

**UAL CORPORATION AND SUBSIDIARY COMPANIES**  
**STATEMENTS OF CONSOLIDATED OPERATIONS (UNAUDITED)**

(In millions, except per share amounts)

(In accordance with GAAP)	Three Months Ended September 30,		%
	2008	2007	Increase/ (Decrease)
Operating revenues:			
Passenger - United Airlines	\$ 4,280	\$ 4,225	1.3
Passenger - Regional Affiliates	834	819	1.8
Cargo	219	198	10.6
Special operating items (Note 5)	-	45	(100.0)
Other operating revenues	232	240	(3.3)
	5,565	5,527	0.7
Operating expenses:			
Aircraft fuel (Notes 3 and 5)	2,461	1,324	85.9
Salaries and related costs (Note 5)	1,037	1,062	(2.4)
Regional affiliates (a)	882	751	17.4
Purchased services	327	344	(4.9)
Aircraft maintenance materials and outside repairs	256	295	(13.2)
Depreciation and amortization (Note 5)	234	245	(4.5)
Landing fees and other rent	222	201	10.4
Distribution expenses	181	211	(14.2)
Aircraft rent	115	102	12.7
Cost of third party sales	75	68	10.3
Other impairments and special items (Note 5)	(9)	(22)	(59.1)
Other operating expenses (Note 5)	275	290	(5.2)
	6,056	4,871	24.3
Earnings (loss) from operations	(491)	656	-
Other income (expense):			
Interest expense	(131)	(161)	(18.6)
Interest income	24	71	(66.2)
Interest capitalized	6	5	20.0
Miscellaneous, net (Note 5)	(186)	(6)	NM
	(287)	(91)	215.4
Earnings (loss) before income taxes and equity in earnings of affiliates	(778)	565	-
Income tax expense (Note 5)	2	232	(99.1)
Earnings (loss) before equity in earnings of affiliate:	(780)	333	-
Equity in earnings of affiliates, net of tax	1	1	-
Net income (loss)	\$ (779)	\$ 334	-
Earnings (loss) per share, basic	\$ (6.13)	\$ 2.82	
Earnings (loss) per share, diluted	\$ (6.13)	\$ 2.21	
Weighted average shares, basic	127.3	117.5	
Weighted average shares, diluted	127.3	154.1	

See accompanying notes.

(a) Regional affiliates expense includes regional aircraft rent expense. See Note 2 for more information.

NM Not meaningful.

**UAL CORPORATION AND SUBSIDIARY COMPANIES**  
**STATEMENTS OF CONSOLIDATED OPERATIONS (UNAUDITED)**

(In millions, except per share amounts)

(In accordance with GAAP)	<b>Nine Months Ended September 30,</b>		<b>% Increase/ (Decrease)</b>
	<b>2008</b>	<b>2007</b>	
Operating revenues:			
Passenger - United Airlines	\$ 11,924	\$ 11,457	4.1
Passenger - Regional Affiliates	2,346	2,298	2.1
Cargo	674	547	23.2
Special operating items (Note 5)	-	45	(100.0)
Other operating revenues	703	766	(8.2)
	15,647	15,113	3.5
Operating expenses:			
Aircraft fuel (Notes 3 and 5)	5,884	3,571	64.8
Salaries and related costs (Note 5)	3,262	3,149	3.6
Regional affiliates (a)	2,508	2,176	15.3
Purchased services (Note 5)	1,047	980	6.8
Aircraft maintenance materials and outside repairs	868	860	0.9
Depreciation and amortization (Note 5)	670	694	(3.5)
Landing fees and other rent	651	654	(0.5)
Distribution expenses	558	596	(6.4)
Aircraft rent	314	307	2.3
Cost of third party sales	204	238	(14.3)
Goodwill impairment (Note 5)	2,277	-	-
Other impairments and special items (Note 5)	214	(44)	-
Other operating expenses (Note 5)	816	831	(1.8)
	19,273	14,012	37.5
Earnings (loss) from operations	(3,626)	1,101	-
Other income (expense):			
Interest expense	(392)	(506)	(22.5)
Interest income	100	191	(47.6)
Interest capitalized	16	14	14.3
Miscellaneous, net (Note 5)	(177)	(7)	NM
	(453)	(308)	47.1
Earnings (loss) before income taxes and equity in earnings of affiliates	(4,079)	793	-
Income tax expense (benefit) (Note 5)	(30)	340	-
Earnings (loss) before equity in earnings of affiliates	(4,049)	453	-
Equity in earnings of affiliates, net of tax	4	3	33.3
Net income (loss)	\$ (4,045)	\$ 456	-
Earnings (loss) per share, basic	\$ (32.34)	\$ 3.82	
Earnings (loss) per share, diluted	\$ (32.34)	\$ 3.10	
Weighted average shares, basic	125.2	117.3	
Weighted average shares, diluted	125.2	153.5	

See accompanying notes.

(a) Regional affiliates expense includes regional aircraft rent expense. See Note 2 for more information.

NM Not meaningful.

**UAL CORPORATION AND SUBSIDIARY COMPANIES**  
**CONDENSED STATEMENTS OF CONSOLIDATED CASH FLOWS (UNAUDITED)**  
(In millions)

(In accordance with GAAP)	<b>Three Months Ended</b>		<b>%</b>	<b>Nine Months Ended</b>		<b>%</b>
	<b>September 30,</b>		<b>Increase/</b>	<b>September 30,</b>		<b>Increase/</b>
	<b>2008</b>	<b>2007</b>	<b>(Decrease)</b>	<b>2008</b>	<b>2007</b>	<b>(Decrease)</b>
Cash flows provided (used) by operating activities (a)	\$ (387)	\$ 342	-	\$ (250)	\$ 2,002	-
Cash flows provided (used) by investing activities						
Net (purchases) sales of short-term investments	-	(317)	(100.0)	2,295	(2,587)	-
Additions to property and equipment	(103)	(282)	(63.5)	(335)	(428)	(21.7)
Purchases of EETC securities	-	(76)	(100.0)	-	(76)	(100.0)
(Increase) decrease in restricted cash (b)	407	83	390.4	508	59	NM
Proceeds from asset sale leaseback	59	-	-	59	-	-
Proceeds from litigation on advance deposits	-	-	-	41	-	-
Proceeds from the sale of property and equipment	29	3	NM	43	14	207.1
Other, net	(13)	(13)	-	(35)	(39)	(10.3)
	<u>379</u>	<u>(602)</u>	-	<u>2,576</u>	<u>(3,057)</u>	-
Cash flows provided (used) by financing activities						
Repayment of Credit Facility	(9)	(9)	-	(18)	(995)	(98.2)
Repayment of other debt	(187)	(126)	48.4	(538)	(1,149)	(53.2)
Special distribution	(2)	-	-	(253)	-	-
Principal payments under capital leases	(9)	(12)	(25.0)	(209)	(60)	248.3
Decrease in capital lease deposits	-	-	-	154	-	-
Increase in deferred financing costs	(7)	(2)	250.0	(118)	(22)	436.4
Proceeds from issuance of secured notes	253	-	-	337	694	(51.4)
Other, net	1	5	(80.0)	(9)	18	-
	<u>40</u>	<u>(144)</u>	-	<u>(654)</u>	<u>(1,514)</u>	(56.8)
Increase (decrease) in cash and cash equivalents during the period	32	(404)	-	1,672	(2,569)	-
Cash and cash equivalents at beginning of the period	2,899	1,667	73.9	1,259	3,832	(67.1)
Cash and cash equivalents at end of the period	<u>\$ 2,931</u>	<u>\$ 1,263</u>	132.1	<u>\$ 2,931</u>	<u>\$ 1,263</u>	132.1

