Japan Airlines Corporation and Consolidated Subsidiaries

Consolidated Interim Financial Information

For the six months ended September 30, 2008 and 2007
and the year ended March 31, 2008

Disclaimer

This financial information is unaudited. The original Japanese language version of summary statements of financial results is the official version. This is an English version of the Japanese statement of financial results that has been summarized in English for reference purposes for non-Japanese readers. In the event of a discrepancy between the Japanese and English versions, the Japanese version shall prevail.

1. Consolidated Financial Highlights

(Amounts of less than one million yen have been omitted.)

(1) Consolidated Operating Results for the Six Months Ended September 30, 2008 (FH08) and September 30, 2007 (FH07)

(Millions of yen except for per share information)

(i)	Operating revenues:	FH08	¥1,073,597 million		―
		FH07	¥1,142,933 million		(-0.6%)
(ii)	Operating income:	FH08	¥	30,229 million	―
		FH07	¥	56,652 million	(594.3%)
(iii)	Ordinary income:	FH08	¥	18,023 million	―
		FH07	¥	58,723 million	―
(iv)	Net income (loss):	FH08	¥	36,674 million	―
		FH07	¥	7,309 million	(383.9%)
(v)	Net income (loss) per share:	FH08	¥	13.44	
		FH07	¥	2.68	
(vi)	Diluted net income per share:	FH08	¥	10.86	
		FH07	¥	2.63	

(2) Consolidated Financial Position at September 30, 2008 (FH08) and March 31, 2008 (FY07)

(Millions of yen except for per share information)

(i)	Total assets:	FH08	¥2,123,931 million
		FY07	¥2,122,784 million
(ii)	Net assets:	FH08	¥ 483,303 million
		FY07	¥ 471,070 million
(iii)	Net assets ratio excluding minority interests:	FH08	21.7%
		FY07	21.4%
(iv)	Net assets per share excluding minority interests:	FH08	¥ 112.75
		FY07	¥ 110.08

Note 1. Net assets excluding minority interests:

September 30, 2008	¥ 461,213 million
March 31, 2008	¥ 453,934 million

2. Dividends

Annual dividends per share:	FY07	¥ 0.00
	FY08	¥
	FY08 (forecast)	¥ 0.00

Note1. Revision of dividends forecast for this period: None

Note2. This information of Dividends is for common stock. Refer to page 2 with regard to dividends forecast of preferred stock.

3. Consolidated Financial Forecast for the Year Ending March 31, 2009

(1)	Operating revenues:	¥ 2,093,000million	(-6.2%)
(2)	Operating income:	¥ 28,000 million	(-68.9%)
(3)	Ordinary income:	¥ 5,000 million	(-92.8%)
(4)	Net income:	¥ 13,000 million	(-23.2%)
(5)	Net income per share:	¥ 2.45	

Note: Revision of financial forecast for this period: Yes

4. Other Information

(1) Significant changes in scope of consolidation

Not applicable.

(2) Adoption of simplified accounting methods for preparation of quarterly consolidated financial statements

Not applicable.

4. Other Information (continued)

(3) Changes in accounting policy in preparation of quarterly consolidated financial statements

(i) Changes due to revision or application of accounting standard

Changes in accounting policy were made for the six months ended September 30, 2008.

(ii) Other changes

Not applicable.

(4) Number of shares in issue

Note 1. Number of shares in issue including common stock in treasury at end of the period:

September 30, 2008	2,732,383,250
March 31, 2008	2,732,383,250

Note 2. Number of shares of common stock in treasury at end of the period:

September 30, 2008	3,152,187
March 31, 2008	3,037,499

Note 3. Average number of shares of common stock in treasury during period

September 30, 2008	2,729,299,748
September 30, 2007	2,729,481,667

5. Dividends of Preferred Stock

Annual dividends per preferred stock	FY07	¥	0.00
	FY08	¥	
	FY08 (forecast)	¥	10.27

Japan Airlines Corporation and Consolidated Subsidiaries

Notes to Consolidated Financial Statements

For the six months ended September 30, 2008

Qualitative Information and Financial Statements

1. Qualitative Information concerning the consolidated financial results

(1) Overview of business performance

In the world economy during the first half of the current fiscal year (the six months from April 1 to September 30, 2008), strong growth continued in China and India, but in the United States the economy stagnated as a result of factors such as the turmoil in financial markets caused by the subprime mortgage loan problem and other issues, the sluggishness of capital investment and industrial production, the substantial decline in housing investment, and the slackening of consumer spending. Distinct signs of a slowdown were apparent in the Eurozone and other parts of Asia, triggered by factors such as the slowing of export activity and the slowdown of consumption as a result of steep rises in energy and foodstuff prices. Overall, the slowing trend in the world economy became increasingly accentuated.

In the Japanese economy, export growth was blunted by the slowing of economic activity overseas, and both capital investment and production were weakened by the worsening of corporate earnings amid sharp increases in prices of raw materials and energy. Consumer spending also slackened under the impact of sluggishness of employee incomes. The net result of these developments was that domestic economic activity tended to decelerate.

For the JAL Group the operating environment remained very harsh, characterized by the persistently high price for jet-fuel and by factors such as the fading of airline demand. The latter has resulted from the growing evidence of economic slowdown both in Japan and overseas.

Amid these circumstances we formulated our FY2008-2010 Medium-Term Revival Plan, known as the “New Medium-Term Revival Plan.” Completed in February 2008, its aim is to build a corporate structure that enables the Group to generate stable profit in any environment, no matter how harsh. In line with the plan we have been working vigorously to reduce costs across the board, strengthen the competitiveness of our product and service offerings, and enhance profitability.

In international passenger operations, we continued our vigorous program of aircraft downsizing to enhance profitability by matching supply and demand. Steps taken included switching the aircraft operated on the Osaka (Kansai International Airport) – Guangzhou and Nagoya (Central Japan International Airport: “Centrair”) – Busan routes from medium-sized Boeing 767s to narrowbody Boeing 737-800s, and switching aircraft on the Narita International Airport – New York and Narita – San Francisco routes from 747-400s to Boeing 777-300ERs. We also made further progress in reallocating our resources to fast-growing and highly profitable routes such as those with strong business demand, including the routes from Narita to New York, Paris, Moscow, Hangzhou, and Busan. In addition, from July we increased charter flights out of the Tokyo International Airport (Haneda) substantially, which included the inauguration of daily flights between Haneda and Hong Kong. Through this program we plan to increase the number of charter flights originating at Haneda to approximately 800 in FY2008, well above the total of some 280 operated in the previous fiscal year.

