

FINNAIR – GROUP

FINNAIR GROUP FINANCIAL STATEMENT

JAN 1 - DEC 31, 2002

Profit before taxes 54.4 million euros

Operational result improved by 31.5 million euros

Summary of key figures

- Turnover 1,639.9 million euros (2001: 1,631.0 million.)
- Profit before depreciations, aircraft leasing payments and capital gains (EBIT-DAR) 211.6 million euros (195.6 million)
- Operating profit 60.0 million euros (13.3 million), 3.7% of turnover
- Operating profit, excluding capital gains, 24.5 million euros (last year 8.2 million loss)
- Profit after financial items 54.4 million euros (8.9 million)
- Net debt fell during the year from 212 million euros to 20 million euros
- Equity ratio 44.3% (41.3%), liquid assets 301.7 million euros at the end of the year
- Return on Capital Employed 7.6% (2.9%)
- Equity per share 7.58 euros (7.22)
- Earnings per share 0.43 euros (0.08)
- Proposed dividend per share 0.15 euros (0.07)

General Review

The recovery in the economy and demand that emerged in spring 2002 did not continue into the second half of the financial year. Profitability was improved by cost-cutting measures and by successfully adjusting capacity. European, domestic and leisure traffic capacity was reduced while capacity was increased in the growing Asian market, which led to an improvement in cabin factor by 2.7 percentage points to 71.9 per cent. Price competition intensified in the latter part of the year.

The number of business class passengers declined during the review period by 8.3 per cent, but the fall levelled out in the final months of the year. Cargo demand grew at the end of the year, with growth for the whole year being 0.5 per cent.

Structural reform proceeded through the restructuring of IT and ground equipment operations. A Finnair and IBM joint venture company, which provides information technology services, began operating on August 1, 2002. Finnair owns 40 per cent of the new company and IBM 60 per cent. The development of IT functions will continue within the new company in collaboration with a new strategic partner. In addition, Finnair sold its motorized ground equipment and re-

lated maintenance and repair operations to ABB Service Oy.

Uncertainty about a recovery in economic growth as well as the world political situation make the operating result for 2003 difficult to estimate. Finnair will continue to focus on strengthening its competitiveness while increasing capacity on Asian routes.

The company has defined its financial targets and is aiming for an operating profit of at least six per cent in the next few years.

Result for the final quarter, Oct 1 - Dec 31 2002

The Group's result for the final quarter, after financial items but excluding capital gains, clearly improved from the previous year and was a loss of 0.1 million euros (Q4/2001 21.3 million euro loss). The result before depreciation, aircraft leasing payments and capital gains (EBIT-DAR) improved 9.5 per cent and was 47.9 million euros (43.8 million), representing 11.3 per cent of turnover.

Turnover grew by 13.1 per cent to 429.5 million euros. The low turnover of the corresponding quarter in 2001 was substantially affected by the September 11th attacks in the United States. The operating profit, ex-

cluding capital gains, improved to 0.0 million euros (22.4 million loss).

Intensified price competition and a growth in the relative share of long-haul traffic contributed to a fall in passenger traffic unit revenues of 2.9 per cent in October-December. Taking cargo revenue into account, unit revenues overall fell by 4.9 per cent.

Operating costs rose by 4.8 per cent, but unit costs of flight operations fell by 8.0 per cent. Personnel costs rose by 14.3 per cent, mainly owing to a rise in holiday pay liabilities, incentive bonuses and temporary lay-offs of personnel implemented in the corresponding period of the previous year. The fall in fuel costs in the final quarter was only 1.7 per cent, i.e. clearly less than in the previous quarters of the year. The fall in ground handling and catering costs continued in the final quarter. A rise in traffic charges can be attributed to a significant increase in official fees as well as to capacity additions. The cost of outsourced operations contributed to the rise in other operating costs. Depreciation fell significantly, due to additional write-offs on aircraft made during the previous year.

Net capital gains in the final quarter totalled 12.5 million euros (0.7 million). The most significant item was a 13.1 million euro capital gain arising from a sale and lease-back arrangement for one MD-11 aircraft.

Earnings per share came to 0.07 euros, whereas the year before the figure was -0.15 euros.

