



### (3) Cash Flows

Year Ended (Millions of Yen)	Net Cash Flows from Operating Activities	Net Cash Flows from Investing Activities	Net Cash Flows from Financing Activities	Cash and Cash Equivalents, End of Year
March 31, 2026	¥11,601	¥ (19,315)	¥5,679	¥24,481
March 31, 2025	7,182	(5,011)	(2,949)	26,018

### 2. Dividends

Year Ended	Dividend Per Share (Yen)				Total
	First Quarter End	Second Quarter End	Third Quarter End	Year/Period End	
March 31, 2025	—	0.00	—	3.00	3.00
March 31, 2026	—	0.00	—	7.00	7.00
March 31, 2027 (Projected)	—	0.00	—	—	—

Year Ended	Total Amount of Dividends for the Year/Period (Millions of Yen)	Payout Ratio	Dividend on Equity
March 31, 2025	180	8.3%	0.7%
March 31, 2026	421	25.7%	1.4%
March 31, 2027 (Projected)	N/A	—%	N/A

(Note) The Company's Articles of Incorporation stipulate the end of the second quarter and the end of the fiscal year as the record dates for dividends. The projected amount of dividends for the year ending March 31, 2027 has not yet been determined.

### 3. Forecasts for the year ending March 31, 2027 (April 1, 2026 to March 31, 2027)

	Operating Revenues (Millions of Yen)	Operating Income (Millions of Yen)	Ordinary Income (Millions of Yen)	Net Income (Millions of Yen)	Net Income per Share (Yen)
Year ending March 31, 2027					
(amount)	¥120,800	¥1,500	¥800	¥800	¥13.30
(percentage)	9.4%	(16.7)%	(72.5)%	(51.2)%	N/A

(Note) The forecasts for the six months period ending September 30, 2026 have been omitted because the Company manages its operations on an annual basis.

## Notes

(1) Changes in accounting policy and estimates, and restatement due to:

(a) Changes in accounting policy due to revision of accounting standards:	None
(b) Changes in accounting policy other than (a) above:	None
(c) Changes in accounting estimates:	None
(d) Restatements:	None

(2) Number of shares

		(shares)
(a) Common stock issued, including treasury stock, as of:	March 31, 2026	60,329,400
	March 31, 2025	60,329,400
(b) Treasury stock as of:	March 31, 2026	172,230
	March 31, 2025	106,430
(c) Average number of common stock for the year ended:	March 31, 2026	60,194,259
	March 31, 2025	59,378,012

## Other Information

(1) This financial report is not subject to review by certified public accountants or audit firms.

(2) Explanation regarding the appropriate use of earnings forecasts and other special notes

The forward-looking statements in this report, such as forecasts, are based on information currently available and certain assumptions that the Company believes to be reasonable and should not be construed as a guarantee that the Company will achieve these projections. Actual results may differ from the aforementioned forecasts depending on various factors.

(3) Access to the supplementary material on financial results

The Company plans to hold an online financial results presentation for institutional investors and analysts on May 15, 2026 (Friday). The video of the presentation and supplementary materials on financial results will be promptly uploaded on "Investor Relations" of the Company's website.

## Qualitative Information on Operating Results

### 1. Operating Results (April 1, 2025 to March 31, 2026)

During this fiscal year, the economy in Japan was in a moderate recovery trend due to an improvement in the employment and income environment, and expansion of inbound consumption. On the other hand, the outlook still requires careful attention due to rising geopolitical tensions such as those in the Middle East, soaring crude oil prices, continuous rising prices, fluctuations in financial capital markets including exchange rates, and other factors.

In the domestic airline market in which the Company operates, travel demand continued to be strong due to a shift toward domestic travel caused by the weak yen and rising prices overseas. However, as domestic airlines strengthened their promotions to capture the robust non-business demand, price competition intensified throughout the year more than ever before.

In such a situation, the number of paid passengers decreased to 7,995,697 (down 1.8% as compared to a year earlier) due to the implementation of strategic pricing aimed at maximizing operating revenue during the current fiscal year. However, the Company has worked to improve its revenue management in order to optimize the balance between unit fare and the volume of paid passengers in response to changes in the market environment. Furthermore, as part of the Company's efforts to make its business structure more profitable, the Company focused on expanding ancillary revenue. As a result, operating revenue reached a record high despite the challenging business environment.