During the first half we also expanded codesharing with British Airways and Finnair, both fellow members of the **one**world® global alliance. We also made a substantial increase in codesharing routes with China Eastern Airlines, boosting the JAL Group's routes between Japan and China to 37, covering 13 destinations in China with a total of 325 flights per week (as of September 30, 2008). This further expanded our network covering Japan and China, which was already the largest among the airlines operating between the two countries.

We also further increased the number of routes between Japan and Vietnam, which is recording a high GDP growth rate that ranks second only to China in East Asia, and is attracting a remarkable number of Japanese companies to set up operations there. In August we enhanced convenience by inaugurating codeshare flights on the Nagoya (Centrair) – Hanoi route. This expanded collaboration further increased the JAL Group's Vietnam routes to 6, on which we operate 36 flights per week.

At Narita Airport Terminal 2, we have been carrying out a major renovation of our airport facilities, including our lounges and the First Class and Executive Class check-in counters. We completed the remodeling of our Economy Class counters and reopened them in April 2008 introducing a new type of automated check-in machine (SCM) and the installation of dedicated counters for Premium Economy passengers. We also introduced an inline luggage screening system that enables passengers to proceed directly to the check-in counters without having their hand luggage checked by x-ray scanners prior to going through the check-in procedures. In addition, we established dedicated immigration counters and security checkpoints for passengers in transit from domestic to international flights, significantly reducing the minimum connecting time required for transfers from JAL domestic to international routes (from 80 to 60 minutes). In ways such as this, the convenience and comfort of using Narita, JAL's main international hub, has been greatly enhanced.

During 2008, the year of the Beijing Olympics, JAL was an official partner of the Japanese Olympic Committee, and in that capacity implemented a variety of measures to stimulate demand and foster the Olympic spirit. For example, we operated charter flights between Haneda and Beijing to support the Japanese team, operated special flights for which the aircraft were specially painted with the official Gambare Nippon! (“Go For It! Japan!”) slogan, and provided Gambare Nippon! in-flight meals.

In domestic passenger operations, we faced with a massive cost increase caused by the steep rises in the price of jet fuel, but continued to pursue improved profitability by making revisions to our routes and downsizing aircraft. We also used our fares to counter intensifying competition from other airlines and the Shinkansen. Measures taken included the introduction of the “JAL Business Ticket,” a business-oriented discount fare that provides greater convenience for business travelers by enabling them to take advantage of the fares even when they need to travel urgently. Among other efforts to stimulate demand we extended our “Sakitoku (Advance) Discount Fares,” which are designed to increase the use of aviation services, to cover the entire domestic network. We expanded our “JAL Dynamic Package” travel products available via the Internet, and also augmented our group tour offerings. During the summer season, between July 18 and August 31 we conducted the “Natsu Natsu Toku Toku (Summer Special)” campaign covering all JAL Group domestic routes under a tie-up with Tokyo Disney Resort® and the ÆON Group.

In international cargo operations, we continued our program of enhancing profitability by decommissioning conventional Boeing 747 freighters. Their retirement is planned to be completed by the end of FY2008. As part of the enhanced dedication to quality called for in the New Medium-Term Revival Plan, in addition to fundamental quality enhancement we also expanded our high-value-added J PRODUCTS service, which has been designed to cater to our customers’ diverse needs. Specifically, in June 2008 we launched J CARRY , a freight delivery service by special couriers to meet the demand for the carriage of urgent cargoes, followed in August by J DIRECT, a service for direct carriage to airports of cargoes not yet cleared through customs, with the aim of shortening overall goods distribution times.

Steps were also taken to broaden JAL's Premium Strategies, which constitute one of the core components of the New Medium-Term Revival Plan. On international routes, the JAL Premium Economy service, which was very favorably received when introduced on the Narita – London route in December 2007 and on the Narita – Frankfurt route in February this year, was extended to the Narita – Paris route in April, to the Narita – New York route (flights JL006/005) in August, and to the Narita – San Francisco route in September. In addition, the airliners operated on the Narita – New York (flights JL006/005) and Narita – San Francisco routes were switched to Boeing 777-300ERs fitted with and new seats. In JAL First Class, the new JAL Suite seat, designed on the concept of a suite floating in the sky, and in JAL Executive Class the new JAL Shell Flat Neo Seat, a more highly evolved version of the current Shell Flat Seat, were introduced. In-flight service in JAL First Class was also revamped to provide the highest-ever level of service, with meticulous attention being given to passenger sleep and well-being.

For domestic passengers, the JAL First Class service – Japan’s first ever domestic first class – has already received high acclaim since its introduction in December 2007 on the route from Haneda to Osaka (Itami). In April this year it was also introduced on the Haneda – Fukuoka route, and in June it was then introduced on the Haneda – Sapporo route. Since July it has been available on all 15 daily return flights on the Haneda – Itami route.

In parallel with the expansion of JAL First Class service, passenger convenience has been enhanced by the installation of exclusive entrances that make it unnecessary for customers to stand in line at the ordinary security gates. These are for JAL First Class passengers and JMB Diamond and JGC Premium members, and were installed in the Sakura Lounge at New Chitose Airport (Sapporo) in June this year, and in the Sakura Lounge at Itami Airport (Osaka) in July.

The JAL Mileage Bank (JMB) is Japan's largest frequent flyer program. For this we have made innovations to make the program more user-friendly, including by extending the cutoff period for the redemption of miles to the end of the month 36 months after flying.

The previous cutoff had been the end of December of the year two years after the time of flying. Boosted by measures such as this, the number of JMB members topped 21.53 million at the end of September 2008.

In addition, as companies are assuming increasing social responsibility for protecting the environment, the JAL Group regards environment-conscious practices as an important management issue. Accordingly, in April 2008 JAL issued its “Sky Eco” declaration, pledging to further strengthen and promote the measures it has long been implementing in the sphere of environmental issues. On international routes JAL engages in environmental activities such as conducting atmospheric observations and providing information on wildfires gathered from aircraft flying at high altitudes. We also have the goal of achieving cuts in carbon dioxide emissions from our aircraft of 20% of transport capacity in terms of available ton-kilometers by fiscal 2010 compared with fiscal 1990 levels. We will achieve the goal through a variety of fuel consumption reduction measures, including switching to more fuel-efficient aircraft, reducing the weight of on-board items, increasing the frequency of aircraft engine cleaning, and modifying aircraft operating methods. In addition, in the autumn of 2007 JAL began environment education courses called “Soraiku,” in which currently serving aircraft captains go out into the community, primarily to tell elementary and junior high school children about the state of the Earth as seen from the sky, and the JAL Group's environmental-conservation efforts. During the current fiscal year, up to September the courses had been held 13 times in various parts of the country.

