

Aeroflot Group Consolidated financials (IFRS) 9M2012

Moscow

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Speaker:

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Finance and investments

Table of contents

1.Introduction

2.Market position of the Group

3.Operating highlights

4.Financial results

5.Conclusions

6.Appendix

Awards and ratings



AEROFLOT GROUP WAS RECOGNIZED AS ONE OF THE LEADING CARRIERS IN EUROPEAN AVIATION SECTOR BY FINANCIAL RESULTS FOR 2011. According to the authoritative international trade magazine Airline Business rating, Aeroflot Group is the third carrier in Europe by net income and among TOP 10 carriers in Europe by revenue. Aeroflot Group is in the 32nd place in 2011 world rankings having moved up two places from 2010. Among 50 most successful global carriers by revenue Aeroflot is the only Russian company.

AEROFLOT CONFIRMED STATUS OF THE BEST RUSSIAN AIRLINE FOR BUSINESS-PASSENGERS. Aeroflot once again became a prize winner of Russian Business Travel and MICE awards in nomination "The best airline for business travelers". Improving service and introducing the most modern technologies to serve our passengers, Aeroflot is rightly seen on the list of the best premium companies of business travelling market.

AEROFLOT GAINED LEADING POSITION AMONG SKYTEAM COMPANIES FOR PASSENGER SERVICE. According to InSites Consulting research Aeroflot received the highest passenger appraisal in "Ground service (check-in)" and "On-board service". The survey was conducted from October 2011 to March 2012 with more than 20 thousand participants – passengers of SkyTeam Alliance airlines. 70% of passengers rated Aeroflot check-in service with excellent marks, 57% rated on-board service with "9" and "10" marks. Passengers' recognition led Aeroflot to the first place among 15 companies of SkyTeam alliance.

AEROFLOT IS THE BEST RUSSIAN AIRLINE ACCORDING TO CONDE NAST TRAVELLER READERS. The Company was named the best Russian airline according to the most authoritative award in travel industry – "Conde Nast Traveller readers' choice". The award has been an internationally acclaimed travel "Oscar" for more than ten years. Nominees and winners are chosen directly by the readers instead of professional tourists or magazine publishers.

AEROFLOT BRAND VALUATION INCREASED BY 222 MLN USD. According to experts of the British company BrandFinance – internationally acclaimed leader in trademarks and brands valuation – the value of Aeroflot brand amounted to 1.308 bln USD in 2012, 222 mln USD more than at the end of 2010 – 1.086 bln USD. Higher brand valuation originates from improvement in main operating indicators of the Company, as well as from professional management of Company's reputation and marketing assets. Aeroflot brand is among TOP-20 most valuable airline brands in the world.

AEROFLOT IS THE COMPANY OF THE YEAR 2012. The Company became a prize winner of the "Company of the year" Annual National Award in business sphere in "Aviation Transport" nomination. The award exists from 2002 under the patronage of Ministry for Economic Development and the prize winners are rewarded with a special priority status for investment projects execution.

Table of contents

1.Introduction

2.Market position of the Group

3.Operating highlights

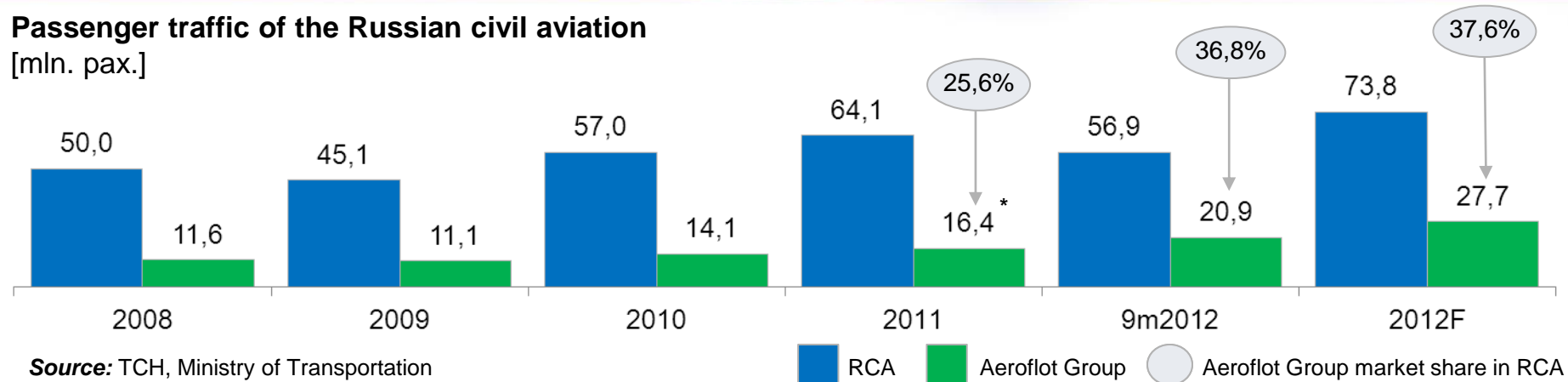
4.Financial results

5.Conclusions

6.Appendix

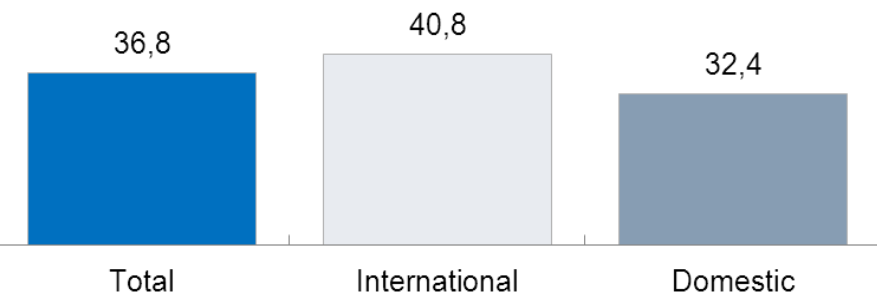
Russian air transportation market

Passenger traffic of the Russian civil aviation [mln. pax.]

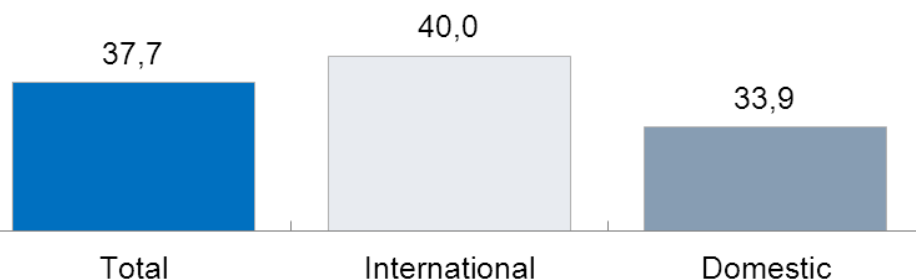


* Including passenger traffic of integrated companies from 15.11.2011 to 31.12.2011

Market share of the Group for 9m2012 [% of passenger traffic]



Market share of the Group for 9m2012 [% of passenger turnover]



Source: TCH

- Aeroflot Group market share in RCA by passenger traffic for the first nine months of 2012 increased and amounted to 36.8%, the planned market share by the end of 2012 is 37.6%. Market share of the Group in passenger turnover on International routes totaled 40.0%, on Domestic routes – 33.9%.
- According to Ministry of Transportation forecasts passenger traffic in 2012 will increase by 15,1% compared to the results of 2011 and will amount to c73.8 mln. passengers.

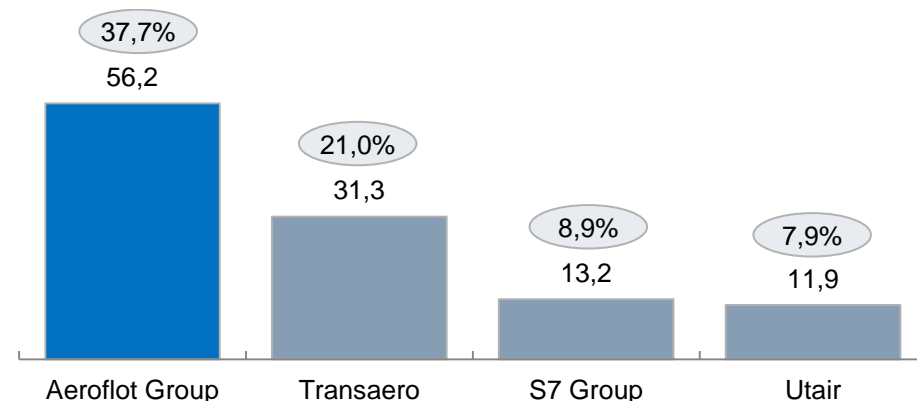
Market position of the Group in the first 9 months of 2012

Passenger traffic [mln.pax.]



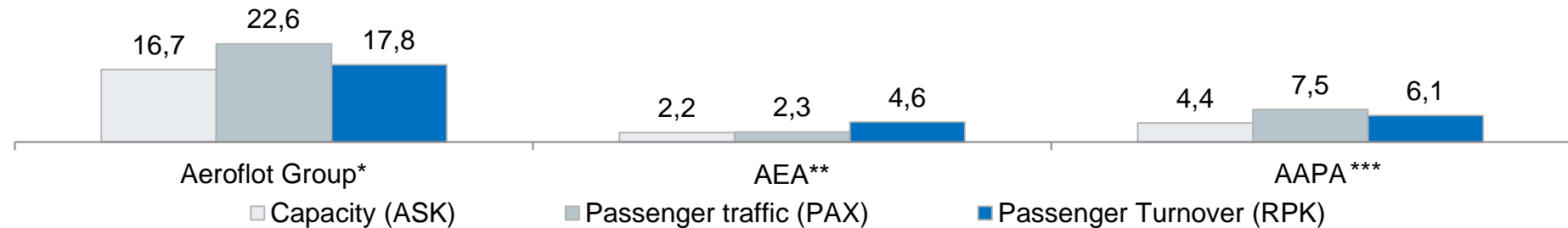
Source: TCH

Passenger turnover [bln.pkm.]



Share in RCA

Growth rates of basic operating indicators
[% , 9m2012 to 9m2011]



Source: TCH, Aeroflot estimates

* Proforma including the results of OJSC "Rossiya airlines", JSC "SAT Airlines", JSC "ORENAIR", JSC "Vladivostok Air" for 9 months 2011

** AEA – Association of European Airlines (scheduled flights data)

*** AAPA – Association of Asia Pacific Airlines

- Aeroflot – absolute leader of Russian Civil Aviation.
- The growth pace in operational performance of Aeroflot Group exceeds the dynamics of AEA and AAPA.