**Reconciliation of cash and cash equivalents to total cash and cash equivalents, short-term investments and restricted cash:**

	<b>As of</b>		<b>%</b>
	<b>September 30,</b>		<b>Increase/</b>
	<b>2008</b>	<b>2007</b>	<b>(Decrease)</b>
Cash and cash equivalents	\$ 2,931	\$ 1,263	132.1
Short-term investments	-	2,899	(100.0)
Restricted cash (b)	248	788	(68.5)
Total cash and cash equivalents, short-term investments and restricted cash (b)	<u>\$ 3,179</u>	<u>\$ 4,950</u>	(35.8)

(a) See Note 5[h] for the Company's computation of free cash flow

(b) Restricted cash for workers' compensation obligations decreased due to the posting of letters of credit and restricted cash for credit card ticket sales reserves decreased due to an amendment with the Company's largest credit card processor.

NM Not meaningful.

**CONSOLIDATED NOTES (UNAUDITED)**

- (1) UAL Corporation ("UAL" or the "Company") is a holding company whose principal subsidiary is United Air Lines, Inc. ("United"). On December 9, 2002, UAL, United and twenty-six direct and indirect wholly-owned subsidiaries filed Chapter 11 petitions for relief in the U.S. Bankruptcy Court for the Northern District of Illinois. On February 1, 2006 (the "Effective Date"), the Company emerged from Chapter 11. In connection with its emergence from Chapter 11 bankruptcy protection, the Company implemented fresh-start reporting in accordance with American Institute of Certified Public Accountants' Statement of Position 90-7, "Financial Reporting by Entities in Reorganization Under the Bankruptcy Code" on the Effective Date. The application of fresh-start reporting resulted in significant changes to the historical financial statements.
- (2) United has contractual relationships with various regional carriers to provide regional jet and turboprop service branded as United Express. Under these agreements, United pays the regional carriers contractually agreed fees for crew expenses, maintenance expenses and other costs of operating these flights. These costs include aircraft rents of \$102 million and \$106 million for the three months ended September 30, 2008 and 2007, respectively, and \$309 million and \$320 million for the nine months ended September 30, 2008 and 2007, respectively, which are included in regional affiliate expense in our Statements of
- (3) UAL's results of operations include aircraft fuel expense for both United mainline jet operations and regional affiliates. Aircraft fuel expense incurred as a result of the Company's regional affiliates' operations is reflected in Regional affiliates operating expense. In accordance with UAL's agreement with its regional affiliates, these costs are incurred by the Company.

Year-Over-Year Impact of Fuel Expense  
United Mainline and Regional Affiliate Operations

(In millions, except per gallon)	Three Months Ended			Nine Months Ended		
	September 30,		% Change	September 30,		% Change
	2008	2007		2008	2007	
Total Mainline fuel expense	\$ 2,461	\$ 1,324	85.9	\$ 5,884	\$ 3,571	64.8
Non-cash, net mark-to-market gains (losses) in mainline fuel expense	(336)	(3)	NM	(119)	13	-
Mainline fuel expense excluding non-cash, net mark-to-market gains (losses)	2,125	1,321	60.9	5,765	3,584	60.9
Regional affiliates fuel expense	377	235	60.4	1,010	653	54.7
United system fuel expense excluding non-cash, net mark-to-market gains (losses)	\$ 2,502	\$ 1,556	60.8	\$ 6,775	\$ 4,237	59.9
Mainline fuel consumption (gallons)	564	596	(5.4)	1,691	1,726	(2.0)
Mainline average jet fuel price per gallon (in cents)	436.3	222.1	96.4	348.0	206.9	68.2
Mainline average jet fuel price per gallon excluding non-cash, net mark-to-market gains (losses) (in cents)	376.8	221.6	70.0	340.9	207.6	64.2
Regional affiliates fuel consumption (gallons)	93	96	(3.1)	279	284	(1.8)
Regional affiliates average jet fuel price per gallon (in cent)	405.4	244.8	65.6	362.0	229.9	57.5

- (4) The tables below set forth certain operating statistics by geographic region and the Company's mainline, regional affiliates and consolidated operations, excluding special revenue items and the impact of Mileage Plus:

(% change from prior year)

Three Months Ended September 30, 2008	Domestic	Pacific	Atlantic	Latin	Mainline	Regional Affiliates	Consolidated
Passenger revenues	0.4	(4.2)	14.8	6.5	1.9	2.3	1.9
ASM	(6.2)	(8.6)	12.0	(3.7)	(4.0)	-	(3.6)
RPM	(6.7)	(14.2)	10.9	(5.9)	(5.7)	(2.4)	(5.4)
PRASM	6.9	4.8	2.6	10.5	6.1	2.4	5.7
Yield [a]	7.6	11.1	2.6	14.9	8.0	4.9	7.8
Load factor (points)	(0.5)	(5.2)	(0.9)	(1.8)	(1.5)	(1.9)	(1.6)
Nine Months Ended September 30, 2008	Domestic	Pacific	Atlantic	Latin	Mainline	Regional Affiliates	Consolidated
Passenger revenues	1.6	2.5	15.7	11.4	4.3	2.2	3.9
ASM	(5.8)	(1.4)	13.9	(1.1)	(1.8)	(0.8)	(1.7)
RPM	(7.3)	(6.8)	11.0	(2.6)	(4.4)	(5.0)	(4.5)
PRASM	7.8	3.9	1.6	12.7	6.2	3.1	5.8
Yield [a]	9.5	9.6	3.6	15.8	9.1	7.7	8.8
Load factor (points)	(1.5)	(4.4)	(2.1)	(1.3)	(2.2)	(3.3)	(2.3)

[a] Yields for geographic regions exclude charter revenue, industry reduced fares, passenger charges and related revenue passenger miles.

