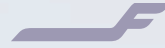


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Industrial action had a considerable impact on Q2 result, but 94% of flights were operated as planned despite industrial action

16 July 2025

Turkka Kuusisto, Finnair



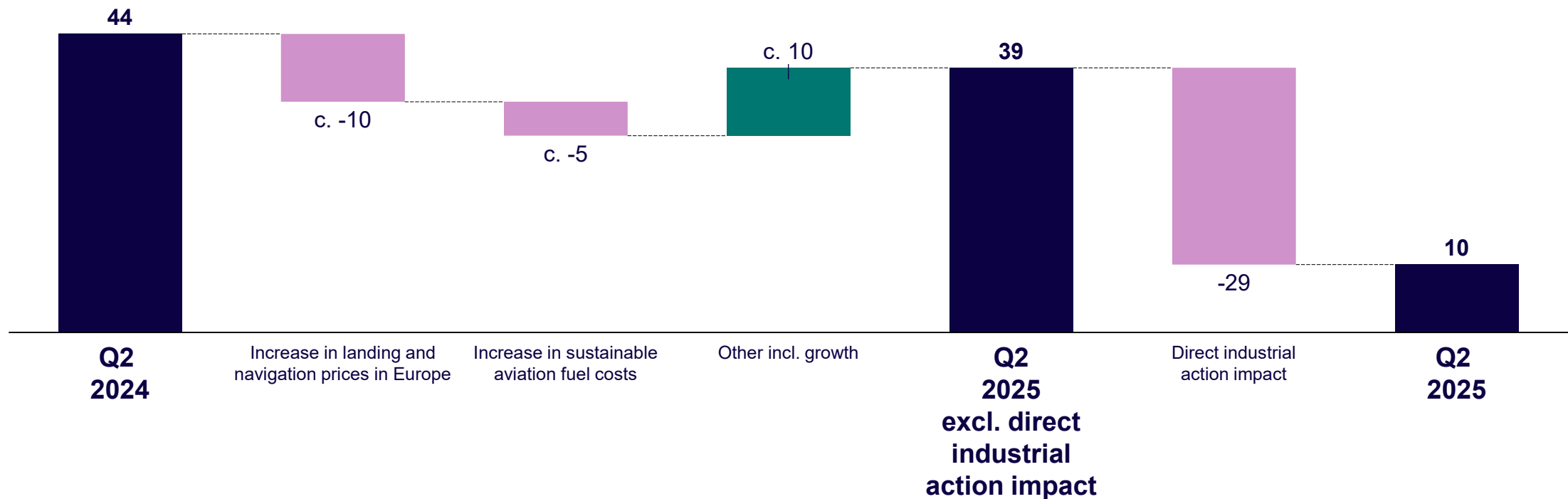
Industrial action overshadowed Q2

- Revenue increased by 2.8% to 787.7 million euros
- Comparable operating result was 10.3 million euros (43.6) – direct impact of industrial action around -29 million euros
- Over 1,300 flights cancelled due to industrial action
 - Negative impact on customer satisfaction – NPS 28 (39)
 - Increased costs related to customer rerouting and care, as well as compensation for delays
 - Customers allowed to reschedule flights away from disruption days without additional fees
- 94% of flights operated as planned despite industrial action
- Collective labour agreements now concluded with all employee groups, with salary increases in line with the general framework