Result for the financial year, Jan 1 - Dec 31 2002

The Group's result after financial items and excluding capital gains improved to 18.9 million euros from the previous year's 12.6 million euro loss. The result before depreciation, aircraft leasing payments and capital gains (EBITDAR) improved 8.1 per cent and was 211.5 million euros (195.6 million), representing 12.9 per cent of turnover. Turnover rose by 0.5 per cent to 1,639.9 million euros. Unit revenues for passenger traffic remained at the previous year's level but, taking cargo revenue into account, unit revenues overall fell a further 1.9 per cent.

Operating costs fell during the year under review by 1.5 per cent and unit costs of flight operations by 4.1 per cent. Most of the objectives of the 115 million euro cost-cutting programme begun at the end of 2001 were achieved. There were significant falls in fuel costs, ground handling and catering costs, marketing costs and depreciations. The cost of outsourced operations contributed to the rise in other operating costs.

Despite lower personnel numbers and cost-cutting measures, personnel costs rose by 1.9 per cent. The proportion of the Group's total operating costs accounted for by personnel costs rose to 30.0 per cent, compared to 28.9 per cent in 2001. In the financial year, contributions paid to Finnair's pension fund amounted to 86.8 million euros, which was 14.7 per cent more than the previous year. This was mainly due to a weaker performance than last year of the pension fund's investment activity following a fall in stock market prices as well as to implemented early retirement arrangements. The assets of Finnair's pension fund fully cover its pension liabilities.

Net capital gains arising from a sale and lease-back arrangement for one MD-11 and from Group restructuring totalled 35.5 million euros. The gains from the restruc-

turing of IT operations amounted to 22.6 million euros, of which 13.3 million euros has been entered in the 2002 result and the rest periodized over 2003-2004. In the previous year, capital gains totalled 21.5 million euros, consisting mainly of the sale of four MD-80 aircraft.

Return on capital employed was 7.6 per cent (2.9%) and return on equity 5.9 per cent (1.2%). Earnings per share came to 0.43 euros, whereas the year before the figure was 0.08 euros. Equity per share at the end of the financial year amounted to 7.58 euros, compared with 7.22 euros the year before.

Investment and Financing

Capital investments excluding advance payments for the financial year totalled 102.4 million euros. In the previous year they came to 281.1 million euros. The expenditure included the purchase of two Airbus A319 aircraft. The aircraft's former operator, Sabena, had been declared bankrupt. After conversion work, the aircraft will be brought into service in 2003. Another five new aircraft of the Airbus A320 family delivered in 2002 have been acquired on long-term operational lease agreements.

Operational cash flow, excluding capital gains and extraordinary items, came to 151.6 million euros, having been 139.6 million euros a year previously. Due to the strong cash flow, 98.3 million euros of interest-bearing debt was repaid, leaving the Group with net debt of only 20 million euros at the end of the financial year. The gearing ratio has fallen from 34.6 per cent at the turn of the year to 3.1 per cent and the equity ratio has risen to 44.3 per cent, compared with 41.3 per cent at the beginning of the financial year.

At the end of the financial year, the Group had liquid cash reserves of 301.7 million euros, in addition to which there was a total of 238.4 million euros in unused committed credit facilities.

Shares and Share Capital

During 2002 the highest price for the Finnair Oyj share on the Helsinki Stock Exchange was 5.10 euros, while the lowest price was 3.70 euros and the average price 4.33 euros. The market value of the Company's shares was EUR 317.8 million on December 31, 2002. At the beginning of the financial year the market value was the same. During 2002, some 72.3 million (47.9 million) of the company's shares were traded on the Helsinki Stock Exchange. At the end of the period under review, the government of Finland owned 58.4 per cent of the company's shares, while 15.1 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 December 31, 2002 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 December 31, 2002, the company's share capital could rise by not more than 4,182,268.60 euros, corresponding to 4,920,316 shares.

Personnel

During the financial year, the average number of staff employed by the Finnair Group amounted to 10,476 people, which was 3.4 per cent fewer than a year before. As a consequence of the IT and ground equipment struc-

tural arrangements, 232 people were transferred in August-September to the employment of partners outside of the Group.

The company has labour contracts valid for around two years with all the labour unions other than the Aviation Union, which represents personnel working in various repair and ground service tasks. Negotiations are under way on revising an agreement that expires in February 2003.

The Finnair Group has a profit bonus scheme that allows the employees of the parent company and certain subsidiaries to participate in a profit bonus payable on the basis of the Group's result and return on capital employed. The profit bonus is paid into a personnel fund, which is obliged to invest part of the profit bonus in Finnair Oyj's shares. The Group also operates an incentive scheme, which is defined separately for each business unit. The total amount of bonuses in 2002 was 6.6 million euros.

