

Press Release, May 07, 2009

Monthly traffic performance data –April 2009



Fall in demand continues, weakening of price level gathers pace

In April, Finnair's scheduled passenger traffic declined by 5.7 per cent from the previous year. At the same time, capacity was cut by 9.4 per cent, which improved passenger load factor by 2.8 percentage points to 71.2 per cent.

Demand has fallen in all types of traffic, and particularly in domestic traffic, where flying has declined by nearly one fifth. In Asian traffic, capacity has been cut by nearly seven per cent and in European traffic by around 12 per cent.

"Through capacity cuts we have maintained load factors at a reasonable level. The problem, however, is an acceleration of the fall in average prices, resulting from a sharp reduction in business travel," says Finnair's SVP Communications Christer Haglund.

Finnair's leisure traffic grew in April by 24.3 per cent compared with April last year. Capacity increased by a similar figure. The reason for the substantial growth was the continuation of traffic to Thailand for longer than last year. Leisure traffic growth of similar magnitude in May is not expected.

In April Finnair's cargo traffic declined by 23.2 per cent. Cargo demand was directed for the most part at long-haul flights.

Of Finnair's flights, 89.6 per cent arrived on schedule, which represents an improvement of 6.4 percentage points from last year. The scheduled passenger traffic punctuality percentage rose from April last year by 6.2 percentage points to 91.2 per cent.

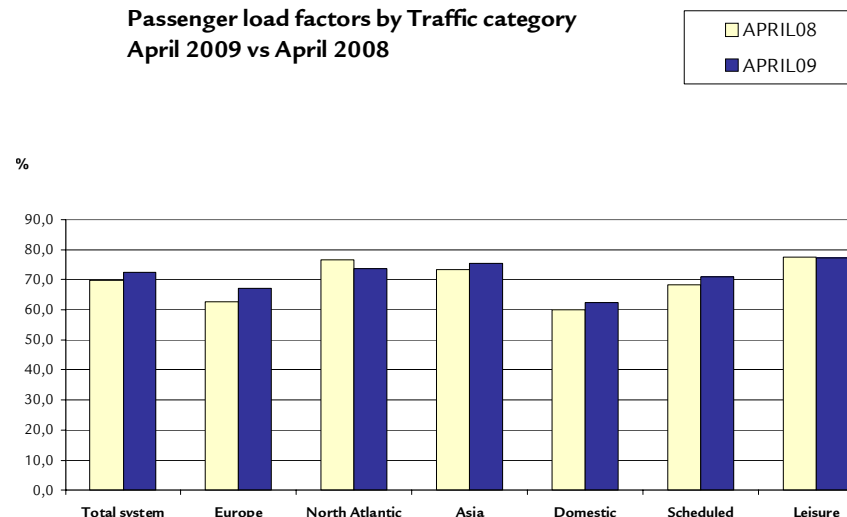
Finnair traffic

- **Finnair traffic** altogether decreased by 0.4%, measured in revenue passenger kilometres. Capacity decreased by 4.0%. Passenger load factor was 2.6 percentage points higher than year before, 72.4%. Number of passengers carried decreased by 7.3% and was 617 132.

