

| Continental | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
|---|----------|----------|----------|----------|----------|----------|----------|----------|
| FINANCIAL (millions except stock price) | | | | | | | | |
| Operating revenue [1] | \$7,541 | \$7,690 | \$8,327 | \$9,377 | \$10,907 | \$12,018 | \$12,827 | \$10,635 |
| Passenger revenue | \$6,902 | \$6,845 | \$7,471 | \$8,358 | \$9,729 | \$10,792 | \$11,382 | \$9,244 |
| Total operating expense [2] | \$7,713 | \$7,471 | \$8,786 | \$9,675 | \$10,869 | \$11,158 | \$12,598 | \$10,346 |
| Operating expense less fuel | \$6,753 | \$6,322 | \$7,199 | \$7,232 | \$7,835 | \$7,804 | \$7,693 | \$7,591 |
| Wage & benefit total expense (SEC) | \$2,632 | \$2,713 | \$2,773 | \$2,605 | \$2,830 | \$3,073 | \$2,850 | \$2,968 |
| Labor benefits expense | \$586 | \$706 | \$783 | \$702 | \$858 | \$929 | \$641 | \$769 |
| Wage/salary expense W2 (BTS) | \$2,046 | \$2,007 | \$1,990 | \$1,903 | \$1,972 | \$2,144 | \$2,209 | \$2,199 |
| Management salaries (general) (BTS) [13] | \$30 | | \$40 | \$35 | \$87 | \$98 | \$87 | \$39 |
| Pilot wage/salary expense (BTS)[3] | \$575 | \$539 | \$572 | \$539 | \$545 | \$613 | \$624 | \$635 |
| Flt Attendant wage/salary exp (BTS) [3] | \$291 | \$291 | \$327 | \$354 | \$351 | \$379 | \$432 | \$434 |
| Fuel & oil | \$960 | \$1,149 | \$1,587 | \$2,443 | \$3,034 | \$3,354 | \$4,905 | \$2,755 |
| Cash & equivalent (unrestricted) [17] | \$1,280 | \$1,430 | \$1,458 | \$1,957 | \$2,484 | \$2,803 | \$2,643 | \$2,856 |
| Long-term Debt [4] [17] | \$5,471 | \$5,558 | \$5,167 | \$5,057 | \$4,859 | \$4,366 | \$5,353 | \$5,291 |
| Net Debt (LT debt - Cash & equivalents) [16] [17] | \$4,191 | \$4,128 | \$3,709 | \$3,100 | \$2,375 | \$1,563 | \$2,710 | \$2,435 |
| Total assets [17] | \$10,641 | \$10,649 | \$10,511 | \$10,529 | \$11,308 | \$12,105 | \$12,686 | \$12,781 |
| Operating income (loss) [5] | -\$172 | \$219 | -\$459 | -\$298 | \$38 | \$860 | \$229 | \$289 |
| Operating margin [9] [c] | -2.3% | 2.8% | -5.5% | -3.2% | 0.3% | 7.2% | 1.8% | 2.7% |
| Net profit (loss) (GAAP per SEC) [6] [17] | -\$451 | \$28 | -\$409 | -\$68 | \$343 | \$439 | -\$586 | -\$282 |
| Median stock price [7] | \$19.5 | \$13.0 | \$13.0 | \$15.0 | \$31.4 | \$37.0 | \$18.6 | \$14.1 |
| OPERATIONAL | | | | | | | | |
| ASM's (total)(million) | 80,122 | 78,385 | 84,672 | 89,647 | 97,667 | 103,139 | 102,527 | 97,407 |
| International ASM's (million) | 31,182 | 30,890 | 35,709 | 40,431 | 45,928 | 49,048 | 51,093 | 49,535 |
| International % of ASM capacity [c] | 38.9% | 39.4% | 42.2% | 45.1% | 47.0% | 47.6% | 49.8% | 50.9% |
| RPM's (million) | 59,349 | 59,165 | 65,734 | 71,261 | 79,192 | 84,310 | 82,807 | 79,824 |
| Load factor | 74.1% | 75.5% | 77.6% | 79.5% | 81.1% | 81.7% | 80.8% | 81.9% |
| Yield (cents) | 11.71 | 11.64 | 11.37 | 11.73 | 12.29 | 12.80 | 13.75 | 11.58 |
| RASM (operating)(cents) [c] | 9.41 | 9.81 | 9.83 | 10.46 | 11.17 | 11.65 | 12.51 | 10.92 |
| PRASM (passenger) (cents) | 8.67 | 8.79 | 8.82 | 9.32 | 9.96 | 10.47 | 11.10 | 9.49 |
| CASM (cents) | 9.63 | 9.53 | 9.84 | 10.22 | 10.56 | 10.82 | 12.29 | 10.62 |
