



JAL Group Account Settlement
for
3rd Quarter of FY2008
February 6th, 2009



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Table of Contents



JAL Group Account Settlement for 3rd Quarter of FY2008

1. Outline of Account Settlement for 3rd Quarter of FY2008

Drastic Change in Business Environment since October	P4
Outline of Consolidated Financial Statements	P5
Operating Revenue and Operating Income by Segment	P6
Operating Income of Air Transport Segment	P7
Analysis for International Passenger Operations	P8
Countermeasures for International Passenger Operations	P9
Analysis and Countermeasures for Domestic Passenger Operations	P10
Analysis and Countermeasures for International Cargo Operations	P11
Fuel Cost & FOREX (Air-transportation Segment)	P12

2. Revision of Forecast for FY2008

Revision of Forecast for FY2008
Additional Efforts to Improve Profitability - 1
Additional Efforts to Improve Profitability - 2
–Acceleration of Cost Reduction–
Cost Structure Reform
Route and Flight Frequency Plan for FY2009- 1
Route and Flight Frequency Plan for FY2009- 2

Appendices

Revenue Analysis - International Passenger Operations
Demand and Capacity of International Passenger by Routes
Revenue Analysis - Domestic Passenger Operations
Revenue Analysis - International Cargo Operations
Financial Targets by Segment
Capital Expenditure and Depreciation, Interest-bearing Debt
(Detail)Route and Flight Frequency Plan for FY2009–Int'l Passenger
(Detail)Route and Flight Frequency Plan for FY2009
–Domestic Passenger
(Detail)Route and Flight Frequency Plan for FY2009–Int'l Cargo



1. Outline of Account Settlement for 3rd Quarter of FY2008

2. Revision of Forecast for FY2008

3. Appendices



Drastic Change in Business Environment Since October



Downturn in world economy due to financial crisis

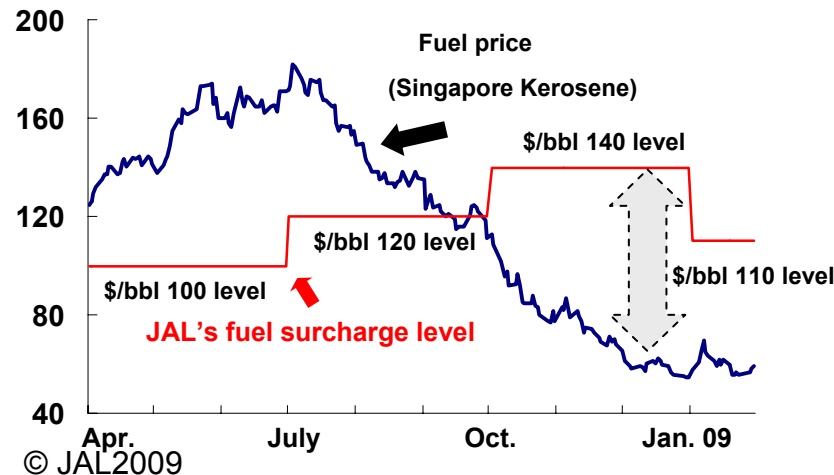
The turmoil in financial markets spread into the real economy and world economy underwent sharp deceleration.

Rise in international fuel surcharge to the highest level ever

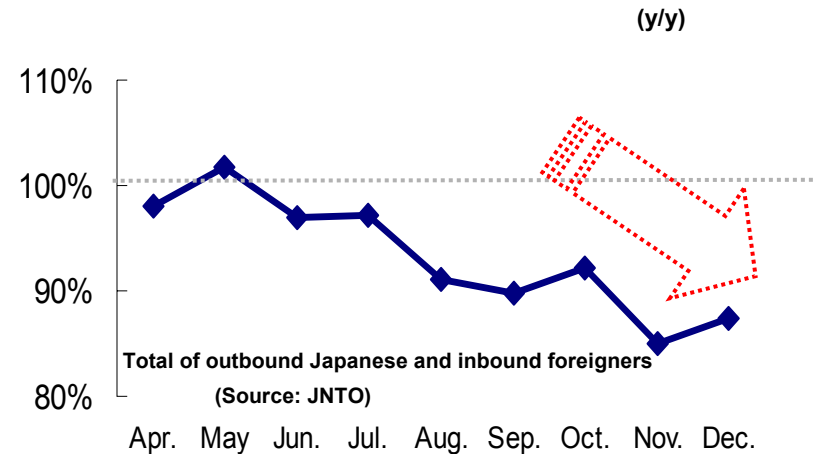
Fuel price drastically fell from autumn onward. In contrast, JAL's fuel surcharge reached all time high in 3rd quarter reflecting the high fuel price during May-July of an average USD163.54 per barrel.

* Fuel surcharge: Average fuel market rate (Singapore Kerosene) for three months is automatically reflected in the next fuel surcharge after two months intervals. A very transparent mechanism which swiftly reflects both increase and decrease in the price of fuel .

Fuel market price and JAL's fuel surcharge



Drastic drop in the number of international passenger



Slowdown in the number of domestic passenger

Total demand has been sluggish due to downward consumer sentiment.

Sharp fall in international cargo

Air cargo originating Japan dropped sharply in both directions against the backdrop of the global economic slide and strong yen.



Outline of the Consolidated Financial Statements (y/y)



Billions of Yen

	FY08 Oct.-Dec.	yr-yr	yr/yr	FY08 Apr.-Dec.	yr-yr	yr/yr
Operating Revenues	485.7	-72.5	87.0%	1,559.3	-141.8	91.7%
Operating Cost	524.7	-7.5	98.6%	1,568.1	-50.4	96.9%
Operating Income	-39.0	-65.0	-	-8.8	-91.4	-
Ordinary Income	-43.6	-64.2	-	-25.6	-104.9	-
Net Income	-38.5	-51.7	-	-1.9	-22.3	-



Operating Revenue and Operating Income by Segment



		Billions of Yen			
		FY08	yr-yr	FY08	yr-yr
		Oct.-Dec.	yr/yr	Apr.-Dec.	yr/yr
Air Transportation	Operating Revenues	432.5	-28.3 93.8%	1,374.3	-18.1 98.7%
	Operating Income	-42.5	-64.0 -	-17.5	-88.8 -
Airline-related	Operating Revenues	53.9	-28.4 65.5%	162.2	-101.4 61.5%
	Operating Income	1.2	-1.0 54.2%	2.8	-1.8 60.6%
Travel Service	Operating Revenues	74.7	-16.9 81.5%	254.9	-36.5 87.5%
	Operating Income	0.8	0.8 16907.0%	1.7	0.6 163.7%
Card/Lease	Operating Revenues	15.7	-1.1 93.0%	48.9	-0.5 98.8%
	Operating Income	0.9	-0.1 84.6%	3.8	0.6 119.0%
Other	Operating Revenues	22.2	-3.2 87.2%	64.7	-10.6 85.8%
	Operating Income	0.6	-0.6 48.3%	0.8	-1.5 35.2%
Total	Operating Revenues	599.1	-78.2 88.5%	1,905.2	-167.4 91.9%
	Operating Income	-38.9	-65.1 -	-8.3	-90.9 -
General corporate assets and intercompany eliminations	Operating Revenues	-113.4	5.6 95.2%	-345.9	25.5 93.1%
	Operating Income	-0.1	0.0 58.6%	-0.5	-0.4 -
Consolidated	Operating Revenues	485.7	-72.5 87.0%	1,559.3	-141.8 91.7%
	Operating Income	-39.0	-65.0 -	-8.8	-91.4 -



Operating Income of Air Transport Segment



Units: billions of yen

	FY08 Oct-Dec	y/y	%	FY08 Apr-Dec	y/y	%
Operating Revenue	432.5	-28.3	93.8	1,374.3	-18.1	98.7
International Passenger	176.3	-12.3	93.4	570.2	-2.7	99.5
Domestic Passenger	168.4	1.0	100.6	520.9	0.8	100.2
International Cargo	38.1	-14.0	73.2	133.5	-10.0	93.0
Domestic Cargo	9.8	2.3	131.0	27.3	5.8	127.5
Mail	3.3	-2.4	57.4	10.2	-5.1	66.7
Other	16.4	0.3	102.4	51.0	2.0	104.2
Incidental Business	19.8	-3.2	85.8	60.9	-9.0	87.0
Operating Cost	475.0	35.6	108.1	1,391.9	70.6	105.4
Fuel	163.5	62.5	161.9	414.5	107.4	135.0
Airport facilities	30.8	-1.0	96.7	94.7	-2.7	97.2
Maintenance	27.4	-2.9	90.4	92.5	3.6	104.1
Passenger services	11.1	-1.8	86.0	35.4	-3.0	92.1
Commissions	23.7	-4.5	83.9	77.0	-9.1	89.4
Aircraft Depreciation	19.8	1.0	105.4	58.1	3.1	105.6
Aircraft leases	25.0	-1.9	92.9	78.4	-3.0	96.2
Personnel	68.1	-5.2	92.9	213.6	-5.6	97.4
General Expenses	49.7	-4.1	92.2	152.7	-7.2	95.5
Other	55.5	-6.2	89.9	174.4	-12.6	93.2
Operating Income	-42.5	-64.0	-	-17.5	-88.8	-



