

Organic growth continues

Third Quarter 2011

- | Total turnover was ISK 35.9 billion, up by 15% from the corresponding quarter of last year.
- | Taking account of companies that exited the Group at the beginning of the year, the increase in turnover corresponds to 20%.
- | EBITDA amounted to ISK 8.7 billion, down by 0.5 billion between years. Equivalent operations yielded EBITDA of ISK 8.9 billion.
- | The EBITDA ratio was 24.1%, as compared to 29.4% over the same period last year.
- | World fuel prices were on average 46% above last year's price levels, resulting in a direct cost increase of ISK 2.2 billion.
- | Depreciation was ISK 1.6 billion.
- | The EBITDAR ratio was 29.6%, as compared to 37.4% at the same time last year.
- | Financial costs amounted to ISK 0.5 billion, as compared to ISK 1.2 billion in the preceding year.
- | Profit after taxes came to ISK 5.4 billion, as compared to ISK 5.2 billion over the corresponding period of last year.

First nine months of 2011

- | Total turnover was ISK 76.9 billion, increasing by 11% year on year.
- | Taking account of companies that exited the Group at the turn of the year, the increase in turnover corresponds to 17%.
- | EBITDA was ISK 10.5 billion and the EBITDA ratio was 13.7%, as compared to ISK 11.5 billion 16.6% respectively in the preceding year.
- | Equivalent operations yielded EBITDA of ISK 10.3 billion in 2010.
- | The EBITDAR ratio was 20.9%, as compared to 26.4% over the same period last year.
- | Financial costs amounted to ISK 1.1 billion, as compared to ISK 3.0 billion at the same time last year.
- | Net cash from operating activities amounted to ISK 13.2 billion, as compared to ISK 11.9 billion in the first nine months of the preceding year.
- | Total assets amounted to ISK 91.4 billion at the end of the period, and the equity ratio was 36.4%, as compared to 18.6% at the same time last year.

| Highlights P/L statement (mISK) | Q3 2011 | Q3 2010 | 9M 2011 | 9M 2010 |
|---------------------------------|---------|---------|---------|---------|
| Operating Income | 35,868 | 31,082 | 76,914 | 69,250 |
| EBITDA | 8,653 | 9,135 | 10,542 | 11,462 |
| EBITDA ratio | 24.1% | 29.4% | 13.7% | 16.6% |
| EBIT | 7,084 | 7,545 | 6,272 | 7,225 |
| EBT | 6,634 | 6,384 | 5,228 | 4,341 |
| Profit for the period | 5,364 | 5,197 | 4,652 | 3,151 |
| EBITDAR | 10,610 | 11,634 | 16,082 | 18,263 |
| EBITDAR ratio | 29.6% | 37.4% | 20.9% | 26.4% |

| Highlights Balance Sheet (mISK) | 30.09.2011 | 31.12.2010 |
|---------------------------------|------------|------------|
| Total Assets | 91,380 | 84,239 |
| Equity ratio | 36.4% | 33.7% |
| Interest bearing debt | 19,846 | 25,121 |
| Net interest bearing debt | 6,259 | 12,127 |
| Cash and marketable securities | 13,361 | 12,994 |
| Current ratio | 1.0 | 1.2 |

Björgólfur Jóhannsson, CEO:

"The strong organic growth continued in the third quarter. The capacity in our international route network increased by 20% and the number of passengers increased by 17% over the same period. The growth is projected to continue in 2012, when Icelandair's flight schedule will become the largest in the company's history, exceeding this year's schedule by 14%. A new year-round destination, Denver, Colorado, will be added and the frequency of flights to other destinations will be increased.

The company's EBITDA in the third quarter amounted to ISK 8.7 billion. Equivalent operations in third quarter 2010 yielded EBITDA of ISK 8.9 billion. World fuel prices in the quarter were 46% higher on average than in the corresponding period in 2010. We are therefore very satisfied with the operating outcome, and in spite of the negative signs in the world economy, Icelandair Group's operating prospects are positive."