Table of contents

1.Introduction

2.Market position of the Group

3.Operating highlights

4.Financial results

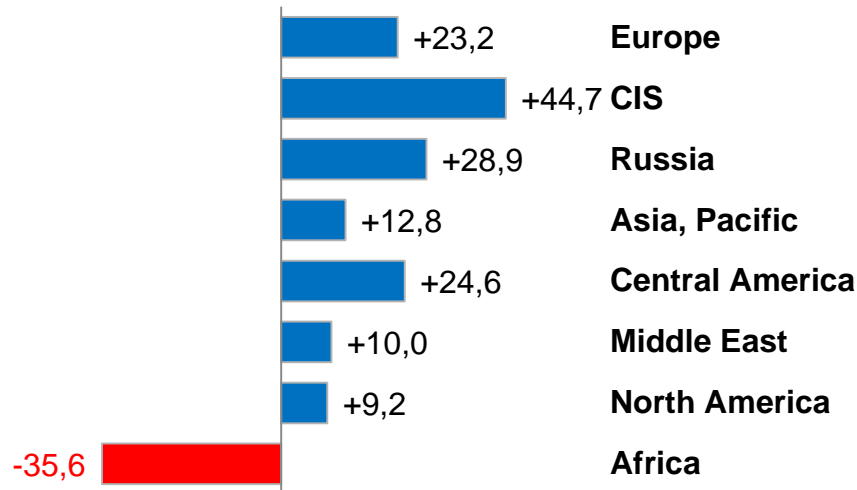
5.Conclusions

6.Appendix

Route network efficiency of JSC “Aeroflot” in the first 9 months of 2012



Flights dynamics by region [%]



Average week frequency per route

Type	9m2011	9m2012	Change
Scheduled	9,82	11,33	15,4%
Charter	0,56	0,68	21,4%
IAL Scheduled	8,25	9,02	9,3%
DAL Scheduled	14,24	17,72	24,4%
Medium-haul*	11,01	13,15	19,4%
Long-haul*	5,48	5,3	-3,3%
Total**	8,21	9,4	14,5%

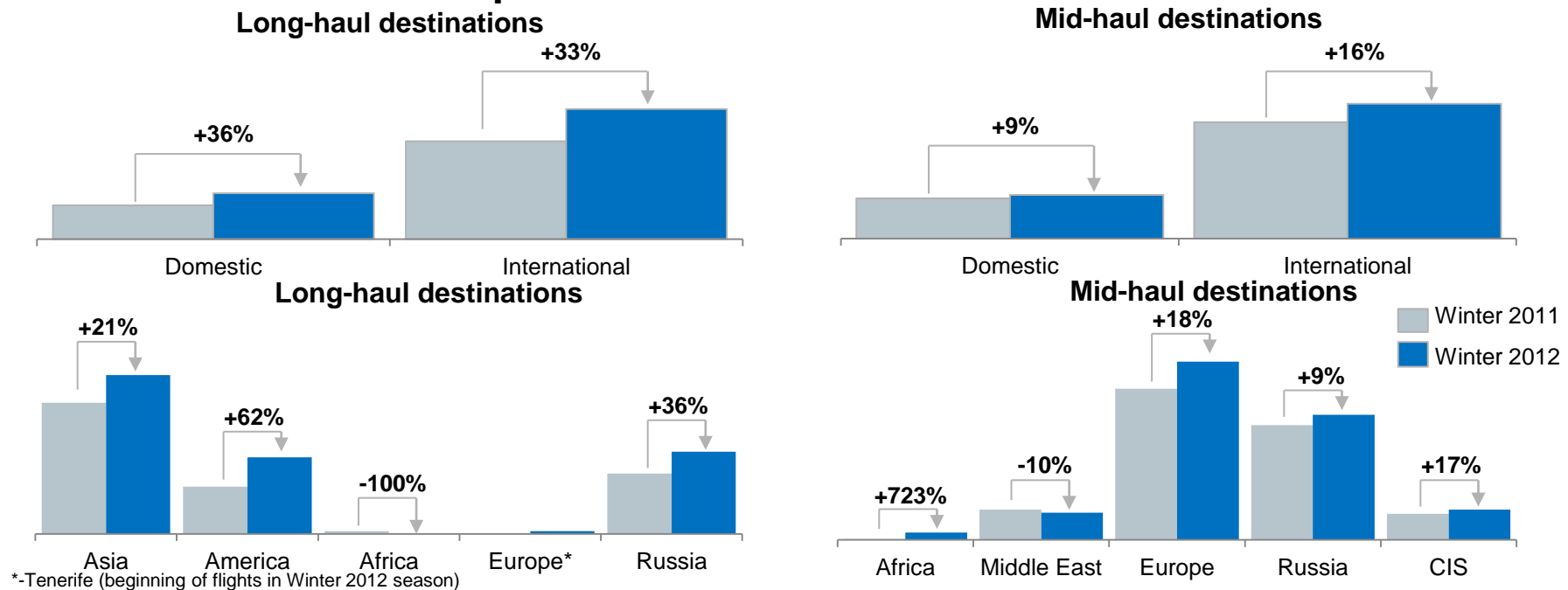
* scheduled flights

** passenger flights including charter flights

- Timetable harmonization and wave structuring at Sheremetyevo Airport according to developed model support transfer passenger traffic growth.
- Connectivity ratio of Aeroflot own flights in the period from January to September 2012 was 10.37 (in the first 9 months of 2011 – 8.74).
- Transfer passenger traffic in Company's route network in the first 9 months of 2012 grew by 38.4% compared to the results of the first 9 months of 2011 and amounted to 4.3 mln. passengers, 33% of total passenger traffic in the first 9 months of 2012.

Route network – Winter 2012 schedule

Increase in Available Seat-Kilometers [ASK] in Winter 2012 schedule compared to Winter 2011 schedule.



- In Winter 2012 schedule JSC “Aeroflot” will be operating its own flights to 118 destinations in 51 country across the Globe including Russia.
- In addition to own flights Company’s subsidiaries under 100% commercial management of JSC “Aeroflot” operate flights to 42 destinations. Flights to additional 118 destinations are operated under code-share agreements with partner airlines.
- Transit passenger traffic of the Company in Winter 2012 season will grow 11% compared to Winter 2011 season and total 2.3 mln passengers which equals to 32% of total passenger traffic of the Company.

Fleet of the Group as of 30.09.12

Type of aircraft	Aeroflot	Donavia	Rossiya Airlines	Orenair	Vladivostok Avia	SAT Airlines	Total
Ilyushin Il-96-300	6	-	-	-	-	-	6
Tupolev Tu-154	-	-	5*	3*	1*	-	9
Antonov An-24	-	-	-	-	-	6 [#]	6
Antonov An-26	-	-	-	-	-	1*	1
Tupolev Tu-134	-	-	-	3*	-	-	3
Mil Mi-8	-	-	-	-	3	1	4
Yakovlev Yak-40	-	-	-	-	2	-	2
Total number of a/c owned	6	-	5	6	6	8	31
Airbus A-319	4	-	9	-	-	-	13
Airbus A-320	1	-	-	-	-	-	1
Airbus A-321	21	-	-	-	-	-	21
Airbus A-330	6	-	-	-	-	-	6
Boeing B-737	-	5 [^]	-	-	-	2	7
Antonov An-148	-	-	6	-	-	-	6
Tupolev Tu-204	-	-	-	-	6	-	6
Total number of a/c under finance lease	32	5	15	-	6	2	60
SSJ 100	10	-	-	-	-	-	10
Airbus A-319	11	2	3	-	-	-	16
Airbus A-320	42	-	6	-	6	-	54
Airbus A-330	14	-	-	-	1*	-	15
Boeing B-737	-	5 [~]	5	23	-	1	34
Boeing B-767	7	-	3	-	-	-	10
Boeing B-777	-	-	-	2	-	-	2
McDonnell Douglas MD-11	3	-	-	-	-	-	3
DHC 8 Series 300	-	-	-	-	-	4	4
DHC 8 Series 200	-	-	-	-	-	2	2
Tupolev Tu-154	-	-	-	1	-	-	1
Antonov An-12	-	-	-	-	-	2	2
Total number of a/c under operating lease	87	7	17	26	7	9	153
Total number of aircraft	125	12	37	32	19	19	244

* As of 30.09.2012 operation of this aircraft was terminated # As of 30.09.2012 operation of three aircraft was terminated, aircraft are being prepared for decommissioning

[^] As of 30.09.2012 two aircraft are in repair and will be transferred to the lessor [~] As of 30.09.2012 two aircraft are in repair and will be transferred to the lessor

- The Group is renewing aircraft fleet, substituting older aircraft with modern fuel-efficient aircraft.
- 67% of the Group's aircraft were under operating lease agreements, 26% – under financial lease.

Order and phase off plan of JSC “Aeroflot”

Delivery schedule in accordance with contracts in force

Type of aircraft	Delivered as of 20.12.12	2012	2013	2014	2015
Regional	-	-	-	-	-
SSJ-100	6	6	-	10	10
Medium-haul	-	-	-	-	-
A-320	-	1	8	2	-
A-321	3	3	5	-	-
Long-haul	-	-	-	-	-
A-330	8	8	-	-	-
B-777	-	-	4	6	3
B-787	-	-	-	8	8
TOTAL	17	18	17	26	21

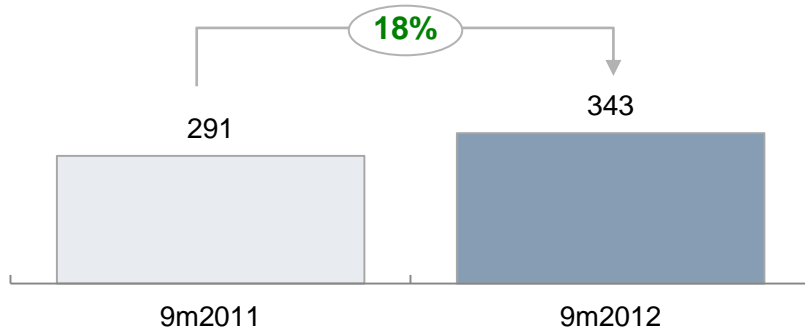
Phase off schedule of aircraft

Type of aircraft	Phased off as of 20.12.12	2012	2013	2014	2015
Medium-haul	-	-	-	-	-
A-319	-	-	1	3	4
A-320	-	-	4	2	-
Long-haul	-	-	-	-	-
B-767	2	2	3	4	-
Ilyushin Il-96	-	-	6	-	-
TOTAL	2	2	14	9	4

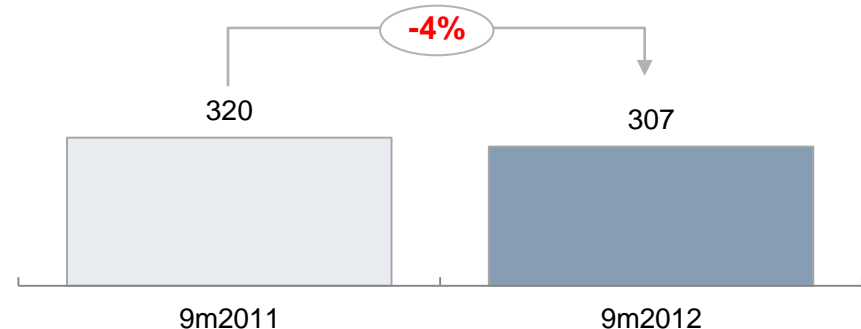
- In 2012-2015 Aeroflot plans to extend its fleet by 82 modern aircraft according to the contracts in force.
- From January 1, 2012 to December 20, 2012 the following aircraft were delivered: 6 SSJ-100, 8 Airbus A-330, 3 Airbus A-321.
- By the end of the year 1 Airbus A-320 is planned to be delivered.