Total operating revenues in the air transportation segment during the first half increased by ¥10.1 billion year-on-year, in spite of the reduction in capacity resulting from the steady progress made with route restructuring and aircraft downsizing. These were outweighed by positive factors such as robust passenger demand on international routes during the first quarter, exceeding its year-earlier level, and the maintenance of passenger numbers on domestic routes at around the same level as the previous year. Nevertheless, total operating revenues on a consolidated basis fell by ¥69.3 billion to ¥1,073.5 billion, primarily because former consolidated subsidiary Pacific Fuel Trading Corporation (PFTC) was removed from the scope of consolidation as a result of the sale of its shares and the operating revenue of Travel Service segment reduced.

Operating costs were impacted by the persistence of aviation fuel prices at high levels. Although we endeavored to absorb their impact to the greatest extent possible by such means as flexible hedging of fuel oil and the above-mentioned efforts to reduce fuel consumption, fuel costs finally exceeded their year-earlier level. However, with regard to non-fuel costs, Group-wide efforts to reduce expenses achieved results, enabling us to cut costs to below their year-earlier levels in numerous categories, and PFTC was removed from the scope of consolidation. In consequence, costs declined by ¥42.9 billion to ¥1,043.3 billion. As a net result of this, consolidated operating income fell by ¥26.4 billion to ¥30.2 billion; ordinary income was down by ¥40.6 billion to ¥18.0 billion; and the net income for the first-half period improved by ¥29.3 billion to ¥36.6 billion by increase of extraordinary gain and decrease of extraordinary losses compared with the first-half period in the previous year.

(2) Results by business segment (prior to adjustments for intersegment transactions)

a. Air Transportation Business

On international routes we continued our pursuit of the goals of the New Medium-Term Revival Plan by making steady progress with route restructuring and aircraft downsizing, with the result that passenger capacity on international routes declined by 4.5% year-on-year as measured by available seat-kilometers (ASK). On the demand side, tourist demand remained sluggish, and although business demand had been brisk up to the first quarter, it slackened from the summer onwards as evidence of an economic slowdown became clearer. In consequence, on a route-by-route basis there were substantial year-on-year falls in demand on routes to China, which continues to be affected by related reported food scares, and also on routes to Oceania and Guam. Demand was also sluggish and below year-earlier levels on routes to the Americas, Europe, and Southeast Asia. Demand on Korean and Hawaiian routes, which was brisk in the first quarter and showed a year-on-year rise, also slackened from the summer. As a result of these factors, overall demand fell by 9.9% year-on-year in terms of revenue passenger kilometers (RPK), and the passenger load factor (L/F) was down by 4.0 points, to 67.4%. Passenger yield rose by 13.7% from the previous year, buoyed by changes in the composition of passengers (an increase in the proportion of first and business class passengers), and rises in fares and the fuel surcharge, with the result that revenues from international passenger operations rose by 2.5% year-on-year, to ¥393.8 billion.

Capacity on domestic routes fell by 1.3% year-on-year in terms of available seat-kilometers (ASK), owing primarily to route restructuring and aircraft downsizing aimed at boosting profitability. Overall demand, however, rose by 0.8% in terms of revenue passenger kilometers (RPK), because in spite of continued slowing of growth in demand by individual passengers, demand for group travel was up on the previous year. In consequence, the passenger load factor (L/F) rose by 1.4 points to 64.6%. Passenger yield declined by 0.8% year-on-year, and as a result there was a decline of 0.1% in domestic passenger revenues, which totaled ¥352.5 billion.

Total capacity for international air cargo transportation declined by 4.2% year-on-year in terms of available cargo ton-kilometers. This was because the persistently high price of fuel prompted the ongoing decommissioning of conventional Boeing 747 freighters for the purpose of improving profitability.

On the demand side, amid the global economic slowdown and the strength of the yen, the reduction of capacity by rival airlines helped to boost demand on Southeast Asian routes, and demand was up year-on-year on China routes, where we increased capacity. On routes to the Americas and Europe, however, where capacity has been cut, demand was down from the previous year. The net result of these developments was that the total volume of air cargo transportation declined by 7.5% year-on-year in terms of revenue cargo ton-kilometers (RCTK).

Cargo yield rose by 12.8%, boosted by the expansion of the high-value-added J PRODUCTS and marketing efforts, and by the revision of the fuel surcharge. In consequence, revenues rose by 4.3% year-on-year, to ¥95.4 billion.

Domestic cargo operations were buoyed by the success of painstaking sales measures and by the switch to the handling of Japan Post “You Pack” parcels as airfreight rather than

postal items, with the result that both demand and yield showed year-on-year increases.
In international mail services there was strong demand with regard to mail originating in Japan and in the U.S. In the field of domestic mail, however, demand was down year-on-year owing to the transfer of Yu- pack parcels to handling as freight.

Since the outset of FY2008, the price of jet fuel (Singapore Kerosene) has risen still further, moving up into the high US$125–175 per barrel range in the April–June quarter, and then rose temporarily above US$180 in July. The price of jet fuel subsequently reversed course and decreased under the impact of the slowdown of the world economy, but during August–September it still was up in the US$110–150 per barrel range, which was well above the year-earlier level. Given this, JAL conducted flexible hedging of fuel oil and took other active steps to reduce fuel consumption, including the downsizing of aircraft. As a result, thanks partly to favorable exchange rate movements, the cost of fuel rose by ¥44.9 billion from the corresponding period in the previous year, to ¥251 billion. What is more, thanks to the continuation and stepping-up of our self-help efforts to cut costs, almost all categories of non-fuel costs in the air transportation segment were below their year-earlier levels. We did everything else possible to absorb the impact of soaring fuel prices by implementing a variety of measures, including the Premium Strategies, to increase revenues.

