FINNAIR - GROUP

INTERIM REPORT Jan. 1- Jun. 30 2001

Operational result for January - June at the previous year's level, the second quarter weaker

Turnover during the second quarter (1. Apr.-30.Jun. 2001) rose by 6.3 % to EUR 440.2 million. Operating expenses grew by 9.5 %. Operating profit amounted to EUR 30.3 million (55.2) and profit before extraordinary items and taxes was EUR 30.8 million (57.1). Earnings per share was EUR 0.23 (0.47 e). Equity per share at the end of June stood at EUR 7.54 (7.28 e). The operating result for the financial year is expected to remain clearly below that of the previous year.

Result Jan.1.- Jun. 30 2001

The Group profit for January-June 2001 (inclusive), after financial items and excluding revenues from the sale of assets, amounted to EUR 28.6 million, which equalled the previous year's level (Q1-Q2 2000 EUR 28.1 million). Turnover increased by 5.8 per cent to EUR 860.3 million.

Operating costs rose by 5.1 per cent, or by 3.1 per cent if fuel costs are excluded. Fuel costs rose by 21.8 per cent between January and the end of June. Profit before taxes amounted to EUR 46.1 million (EUR 80.5 million).

Profits from the sale of assets amounted to EUR 17.5 million. The profit from the sale of four MD-80 aircraft totalled EUR 16.2 million. During the previous year the profit from the sale of assets amounted to EUR 23.9 million.

Earnings per share amounted to EUR 0.34, compared to EUR 0.37 the previous year. At the end of June the equity per share stood at EUR 7.54, compared with EUR 7.28 the previous year.

Result April 1 - June 30 2001

During the second quarter the Group's profit after financial items and excluding the profits from the sale of assets weakened from EUR 33.9 million to EUR 22.6 million. The primary reasons for the decline in profitability were the general slowdown in the growth of demand for air travel, a weakening of unit revenues and the increase in fuel costs.

Group turnover increased by 6.3 per cent from the previous year. Air transport revenues per revenue passenger kilometre fell by 1.6 per cent, but they rose by 2.6 per cent per revenue tonne kilometre. Exchange rate fluctuations excluding air transport revenues per revenue passenger kilometre fell by 1.2 per cent.

Group operating costs rose by 9.5 per cent and fuel costs by 24.9 per cent compared with the previous year. The change in operating expenses excluding fuel costs was 7.8 per cent. Unit costs of air operations per available tonne kilometre fell by 1.0 per cent, but when fuel costs are excluded, they fell by 3.5 per cent.

The result for the second quarter includes divestment revenues totalling EUR 7.2 million (Q2/2000 EUR 23.2 million). The profit from the sale of one MD-80 aeroplane amounted to EUR 6.7 million.

Earnings per share for April-June inclusive amounted to EUR 0.23, compared with EUR 0.47 a year earlier.

Progress of the divisions

The operative functions of the Finnair Group were divided on January 1. 2001 into six business divisions, which are: Scheduled Passenger Traffic, Leisure Traffic, Cargo, Aviation Services, Travel Services and Support Services. The purpose of the new management system is to increase operational efficiency by bringing profit responsibility deeper into the organization, whilst also improving benchmarking for operations as well as transparency.

The operating model for the new Group structure differs significantly from the previous model, which was based on three divisions, and because of this it is not possible to provide figures for comparing the financial development of the new business divisions with the previous year.

The volume of business conducted between the divisions is considerable. The turnover figures for the business divisions include internal Group sales amounting to EUR 317.2 million. The financial information for each division will become more precise by the end of the year as the running in of the new Group structure progresses.

Scheduled passenger traffic

Turnover for scheduled passenger traffic for April-June amounted to EUR 313.3 million, of which more than 90 % came from outside the Group. Scheduled passenger traffic comprises domestic, European, Asian and North American passenger traffic. The division hires out cargo capacity to the Group's Cargo division. The Scheduled Passenger Traffic division is also responsible for flight operations as well as activities related to the purchasing and financing of aircraft. The division also leases the necessary aircraft and crews to the Leisure Traffic division.

Air traffic revenues for Scheduled Passenger Traffic rose by 2.5 per cent in the period April-June. Growth was strongest in Asian and domestic traffic, and was weakest in North American traffic. The reduction in business travel as well as campaign pricing also contributed to the decline in unit revenues for the Scheduled Passenger Traffic division, which amounted to a fall of 3.6 per cent during the second quarter. Operating profit for Scheduled Passenger Traffic during the second quarter amounted to EUR 18.4 million. This operating profit included the previously mentioned profit of EUR 6.7 million from the sale of one MD-80 aeroplane.