Management

The Annual General Meeting decided to reduce the number of members of the Supervisory Board from eighteen to thirteen. The former auditors were re-elected.

Finnair's Supervisory Board elected the following new people to the Board of Directors for the calendar year 2003: Christoffer Taxell (Chairman), Kari Jordan (Deputy Chairman), Antti Satuli and Kaisa Vikkula. Samuli Haapasalo, Ari Heiniö and Helena Terho were re-elected to the Board of Directors.

Performance of the Divisions

Scheduled Passenger Traffic

This division is responsible for sales, service concepts, flight operations and the procurement and financing of aircraft. The division also leases out aircraft and crews required by the Leisure Traffic division. The Scheduled Passenger Traffic division also leases cargo capacity to the Group's Cargo division.

Turnover for the Scheduled Passenger Traffic division rose by 2.8 per cent to 1,171.6 million euros. The division's operating profit, excluding capital gains, improved to 31.7 million euros from the previous year's 36.7 million euro operating loss.

The number of business class passengers fell in the company's main market area, Europe, by 10.5 per cent, but strong growth on Asian and North American routes meant that the overall fall in demand for business class travel was 8.3 per cent. Unit revenues for scheduled passenger traffic declined during the financial year by 4.0 per cent.

Leisure Traffic

This division consists of the Leisure Flights unit and the Aurinkomatkat-Suntours package tour company, which is the biggest in its field in Finland, with a market share of more than 35 per cent. Aurinkomatkat-Suntours has increased its market share further during 2002.

Leisure flight capacity was reduced, which resulted in a fall in the division's turnover by 1.4 per cent to 329.9 million euros. The operating profit improved to 6.6 million euros (3.8 million) The Leisure Traffic division's unit

revenues improved, with growth for the whole year being 3.2 per cent.

Cargo

Finnair's Cargo operations are based primarily on making use of Finnair's scheduled passenger traffic network and leisure traffic as well as Helsinki's gateway position for the transport of air freight. If necessary, capacity is also leased from freight operators outside the Group.

Turnover for the Cargo division grew by 5.3 per cent to 121.7 million euros. The operating profit, excluding capital gains, improved to 1.2 million euros (5.2 million loss)

The Finnair Cargo Traffic division has continued to adjust its available capacity to correspond better with demand. During the financial year, about 28 per cent less cargo capacity was leased from outside the Group than the year before.

Aviation Services

This division comprises aircraft maintenance services, ground services and the Group's catering operations.

Turnover for Aviation Services fell by 11.3 per cent to 426.9 million euros. In spite of the implementation of cost-cutting measures, profitability clearly weakened. The operating loss for the division, excluding capital gains, was 2.3 million euros (25.5 million profit).

The fall in turnover was due to lower volumes from customers in the sector and a fall in the price level of services.

Travel Services

The division consists of the Group's domestic and foreign travel agency operations as well as the operations of the reservations systems supplier Amadeus Finland Oy.

Turnover for travel agency operations rose by 4.7 per cent to 98.1 million euros. Profitability remained at nearly the previous year's level, while the operating profit was 3.5 million euros (3.8 million). The Group's travel agencies have increased sales of tailored leisure-travel trips in particular, while the levying of service and transaction fees is becoming increasingly common.

Support Services

Those functions which support Group business operations, such as various financial and personnel management services, come under the Support Services division. In addition, the Group's property holdings and the management and maintenance of properties relating to the Group's operational activities, as well as office services, are functions of this division.

Most of the data management services that previously belonged to the Support Services division have been purchased since August 1, 2002 from the joint venture company of IBM and Finnair, which started operating on that date. Mainly as a result of this, turnover for the Support Services division fell by 25.3 per cent to 72.5 million euros. Turnover is made up almost entirely of sales to other units of the Group. The operating loss, excluding capital gains, was 16.3 million euros (1.1 million profit)

Volume Trends and the Market for Flight Operations

During 2002, member companies of the Association of European Airlines (AEA) recorded a fall in demand of 4.6 per cent and a capacity reduction of 8.8 per cent, which led to an improvement in passenger load factor of 3.2 percentage points. Capacity among AEA airlines fell most on North Atlantic routes. In the same period, Finnair's passenger load factor in scheduled traffic rose more than the AEA average, by 4.5 percentage points to 64.9 per cent.

