For the Six months ended September 30, 2009
Consolidated financial results
All Nippon Airways Co., Ltd. (9202)

ANA reports consolidated financial results for the first six months of FY 2009

1. Consolidated financial highlights for the period ended September 30, 2009

(1) Summary of consolidated operating results

Yen (Millions)

	FY2009 first six months Apr.1-Sep.30	Year on Year (%)	FY2008 first six months Apr.1-Sep.30	Year on Year (%)
Operating revenues	611,822	(18.8)	753,328	-
Operating (loss) income	(28,271)	-	49,835	-
Recurring (loss) profit	(41,529)	-	39,529	-
Net (loss) income	(25,375)	-	22,045	-
Net (loss) income per share	(11.81)yen	-	11.32 yen	-

(2) Summary of consolidated financial positions

Yen (Millions)

	FY2009 first six months as of Sep. 30	FY2008 as of Mar. 31
Total assets	1,936,028	1,761,065
Total net assets	473,596	325,797
Net worth / total assets	24.1%	18.3%
Net worth per share	186.54yen	166.50yen

2. Dividends

Yen

Dividends per share	FY2008	FY2009	FY2009 (Forecast)
End of first quarter	-	-	
End of second quarter	-	-	
End of third quarter	-		-
End of fiscal year	1.00		0.00
Full fiscal year	1.00		0.00

3. Consolidated operating results forecast for the period ending March 31, 2010

Yen (Millions)

	FY2009	Year on Year (%)
Operating revenues	1,260,000	(9.5)
Operating income (loss)	(20,000)	-
Recurring profit (loss)	(45,000)	-
Net income (loss)	(28,000)	-
Net income per share	(12.04)yen	-

Note: a revision has been made to the operating results forecast for the period ending March 31, 2010.

4. Other

(1) Significant change in scope of consolidation during the current fiscal year :No
(2) Adoption of simplified accounting methods : Yes
(3) Change in accounting treatment since the previous financial period : Yes
(4) Type and numbers of outstanding shares

	FY2009 as of Sep. 30	FY2008 as of Mar. 31
Issued stock		
Common stock	2,524,959,257	1,949,959,257
Treasury stock		
Common stock	20,979,541	16,778,017

(5) This financial results statement is unaudited and provided for reference only.

Overview of consolidated financial results for the interim of FY 2009

Qualitative Information/ Financial Statements, etc.

1. Overview of the interim of fiscal year under review (from April 1, 2009 to September 30, 2009)

In the first six months of the fiscal year ending March 2010, Japan’s economy showed signs of recovery in sectors such as exports and manufacturing, under the global economic recession triggered by the financial crisis started in the United States. However, along with lower corporate profitability, capital investment was reduced. With the employment situation worsening, consumer spending was also sluggish. As a result, the management environment was extremely challenging. In addition, crude oil prices remain high and the future course of business conditions remains difficult to forecast.

The adverse effect of these economic conditions on the Company’s businesses, including passenger and cargo services, was the most significant in recent years. Consequently, in the six-month period under review, consolidated operating revenues were down 18.8% year on year, to ¥611.8 billion. ANA took steps to reduce costs through the FY09 Emergency Income Recovery Plan, which was announced on July 1, 2009. Nonetheless, operating loss was ¥28.2 billion, compared with operating income of ¥49.8 billion in the same period of the previous year; recurring loss was ¥41.5 billion yen, compared with recurring profit of ¥39.5 billion a year earlier; and net loss was ¥25.3 billion, compared with net income of ¥22.0 billion a year earlier.

Results by segment are as follows.
(Sales figures for each segment include intersegment sales.)

■Air Transportation

Domestic Passenger Services

On domestic routes, business conditions were challenging, with ongoing weakness in business demand, stemming from the economic recession that continued from the second half of the previous fiscal year. In this setting, the number of passengers on domestic flights was sluggish due to the H1N1 influenza outbreak, which began to spread in Japan from mid May. By June, it lead to a decrease in both business and leisure travel. Furthermore, throughout the six-month period under review, the Company faced increased competition from other airlines and from railways.

