

[REFERENCE TRANSLATION]

Please note that this translation is to be used solely as reference and the financial statements in this material are unaudited.

In case of any discrepancy between this translation and the Japanese original, the latter shall prevail.

Consolidated Financial Results for the Three Months Ended June 30, 2013 (Japanese GAAP)

Company name Japan Airlines Co., Ltd
Stock Listing Tokyo Stock Exchange
Code No. 9201 **URL:** <http://www.jal.com> **July 31, 2013**
Representative Yoshiharu Ueki, President
Contact Kojiro Yamashita, Vice President, Finance **Phone:** +81-3-5460-3068
 Scheduled date for filing of quarterly report: August 1, 2013
 Scheduled date for dividend payment: Not Applicable
 Supplementary explanations of quarterly financial results: Yes
 Presentation for the quarterly financial results: Yes (for institutional investors and analysts)

(Amounts are rounded down to the nearest million yen unless otherwise indicated)

1. Consolidated Financial Results for the Three Months Ended June 30, 2013 (April 1, 2013 to June 30, 2013)

(1) Consolidated Operating Results (Cumulative)

	Operating Revenues		Operating Income		Ordinary Income		Net Income	
	Millions of Yen	%	Millions of Yen	%	Millions of Yen	%	Millions of Yen	%
Three months ended June 30, 2013	294,103	2.6	22,078	(29.8)	19,699	(35.9)	18,337	(31.9)
Three months ended June 30, 2012	286,740	12.5	31,434	83.1	30,738	93.2	26,939	111.2

*Comprehensive income for the period April 1, 2013 - June 30, 2013: 19,893 Millions of Yen, April 1, 2012 - June 30, 2012: 14,661 Millions of Yen

	Net income per share	Diluted net income per share
Three months ended June 30, 2013	Yen 101.14	Yen -
Three months ended June 30, 2012	Yen 148.55	Yen -

(2) Consolidated Financial Position

	Total Assets	Net Assets	Equity ratio (%)	Net Asset Per share
	Millions of Yen	Millions of Yen		Yen
As of June 30, 2013	1,223,711	568,769	45.1	3,041.51
As of March 31, 2013	1,216,612	583,189	46.4	3,116.30

(Reference) Shareholder's equity As of June 30, 2013: 551,486 Millions of Yen, As of March 31, 2013: 565,048 Millions of Yen

2. Dividends

	Dividends per Share				
	1st Quarter End	2nd Quarter End	3rd Quarter End	Fiscal Year End	Total
Year Ended March 31, 2013	Yen -	Yen -	Yen -	Yen 190.00	Yen 190.00
Year Ending March 31, 2014	-	-	-	-	-
Year Ending March 31, 2014 (Forecast)	-	-	-	-	-

Note: Revisions to the most recently disclosed dividend forecasts: None

3. Consolidated Financial Forecast for the Fiscal Year Ending March 31, 2014

(Percentage compared to prior year)

	Operating Revenues		Operating Income		Ordinary Income		Net Income		Net income per share
	Millions of Yen	%	Millions of Yen	%	Millions of Yen	%	Millions of Yen	%	Yen
Entire Fiscal Year	1,272,000	2.7	140,000	(28.3)	127,000	(31.7)	118,000	(31.3)	650.78

Note: Revisions to the most recently disclosed earnings forecasts: None

Notes

- (1) Changes in significant consolidated subsidiaries during the Three months ended June 30, 2013: None
- (2) Application of accounting methods which are exceptional for quarterly consolidated financial statements: None
- (3) Changes in accounting policies, accounting estimates and restatement of corrections
 - 1) Changes in accounting policies resulting from the revision of the accounting standards and other regulations: None
 - 2) Changes in accounting policies other than 1): None
 - 3) Changes in accounting estimates: None
 - 4) Restatement of corrections: None
- (4) Number of shares issued (common stock)
 - (a) Total number of shares issued at the end of the period (including treasury stock)
 - As of June 30, 2013: 181,352,000
 - As of March 31, 2013: 181,352,000
 - (b) Number of treasury stock at the end of the period
 - As of June 30, 2013: 31,990
 - As of March 31, 2013: 31,950
 - (c) Average number of shares outstanding
 - During the three months ended June 30, 2013 181,320,040
 - During the three months ended June 30, 2012 181,352,000

Indication of quarterly review procedure implementation status

These quarterly financial results are not subject to the quarterly review requirements as provided in the Financial Instruments and Exchange Act. The review of quarterly consolidated financial statements as provided in the Financial Instruments and Exchange Act had not been completed as of the date of these Consolidated Financial Results for the Three Months Ended June 30, 2013.

