

All Nippon Airways Interim Financial Results FY08



October 31, 2008

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(1) Consolidated Financial Summary

◇ Income Statements

	1H/2007	1H/2008	Change	2Q/2008	Change
Operating Revenues	763.2	753.3	△9.9	407.8	△5.8
Operating Expenses	696.1	703.4	+7.3	372.5	+12.7
Operating Income	67.0	49.8	△17.2	35.2	△18.6
Op. Margin (%)	8.8	6.6	△2.2	8.6	△4.4
Non-Op. Gains/Losses	△10.3	△10.3	+0.0	△6.7	△2.8
Recurring Income	56.7	39.5	△17.2	28.4	△21.5
Extraordinary Gains/Losses	112.0	△0.8	△112.8	△1.7	+18.6
Net Income	105.5	22.0	△83.4	15.3	△2.7
EBITDA*	113.4	105.1	△8.3	62.7	△15.5
EBITDA Margin (%)	14.9	14.0	△0.9	15.4	△3.5

◇ Consolidated Balance Sheets

	Mar.31, 2008	Sep.30, 2008	Change
Assets	1,783.3	1,781.9	△1.4
Shareholders' Equity	452.9	453.4	+0.4
Ratio of Shareholders' Equity (%)	25.4	25.4	+0.0
Interest Bearing Debts	767.8	843.8	+75.9
Debt/Equity Ratio (times)	1.7	1.9	+0.2

¥billion

* D/E ratio including off-balanced lease obligation of ¥212.4 billion (¥229.4 billion in previous year) will be 2.3 times (2.2 times in previous year.)

◇ Consolidated Summary of Cash Flow

	1H/2007	1H/2008	Change
Cash Flow from Operating Activities	111.5	26.4	△85.0
Cash Flow from Investing Activities	130.2	△43.4	△173.6
Cash Flow from Financing Activities	△101.6	55.9	+157.6
Net Increase or Decrease	140.4	39.0	△101.3
Cash and Cash Equivalent at the beginning	172.2	179.9	} +39.0
Cash and Cash Equivalent at the end	312.6	219.0	
Depreciation and Amortization	46.4	55.3	+8.8
Capital Expenditures	135.9	69.0	△66.8

(2) Results by Segment

	Revenues					Operating Income				
	1H/2007	1H/2008	Change	2Q/2008	Change	1H/2007	1H/2008	Change	2Q/2008	Change
Air Transportation	666.1	666.8	+0.7	359.3	△0.7	62.7	48.2	△14.5	33.6	△16.9
Travel	113.9	102.4	△11.4	60.9	△6.2	1.8	0.2	△1.6	0.7	△0.9
Others	97.3	74.8	△22.5	38.3	△11.2	2.5	1.1	△1.3	0.7	△0.8
Eliminations	△114.1	△90.8	+23.2	△50.8	+12.4	△0.0	0.1	0.2	0.0	+0.0
Total	763.2	753.3	△9.9	407.8	△5.8	67.0	49.8	△17.2	35.2	△18.6

¥billion

Topics for segments other than air transportation during 2Q:

- Transfer of the shares of Fukuoka Catering Service (July 1st)
- ANA Building renamed ANA Facilities (August)

