
Operating Evolution

The load factor improved by 3.0 points reaching 79.0%, a record level for December in Iberia's history. With a reduction of 6.4% in capacity, similar to that registered in the last three months, traffic decreased by 2.7%, thanks to the positive evolution of demand on intercontinental flights. Unit revenues also recovered, although standing below last year's figures.

In the **long haul** the load factor improved by 3.5 points standing at 85.0%. Traffic, measured in revenue passenger kilometres (RPK) was similar to the previous year (-0.2%), while capacity went down 4.3%. For the first time in the year the number of Business Plus passengers was higher than the figure of 2008 (+0.4%). In Latin America the load factor improved by 3.1 points reaching 85.3%, as ASK dropped by 3.5% and traffic remained stable (+0.1%). In the North Atlantic the load factor improved by 5.3 points, to 83.9%, as traffic decreased (-1.3%) in a lower proportion than capacity (-7.5%); this drop in ASK was due to adjustments in some routes and the use of smaller aircraft in some flights.

In **Europe** the load factor went up 3.2 points, to 69.5%, decreasing traffic by 9.9%, while ASK reduced by 14.1%, due to the adjustments made in some point to point routes. In European flights to/from Madrid, the decreases in traffic and capacity were lower (-4.7% and -8.3% respectively), improving the load factor by 2.6 points. In **Africa and the Middle East** traffic grew by 3.4%, against a 4.8% drop in capacity, standing the load factor at 73.6%, 5.8 points above the previous year.

The **domestic** load factor stood at 66.7% (-1.9 points), as capacity went down 3.6% and traffic dropped by 6.3%; flights between the mainland and the Canary Islands registered the worst performance.

In the **accumulated 2009**, the load factor stood at 79.8%, decreasing slightly (-0.2 points) as capacity and traffic fell proportionally (-6.0% and -6.2% respectively).

Highlights

- Iberia has collaborated with the Ministry of Public Works in the rescue plan to help the passengers affected by the collapse of Air Comet. Thus, Iberia has flown most of the passengers that were going to fly with that airline in the 10 last days of the year through the utilization of 4 special aircraft and adding more seats in its regular flights. Additionally, Iberia is now offering heavily discounted one-way fares valid until January 31.
- Iberia will increase capacity to several Latin American destinations as from mid January: 4 frequencies to Lima, reaching 11 weekly direct flights from Madrid; 3 flights to Buenos Aires in addition to the current 14 offered per week; and 3 weekly flights to Quito under code sharing with Lan (member of **oneworld**). Besides, in routes to Havana and Bogota Iberia will use bigger aircraft. Also as from June 2010, 3 weekly frequencies will be added to Bogota and 5 more as from October.
- In December 15, the Company and the Presidency Ministry signed an agreement for which Iberia has become the official carrier of the Spanish presidency of the EU, and will display its logo on the entire Iberia fleet.



	December			Accumulated		
	2009	2008	%	2009	2008	%
ASK (million)	4.873	5.206	-6,4	62.158	66.098	-6,0
Domestic	654	679	-3,6	8.492	9.546	-11,0
Medium Haul	1.159	1.330	-12,8	15.643	17.223	-9,2
Europe	989	1.151	-14,1	13.586	15.192	-10,6
Africa* and Middle East	170	179	-4,8	2.057	2.031	1,3
Long Haul	3.060	3.198	-4,3	38.023	39.330	-3,3
RPK (million)	3.851	3.956	-2,7	49.612	52.885	-6,2
Domestic	437	466	-6,3	6.091	6.810	-10,6
Medium Haul	812	884	-8,1	11.823	12.584	-6,0
Europe	687	762	-9,9	10.314	11.049	-6,7
Africa* and Middle East	125	121	3,4	1.510	1.535	-1,6
Long Haul	2.602	2.606	-0,2	31.698	33.490	-5,4
Load factor (%)	79,0	76,0	3,0 p.p.	79,8	80,0	-0,2 p.p.
Domestic	66,7	68,6	-1,9 p.p.	71,7	71,3	0,4 p.p.
Medium Haul	70,1	66,5	3,6 p.p.	75,6	73,1	2,5 p.p.
Europe	69,5	66,2	3,2 p.p.	75,9	72,7	3,2 p.p.
Africa* and Middle East	73,6	67,8	5,8 p.p.	73,4	75,6	-2,2 p.p.
Long Haul	85,0	81,5	3,5 p.p.	83,4	85,2	-1,8 p.p.

- Excluding South Africa