We iterate that fluctuations of USD and EUR and fuel prices have significant impact on our results and recent volatility in the market has increased the uncertainty in our forecast. We anticipate higher fuel prices and increased capacity to lead to lower EBITDA in the fourth quarter as compared to fourth quarter last year when EBITDA was ISK 1.1 billion. Our updated forecast for Q4 2011 is that EBITDA in the quarter will be insignificant or negative up to ISK 0.5 billion, resulting in EBITDA for the full year of 2011 to be in the range of ISK 10.0 - 10.5 billion."

Highlights from operations in the third quarter of 2011

EBITDA amounted to ISK 8.7 billion, down by ISK 0.5 billion between years. The EBITDA ratio was 24.1% in the third quarter, as compared to 29.4% over the same period in 2010. Equivalent operations yielded EBITDA of ISK 8.9 billion in 2010.

EBIT was ISK 7.1 billion, as compared to ISK 7.5 billion over the same period of the preceding year. Profit after taxes came to ISK 5.4 billion, as compared to ISK 5.2 billion over the corresponding period of 2010.

EBITDAR amounted to ISK 10.6 billion, as compared to ISK 11.6 billion in the third quarter of 2010. The EBITDAR ratio was 29.6%, as compared to 37.4% at the same time last year.

| Income Statement (mISK) | Q3 2011 | Q3 2010 | % Chg. |
|--|---------------|---------------|------------|
| Transport revenue | 25,158 | 21,065 | 19% |
| Aircraft and aircrew lease | 4,157 | 5,275 | -21% |
| Other operating revenue | 6,553 | 4,742 | 38% |
| Operating Income | 35,868 | 31,082 | 15% |
| Salaries and related expenses | 5,943 | 5,232 | 14% |
| Aircraft fuel | 7,757 | 4,990 | 55% |
| Aircraft and aircrew lease | 2,901 | 3,429 | -15% |
| Aircraft handling, landing and communication | 2,598 | 2,215 | 17% |
| Aircraft maintenance expenses | 2,060 | 1,751 | 18% |
| Other operating expenses | 5,956 | 4,330 | 38% |
| EBITDA | 8,653 | 9,135 | - |
| EBITDA ratio | 24.1% | 29.4% | - |
| EBIT | 7,084 | 7,545 | - |
| EBT | 6,634 | 6,384 | - |
| Profit for the period | 5,364 | 5,197 | - |
| EBITDAR | 10,610 | 11,634 | - |
| EBITDAR ratio | 29.6% | 37.4% | - |

Total operating income amounted to ISK 35,9 billion, as compared to ISK 31.1 billion over the same period last year, representing a 15% increase between years. Taking account of companies that exited the Group at the beginning of the year, turnover increased by 20% year on year.

Transport revenue increased by ISK 4.1 billion, or approximately 19%. Passenger revenues increased by 22%.

Aircraft and aircrew lease revenue decreased by ISK 1.1 billion. Bluebird's turnover was included in the 2010 figures, but is not included in the figures for 2011.

Other operating revenue increased by ISK 1.8 billion from the third quarter of 2010, or by 38%. The increase is a result of growing income from Icelandair Hotels and Iceland Travel, whose revenues reduced last year as a result of the volcanic eruption in Eyjafjallaökull

Salaries and related expenses increased by ISK 0.7 billion, or 14%, in comparison with the third quarter of 2010. The main reasons are increased capacity and contracted salary increases between years. Wage bargaining contracts have been finalised with all Icelandair's airline staff, but negotiations with Air Iceland cabin crews remain unfinished.

Aircraft fuel expenses rose by ISK 2.8 billion, representing a 55% year-on-year increase. The average world price of fuel in the third quarter of 2010 was USD 699 per ton, as compared to USD 1021 per ton in the third quarter of 2011; this corresponds to an increase of 46%. The result was a direct cost increase of ISK 2.2 billion over the quarter. The rise in cost resulting from production increase is assessed at ISK 1.0 billion.