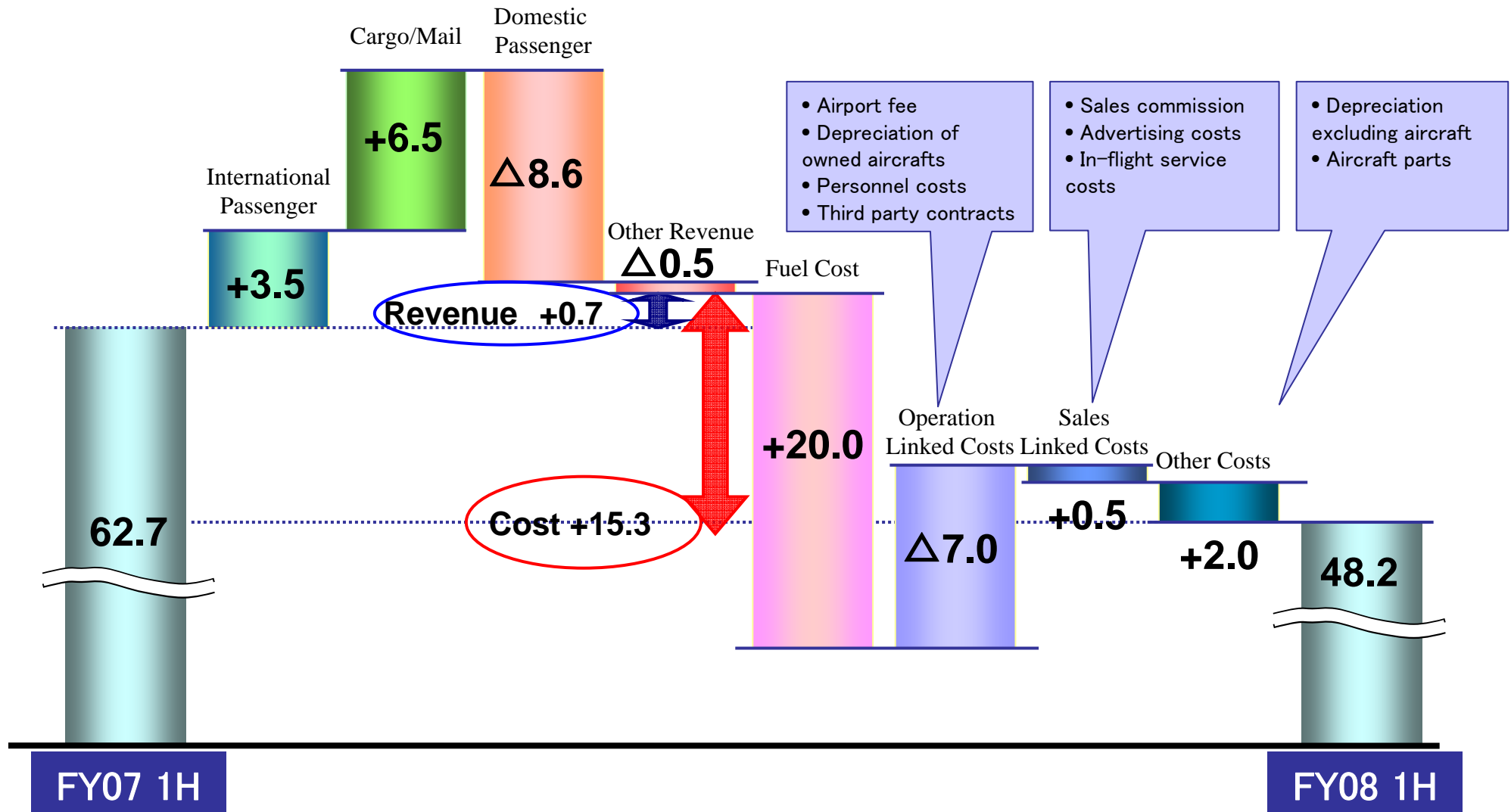
II. Air Transportation

(1) Air Transportation Overall

		1H/2007	1H/2008	Change	2Q/2008	Change
Operating Revenues	Domestic Passengers	381.2	372.5	△8.6	206.1	△5.3
	International Passengers	162.1	165.6	+3.5	87.0	+1.3
	Cargo and Mail	55.2	61.8	+6.5	32.0	+3.7
	Others	67.5	66.9	△0.5	34.0	△0.5
	Total	666.1	666.8	+0.7	359.3	△0.7
Operating Expenses	Fuel and Fuel Tax	129.8	149.8	+20.0	88.1	+19.2
	Landing and Navigation Fees	53.5	52.1	△1.4	26.8	△0.8
	Aircraft Leasing Fees	43.3	30.4	△12.8	15.6	△6.4
	Depreciation and Amortization	44.6	53.8	+9.2	26.8	+3.3
	Aircraft Maintenance	29.4	29.4	+0.0	14.8	△0.6
	Personnel	118.6	119.6	+1.0	59.6	△0.1
	Sales Commission	48.3	51.9	+3.5	27.1	+2.8
	Contracts	40.4	40.2	△0.1	20.4	+0.0
	Others	95.1	91.0	△4.0	46.0	△1.3
	Total	603.3	618.6	+15.3	325.6	+16.1
Operating Income	62.7	48.2	△14.5	33.6	△16.9	

II. Air Transportation

(2) Breakdown of revenue and cost deviation from previous year



II. Air Transportation

(3) Passenger Operations

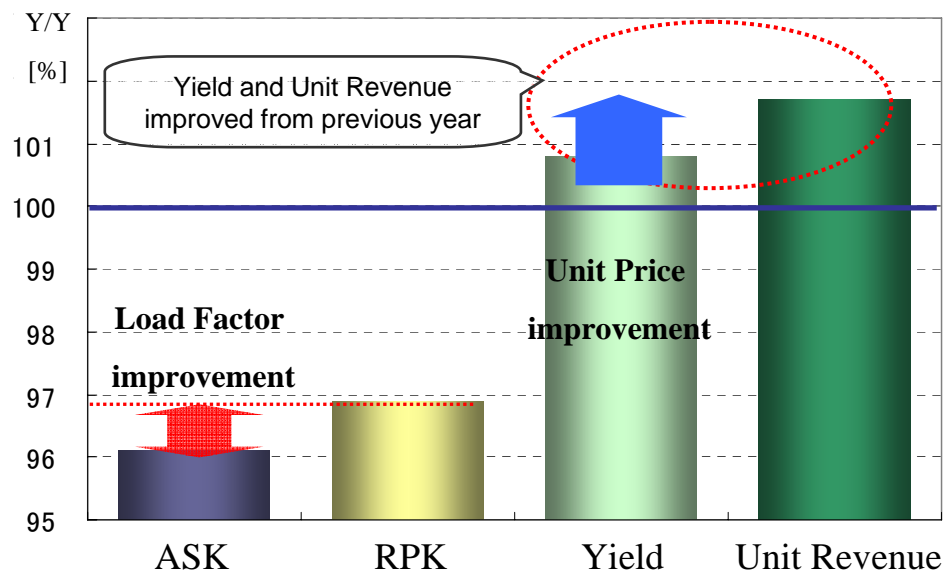
◇ Domestic Passengers

	1H/2007	1H/2008	% Y/Y	2Q/2008	% Y/Y
Passengers (thousands)	23,036	22,281	96.7%	11,827	96.3%
Available Seat Km (mil)	31,700	30,452	96.1%	15,529	95.7%
Revenue Passenger Km (mil)	20,168	19,542	96.9%	10,460	96.2%
Load Factor (%)	63.6	64.2	+0.6	67.4	+0.4
Passenger Revenues (¥100 mil)	3,812	3,725	97.7%	2,061	97.5%
Unit Revenue (¥/ASK)	12.0	12.2	101.7%	13.3	101.8%
Yield (¥/RPK)	18.9	19.1	100.8%	19.7	101.3%
Unit Price (¥)	16,550	16,721	101.0%	17,427	101.2%