JSC “Aeroflot” aircraft fuel efficiency and fuel expenses

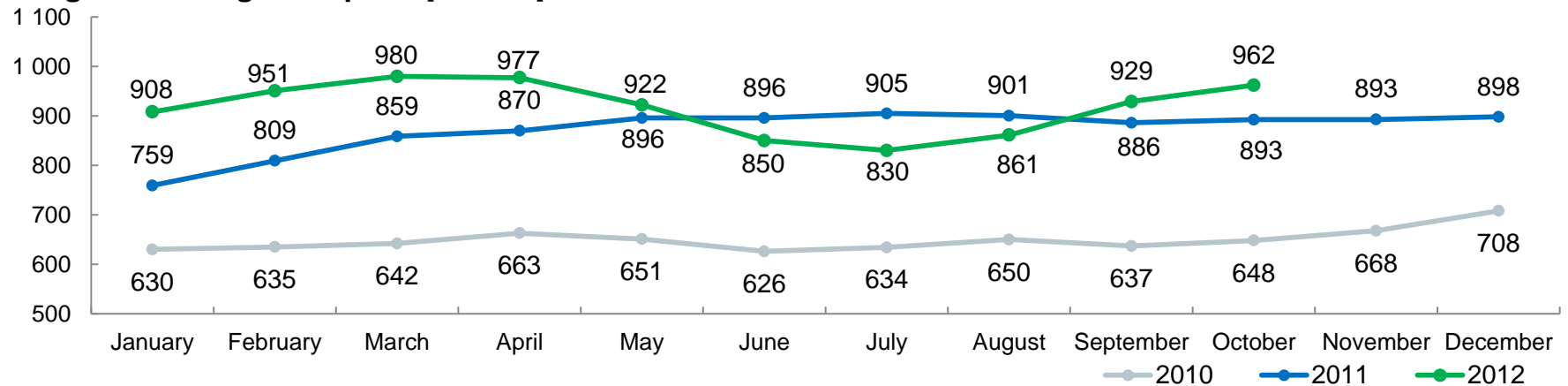
Flight Hours [ths. hrs]



Specific fuel consumption [gr/tkm]



Weighted average fuel price [\$ /tonne]



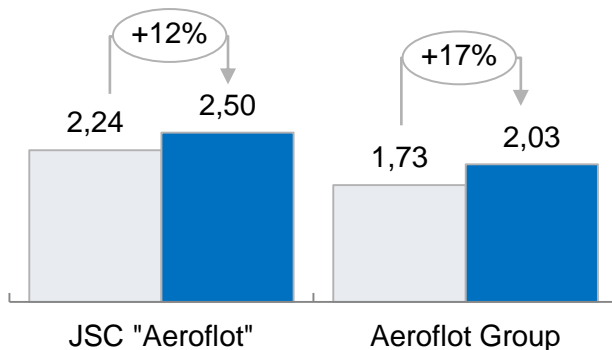
- Following the results of the first 9 months of 2012 specific fuel consumption per one tonne-kilometer decreased by 4% compared to the corresponding period of 2011 and amounted to 307 grams, resulting mainly from commissioning of modern aircraft.
- Flight hours of JSC “Aeroflot” aircraft increased by 18% in the first 9 months of 2012 compared to the corresponding period of 2011.

Headcount and labor productivity

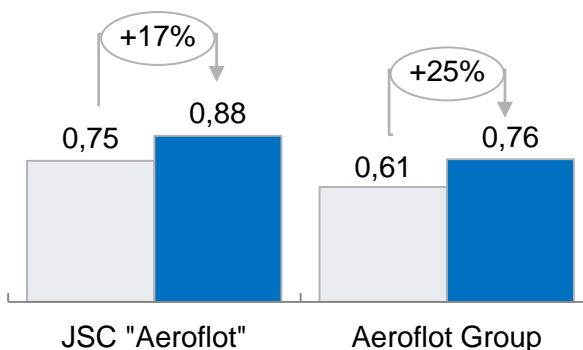
Headcount	31.12.11	30.06.12	% change to 31.12.12	30.09.12	% change to 31.12.12
Aeroflot	15 500	15 770	2%	16 110	4%
Aeromar	2 288	2 838	24%	2 896	27%
Rossiya airlines	3 312	3 384	2%	3 455	4%
ORENAIR	2 227	2 267	2%	2 242	1%
Vladivostok Air	2 180	2 049	-6%	1 680	-23%
SAT Airlines	785	784	-0,1%	776	-1%
Donavia	1 234	1 114	-10%	1 090	-12%
Aerofirst	632	659	4%	680	8%
Sherotel	276	261	-5%	261	-5%
Aerofot-Finance	4	4	0,0%	4	0%
TOTAL	28 438	29 130	2%	29 194	3%

Labor productivity

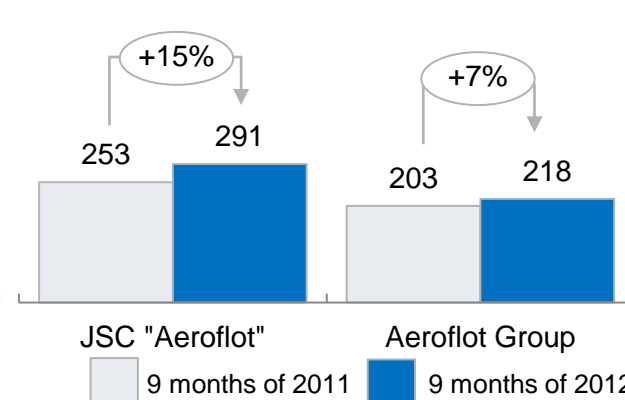
Passenger turnover/Average Headcount
[mln.pkm./units]



Passenger traffic/Average headcount
[ths.pers./units]



Revenue/Average headcount
[\$ ths./units]

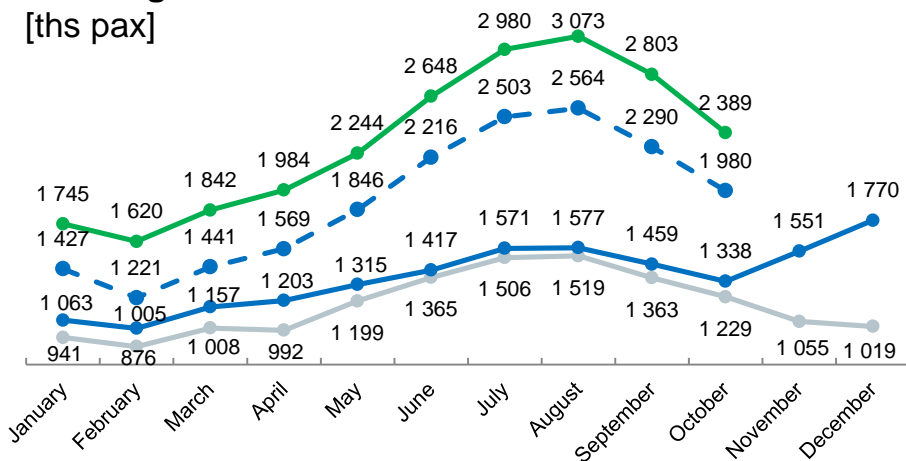


- Aeromar increased headcount due to opening a branch in St.-Petersburg.
- Labour productivity of both JSC "Aeroflot" and Aeroflot Group significantly increased.

Operating indicators of Aeroflot Group

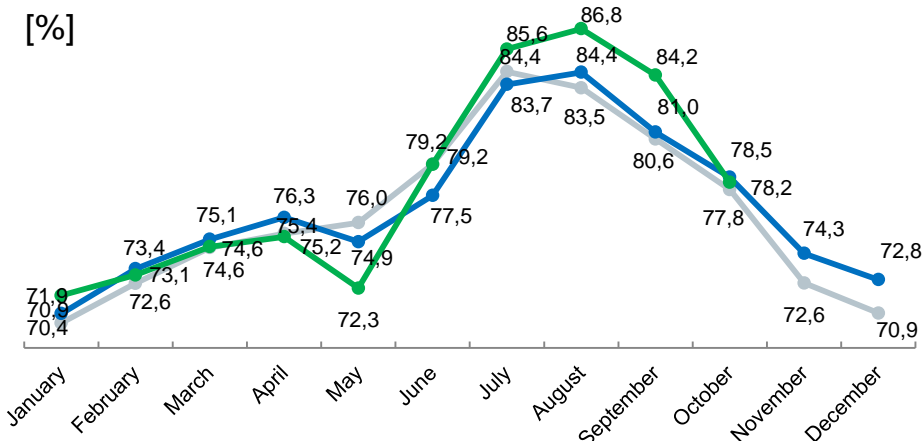
Passenger traffic

[ths pax]



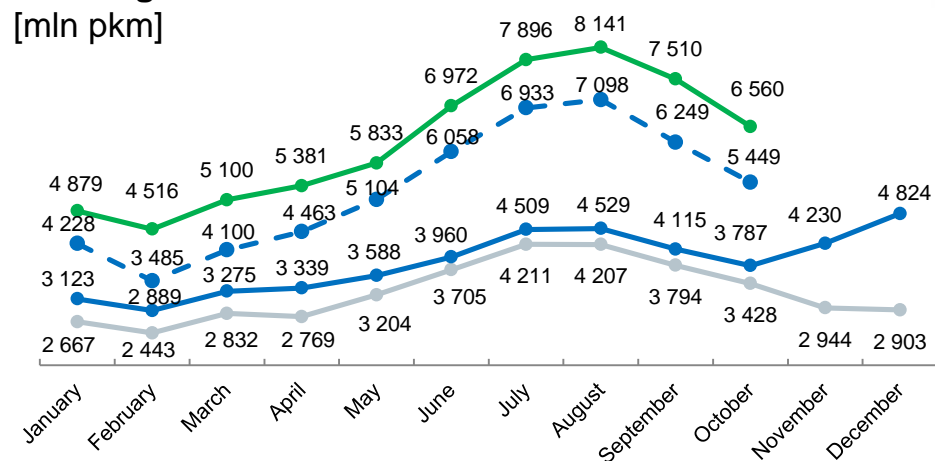
Seat load factor

[%]



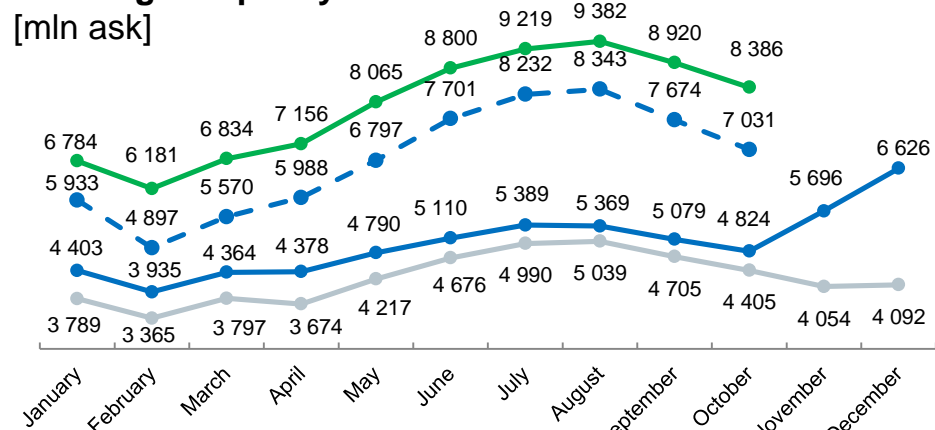
Passenger turnover

[mln pkm]



