

## ANA Group Announces Route Network and Corporate Plan for FY2011

- ~First service to inland China with launch of Narita-Chengdu route~
- ~Launch of Joint Venture with United Airlines and Continental Airlines~
- ~Increase in capacity to meet demand and further enhance profitability~

**TOKYO January 18, 2011** – ANA Group, Japan's leading airline, today announced details of its route network and corporate plan for the financial year commencing on April 1, 2011

Following the expansion of capacity at Tokyo airports in FY2010, ANA has worked to establish new destinations and increase flights on existing routes. A further increase in runway slots is planned in the medium term, and this represents an opportunity for ANA Group to expand operations in what is becoming an intensely competitive business environment. In addition, the airline industry generally is facing more competition from other modes of transport, for example the opening of full Shinkansen bullet train services to Kyushu.

In this environment, ANA plans to optimize its fleet and increase the efficiency of its operations further, to ensure stable positive cash flow and increased profits. At the same time, ANA will work to improve passenger service and choice by launching its joint business venture with United Airlines and Continental Airlines.

### 1. Overview

#### 1) Overview of International Passenger Services

##### Launch of Narita-Chengdu Route

ANA plans to launch flights between Narita and Chengdu in June 2011, its first service to an inland destination in China. While ANA currently operates regular scheduled passenger services to 9 cities and 10 airports in China, they are all coastal destinations. As part of the Chengyu Economic Zone\*, Chengdu has been designated by the Chinese government as a key development zone. The city and its surrounding region comprise an economy with nearly 100 million people which is expected to witness further economic and population growth in the mid- to long-term. The area is also rich in tourist attractions, including World Heritage sites such as the Jiuzhaigou Valley and the Huanglong Scenic Area, and offers distinctive Sichuan cuisine which is popular in Japan. While access to China's interior previously involved taking connection flights through Beijing, Shanghai, or other cities, these direct flights will offer improved convenience for the traveler.

\*Chengyu Economic Zone: An economic zone centered around the cities of Chongqing, and Sichuan Province's Chengdu.

Details of the service are as follows (Subject to approval by relevant authorities):

Route	Narita to/from Chengdu
Service Starts	June 19, 2011 (Sunday) *Flights from Chengdu will operate from Monday, June 20.
Timetable (Local time)	NH947 Narita 17:35 Chengdu 22:20 (every day) NH948 Chengdu 09:05 Narita 15:00 (Mo, Tu, We, Fr, and Su) Chengdu 08:55 Narita 14:50 (Th, Sa) *Operates daily
Aircraft	Boeing 737-700ER (Business Class: 8; Economy Class: 112) *Operated by ANK

\*This may differ according to daily aircraft and operating conditions.

### Strengthening Routes to China and Asia

ANA also plans to increase frequency on its Haneda-Beijing and Haneda-Shanghai routes after the aviation agreement between Japan and China concludes. Introduction of additional Boeing 767-300ER aircraft will see the introduction of a larger aircraft on Narita-Beijing and Narita-Taipei (Taoyuan) services.

### Strengthened Product

ANA will continue to roll out cabin improvements in its fleet of Boeing 777-300ER (installing ANA STAGGERED seats in Business Class and fixed back shell seats in Economy Class), which have been well-received on European and American routes. It will also expand the number of routes featuring these products. Introduction of additional newly designed Boeing 767-300ER aircraft (equipped with the ANA BUSINESS CRADLE in Business Class and fixed back shell seats in Economy Class) will offer improved product, primarily on Southeast Asian routes.

### Launch of Trans-Pacific Joint Venture with United Airlines and Continental Airlines

Following the granting of anti-trust immunity by Japan and U.S. authorities, ANA Group will commence its joint venture (JV) with United Airlines and Continental Airlines on trans-pacific routes on April 1, 2011. The three airlines have already worked together through code sharing, mileage alliances, and collocation of departure terminals as Star Alliance partners. Implementation of the JV will call for integration of the airlines' domestic and international networks, along with common fares, and adjustments to their respective timetables. This will enable passengers to choose from a wider selection of convenient flight combinations, while also retaining each carrier's unique service features. On routes operated under the JV, passengers will also earn miles under the same terms and conditions of their existing mileage programs, regardless of which airline they choose to fly with. Details of fares will be provided in a separate announcement.