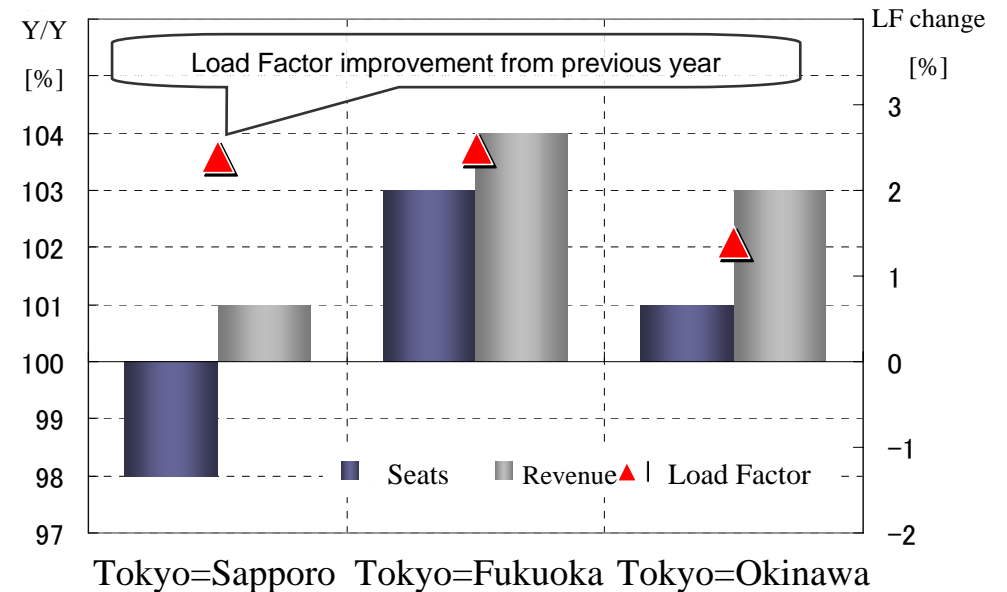
II. Air Transportation

◇ Trends in Domestic Passenger Operations

ASK · RPK · Yield · Unit Revenue



Overview of Tokyo=Sapporo · Fukuoka · Okinawa



✓ Passengers declined due to capacity reduction and falling demand but higher unit revenue achieved by higher unit price and load factor

Topics for FY2008 2Q:

- Renewed ANA website “ANA SKY WEB”
- “ANA Mileage Club-Tabidachi” reached one million members

II. Air Transportation

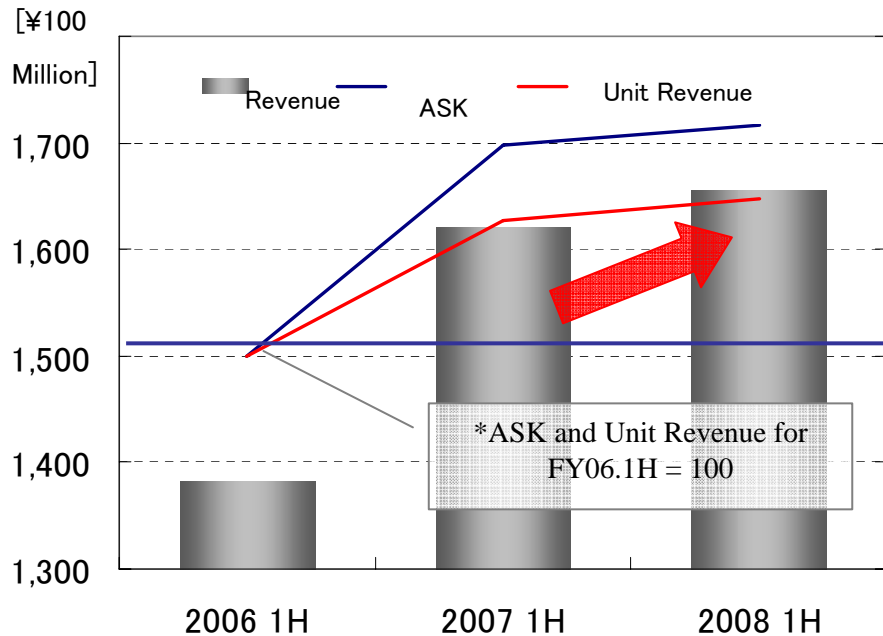
◇ International Passengers

	前年同期 1H/2007	第2四半期累計 1H/2008	前年比 % Y/Y	第2四半期 2Q/2008	前年比 % Y/Y
Passengers (thousands)	2,425	2,335	96.3%	1,187	93.4%
Available Seat Km (mil)	14,113	14,227	100.8%	7,140	100.7%
Revenue Passenger Km (mil)	10,764	10,376	96.4%	5,254	93.9%
Load Factor (%)	76.3	72.9	△3.3	73.6	△5.4
Passenger Revenues (¥100 mil)	1,621	1,656	102.2%	870	101.6%
Unit Revenue (¥/ASK)	11.5	11.6	101.3%	12.2	100.8%
Yield (¥/RPK)	15.1	16.0	106.0%	16.6	108.2%
Unit Price (¥)	66,859	70,897	106.0%	73,310	108.7%

