

ANA HOLDINGS reports Consolidated Financial Results
for the Three Months Ended June 30, 2024

1. Consolidated financial highlights for the three months ended June 30, 2024

(1) Consolidated financial and operating results

(%: year-on-year)

	Operating revenues		Operating income		Ordinary income		Net income attributable to owners of the parent	
	Yen (Millions)	%	Yen (Millions)	%	Yen (Millions)	%	Yen (Millions)	%
Three months ended Jun 30, 2024	516,775	12.1	30,354	(30.7)	36,822	(14.9)	24,712	(19.5)
Three months ended Jun 30, 2023	461,026	31.6	43,784	—	43,274	887.5	30,686	—

*Comprehensive income for the period Apr 1 - Jun 30, 2024 ¥49,074 million [(16.3%)]
for the period Apr 1 - Jun 30, 2023 ¥58,609 million [102.3%]

	Net income per share	Diluted net income per share
	Yen	Yen
Three months ended Jun 30, 2024	52.57	46.85
Three months ended Jun 30, 2023	65.51	58.96

(2) Consolidated financial positions

	Total assets	Equity	Shareholders' equity ratio	Net assets per share
	Yen (Millions)	Yen (Millions)	%	Yen
As of Jun 30, 2024	3,628,378	1,078,072	29.5	2,276.33
As of Mar 31, 2024	3,569,530	1,052,627	29.3	2,222.03

(Reference) Shareholders' equity as of Jun 30, 2024 ¥1,069,978 million
as of Mar 31, 2024 ¥1,044,508 million

2. Dividends

Dividends per share	End of 1st quarter	End of 2nd quarter	End of 3rd quarter	End of fiscal year	Yen
					Full fiscal year
FY2023	-	-	-	50.00	50.00
FY2024	-	-	-	-	-
FY2024 (Forecast)	-	-	-	50.00	50.00

(Note) Revisions to the most recently disclosed dividends forecast: None

3. Consolidated earnings forecast for the fiscal year ending March 31, 2025

(%: year-on-year)

	Operating revenues		Operating income		Ordinary income		Net income attributable to owners of the parent		Net income per share
	Yen (Millions)	%	Yen (Millions)	%	Yen (Millions)	%	Yen (Millions)	%	Yen
Entire FY2024	2,190,000	6.5	170,000	(18.2)	160,000	(22.9)	110,000	(30.0)	234.02

(Note) Revisions-to-the most recently disclosed earnings forecasts: None

4. Other

(1) Significant changes in the scope of consolidation during the period: None

	Consolidated	Equity method
Newly added	—	—
Excluded	—	—

(2) Application of accounting methods which are exceptional for quarterly consolidated financial statements:

None

(3) Changes in accounting policies, accounting estimates and restatement of corrections

- (i) Changes caused by revision of accounting standards: Yes
- (ii) Changes other than (i): None
- (iii) Changes in accounting estimates: None
- (iv) Restatement of corrections: None

(Note) For details, please refer to "2. Financial Statements and Operating Results (3) Notes to Consolidated Financial Statements, (Changes in accounting policies)" on page 15.

(4) Number of issued shares (Common stock)

	Number of Shares			
		FY2024		FY2023
Number of shares issued (including treasury stock)	As of Jun 30	484,293,561	As of Mar 31	484,293,561
Number of treasury stock	As of Jun 30	14,248,858	As of Mar 31	14,224,644
Average number of shares outstanding during the period	Three months ended Jun 30	470,051,610	Three months ended Jun 30	468,415,735

* This report is not subject to audit procedures.

* Explanation for appropriate use of forecasts and other notes

The earnings forecasts are forward-looking statements made on the basis of information available at the time forecasts are made and other certain assumptions deemed reasonable. Therefore, actual earnings may differ from forecast figures as a result of changes in business performance and other factors.