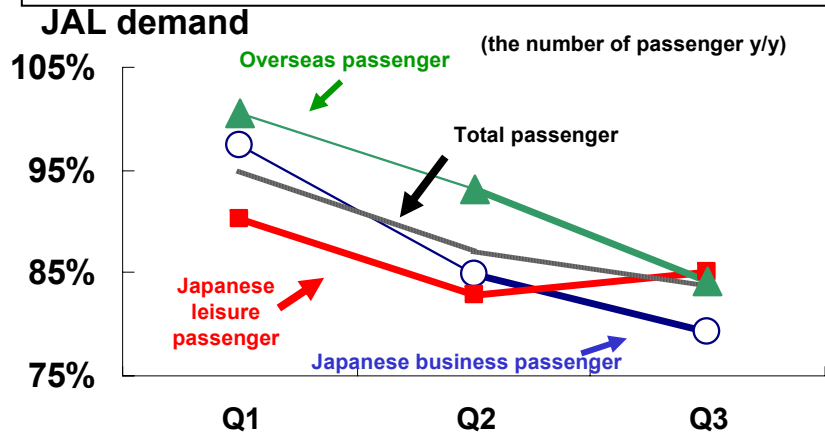
Analysis for International Passenger Operations



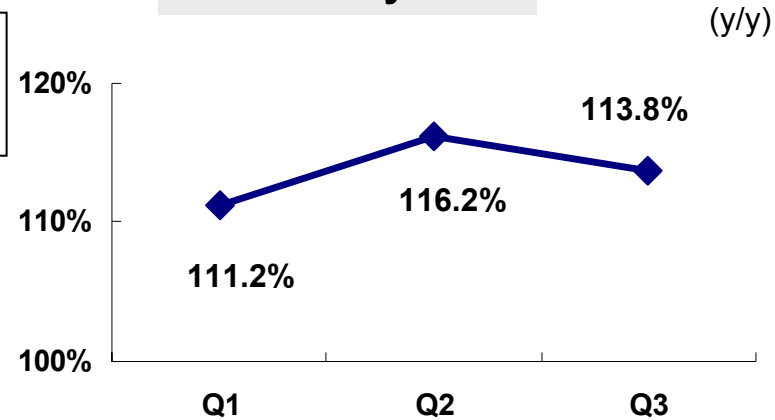
Sharp fall in demand due to rapid deterioration of the global economy

Demand Analysis

Oct.-Dec.2008 (y/y) *Apr-Dec
Capacity: ASK 95.6% Demand: RPK: 82.1%
*95.5% *87.5%



Yield Analysis



- **Business passenger demand originating in Japan:**
The downturns in the world economy from early autumn clearly led to cutbacks on business trips and downgrading to economy class by Japanese companies. In line with this trend, business passenger demand decreased rapidly.
- **Leisure passenger demand originating in Japan :**
Leisure passenger demand has been sluggish due to worsening consumer sentiment and raise in fuel surcharge in October. However, the yen's appreciation has brought about y/y increase in passenger demand since December on some short haul Asian routes such as Korea routes.
- **Overseas passenger demand**
Overseas passenger demand showed signs of a sharp decline due to deteriorating global economy and yen's appreciation.

Yield: up 13.8% y/y

1. Revenue increase due to the hike in fuel surcharge etc.
 - Rise in fuel surcharge level: 2008 Apr. - \$/bbl 100 level
July - \$/bbl 120 level
Oct. - \$/bbl 140level
 - Rise in IATA fares*: 2008 Apr. - rose by 10-13%
(*in case of departing from Japan) Oct. - rose by 5-10%
2. The effect of the yen's appreciation
3. Changes in route-mix



Premium strategy underpinning demand and additional countermeasures taken

Additional cutback in capacity

Suspension and fleet downsizing of scheduled flights

In response to deteriorating economy and decline in demand, routes targeted for flight suspension and aircraft downsizing have been expanded since October.

Flight suspension: 4 routes inc. Fukuoka=Shanghai
Aircraft downsizing : 5 routes inc. Narita=Shanghai

Additional actions

Emergency response to unprecedented decline in demand from early autumn

•China routes on which demand has been lingering at low levels
•Bangkok routes where the impact of airport closure remained

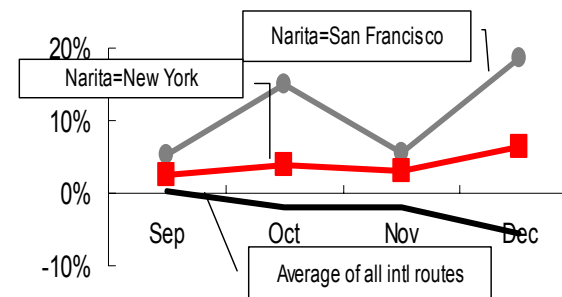
Adjust capacity flexibly through flight suspension on a ad-hoc basis and aircraft switching

Downsizing and Premium Strategy

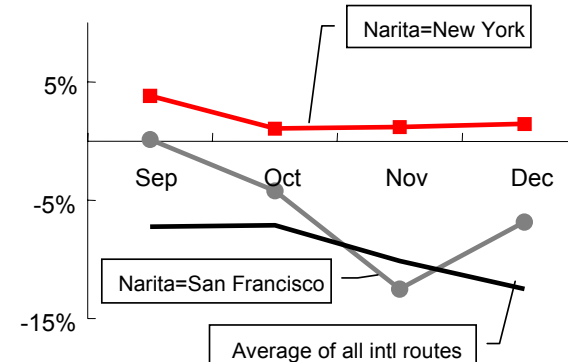
Actual effect on New York and San Francisco routes

- Downsized from 747-400 to 777-300ER*
- Installed New first and business class seats *

Difference of Load factor of first class (y/y)



Difference of Load factor of business class (y/y)



* New York routes (JL005/006): Aug. 2008 -, San Francisco routes: Sep. 2008 -



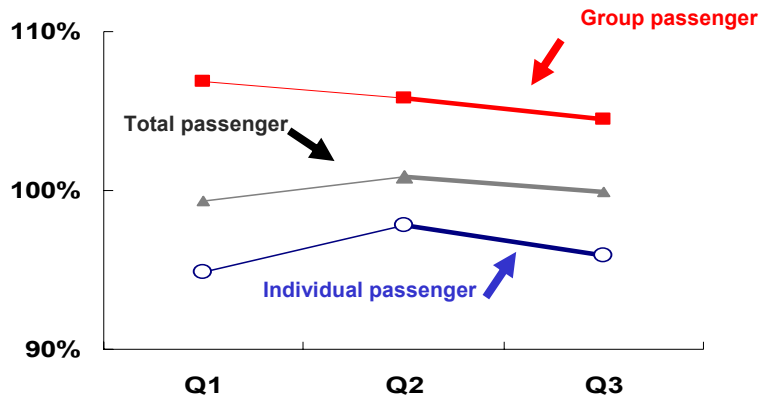
Capacity decreased slightly, but demand and yield remained on a par with the year earlier

Demand Analysis

Oct.-Dec. 2008 (y/y) *Apr-Dec

Capacity: ASK 99.0% Demand: RPK: 100.3%
*98.8% *100.6%

JAL's demand (the number of passenger y/y)



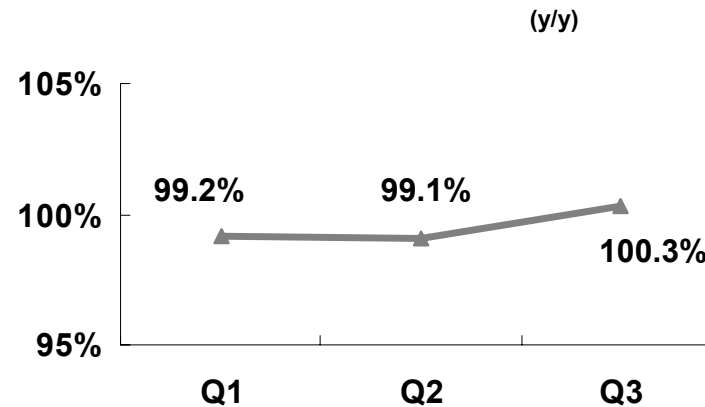
Individual passenger:

The number of individual passengers fell short of the figures for the period a year earlier, because business passenger-related fares such as normal fare sales have been sluggish since Nov. due to the slowdown in the economy.

