

All Nippon Airways Interim Results and Outlook FY2010 Second Quarter

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President and CEO

October 29, 2010



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- Thank you for taking the time to join us today for our second quarter financial briefing for the fiscal year ending March 2011.
- First, I want to cover the topics we will be discussing in Part I of our presentation.
- Please turn to the table of contents on Page 2.

Contents

I. Financial Results FY2010 Second Quarter - Highlights	P3
▪ Status of Income Improvement Measures and Plans	P4
II. FY2010 Full-Year Earnings Forecast	P5
III. FY2010 Second Half Initiatives	P7 - 11
▪ International Passenger Operations	P7
▪ Domestic Passenger Operations	P10
▪ Cargo Operations	P11
IV. Key Topics	P13-14
▪ Anti-Trust Immunity for Trans-Pacific Joint Venture	P13
▪ Establishment of LCC	P14
V. Outlook	P15

Cautionary Statement

Forward-Looking Statements. This material contains forward-looking statements based on ANA's current plans, estimates, strategies, assumptions and beliefs. These statements represent the judgments and hypotheses of the Company's management based on currently available information. Air transportation, the Company's core business, involves government-mandated costs that are beyond the Company's control, such as airport utilization fees and fuel taxes. In addition, conditions in the markets served by the Company are subject to significant fluctuations.

It is possible that these conditions will change dramatically due to a number of factors, such as trends in the economic environment, fuel prices, technologies, demand, competition, foreign exchange rate fluctuations, and others. Due to these risks and uncertainties, it is possible that the Company's future performance will differ significantly from the contents of this material. Accordingly, there is no assurance that the forward-looking statements in this material will prove to be accurate.

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- We are presently executing our two-year corporate plan for fiscal 2010 and 2011.
- I want to provide an overview of the second quarter of fiscal 2010, which represents the first half of the first year of this plan.
- Next, I will explain the revisions that we have made to our fiscal 2010 full-year earnings forecast.
- Following that, I will address our fiscal 2010 second half initiatives related to international passenger operations, domestic passenger operations, and cargo operations.
- Next, I will cover two key topics. These topics are Anti-Trust Immunity (ATI) for Trans-Pacific Joint Venture, and LCC business.
- Last, I will provide a summary.

I. Financial Results FY2010 Second Quarter - Highlights

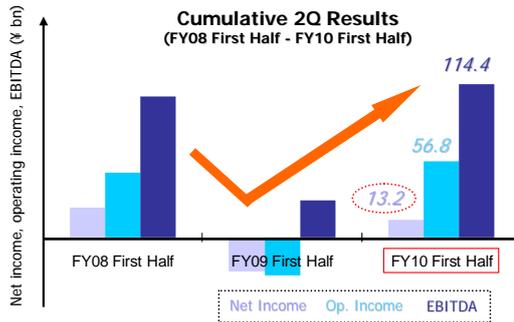
Stronger marketing captured further demand, and effective cost reductions led to sharp revenue and profit growth

Key Points for Cumulative 2Q FY2010 Results

- Enhanced marketing and competitiveness led to greater business demand and cargo volume, resulting in significant revenue and profit improvements
- Implementation of cost reduction measures and further cost controls led to additional profit improvements
- Extraordinary losses: Provision for loss on antitrust proceedings, valuation loss, etc.

Cumulative Q2 FY10 Results (FY10 First Half)

	2Q Cumulative	Vs. PY
Revenues	684.1	+72.3
Air Transportation	611.7	+71.7
Operating Income/Loss	56.8	+85.0
Air Transportation	51.4	+80.2
Recurring Income	45.5	+87.0
Net Income	13.2	+38.6
EBITDA	114.4	+86.9
Equity Ratio (%)	23.3	-2.2*
Debt to Equity Ratio (times)	2.2	+0.2*



(¥billion)

*vs. end of March 2010

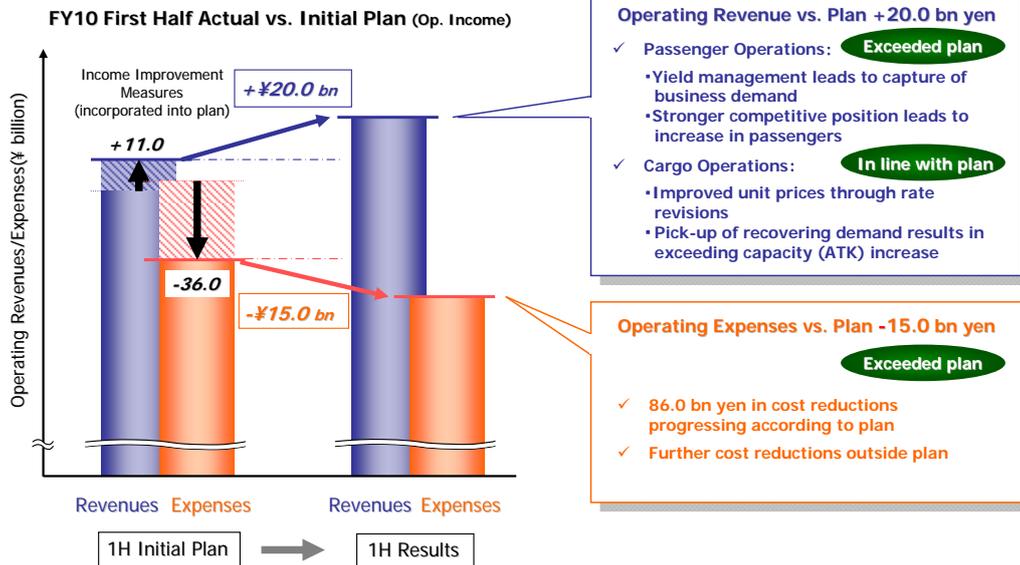
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3

- This is an overview of our second quarter financial results, announced earlier today.
- During the first half of the year, we experienced higher yen appreciation than forecast and lower stock prices.
- However, demand for air transportation in general experienced significant improvements, supported by a recovering economy.
- We strengthened marketing function and enhanced competitive ability while undertaking cost reduction measures throughout the period.
- As you can see, the results of our efforts led to significant revenue and profit improvements, with operating revenues of 684.1 billion yen, operating income of 56.8 billion yen, and recurring income of 45.5 billion yen.
- These results have surpassed our first half fiscal 2008 figures.
- Our cumulative bottom line for the second quarter amounted to 13.2 billion yen, swinging to a net profit.
- We recorded a provision for loss on antitrust proceedings and valuation loss as unplanned-for extraordinary losses.
- Together with adjustment for asset retirement obligations arising during the first quarter, we have recorded extraordinary losses of 14.2 billion yen.

I. Status of Income Improvement Measures and Plans

**Steady execution of income improvement measures;
profit improvements continue to outperform plan**



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4

- Next, I will address the progress of our income improvement measures and plans.
- We reflected 118.0 billion yen of income improvement measures in our initial plan at the beginning of the fiscal year.
- We have been largely successful in executing these measures, generally in line with our plan during the first half.
- Furthermore, as a result of efforts to increase revenues and reduce expenses, our income improvements have allowed us to outperform our plan by approximately 20.0 billion yen in revenues, by approximately 15.0 billion yen in expenses, and by approximately 35.0 billion yen in operating income.
- Yield management improvement has resulted in the capture of greater business demand in passenger operations.
- At the same time, a stronger competitive position has allowed us to pick up more demand in the market.
- Efforts to improve unit price and gain freight movement in our cargo operations have progressed nearly in line with our plans.
- On the cost side, we implemented our cost reduction programs and found even more ways to reduce costs. As a result, we were able to save approximately 15.0 billion yen in operating expenses.

II. FY2010 Full-Year Earnings Forecast

**Operating income, recurring income revised upward;
targeting net income of more than 6.0 bn yen; resumption of dividend payments**

Key points for FY2010 Forecast Revision

- > Revised assumptions for second-half economic conditions, demand outlook, exchange rates
- > Reflects revised business plan after decision of final flight schedule
- > Reflects changes in competitive environment based on trends at competitors
- > Reflects extraordinary losses

FY10 2H Exchange/Oil Price Assumptions

	FY10 2H	
	Revised	Initial
US Dollar (JPY/USD)	90	95
Dubai Crude Oil (USD/BBL)	80	80
Singapore Kerosene (USD/BBL)	90	90

FY2010 Full -Year Forecast

	FY2010	Vs. PY	Vs. Initial
Revenues	1,377.0	+148.6	+17.0
Air Transportation	1,236.0	+148.1	+17.0
Operating Income	70.0	+124.2	+28.0
Air Transportation	64.5	+122.0	+26.0
Recurring Income	37.0	+123.3	+24.0
Net Income/Loss	6.0	+63.3	+1.0
Dividends per Share (¥)	¥1	+¥1	+ ¥0

(¥ billion)

- This page shows our full-year earnings forecast.
- Concern remains about the market conditions, exchange rates, business conditions, and corporate earnings trends in relation to the business environment.
- Thus, we don't think we can be optimistic about the operational conditions after the second half of the fiscal year.
- Our latest revisions reflect revised assumptions about market conditions and demand for the second half of the year.
- We have also incorporated our business plan and projected competitive environment into these revisions.
- As you can see, we have made upward revisions in our full-year earnings forecasts, looking for 70.0 billion yen in operating income and 37.0 billion yen in recurring income.
- We expect 6.0 billion yen in net income after considering extraordinary losses.
- As we announced at the beginning of the fiscal year, we plan to pay dividends of one yen per share.

inspiration of Japan



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III. FY2010 Second Half Initiatives – International Passenger Operations

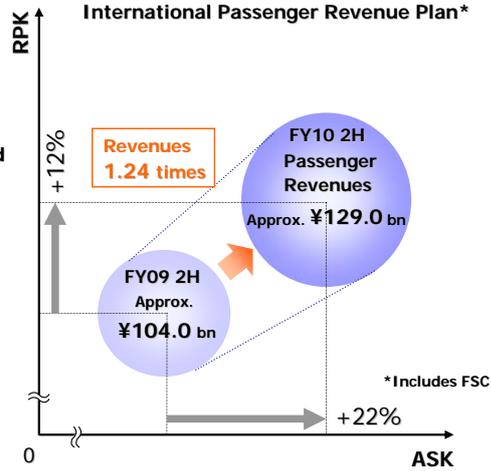
Take advantage of dual-hub structure to actively capture Tokyo area demand