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APPENDIX

Overview of Consolidated Financial Results for the Three Months Ended June 30, 2024

1. Qualitative Information / Financial Statements, etc.

(1) Explanation of Consolidated Operating Results

Consolidated Operating Results	Yen (Billions)		
	Three months ended Jun 30, 2024	Three months ended Jun 30, 2023	year-on-year (%)
Operating revenues	516.7	461.0	12.1
Air Transportation	469.5	418.5	12.2
Airline Related	75.0	67.5	11.2
Travel Services	16.6	17.7	(5.8)
Trade and Retail	31.8	27.5	15.6
Other	10.3	9.0	13.8
Intersegment Transactions	(86.7)	(79.3)	—
Operating income (loss)	30.3	43.7	(30.7)
Air Transportation	33.1	42.3	(21.7)
Airline Related	(0.0)	3.1	—
Travel Services	(0.7)	0.1	—
Trade and Retail	1.3	1.1	10.4
Other	0.2	0.0	—
Intersegment Transactions	(3.5)	(3.1)	—
Ordinary income	36.8	43.2	(14.9)
Net income attributable to owners of the parent	24.7	30.6	(19.5)

*See Notes 1 & 2 below.

In the first quarter of fiscal year 2024 (April 1, 2024 - June 30, 2024, hereinafter the “three months ended June 30, 2024”), the Japanese economy has been recovering gradually, although there have been a recent signs of a standstill in the economy, as the employment and income environment continues to improve. In the environment of the airline business, passenger demand continued to recover, despite concerns about geopolitical risks such as the situation in Ukraine and Middle East region.

Under these social and economic conditions, revenue increased mainly in the airline business, resulting in operating revenue of ¥516.7 billion. However, operating income was ¥30.3 billion down from the same period last year, due to increased expenses resulting from an increase in maintenance associated with the expansion of the scale of operations and investments in human resources. In addition, due to foreign exchange gains and other factors, ordinary income was ¥36.8 billion, and net income attributable to owners of the parent was ¥24.7 billion.

In addition, the ANA Group promoted initiatives to reduce CO₂ emissions other than aircraft operations, such as starting a demonstration program for the use of Renewable Diesel for vehicles that provide ground support for aircraft, as well as converting some of its vehicles to EV.

An overview of the three months ended June 30, 2024 by segment follows.

Overview by Segment

◎ Air Transportation

Operating revenues: ¥469.5 billion, up 12.2 % year-on-year

Operating income: ¥33.1 billion, down 21.7 % year-on-year

Supported by strong demand for inbound travel to Japan and domestic leisure demand, passenger demand on both international and domestic routes remained strong, resulting in a year-on-year increase in revenues. In terms of expenses, operating income decreased from the same period of the previous year due to increases mainly in maintenance costs, fuel costs, and personnel expenses etc..

In addition, The ANA Group was selected as the outstanding airline in two categories "World's Best Airport Services" and "Best Airline Staff in Asia" in the "2024 World Airline Awards" by the UK-based SKYTRAX.

<International Passenger Service (ANA Brand)>

Category		Three months ended Jun 30, 2024	Three months ended Jun 30, 2023	year-on-year (%)
Passenger Revenues	(Billion yen)	189.5	167.3	13.3
Number of Passengers	(Passengers)	1,886,286	1,623,985	16.2
Available Seat Km	(Thousand km)	13,853,845	12,556,187	10.3
Revenue Passenger Km	(Thousand km)	10,697,145	9,698,051	10.3
Load Factor	(%)	77.2	77.2	(0.0)

*See Notes 3, 7, 8 & 12 below

In international passenger service, both passenger volume and revenue increased year-on-year as a result of strong demand for inbound travel to Japan, as well as proactive efforts to capture leisure and business demand originating from Japan.

In the route network, ANA resumed flights on the Haneda-Qingdao route and the Narita-Hong Kong routes from the end of March, which had been slow to recover after the COVID-19, and increased flights on the Haneda-Beijing and Haneda-Shanghai (Pudong) routes. In May, ANA started an alliance with Air India and implemented code sharing flights on the Narita-Delhi route. In addition, the number of passengers on the Narita-Honolulu route reached a record high during the Golden Week holiday due to the operations of two daily round trip flights by the Airbus A380 "FLYING HONU" from December last year.

In sales and marketing services, ANA conducted time sales to capture leisure demand. In June, in response to customer feedback, ANA began offering locally inspired in-flight meal menus in Business Class on flights departing from Southeast Asia.

<Domestic Passenger Service (ANA Brand)>

Category		Three months ended Jun 30, 2024	Three months ended Jun 30, 2023	year-on-year (%)
Passenger Revenues	(Billion yen)	151.6	142.5	6.3
Number of Passengers	(Passengers)	9,780,759	9,672,943	1.1
Available Seat Km	(Thousand km)	11,232,494	11,376,609	(1.3)
Revenue Passenger Km	(Thousand km)	7,729,335	7,632,844	1.3
Load Factor	(%)	68.8	67.1	1.7

*See Notes 3, 4, 7, 8, 12 & 13 below.

