


**Show responsibility for our environment
today, tomorrow and always.**

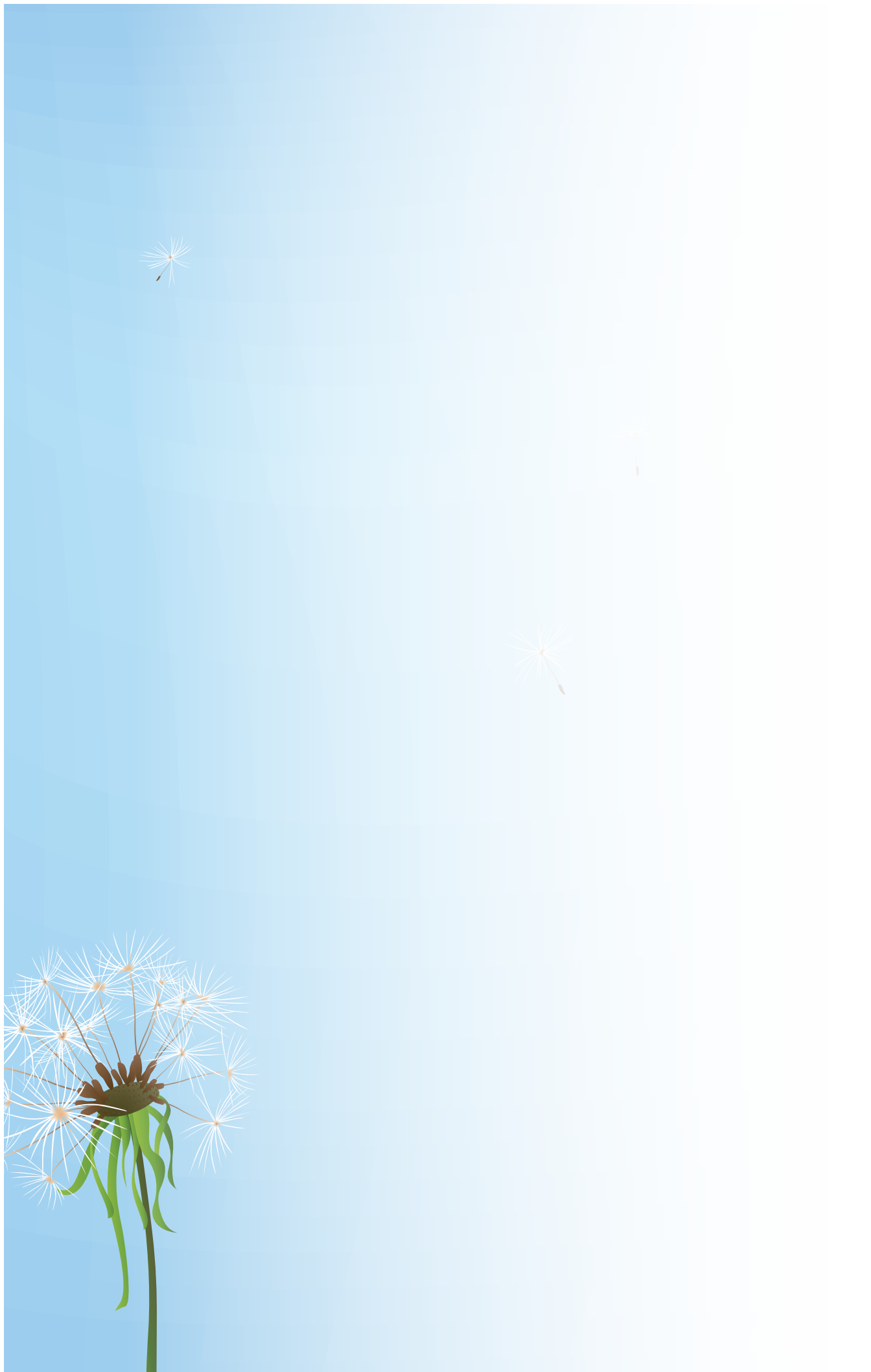


1st Annual Environmental and Social Report 2006



 Printed on 30% recycled FSC (Forest Stewardship Conference) certified paper

Preserving our community and environment.



To Our Stakeholders,

JetBlue set out to be a different kind of airline, and when our first flight took to the skies in February 2000, we realized our dream of bringing humanity back to air travel.