In this situation, ANA worked to strengthen its route network. The Company inaugurated Shizuoka-Sapporo and Shizuoka-Okinawa routes in June and began new code share services with other airlines. In these ways, ANA worked to maintain and increase convenience.

In marketing, ANA established new fares, such as the Senior *Sora-Wari,* for people 65 and older, and from July, fares for the *Tabi-Wari* and *Skymate Waribiki* were reduced. In addition, the Company established travel products for families through a joint effort with ANA Sales Co., Ltd. and major travel agencies, including development of tourism promotion campaigns in cooperation with regional tourism organizations, and worked to develop demand for individual leisure travel. These initiatives were successful, and the number of passengers during the Silver Week holiday period (September 19 to September 23) was up more than 15% year on year.

Accordingly, in the sixth-month period under review, the number of passengers on domestic routes was down 9.3% year on year, to 20.2 million, and domestic passenger operations revenues declined 12.9%, to ¥32.4 billion.

International Passenger Services

Business conditions were also challenging on international routes. The operating environment was marked by ongoing weakness in business demand, due to the economic recession that continued from the second half of the previous fiscal year. In this situation, the number of passengers on international flights was sluggish due to the H1N1 influenza outbreak, which began to spread in Japan from mid May. By June, the influenza was responsible for a decrease in business travel and leisure trips.

In this setting, ANA took steps to enhance its route network. In May, the Company inaugurated the Kansai-Seoul (Gimpo) route, and from July, due to expectations of a recovery in demand, flights were added back on the Narita-Shanghai route, on which flights had previously been reduced for a certain period. On the other hand, from July, ANA reduced flights on the Narita-Guangzhou route, and from September the Company switched from the B747-400 to the B777-300ER on the Narita-Frankfurt route. In these ways, through ongoing reevaluation of aircraft allocation in line with demand, ANA worked to enhance the demand-supply balance and to improve profitability.

In marketing, ANA offered Narita-Guam charter flights and special Narita-Honolulu flights. In addition, the Company established travel products for families through a joint effort with ANA Sales Co., Ltd. and major travel agencies, offered highly price competitive *Super-BusiWari 28* fares, and for China routes, established *Eco-Wari* fares and *Super Eco-Wari* group fares for groups of three or more. In these ways, ANA bolstered its initiatives, centered on leisure travel demand. In addition, due in part to the removal of the fuel surcharge in July, the number of passengers was up by more than 6% year on year during the busy summer period (August 7 to August 16), and the Silver Week holiday period (September 19 to September 23). This improvement is a reflection of the success of the Company's initiatives. Moreover, to leverage the opportunities resulting from the issuance of visas for individual travelers from China, which commenced in July, ANA worked to strengthen its sales activities.

In the sixth-month period under review, there were signs of recovery in demand, such as a year-on-year gain in the number of passengers from August. Nonetheless, due to sluggish demand in the first quarter, the number of passengers on international routes in the six-month period was down 6.4% year on year, to 2.18 million. Unit revenues declined due to a decrease in the business class travel demand, the reduction in the fuel surcharge, and the eventual removal of the surcharge. Consequently, international passenger operations revenue for the six-month period was down 39.0%, to ¥100.9 billion.

Cargo and Mail Services

In domestic cargo services, despite a decline in year-on-year cargo volumes since the second half of the previous fiscal year, which was due to fleet downsizing in line with the economical slowdown, demand for home-delivery parcel services including *Yu-Pack* mail was strong, achieving far bigger year-on-year traffic volumes.

Due to the above factors, domestic cargo traffic volume for the six-month period under review decreased 2.5% year on year to 229,000 tons, while operating revenues fell 3.8% to ¥15.8 billion. Domestic mail volume fell 16.2% year on year to 16,000 tons, and operating revenues dropped 14.5% to ¥1.7 billion.