In domestic passenger service, ANA has strengthened the early capture of leisure demand through the "ANA SUPER VALUE Sale" and made some fare revisions, resulting in a year-on-year increase in both the number of passengers and revenue.

In terms of the route networks, the impact of reduced flights due to maintenance inspections of Pratt & Whitney engines continues, but it is gradually being resolved. Furthermore, a large aircraft, the Boeing 787-10 (429 seats), has been deployed on high-demand routes such as the Haneda-Sapporo (New Chitose) route.

In sales and marketing services, following Haneda Airport and Itami Airport, ANA introduced the latest security inspection machine "Smart Lane" at Fukuoka Airport, allowing passengers to use the inspection lanes at the same time, and ANA is working to reduce congestion.

<Cargo Service (ANA Brand)>

Category		Three months ended Jun 30, 2024	Three months ended Jun 30, 2023	year-on-year (%)
International Cargo Revenues	(Billion yen)	43.1	38.1	13.1
Available Cargo Capacity	(Thousand ton-km)	1,578,607	1,580,245	(0.1)
Cargo Volume	(Tons)	174,754	171,859	1.7
Cargo Traffic Volume	(Thousand ton-km)	890,712	864,088	3.1
Mail Revenues	(Billion yen)	1.2	1.2	(2.5)
Mail Volume	(Tons)	2,944	3,598	(18.2)
Mail Traffic Volume	(Thousand ton-km)	16,582	18,117	(8.5)
Cargo and Mail Load Factor	(%)	57.5	55.8	1.6
Domestic Cargo Revenues	(Billion yen)	5.4	5.2	2.9
Available Cargo Capacity	(Thousand ton-km)	376,794	356,818	5.6
Cargo volume	(Tons)	64,253	58,071	10.6
Cargo Traffic Volume	(Thousand ton-km)	63,216	58,295	8.4
Mail Revenues	(Billion yen)	0.6	0.6	0.1
Mail Volume	(Tons)	5,746	5,968	(3.7)
Mail Traffic Volume	(Thousand ton-km)	4,946	5,149	(3.9)
Cargo and Mail Load Factor	(%)	18.1	17.8	0.3

*See Notes 3, 5, 6, 9, 10, 11, 12 & 13 below.

In international cargo, while demand to and from Japan was slow, the Company captured strong demand for cargo transport between Asia and China to North America, resulting in year-on-year increases in both weight and revenue.

In terms of the route networks, we strived to ensure profitability by flexibly adjusting the supply of cargo-only aircraft in response to demand trends.

The effective date of the share exchange agreement concluded in July 2023, to make Nippon Cargo Airlines Co., Ltd. a wholly owned subsidiary, is scheduled for March 31, 2025.

<Peach・AirJapan>

Category		Three months ended Jun 30, 2024	Three months ended Jun 30, 2023	year-on-year (%)
Peach				
Revenues	(Billion yen)	30.6	27.7	10.6
Number of Passengers	(Passengers)	2,210,827	2,158,435	2.4
Available Seat Km	(Thousand km)	3,011,700	2,856,288	5.4
Revenue Passenger Km	(Thousand km)	2,557,802	2,397,364	6.7
Load Factor	(%)	84.9	83.9	1.0
AirJapan				
Revenues	(Billion yen)	1.9	-	-
Number of Passengers	(Passengers)	71,931	-	-
Available Seat Km	(Thousand km)	491,267	-	-
Revenue Passenger Km	(Thousand km)	254,778	-	-
Load Factor	(%)	51.9	-	-

*See Notes 7, 8, 12 & 13 below.

Peach's passenger volume and revenue increased year-on-year as a result of capturing strong inbound demand on international routes and leisure demand on domestic routes.

In terms of the route networks, Peach focused on allocating aircraft to international routes in order to maximize revenues. While Peach reduced the aircraft allocation on domestic routes, demand was carefully assessed and Peach increased the number of flights on the Narita-Sapporo (New Chitose) and Narita-Okinawa routes, etc..

