

Press Release, March 13, 2002

Monthly traffic performance data – February 2002



Cabin factors at record levels

Recovery in traffic continued in February. The number of passengers carried in scheduled traffic was -3.2 % down from previous year, compared to -7.9 % in January and -10.4 % in December.

With 9.8 % less capacity and 3.9 % less traffic (RPK), cabin factor was 73.2 %, 4.5 points higher than last year. RPK's increased by 9.2 % in scheduled traffic, and declined by 17.7 % in leisure traffic.

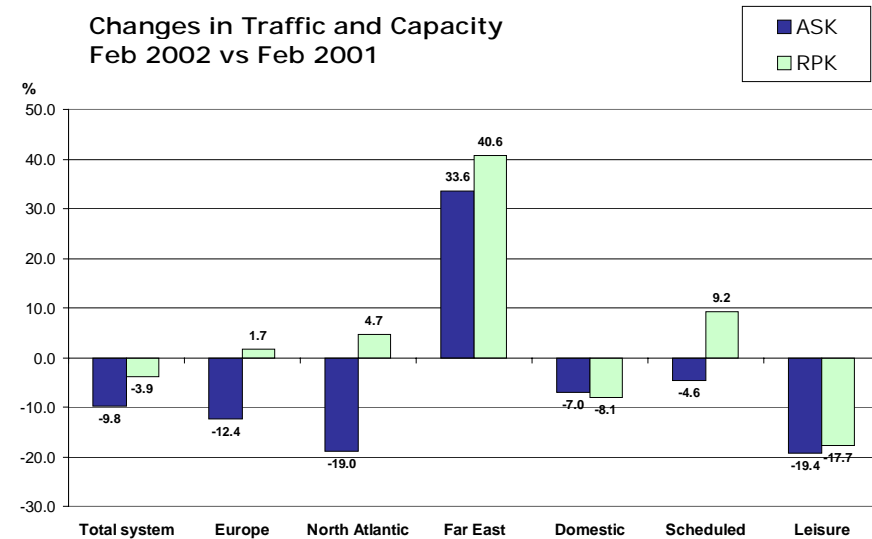
Departure punctuality of scheduled flights was 82.7 % (based on a fifteen minute standard), 1.0 percentage units higher than in February 2001. Including leisure flights departure punctuality was 81.2 % (+1.2 p.u).

Scheduled traffic

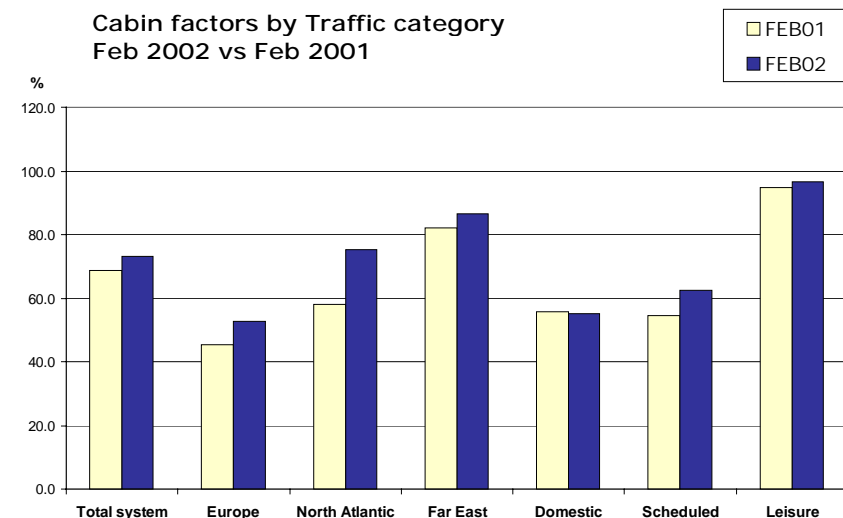
- RPKs in **scheduled traffic** (international + domestic) increased by 9.2 %. Respectively the change in capacity was -4.6 %. Cabin factor was 62.5 %, 7.9 percentage points higher than last year, one of the best ever recorded in February.
- In **scheduled international traffic**, premium traffic decreased by 17.4 %, while the total number of passengers was up by 2.2 %. Capacity in ASKs was -4.0 %.
- In **European** scheduled traffic, decrease in ASKs was 12.4 %, and as RPKs increased by 1.7 %, there was a 7.3 p.u. increase in cabin factor to 52.7 % from previous year.