The number of business class passengers on Finnair's international scheduled flights fell by 8.3 per cent. During the financial year, the proportion of business class travel on international scheduled flights fell by 1.2 percentage points to 20.9 per cent. The number of business class passengers has, however, grown significantly in long-haul traffic, particularly on Asian routes, while the number has fallen on European routes.

In 2002, the Asian routes' share of Finnair's passenger and cargo revenue has risen to 17.0 per cent, whereas in the corresponding period two years ago the figure was 13.1 per cent.

Finnair has maintained its position as one of Europe's most punctual airlines. The punctuality of Finnair's scheduled passenger traffic was 89.3 per cent, compared with 87.4 per cent the previous year. The punctuality of long-haul traffic was at an all-time high.

Demand for leisure traffic fell 8.4 per cent, which corresponds to a 8.2 per cent contraction in capacity. The number of cargo kilos carried grew by 0.5 per cent. Revenue tonne kilometres for all traffic by Finnair rose by 1.8 per cent and available tonne kilometres by 0.1 per cent, which led to an increase in the overall load factor of 1.0 percentage points to 57.8 per cent.

Services and Products

The emphasis of Finnair's long haul strategy has shifted to Asian traffic, where Finnair has a geographical advantage in travel between Asia and Europe. The number of weekly Asian flights was increased to existing destinations. The number of weekly flights to Beijing was increased from three to five and a daily service was started to Bangkok.

In February a new route opened via Bangkok to Hong Kong. Finnair also has the right to carry passengers on flights between Hong Kong and Bangkok. During 2002, the capacity in Asian traffic grew by nearly 40 per cent. The cabin factor on Asian flights was more than 80 per cent.

Adjustments were made to the European and domestic route networks. A number of additional flights, linked with the Asian services, were added to the European route network. Overall, however, capacity was reduced in Europe and in Finland by around ten per cent.

In co-operation with Finnair, Golden Air has started to operate within southern Finland certain routes, which were discontinued by Finnair due to profitability reasons. This way services and onward connections are safeguarded. The Stuttgart route, which opened in 2002, is also operated with Golden Air aircraft. Finnair's associate company, Aero Airlines AS, began traffic between Helsinki and Tallinn at the end of March, using one ATR72 air-

craft. In the next few years Aero's role in Baltic-region traffic will be increased.

As business travel grows on long-haul routes, in-flight service has been developed particularly from the perspective of business passenger needs. Business Class on long-haul routes was expanded from 28 to 42 seats. In many customer surveys Finnair's catering and service was rated the best.

The renewal of Finnair's visual identity proceeded, with the redesign of service personnel uniforms. At the same time, aircraft cabins and Finnair offices were refurbished to conform with Finnair's new look. Electronic services, which facilitate travelling and work on automatic check-in machines at airports, the Internet and mobile phones, have been introduced. The electronic flight ticket is used by over 50 per cent of passengers travelling on domestic flights.

Finnair's electronic operations and services were recognized in the summer in the Airline Strategy Awards competition. The award was granted for Finnair's pioneering work in utilizing technology to improve profitability and cut costs.

Cooperation With Other Airlines

The US Department of Transport (DOT) has granted Finnair and its oneworld alliance partner American Airlines antitrust immunity, which will give the companies opportunities to harmonize their route networks, marketing and services. To the customer this will be apparent as increased and efficient connections between Finland and the United States via New York and Europe, enhanced airport services and new joint prices.

Finnair and British Airways expanded their cooperation from the beginning of May, which will allow Finnair to extend its route network via London to South Africa and provide additional new destinations in Canada. Finnair has agreed to cooperate with Iberia on domestic Spanish routes.

Oneworld initiated a study on the expansion of cooperation from the transport of passengers into the areas of cargo, aircraft maintenance and insurance, flight training and revenue accounting. Oneworld strengthened its position as the most international airline alliance by adding shared flights, mutual use of e-tickets, and by launching new worldwide prices. Finnair began cooperating with American Airlines in the field of e-tickets at the end of May.

The direct benefit obtained by Finnair from alliance cooperation consists of 30 million euros in sales, which is the value of tickets for Finnair flights sold by alliance partners. In addition, oneworld products bring direct additional sales of 1.5 million euros, with costs amounting to one tenth of this. Cost savings will increase to more than 400,000 euros from the present level.

