RYANAIR ANNOUNCES RECORD RESULTS FOR THE FIRST QUARTER ENDED JUNE 30 1999

Ryanair Holdings Plc today (10 August 1999) released its financial results for the quarter ended 30 June 1999. Total revenues grew by 14% to IR£66.2m., as a result of passengers volumes growth of 8% to 1.27 million, and an increase in average yields due to a longer average sector length. Operating expenses increased by 14%, reflecting costs (primarily depreciation and staff costs), associated with this growth and the launch costs of 7 new routes. Profit after tax has risen by 17% to IR£11.0m. Earnings per share grew by 11% arising from the increased number of shares in issue.

Summary of Results (UK and Irish GAAP)

Quarter End	**June 30, 1999**	**June 30, 1998**	**% Increase**
Passengers	1.27m	1.18m	8%
Operating Revenues	IR£66.2m	IR£57.8	14%
Profit after tax	IR£11.0m	IR£9.4m	17%
Basic EPS	6.57p	5.93p	11%

Commenting on these results, Ryanair's CEO, Michael O'Leary said;

> *"Ryanair's continued growth in the first quarter reflects the disciplined rollout of our low fares formula between the UK and Europe. The current average load factor on our seven new routes (Ancona, Genoa and Turin in Italy; Biarritz and Dinard in France; Frankfurt Hahn in Germany; and Derry in Northern Ireland), is in excess of 75% which again highlights our ability to grow traffic in new, and existing markets, by giving customers the airline service they really want – "low and widely available air fares."*

> *"Current growth is strong, our aircraft deliveries from Boeing have all arrived on schedule, and the introduction of our new 737-800 aircraft has improved our operating and financial performance whilst generating extremely positive customer feedback. We have already received the first 4 deliveries and the final Boeing 737-800 for this year will deliver at the end of August. These additional aircraft should enable Ryanair to continue to grow at our projected rate of 20% plus per annum.*

> *"Whilst our low fares continue to enjoy consumer support and financial success, the trading environment is not all blue skies. Some airports such as Manchester and Kerry have sought to increase costs by raising their charges or introducing unjustifiable passenger taxes. We have responded by reducing capacity and traffic at these airports, and fighting these anti-consumer increases. By allocating this capacity to other pro-consumer airports our traffic has been unaffected, but there are still some airport operators in Europe who mistakenly believe that they can increase charges whilst air fares continue to decline. These airports will be disappointed."*

"Dublin Airport which continues to be a Government owned monopoly has now missed out on two successive years of Ryanair's low fare, new route growth. As a result, visitors to Ireland from Europe suffer woefully inadequate facilities and excessive air fares. We are continuing to lobby the Irish Government to introduce some competition at Dublin Airport, and remain hopeful that they will support our plans for the development of efficient facilities and low cost access to Ireland from Europe."

"Ryanair successfully completed a secondary offering in June 1999, which broadened our shareholder base in Europe. The offering reduced the Ryan family shareholding to 15%, whilst increasing the European shareholder base to just over 55%. We were heartened by the increasing recognition by European institutions that the high fare flag carriers are unable to compete profitably with Ryanair for low fare, point to point traffic".

"Ryanair's disciplined and profitable growth, during a period when most of Europe's flag carrier airlines are reporting negative trends in traffic, yield and profitability should not be a surprise. The fact that Ryanair is now the second largest carrier of international passengers to and from the UK, competing head to head with British Airways in its home market, whilst growing profitably underlines the strength of our formula. However market conditions continue to be competitive with widespread availability of low fares from the UK to Europe. Yields will continue to be adversely impacted by this fiercely competitive market and by the recent weakness of Sterling. However we remain confident that Ryanair's low fares formula will continue to revolutionise air travel in Europe and that we will remain on course to achieve our target of 6 million passengers for fiscal year 2000"

Certain of the information included in this release is forward looking and is subject to important risks and uncertainties that could cause actual results to differ materially. It is not reasonably possible to itemise all of the many factors and specific events that could affect the outlook and results of an airline operating in the European economy. Among the factors that are subject to change and could significantly impact Ryanair's expected results are the airline pricing environment, fuel costs, competition from new and existing carriers, market prices for replacement aircraft, costs associated with environmental, safety and security measures, actions of the Irish, U.K., European Union ("EU") and other governments and their respective regulatory agencies, fluctuations in currency exchange rates and interest rates, airport access and charges, labour relations, the economic environment of the airline industry, the general economic environment in Ireland, the UK and Continental Europe, the general willingness of passengers to travel and other economics, social and political factors.

Ryanair is Europe's largest low fares airline. In the fiscal year to March 2000 the airline expects to carry 6 million passengers on its 34 low fare routes between the UK, Ireland and Continental Europe. Ryanair currently employs over 1,200 people in its Irish and UK operations and operates a fleet of 21 Boeing 737-200 and 4 Boeing 737-800 next generation aircraft. Ryanair shares are quoted on the Nasdaq, London and Dublin Stock Exchanges.