As a result of the factors outlined above, total operating revenues in the air transportation segment rose by ¥10.1 billion to ¥941.8 billion, and operating income fell by ¥24.8 billion to ¥24.9 billion.

b. Airline-Related Business

TFK Corporation, an in-flight catering company, was able to maintain revenues at around the year-earlier level. Despite the withdrawal of some foreign airlines from Japan and the decline in passengers, TFK benefited from the positive impact on revenues of, for example, the operation of international charters from Haneda and the provision of First Class services on domestic routes. However, increases in heating and lighting expenses and other costs led to a decline in profit.

The revenues of the airline-related business segment fell by ¥73.0 billion year-on-year, to ¥108.3 billion, and operating income was down by ¥0.7 billion at ¥1.6 billion.

Note: The principal reasons for the decline in revenues and earnings was the change in status of AGP Corporation from consolidated subsidiary to affiliate accounted for by the equity method, and the sale of subsidiary PFTC.

c. Travel Services Business

At JALPAK, tour business to China has remained depressed since the second half of the preceding fiscal year. The negative impact on demand of such developments such as the economic downturn and increases in the fuel surcharge has caused customer numbers to drop below year-earlier levels to all destinations. As a result, both revenues and earnings fell.

At JAL Tours, however, both revenues and earnings were up. This was because, in spite of a decline in unit tour prices as a result of intensifying price competition, measures such as the provision of products with brand and pricing tailored to match passenger demand were successful, and the numbers of passengers rose year-on-year in all sectors with the exception of Japan’s Chubu region.

Revenues in this travel services business segment fell by ¥19.5 billion year-on-year, to ¥180.2 billion, and the operating loss widened by ¥0.1 billion to ¥0.9 billion.

d. Credit Card and Leasing Services Business

The separation of JALCard's non-card business resulting from a capital alliance with Bank of Tokyo-Mitsubishi UFJ had a negative impact on revenues. However, as a result of vigorous efforts to attract new cardholders, for example by offering the “JAL Business Ticket” exclusively to members, the number of cardholders at the end of September 2008 was up by 13% year-on-year, at approximately 2.14 million. The resultant growth in transaction volume enabled the company to achieve increases in both revenues and earnings.

Revenues in this segment grew by ¥0.6 million year-on-year, to ¥33.1 billion, and operating income rose by ¥0.7 billion to ¥2.9 billion.

e. Other Businesses

AXESS International Network, which operates reservation systems, suffered a fall in revenues from airline reservation charges as a result of the global decline in aviation demand and the yen's appreciation. In consequence, it posted declines in both revenues and earnings.

Hotel operator JAL Hotels recorded declines in revenues and earnings as a result of factors such as the termination of the management of Hotel Nikko Winds Narita and Hotel Nikko Bayside Osaka. In addition, the sale of subsidiaries Nikko Hotels (U.K.) Ltd., and Hotel Nikko Saipan, Inc. resulted in a decline in revenues. As a result of these and other factors, revenues in this segment declined by ¥7.4 billion year-on-year, to ¥42.5 billion, and operating income fell by ¥0.8 billion to ¥0.2 billion.

2. Qualitative information relating to consolidated financial condition

(1) Assets, liabilities and net assets

Total assets at the end of the reporting first-half period stood at ¥2,123.9 billion, rising only ¥1.1 billion year on year, with current and fixed assets remaining virtually unchanged from the previous term-end. Total liabilities fell ¥11.0 billion to ¥1,640.6 billion, as the redemption of bonds and the repayment of long-term debt more than offset an increase in derivatives obligations. Net assets rose ¥12.2 billion to ¥483.3 billion as a result of posting net income for the reporting first-half period, which led to a ¥36.6 billion increase in retained earnings. This increase more than offset a decrease in net unrealized gain on hedging instruments, net of taxes, as a result of the application of hedge accounting.

(2) Cash flows

Cash and cash equivalents as of the interim balance-sheet date came to ¥174.9 billion for a decline of ¥179.1 billion compared with the end of the previous fiscal year due mainly to the transfer to fixed deposits by ¥116.1 billion.

Cash flows from operating activities

Net cash provided by operating activities decreased by ¥18.5 billion to ¥90.5 billion for the reporting first-half period, as a result of the posting of income before income taxes and minority interests in the amount of ¥46.6 billion after adjustments of non-cash items (primarily depreciation and amortization) and trade receivables/payables.

Cash flows from investing activities

Net cash used in investing activities increased by ¥193.6 billion to ¥221.0 billion. Cash inflow from the sale of tangible fixed assets was down compared with the same period of the previous year, while cash outflow was up on a year-on-year comparison due to investment in securities and time deposits.

Cash flows from financing activities

Net cash used in financing activities fell by ¥4.1 billion year-on-year, to ¥45.0 billion. Cash outflow involved in the repayment of long-term loans increased by ¥13.9 billion year-on-year, but cash outflow on the redemption of bonds declined by ¥32.0 billion. The value of long-term bank loans taken out also decreased year-on-year.

3. Qualitative information concerning consolidated performance forecasts

Since the start of the reporting period, tourist demand in international passenger operations weakened as a result of a deceleration of the global economy, triggered by the U.S. subprime mortgage loan crisis, and passengers flying for business purposes declined from summer onward. In our domestic passenger operations, performance results fell short of initial targets, due primarily to sluggish consumer spending, reflecting the slowdown in the economy in Japan, coupled with a further intensification in competition with Shinkansen bullet train services and the emergence of new rivals in the airlines business. As for the second-half period, we expect total operating revenues to continue to fall short of our initial target. The yen’s appreciation against the dollar and a reduction in the fuel surcharge on flights accompanying the recent decrease in the price of crude oil are expected to stimulate demand. However, these positive factors will fail to offset negative factors caused by a further slowdown in the economy, both in Japan and overseas.

Operating costs were strongly affected by the surge in the unit cost of fuel. Fuel costs are likely to surpass our initial forecast on a full-term basis. However, thanks to our thorough implementation of cost-cutting measures, operating costs as a whole will decline to a level lower than initially estimated.

As a result, total operating revenues are expected to decline ¥91.0 billion from our initial forecast, to ¥2,093.0 billion. Operating income is expected to decrease ¥22.0 billion to ¥28.0 billion, and ordinary income to fall ¥25.0 billion to ¥5.0 billion, thanks in part to substantial reductions in operating costs. Extraordinary gain and losses are expected to improve compared with our initial forecast. Net income for the full term on a consolidated basis is thus forecast at ¥13.0 billion, unchanged from our original target.

We have revised our full-term performance forecasts on a consolidated basis, assuming an average exchange rate of ¥106 to the U.S. dollar and a market price of US$90 per barrel for Singapore Kerosene for the second-half period.