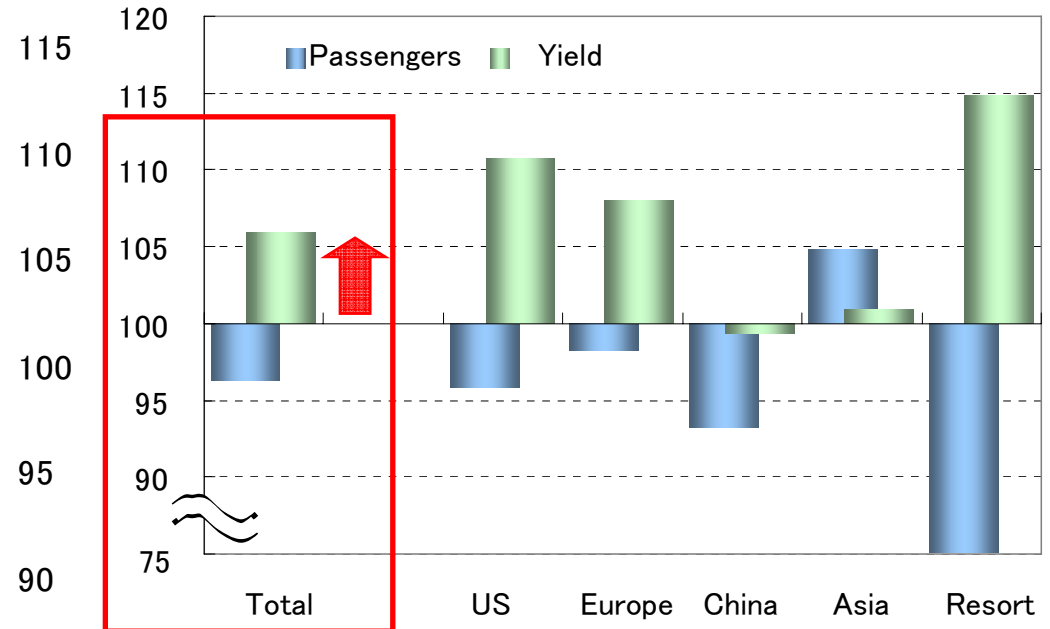
II. Air Transportation

◇ Trends in International Passenger Operations

Revenue, ASK and Unit Revenue



International passengers and Yield



✓ Unit Revenue, yield and total revenue improved, despite falling passenger numbers due to economic slowdown and conscience of travel to China

Topics for FY2008 2Q:

- Egyptair became 21st member of Star Alliance
- Revised Fuel Surcharge (from July 1st)
- Expanded code-share agreement with Air China to domestic flights

II. Air Transportation

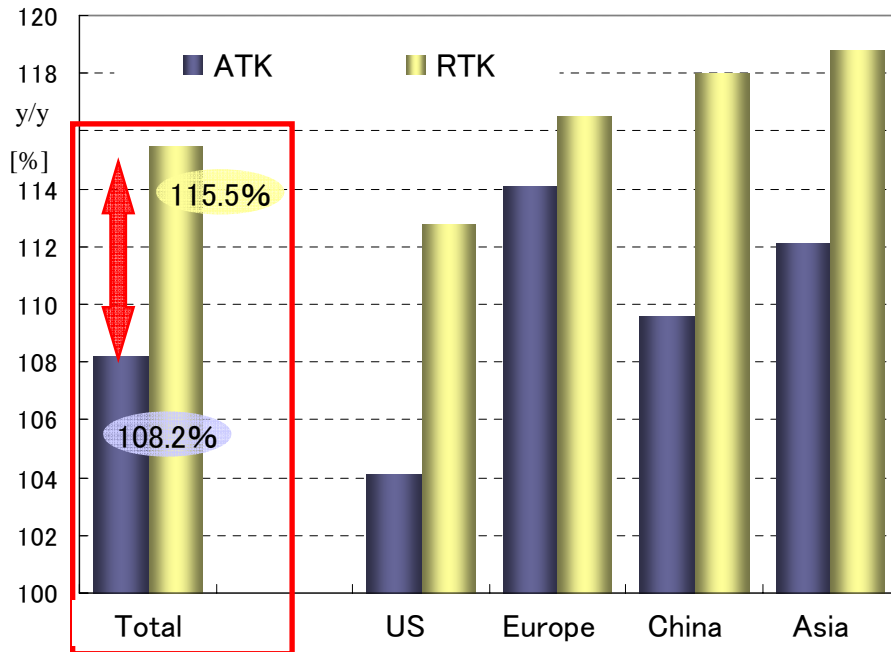
(4) Cargo Operations

	1H/2007	1H/2008	% Y/Y	2Q/2008	% Y/Y	
Domestic Cargo	Cargo Revenues (¥100 millions)	150	165	109.8%	84	109.8%
	Revenue ton (tons)	225,410	235,661	104.5%	122,274	104.2%
	Revenue Ton Km (thousands)	217,055	229,050	105.5%	118,770	105.6%
International Cargo	Cargo Revenues (¥100 millions)	342	414	120.9%	217	124.0%
	Revenue ton (tons)	170,898	197,690	115.7%	100,115	112.2%
	Revenue Ton Km (thousands)	792,623	915,118	115.5%	455,859	111.7%
Freighter (Int'l/Dom)	Revenue (¥100 millions)	94	126	133.8%	68	134.9%
	Available Ton Km (thousands)	321,970	366,723	113.9%	189,058	109.8%
	Revenue Ton (tons)	56,969	74,393	130.6%	38,241	122.8%
	Revenue Ton Km (thousands)	143,667	197,850	137.7%	102,643	130.4%

