FINNAIR GROUP INTERIM REPORT

1 JANUARY – 30 SEPTEMBER 2024

29 October 2024

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Quarter's comparable EBIT fell short of the strong comparison period due to lower unit revenue. Full-year profit expectation unchanged.

July – September 2024

- Revenue increased by 0.1 per cent to 818.3 million euros (817.3*).
- Unit revenue (RASK) decreased by 8.2 per cent and totalled 8.03 cents (8.75).
- Unit cost (CASK) decreased by 5.3 per cent and totalled 7.32 cents (7.74).
- Comparable operating result was 71.5 million euros (94.3) and operating result was 76.7 million euros (90.0).
- Earnings per share were 0.28 euros (0.51**).
- Cash funds were 908.3 million euros (31 Dec 2023: 922.0).
- The equity ratio was 16.1 per cent (31 Dec 2023: 15.6).
- Net cash flow from operating activities was 98.9 million euros (95.5), and net cash flow from investing activities was -43.5 million euros (45.1).*** Gross capital expenditure totalled 49.9 million euros (73.2).
- Number of passengers increased by 9.4 per cent to 3.2 million (3.0).
- Available seat kilometres (ASK) increased by 9.1 per cent to 10,194.9 million kilometres (9,343.9). When wet leases are included, ASKs increased by 11.1 per cent.
- Passenger load factor (PLF) decreased by 1.4 percentage points to 79.5 per cent (80.9).

January – September 2024

- Revenue increased by 0.2 per cent to 2,265.9 million euros (2,261.3*).
- Unit revenue (RASK) decreased by 6.1 per cent and totalled 7.84 cents (8.34).
- Unit cost (CASK) decreased by 3.5 per cent and totalled 7.48 cents (7.75).
- Comparable operating result was 103.5 million euros (161.4) and operating result was 102.1 million euros (164.1).
- Earnings per share were 0.22 euros (1.94**).
- Net cash flow from operating activities was 411.0 million euros (478.1), and net cash flow from investing activities was -111.1 million euros (-286.3).*** Gross capital expenditure totalled 143.0 million euros (215.6).
- Number of passengers increased by 4.6 per cent to 8.8 million (8.4).
- Available seat kilometres (ASK) increased by 6.7 per cent to 28,917.6 million kilometres (27,106.9). When wet leases are included, ASKs increased by 7.7 per cent.
- Passenger load factor (PLF) decreased by 1.9 percentage points to 75.6 per cent (77.5).

* *Unless otherwise stated, comparisons and figures in parentheses refer to the comparison period, i.e., the same period last year.*

** *A rights issue was implemented in November 2023 and, thus, the comparison period figure has been restated accordingly. On 20 March 2024, Finnair executed a reverse split, i.e. the reduction of the number of shares where every 100 old shares in the company corresponds to one new share.*

*** *In Q3, net cash flow from investing activities included 16.6 million euros of investments (63.2 million euros of redemptions) in money market funds or other financial assets (maturity over three months). In Q1–Q3, the investments totalled 16.0 million euros (128.6 million euros of investments). They are a part of the Group's liquidity management.*

Outlook

GUIDANCE ISSUED ON 19 JULY 2024:

Global air traffic is expected to continue growing in 2024. However, risks related to the impact of inflation and higher interest rates on demand and costs remain elevated, causing uncertainty in the operating environment. International conflicts and global political instability also cause uncertainty in the operating environment. These factors may affect the demand for air travel and cargo.

Finnair reiterates its previous guidance and plans to increase its total capacity, measured by ASKs, by c. 10 per cent in 2024. The capacity estimate includes the agreed wet leases. This growth will mainly focus on Asia and Europe.

Finnair now estimates that its revenue in 2024 will be within the range of 3.0–3.2 billion euros. The company also estimates that its comparable EBIT will be within the range of 110–180 million euros in 2024.

Finnair will update its outlook and guidance in connection with the 2024 third quarter interim report published in October.

NEW GUIDANCE ON 29 OCTOBER 2024:

Global air traffic is expected to continue growing in 2024. However, risks related to the impact of inflation and higher interest rates on demand and costs remain elevated, causing uncertainty in the operating environment. International conflicts and global political instability also cause uncertainty in the operating environment, particularly in the form of fuel price volatility.

Finnair reiterates its previous guidance and plans to increase its total capacity, measured by ASKs, by c. 10 per cent in 2024. The capacity estimate includes the agreed wet leases. This growth will mainly focus on Asia and Europe.

Finnair reiterates that its revenue in 2024 will be within the range of 3.0–3.2 billion euros. The company specifies its previous estimate and now expects its comparable EBIT will be within the range of 120–170 million euros in 2024.

Finnair will update its outlook and guidance in connection with the financial statements bulletin for 2024.

CEO Turkka Kuusisto:

3.2 million customers travelled on our flights during the third quarter, an increase of 9.4 per cent year-on-year. We increased our own capacity by 9.1 per cent year-on-year by returning leased out narrow-body aircraft to our own use. Our comparable operating result was 71.5 million euros (94.3), down from the strong comparison period as unit revenue decreased due to normalising demand.