Millions of yen

	Total operating revenues	Operating income	Ordinary income	Net income	Earnings per share
Previous forecast (A)	2,184,000	50,000	30,000	13,000	¥2.45
Revised forecast (B)	2,093,000	28,000	5,000	13,000	¥2.45
Increase (decrease) (B-A)	-91,000	-22,000	-25,000	0	—
Percentage change	-4.2	-44.0	-83.3	0.0	—
(Reference) Figure for previous term (to March 31, 2008)	2,230,416	90,013	69,817	16,921	¥6.20

Note: Please be aware that the above forecasts are based on information available to the management of the Company as of the date of release, and that the actual figures may turn out to be significantly at variance with the forecasts, by reason of a wide variety of factors. The management targets and other forward-looking statements involve current assumptions of future events as well as risks and uncertainties that could significantly affect expected results, including, but not limited to, adverse economic or political conditions in Japan or other countries; increases in aviation fuel prices; negative changes in foreign exchange rates; terrorist attacks and military conflicts, and health epidemics.

Others

(1) Changes in scope of consolidation

Not applicable

(2) Employment of simplified accounting method and special accounting method for the preparation of quarterly financial statements

Not applicable

(3) Changes to accounting standards and special methods for the preparation of quarterly financial statements

1. From the reporting period, we have applied Business Accounting Standard No. 12 (Accounting Standards for the Preparation of Quarterly Financial Statements) and Application Guidelines for Accounting Standard No. 14 (Application Guidelines for Accounting Standards for the Preparation of Quarterly Financial Statements). In addition, our quarterly financial statements have been prepared in accordance with current regulations governing the preparation of consolidated quarterly financial statements.

2. The value of inventories was formerly determined primarily by the cost method based on the moving average method, but the Accounting Standard for Measurement of Inventories (ASBJ Statement No. 9, Accounting Standards Board, July 5, 2006) is being applied as of the first quarter of reporting period. Inventory value remains to be determined primarily by the cost method based on the moving average method (regarding balance sheet values, however, they are being calculated by a method that reduces book value on the basis of declines in profitability). As a result, the first-half figures for operating income and income before income taxes and minority interests are ¥1,345 million lower than these amounts would have been if calculated under the previous accounting standards.

3. As of the first quarter, the Practical Solution on Unification of Accounting Policies Applied to Foreign Subsidiaries for Consolidated Financial Statements (ASBJ Practical Issues Task Force No. 18, May 17, 2006) is being applied. The effect of this on profit and loss is insignificant.

4. Finance lease transactions in which there is no transfer of ownership were formerly accounted for by a method corresponding to that used for ordinary operating lease contracts. However, for quarterly financial statements relating to accounting years commencing on or after April 1, 2008, it is permitted to apply the Accounting Standard for Lease Transactions (ASBJ Statement No. 13 (June 17, 1993 (Business Accounting Council, First Subcommittee) revised March 30, 2007) and the Implementation Guidance on the Accounting Standard for Lease Transactions (ASBJ Guidance No. 16 (January 18, 1994 (Japanese Institute of Certified Public Accountants, Accounting System Committee) revised March 30, 2007). Accordingly, they are being duly applied as of the first quarter of reporting period in accordance with accounting relating to ordinary buying and selling transactions. With regard to the method of depreciation of leased assets relating to finance lease transactions in which there is no transfer of ownership, the assets are depreciated by the straight-line method on the assumption that the lease term is the useful life and the residual value is zero.

With regard to finance leases in which there is no transfer of ownership for which contracts were concluded prior to April 1, 2008, they will continue to be accounted for by a method corresponding to that used for ordinary operating lease contracts.

The effect of this on profit and loss is insignificant.

Comparative Consolidated Balance Sheets

September 30, 2008 and At March 31, 2008

	FY2008 Six months ended Sep. 30	FY2007 As of Mar.31
	(Millions of yen)	
Assets		
I. Current assets:		
Cash and time deposits	¥287,149	¥ 354,977
Notes and accounts receivable – trade	271,190	241,349
Short-term investments in securities	44,960	8,795
Supplies	93,162	90,985
Other current assets	107,171	117,783
Allowance for bad debts	(2,839)	(3,575)
Total current assets	800,794	810,315
II. Fixed assets:		
Tangible fixed assets:		
Flight equipment	749,331	721,967
Other tangible fixed assets	310,982	315,149
Total tangible fixed assets	1,060,314	1,037,117
Intangible fixed assets:	82,526	82,838
Investments:	178,794	190,579
Total fixed assets	1,321,635	1,310,534
III. Deferred charges:		
Total deferred charges	1,501	1,933
Total assets	¥2,123,931	¥2,122,784

	FY2008 Six months ended Sep. 30	FY2007 As of Mar.31
	(Millions of yen)	
Liabilities		
I. Current liabilities:		
Accounts payable – trade	¥281,831	¥ 264,914
Short-term borrowings	3,744	3,084
Current portion of bonds	45,000	28,000
Current portion of long-term loans	118,595	130,335
Accrued income taxes	8,503	4,454
Allowance	—	6,529
Other current liabilities	236,322	223,910
Total current liabilities	693,996	661,229
II. Non-current liabilities:		
Bonds	67,229	102,229
Long-term loans	637,145	651,416
Accrued pension and severance costs	94,320	95,485
Other Allowance	5,835	15,210
Other non-current liabilities	142,100	126,142
Total non-current liabilities	946,630	990,483
Total liabilities	1,640,627	1,651,713
Net assets		
I. Stockholders' equity:		
Common stock and preferred stock	251,000	251,000
Capital surplus	155,826	155,836
Retained earnings	77,995	41,320
Common stock in treasury, at cost	(906)	(890)
Total stockholders' equity	483,915	447,266
II. Valuation, translation adjustments and other:		
Net unrealized gain on other securities, net of taxes	(1,230)	2,578
Net unrealized gain on hedging instruments, net of taxes	(16,897)	8,167
Translation adjustments	(4,573)	(4,077)
Total valuation, translation adjustments and other	(22,701)	6,668
III. Minority interests	22,090	17,136
Total net assets	483,303	471,070
Total liabilities and net assets	¥2,123,931	¥2,122,784

