

GOOD RESULTS IN 2013

- | Profit before taxes amounted USD 71.0 million, up by USD 13.6 million or 24% between years
- | Income rose between years by 13.8%
- | EBITDA in the fourth quarter amounted USD 6.8 million, up by USD 0.9 million between years
- | The equity ratio at year-end 2013 was 42%, as compared to 39% at year-end 2012
- | Net interest-bearing debts were reduced by USD 95.6 million over the year and were negative at year-end in the amount of USD 77.5 million
- | The Board of Directors has proposed a dividend payment of ISK 2,150 million to shareholders in 2014, which corresponds ISK 0.43 per share.

USD thousands	Q4 2013	Q4 2012	Change	% Change	12M 2013	12M 2012	Change	% Change
Operating results								
Total income	212,651	189,422	23,228	12%	1,022,957	898,866	124,091	14%
EBITDAR	16,821	19,080	-2,259	-12%	189,870	165,772	24,098	15%
EBITDA	6,847	5,937	910	15%	143,710	109,646	34,064	31%
EBIT	-10,928	-8,152	-2,776	34%	73,011	50,787	22,224	44%
EBT	-11,185	-8,493	-2,691	32%	71,048	57,448	13,600	24%
Profit for the period	-9,108	-8,217	-891	11%	56,418	44,275	12,143	27%
Balance sheet								
Total assets	-	-	-	-	832,875	762,895	69,980	9%
Total equity	-	-	-	-	346,082	295,932	50,150	17%
Interest bearing debt	-	-	-	-	122,017	150,906	-28,889	-19%
Cash and marketable securities	-	-	-	-	199,493	132,794	66,699	50%
Net interest bearing debt	-	-	-	-	-77,476	18,112	-95,588	-
Cash flow								
Working capital from operations	4,574	10,833	-6,259	-58%	162,385	141,490	20,895	15%
Net cash from operating activities	15,713	-1,715	17,428	-1016%	230,874	166,743	64,131	38%
Net cash used in investing activities	-32,663	-25,652	-7,011	27%	-113,223	-76,476	-36,747	48%
Net cash used in financing activities	-7,942	-6,124	-1,818	30%	-45,232	-51,453	6,221	-12%
Cash and cash equivalents end of period	191,538	117,060	74,478	64%	191,538	117,060	74,478	64%
Key Ratios								
Earnings per share expressed in USD Cent	-0.19	-0.17	-0.02	12%	1.13	0.89	0.24	27%
Intrinsic value	-	-	-	-	8.52	7.29	1.23	17%
Equity ratio	-	-	-	-	42%	39%	2.8 ppt	-
Current ratio	-	-	-	-	0.94	0.94	0.00	0%
CAPEX USD thousand	20,533	25,260	-4,727	-19%	114,240	95,874	18,366	19%
Transport revenue as % of total revenues	66%	65%	0.7 ppt	-	69%	67%	1.5 ppt	-
EBITDAR ratio	7.9%	10.1%	-2.2 ppt	-	18.6%	18.4%	0.1 ppt	-
EBITDA ratio	3.2%	3.1%	0.1 ppt	-	14.0%	12.2%	1.9 ppt	-
Share information ISK								
Highest price in period	18.20	8.24	9.96	121%	18.20	8.24	9.96	121%
Lowest price in period	15.25	7.00	8.25	118%	8.22	4.83	3.39	70%
Price at period end	-	-	-	-	18.20	8.22	9.98	121%
Market Cap at period end (millions)	-	-	-	-	91,000	41,100	49,900	121%

BJÖRGÓLFUR JÓHANNSSON, PRESIDENT AND CEO

"The Company's performance in 2013 is good and considerably better than our budget projected in the beginning of the year. Profit before taxes amounted to USD 71.0 million, up by USD 13.6 million between years. Like recent years, last year was characterised by profitable organic growth, which is in line with our strategy. Capacity in our route network was increased by 16% from last year, and the number of passengers increased by 12%. The Company's largest market in international flight services is the market between Europe and North-America, which has been the principal driving force of our growth in recent years. The tourist market to Iceland has also shown significant growth, and the demand for domestic tourist services has increased rapidly. Concurrently with this expansion, companies within Icelandair Group have found opportunities for profitable growth.