II. Air Transportation

◇ Trends in Cargo Operations

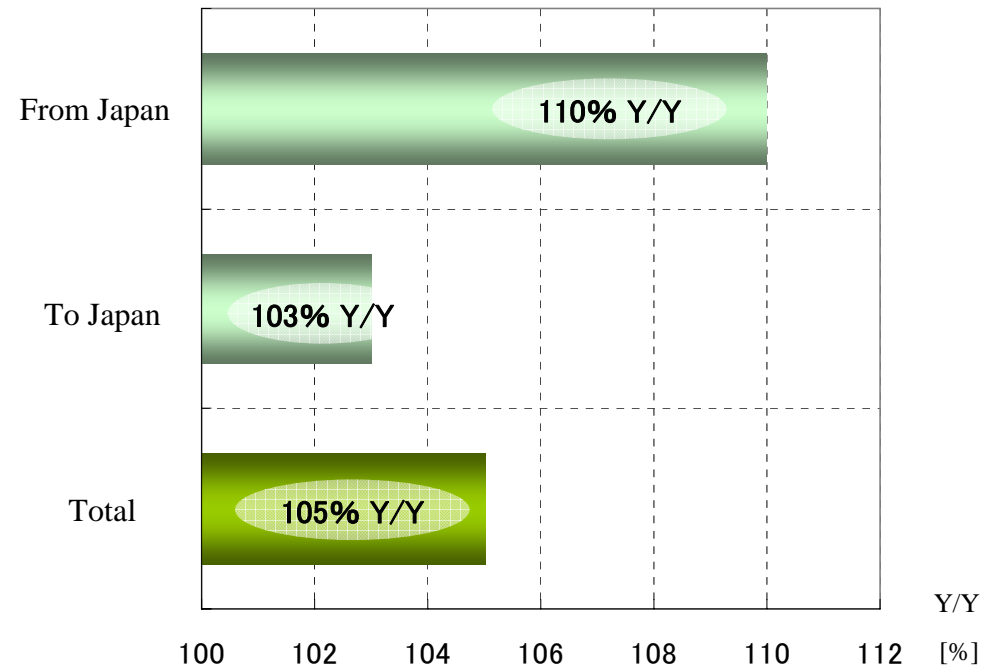
ATK and RTK



*RFS (Road Feeder Service) data not included in each area

✓ RTK growth greatly exceeded ATK growth by capturing Asia-U.S. and Europe demand with enhanced network

