

Press Release, September 11, 2002

Monthly traffic performance data – August 2002



Full planes on New York route, clear growth in cargo traffic

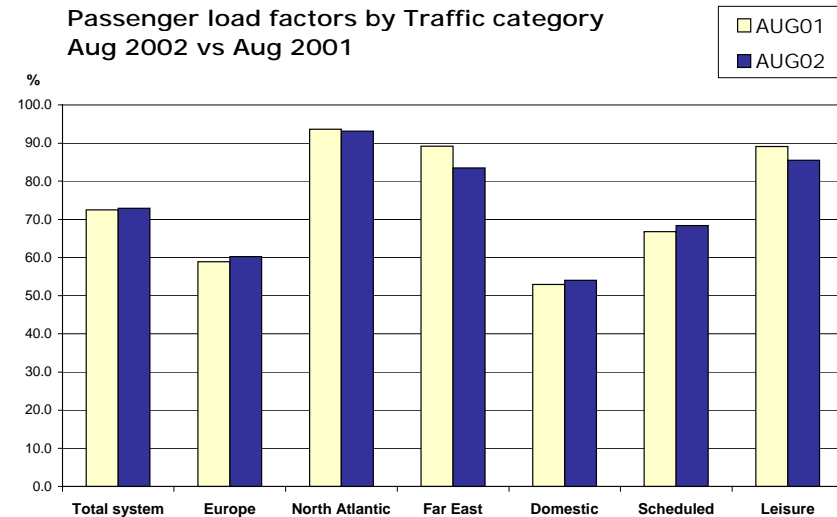
In August Finnair carried a total of 610,500 passengers (-10.2%), 492,800 of these in scheduled traffic (-10.8%) and 117,700 in leisure traffic (-8.0%). With 2.0% less capacity and 1.5% less traffic (RPK), passenger load factor was 72.9%, 0.4 points higher than last year.

Departure punctuality of scheduled flights was 94.7% (based on a fifteen minute standard), 1.9 percentage units higher than in August 2001. Including leisure flights departure punctuality was 93.6% (+1.9 p.u).

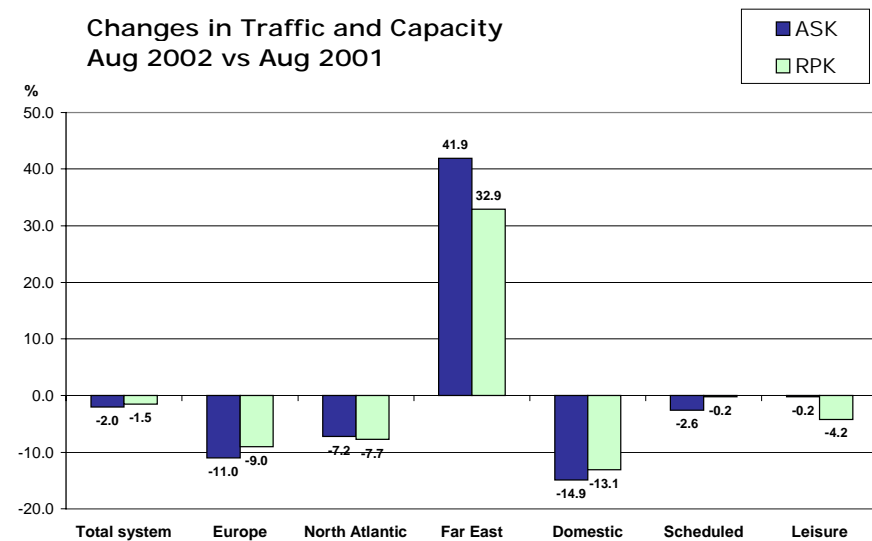
Scheduled traffic

- RPKs in **scheduled traffic** (international + domestic) decreased by 0.2%. Respectively the change in capacity was -2.6%. Passenger load factor was 68.4%, 1.6 percentage points higher than last year.
- In **scheduled international traffic**, premium traffic decreased by 10.2%, while the total number of passengers was down by -8.6%. Capacity in ASKs was -0.3%.
- In **European** scheduled traffic, decrease in ASKs was -11.0%, and as RPKs decreased by -9.0%, there was a 1.3 p.u. increase in passenger load factor to 60.2% from previous year.
- In **North Atlantic** scheduled traffic, capacity was cut by 7.2%. Change in RPKs was -7.7%, and passenger load factor for August was 93.1%, 0.5 p.u. down from previous year. Premium traffic increased by 16.6%.
- In **Far East** scheduled traffic, capacity was increased by 41.9%. The passenger traffic increased by 32.9%. Passenger load factor was 83.5%, 5.7 percentage units down. The number of premium passengers increased by 51.4%.