The frequent flyer readers of the leading British travel magazine *Business Traveller* have voted oneworld the world's best airline alliance in their annual survey. This is the first time that the Business Traveller Award has been granted to an airline alliance.

Finnair's range of destinations in Central Europe grew through bilateral cooperation. Finnair and SN Brussels Airlines began cooperating at the beginning of the summer on flights between Helsinki and Brussels.

Finnair and Swiss Airlines have a valid cooperation agreement concluded with Crossair. Finnair serves travelers to Switzerland by offering flexible connections by train from Zurich to the rest of Switzerland.

Short Term Outlook

Uncertainty about a recovery in economic growth as well as the world political situation make the operating result for 2003 difficult to estimate. The intensified market situation and the possible start-up of new airlines may have a negative impact on unit revenues in future.

Finnair will continue to focus on strengthening its competitiveness through cost cutting while further developing the Group structure by concentrating on the core scheduled and leisure traffic operations.

Additional increases in capacity on Asian routes can be expected. June 2003 will see the start of Osaka followed by Shanghai in September. Both new destinations will be served three times a week. The number of weekly flights to Beijing will rise to six in June and later during the autumn to daily.

The most significant adjustments in capacity will take place in European and domestic traffic. The overall growth in capacity, measured in passenger kilometres, is expected to be less than five per cent in the period January-June 2003.

Finnair has hedged over 60 per cent of its jet fuel purchases for the first half of 2003.

At the moment the Airbus A320 family consists of a total of 18 aircraft and by the end of 2003 the Airbus fleet will comprise 24 aircraft. In accordance with the fleet strategy, the harmonization of the fleet will continue, so that the ageing DC-9 aircraft are decommissioned by autumn 2003. One additional wide-bodied aircraft will be leased, mainly for Asian traffic, which will increase the number of MD-11s to five. Capital expenditure is expected to total around 70 million euros. The new Airbus A320 aircraft will be acquired on long-term operational lease agreements.

Board of Directors Proposal on the Dividend

The Group's distributable equity amounts to 322.5 million euros while the distributable equity of the parent company comes to 307.7 million euros. The Board of Directors proposes to the Annual General Meeting that a dividend of 0.15 euros per share be distributed, a total of 12.7 mill. euros, and that the remainder of the distributable equity be carried over as retained earnings.

FINNAIR OYJ
Board of Directors

CEO on the result:

The airline industry is currently having to contend with rather bleak conditions. The tense anticipation of war continues, demand is falling and the heated market situation is weakening earnings prospects. It is illustrative of the state of the sector that the losses recorded during the last two years are greater than the total profit earned during the previous 45 years. Viewed in this light, our result can be considered to be reasonable.

Finnair's fundamentals and basic health are better than many of its competitors. Even so, in order to safeguard our competitiveness and earnings capacity, we must continue to cut costs deeply in future as well.

Given the poor state of demand, our Far East traffic, with its 38% growth, is a bright exception. We will continue to develop our Far East traffic according to our strategy. During 2003 we will add capacity to current destinations, while opening up new routes to Osaka in Japan and Shanghai in China.

At this stage, it is already evident that the early part of the year will be loss-making and the whole year difficult.

FINNAIR OYJ
Christer Haglund
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KEY FIGURES Mill.EUR

	2 002	2 001	Change	2 002	2 001	Change
	1Oct-31Dec	1Oct-31Dec	%	1Jan-31Dec	1Jan-31Dec	%
Turnover	429,5	379,9	13,1	1 639,9	1 631,0	0,5
EBITDAR *	47,9	43,8	9,5	211,6	195,6	8,2
EBITDA *	29,9	27,2	9,9	139,0	123,9	12,2
EBIT*	0,0	-22,4		24,5	-8,2	
Profit after financial items *	-0,1	-21,3		18,9	-12,6	
Profit from the disposal of capital assets	12,5	0,7		35,5	21,5	
Profit for financial year	6,2	-13,0		36,8	7,1	

* Profit from the disposal of capital assets excluded

Operating profit in relation to turnover %	2,9	-5,9		3,7	0,8	
Earnings/share EUR	0,07	-0,15		0,43	0,08	
Equity/share EUR				7,58	7,22	
Gross investment (Mill. EUR)	55,2	66,8		102,4	281,0	
Gross investment, % of turnover	12,9	17,6		6,2	17,2	
Equity ratio %				44,3	41,3	
Gearing %				3,1	34,6	