Unit Price change from previous year



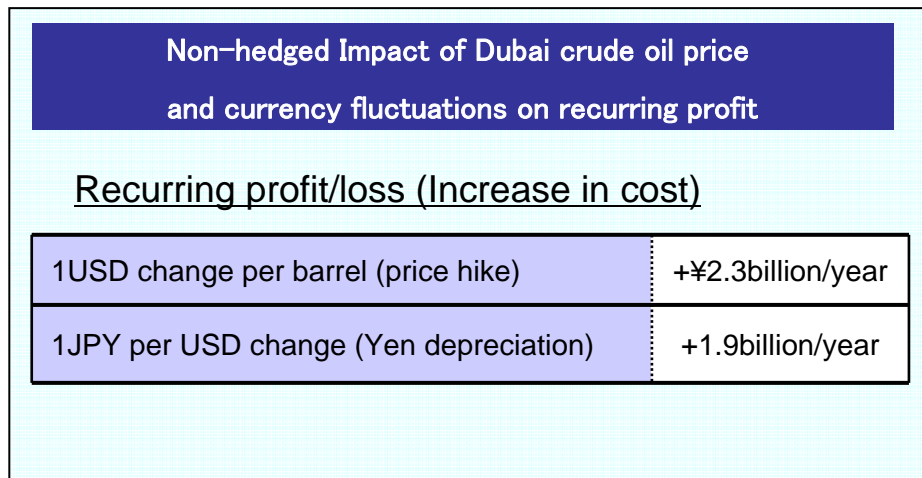
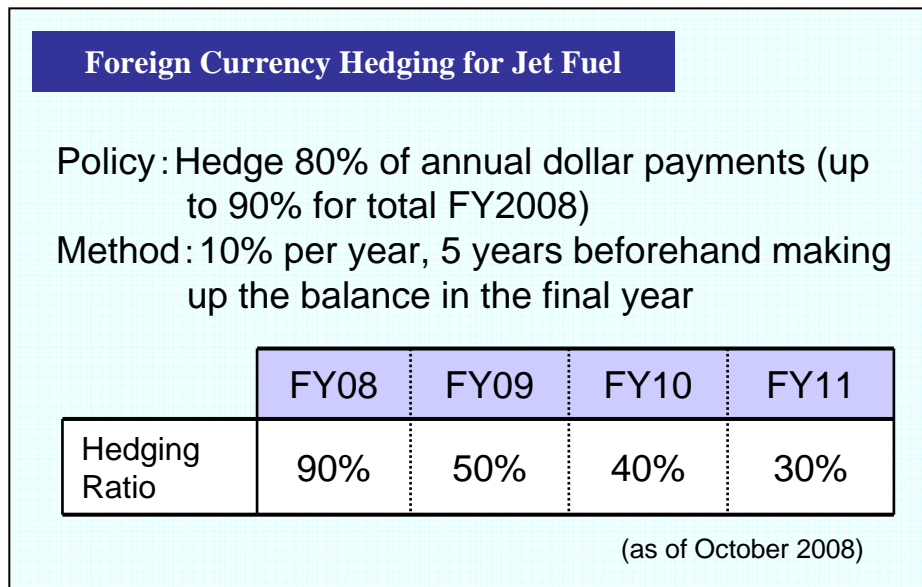
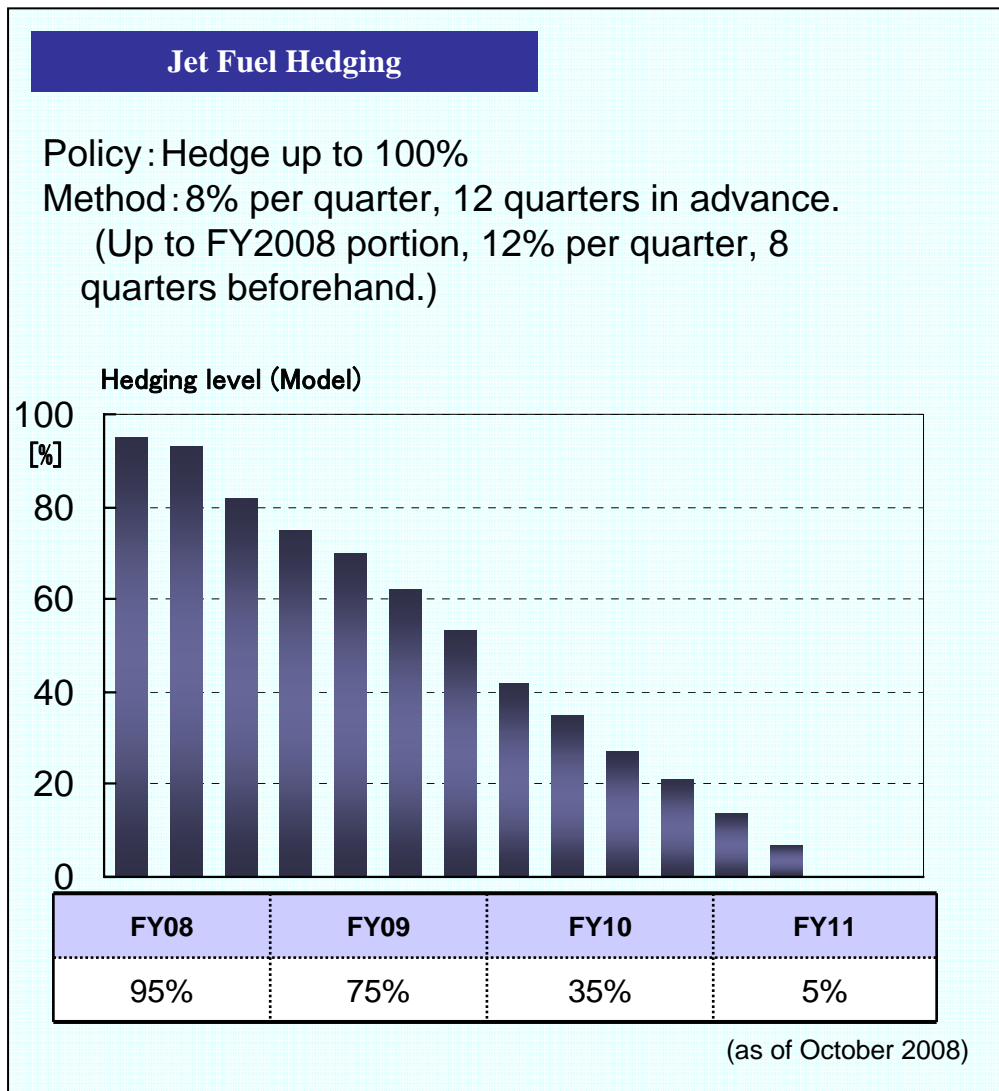
*Unit price change from/to Japan is estimated