On the other hand, operating expenses are increasing due to the continuously weak yen, rising prices caused by global inflation, reduced government support, and other factors. In response to these cost increases, the Company has worked to contain expenses through self-help measures and implement strict cost management, including review of operations and optimization of maintenance plans to reduce maintenance costs in introducing new aircraft, while ensuring that safety remains the Company's top priority. However, these efforts were not sufficient to fully offset the increase in costs. As a result, operating income decreased as compared to a year earlier due to the increased operating expenses.

The Company has been working on the management policies for the fiscal year ended March 31, 2026: "Evolution and transformation into a highly profitable business structure" and "Preparations for dramatic growth in the fiscal year ending March 31, 2027 and beyond." The Company has steadily implemented an online reservation system for forward seats with the aim of improving customer convenience, revisions of various fees, and introduction of new fares for young people. In addition, in October 2025, the Company implemented a charter flight between Kobe and Taipei (Taiwan Taoyuan International Airport) to examine business possibilities of international flight. In addition, the number of registered users for the My Page service, launched in February 2024, surpassed one million by December 2025. The Company has been working to enhance customer loyalty by utilizing customer data.

(Operational system)

As mentioned above, in this fiscal year, domestic passenger demand remained steady mainly due to a return of domestic travel on the back of the weak yen and an increase in leisure demand. In light of this situation, in order to best meet the diverse customer transportation needs, the Company made an effort to increase transportation capacity and improve customer convenience by setting up additional scheduled flights on the high-demand routes aggressively.

As a result, the number of flights operated during the year ended March 31, 2026 was 56,869, up 0.6%, as compared to the previous year (56,528 flights), despite the number of aircraft remaining at 29.

(Operating revenues and operating costs)

In this fiscal year, operating revenues amounted to ¥110,441 million, up 1.4%, as compared to the previous year, due to the Company's efforts to optimize the balance between unit fare and the volume of paid passengers. Operating costs amounted to ¥101,184 million, up ¥1.0%, as compared to the previous year, due to the depreciation of yen, hikes in purchase costs affected by the worldwide inflation, and the reduced government support. As a result, operating income amounted to ¥1,801 million, down 1.4%, as compared to the previous year.

Ordinary income amounted to ¥2,907 million, up 282.4%, as compared to the previous year, due to foreign exchange gain associated with assets denominated in foreign currencies resulting from the weaker yen as of March 31, 2026 as compared to the previous fiscal year-end. Net income amounted to ¥1,638 million, down 23.7%, as compared to the previous year, due to gain on sale of property and equipment (extraordinary gain) of ¥712 million arising from a sales-and-leaseback transaction of a spare engine for aircraft, and the effect of recording income taxes—deferred of ¥1,949 million.

(Dividends)

The business environment surrounding the Company is extremely uncertain, due not only to various price hikes but also to soaring crude oil prices and sharp exchange rate fluctuations resulting from the escalating tensions in the Middle East. In light of these external risks, the Company has determined that this is a phase to enhance internal reserves in preparation for unforeseen circumstances and to secure funds for future growth while continuing to provide shareholder returns.

For the year ended March 31, 2026, the Company recorded a large amount of foreign exchange gain due to the rapid depreciation of the yen, resulting in the dividend resource that largely consist of non-cash items. After carefully considering the balance between shareholder returns and various factors, including the aforementioned rapid changes in the business environment and the cash requirements associated with introducing new equipment on a large scale, the Company has decided to pay 7 yen per share for the year-end dividend for the fiscal year ended March 31, 2026. Regarding the previously-announced dividend policy, the Company has decided to change the policy to ensure stable and consistent dividends, even amid significant external environmental fluctuations. The Company is currently developing the new policy that is to be applied from the dividend for the fiscal year ending March 31, 2027, which will be announced as soon as it is determined.

## **2. Financial Position (As of March 31, 2026)**

Total assets stood at ¥121,103 million, ¥17,215 million up from the previous fiscal year-end. This was mainly attributable to increase in (1) construction in progress by ¥13,794 million including those associated with purchases of airplanes and (2) derivative receivables (current asset) by ¥4,381 million.

Total liabilities stood at ¥87,159 million, ¥10,390 million up from the previous fiscal year-end. This was mainly attributable to increase in (1) bank loans by ¥6,429 million in relation to purchases of airplanes and (2) contract liabilities by ¥3,208 million as a result of the strong airline ticket booking sales.