In international cargo services, the volume of shipments, which hit bottom in February 2009, has shown gradual signs of recovery. As a result of increased demand for LCD-related parts and electronic parts, thanks to China's domestic stimulus measures, traffic volumes have shown signs of recovery, not only on China routes, but also on Asian routes like Seoul and Taipei, where our bases for parts and products supply are located.

While efforts were made to improve the revenue-expense balance by decreasing capacity according to demand decrease, we stepped up the popular Narita-outbound freight service, and tapped into the increased demand in China by making use of our unique networks in China and Asia.

After acquiring capital in Overseas Courier Service Co., Ltd. in March 2009, followed by increasing investment ratio and making it a consolidated subsidiary, we merged it with All Express Corporation in August, enhancing business-to-business international express delivery services. Further, from April, fuel surcharges have been revised monthly to increase compatibility with fuel market conditions.

During the six-month period under review, year-on-year cargo traffic volume on international routes dropped 5.5% to 186,000 tons, and operating revenues were down 44.8% to ¥22.8 billion due to unit price decreases accompanying intensified price competition and lower fuel surcharges. Mail volume carried was up 14.0% to 9,000 tons, while operating revenues were down 11.5% to ¥1.6 billion.

Other Air Transport-Related Businesses

We worked to increase revenues from aircraft maintenance and ground-handling services provided to other airlines, such as passenger check-in and baggage handling, as well as revenues from in-flight sales. Further, by making Overseas Courier Service Co., Ltd. our consolidated subsidiary this fiscal year, year-on-year operating revenues for the six-month period under review were up 8.4% to ¥72.5 billion.

Operating revenues from air transport-related businesses in the six-month period under review dropped 19.0% to ¥540.0 billion. In the meantime, despite efforts to curb operating costs through such measures as more efficient matching of fleet resources with demand, we incurred an operating loss of ¥28.7 billion (operating income of ¥48.2 billion, previous year).

Travel Services

Despite efforts to increase domestic travel service sales, year-on-year operating revenues declined, due to sluggish demand accompanying the economic slowdown, and due to cancellations caused by the H1N1 influenza.

In international travel services, with lower fuel surcharges taking effect in April, we implemented a range of initiatives to sharpen our competitive edge in sales, including creating products using Haneda-Guam charter flights during summer. However, year-on-year international travel services operating revenues dropped due to sluggish demand accompanying the economic slowdown, cancellations affected by the H1N1 influenza, and unit price drop, along with increased short-haul international travels for destinations like Guam and South Korea.

As a result, year-on-year travel services operating revenues in the six-month period under review were down 14.5% to ¥87.5 billion, and we incurred an operating loss of ¥0.6 billion (operating income of ¥0.2 billion, previous year).

Other Businesses

Revenue decreased at All Nippon Airways Trading Co., Ltd., the trading and retail operator, as its customer service operations, including sales at airport stores, slumped due to fewer passengers, and hence lower traffic at airport venues, foodstuff operation remained strong, in addition to declines in the amount of work handled in its aircraft and machinery operations.

Despite cancellations or cutback in air travel due to the H1N1 flu, signs of increased demand were seen in the use of the international reservation and ticketing systems, as well as in revenues at INFINI Travel Information Inc., a provider of services to airlines and travel agencies. This increase followed the growing demand for overseas travels after July, thanks to appreciation of the yen and lowered or removed fuel surcharges.

Due to the above factors, other businesses operating revenues in the six-month interim period under review were down 7.7% to ¥69.1 billion, and operating income was down 24.0% to ¥0.8 billion.

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2. Qualitative Information Regarding Consolidated Financial Situation

(1) Financial Situation

Assets: Current assets and fixed assets increased due to an increase in cash reserves through issuance of new shares and loans, and due to continued investments with a focus on aircraft. As a result, total assets increased by ¥174.9 billion against the end of FY2008, to ¥1,936.0 billion.

Liabilities: We reduced current liabilities through the repayment of corporate bonds and loans, while fixed liabilities increased due to an increase in long-term debt for new financing. As a result, total liabilities increased by ¥27.1 billion against the end of FY2008, to ¥1,462.4 billion. Note that due to new loans, our interest-bearing debt increased by ¥64.3 billion against the end of FY2008, to ¥961.6 billion.