The table below shows the Company's fuel price hedging position at the end of September. The table shows that 27% of the projected fourth quarter use have been hedged through fuel swaps.

| 2011 | Estimated usage (tons) | Hedge contracts | Av. Hedge price USD | % hedged |
|--------------|------------------------|-----------------|---------------------|------------|
| October | 14,267 | 5,250 | 1,046 | 37% |
| November | 11,221 | 3,200 | 1,015 | 29% |
| December | 10,701 | 1,200 | 1,025 | 11% |
| Total | 36,189 | 9,650 | 1,033 | 27% |

Aircraft and aircrew lease decreased by ISK 0.5 billion between quarters, or 15%. In March, Icelandair acquired one Boeing 757-200 aircraft, which had previously been on lease, thereby reducing lease costs. Also, lease costs were reduced as a result of Bluebird's exit from the Group.

Aircraft handling, landing and communication expenses increased by ISK 0.4 billion between years, or 17%. The increase is a result of the increase in capacity between years together with significant price increases.

Aircraft maintenance expenses amounted to ISK 2.1 billion, increasing by 0.3 billion between years.

Financial items in the third quarter of 2011

Net finance cost amounted to ISK 0.5 billion in the third quarter of 2011, as compared to ISK 1.2 billion in the corresponding period last year. Financial income amounted to ISK 0.2 billion, increasing by 0.1 billion year on year. Financial expenses decreased by ISK 0.6 billion year on year, down to ISK 0.6 billion.

| Net Finance Cost (mISK) | Q3 2011 | Q3 2010 | Chg. |
|-------------------------|-------------|---------------|------------|
| Interest income | 181 | 40 | 141 |
| Interest expenses | -248 | -766 | 518 |
| Currency effect | -387 | -445 | 58 |
| Net finance cost | -454 | -1,171 | 717 |

First nine months of 2011

EBITDA was ISK 10.5 billion, as compared to ISK 11.5 billion in the corresponding period of last year. The EBITDA ratio was 13.7%, as compared to 16.6% over the corresponding period last year. Equivalent operations yielded EBITDA of ISK 10.3 billion in 2010.

EBIT was ISK 6.3 billion, as compared to ISK 7.2 billion in the corresponding period of last year. Profit after taxes over the quarter amounted to ISK 4.7 billion, as compared to ISK 3.2 billion over the corresponding period of 2010.

EBITDAR amounted to ISK 16.1 billion, as compared to ISK 18.3 billion in the first nine months of 2010.

The **EBITDAR ratio** was 20.9%, down from 26.4% in 2010.

| Income Statement (mISK) | 9M 2011 | 9M 2010 | % Chg. |
|--|---------------|---------------|------------|
| Transport revenue | 49,829 | 43,081 | 16% |
| Aircraft and aircrew lease | 12,680 | 14,994 | -15% |
| Other | 14,405 | 11,175 | 29% |
| Operating Income | 76,914 | 69,250 | 11% |
| Salaries and related expenses | 16,803 | 15,073 | 11% |
| Aircraft fuel | 17,200 | 11,634 | 48% |
| Aircraft and aircrew lease | 7,994 | 9,370 | -15% |
| Aircraft handling, landing and communication | 5,712 | 4,998 | 14% |
| Aircraft maintenance expenses | 5,393 | 5,151 | 5% |
| Other operating expenses | 13,270 | 11,562 | 15% |
| EBITDA | 10,542 | 11,462 | - |
| EBITDA ratio | 13.7% | 16.6% | - |
| EBIT | 6,272 | 7,225 | - |
| EBT | 5,228 | 4,341 | - |
| Profit from continuing operations | 4,652 | 3,551 | - |
| Loss from discontinuing operations | 0 | -400 | - |
| Profit for the period | 4,652 | 3,151 | - |
| EBITDAR | 16,082 | 18,263 | - |
| EBITDAR ratio | 20.9% | 26.4% | - |