Passenger capacity

[mln ask]



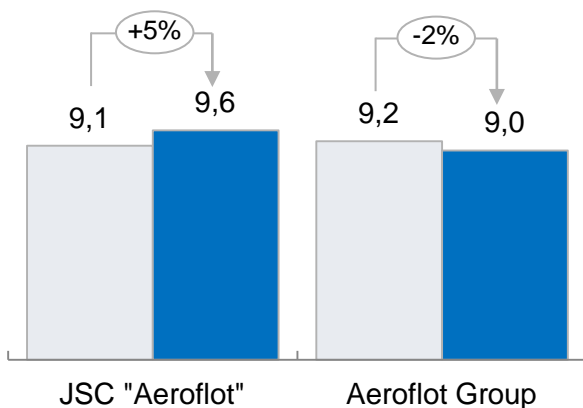
* Pro forma including results of integrated companies

— 2010 — 2011 — 2012 — 2011*

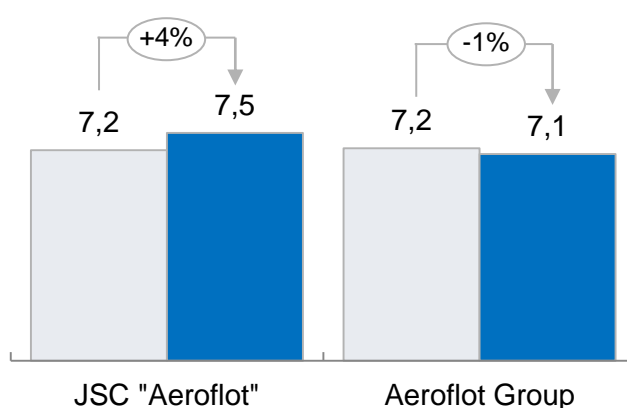
- The majority of operating indicators of the Group exceed prior year figures.
- The seat load factor during June-September 2012 exceeded figures of the corresponding period in 2011 by 2-3 p.p.
- In October 2012 pressure on the seat load factor was caused by delivery of four new aircraft (2 Airbus A330, 1 A321 and 1 SSJ-100) in September - October and seasonal factor.

Revenue rates

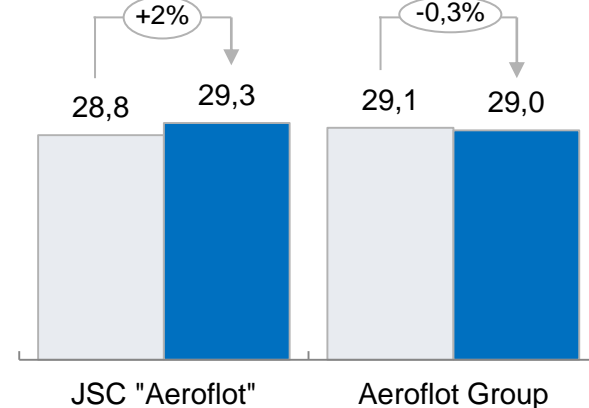
Yield: PAX revenue / RPK
[US cents / pkm.]



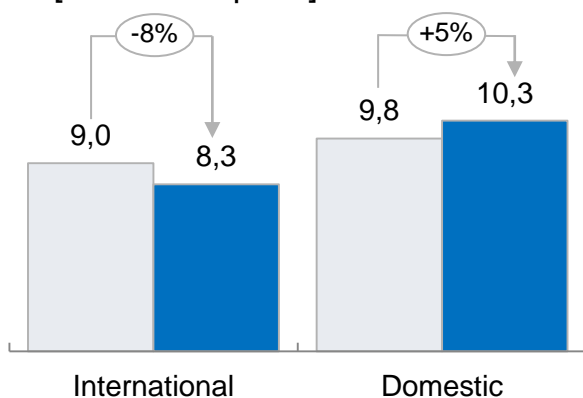
RASK: PAX revenue / ASK
[US cents / ask.]



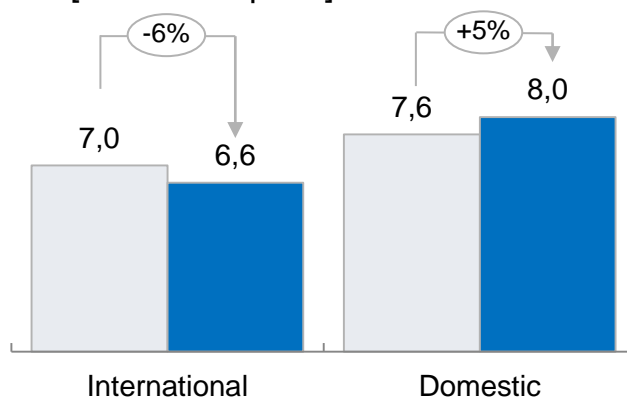
Cargo yield: Cargo revenue / CTk
[US cents / tkm.]



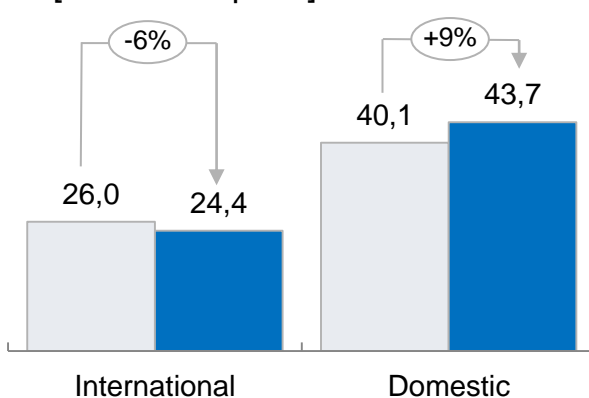
Yield of the Group
[US cents / pkm.]




RASK of the Group
[US cents / pkm.]



Cargo yield of the Group
[US cents / pkm.]

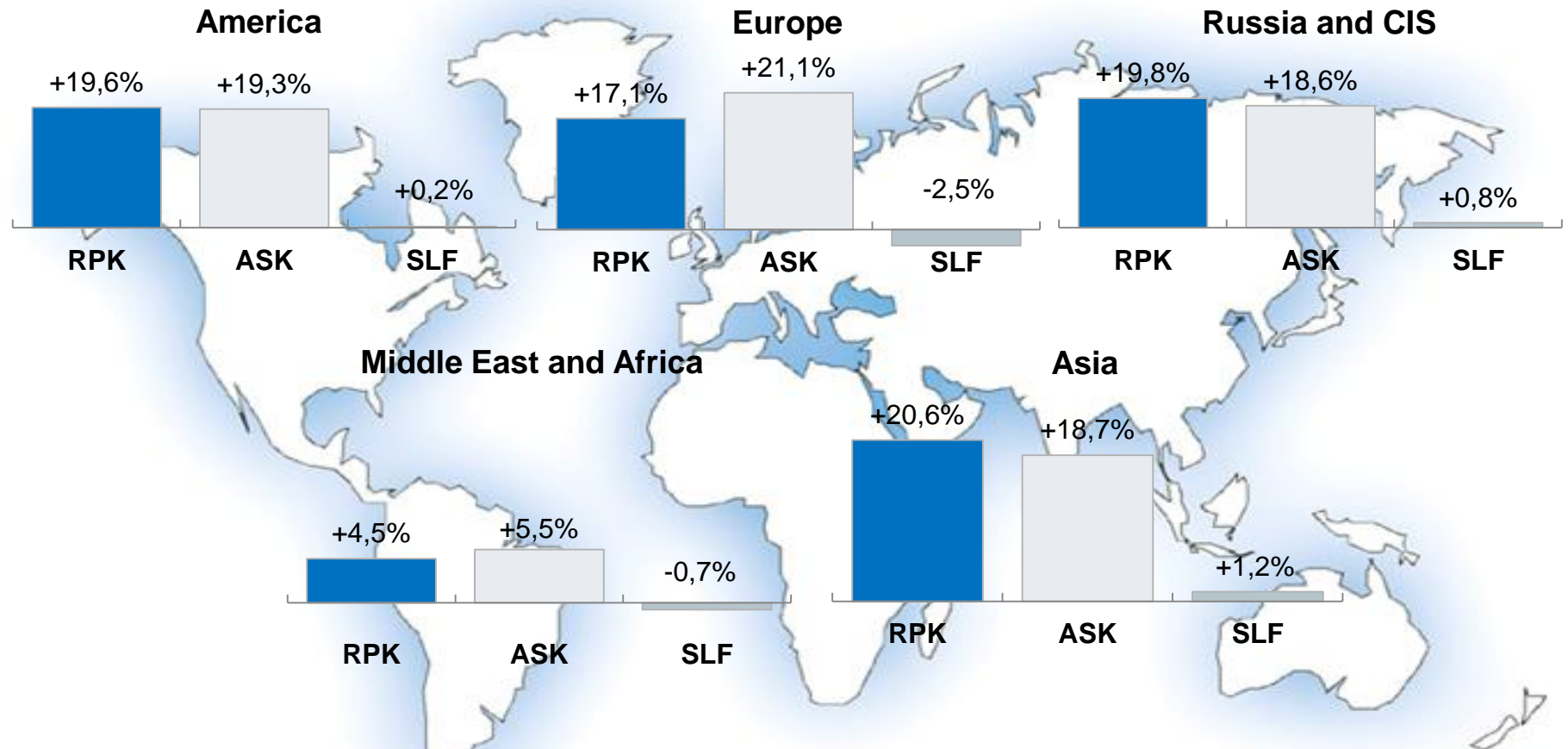


 9 months of 2011
  9 months of 2012

In the first 9 months of 2012 revenue rates of JSC "Aeroflot" increased, confirming growth in demand for Company's services on passenger transportation market. Revenue rates of Aeroflot Group increased on domestic routes and decreased on international routes.

