

**ANA HOLDINGS reports Consolidated Financial Results  
 for the First Six Months of FY2013**

**1. Consolidated financial highlights for the first six months ended September 30, 2013**

**(1) Consolidated financial and operating results**

	Yen (Millions)			
	FY2013 first six months Apr.1- Sep.30	Year-on-Year (%)	FY2012 first six months Apr.1- Sep.30	Year-on-Year (%)
Operating revenues	797,626	5.9	753,213	6.9
Operating income	43,311	(42.5)	75,304	50.2
Recurring profit	31,886	(49.7)	63,408	68.7
Net income	20,070	(45.7)	36,930	61.6
Net income per share	5.74yen	-	12.84yen	-
Comprehensive income	18,877	(13.0)	21,707	-

**(2) Consolidated financial positions**

	Yen (Millions)	
	FY2013 first six months as of Sep. 30	FY2012 as of Mar.31
Total assets	2,130,529	2,137,242
Total net assets	772,586	773,100
Ratio of shareholder's equity to total assets	36.0%	35.9%
Net assets per share	220.17 yen	218.41 yen
Shareholder's equity	767,613	766,737

**2. Consolidated operating results forecast for the fiscal year ending March 31, 2014**

	Yen (Millions)	
	FY2013*	Year-on-Year (%)
Operating revenues	1,580,000	6.5
Operating income	60,000	(42.2)
Recurring profit	30,000	(61.0)
Net income	15,000	(65.2)
Net income per share	4.29yen	-

\*The financial forecast announced on April 30, 2013 has been revised based on the recent circumstances.

### **3. Other**

#### **(1) Changes of significant subsidiaries during the period (changes of specific subsidiaries in accordance with changes in the scope of consolidation): Yes**

	Consolidated	Equity method
Newly added	ALL NIPPON AIRWAYS CO., LTD.	-
Excluded	-	-

#### **(2) Changes in accounting principles, procedures, and the method of presentation**

- (i) Changes caused by revision of accounting standards: No
- (ii) Changes other than (i): Yes
- (iii) Changes in accounting estimates: Yes
- (iv) Restatement: No

#### **(3) Number of outstanding shares (Common stock)**

		Number of Shares (Thousands)			
		FY2013		FY2012	
Number of shares outstanding (including treasury stock)	As of Sep. 30	3,516,425	As of Mar.31	3,516,425	
Number of treasury stock*	As of Sep. 30	29,911	As of Mar.31	5,937	
Average number of shares during the period	Six months ended Sep.30	3,499,453	Six months ended Sep.30	2,875,657	

\* The number of treasury stock includes the number of the shares owned by trust account of the Employee Stock Ownership Group. (It was 23,836,000 shares as of September 30, 2013.)

\* All financial results are prepared on the basis of accounting principles Generally accepted in Japan.

\* All financial results statement is not audited and provided for reference only.

## APPENDIX

### Overview of consolidated Financial Results for the First Six months ended September 30, 2013

#### Qualitative Information / Financial Statements, etc.

#### 1. Explanation of Consolidated Operating Results

Consolidated Operating Results	Unit: Yen (billions)		
	FY2012 first six months Apr.1-Sep.30	FY2013 first six months Apr.1-Sep.30	Year-on-Year (%)
Operating Revenues	753.2	797.6	5.9
Air Transportation	657.1	696.4	6.0
Airline Related	87.4	93.0	6.4
Travel Services	84.3	90.7	7.6
Trade and Retail	49.2	53.8	9.3
Other	13.9	14.2	2.4
Intersegment Transactions	(138.9)	(150.7)	—
Operating Income	75.3	43.3	(42.5)
Air Transportation	67.3	39.2	(41.8)
Airline Related	3.0	3.7	21.8
Travel Services	3.0	2.7	(6.9)
Trade and Retail	1.4	1.8	27.1
Other	0.4	0.4	(11.4)
Intersegment Transactions	(0)	(4.7)	—
Recurring Profit	63.4	31.8	(49.7)
Net Income	36.9	20.0	(45.7)

See Notes 1, 2, 3, & 4, below.