Balance Sheet

| Balance sheet (mISK) | 30.09.2011 | 31.12.2010 | Chg. |
|---|---------------|---------------|----------------|
| Assets: | | | |
| Operating Assets | 31,271 | 27,594 | 3,677 |
| Intangible assets | 21,390 | 21,212 | 178 |
| Long-term cost | 732 | 918 | -186 |
| Long-term receivables and deposits | 1,798 | 1,424 | 374 |
| Other non-current assets | 173 | 178 | -5 |
| Total non-current assets | 55,364 | 51,326 | 4,038 |
| Assets classified as held for sale | 2,771 | 2,815 | -44 |
| Other current-assets | 19,884 | 17,104 | 2,780 |
| Marketable securities | 3,240 | 1,306 | 1,934 |
| Cash and cash equivalents | 10,121 | 11,688 | -1,567 |
| Total current assets | 36,016 | 32,913 | 3,103 |
| Total assets | 91,380 | 84,239 | 7,141 |
| Equity and liabilities: | | | |
| Stockholders equity | 33,277 | 28,403 | 4,874 |
| Loans and borrowings non-current | 16,102 | 21,356 | -5,254 |
| Other non-current liabilities | 6,101 | 6,012 | 89 |
| Total non-current liabilities | 22,203 | 27,368 | -5,165 |
| Loans and borrowings current | 3,416 | 3,248 | 168 |
| Trade and other payables | 19,877 | 14,048 | 5,829 |
| Deferred income | 10,776 | 8,807 | 1,969 |
| Liabilities classified as held for sale | 1,831 | 2,365 | -534 |
| Total current liabilities | 35,900 | 28,468 | 7,432 |
| Total equity and liabilities | 91,380 | 84,239 | 7,141 |
| Equity ratio | 36.4% | 33.7% | 2.7 ppt |
| Current ratio | 1.00 | 1.16 | -0.15 |
| Net interest bearing debt | 6,259 | 12,127 | -5,868 |
| Interest bearing debt | 19,846 | 25,121 | -5,275 |

Investments in operating assets amounted to ISK 7.4 billion in the first nine months of the year. Icelandair invested in two B757-200 aircraft for ISK 3.0 billion, Air Iceland invested in two Dash 8-200 aircraft for ISK 0.6 billion and Icelandair Group invested in one Airbus 320 aircraft for ISK 0.2 billion. Investments in engine hours amounted to ISK 1.4 billion for the period.

Interest-bearing liabilities amounted to ISK 19.8 billion, as compared to ISK 25.1 billion at the beginning of the year. In the first nine months of the year, the Company has reduced its long-term liabilities in the amount of ISK 7.3 billion. Of this figure, ISK 4.1 billion had not fallen due. In October, the Company signed loan agreements with Deutsche Bank in the amount of ISK 18 million with a term of seven years.

Cash Flow

| Statement of Cash Flow (mISK) | 9M 2011 | 9M 2010 |
|---|---------------|--------------|
| Working capital from operations | 11,828 | 11,281 |
| Net cash from operating activities | 13,193 | 11,942 |
| Net cash used in investing activities | -10,109 | -2,763 |
| Net cash used in financing activities | -4,685 | -3,430 |
| Increase in cash and cash equivalents | -1,601 | 5,749 |
| Effect of exchange rate fluctuations on cash held | 34 | -276 |
| Cash and cash equivalents at 1 January | 11,688 | 1,909 |
| Cash and cash equivalents at 30 September | 10,121 | 7,382 |

Working capital from operations amounted to ISK 11.8 billion, as compared to ISK 11.3 billion over the same period last year.

Net cash from operating activities was ISK 13.2 billion, as compared to ISK 11.9 billion in the corresponding period of 2010.