**CONSOLIDATED NOTES (UNAUDITED)**

- (5) The Company incurred significant charges related to tangible and intangible asset impairments, severance and other charges that significantly impacted its results in the three and nine months ended September 30, 2008. Collectively, these charges are identified as "impairments and other charges" in the Regulation G reconciliations below. These items consist of the following

	Three Months Ended September 30,	Nine Months Ended September 30,	
Goodwill impairment	\$ -	\$ 2,277	<b>Income Statement Classification</b> Goodwill impairment
Intangible asset impairments:	(16)	64	
Aircraft and deposit impairments	-	143	
Other impairments	(16)	207	Other impairments and special items
Severance	6	88	Salaries and related costs
Employee benefit charges	-	34	Salaries and related costs (a)
Litigation-related settlement gain	-	(29)	Other operating expenses
Purchased services charges	-	26	Purchased services (b)
Net loss on asset sales	8	8	Depreciation and amortization
Lease termination and other charges	7	7	Other impairments and special items
Total other charges	21	134	
Total impairments and other charges	5	2,618	
Operating non-cash, net mark-to-market losses	336	119	Aircraft fuel
Total operating expense impact	341	2,737	
Non-operating non-cash, mark-to-market losses	183	162	Miscellaneous, net
Pre-tax impairments and other charges	524	2,899	
Income tax expense (benefit) on intangible asset impairments and asset sales	3	(26)	Income tax expense (benefit)
Impairments and other charges, net of tax	\$ 527	\$ 2,873	

(a) Amount relates to additional charges to adjust certain employee benefit obligations

(b) Amount relates to expense for certain projects and transactions that have been terminated or indefinitely postponed by the Company

In the third quarter of 2007, the Company recorded a change in estimate of \$59 million for certain liabilities relating to bankruptcy administrative claims. This adjustment resulted directly from the progression of the Company's ongoing efforts to resolve certain bankruptcy pre-confirmation contingencies. The Company classified these changes in estimate as special items in the accompanying financial statements, as they are related directly to the ongoing resolution of bankruptcy administrative claims. This classification is consistent with classification used to report the effects of similar claims resolved in other quarterly periods since exit from bankruptcy. The Company therefore recorded a special operating revenue credit of \$45 million, and a special operating expense credit of \$14 million for these changes in estimate.

The Company also recorded special operating expense credits of \$8 million and \$30 million in the three and nine months ended September 30, 2007, respectively, related to bankruptcy facility lease secured interest litigation which remains unresolved from the Company's recent reorganization.

The Company separately recorded a \$26 million benefit from a change in estimate to certain other contingent liabilities, which was recorded as a credit to mainline passenger revenues of \$22 million, and to regional affiliate revenues of \$4 million. The Company classified this benefit to passenger revenue, since it represents an adjustment to contingent liabilities based largely on changes in underlying facts and circumstances occurring during the third quarter of 2007.

Pursuant to SEC Regulation G, the Company has included the following reconciliation of reported non-GAAP financial measures to comparable financial measures reported on a GAAP basis. The Company believes that excluding fuel costs from certain measures is useful to investors because it provides an additional measure of management's performance excluding the effects of a significant cost item over which management has limited influence. The Company also believes that adjusting for special items is useful to investors because they are non-recurring items not indicative of the Company's on-going performance. In addition, the Company adjusts for Mileage Plus impacts for better comparison to several of its peers as many still apply the incremental cost method of accounting to their loyalty plans. The Company does not apply hedge accounting. The Company believes that excluding unrealized gains/losses related to the mark-to-market of its fuel hedge positions provides management and investors with a better perspective of its performance and comparison to its peers because the unrealized gains/losses relate to future period fuel purchases and many of our peers apply FAS

The tables below set forth the reconciliation of GAAP and non-GAAP financial measures for certain operating statistics that are used in determining key indicators such as adjusted passenger revenue per revenue passenger mile ("Yield"), operating revenue per available seat mile ("RASM"), operating margin, net income (loss) and operating expense per available seat mile ("CASM").

	Three Months Ended September 30,		%	Nine Months Ended September 30,		%
	2008	2007	Change	2008	2007	Change
<b>[a] Yield (In millions)</b>						
<i>Mainline</i>						
Passenger - United Airlines	\$ 4,280	\$ 4,225	1.3	\$ 11,924	\$ 11,457	4.1
Add: Income from special item	-	37	(100.0)	-	37	(100.0)
Less: industry reduced fares and passenger charges	(13)	(13)	-	(35)	(34)	2.9
Mainline adjusted passenger revenue	\$ 4,267	\$ 4,249	0.4	\$ 11,889	\$ 11,460	3.7
Mainline revenue passenger miles	29,174	30,947	(5.7)	85,544	89,509	(4.4)
Adjusted mainline yield (in cents)	14.63	13.73	6.6	13.90	12.80	8.6
Passenger - United Airlines	\$ 4,280	\$ 4,225	1.3	\$ 11,924	\$ 11,457	4.1
Less: industry reduced fares and passenger charges	(13)	(13)	-	(35)	(34)	2.9
Mainline adjusted passenger revenue	\$ 4,267	\$ 4,212	1.3	\$ 11,889	\$ 11,423	4.1
Adjusted mainline yield (in cents)	14.63	13.61	7.5	13.90	12.76	8.9
Mainline adjusted passenger revenue	\$ 4,267	\$ 4,212	1.3	\$ 11,889	\$ 11,423	4.1
Add: Mileage Plus - effect of accounting change	11	30	(63.3)	100	180	(44.4)
Less: Mileage Plus - effect of expiration period change	-	(42)	(100.0)	-	(104)	(100.0)
Mainline adjusted passenger revenue	\$ 4,278	\$ 4,200	1.9	\$ 11,989	\$ 11,499	4.3
Adjusted mainline yield (in cents)	14.66	13.57	8.0	14.02	12.85	9.1
<i>Regional Affiliates</i>						
Passenger - United Express	\$ 834	\$ 819	1.8	\$ 2,346	\$ 2,298	2.1
Add: Income from special item	-	8	(100.0)	-	8	(100.0)
Regional affiliates passenger revenue	\$ 834	\$ 827	0.8	\$ 2,346	\$ 2,306	1.7
Regional affiliates revenue passenger miles	3,205	3,285	(2.4)	9,152	9,636	(5.0)
Regional affiliates yield (in cents)	26.02	25.18	3.3	25.63	23.93	7.1
Passenger - United Express	\$ 834	\$ 819	1.8	\$ 2,346	\$ 2,298	2.1
Add: Mileage Plus - effect of accounting change	1	5	(80.0)	19	36	(47.2)
Less: Mileage Plus - effect of expiration period change	-	(8)	(100.0)	-	(21)	(100.0)
Regional affiliates adjusted passenger revenue	\$ 835	\$ 816	2.3	\$ 2,365	\$ 2,313	2.2
Adjusted regional affiliates yield (in cents)	26.05	24.84	4.9	25.84	24.00	7.7