The rapid growth of recent years has tested the Company's infrastructure, which is now stronger than ever before. The main reasons for the good performance of the year include favourable external conditions, increase in tourism in Iceland and last but not the least our strong team of employees which are a very important factor in what we have achieved. It is always satisfying when things are going well, but there is no room for complacency. There are various challenges ahead that we need to address. The principal challenge is the increasing competition, and in addition our contracts with some of our classes of employees have expired, which creates some uncertainty. Nevertheless, the Company's business model has proven sound, our finances are solid and our cash position is strong. Icelandair Group is therefore well positioned to take on the future. The Company's budget for 2014 projects EBITDA at USD 145-150 million."

TRANSPORT FIGURES

- | **Record number of passengers in 2013**
- | **Passengers on international flights in the fourth quarter were approximately 469 thousand, increasing in number by 11%**
- | **The passenger load factor was 76.3% over the quarter, down by 0.4 percentage points between years.**

	Q4 2013	Q4 2012	Change	12M 2013	12M 2012	Change
INTERNATIONAL FLIGHTS						
Number of passengers ('000)	468.8	422.2	11%	2,257.5	2,020.1	12%
Load factor (%)	76.3	76.7	-0.4 ppt	79.3	80.5	-1.2 ppt
Available seat kilometers (ASK'000,000)	1,820.2	1,603.9	13%	8,320.3	7,178.1	16%
REGIONAL- AND GREENLAND FLIGHTS						
Number of passengers ('000)	67.7	76.7	-12%	307.3	345.1	-11%
Load factor (%)	69.4	72.1	-2.7 ppt	71.1	69.2	1.9 ppt
Available seat kilometers (ASK'000,000)	30.7	34.0	-10%	154.5	178.4	-13%
CHARTER FLIGHTS						
Fleet Utilization (%)	90.6	88.2	2.4 ppt	91.0	91.3	-0.3 ppt
Sold Block Hours	6,598	7,095	-7%	28,089	31,104	-10%
CARGO						
Available Tonne Kilometers (ATK'000)	47,307	43,593	9%	201,796	184,748	9%
Freight Tonne Kilometers (FTK'000)	24,631	23,162	6%	94,769	89,391	6%
HOTELS						
Available Hotel Room Nights	68,080	68,080	0%	314,603	294,234	7%
Sold Hotel Room Nights	39,236	39,800	-1%	222,320	210,114	6%
Utilization of Hotel Rooms (%)	57.6	58.5	-0.8 ppt	70.7	71.4	-0.7 ppt

Capacity on international flights increased by 13% in the fourth quarter, and passenger numbers over the same period increased by 11%. The greatest increase in passenger numbers was in the market between Europe and North America, at 23%. The North-Atlantic market is the Company's largest market, with passengers on those routes accounting for 42% of total passenger numbers over the quarter. The passenger load factor was 76.3% over the quarter, down by 0.4 percentage points between years.

Passengers on regional flights and flights to Greenland were approximately 68 thousand, 12% fewer than in the same period last year. Capacity was reduced by 10% and the passenger load factor was 69.4%, down by 2.7 percentage points between years. Fleet utilization in charter projects improved by 2.4 percentage points and reached 90.6%. Sold block hours on charter flights were down by 7% between years. The number of sold hotel nights was 39 thousand. The utilization of hotel rooms was 57.6%, as compared to 58.5% in the fourth quarter of 2012.

FOURTH-QUARTER OPERATIONS

EBITDA was 6.8 million USD in the fourth quarter, increasing by USD 0.9 million from the corresponding quarter of 2012. **The EBITDA ratio** was 3.2%, as compared to 3.1% in the fourth quarter of 2012. **EBIT** was negative by USD 10.9 million, as compared to a negative result of USD 8.2 million over the same period last year. **Loss after taxes** came to USD 9.1 million, as compared to a loss of USD 8.2 million in the corresponding quarter of 2012.

USD thousand	Q4 2013	Q4 2012	Change	% Change
EBITDAR	16,821	19,080	-2,259	-12%
EBITDA	6,847	5,937	910	15%
EBIT	-10,928	-8,152	-2,776	34%
EBT	-11,185	-8,493	-2,691	32%
Loss for the period	-9,108	-8,217	-891	11%
EBITDAR %	7.9%	10.1%	-2.2 ppt	-
EBITDA %	3.2%	3.1%	0.1 ppt	-

INCOME

- | **Total revenue was 12% in excess of the fourth quarter of 2012**
- | **Passenger revenues increased by 14% between years**

USD thousand	Q4 2013	Q4 2012	Change	% Change	% of rev. '13
Transport revenue:	140,215	123,657	16,558	13%	66%
Passengers	128,654	113,251	15,403	14%	61%
Cargo and mail	11,561	10,406	1,155	11%	5%
Aircraft and aircrew lease	31,225	30,158	1,067	4%	15%
Other operating revenue	41,210	35,607	5,603	16%	19%
Total	212,650	189,422	23,227	12%	100%

Transport revenue increased by USD 16.6 million, or 13%, between years. **Aircraft and aircrew lease** amounted to USD 31.2 million, increasing by 4% year on year. Other operating revenue increased by USD 5.6 million, or 16%, compared to the fourth quarter of 2012, mostly as a result of increased revenue from tourism services and an expanded scope of operation, including increased sales of merchandise in aircraft, in hotels and at airports.