Group passenger:

Group passenger numbers was higher than the previous year due to strong demand for fully inclusive individual tour.

Yield Analysis



Revision of Capacity

Flexibly adjusted capacity with the purpose of improving profitability.

Nov. 2008 -

Flight suspension: Kansai = Hakodate* etc. 3 routes

Frequency reduction: Kansai = Sapporo etc. 4 routes

Frequency increase : Haneda = Matsuyama etc. 3 routes

*In case of Sendai = Naha, flight suspended from Dec. 2008.

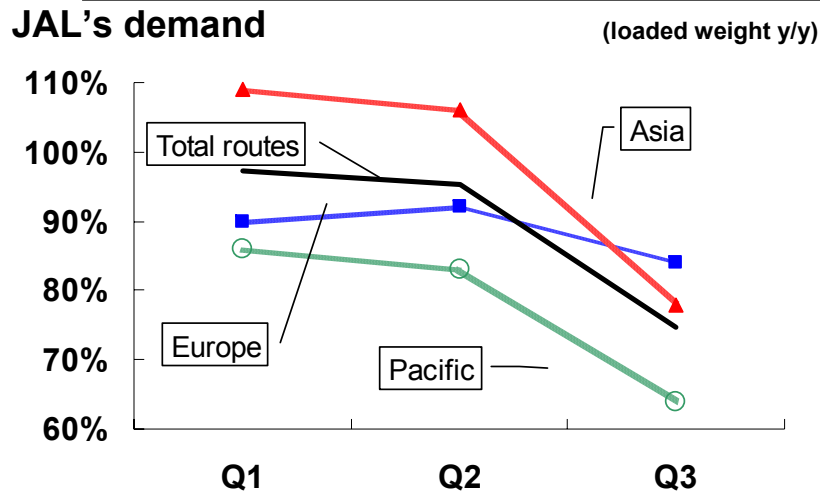


Sharp drop in cargo demand due to downturn in global economy

Demand Analysis

Oct.-Dec. 2008 (y/y) *Apr-Dec

Capacity: ATK 91.0% Demand: RCTK: 73.8%
*94.2% *86.0%



Pacific routes:

Demand was below that of a year earlier due to a fall in demand resulting from the deteriorating global economy and own thorough review of capacity after November

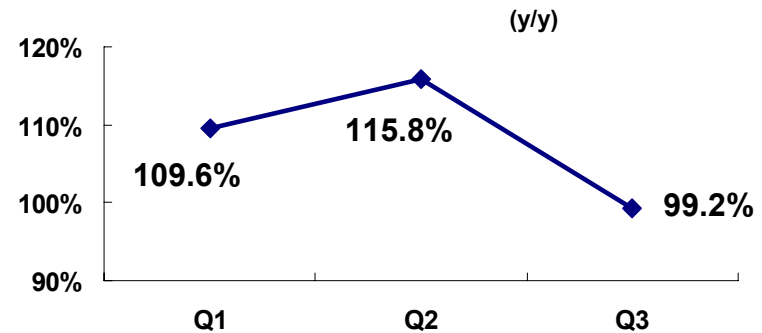
Europe routes:

Demand was on par with capacity until August, but declined very sharply after Sept. when the influence of financial crisis deepened.

Asian routes: inc. China, Taiwan, Hong Kong

Demand was higher than a year earlier until Sept., but cargo demand slowed down reflecting adjustment in production levels by the manufacturing industry which came to the surface after October.

Yield Analysis



Yield: 99.2% y/y

Despite the downward pressure due to the yen's appreciation and tougher competition due to the overall fall in demand, yield remained on a par with the previous year backed up by high-value-added products and rise in the international fuel surcharge.

Revision of Capacity

Aircraft: complete decommissioning of 747-200F(Nov.)

Routes: Flexible adjustment of capacity in response to demand (Nov. -)

(Flight Suspension) 1 route Narita-Kuala Lumpur-Manila-Kansai-Narita

(Frequency Reduction) 4 routes Narita = Anchorage = New York
Narita = Los Angeles etc.

(Frequency Increase) 3 routes Narita = Hong Kong etc.

Capacity: ATK (available cargo ton-kilogram) belly + freighter 11

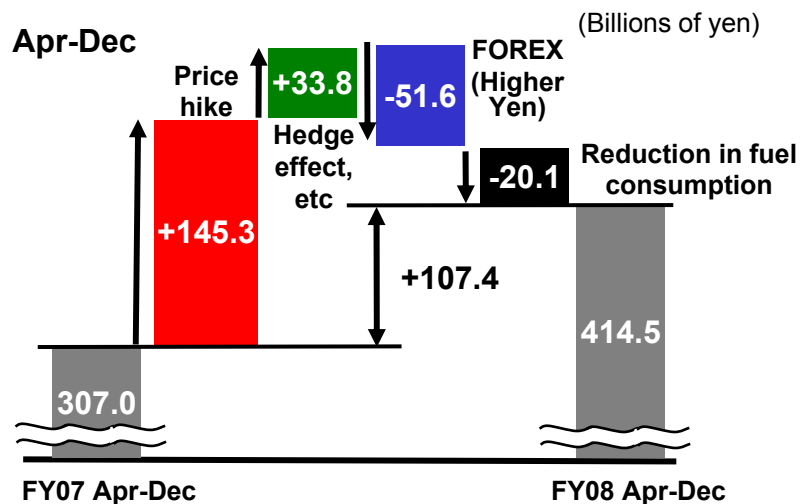
Demand: RCTK (Revenue cargo ton-kilogram)



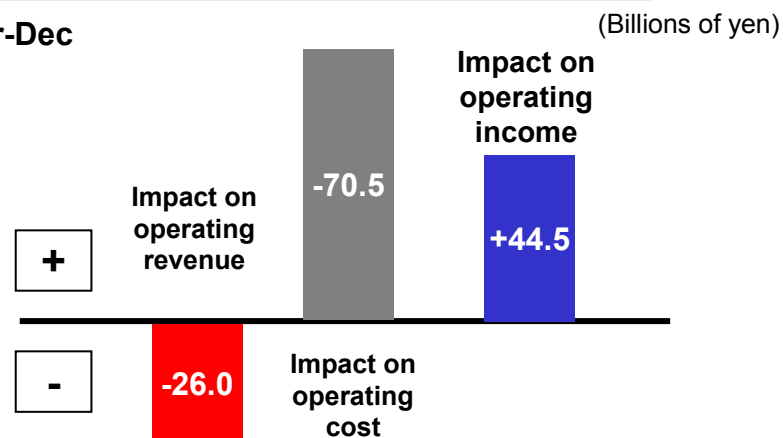
Fuel Cost & FOREX (Air Transportation Segment)



Comparison of fuel cost by factor (y/y)



Impact of FOREX (Impact on operating income)



Average market fuel price*

FY07 Apr-Dec	FY08 Apr-Dec
\$88.1/bbl	\$131.1/bbl

Fuel hedging ratio

FY08 (Apr-Dec)	FY08
91%	88%

FOREX Average market rate**

	FY07 Apr-Dec	FY08 Apr-Dec
USD	117.6 yen	103.6 yen
EUR	162.0 yen	153.6 yen

FOREX hedging ratio (1USD)

FY08: 75%

*Average price of Singapore Kerosene \$/bbl

**Based on the average company exchange rate



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3. Appendices



Revision of Forecast for FY2008



Revision of forecast against the backdrop of the deterioration in the global economy at higher pace than expected and sharp decline in demand

Revision of consolidated forecast for FY2008

	Forecast on 7 Nov.	Revised Forecast	Difference	Billions of Yen y-y
Operating Revenues	2,093.0	1,977.0	-116.0	-253.4
(Operating Expenses)	2,065.0	2,014.0	-51.0	-126.4
Operating Income	28.0	-37.0	-65.0	-127.0
Ordinary Income	5.0	-63.0	-68.0	-132.8
Net Income	13.0	-34.0	-47.0	-50.9