Net assets: Retained earnings decreased as a result of a net loss for the first six months and dividend payment. Total net assets, however, increased by ¥147.7 billion against the end of

FY2008, to ¥473.5 billion. This was due to such factors as an increase to our common stock and capital surplus through the issuance of new shares, and improvement to the loss on deferred hedges.

(2) Cash Flows

Operating activities: Net loss before tax adjustments in the first six months was ¥41.4 billion. After applying depreciation and other non-cash items and changes in sales-related credits and obligations, cash flows from operating activities resulted in ¥71.3 billion.

Investment activities: Expenditures arose from the acquisition of primarily aircraft and parts, and prepayment of aircraft scheduled for delivery, resulting in cash flows from investment activities of negative ¥224.0 billion. As a result, free cash flows were negative ¥152.6 billion.

Financial activities: While we made such payments as repayment of loans, payment of leases, and payment of dividends, we secured financing through the issuance of new shares and long-term debt. As a result, cash flows from financial activities were ¥193.7 billion.

As a result of the above, our cash and cash equivalents at the end of the second quarter were up ¥40.8 billion against the first six months on FY2008, with a balance of ¥184.3 billion.

3. Others

(1) Significant changes in subsidiaries during the period under review (changes in specified subsidiaries due to change in scope of consolidation)

None applicable

(2) Use of simplified accounting methods, if any

The calculation of income tax payments was limited to major taxable additions and subtractions and tax credits.

(3) Changes to accounting methods since the previous financial period, if any

Effective from the first quarter of the current fiscal year, the "Accounting Standard for Construction Contracts" (ASBJ Statement No.15; Dec. 27, 2007) and "Guidance on Accounting Standard for Construction Contracts" (ASBJ Guidance No.18; Dec. 27, 2007) are to be applied; the percentage-of-completion method applies to any unfinished construction performed under contracts for construction started in the first quarter of the current fiscal year (consolidated) and still in progress as of the end of the first quarter of the current fiscal year (consolidated) for which the outcome can be reliably estimated, and the completed-contract method applies to all other construction work. However, this shall have no bearing on operating revenues, operating loss, recurring loss and net loss before taxes.

4. Financial Statements & Operating Results

(1) Consolidated Statements of Income (Loss)

Yen (Millions)

	FY2008 first six months Apr.1 - Sep.30	FY2009 first six months Apr.1 - Sep.30
Operating revenues and expenses		
Operating revenues	753,328	611,822
Operating expenses	565,667	525,058
Sales, general and administrative expenses	137,826	115,035
Operating income (loss)	49,835	(28,271)
Non-operating income and expenses		
Non-operating income	7,680	5,286
Interest income	789	393
Other	6,891	4,893
Non-operating expenses	17,986	18,544
Interest expenses	7,138	9,106
Other	10,848	9,438
Total recurring profit (loss)	39,529	(41,529)
Extraordinary gains	1,015	2,165
Gain on sale of investment Securities	294	11
Gain on transfer of benefit Obligation relating to employees' pension fund	-	1,723
Income from compensation damages	678	273
Other	43	158
Extraordinary losses	1,829	2,086
Loss on disposal of property and equipment	88	448
Valuation loss on investment securities	1,066	305
Expenses related to antitrust proceedings	-	438
Other	675	895
Net income (loss) before taxes	38,715	(41,450)
Income taxes	16,746	(15,868)
Minority interests	(76)	(207)
Net income (loss)	22,045	(25,375)

(2) Consolidated Balance Sheets

Yen (Millions)