**CONSOLIDATED NOTES (UNAUDITED)**

	Three Months Ended			Nine Months Ended		
	September 30, 2008	September 30, 2007	% Change	September 30, 2008	September 30, 2007	% Change
<i>Consolidated</i>						
Consolidated passenger revenue	\$ 5,114	\$ 5,044	1.4	\$ 14,270	\$ 13,755	3.7
Add: Income from special item	-	45	(100.0)	-	45	(100.0)
Less: industry reduced fares and passenger charges	(13)	(13)	-	(35)	(34)	2.9
Consolidated adjusted passenger revenue	\$ 5,101	\$ 5,076	0.5	\$ 14,235	\$ 13,766	3.4
Consolidated revenue passenger miles	32,379	34,232	(5.4)	94,696	99,145	(4.5)
Adjusted consolidated yield (in cents)	15.75	14.83	6.2	15.03	13.88	8.3
Consolidated passenger revenue	\$ 5,114	\$ 5,044	1.4	\$ 14,270	\$ 13,755	3.7
Less: industry reduced fares and passenger charges	(13)	(13)	-	(35)	(34)	2.9
Consolidated adjusted passenger revenue	\$ 5,101	\$ 5,031	1.4	\$ 14,235	\$ 13,721	3.7
Adjusted consolidated yield (in cents)	15.75	14.70	7.1	15.03	13.84	8.6
Consolidated adjusted passenger revenue	\$ 5,101	\$ 5,031	1.4	\$ 14,235	\$ 13,721	3.7
Add: Mileage Plus - effect of accounting change	12	35	(65.7)	119	216	(44.9)
Less: Mileage Plus - effect of expiration period change	-	(50)	(100.0)	-	(125)	(100.0)
Consolidated adjusted passenger revenue	\$ 5,113	\$ 5,016	1.9	\$ 14,354	\$ 13,812	3.9
Adjusted consolidated yield (in cents)	15.79	14.65	7.8	15.16	13.93	8.8
<b>[b] PRASM (In millions)</b>						
<i>Mainline</i>						
Passenger - United Airlines	\$ 4,280	\$ 4,225	1.3	\$ 11,924	\$ 11,457	4.1
Add: Income from special item	-	37	(100.0)	-	37	(100.0)
Mainline passenger revenue	\$ 4,280	\$ 4,262	0.4	\$ 11,924	\$ 11,494	3.7
Mainline available seat miles	35,082	36,531	(4.0)	105,004	106,941	(1.8)
Mainline PRASM (in cents)	12.20	11.67	4.5	11.36	10.75	5.7
Passenger - United Airlines	\$ 4,280	\$ 4,225	1.3	\$ 11,924	\$ 11,457	4.1
Add: Mileage Plus - effect of accounting change	11	30	(63.3)	100	180	(44.4)
Less: Mileage Plus - effect of expiration period change	-	(42)	(100.0)	-	(104)	(100.0)
Mainline adjusted passenger revenue	\$ 4,291	\$ 4,213	1.9	\$ 12,024	\$ 11,533	4.3
Adjusted mainline PRASM (in cents)	12.23	11.53	6.1	11.45	10.78	6.2
<i>Regional Affiliates</i>						
Passenger - Regional Affiliates	\$ 834	\$ 819	1.8	\$ 2,346	\$ 2,298	2.1
Add: Income from special item	-	8	(100.0)	-	8	(100.0)
Regional affiliates passenger revenue	\$ 834	\$ 827	0.8	\$ 2,346	\$ 2,306	1.7
Regional affiliates available seat miles	4,198	4,199	-	12,205	12,302	(0.8)
Regional affiliates PRASM (in cents)	19.87	19.70	0.9	19.22	18.74	2.6
Passenger - Regional Affiliates	\$ 834	\$ 819	1.8	\$ 2,346	\$ 2,298	2.1
Add: Mileage Plus - effect of accounting change	1	5	(80.0)	19	36	(47.2)
Less: Mileage Plus - effect of expiration period change	-	(8)	(100.0)	-	(21)	(100.0)
Regional affiliates adjusted passenger revenue	\$ 835	\$ 816	2.3	\$ 2,365	\$ 2,313	2.2
Adjusted Regional affiliates PRASM (in cents)	19.89	19.43	2.4	19.38	18.80	3.1
<i>Consolidated</i>						
Consolidated passenger revenues	\$ 5,114	\$ 5,044	1.4	\$ 14,270	\$ 13,755	3.7
Add: Income from special item	-	45	(100.0)	-	45	(100.0)
Adjusted consolidated passenger revenues	\$ 5,114	\$ 5,089	0.5	\$ 14,270	\$ 13,800	3.4
Consolidated available seat miles	39,280	40,730	(3.6)	117,209	119,243	(1.7)
Adjusted consolidated PRASM (in cents)	13.02	12.49	4.2	12.17	11.57	5.2
Consolidated passenger revenues	\$ 5,114	\$ 5,044	1.4	\$ 14,270	\$ 13,755	3.7
Add: Mileage Plus - effect of accounting change	12	35	(65.7)	119	216	(44.9)
Less: Mileage Plus - effect of expiration period change	-	(50)	(100.0)	-	(125)	(100.0)
Adjusted consolidated passenger revenues	\$ 5,126	\$ 5,029	1.9	\$ 14,389	\$ 13,846	3.9
Adjusted consolidated PRASM (in cents)	13.05	12.35	5.7	12.28	11.61	5.8
<b>[c] RASM (In millions)</b>						
<i>Mainline</i>						
Consolidated operating revenues	\$ 5,565	\$ 5,527	0.7	\$ 15,647	\$ 15,113	3.5
Less: Passenger - Regional Affiliates	(834)	(819)	1.8	(2,346)	(2,298)	2.1
Less: Regional Affiliates special items	-	(8)	(100.0)	-	(8)	(100.0)
Mainline operating revenues	\$ 4,731	\$ 4,700	0.7	\$ 13,301	\$ 12,807	3.9
Mainline available seat miles	35,082	36,531	(4.0)	105,004	106,941	(1.8)
Mainline RASM (in cents)	13.49	12.87	4.8	12.67	11.98	5.8
Mainline operating revenues	\$ 4,731	\$ 4,700	0.7	\$ 13,301	\$ 12,807	3.9
Less: income from special item	-	(37)	(100.0)	-	(37)	(100.0)
Adjusted mainline operating revenues	\$ 4,731	\$ 4,663	1.5	\$ 13,301	\$ 12,770	4.2
Adjusted mainline RASM (in cents)	13.49	12.76	5.7	12.67	11.94	6.1
Adjusted mainline operating revenues	\$ 4,731	\$ 4,663	1.5	\$ 13,301	\$ 12,770	4.2
Add: Mileage Plus - effect of accounting change	11	30	(63.3)	100	180	(44.4)
Less: Mileage Plus - effect of expiration period change	-	(42)	(100.0)	-	(104)	(100.0)
Adjusted mainline operating revenues	\$ 4,742	\$ 4,651	2.0	\$ 13,401	\$ 12,846	4.3
Adjusted mainline RASM (in cents)	13.52	12.73	6.2	12.76	12.01	6.2
<i>Consolidated</i>						
Consolidated operating revenues	\$ 5,565	\$ 5,527	0.7	\$ 15,647	\$ 15,113	3.5
Less: income from special item	-	(45)	(100.0)	-	(45)	(100.0)
Adjusted consolidated operating revenues	\$ 5,565	\$ 5,482	1.5	\$ 15,647	\$ 15,068	3.8
Consolidated available seat miles	39,280	40,730	(3.6)	117,209	119,243	(1.7)
Adjusted consolidated RASM (in cents)	14.17	13.46	5.3	13.35	12.64	5.6
Adjusted consolidated operating revenues	\$ 5,565	\$ 5,482	1.5	\$ 15,647	\$ 15,068	3.8
Add: Mileage Plus - effect of accounting change	12	35	(65.7)	119	216	(44.9)
Less: Mileage Plus - effect of expiration period change	-	(50)	(100.0)	-	(125)	(100.0)
Adjusted consolidated operating revenues	\$ 5,577	\$ 5,467	2.0	\$ 15,766	\$ 15,159	4.0
Adjusted consolidated RASM (in cents)	14.20	13.42	5.8	13.45	12.71	5.8

