



JAL GROUP ROUTE & FLEET PLAN FOR FISCAL YEAR 2005

Tokyo January 20: Today the JAL Group has drawn up its route and fleet plan for FY2005.

To overcome the rise in jet fuel costs and the boost competitiveness, the JAL Group plans to implement various countermeasures to improve its budget in the group's route and fleet plan for the year beginning April 1, 2005 through to March 31, 2006. The JAL Group will use production resources to the fullest and will carry out business operations with greater efficiency in order to maximize income and cutback costs. The plan is based on the optimal route network and flight frequencies, with fleet planning and flight schedules flexibly responding to trends in demand.

On international routes, JAL is increasing flights on Russia routes, and in support of the Visit Japan Campaign is boosting Korea and Taiwan routes by introducing more flights and larger aircraft. JAL also intends to increase its China network. The plan includes further introduction of the fuel-efficient B767-300ER, B777-200ER and inauguration of the B777-300ER on long haul routes and the phasing out of the DC-10 from scheduled service. JAL will introduce the new B777-300ER on long haul flights to Europe equipped with the JAL NEW SKYSLEEPER SOLO seat in first class and award-winning Shell flat seat in business class.

Continuous growth is expected, and international operations by JAL Group subsidiary JALways will be expanded in order to increase cost competitiveness.

As for domestic routes, to further strengthen our competitiveness over rival airlines, we will take steps to maintain and upgrade the largest network in Japan. The plan takes into account the opening of Kobe Airport (Feb 2006) and Chubu Airport, Nagoya, (Feb 2005). While all JAL international and domestic flights operations now operating at Nagoya's Komaki Airport will move to Chubu when it opens but commuter flights by subsidiary J-Air will be operated at Komaki in response to an expected rise in demand.

To increase cost competitiveness, JAL will expand operations of domestic subsidiary JAL Express by the transfer of four MD-81 aircraft to that airline.

On the cargo front, JAL will increase flights and will rearrange routes to the U.S. and China, for more efficient operation of the freighter fleet during periods of strong demand,

The flight frequency and fleet plan is summarized below. This plan will take effect subject to government approval

INTERNATIONAL - HIGHLIGHTS JAL GROUP ROUTE PLANS 2005			
Route		Detail	Timing
Tokyo-Moscow	Revised operation	Introduction of 2 weekly direct flights by 777-200ER. Shell flat seat and personal TV	From 27/3/2005
Tokyo-Moscow-Rome		Weekly flight to Rome via Moscow suspended,	From 27/3/2005
Tokyo-Rome		Direct flights to Rome increased to 3 per week	
Tokyo-London	Aircraft change	Current daily 747-400 to change to 777-300ER, resulting in 14 flights per week by 777-200ER or 777-300ER	From 30/10/2005
Tokyo-Frankfurt	Aircraft change	From 747-400 to 777-300ER, 7 flights weekly	From 30/10/2005
Tokyo-Paris	Flight increase	Additional one flight per week to 10 weekly	From 27/3/2005
Osaka-Ho Chi Minh	Frequency change	Increase of JAL seats on code share with Vietnam Airlines, 5 flights per week. Two own operation flights suspended.	From 27/3/2005
Osaka-Hanoi	Flight increase	Increase by one flight to 3 per week	From 27/3/2005
Haneda-Seoul (Gimpo)	Aircraft change	From DC-10 to 747, 7 flights per week	From 27/3/2005
Tokyo-Seoul	Schedule change	21 flights per week. Last departure from Tokyo 18:20, first departure from Seoul (Incheon) 09:05.	From 27/3/2005
Osaka-Seoul	Flight increase	By one flight a week to a total of 14 flights per week	From 27/3/2005
Nagoya-Pusan	New code share flights	7 flights a week in code share with Korean Air, in addition to own operation, 7 flights per week	From 27/3/2005
Tokyo-Taipei	Flight increase	Increase of one flight per week to 21 flights weekly.	From 27/3/2005
Haneda-Guam	Charter operation	767-300ER 7 flights per week	From 14/7/2005 to 31/8/2005

DOMESTIC

● HANEDA Airport routes

JAL plans to operate bigger capacity aircraft on some flights on routes to Sapporo and Hakodate during the peak summer season. The airline also plans a code share operation with Skymark Airlines on the Haneda-Kansai route from April 1st with four flights per day.

● OSAKA: Itami and Kansai Airports - routes

Flights in and out of Itami and Kansai International Airports in the Osaka area will be influenced by government environment regulations to ban large aircraft operating in and out of Itami. From April 1, 2005, Classic 747 aircraft and 3-engined aircraft such as the DC-10 will not be permitted at Itami. (B747-400 will be banned from April 2006). In addition slots designated for jet use are being reassigned to turbo-prop operations over the next three years

From April 1, JAL will reduce flights on some Itami-Hokkaido routes and other regional routes, and increase frequencies out of Kansai International.

● KOBE Airport

From the opening of the Kobe airport on February 16, 2006, we plan to operate several flights on routes with expected high demand, including flights to Tokyo, and intends to operate about 10 flights from an early stage.

● NAGOYA: Chubu and Komaki Airports

After the February 17 opening of Chubu International Airport (also known as Centrair) we will proactively carry out operations factoring in international transit passengers as well as local demand. All JAL international and domestic flights operations now operating at Nagoya's Komaki Airport (except J-Air operations) will move to Chubu when it opens

At the same time, we will continue to utilize Nagoya-Komaki airport, run by the prefecture, for CRJ-200 commuter flights operated by our commuter subsidiary J-Air and thereby respond in detail to the rise in demand expected in the Chubu region. We will expand the CRJ-200 fleet from 6 to 8 aircraft to strengthen our transport capacity and change J-AIR flight numbers to JAL flights.

CARGO

● Transpacific

		Detail	Timing
Tokyo-Anchorage-Chicago	Frequency up	By one weekly flight to 5 per week	Sept 1 st -Dec 31, 2005
Tokyo-Anchorage-Chicago-Atlanta-Anchorage-Tokyo	Frequency up	By two weekly flights to 3 per week	Sept 1 st -Dec 31, 2005
Tokyo-Anchorage-Chicago New York- Anchorage-Tokyo	Route change	Tokyo-Anchorage-New York- Anchorage-Tokyo – 1 per week	Sept 1 st -Dec 31, 2005
Nagoya-Anchorage-Atlanta New York-Anchorage-Tokyo	Route change	Nagoya-Anchorage-New York-Anchorage-Tokyo- 1 per week	Sept 1 st -Dec 31, 2005

JAL GROUP FLEET PLAN FY 2005 (April 1, 2005 – March 31, 2006)
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At the end of FY2005, the JAL Group fleet total will be 284 aircraft (one more than at the end of FY2004)

Retirements		747	1	747F	1	DC-10	4
Total retirements	11	A300	3	YS-11	2		
Introductions		777-200ER	2	777-300ER	2	777-200	1
Total introductions	12	767-300ER	3	CRJ-200	2	Dash8-400	2

(Ryukyu Air Commuter included)

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