JSC “Aeroflot” operating indicators dynamics by region

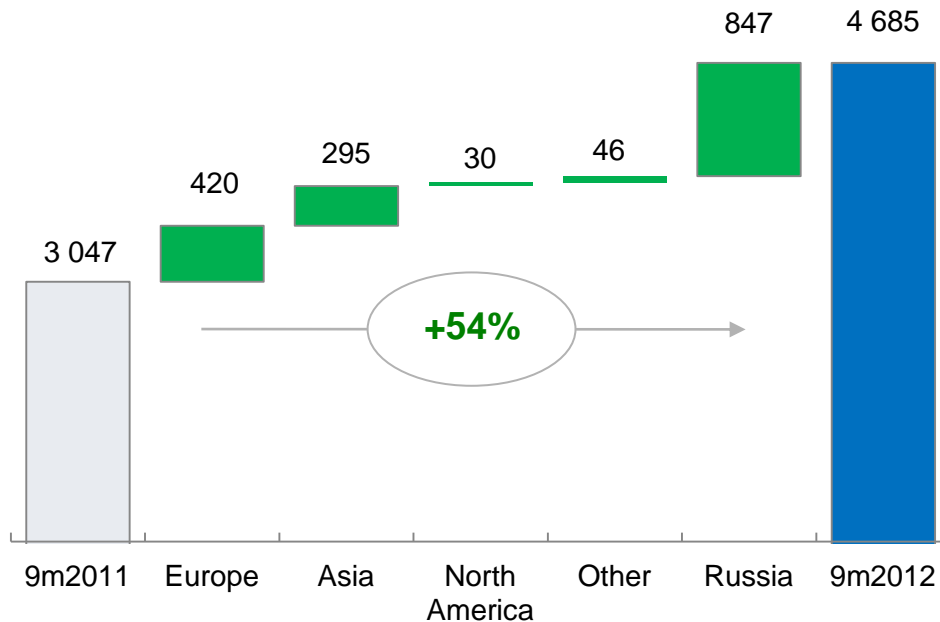
[%, 9m2012 vs 9m2011]



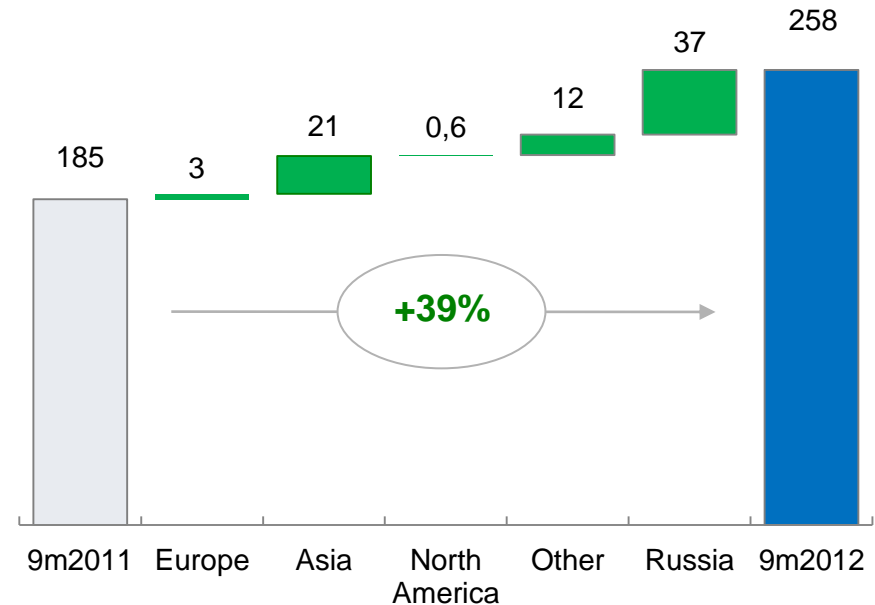
- Following the approved strategy of strengthening positions on domestic routes and popular tourist destinations, Aeroflot significantly increased its long-haul transportation capacities. The largest growth was demonstrated in America, Europe, Asia, Russia and CIS.

Traffic revenue of Aeroflot Group from scheduled flights by region

Revenue from scheduled passengers carriages
[\$ mln.]



Revenue from scheduled cargo carriages
[\$ mln.]



- The substantial growth in revenue from scheduled passenger carriages is primarily secured by higher volume of passenger carriages following the consolidation of acquired airlines.
- The main drivers of passenger carriages volume growth of the Group are Russia, Asia and Europe.

Table of contents

1.Introduction

2.Market position of the Group

3.Operating highlights

4.Financial results

5.Conclusions

6.Appendix

Key financials

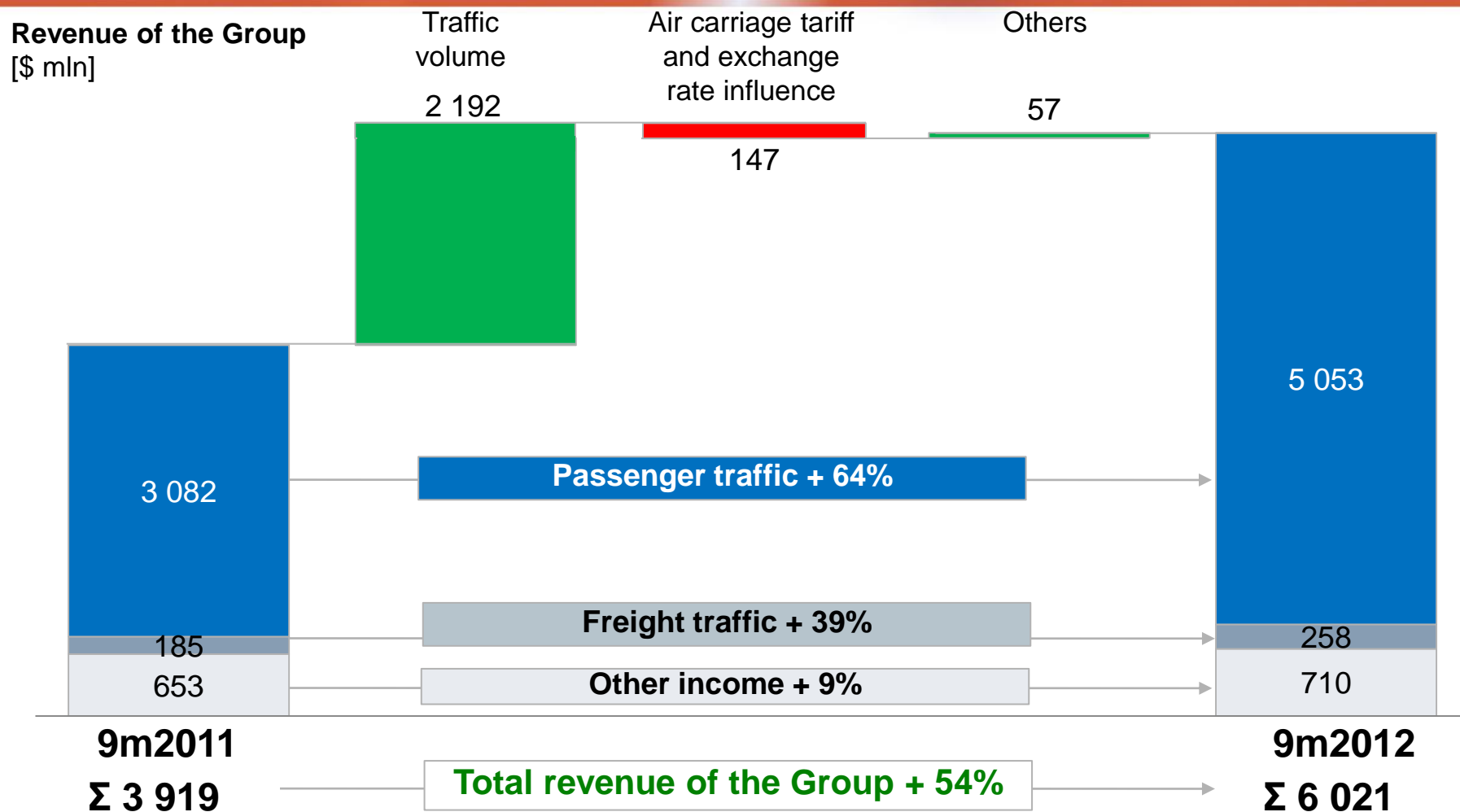
Index	unit	JSC "Aeroflot"			Aeroflot Group		
		9M2011	9M2012	change	9M2011	9M2012	change
Revenue	\$ mln.	3 560	4 396	23%	3 919	6 021	54%
Operating costs	\$ mln.	3 031	3 914	29%	3 455	5 596	62%
EBITDAR*	\$ mln.	910	922	1%	912	1 069	17%
EBITDA**	\$ mln.	669	649	-3%	653	655	0%
Operating income	\$ mln.	529	482	-9%	464	425	-8%
Net income	\$ mln.	472	367	-22%	384	296	-23%
EBITDAR margin	%	26%	21%	-5 p.p.	23%	18%	-5 p.p.
EBITDA margin	%	19%	15%	-4 p.p.	17%	11%	-6 p.p.

* EBITDAR = EBITDA + Operating lease expenses

** EBITDA = Operating income + Amortization + Customs duties

- Revenue of JSC "Aeroflot" for the first 9 months of 2012 increased by 23% compared to the first 9 months of 2011.
- Change in revenue and operating costs of JSC "Aeroflot" in the first 9 months of 2012 in comparison with the corresponding period of 2011 was caused by substantial income from disposal of investments in subsidiaries and affiliates in 2011.
- Negative impact on Group profitability was caused by consolidation of airlines purchased in 2011, which currently undergo changes in route networks and yet have not reached break-even point.
- Optimization of operating costs, namely administrative and staff costs, is planned in 2013 in order to improve financial results.

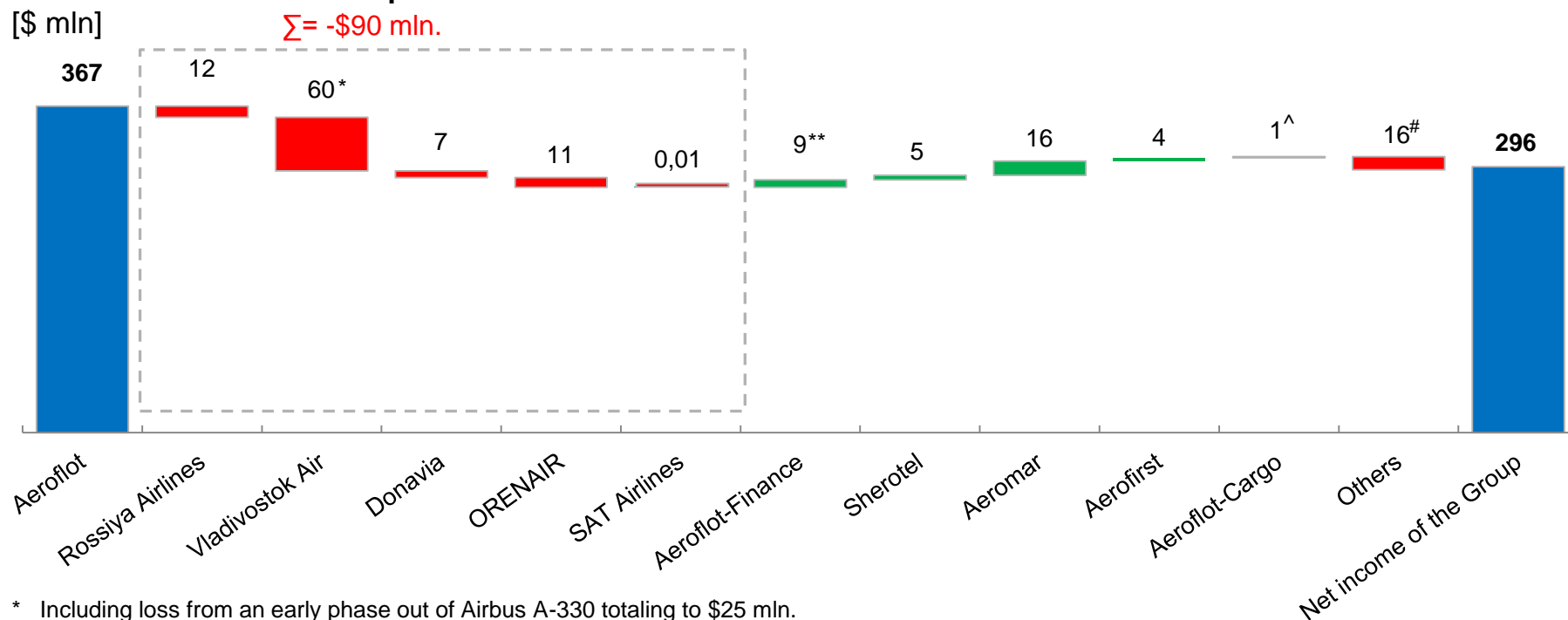
Group's revenue factorial analysis



The substantial increase in Aeroflot Group's revenue was caused primarily by the growing volume of carriage due to consolidation of purchased airlines' assets and optimization of route network of JSC "Aeroflot".