**CONSOLIDATED NOTES (UNAUDITED)**

	Three Months Ended			Nine Months Ended		
	September 30, 2008	2007	% Change	September 30, 2008	2007	% Change
<b>[d] Operating Margin (In millions)</b>						
Consolidated operating earnings (loss)	\$ (491)	\$ 656	-	\$ (3,626)	\$ 1,101	-
Less: income from special item	-	(45)	(100.0)	-	(45)	(100.0)
Add (less): non-cash, net mark-to-market (gains) losses	336	3	NM	119	(13)	-
Add (less): impairments and other charges	5	(22)	-	2,618	(44)	-
Adjusted operating earnings (loss)	\$ (150)	\$ 592	-	\$ (889)	\$ 999	-
Consolidated operating revenues	\$ 5,565	\$ 5,527	0.7	\$ 15,647	\$ 15,113	3.5
Operating margin (loss) (percent)	(8.8)	11.9	(20.7) pt.	(23.2)	7.3	(30.5) pt.
Adjusted operating margin (loss) (percent)	(2.7)	10.7	(13.4) pt.	(5.7)	6.6	(12.3) pt.
<b>[e] Pre-tax income (loss) (In millions)</b>						
Earnings (loss) before income taxes and equity in earnings of affiliates	\$ (778)	\$ 565	-	\$ (4,079)	\$ 793	-
Less: income from special revenue item	-	(45)	(100.0)	-	(45)	(100.0)
Add (less): non-cash, net mark-to-market (gains) losses	519	3	NM	281	(13)	-
Add (less): impairments and other charges	5	(22)	-	2,618	(44)	-
Adjusted pre-tax earnings (loss)	\$ (254)	\$ 501	-	\$ (1,180)	\$ 691	-
Pre-tax earnings (loss) (percent)	(14.0)	10.2	(24.2) pt.	(26.1)	5.2	(31.3) pt.
Adjusted pre-tax earnings (loss) (percent)	(4.6)	9.1	(13.7) pt.	(7.5)	4.6	(12.1) pt.
<b>[f] Net income (loss) (In millions)</b>						
Net income (loss)	\$ (779)	\$ 334	-	\$ (4,045)	\$ 456	-
Less: Income from special item	-	(45)	(100.0)	-	(45)	(100.0)
Add (less): non-cash, net mark-to-market (gains) losses	519	3	NM	281	(13)	-
Add (less): impairments and other charges	5	(22)	-	2,618	(44)	-
Add (less): income tax expense (benefit) (i)	3	26	(88.5)	(26)	44	-
Adjusted net income (loss)	\$ (252)	\$ 296	-	\$ (1,172)	\$ 398	-
<b>[g] CASM (In millions)</b>						
<i>Mainline</i>						
Consolidated operating expenses	\$ 6,056	\$ 4,871	24.3	\$ 19,273	\$ 14,012	37.5
Less: Regional affiliates	(882)	(751)	17.4	(2,508)	(2,176)	15.3
Mainline operating expenses	\$ 5,174	\$ 4,120	25.6	\$ 16,765	\$ 11,836	41.6
Mainline available seat miles	35,082	36,531	(4.0)	105,004	106,941	(1.8)
Mainline CASM (in cents)	14.75	11.28	30.8	15.97	11.07	44.3
Mainline operating expenses	\$ 5,174	\$ 4,120	25.6	\$ 16,765	\$ 11,836	41.6
Add (less): impairments, non-cash, net mark-to-market (gains) losses and other special items	(341)	19	-	(2,737)	57	-
Adjusted mainline operating expense	\$ 4,833	\$ 4,139	16.8	\$ 14,028	\$ 11,893	18.0
Adjusted mainline CASM (in cents)	13.78	11.33	21.6	13.36	11.12	20.1
Adjusted mainline operating expense	\$ 4,833	\$ 4,139	16.8	\$ 14,028	\$ 11,893	18.0
Less: mainline fuel expense (excluding non-cash, net mark-to-market (gains) losses)	(2,125)	(1,321)	60.9	(5,765)	(3,584)	60.9
Less: cost of third party sales - UAFC (ii)	(2)	-	-	(5)	(34)	(85.3)
Adjusted mainline operating expense	\$ 2,706	\$ 2,818	(4.0)	\$ 8,258	\$ 8,275	(0.2)
Adjusted mainline CASM (in cents)	7.71	7.71	-	7.86	7.74	1.6
<i>Consolidated</i>						
Consolidated operating expenses	\$ 6,056	\$ 4,871	24.3	\$ 19,273	\$ 14,012	37.5
Add (less): impairments, non-cash, net mark-to-market (gains) losses and other special items	(341)	19	-	(2,737)	57	-
Adjusted consolidated operating expenses	\$ 5,715	\$ 4,890	16.9	\$ 16,536	\$ 14,069	17.5
Consolidated available seat miles	39,280	40,730	(3.6)	117,209	119,243	(1.7)
Adjusted consolidated CASM (in cents)	14.55	12.01	21.1	14.11	11.80	19.6
Adjusted consolidated operating expenses	\$ 5,715	\$ 4,890	16.9	\$ 16,536	\$ 14,069	17.5
Less: fuel expense (excluding non-cash, net mark-to-market (gains) losses) and UAFC (ii)	(2,504)	(1,556)	60.9	(6,780)	(4,271)	58.7
Adjusted consolidated operating expenses	\$ 3,211	\$ 3,334	(3.7)	\$ 9,756	\$ 9,798	(0.4)
Adjusted consolidated CASM (in cents)	8.17	8.19	(0.2)	8.32	8.22	1.2
<b>[h] Operating cash flow (In millions)</b>						
Operating cash flow	\$ (387)	\$ 342	-	\$ (250)	\$ 2,002	-
Less: capital expenditures	(103)	(282)	(63.5)	(335)	(428)	(21.7)
Add: proceeds from litigation on advance deposits	-	-	-	41	-	-
Free cash flow	\$ (490)	\$ 60	-	\$ (544)	\$ 1,574	-
<b>[i] Loss per share (basic and diluted)</b>						
Loss per share - GAAP	\$ (6.13)			\$ (32.34)		
Add: non-cash, net mark-to-market losses	4.08			2.25		
Add: impairments and other charges	0.06			20.70		
Loss per share - excluding non-cash, net mark-to-market losses and impairments and other charges	\$ (1.99)			\$ (9.39)		