From the beginning of Summer 2001 traffic period, March 25, 2001, some major codeshare agreements with Finnair's partner airlines on European routes were changed from so called "seat block" agreements to "free flow" agreements. In practice this change means that the part of the seat capacity which was previously sold under seat block basis and not reported as Finnair's own capacity will be now included in the report. Respectively, the passengers carried under block seat agreements and which were not reported as Finnair passengers, will be from now on included in the statistics. From April 2001 this will result in an increase in absolute capacity (ASKs) but as this will be compensated by the increase in the reported passengers carried (RPKs), there is no major impact to the cabin factors.

Changes in Traffic and Capacity
Feb 2002 vs Feb 2001



Cabin factors by Traffic category
Feb 2002 vs Feb 2001



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- In **North Atlantic** scheduled traffic, capacity was cut by 19.0 %. Change in RPKs was +4.7 %, and cabin factor for February was 75.3 %, 17.1 p.u. up from previous year.
- In **Far East** scheduled traffic, capacity was increased by 33.6 %. The passenger traffic increased by 40.6 %. Cabin factor was 86.4 %, 4.3 percentage units up. Number of premium passengers increased by 65.2 %.
- **Domestic** scheduled traffic decreased by 8.1 % on a capacity decrease of 7.0 %. Cabin factor declined by 0.6 p.u. to 55.1 %.

Leisure traffic

- ASKs for leisure traffic was cut in February by 19.4 %, and RPKs decreased accordingly by 17.7 %, resulting in a cabin factor of 96.7 %, 2.0 points higher than previous year.

Cargo

- Cargo traffic decreased by 15.7 % in terms of cargo tonnes carried, while capacity was cut by 7.2%. Load factors increased in European, North Atlantic as well as in Scheduled cargo charter traffic. Total cargo load factor in February was 88%.

| TOTAL TRAFFIC | FEB02 | FEB01 | CHANGE | JAN-FEB02 | JAN-FEB01 | CHG |
|------------------------------------|--------|--------|----------|-----------|-----------|----------|
| ASK (Mill) | 1 375 | 1 524 | -9.8 % | 2 804 | 3 143 | -10.8 % |
| RPK (Mill) | 1 007 | 1 048 | -3.9 % | 2 001 | 2 143 | -6.6 % |
| Cabin factor | 73.2 % | 68.7 % | +4.5 p.u | 71.4 % | 68.2 % | +3.2 p.u |
| Business-class share (pax)* | 24.8 % | 30.6 % | -5.9 p.u | 24.8 % | 29.8 % | -5.1 p.u |
| Nbr of passengers (000) | 533.7 | 568.4 | -6.1 % | 1 054.8 | 1 149.0 | -8.2 % |

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

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 Communications
 13.3.2002

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

Next traffic statistics will be released on 10 April 2002 at 9 a.m. (6 a.m. UTC)

AIR TRAFFIC DURING FEBRUARY

| | Feb 02 | m% | Jan 02 – Feb 02 | m% |
|-----------------------------------|---------|--------|--------------------|--------|
| Total Traffic | | | | |
| Passengers 1000 | 533,7 | -6,1 | 1 054,8 | -8,2 |
| Cargo | 5 042,2 | -15,7 | 10 084,4 | -15,4 |
| Available seat-kilometres mill | 1 374,5 | -9,8 | 2 803,6 | -10,8 |
| Revenue passenger kilometres mill | 1 006,7 | -3,9 | 2 001,1 | -6,6 |
| Cabin factor % | 73,2 | 4,5 p | 71,4 | 3,2 p |
| Available tonne-kilometres mill | 187,6 | -7,2 | 382,4 | -8,5 |
| Revenue tonne-kilometres mill | 111,2 | -4,8 | 218,9 | -7,6 |
| Overall load factor % | 59,3 | 1,5 p | 57,2 | 0,5 p |
| Europe | | | | |
| Passengers 1000 | 198,2 | -2,0 | 394,4 | -4,7 |
| Cargo | 1 946,8 | -9,6 | 3 893,6 | -10,3 |
| Available seat-kilometres mill | 465,7 | -12,4 | 963,0 | -12,9 |
| Revenue passenger kilometres mill | 245,4 | 1,7 | 480,0 | -1,8 |
| Cabin factor % | 52,7 | 7,3 p | 49,8 | 5,6 p |
| Available tonne-kilometres mill | 56,4 | -13,0 | 117,5 | -13,3 |
| Revenue tonne-kilometres mill | 24,4 | 0,4 | 47,8 | -2,8 |
| Overall load factor % | 43,2 | 5,8 p | 40,6 | 4,4 p |
| North Atlantic | | | | |
| Passengers 1000 | 8,6 | 4,1 | 18,6 | 2,9 |
| Cargo | 556,2 | -8,5 | 1 112,5 | 1,8 |
| Available seat-kilometres mill | 75,7 | -19,0 | 158,5 | -13,0 |
| Revenue passenger kilometres mill | 57,0 | 4,7 | 123,3 | 3,6 |
| Cabin factor % | 75,3 | 17,1 p | 77,8 | 12,5 p |
| Available tonne-kilometres mill | 15,5 | -11,6 | 32,4 | -4,7 |
| Revenue tonne-kilometres mill | 8,7 | -2,8 | 18,3 | 2,2 |
| Overall load factor % | 55,9 | 5,1 p | 56,5 | 3,9 p |
| Far East | | | | |
| Passengers 1000 | 28,3 | 44,0 | 52,6 | 30,5 |
| Cargo | 1 061,2 | -6,8 | 2 122,5 | -2,8 |
| Available seat-kilometres mill | 209,2 | 33,6 | 406,0 | 23,4 |
| Revenue passenger kilometres mill | 180,8 | 40,6 | 339,2 | 27,9 |
| Cabin factor % | 86,4 | 4,3 p | 83,5 | 2,9 p |
| Available tonne-kilometres mill | 40,2 | 43,5 | 77,8 | 33,5 |
| Revenue tonne-kilometres mill | 25,7 | 31,5 | 47,1 | 21,0 |
| Overall load factor % | 63,8 | -5,9 p | 60,5 | -6,3 p |

