

# Press Release, 7 July 2010

## Monthly traffic performance data – June 2010



### Significant growth in Finnair's Asian traffic – unit revenues on the rise

In June, Finnair's Asian traffic grew by 26 percent compared with the previous summer's figures. The growth of all scheduled traffic was 12 percent.

"The demand for Asian traffic is growing noticeably. We are increasing our capacity to destinations in Asia. Next summer, we will open a new non-stop route to Singapore", says Finnair's President & CEO **Mika Vehviläinen**.

Including leisure flights, the growth in Finnair's total revenue passenger kilometres was eight percent compared to June last year. Leisure traffic decreased by nine percent compared with last June. In June, the passenger load factor covering all Finnair flights was 77 percent, which is approximately three percentage points better than last year.

The unit revenue of Finnair's scheduled flights per passenger kilometre increased by six percent in the second quarter compared with the previous year, whereas during the first half of the year the unit revenue decreased by one percent. One significant factor is that the demand for business class has increased by almost 40 percent. On Asian flights, the number of passengers in business class increased by over 50 percent.

"In addition to the growth in the overall demand, particularly corporate travel has increased no matter the travel class. The demand comes, above all, from European and Asian markets outside Finland. The change in passenger structure during the year has improved the unit revenue significantly. The price level is however clearly below 2008".

The total number of passengers on Finnair flights during the beginning of the year was 3.5 million. Out of this number, 450,000 passengers travelled on leisure flights. The number of passengers on scheduled flights was on last year's level.

The amount of cargo and post carried in June was 54 percent higher compared with June last year. This significant increase is mainly due to the cargo flights from Helsinki to Hong Kong and Seoul that began in May. Also the amount of cargo carried on scheduled flights increased by over 30 percent.

In June, 87.3 percent of all Finnair flights were on schedule, which is 1.7 percent less than in June last year. The percent of punctual scheduled flights was 88.7 percent. This is a decrease of 1.8 percent compared with the situation in June last year.

Finnair Plc  
Communications  
7 July 2010

ATTACHMENT: Finnair Traffic Performance June 2010

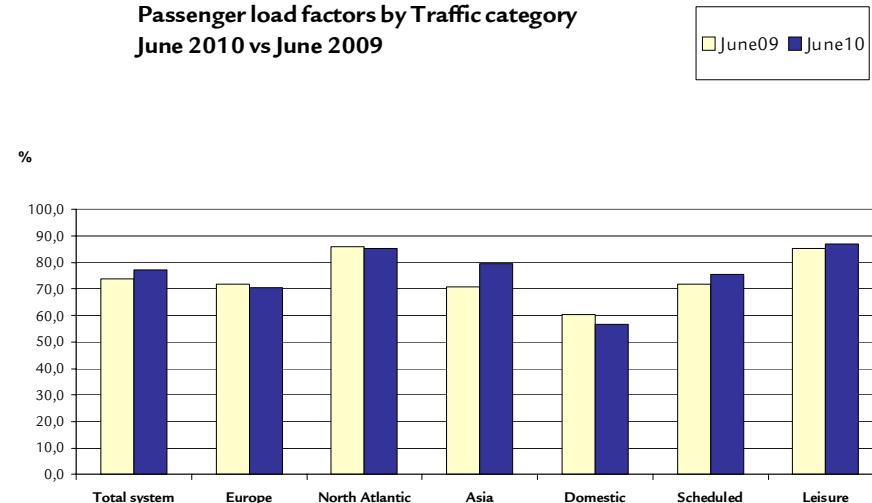
Next traffic statistics will be released on 5 August 2010

Additional information:

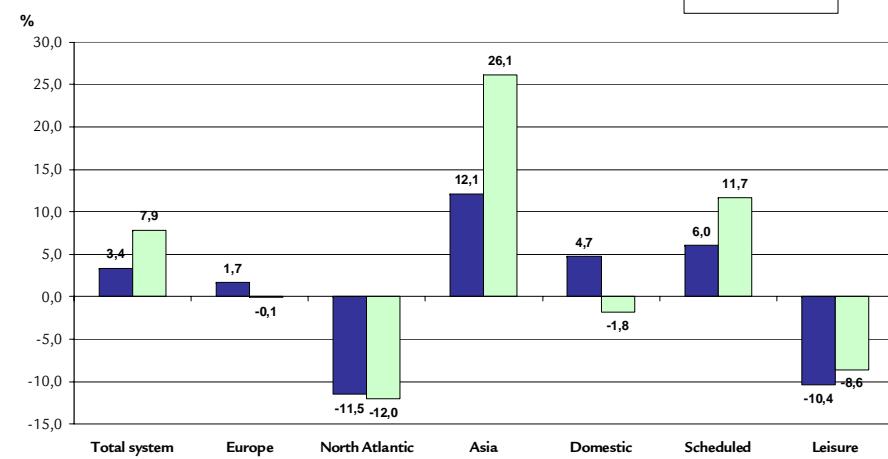
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Passenger load factors by Traffic category  
June 2010 vs June 2009