In the first six months of fiscal year 2013 (April 1, 2013 – September 30, 2013; hereinafter referred to as the “first six months”), the Japanese economy has been making a moderate recovery.

Although there is a risk of downward pressure on the economy affected by a downward swing in the economy overseas, a recovery in the export and the manifestation of the effects of various government policies have led to increased household income and investment, and movements toward economic recovery are expected to be assured.

Under this condition, each segment resulted in an increase and the operating revenue increased compared to the same period last year. Though having increases in cost, operating income, recurring profit and net income decreased year-on-year.

In the previous consolidated fiscal year, ANA Group reporting segments were categorized under “Air Transportation and “Travel Services” though from the perspective of promoting the autonomous management of group companies with the transition to a holding company structure, beginning in April 2013 the Company and its airlines in the Air Transportation business have been classified as “Air Transportation”, and the airport, maintenance, IT and logistics businesses have been reorganized into the “Airline Related” category, while the trading company business included in “Other” has been split off to be classified as the “Trade and Retail” segment. The above segment information for the first six months in the previous consolidated fiscal year has been prepared using the method of classification subsequent to this change.

An overview of the first six months by segment follows.

## Overview by Segment

### ◎ Air Transportation

**Operating revenue: ¥696.4 billion up 6.0% year-on-year**

**Operating income: ¥39.2 billion, down 41.8% year-on-year**

Although operating revenues increased by 6.0% year-on-year, due to the expansion of the business scale and the fuel cost which was impacted by the exchange rate which accounts for one quarter of the expense, increased 25% compared to the same period last year. As a result operating income decreased year-on-year.

#### < Domestic Passenger Services >

Category		FY2012 first six months Apr.1-Sep.30	FY2013 first six months Apr.1-Sep.30	Year-on-Year (%)
Passenger Revenues	(billion yen)	343.0	344.3	0.4
Number of Passengers	(Passengers)	20,773,749	21,370,296	2.9
Available Seat-km	(Thousand)	29,727,091	31,141,131	4.8
Revenue Passenger-km	(Thousand)	18,336,123	18,950,710	3.4
Passenger Load Factor	(%)	61.7	60.9	(0.8)

\*See Notes 3, 5, 6, 10, 11 & 15, below.

In our domestic passenger services, business demand was steady and the number of passengers and revenues both increased year-on-year as a result of capturing leisure demand steadily.

We made efforts to enhance the route network by starting services between Akita-Sapporo and Narita-Hiroshima routes from the summer timetable, and in addition to increasing flights based on the expanded number of arrival/departure slots at Haneda Airport, flights on Okinawa routes were increased from July when demand increased.

In marketing, ANA worked to stimulate demand by launching new fares and expanding the reservation and purchase period for flights up to six months on certain fares. Demands were stimulated by running a campaign aimed at families using Pokemon characters which is popular among children.

In services on domestic flights, in-flight electronic payment began in July, enabling the mutual use of airline tickets for flights departing from and arriving at Hiroshima Airport and Iwakuni Kintaiyko Airport from August provided greater convenience to customers.

#### < International Passenger Services >

Category		FY2012 first six months Apr.1-Sep.30	FY2013 first six months Apr.1-Sep.30	Year-on-Year (%)
Passenger Revenues	(billion yen)	179.7	196.5	9.3
Number of Passengers	(Passengers)	3,311,813	3,170,208	(4.3)
Available seat-km	(Thousand)	18,490,662	20,178,511	9.1
Revenue Passenger-km	(Thousand)	14,341,648	15,089,338	5.2
Passenger Load Factor	(%)	77.6	74.8	(2.8)

\*See Notes 3, 6, 10, 11 & 15, below.

In international passenger services, business demand was steady but the number of passengers decreased year-on-year due to factors such as the impact of decreased leisure demand on China routes. Meanwhile, revenue exceeded compared to the same period last year due to factors such as the rising of the unit prices.

Although leisure demand originating from Japan remains weak on China routes, in addition to steady business demand, leisure demand originating from China has recovered, and the most recent numbers for passengers for China routes as have recovered to the same level as before the anti-Japan demonstrations.