FY10 International Passenger Operations Revised Plan
(%change over year)

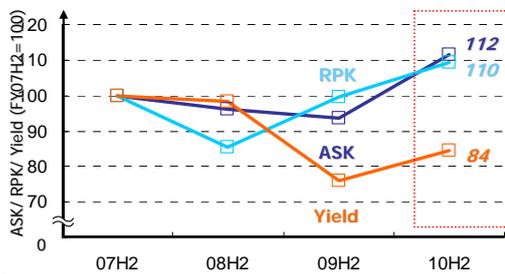
	1H Actual	2H Plan	Full-Year
ASK	+3.3	+19.4	+11.3
RPK	+13.1	+10.6	+11.8
Yield (¥)	12.9(+2.5)	11.9(+1.1)	12.4(+1.8)
L/F (%)	79.2(+6.8)	73.2(-5.8)	76.0(+0.3)

More than 1.2 x revenue increase through further Tokyo area demand initiatives

FY10 Second Half Haneda/Narita International Passenger Revenue Plan*



FY10 2H International Passenger Plan ASK/RPK/Yield
(ASK, RPK, Yield: FY07 H2 = 100)



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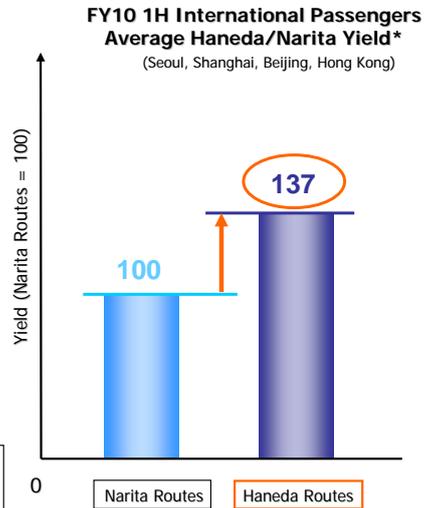
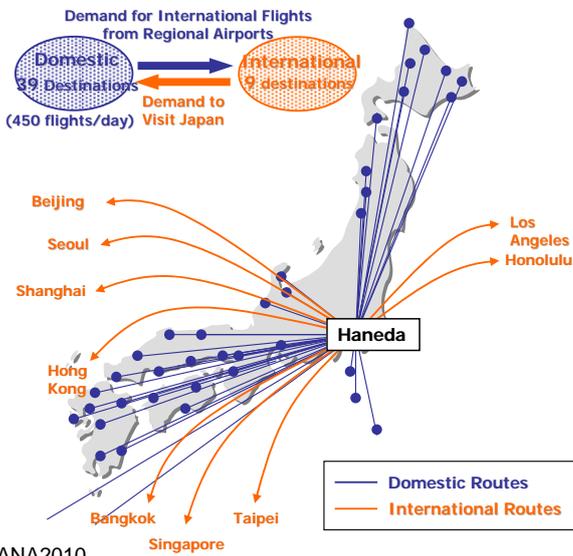
- Next, I will address our three main businesses.
- First, I want to discuss our international passenger operations.
- Our second-half plan assumptions are as shown on the left.
- The graph on the right shows our plan, including our dual-hub strategy—the basis of our competitive ability—built around both Haneda and Narita airport.
- Total ASK for Haneda and Narita is 22% higher than the second half of fiscal 2009, compared to a forecast of a 12% increase in RPK, and a target revenue scale of 1.2 times.
- Our intention is to exploit the strengths of the airports in the Tokyo area, capturing demand and driving revenues.

FY2010 Second Half Initiatives – International Passenger Operations

Expand catchment area and capture business demand by enhancing the Haneda network

Maximize use of hub functions together with dramatically improved domestic/international connection functions

Capture high-yield business demand by offering greater convenience



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*Includes FSC 8

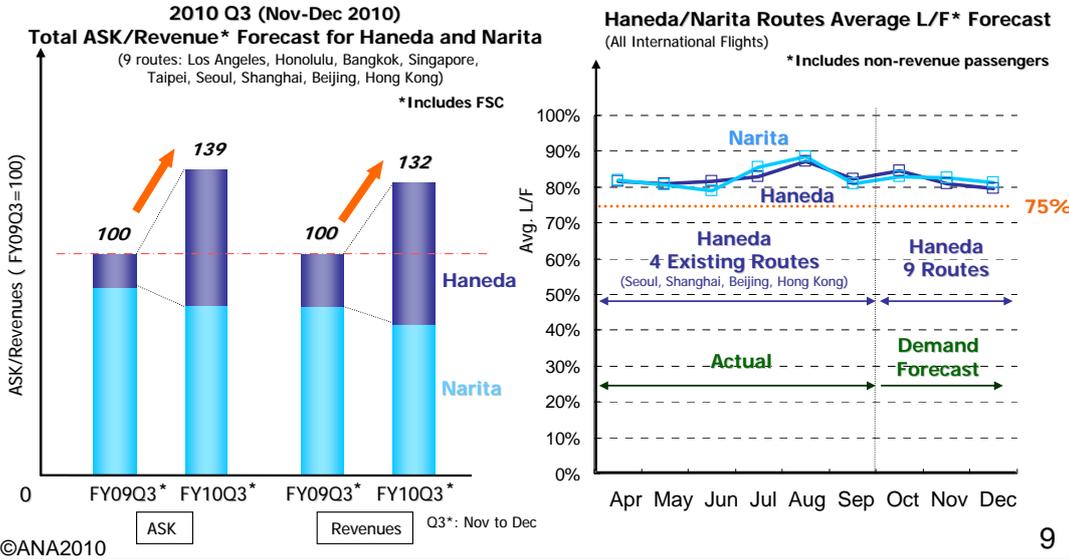
- Next, I want to talk about the strengths of the Haneda International Airport.
- First, as international services begin at Haneda, ANA's total network will expand dramatically, connecting to domestic routes.
- By serving demand for international services from regional airports and flights into Japan, we will build a wider groundwork to fill demand—including that for domestic and international connections.
- We believe this will help us acquire more of air travel passengers.
- Second, we believe that the convenience represented by the Haneda airport will let us acquire high yield passengers.
- The graph on the right shows the difference in yield for identical cities served from Narita and Haneda during the first half of the fiscal year.
- We can see that the yield for Haneda routes is higher.
- In this way, we will create maximum demand and grow our business by making the most of the two benefits of working out of Haneda.

FY2010 Second Half Initiatives – International Passenger Operations

Second-half starting out in strong traffic and high load factor at Haneda and Narita

Capture demand while balancing Haneda/Narita supply

Haneda, Narita both average L/F higher than 75%



- Now I will discuss recent demand trends out of the Haneda and Narita airports.
- Beginning at the end of October, we will expand the number of international routes out of Haneda from four to nine.
- The graph on the left shows the total Haneda and Narita ASK and passenger revenue increase for these nine routes over the two-month period of November and December.
- I believe you can see how we will efficiently acquire demand by increasing the number of flights out of Haneda while adjusting supply at Narita.
- There is a concern in the market about cannibalization between the two airports; however, we have conducted several market surveys, and have undertaken careful schedule planning.
- We will practice revenue management by coordinating supply between the two airports.
- The graph on the right shows the recent average load factor across all routes out of both airports.
- As you can see, both Haneda and Narita surpass 75%--a solid start and exceeding our plan.

III. FY2010 Second Half Initiatives – Domestic Passenger Operations

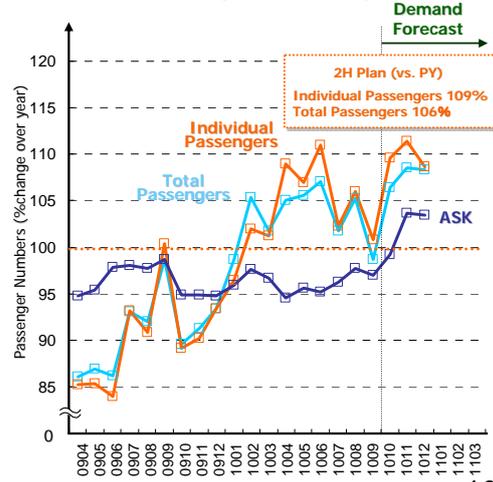
Greater profitability by expanding Haneda routes and enhanced competitiveness brought by changes in the market environment

FY10 Domestic Passenger Operations Revised Plan
(%change over year)

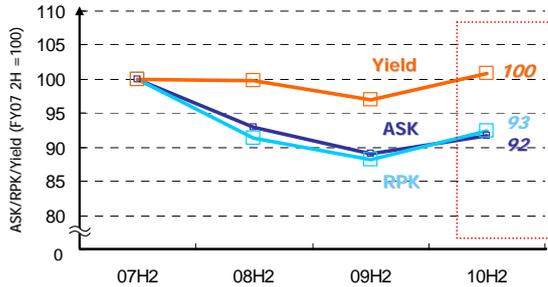
	1H Actual	2H Plan	Full-Year
ASK	-3.9	+3.0	-0.6
RPK	+3.7	+5.6	+4.7
Yield (¥)	17.8(-0.2)	18.2(+0.6)	18.0(+0.2)
L/F (%)	65.6(+4.8)	64.9(+1.6)	65.3(+3.3)

Growth in high-yield passengers continues to push overall revenues higher

Domestic Passenger Numbers by Mix (vs. PY)



FY10 Domestic Passenger Plan ASK/ RPK/ Yield
ASK, RPK, Yield: FY07 2H = 100



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10

- Next, I will address our domestic passenger operations.
- As with our international passenger operations, our second half plan assumptions are shown on the chart on the left.
- We will add a number of flights out of Haneda, including flights to Takamatsu, Hiroshima, and Tokushima, looking to capture demand and improve profitability.
- We are also strengthening our ability to compete on high-demand routes, including the use of larger aircraft where necessary.
- The graph on the right shows the latest trends for the third quarter.
- High-yield individual passengers continue to grow steadily, and active engagement with this customer segment should lead to improved yield.