Japan Airlines Corporation and Consolidated Subsidiaries

Consolidated Statements of Operations

For the six months ended September 30, 2008

	FY2008 Six months ended Sep. 30
	(Millions of yen)
Operating revenues	¥1,073,597
Cost of operating revenues	875,395
Gross Profit	198,201
Selling, general and administrative expenses	167,971
Operating income	30,229
Non-operating income:	
Interest income and dividend income	2,617
Equity in earnings of affiliates	1,042
Other non-operating income	4,023
Total non-operating income	7,682
Non-operating expenses:	
Interest expense	9,030
Loss on sales and disposal of flight equipment	4,828
Other non-operating expenses	6,029
Total non-operating expenses	19,888
Ordinary income	18,023
Extraordinary gain:	
Gain from licensing card-related usage rights	23,426
Gain on sales of investments in securities	17,906
Other extraordinary gain	1,554
Total extraordinary gain	42,888
Extraordinary losses:	
Loss recognized upon separation of substitutional portion of benefit obligation of welfare pension fund plan, net	8,798
Other extraordinary losses	5,431
Total extraordinary losses	14,229
Income before income taxes and minority interests	46,682
Income taxes	9,276
Minority interests	731
Net (loss) income	¥36,674

Japan Airlines Corporation and Consolidated Subsidiaries

Consolidated Statements of Operations

FY2008 second quarter (Jul. 1～Sep. 30)

	FY2008 second quarter (Jul. 1～Sep. 30)
	(Millions of yen)
Operating revenues	¥583,260
Cost of operating revenues	471,075
Gross Profit	112,184
Selling, general and administrative expenses	85,869
Operating income	26,314
Non-operating income:	
Interest income and dividend income	1,241
Equity in earnings of affiliates	391
Other non-operating income	2,375
Total non-operating income	4,007
Non-operating expenses:	
Interest expense	4,454
Loss on sales and disposal of flight equipment	3,629
Other non-operating expenses	4,967
Total non-operating expenses	13,050
Ordinary income	17,271
Extraordinary gain:	
Gain from licensing card-related usage rights	23,426
Gain on sales of investments in securities	17,906
Other extraordinary gain	1,258
Total extraordinary gain	42,592
Extraordinary losses:	
Loss recognized upon separation of substitutional portion of benefit obligation of welfare pension fund plan, net	8,798
Other extraordinary losses	2,264
Total extraordinary losses	11,062
Income before income taxes and minority interests	48,801
Income taxes	7,526
Minority interests	1,185
Net (loss) income	¥40,089

Japan Airlines Corporation and Consolidated Subsidiaries

Consolidated Statements of Cash Flows

For the six months ended September 30, 2008

	FY2008 Six months ended Sep. 30
	(Millions of yen)
Operating activities	
Income before income taxes and minority interests	¥ 46,682
Adjustments to reconcile income before income taxes and minority interests to net cash provided by operating activities:	
Depreciation and amortization	57,724
Gain and loss on sales and loss on revaluation of short-term investments in securities and investments in securities, net	(17,876)
Gain and loss on sales and disposal of fixed assets and loss on impairment of fixed assets, net	6,188
Net provision for accrued pension and severance costs	(1,157)
Interest and dividend income	(2,617)
Interest expense	9,030
Exchange loss, net	2,845
Equity in earnings of affiliates	(1,042)
Gain from licensing card-related usage rights	(23,426)
Increase in notes and accounts receivable – trade	(30,606)
Increase in supplies	(2,055)
Decrease in accounts payable – trade	17,453
Other	15,962
Subtotal	77,105
Interest and dividends received	2,647
Interest paid	(9,385)
Proceeds from gain from licensing card-related usage rights	23,426
Income taxes paid	(3,231)
Net cash provided by operating activities	90,563
Investing activities	
Purchases of time deposits	(116,166)
Proceeds from maturity of time deposits	811
Purchases of fixed assets	(110,808)
Proceeds from sales of fixed assets	19,309
Purchases of short-term investments in securities	(31,977)
Purchases of investments in securities	(4,375)
Proceeds from sales and maturity of investments in securities	22,330
Payments for sales of consolidated subsidiaries resulting in change in scope of consolidation	(295)
Loans receivable made	(1,280)
Collection of loans receivable	833
Other	616
Net cash used in investing activities	(221,003)

Japan Airlines Corporation and Consolidated Subsidiaries

Consolidated Statements of Cash Flows (continued)

For the six months ended September 30, 2008

	FY2008 Six months ended Sep. 30
	(Millions of yen)
Financing activities	
Increase in short-term borrowings, net	¥ 440
Proceeds from long-term loans	44,719
Repayment of long-term loans	(70,730)
Redemption of bonds	(18,000)
Dividends paid to minority interests	(206)
Other	(1,322)
Net cash (used in) provided by financing activities	(45,099)
Effect of exchange rate changes on cash and cash equivalents	(3,333)
Net decrease in cash and cash equivalents	(178,873)
Cash and cash equivalents at beginning of year	354,037
Decrease in cash and cash equivalents resulting from exclusion of subsidiaries from consolidation	(235)
Cash and cash equivalents at end of year	¥ 174,928

Components of Revenues from the Air Transportation Segment

a. Business segment information

	FY2008 Six months ended Sep. 30							
	Air trans-portation	Airline-related business	Travel services	Card and lease operations	Other	Total	General corporate assets and intercompany eliminations	Consoli-dated
				(Millions of yen)				
Operating revenues:								
Sales to third parties	¥841,220	¥18,121	¥178,303	¥9,504	¥26,446	¥1,073,597	¥ -	¥1,073,597
Inter-group sales and transfers	100,583	90,218	1,918	23,690	16,079	232,490	(232,490)	-
Total	941,804	108,340	180,222	33,195	42,525	1,306,087	(232,490)	1,073,597
Operating income	¥ 24,969	¥1,607	¥930	¥2,918	¥211	¥30,637	¥ (407)	¥30,229

	FY2008 second quarter(Jul. 1～Sep. 30)							
	Air trans-portation	Airline-related business	Travel services	Card and lease operations	Other	Total	General corporate assets and intercompany eliminations	Consoli-dated
				(Millions of yen)				
Operating revenues:								
Sales to third parties	¥455,652	¥9,650	¥99,361	¥4,711	¥13,883	¥583,260	¥ -	¥583,260
Inter-group sales and transfers	57,964	45,973	1,086	10,926	8,131	124,083	(124,083)	-
Total	513,617	55,623	100,448	15,638	22,015	707,343	(124,083)	583,260
Operating income	¥ 21,590	¥1,218	¥2,299	¥1,360	¥93	¥26,563	¥(249)	¥26,314