Passenger load factors by Traffic category
Aug 2002 vs Aug 2001



Changes in Traffic and Capacity
Aug 2002 vs Aug 2001



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- **Domestic** scheduled traffic decreased by 13.1% on a capacity decrease of 14.9%. Passenger load factor improved by 1.1 p.u. to 54.0%.

Leisure traffic

- ASKs for leisure traffic was cut in August by 0.2%, and RPKs decreased accordingly by 4.2%, resulting in a passenger load factor of 85.5%, 3.6 points lower than previous year.

Cargo

- Cargo loads in the scheduled traffic are increasing. In the international scheduled traffic the growth was 14.7%. As a whole, cargo traffic increased by 7.9% in terms of cargo tonnes carried.

| TOTAL TRAFFIC | AUG02 | AUG01 | CHANGE | JAN-AUG02 | JAN-AUG01 | CHANGE |
|------------------------------------|-------|-------|----------|-----------|-----------|----------|
| ASK (Mill) | 1 491 | 1 522 | -2.0% | 11 589 | 12 475 | -7.1% |
| RPK (Mill) | 1 088 | 1 104 | -1.5% | 8 474 | 8 763 | -3.3% |
| Passenger load factor | 72.9% | 72.5% | +0.4 p.u | 73.1% | 70.2% | +2.9 p.u |
| Business-class share (pax)* | 14.8% | 15.0% | -0.3 p.u | 19.4% | 21.2% | -1.8 p.u |
| Nbr of passengers (000) | 610.5 | 679.8 | -10.2% | 4 745.9 | 5 198.1 | -8.7% |

*business-class share based on scheduled int'l traffic

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Finnair Oyj
 Communications
 11 September 2002

ATTACHMENT: 'Finnair Traffic Performance August, Financial Year 2002'

Next traffic statistics will be released on 9 October 2002 at 9 a.m. (6 a.m. UTC)