Leisure Traffic

Turnover for the Leisure Traffic division during April-June amounted to EUR 71.0 million, which meant an operating loss of EUR 0.4 million. Air traffic revenues for Leisure Traffic rose by 11.5 per cent and revenues per revenue passenger kilometre, or unit yield, rose by 7.2 per cent in the second quarter. However, the rise in unit revenues was not sufficient to cover the increase in fuel costs.

The Division comprises leisure flight operations and the Aurinkomatkat package tour company, which is the biggest in Finland in its field, with a market share of about 35 per cent.

Cargo

Turnover for Cargo operations during April-June amounted to EUR 33.5 million, which left an operating loss of EUR 0.1 million. As a result of lower volumes, cargo revenues fell by 4.8 per cent. Finnair Cargo's operations are primarily geared towards making use of Finnair's scheduled passenger network, the company's leisure traffic and Helsinki's gateway position for the transport of freight. Capacity is also hired from outside.

Aviation Services

Turnover for the Aviation Services division for the April-June quarter amounted to EUR 129.2 million, of which more than 20 per cent originated from outside the Group. There was an operating profit of EUR 13.1 million. The Division comprises aircraft maintenance services, ground services and Group catering operations.

Travel Services

Turnover for the travel agency division during April-June amounted to EUR 26.5 million, of which about two thirds came from outside the Group. The operating profit came to EUR 2.1 million. The division is responsible for the Group's domestic and foreign travel agency operations as well as the operations of the travel booking systems supplier Amadeus Finland Oy.

Support Services

Those functions which support Group business operations, such as data management and various financial and personnel management services come under Support Services. The division is also responsible for the Group's property holdings and management and maintenance of properties relating to operational activities, as well as office services.

Turnover for the Support Services division for April-June amounted to EUR 22.3 million, which mainly consisted of sales to other divisions within the Group. There was an operating loss of EUR 1.0 million.

Volume trends and the market for flight operations

In the early part of 2001 Finnair maintained its position in the main markets and customer segments for scheduled passenger traffic. The sector has generally suffered from over-capacity in recent months. Capacity utilization rates (cabin factor) among member airlines of AEA, the Association of European Airlines, fell by 0.6 percentage points between January and June (inclusive). There was a particularly large fall in utilization levels in North American traffic. As far as leisure traffic is concerned, the capacity of package tour producers has better corresponded to demand.

As for Finnair's own traffic, the volume trend in passenger traffic at the beginning of the year was in the main favourable. As a result of the strategic reorganization of our long haul traffic, the number of passengers and passenger load factors particularly on Asian flights expanded significantly during the first half of the 2001 financial year. Business travel class and North American traffic have exhibited the weakest trends.

Between January and the end of June revenue passenger kilometres rose for scheduled passenger traffic by 6.1 per cent and fell for leisure traffic by 1.9 per cent. Revenue passenger kilometres for all traffic rose by 2.7 per cent in the January-June quarter, while available passenger kilometres went up by 3.4 per cent. The passenger load factor fell from 69.5 per cent to 69.1 per cent.

During the first half of the year the total number of passengers increased by 2.3 per cent. The number of passengers using scheduled traffic went up by 2.5 per cent and those taking leisure flights by 1.7 per cent. For international scheduled passenger traffic, the number of passengers using business class decreased by 3.2 per cent, but there was an increase in tourist class numbers of 8.3 per cent. The proportion of business class travel in international scheduled traffic has diminished by 2.2 percentage units to 25.2 per cent.

The number of cargo kilos carried fell by 5.7 per cent. Revenue tonne kilometres for all traffic rose by 0.9 per cent but available tonne kilometres increased by 3.6 per cent, which led to a reduction in the overall load factor of 1.5 percentage points to 57.0 per cent.

Punctuality for scheduled passenger traffic between January and the end of June rose from the previous year's 86.6 per cent to 87.0 per cent.

Investment and financing

Total capital spending during the January - June 2001 quarter excluding advance payments amounted to EUR 129.5 million. During the corresponding period of the previous year it amounted to EUR 124.2 million. EUR 111.4 million was spent on aircraft. This investment included two Airbus A320 type aircraft as well as spare equipment purchases and modifications.