This segmentation has been determined for internal management purposes.
Businesses other than air transportation, airline-related businesses, travel services and card and lease operations are insignificant to the consolidated results of operations of the Company and its consolidated subsidiaries and, accordingly, have been included in "Other."

b. Geographic segment information

Total operating revenues from operations in Japan for the six months ended September 30, 2008 and the second quarter from July 1 to September 30, 2008 represented more than 90% of consolidated operating revenues. As a result, geographic segment information for the six months ended September 30, 2008 and the second quarter from July 1 to September 30, 2008 is not required to be disclosed in accordance with accounting principles generally accepted in Japan.

c. Operating revenues from overseas operations

	FY2008 Six months ended Sep. 30			
	Asia and Oceania	North and South America	Europe	Total
	(Millions of yen)			
Operating revenues from overseas operations	¥246,501	¥154,777	¥117,808	¥519,087
Consolidated operating revenues				¥1,073,597
Consolidated operating revenues as a percentage of operating revenues from overseas operations	23.0%	14.4%	11.0%	48.4%

	FY2008 second quarter(Jul. 1～Sep. 30)			
	Asia and Oceania	North and South America	Europe	Total
	(Millions of yen)			
Operating revenues from overseas operations	¥130,048	¥84,062	¥62,190	¥276,301
Consolidated operating revenues				¥583,260
Consolidated operating revenues as a percentage of operating revenues from overseas operations	22.3%	14.4%	10.7%	47.4%

Operating revenues from overseas operations, which include international passenger and cargo services of Japan Airlines International Co., Ltd., and JALways Co., Ltd., export sales of domestic subsidiaries, and sales of subsidiaries outside Japan

The major countries and areas included in each region were as follows:

Asia and Oceania:	China, South Korea, Singapore, India, Australia, Guam
North and South America:	U.S.A. (excluding Guam), Canada, Mexico, Brazil
Europe:	U.K., France, Germany, Italy

Japan Airlines Corporation and Consolidated Subsidiaries

Consolidated Statements of Operations

For the six months ended September 30, 2007

	FY2007 Six months ended Sep. 30
	(Millions of yen)
Operating revenues	¥1,142,933
Cost of operating revenues	902,868
Gross Profit	240,064
Selling, general and administrative expenses	183,412
Operating income	56,652
Non-operating income:	
Interest income and dividend income	4,041
Equity in earnings of affiliates	1,442
Other non-operating income	14,251
Total non-operating income	19,736
Non-operating expenses:	
Interest expense	10,034
Loss on sales and disposal of flight equipment	5,507
Other non-operating expenses	2,123
Total non-operating expenses	17,665
Ordinary income	58,723
Extraordinary gain:	
Gain on sales of investments in securities	5,568
Other extraordinary gain	2,622
Total extraordinary gain	8,191
Extraordinary losses:	
Special termination benefits	12,403
Loss on impairment of fixed assets	9,396
Provision of reserve for loss on antitrust litigation	11,543
Other extraordinary losses	7,218
Total extraordinary losses	40,560
Income before income taxes and minority interests	26,353
Income taxes	18,526
Minority interests	(518)
Net (loss) income	¥7,309

Japan Airlines Corporation and Consolidated Subsidiaries

Consolidated Statements of Operations

FY2007 second quarter (Jul. 1～Sep. 30)

	FY2007 second quarter (Jul. 1～Sep. 30)
	(Millions of yen)
Operating revenues	¥622,256
Cost of operating revenues	462,966
Gross Profit	159,290
Selling, general and administrative expenses	94,091
Operating income	65,198
Non-operating income:	
Interest income and dividend income	2,071
Equity in earnings of affiliates	638
Other non-operating income	3,705
Total non-operating income	6,415
Non-operating expenses:	
Interest expense	4,926
Loss on sales and disposal of flight equipment	3,522
Other non-operating expenses	1,219
Total non-operating expenses	9,668
Ordinary income	61,945
Extraordinary gain:	
Gain on sales of investments in securities	4,128
Gain in sale of a partnership	1,429
Other extraordinary gain	318
Total extraordinary gain	5,876
Extraordinary losses:	
Special termination benefits	11,904
Loss on impairment of fixed assets	9,396
Provision of reserve for loss on antitrust litigation	11,543
Other extraordinary losses	6,166
Total extraordinary losses	39,010
Income before income taxes and minority interests	28,812
Income taxes	16,497
Minority interests	(714)
Net (loss) income	¥11,599

Japan Airlines Corporation and Consolidated Subsidiaries

Consolidated Statements of Cash Flows

For the six months ended September 30, 2007

	FY2007 Six months ended Sep. 30
	(Millions of yen)
Operating activities	
Income before income taxes and minority interests	¥26,353
Adjustments to reconcile income before income taxes and minority interests to net cash provided by operating activities:	
Depreciation and amortization	58,106
Gain and loss on sales and loss on revaluation of short-term investments in securities and investments in securities, net	(5,408)
Gain and loss on sales and disposal of fixed assets and loss on impairment of fixed assets, net	15,112
Net provision for accrued pension and severance costs	559
Interest and dividend income	(4,041)
Interest expense	10,034
Exchange loss, net	(702)
Equity in earnings of affiliates	(1,442)
Increase in notes and accounts receivable – trade	(19,909)
Increase in supplies	(6,292)
Increase in accounts payable – trade	13,762
Other	31,495
Subtotal	117,625
Interest and dividends received	4,294
Interest paid	(9,287)
Income taxes paid	(3,489)
Net cash provided by operating activities	109,143
Investing activities	
Purchases of time deposits	(887)
Proceeds from maturity of time deposits	7,668
Purchases of fixed assets	(86,195)
Proceeds from sales of fixed assets	39,333
Purchases of investments in securities	(1,864)
Proceeds from sales and maturity of investments in securities	13,130
Loans receivable made	(772)
Collection of loans receivable	2,003
Other	198
Net cash used in investing activities	(27,386)

Japan Airlines Corporation and Consolidated Subsidiaries

Consolidated Statements of Cash Flows (continued)