✓ Improved Unit Price with Fuel Surcharge and yield management despite of unfavorable foreign exchange rate

Topics for FY2008 2Q:

- All Express Corporation started operation to Hong Kong and Shanghai (July)
- Service Upgrade: Weekday-daily service (excluding Chicago route) and early-morning/late-evening flights (July)

◇ Fuel and Currency Hedging



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IV. Outlook for FY08



IV . Outlook for FY2008

(1) Forecast for FY2008 (Revised)

	FY2007	FY2008(Revised)	Change	FY2008(Original)	Change (from Original)
Operating Revenues	1,487.8	1,460.0	△27.8	1,510.0	△50.0
Operating Expenses	1,403.4	1,405.0	+1.5	1,430.0	△25.0
Operating Income	84.3	55.0	△29.3	80.0	△25.0
Operating Profit Margin (%)	5.7	3.8	△1.9	5.3	△1.5
Recurring Income	56.5	29.0	△27.5	52.0	△23.0
Net Income	64.1	17.0	△47.1	27.0	△10.0
Dividends (¥)	5.00	3.00	△2.00	3.00	-

¥ billion

IV . Outlook for FY2008

(2) Forecast by Segment (Revised)

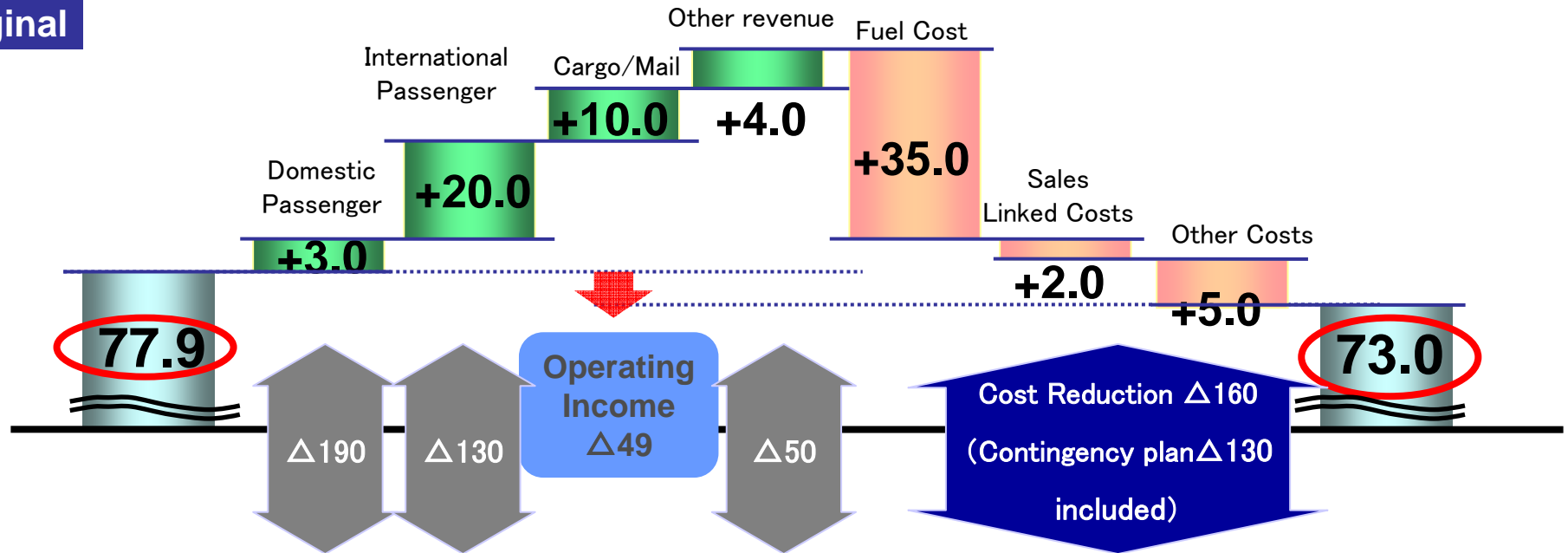
	FY2007		FY2008(Original)		FY2008(Revised)		vs 2007		vs Original	
	Revenues	Op. Income	Revenues	Op. Income	Revenues	Op. Income	Revenues	Op. Income	Revenues	Op. Income
Air Transportation	1,301.6	77.9	1,339.0	73.0	1,302.0	52.0	+0.4	△25.9	△37.0	△21.0
Travel	215.3	1.0	212.0	2.0	198.0	0.0	△17.3	△1.0	△14.0	△2.0
Others	198.9	5.1	179.0	5.0	153.0	3.0	△45.9	△2.1	△26.0	△2.0
Eliminations	△228.1	0.1	△220.0	-	△193.0	-	+35.1	△0.1	+27.0	-
Total	1,487.8	84.3	1,510.0	80.0	1,460.0	55.0	△27.8	△29.3	△50.0	△25.0

¥billion

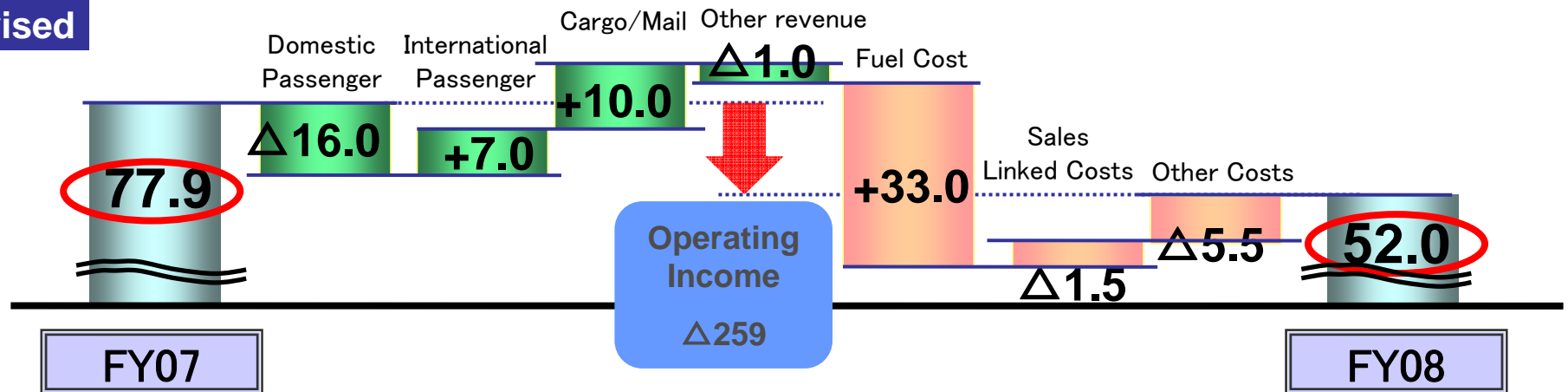
IV . Outlook for FY2008

(3) Breakdown of Operating Income Deviation from previous year

FY08 Original



FY08 Revised



IV . Outlook for FY2008

(4) Revised Assumptions for FY08

	Domestic Passengers			International Passengers		
	1H(A)	2H(E)	FY08(E)	1H(A)	2H(E)	FY08(E)
Available Seat Km	96.1	91.3	93.7	100.8	99.8	100.3
Revenue Passenger Km	96.9	96.0	96.5	96.4	95.3	95.9
Passengers	96.7	96.3	96.5	96.3	92.4	94.4
Load Factor	64.2(+0.6)	67.1(+3.3)	65.6(+1.9)	72.9(-3.3)	70.9(-3.4)	71.9(-3.3)
Unit Revenue	101.7	107.3	104.4	101.3	102.5	101.9
Yield	100.8	102.1	101.4	106.0	107.3	106.6
Unit Price	101.0	101.8	101.4	106.0	110.7	108.3
	1H	2H				
Exchange Rate (JPY/USD)	106	106				
Crude Oil (USD/BBL)	95	75				
Kerosene (USD/BBL)	119	100				

(% year on year)

IV . Outlook for FY2008

◇ Original Assumptions for FY08 (Passenger)