EXPENSES

- | **Total expenses increased by USD 22.3 million**
- | **Cost increases mostly a result of increased capacity on international flights**

USD thousand	Q4 2013	Q4 2012	Change	% Change	% of exp. '13
Salaries and other personnel expenses	62,133	53,400	8,733	16%	30%
Aircraft fuel	53,995	49,470	4,525	9%	26%
Aircraft and aircrew lease	7,501	11,013	-3,513	-32%	4%
Aircraft maintenance expenses	17,056	19,083	-2,028	-11%	8%
Aircraft handling, landing and communication	16,590	13,920	2,671	19%	8%
Other operating expenses	48,529	36,599	11,930	33%	24%
Total	205,803	183,485	22,318	12%	100%

Salaries and personnel expenses increased by USD 8.7 billion, or 16%, in comparison with the fourth quarter of 2012. The deviation is a result of the increased scope of operation and the impact of contractual wage rises.

Fuel costs increased by USD 4.5 million, which represents an increase of 9% from the corresponding quarter of last year. The difference is a result of the increase in production between years. The world price of fuel fell by 2.9% between years. The average price of fuel in the fourth quarter of 2012 was USD 1,025 per ton, as compared to USD 995 per ton at the corresponding time 2013.

Aircraft and aircrew lease decreased by USD 3.5 million from the fourth quarter of 2012, or 32%. The reason is that fewer leased aircraft were used in the Company's operations.

Maintenance expenses amounted to USD 17.1 million, down by USD 2.0 million between years, mainly due to less leased aircraft.

Aircraft handling, landing and navigation expenses amounted to USD 16.6 million, increasing by USD 2.7 between years, or 19%, as a result of increased capacity and general price increases.

Other operating expenses amounted to USD 48.5 million, increasing by USD 11.9 million between years. The reason is mostly contracted services required by the increase in the number of tourists to Iceland, together with increased expenses resulting from the expanded scope of international transport.

FINANCIALS

- | Financial items were negative by USD 0.2 million
- | The currency effect was positive by USD 0.8 million

USD thousand	Q4 2013	Q4 2012	Change	% Change
Interest income	1,176	978	198	20%
Interest expenses	-2,252	-2,843	591	-21%
Currency effect	837	1,669	-832	-50%
Net finance income	-239	-196	-43	22%

Financial income amounted to USD 1.2 million, USD 0.2 million above the level of the fourth quarter of 2012. **Financial expenses** in the fourth quarter amounted USD 2.3 million, down by USD 0.6 million between years. The currency effect in the quarter was positive, amounting to USD 0.8 million.

BALANCE SHEET AND FINANCIAL POSITION

- | Total assets amounted to USD 832.9 million at the end of 2013
- | The equity ratio was 42%

USD thousand	31.12.2013	31.12.2012	Change
Total assets	832,875	762,895	69,980
Total equity	346,082	295,932	50,150
Interest bearing debt	122,017	150,906	-28,889
Net interest bearing debt	-77,476	18,112	-95,588
Cash and marketable securities	199,493	132,794	66,699
Equity ratio	42%	39%	3 ppt
Current ratio	0.94	0.94	0%

Operating assets amounted to USD 299.2 million, increasing by USD 16.2 million from the beginning of the year. The Company's largest asset is its fleet of aircraft, which is discussed further below under the heading "Fleet".

Equity amounted to USD 346.1 at the end of 2013, and the equity ratio was 42%, up from year-end 2012, when the ratio was 39%. The table below shows the changes in equity over the year.