(i) For the three and nine months ended September 30, 2007, the income tax adjustment for special items is the difference in the income tax provision on actual net income (loss) and the income tax provision on adjusted net income (loss), computed using an effective tax rate of 41% and 43%, respectively. The Company did not record a tax benefit on the impairments and special items in the three and nine months ended September 30, 2008, except for \$3 million and \$(26) million, respectively, of tax expense (benefits) related to the decreases in indefinite-lived intangible assets, which was calculated using a 36% tax rate.

(ii) Included in UAL's operating expenses are the expenses of United's wholly-owned subsidiary United Aviation Fuels Corporation ("UAFC"). UAFC's expenses are not derived from mainline jet operations; therefore, UAL has excluded these expenses from the above reported GAAP financial measures.

NM - Not meaningful.

**CONSOLIDATED NOTES (UNAUDITED)**

(6) The table below sets forth the estimated exit-related and fresh-start reporting impacts on the Company's results of operations.

(In millions)	<b><u>2008 Increase (Decrease)</u></b>			
	YTD	3Q	2Q	1Q
	Estimate	Estimate	Estimate	Estimate
<b><u>Revenue impact:</u></b>				
Mileage Plus revenue	\$ (119)	\$ (12)	\$ (42)	\$ (65) [a]
<b><u>Operating expense impact:</u></b>				
Share-based compensation	23	5	7	11 [b]
Mileage Plus marketing expense	13	6	2	5 [a]
Postretirement welfare cost	42	14	14	14 [c]
Depreciation and amortization	30	10	10	10 [d]
Deferred gain	54	18	18	18 [e]
Total operating expense impact	162	53	51	58
<b><u>Non-operating expense impact:</u></b>				
Non-cash and fresh-start interest expense	\$ 12	\$ 4	\$ 4	\$ 4 [f]

[a] In connection with its emergence from Chapter 11 protection effective February 1, 2006, the Company adopted fresh-start reporting. Accordingly, the Company elected to change its accounting policy from an incremental cost basis to a deferred revenue model to measure the obligation for the Mileage Plus Frequent Flyer program. Adjustments to the obligation are recorded to operating revenues. Historically, adjustments were based upon incremental costs and were recorded in both operating revenues and advertising expense.

The deferred revenue model is more volatile than the incremental cost basis. Because all miles are now accounted for under the deferred revenue model, the amount of revenue recognized is more sensitive to the number of miles earned and redeemed during the period than the incremental cost basis.

- [b] In accordance with the plan of reorganization, the Company implemented stock-based compensation plans for certain management employees and non-employee directors. The Company adopted SFAS 123R effective January 1, 2006 and recorded compensation expense for such plans.
- [c] In accordance with fresh-start reporting, the Company revalued its liabilities effective February 1, 2006 to fair value. As a result, all prior period service credits related to postretirement costs were eliminated.
- [d] In accordance with fresh-start reporting, the Company revalued its assets to fair value effective February 1, 2006. As a result, definite lived intangible asset values increased substantially which results in higher associated amortization expense. In addition, the value of the Company's operating property and equipment was significantly reduced which results in lower depreciation expense. The Company has estimated the net impact of changes in asset values at fresh-start on net depreciation and amortization.
- [e] In accordance with fresh-start reporting, the Company revalued its liabilities effective February 1, 2006 to fair value. As a result, all deferred gains on aircraft sale/leasebacks were eliminated.
- [f] As a result of fresh-start reporting, the Company recognizes certain non-cash interest expenses, including the amortization of mark-to-market discounts on all debt and capital leases.

(7) The following table presents additional detail on the Mileage Plus impacts summarized in the table above. These items consist of the additional amount of revenue that the Company estimates would have been recognized had we continued to apply the incremental cost method of accounting after exiting bankruptcy and, for 2007, the estimated impact of the change in the expiration period for inactive accounts from 36 months to 18 months. The Company utilizes this adjustment for comparison of its performance to its peers, as certain of our peers currently still apply the incremental cost method of accounting.