Industrial action and cost increases weighed on the comparable operating result

Comparable operating result, M€

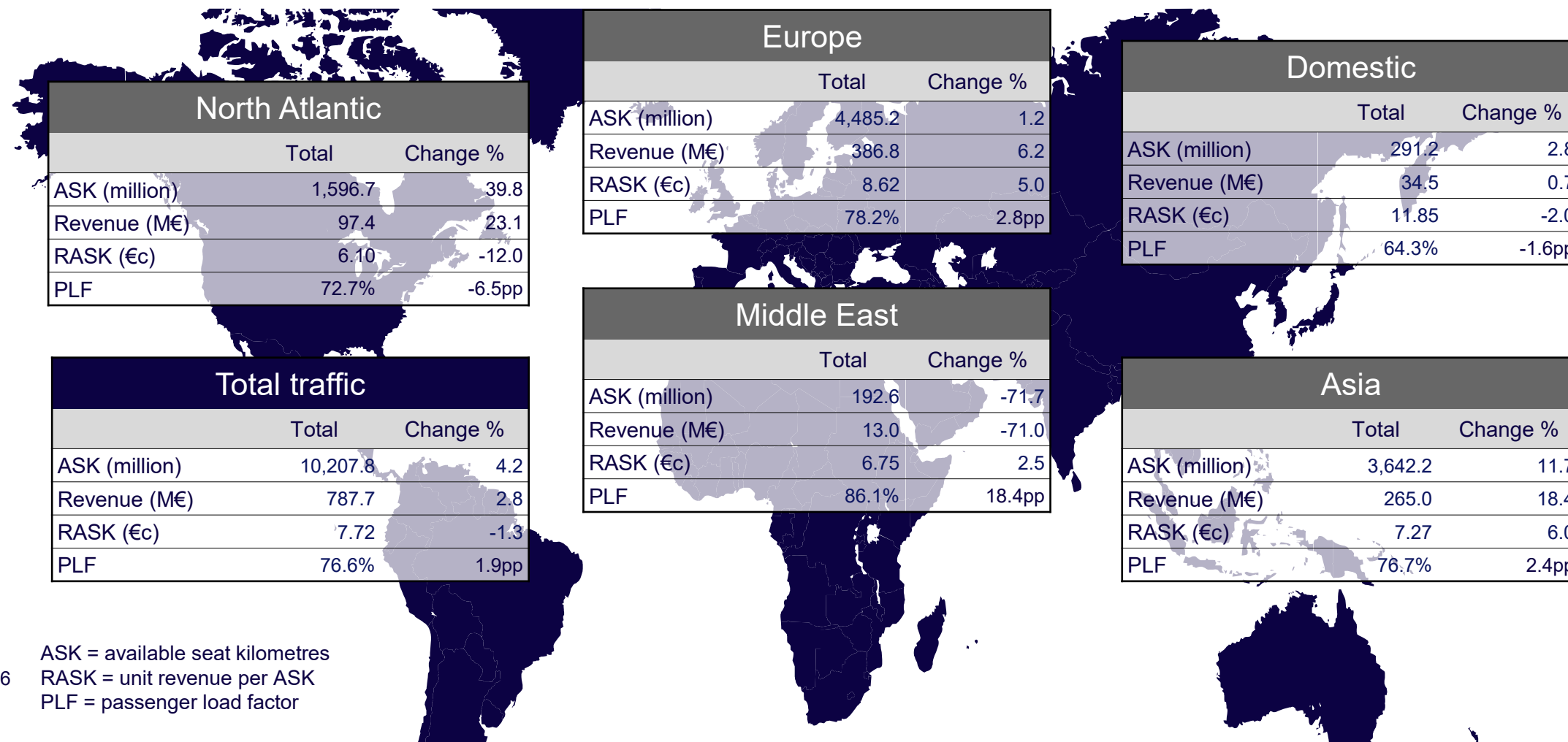


Result for the period 12 million euros, comparable operating result 10 million euros

Income statement, M€	Q2 2025	Q2 2024
Revenue	788	766
Other operating income	21	32
Operating expenses excl. depreciation	-712	-673
Comparable EBITDA	97	126
Depreciation	-87	-82
Comparable operating result	10	44
Items affecting comparability	9	-1
Operating result	19	43
Financial income and expenses	-5	-20
Result before taxes	14	23
Income taxes	-2	-5
Result for the period	12	18
EBIT margin	1.3%	5.7%

- Revenue increased by 2.8% despite a decline in average ticket fares and increased refunds, rerouting and compensations caused by industrial action
- Other operating income declined by 34.5%, as fewer wet lease out flights were operated due to industrial action
- Operating expenses increased by 5.8% due to industrial action and price escalations
- Fuel price decreased from the comparison period, but costs related to the EU's sustainable aviation fuel (SAF) blending obligation increased

Demand development mainly in line with expectations – unit revenue decreased in North Atlantic traffic

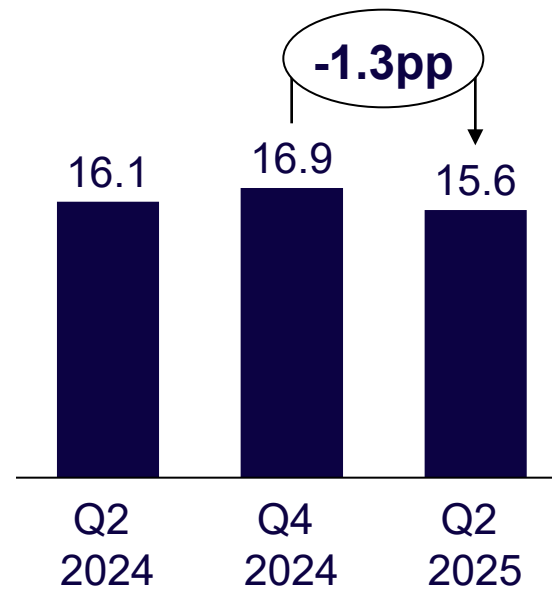


ASK = available seat kilometres
 RASK = unit revenue per ASK
 PLF = passenger load factor