Overview of JV

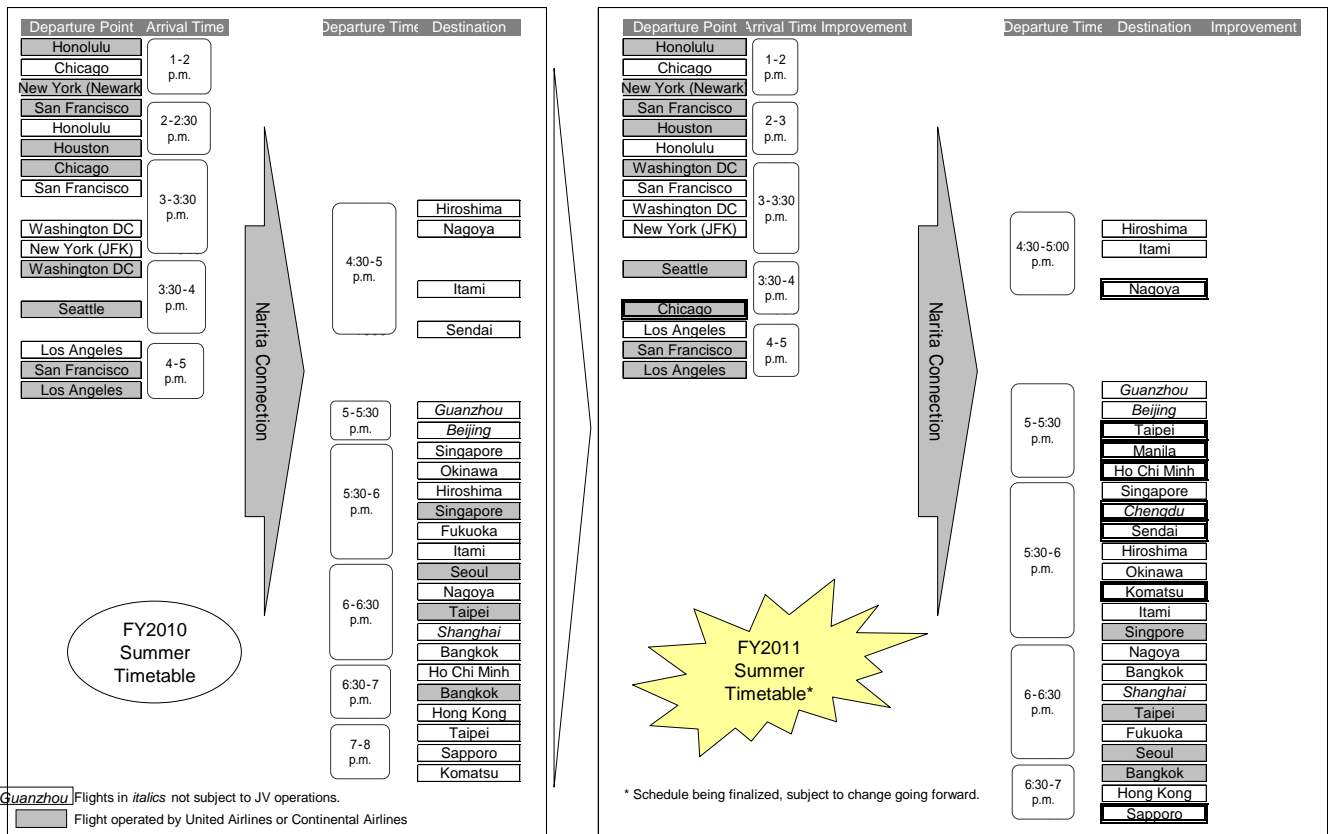
Targeted Region	Operated by	
	ANA	United Airlines, Continental Airlines
Trans-Pacific Routes under JV (during Summer 2011 timetable *1)	Narita=San Francisco Narita=Los Angeles Narita=Chicago Narita=New York (JFK) Narita=Washington D.C. Narita=Honolulu Haneda=Los Angeles Haneda=Honolulu	Narita=San Francisco Narita=Los Angeles Narita=Seattle Narita=Chicago Narita=Washington D.C. Narita=Honolulu Narita=New York (Newark) Narita=Houston Kansai=San Francisco Hong Kong=Chicago Hong Kong=San Francisco Incheon=San Francisco Hong Kong=New York (Newark)
Onward segment *2 under JV	Domestic routes in Japan Asian routes (excluding China *3)	North America (U.S. including Hawaii, Canada) Central/South America Caribbean countries Asian cities (excluding China *3)

\*1 Subject to change going forward as route plan is still being finalized.

\*2 Segments outside of Japan/U.S. conditional upon approval based on laws in each region.

\*3 Hong Kong will be included in the JV scope

Example of enhanced timetable for connections at Tokyo, Narita under the JV



Points of improvement:

Moving the timetable of United's Chicago service back 55 minutes (15:00→15:55) increases number of connections to ANA's flights from 10 routes 13 flights to 19 routes 22 flights. (2 due to launch of new routes, 3 due to connecting flight timetable improvements)

Moving departure of one of ANA's two evening flights to Nagoya back 25 minutes enables connections to more North American flights.