Explanation for appropriate use of forecasts and other notes

The forward-looking statements such as operational forecasts contained in this statements summary are based on information currently available to the Company and certain assumptions which are regarded as legitimate. Actual results may differ from such forward-looking statements for a variety of reasons. Please refer to “Qualitative Information concerning Financial Results for the First Quarter of FY2013” in the Attachment for the assumptions used and other notes.

* The Company will hold a presentation for institutional investors and analysts on July 31, 2013. Documents distributed at the presentation are scheduled to be posted on our website on the same day.

Attachment

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1. Qualitative Information concerning Financial Results for the First Quarter of FY2013

(1) Explanation of Operating Results

During the reporting period of consolidated financial results for the first quarter (April 1, 2013~June 30, 2013) (hereinafter “the first quarter”), exports showed recovery on track and effects of various Japanese government policies permeated through Japan’s economy. Corporate earnings improved, leading to an increase in household income and investments, and signs of an economic rebound were seen. On the other hand, Japan’s economy came under downward pressure by the deceleration in overseas economies. Under these economic conditions, JAL Group strived to achieve greater management efficiency founded on a strong commitment to maintain flight safety, and to provide customers with unparalleled services so as to achieve the targets set out in Rolling Plan 2013 of the JAL Group Mid-Term Management Plan. We also resumed operations of the Boeing 787 on June 1, 2013, on completing all necessary measures to ensure its safety and reliability, after the temporary suspension on January 2013 which caused much inconvenience and worries to customers and parties affected.

As a result of the above, consolidated operating revenue increased by 2.6% year-on-year to 294.1 billion yen and operating expense increased by 6.5% to 272.0 billion yen, while operating profit declined by 29.8% from the previous year to 22.0 billion yen and ordinary income declined by 35.9% to 19.6 billion yen. Net income for the first quarter was 18.3 billion yen, down 31.9% from a year ago.

Financial results of each business segment are described below.

From this reporting period, the air transportation segment indicated as a reporting segment has been changed, and comparisons and analyses for the first quarter are made according to the categorization after this change. Please refer to “Segment Information, etc.” in the “Notes for Consolidated Financial Statements” for detail.

Air Transportation Segment

Operating revenue increased by 1.5% year-on-year to 262.9 billion yen and operating profit declined by 34.8% year-on-year to 18.4 billion yen. (Operating revenue and operating profit are before elimination of transactions between segments.)

Details are provided below.

a. International operations

	Three months ended June 30, 2012	Three months ended June 30, 2013	% or points compared to prior period
Revenue from passenger operations (millions of Yen)	95,934	98,952	103.1%
Revenue passengers carried (number of passengers)	1,803,721	1,781,552	98.8%
Revenue passenger km (RPK) (1,000 passenger-km)	7,961,416	8,180,632	102.8%
Available seat km (ASK) (thousands)	10,853,720	11,260,495	103.7%
Revenue passenger-load factor (L/F) (%)	73.4	72.6	Δ0.7
Revenue from Cargo Operations (millions of Yen)	13,058	12,864	98.5%
Revenue cargo ton-km (RCTK) (thousands)	335,623	354,000	105.5%

In international passenger operations, we strived to expand our network following the resumption of Boeing 787 operations, and improve our products and services by installing new cabin seats.

From June 1, we restarted daily services of the Boeing 787 from Narita to Boston and to San Diego, after a temporary flight reduction, and assigned the 787 to fly between Haneda and Beijing, and Narita/Haneda and Singapore. The postponed new daily nonstop service between Narita and Helsinki was launched on July 1. To flexibly respond to changes in demand, we temporarily reduced flights between Narita and Beijing to improve profitability, while assigning larger aircraft between Narita and Honolulu (JL782/781) to meet thriving demand on this route.

