplies)	51,896	51,365
Differed income tax - current	26,583	24,715
Other	50,441	49,982
Allowance for doubtful accounts	(777)	(746)
Fixed assets	1,460,420	1,436,760
Tangible fixed assets	1,185,144	1,152,354
Buildings and structures	113,435	109,642
Flight equipment	714,289	646,100
Land	57,623	51,617
Leased assets	38,501	43,796
Construction in progress and advance payment on aircraft purchase contracts	224,124	262,951
Other	37,172	38,248
Intangible fixed assets	69,952	70,577
Investments and others	205,324	213,829
Investment in securities	52,722	50,588
Differed income tax - long term	111,730	124,558
Other	41,900	40,052
Allowance for doubtful accounts	(1,028)	(1,369)
Deferred assets	612	809
Total assets	2,025,302	1,859,085

Liabilities and Net assets	FY2010 as of Dec.31	FY2009 as of Mar.31
Liabilities		
Current liabilities	542,785	472,613
Trade accounts payable	177,473	151,017
Short-term loans	29,201	29,096
Current portion of long - term debt	114,276	99,820
Current portion of bonds payable	60,000	40,000
Lease obligation	11,626	11,859
Accrued income tax	5,376	2,670
Accrued bonuses to employees	16,508	11,382
Provision for potential loss on antitrust proceedings	116	16,846
Asset retirement obligations	430	-
Other	127,779	109,923
Long - term liabilities	969,764	906,383
Bonds payable	95,000	95,000
Long - term debt payable	670,883	628,609
Lease obligation	34,081	37,307
Accrued employees' retirement benefits	122,494	119,425
Retirement benefit for directors and Cooperate Auditors	526	517
Asset retirement obligations	2,570	-
Consolidation adjustment account	493	919
Other	43,717	24,606
Total liabilities	1,512,549	1,378,996
Net assets		
Shareholders' equity	530,891	485,510
Common stock	231,381	231,381
Capital surplus	196,379	196,635
Retained earnings	109,129	64,510
Treasury stock	(5,998)	(7,016)
Valuation, translation adjustments and others	(24,656)	(11,958)
Net unrealized holding gain on securities	623	1,516
Deferred gain on hedging instruments	(24,470)	(13,212)
Foreign currency translation adjustments	(809)	(262)
Minority interests	6,518	6,537
Total Net assets	512,753	480,089
Total liabilities and net assets	2,025,302	1,859,085

(2) Consolidated Statements of Income (Loss)

Yen (Millions)

	FY2009 9 months Apr.1 – Dec.31	FY2010 9 months Apr.1 – Dec.31
Operating revenues and expenses		
Operating revenues	923,764	1,039,145
Operating expenses	789,115	796,526
Sales, general and administrative expenses	172,457	164,912
Operating (loss) income	(37,808)	77,707
Non-operating income and expenses		
Non-operating income	8,611	6,158
Interest income	753	771
Other	7,858	5,387
Non-operating expenses	28,434	25,535
Interest expenses	13,733	14,554
Other	14,701	10,981
Total recurring (loss) profit	(57,631)	58,330
Extraordinary gains	2,189	16,843
Gain on sale of investment securities	15	-
Gain on transfer of benefit obligation relating to employees' pension fund	1,723	-
Income from compensation damages	273	75
Reversal of provision for loss on antitrust proceedings	-	16,729
Other	178	39
Extraordinary losses	2,572	14,234
Loss on disposal of property and equipment	448	615
Valuation loss on investment securities	387	3,535
Expenses related to antitrust proceedings	638	638
Provision for loss on antitrust proceedings	-	6,835
Loss on adjustment for changes of accounting standard for asset retirement obligations	-	2,130
Other	1,099	481
Net (loss) income before taxes	(58,014)	60,939
Income taxes	(22,644)	23,274
Net (loss) income before minority interests	-	37,665
Minority interests	(174)	123
Net (loss) income	(35,196)	37,542