Highlights of operations by quarter

| Income Statement (mISK) | Q3 2011 | Q2 2011 | Q1 2011 | Q4 2010 | Q3 2010 | Q2 2010 | Q1 2010 |
|--|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Transport revenue | 25,158 | 16,047 | 8,624 | 10,863 | 21,065 | 13,314 | 8,702 |
| Aircraft and aircrew lease | 4,157 | 4,615 | 3,908 | 4,978 | 5,275 | 4,875 | 4,844 |
| Other | 6,553 | 4,367 | 3,485 | 2,924 | 4,742 | 3,696 | 2,737 |
| Operating Income | 35,868 | 25,029 | 16,017 | 18,765 | 31,082 | 21,885 | 16,283 |
| Salaries and related expenses | 5,943 | 6,143 | 4,717 | 5,342 | 5,232 | 5,337 | 4,503 |
| Aircraft fuel | 7,757 | 5,939 | 3,504 | 3,293 | 4,990 | 3,973 | 2,671 |
| Aircraft and aircrew lease | 2,901 | 2,865 | 2,228 | 2,496 | 3,429 | 3,091 | 2,850 |
| Aircraft handling, landing and communication | 2,598 | 1,949 | 1,165 | 1,105 | 2,215 | 1,649 | 1,134 |
| Aircraft maintenance expenses | 2,060 | 1,848 | 1,485 | 1,324 | 1,751 | 1,836 | 1,564 |
| Other operating expenses | 5,956 | 4,198 | 3,116 | 4,089 | 4,330 | 3,850 | 3,382 |
| EBITDA | 8,653 | 2,087 | -198 | 1,116 | 9,135 | 2,149 | 178 |
| EBIT | 7,084 | 623 | -1,435 | -971 | 7,545 | 843 | -1,163 |
| Gain on disposals in relation to financial restructuring | 0 | 0 | 0 | 4,245 | 0 | 0 | 0 |
| EBT from continuing operations | 6,634 | 452 | -1,858 | 2,235 | 6,384 | -207 | -1,836 |
| Profit (loss) from continuing operations | 5,364 | 409 | -1,121 | 1,567 | 5,197 | -161 | -1,485 |
| Loss from discontinuing operations | 0 | 0 | 0 | -162 | 0 | 0 | -400 |
| Profit (loss) for the period | 5,364 | 409 | -1,121 | 1,405 | 5,197 | -161 | -1,885 |

Traffic figures

| ICELANDAIR | Q3 11 | Q3 10 | | CHG (%) | Jan-Sep 11 | Jan-Sep 10 | | Chg (%) |
|--------------------------------------|-----------|-----------|---|----------|------------|------------|---|----------|
| Number of Passengers (PAX) | 671,451 | 573,822 | ↑ | 17% | 1,393,620 | 1,167,382 | ↑ | 19% |
| Load Factor (%) | 83.4% | 85.1% | ↓ | -1.7 ppt | 79.6% | 78.6% | ↑ | 1.0 ppt |
| Available Seat Kilometers (ASK'000) | 2,265,156 | 1,884,546 | ↑ | 20% | 4,892,249 | 4,084,270 | ↑ | 20% |
| AIR ICELAND | Q3 11 | Q3 10 | | CHG (%) | Jan-Sep 11 | Jan-Sep 10 | | Chg (%) |
| Number of Passengers (PAX) | 106,031 | 103,726 | ↑ | 2% | 271,918 | 261,215 | ↑ | 4% |
| Load Factor (%) | 72.1% | 69.1% | ↑ | 3.0 ppt | 69.8% | 68.3% | ↑ | 1.6 ppt |
| Available Seat Kilometers (ASK'000) | 60,041 | 58,295 | ↑ | 3% | 141,492 | 129,921 | ↑ | 9% |
| CAPACITY | Q3 11 | Q3 10 | | CHG (%) | Jan-Sep 11 | Jan-Sep 10 | | Chg (%) |
| Fleet Utilization (%) | 87.3% | 94.5% | ↓ | -7.1 ppt | 92.3% | 93.2% | ↓ | -0.9 ppt |
| Sold Block Hours | 8,881 | 9,688 | ↓ | -8% | 26,603 | 25,750 | ↑ | 3% |
| ICELANDAIR CARGO | Q3 11 | Q3 10 | | CHG (%) | Jan-Sep 11 | Jan-Sep 10 | | Chg (%) |
| Available Tonne Kilometers (ATK'000) | 53,607 | 45,074 | ↑ | 19% | 130,266 | 117,784 | ↑ | 11% |
| Freight Tonne Kilometers (FTK'000) | 18,888 | 17,368 | ↑ | 9% | 55,691 | 54,784 | ↑ | 2% |
| ICELANDAIR HOTELS | Q3 11 | Q3 10 | | CHG (%) | Jan-Sep 11 | Jan-Sep 10 | | Chg (%) |
| Available Hotel Room Nights | 87,707 | 80,349 | ↑ | 9% | 198,852 | 188,014 | ↑ | 6% |
| Sold Hotel Room Nights | 73,004 | 64,713 | ↑ | 13% | 142,448 | 131,627 | ↑ | 8% |
| Utilization of Hotel Rooms | 83.2% | 80.5% | ↑ | 2.7 ppt | 71.6% | 70.0% | ↑ | 1.6 ppt |