(In millions)	<b><u>Increase (Decrease)</u></b>									
	<b><u>2008</u></b>				<b><u>2007</u></b>					
	YTD	3Q	2Q	1Q	YTD	4Q	3Q	2Q	1Q	
<b><u>Mainline</u></b>										
Effect of accounting change	(100)	(11)	(35)	(54)	(230)	(50)	(30)	(37)	(113)	
Effect of expiration period change	-	-	-	-	204	100	42	39	23	
Total Mainline	(100)	(11)	(35)	(54)	(26)	50	12	2	(90)	
<b><u>Regional Affiliates</u></b>										
Effect of accounting change	(19)	(1)	(7)	(11)	(47)	(11)	(5)	(9)	(22)	
Effect of expiration period change	-	-	-	-	42	21	8	8	5	
Total Regional Affiliates	(19)	(1)	(7)	(11)	(5)	10	3	(1)	(17)	
<b><u>Consolidated</u></b>										
Effect of accounting change	(119)	(12)	(42)	(65)	(277)	(61)	(35)	(46)	(135)	
Effect of expiration period change	-	-	-	-	246	121	50	47	28	
Total Consolidated	(119)	(12)	(42)	(65)	(31)	60	15	1	(107)	

**CONSOLIDATED NOTES (UNAUDITED)**

- (8) Pursuant to SEC Regulation G, the Company has included the following reconciliation of reported non-GAAP financial measures to comparable financial measures reported on a GAAP basis. Further, the Company believes that excluding fuel costs from certain measures is useful to investors because it provide an additional measure of management's performance excluding the effects of a significant cost item over which management has limited influence. The Company also believes that adjusting for impairments and other charges is useful to investors because they are non-recurring income and/or charges that are not indicative of the Company's on-going performance.

The forecasted fuel amounts shown below were estimated based on forecasted jet fuel prices of \$3.30 per gallon and \$3.44 per gallon for the fourth quarter and the full year of 2008, respectively.

<u>Operating expense per ASM - CASM (cents)</u>	<b>Three Months Ending December 31,</b>			<b>YOY % Change</b>		<b>Twelve Months Ending December 31,</b>			<b>YOY % Change</b>	
	<b>2008 Estimate</b>		<b>2007</b>			<b>2008 Estimate</b>	<b>2007</b>			
	<b>Low</b>	<b>High</b>	<b>Actual</b>	<b>Low</b>	<b>High</b>	<b>Actual</b>				
Mainline operating expense	13.83	13.91	12.39	11.6	12.3	15.48	15.52	11.39	35.9	36.3
Less: fuel expense & cost of third party sales - UAFC	(5.34)	(5.34)	(4.11)	29.9	29.9	(5.56)	(5.56)	(3.55)	56.6	56.6
Mainline excluding fuel & UAFC	<u>8.49</u>	<u>8.57</u>	<u>8.28</u>	2.5	3.5	<u>9.92</u>	<u>9.96</u>	<u>7.84</u>	26.5	27.0
Add (less): impairments and other charges and special items	-	-	-	-	-	(1.93)	(1.93)	0.03	-	-
Mainline excluding fuel, UAFC, impairments and other charges and special items	<u>8.49</u>	<u>8.57</u>	<u>8.28</u>	2.5	3.5	<u>7.99</u>	<u>8.03</u>	<u>7.87</u>	1.5	2.0

**UAL CORPORATION AND SUBSIDIARY COMPANIES**

(Mainline and Regional Affiliates (a))

	Three Months Ended September 30,		% Change
	2008	2007	
Mainline revenue passengers (In thousands)	16,758	17,804	(5.9)
Revenue passenger miles - RPM (In millions)			
Mainline	29,174	30,947	(5.7)
Regional affiliates	3,205	3,285	(2.4)
Consolidated	32,379	34,232	(5.4)
Available seat miles - ASM (In millions)			
Mainline	35,082	36,531	(4.0)
Regional affiliates	4,198	4,199	-
Consolidated	39,280	40,730	(3.6)
Passenger load factor (percent)			
Mainline	83.2	84.7	(1.5) pt.
Regional affiliates	76.3	78.2	(1.9) pt.
Consolidated	82.4	84.0	(1.6) pt.
Consolidated operating breakeven passenger load factor (percent)	90.4	73.2	17.2 pt.
Passenger revenue per passenger mile - Yield (cents) [See Note 5a]			
Mainline adjusted	14.63	13.73	6.6
Mainline adjusted for special items	14.63	13.61	7.5
Mainline adjusted for special items and Mileage Plus	14.66	13.57	8.0
Regional affiliates	26.02	25.18	3.3
Regional affiliates adjusted for special items	26.02	24.93	4.4
Regional affiliates adjusted for special items and Mileage Plus	26.05	24.84	4.9
Consolidated adjusted	15.75	14.83	6.2
Consolidated adjusted for special items	15.75	14.70	7.1
Consolidated adjusted for special items and Mileage Plus	15.79	14.65	7.8
Passenger revenue per available seat mile - PRASM (cents) [See Note 5b]			
Mainline	12.20	11.67	4.5
Mainline adjusted for special items	12.20	11.57	5.4
Mainline adjusted for special items and Mileage Plus	12.23	11.53	6.1
Regional affiliates	19.87	19.70	0.9
Regional affiliates adjusted for special items	19.87	19.50	1.9
Regional affiliates adjusted for special items and Mileage Plus	19.89	19.43	2.4
Consolidated	13.02	12.49	4.2
Consolidated adjusted for special items	13.02	12.38	5.2
Consolidated adjusted for special items and Mileage Plus	13.05	12.35	5.7
Operating revenue per available seat mile - RASM (cents) [See Note 5c]			
Mainline	13.49	12.87	4.8
Mainline adjusted for special items	13.49	12.76	5.7
Mainline adjusted for special items and Mileage Plus	13.52	12.73	6.2
Regional affiliates	19.87	19.70	0.9
Regional affiliates adjusted for special items (b)	19.87	19.50	1.9
Regional affiliates adjusted for special items and Mileage Plus (b)	19.89	19.43	2.4
Consolidated	14.17	13.57	4.4
Consolidated adjusted for special items	14.17	13.46	5.3
Consolidated adjusted for special items and Mileage Plus	14.20	13.42	5.8
Operating expense per available seat mile - CASM (cents) [See Note 5g]			
Mainline	14.75	11.28	30.8
Mainline excluding impairments, non-cash, net mark-to-market (gains) losses and other special items	13.78	11.33	21.6
Mainline excluding impairments, other special items, fuel & UAFC	7.71	7.71	-
Regional affiliates	21.01	17.89	17.4
Consolidated	15.42	11.96	28.9
Consolidated excluding impairments, non-cash, net mark-to-market (gains) losses and other special items	14.55	12.01	21.1
Consolidated excluding impairments, other special items, fuel & UAFC	8.17	8.19	(0.2)
Mainline unit earnings (loss) (cents) (b)	(1.26)	1.59	-
Mainline unit earnings excluding special revenue items, impairments and other special items (including non-cash, net mark-to-market (gains) losses), fuel & UAFC (cents) (b)	5.78	5.05	14.5
Number of aircraft in operating fleet at end of period			
Mainline	433	460	(5.9)
Regional affiliates	275	282	(2.5)
Consolidated	708	742	(4.6)
<i>Other Mainline Statistics</i>			
Mainline average price per gallon of jet fuel (cents)	436.3	222.1	96.4
Mainline average price per gallon of jet fuel excluding non-cash, net mark-to-market (gains) losses (cents)	376.8	221.6	70.0
Average full-time equivalent employees (thousands)	49.0	51.8	(5.4)
Mainline ASMs per equivalent employee - productivity (thousands)	716	705	1.6
Average stage length (in miles)	1,398	1,378	1.5
Fleet utilization (in hours and minutes)	10:50	11:09	(2.8)