Operational cash flow excluding divestment profits and extraordinary items came to EUR 64.6 million, compared with the previous year's figure of EUR 72.2 million. Interest bearing debt at the end of the period amounted to EUR 297 million, with liquid assets worth EUR 145 million. The gearing ratio at the end of June was 23.7 per cent, whilst the equity ratio was 42.0 per cent, having been 42.6 per cent at the end of the previous financial year.

Shares and share capital

Between January and the end of June 2001 the highest rate for the Finnair Oyj share on the Helsinki Stock Exchange was EUR 5.20, and its lowest rate was EUR 4.25. The market value of the company's shares on June 30 2001 was EUR 411.8 million. At the beginning of the financial year the market value was EUR 378.8 million. Between January and the end of June 7,1 million of the company's shares were traded on the Helsinki Stock Exchange (5.0 million). At the end of the period under review the government of Finland owned 58.4 per cent of the shares whilst 19.3 per cent were held by foreign investors or in the name of a nominee.

If all the convertible debentures and option certificates in circulation on June 30 2001 were converted into Finnair Oyj shares, the Finnish government's holding would amount to 55.2 per cent. On the basis of the unconverted debentures and option certificates in circulation on June 30 2001 the company's share capital could rise by not more than EUR 4,185,723.85, corresponding to 4,924,381 shares.

Personnel

The number of staff employed by the Finnair Group on June 30 2001 was 11 390, which was 9 people more than the year before.

Personnel costs between January and the end of June amounted to EUR 243.3 million, which represented a rise of 12.2 per cent over the previous year. The rise in pension payments contributed to this increase. Personnel productivity in relation to flight operations as defined by available tonne kilometres per member of staff rose by 5 per cent during the corresponding period.

The company has labour contracts in force with all the relevant trade unions. A labour contract was signed in June with the organization representing Finnair Oyj pilots, to run until January 2005, which aims at increasing productivity still further.

Products and services

Finnair is overhauling its long haul flight strategy on the basis of Helsinki's geographical position. Operations to Asia will be reinforced by increasing the number of weekly flights to existing destinations and by opening up new destinations in an expanding market. At the same time, the reorganization of the route network will ensure a reduction in unit production costs by making more efficient use of aircraft and crew.

Regular scheduled flights to Hongkong will begin in February 2002 and at the same time Bangkok will become a daily destination for Finnair. There will be three flights a week via Bangkok to Hongkong and four a week to Singapore. In addition to these, Finnair will open its fourth weekly flight to Beijing.

All Finnair long haul flights will be flown by MD-11 aircraft. The interiors of these aircraft will be refurbished from autumn 2001 and at the same time the business class section will be increased to 42 seats. The visual appearance of these aeroplanes will also be overhauled to give them a new, fresh and uniform look.

Finnair continued strongly with its chosen policy of being a pioneer in electronic business. We have begun converting our production processes into digital form, the purpose being to improve work productivity and service quality even further. Finnair has signed agreements on extensive cooperative projects for supporting networking and personnel management for its partners, with Nokia, SAP Finland and ICL Invia. In order to improve the management of unit productivity Finnair signed an agreement concerning the purchase of the Calidris Integrity system.

Web commerce remains Finnair's primary area of growth and development. Finnair's internet pages were judged to be the best Finnish web site as far as users are concerned. In addition to its own electronic commerce site, Finnair is also involved in setting up the Opodo travel portal with nine European airlines. It is the aim of this Internet based travel agency to rise rapidly to become Europe's leading distributor of electronic travel services. The joint portal for the **one**world alliance airlines is also being developed actively.

Finnair is to become the first airline in the world to equip all its business class seats on its long haul aircraft with in-flight e-mail connections as well as Internet services. E-ticket, eCheck-in and eGate are electronic services whose usage is being expanded all the time. The new services are offering passengers flexibility and efficiency in travel purchasing as well as during the journey itself. Self-service also makes more efficient use of staff resources.

The Airbus A320 type aircraft have established their position as an essential part of Finnair's European and domestic scheduled traffic fleet, helping to improve competitiveness even further. We currently have ten Airbus A320 type planes in service. By the end of 2001 we shall acquire two more of these planes, in addition to which we have an outstanding order for seven more, to be delivered between 2002-2003.