	Second-Half Q2 Forecast	Revised Forecast	FY2008 Q2 Forecast	Revised Forecast
Fuel*	\$90.0	\$77.5	\$119.5	\$113.2
FOREX (1USD)	¥106	¥95.2	¥105.5	¥100.1

Revision of forecast of air transportation segment for FY2008

	Forecast on 7Nov.	Revised forecast	Difference	(Billions of Yen) y-y
Operating Revenue	1,845.0	1,741.0	-104.0	-85.7
International Passenger	765.0	712.0	-53.0	-42.3
Domestic Passenger	691.0	672.0	-19.0	-5.4
International Cargo	187.5	158.0	-29.5	-30.2
Domestic Cargo	35.0	35.0	0.0	7.1
Mail (Intl & Domestic)	13.5	13.0	-0.5	-7.0
Other	153.0	151.0	-2.0	-7.8
Operating Cost	1,827.0	1,784.0	-43.0	35.9
Fuel	524.0	511.0	-13.0	98.2
Airport Facilities	126.0	125.0	-1.0	-3.3
Maintenance	118.0	112.0	-6.0	-10.0
Passenger Services	46.0	41.0	-5.0	-9.5
Commissions	103.0	99.0	-4.0	-12.0
Aircraft Depreciation	78.0	78.0	0.0	4.4
Aircraft Leases	106.0	105.0	-1.0	-2.7
Personnel	280.0	278.0	-2.0	5.9
General Expenses	210.0	206.0	-4.0	-9.2
Other	236.0	229.0	-7.0	-25.5
Operating Income	18.0	-43.0	-61.0	-121.7

		Second-Half Q2 Forecast	Revised Forecast	FY2008 Q2 Forecast	Revised Forecast
Int'l Passenger	Supply (ASK)	96.1%	93.9%	95.8%	94.7%
	Demand (RPK)	89.3%	82.3%	90.0%	86.5%
	Yield per Head	112.4%	105.0%	112.8%	109.5%
Dom Passenger	Supply (ASK)	97.3%	97.8%	98.0%	98.3%
	Demand (RPK)	102.8%	97.7%	101.4%	98.9%
	Yield per Head	101.5%	100.7%	100.6%	100.3%
Int'l Cargo	Supply (ASK)	75.8%	74.4%	84.3%	83.6%
	Demand (RPK)	90.0%	67.8%	94.0%	80.7%
	Yield per Head	105.7%	92.3%	106.0%	100.0%



Additional Efforts to Improve Profitability - 1



Forecast of 4th quarter demand

International Passenger

- A growing number of companies are cutting down on business trips and booking economy-class seats in place of business class. Business demand is thus expected to decline still further.
- The continued weakness of the Japanese economy is expected to keep the number of Japanese tourists traveling abroad below the previous-year level, but the margin of year-on-year decline should gradually narrow, thanks to lower fuel surcharges and the benefits of the strong yen.
- The number of overseas tourists coming to Japan is likely to decline further against the backdrop of a weak global economy and the yen's appreciation against all major currencies.
- Passenger yield is expected to rise year-on-year thanks to the IATA's deregulation of fares, as well as projected further reductions in surcharges. The negative impact of the strong yen on overseas passenger demand is likely to be limited.

Domestic Passenger

- Individual passengers purchasing our advance discount fare (Sakitoku) tickets are holding steady, while business-related passenger demand is stagnant. Total demand is likely to fall below the previous-year level once again.
- In group bookings, demand for conventional group tours is sluggish, while hotel pack is not weak. Overall demand is thus forecast down slightly from the previous year.
- Passenger yield from group bookings is likely to be slightly below last year's figure, but the yield for individual passengers is expected to post a year-on-year gain.

International Cargo

- There is little likelihood of a sharp demand recovery in the near future, but the margin of decline is likely to be less than the sharp drop seen since November.
- Cargo yield is projected to decline further due to the probable continued appreciation of the yen and further downward revisions in fuel surcharges.

Efforts to enhance profitability in response to decline in demand

• Additional review of capacity

Flight Suspension: Kansai=London (March 29, 2009 -)
 Frequency Decrease: Narita=Shanghai, Beijing, Bangkok
 (- March 28, 2009)

• Suspension of less occupied flights on a ad-hoc basis and switch of aircraft in response to low demand

• Measures to increase revenue:

Flexible pricing in response to low-price- fight in China market
 Enhancement of travel products in European route via media
 Appeal to price-conscious business passengers in Asia by providing "JAL-value GOKU"

• Additional review of capacity

Flight Suspension: 9 routes (February 2009 -)

• Improvement of profitability through introducing cutting-edge strategic regional jet Embraer 170s (February 2009 -)

• Measures to increase revenue:

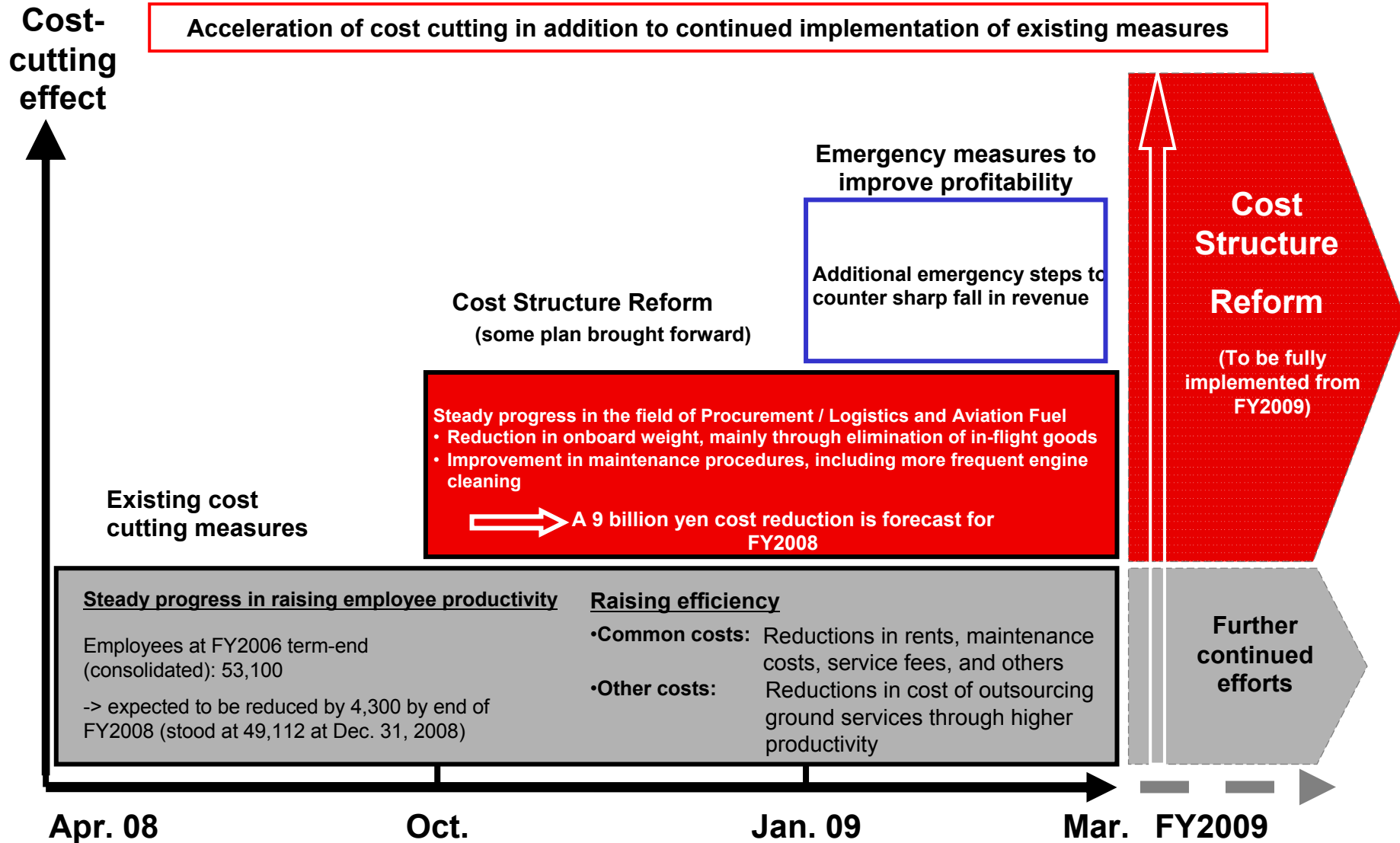
Sales promotion by enhancing tie-ups with other industries including card alliance
 Developing premium strategy by expanding First Class and Class J services