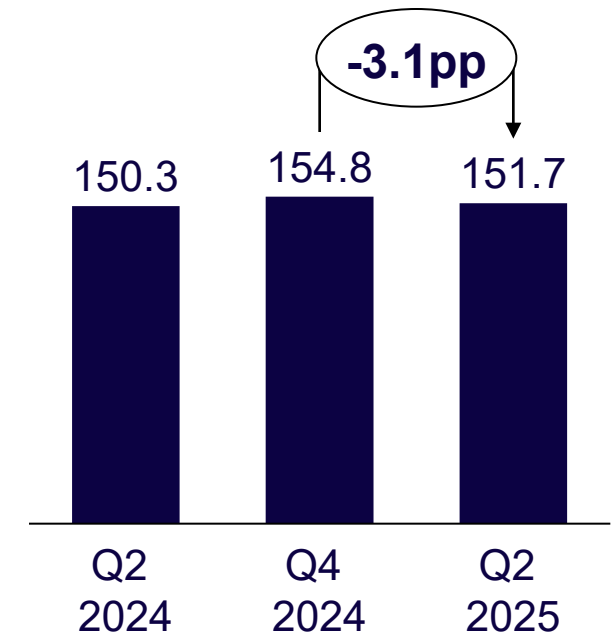
Both equity ratio and gearing declined during the first half of the year

- Equity ratio declined due to the negative result and return of capital
- Gearing declined, thanks to lower interest-bearing net debt

Equity ratio %

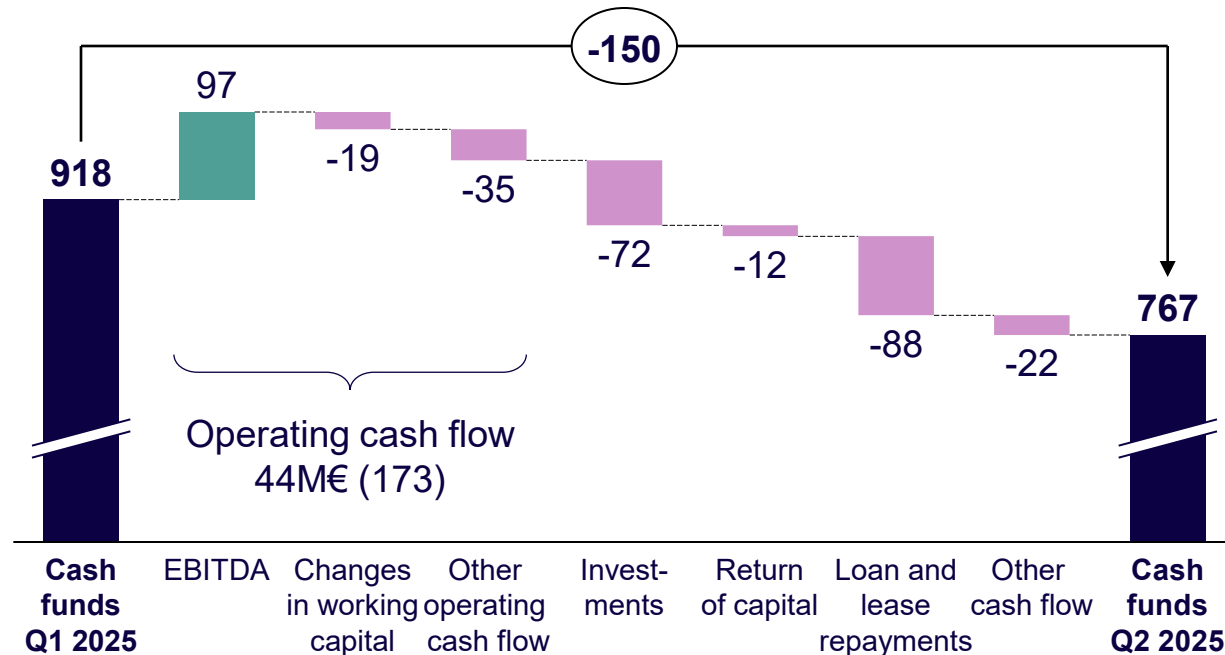


Gearing %



Cash funds remained at a healthy level

Cash funds, M€



- Operating cash flow decreased year-on-year, primarily due to a decrease in unflown ticket liability and a lower EBITDA
- Investments included the lease buyouts of two A321 aircraft
- Loan repayments totalled c. 50M€, including repayments of JOLCO and ECA loans

We continue optimising our network and product

- We will launch a route to Toronto for the summer 2026 season
- Our new route to Alta will enhance our Northern Europe offering in summer 2026
- Air travellers chose Finnair as the Best Airline in Northern Europe for the 15th consecutive year and our cabin crew also as the best in Northern Europe (Skytrax)
- By focusing on our customers and their needs, we aim to rebuild customer satisfaction and trust



Outlook and guidance clarified

Global air traffic is expected to continue growing in 2025. However, international conflicts, global political instability and the threat of trade wars cause uncertainty in the operating environment. In particular, the risk levels related to tariffs between different countries and their direct and indirect impacts are elevated.