III. FY2010 Second Half Initiatives – Cargo Operations

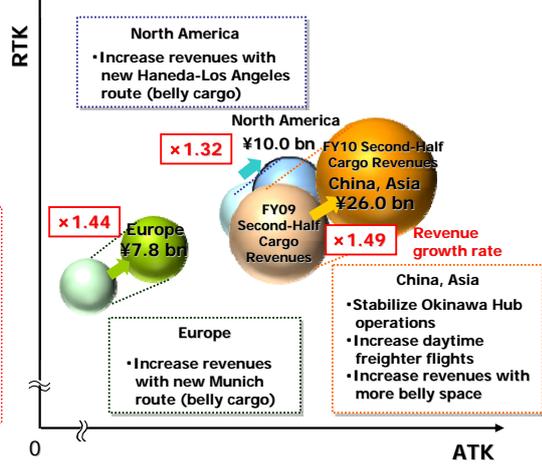
Unit price improvement due to rate revisions and increase in competitive position will lead to capture of greater volume and increased revenues

FY10 International Cargo Operations Revised Plan
(%change over year)

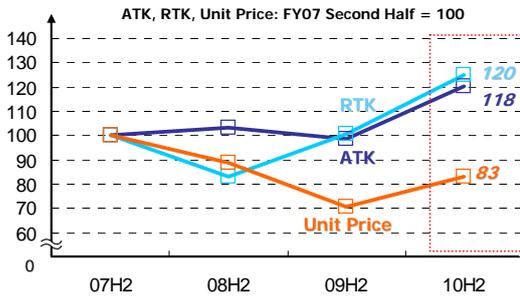
	1H Actual	2H Plan	Full-Year
ATK	+10.4	+19.4	+14.9
RTK	+21.8	+19.0	+20.4
RT	+45.6	+21.2	+32.0
Unit Price	+22.9	+18.2	+19.6

Capture demand in China and Asia and use belly space to create significant increases in revenues

FY10 2H International Cargo Revenue Plan



FY10 International Cargo Plan ATK/RTK/ Unit Price



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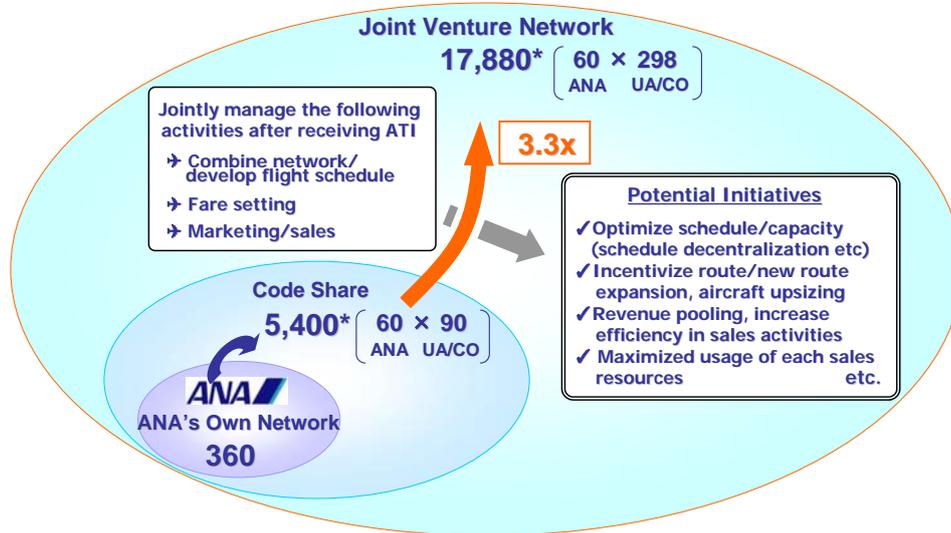
- Last, I will address our cargo operations.
- Our plan assumptions for the second half are as shown on the left.
- We made fare revisions during the first half of the fiscal year, and we will move forward during the second half with levels called for in our plan, targeting a 20% increase for the full year.
- The graph on the right shows available ton km, revenue ton km, and revenues by destination, including both freighter and belly cargo.
- The operations at our new Okinawa Cargo Hub have moved into full swing, with this October marking the completion of our first year at the hub.
- In addition to a focus on stability, we are also working to increase the utilization of freighters during the daytime to serve demand in China and Asia.
- As we expand into new routes, we are striving to capture further demand for our freighter and belly operations.

IV. Key Topics – Anti-Trust Immunity for Trans-Pacific Joint Venture

Create more efficient and comprehensive trans-Pacific network through Joint Venture

Potential Scope of Trans-Pacific Network (conceptual image)

* Combination of Potential Origin/Destination (Airports in Asia, including Japan x Airports in the Americas)



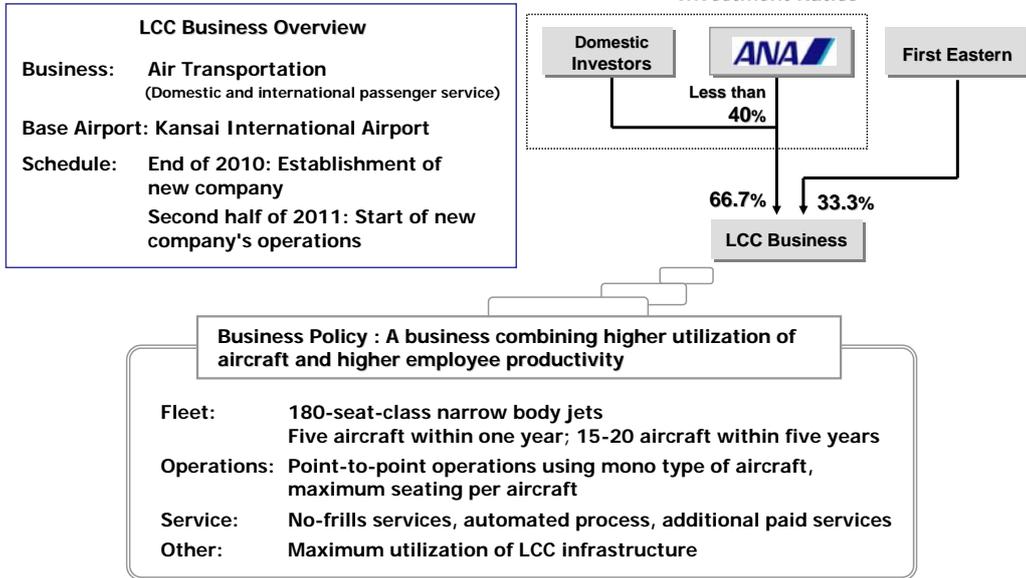
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12

- Now, I want to address two key topics.
- The first is the Anti Trust Immunity (ATI) for Trans-Pacific Joint Venture(JV),for which I want to make two points.
- First,let me discuss the meaning of the ATI.
- Receiving ATI means that, even without a capital tie-up, we can establish routes,set fares, and structure a sales system as if it were one entity.
- It will become easier to decentralize scheduling and adjust supply,as well as to establish new routes. We will be able to expand our scope, as well as optimize routes.
- At the same time, by pooling revenues and sharing a sales system we will be able to conduct efficient cross-company marketing and sales.
- As a result, the coordination between our alliance partners United and Continental will allow us to create a more efficient and comprehensive network including beyond routes, and a sales system.
- The second point is scale.
- With ATI approval, the potential scale of network will be more than three times the size of what had been possible through code sharing.
- The new schedule, if established according to plan, will start during the summer of 2011.

IV. Key Topics - Establishment of LCC

Toward establishment of the new LCC at year end



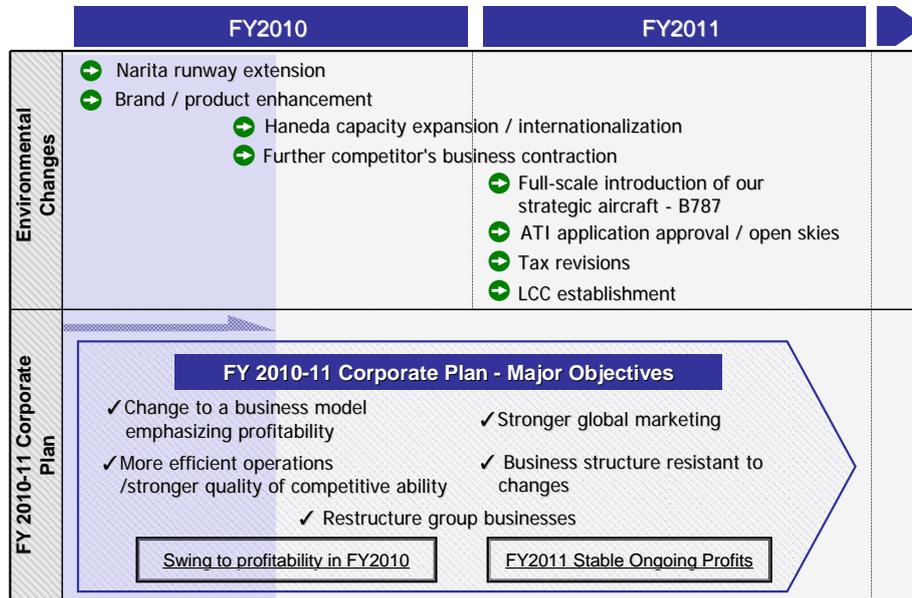
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13

- The second topic I wish to address is an overview of the new LCC business.
- We will enter into a joint venture to establish an LCC based at Kansai International Airport.
- The LCC will operate both domestic and international flights, under a management structure, brand, and service completely independent of ANA.
- By offering a no-frills service through higher utilization of aircraft and higher employee productivity, we aim to create an airline that can provide services at prices lower than ever before.
- The new venture will be established with up to 15.0 billion yen in capital, with ANA positioned as the lead shareholder, having less than 40% in share ownership.
- We believe that just as in the United States and Europe, the market for an LCC in Japan and Asia will experience tremendous growth.
- ANA does not intend to miss this opportunity. We will be among the first into the LCC segment in Japan, creating the leading LCC carrier in the market.