In its route network, ANA made efforts to enhance its North American network and capture connecting customers between North America and Asia by moving its Narita-San Jose route to daily operation beginning in July, and by increasing the number of flights on the Narita-Chicago route to two flights per day from September.

On the marketing front, discounted fares were established for all destinations from Japan in an effort to stimulate demand.

In services, ANA held an "In-flight Meal Election," in which domestic and overseas customers voted on ANA's Facebook page to determine economy class in-flight meals for certain flights (departing Japan) from December 2013. To be more competitive, in-flight meal service in first class and business class was also renewed.

< Cargo Services >

Category		FY2012 first six months Apr.1-Sep.30	FY2013 first six months Apr.1-Sep.30	Year-on-Year (%)
Domestic Routes Cargo Revenues	(billion yen)	15.8	15.2	(3.6)
Available Cargo Capacity	(Thousand ton-km)	975,401	1,006,245	3.2
Cargo volume	(tons)	226,166	223,322	(1.3)
Cargo Traffic Volume	(Thousand ton-km)	224,698	220,953	(1.7)
Mail Revenues	(billion yen)	1.7	1.7	(1.6)
Mail Volume	(tons)	15,071	15,859	5.2
Mail Traffic Volume	(Thousand ton-km)	15,286	15,911	4.1
Cargo and Mail Load Factor	(%)	24.6	23.5	(1.1)

Category		FY2012 first six months Apr.1-Sep.30	FY2013 first six months Apr.1-Sep.30	Year-on-Year (%)
International Routes Cargo Revenues	(billion yen)	41.4	49.1	18.6
Available Cargo Capacity	(Thousand ton-km)	1,927,459	2,169,637	12.6
Cargo Volume	(tons)	293,595	334,075	13.8
Cargo Traffic Volume	(Thousand ton-km)	1,167,107	1,366,646	17.1
Mail Revenues	(billion yen)	1.7	2.4	43.1
Mail Volume	(tons)	14,642	16,345	11.6
Mail Traffic Volume	(Thousand ton-km)	62,415	71,822	15.1
Cargo and Mail Load Factor	(%)	63.8	66.3	2.5

\*See Notes 3, 6, 7, 8, 9, 12, 13, 14 & 16, below.

In domestic cargo services, volume and revenues both decreased year-on-year because of the shift of cargo to ground transportation and the fresh food deliveries affected by poor crops. Unit prices fell due to intensifying competition from ground transportation and other competitors.

In international cargo services, cargo volume and revenues both increased year-on-year by capturing cargo from China and Asia bound for North America. ANA was proactive in incorporating third country cargo transported within Asia utilizing Okinawa as a cargo hub, and an increase in cargo space due to increased

passenger flights on North American routes such as the Narita-Chicago route.

In the cargo flight network, charter flights using other companies aircraft began on the Narita-Okinawa route in July, and the ANA aircraft previously used on that route were used to establish a new Narita-Chubu (Nagoya)-Okinawa route beginning August 28. In July, while the Kansai-Taipei route was reopened with 2 flights per week beginning in August, both in an effort to enhance the route network.

#### <Others in Air Transportation >

Operating revenues from others in Air Transportation was ¥86.9 billion, an increase of 18.3% over revenue of ¥73.5 billion in the same period the previous year\*4. Others in Air Transportation include revenue from mileage, maintenance contracting, in-flight sales, and AirAsia Japan.

ANA began returning AirAsia specific aircraft as the Chubu (Nagoya)-Fukuoka/Sapporo routes were suspended and flights on the Narita-Sapporo route were decreased from September in preparation for the ending of flights under the AirAsia brand on October 26. In the first six months, there were 344 thousand passengers on domestic routes, 553,287 thousand available seat-kilometers and 367,779 thousand revenue passenger-kilometers with a passenger load factor of 66.5%, while on international routes there were 140 thousand passengers, 284,613 thousand available seat-kilometers and 187,055 thousand revenue passenger-kilometers with a passenger load factor of 65.7%. As of September 30, 2013, the company operated 20 flights daily on a total of three domestic routes and three international routes.