FINANCIAL YEAR 2002

| | Feb 02 | m% | Jan 02 – Feb 02 | m% |
|-----------------------------------|---------|--------|--------------------|--------|
| Domestic | | | | |
| Passengers 1000 | 212,9 | -8,6 | 416,3 | -9,9 |
| Cargo | 344,1 | -17,2 | 688,2 | -21,7 |
| Available seat-kilometres mill | 192,0 | -7,0 | 387,0 | -7,8 |
| Revenue pax-kilometres mill | 105,8 | -8,1 | 204,6 | -9,0 |
| Cabin factor % | 55,1 | -0,6 p | 52,9 | -0,7 p |
| Available tonne-kilometres mill | 22,1 | -6,2 | 44,5 | -6,9 |
| Revenue tonne-kilometres mill | 9,2 | -8,4 | 17,9 | -9,3 |
| Overall load factor % | 41,8 | -1,0 p | 40,2 | -1,1 p |
| Scheduled Total | | | | |
| Passengers 1000 | 447,9 | -3,2 | 882,0 | -5,6 |
| Cargo | 3 908,4 | -9,4 | 7 816,7 | -8,0 |
| Available seat-kilometres mill | 942,6 | -4,6 | 1 914,4 | -6,0 |
| Revenue passenger kilometres mill | 588,9 | 9,2 | 1 147,0 | 4,5 |
| Cabin factor % | 62,5 | 7,9 p | 59,9 | 6,0 p |
| Available tonne-kilometres mill | 134,2 | 0,2 | 272,3 | -1,3 |
| Revenue tonne-kilometres mill | 67,9 | 8,2 | 131,1 | 4,3 |
| Overall load factor % | 50,6 | 3,7 p | 48,1 | 2,5 p |
| Leisure Traffic | | | | |
| Passengers 1000 | 85,8 | -18,7 | 172,8 | -19,4 |
| Cargo | 148,6 | -16,6 | 297,3 | -40,9 |
| Available seat-kilometres mill | 431,9 | -19,4 | 889,1 | -19,7 |
| Revenue passenger kilometres mill | 417,8 | -17,7 | 854,2 | -18,2 |
| Cabin factor % | 96,7 | 2,0 p | 96,1 | 1,8 p |
| Available tonne-kilometres mill | 47,3 | -18,5 | 97,5 | -19,1 |
| Revenue tonne-kilometres mill | 37,9 | -18,0 | 77,6 | -19,0 |
| Overall load factor % | 80,3 | 0,5 p | 79,6 | 0,2 p |
| Scheduled Cargo Charter | | | | |
| Cargo | 985,2 | -33,9 | 1 970,4 | -32,7 |
| Available tonne-kilometres mill | 6,1 | -40,6 | 12,6 | -41,2 |
| Revenue tonne-kilometres mill | 5,3 | -31,2 | 10,2 | -33,8 |
| Overall load factor % | 88,0 | 12,1 | 80,8 | 9,0 |