Changes in Traffic and Capacity  
June 2010 vs June 2009



## Finnair Group traffic performance June 2010

	June 2010	Change %	January–June 2010	Change %		June 2010	Change %	January–June 2010	Change %					
<b>Total traffic</b>														
Passengers, 1000	649,0	1,1	3 519,1	-5,4	<b>Domestic</b>	Passengers, 1000	92,0	-1,0	665,6	-9,4				
Available seat kilometres, mill	2 168,3	3,4	12 469,6	-8,1		Available seat kilometres, mill	79,5	4,7	614,0	-11,1				
Revenue passenger kilometres, mill	1 674,0	7,9	9 587,7	-4,1		Revenue passenger kilometres, mill	45,1	-1,8	364,9	-10,4				
Passenger load factor, %	77,2	3,2 p	76,9	3,2 p		Passenger load factor, %	56,7	-3,7 p	59,4	0,5 p				
Cargo tonnes	11 127,7	54,0	54 534,2	33,9	<b>Leisure traffic</b>									
Available tonne kilometres, mill	331,5	4,5	1 828,9	-10,2		Passengers, 1000	87,8	-9,6	446,2	-27,9				
Revenue tonne kilometres, mill	217,9	20,7	1 185,9	5,6		Available seat kilometres, mill	306,5	-10,4	2 180,8	-31,3				
Overall load factor, %	65,7	8,8 p	64,8	9,7 p		Revenue passenger kilometres, mill	266,3	-8,6	1 939,3	-29,5				
<b>Scheduled passenger traffic total</b>														
Passengers, 1000	561,1	3,0	3 073,0	-0,9		Passenger load factor, %	86,9	1,7 p	88,9	2,3 p				
Available seat kilometres, mill	1 861,8	6,0	10 288,8	-1,0	<b>Cargo traffic</b>									
Revenue passenger kilometres, mill	1 407,7	11,7	7 648,4	5,5		Cargo scheduled traffic total, tonnes	9 192,6	31,4	50 641,3	28,8				
Passenger load factor, %	75,6	3,8 p	74,3	4,6 p		- Europe, tonnes	2 013,3	33,8	10 053,0	12,8				
<b>Europe</b>														
Passengers, 1000	346,9	-0,9	1 730,2	-1,3		- North Atlantic, tonnes	667,1	41,6	4 058,5	38,5				
Available seat kilometres, mill	681,3	1,7	3 584,8	-5,7		- Asia, tonnes	6 312,2	31,2	35 395,3	35,7				
Revenue passenger kilometres, mill	480,6	-0,1	2 389,1	-1,9		- Domestic, tonnes	200,0	-3,9	1 134,5	-18,7				
Passenger load factor, %	70,5	-1,2 p	66,6	2,6 p		Cargo leisure traffic, tonnes	83,7	-16,8	808,8	31,9				
<b>North Atlantic</b>														
Passengers, 1000	15,2	-11,9	71,1	-1,6		Cargo flights, tonnes	1 851,5	1324,0	3 084,0	291,5				
Available seat kilometres, mill	117,3	-11,5	602,8	0,2		Cargo tonnes total	11 127,7	54,0	54 534,2	33,9				
Revenue passenger kilometres, mill	100,2	-12,0	469,5	-1,6		Available cargo tonne kilometres*, mill.	93,4	37,3	443,7	2,4				
Passenger load factor, %	85,4	-0,5 p	77,9	-1,5 p		Revenue cargo tonne kilometres, mill.	67,9	63,8	326,9	43,5				
<b>Asia</b>														
Passengers, 1000	107,1	26,7	606,0	11,8		Cargo load factor*, %	72,7	11,8 p	73,7	21,1 p				
Available seat kilometres, mill	983,8	12,1	5 487,1	3,5		- North-Atlantic cargo load factor*, %	77,7	33,2 p	87,6	29,8 p				
Revenue passenger kilometres, mill	781,9	26,1	4 425,0	12,7		- Asia cargo load factor*, %	87,6	16,4 p	87,5	24,8 p				
Passenger load factor, %	79,5	8,8 p	80,6	6,6 p		- * = Operational calculatory capacity - Change %: Change compared to the figures of the respective periods in the previous year (p = percentage points) - Available seat kilometres, ASK: Total number of seats available, multiplied by the number of kilometres flown - Revenue passenger kilometres, RPK: Number of revenue passengers carried, multiplied by kilometres flown - Passenger load factor: Share of revenue passenger kilometres of available seat kilometres - Available tonne kilometres, ATK: Number of tonnes of capacity for carriage of passengers, cargo and mail, multiplied by kilometres flown - Revenue tonne kilometres, RTK: Total revenue load consisting of passengers, cargo and mail, multiplied by kilometres flown - Overall load factor: Share of revenue tonne kilometres of available tonne kilometres								