V. Outlook

Finish FY2010 in the black, toward steady profits in FY2011 and beyond



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14

- This is a wrap-up of our presentation.
- We have now passed the quarter-way point of our two-year corporate plan.
- We entered fiscal 2010 with the goal of swinging to profitability and recommencing dividend payments. We believe with a greater degree of certainty that we will be able to reach these goals.
- We will continue to execute our plan during the second half of the fiscal year, linking the momentum from this fiscal year to stable ongoing profits in fiscal 2011.
- The new international services from Haneda will finally commence the day after tomorrow.
- As expectations rise, we will see the curtain lift on a new period of mega-competition, and we predict dramatic and unprecedented changes in the business environment.
- Looking to grow our international businesses into the future, we believe that we must create a corporate structure that maximizes our ability to compete.
- We intend to keep a steady hand on the rudder of our business, vigilant and sensitive to the business environment.

All Nippon Airways Financial Results FY10 Second Quarter



Tomohiro Hidema

Executive Vice President
and CFO

October 29, 2010

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- It is my pleasure to provide the details of our second quarter financial results for the fiscal year ending March 2011

Contents

I . Financial Results FY10 Second Quarter

Highlights FY10 Second Quarter	P.4
Consolidated Financial Summary	
Income Statements	P.5
Consolidated Financial Position	P.6
Consolidated Statements of Cash Flow	P.7
Results by Segment	P.8
Air Transportation Business	
Operating Revenues and Expenses	P.9
Operating Income Changes	P.10
Domestic Passenger Operations	P.11-12
International Passenger Operations	P.13-14
Cargo Operations	P.15-17

II . FY2010 Earnings Forecast

Consolidated Earnings Forecast	
Consolidated Earnings Forecast (Revised)	P.21
Earnings Forecast by Segment (Revised)	P.22
Air Transportation Business	
Operating Revenues and Expenses (Revised)	P.23
Operating Income Changes (Revised)	P.24
Earnings Forecast Assumptions	P.25-28
[Reference] Fuel Price and Exchange Rate	P.29-30

III . Supplemental Reference

International Passenger Results by Destination	P.32
International Cargo Results by Destination	P.33
Aircraft in Service	P.34

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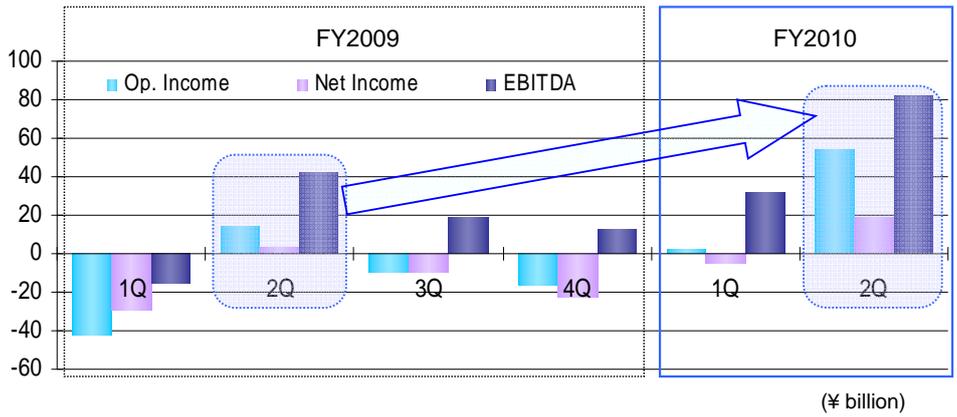
I . Financial Results FY10 Second Quarter



Highlights FY10 Second Quarter

Highlights of Financial Results FY10 2Q and FY09 1Q-4Q

- > Consolidated cumulative operating income for 2Q was 56.8bn yen (85.0bn yen year-on-year improvement)
- > Net income amounted to 13.2bn yen (38.6bn yen improvement); EBITDA of 114.4bn yen (86.9bn improvement)
- > Steady recovery in demand and reduced costs led to near historic highs for non-cumulative Q2 results



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- These are quarter-by-quarter financial trends, beginning with the prior fiscal year and running through the second quarter of this fiscal year.
- We have finally climbed out of the economic recession that started in 2008, entering a business environment that is creating profits that match past peak levels.

Consolidated Financial Summary

Income Statements

	1H/FY09	1H/FY10	Difference	2Q/FY10	Difference
Operating Revenues	611.8	684.1	+ 72.3	377.2	+ 35.3
Operating Expenses	640.0	627.3	- 12.7	323.4	- 4.3
Operating Income	- 28.2	56.8	+ 85.0	53.8	+ 39.6
Op. Margin (%)	-	8.3	-	14.3	+ 10.1
Non-Op. Gains/Losses	- 13.2	- 11.3	+ 1.9	- 5.3	+ 0.8
Recurring Income	- 41.5	45.5	+ 87.0	48.4	+ 40.5
Extraordinary Gains/Losses	0.0	- 14.1	- 14.2	- 11.7	- 10.4
Net Income	- 25.3	13.2	+ 38.6	18.5	+ 14.7

(¥ billion)

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- Here, I will provide an overview of our operating results.
- Demand for passengers and cargo continues to be strong, and revenues are recovering in good order.
- Operating revenues reached 684.1 billion yen, representing a year-on-year improvement of 72.3 billion yen.
- Our measures to reduce expenses have progressed in line with our plans, with operating expenses 12.7 billion yen lower than the same period in the prior year.
- As a result of these efforts, operating income improved by 85.0 billion yen compared to the same period in the prior year, amounting to 56.8 billion yen. We recorded recurring income of 45.5 billion yen.
- As we disclosed today, with an agreement with the U.S. Department of Justice regarding International Air Cargo and Passenger Transportation on U.S./transpacific routes and the resolution of class action lawsuit regarding International Air Cargo, we have recorded a reserve for extraordinary losses in the amount of 6.9 billion yen as a provision for loss on antitrust proceedings.
- Adding further charges for valuation loss on investments in securities and adjustment for asset retirement obligations, the net amount recorded for extraordinary losses was 14.1 billion yen.
- As a portion of these extraordinary losses are taxable, our calculation of taxes and minority interests resulted in a quarterly net income of 13.2 billion yen.

Consolidated Financial Summary

Consolidated Financial Position

	Mar 31, 2010	Sep 30, 2010	Difference
Assets	1,859.0	2,029.1	+ 170.0
Shareholders' Equity	473.5	472.9	- 0.6
Ratio of Shareholders' Equity (%)	25.5	23.3	- 2.2
Interest Bearing Debts	941.6	1,048.9	+ 107.2
Debt/Equity Ratio (times)	2.0	2.2	+ 0.2

(¥ billion)

*D/E ratio when including off-balanced lease obligation of ¥177.0 billion (¥183.5 billion as of the end of March, 2010) is 2.6 times (2.4 times as of the end of March, 2010)

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- This page shows our financial status.
- Increases in cash reserves and investments in aircraft led to a 170.0 billion yen increase in total assets.
- Shareholders' equity was 472.9 billion yen, which was largely the same as at the end of the prior fiscal year.
- Retained earnings did increase, but the continued dramatic appreciation in the yen resulted in an increase in deferred loss on hedging instruments.
- Our shareholders' equity ratio was 23.3%
- Interest-bearing debt increased by 107.2 billion yen.
- In addition to 20.0 billion yen of straight bonds issued in April, we received borrowings from banks of approximately 140.0 billion yen by the end of the second quarter, following our initial financial plan.
- As a result, our debt/equity ratio amounted to 2.2 times.

Consolidated Financial Summary

Consolidated Statements of Cash Flow

	1H/FY09	1H/FY10	Difference
Cash Flow from Operating Activities	71.3	121.3	+ 49.9
Cash Flow from Investing Activities	- 224.0	- 178.4	+ 45.6
Cash Flow from Financing Activities	193.7	102.6	- 91.1
Net Increase or Decrease	40.8	45.3	+ 4.4
Cash and Cash Equivalent at the beginning	143.4	148.1	} + 45.3
Cash and Cash Equivalent at the end	184.3	193.5	
Depreciation and Amortization	55.7	57.6	+ 1.9
Capital Expenditures	153.7	89.4	- 64.2
EBITDA (*)	27.4	114.4	+ 86.9
EBITDA Margin (%)	4.5	16.7	+ 12.2

* EBITDA: Op. Income + Depreciation

(¥ billion)

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- With improved operating revenues, cash flows from operating activities increased by 49.9 billion yen compared to the prior fiscal year, amounting to a net inflow of 121.3 billion yen.
- Cash flows from investing activities amounted to a net outlay of 178.4 billion yen.
- Payments in connection with the delivery of aircraft, investments in time deposits in excess of three months, and net investments in negotiable deposits were the primary reasons for cash outlays.
- Cash flows from financing activities amounted to 102.6 billion yen, which was the result of the issuance of straight bonds, borrowings from banks, and scheduled payments.
- Based on the preceding, the balance of cash and cash equivalents at the end of the quarter increased by 45.3 billion yen compared to the end of March, reaching 193.5 billion yen.

Consolidated Financial Summary

Results by Segment

		1H/FY09	1H/FY10	Difference	2Q/FY10	Difference
Revenues	Air Transportation	540.0	611.7	+ 71.7	337.2	+ 33.9
	Travel	87.5	85.0	- 2.5	52.3	- 1.5
	Others	69.1	68.3	- 0.8	34.1	- 1.0
	Eliminations	- 84.9	- 81.0	+ 3.8	- 46.4	+ 4.0
	Total	611.8	684.1	+ 72.3	377.2	+ 35.3
Operating Income	Air Transportation	- 28.7	51.4	+ 80.2	50.3	+ 37.5
	Travel	- 0.6	2.6	+ 3.2	1.9	+ 1.3
	Others	0.8	2.5	+ 1.6	1.4	+ 0.7
	Eliminations	0.2	0.1	- 0.0	0.0	+ 0.0
	Total	- 28.2	56.8	+ 85.0	53.8	39.6

(¥ billion)