• Additional review of capacity (January 2009 -)

Flight Suspension: Narita=Anchorage=New York
 Frequency decrease: Narita=Los Angeles

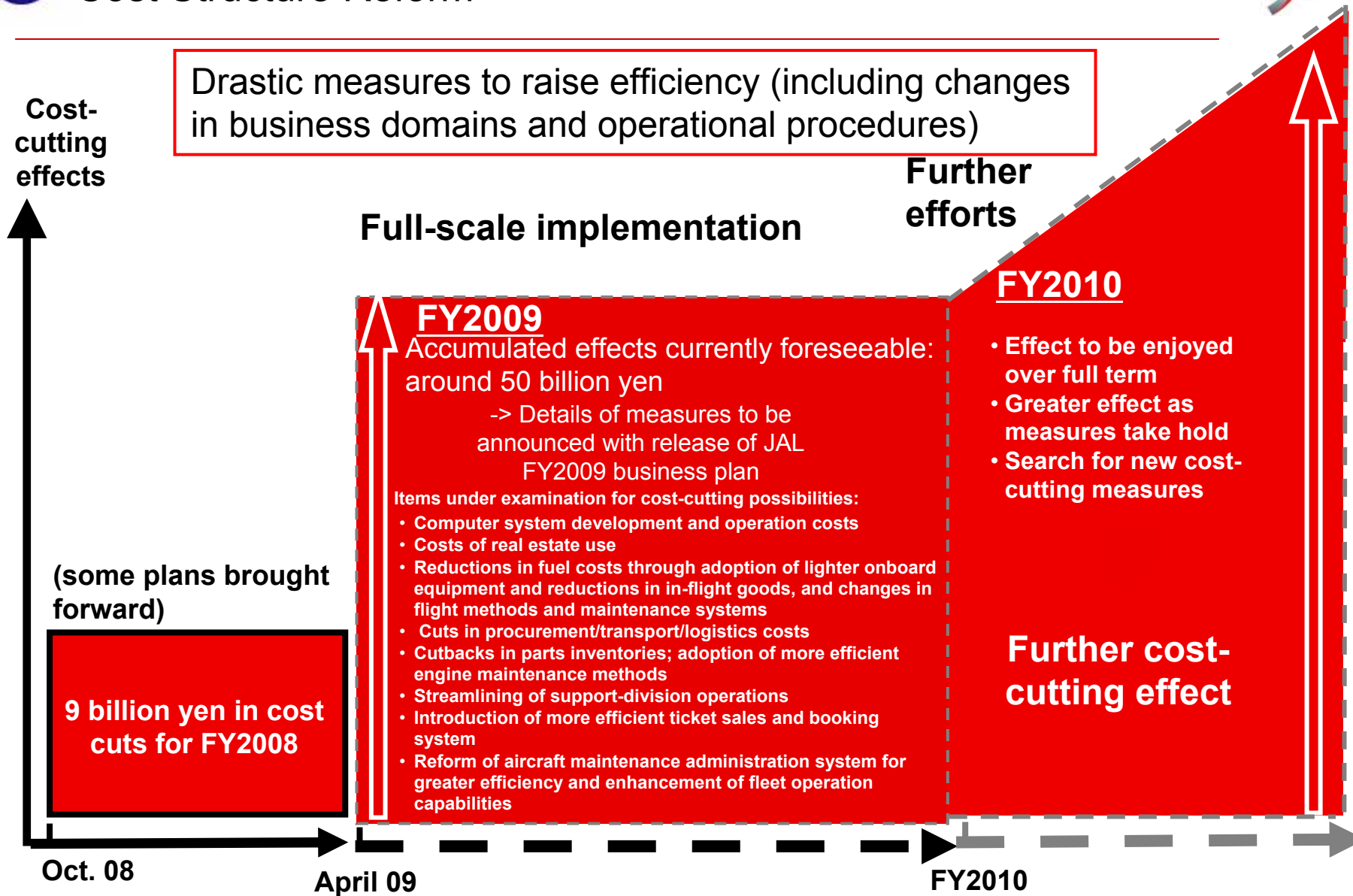
• Measures to increase revenue:

Flexible space control in response to changing demand worldwide
 Steady acquirement of profitable cargo by providing high-value-added products, Acquirement of basic cargo with flexible pricing





Cost Structure Reform





Basic Policy of Route and Flight Frequency for FY2009

- Improve profitability by tailoring supply to match demand through thorough review of route network and aircraft downsizing in response to weak demand due to the global economic slowdown
- Improve profitability to promote efficient operation by JAL Group subsidiary airlines

International Passenger

I. Thorough review of route and flight frequency in view of decreasing demand due to economic downturn

Flight Suspension: Kansai=London 1 route
 Frequency decrease: Narita=New York etc 3 routes
 Frequency increase: Narita=London etc 2 routes

II. Maximize revenue generated by the network though expanding domestic feeder flights to/from Narita

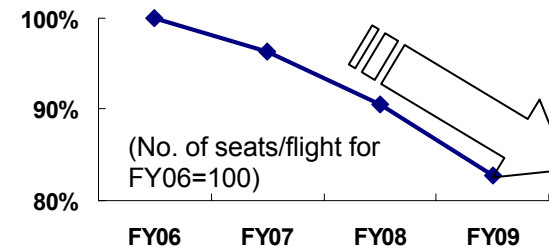
Narita=Kansai(7 flights/week)
 Narita=Sapporo (14 flights/week)

III. Promote product competitiveness and aircraft downsizing by introducing fuel-efficient aircraft (777-300, 767-300, 737-800 etc)

Fleet Downsizing: Narita=Sydney, Los Angeles etc 7 routes

Effect of Fleet Downsizing

Change in average number of seats per flight



Premium Strategy: Introduce new service in parallel with fleet renewal 6 routes

IV. Promote efficient operation by JAL Group subsidiary airlines

Launch of international scheduled flights operated by JAL Express (JEX).

- JEX's operating cost is lower than that of JAL.

- Start with 3 routes (Narita=Hangzhou, Kansai=Shanghai etc)
- Simultaneously promote aircraft downsizing by operating 737-800 18



Route and Flight Frequency Plan for FY2009

- domestic passenger and Int'l cargo



Domestic Passenger

International Cargo

I. Additional review of routes aiming to improve profitability

Improvement in profit by decreasing capacity

Flight Suspension: 5 routes Kansai=Memambetsu etc.
 Frequency decrease: 1 route Haneda=Kansai
 Frequency increase: 7 routes Haneda=Matsuyama etc

Flight Suspension: Narita-Bangkok-Manila-Narita etc.
 (Manila is the only terminated point) 7 routes
 Frequency decrease: Narita=Los Angeles 1 route
 Frequency increase: Narita-Tianjin-Dalian-Kansai 1 route
 Downsize: Narita-Singapore-Bangkok-Chubu/Narita 3 routes

II. Aiming to enhance customer convenience and operational efficiency through expanding routes on which cutting-edge E170s will operate.