Structure of the Group's net income

Elements of Aeroflot Group's net income



* Including loss from an early phase out of Airbus A-330 totaling to \$25 mln.

** Including income from sale of stakes in OJSC "Rossiya airlines", JSC "SAT Airlines", JSC "ORENAIR" to JSC "Aeroflot"

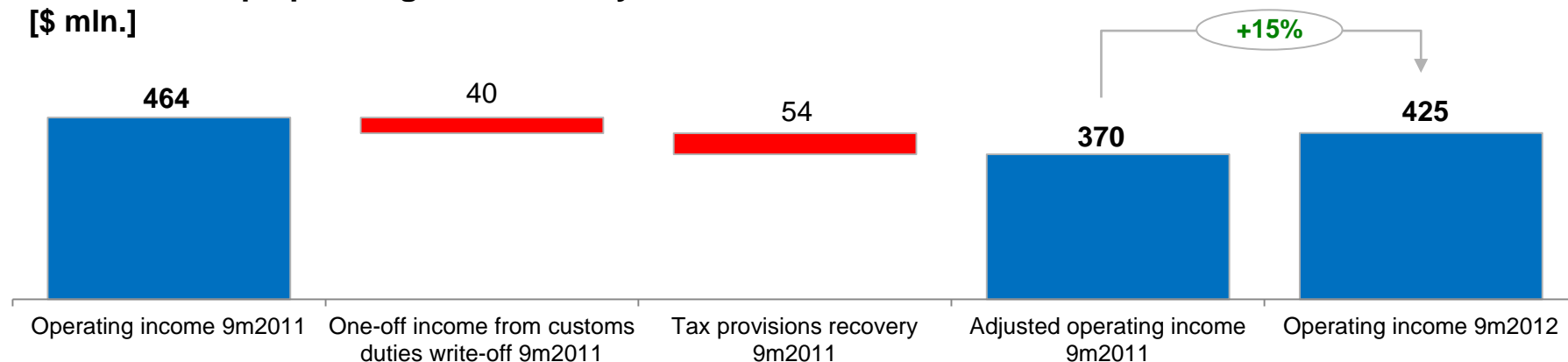
^ Income of Aeroflot-Cargo from sale of the trademark to Aeroflot including the effect of elimination.

Including minority stake, associated companies' result, elimination of intragroup balance and result from disposal of companies

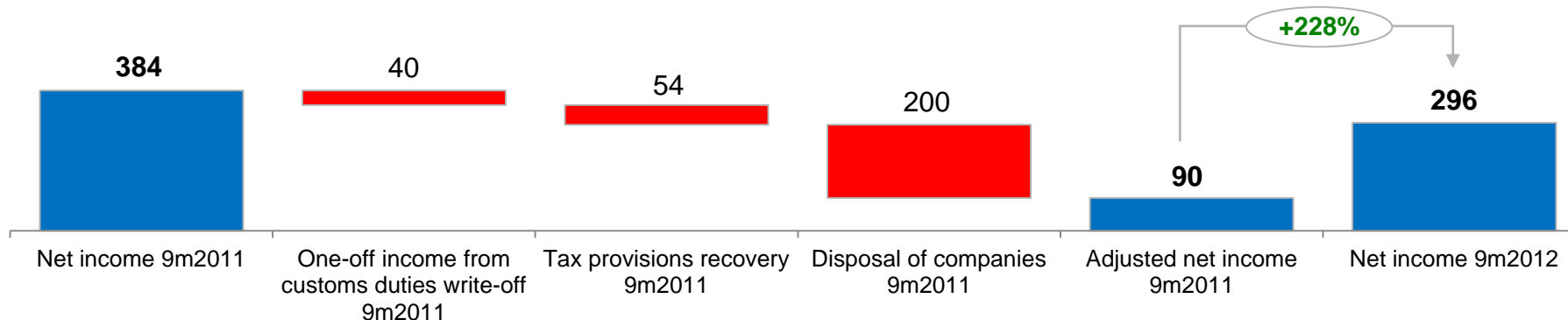
- The total loss of OJSC "Rossiya airlines", JSC "Vladivostok Air", JSC "Donavia" and JSC "ORENAIR" amounted to \$90 mln. Currently integrated companies undergo cost-cutting procedures and activities to reach break-even point at the operating income level.
- Aeromar and Sherotel remain profitable. Aerofirst also showed positive financial results at net income level.

Operating and net income of the Group adjusted for one-off items

Aeroflot Group operating income analysis 9m2012 to 9m2011 [\$ mln.]



Aeroflot Group net income analysis 9m2012 to 9m2011 [\$ mln.]

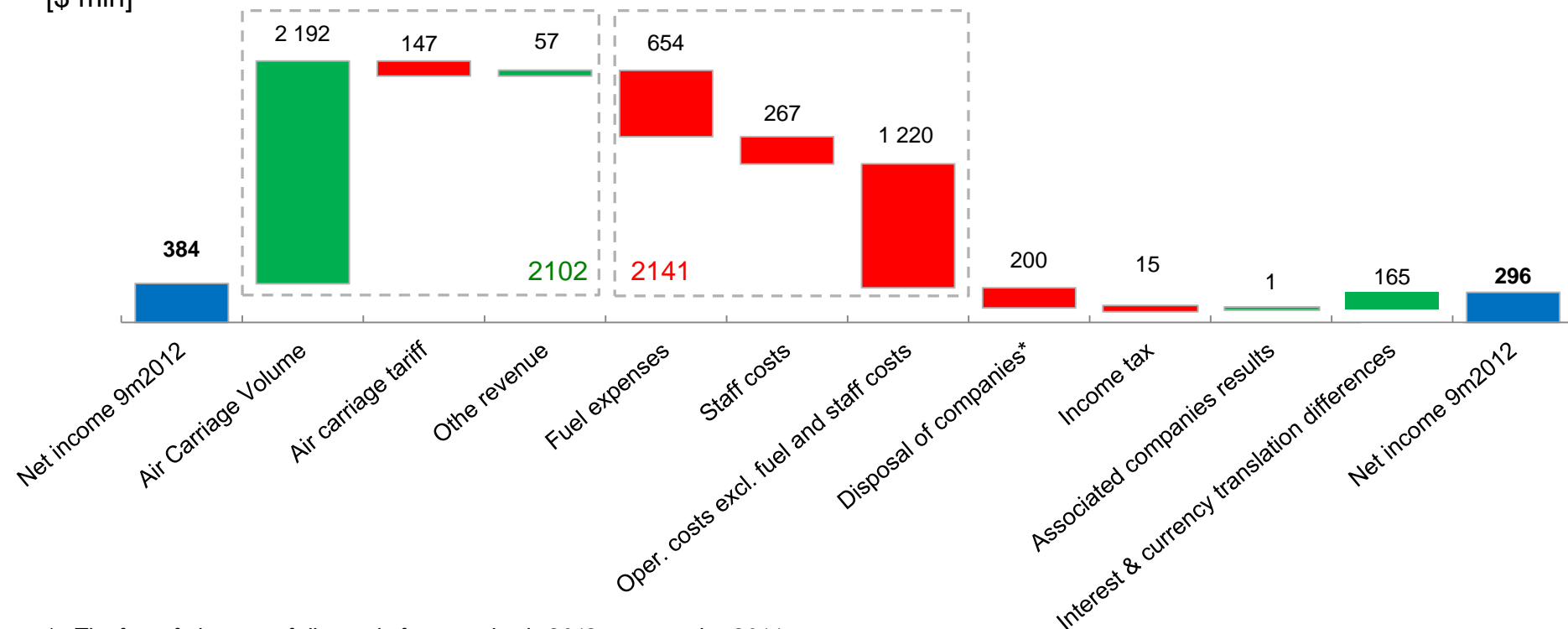


Operating and net income of Aeroflot Group in the first 9 months of 2012 compared to the first 9 months of 2011 excluding one-off items rose by 15% and 228% respectively.

Factorial analysis of the Group's net income

Adjustments to the Group's net income

[\$ mln]



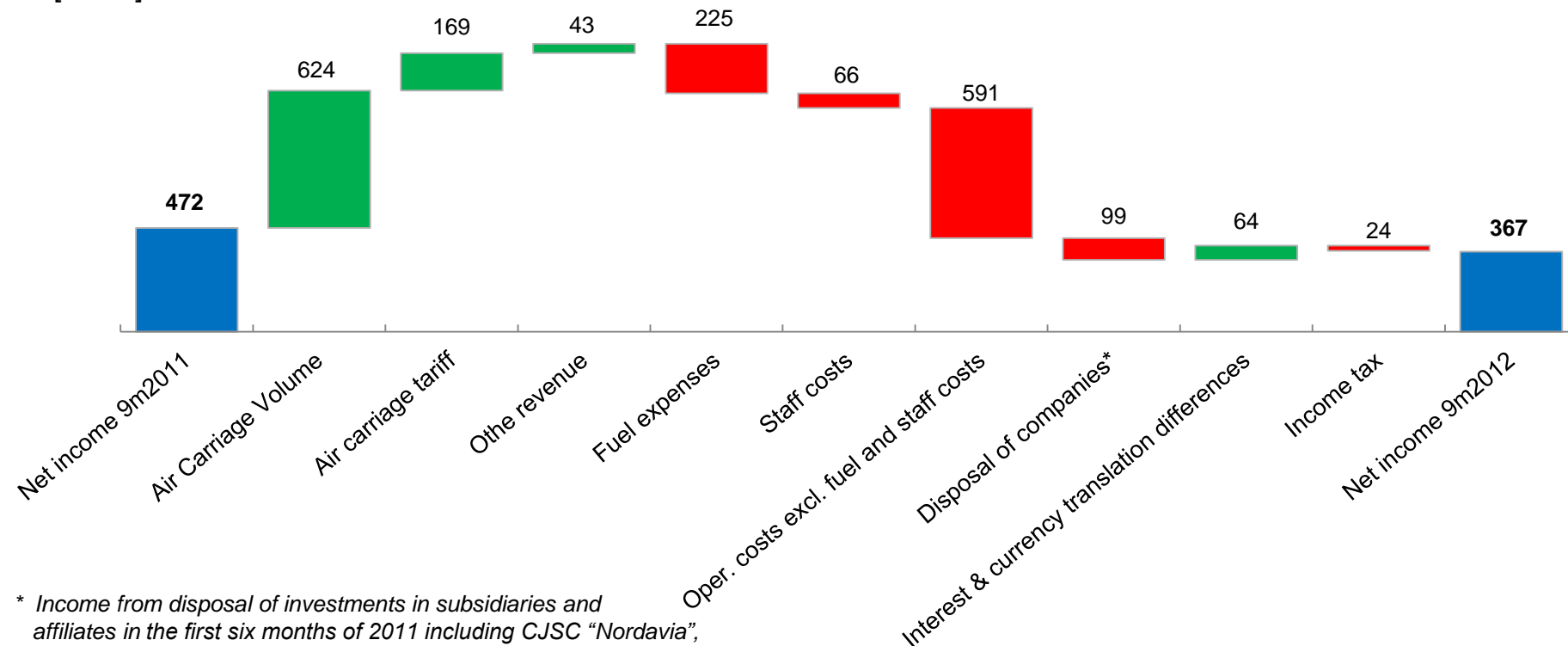
* The fact of absence of disposal of companies in 2012 compared to 2011.