AIR TRAFFIC DURING AUGUST, FINANCIAL YEAR 2002

| | Aug 02 | Change % | Jan 02 – Aug 02 | Change % | | Aug 02 | Change % | Jan 02 – Aug 02 | Change % |
|-----------------------------------|---------|----------|--------------------|----------|-----------------------------------|---------|----------|--------------------|----------|
| Total Traffic | | | | | Domestic | | | | |
| Passengers 1000 | 610,5 | -10,2 | 4 745,9 | -8,7 | Passengers 1000 | 174,2 | -14,5 | 1 594,8 | -12,1 |
| Cargo | 5 728,7 | 7,9 | 47 197,4 | -1,9 | Cargo | 282,0 | -17,7 | 2 466,8 | -20,3 |
| Available seat-kilometres mill | 1 491,4 | -2,0 | 11 589,3 | -7,1 | Available seat-kilometres mill | 150,0 | -14,9 | 1 395,7 | -11,3 |
| Revenue passenger kilometres mill | 1 087,6 | -1,5 | 8 473,8 | -3,3 | Revenue pax-kilometres mill | 81,0 | -13,1 | 780,5 | -10,3 |
| Passenger load factor % | 72,9 | 0,4 p | 73,1 | 2,9 p | Passenger load factor % | 54,0 | 1,1 p | 55,9 | 0,6 p |
| Available tonne-kilometres mill | 212,0 | 4,0 | 1 625,8 | -3,7 | Available tonne-kilometres mill | 17,3 | -14,8 | 160,6 | -11,1 |
| Revenue tonne-kilometres mill | 121,3 | 3,0 | 948,0 | -1,9 | Revenue tonne-kilometres mill | 7,1 | -13,1 | 68,3 | -10,5 |
| Overall load factor % | 57,2 | -0,6 p | 58,3 | 1,1 p | Overall load factor % | 41,2 | 0,8 p | 42,5 | 0,3 p |
| Europe | | | | | Scheduled Total | | | | |
| Passengers 1000 | 267,7 | -12,1 | 1 962,2 | -7,7 | Passengers 1000 | 492,8 | -10,8 | 3 909,9 | -7,5 |
| Cargo | 1 999,7 | -3,1 | 17 003,2 | -3,6 | Cargo | 4 780,8 | 12,1 | 37 862,4 | 7,0 |
| Available seat-kilometres mill | 569,3 | -11,0 | 4 195,6 | -12,4 | Available seat-kilometres mill | 1 096,7 | -2,6 | 8 367,0 | -4,1 |
| Revenue passenger kilometres mill | 342,8 | -9,0 | 2 490,5 | -5,3 | Revenue passenger kilometres mill | 750,0 | -0,2 | 5 563,8 | 3,4 |
| Passenger load factor % | 60,2 | 1,3 p | 59,4 | 4,4 p | Passenger load factor % | 68,4 | 1,6 p | 66,5 | 4,8 p |
| Available tonne-kilometres mill | 69,5 | -8,7 | 514,1 | -10,8 | Available tonne-kilometres mill | 163,0 | 5,5 | 1 226,4 | 2,5 |
| Revenue tonne-kilometres mill | 33,1 | -8,2 | 244,2 | -4,9 | Revenue tonne-kilometres mill | 87,0 | 6,5 | 645,7 | 7,5 |
| Overall load factor % | 47,7 | 0,2 p | 47,5 | 3,0 p | Overall load factor % | 53,4 | 0,5 p | 52,7 | 2,5 p |
| North Atlantic | | | | | Leisure Traffic | | | | |
| Passengers 1000 | 16,4 | -7,7 | 105,0 | -2,6 | Passengers 1000 | 117,7 | -8,0 | 836,0 | -13,8 |
| Cargo | 656,4 | -6,1 | 4 960,0 | -9,1 | Cargo | 19,1 | -75,5 | 549,8 | -61,6 |
| Available seat-kilometres mill | 116,7 | -7,2 | 821,3 | -11,1 | Available seat-kilometres mill | 394,7 | -0,2 | 3 222,3 | -14,2 |
| Revenue passenger kilometres mill | 108,6 | -7,7 | 693,4 | -2,4 | Revenue passenger kilometres mill | 337,6 | -4,2 | 2 910,0 | -14,0 |
| Passenger load factor % | 93,1 | -0,5 p | 84,4 | 7,5 p | Passenger load factor % | 85,5 | -3,6 p | 90,3 | 0,2 p |
| Available tonne-kilometres mill | 24,0 | 0,8 | 168,1 | -3,7 | Available tonne-kilometres mill | 42,4 | -1,7 | 345,6 | -15,2 |
| Revenue tonne-kilometres mill | 14,1 | -7,2 | 95,2 | -4,8 | Revenue tonne-kilometres mill | 30,2 | -4,6 | 261,8 | -15,0 |
| Overall load factor % | 58,9 | -5,1 p | 56,6 | -0,6 p | Overall load factor % | 71,2 | -2,2 p | 75,8 | 0,2 p |
| Far East | | | | | Scheduled Cargo Charter | | | | |
| Passengers 1000 | 34,5 | 31,7 | 248,0 | 37,5 | Cargo | 928,8 | -3,7 | 8 785,2 | -22,4 |
| Cargo | 1 842,8 | 59,0 | 13 432,4 | 46,2 | Available tonne-kilometres mill | 6,7 | 6,9 | 53,8 | -35,9 |
| Available seat-kilometres mill | 260,7 | 41,9 | 1 954,4 | 36,2 | Revenue tonne-kilometres mill | 4,2 | -7,1 | 40,5 | -30,1 |
| Revenue passenger kilometres mill | 217,6 | 32,9 | 1 599,4 | 36,9 | Overall load factor % | 62,6 | -9,4 p | 75,2 | 6,2 p |
| Passenger load factor % | 83,5 | -5,7 p | 81,8 | 0,5 p | | | | | |
| Available tonne-kilometres mill | 52,2 | 52,0 | 383,5 | 45,0 | | | | | |
| Revenue tonne-kilometres mill | 32,6 | 47,1 | 238,1 | 42,1 | | | | | |
| Overall load factor % | 62,4 | -2,1 p | 62,1 | -1,3 p | | | | | |