

United ^[15]	(Bankruptcy Dec 2002 - Feb 2006)					
	2002	2003	2004	2005	2006	2007
FINANCIAL (millions except stock price)						
Operating revenue [1]	\$13,916	\$13,073	\$14,460	\$14,950	\$16,433	\$17,068
Passenger revenue	\$12,127	\$11,364	\$12,542	\$12,914	\$14,367	\$15,254
Total operating expense [2]	\$16,928	\$14,293	\$14,820	\$14,852	\$16,051	\$16,158
Operating expense less fuel	\$15,007	\$12,221	\$11,877	\$10,820	\$11,227	\$11,155
Wage & benefit total expense (SEC)	\$6,960	\$5,364	\$5,002	\$4,014	\$4,265	\$4,257
Wage/salary expense W2 (BTS)	\$4,911	\$3,314	\$3,298	\$2,825	\$3,026	\$3,011
Management salaries (general) (BTS)	\$32	\$9	\$14	\$14	\$13	\$16
Pilot wage/salary expense [3]	\$1,471	\$896	\$841	\$704	\$722	\$733
Flt Attendant wage/salary exp [3]	\$829	\$556	\$600	\$542	\$538	\$538
Fuel	\$1,921	\$2,072	\$2,943	\$4,032	\$4,824	\$5,003
Cash & equivalent	\$1,479	\$1,872	\$2,136	\$2,442	\$4,390	\$3,789
Total assets	\$23,510	\$21,959	\$20,719	\$19,396	\$25,581	\$24,236
Long-term Debt [4]	\$10,526		In bankruptcy		\$8,799	\$7,518
Operating income (loss) [5]	-\$3,012	-\$1,220	-\$360	\$98	\$382	\$910
Net profit (loss) (per SEC) [6]			In bankruptcy		\$32	\$402
Median stock price [7]					\$34.2	\$42.4
OPERATIONAL						
ASM's (total)(million)	148,827	136,630	145,361	140,300	143,095	141,890
International ASM's (million)	54,467	42,217	51,194	55,974	56,043	57,912
RPM's (million)	109,460	104,464	115,198	114,272	117,470	117,399
Load factor	73.5%	76.5%	79.2%	81.4%	82.1%	82.7%
Yield (cents)	11.06	10.79	10.83	11.25	12.19	12.99
PRASM (passenger) (cents)	8.19	8.32	8.63	9.2	10.04	10.78
RASM (operating)(cents)	9.77	9.81	9.95	10.66	11.49	12.03
CASM (cents)	11.45	10.52	10.20	10.59	11.23	11.39
Passengers boarded (revenue)(million)	68.350	66.018	70.786	66.717	69.266	68.386
Employees [8]	75,470	62,326	60,860	56,661	55,027	55,160
Flight Attendants [8]	18,696	16,235	15,250	15,295	14,881	15,027
Pilots [8]	7,992	7,688	6,374	6,133	6,277	6,338
Operating aircraft (SEC)	567	532	497	460	460	460
Fleet Age (average mainline in years)	9	10	10	11	12	13