Assets	FY2009 as of Sep.30	FY2008 as of Mar.31
Current assets	506,122	446,673
Cash, deposits and Marketable securities	102,663	59,668
Trade accounts receivable	92,033	89,179
Marketable securities	152,609	84,483
Inventories (Merchandise)	5,871	5,927
Inventories (Supplies)	55,913	51,192
Differed income tax - current	47,998	73,296
Other	49,297	83,399
Allowance for doubtful accounts	(262)	(471)
Fixed assets	1,428,936	1,314,208
Tangible fixed assets	1,169,933	1,080,268
Buildings and structures	103,336	104,047
Flight equipment	636,825	633,111
Land	51,573	45,836
Leased assets	49,074	54,653
Construction in progress and advance payment on aircraft purchase contracts	294,689	206,298
Other	34,436	36,323
Intangible fixed assets	64,396	62,934
Investments and others	194,607	171,006
Investment in securities	54,319	54,748
Differed income tax – long term	105,108	81,589
Other	36,559	35,742
Allowance for doubtful accounts	(1,379)	(1,073)
Deferred assets	970	184
Total assets	1,936,028	1,761,065

		Yen (Millions)
Liabilities		
Current liabilities	463,838	503,120
Trade accounts payable	150,524	148,919
Short-term loans	29,106	46,571
Current portion of long-term debt	94,973	81,111
Current portion of bonds payable	10,000	30,000
Lease obligation	12,057	11,780
Accrued income tax	3,407	1,349
Accrued bonuses to employees	12,366	12,317
Provision for potential loss on antitrust proceedings	16,198	16,198
Other	135,207	154,875
Long-term liabilities	998,594	932,148
Bonds payable	135,000	135,000
Long-term debt payable	638,006	546,975
Lease obligation	42,474	45,799
Accrued employees' retirement benefits	119,345	116,917
Retirement benefit for directors and Cooperate Auditors	476	572
Consolidation adjustment account	1,217	2,056
Other	62,076	84,829
Total liabilities	1,462,432	1,435,268
Net assets		
Shareholders' equity	516,913	403,157
Common stock	231,381	160,001
Capital surplus	196,957	125,720
Retained earnings	96,522	123,830
Treasury stock	(7,947)	(6,394)
Valuation, translation adjustments and others	(49,829)	(81,274)
Net unrealized holding gain on securities	3,477	1,391
Deferred (loss) gain on hedging instruments	(52,898)	(82,597)
Foreign currency translation adjustments	(408)	(68)
Minority interests	6,512	3,914
Total Net assets	473,596	325,797
Total liabilities and net assets	1,936,028	1,761,065

(3) Consolidated Statement of Cash Flows

Yen (Millions)

	FY2008 first six months Apr.1 - Sep.30	FY2009 first six months Apr.1 - Sep.30
I. Cash flows from operating activities		
Income (loss) before income taxes and minority interests	38,715	(41,450)
Depreciation and amortization	55,301	55,730
Loss on disposal and sale of fixed assets	2,335	3,555
Loss on valuation and sale of securities	772	370
Increase in accrued employees' retirement benefit	3,514	1,346
Interest expense	7,138	9,106
Interest and dividend (loss) income	(1,860)	(1,686)
Decrease (increase) in notes and accounts receivable-trade	5,665	(293)
Increase in notes and accounts payable-trade	13,457	1,250
Other, net	(14,257)	12,074
Cash generated from operations	110,780	40,002
Interest and dividends received	1,905	1,785
Interest paid	(7,113)	(8,844)
Income tax paid	(79,018)	38,535
extra employees' retirement benefit	(71)	(136)
Net cash provided by operating activities	26,483	71,342
II. Cash flows from investing activities		
Decrease (increase) in time deposits	-	(34,201)
Payment for purchase of short-term investment securities	-	(36,000)
Payment for purchase of tangible fixed assets	(58,013)	(142,094)
Proceeds from sale of tangible fixed assets	24,793	5,426
Payment for purchase of intangible fixed assets	(11,064)	(11,625)
Payment for purchase of investment securities	(1)	(2)
Proceeds from sale of investment securities	68	241
Payment for purchase of investments in subsidiaries resulting in changes in scope of consolidation	-	(2,374)
Payment for loan receivable	(858)	(1,741)
Proceeds from collection of loan receivable	565	72
Other, net	1,096	(1,736)
Net cash (used in) provided by investing activities	(43,414)	(224,034)
III. Cash flows from financing activities		
(Decrease) increase in short-term loans (net)	(1,559)	(17,465)
Proceeds from long-term debt	111,560	150,008
Repayment of long-term debt	(35,622)	(45,205)
Proceeds from issuance bond	19,900	-
Repayment of finance lease obligation	(20,000)	(20,000)
Payment for dividends	(8,957)	(6,112)
Repayments of lease obligations	-	141,866
Net (increase) decrease in treasury stock	(9,739)	(1,933)
Net (increase) decrease in treasury stock	(921)	(1,697)
Other, net	1,306	(5,665)
Net cash provided by financing activities	55,968	193,797