CONSOLIDATED FINANCIAL STATEMENT INCOME STATEMENT (Mill. EUR)

	2002	2001	Change	2002	2001	Change
	1Oct-31Dec	1Oct-31Dec	%	1Jan-31Dec	1Jan-30Sept	%
Turnover	429,5	379,9	13,1	1639,9	1631,0	0,5
Work used for own purposes and capitalized	1,0	0,7	42,9	2,9	2,4	20,8
Other operating income	15,5	11,2	38,4	58,9	46,7	26,2
Share of profits less losses of particip. interests	-0,3	-0,3		-0,4	0,2	
Operating income	445,7	391,5	13,8	1701,3	1680,3	1,3
Operating expenses						
Staff costs	126,6	110,8	14,3	491,8	482,5	1,9
Fuel	45,4	46,2	-1,7	166,3	193,0	-13,8
Lease payments for aircraft and other rents	37,9	34,2	10,8	146,5	149,5	-2,0
Materials and overhaul for aircraft	22,1	24,0	-7,9	80,4	86,3	-6,8
Traffic charges	34,0	29,7	14,5	127,2	122,1	4,2
Ground handling and catering charges	25,3	29,3	-13,7	108,4	120,8	-10,3
Expenses for tour operations	25,1	18,2	37,9	85,6	73,8	16,0
Sales and marketing expenses	26,2	20,0	31,0	98,9	110,3	-10,3
Depreciation	29,9	49,6	-39,7	114,6	132,1	-13,2
Other expenses	60,6	51,1	18,6	221,6	196,6	12,7
Total	433,1	413,1	4,8	1641,3	1 667,0	-1,5
Operating profit	12,6	-21,6		60,0	13,3	351,1
Financial income and expenses	-0,1	1,0		-5,6	-4,5	
Profit before taxes	12,5	-20,6		54,4	8,9	511,2
Direct taxes	-6,3	7,7		-17,3	-1,4	
Minority share	0,0	-0,1		-0,3	-0,3	
Profit for financial year	6,2	-13,0		36,8	7,1	418,3

CONSOLIDATED BALANCE SHEET (Mill. EUR)

	31Dec2002	31Dec2001
Fixed assets		
Intangible assets	19,6	23,2
Tangible assets	920,5	1 053,8
Financial assets	17,6	16,8
Total	957,7	1 093,8
Current assets		
Inventories	56,5	55,3
Long-term receivables	15,3	12,3
Short-term receivables	148,6	132,1
Investments	284,8	194,2
Cash and bank equivalents	16,9	20,5
Total	522,1	414,3
Assets total	1 479,8	1 508,1
Shareholders equity	648,4	617,5
Minority interests	0,9	0,8
Deferred tax liabilities	116,4	100,2
Long-term liabilities	279,3	296,3
Short-term liabilities	434,8	493,3
Total liabilities	1 479,8	1 508,1

CONSOLIDATED CASH FLOW STATEMENT

	2002	2001
Mill.EUR	1Jan-31Dec	1Jan-31Dec
Business operations		
Operating profit	59,9	13,3
Depreciation	114,5	132,1
Change in working capital (net)	15,5	-7,8
Financial income and expenses (net)	-5,6	-4,5
Taxes	-17,2	-1,4
Cash flow from operations	167,1	131,8
Investments		
Investments total	-102,4	-281,1
Change in advance payments	46,3	19,7
Sales of fixed assets	76,3	44,8
Cash flow from investments	20,2	-216,6
Financing		
Change of long-term debts	-0,7	40,0
Change of long-term receivables	-2,0	-12,5
Change of short-term debts	-91,7	61,0
Dividends	-5,9	-33,9
Cash flow from financing	-100,3	54,6
Change in liquid funds	87,0	-30,3

Liquid funds, at the beginning	214,7	244,9
Change in liquid funds	87,0	-30,3
Liquid funds, in the end	301,7	214,7