Equity stood at ¥33,944 million, ¥6,824 million up from the previous fiscal year-end. This was mainly attributable to increase in (1) retained earnings by ¥1,457 million due to net income for the year and (2) deferred gain on derivatives under hedge accounting by ¥5,367 million in relation to derivative transactions including foreign exchange contracts.

## **3. Cash Flows (April 1, 2025 to March 31, 2026)**

Cash and cash equivalents as of the year-end stood at ¥24,481 million, ¥1,537 million down from the previous fiscal year-end (¥26,018 million). Cash flows for the year ended March 31, 2026 are summarized as follows:

(Cash flows from operating activities)

Net cash inflow from operating activities was ¥11,601 million (¥7,182 million in the previous fiscal year). The major components were income before income taxes of ¥3,619 million, depreciation and amortization of ¥3,496 million, and increase in contract liabilities of ¥3,208 million.

(Cash flows from investing activities)

Net cash outflow from investing activities was ¥19,315 million (¥5,011 million in the previous year). The major component was purchases of property and equipment of ¥22,558 million.

(Cash flows from financing activities)

Net cash inflow from financing activities was ¥5,679 million (an outflow of ¥2,949 million in the previous year). The main component was proceeds from long-term bank loans of ¥7,703 million.

#### 4. Outlook

The airline industry, in which the Company operates, has been supported by strong passenger demand; however, in addition to soaring crude oil prices caused by the escalating tensions in the Middle East, the Company is facing an unpredictable situation due to rising costs driven by the weak yen and global inflation, as well as the need to address labor shortages.

In this rapidly changing business environment, the Company has established the “ideal vision” for 2030 as “a flexible, strong, and sustainable company” and “ultra-high efficient management,” and have identified five key priorities to achieve these goals.

##### Five Key Priorities

(1) Strengthening Earning Power

Stabilizing and expanding revenue through advanced marketing by utilizing customer data, pursuing sustainable route configurations, and diversifying revenue structure

(2) Enhancing the Customer Experience and Building the Brand

Gaining recognition of the Company’s value proposition and building a fan base through the adoption of UAV (Unique Attractive Value)

(3) Improving Productivity and Reforming the Cost Structure

Improving aircraft operation rates, cost structure reforms focused on operational mechanisms, and the renovation of core systems

(4) Smooth Transition to New Aircraft

Achieving low-cost, low-environmental-impact flights through the introduction of fuel-efficient aircraft

(5) Developing and Retaining Talent and Empowering Employees

Securing professional talent to ensure the successful implementation of the above initiatives, and further enhancing employee engagement

The Company will implement these priorities steadily and establish a structure that enables continuous growth as an essential and favored airline.

In addition, the Company has a "Basic Sustainability Policy" to contribute to the sustainable development of society by providing safe, reliable, and high-quality airline services at affordable prices to all people. The Company will actively work to address climate change by introducing next-generation aircraft, improving operational efficiency, and using SAF (Sustainable Aviation Fuel), to implement measures to improve employee work styles and job satisfaction, and to collaborate with local governments and corporations.

The assumptions used in preparing forecasts for the year ending March 31, 2027 are as follows: (a) foreign currency exchange rate: ¥155 to one U.S. dollar (hedged: ¥146.1 to one U.S. dollar) and (b) crude oil price on the Dubai market: U.S.\$75 per barrel (hedged: U.S.\$70.8 per barrel). The effect of one dollar increase in the crude oil price on the Dubai market on fuel costs for the fiscal year is expected to be ¥100 million based on the Group's sensitivity analysis.

### **Basic approach to the selection of accounting standards**

Since the Company does not have any subsidiaries, the Company does not prepare consolidated financial statements. The Company prepares its financial statements in accordance with Japanese GAAP, taking into consideration the workload of preparing financial statements in accordance with International Financial Reporting Standards.