Cooperation with other airlines

The **one**world alliance has initiated a project which aims at increasing the number of services and benefits available to the traveller within the alliance's already comprehensive chain of services. Among the services to be made jointly available will be the lounge services and the possibility for passengers to check in for the entire **one**world route network. Joint use of electronic flight tickets with American Airlines will begin in the autumn of 2001. This cooperation will be extended in the next few years to cover all **one**world airlines.

Cooperation within the **one**world alliance to seek out further products and cost savings has continued to develop positively. In conjunction with its alliance partners, Finnair is able to offer a global route network. Finnair and its **one**world partner American Airlines are dramatically increasing their joint flights between Europe and the United States as well as their internal traffic within the USA. Finnair also increased its cooperation with the Belgian airline Sabena and the Swiss firm Crossair concerning central European destinations. The spread of joint purchasing within the **one**world alliance is also allowing Finnair to achieve cost savings in its purchasing.

The short term outlook

The outlook for the global economy has weakened significantly in the past few months. The economy of the company's main market area of Finland and the rest of Europe has also weakened markedly recently compared with the beginning of the year, and this is expected also to influence Finnair's performance for the rest of the year.

Short term forecasts include a lot of uncertainties, but already at this stage we foresee, that the operational result for the current financial year falls clearly below that of the previous calendar year. Contributing to the decline in profitability are particularly the fall-off in unit revenues, the weakening in demand for business travel and freight demand especially in Finland, and the continuing high cost of fuel. The Finnair Group's activities will continue to pay extra attention to the critical appraisal of flight destinations and the reduction of operating costs in such areas as distribution and purchasing, whilst making further improvements in productivity.

Finnair will continue its preparations for the expansion of long haul Asian traffic which will take place in February 2002. The company will then bring its fourth MD-11 aircraft, which is currently flying leisure traffic, into regular scheduled service. Uniformity will be brought to the leisure fleet when two Boeing B757 aircraft are leased to replace the MD-11. The overhauled route network strategy will allow for growth whilst reducing the company's dependence on the Finnish market, and also laying the groundwork for improved profitability over the long term.

The total capacity of Finnair traffic during the winter season 2001/2002 is expected to increase by about 2 per cent in terms of tonne kilometres and by about 6 per cent in passenger kilometres. Capacity will be increased particularly in European and Asian traffic as well as leisure traffic. Changes in cooperation agreements will also affect the expansion in capacity.

Preparations for the foundation of an Estonian airline have proceeded well. The aim of the "Aero Airlines AS" company is to act as a significant aviation operator in the Baltic region and also between Estonia and Finland. Later on, the intention is to operate elsewhere within the EU area and in Scandinavia. It will be technically possible to begin operations at the end of 2001 at the earliest.

Capital spending for the 2001 financial year is estimated to reach about EUR275 million, which includes the purchase of four Airbus A320 aircraft. We do not intend during the second half of this year to take up the existing option to order an aircraft for 2003.

Finnair has hedged about 40 per cent of its fuel purchases until the end of this year, after which it has hedged about a quarter until the middle of 2002.

President and CEO Keijo Suila on the interim report:

The past six months have been quite satisfactory for Finnair, but with the weakening global economy, a chilly autumn wind can be felt sweeping over the travel industry.

In comparison with other airlines, we seem to be a positive exception both in volume development and result. Finnair's passenger numbers have been on the rise in the first half of the year and cabin factors have increased during recent months. But the effects of the tightening economy can be seen in a smaller number of business passengers and weaker domestic demand. Sales continue to develop favorably in the growing Asian market, which supports Finnair's growth and long-haul strategy well.

Uncertainties in the industry make predicting the second half of the year difficult, but already at this point we can foresee that this year's result will be clearly below last year's result.

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CONSOLIDATED FINANCIAL STATEMENT

INCOME STATEMENT (Mill. EUR)