IV. Effect of exchange rate changes on cash and cash Equivalents	22	(208)
V. Net increase in cash and cash equivalents	39,059	40,897
VI. Cash and cash equivalents at the beginning of the period	179,964	143,436
VII. Cash and cash equivalents at the end of the period	219,023	184,333

(4) Segment information

The Company and consolidated subsidiaries conduct operations in Air Transportation, Travel Services and Other Businesses. Businesses other than Air Transportation and Travel Services are insignificant to the consolidated results of operations of the Company and its consolidated subsidiaries and, accordingly, are included in "Other Businesses" in the following segment information:

<FY2009 first six months Apr.1 - Sep.30> Yen (Millions)

	Air Transportation	Travel Services	Other Businesses	Total	Elimination	Consolidated
Operating revenues	486,563	79,616	45,643	611,822	-	611,822
Intra-group sales and transfers	53,501	7,955	23,476	84,932	(84,932)	-
Total	540,064	87,571	69,119	696,754	(84,932)	611,822
Operating (loss) Income	(28,743)	(627)	872	(28,498)	227	(28,271)

<FY2008 first six months Apr.1 - Sep.30> Yen (Millions)

	Air Transportation	Travel Services	Other Businesses	Total	Elimination	Consolidated
Operating revenues	608,108	92,820	52,400	753,328	-	753,328
Intra-group sales and transfers	58,781	9,645	22,472	90,898	(90,898)	-
Total	666,889	102,465	74,872	844,226	(90,898)	753,328
Operating income	48,203	296	1,148	49,647	188	49,835

Overseas sales

<FY2008 first six months Apr.1 – Sep.30>

Overseas net sales as a percentage of consolidated net sales were less than 10 %.

<FY2009 first six months Apr.1 – Sep.30>

Overseas net sales	53,850	Yen (Millions)
Consolidated net sales	611,822	Yen (Millions)
Overseas net sales as a percentage of consolidated net sales	8.8	%

Notes:

1. "Overseas" consists substantially of America, Europe, China and Asia.
2. "Consolidated overseas net sales" indicates sales of the Company and its consolidated subsidiaries in countries or regions other than Japan.

(5) Significant Changes to Shareholders' Equity

On July and August 2009, our common stock and capital surplus increased by ¥71,380 million each, resulting from issuance of new shares. Also, the capital surplus decreased by ¥143 million at the end of the first six months due to disposition of treasury stock. As a result, common stock was ¥231,381 million and capital surplus was ¥196,957 million.

(6) Breakdown of Operating Revenues（Air Transportation）

Yen (Millions)