USD thousand	
Balance at 1.1.2013	295,932
Total comprehensive income	61,910
Dividend (0.24 USD cent per share)	-11,760
Balance at 31.12. 2013	346,082

In December 2013 the Directorate of Internal Revenue ruled that interest expenses on loans that had been transferred to the Company as a result of a reverse acquisition in 2006 did not qualify as tax deductible expenses and reassessed tax calculations for the years 2007 to 2011. As the Company had carry forward losses no tax payments will result directly from the ruling. The Company's management does not agree with the reasoning for the ruling and an appeal to the State Internal Revenue Board is in process. The management is of the opinion that the ruling by the tax authorities will be overruled and the effect of reassessment is therefore not included in the financial statements. If the ruling will however be confirmed the Company's net equity will be reduced by approximately USD 11 million.

Interest-bearing debt amounted to USD 122.0 million, as compared to USD 150.9 million at year-end 2012. Payments on long-term debts in the fourth quarter amounted to USD 7.9 million. Payments on long-term debts in all of 2013 amounted to a total of USD 33.5 million.

Cash and marketable securities amounted to a total of USD 199.5 million at the end of 2013, as compared to USD 132.8 at the end of 2012. Net interest-bearing debt was therefore negative at year-end 2013 in the amount of USD 77.5 million, which represents a reduction by USD 95.6 million from year-end 2012.

USD thousand	31.12.2013	31.12.2012	Change
Loans and borrowings non-current	78,489	119,358	-40,869
Loans and borrowings current	43,528	31,548	11,980
Marketable securities	7,955	15,734	-7,779
Cash and cash equivalents	191,538	117,060	74,478
Net interest bearing debt	-77,476	18,112	-95,588

CASH FLOW AND INVESTMENTS

- | **Net cash from operations in 2013 was USD 230.9 million**
- | **The Company's cash position is strong**
- | **Cash and cash equivalents at year-end 2013 amounted to USD 191.5 million**

USD thousand	Q4 2013	Chg. vs. 2013	12M 2013	Chg. vs. 2013
Working capital from / to operations	4,574	-6,259	162,385	20,895
Net cash from operating activities	15,713	17,428	230,874	64,131
Net cash used in investing activities	-32,663	-7,011	-113,223	-36,747
Net cash used in financing activities	-7,942	-1,818	-45,232	6,221
Change in cash and cash equivalents	-24,892	8,599	72,419	33,605
Cash and cash equivalents, end of period	191,538	74,478	191,538	74,478

Net cash from operating activities in the fourth quarter was USD 15.7 million. **Net cash provided by operating activities** in 2013 amounted to USD 230.9 million, up by USD 64.1 million from 2012.

The cash position for the year improved by USD 74.5 million, and net cash at year-end stood at USD 191.5 million.

Investments in the fourth quarter of 2013 amounted to USD 20.5 million, and investments over the year amounted to USD 114.2 million. The table below shows the Company's principal investments over the year.

USD thousand	Q1 2013	Q2 2013	Q3 2013	Q4 2013	Total 2014
Operating assets:					
Aircraft and aircraft components	32,085	18,821	2,284	5,177	58,367
Overhaul own aircraft	6,652	2,521	5,850	3,476	18,499
Other	2,294	2,544	2,094	3,118	10,050
Total operating assets	41,031	23,886	10,228	11,771	86,916
Long term cost					
Overhaul leased aircraft	1,542	2,458	12,652	7,197	23,849
Intangible assets	529	885	496	1,565	3,475
Total Capex	43,102	27,229	23,376	20,533	114,240

FLEET

- | **The Company's fleet at year-end 2013 comprised 37 aircraft**
- | **Order confirmed with Boeing for the purchase of sixteen 737 MAX8 and MAX9 aircraft, with an option for eight additional aircraft**
- | **Boeing 757-200 will remain in use on international flights with the new aircraft**

At year-end 2013 Icelandair Group's fleet comprised 37 aircraft. Of these aircraft 26 were owned by the Company and 11 were leased. The table below provides an overview of the Company's fleet of aircraft:

Type	Icelandair	Cargo	Loftleiðir	Air Iceland	Group fleet 31.12.13	Group fleet 31.12.12	Of wich own	Of wich leased	Ch. as of 31.12.12
B757 200	16	3	4		23	23	18	5	0
B757 300	1				1	1	1		0
B767 300			3		3	5		3	-2
B737 700			1		1	0		1	1
B737 800			2		2	1		2	1
Fokker F-50				5	5	6	5		-1
Dash 8-200				2	2	2	2		0
A-320					0	1			-1
Total	17	3	10	7	37	39	26	11	-2