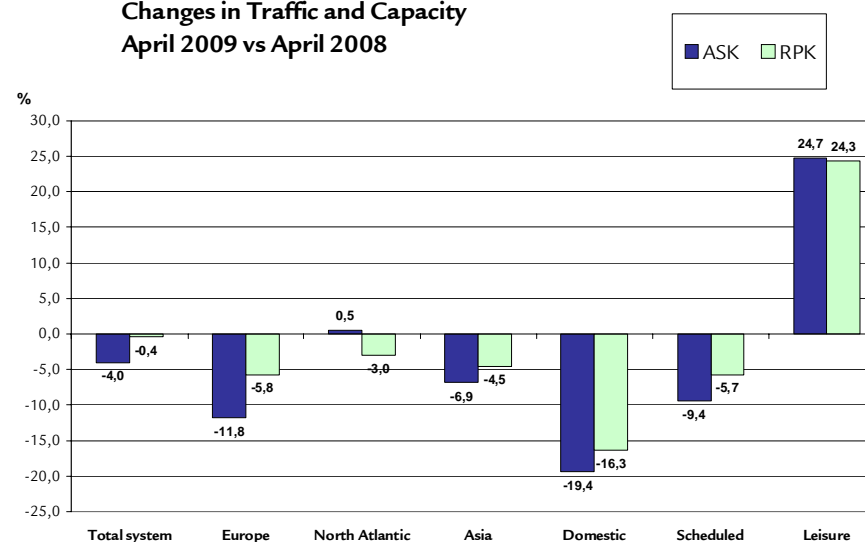
Scheduled traffic

- **Scheduled** traffic decreased by 5.7%, measured in revenue passenger kilometres. Capacity decreased by 9.4%. Passenger load factor was 2.8 percentage points higher than year before, 71.2%. Number of passengers carried decreased by 10.7% and was 529 951.
- **Scheduled international** traffic, decreased by 4.9%, measured in revenue passenger kilometres. Capacity decreased by 8.6%. Passenger load factor was 2.7 percentage points higher than year before, 71.8%. Number of passengers carried decreased by 8.5% and was 397 494.

Passenger load factors by Traffic category
April 2009 vs April 2008



Changes in Traffic and Capacity
April 2009 vs April 2008



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- ❑ **European** scheduled traffic, decreased by 5.8%, measured in revenue passenger kilometres. Capacity decreased by 11.8%. Passenger load factor was 4.3 percentage points higher than year before, 67.1%. Number of passengers carried decreased by 9.9% and was 301 012.
- ❑ **North Atlantic** scheduled traffic decreased by 3.0%, measured in revenue passenger kilometres. Capacity increased by 0.5%. Passenger load factor was 2.7 percentage points lower than year before, 73.9%. Number of passengers carried decreased by 3.0% and was 10 892.
- ❑ **Asian** scheduled traffic decreased by 4.5%, measured in revenue passenger kilometres. Capacity decreased by 6.9%. Passenger load factor was 1.8 percentage points higher than year before, 75.3%. Number of passengers carried decreased by 4.1% and was 85 590.
- **Domestic** scheduled traffic decreased by -16.3%, measured in revenue passenger kilometres. Capacity decreased by -19.4%. Passenger load factor was 2.3 percentage points lower than year before, 62.5%. Number of passengers carried decreased by -16.7% and was 132 457.

Leisure traffic

- **Leisure** traffic increased by 24.3%, measured in revenue passenger kilometres. Capacity increased by 24.7%. Passenger load factor was 0.2 percentage points lower than year before, 77.4%. Number of passengers carried increased by 20.1% and was 87 181.

Cargo

- Cargo traffic decreased by 23.2% in terms of cargo tonnes carried.
- Decrease in scheduled traffic was 22.2%. Cargo traffic decreased by 22.5% in Asian traffic, by 19.2% in European traffic and decreased by 27.3% in North-Atlantic traffic.

Cargo traffic carried on chartered cargo flights decreased by 66.8%. The cargo load factor in the Far Eastern traffic was 67.9% and in the North Atlantic traffic 58.9%.

| TOTAL TRAFFIC | APR09 | APR08 | CHG % | JAN - APR09 | JAN - APR08 | CHG % |
|------------------------|--------|--------|--------|-------------|-------------|--------|
| ASK (Milj.) | 2 124 | 2 214 | -4,0 | 9 533 | 9 729 | -2,0 |
| RPK (Milj.) | 1 539 | 1 546 | -0,4 | 7 163 | 7 172 | -0,1 |
| Passenger load factor | 72,4 % | 69,8 % | 2,6 pu | 75,1 % | 73,7 % | 1,4 pu |
| Nbr of passenger (000) | 617,1 | 666,0 | -7,3 | 2 507,2 | 2 688,8 | -6,8 |

For further information, please, contact:

Mr. Christer Haglund, SVP Corporate Communications, tel. +358 9 818 4007
 Mr. Taneli Hassinen, Director, Investor Relations, tel. +358 9 818 4976
 Mr. Petteri Kostermä, VP Traffic Planning, tel. +358 9 818 8504
 Mr. Timo Riihimäki, Vice President, Cargo, tel. +358 9 818 5487

Finnair Oyj
 Communications
 07 May 2009

ATTACHMENT: 'Finnair Traffic Performance April, Financial Year 2009'

Next traffic statistics will be released on 09 June 2009

Finnair Group traffic performance April 09, Financial year 2009

The statistics include performance figures for Finnair .