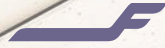
Excluding the direct impact of industrial action, Finnair has planned to increase its total capacity, measured by ASKs, by c. 10% in 2025. The capacity estimate includes the agreed wet leases. Finnair has anticipated its revenue to be within the range of 3.3–3.4 billion euros and its comparable operating result to be within the range of 100–200 million euros in 2025. However, based on the current information, the company estimates that the comparable operating result will be closer to the lower end of the given range, due to weaker-than-expected demand in North Atlantic traffic and the indirect effects of industrial action on demand in broader terms. In 2025, profitability is further burdened particularly by additional costs caused by the sustainable aviation fuel distribution obligation introduced in the EU, as well as rising navigation and landing charges. The direct cost impact of tariffs that will enter into force after the second quarter is estimated to be limited. It is too early to estimate the magnitude of potential indirect effects.

The estimates above regarding capacity, revenue and comparable operating result do not include direct impacts of industrial action. In total, the direct negative impact of industrial action in 2025 is estimated to be approximately 100 million euros on revenue, approximately 70 million euros on comparable operating result and approximately 5% on the total capacity, measured by ASKs. In the first half of 2025, industrial action had a direct impact of around -72 million euros on revenue and around -51 million euros on the comparable operating result. In addition, the three days of industrial action in July and the flights cancelled for the summer season due to a temporary lack of resources following industrial action, including wet lease out flights, are estimated to negatively impact revenue by approximately 25 million euros, other operating income by approximately 5 million euros and comparable operating result by approximately 20 million euros in the third quarter. Based on the cancellations confirmed, industrial action is estimated to have a direct negative impact of approximately 5% on the total capacity in 2025, measured by ASKs.

Considering the direct negative impacts of industrial action, Finnair plans to increase its total capacity, measured by ASKs, by c. 5% year-on-year and estimates its revenue to be within the range of 3.2–3.3 billion euros and its comparable operating result to be within the range of 30–130 million euros in 2025. However, based on the current information, the company estimates that the comparable operating result will be closer to the lower end of the given range, due to weaker-than-expected demand in North Atlantic traffic and the indirect effects of industrial action on demand in broader terms.

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Appendices

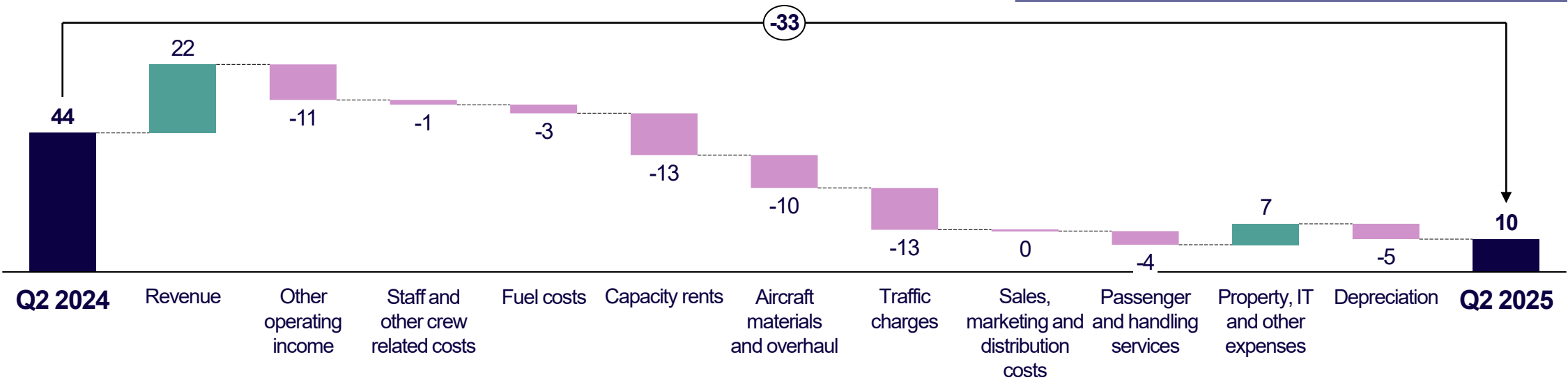


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Comparable operating result declined due to industrial action and higher costs