In February 2013 the Company signed a contract with Boeing confirming an order of sixteen 737 MAX8 and 737 MAX9 aircraft, with an option to buy an additional eight aircraft. The delivery of the first aircraft is scheduled for early 2018. The order was for nine 737 MAX8 aircraft, with a seating capacity of 153 passengers, and seven 737 MAX9 aircraft, with a seating capacity of 172 passengers. For comparison, Icelandair's Boeing 757-200 aircraft used in the Company's international route network will seat 183 passengers. Boeing 757-200 aircraft will continue in use, as they have proven extremely well suited for the route network extending to Europe and North America. The new aircraft will enlarge the fleet and improve both flexibility and the potential for further growth. Their range will permit them to fly to destinations in North America and Europe, opening new possibilities for increased flight frequency and an increased number of destinations, particularly in the wintertime, which will reduce the seasonal fluctuations in the Company's operations. The commitment resulting from the confirmed

orders, according to Boeing's list prices, amounts to USD 1.6 billion. The actual purchase price has not been disclosed.

OUTLOOK FOR ICELANDAIR GROUP HF.

- | **Continued focus on profitable organic growth**
- | **Increased competition**
- | **Good prospects in Icelandic tourism**
- | **Structuring of hotels for the future**

According to a report from IATA, published in January 2014, airline operators are generally anticipating improved profitability in the sector in 2014. Demand for passenger flights is expected to grow gradually, and there is also increased optimism in the freight market. Average fares and costs are expected to remain stable over the year, both in the case of passenger flights and cargo transport.

The outlook for Icelandair Group is favourable. However, the Company will face challenges in the form of increased competition and wage bargaining contracts with some of the Company's classes of employees. Continued profitable organic growth is planned, and the Company's flight schedule is projected at 18% in excess of the 2013 schedule. Increased frequency to current destinations in Europe will account for 7% of the growth, and current destinations in North America for just over 6%. Increases resulting from three new destinations, one in Canada and one in Europe, will account for just over 4%. The route network is based on three markets: the domestic market in Iceland, the tourist market with Iceland as a destination, and the international market between Europe and North America. Of the three, the last is the largest and drives the Company's growth. The number of the Company's passengers on international flights in 2014 is projected at 2.6 million, as compared to 2.3 million in 2013. Over the high season, 21 Boeing aircraft will be used on international flights, representing an increase in the size of the fleet by 3 aircraft. Bookings of international flights in the first three months of the year are off to a slower start than anticipated. However, the booking situation for the peak season and the second half of the year is stronger than anticipated in the Company's initial plans.

International transport is the main engine that drives Icelandair Group's operations. Increased capacity and growing numbers of passengers have a positive impact on other business of the Group, whether hotel operations, services to tourists in Iceland or freight carriage between countries; these companies are expected to grow over the year.

The supply of capacity on the Company's domestic flights was systematically reduced as a result of falling demand in 2013. The Company's budget for 2014 does not assume reductions at the same level going forward. The outlook for the Company's freight operations is good. The principal focus is on scheduled air cargo services from Iceland to Europe and North America. Two aircraft are engaged in these operation and in addition passenger aircraft holds are used for freight. In addition, one aircraft will be engaged in charter flights with freight in Europe.

The Company's hotel operations have shown significant growth in recent years with the addition of Icelandair Hotel Reykjavik Marina in central Reykjavik and Icelandair Hotel Akureyri in North Iceland. Further growth is not anticipated in 2014, but a new hotel is scheduled to open in the spring of 2015, Hotel Reykjavik Kúltúra in downtown Reykjavik, with 142 rooms. Price competition is fierce in the hotel market in Reykjavik and other cities that compete with Reykjavik as destinations. The Company's budget anticipates a similar hotel room utilization in Reykjavik as in 2013. Bookings of rooms in rural Iceland for the summer are excellent, and the annual utilization rate is expected to increase between years.

The Company's fuel hedging situation at the end of December 2013 is highlighted in the table below. The table shows that 30% of the projected use in 2014 has been hedged through contracts. In addition to contractual hedges, the Company defines the interaction of the USD/EUR and fuel prices as an internal hedge.