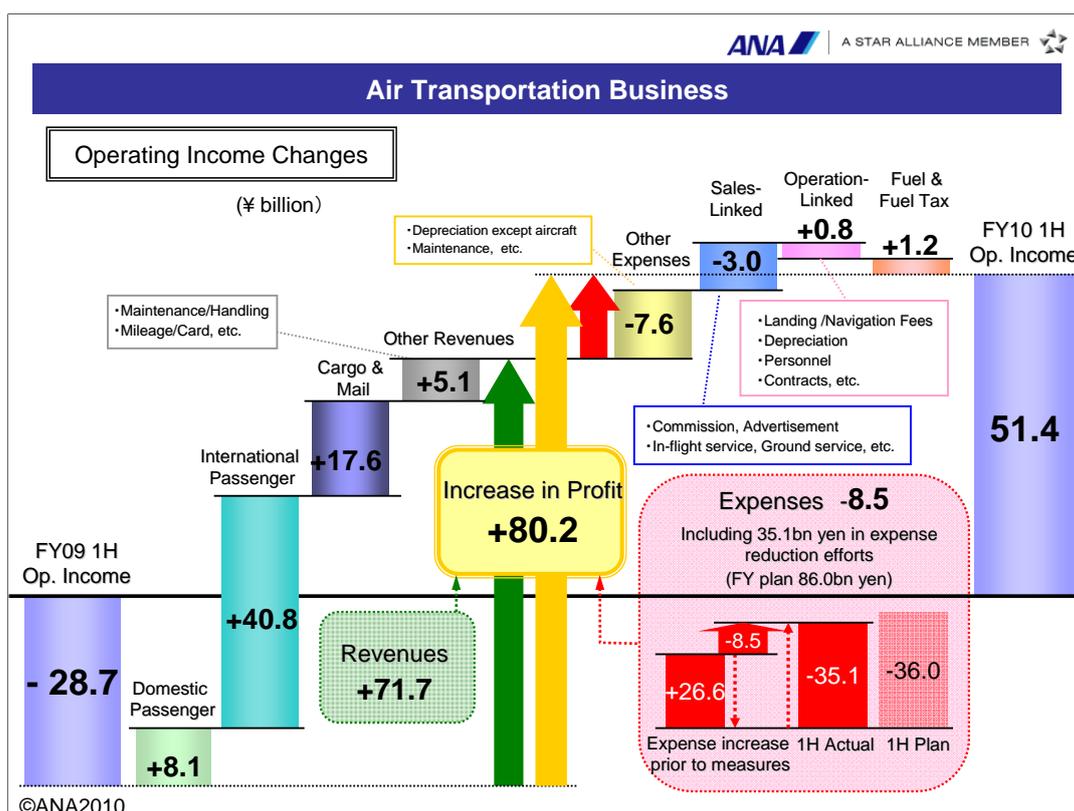
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- These are our results by segment.
- I will go into greater detail regarding our air transportation business later in this presentation.

Air Transportation Business

Operating Revenues and Expenses		1H/FY09	1H/FY10	Difference	2Q/FY10	Difference
Operating Revenues	Domestic Passengers	324.4	332.5	+ 8.1	189.0	+ 3.2
	International Passengers	100.9	141.8	+ 40.8	77.6	+ 20.5
	Cargo and Mail	42.0	59.7	+ 17.6	30.5	+ 8.2
	Others	72.5	77.6	+ 5.1	39.9	+ 1.9
	Total	540.0	611.7	+ 71.7	337.2	+ 33.9
Operating Expenses	Fuel and Fuel Tax	125.4	126.6	+ 1.2	65.4	- 1.5
	Landing and Navigation Fees	47.8	46.2	- 1.5	23.7	- 0.5
	Aircraft Leasing Fees	29.1	32.0	+ 2.9	16.3	+ 1.4
	Depreciation and Amortization	54.4	56.5	+ 2.1	28.5	+ 1.0
	Aircraft Maintenance	27.8	21.1	- 6.6	12.0	- 1.0
	Personnel	115.2	112.9	- 2.2	56.1	- 0.8
	Sales Commission and Promotion	36.2	33.5	- 2.7	18.0	- 2.2
	Contracts	39.2	40.8	+ 1.6	20.8	+ 0.7
	Others	93.4	90.1	- 3.2	45.6	- 0.6
Total	568.8	560.3	- 8.5	286.9	- 3.5	
Op.Income	Operating Income	- 28.7	51.4	+ 80.2	50.3	+ 37.5

(¥ billion)



- This is a year-on-year comparison of operating revenues, operating expenses and operating income in our air transportation business.
- Each of our business segments experienced increased operating revenues, continuing the trend of growth from the first quarter. In total, operating revenues increased by 71.7 billion yen.
- In particular, international passengers and international cargo business combined reaching nearly 60.0 billion yen in growth, with wide increases in both demand and unit prices.
- Fuel expenses were somewhat affected by rising market prices. In addition, the introduction of new aircraft and the expansion of code share flights resulted in an increase in aircraft-related expenses. Aside from these developments, operating expenses were generally below the same period in the prior fiscal year, amounting to 8.5 billion yen in total year-on-year decreases.
- Our pursuit of 86.0 billion yen in total cost reductions for the year continues to progress favorably, mirroring the effectiveness of our first-quarter cost-reduction measures.
- We were able to reduce expenses by 35.1 billion yen for the second quarter, compared to our plan calling for 36.0 billion yen in reductions.
- As a result of the preceding factors, cumulative second quarter operating income improved by 80.2 billion yen compared to the same period in the prior fiscal year, amounting to 51.4 billion yen.
- Please turn to Page 11, where I will discuss further details about our operations by segment.

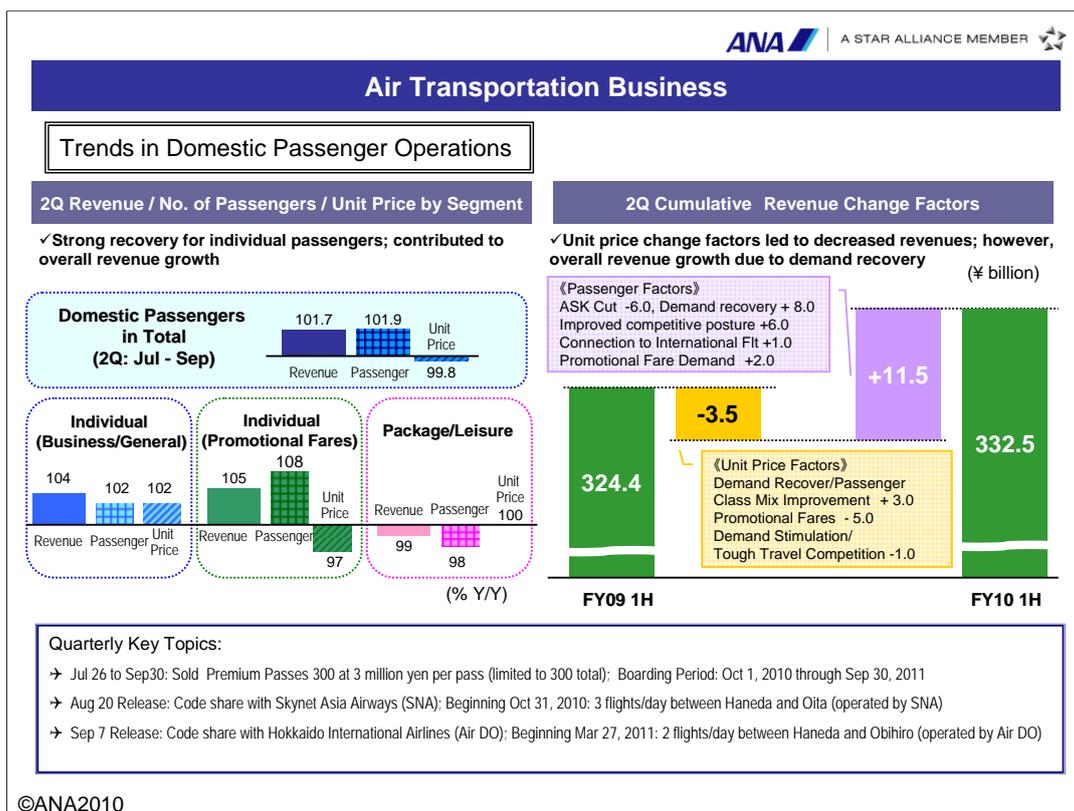
Air Transportation Business

Domestic Passenger Operations

	1H/FY09	1H/FY10	% Y/Y	2Q/FY10	% Y/Y
Passengers (thousands)	20,206	20,957	103.7	11,390	101.9
Available Seat Km (million)	29,559	28,398	96.1	14,781	97.0
Revenue Passenger Km (million)	17,960	18,632	103.7	10,233	102.2
Load Factor (%)	60.8	65.6	+ 4.8 pts	69.2	+ 3.5 pts
Passenger Revenues (¥billion)	324.4	332.5	102.5	189.0	101.7
Unit Revenue (¥/ASK)	11.0	11.7	106.7	12.8	104.9
Yield (¥/RPK)	18.1	17.8	98.8	18.5	99.5
Unit Price (¥/Passenger)	16,054	15,868	98.8	16,593	99.8

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- This is the status of our domestic passenger operations.
- We cut cumulative second quarter ASK by 3.9% compared to the prior year, while we were able to grow passenger numbers by 3.7%.
- Unit prices were down 1.2%, as we continued below prior year results; however, we were able to perform in line with our (delete; plan) assumptions.