Now, eight years later, we are the eighth largest U.S. airline, and people have come to expect something different from JetBlue – something they can't get from other air travel providers. We welcome this responsibility, and we are happy to present this first annual Report on Environmental and Social Responsibility.

Because we built JetBlue from scratch, we made social and environmentally friendly choices right from the start. While security and safety measures require JetBlue to use some paper documents, we aim to be a paperless company. For example, we have never used paper tickets. This choice has saved countless trees, as well as the significant amounts of water and energy used in the production, printing and distribution of paper tickets. Paperless operations also generate less solid waste.


JetBlue doesn't just fly people around North America. We live in the communities we serve. We raise our families next to yours. The issues facing our communities are as important to us, as a company, as they are to your family. We know that many communities and their residents are concerned about climate change. That is why this inaugural report focuses on one of the most pressing issues of our time.

In this report, we present the results of a 2006 greenhouse gas (GHG) emissions inventory of our operations conducted by a team of third-party environmental experts. The year 2006 was selected to provide our crewmembers, customers, shareholders, and other stakeholders with a current and accurate baseline.

Our goal is to eliminate GHG sources where possible, reduce them where feasible, and offset them to the degree practical. This position is aggressive and presents some significant challenges. While aircraft engine and airframe technologies have made great strides in improving fuel economy and reducing GHG emissions, no one has built a "zero emissions" aircraft. However, when we built the original plans for JetBlue, we decided to fly Airbus 320 aircraft, powered by V2527-A5 engines, among the most fuel-efficient in the world. We added the EMBRAER 190 aircraft to our fleet in 2005, powered by CF34-10E6 engines, also highly efficient.

According to an analysis of 2006 fuel-consumption statistics kept by the U.S. Department of Transportation, JetBlue is the most fuel-efficient airline in America. With a fuel efficiency of 76 seat-miles flown per gallon; (one seat flown one mile) we were the top performer in 2006¹.

We hope you enjoy JetBlue's first Environmental and Social Performance Report and we look forward to making this information available on an annual basis.

Sincerely,

Dave Barger

Our Principles


As a corporate citizen, JetBlue accepts the responsibility of preserving and protecting the environment. As such, JetBlue adheres to a strict standard of compliance with all applicable environmental laws and regulations. Yet, as in many areas, our values lead us to act in advance of laws and regulations, often exceeding official guidelines. JetBlue commissioned an independent greenhouse gas (GHG) emissions inventory to provide the most comprehensive and accurate information possible.

The JetBlue GHG inventory protocol followed the best practices established by the World Resources Institute/World Business Council for Sustainable Development (WRI/WBCSD) guidelines². Our inventory included every gas listed under the Kyoto Protocol, known as greenhouse gases because they contribute to global warming, and any JetBlue operation that could potentially emit GHG. The year 2006 was selected to provide our stakeholders with a current and accurate baseline. JetBlue will continue to employ this protocol for future reports.

Our Vision and Mission

Our vision is based on the “Triple Bottom Line” model, an internationally recognized principle of sustainable development that seeks to balance environmental, social and financial perspectives. Our approach integrates these perspectives into action that simultaneously builds social, environmental and financial value.

The JetBlue Vision for Integrated Action
Sustainable organizations are those that maintain a dynamic balance in environmental (E), social (S) and financial (F) performance.



Performance Level

Integration

The JetBlue vision integrates environmental, social and financial perspectives into our decision making. This model optimizes value for all of our stakeholders.

JetBlue aims to reach the highest possible level of performance for each perspective by balancing stakeholder needs. Within this strategic framework, JetBlue has clear priorities for reducing our greenhouse gas footprint:

- (1) Eliminate GHG sources where possible
- (2) Reduce GHG emission levels where feasible
- (3) Offset GHG emissions to the extent practical



Our Results

JetBlue will use the accepted scientific and international standards in our GHG emission reporting.

JetBlue has followed accepted international convention in reporting our GHG emissions. We have converted all GHG emissions into a single, common unit of measure known as carbon dioxide equivalents (CO₂e). This adjusts for the differences in global warming potential (GWP) and allows stakeholders to make direct performance comparisons. JetBlue has also chosen to report on the amount of GHG emissions using metric tons (MT).

