

Press Release, November 13, 2002

Monthly traffic performance data – October 2002



Business travel in the Asian traffic nearly doubled

In October Finnair carried a total of 614,400 passengers (-0.1%), 482,200 of these in scheduled traffic (-0.2%) and 132,200 in leisure traffic (+0.0%). With 0.7% more capacity and 10.6% more traffic (RPK), passenger load factor was 68.5%, 6.1 points higher than last year.

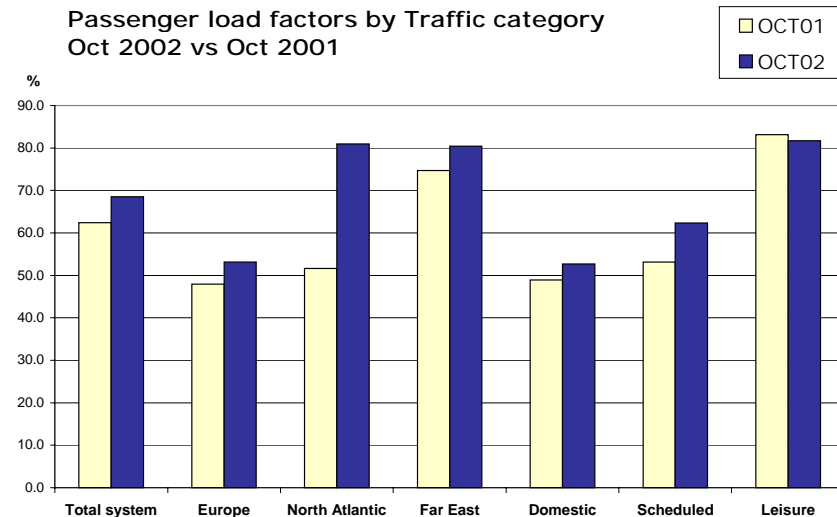
The low reference figures derived from the events of terrorism on 11 September 2001 should be taken into account when comparing the actual figures for October 2002 to those of last year. In comparison to October 2000 total revenue passenger kilometres are now 7.1% and RPKs of international scheduled passenger traffic are 6.4% above the October 2000 level while the number of passengers is -5.6%. Comparison indicates that the emphasis has moved from other traffic categories to Asian traffic i.e. longer routes. Number of passengers in Asian traffic increased 51.0% and number of business travellers increased by 91.4%.

Departure punctuality of scheduled flights was 92.1% (based on a fifteen minute standard), 0.3 percentage units lower than in October 2001. Including leisure flights departure punctuality was 91.1% (-0.2 p.u).