In sales and services, Peach captured leisure demand by conducting "Advance Sale Deals" on both international and domestic routes.

AirJapan, which began operating under a new brand in February, launched the Narita-Bangkok and Narita-Incheon routes, followed by the Narita-Singapore route in April, while the Narita-Bangkok and Narita-Incheon routes were increased to daily service. In June, they also introduced "AirJapan Flight Voucher," which can be redeemed from ANA miles to pay for airline tickets and other services, and conducted "Summer Sale" and other events to attract new customers.

<Others in Air Transportation>

Other revenue in Air Transportation was ¥45.3 billion (¥35.5 billion, up 27.6 % year-on-year). Other revenue in Air Transportation includes revenue from the mileage program, in-flight sales revenue, and revenue from aircraft maintenance contracts, etc..

◎ **Airline Related**

Operating revenues: ¥75.0 billion, up 11.2 % year-on-year

Operating loss: ¥0.0 billion (Operating income ¥3.1 billion same period a year ago)

Although operating revenues increased year-on-year due to an increase in airport ground support services and in-flight meal related services from foreign airlines and an increase in international cargo volume, an operating loss was recorded due to an increase in personnel expenses and other factors.

◎ **Travel Service**

Operating revenues: ¥16.6 billion, down 5.8 % year-on-year

Operating loss: ¥0.7 billion (Operating income ¥0.1 billion same period a year ago)

In terms of travel service, although the international volume increased due to strong demand, especially for Hawaii, domestic travel volume decreased due to a decline in dynamic package products and other factors compared to the same period of the previous year, when Nationwide Travel Support Program was effective. As a result, revenues has decreased year-on-year resulting in an operating loss.

In addition to airline flight reservations, we also worked to build a TaaS (Travel as a Service) platform that seamlessly completes reservations and management of hotels, rental cars, and other services. At the end of March, we expanded the lineup of accommodations and improved the operation of the reservation screen for "ANA Traveler's Hotel", a domestic reservation service.

◎ **Trade and Retail**

Operating revenues: ¥31.8 billion, up 15.6 % year-on-year

Operating income: ¥1.3 billion, up 10.4 % year-on-year

Both sales and operating income increased from the same period of the previous year due to strong sales at the airport outlet "ANA DUTY FREE SHOP", airport retail outlet "ANA FESTA", and the tourist souvenir wholesaler "FUJISEY" in response to increased passenger demand.

◎ **Other**

Operating revenues: ¥10.3 billion, up 13.8 % year-on-year

Operating income: ¥0.2 billion (Operating income ¥0.0 billion same period a year ago)

Both operating revenues and operating income increased year-on-year due to higher transaction volume in the airport facilities maintenance and management business and real estate-related 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/loss is the income/loss for the segment.
3. Non-scheduled flights have been excluded from both domestic and international routes.
4. The results for passenger travel on domestic routes include results from code share flights with IBEX Airlines Co.,Ltd., AIRDO Co.,Ltd., Solaseed Air Inc., Star Flyer Inc. and some of code share flights with ORIENTAL AIR BRIDGE CO.,LTD., Amakusa Airline Co.,Ltd. and JAPAN AIR COMMUTER CO.,LTD.
5. The results for international cargo and mail include the results for code share flights, results for airline charter flights, flights with block space agreements, and land transport results.
6. Domestic cargo and mail results include results for code share flights with Peach Aviation Limited, AIRDO Co., Ltd., Solaseed Air Inc., ORIENTAL AIR BRIDGE CO., LTD, and Star Flyer Inc., results for airline charter flights, and land transport results.
7. Available Seat-Kilometers represent 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).
8. Revenue Passenger-Kilometers represent the total figure calculated by multiplying the number of passengers (people) on each segment of each route by the distance for each segment (km).
9. 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.
10. 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).
11. 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.
12. Percentage point difference for Passenger load factor and cargo and mail load factor between previous year and FY2024 is indicated in field of year-on-year.
13. The section distance for domestic routes has been changed to the same "Great-circle distance" as that for international routes effective April 1, 2024. Accordingly, the results for the same period of the previous year have also been changed.

(2) Information Regarding Consolidated Financial Conditions

(i) Financial conditions as of June 30, 2024

Assets: Due to an increase in marketable securities, etc., total assets increased by ¥58.8 billion compared to the balance as of the end of FY2023 to ¥3,628.3 billion.