AirAsia Japan was made into a wholly-owned subsidiary of ANA after dissolution of the joint venture between ANA and AirAsia Berhad at the end of June. The trade name will be changed to Vanilla Air on November 1, and preparations are underway to commence flights based out of Narita Airport to leisure and resort destinations beginning December 20.

#### ◎ Airline Related

**Operating revenue: ¥93.0 billion, up 6.4% year-on-year**

**Operating income : ¥3.7billion, up 21.8% year-on-year**

Increased contracts for ground handling services including passenger check-in, baggage handling and cargo loading services at Chitose Airport, Kansai Airport and Narita Airport, increased revenue from Overseas Courier Service Co., Ltd., and revenue from ANA AIRPORT SERVICE Co., LTD., which began operations in April, resulted in a 6.4% increase in revenue year-on-year.

#### ◎ Travel Services

**Operating revenue: ¥90.7 billion, up 7.6% year-on-year**

**Operating income : ¥2.7billion, down 6.9% year-on-year**

Although operating revenues increased by 7.6% year-on-year, operating income fell year-on-year due to an increase in expenses resulting from factors such as increased costs in overseas travel services.

In domestic travel services, operating revenues increased year-on-year due to an increase in the number of passengers for destinations such as Tokyo Disney Resort in the Tokyo Metropolitan area with the roll-out of the affordably-priced Tabidoki package tour series, increased travel demand brought about by the opening of the New Ishigaki Airport, an increase in the volume of ANA Sky Holiday packages, and the solid performance of dynamic Tabisaku packages.

In overseas travel services, demand for ANA Hallo Tours to China and East Asia continued to decline, but operating revenues increased year-on-year due to factors such as the solid performance of Tabisaku. Furthermore, the new high added-value ANA WONDER EARTH was launched last year has been well received, and was awarded the Japan Tourism Agency's Commissioner Award in Tour Grand Prix 2013. The number of visitors to Japan was at a record high, boosted by a spreading impression of affordability as a result of the depreciation of the yen.

© **Trade and Retail**

**Operating revenue: ¥53.8 billion, up 9.3% year-on-year**

**Operating income : ¥1.8billion, up 27.1% year-on-year**

Operating revenues increased 9.3% year-on-year due to factors such as strong performance in the Retail and Food businesses.

Operating revenues in Retail exceeded those of the same period in the previous year due to airport shops performing steadily, and increase in foreign visitors from Asia. The “ANA Shopping astyle” mail-order site also increased in handling quantity. In the Food business, operating revenues increased year-on-year due to factors such as increased sales of bananas, one of its core products.

© **Other**

**Operating revenue: ¥14.2 billion, up 2.4% year-on-year**

**Operating income : ¥0.4 billion, down 11.4% year-on-year**

Operating revenues increased by 2.4% year-on-year due to factors such as strong performance in the building maintenance business and the real estate business.

Notes:

1. The breakdowns within segments are the categories used for internal management.
2. The revenues for each segment include internal inter-segment revenues; operating income is the income for the segment.
3. The above figures do not include consumption tax, etc.
4. The operating revenue, operating income and change for the three months in the previous consolidated fiscal year have been prepared using the method of classification after the change.
5. The results for passenger travel on domestic routes include results from code share flights with IBEX Airlines Co., Ltd., AIRDO Co., Ltd. (name changed from Hokkaido International Airlines Co., Ltd. on October 1, 2012), Skynet Asia Airways Co., Ltd., and StarFlyer Inc.
6. Irregular flights have been excluded from both domestic and international routes.
7. Domestic cargo and mail results include code share flights with AIRDO Co., Ltd., Skynet Asia Airways Co., Ltd., and ORIENTAL AIR BRIDGE Co., Ltd.
8. Includes regular late-night cargo flights on domestic routes.
9. The results for international cargo and mail include the results for code share flights, results for flights with block space agreements, and land transport results.
10. Available seat-kilometers represents the total figure calculated by multiplying the available number of seats on each segment of each route (seats) by the distance for each segment (km).
11. Revenue passenger-kilometers represents the total figure calculated by multiplying the number of passengers (people) on each segment of each route by the distance for each segment (km).
12. Available cargo capacity is the total calculated by multiplying the available cargo space (tons) on each segment of each route by the distance for each segment (km). Please note that for passenger aircraft, the available cargo space in the hold (belly) of the aircraft is multiplied by the distance traveled for each segment. Moreover, the available cargo space in the belly includes the available space for checked luggage of passengers on the flight in addition to cargo, mail, etc.
13. Cargo traffic volume and mail traffic volume is the total calculated by multiplying the volume of cargo transported on each segment of each route (tons) by the distance for each segment (km).
14. The cargo and mail load factor is the figure arrived at by dividing the sum of the cargo traffic volume and the mail traffic volume by the available cargo capacity.
15. The results for AirAsia Japan Co., Ltd. are not included.
16. AirAsia Japan Co., Ltd. does not handle cargo or mail.