(a) Mainline includes United Air Lines, Inc. scheduled and chartered jet operations. Regional affiliates include operations from regional carriers with whom the Company has entered into capacity purchase agreements to provide jet and turboprop operations branded as United Express.

(b) Unit earnings are calculated as RASM minus CASM.

**UAL CORPORATION AND SUBSIDIARY COMPANIES**  
(Mainline and Regional Affiliates(a))

	Nine Months Ended September 30,		%
	2008	2007	
Mainline revenue passengers (In thousands)	49,002	52,344	(6.4)
Revenue passenger miles - RPM (In millions)			
Mainline	85,544	89,509	(4.4)
Regional affiliates	9,152	9,636	(5.0)
Consolidated	94,696	99,145	(4.5)
Available seat miles - ASM (In millions)			
Mainline	105,004	106,941	(1.8)
Regional affiliates	12,205	12,302	(0.8)
Consolidated	117,209	119,243	(1.7)
Passenger load factor (percent)			
Mainline	81.5	83.7	(2.2) pt.
Regional affiliates	75.0	78.3	(3.3) pt.
Consolidated	80.8	83.1	(2.3) pt.
Consolidated operating breakeven passenger load factor (percent)	NM	76.5	NM
Passenger revenue per passenger mile - Yield (cents) [See Note 5a]			
Mainline adjusted	13.90	12.80	8.6
Mainline adjusted for special items	13.90	12.76	8.9
Mainline adjusted for special items and Mileage Plus	14.02	12.85	9.1
Regional affiliates	25.63	23.93	7.1
Regional affiliates adjusted for special items	25.63	23.85	7.5
Regional affiliates adjusted for special items and Mileage Plus	25.84	24.00	7.7
Consolidated adjusted	15.03	13.88	8.3
Consolidated adjusted for special items	15.03	13.84	8.6
Consolidated adjusted for special items and Mileage Plus	15.16	13.93	8.8
Passenger revenue per available seat mile - PRASM (cents) [See Note 5b]			
Mainline	11.36	10.75	5.7
Mainline adjusted for special items	11.36	10.71	6.1
Mainline adjusted for special items and Mileage Plus	11.45	10.78	6.2
Regional affiliates	19.22	18.74	2.6
Regional affiliates adjusted for special items	19.22	18.68	2.9
Regional affiliates adjusted for special items and Mileage Plus	19.38	18.80	3.1
Consolidated	12.17	11.57	5.2
Consolidated adjusted for special items	12.17	11.54	5.5
Consolidated adjusted for special items and Mileage Plus	12.28	11.61	5.8
Operating revenue per available seat mile - RASM (cents) [See Note 5c]			
Mainline	12.67	11.98	5.8
Mainline adjusted for special items	12.67	11.94	6.1
Mainline adjusted for special items and Mileage Plus	12.76	12.01	6.2
Regional affiliates	19.22	18.74	2.6
Regional affiliates adjusted for special items(b)	19.22	18.68	2.9
Regional affiliates adjusted for special items and Mileage Plus(b)	19.38	18.80	3.1
Consolidated	13.35	12.67	5.4
Consolidated adjusted for special items	13.35	12.64	5.6
Consolidated adjusted for special items and Mileage Plus	13.45	12.71	5.8
Operating expense per available seat mile - CASM (cents) [See Note 5g]			
Mainline	15.97	11.07	44.3
Mainline excluding impairments, non-cash, net mark-to-market (gains) losses and other special item	13.36	11.12	20.1
Mainline excluding impairments, other special items, fuel & UAF	7.86	7.74	1.6
Regional affiliates	20.55	17.69	16.2
Consolidated	16.44	11.75	39.9
Consolidated excluding impairments, non-cash, net mark-to-market (gains) losses and other special item	14.11	11.80	19.6
Consolidated excluding impairments, other special items, fuel & UAF	8.32	8.22	1.2
Mainline unit earnings (loss) (cents) (b)	(3.30)	0.91	-
Mainline unit earnings excluding special revenue items, impairments and other special item (including non-cash, net mark-to-market (gains) losses), fuel & UAF (cents) (b)	4.81	4.20	14.5
Number of aircraft in operating fleet at end of period			
Mainline	433	460	(5.9)
Regional affiliates	275	282	(2.5)
Consolidated	708	742	(4.6)
<i>Other Mainline Statistics</i>			
Mainline average price per gallon of jet fuel (cents)	348.0	206.9	68.2
Mainline average price per gallon of jet fuel excluding non-cash, net mark-to-market (gains) losses (cent)	340.9	207.6	64.2
Average full-time equivalent employees (thousands)	50.8	51.6	(1.6)
Mainline ASMs per equivalent employee - productivity (thousands)	2,067	2,073	(0.3)
Average stage length (in miles)	1,402	1,368	2.5
Fleet utilization (in hours and minutes)	10:54	11:06	(1.8)

(a) Mainline includes United Air Lines, Inc. scheduled and chartered jet operations. Regional affiliates include operations from regional carriers with whom the Company has entered into capacity purchase agreements to provide jet and turboprop operations branded as United Express.

(b) Unit earnings are calculated as RASM minus CASM