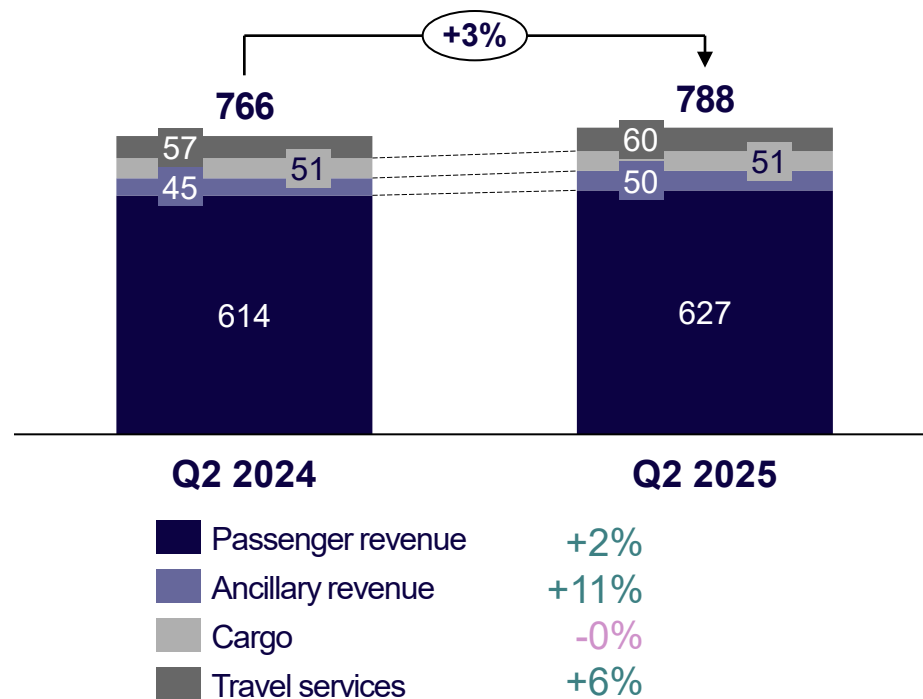
Comparable operating result, M€

- Operating expenses 798.6M€
- Capacity +4.2%
- Revenue +2.8%
- Operating expenses +5.8%
- Operating expenses excluding fuel +7.7%