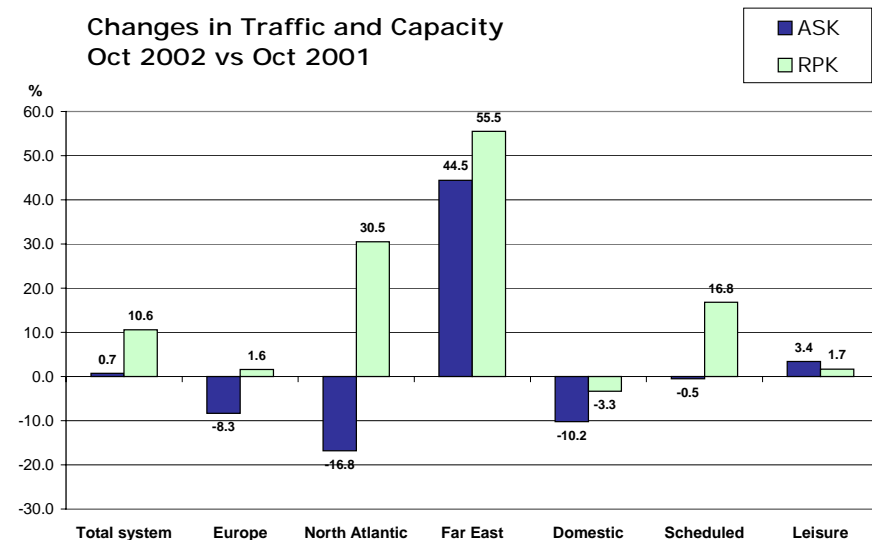
Scheduled traffic

- RPKs in **scheduled traffic** (international + domestic) increased by 16.8%. Respectively the change in capacity was -0.5%. Passenger load factor was 62.3%, 9.2 percentage points higher than last year.
- In **scheduled international traffic**, premium traffic increased by 1.6%, while the total number of passengers was up by 2.4%. Capacity in ASKs was +1.5%, and RPK increase +20.5%.
- In **European** scheduled traffic, decrease in ASKs was -8.3%, and as RPKs increased by 1.6%, there was a 5.2 p.u. increase in passenger load factor to 53.1% from previous year.
- In **North Atlantic** scheduled traffic, capacity was cut by 16.8%. Change in RPKs was +30.5%, and passenger load factor for October was 80.9%, 29.3 p.u. up from previous year. Premium traffic increased by 72.0%.
- In **Far East** scheduled traffic, capacity was increased by 44.5%. The passenger traffic increased by 55.5%. Passenger load factor was 80.4%, 5.7 percentage units up. The number of premium passengers increased by 91.4%.

Passenger load factors by Traffic category
Oct 2002 vs Oct 2001



Changes in Traffic and Capacity
Oct 2002 vs Oct 2001



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- **Domestic** scheduled traffic decreased by 3.3% on a capacity decrease of 10.2%. Passenger load factor improved by 3.8 p.u. to 52.7%.

Leisure traffic

- ASKs for leisure traffic was increased in October by 3.4%, and RPKs increased accordingly by 1.7%, resulting in a passenger load factor of 81.7%, 1.4 points lower than previous year.

Cargo

- Cargo traffic increased by 0.3% in terms of cargo tonnes carried. Amount of cargo and mail carried in the Scheduled Passenger Traffic increased 4.4%. The volume growth was most remarkable in the Asian traffic, 43.5%. In the current market situation, load factor in chartered cargo traffic maintained well, 74.8%. Demand in the scheduled North Atlantic traffic is still weaker than normal. Amount of cargo and mail carried on that traffic decreased 16.8% while the respective capacity decreased 10.4%.

TOTAL TRAFFIC	OCT02	OCT01	CHANGE	JAN-OCT02	JAN-OCT01	CHANGE
ASK (Mill)	1 618	1 607	+0.7%	14 663	15 566	-5.8%
RPK (Mill)	1 108	1 001	+10.6%	10 611	10 795	-1.7%
Passenger load factor	68.5%	62.4%	+6.1 p.u	72.4%	69.3%	+3.1 p.u
Business-class share (pax)*	24.8%	25.0%	-0.2 p.u	20.3%	21.7%	-1.3 p.u
Nbr of passengers (000)	614.4	615.0	-0.1%	5 976.6	6 468.2	-7.6%

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

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Finnair Oyj
 Communications
 13 November 2002

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

Next traffic statistics will be released on 11 December 2002 at 9 a.m. (7 a.m. UTC)