** Including effect from lower interest expenses following Terminal deconsolidation.

- Substantial increase in revenue and operating costs of the Group was caused by consolidation of purchased subsidiary companies' assets.
- Lower net income of the Group in the first 9 months of 2012 in comparison to the corresponding period of 2011 was caused by substantial income from disposal of investments in subsidiaries and affiliates in 2011 (CJSC "Nordavia", "Moscow" Insurance Company" and "TZK "Sheremetyevo"). Also positive influence was caused by positive currency translation differences.

Factorial analysis of the net income of JSC “Aeroflot”

Adjustments to the net income of JSC “Aeroflot” [\$ mln]

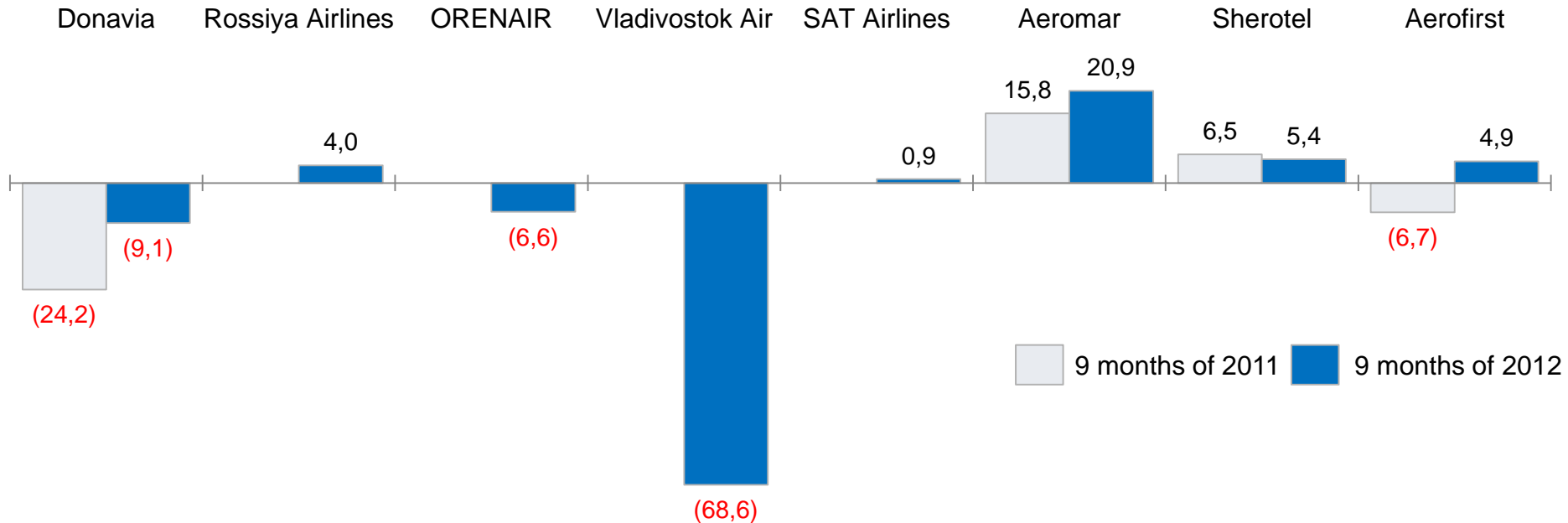


* Income from disposal of investments in subsidiaries and affiliates in the first six months of 2011 including CJSC “Nordavia”, “Moscow” Insurance Company and “TZK “Sheremetyevo”

- The main factor which positively influenced increase in income was higher volume of carriage.
- Higher volume of carriage also resulted in increase in fuel, passenger services, maintenance, aircraft and traffic servicing expenses.
- Changes in net income of JSC “Aeroflot” in the first 9 months of 2012 in comparison to the corresponding period of 2011 was caused by substantial income from disposal of investments in subsidiaries and affiliates in 2011 as well as operating income related to exemption from customs duties and changes in reserves. Positive influence was caused by positive currency translation differences.

Operating income of the main subsidiaries

Operating income / loss of the subsidiaries [\$ mln]

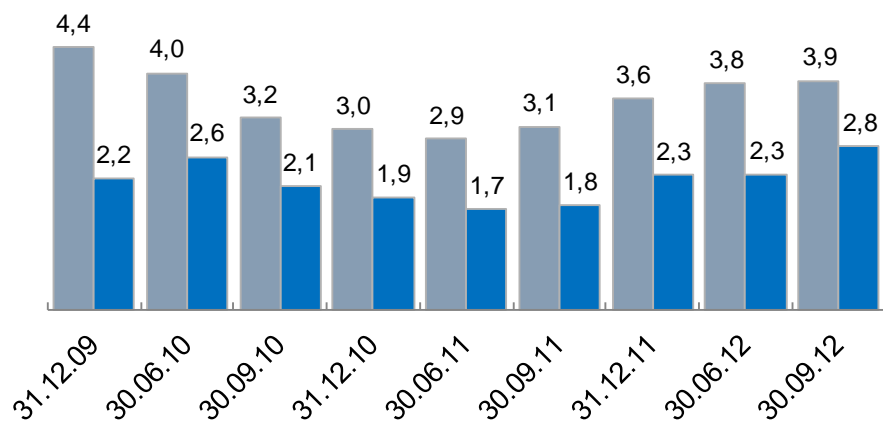


- JSC "ORENAIR" and JSC "Vladivostok Air" registered operating losses for the first 9 months of 2012.
- Donavia lowered operating loss from \$24.2 mln. to \$9.1 mln.
- Aeromar and Sherotel continue to deliver positive profitability, Aerofirst reached break-even point at the operating income level in the first 9 months of 2012.

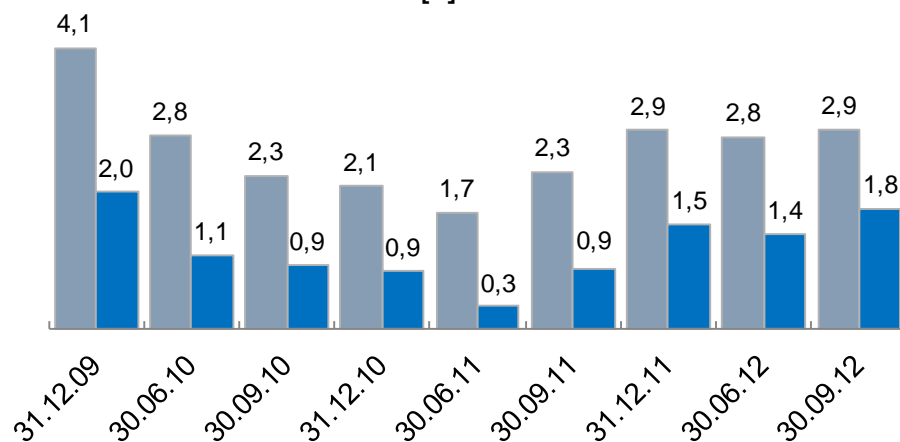
Debt leverage of Aeroflot Group

Indicators	unit	JSC "Aeroflot"			Aeroflot Group		
		31.12.11	30.09.12	change	31.12.11	30.09.12	change
Borrowings	\$ mln.	513	446	-13%	767	656	-14%
Finance lease liabilities	\$ mln.	897	1 212	35%	1 500	1 809	21%
Pension liabilities	\$ mln.	12	14	17%	12	14	17%
Customs duties	\$ mln.	2	-	-100%	18	18	0%
Total debt	\$ mln.	1 424	1 672	17%	2 297	2 496	9%
Cash and short term investments	\$ mln.	456	600	32%	414	603	46%
Net Debt	\$ mln.	968	1 072	11%	1 883	1 893	1%

TOTAL DEBT / EBITDA* [x]



NET DEBT / EBITDA* [x]



* EBITDA = Operating profit + DD&A + Customs duties
For 6 and 9 months indicators EBITDA is annualized.

Aeroflot Group
 JSC "Aeroflot"

- The debt leverage of JSC "Aeroflot" and the Group increased by 17% and 9% respectively. Also due to increase in cash positions and higher level of investments increase in net debt of both JSC "Aeroflot" and the Group was less significant: 11% and 1% respectively.
- Total debt / EBITDA ratio increased to 2.8 and 3.9 at JSC "Aeroflot" and at the Group level respectively. Net debt / EBITDA ratio to 1.8 and 2.9 at JSC "Aeroflot" and at the Group level respectively.

Aeroflot Group in comparison with foreign competitors

		AEROFLOT Russian Airlines			Lufthansa			AIRFRANCE KLM		
Indicators	unit	9m2011*	9m2012*	change	9m2011*	9m2012*	change	9m2011*	9m2012*	change
Financial indicators										
Revenue	\$ mln.	3 919	6 021	54%	31 199	29 222	-6%	25 837	24 744	-4%
EBITDA**	\$ mln.	629	622	-1%	2 727	2 622	-4%	1 528	1 379	-10%
Net income	\$ mln.	384	296	-23%	437	585	34%	-766	-1 256	-64%
Total Debt***	\$ mln.	2 212	2 465	11%	8 298	9 151	10%	14 333	13 664	-5%
Operating indicators										
Passenger turnover	bln.pkm	33	56	70%	158	157	-1%	165	170	3%
Passenger capacity	bln.ask	43	71	65%	203	198	-2%	201	203	1%
Seat load factor	%	78%	79%	+1 p.p.	78%	79%	+1 p.p.	82%	84%	+2 p.p.

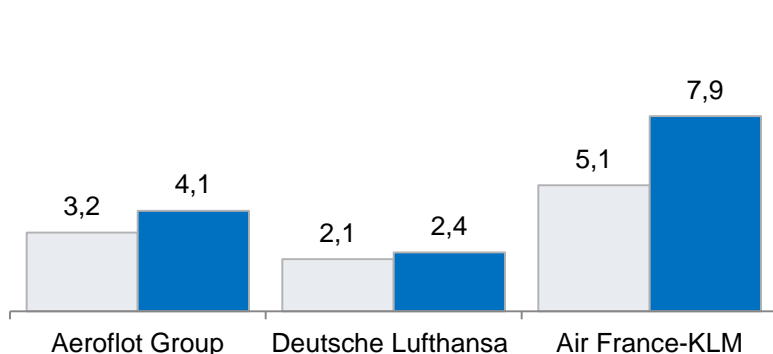
Source: Bloomberg

* Financial and operating indicators for the period from January, 1 till September, 30

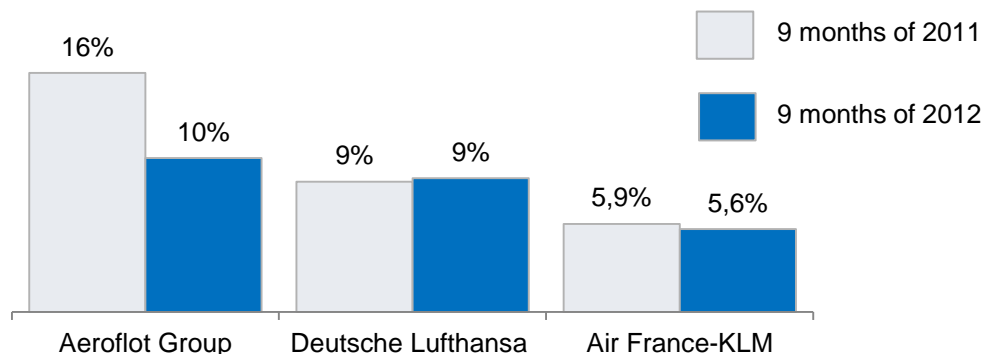
** EBITDA = Operating income + DD&A

*** Total Debt = Borrowings + Financial lease liabilities

Total Debt / EBITDA [x]



EBITDA margin [%]



- Revenue of the Group increased by 54% due to consolidation of Rostekhnologii airline assets. Lufthansa and Air France demonstrated decline of revenue. Moreover Aeroflot Group consistently demonstrates one of the highest EBITDA margins.
- Operating indicators of the Group rose at substantially higher growth rates than those of European competitors.