(3) Consolidated Statement of Cash Flows

	Yen (Millions)	
	FY2009 9 months Apr.1 – Dec.31	FY2010 9 months Apr.1 – Dec.31
I. Cash flows from operating activities		
(Loss) income before income taxes and minority interests	(58,014)	60,939
Depreciation and amortization	84,213	87,611
Loss on adjustment for changes of accounting standard for asset retirement obligations	-	2,130
Loss (gain) on disposal and sale of fixed assets	6,329	4,033
Loss on valuation and sale of securities	570	3,535
Increase in accrued employees' retirement benefit	3,127	3,609
Interest expense	13,733	14,554
Interest and dividend income	(2,258)	(2,334)
Increase in notes and accounts receivable-trade	(7,242)	(17,523)
Increase in notes and accounts payable-trade	17,314	26,456
Other, net	(2,023)	14,206
Cash generated from operations	55,749	197,216
Interest and dividends received	2,222	1,828
Interest paid	(13,664)	(14,294)
Income tax received (paid)	38,905	(1,605)
Extra employees' retirement benefit paid	(157)	(664)
Net cash provided by operating activities	83,055	182,481
II. Cash flows from investing activities		
Decrease(increase) in time deposits	(52,902)	(50,019)
Payment for purchase of short-term investment securities	(71,000)	(97,860)
Proceeds from sale of short-term investment securities	-	101,140
Payment for purchase of tangible fixed assets	(164,581)	(121,013)
Proceeds from sale of tangible fixed assets	6,985	11,593
Payment for purchase of intangible fixed assets	(16,149)	(16,991)
Payment for purchase of investment securities	(2)	(3)
Proceeds from sale of investment securities	293	493
Payment for purchase of investments in subsidiaries resulting in changes in scope of consolidation	(2,374)	-
Payment for loan receivable	(2,057)	(1,608)
Proceeds from collection of loan receivable	761	418
Other, net	(3,015)	125
Net cash used in investing activities	(304,041)	(173,725)

	FY2009 9 months Apr.1 – Dec.31	FY2010 9 months Apr.1 – Dec.31
III. Cash flows from financing activities		
(Decrease) increase in short-term loans (net)	(17,478)	105
Proceeds from long-term debt	168,481	140,600
Repayment of long-term debt	(74,898)	(83,870)
Proceeds from issuance bonds	-	19,909
Redemption of bonds	(20,000)	-
Repayment of finance lease obligation	(9,216)	(11,014)
Proceeds from issuance of stock	141,866	-
Payment for dividends	(1,933)	-
Net (increase) decrease in treasury stock	(1,276)	863
Other, net	(3,242)	(86)
Net cash provided by (used in) financing activities	182,304	66,507
IV. Effect of exchange rate changes on cash and cash equivalents	(146)	(301)
V. Net (decrease) increase in cash and cash equivalents	(38,828)	74,962
VI. Cash and cash equivalents at the beginning of the period	143,436	148,189
VII. Cash and cash equivalents at the end of the period	104,608	223,151

(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:

<FY2009 9 months Apr.1 – Dec.31>						Yen (Millions)
	Air Transportation	Travel Services	Other Businesses	Total	Elimination	Consolidated
Operating revenues	740,982	114,963	67,819	923,764	-	923,764
Intra-group sales and transfers	75,381	11,967	35,527	122,875	(122,875)	-
Total	816,363	126,930	103,346	1,046,639	(122,875)	923,764
Operating income (loss)	(39,966)	(203)	2,192	(37,977)	169	(37,808)

Overseas sales

<FY2009 9 months Apr.1 – Dec.31>	
Overseas net sales	84,930 Yen (Million)
Consolidated net sales	923,764 Yen (Million)
Overseas net sales as a percentage of consolidated net sales	9.2 %

Notes:

1. "Overseas" consists substantially of America, Europe, China and Asia.
2. "Consolidated overseas net sales" indicates sales of the Company and its consolidated subsidiaries in countries or regions other than Japan.

<FY2010 9 months Apr.1 – Dec.31>							Yen (Millions)
	Reportable Segment			Other	Total	Adjustment	Consolidated
	Air Transportation	Travel Services	Subtotal				
Operating revenues	855,594	115,231	970,825	68,320	1,039,145	-	1,039,145
Intra-group sales and transfers	75,118	9,661	84,779	36,127	120,906	(120,906)	-
Total	930,712	124,892	1,055,604	104,447	1,160,051	(120,906)	1,039,145
Segment result	70,204	3,266	73,470	4,012	77,482	225	77,707

Effective from the 1st quarter of the current fiscal year, the "Accounting Standard for Disclosures about Segments of an Enterprise and Related information" (ASBJ Statement No.17; Mar. 27, 2009) and the "Implementation Guidance on the Accounting Standard for Disclosures about Segments of an Enterprise and Related information" (ASBJ Implementation Guidance No.20; Mar. 21, 2008) are to be applied.