The figures in this review have not been audited

FIGURES BY SECTOR

	TURNOVER BY SECTOR			2002 Total	2001 Total	Change %
	2002	2001	Change			
	Q4	Q4	%			
(Mill. EUR)						
Scheduled Passenger Traffic	302,8	261,9	15,6	1171,6	1140,2	2,8
Leisure Traffic	90,1	79,3	13,6	329,9	334,6	-1,4
Cargo	33,2	25,1	32,3	121,7	115,6	5,3
Aviation Services	107,3	111,9	-4,1	426,9	481,3	-11,3
Travel Services	24,3	23,0	5,7	98,1	93,7	4,7
Support Services	11,1	28,0	-60,4	72,5	97,1	-25,3
Less internal adjustments	-139,3	-149,3	-6,7	-580,8	-631,5	-8,0
Finnair Group Total	429,5	379,9	13,1	1 639,9	1 631,0	0,5

	OPERATING PROFIT BY SECTOR			
	2002	2001	2002	2001
	Q4	Q4	Total	Total
(Mill. EUR)				
Scheduled Passenger Traffic	21,4	-35,1	45,6	-18,7
Leisure Traffic	2,0	-0,2	6,6	3,8
Cargo	0,9	0,3	2,0	-5,2
Aviation Services	-0,7	4,3	4,5	25,5
Travel Services	0,4	2,6	3,5	3,8
Support Services	-11,5	6,4	-2,3	4,1
Finnair Group Total	12,5	-21,7	59,9	13,3

AVERAGE PERSONNEL

	2002	2001	Change %
Scheduled Passenger Traffic	3 597	3 569	0,8
Leisure Traffic	330	336	-1,8
Cargo	413	422	-2,1
Aviation Services	4 342	4 589	-5,4
Travel Services	1 342	1 422	-5,6
Support Services	452	509	-11,2
Finnair Group Total	10 476	10 847	-3,4

CONTINGENT LIABILITIES AND DERIVATIVE CONTRACTS (Mill. EUR)

	2002	Fair-	2001
	31Dec.	value	31Dec.
Pension liabilities			
Total liability of pension fund	700,3		658,0
Uncovered liability of pension fund	0,0		0,0
Liability for pensions paid directly by the	0,0		0,0

companies				
Other contingent liabilities				
Pledges on own behalf		309,4		356,7
Pledges on own behalf of subsidiaries		0,6		0,6
Guarantees on group undertakings		35,3		35,4
Guarantees on others		0,0		0,0
Aircraft lease obligations		345,5		181,0
Total		690,8		573,8
Derivative contracts				
Currency derivatives				
Forward contracts		174,4	-0,7	151,4
Currency options				
Bought		73,5	1,9	73,5
Sold		141,3	-2,5	80,2
Currency swaps		168,2	7,7	228,9
Interest rate options				
Bought		28,6	0,1	51,1
Sold		57,2	-2,3	-
Interest rate options				
Total		643,2	-8,6	585,2
Other derivative contracts				
Fuel price agreements (tonnes)		102 000	2,6	98 100
Fuel options (tonnes)				
Bought		84 150	1,2	110 850
Sold		108 150	-0,4	110 850

AIR TRAFFIC 1Jan - 31 December 2002

	Total traffic	Europe	North America	Asia	Domestic	Leisure	Cargo
Passengers (1000)	7 036	2 817	147	387	2 400	1 285	
%-change	-6,6	-7,1	1,0	38,3	-9,8	-9,1	
Cargo and mail (tonnes)	72 084	25 627	7 552	21 460	3 723	740	12 982
%-change	0,5	-3,7	-6,9	47,8	-16,4	-57,9	-20,2
Available seat-kilometres mill	17 785	6 269	1 205	3 050	2 088	5 173	
%-change	-3,7	-10,1	-8,6	37,1	-9,9	-8,2	
Revenue passenger kilometres	12 793	3 603	973	2 458	1 157	4 602	
%-change	0,1	-4,0	1,2	38,6	-8,5	-8,4	
Available tonne-kilometres	2 491	772	247	599	240	553	80
%-change	0,1	-8,3	-1,0	47,8	-9,7	-10,0	-28,4
Revenue tonne-kilometres mill	1 439	355	138	372	101	413	60
%-change	1,8	-3,6	-1,9	44,3	-8,6	-9,2	-26,3
Passenger load factor %	71,9	57,5	80,7	80,6	55,4	89,0	
%-change	2,7	3,6	7,8	0,9	0,8	-0,2	
Overall load factor %	57,8	46,0	55,8	62,1	42,1	74,7	74,2
%-change	1,0	2,3	-0,5	-1,5	0,5	0,7	2,1