| Passengers boarded (million) | 41.777 | 40.613 | 42.743 | 44.939 | 48.788 | 50.960 | 48.682 | 45.573 |
| Employees (mainline) BTS [8] | 38,249 | 38,394 | 37,147 | 37,305 | 39,363 | 40,948 | 40,630 | 38,720 |
| Flight Attendants (mainline) BTS [8] | 7,251 | 7,277 | 7,386 | 8,072 | 8,360 | 8,798 | 8,808 | 8,473 |
| Pilots (mainline) BTS [8] | 4,209 | 3,852 | 3,943 | 4,184 | 4,408 | 4,598 | 4,578 | 4,227 |
| General managers mainline) BTS [13] | 54 | 47 | 49 | 46 | 50 | 49 | 48 | 50 |
| RPM's per passenger (average one way) [c] | 1,421 | 1,457 | 1,538 | 1,586 | 1,623 | 1,654 | 1,701 | 1,752 |
| Aircraft block hours (daily average) (BTS) | 3,378 | 3,247 | 3,405 | 3,552 | 3,887 | 4,116 | 3,950 | 3,574 |
| Aircraft departures (daily average) (BTS) | 1,091 | 1,017 | 1,021 | 1,023 | 1,079 | 1,126 | 1,065 | 947 |
| Operating aircraft (SEC) | 366 | 355 | 349 | 356 | 366 | 365 | 350 | 337 |
| % of wide body aircraft (2 aisles) | 12.0% | 12.4% | 12.6% | 12.4% | 12.2% | 12.6% | 13.1% | 13.6% |
| Fleet Age (average mainline in years) | 5.4 | 7.6 | 6.0 | 8.3 | 9.1 | 10.0 | 9.4 | 9.0 |

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|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Wage/benefit % of operating revenue | 34.9% | 35.3% | 33.3% | 27.8% | 25.9% | 25.6% | 22.2% | 27.9% |
| Management salary % of operating revenue [13] | 0.40% | 0.00% | 0.48% | 0.37% | 0.80% | 0.82% | 0.68% | 0.37% |
| Pilot wage/salary % of operating revenue | 7.63% | 7.01% | 6.87% | 5.74% | 5.00% | 5.10% | 4.86% | 5.97% |
| FA wage/salary % of operating revenue | 3.86% | 3.79% | 3.93% | 3.78% | 3.21% | 3.15% | 3.37% | 4.08% |
| Fuel expense % of operating revenue | 12.7% | 14.9% | 19.1% | 26.1% | 27.8% | 27.9% | 38.2% | 25.9% |
| Cash & equiv % of operating revenue | 17.0% | 18.6% | 17.5% | 20.9% | 22.8% | 23.3% | 20.6% | 26.9% |
| Long-term Debt [17] % of operating revenue | 72.6% | 72.3% | 62.1% | 53.9% | 44.5% | 36.3% | 41.7% | 49.8% |
| Long-term Debt [17] % of assets [4] | 51.4% | 52.2% | 49.2% | 48.0% | 43.0% | 36.1% | 42.2% | 41.4% |
| Revenue per aircraft (x 100,000) | \$206.0 | \$216.6 | \$238.6 | \$263.4 | \$298.0 | \$329.3 | \$366.5 | \$315.6 |
| Revenue per employee (x 1,000) | \$197.2 | \$200.3 | \$224.2 | \$251.4 | \$277.1 | \$293.5 | \$315.7 | \$274.7 |
| Revenue per flight attendant (x 10,000) | \$104.0 | \$105.7 | \$112.7 | \$116.2 | \$130.5 | \$136.6 | \$145.6 | \$125.5 |
| Revenue per pilot (x 10,000) | \$179.2 | \$199.6 | \$211.2 | \$224.1 | \$247.4 | \$261.4 | \$280.2 | \$251.6 |
| ASM's per aircraft (million) | 218.9 | 220.8 | 242.6 | 251.8 | 266.8 | 282.6 | 292.9 | 289.0 |
| ASM's per employee (x 10,000) | 209.5 | 204.2 | 227.9 | 240.3 | 248.1 | 251.9 | 252.3 | 251.6 |
| ASM's per flight attendant (x 100,000) | 110.5 | 107.7 | 114.6 | 111.1 | 116.8 | 117.2 | 116.4 | 115.0 |
| ASM's per pilot (x 100,000) | 190.4 | 203.5 | 214.7 | 214.3 | 221.6 | 224.3 | 224.0 | 230.4 |
| Employees per aircraft (x 10) | 10.5 | 10.8 | 10.6 | 10.5 | 10.8 | 11.2 | 11.6 | 11.5 |