	2001 1Apr-30Jun	2000 1Apr-30Jun	Change %	2001 1Jan-30Jun	2000 1Jan-30Jun	Change %	2000 1Jan-31Dec	2000 1Apr-31Dec
Turnover	**440,2**	**414,2**	**6,3**	860,3	813,0	**5,8**	**1 658,1**	**1 259,3**
Work used for own purposes and capitalized	0,7	0,4	75,0	1,3	1,2	8,3	2,8	2,0
Other operating income	11,0	25,8	-57,4	23,3	29,4	-20,7	75,5	71,9
Share of profits less losses of particip. interests	0,2	0,1	87,7	0,4	0,2	100,0	0,6	0,5
OPERATING INCOME	**452,1**	**440,5**	**2,6**	**885,3**	**843,8**	**4,9**	**1 737,0**	**1 333,7**
OPERATING EXPENSES								
Staff costs	122,1	117,1	4,3	243,3	216,9	12,2	439,5	339,7
Fuel	47,1	37,7	24,9	100,5	82,5	21,8	184,5	139,7
Lease payments for aircraft and other rents	39,9	41,2	-3,2	81,2	78,2	3,8	166,1	129,1
Materials and overhaul for aircraft	24,8	16,7	48,5	44,3	33,2	33,4	76,8	60,3
Traffic charges	31,3	29,5	6,1	61,3	59,3	3,4	118,4	88,5
Ground handling and catering charges	31,5	31,6	-0,3	62,2	59,9	3,8	127,3	99,0
Expenses for tour operations	17,5	18,0	-2,8	41,0	48,9	-16,2	85,4	54,5
Sales and marketing expenses	34,0	25,8	31,8	55,7	57,9	-3,8	114,7	82,6
Depreciation	27,9	26,0	7,3	53,5	64,3	-16,8	121,3	83,0
Other expenses	45,8	41,7	9,8	97,3	98,8	-1,5	192,4	135,3
Total	**421,9**	**385,3**	**9,5**	**840,3**	**799,9**	**5,1**	**1 626,2**	**1 211,6**
Operating profit	**30,3**	**55,2**	-45,1	**45,0**	**43,9**	2,5	**110,8**	**122,0**
Financial income and expenses	0,6	1,9	-68,4	1,1	8,1	**-86,4**	9,3	3,1
Profit before extraordinary items	**30,8**	**57,1**	-46,1	**46,1**	**52,0**	-11,3	**120,0**	**125,1**
Extraordinary items	0,0	0,0		0	28,5		28,5	0,0
Profit before taxes	**30,8**	**57,1**	-46,1	**46,1**	**80,5**	-42,7	**148,5**	**125,1**
Direct taxes	-11,5	-16,9		-17,5	-20,2		-39,4	-36,1
Minority share	-0,1	-0,1		-0,2	-0,1		-0,3	-0,3
Profit for financial year	**19,2**	**40,1**	-52,0	**28,4**	**60,2**	-52,8	**108,9**	**88,7**
Key figures								
Operating profit in relation to turnover %	6,9	13,3		5,2	5,4		6,7	9,7
Earnings/share EUR	0,23	0,47		0,34	0,37		0,95	1,05

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CONSOLIDATED BALANCE SHEET (Mill. EUR)

	30Jun2001	30Jun2000	31Dec2000
Fixed assets			
Intangible assets	24,6	23,8	23,8
Tangible assets	1 011,5	917,4	970,5
Financial assets	15,2	7,7	14,6
Total	1 051,3	948,8	1 008,9
Current assets			
Inventories	57,5	54,1	56,1
Long-term receivables	0,1	2,6	0,1
Short-term receivables	292,8	237,4	228,7
Investments	123,7	172,5	225,7
Cash and bank equivalents	21,0	22,4	19,2
Total	495,1	489,1	529,8
Assets total	**1 546,4**	**1 437,9**	**1 538,6**
Shareholders equity	638,7	617,1	644,3
Minority interests	0,5	0,6	0,6
Deferred tax liabilities	117,1	102,7	110,3
Long-term liabilities	235,0	237,1	246,2
Short-term liabilities	555,1	480,4	537,2
Total liabilities	**1 546,4**	**1 437,9**	**1 538,6**
Key figures			
Equity/share EUR	7,54	7,28	7,60
Gross investment (Mill. EUR)	130,0	124,2	247,0
Gross investment, % of turnover	15,1		14,9
Equity ratio %	42	43,7	42,6
Gearing %	23,7	13,9	11,5

CONTINGENT LIABILITIES (Mill. EUR)