Liabilities: As a result of the increase in contract liabilities due to an increase in the number of reservations and issuance of airline tickets, etc., total liabilities increased by ¥33.4 billion compared to the balance as of the end of FY2023 to ¥2,550.3 billion. Interest-bearing debt (including zero coupon convertible bonds with stock acquisition rights) decreased by ¥33.8 billion compared to the balance as of the end of FY2023 to ¥1,450.1 billion.

Equity: Despite payment of dividends, in addition to recording net income attributable to owners of the parent, and due to an increase deferred gain on derivatives under hedge accounting, etc., total equity increased by ¥25.4 billion compared to the balance as of the end of FY2023 to ¥1,078.0 billion. For details, please refer to “2. Financial Statements and Operating Results (1) Consolidated Balance Sheet” on page 11.

(ii) Cash Flows for three months ended June 30, 2024

Operating activities: Income before income taxes and non-controlling interests for the current period was ¥36.8 billion. After adjustments on non-cash items such as depreciation and amortization and addition and subtraction of accounts receivable and payable for operating activities, cash flows from operating activities (inflow) was ¥109.3 billion.

Investment activities: Due to expenditures for the acquisition of securities and capital investment, etc., cash flows from investing activities (outflow) was ¥198.4 billion. As a result, free cash flow (outflow) was ¥89.1 billion.

Financial activities: Due to payment of dividends and repay debt, etc., cash flow from financing activities (outflow) was ¥57.8 billion. As a result of the above, cash and cash equivalents at the end of the current period decreased by ¥143.0 billion compared to the balance from the beginning at the period, to ¥859.5 billion.

<Consolidated Statement of Cash Flows-Summary>

	Yen (Millions)	
	One months ended Jun 30, 2024	One months ended Jun 30, 2023
I. Cash flows from operating activities		
Net cash provided by operating activities	109,326	139,446
II. Cash flows from investing activities		
Net cash used in investing activities (*)	(198,467)	(69,268)
III. Cash flows from financing activities		
Net cash used in financing activities	(57,815)	(43,254)
IV. Effect of exchange rate changes on cash and cash equivalents	3,948	2,932
V. Net (decrease) increase in cash and cash equivalents	(143,008)	29,856
VI. Cash and cash equivalents at the beginning of period	1,002,512	1,113,481
VII. Cash and cash equivalents at end of period	859,504	1,143,337
Note including, Investment in capital expenditures	(24,880)	(43,517)

(3) Explanation of Forecast of Consolidated Financial Results

The Group has not changed the forecast of consolidated financial results announced on April 26, 2024.

2. Financial Statements and Operating Results

(1) Consolidated Balance Sheet

Yen (Millions)

Assets	FY2024 as of Jun 30, 2024	FY2023 as of Mar 31, 2024
Current assets:		
Cash and deposits	555,597	600,893
Notes and accounts receivable	215,317	217,084
Lease receivables and investments in leases	11,483	12,219
Marketable securities	747,814	656,913
Inventories (Merchandise)	13,864	11,743
Inventories (Supplies)	44,788	42,218
Other current assets	179,572	160,405
Allowance for doubtful accounts	(295)	(285)
Total current assets	1,768,140	1,701,190
Fixed assets:		
Property and equipment:		
Buildings and structures	83,274	85,057
Aircraft	963,123	933,838
Machinery, equipment and vehicles	27,669	28,476
Furniture and fixtures	10,475	11,112
Land	44,084	44,069
Lease assets	4,030	4,028
Construction in progress	183,225	224,173
Total property and equipment	1,315,880	1,330,753
Intangible assets:		
Goodwill	15,499	15,999
Other intangible assets	92,154	87,908
Total intangible assets	107,653	103,907
Investments and other assets:		
Investment securities	167,589	156,425
Long-term receivables	6,135	6,144
Deferred tax assets	192,355	213,374
Asset for defined benefits	3,426	3,198
Other assets	69,966	57,216
Allowance for doubtful accounts	(3,272)	(3,210)
Total investments and other assets	436,199	433,147
Total fixed assets	1,859,732	1,867,807
Deferred assets	506	533
TOTAL	3,628,378	3,569,530

Yen (Millions)