Icelandair Group's traffic increased significantly in the third quarter in comparison with the corresponding period last year. Icelandair carried 671 thousand passengers, 17% over last year's figure. The load factor was ISK 83.4%, falling slightly between years. Air Iceland carried 106 thousand passengers, which represents an increase of 2%. The most increase was in the number of passengers to Akureyri and Egilsstaðir. The number of sold block hours reduced by 8% over the quarter from the corresponding period last year for reasons of maintenance work and fewer projects. Freight tonne kilometres increased by 9%. Utilization of hotel rooms was 83.2%, increasing by 2.7 percentage points year on year. The renovated Icelandair Hotel Reykjavik Natura has been well received, and September was a record month in the hotel's history.

Icelandair increased its capacity in the first nine months of the year by 20% from the preceding year. The number of passengers was 1.4 million, increasing by 19% between years. The number of passengers increased in all markets, but the largest proportional increase, at 20%, was in the market from Iceland. The increase in the North Atlantic market, the Company's largest market, was 18%. The increase in the market to Iceland was 15%.

Outlook for Icelandair Group hf.

Icelandair Group anticipates higher world fuel prices and increased capacity to lead to lower EBITDA in the fourth quarter as compared to fourth quarter last year when EBITDA was ISK 1.1 billion. The updated forecast for Q4 2011 is that EBITDA in the quarter will be insignificant or negative by ISK 0.5 billion, resulting in EBITDA for the full year of 2011 to be in the range of ISK 10-10.5 billion.

Continued organic growth is projected next year. In September Icelandair, the Group's largest company, announced its flight schedule for 2012. It will be the largest schedule in the company's history, with capacity increasing by 14% from 2011. A new year-round destination, Denver, Colorado, will be added, and the frequency of flights to various cities in the United States and Europe will be increased. The number of the company's passengers in 2012 is projected at 2 million in 2012, as compared to an estimated 1.7 million in 2011. The growth next year will be proportionally greater over the winter months than in the summer. In fact, the company's winter schedule in 2012-2013 will be more extensive than Icelandair's summer schedule two years ago.

Owing to Icelandair's extensive co-operation with other Icelandic Group subsidiaries, the growth seen by Icelandair will also be reflected as an increase in the other subsidiaries' turnovers. The growth will result in greater frequency for customers of Icelandair Cargo and the increased activity at Keflavik International Airport will generate increased turnover for Icelandair Ground Services. The growth will also create increased opportunities for other companies within the Group. The enlargement of Icelandair's route network is consistent with the strategy established by Icelandair Group of organic expansion.

In October, a strong new market partnership was launched in the Icelandic tourist sector with the objective of increasing winter tourism and levelling out the seasonal fluctuations in the Icelandic tourist industry. The initiative was launched under the heading "Iceland - All year round" under the leadership of the Ministry of Industry and key enterprises in the field in Iceland. The campaign is scheduled to extend over the next three years. The campaign is certain to have a positive impact on the operation of the companies in the Group engaging in tourist services in Iceland and create opportunities for their further growth.