In 2006, JetBlue’s total GHG emissions as MT CO₂e was 3,685,571. The majority of these GHG emissions are from direct sources. The WRI/WBCSD protocol generally defines direct emission sources as those coming from assets that JetBlue owns and operates. Since aircraft represent the majority of our assets, aircraft operations represent a majority of JetBlue’s GHG emissions (98.75%).

GHG Emissions by Source Category (MT CO₂e)

Category	Source Type	2006 Emissions	Percent of Total GHG Emissions
Direct	Aircraft	3,639,553	98.75
	Ground Support Equipment	37,963	1.03
Indirect	Building and Support	8,055	0.22
Total	All Sources	3,685,571	100

Like the communities we live in, JetBlue also uses energy in our offices and other supporting functions. Under the WRI/WBCSD protocol, GHG emissions from our energy purchases are accounted for as indirect emissions. These emissions are very low, comprising less than one percent of JetBlue’s total GHG emissions for 2006.



Comparisons

According to the Energy Information Agency the transportation sector is the largest contributing end-user sector to U.S. total GHG emissions³. The most recent study available from the U.S. Environmental Protection Agency provides a breakdown of GHG emissions from different types of transportation⁴. As shown below, GHG emissions from passenger cars and light trucks, like SUVs, account for far more GHG emissions than commercial aircraft.

While individual aircraft generate high amounts of carbon dioxide emissions, the relative contribution from domestic commercial air travel (7%) is much smaller.

Comparison of GHG Emission Sources for the Transportation Sector 2003 (Millions of Metric Tons CO₂e)⁵

Source	Total GHG Emissions	Percent of Total Sector GHG Emissions
Transportation Sector	1,866.7	100
Passenger Cars and Light Trucks	1,152.6	62
Commercial Aircraft – Domestic Flights Only	124	7
Other Transportation Sources	590.1	31
JetBlue ³ Aircraft (2006)	3.6	0.19

For the transportation sector, the above 2003 data is the most recent available as published by the US EPA in 2006. Additional analysis of private vehicle emissions shows that passenger cars and light trucks generate about 62% (1152.6 Million Metric Tons of CO₂e) of GHG emissions. The contribution from domestic commercial air travel is only 7%.

When using the 2006 GHG inventory results for JetBlue, the contribution by the JetBlue fleet is even smaller, consisting of only a fraction of the total 2003 GHG emissions that come from the transportation sector. The 2006 GHG emissions for JetBlue's contribution are about 3% of the industry total GHG emissions for 2003 (124 Million Metric Tons of CO₂e).

Despite this relatively small contribution, JetBlue is committed to striving to reduce its GHG emissions.

JetBlue's Priorities on GHG Emission Sources

- Eliminate GHG emission sources where possible
 - Reduce GHG emission levels where feasible
 - Offset GHG emissions to the extent practical

GHG Emissions Management

With our GHG emission reduction priorities in mind, JetBlue reviewed our actions to date, and what we might do to further reduce GHG emissions.

Aircraft

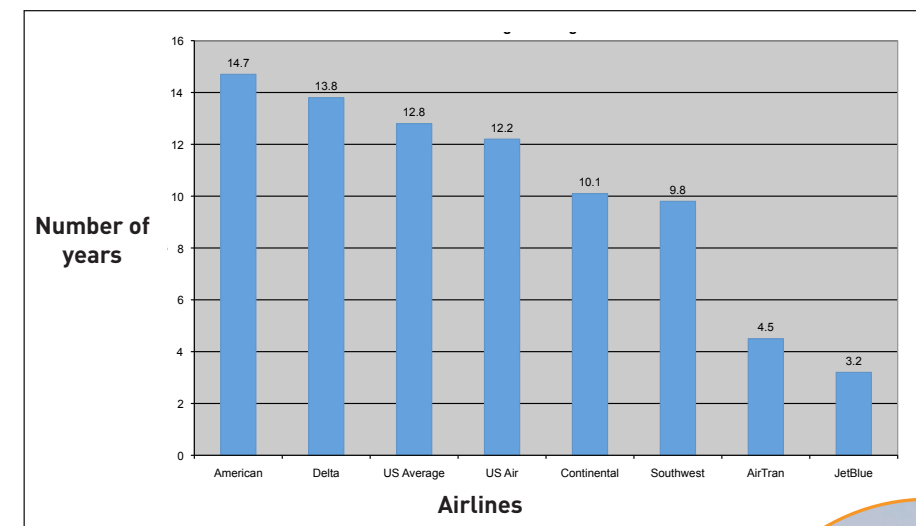
Aircraft operations are the largest single JetBlue GHG emissions source. Improving efficiency in aircraft operations, from more efficient fuel burn to better fuel conservation efforts, will yield the highest results.