## **2. Qualitative information regarding consolidated financial situation**

### **(1) Financial situation**

**Assets:** Current assets decreased ¥33.0 billion, fixed assets increased ¥26.5 billion, and total assets decreased ¥6.7 billion against the end of FY2012 to ¥2,130.5 billion.

**Liabilities:** Due to repayment of debt loan, total liabilities decreased ¥6.1 billion against the end of FY2012 to ¥1,357.9 billion. Interest-bearing debt decreased ¥42.1 billion against the end of FY2012 to ¥854.9 billion.

**Net assets:** Despite the posting of a net income for the quarter, paying dividends and a decrease of deferred gain on hedging instruments resulted in net assets decreasing ¥0.5 billion against the end of FY2012 to ¥772.5 billion. As a result, the equity ratio was 36.0%.

### **(2) Cash Flows**

**Operating activities:** Net income for the first half before tax adjustments was ¥33.3 billion. After adjustment for depreciation and amortization, other non-cash items, and changes in operating receivables and payables, net cash provided by operating activities was positive ¥133.7 billion.

**Investment activities:** Net cash used in investing activities was negative ¥45.3 billion due to the payment for acquisition of aircraft and parts. As a result, free cash flow was positive ¥88.4 billion.

**Financial activities:** Net cash used in financing activities was negative ¥62.7 billion due to repayment of loans, redemption of bonds, and payment of dividends.

As a result of the above, cash and cash equivalents at the end of the reporting quarter increased ¥25.8 billion against the end of FY2012, with a balance of ¥217.1 billion.

### **(3) Revision to Full Financial Year Performance Forecast**

Revenues in the First Six months increased by ¥44.4 billion year-on-year, but this was still less than the amount projected as part of the consolidated performance forecast for the fiscal year ending March 2014, announced on April 30, 2013. Passenger unit cost and numbers fell short of initial targets and there were delays in receiving new aircraft that caused delays in establishing new international routes and adding flights. Also AirAsia Japan did not perform as well as expected. Regarding revenue in the Second Half, ANA expects that in domestic routes unit prices will continue to fall. In addition, we are forced to revise the business plan for AirAsia Japan from a basic point of view. As a result of these factors, ANA now believes FY2013 revenue for the full financial year will be about ¥30 billion below the initial projection.

On the other hand, the yen continued to weaken in the First Six months, which increased costs for fuel and other dollar-denominated outlays, causing expenditures to exceed initial estimates. ANA has no choice but to assume that yen will continue to weaken further in the Second Half, and must also assume that fuel costs will increase. With these factors ANA believes that, FY2013 costs will be about ¥20 billion higher than initial estimates.

While ANA plans to take urgent measures to increase revenues and reduce costs, by optimizing for supply and demand conditions to reduce flight operating costs and by exercising cost discipline, it nevertheless believes that both operating profit and recurring profit will be about ¥50 billion less than initial projections

In calculating these estimates, ANA assumes an exchange rate of ¥100/USD, a price of \$102/bbl for Dubai crude oil, which is a bellwether for aircraft fuel, and \$120/bbl for Singapore kerosene.