Revenue increased across products, except for cargo

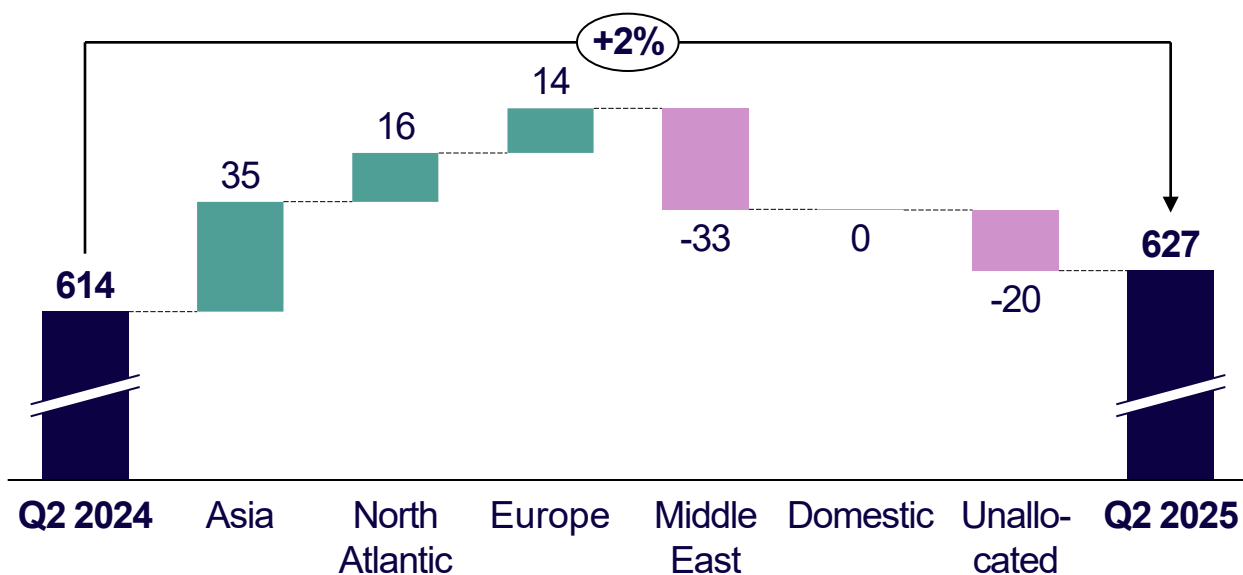
Revenue by product, M€



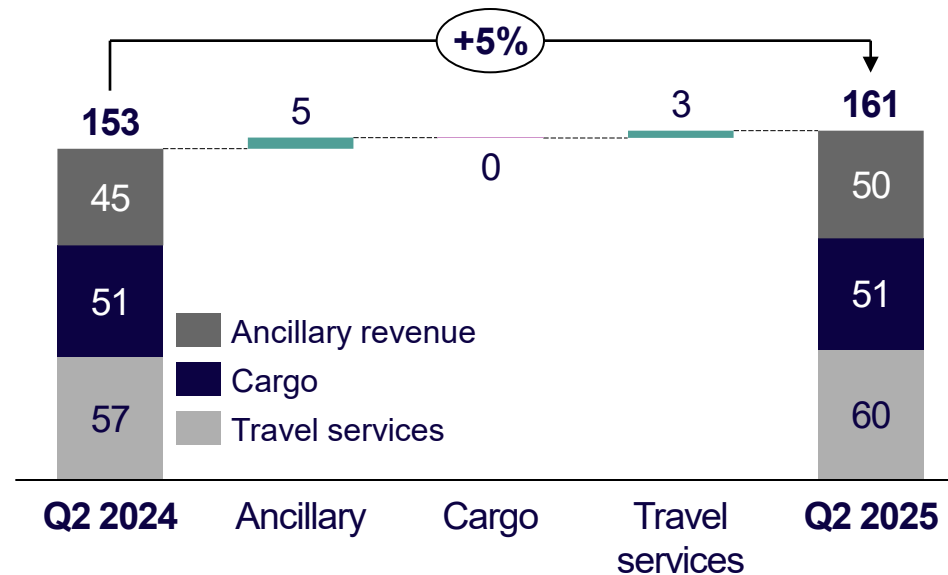
- Market demand developed positively, and average ticket fares per revenue passenger kilometre remained stable across most markets, except for North Atlantic traffic, where fares declined, particularly for traffic originating from the United States
- Ancillary revenue and ancillary revenue per passenger increased, supported by increased pick-up rates for baggage allowances and travel extras, as well as enhanced dynamic pricing
- Cargo revenue decreased due to industrial action causing flight cancellations and eventually shipment cancellations, as well as softening demand from Asia to the United States
- Travel services' financial development was supported by Finland's cool and rainy weather but burdened by inflation, weak consumer confidence, as well as the rising prices and limited availability of hotels

Passenger revenue growth was dampened by the contraction of Qatar Airways cooperation and an increase in passenger compensations

Passenger revenue, M€

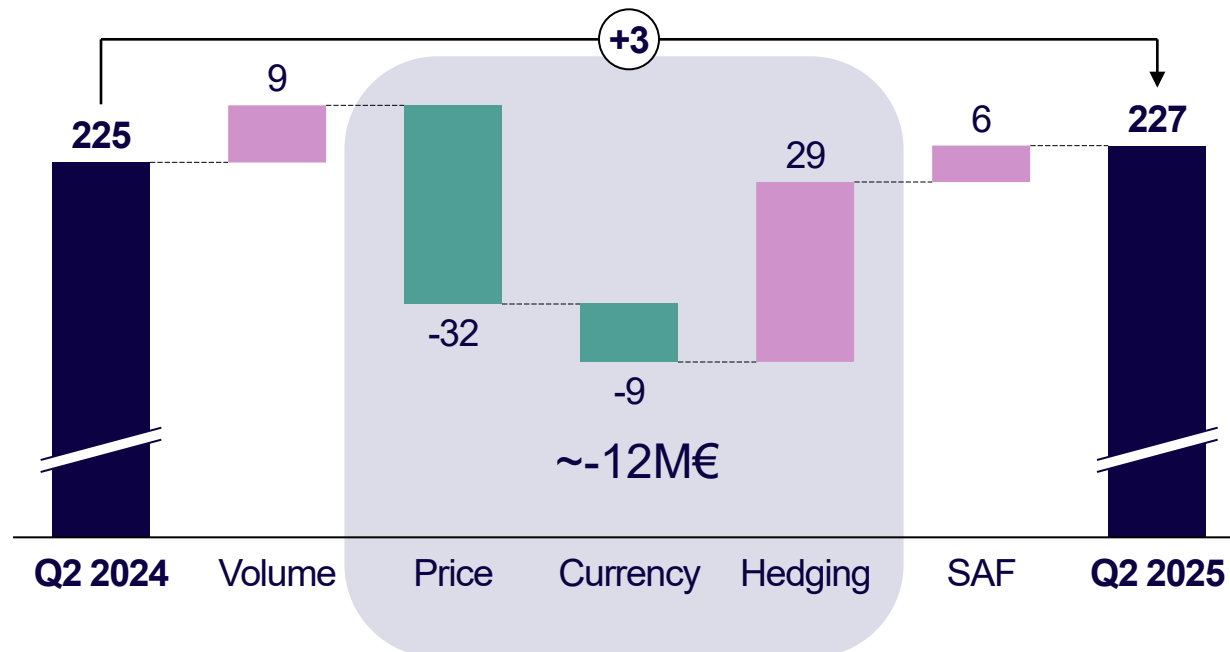


Other revenue, M€



Fuel costs increased, despite the decline in fuel price partly offsetting the impact of increased costs related to the SAF mandate and higher capacity