To respond to low demand especially in April, special time-limited fares were introduced in advance on certain routes to stimulate demand. In particular, special fares were offered for Narita=San Diego flights, inaugurated in December 2012, in order to lure business passengers and boost leisure demand.

Under the slogan “the highest quality 1 class above”, JAL SKY SUITE 777, based on the configuration of the Boeing 777-300ER refurnished with sweeping upgrades in spaciousness, comfort and functionality in every Class, was deployed between Narita and New York, as well as between Narita and London where it was first rolled out. Of special note, JAL’s Business Class Seat JAL SKY SUITE was recognized as the best Business Class seat of all global airlines in SKYTRAX’s World Airline Award 2013, distinguishing JAL as the first Japanese airline to win the Best Business Class Airline Seat. On May 30, we unveiled the retrofitted Boeing 767-300ER dubbed as JAL SKY SUITE 767 providing a New Sky experience in every Class, and plan to start operations in the second half of 2013. In addition, the Boeing 777-200ER installed with Shell-flat seats in Business Class started flying between Narita and Honolulu (JL782/781) on June 1, and services will be progressively expanded to Kansai/Nagoya=Honolulu routes. JAL SKY Wi-Fi service providing Internet connections onboard was introduced aboard Narita=London/Frankfurt flights, in addition to New York, Chicago, Los Angeles and Jakarta flights, and will be expanded to Paris flights in mid-August. Air Kumamon joined our popular AIR SERIES in-flight meal as the ninth installment, created in collaboration with KUMAMON, a popular advertising character of Kumamoto Prefecture in Kyushu. The main dish is TAIPIEN Chinese noodles from Kumamoto Prefecture.

As a result of the above, despite the suspension of Boeing 787 operations and stagnant demand on flights to Korea

and China, international supply when measured in available-seat-kilometer (ASK) increased by 3.7% year-on-year, demand in terms of revenue-passenger-kilometer (RPK) increased by 2.8% year-on-year, and the Load Factor (L/F) declined 0.7 points year-on-year to 72.6%. International passenger revenue increased by 3.1% year-on-year to 98.9 billion yen.

In international cargo operations, amid the reduction in supply due to the suspension of Boeing 787 operations, and stagnant overall outbound demand from Japan, sales sections carried out sales activities aggressively to effectively use Belly space on passenger flights and improved revenue management in order to maximize revenue. Sales promotion of J SOLUTIONS PHARMA, a value-added service with advance temperature control recommended for pharmaceuticals, etc., was improved, and sales increased. Sales staff also strive to capture perishables, etc. to promote the use of J LINK, which provides seamless connections between domestic and international flights via Haneda airport. The volume of international cargo transported during the first quarter in terms of revenue-cargo-ton-kilometer (RCTK) increased by 5.5% year-on-year, and international cargo revenue declined by 1.5% year-on-year to 12.8 billion yen due to tough competition.

b. Domestic operations

	Three months ended June 30, 2012	Three months ended June 30, 2013	% or points compared to prior period
Revenues from passenger operations (millions of Yen)	108,278	108,806	100.5%
Revenue passengers carried (number of passengers)	7,112,273	7,360,454	103.5%
Revenue passenger km (RPK) (1,000 passenger-km)	5,425,146	5,531,314	102.0%
Available seat km (ASK) (thousands)	9,097,371	9,444,591	103.8%
Revenue passenger-load factor (L/F) (%)	59.6	58.6	△1.1
Revenue from Cargo Operations (millions of Yen)	6,059	6,094	100.6%
Revenue cargo ton-km (RCTK) (thousands)	86,187	87,554	101.6%

We strived to maximize profitability of domestic passenger operations by striking a balance between supply and demand, and implementing measures to boost demand.

In route operations, we strived to expand the domestic network significantly following the increase of departure and landing slots at Haneda and Itami. We increased flights to and from Haneda, and inaugurated flights between Haneda and Chubu to improve connectivity to international flights. At Itami, we resumed scheduled flights between Itami and Matsuyama/Hakodate/Misawa, and increased a total of 18 flights on 16 routes.

In airport services, we installed newly designed original JAL sofas and added many electric outlets in lounges at Itami, Kansai Hiroshima, Matsuyama, Kumamoto and Kagoshima airports to increase the customers' comfort and convenience, and improve quality of lounge services.