Moving departure time of Taipei flight significantly earlier reducing connection time to North American routes.

With the new Manila route beginning February 27 this year, moving departure time 30 minutes earlier from the winter timetable will reduce flight connection times.

Moving departure time of Ho Chi Minh City route significantly earlier would reduce connection time to North American routes.

New service on Chengdu route provides additional connection point.

Moving departure of Sendai route back 45 minutes enables connection to ANA's service to Los Angeles.

Moving departure of Komatsu route 95 minutes earlier reduces connection time at Narita.

## 2) Overview of Domestic Passenger Services

### Routes at Tokyo, Haneda

Further additional slots by introduction of the Haneda fourth runway, together with provisional slots given until the Japan/China aviation agreement\* concludes, we expect to increase 7 routes in and out of Haneda Airport, ANA's main hub for domestic network. In particular for Haneda=Itami routes, it is planned that the early morning flights will be increased by utilizing aircrafts stationed overnight at the airport.

\* Subject to change during the period in question depending on the status of aviation agreement between Japan and China.

### Routes at Osaka (Itami, Kansai), Chubu, and other Airports

Given significant changes in the competitive environment, such as the launch of rival airline services and the start of full Shinkansen bullet train services to Kyushu in March 2011, ANA will maintain the increased level of frequencies implemented in FY2010. Other plan includes increased services to and from Osaka (Itami, Kansai) and Chubu, extend periods of seasonal service (flight increases), and resume its Matsuyama=Chitose route which will increase its frequency to compete with the Sanyo/Kyushu Shinkansen service.

Since July 2010, ANA has created a regional hub at Chitose airport to serve increased demand for connections to/from Hokkaido. Furthermore starting in June 2011, ANA will implement a new strategy to meet the seasonal fluctuations in demand, through optimizing flight frequencies, choosing appropriate type of aircraft, and introducing convenient timetables.

## 3) Overview of Cargo Services

As in FY2010, ANA will continue to improve the profitability of its late night cargo hub in Okinawa for its freighter service, and increase daytime routes to China and Asia. ANA will also increase cargo capacity on passenger services by operating more flights using larger aircraft with greater space in their cargo bellies.

## 2. Content

### 1) International Passenger Services

#### Newly Launched & Resumed

Route	Start	Current	New	
Narita = Chengdu	June 19, 2011	-	737-700	7/ week
Chubu = Shanghai (Pudong)	March 27, 2011	Temporarily suspended	737-700	7/ week

\*1

\*Conditional upon approval from the relevant authorities.

\*1 Previously announced on December 24, 2010.

Operation under the Winter, 2011 timetable to be finalized at a later date.

#### Increased Frequency

Route	Start	Current		New	
Narita = Shenyang	March 27, 2011	737-700/ A320-200	3-7/ week	737-700	7/ week
Haneda = Beijing	Being finalized	777-200ER	7/ week	Being finalized	14/ week
Haneda = Shanghai (Hongqiao)	Being finalized	777-200ER	7/ week	Being finalized	14/ week

\*2

\*3

\*3

\*Conditional upon approval from the relevant authorities.

\*2 Operating 3/ week using A320-200 from October 31, 2010 to January 31, 2011.

Operation under the Winter, 2011 timetable to be finalized at a later date.

\*3 Subject to agreement by relevant authorities of Japan and China.

#### Aircraft-type Changes

Route	Start	Current		New	
Narita = Beijing	March 27, 2011	A320-200	14/ week	A320-200	7/ week
				767-300ER	7/ week
Narita = Taipei (Taoyuan)	May 1, 2011	A320-200	7/ week	767-300ER	7/ week

\*Conditional upon approval from the relevant authorities.

## 2) Domestic Passenger Services

Increased Frequency (at Haneda Airport)

Route	Start	Current	New
Haneda = Itami	March 27, 2011	14/ day	15/ day
Haneda = Kansai	March 27, 2011	4/ day	5/ day
Haneda = Kobe	March 27, 2011	2/ day	3/ day
Haneda = Sapporo	March 27, 2011	15/ day	16/ day
Haneda = Okinawa	March 27, 2011	9/ day	10/ day
Haneda = Hakodate	March 27, 2011	2/ day	3/ day
Haneda = Shonai	March 27, 2011	4/ day	4-5/ day (5/ day during Apr, May, Oct)

\*Conditional upon approval from the relevant authorities.

