

# Aer Lingus Group plc

ISE: EIL1

LSE: AERL

## Traffic Statistics – April 2009

**Dublin & London, 8 May 2009:** Aer Lingus Group plc (“Aer Lingus”), today announced traffic statistics for the month of April 2009.

Aer Lingus’ total passenger numbers increased by 10.9% to 945,000 in April 2009 compared to April 2008, being a 13.2% increase on short haul and a 5.8% reduction on long haul.

Aer Lingus’ overall load factor in the month increased by 4.1 points versus April 2008. Short haul load factor was 77.5%, which was 3.2 points up on 2008, while capacity increased by 8.4% year on year. Long haul load factor was 70.4%, which was up 4.3 points versus 2008, with capacity decreasing by 14.9%.

Detailed traffic statistics are set out on the following page.

For further information please visit [www.aerlingus.com](http://www.aerlingus.com) or contact:

Olwyn Kelly  
Aer Lingus  
Tel: +353 1 886 3038  
Email: [investor.relations@aerlingus.com](mailto:investor.relations@aerlingus.com)

Anne-Marie Curran/ Billy Murphy  
Drury Communications  
Tel: +353 1 260 5000  
+353 87 2864079 (AMC)  
+353 87 2313085 (BM)  
Email: [acurran@drurycom.com](mailto:acurran@drurycom.com)

Aer Lingus Scheduled Traffic Statistics						
	April			Year -To -Date		
	2009	2008	Change %	2009	2008	Change %
<b>* Passengers (thousands)</b>						
Short-haul	847	748	13.2	2,802	2,835	(1.2)
Long-haul	98	104	(5.8)	327	372	(12.1)
Total	945	852	10.9	3,129	3,207	(2.4)
<b>* Revenue Passenger Kilometres (RPKs) (millions)</b>						
Short-haul	888	785	13.1	2,856	2,814	1.5
Long-haul	534	590	(9.5)	1,792	2,114	(15.2)
Total	1,422	1,375	3.4	4,648	4,928	(5.7)
<b>Available Seat Kilometres (ASKs) (millions)</b>						
Short-haul	1,146	1,057	8.4	3,826	3,864	(1.0)
Long-haul	759	892	(14.9)	2,646	3,237	(18.3)
Total	1,905	1,949	(2.3)	6,472	7,101	(8.9)
<b>** Passenger load factor (%)</b>			% Points			
Short-haul	77.5	74.3	3.2	74.6	72.8	1.8
Long-haul	70.4	66.1	4.3	67.7	65.3	2.4
Total	74.6	70.5	4.1	71.8	69.4	2.4
Detailed traffic statistics may be subject to change						

#### **Notes**

\* Earned seats and earned revenue passenger kilometres includes seats and passenger kilometres that are sold regardless of whether the passenger shows for a flight, as once a flight has departed the customer is generally not entitled to change flights or obtain a refund. Prior year numbers have been restated to reflect this methodology.

\*\* Earned revenue passenger kilometres as a percentage of available seat kilometres.

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