As an Official Sponsor of Tokyo Disney Resort® since it opened, JAL launched a project in collaboration with Tokyo Disney Resort® to celebrate its 30th anniversary and boost leisure demand. Six aircraft (two Boeing 777-200 and four Boeing 737-800) were painted with special Disney livery and dubbed JAL Happiness Express. Many customers have used these aircraft.

Consequently, domestic supply during the first quarter increased by 3.8% year-on-year when measured in available-seat-kilometer (ASK), demand increased by 2.0% in terms of revenue-passenger-kilometer (RPK), and the Load Factor (L/F) declined by 1.1 points year-on-year to 58.6%. Domestic passenger revenue increased by 0.5% year-on-year to 108.8 billion yen.

Domestic cargo operations were affected by downsizing of aircraft on major routes and a reduction in perishable shipments due to bad weather, but sales staff did their best to maximize revenue by improving customer relations and capturing new shipments. The volume of domestic cargo transported during the first quarter in terms of revenue-cargo-ton-kilometers (RCTK) increased by 1.6% year-on-year, and domestic cargo revenue increased by 0.6% year-on-year to 6.0 billion yen.

Components of Revenues from the Air Transportation Segment are as follows

	Three months ended June 30, 2012 Millions of Yen	Percentage contribution to total (%)	Three months ended June 30, 2013 Millions of Yen	Percentage contribution to total (%)	% compared to prior year
International:					
Passenger operations	95,934	37.0	98,952	37.6	103.1
Cargo operations	13,058	5.0	12,864	4.9	98.5
Mail-service operations	1,431	0.6	1,971	0.8	137.8
Luggage operations	120	0.0	148	0.1	123.2
Sub-total	110,545	42.7	113,937	43.3	103.1
Domestic:					
Passenger operations	108,278	41.8	108,806	41.4	100.5
Cargo operations	6,059	2.3	6,094	2.3	100.6
Mail-service operations	786	0.3	815	0.3	103.7
Luggage operations	61	0.0	57	0.0	94.0
Sub-total	115,185	44.4	115,773	44.0	100.5
Total revenues of international and domestic operations	225,730	87.1	229,711	87.4	101.8
Other revenues	33,411	12.9	33,203	12.6	99.4
Total revenues	259,142	100.0	262,914	100.0	101.5

Note: Amounts are rounded down to the nearest million yen, percentages are round off to the first decimal place.

From this reporting period, the air transportation segment indicated as a reporting segment has been changed, and comparisons and analyses for the first quarter are made according to the categorization after this change. Please refer to “Segment Information, etc.” in the “Notes for Consolidated Financial Statements” for detail.

Consolidated Traffic Results

	Three months ended June 30, 2012	Three months ended June 30, 2013	% or points compared to prior period
INTERNATIONAL			
Revenue passengers carried (number of passengers)	1,803,721	1,781,552	98.8%
Revenue passenger km (1,000 passenger-km)	7,961,416	8,180,632	102.8%
Available seat km (thousands)	10,853,720	11,260,495	103.7%
Revenue passenger-load factor (%)	73.4	72.6	△0.7
Revenue cargo ton-km (thousands)	335,623	354,000	105.5%
Mail ton-km (thousands)	40,332	48,338	119.8%
DOMESTIC			
Revenue passengers carried (number of passengers)	7,112,273	7,360,454	103.5%
Revenue passenger-km (1,000 passenger-km)	5,425,146	5,531,314	102.0%
Available seat km (thousands)	9,097,371	9,444,591	103.8%
Revenue passenger-load factor (%)	59.6	58.6	△1.1
Revenue cargo ton-km (thousands)	86,187	87,554	101.6%
Mail ton-km (thousands)	5,212	5,650	108.4%
TOTAL			
Revenue passengers carried (number of passengers)	8,915,994	9,142,006	102.5%
Revenue passenger-km (1,000 passenger-km)	13,386,562	13,711,946	102.4%
Available seat km (thousands)	19,951,091	20,705,086	103.8%
Revenue passenger-load factor (%)	67.1	66.2	△0.9
Revenue cargo ton km (thousands)	421,810	441,554	104.7%
Mail ton km (thousands)	45,545	53,989	118.5%