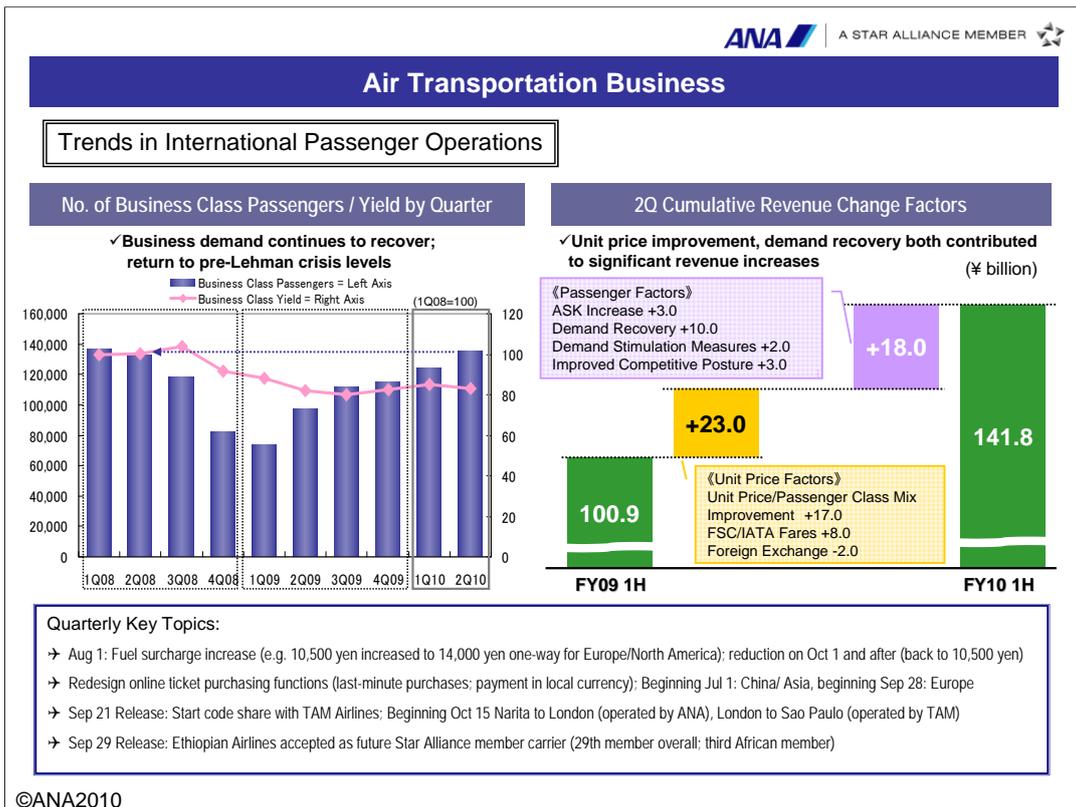
Air Transportation Business

International Passenger Operations

	1H/FY09	1H/FY10	% Y/Y	2Q/FY10	% Y/Y
Passengers (thousands)	2,186	2,601	119.0	1,377	113.2
Available Seat Km (million)	13,475	13,925	103.3	7,268	106.8
Revenue Passenger Km (million)	9,750	11,025	113.1	5,904	111.3
Load Factor (%)	72.4	79.2	+ 6.8 pts	81.2	+ 3.3 pts
Passenger Revenues (¥ billion)	100.9	141.8	140.5	77.6	136.0
Unit Revenue (¥/ASK)	7.5	10.2	135.9	10.7	127.3
Yield (¥/RPK)	10.4	12.9	124.2	13.2	122.2
Unit Price (¥/Passenger)	46,183	54,531	118.1	56,415	120.2

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- This page shows the trends in our international passenger operations.
- During the cumulative second quarter, passenger numbers increased by 19.0%.
- The volcanic ash in Europe affected our results during the first quarter, but in addition to a recovery in business travel demand, the Shanghai World Expo and relaxed visa regulations for visitors to Japan drove growth on Chinese routes, while leisure travel demand during the busy summer season resulted in steady performance gains.
- Unit prices were 18.1% higher year on year.
- Business travel demand recovery continued, helping unit price increases.



- As you can see in the figure on the left, the number of business class passengers recovered to fiscal 2008 second quarter levels-pre recession levels.
- In April and June, we introduced new aircraft on our New York and Frankfurt routes. This, combined with the favorable review of our new cabin products, which were mainly tailored to business class travelers, led to continued high load factors.
- International passenger revenues for the cumulative second quarter were ¥41.0 billion yen higher than the same period in the prior fiscal year, representing an increase of more than 40%. The figure on the right shows an analysis of unit price factors and passenger factors.
- As for unit price factors, in addition to improvements of fare levels, passenger class mix changes associated with the recovery in business demand contributed significantly to improved revenues.
- In terms of passenger numbers, the primary factor was the effect of the recovery in demand, while increased ASK, demand stimulation measures, and an improved competitive posture with respect to our major competitor in Japan also contributed to revenue growth.

Air Transportation Business

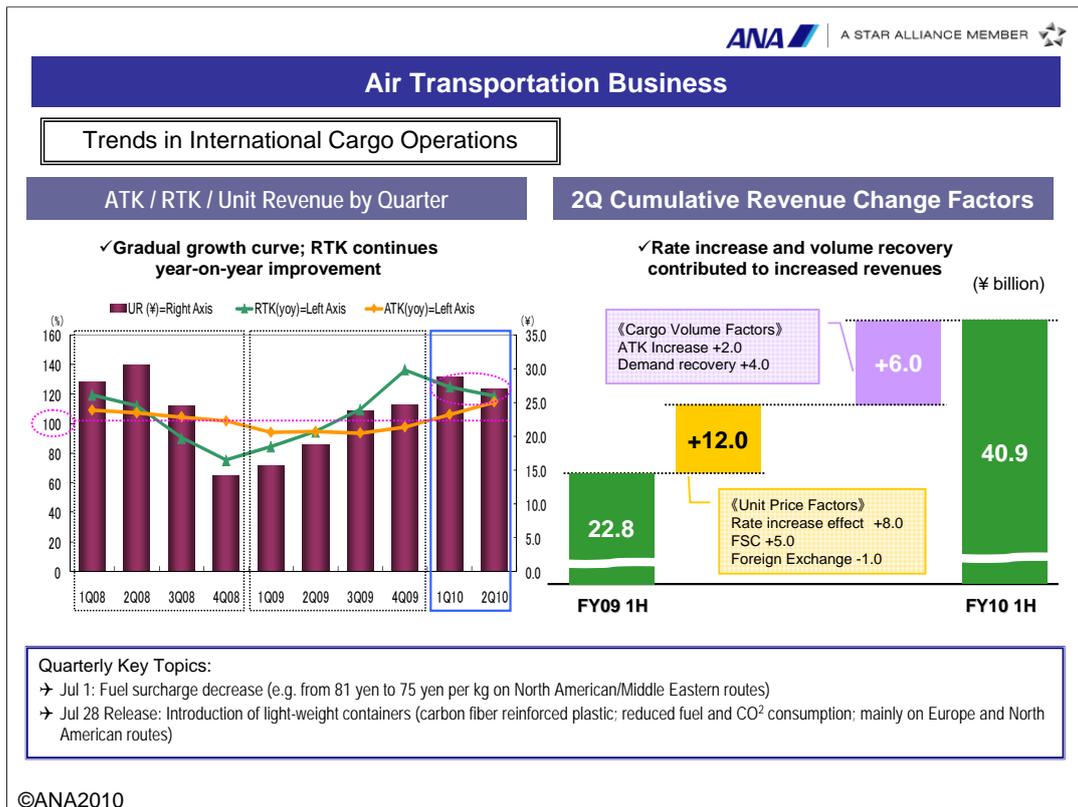
Cargo Operations (Domestic)

		1H/FY09	1H/FY10	% Y/Y	2Q/FY10	% Y/Y
Domestic Cargo	Cargo Revenues (¥ billion)	15.8	15.6	98.8	8.1	98.6
	Available Ton Km (million)	979	934	95.5	484	93.9
	Revenue Ton Km (million)	227	218	96.3	114	97.0
	Revenue Ton (thousand tons)	229	219	95.6	116	96.3
	Load Factor (%)	23.2	23.4	+0.2 pts	23.7	+0.8 pts
	Unit Revenue (¥/ATK)	16.2	16.8	103.5	16.8	105.0
	Unit Price (¥/kg)	69	71	103.3	70	102.3
Domestic Freighter 【Included above】	Cargo Revenues (¥ billion)	0.8	0.8	95.0	0.4	92.5
	Available Ton Km (million)	20	19	91.4	9	93.6
	Revenue Ton Km (million)	5	5	98.8	2	96.4
	Revenue Ton (thousand tons)	6	5	90.1	2	88.8
	Load Factor (%)	28.7	31.0	+2.3 pts	30.6	+0.9 pts
	Unit Revenue (¥/ATK)	41.2	42.8	103.9	41.8	98.8
	Unit Price (¥/kg)	136	143	105.5	140	104.2

Air Transportation Business

Cargo Operations (International)

		1H/FY09	1H/FY10	% Y/Y	2Q/FY10	% Y/Y
International Cargo	Cargo Revenues (¥ billion)	22.8	40.9	178.9	20.8	166.1
	Available Ton Km (million)	1,332	1,470	110.4	772	114.7
	Revenue Ton Km (million)	819	998	121.8	513	119.0
	Revenue Ton (thousand tons)	186	272	145.6	139	139.7
	Load Factor (%)	61.5	67.9	+6.4 pts	66.5	+2.5 pts
	Unit Revenue (¥/ATK)	17.2	27.8	162.0	27.1	144.9
	Unit Price (¥/kg)	122	150	122.9	150	118.9
International Freighter 【Included above】	Cargo Revenues (¥ billion)	6.6	14.8	222.6	7.5	195.8
	Available Ton Km (million)	274	372	135.7	190	134.7
	Revenue Ton Km (million)	154	237	154.0	120	139.2
	Revenue Ton (thousand tons)	64	142	220.3	71	200.6
	Load Factor (%)	56.3	63.8	+7.6 pts	63.3	+2.1 pts
	Unit Revenue (¥/ATK)	24.4	40.0	164.0	39.6	145.3
	Unit Price (¥/kg)	103	105	101.0	105	97.6



- This is the status of our international cargo operations.
- Please look at the graph on the left.
- With increased flights and new routes, ATK [available ton km], illustrated by the orange line, grew 14.7% for the second quarter compared to the prior fiscal year, with the cumulative growth for the period at 10.4%.
- The green line represents RTK [revenue ton km]. While the pace of growth fell off slightly, performance remains strong compared to the prior fiscal year, up 19.0% comparatively for the second quarter, and up 21.8% year on year cumulatively.
- We saw strong air cargo demand from/to Asia and China destinations, mainly for components related to the LCD and semiconductor industries. Since summer, however, the uncertain economic future has started to soften demand growth somewhat for Europe and North America.
- However, the large supply reduction on the part of our major competitor in Japan is expected to improve the supply and demand condition, creating an opportunity for revenue growth.
- Note the figure on the right.
- Cumulative second quarter international cargo revenues increased by about 18.0 billion yen year on year. The figure provides an analysis of the factors behind this change.
- Rate increase negotiations have progressed generally in line with our plan; however, yen appreciation is one factor driving down revenues.