## Financial Statements

### Balance Sheets

(Millions of Yen)

	Year End- Current Year As of March 31, 2025	Year End- Current Year As of March 31, 2026
<b>Assets</b>		
Current Assets:		
Cash and bank deposits	¥26,018	¥24,481
Trade accounts receivable	5,467	6,615
Supplies	56	34
Other receivables	2,448	3,157
Prepaid expenses	4,332	2,816
Derivative receivables	62	4,443
Foreign exchange contracts	952	1,823
Other current assets	84	93
Total current assets	39,424	43,465
Non-Current Assets:		
Property and equipment:		
Flight equipment	22,934	26,358
Accumulated depreciation	(14,094)	(16,268)
Accumulated impairment losses	(73)	(73)
Flight equipment—net	8,765	10,016
Buildings and building improvements	3,055	3,115
Accumulated depreciation	(1,891)	(2,083)
Buildings and building improvements—net	1,164	1,032
Structures	19	19
Accumulated depreciation	(18)	(19)
Structures—net	0	0
Machinery and equipment	533	2,196
Accumulated depreciation	(533)	(878)
Machinery and equipment—net	0	1,317
Vehicles	3,789	3,773
Accumulated depreciation	(3,634)	(3,563)
Vehicles—net	154	209
Tools, furniture and fixtures	2,219	2,403
Accumulated depreciation	(1,718)	(1,829)
Accumulated impairment losses	(1)	(1)
Tools, furniture and fixtures—net	499	572
Leased assets	1,407	1,407
Accumulated depreciation	(974)	(1,052)
Leased assets—net	432	354
Construction in progress	4,743	18,538
Total property and equipment	15,762	32,043
Intangible assets:		
Software	123	202
Others	94	184
Total intangible assets	218	386

	Year End- Current Year As of March 31, 2025	Year End- Current Year As of March 31, 2026
<b>Investments and other assets:</b>		
Investments in capital	¥0	¥0
Long-term other receivables	—	2,718
Long-term prepaid expenses	533	310
Lease and guarantee deposits	3,961	3,854
Long-term deposits paid	24,423	21,716
Deferred tax assets	19,478	14,588
Derivative receivables	8	1,295
Foreign exchange contracts	78	724
Other assets	0	0
Total investments and other assets	48,483	45,207
Total non-current assets	64,464	77,638
Total assets	103,888	121,103
<b>Liabilities</b>		
<b>Current Liabilities:</b>		
Trade accounts payable	3,805	4,346
Short-term bank loans	20,000	20,000
Current portion of long-term bank loans	1,750	6,500
Lease obligations	108	100
Other payables	80	142
Accrued expenses	779	827
Income taxes payable	32	32
Contract liabilities	13,862	17,071
Deposits received	1,120	1,126
Provision for periodic maintenances of flight equipment	7,288	4,207
Accrued bonuses	903	991
Derivative liabilities	133	—
Other	32	34
Total current liabilities	49,897	55,379
<b>Long-term Liabilities:</b>		
Long-term bank loans	7,500	9,179
Lease obligations	497	396
Provision for maintenance to return leased flight equipment	2,461	2,312
Provision for periodic maintenances of flight equipment	15,543	19,260
Asset retirement obligations	320	323
Derivative liabilities	259	—
Foreign exchange contracts	52	—
Other	238	306
Total long-term liabilities	26,871	31,780
Total liabilities	76,769	87,159

(Millions of Yen)

	Year End- Current Year As of March 31, 2025	Year End- Current Year As of March 31, 2026
<b>Equity</b>		
Shareholders' equity:		
Common stock	¥100	¥100
Capital surplus		
Capital reserve	—	—
Other capital surplus	17,966	17,966
Total capital surplus	17,966	17,966
Retained earnings		
Legal retained earnings	25	25
Other retained earnings		
Retained earnings brought forward	8,833	10,290
Total retained earnings	8,858	10,315
Treasury stock	(89)	(89)
Total shareholders' equity	26,835	28,292
Remeasurement and adjustments:		
Deferred gain (loss) on derivatives under hedge accounting	284	5,651
Total remeasurement and adjustments	284	5,651
Total equity	27,119	33,944
Total liabilities and equity	103,888	121,103

## Statements of Income

(Millions of Yen)