Our passenger revenue decreased year-on-year in Europe, Asia and the Middle East, but increased in North American traffic. Ancillary revenue increased by 25.7 per cent and cargo revenue by 28.8 per cent.

Our unit cost excluding fuel costs decreased by 4.2 per cent, demonstrating successful cost management in a situation where our network traffic charges, including navigation fees, increased clearly more than our capacity. Cost control and continuous improvement continue to play an important role in securing our competitiveness.

Our strong operating cash flow (98.9 million euros) during the quarter as well as our result for the period (57.4 million euros) continued to support the strengthening of our balance sheet. We have now repaid all the loans we took out during the double crisis.

We have updated our climate target, and our new, science-based target is to reduce our emission intensity (CO_2e/RTK) by 34.5% by 2033 compared to 2023. The target has been validated by the Science Based Targets initiative (SBTi). The means to achieve this goal are increasing the use of sustainable aviation fuel well above the amount required by legislation, improving operational efficiency, optimising the network and investing in new aircraft technology.

Our customer satisfaction measured by Net Promoter Score was 40, developing positively with the opening of our new Schengen lounge in July and smaller product renewals. Customer satisfaction was also supported by our on-time-performance, which was 77 per cent, even though airspace restrictions affected our flight times to some extent. We aim to further strengthen our on-time-performance through close collaboration with our partners. We also continue to invest in customer experience, next renewing the cabins of the Embraer aircraft we use in European traffic. The organisational changes announced in September further strengthen our focus on customer experience and understanding customer needs.

During the current winter season, we fly to 85 destinations, with increased frequencies to London and Phuket, among others. Our cooperation with Qatar Airways on flights between Stockholm and Copenhagen and Doha will end in its current form in mid-January, and the A330 aircraft on these routes will return to Finnair's own traffic as the cooperation continues as codeshare cooperation.

I would like to warmly thank all our customers for their trust in us during the busiest travel season of the year. Sincere thanks are also due to all Finnair employees and our partners for their committed work for safe and smooth journeys for our customers.

Business environment in Q3

Market situation weakened in all Finnair's markets year-on-year as demand in Q3 2023 was exceptionally strong. In the comparison period, demand was still fueled by the ending of the COVID-19 pandemic. As a result of softening demand and increasing industry capacity, average ticket fares have decreased from record high levels. Russian airspace closure to EU carriers continued to have a negative impact on Finnair's Asian traffic. Finnair has continued operating to most of its Asian destinations despite routings that are up to 40 per cent longer. However, the company has limited operations especially to China as the Chinese carriers are able to utilise Russian airspace and demand for air travel between Europe and China has yet to recover.

Scheduled market capacity, measured in ASKs, between origin Helsinki and Finnair's European destinations increased by 12.4 per cent (5.6) year-on-year. Direct market capacity between Finnair's Asian and European destinations increased by 14.9 per cent (73.1) and between Finnair's North Atlantic and European destinations by 0.9 per cent (14.3) year-on-year.

Demand for package holidays continued to soften during the third quarter as the impacts of inflation and weaker consumer confidence were visible. In addition, the warm and sunny weather in Finland and the hot summer in the Mediterranean destinations weakened the demand for trips during the summer season, which was reflected in increased sales of cheaper last-minute deals. The sales for the upcoming winter season are at a good pace and capacity has been added to popular destinations such as Thailand, Madeira and Gran Canaria, which will be operated by wide-body aircraft for the first time. Growth in demand for Aurinkomatkat City Holidays has levelled off during the third quarter. The Middle East crisis has not had a significant impact on the demand for Aurinkomatkat products.

Prolonged shipping times in sea cargo affected the global freight markets by benefitting air cargo. This resulted in stronger demand for air cargo and, consequently, higher yields especially from Asia. As a result, Finnair's cargo revenue increased year-on-year.

The US dollar, which is the most significant expense currency for Finnair after the euro, weakened by 0.9 per cent against the euro year-on-year. The Q3 US dollar-denominated average market price of jet fuel was 20.0 per cent lower and the euro-denominated market price was 20.7 per cent lower than in the comparison period. Changes in fuel price and exchange rates are, however, not directly reflected in Finnair's result due to its hedging policy, as the company hedges its fuel purchases and key foreign currency items.

Financial performance in Q3

REVENUE IN Q3

Finnair's total revenue remained flat year-on-year as higher ancillary and cargo revenue was offset by lower passenger and travel services revenue.

Revenue by product

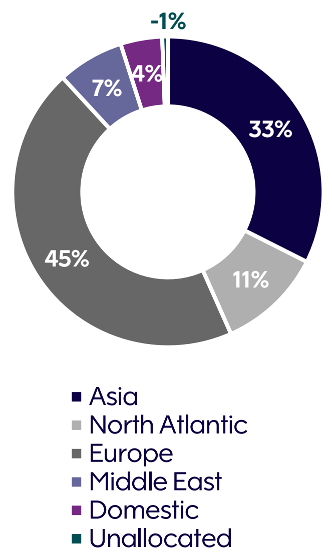
EUR million	Q3/2024	Q3/2023	Change %
Passenger revenue	655.3	673.1	-2.6
Ancillary revenue	47.6	37.9	25.7
Cargo	52.5	40.8	28.8
Travel services	62.8	65.6	-4.3
Total	**818.3**	**817.3**	**0.1**

Unit revenue (RASK) decreased by 8.2 per cent from the record high level and amounted to 8.03 cents (8.75). The RASK decrease was caused by lower yields and load factor in passenger traffic.