	Operating Revenues	Operating income	Recurring profit	Net income	Net income per share
Forecast as of Apr 30, 2013(A)	1,610	110	80	45	12.82 yen
New forecast (B)	1,580	60	30	15	4.29 yen
Change (B – A)	(30)	(50)	(50)	(30)	-
% Change	(1.9)	(45.5)	(62.5)	(66.7)	-
Ref. (Apr 1, 2012 - Mar 31, 2013)	1,483.5	103.8	76.9	43.1	13.51 yen

### **3. Others**

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

ANA HOLDINGS INC. (the corporate name was changed from All Nippon Airways Co., Ltd. on April 1, 2013; hereinafter referred to as the Company) moved to a holding company structure and all businesses in which the Company is engaged (excluding businesses regarding control or supervision of the companies in which shares are held by the Company and businesses regarding group management) should be transferred by means of a company split to All Nippon Airways Co., Ltd. (the corporate name was changed from ANA HOLDINGS INC. on April 1, 2013)

Therefore All Nippon Airways Co., Ltd. is newly included as subsidiaries in the scope of consolidation.

#### **(2) Use of specific quarterly accounting methods, if any**

None

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

(Change of depreciation method)

Previously, the Company and some consolidated subsidiaries in Japan used the declining-balance method to calculate depreciation of tangible fixed assets except aircraft and buildings. However, from the FY2013 ending March 31, 2014, the Company and the consolidated subsidiaries changed to the straight-line method.

The Company considered that the change of depreciation method was reasonable as a result of reviewing it in light of use of property and equipment, in response to changes in business circumstances surrounding the airline industry.

As a result of the change of depreciation method, operating income increased ¥140 million. Recurring profit increased ¥157million and income before income taxes and minority interests increased ¥184 million.

(Change of years of useful life)

From the FY2013 ending March 31, 2014, ANA HOLDINGS INC. and some consolidated subsidiaries in Japan changed the years of useful life of some aircraft from the figure of useful life to the figure of useful life reflecting use in the future.

The impact of the change of useful life is a decrease of ¥3,872 million in operating income and ¥4,086 million in recurring profit and Income before income taxes and minority interests.

#### 4. Financial statements & Operating results

##### (1) Consolidated Balance Sheet

Assets	Yen (Millions)	
	FY2013 as of Sep.30	FY2012 as of Mar.31
<b>Current assets:</b>	684,607	717,700
Cash on hand and in banks	29,038	86,459
Note and accounts receivable-trade	124,609	120,536
Marketable securities	357,402	333,134
Inventories (Merchandise)	5,285	5,587
Inventories (Supplies)	53,829	49,887
Deferred income taxes - current	21,354	27,581
Other	93,976	95,093
Allowance for doubtful accounts	(886)	(577)
<b>Fixed assets</b>	1,444,440	1,417,874
<b>Tangible fixed assets:</b>	1,215,363	1,196,362
Building and structure	102,001	105,125
Flight equipment	885,412	842,109
Land	52,157	52,826
Leased assets	19,191	22,822
Construction in progress and advance payment on aircraft purchase contracts	126,967	145,500
Other	29,635	27,980
<b>Intangible fixed assets</b>	76,533	66,828
<b>Investments and others:</b>	152,544	154,684
Investments in securities	77,383	68,483
Long term receivables	4,566	4,487
Deferred income taxes – non-current	47,664	48,187
Other	24,100	34,754
Allowance for doubtful accounts	(1,169)	(1,227)
<b>Deferred assets</b>	1,482	1,668
<b>Total assets</b>	<b>2,130,529</b>	<b>2,137,242</b>