1. Revenue passenger kilometer (RPK) is the number of fare-paying passengers multiplied by the distance flown (km).
Available seat kilometer (ASK) is the number of available seats multiplied by the distance flown (km).
Revenue cargo ton kilometer (RCTK) is the amount of cargo (ton) transported multiplied by the distance flown (km).
2. The distance flown between two points, used for calculations of RPK, ASK and RCTK above is based on the great-circle distance and according to statistical data from IATA (International Air Transport Association) and ICAO (International Civil Aviation Organization).
3. International operations: Japan Airlines Co., Ltd,
Domestic operations: Japan Airlines Co., Ltd, Japan Trans Ocean Air Co., Ltd, JAL Express Co., Ltd, Japan Air Commuter Co., Ltd, J Air Co., Ltd, Ryukyu Air Commuter Co., Ltd.
4. Figures have been truncated and percentages are rounded off to the first decimal place.

Other businesses

In other business operations, we strive to maximize JAL Group's corporate value and improve profit margin. The financial results of two major companies in this segment are as follows.

JALPAK Co., Ltd. added products during the quarter to respond to changes in demand, and introduced timely JAL Dynamic Packages in order to maximize revenue while increasing cost-efficiency. It handled 66,000 customers traveling overseas, down 11.1% from the same period last year, owing to tough competition to Hawaii and stagnant demand to China, Korea, Taiwan and Hong Kong. Domestically, it handled 488,000 customers on the whole, up 7.4% from the year before, due to an increase in demand to the Kanto region supported by the 30th anniversary of Tokyo Disney Resort®, and strong online sales of JAL Dynamic Package. As a result, operating revenue (before elimination of transactions between segments) increased by 1.6% year-on-year to 36.0 billion yen.

JAL Card Co., Ltd. carried out activities focusing on increasing members, such as JAL Card 30th Anniversary Celebration Membership Campaign to commemorate the 30th anniversary of JAL Card, and JAL American Express® Card Starting Celebration Membership Campaign. It also improved services of JAL Card navi, which is a credit card for students. As a result, the number of members increased by about 30,000 to 2.79 million members compared to the end of March 2013. Through aggressive measures to promote the use of JAL Card, such as exploring new partner shops where customers can accumulate double miles, trading volume increased steadily. As a result, operating revenue (before elimination of transactions between segments) increased by 5.5% year-on-year to 4.6 billion yen.

(2) Explanation of Financial Conditions

Assets, liabilities and net assets

Total assets at the end of the first quarter increased by 7.0 billion yen compared to the end of the previous consolidated accounting year to 1,223.7 billion yen, mainly due to an increase in accounts receivable.

Liabilities increased by 21.5 billion yen from the end of the previous consolidated accounting year to 654.9 billion yen, due to an increase of advances received.

Net assets decreased by 14.4 billion yen from the end of the previous consolidated accounting year to 568.7 billion yen, because of the payment of dividends and the posting of net income for the quarter.

For details, please refer to “3. Consolidated Financial Statements (1) Consolidated Balance Sheets”.

Cash Flows

Cash Flows from Sales Activities

As a result of calculating non-fund accounts such as depreciation costs, and debts and credits relating to sales activities in net income of 20.9 billion yen before income tax, etc., cash flows from sales activities (inflow) totaled 58.4 billion yen.

Cash Flows from Investing Activities

Due to expenditures to acquire fixed assets, and revenues from maturity refund of time deposits, cash flows from investing activities (inflow) totaled 20.8 billion yen.

Cash Flows from Financing Activities

As a result of repaying lease obligations and paying dividends, cash flows from financing activities (outflow) totaled 41.6 billion yen.

As a result of the above, the balance of cash and cash equivalents at the end of the consolidated accounting period of the first quarter increased by 37.0 billion yen from the end of the previous consolidated accounting year to 136.5 billion yen.

(3) Explanations of Forecast of Consolidated Financial Results

There are no changes in the forecast of consolidated financial results for the full year announced in “Consolidated Financial Results for the year ended March 31, 2013” disclosed on April 30, 2013.