\*Subject to agreement by relevant authorities of Japan and China.

Resumed Service, Increased Frequency, Extended Periods of Operation (Itami, Kansai, Kobe, Chubu, and others)

Route	Start	Current	New
Itami = Kumamoto	April 1, 2011	4/ day	5/ day
Itami = Sendai	July 1, 2011	5/ day	7/ day
Itami = Niigata	July 1, 2011	4/ day	5/ day
Kansai= Chitose	March 27, 2011	4-5/ day (5/ day from Oct 31)	6/ day year round
Kansai= Memanbetsu	June 1, 2011	0-1/ day (Seasonal operation from Jun through Sep)	0-1/ day (Seasonal operation from Jun through Oct)
Kansai = Asahikawa	May 1, 2011	0-1/ day (Seasonal operation from Jun through Sep)	0-1/ day (Seasonal operation from May through Oct)
Kansai = Hakodate	June 1, 2011	1-2/ day (2/ day from Jun through Sep)	1-2/ day (2/ day from Jun through Oct)
Kansai = Okinawa	March 27, 2011	4/ day	5/ day
Chubu = Chitose	March 27, 2011	7-8/ day (7/ day from Apr through May)	8/ day year round
Chubu = Akita	March 27, 2011	1-2/ day (1/ day from Oct 31)	2/ day year round
Chubu = Matsuyama	March 27, 2011	2-3/ day (3/ day from Jan 5)	3/ day year round
Chubu = Kumamoto	March 27, 2011	2/ day	3/ day
Fukuoka=Okinawa	March 27, 2011	8-9/ day (9/ day from Feb through Mar)	9/ day year round
Chitose = Memanbetsu	June 1, 2011	2/ day	3/ day
Matsuyama = Chitose	March 27, 2011	-	1/ day (resumed)

\*4

\*Conditional upon approval from the relevant authorities.

\*4 Operation under the Winter, 2011 timetable to be finalized at a later date.

#### Temporary Suspensions, Decreased Frequency, Shortened Periods of Operation

Route	Start	Current	New	
Itami=Matsuyama	March 27, 2011	8-12/ day (incremental increase in frequency)	11/ day year round	
Chubu = Sendai	July 1, 2011	4-5/ day (5/ day from Oct 31)	4/ day	*5
Chubu = Oita	July 1, 2011	2/ day	-	*6
Fukuoka=Ishigaki	July 15, 2011	0-1/ day (Seasonal operation during Golden Week and Jul through Oct)	0-1/ day (Seasonal operation from Jul 15 through Aug 31)	
Chitose = Rishiri	March 27, 2011	1/ day with jet plane (propeller from Oct)	0-1/ day with propeller (jet during Jun-Sep) *Operates until Sep 30	*7
Chitose = Hakodate	June 1, 2011	5/ day	3/ day	

\*Conditional upon approval from the relevant authorities.

\*5 to code share with Ibex Airlines aircraft on this route  
(operates 6/ day, including the code share flights)

\*6 to code share with Ibex Airlines on this route  
(Number of flights is scheduled to remain at the present level, including the code share flights.)

\*7 Flights to resume in June for FY2012 (seasonal operations).

### 3) Cargo Services

#### Increased Frequency

Route	Start	Current	New
Narita = Shanghai (Pudong)	March 27, 2011	4-6/ week (6/ week from October 31)	6/week year round

\*Conditional upon approval from the relevant authorities.

### 4) Fleet Plan

Preparations are underway for the commencement of flights using the much anticipated Boeing787, expected to be delivered during FY2011.

Until then, more Boeing 767-300ERs will be added on international routes, and Boeing 737-800 on domestic routes; work is being done to secure production volume to meet the recent increase in demand. ANA will also proceed with replacement of older aircraft, beginning with the retirement of the Boeing 767-300 on domestic routes. Retirement of the DHC8-Q300 will also begin, and a gradual consolidation of aircraft to the DHC8-Q400 model will be implemented for propeller aircraft.

New Deliveries		No.	Retirements		No.
Boeing	767-300ER	4	Boeing	767-300	1
Boeing	737-800	2	Airbus	A320-200	4
Bombardier	DHC8-Q400	3	Boeing	737-500	2
			Bombardier	DHC8-Q300	2

\*Deliveries of Boeing 787 aircraft are still being finalized.

### 5) ANA Group Capacity in FY2011

In comparison with FY2010	International Passenger	Domestic Passenger	Cargo
Number of flights	116.3%	102.0%	98.6%
Available Seat Kilometers (Ton Kilometers for freight)	117.4%	102.6%	102.6%

\*Flights operated by ANA Group

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