<b>Liabilities and Net assets</b>	FY2013 as of Sep.30	FY2012 as of Mar.31
<b>Liabilities</b>		
<b>Current liabilities:</b>	550,526	458,387
Accounts and notes payable-trade	169,774	158,226
Short-term loans	85	250
Current portion of long - term debt	177,289	110,589
Current portion of bonds	10,000	20,000
Finance lease obligations	10,873	11,762
Accrued income taxes	7,565	7,246
Accrued bonuses to employees	18,989	22,436
Provision for potential loss on antitrust proceedings	116	116
Asset retirement obligations	625	699
Other	155,210	127,063
<b>Long - term liabilities:</b>	807,417	905,755
Bonds	105,000	105,000
Long - term debt	527,729	621,806
Finance lease obligations	24,000	27,727
Accrued bonuses to employees	-	2,359
Accrued employees' retirement benefits	132,662	130,790
Retirement benefit for directors	381	357
Asset retirement obligations	823	801
Other	16,822	16,915
<b>Total liabilities</b>	<b>1,357,943</b>	<b>1,364,142</b>
<b>Net assets</b>		
<b>Shareholders' equity</b>	750,418	749,523
Common stock	318,789	318,789
Capital surplus	281,970	281,969
Retained earnings	156,599	150,663
Less treasury common stock, at cost	(6,940)	(1,898)
<b>Accumulated other comprehensive income</b>	17,195	17,214
Net unrealized holding gain on securities	9,122	4,693
Deferred gain on hedging instruments	8,034	12,705
Foreign currency translation adjustments	39	(184)
<b>Minority interests</b>	4,973	6,363
<b>Total net assets</b>	<b>772,586</b>	<b>773,100</b>
<b>Total liabilities and net assets</b>	<b>2,130,529</b>	<b>2,137,242</b>

**(2) Consolidated Statement of Income**

	Yen (Millions)	
	FY2013 first six months Apr.1 – Sep.30	FY2012 first six months Apr.1 – Sep.30
<b>Operating revenues</b>	797,626	753,213
<b>Operating expenses</b>	626,770	562,399
<b>Sales, general and administrative expenses</b>	127,545	115,510
<b>Operating income</b>	43,311	75,304
<b>Non-operating income:</b>	5,374	4,745
Interest and dividend income	864	1,331
Equity in earnings of affiliates	1,320	162
Gain on sale of property and equipment	1,377	436
Other	1,813	2,816
<b>Non-operating expenses:</b>	16,799	16,641
Interest expenses	8,212	9,317
Amortization of net transitional retirement benefit obligation	3,184	3,185
Depreciation of inactive fixed assets	2,051	-
Other	3,352	4,139
<b>Recurring profit</b>	31,886	63,408
<b>Extraordinary income</b>	2,649	10
Settlement received	1,744	-
Other	905	10
<b>Extraordinary loss</b>	1,216	297
Loss on sale of property and equipment	1,087	-
Valuation loss on investments in securities	-	208
Extra retirement expenses	70	63
Other	59	26
<b>Income before income taxes and minority interests</b>	33,319	63,121
Income taxes	14,421	26,499
Minority interests	(1,172)	(308)
<b>Net income</b>	<b>20,070</b>	<b>36,930</b>

**(3) Consolidated Statement of Comprehensive Income**

	Yen (Millions)	
	FY2013 first six months Apr.1-Sep.30	FY2012 first six months Apr.1-Sep.30
<b>Income before minority interests</b>	18,898	36,622
<b>Other comprehensive income:</b>		
Net unrealized holding gain (loss) on securities	4,346	(1,308)
Deferred loss on hedging instruments	(4,670)	(13,429)
Foreign currency translation adjustments	223	(170)
Share of other comprehensive income of associates accounted for by the equity-method	80	(8)
Total other comprehensive income	(21)	(14,915)
<b>Comprehensive income</b>	18,877	21,707
(Total comprehensive income attributable to)		
Owners of ANA HOLDINGS INC.	20,051	22,020
Minority interests	(1,174)	(313)