For the six months ended September 30, 2007

	FY2007 Six months ended Sep. 30
	(Millions of yen)
Financing activities	
Increase in short-term borrowings, net	¥(2,246)
Proceeds from long-term loans	61,080
Repayment of long-term loans	(56,812)
Redemption of bonds	(50,000)
Dividends paid to stockholders	(3)
Dividends paid to minority interests	(260)
Other	(1,044)
Net cash (used in) provided by financing activities	(49,288)
Effect of exchange rate changes on cash and cash equivalents	1,307
Net increase in cash and cash equivalents	33,775
Cash and cash equivalents at beginning of year	191,381
Cash and cash equivalents at end of year	¥225,156

Components of Revenues from the Air Transportation Segment

a. Business segment information

FY2007 Six months ended Sep. 30

	Air trans-portation	Airline-related business	Travel services	Card and lease operations	Other	Total	General corporate assets and intercompany eliminations	Consoli-dated
	(Millions of yen)							
Operating revenues:								
Sales to third parties	¥823,719	¥82,918	¥197,480	¥8,631	¥30,183	¥1,142,933	¥ -	¥1,142,933
Inter-group sales and transfers	107,915	98,455	2,276	23,949	19,744	252,340	(252,340)	-
Total	931,634	181,373	199,757	32,580	49,928	1,395,274	(252,340)	1,142,933
Operating income	¥49,792	¥2,405	¥1,069	¥2,144	¥1,073	¥56,486	¥165	¥56,652

FY2007 second quarter(Jul. 1～Sep. 30)

	Air trans-portation	Airline-related business	Travel services	Card and lease operations	Other	Total	General corporate assets and intercompany eliminations	Consoli-dated
	(Millions of yen)							
Operating revenues:								
Sales to third parties	¥447,939	¥46,117	¥109,048	¥3,995	¥15,156	¥622,256	¥ -	¥622,256
Inter-group sales and transfers	61,624	49,054	1,293	12,071	10,196	134,240	(134,240)	-
Total	509,563	95,172	110,342	16,067	25,352	756,497	(134,240)	622,256
Operating income	¥60,691	¥985	¥2,198	¥924	¥467	¥65,268	¥(69)	¥65,198

This segmentation has been determined for internal management purposes. Businesses other than air transportation, airline-related businesses, travel services and card and lease operations are insignificant to the consolidated results of operations of the Company and its consolidated subsidiaries and, accordingly, have been included in “Other.”

Components of Revenues in the Air Transportation Segment

	Six months ended September 30, 2007		Six months ended September 30, 2008		Change
	Amount	Percentage	Amount	Percentage	Percentage
	(Millions of yen)				
International:					
Passenger operations	¥384,182	41.3%	¥393,810	41.8%	102.5%
Cargo operations	91,455	9.8	95,408	10.1	104.3
Mail-service operations	4,621	0.5	4,509	0.5	97.6
Luggage operations	964	0.1	843	0.1	87.5
Subtotal	481,224	51.7	494,572	52.5	102.8
Domestic:					
Passenger operations	352,766	37.9	352,576	37.4	99.9
Cargo operations	13,924	1.5	17,488	1.9	125.6
Mail-service operations	4,995	0.5	2,440	0.3	48.8
Luggage operations	167	0.0	154	0.0	92.3
Subtotal	371,853	39.9	372,659	39.6	100.2
Other revenues	31,710	3.4	33,532	3.6	105.7
Incidental business revenues	46,845	5.0	41,039	4.3	87.6
Total revenues	¥931,634	100.0%	¥941,804	100.0%	101.1%

Consolidated Traffic Results

	FY2007 six months ended Sep. 30	FY2008 six months ended Sep. 30	Change
	April 1－September	April 1－September	Percentage
International:			
Number of passengers	6,703,388	6,075,858	90.6
Revenue Passenger-Km(thousand km)	30,500,442	27,493,085	90.1
Available Seat-Km(thousand km)	42,743,468	40,815,887	95.5
Passenger load factor	71.4	67.4	(4.0)
Revenue Cargo Tons-Km(thousand	2,194,721	2,030,594	92.5
Mail Tons-Km(thousand km)	85,670	95,259	111.2
Revenue(total) Tons-Km(thousand km)	5,106,369	4,673,386	91.5
Available Tons-Km(thousand km)	7,626,384	7,289,231	95.6
Weight load factor(*)	67.0	64.1	(2.9)
Domestic:			
Number of passengers	21,371,061	21,402,602	100.1
Revenue Passenger-Km(thousand km)	16,159,645	16,283,460	100.8
Available Seat-Km(thousand km)	25,552,379	25,215,238	98.7
Passenger load factor	63.2	64.6	1.4
Revenue Cargo Tons-Km(thousand	197,802	234,540	118.6
Mail Tons-Km(thousand km)	42,076	15,384	36.6
Revenue(total) Tons-Km(thousand km)	1,450,922	1,470,212	101.3
Available Tons-Km(thousand km)	2,996,808	3,004,082	100.2
Weight load factor(*)	48.4	48.9	0.5
Total:			
Number of passengers	28,074,449	27,478,460	97.9
Revenue Passenger-Km(thousand km)	46,660,087	43,776,545	93.8
Available Seat-Km(thousand km)	68,295,847	66,031,125	96.7
Passenger load factor	68.3	66.3	(2.0)
Revenue Cargo Tons-Km(thousand	2,392,523	2,265,134	94.7
Mail Tons-Km(thousand km)	127,746	110,643	86.6
Revenue(total) Tons-Km(thousand km)	6,557,291	6,143,598	93.7
Available Tons-Km(thousand km)	10,623,192	10,293,313	96.9
Weight load factor(*)	61.7	59.7	(2.0)

Notes:

International: Japan Airlines International Co., Ltd. + Jalways Co., Ltd.
Domestic: Japan Airlines International Co., Ltd. + Japan Trans Ocean Air Co., Ltd. + Jal Express Co., Ltd. + Japan Air Commuter Co., Ltd. + Hokkaido Air System Co., Ltd. + J Air Co., Ltd. + Ryukyu Air Commuter Co., Ltd.

With regard to the first quarter of FY2007 ,
International: Japan Airlines International Co., Ltd. + Japan Asia Airways Co., Ltd. + Jalways Co., Ltd.
Domestic: Japan Airlines International Co., Ltd. + Japan Trans Ocean Air Co., Ltd. + Jal Express Co., Ltd. + Japan Air Commuter Co., Ltd. + Hokkaido Air System Co., Ltd. + J Air Co., Ltd. + Ryukyu Air Commuter Co., Ltd.

(*)Weight load factor: Revenue(total) Tons-Km(thousand km)／Available Tons-Km(thousand km)