Liabilities and Equity	FY2024 as of Jun 30, 2024	FY2023 as of Mar 31, 2024
Liabilities		
Current liabilities:		
Accounts payable	238,359	229,273
Short-term loans	76,170	84,170
Current portion of long-term debt	71,277	73,777
Current portion of convertible bonds with stock acquisition rights	70,000	70,000
Finance lease obligations	1,937	2,051
Income taxes payable	2,584	8,015
Contract liabilities	510,321	444,982
Accrued bonuses to employees	41,957	55,688
Other provisions	3,403	8,213
Other current liabilities	69,784	59,259
Total current liabilities	1,085,792	1,035,428
Long-term liabilities:		
Bonds	155,000	155,000
Convertible bonds with stock acquisition rights	150,000	150,000
Long-term debt	920,723	943,808
Finance lease obligations	5,075	5,230
Deferred tax liabilities	792	505
Accrued bonuses to employees	661	—
Accrued corporate executive officers' retirement benefits	737	707
Liability for retirement benefits	159,291	160,027
Other provisions	38,719	33,781
Asset retirement obligations	1,317	1,312
Other long-term liabilities	32,199	31,105
Total long-term liabilities	1,464,514	1,481,475
Total liabilities	2,550,306	2,516,903
Equity		
Shareholders' equity:		
Common stock	467,601	467,601
Capital surplus	404,065	404,065
Retained earnings	137,162	135,971
Treasury stock	(56,519)	(56,512)
Total shareholders' equity	952,309	951,125
Accumulated other comprehensive income:		
Unrealized gain on securities	48,279	41,360
Deferred gain on derivatives under hedge accounting	75,833	59,782
Foreign currency translation adjustments	4,450	3,677
Defined retirement benefit plans	(10,893)	(11,436)
Total	117,669	93,383
Non-controlling interests	8,094	8,119
Total equity	1,078,072	1,052,627
TOTAL	3,628,378	3,569,530

(2) Consolidated Statement of Income and Consolidated Statement of Comprehensive Income

Consolidated Statement of Income

Yen (Millions)

	Three months ended Jun 30, 2024	Three months ended Jun 30, 2023
Operating revenues	516,775	461,026
Cost of sales	433,811	370,086
Gross income	82,964	90,940
Selling, general and administrative expenses		
Commissions	15,268	12,549
Advertising	1,694	1,349
Employees' salaries and bonuses	7,996	7,341
Provision of allowance for doubtful accounts	15	9
Provision for accrued bonuses to employees	2,768	1,806
Retirement benefit expenses	692	670
Depreciation	3,755	4,794
Outsourcing expenses	7,040	6,277
Other	13,382	12,361
Total selling, general and administrative expenses	52,610	47,156
Operating income	30,354	43,784
Other income:		
Interest income	318	148
Dividend income	993	302
Equity in earnings of unconsolidated subsidiaries and affiliates	353	269
Foreign exchange gain, net	6,257	1,850
Gain on sales of assets	21	155
Gain on donation of non-current assets	203	134
Compensation income	4,174	—
Other	1,333	3,366
Total other income	13,652	6,224
Other expenses:		
Interest expenses	5,714	5,979
Loss on sales of assets	1	19
Loss on disposal of assets	995	285
Other	474	451
Total other expenses	7,184	6,734
Ordinary income	36,822	43,274
Income before income taxes	36,822	43,274
Income taxes	12,140	12,356
Net income	24,682	30,918
Net (loss) income attributable to non-controlling interests	(30)	232
Net income attributable to owners of the parent	24,712	30,686

Consolidated Statement of Comprehensive Income

Yen (Millions)

	Three months ended Jun 30, 2024	Three months ended Jun 30, 2023
Net income	24,682	30,918
Other comprehensive income:		
Unrealized gain on securities	6,939	5,892
Deferred gain on derivatives under hedge accounting	16,058	20,403
Foreign currency translation adjustments	879	823
Defined retirement benefit plans	508	539
Share of other comprehensive income in affiliates	8	34
Total other comprehensive income	24,392	27,691
Comprehensive income	49,074	58,609
Total comprehensive income attributable to:		
Owners of the parent	48,998	58,318
Non-controlling interests	76	291

(3) Notes to Consolidated Financial Statements

(Notes Regarding Going Concern Assumption)

Not applicable.

(Notes in the Event of Significant Changes in Shareholders' Capital)

Not applicable.