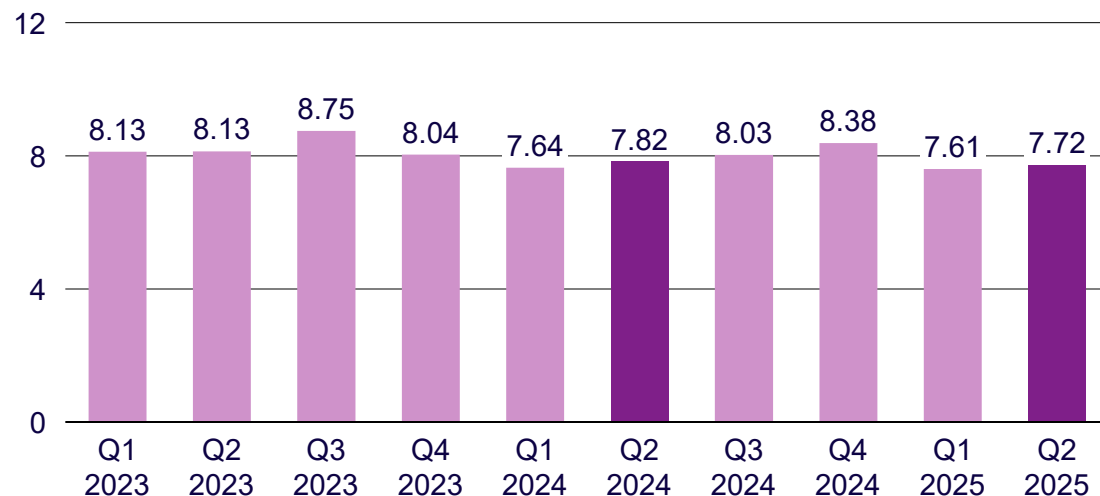
Fuel costs, M€



- Higher capacity increased fuel costs slightly
- Costs related to the sustainable aviation fuel (SAF) mandate increased
- Fuel price decreased, but hedging reduced the impact of the price decline

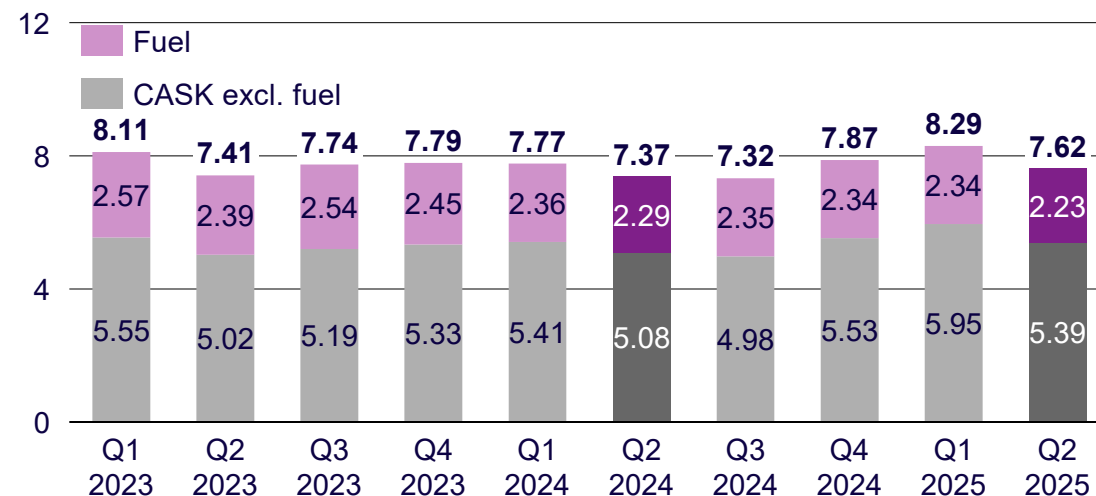
Unit revenue declined, and unit cost increased

RASK development, € cents



Unit revenue (RASK) declined from the comparison period to 7.72€c, driven by a decline in average ticket fares and an increase in refunds, rerouting and compensations due to industrial action, which reduced passenger revenue.