	Year Ended March 31, 2025	Year Ended March 31, 2026
Operating revenues:		
Air transportation revenue	¥106,060	¥107,218
Freight revenue	7	31
Ancillary services revenue	2,824	3,192
Total operating revenues	108,893	110,441
Operating costs:		
Air transportation costs	100,117	101,113
Other costs	69	71
Total operating costs	100,187	101,184
Gross profit	8,705	9,256
Selling, general and administrative expenses		
Sales commissions	963	913
Advertising	231	220
Directors' remuneration	258	241
Salaries and wages	1,288	1,319
Accrual of bonuses	107	233
Welfare expenses	272	312
Travel and transportation	87	107
System-related expenses	494	619
Outsourcing expenses	882	1,080
Fees and commissions	1,226	1,342
Rent	121	128
Supplies	365	314
Taxes and dues	70	74
Depreciation and amortization	124	119
Other	381	428
Total selling, general and administrative expenses	6,878	7,455
Operating income	1,826	1,801
Non-operating income:		
Interest income	316	377
Foreign exchange gain	—	1,338
Subsidy income	79	—
Income from scrap sales	180	96
Penalty income	933	969
Other	182	191
Total non-operating income	1,693	2,971
Non-operating expenses:		
Interest expenses	544	878
Foreign exchange loss	1,644	—
Commissions and fees	263	776
Loss on disposal of property and equipment	216	136
Other	90	74
Total non-operating expenses	2,759	1,866
Ordinary income	760	2,907

(Millions of Yen)

	Year Ended March 31, 2025	Year Ended March 31, 2026
Extraordinary gains:		
Gain on reversal of asset retirement obligations	¥117	¥—
Gain on sale of property and equipment	—	712
Total extraordinary gains	117	712
Income before income taxes	877	3,619
Income taxes—current	32	32
Income taxes—deferred	(1,301)	1,949
Total income taxes	(1,268)	1,981
Net income	2,146	1,638

## Statements of Changes in Equity

(Millions of Yen)

Year Ended March 31, 2025	Shareholders' Equity							Remeasurement and Adjustments				Total Equity
	Capital Surplus			Retained Earnings				Treasury Stock	Total	Deferred Gain (Loss) on Derivatives under Hedge Accounting	Total	
	Common Stock	Capital Reserve	Other Capital Surplus	Total	Legal Retained Earnings	Other Retained Earnings— Retained Earnings Brought Forward	Total					
Beginning balance	¥100	¥ —	¥18,353	¥18,353	¥25	¥8,396	¥8,421	¥ (1,393)	¥25,481	¥2,376	¥2,376	¥27,857
Changes during the year:												
Dividends	—	—	—	—	—	(1,709)	(1,709)	—	(1,709)	—	—	(1,709)
Net income	—	—	—	—	—	2,146	2,146	—	2,146	—	—	2,146
Purchase of treasury stock	—	—	—	—	—	—	—	(0)	(0)	—	—	(0)
Disposal of treasury stock	—	—	(387)	(387)	—	—	—	1,304	917	—	—	917
Other, net	—	—	—	—	—	—	—	—	—	(2,092)	(2,092)	(2,092)
Total changes	—	—	(387)	(387)	—	436	436	1,304	1,353	(2,092)	(2,092)	(738)
Ending balance	100	—	17,966	17,966	25	8,833	8,858	(89)	26,835	284	284	27,119

(Millions of Yen)

Year Ended March 31, 2026	Shareholders' Equity							Remeasurement and Adjustments				Total Equity
	Capital Surplus			Retained Earnings				Treasury Stock	Total	Deferred Gain (Loss) on Derivatives under Hedge Accounting	Total	
	Common Stock	Capital Reserve	Other Capital Surplus	Total	Legal Retained Earnings	Other Retained Earnings— Retained Earnings Brought Forward	Total					
Beginning balance	¥100	¥ —	¥17,966	¥17,966	¥25	¥8,833	¥8,858	¥ (89)	¥26,835	¥284	¥284	¥27,119
Changes during the year:												
Dividends	—	—	—	—	—	(180)	(180)	—	(180)	—	—	(180)
Net income	—	—	—	—	—	1,638	1,638	—	1,638	—	—	1,638
Other, net	—	—	—	—	—	—	—	—	—	5,367	5,367	5,367
Total changes	—	—	—	—	—	1,457	1,457	—	1,457	5,367	5,367	6,824
Ending balance	100	—	17,966	17,966	25	10,290	10,315	(89)	28,292	5,651	5,651	33,944

## Statements of Cash Flows

(Millions of Yen)