	30Jun2001	Fair Value	30Jun2000	31Dec2000
Pension liabilities				
Total liability of pension fund	631,0		586,6	608,0
Uncovered liability of pension fund	0,0		0,4	0,0
Liability for pensions paid directly by the companies	0,0		2,3	0,0
Pension liabilities, incl. In long-term liabilities	**0,0**		**2,7**	**0,0**
Other contingent liabilities				
Pledges on own behalf	299,6		201,7	277,7
Guarantees on group undertakings	31,0		32,5	32,1
Guarantees on others	0,4		0,0	0,2
Aircraft lease obligations	237,9		258,1	238,9
Total	**568,9**		**492,3**	**548,9**
Derivative contracts				
Currency derivatives				
Forward contracts	272,5	7,5	234,0	311,1
Currency options				
Bought	116,8	5,3	56,5	89,0
Sold	148,9	-2,3	71,8	115,7
Currency swaps	211,0	29,9	149,5	206,1
Interest rate derivatives				
Interest rate options				
Bought	51,1	0,3	51,1	51,1
Total	**800,4**	**40,7**	**562,9**	**773,0**
Other derivative contracts				
Fuel price agreements (tonnes)	165 000	-2,2	137 200	202 600
Fuel options (tonnes)	48 000	0,1	0	0

The figures in this review have not been audited.

FIGURES BY SECTOR

	TURNOVER (Mill. EUR) 2001 1Jan-31Mar	2001 1Apr-30Jun	2001 1Jan-30Jun	OPERATING PROFIT (Mill. EUR) 2001 1Jan-31Mar	2001 1Apr-30Jun	2001 1Jan-30Jun
Scheduled Passenger Traffic	295,9	313,3	609,2	18,1	18,4	36,5
Leisure Traffic	93,9	71,0	164,9	0,4	-0,8	-0,4
Cargo	28,6	33,5	62,1	-1,1	-0,1	-1,2
Aviation Services	116,6	129,2	245,8	1,3	11,8	13,1
Travel Services	22,5	26,5	49	1,0	2,1	3,1
Support Services	24,2	22,3	46,5	-5,1	-1,0	-6,1
Less internal adjustments	-161,7	-155,5	-317,2			
Finnair Group Total	**420,1**	**440,2**	**860,3**	**14,7**	**30,3**	**45,0**
Previous year	**398,8**	**414,2**	**813,0**	**-11,3**	**55,2**	**43,9**
Change %	**5,3**	**6,3**	**5,8**		**-45,1**	**2,5**

CAPITAL EMPLOYED AT THE BEGINNING OF THE FINANCIAL YEAR
(Mill. EUR)

Scheduled Passenger Traffic	502,0
Leisure Traffic	13,0
Cargo	11,0
Aviation Services	116,0
Travel Services	6,0
Support Services	356,0
Finnair Group Total	**1 004,0**

AVERAGE PERSONNEL

	2001 1Jan-30Jun	2000 1Jan-30Jun	Change %
Scheduled Passenger Traffic	3 570	3 621	-1,4
Leisure Traffic	339	439	-22,8
Cargo	418	420	-0,5
Aviation Services	4 580	4 636	-1,2
Travel Services	1 442	1 474	-2,2
Support Services	499	515	-3,1
Finnair Group Total	**10 848**	**11 105**	**-2,3**

AIR TRAFFIC 1 Jan – 31 Jun 2001

	Total traffic	Europe	North America	Asia	Domestic	Leisure traffic	Cargo
Passengers (1000)	3 875	1 505	72	131	1 457	710	
%-change	2,3	4,8	-13,8	24,9	-0,5	1,7	
Cargo and mail (tonnes)	37 598	13 532	4 124	7 070	2 641	1 270	8 960
%-change	-5,7	-4,7	-1,9	16,0	4,7	-29,6	-18,9
Available seat-kilometres mill	9 482	3 514	672	1 072	1 262	2 961	
%-change	3,4	10,4	-5,4	12,4	1,0	-3,7	
Revenue passenger kilometres	6 549	1 849	477	849	705	2 669	
%-change	2,7	8,4	-13,9	21,3	1,3	-1,9	
Available tonne-kilometres	1 280	425	127	196	145	321	66
%-change	3,6	12,0	-1,2	14,8	1,3	-3,5	-18,7
Revenue tonne-kilometres mill	729	182	70	125	62	244	46
%-change	0,9	7,2	-9,7	17,3	1,2	-3,0	-17,9
Passenger load factor %	69,1	52,6	71,0	79,1	55,9	90,1	
%-change	-0,4	-1,0	-7,0	5,8	0,2	1,7	
Overall load factor %	57,0	42,8	55,3	63,8	42,7	76,0	69,9
%-change	-1,5	-1,9	-5,1	1,3	0,0	0,4	0,7