(Changes in accounting policies)

(Application of "Accounting Standard for Current Income Taxes", etc.)

The Company has applied the "Accounting Standard for Current Income Taxes" (ASBJ Statement No. 27, October 28, 2022; hereafter referred to as the "Revised Accounting Standard 2022"), etc., from the beginning of the three months ended June 30, 2024.

With respect to the revision concerning the classification of current income taxes (taxes on other comprehensive income), the Company has applied the transitional treatments stipulated in the proviso of Paragraph 20-3 of the "Revised Accounting Standard 2022" and the proviso of Paragraph 65-2 (2) of the "Implementation Guidance on Accounting Standard for Tax Effect Accounting" (ASBJ Guidance No. 28, October 28, 2022; hereinafter referred to as the "Revised Implementation Guidance 2022"). This change in accounting policy has no impact on the consolidated financial statements.

In addition, the Company has adopted "Revised Implementation Guidance 2022" from the beginning of the three months ended June 30, 2024, regarding the revision related to the treatment in the consolidated financial statements of the deferral for tax purposes of gains or losses arising from the sale of shares of subsidiaries and other securities among consolidated companies. The effect of this change in accounting policy on the consolidated financial statements is not material.

(Notes to Consolidated Statement of Cash Flows)

Consolidated statement of Cash Flows for three months ended of June 30, 2024 has not been made. Depreciation and amortization (including amortization related to intangible assets excluding goodwill) and amortization of goodwill for the first quarter of fiscal year 2024 are as follows:

	Yen (Millions)	
	Three months ended Jun 30, 2024	Three months ended Jun 30, 2023
Depreciation and amortization	36,468	35,367
Amortization of goodwill	500	529

(Segment Information)

I. Three months ended Jun 30, 2024

1. Information on amount of operating revenues, profit or loss by reporting segment

Yen (Millions)

	Reportable Segments				Subtotal
	Air Transportation	Airline Related	Travel Services	Trade and Retail	
Operating revenues from external customers	459,299	12,956	13,035	27,523	512,813
Intersegment revenues and transfers	10,293	62,112	3,661	4,281	80,347
Total	469,592	75,068	16,696	31,804	593,160
Segment profit (loss)	33,167	(78)	(716)	1,312	33,685

	Others (*1)	Total	Adjustments (*2)	Consolidated (*3)
Operating revenues from external customers	3,962	516,775	—	516,775
Intersegment revenues and transfers	6,362	86,709	(86,709)	—
Total	10,324	603,484	(86,709)	516,775
Segment profit (loss)	228	33,913	(3,559)	30,354

(*1) "Others" represents all business segments that are not included in reportable segments, such as facility management, business support and other operations.

(*2) "Adjustments" of "Segment profit (loss)" represent the elimination of corporate expenses.

(*3) "Segment profit (loss)" is reconciled with operating income on the consolidated statement of income for the current period.

2. Information regarding impairment loss on fixed assets or goodwill by reportable segment

Not applicable.

3. Matters about changes of reportable segment

Not applicable.

II. Three months ended Jun 30, 2023

1. Information on amount of operating revenues, profit or loss by reporting segment

Yen (Millions)

	Reportable Segments				Subtotal
	Air Transportation	Airline Related	Travel Services	Trade and Retail	
Operating revenues from external customers	408,845	10,762	14,035	24,046	457,688
Intersegment revenues and transfers	9,723	56,754	3,690	3,478	73,645
Total	418,568	67,516	17,725	27,524	531,333
Segment profit	42,382	3,163	170	1,188	46,903

	Others (*1)	Total	Adjustments (*2)	Consolidated (*3)
Operating revenues from external customers	3,338	461,026	—	461,026
Intersegment revenues and transfers	5,737	79,382	(79,382)	—
Total	9,075	540,408	(79,382)	461,026
Segment profit	1	46,904	(3,120)	43,784

(*1) "Others" represents all business segments that are not included in reportable segments, such as facility management, business support and other operations.

(*2) "Adjustments" of "Segment profit" represent the elimination of corporate expenses.

(*3) "Segment profit" is reconciled with operating income on the consolidated statement of income for the current period.

2. Information regarding impairment loss on fixed assets or goodwill by reportable segment

Not applicable.

3. Matters about changes of reportable segment

Not applicable.