II . FY2010 Earnings Forecast



Consolidated Earnings Forecast

Consolidated Earnings Forecast (Revised)

	FY09	FY10RE	Diff. vs. FY09	FY10E(Original)	Diff. vs. FY10E
Operating Revenues	1,228.3	1,377.0	+ 148.6	1,360.0	+ 17.0
Operating Expenses	1,282.6	1,307.0	+ 24.4	1,318.0	- 11.0
Operating Income	- 54.2	70.0	+ 124.2	42.0	+ 28.0
Op. Margin (%)	-	5.1	-	3.1	+ 2.0
Non-Op. Gains/Losses	- 32.0	- 33.0	- 0.9	- 29.0	- 4.0
Recurring Income	- 86.3	37.0	+ 123.3	13.0	+ 24.0
Extraordinary Gains/Losses	- 9.2	- 16.0	- 6.7	- 5.0	- 11.0
Net Income	- 57.3	6.0	+ 63.3	5.0	+ 1.0

(¥ billion)

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- Next, I will address our revised outlook for fiscal 2010.
- Based on the steady demand recovery through the second quarter, recent reservation trends for the third quarter, and foreseeable risk factors between now and the fourth quarter, we have decided to revise our full-year forecast of operating revenues upward by 17.0 billion yen over our initial plan.
- While cost reduction measures targeting a total 86.0 billion yen in savings have progressed steadily, we have also been able to reduce expenses in other areas beyond plan. Accordingly, we have reduced our forecast of operating expenses by an additional 11.0 billion yen for the year.
- As a result of these factors, we have made an upward revision to our initial plans in the amount of 28.0 billion yen, forecasting operating income of 70.0 billion yen.
- We have also made a 24.0 billion yen upward revision in recurring income, to 37.0 billion yen.
- We forecast 16.0 billion yen in extraordinary losses for the year. A portion of these losses are subject to taxes. Our calculation of tax adjustments results in a forecast of 6.0 billion in net income.

Consolidated Earnings Forecast

Earnings Forecast by Segment (Revised)

	FY09	FY10RE	Diff. vs. FY09	FY10E(Original)	Diff. vs. FY10E	
Revenues	Air Transportation	1,087.8	+ 148.1	1,219.0	+ 17.0	
	Travel	166.9	+ 7.0	172.0	+ 2.0	
	Others	137.7	- 1.7	134.0	+ 2.0	
	Eliminations	- 164.2	- 169.0	- 4.7	- 165.0	- 4.0
	Total	1,228.3	1,377.0	+ 148.6	1,360.0	+ 17.0
Operating Income	Air Transportation	- 57.5	+ 122.0	38.5	+26.0	
	Travel	- 0.0	+ 2.5	1.0	+ 1.5	
	Others	3.0	- 0.0	2.5	+ 0.5	
	Eliminations	0.3	- 0.3	0.0	-	
	Total	- 54.2	70.0	+ 124.2	42.0	+ 28.0

(¥ billion)

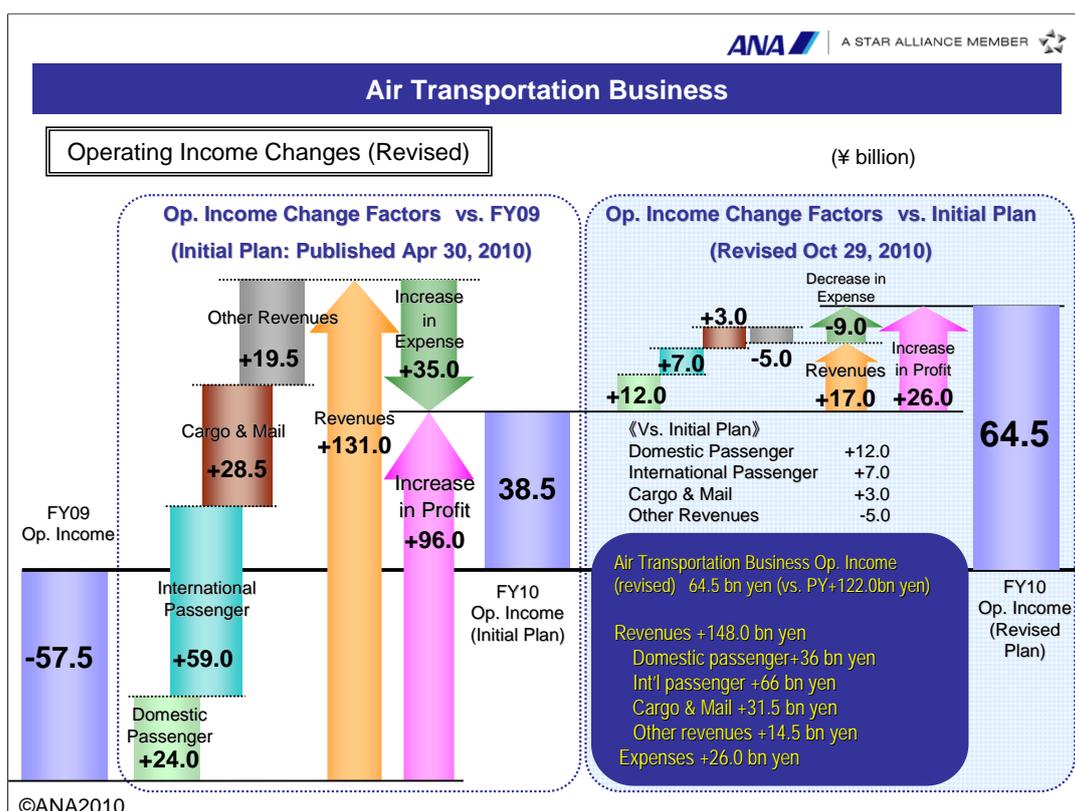
- This is our revised profit plan by segment.
- Please see Page 24 for more details on our air transportation business.

Air Transportation Business

Operating Revenues and Expenses (Revised)

	FY09	FY10RE(Revised)	Diff. vs. FY09	FY10E(Original)	Diff. vs. FY10E	
Operating Revenues	Domestic Passengers	630.9	667.0	+ 36.0	655.0	+ 12.0
	International Passengers	214.1	280.0	+ 65.8	273.0	+ 7.0
	Cargo and Mail	94.3	126.0	+ 31.6	123.0	+ 3.0
	Others	148.3	163.0	+ 14.6	168.0	- 5.0
	Total	1,087.8	1,236.0	+ 148.1	1,219.0	+ 17.0
Operating Expenses	Fuel and Fuel Tax	249.9	261.5	+ 11.5	259.5	+ 2.0
	Non – Fuel Cost	895.5	910.0	+ 14.4	921.0	- 11.0
	Total	1,145.4	1,171.5	+ 26.0	1,180.5	- 9.0
Op. Income	Operating Income	- 57.5	64.5	+ 122.0	38.5	+ 26.0

(¥ billion)



- The left half of this page shows our fiscal 2010 initial plan, as announced April 30, compared to the prior year.
- Today we announced our revised full-year forecast of fiscal 2010. Those details are shown on the right side of the page, identifying revisions of revenues by segment and expense.
- These figures reflect ASK changes in our revenue plan for the third quarter and later, based on our revised second-half business plan published in August, and considering our cumulative second quarter results of revenues in excess of our original plan.
- Since (delete; the resolution of) the bilateral air services agreements between Japan and China has been postponed, instead of additional flights originally planned for Haneda-Beijing and Haneda-Shanghai routes, we have made ASK adjustments by diverting available slots for international operation to increase the number of domestic flights at Haneda.
- We have also reflected the results of revised routes, number of flights, and aircraft.
- We have undertaken another round of reviews concerning demand, incorporating the effect of the strong yen on corporate earnings as a certain level of risk.
- The fuel surcharges applied to international passengers beginning in October have been one notch lower than our initial plan, and we have incorporated this fact into our revised revenue plans.
- Elements causing us to expect expense reductions greater than our initial plan have also been reflected in our revised forecasts.

Earnings Forecast Assumptions

【Passenger Operations】 Revised Assumptions for FY10 (vs. FY09)

	Domestic Passengers			International Passengers		
	1H(A)	2H(RE)	FY10(RE)	1H(A)	2H(RE)	FY10(RE)
Available Seat Km	96.1	103.0	99.4	103.3	119.4	111.3
Revenue Passenger Km	103.7	105.6	104.7	113.1	110.6	111.8
Passengers	103.7	105.7	104.7	119.0	107.0	112.6
Load Factor (%)	65.6 (+ 4.8pts)	64.9 (+ 1.6pts)	65.3 (+ 3.3pts)	79.2 (+ 6.8pts)	73.2 (- 5.8pts)	76.0 (+ 0.3pts)
Unit Revenue (¥/ASK)	11.7 (106.7)	11.8 (106.0)	11.8 (106.4)	10.2 (135.9)	8.7 (102.2)	9.4 (117.5)
Yield (¥/RPK)	17.8 (98.8)	18.2 (103.4)	18.0 (101.0)	12.9 (124.2)	11.9 (110.3)	12.4 (116.9)
Unit Price (¥/Passenger)	15,868 (98.8)	16,086 (103.3)	15,976 (101.0)	54,531 (118.1)	52,057 (114.1)	53,282 (116.1)

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- Pages 25 through 28 provide first-half results for passenger and cargo operations, and second-half data that served as the assumptions on which we revised our earnings forecast.
- In addition to year-on-year comparisons, we have also provided comparisons with fiscal 2007 and fiscal 2008 figures.
- Page 29 shows updated data related to fuel prices and exchange rates.
- Page 30 shows the effects of the recent yen appreciation on profits, providing actual figures for the first half and an estimate for the second half based on recent actual market rates.
- Please take the opportunity to review these pages for yourselves.
- This concludes my presentation.
- Thank you for your time and attention.