	Domestic Passengers			International Passengers		
	1H	2H	FY08	1H	2H	FY08
Available Seat Km	94.6	93.8	94.2	102.2	100.8	101.5
Revenue Passenger Km	95.9	98.3	97.1	96.9	100.7	98.7
Passengers	96.0	99.1	97.6	97.4	101.1	99.2
Load Factor	64.5(+0.9)	66.9(+3.1)	65.7(+2.0)	72.3(-4.0)	74.2(-0.1)	73.2(-2.0)
Unit Revenue	104.2	109.2	106.6	101.5	108.5	104.9
Yield	102.8	104.2	103.4	107.1	108.7	107.8
Unit Price	102.6	103.3	102.9	106.5	108.2	107.3

	1H	2H	(% year on year)
Exchange Rate (JPY/USD)	106	106	
Crude (USD/BBL)	95	95	
Kerosene (USD/BBL)	119	119	

IV . Outlook for FY2008

◇ Assumptions for FY08 (Cargo)

		Domestic Cargo			International Cargo		
		1H(A)	2H(E)	Full Year (E)	1H(A)	2H(E)	Full Year (E)
Cargo Total	Revenue Ton	104.5	104.0	104.2	115.7	104.6	109.8
	Unit Price	105.0	105.9	105.5	104.6	105.6	105.1
		1H(A)	2H(E)	Full Year (E)			
Freighter (Dom/Int'l)	Available Ton Km	113.9	115.7	114.8			
	Revenue Ton Km	137.7	120.4	128.1			
	Cargo Tons	130.6	112.9	121.0			

(% year on year)

IV . Outlook for FY2008

◇ Original Assumptions for FY08 (Cargo)

		Domestic Cargo			International Cargo		
		1H	2H	Full Year	1H	2H	Full Year
Cargo Total	Revenue Ton	101.5	100.6	101.1	109.0	97.4	102.9
	Unit Price	97.9	97.7	97.8	106.5	117.0	111.8
		1H	2H	Full Year			
Freighter (Dom/Int'l)	Available Ton Km	116.1	116.2	116.2			
	Revenue Ton Km	135.8	120.1	127.1			
	Cargo Tons	127.8	101.4	113.4			

(% year on year)

V. Supplementary Reference



◇ International Passenger Operation FY08 1H & 2Q

	1H Composition	Change	2Q Composition	Change	
Revenue	North America	29.6	1.2	29.6	1.9
	Europe	24.3	0.9	24.6	1.0
	China	24.6	△ 2.2	24.2	△ 2.2
	Asia	18.2	1.0	18.1	0.3
	Resort	3.2	△ 0.9	3.5	△ 1.0
ASK	North America	30.3	△ 0.2	30.3	△ 0.2
	Europe	21.1	△ 1.0	21.2	△ 0.9
	China	23.7	1.1	23.7	1.2
	Asia	20.1	1.7	20.1	1.6
	Resort	4.8	△ 1.6	4.8	△ 1.7
RPK	North America	32.6	△ 0.1	32.7	0.5
	Europe	24.5	0.5	24.3	0.6
	China	18.3	△ 0.4	18.2	△ 0.4
	Asia	19.8	1.9	19.8	1.2
	Resort	4.9	△ 1.9	5.0	△ 2.0

◇ International Cargo Operation FY08 1H & 2Q

		1H Composition	Change	2Q Composition	Change
Revenue	North America	27.3	0.5	26.6	0.2
	Europe	13.7	△ 0.1	13.2	△ 0.3
	China	37.8	0.1	39.3	1.4
	Asia	18.7	△ 0.3	18.5	△ 1.0
	Others	2.5	△ 0.3	2.4	△ 0.4
Revenue Ton	North America	21.6	△ 0.6	20.6	△ 0.9
	Europe	9.1	0.1	8.9	0.0
	China	40.0	△ 0.2	41.2	1.0
	Asia	22.0	△ 0.5	22.1	△ 1.0
	Others	7.4	1.2	7.3	0.9

*"Others" includes RFS (Road Feeder Service) and other data

V . Supplementary Reference

◇ Aircraft

	Mar, 2008	Sep, 2008	Change	Owned	Leased	
Wide-Body	Boeing 747-400 (Int.)	7	5	-2	2	3
	Boeing 747-400 (Dom.)	12	10	-2	10	0
	Boeing 777-300ER	12	13	+1	10	3
	Boeing 777-300	7	7	-	4	3
	Boeing 777-200ER	7	7	-	4	3
	Boeing 777-200	16	16	-	13	3
Medium-Body	Boeing 767-300ER	22	22	-	11	11
	Boeing 767-300	34	34	-	34	0
	Boeing 767-300F	4	4	-	0	4
	Boeing 767-300BCF	0	1	+1	1	0
Narrow-Body	Airbus A320-200(Int.)	5	5	-	0	5
	Airbus A320-200	27	26	-1	15	11
	Boeing 737-800	0	2	+2	2	0
	Boeing 737-700ER	2	2	-	2	0
	Boeing 737-700	15	16	+1	12	4
	Boeing 737-500	25	23	-2	14	9
	Boeing 737-400	1	1	-	0	1
Regional	Bombardier DHC8-400 (Q400)	14	14	-	0	14
	Bombardier DHC8-300 (Q300)	5	5	-	1	4
	Fokker 50	3	2	-1	0	2
Total	218	215	-3	135	80	

Cautionary Statement

Forward-Looking Statements. This material contains statements based on ANA's current plans, estimates, strategies and beliefs; all statements that are not statements of historical fact are forward-looking statements. These statements represent the judgments and hypotheses of the Company's managers 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 additions, 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 technologies, demand, prices and economic environments, 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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