AIR TRAFFIC DURING OCTOBER , FINANCIAL YEAR 2002

	Oct 02	m%	Jan 02 – Oct 02	m%		Oct 02	m%	Jan 02 – Oct 02	m%
Total Traffic					Domestic				
Passengers 1000	614,4	-0,1	5 976,6	-7,6	Passengers 1000	203,7	-3,5	2 004,3	-11,0
Cargo	6 301,1	0,3	59 682,9	-1,2	Cargo	324,8	-15,8	3 224,3	-15,5
Available seat-kilometres mill	1 617,9	0,7	14 663,3	-5,8	Available seat-kilometres mill	168,7	-10,2	1 740,2	-11,1
Revenue passenger kilometres mill	1 107,6	10,6	10 611,4	-1,7	Revenue pax-kilometres mill	89,0	-3,3	966,5	-9,5
Passenger load factor %	68,5	6,1 p	72,4	3,1 p	Passenger load factor %	52,7	3,8 p	55,5	1,0 p
Available tonne-kilometres mill	224,9	5,1	2 058,2	-2,1	Available tonne-kilometres mill	19,5	-9,7	200,2	-10,9
Revenue tonne-kilometres mill	125,7	10,8	1 191,0	-0,2	Revenue tonne-kilometres mill	7,8	-3,5	84,6	-9,7
Overall load factor %	55,9	2,9 p	57,9	1,1 p	Overall load factor %	40,0	2,6 p	42,2	0,6 p
Europe					Scheduled Total				
Passengers 1000	230,5	-3,6	2 437,3	-7,2	Passengers 1000	482,2	-0,2	4 889,0	-6,6
Cargo	2 177,2	-8,5	21 216,0	-4,6	Cargo	5 244,2	4,4	48 067,7	7,3
Available seat-kilometres mill	563,5	-8,3	5 306,9	-11,6	Available seat-kilometres mill	1 103,4	-0,5	10 560,5	-3,3
Revenue passenger kilometres mill	299,1	1,6	3 108,4	-4,5	Revenue passenger kilometres mill	687,1	16,8	6 963,1	4,9
Passenger load factor %	53,1	5,2 p	58,6	4,4 p	Passenger load factor %	62,3	9,2 p	65,9	5,2 p
Available tonne-kilometres mill	70,0	-5,9	651,9	-9,9	Available tonne-kilometres mill	163,8	8,2	1 551,5	3,7
Revenue tonne-kilometres mill	29,6	1,4	305,0	-4,2	Revenue tonne-kilometres mill	83,6	18,3	813,0	9,1
Overall load factor %	42,3	3,0 p	46,8	2,8 p	Overall load factor %	51,1	4,4 p	52,4	2,6 p
North Atlantic					Leisure Traffic				
Passengers 1000	12,0	30,5	129,1	0,0	Passengers 1000	132,2	0,0	1 087,6	-11,9
Cargo	690,6	-16,8	6 194,0	-10,1	Cargo	34,2	-69,1	610,7	-62,7
Available seat-kilometres mill	97,9	-16,8	1 013,2	-11,6	Available seat-kilometres mill	514,5	3,4	4 102,8	-11,9
Revenue passenger kilometres mill	79,2	30,5	852,6	0,2	Revenue passenger kilometres mill	420,5	1,7	3 648,3	-12,2
Passenger load factor %	80,9	29,3 p	84,1	9,9 p	Passenger load factor %	81,7	-1,4 p	88,9	-0,4 p
Available tonne-kilometres mill	20,0	-8,3	207,2	-4,0	Available tonne-kilometres mill	55,0	-1,2	439,8	-13,3
Revenue tonne-kilometres mill	11,7	6,8	117,6	-3,6	Revenue tonne-kilometres mill	37,5	1,0	327,7	-13,1
Overall load factor %	58,4	8,3 p	56,8	0,3 p	Overall load factor %	68,3	1,5 p	74,5	0,1 p
Far East					Scheduled Cargo Charter				
Passengers 1000	36,0	51,0	318,3	39,5	Cargo	1 022,7	-10,9	11 004,6	-21,4
Cargo	2 051,5	43,5	17 433,4	47,0	Available tonne-kilometres mill	6,1	-10,4	67,0	-33,2
Available seat-kilometres mill	273,3	44,5	2 500,2	38,3	Revenue tonne-kilometres mill	4,5	-18,4	50,3	-28,7
Revenue passenger kilometres mill	219,8	55,5	2 035,6	39,4	Overall load factor %	74,8	-7,3 p	75,1	4,8 p
Passenger load factor %	80,4	5,7 p	81,4	0,6 p					
Available tonne-kilometres mill	54,2	61,8	492,1	48,6					
Revenue tonne-kilometres mill	34,5	53,9	305,8	44,6					
Overall load factor %	63,7	-3,3 p	62,1	-1,7 p					