CASK development, € cents

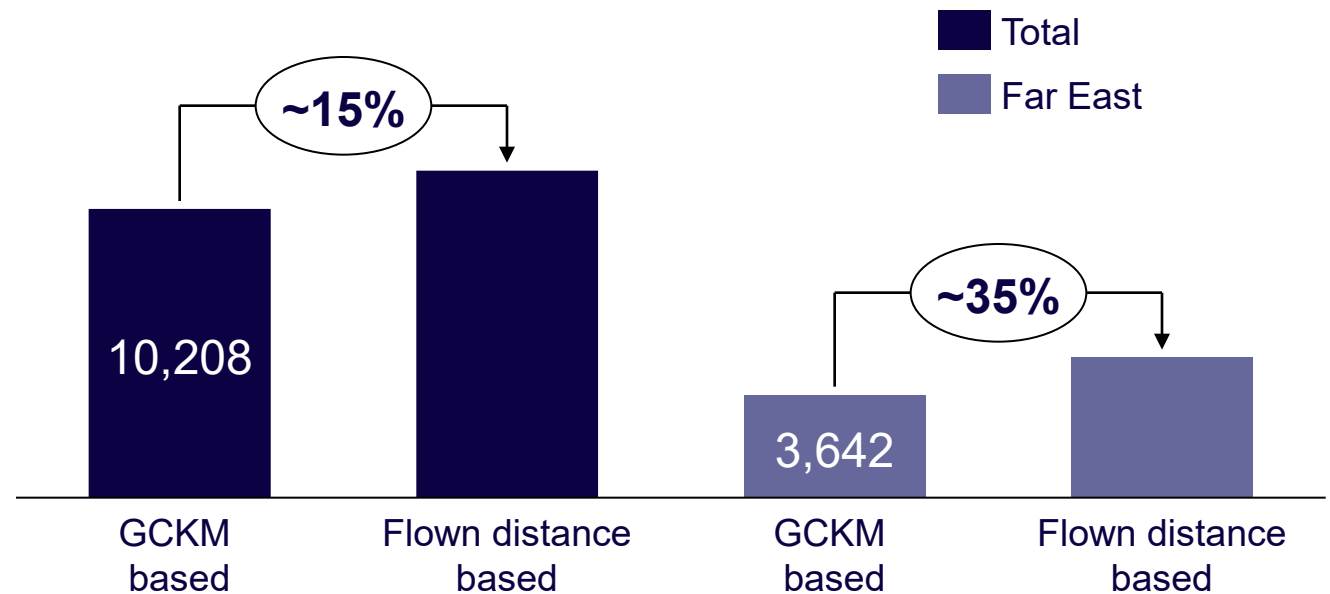


Unit cost (CASK) increased from the comparison period to 7.62€c. Fuel price decreased. CASK excluding fuel increased to 5.39€c. The increase was due to higher capacity rents, traffic charges as well as aircraft materials and overhaul costs.

Industry standard capacity calculation does not reflect longer routings to Asia – impact on Finnair greater than on competitors

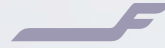
- Great circle distance (GCKM) based figures do not reflect the longer Asia routings caused by the closure of Russian airspace
- Current capacity figures are not comparable to figures prior to the airspace closure
- Impact on Finnair is greater than on competitors

Q2 2025 available seat kilometres (ASK), million:



Comparable income statement

M€	Q2 2025	Q2 2024	Change %	Q1–Q2 2025	Q1–Q2 2024	Change %
Revenue	787.7	766.1	2.8	1,481.9	1,447.6	2.4
Other operating income	21.2	32.4	-34.5	51.0	64.9	-21.5
Operating expenses						
Staff and other crew related costs	-131.8	-130.3	-1.1	-271.8	-260.0	-4.5
Fuel costs	-227.5	-224.8	-1.2	-441.0	-435.0	-1.4
Capacity rents	-40.7	-27.6	-47.3	-74.2	-54.8	-35.3
Aircraft materials and overhaul	-63.0	-52.6	-19.7	-123.0	-102.2	-20.4
Traffic charges	-81.7	-68.5	-19.1	-156.7	-130.8	-19.8
Sales, marketing and distribution costs	-31.8	-31.4	-1.3	-66.6	-63.8	-4.5
Passenger and handling services	-111.1	-106.8	-4.1	-225.5	-210.0	-7.4
Property, IT and other expenses	-24.0	-30.6	21.6	-53.8	-59.6	9.8
Comparable EBITDA	97.3	125.8	-22.7	120.3	196.3	-38.7
Depreciation	-87.0	-82.2	-5.9	-172.6	-164.3	-5.1
Comparable operating result	10.3	43.6	-76.5	-52.3	32.0	<-200
Items affecting comparability	8.9	-1.1	> 200	18.1	-6.7	> 200
Operating result	19.2	42.5	-55.0	-34.2	25.3	<-200
Financial income	5.7	11.5	-50.7	12.9	22.5	-42.7
Financial expenses	-21.4	-30.9	30.8	-44.8	-58.6	23.5
Exchange rate gains and losses	11.0	-0.6	> 200	16.7	-4.2	> 200
Result before taxes	14.4	22.6	-36.1	-49.5	-15.0	<-200
Income taxes	-1.9	-4.7	58.3	11.1	3.0	> 200
Result for the period	12.5	17.9	-30.3	-38.4	-12.0	<-200



Thank you.

Have a wonderful day.

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