E170's additional inauguration : 2 routes (Fukuoka=Matsuyama, Sapporo=Akita)
 ->Change part of flights from MD90 (150seats) to E170 (76seats)

Fleet plan for FY2009

Introduction: 19 aircraft (introduce fuel-efficient aircraft such as 737-800 and E170)
Decommissioning: 20 aircraft (complete retirement of classic-type 747 and decommissioning of aged aircraft such as MD81s and 737-400)



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3. Appendices



Revenue Analysis – International Passenger Operations

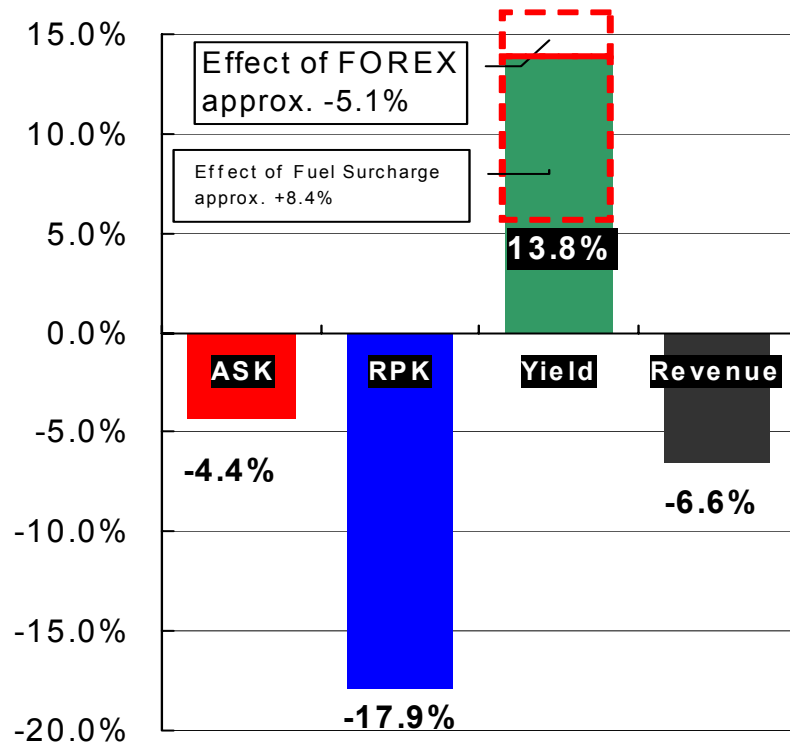


yr-yr comparison of Capacity, Demand, Yield, Revenue and Load Factor

Oct-Dec

yr-yr (%)

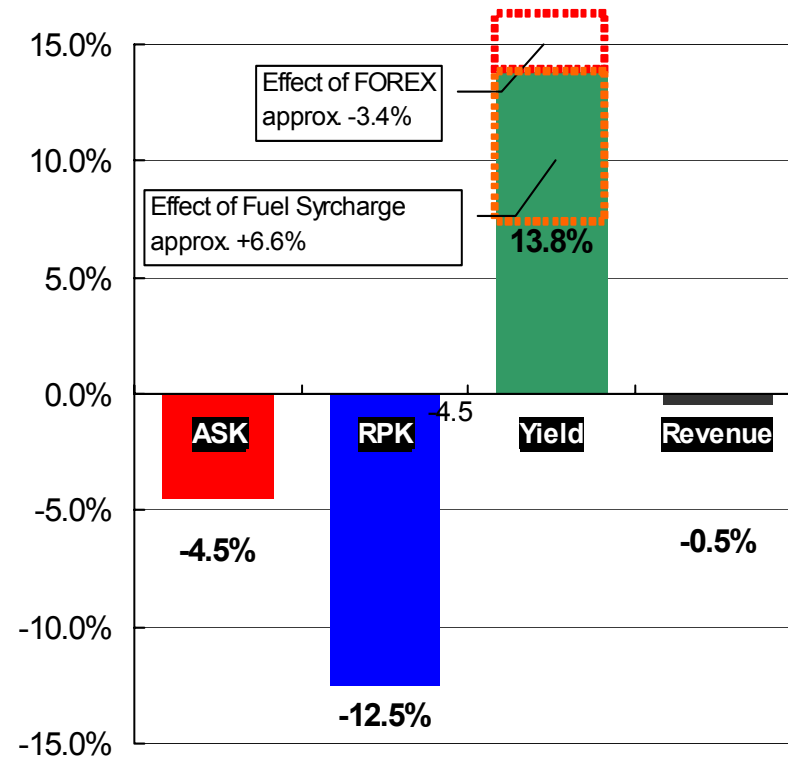
- **Revenue 176.3 bn yen (down 12.3bn, yr-yr)**
- **L/F 62.6% (down 10.3pt, yr-yr)**



Apr-Dec

yr-yr (%)

- **Revenue 570.2 bn yen (down 2.7bn, yr-yr)**
- **L/F 65.8% (down 6.1pt, yr-yr)**

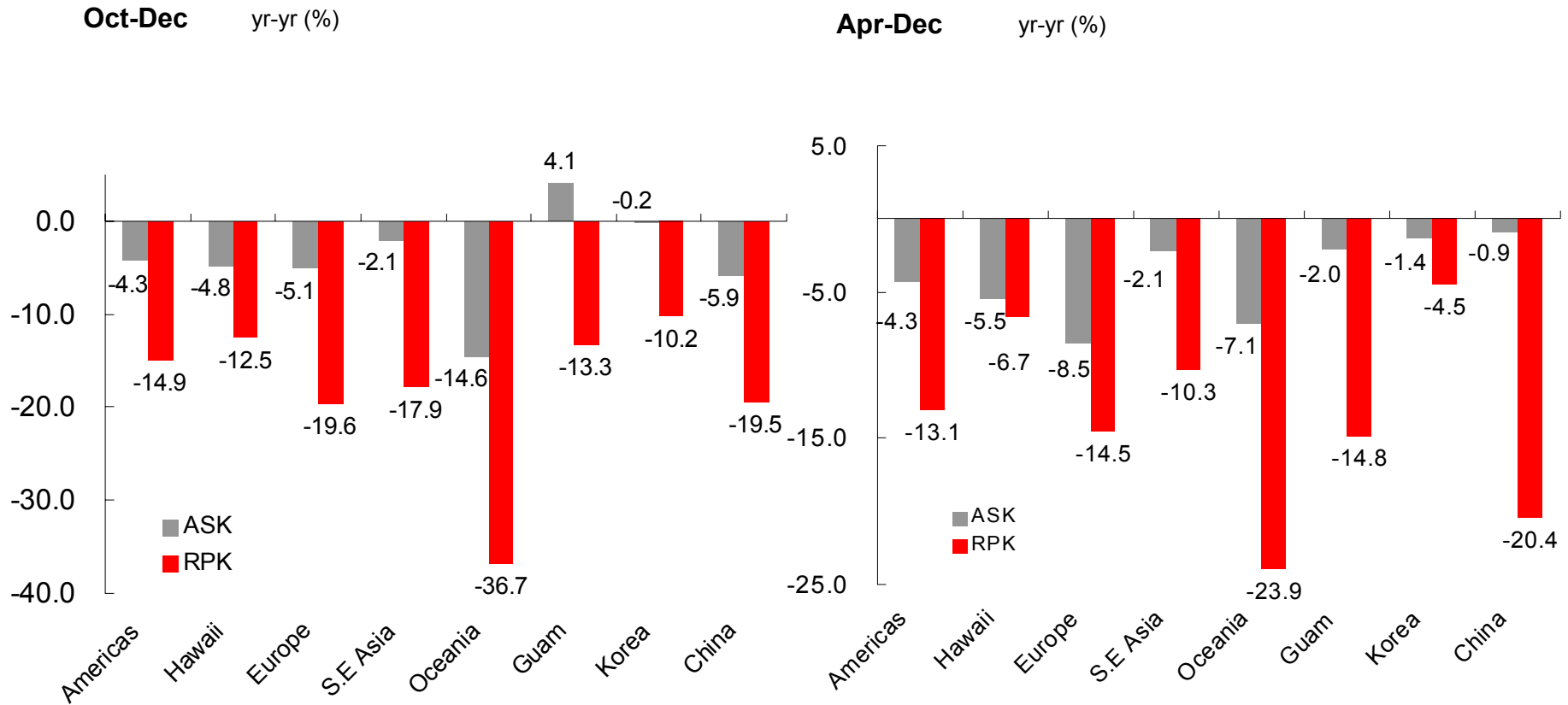


Capacity: ASK (Available Seat Kilometer)

Demand: RPK (Revenue Passenger Kilometer)



Demand and Capacity of International Passenger by Routes



Capacity: ASK (Available Seat Kilometer)
Demand: RPK (Revenue Passenger Kilometer)