Table of contents

1.Introduction

2.Market position of the Group

3.Operating highlights

4.Financial results

5.Conclusions

6.Appendix

Conclusions

- In the first 9 months of 2012 the main operating indicators increased compared to the corresponding period of previous year.
- Passenger traffic increased due to optimization of Aeroflot route network and consolidation of OJSC “Rossiya airlines”, JSC “SAT Airlines”, JSC “ORENAIR”, JSC “Vladivostok Air” assets.
- Revenue of the Group increased by 54%. Higher revenue from scheduled passenger flights was driven by increase in volume of carriage of the Group in Europe, Asia and Russia.
- Lower net income of the Group in the first 9 months of 2012 in comparison to the corresponding period of 2011 was caused by substantial income from disposal of investments in subsidiaries and affiliates in 2011 (CJSC “Nordavia”, “Moscow” Insurance Company” and “TZK “Sheremetyevo”).
- Total debt / EBITDA ratio of the Group remains at a stable level of 3.9. The debt / EBITDA ratio of JSC “Aeroflot” increased to 2.8. Net debt / EBITDA ratio increased to 1.8 and 2.9 at JSC “Aeroflot” standalone and at the Group level respectively.

Table of contents

1.Introduction

2.Market position of the Group

3.Operating highlights

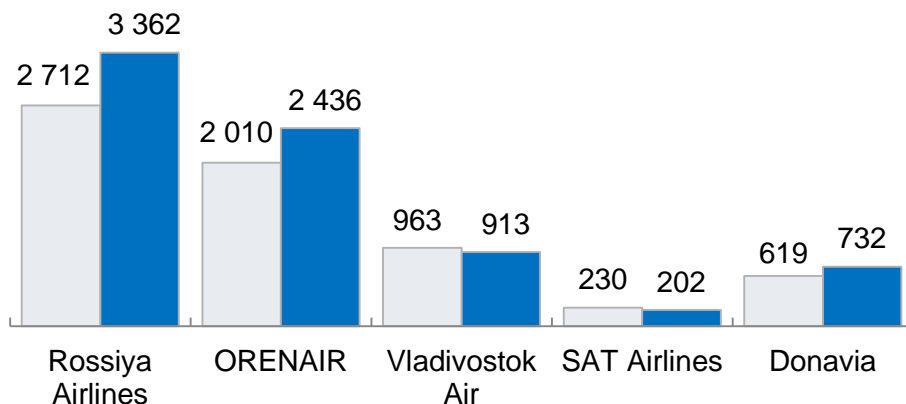
4.Financial results

5.Conclusions

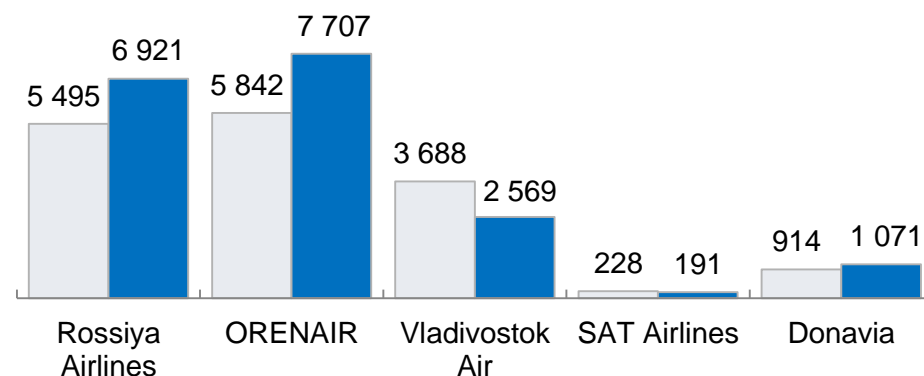
6.Appendix

Key operating indicators of subsidiary airlines

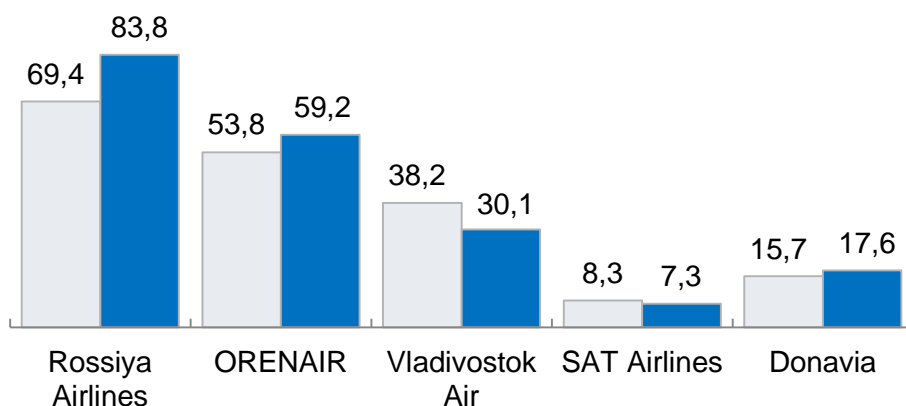
Passenger traffic [th. pax.]



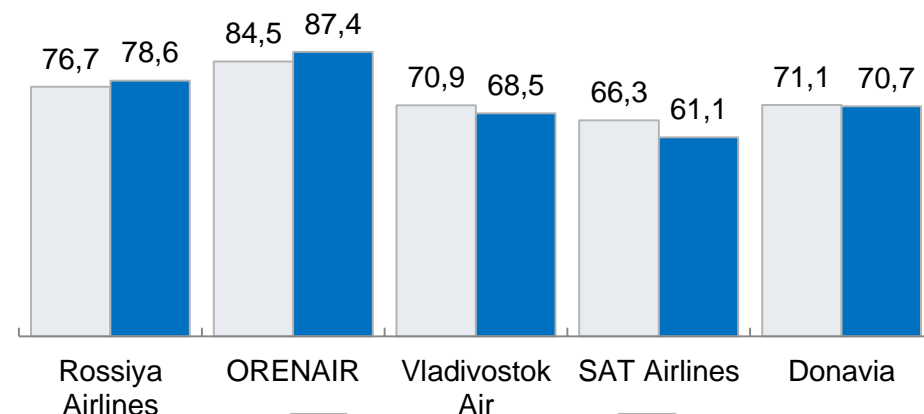
Passenger turnover [mln. pkm.]



Flight hours [th. hrs]



Seat load factor [%]



9 months of 2011 9 months of 2012

In the first 9 months of 2012 all subsidiaries except SAT Airlines and Vladivostok Air showed increase in passenger traffic. Increase in operating indicators of Rossiya airlines is worth highlighting, passenger traffic rose by 24%, passenger turnover – by 26%.

Key operating indicators of subsidiary airlines

Indicator	Period	Rossiya airlines	ORENAIR	Vladivostok Air	SAT Airlines	Donavia	Total
Passenger traffic (th. pax)	Factual data for 9m2012	3 362	2 436	913	202	732	7 645
	Factual data for 9m2011	2 712	2 010	963	230	619	6 534
	Change, %	24%	21%	-5%	-12%	18%	17%
Passenger turnover (mln.pkm)	Factual data for 9m2012	6 921	7 707	2 569	191	1 071	18 459
	Factual data for 9m2011	5 495	5 842	3 688	228	914	16 167
	Change, %	26%	32%	-30%	-16%	17%	14%
Seat load factor, %	Factual data for 9m2012	78,6	87,4	68,5	61,1	70,7	
	Factual data for 9m2011	76,7	84,5	70,9	66,3	71,1	
	Change, p.p.	1,9 p.p.	2,9 p.p.	-2,4 p.p.	-5,2 p.p.	-0,4 p.p.	
Flight hours, hrs	Factual data for 9m2012	83 776	59 167	30 113	7 294	17 550	197 900
	Factual data for 9m2011	69 417	53 774	38 229	8 307	15 706	185 433
	Change, %	21%	10%	-21%	-12%	12%	7%
Revenue*, \$ mln.	Factual data for 9m2012	703	410	270	72	149	1 604
Net profit/loss*, \$ mln.	Factual data for 9m2012	-12	-11	-60	0	-7	-90

* According to IFRS

Operating indicators

Indicator	Unit	JSC "Aeroflot"			Aeroflot Group		
		9m2011	9m2012	change	9m2011	9m2012	change
Passenger turnover	mln. pkm	31 552	37 771	20%	33 327	56 229	69%
International routes		21 728	26 023	20%	22 293	37 606	69%
Domestic routes		9 824	11 748	20%	11 035	18 624	69%
Passenger capacity	mln. ask	40 225	48 134	20%	42 817	71 341	67%
International routes		27 953	33 704	21%	28 702	47 296	65%
Domestic routes		12 272	14 429	18%	14 115	24 045	70%
Tonne-kilometers	mln. tkm	3 469	4 225	22%	3 634	5 951	64%
International routes		2 453	3 014	23%	2 504	4 065	62%
Domestic routes		1 017	1 210	19%	1 131	1 886	67%
Passenger traffic	th. pax	10 541	13 292	26%	11 769	20 938	78%
International routes		6 600	8 069	22%	6 909	12 181	76%
Domestic routes		3 940	5 224	33%	4 860	8 757	80%
Cargo and mail carried	tonnes	111 927	141 822	27%	115 525	163 685	42%
International routes		84 063	109 137	30%	84 348	113 157	34%
Domestic routes		27 864	32 684	17%	31 177	50 528	62%
Seat load factor	%	78,4%	78,5%	0,1 p.p.	77,8%	78,8%	1 p.p.
International routes		77,7%	77,2%	-0,5 p.p.	77,7%	79,5%	1,8 p.p.
Domestic routes		80,1%	81,4%	1,3 p.p.	78,2%	77,5%	-0,7 p.p.
Flight hours	hours	291 343	343 304	18%	327 077	541 205	65%

- In the first 9 months of 2012 Aeroflot demonstrated positive dynamics of the main operating indicators compared to the first 9 months of 2011.
- Substantial increase in operating indicators of the Group was caused by consolidation of Rostekhnologii airline assets.