JetBlue operates one of the youngest and most modern aircraft fleets within the United States. We have modern engine technology and aerodynamic design features to maximize fuel economy, resulting in reduced overall GHG emissions.

One engine Taxi Policy Another example of JetBlue's integrated approach

JetBlue has instituted a fleet-wide policy of using one engine during taxi operations. Under this policy the aircraft uses less power and less fuel than used in a two engine taxi operation. Our one engine taxi policy reduces air emissions in communities close to airports. This operational policy also reduces noise that affects nearby residents and, at the same time, saves JetBlue money. One engine taxi is a true "triple bottom line" solution.

Average Age of Aircraft for Selected Air Carriers⁶



Conservation

Fuel conservation became a top priority for JetBlue in 2006, driven by the rise in jet fuel costs, with the consequential benefit of GHG emission reduction.

JetBlue formed The Fuel Challenge Team, led by our Vice President of Flight Operations, and charged with looking for ways to conserve fuel. Tactics such as one engine taxi, reducing aircraft weight, and increasing reliance on ground power units at gates and maintenance hangars drove \$13.2 million in savings (using a value of \$2 per gallon of jet fuel), saved 6.6 million gallons in consumption and lowered direct-source GHG emissions by approximately 63,748 MT CO₂e, the equivalent of removing about 11,600 cars from the road for an entire year.

JetBlue is closely following other developments in aircraft propulsion and aerodynamics, including the development of alternative fuels for jet aircraft engines.

Other Sources

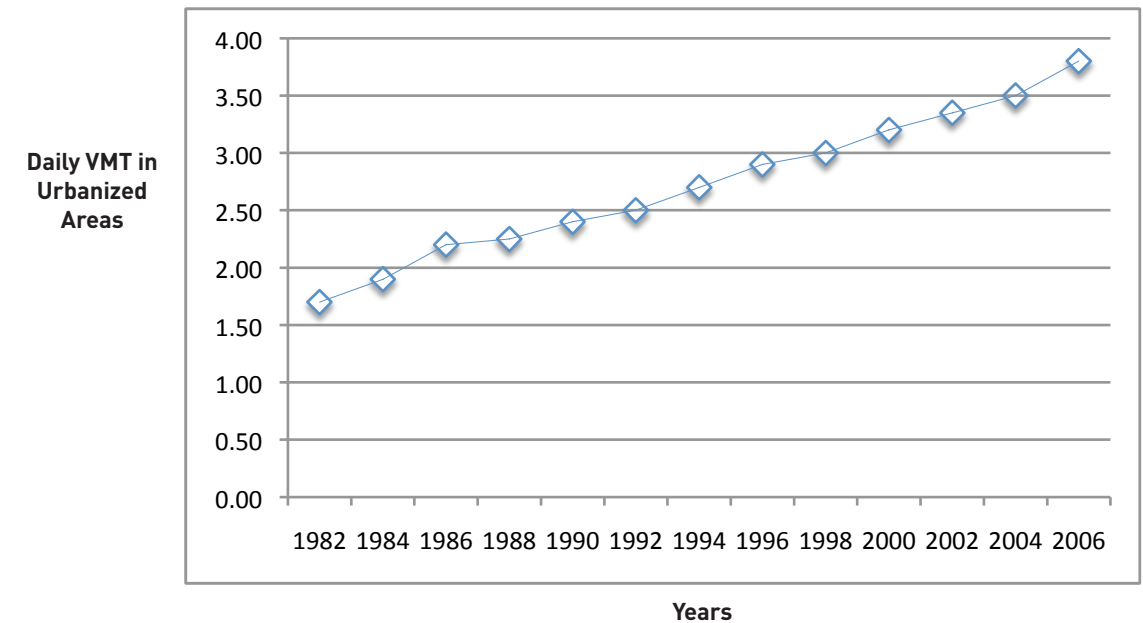
While aircraft operations are JetBlue's largest single GHG emission source we understand that every GHG source contributes to climate change, and requires action to eliminate, reduce, or offset the effect on the environment. We included JetBlue office buildings and airport terminals in our 2006 GHG emissions inventory. We have also looked at normal work practices and how innovations might create more "triple bottom line" wins.