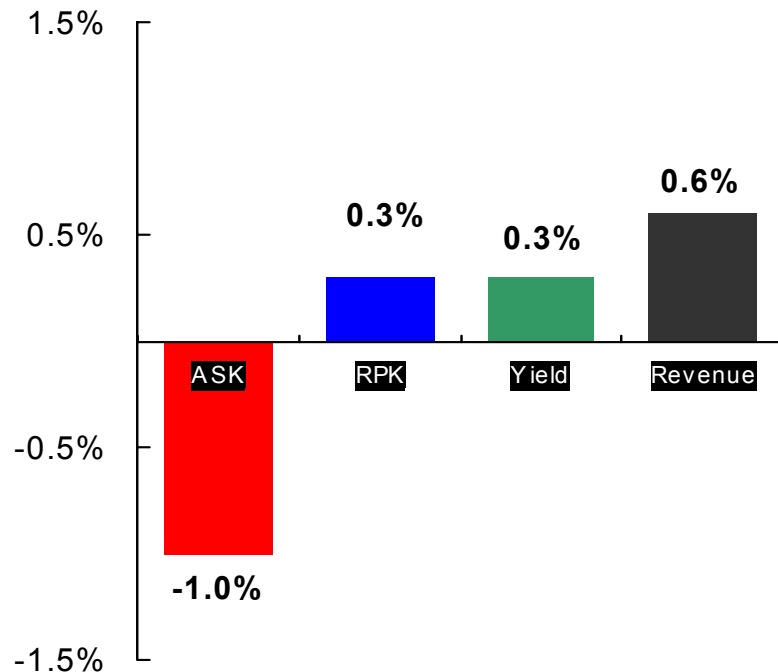
Revenue Analysis – Domestic Passenger Operations



yr-yr comparison of Capacity, Demand, Yield, Revenue and Load Factor

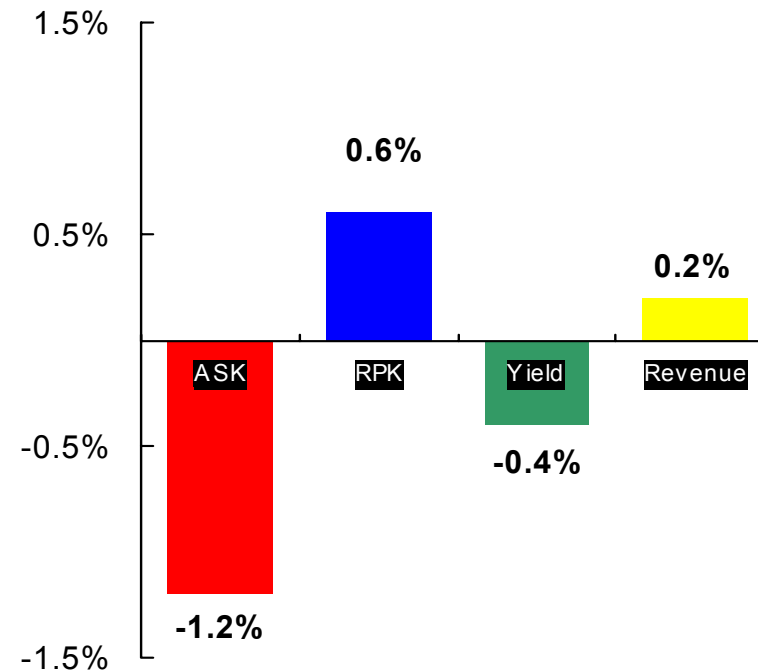
Oct-Dec yr-yr (%)

- **Revenue 168.4 bn yen (up 1bn, yr-yr)**
- **L/F 64.9% (up 0.8pt, yr-yr)**



Apr-Dec yr-yr (%)

- **Revenue 520.9 bn yen (up 0.8bn, yr-yr)**
- **L/F 64.7% (up 1.2pt, yr-yr)**



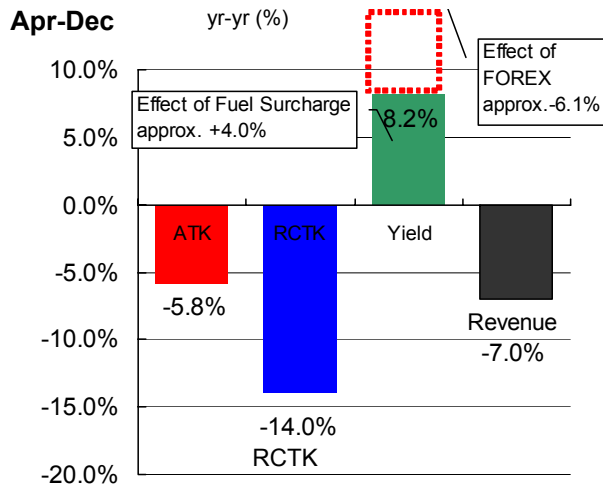
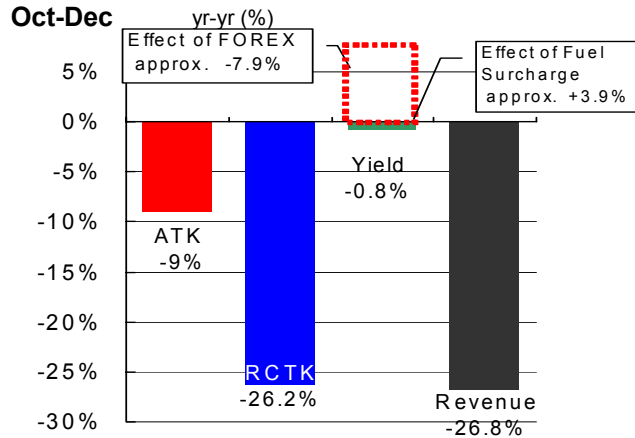
Capacity: ASK (Available Seat Kilometer)
Demand: RPK (Revenue Passenger Kilometer)



Revenue Analysis – International Cargo Operations

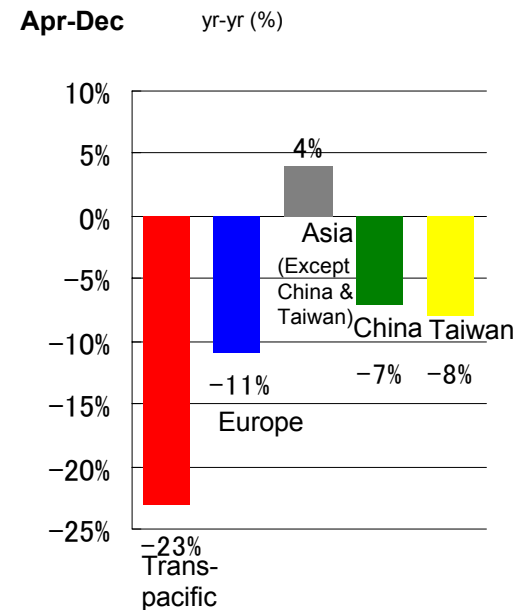
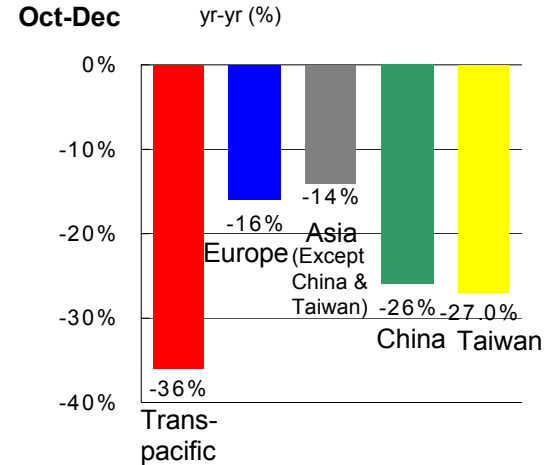


yr-yr comparison of Capacity, Demand, Yield, Revenue



Capacity: ATK (Available Cargo Ton-kilometer)
Total cargo capacity of Passenger Flights & Cargo Freighter
Demand: RCTK (Revenue Cargo Ton-kilometer)

Cargo Demand by Destination





Financial Targets by Segment



Billions of Yen

	Operating Revenues			Operating Income		
	Forecast on 7Nov.	Revised Forecast	Difference	Forecast on 7Nov.	Revised Forecast	Difference
Air Transportation	1,845.0	1,741.0	-104.0	18.0	-43.0	-61.0
Airline-related	217.5	214.0	-3.5	3.0	2.0	-1.0
Travel Service	336.5	326.0	-10.5	2.0	0.0	-2.0
Card·Lease	66.0	65.0	-1.0	4.0	4.0	0.0
Other	85.5	85.0	-0.5	1.0	0.0	-1.0
Total	2,550.5	2,431.0	-119.5	28.0	-37.0	-65.0
General corporate assets and intercompany eliminations	-457.5	-454.0	3.5	0.0	0.0	0.0
Consolidated	2,093.0	1,977.0	-116.0	28.0	-37.0	-65.0



Capital Expenditure and Depreciation

Result & Forecast

Billions of YEN

	FY07Q3	FY08Q3	FY08 Forecast	
			Forecast of 07 Nov	Revised Forecast
Investment (Purchase)	90.1	125.0	143.0	147.0
(Aircraft)	66.8	109.5	103.0	117.0
(Others)	23.2	15.5	40.0	30.0
Depreciation	87.3	87.7	123.0	123.0
Principal Payment of Finance Lease	42.4	42.0	51.0	51.0