	FY2008 Apr.1- Sep.30	FY2009 Apr.1- Sep.30	Difference
Domestic			
Passenger	372,560	324,401	(48,159)
Cargo	16,509	15,878	(631)
Mail	2,000	1,709	(291)
Baggage Handling	173	198	25
Subtotal	391,242	342,186	(49,056)
International			
Passenger	165,603	100,998	(64,605)
Cargo	41,449	22,876	(18,573)
Mail	1,844	1,632	(212)
Baggage Handling	317	233	(84)
Subtotal	209,213	125,739	(83,474)
Revenues from scheduled flights	600,455	467,925	(132,530)
Other operating revenues	66,434	72,139	5,705
Subtotal	666,889	540,064	(126,825)
Travel Service			
Package tours(Domestic)	76,713	69,552	(7,161)
Package tours (International)	16,868	11,418	(5,450)
Other revenues	8,884	6,601	(2,283)
Subtotal	102,465	87,571	(14,894)
Other Businesses			
Trading and retailing	52,408	47,835	(4,573)
Information and telecommunication	11,707	12,417	710
Real estate & building maintenance	5,201	4,946	(255)
Other revenues	5,556	3,921	(1,635)
Subtotal	74,872	69,119	(5,753)
Total operating revenues	844,226	696,754	(147,472)
Intercompany eliminations	(90,898)	(84,932)	5,966
Operating revenue(Consolidated)	753,328	611,822	(141,506)

Notes:

1. Segment breakdown is based on classifications employed for internal management.
2. Segment operating revenue includes intra-segment transactions.

(7) Overview of Airline Operating Results (Consolidated)

	FY2008 Apr.1- Sep.30	FY2009 Apr.1- Sep.30	Year on year (%)
Domestic			
Number of passengers	22,281,363	20,206,640	90.7
Available seat km (thousand km)	30,452,843	29,559,178	97.1
Revenue passenger km (thousand km)	19,542,917	17,960,304	91.9
Passenger load factor (%)	64.2	60.8	(3.4)
Available cargo capacity (thousand ton-km)	-	979,127	-
Cargo (tons)	235,661	229,815	97.5
Cargo traffic volume (thousand ton-km)	229,050	227,326	99.2
Mail (tons)	19,348	16,223	83.8
Mail traffic volume (thousand ton-km)	18,493	16,303	88.2
Cargo and mail load factor (%)	-	24.9	-
International			
Number of passengers	2,335,810	2,186,904	93.6
Available seat km (thousand km)	14,227,126	13,475,171	94.7
Revenue passenger km (thousand km)	10,376,406	9,750,693	94.0
Passenger load factor (%)	72.9	72.4	(0.6)
Available cargo capacity (thousand ton-km)	-	1,332,067	-
Cargo (tons)	197,690	186,914	94.5
Cargo traffic volume (thousand ton-km)	915,118	819,693	89.6
Mail (tons)	8,521	9,714	114.0
Mail traffic volume (thousand ton-km)	44,800	51,749	115.5
Cargo and mail load factor (%)	-	65.4	-
Total			
Number of passengers	24,617,173	22,393,544	91.0
Available seat km (thousand km)	44,679,969	43,034,349	96.3
Revenue passenger km (thousand km)	29,919,324	27,710,997	92.6
Passenger load factor (%)	67.0	64.4	(2.6)
Available cargo capacity (thousand ton-km)	-	2,311,195	-
Cargo (tons)	433,352	416,730	96.2
Cargo traffic volume (thousand ton-km)	1,144,169	1,047,020	91.5
Mail (tons)	27,869	25,938	93.1
Mail traffic volume (thousand ton-km)	63,294	68,052	107.5
Cargo and mail load factor (%)	-	48.2	-

Notes:

1. Domestic routes: ANA Group + code share flights (IBEX airlines Co., ltd. Hokkaido international airlines Co., ltd. Skynet Asia Airways Co., ltd. and Star Flyer Inc.)
2. Available cargo capacity (thousand ton-km) is the total cargo capacity available for each sector multiplied by distance traveled.
3. Cargo and mail load factor = Cargo and Mail traffic volume (thousand ton-km) / available cargo capacity (thousand ton-km)
4. Domestic available cargo capacity (thousand ton-km) includes code share flights with Hokkaido international airlines Co., ltd. and Skynet Asia Airways Co., ltd.
5. International available cargo capacity (thousand ton-km) includes code share flights and land transportation.
6. International cargo and mail for FY2008 includes the results of ABX Air, Inc.
7. Domestic data includes the results of night cargo flights.
8. Results do not include charter flights.