The New York City GHG Inventory report states that 20% of the city's GHG emissions come from vehicles⁷. That observation is supported by the increased trends in nationwide passenger car commuting.

These trends have significant implications for the global climate. As shown on the following page, increased public transit use could lower national GHG emissions by 6.9 million MT CO₂e. That amount is nearly double JetBlue's total GHG emissions for 2006.



Daily Vehicle Miles Traveled (VMT) in Urbanized Areas,⁸ 1982 - 2005



**Potential GHG Reductions from Public Transit Use
Millions of Metric Tons CO₂e (MMT)⁹**

Carbon dioxide emissions from personal vehicles if no transit service.....	16.2 MMT
Carbon dioxide emissions from public transportation	12.3 MMT
Net carbon dioxide saved by use of public transportation	3.9 MMT
Additional carbon dioxide saved from transit reduced congestion	3.0 MMT
Total carbon dioxide savings by public transportation	6.9 MMT

Because we had the advantage of creating JetBlue fresh in 2000, we instituted good environmental habits from the very beginning. For example, the majority of JetBlue's 1,600 reservation crewmembers work from home, saving crewmembers commute time, fuel expense and emissions. JetBlue benefits from lower overhead costs and higher productivity.



Social Responsibilities

Our community focus is to support the areas where our customers and crewmembers live. In 2006 we supported over 1,300 local organizations across our network, launched a Be Kind to the Environment Campaign, kicked off our partnership with KaBOOM! and another partnership with First Book. We continue to evolve our programs and look for opportunities that balance our corporate and social goals.

Play!

JetBlue built three playgrounds in 2006 with our partner KaBOOM!, one in each of the following cities Orlando, FL, Newark NJ and Woburn, MA.

Each playground was built in one day with the help of our community partners.

At each location, our local partner, the Boys and Girls Club, helped us build the playground and they will be responsible to care for it. We had over 100 enthusiastic crewmembers on hand for each event as well as 200 friends, family, and community members who pitched in to help us build these playgrounds.



Be Kind to the Environment Campaign

To engage and educate our crewmembers and customers, we launched an internal campaign Be Kind to the Environment. Crewmembers from across our network volunteered with local affiliates of Hands on Network. Some of the local events resulted in crewmembers from Long Beach, CA and San Diego CA cleaning beaches, West Palm Beach, FL crew going on turtle walks and Burlington, VT crewmembers planting trees.

In addition to our internal campaign, we sponsored the Bay Area News Groups (ANG Newspapers) Earthday Everyday program. This included a teacher's guide lesson entitled It's Not Easy Being Green by Steve Predmore, Vice President of Safety. This program is used in over 227 class rooms in the San Francisco Bay Area. We enhanced the program by challenging students to do their part to help protect the environment. To achieve this we created a contest for each class to put into action the information they learned. They wrote an article as if they were reporters describing how their class made an impact and cleaned up the environment. JetBlue flew the winning 3rd grade class from Paden Elementary School, in Alameda County to Long Beach, CA to visit the Long Beach Aquarium to learn why it's important to keep the ocean clean.

Jet Back to School with JetBlue

In August of 2006 JetBlue partnered with Nickelodeon and First Book to celebrate Nick Jr.'s Blue's Clues 10th Anniversary and to promote reading and literacy across the country. This Community Relations initiative encouraged JetBlue crewmembers and customers to make an online donation and cast their vote for a JetBlue city to receive new books for disadvantaged children.

On November 15, 2006 the Long Beach Community was awarded 50,000 children's books from Candlewick Press. Long Beach was one of eight JetBlue cities competing in a customer-driven literacy online voting campaign throughout the months of September and October. Donovan Patton, a.k.a. "Joe" of Blue's Clues, and children's book author and illustrator Barney Saltzberg joined the reading party celebration. In addition, Candlewick also donated 15,000 books to each of the other seven JetBlue communities that participated in the promotion, which resulted in a total donation of 155,000 books.



Commitment

JetBlue considers the interests of the communities we serve by taking responsibility for the impact of our activities on customers, crewmembers, shareholders and the environment in all aspects of our operation. Our commitment to corporate social responsibility starts with our culture and extends to the communities we serve and our customers. Our future reports will demonstrate these commitments.

If you would like more information please visit us at www.jetblue/green.