(5) Breakdown of Operating Revenues (Air Transportation)

	Yen (Millions)		
	FY2009 9 months Apr.1- Dec.31	FY2010 9 months Apr.1- Dec.31	Difference
Domestic			
Passenger	480,549	503,032	22,483
Cargo	24,400	24,588	188
Mail	2,674	2,577	(97)
Subtotal	507,623	530,197	22,574
International			
Passenger	156,546	215,009	58,463
Cargo	39,013	65,021	26,008
Mail	2,505	2,388	(117)
Subtotal	198,064	282,418	84,354
Revenues from scheduled flights	705,687	812,615	106,928
Other operating revenues	110,676	118,097	7,421
Subtotal	816,363	930,712	114,349
Travel Service			
Package tours (Domestic)	100,031	100,008	(23)
Package tours (International)	16,668	17,043	375
Other revenues	10,231	7,841	(2,390)
Subtotal	126,930	124,892	(2,038)
Subtotal of reportable segment	943,293	1,055,604	112,311
Other			
Trading and retailing	71,398	72,064	666
Information and telecommunications	18,415	17,792	(623)
Real estate & building maintenance	7,423	12,464	5,041
Other revenues	6,110	2,127	(3,983)
Subtotal	103,346	104,447	1,101
Total operating revenues	1,046,639	1,160,051	113,412
Intra-company eliminations	(122,875)	(120,906)	1,969
Operating revenue(Consolidated)	923,764	1,039,145	115,381

Notes:

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

(6) Overview of Airline Operating Results (Consolidated)

	FY2009 Apr.1- Dec.31	FY2010 Apr.1- Dec.31	Year on year (%)
Domestic			
Number of passengers	30,190,569	31,553,129	104.5
Available seat km (thousand km)	43,589,037	42,789,049	98.2
Revenue passenger km (thousand km)	26,759,523	27,949,848	104.4
Passenger load factor (%)	61.4	65.3	3.9
Available cargo capacity (thousand ton-km)	1,447,788	1,406,537	97.2
Cargo (tons)	352,869	346,133	98.1
Cargo traffic volume (thousand ton-km)	348,735	343,894	98.6
Mail (tons)	25,201	23,334	92.6
Mail traffic volume (thousand ton-km)	25,562	24,083	94.2
Cargo and mail load factor (%)	25.9	26.2	0.3
International			
Number of passengers	3,411,498	3,906,745	114.5
Available seat km (thousand km)	20,131,037	21,688,008	107.7
Revenue passenger km (thousand km)	15,016,722	16,883,958	112.4
Passenger load factor (%)	74.6	77.8	3.3
Available cargo capacity (thousand ton-km)	2,009,876	2,262,843	112.6
Cargo (tons)	303,434	425,247	140.1
Cargo traffic volume (thousand ton-km)	1,267,393	1,560,164	123.1
Mail (tons)	15,647	17,049	109.0
Mail traffic volume (thousand ton-km)	81,648	80,986	99.2
Cargo and mail load factor (%)	67.1	72.5	5.4
Total			
Number of passengers	33,602,067	35,459,874	105.5
Available seat km (thousand km)	63,720,074	64,477,058	101.2
Revenue passenger km (thousand km)	41,776,245	44,833,806	107.3
Passenger load factor (%)	65.6	69.5	4.0
Available cargo capacity (thousand ton-km)	3,457,665	3,669,381	106.1
Cargo (tons)	656,303	771,381	117.5
Cargo traffic volume (thousand ton-km)	1,616,128	1,904,058	117.8
Mail (tons)	40,849	40,383	98.9
Mail traffic volume (thousand ton-km)	107,211	105,070	98.0
Cargo and mail load factor (%)	49.8	54.8	4.9

Notes:

1. Domestic passenger data : ANA Group + code share flights (IBEX airlines Co., Ltd., Hokkaido international airlines Co., Ltd., Skynet Asia Airways Co., Ltd., Star Flyer Inc., and Oriental Air Bridge Co., Ltd.)
2. Results do not include non-scheduled flights.
3. Domestic cargo and mail data : ANA Group + code share flights (Hokkaido international airlines Co., Ltd., Skynet Asia Airways Co., Ltd., and Oriental Air Bridge Co., Ltd.)
4. Domestic cargo data includes the results of night cargo flights.
5. International available cargo capacity includes code share flights, buying freight transportation and land transportation
6. Available seat km = Available seats for each sector × distance traveled.
7. Revenue passenger km = Passengers for each sector × distance traveled.
8. Available cargo capacity = Total cargo capacity available for each sector × distance traveled.
9. Cargo and Mail traffic volume = Cargo and Mail weight for each sector × distance traveled.
10. Cargo and mail load factor = Cargo and Mail traffic volume / available cargo capacity