United [15]	2002	2003	2004	2005	2006	2007
RASM-CASM differential (cents)	-1.68	-0.71	-0.25	0.07	0.26	0.64
Operating margin [9]	-21.6%	-9.3%	-2.5%	0.7%	2.3%	5.3%
Wage/benefit % of revenue	50.0%	41.0%	34.6%	26.8%	26.0%	24.9%
Management salaries % of total wage W2	0.6%	0.3%	0.4%	0.5%	0.4%	0.5%
Pilot wage/salary % of total wage W2	30.0%	27.0%	25.5%	24.9%	23.9%	24.4%
FA wage/salary % of total wage W2	16.9%	16.8%	18.2%	19.2%	17.8%	17.9%
Fuel expense % of revenue	13.8%	15.8%	20.4%	27.0%	29.4%	29.3%
Cash & equiv % of revenue	10.6%	14.3%	14.8%	16.3%	26.7%	22.2%
Long-term Debt % of revenue	75.6%		In bankruptcy		53.5%	44.0%
Long-term Debt % of assets [4]	44.8%		In bankruptcy		34.4%	31.0%
Revenue per aircraft (x 100,000)	\$250.7	\$237.9	\$281.0	\$312.4	\$357.2	\$371.0
Revenue per employee (x 1,000)	\$184.4	\$209.8	\$237.6	\$263.8	\$298.6	\$309.4
Revenue/flight attendant (x 10,000)	\$74.4	\$80.5	\$94.8	\$97.7	\$110.4	\$113.6
Revenue per pilot (x 10,000)	\$174.1	\$170.0	\$226.9	\$243.8	\$261.8	\$269.3
ASM's per aircraft (million)	268.2	248.6	282.5	293.2	311.1	308.5
ASM's per employee (x 10,000)	197.2	219.2	238.8	247.6	260.0	257.2
ASM's per flight attendant (x 100,000)	79.6	84.2	95.3	91.7	96.2	94.4
ASM's per pilot (x 100,000)	186.2	177.7	228.1	228.8	228.0	223.9
Employees per aircraft (x 10)	13.6	11.3	11.8	11.8	12.0	12.0
Flight attendants per aircraft	33.7	29.5	29.6	32.0	32.4	32.7
Pilots per aircraft	14.4	14.0	12.4	12.8	13.6	13.8
Unit cost w/o fuel & wage/benefit (cents)	5.48	5.08	4.73	4.86	4.88	4.86
Unit cost without fuel (cents)	10.16	9.00	8.18	7.72	7.86	7.86
Unit cost w/o wage/benefit (cents)	6.77	6.59	6.76	7.73	8.25	8.39
Fuel expense per ASM (cents)	1.29	1.52	2.02	2.87	3.37	3.53
Total wage/benefit per ASM (cents)	4.68	3.93	3.44	2.86	2.98	3.00
Pilot wage/salary cost per ASM (cents)	0.99	0.66	0.58	0.50	0.50	0.52
FA wage/salary cost per ASM (cents)	0.56	0.41	0.41	0.39	0.38	0.38
Salary/benefits per employee (average)	\$92,222	\$77,854	\$81,211	\$68,311	\$76,373	\$77,269
Flight attendant % of employees	24.8%	28.0%	25.9%	27.0%	27.4%	27.1%
Pilot % of employees	10.6%	12.3%	10.5%	10.8%	11.4%	11.5%
Passengers per employee (average)	906	1,059	1,163	1,177	1,259	1,240
Passengers per flight attendant (x 10)(average)	366	407	464	436	465	455
Passenger fare (average one way)[10]	\$177.43	\$172.13	\$177.18	\$193.56	\$207.42	\$223.06
Operating expense per pass less labor & fuel	\$117.73	\$103.87	\$97.12	\$102.01	\$100.51	\$100.87
Fuel expense per passenger (o/w)	\$28.11	\$31.39	\$41.58	\$60.43	\$69.64	\$73.16
Labor cost per passenger (o/w)	\$101.83	\$81.25	\$70.66	\$60.16	\$61.57	\$62.25
Management salary cost per passenger (o/w)	\$0.46	\$0.13	\$0.20	\$0.21	\$0.18	\$0.23
Management salary % of average o/w fare	0.26%	0.08%	0.11%	0.11%	0.09%	0.10%
Pilot wage/salary cost per passenger (o/w)	\$21.52	\$13.57	\$11.88	\$10.55	\$10.42	\$10.72
Pilot wage/salary % of average o/w fare	12.1%	7.9%	6.7%	5.5%	5.0%	4.8%
FA wage/salary cost per passenger (o/w)	\$12.13	\$8.42	\$8.48	\$8.12	\$7.77	\$7.87
FA wage/salary % average o/w fare	6.8%	4.9%	4.8%	4.2%	3.7%	3.5%
Operating income (loss) per pass (avg o/w) [11]	-\$44.07	-\$18.48	-\$5.09	\$1.47	\$5.51	\$13.31
RPM's per passenger (average one way)	1,601	1,582	1,627	1,713	1,696	1,717
International % of ASM capacity	36.60%	30.90%	35.22%	39.90%	39.16%	40.81%

Note : Some data during bankruptcy has been omitted.