Estimated dividends for fiscal year 2013 ending March 31, 2014 will be disclosed as soon as the estimate of financial results becomes clearer. We intend to pay dividends to the shareholders by applying the dividend payout ratio of approximately 20% of consolidated net income for the full year.

2. Regarding Summary Information (Notes)

(1) Changes in the Scope of Consolidation

None

(2) Application of Special Accounting Treatment

None

(3) Change in Accounting Policy and Estimates

None

3. Consolidated Financial Statements

(1) Consolidated Balance Sheets as of March 31, 2013 and as of June 30, 2013

(Millions of Yen)

Account	FY2012 As of March 31, 2013	FY2013 As of June 30, 2013
(Assets)		
Current assets		
Cash and time deposits	347,986	340,413
Notes and account receivable-trade	121,058	130,408
Short-term investments in securities	7	7
Flight equipment spare parts and supplies	22,277	22,327
Other	60,782	67,342
Allowance for doubtful accounts	(764)	(970)
Total current assets	551,348	559,529
Fixed assets		
Tangible fixed assets, net		
Flight equipment	385,267	390,132
Other tangible fixed assets	119,170	111,510
Total tangible fixed assets	504,438	501,643
Intangible fixed assets	44,219	45,846
Investments and other assets	116,606	116,692
Total fixed assets	665,263	664,182
Total assets	1,216,612	1,223,711
Account	FY2012 As of March 31, 2013	FY2013 As of June 30, 2013
(Liabilities)		
Current liabilities		
Accounts payable-trade	135,830	131,087
Short-term borrowings	828	274
Current portion of long-term loans payable	9,767	9,820
Lease payable	35,801	35,856
Accounts payable-installment purchase	240	220
Reserves	1,184	1,050
Other	129,500	168,830
Total current liabilities	313,154	347,140
Non-current liabilities		
Long-term loans payable	34,517	34,433
Lease payable	77,592	67,317
Long-term accounts payable-installment purchase	1,396	1,354
Accrued pension and severance costs	154,483	154,704
Other reserves	6,466	6,463
Other non-current liabilities	45,812	43,528
Total non-current liabilities	320,269	307,802
Total liabilities	633,423	654,942
(Net Assets)		
Stockholders' equity		
Common stock	181,352	181,352
Capital surplus	183,043	183,043
Retained earnings	198,196	184,154
Treasury stock	(122)	(122)
Total stockholders' equity	562,469	548,427
Accumulated other comprehensive income		
Net unrealized gains(losses) on other securities	2,353	3,292
Deferred gains(losses) on hedges	6,603	5,677
Foreign currency translation adjustments	(6,378)	(5,910)
Total accumulated other comprehensive income	2,578	3,059
Minority interests	18,141	17,282
Total net assets	583,189	568,769
Total liabilities and net assets	1,216,612	1,223,711

(2) Consolidated Statement of Income and Comprehensive Income

(Millions of Yen)

Account	Three months ended June 30, 2012	Three months ended June 30, 2013
Operating revenues	286,740	294,103
Cost of operating revenues	217,217	232,135
Gross operating profit	69,522	61,967
Selling, general and administrative expenses	38,088	39,889
Operating income	31,434	22,078
Non-operating income		
Interest income and dividend income	346	478
Other	1,355	833
Total non-operating income	1,701	1,312
Non-operating expenses		
Interest expense	854	566
Loss on sales and disposal of flight equipment	576	876
Other	966	2,248
Total non-operating expenses	2,397	3,691
Ordinary income	30,738	19,699
Extraordinary gains		
Gain on compensation	951	1,206
Gains on forgiveness of Debt	306	-
Others	222	209
Total extraordinary gains	1,479	1,415
Extraordinary losses		
Loss on sales and disposal of fixed assets	79	112
Loss on valuation of investments in securities	1	45
Loss on difference of retirement benefit plan	1,516	-
Other	216	37
Total extraordinary losses	1,814	195
Income before income taxes and minority interests	30,403	20,919
Income taxes	2,552	1,635
Income before minority interests	27,851	19,284
Minority interests	911	946
Net income	26,939	18,337
Minority interests	911	946
Income before minority interests	27,851	19,284
Other comprehensive income		
Net unrealized gains(losses) on other securities, net of taxes	(825)	922
Net unrealized gains(losses) on hedging instruments, net of taxes	(12,492)	(929)
Foreign currency translation adjustments	158	604
Share of other comprehensive income of associates accounted for using equity method	(30)	11
Total other comprehensive income	(13,189)	608
Comprehensive income	14,661	19,893
Breakdown		
Comprehensive income attributable to owners of the parent	13,779	18,818
Comprehensive income attributable to minority interests	882	1,074