Interest-bearing Debt

(Unit: ¥ billion)

		End of FY07 Balance	End of Dec. 2008 Balance	Forecast of 7-Nov	End of FY08 Revised Forecast
On Balance	Corporate Loan/Debt	919.6	835.4	805.0	805.0
Off Balance	Lease Obligation	357.5		304.0	304.0
	Unrecognized Obligation	323.7		282.0	327.0
Interest-bearing Debt		1,600.9		1,391.0	1,436.0



(Detail) Route and Flight Frequency Plan for FY2009 – Int'l Passenger



Flight Suspension

Route	Flight Suspension	Date Effective	Notes
Osaka (Kansai)=London	7flights/w-> suspend	March 29, 200-	(Already announced on Aug 7,2008)

Frequency Reduction

Route	Frequency Decrease	Date Effective	Notes
Tokyo (Narita)=New York	14flights/w->10flights/w	March 30, 2009-	JL008/JL007 suspended
Tokyo (Narita)=Bangkok	21flights/w->14flights/w	March 29, 2009-	JL703/JL704 suspended
Tokyo (Narita)=Seoul	26flights/w->25flights/w	March 29, 2009-	JL955/JL956 suspended

Frequency Increase

Route	Frequency Increase	Date Effective	Notes
Tokyo (Narita)=London	7flights/w->14flights/w	March 29, 2009 -	JL403/JL404 added
Tokyo (Narita)=Osaka (Kansai)	0flights/w->7flights/w	March 29, 2009 -	International connection
(*)Tokyo (Narita)=Sapporo	7flights/w->14flights/w	April 1, 2009 -	(*)Operated as domestic

Aircraft Change

Route	Aircraft Change	Date Effective	Notes
Tokyo (Narita)=Sydney	747-400->777-200ER	March 29, 2009 -	
Tokyo (Narita)=Brisbane	747-400->767-300ER	March 29, 2009 -	
Osaka (Kansai)=Shanghai	767-300ER->737-800	March 29, 2009 -	JL627/JL628 only
Tokyo (Narita)=Manila	747-400->767-300ER	July 1, 2009 -	JL741/JL742 only
Nagoya (Chubu)=Guangzhou	767-300ER->737-800	August 1, 2009 -	
Tokyo (Narita)=Chicago	747-400->777-300ER	November 2009 -	
Tokyo (Narita)=Los Angeles	747-400->777-300ER	November 2009 -	

Premium Strategy

Route	Service Improvement	Date Effective
Tokyo (Narita)=Vancouver	JAL Shell Flat Seat to be introduced into JAL Executive Class	September 1, 2009 -
Tokyo (Narita)=Vancouver=Mexico City		
Tokyo (Narita)=Milano	JAL Shell Flat Seat to be introduced into JAL Executive Class	November 2009 -
Tokyo (Narita)=Rome		
Tokyo (Narita)=Chicago	Introduction of JAL Suite to first class, JAL Shell Flat Neo to business class, and Premium Economy to economy class	November 2009 -
Tokyo (Narita)=Los Angeles		

Launch of International Operations by JAL Express

Route	Date effective	Notes
Tokyo (Narita)=Hangzhou	May 8, 2009 -	
Osaka (Kansai)=Hangzhou	May 8, 2009 -	
Osaka (Kansai)=Shanghai	May 8, 2009 -	JL629/JL620
Osaka (Kansai)=Shanghai	July 1, 2009 -	JL627/JL628



(Detail) Route and Flight Frequency Plan for FY2009 – Domestic Passenger



Flight Suspension

Route	Flight Suspension	Date Effective	Notes
Osaka (Kansai)=Memanbetsu	1flight/day -> suspend	April 1, 2009 -	
Osaka (Kansai)=Obihiro	1flight/day(Operated from June – September 2008) -> suspend (will only be operated from July 17 – August 31, 2009)	September 1, 2009 -	Seasonal operation
Osaka (Kansai)=Kushiro	1flight/day(Operated from June – September 2008) -> suspend (will only be operated from July 17 – August 31, 2009)	September 1, 2009 -	Seasonal operation
Osaka (Kansai)=Aomori	1flight/day(Seasonal operation in October 2008) -> suspend	October 1, 2009 -	
Osaka (Kansai)=Asahikawa	1flight/day-> suspend	October 1, 2009 -	Normal operations from April – September 2009

Frequency Reduction

Route	Frequency Decrease	Date Effective	Notes
Tokyo (Haneda)=Osaka (Kansai)	7flights/day -> 6flights/day	April 1, 2009 -	

Frequency Increase

Route	Frequency Increase	Effective	Notes
Tokyo (Haneda)=Matsuyama	4flights/day -> 5flights/day	April 1, 2009 -	Continuation of increase on November 2008
Osaka (Itami)=Hanamaki	2flights/day -> 3flights/day	April 1, 2009 -	
Osaka (Itami)=Akita	1flight/day -> 2flights/day	April 1, 2009 -	
Sapporo=Tokyo (Narita)	1flight/day -> 2flights/day	April 1, 2009 -	
Fukuoka=Sendai	2flights/day -> 3flights/day	April 1, 2009 -	
Fukuoka=Matsuyama	3flights/day -> 4flights/day	June 1, 2009 -	
Sapporo=Akita	2flights/day -> 3flights/day	October 1, 2009 -	



(Detail) Route and Flight Frequency Plan for FY2009 – Int'l Cargo



Frequency Reduction

Route	Frequency Decrease	Date Effective	Notes
Tokyo (Narita)=Los Angeles	5flights/w -> 4flights/w	March 29, 2009 -	
Tokyo (Narita)-(via Anchorage) -Amsterdam-Frankfurt -Tokyo (Narita)	1flight/w -> suspend	March 29, 2009 -	To Amsterdam: 4 times/w->3 times/w To Frankfurt: 10 times/w->9 times/w (including codesharing)
Tokyo (Narita)-Bangkok-Manila -Tokyo (Narita)	1flight/w -> suspend	March 29, 2009 -	To Bangkok: 7 times/w->6 times/w All services to Manila suspended
Tokyo (Narita)-Jakarta -Kuala Lumpur-Tokyo (Narita)	1flight/w -> suspend	March 29, 2009 -	To Jakarta, Kuala Lumpur: 2 times/w->1time/w
Tokyo (Narita)-Hong Kong-Nagoya (Chubu)	1flight/w -> suspend	March 29, 2009 -	To Hong Kong: 11 times/w->10 times/w
Osaka (Kansai)=Dalian	1flight/w -> suspend	March 29, 2009 -	Decrease and increase the following(*1)
Osaka (Kansai)-Tianjin-Dalian -Tokyo (Narita)	1flight/w -> suspend	March 29, 2009 -	
Osaka (Kansai)=Taipei	2flights/w -> suspend	March 29, 2009 -	To Taipei: 7 times/w->5 times/w

Frequency Increase

Route	Frequency Increase	Date Effective	Notes
Tokyo (Narita)-Tianjin-Dalian -Osaka (Kansai)	1flight/w -> 4flights/w	March 29, 2009 -	(*1) To Tianjin: 3 times/w->5 times/w To Dalian: 4 times/w->5 times/w

Route Change March 29, 2009 -

Route	Change
Osaka (Kansai)-Bangkok-Ho Chi Minh-Osaka (Kansai)	Change route to "Osaka (Kansai)-Ho Chi Minh-Bangkok-Tokyo (Narita)", 2flights/w -> 1flight/w
Tokyo (Narita)-Osaka (Kansai)-Shanghai-Osaka (Kansai)	4 of 5 flights/w change route to "Tokyo (Narita)-Osaka (Kansai)-Shanghai-Tokyo (Narita)"
Tokyo (Narita)=Seoul	Change route to "Tokyo (Narita)-Seoul-Nagoya (Chubu)"

Aircraft Change March 29, 2009 -

Route	Aircraft Change	Notes
Tokyo (Narita)-Singapore -Bangkok-Nagoya (Chubu)/ Tokyo (Narita)	3flights/w change from 747-400F to 767-300F	All of 5flights/w operated by 767-300F
Tokyo (Narita)=Hong Kong	1flight changes from 747-400F to 767-300F	3 of 6flights/w operated by 767-300F
Tokyo (Narita)=Shanghai	1flight changes from 747-400F to 767-300F	1 of 6flights/w operated by 767-300F



Japan Airlines Corporation