**(4) Consolidated Statement of Cash Flows**

	Yen (Millions)	
	FY2013 first six months Apr.1 – Sep.30	FY2012 first six months Apr.1 – Sep.30
<b>I. Cash flows from operating activities</b>		
Income before income taxes and minority interests	33,319	63,121
Depreciation and amortization	67,674	60,376
Loss on disposal and sale of property and equipment	1,982	1,991
(Gain) loss on valuation and sale of securities	(11)	198
Increase in accrued employees' retirement benefits	1,872	2,711
Interest and dividend income	(864)	(1,331)
Interest expenses	8,212	9,317
(Increase) decrease in accounts receivable	(2,999)	10,517
Increase (decrease) in accounts and notes payable-trade	12,136	(6,178)
Other, net	26,430	(5,730)
Cash generated from operations	147,751	135,052
Interest and dividends received	1,238	1,391
Interest paid	(8,331)	(9,419)
Extra employees' retirement benefit paid	(70)	(409)
Income taxes paid	(6,814)	(2,855)
<b>Net cash provided by operating activities</b>	<b>133,774</b>	<b>123,760</b>
<b>II. Cash flows from investing activities</b>		
Increase in time deposits	-	(12,010)
Payment for purchase of marketable securities	(221,640)	(304,870)
Proceeds from redemption of marketable securities	280,570	34,770
Payment for purchase of property and equipment	(96,545)	(62,441)
Proceeds from sale of property and equipment	18,774	26,584
Payment for purchase of intangible assets	(8,690)	(5,707)
Payment for purchase of investment in securities	(1,361)	(1,894)
Proceeds from sale of investments in securities	40	10
Payment for acquisition of subsidiary stock with change in the scope of consolidation	(13,908)	-
Payment for acquisition of subsidiary stock	(2450)	-
Payment for advances	(200)	(25)
Proceeds from collection of advances	136	260
Other, net	(78)	(724)
<b>Net cash used in investing activities</b>	<b>(45,352)</b>	<b>(326,047)</b>
<b>III. Cash flows from financing activities</b>		
(Decrease) increase in short-term loans, net	(195)	40
Proceeds from long-term debt	29,601	-
Repayment of long-term debt	(56,978)	(58,978)
Proceeds from issuance bonds	-	29,848
Payment for redemption of bonds	(10,000)	-
Repayment of finance lease obligations	(5,959)	(6,114)
Proceeds from issuance of new stock by public offering and allocation to third party, net of issuance cost	-	173,718
(Increase) decrease of treasury stock	(5,042)	650
Payment for dividends	(14,041)	(10,062)
Other, net	(139)	522
<b>Net cash (used in) provided by financing activities</b>	<b>(62,753)</b>	<b>129,624</b>
<b>IV. Effect of exchange rate changes on cash and cash equivalents</b>	<b>137</b>	<b>(108)</b>
<b>V. Net increase (decrease) in cash and cash equivalents</b>	<b>25,806</b>	<b>(72,771)</b>
<b>VI. Cash and cash equivalents at the beginning of the period</b>	<b>191,297</b>	<b>265,834</b>
<b>VII. Increase in cash and cash equivalents resulting from change in scope of consolidation</b>	<b>54</b>	<b>1,050</b>
<b>VIII. Cash and cash equivalents at the end of the period</b>	<b>217,157</b>	<b>194,113</b>

**(5) Segment information**

&lt;FY2013 first six months Apr.1 - Sep.30&gt;

Yen (Millions)

	Reportable Segment					Other	Total	Adjustments	Consolidated
	Air Transportation	Airline Related	Travel Services	Trade and Retail	Subtotal				
Operating revenues	645,161	19,223	85,857	43,377	793,618	4,008	797,626	-	797,626
Intra-group sales and transfers	51,324	73,846	4,897	10,436	140,503	10,275	150,778	(150,778)	-
Total	696,485	93,069	90,754	53,813	934,121	14,283	948,404	(150,778)	797,626
Segment profit (loss)	39,201	3,753	2,796	1,870	47,620	434	48,054	(4,743)	43,311

&lt;FY2012 first six months Apr.1 - Sep.30&gt;

Yen (Millions)

	Reportable Segment					Other	Total	Adjustments	Consolidated
	Air Transportation	Airline Related	Travel Services	Trade and Retail	Subtotal				
Operating revenues	609,163	20,116	79,660	40,507	749,446	3,767	753,213	-	753,213
Intra-group sales and transfers	47,983	67,317	4,697	8,720	128,717	10,187	138,904	(138,904)	-
Total	657,146	87,433	84,357	49,227	878,163	13,954	892,117	(138,904)	753,213
Segment profit (loss)	67,310	3,081	3,003	1,471	74,865	490	75,355	(51)	75,304