| | Apr 09 | Change% | Jan 09 – Apr 09 | Change% | | Apr 09 | Change% | Jan 09 – Apr 09 | Change% |
|--|---------|---------|--------------------|---------|--|---------|---------|--------------------|---------|
| Total traffic | | | | | Domestic | | | | |
| Passengers 1000 | 617,1 | -7,3 | 2 507,2 | -6,8 | Passengers 1000 | 132,5 | -16,7 | 544,5 | -12,8 |
| Available seat-kilometres mill | 2 124,4 | -4,0 | 9 533,2 | -2,0 | Available seat-kilometres mill | 123,0 | -19,4 | 536,6 | -12,0 |
| Revenue passenger kilometres mill | 1 538,8 | -0,4 | 7 163,1 | -0,1 | Revenue passenger kilometres mill | 76,9 | -16,3 | 315,2 | -14,5 |
| Passenger load factor % | 72,4 | 2,6 p | 75,1 | 1,4 p | Passenger load factor % | 62,5 | 2,3 p | 58,7 | -1,7 p |
| Cargo tones | 6 783,0 | -23,2 | 27 011,2 | -20,6 | Leisure traffic | | | | |
| Available tonne-kilometres mill | 318,6 | -6,3 | 1 423,5 | -2,5 | Passengers 1000 | 87,2 | 20,1 | 448,3 | 7,6 |
| Revenue tonne-kilometres mill | 175,7 | -6,6 | 791,7 | -5,2 | Available seat-kilometres mill | 437,9 | 24,7 | 2 579,3 | 14,0 |
| Overall load factor % | 55,1 | -0,2 p | 55,6 | -1,6 p | Revenue passenger kilometres mill | 338,8 | 24,3 | 2 302,1 | 12,4 |
| Scheduled passenger traffic total | | | | | Passenger load factor % | 77,4 | -0,2 p | 89,3 | -1,2 p |
| Passengers 1000 | 530,0 | -10,7 | 2 058,8 | -9,4 | Cargo Traffic | | | | |
| Available seat-kilometres mill | 1 686,5 | -9,4 | 6 953,9 | -6,9 | Cargo scheduled traffic total tonnes | 6 573,7 | -22,2 | 26 064,8 | -20,0 |
| Revenue passenger kilometres mill | 1 200,0 | -5,7 | 4 861,0 | -5,1 | - Europe tones | 1 478,4 | -19,2 | 5 998,2 | -16,6 |
| Passenger load factor % | 71,2 | 2,8 p | 69,9 | 1,3 p | - North Atlantic tones | 468,2 | -27,3 | 1 964,2 | -11,0 |
| Europe | | | | | - Asia tones | 4 410,6 | -22,5 | 17 121,7 | -22,7 |
| Passengers 1000 | 301,0 | -9,9 | 1 090,9 | -10,2 | - Domestic tones | 216,5 | -23,9 | 980,8 | -4,9 |
| Available seat-kilometres mill | 645,1 | -11,8 | 2 466,5 | -7,8 | Cargo leisure traffic tones | 90,6 | 213,3 | 433,2 | 218,5 |
| Revenue passenger kilometres mill | 432,9 | -5,8 | 1 520,7 | -7,6 | Scheduled cargo charter tonnes | 118,7 | -66,8 | 513,2 | -59,8 |
| Passenger load factor % | 67,1 | 4,3 p | 61,7 | 0,1 p | Cargo tonnes total | 6 783,0 | -23,2 | 27 011,2 | -20,6 |
| North Atlantic | | | | | Available cargo tonnekilometres* mill. | 66,8 | -8,1 | 301,6 | -4,1 |
| Passengers 1000 | 10,9 | -3,0 | 42,6 | 8,1 | Revenue cargo tonnekilometres mill. | 37,9 | -23,9 | 149,8 | -22,1 |
| Available seat-kilometres mill | 97,3 | 0,5 | 361,7 | 11,0 | Cargo load factor* % | 56,8 | -11,8 p | 49,7 | -11,5 p |
| Revenue passenger kilometres mill | 71,9 | -3,0 | 281,3 | 8,1 | <i>*Operational calculatory capacity</i> | | | | |
| Passenger load factor % | 73,9 | -2,7 p | 77,8 | -2,1 p | | | | | |
| Asia | | | | | | | | | |
| Passengers 1000 | 85,6 | -4,1 | 380,8 | -3,3 | | | | | |
| Available seat-kilometres mill | 821,1 | -6,9 | 3 589,0 | -6,9 | | | | | |
| Revenue passenger kilometres mill | 618,4 | -4,5 | 2 743,9 | -3,7 | | | | | |
| Passenger load factor % | 75,3 | 1,8 p | 76,5 | 2,5 p | | | | | |