	Year Ended March 31, 2025	Year Ended March 31, 2026
<b>Cash flows from operating activities:</b>		
Income before income taxes	¥877	¥3,619
Depreciation and amortization	2,730	3,496
Share compensation expenses	165	409
Increase (decrease) in provision for periodic maintenances of flight equipment	(4,240)	637
Increase (decrease) in provision for maintenance to return leased flight equipment	(775)	(148)
Decrease (increase) in accrued bonuses	(59)	88
Interest and dividend income	(316)	(377)
Interest expenses	544	878
Commission expenses (non-operating)	263	776
Foreign exchange loss (gain)	190	(244)
Gain on reversal of asset retirement obligations	(117)	—
Income from scrap sales	(180)	(96)
Subsidy income	(79)	—
Loss (gain) on sale of property and equipment	(1)	(714)
Loss on disposal of property and equipment	216	136
Decrease (increase) in trade accounts receivable	284	(1,148)
Decrease (increase) in supplies	14	22
Decrease (increase) in prepaid expenses	403	1,514
Decrease (increase) in other receivables	1,933	(491)
Decrease (increase) in long-term deposits paid	5,509	(11)
Increase (decrease) in trade accounts payable	(184)	527
Increase (decrease) in contract liabilities	174	3,208
Increase (decrease) in other payable	61	293
Decrease (increase) in consumption taxes receivable	(112)	(194)
Other	143	638
Subtotal	7,182	12,821
Interests and dividends received	316	377
Interests paid	(544)	(877)
Commission expenses (non-operating) paid	(263)	(759)
Proceeds from scrap sales	180	72
Subsidy income received	79	—
Income taxes paid	(32)	(32)
Net cash flows from operating activities	7,182	11,601

	Year Ended March 31, 2025	Year Ended March 31, 2026
<b>Cash flows from investing activities:</b>		
Purchases of property and equipment	¥(4,609)	¥(22,558)
Proceeds from sales of property and equipment	2	3,368
Purchases of intangible assets	(95)	(227)
Payment for lease and guarantee deposits	(309)	(276)
Proceeds from collection of lease and guarantee deposits	—	378
Net cash flows from investing activities	<u>(5,011)</u>	<u>(19,315)</u>
<b>Cash flows from financing activities:</b>		
Proceeds from long-term bank loans	—	7,703
Repayment of long-term bank loans	(1,250)	(1,750)
Repayments of lease obligations	(148)	(110)
Payments for purchase of treasury stock	(0)	—
Dividends paid	(1,551)	(163)
Net cash flows from financing activities	<u>(2,949)</u>	<u>5,679</u>
Foreign currency translation adjustments on cash and cash equivalents	(111)	496
Net increase (decrease) in cash and cash equivalents	<u>(890)</u>	<u>(1,537)</u>
Cash and cash equivalents, beginning of year	<u>26,909</u>	<u>26,018</u>
Cash and cash equivalents, end of year	<u>26,018</u>	<u>24,481</u>

## Notes to Financial Statements

### Going Concern Issues

No items to report.

### Equity Method

There are no items to report since the Company does not have any associated companies.

### Segment Information

As the Company engages in a single segment, namely, the air transportation business, segment information is not presented.

### Per Share Information

	Year Ended March 31, 2025	Year Ended March 31, 2026
Equity per share (yen)	¥450.32	¥564.26
Basic earnings per share (yen)	36.14	27.21

(Note 1) *Net income per share-diluted is not presented because the Company did not have any kind of potentially dilutive shares.*

(Note 2) *Basis for computing basic earnings per share is as follows:*

	Year Ended March 31, 2025	Year Ended March 31, 2026
Net income attributable to owners of the parent (millions of yen)	¥2,146	¥1,638
Net income not attributable to common shareholders (millions of yen)	—	—
Net income attributable to common Shareholders (millions of yen)	2,146	1,638
Average number of shares of common stock outstanding during the year (shares)	59,378,012	60,194,259

### Significant Subsequent Event

No items to report.

## **Other Information**

All the figures in this report except per share information are rounded down to the nearest million.

This information is summarized and translated from the original Japanese version submitted to the Tokyo Securities Exchange in accordance with its disclosure rules and presentation manners. This English translation is intended solely for the convenience of readers, and not intended in any way to substitute or replace the original Japanese version. If there is any discrepancy between the original Japanese version and this translation, the original Japanese version shall supersede all information in this translation. All the figures in this report are unaudited.