General market outlook

The financial performance of airline companies is closely linked to the health of world economies. In its most recent financial forecast, IATA assumes that air traffic will not grow as rapidly next year as it did in 2011. In North America the projected growth is 1.2%, as compared to an estimated growth of 3.6% this year. In Europe the growth is projected at 4.5%, as compared to the estimated 8.5% growth this year.

Another IATA report from October this year reveals that airline companies are not anticipating reduced demand for passenger transport next year, but they do expect a decrease in cargo volumes. Continued high fuel prices, increasing unit costs resulting, among other things, from new emission taxes and pressures on yields, are challenges that airline companies will need to address. A positive outcome is forecast for the sector in 2012, although the above factors will unavoidably lead to reduced profitability.

Share price development and largest shareholders

At the end of September 2011 the market value of Icelandair Group in the Nasdaq OMX stock market was ISK 28.5 billion. The closing price for September was ISK 5.7 per share. In the first nine months of the year the highest end-of-day closing price was ISK 5.7 per share, the lowest closing price was ISK 3.1 per share and the average closing price was ISK 4.7 per share. The number of issued share on 30 September 2011 was ISK 5,000,000,000 and the number of outstanding shares at the same time was 4,975,000,000. The Company's share price increased in the first nine months of the year by 81%. The number of shareholders at the end of September was 1,223. The list below shows the largest shareholders at the end of October.

| Name | No. Shares | % |
|--------------------------------|---------------|--------|
| Framtakssjóður Íslands | 1,450,539,559 | 29.01 |
| Íslandsbanki hf | 1,029,603,498 | 20.59 |
| Lífeyrissjóður verslunarmanna | 603,633,186 | 12.07 |
| Lífeyrissjóður Bankastræti 7 | 300,000,000 | 6.00 |
| Glitnir banki hf | 182,205,000 | 3.64 |
| Stefnir - ÍS 5 | 131,433,452 | 2.63 |
| Stefnir - ÍS 15 | 127,591,085 | 2.55 |
| Úrvalsbréf Landsbankans | 101,772,258 | 2.04 |
| SPB hf | 93,572,562 | 1.87 |
| Stafir lífeyrissjóður | 90,070,519 | 1.80 |
| MP banki hf | 55,417,654 | 1.11 |
| Sameinaði lífeyrissjóðurinn | 51,054,089 | 1.02 |
| Akkur SI | 50,370,937 | 1.01 |
| Íslandssjóður hf | 42,879,759 | 0.86 |
| GAMMA: EQ1 | 41,296,637 | 0.83 |
| Stefnir - Samval | 37,000,000 | 0.74 |
| Eftirlaunasj. atvinnuflugmanna | 33,175,659 | 0.66 |
| Alnus ehf | 32,992,831 | 0.66 |
| MP Banki - Safnreikningur 4 | 29,653,870 | 0.59 |
| Icelandair Group hf | 25,460,000 | 0.51 |
| Other | 490,277,445 | 9.81 |
| Total | 5,000,000,000 | 100.00 |

Presentation meeting on Wednesday, 3 November 2011

An open presentation for stakeholders will be held on Thursday 3 November 2011 at the Icelandair Hotel Reykjavik Natura. Björgólfur Jóhannsson, Icelandair Group CEO, and Bogi Nils Bogason, CFO, will present the Company's results and respond to questions, together with the senior management. The presentation will begin at 16:30.

The presentation material will be available after the meeting on the Icelandair Group website, www.icelandairgroup.is, and on the Nasdaq OMX Iceland hf news system.

Audit

The consolidated accounts of Icelandair Group for the third quarter and first nine months of 2011 were approved at a meeting of the Board of Directors on 2 November 2011.

Financial Calendar

Financial statement for the fourth quarter - week 6, 2012

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