| Flight attendants per aircraft | 19.8 | 20.5 | 21.2 | 22.7 | 22.8 | 24.1 | 25.2 | 25.1 |
| Pilots per aircraft | 11.5 | 10.9 | 11.3 | 11.8 | 12.0 | 12.6 | 13.1 | 12.5 |
| Unit cost w/o fuel & wage/benefit (cents) | 5.15 | 4.60 | 4.69 | 4.59 | 4.56 | 4.59 | 4.73 | 4.74 |
| Unit cost without fuel (cents) | 8.43 | 8.06 | 7.97 | 7.49 | 7.45 | 7.57 | 7.51 | 7.79 |
| Unit cost w/o wage/benefit (cents) | 6.35 | 6.07 | 6.57 | 7.31 | 7.66 | 7.84 | 9.51 | 7.57 |
| Fuel expense per ASM (cents) | 1.20 | 1.47 | 1.87 | 2.73 | 3.11 | 3.25 | 4.78 | 2.83 |
| Total wage/benefit per ASM (cents) | 3.28 | 3.46 | 3.27 | 2.91 | 2.90 | 2.98 | 2.78 | 3.05 |
| Pilot wage/salary cost per ASM (cents) | 0.72 | 0.69 | 0.68 | 0.60 | 0.56 | 0.59 | 0.61 | 0.65 |
| FA wage/salary cost per ASM (cents) | 0.36 | 0.37 | 0.39 | 0.40 | 0.36 | 0.37 | 0.42 | 0.45 |
| Benefits per employee (average) | \$15,313 | \$18,392 | \$21,068 | \$18,807 | \$21,788 | \$22,693 | \$15,783 | \$19,854 |
| Employee wage/salary (average) | \$53,499 | \$52,270 | \$53,581 | \$51,022 | \$50,107 | \$52,353 | \$54,362 | \$56,799 |
| Employee benefit percentage (average) | 22.3% | 26.0% | 28.2% | 26.9% | 30.3% | 30.2% | 22.5% | 25.9% |
| Pilot wage/salary (average) | \$136,685 | \$140,028 | \$145,061 | \$128,723 | \$123,618 | \$133,318 | \$136,253 | \$150,211 |
| Flight attendant wage/salary (average) | \$40,162 | \$40,050 | \$44,312 | \$43,871 | \$41,932 | \$43,055 | \$49,061 | \$51,201 |
| Flight attendant % of employees | 19.0% | 19.0% | 19.9% | 21.6% | 21.2% | 21.5% | 21.7% | 21.9% |
| Pilot % of employees | 11.0% | 10.0% | 10.6% | 11.2% | 11.2% | 11.2% | 11.3% | 10.9% |
| Passengers per employee (average) | 1,092 | 1,058 | 1,151 | 1,205 | 1,239 | 1,245 | 1,198 | 1,177 |
| Passengers per flight attendant (x 10)(average) | 576 | 558 | 579 | 557 | 584 | 579 | 553 | 538 |
| Passenger fare (average one way)[10] | \$165.21 | \$168.54 | \$174.79 | \$185.99 | \$199.41 | \$211.77 | \$233.80 | \$202.84 |
| Operating expense per pass less labor & fuel | \$98.64 | \$88.86 | \$103.55 | \$102.96 | \$102.59 | \$92.84 | \$99.48 | \$101.44 |
| Fuel expense per passenger (o/w) | \$22.98 | \$28.29 | \$37.13 | \$54.36 | \$62.19 | \$65.82 | \$100.76 | \$60.45 |
| Labor cost per passenger (o/w) | \$63.00 | \$66.80 | \$64.88 | \$57.97 | \$58.01 | \$60.30 | \$58.54 | \$65.13 |
| Management salary cost per passenger (o/w) [13] | \$0.72 | | \$0.94 | \$0.78 | \$1.78 | \$1.93 | \$1.78 | \$0.86 |
| Management salary % of average o/w fare [13] | 0.43% | 0.00% | 0.54% | 0.42% | 0.89% | 0.91% | 0.76% | 0.43% |
| Pilot wage/salary cost per passenger (o/w) | \$13.77 | \$13.28 | \$13.38 | \$11.98 | \$11.17 | \$12.03 | \$12.81 | \$13.93 |
| Pilot wage/salary % of average o/w fare | 8.3% | 7.9% | 7.7% | 6.4% | 5.6% | 5.7% | 5.5% | 6.9% |
| FA wage/salary cost per passenger (o/w) | \$6.97 | \$7.18 | \$7.66 | \$7.88 | \$7.19 | \$7.43 | \$8.88 | \$9.52 |
| FA wage/salary % average o/w fare | 4.2% | 4.3% | 4.4% | 4.2% | 3.6% | 3.5% | 3.8% | 4.7% |
| Operating income (loss) per pass (avg o/w) [11] | -\$4.12 | \$5.39 | -\$10.74 | -\$6.63 | \$0.78 | \$16.88 | \$4.70 | \$6.34 |