Earnings Forecast Assumptions

【Passenger Operations】 Revised Assumptions for FY10 (vs. FY07&FY08)

	Domestic Passengers		International Passengers	
	vs. FY07	vs. FY08	vs. FY07	vs. FY08
Available Seat Km	90.6	95.9	105.2	106.6
Revenue Passenger Km	92.8	98.5	106.2	116.8
Passengers	91.7	97.7	108.9	118.6
Load Factor (%)	+ 1.5pts	+ 1.8pts	+ 0.7pts	+ 6.6pts
Unit Revenue (¥/ASK)	99.6	99.5	85.5	90.3
Yield (¥/RPK)	97.2	96.8	84.6	82.4
Unit Price (¥/Passenger)	98.4	97.7	82.6	81.1

Earnings Forecast Assumptions

【Cargo Operations】 Revised Assumptions for FY10(vs. FY09)

		Domestic Cargo			International Cargo		
		1H(A)	2H(RE)	FY10(RE)	1H(A)	2H(RE)	FY10(RE)
Total	Available Ton Km	95.5	101.8	98.5	110.4	119.4	114.9
	Revenue Ton Km	96.3	99.6	97.9	121.8	119.0	120.4
	Revenue Ton	95.6	98.9	97.3	145.6	121.2	132.0
	Load Factor (%)	23.4	24.2	23.8	67.9	66.0	66.9
	Unit Revenue(¥/ATK)	16.8 (103.5)	17.1 (98.3)	17.0 (100.9)	27.8 (162.0)	29.1 (120.0)	28.5 (137.3)
	Unit Price(¥/RT)	71 (103.3)	70 (101.2)	71 (102.2)	150 (122.9)	165 (118.2)	158 (119.6)
Freighter 【Incl. above】	Available Ton Km	91.4	89.3	90.4	135.7	127.1	131.2
	Revenue Ton Km	98.8	68.4	82.8	154.0	142.9	148.0
	Revenue Ton	90.1	73.6	82.0	220.3	136.2	167.6
	Load Factor (%)	31.0	23.7	27.3	63.8	66.4	65.1
	Unit Revenue(¥/ATK)	42.8 (103.9)	30.9 (75.2)	36.8 (89.5)	40.0 (164.0)	45.6 (128.8)	42.9 (142.0)
	Unit Price(¥/RT)	143 (105.5)	132 (91.2)	138 (98.6)	105 (101.0)	119 (120.2)	112 (111.2)

Earnings Forecast Assumptions

【Cargo Operations】 Revised Assumptions for FY10(vs. FY07&FY08)

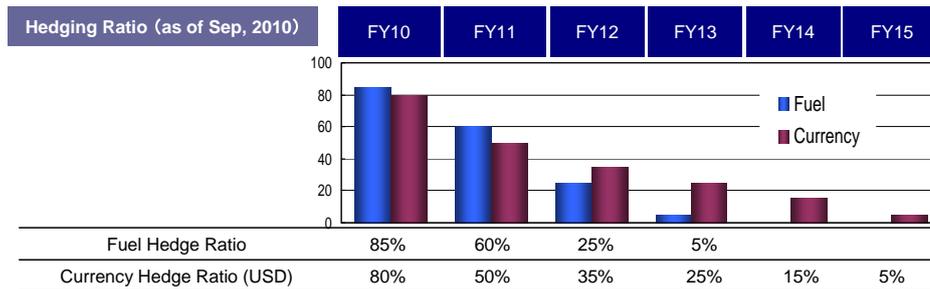
	International Cargo		Freighter (International)	
	vs. FY07	vs. FY08	vs. FY07	vs. FY08
Available Ton Km	115.2	109.1	130.4	111.4
Revenue Ton Km	122.9	125.0	161.7	144.0
Revenue Ton	153.9	157.4	279.8	253.1
Load Factor(%)	+ 4.2pts	+ 8.5pts	+ 12.6pts	+ 14.7pts
Unit Revenue (¥/ATK)	105.8	116.8	135.5	146.3
Unit Price (¥/RT)	79.2	81.0	63.1	64.4

[Reference] Fuel Price and Exchange Rate

Fuel Price and Exchange Rate

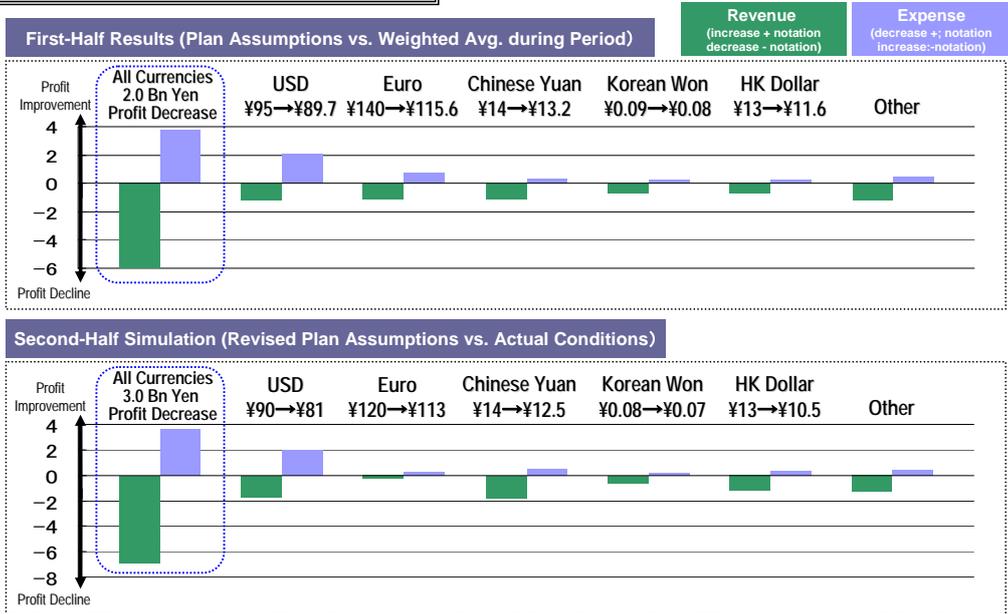
Market Index and Assumptions	FY10E		FY11E	Non hedged impact of oil price and currency fluctuations on fuel expense	
	1H(A)	2H(E)		1 USD change per barrel	1 JPY change per USD
Dubai Crude Oil (USD/BBL)	76	80	80	1.9 billion / year	
Kerosene (USD/BBL)	88	90	90		1.8 billion / year
Exchange Rate (JPY/USD)	89	90(*95)	95		

(* Original Assumption)



[Reference] Fuel Price and Exchange Rate

Major Exchange Rate Effects on Op. Income (operating income (loss) /including hedge effects; units: billion yen)



III. Supplemental Reference



International Passenger Results by Destination

		1H Composition (%)	Difference (pts)	2Q Composition (%)	Difference (%)
Passenger Revenue	North America	27.8	- 2.3	26.4	- 3.7
	Europe	22.1	- 2.2	24.3	- 0.1
	China	28.7	+ 4.4	28.3	+ 4.0
	Asia	18.0	+ 0.0	17.3	- 0.2
	Resort	3.4	+ 0.1	3.7	- 0.1
ASK	North America	30.2	- 1.5	29.0	- 2.3
	Europe	22.6	+ 1.2	25.2	+ 4.5
	China	22.2	- 0.2	21.7	- 1.0
	Asia	20.0	+ 0.2	19.4	- 0.4
	Resort	4.9	+ 0.3	4.8	- 0.9
RPK	North America	30.6	- 2.3	28.9	- 3.5
	Europe	23.2	- 0.8	26.0	+ 2.5
	China	20.9	+ 2.5	20.4	+ 1.1
	Asia	20.0	- 0.2	19.4	- 0.6
	Resort	5.3	+ 0.8	5.2	+ 0.5

International Cargo Results by Destination

		1H Composition (%)	Difference (pts)	2Q Composition (%)	Difference (%)
Cargo Revenue	North America	23.1	- 1.0	22.0	- 0.8
	Europe	16.0	+ 1.5	17.9	+ 3.0
	China	37.5	+ 0.0	38.0	- 1.0
	Asia	17.3	- 0.9	17.0	- 1.5
	Others	6.1	+ 0.4	5.1	+ 0.3
ATK	North America	33.8	- 4.5	32.5	- 4.5
	Europe	20.4	+ 3.1	23.6	+ 5.5
	China	21.7	+ 0.1	21.5	- 0.7
	Asia	17.6	- 0.2	17.1	- 1.2
	Others	6.4	+ 1.5	5.4	+ 0.9
RTK	North America	35.4	- 4.0	33.5	- 4.0
	Europe	23.7	+ 2.5	26.9	+ 4.4
	China	18.9	+ 0.4	19.2	- 0.6
	Asia	15.6	- 0.3	15.0	- 1.3
	Others	6.3	+ 1.5	5.4	+ 1.5

Aircraft in Service

		Mar,2010	Sep,2010	Difference	Owned	Leased
Wide-Body	Boeing 747-400 (International)	3	3	-	0	3
	Boeing 747-400 (Domestic)	10	10	-	10	0
	Boeing 777-300ER	14	19	+ 5	16	3
	Boeing 777-300	7	7	-	7	0
	Boeing 777-200ER	7	7	-	4	3
	Boeing 777-200	16	16	-	14	2
Mid-Body	Boeing 767-300ER	19	19	-	8	11
	Boeing 767-300	32	32	-	32	0
	Boeing 767-300F	4	4	-	0	4
	Boeing 767-300BCF	5	6	+ 1	6	0
Narrow-Body	Airbus A320-200 (International)	5	5	-	0	5
	Airbus A320-200 (Domestic)	24	24	-	15	9
	Boeing737-800	8	8	-	8	0
	Boeing 737-700ER	2	2	-	2	0
	Boeing 737-700	16	16	-	12	4
	Boeing 737-500	19	19	-	10	9
Regional	Bombardier DHC-8-400 (Q400)	14	14	-	1	13
	Bombardier DHC-8-300 (Q300)	5	5	-	1	4
Total		210	216	+ 6	146	70

Note: As of Sep 30, 2010, excluding leased aircraft outside Group (10 as of end of 2Q, 9 as of end of prior fiscal year)
 One Boeing 767-300F (JA603F) scheduled for lease return in Nov 2010 (undergoing prep for return currently)

ANA Group Corporate Philosophy

ANA Group Corporate Philosophy

— Our Commitments —

On a foundation of security and reliability, the ANA Group will:

- Create attractive surroundings for customers
- Continue to be a familiar presence
- Offer dreams and experiences to people around the world

ANA Group Safety Principles

- ✓ Safety is our promise to the public and is the foundation of our business.
- ✓ Safety is assured by an integrated management system and mutual respect.
- ✓ Safety is enhanced through individual performance and dedication

ANA Group Corporate Vision

With air transportation as its core field of business, the ANA Group aims to be one of the leading corporate groups in Asia, providing passenger and cargo transportation around the world.

▶▶ Being the leader in Asia means that we will become

- Number one in quality
- Number one in customer satisfaction
- Number one in value creation

Information

Thank you.

This material is available on our website.

<http://www.ana.co.jp>

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