2014	Estimated usage (tons)	Hedge and option contracts	Av. Hedge price USD	% hedged
January	14,273	6,200	972	43%
February	12,196	6,200	974	51%
March	16,033	7,200	983	45%
April	17,771	9,200	991	52%
May	23,946	11,200	969	47%
June	29,439	14,300	984	49%
July	31,528	6,400	974	20%
August	31,526	6,400	970	20%
September	26,373	5,200	997	20%
October	21,057	4,200	989	20%
November	17,928	200	968	1%
December	16,560	200	968	1%
Total	258,631	76,900	980	30%

EBITDA FORECAST FOR 2014

EBITDA for 2013 amounted to USD 143.7 million, the best result in the Company's history. The budget for 2014 assumes that EBITDA will remain at a similar level, at about USD 145-150 million, but that the EBITDA ratio will fall between years and be 13.0%-13.5% compared to 14.0% in 2013. This forecast assumes that the exchange rate of the EUR against the USD will be on average 1.35 in January – June and 1.30 in July – December. The projection of fuel cost assumed a price of USD 1,000/ton. Increased competition, rising fuel costs and general cost increases are the reasons for the decline in EBITDA percentage between years. EBITDA in the first quarter is projected as negative and short of the figure for the first quarter of last year, the reason being that cost relating to the increased scope of operations over the peak period accrues to a large extent during this quarter. This includes the cost of advertising and market initiatives, the introduction cost of aircraft and bookings. As before, the majority of the Company's profit will be generated in the second half of the year.

KEY FIGURES BY QUARTER

USD thousand	Q1 13	Q2 13	Q3 13	Q4 13	2013
Operating Results					
Total income	173,045	265,600	371,662	212,650	1,022,957
EBITDAR	4,122	54,611	114,316	16,821	189,870
EBITDA	-8,314	42,936	102,241	6,847	143,710
EBIT	-22,998	24,769	82,168	-10,928	73,011
EBT	-22,923	23,305	81,851	-11,185	71,048
Profit / loss for the period	-18,289	18,490	65,325	-9,108	56,418
EBITDAR %	2.4%	20.6%	30.8%	7.9%	18.6%
EBITDA %	-4.8%	16.2%	27.5%	3.2%	14.0%
Balance Sheet					
Total assets	834,910	901,308	877,490	-	832,875
Total equity	267,308	285,145	352,226	-	346,082
Interest bearing debt	140,506	137,066	128,462	-	122,017
Net interest bearing debt	-24,718	-85,022	-89,874	-	-77,476
Cash and marketable securities end of period	165,224	222,088	218,336	-	199,493
Cash flow					
Working capital used in / from operating activities	-1,481	48,154	111,138	4,574	162,385
Net cash from operating activities	78,453	106,436	30,272	15,713	230,874
Net cash used in investing activities	-40,795	-15,477	-24,288	-32,663	-113,223
Net cash used in financing activities	-11,239	-15,690	-10,361	-7,942	-45,232

SHAREHOLDERS

- | **The Company's market value at the end of December was ISK 91.0 billion**
- | **The rise in the Company's share price was 20.0% over the quarter**
- | **The total rise in share price in 2013 was 120.9%**

The Company's market value was ISK 91.0 billion at the end of the fourth quarter of 2013. The closing price at the end of the quarter was ISK 18.20 per share. The highest close-of-day price per share of the quarter was ISK 18.20, the lowest price was ISK 15.25 per share, and the average price over the period was ISK 16.46 per share. The number of issued shares on 31 December 2013 was 5,000,000,000, and the number of outstanding shares at the same time was 4,974,540,000. The Company's share price rose by 120.9% in 2013, and the number of shareholders was 1,833 at the end of December.

The Board of Directors of Icelandair Group proposes that ISK 2,150 million should be paid in dividends to shareholders in 2014, which corresponds ISK 0.43 per share.

Share prices and volume – trend in 2013:



PRESENTATION MEETING ON FRIDAY 7 FEBRUARY 2014

An open presentation for stakeholders will be held on Friday 7 February 2014 at the Hilton Hotel Reykjavik Nordica. Björgólfur Jóhannsson, President and CEO of Icelandair Group, and Bogi Nils Bogason, CFO, will present the Company's results and respond to questions, together with other senior management. The presentation will be held on the second floor in rooms F and G, starting at 08:30 a.m. 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.

APPROVAL OF QUARTERLY STATEMENT

The consolidated accounts of Icelandair Group for the fourth quarter of 2013 were approved at a meeting of the Board of Directors on 6 February 2013. The annual account was audited by KPMG Endurskodun hf.

FINANCIAL CALENDAR

- | Annual General Meeting, 11 March 2014
- | Financial statement for the first quarter – 30.04.2014
- | Financial statement for the second quarter – 31.07.2014
- | Financial statement for the third quarter – 30.10.2014
- | Financial statement for the fourth quarter – 05.02.2015

FOR FURTHER INFORMATION, PLEASE CONTACT:

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