

## ANA to Add Winglets to 767-300ER Fleet ~ In a Japan First, ANA Spreads its Green Wings Wider under its Ecology Plan 2008-2011 ~

TOKYO July 11, 2008 ANA will become the first Japanese airline to add performance-enhancing blended winglets to its Boeing 767-300ER fleet from the coming fiscal year, commencing April 1, 2009.

As laid out in its Ecology Plan 2008-2011, which calls for the airline to reduce CO<sub>2</sub> emissions, ANA will introduce the carbon fibre winglets to a total of 16 767-300ERs from fiscal 2009, which commences April 1, 2009, including the two variants that will be delivered in the current fiscal year.



Manufactured by Airline Partners Boeing, each winglet is 3.4m long, 4.5 m wide, and will extend the length of each wing by 1.65m. By improving the aerodynamics of the wing, ANA expects to make an efficiency gain of 5%, or a saving of 2,100 tonnes of CO<sub>2</sub> per annum for each aircraft.

“Enhancing our current fleet in this way underlines ANA’s commitment to flying the most fuel efficient and environmentally friendly aircraft in the most efficient way possible. We are harnessing technologies available today and are actively changing our operational procedures according to best practice. For the future, we will be the first to receive and fly the Boeing 787 and Mitsubishi Regional Jet, both of which will usher in new levels of economic and environmental performance,” said Tomonobu Matsumura, director of ANA’s CSR Promotion, Environmental and Social Affairs.

In January this year, ANA underwent an IATA Fuel Efficiency Gap Analysis (FEGA), which identified areas for potential fuel savings, including the optimization of fuel carried on each flight. Based on the report by the FEGA team ANA has set up an on-going company-wide project to implement the findings, which resulted in the decision to incorporate the 767-300ER winglets.

To date, ANA has also implemented other measures designed to reduce fuel burn and related emissions. These include operational elements such as flying at optimal altitude and speed, taxiing without all engines running, using reverse idle on landing, and giving simulator training to encourage fuel-saving habits; and

non-operational elements, such as using lighter utensils, crockery and carts and other goods onboard, washing the engine compressor with water to increase efficiency by removing drag-inducing carbon deposits.

The fruits of these efforts were a reduction in CO<sub>2</sub> emissions of 11.4% per ASK in fiscal year 2007 compared with fiscal 1990 levels.

## Contact

Rob Henderson, ANA Public Relations: [r.henderson@ana.co.jp](mailto:r.henderson@ana.co.jp)