(3) Consolidated Statement of Cash Flows - Summary

(Millions of Yen)

	Three months ended June 30, 2012	Three months ended June 30, 2013
I . Operating activities: (※ 1)	66,651	58,427
II . Investing activities:	(65,515)	20,860
III . Financing activities:	(19,355)	(41,667)
IV . Cash and cash equivalents at end of period	140,545	136,504
※ 1 Depreciation and amortization	20,112	19,682

Relationship between the amount of accounts that are in the consolidated balance sheet and cash and cash equivalents

(Millions of Yen)

	FY2012 April 1, 2012 to June 30, 2012	FY2013 April 1, 2013 to June 30, 2013
Cash and deposits	294,343	340,413
Term deposits for over 3 months	(153,813)	(203,909)
Short-term investments (marketable securities) that mature in 3 months or less	14	—
Cash and cash equivalents	140,545	136,504

(4) Notes for Consolidated Financial Statements

Going Concern Assumptions

None

Explanatory Note in case of Remarkable Changes in Shareholders' Equity

None

Segment Information, etc.

Segment information

a. Consolidated financial results for the first quarter of FY2012 (April 1, 2012 to June 30, 2012)

1) Information concerning amount of operating revenue and profits or losses by reporting segment

(millions of yen)

	Reporting segment	Others (Note 1)	Total	Adjustment (Note 2)	Consolidated (Note 3)
	Air transportation				
Revenue					
1. Revenue from external customers	231,853	54,887	286,740	-	286,740
2. Intersegment revenue or transfer	27,289	7,678	34,968	(34,968)	-
Total	259,142	62,566	321,708	(34,968)	286,740
Segment profit	28,318	3,400	31,719	(285)	31,434

(Note) 1. "Others" refer to business segments that are not included in the reporting segment, such as travel services, etc.

2. Adjustment includes intersegment elimination.

3. Segment profit has been adjusted with operating income on the Consolidated Statement of Income and Comprehensive Income.

2) Information concerning impairment loss or goodwill, etc. of fixed assets by reporting segment

(major changes in amount of goodwill)

During the reporting period of consolidated financial results for the first quarter, shares of AXESS INTERNATIONAL NETWORK, INC. were acquired. As a result, goodwill in “Others” has increased by 1,623 million yen.

b. Consolidated financial results for the first quarter of FY2013 (April 1, 2013 to June 30, 2013)

1) Information concerning amount of operating revenue and profits or losses by reporting segment

(millions of yen)

	Reporting segment	Others (Note 1)	Total	Adjustment (Note 2)	Consolidated (Note 3)
	Air transportation				
Revenue					
1. Revenue from external customers	236,665	57,437	294,103	-	294,103
2. Intersegment revenue or transfer	26,248	7,376	33,625	(33,625)	-
Total	262,914	64,814	327,729	(33,625)	294,103
Segment profit	18,472	3,837	22,310	(231)	22,078

(Note) 1. “Others” refer to business segments that are not included in the reporting segment, such as travel services, etc.

2. Adjustment includes intersegment elimination.

3. Segment profit has been adjusted with operating income on the Consolidated Statement of Income and Comprehensive Income.

2) Information concerning impairment loss or goodwill, etc. of fixed assets by reporting segment

(major changes in amount of goodwill)

None

3) Information on changes to reporting segments, etc.

Up until the previous consolidated accounting year, six Group transport operators were reported in the reporting segment (air transport segment). However, as the cost structure of the air transport business practically covers many Group company businesses relating to air transportation, we have decided to change the reporting segment (air transport segment) to 32 companies, starting from this first quarter in order to build a more appropriate cost management system.

Segment information for the previous first quarter has been made and disclosed, based on the categorization of reporting segment after this change.

Significant Subsequent Event

None