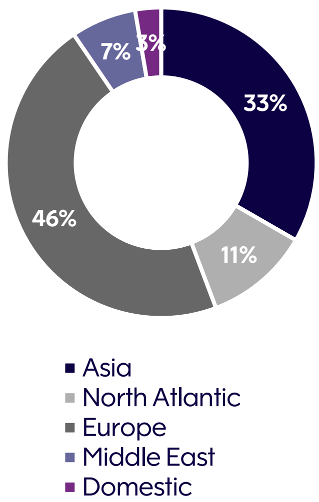
Passenger revenue and traffic data by area

	Passenger revenue		ASK		RPK		PLF	
Traffic area	Q3/2024 MEUR	Q3/2023 MEUR	Q3/2024 Mill. km	Q3/2023 Mill. km	Q3/2024 Mill. km	Q3/2023 Mill. km	%	Change %-p
Asia	215.1	215.5	3 396.9	3,062.1	2 833.5	2,558.1	83.4	-0.1
North Atlantic	72.4	67.1	1 115.9	1,107.8	956.7	905.8	85.7	4.0
Europe	297.1	303.4	4 712.1	4,218.0	3 642.9	3,387.6	77.3	-3.0
Middle East	45.9	49.9	694.6	731.5	491.2	552.2	70.7	-4.8
Domestic	28.7	29.8	275.3	224.6	183.2	158.6	66.5	-4.1
Unallocated	-3.9	7.5						
Total	**655.3**	**673.1**	**10 194.9**	**9,343.9**	**8 107.6**	**7,562.3**	**79.5**	**-1.4**

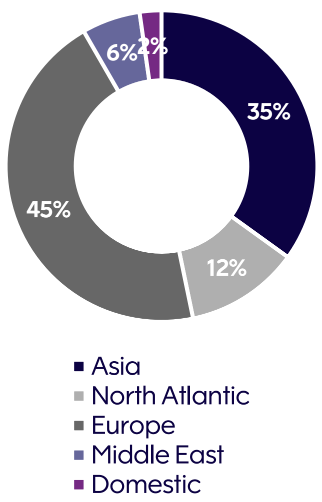
Q3 passenger revenue



Q3 capacity (ASKs)



Q3 traffic (RPKs)



Passenger revenue decreased by 2.6 per cent although traffic capacity, measured in Available Seat Kilometres (ASK), increased by 9.1 per cent overall against the comparison period. Available Seat Kilometres increased as additional narrow-body capacity was now in Finnair's own, more efficient use after the wet lease outs to British Airways ended in March 2024. The additional capacity was allocated to European and domestic traffic. Available Seat Kilometres including wet lease outs increased by 11.1 per cent due to the co-operation with Qantas. The number of passengers increased by 9.4 per cent to 3,233,100 passengers. Traffic, measured in Revenue Passenger Kilometres (RPK), increased by 7.2 per cent and the passenger load factor declined by 1.4 percentage points to 79.5 per cent.

The distance-based reported traffic figures are based on the great circle distance and, thus, do not reflect the longer Asian routings caused by the closure of Russian airspace. As a result, they are not fully comparable with the figures prior to the airspace closure. During the period, the adjusted ASKs, taking into account the longer sector lengths, would be c. 15 per cent higher than the reported ASKs.

In Asian traffic, ASKs in Q3 2024 grew by 10.9 per cent due to added capacity to Japan, including added frequencies to Tokyo and Osaka as well as Nagoya route operated during the summer season 2024. RPKs increased by 10.8 per cent. Thus, PLF decreased by 0.1 percentage points to 83.4 per cent.

North Atlantic ASKs increased by 0.7 per cent year-on-year. During the period, the company added frequencies e.g. to Dallas. RPKs increased by 5.6 per cent year-on-year due to the improved demand. Consequently, PLF increased by 4.0 percentage points to 85.7 per cent.

ASKs grew by 11.7 per cent in European traffic year-on-year as majority of the increase in narrow-body capacity was allocated to routes in Europe and new routes, such as Wroclaw, were opened. RPKs increased by 7.5 per cent compared with the previous year. Thus, PLF declined by 3.0 percentage points to 77.3 per cent.

ASKs decreased by 5.0 per cent in Middle Eastern traffic year-on-year mainly due to temporarily ceased operations to Israel. RPKs decreased by 11.0 per cent. The PLF decreased by 4.8 percentage points to 70.7 per cent.

Domestic traffic capacity increased by 22.6 per cent due to the additional narrow-body capacity, which was mainly allocated to northern routes slightly earlier than in the comparison period. RPKs increased by 15.5 per cent and, thus, the PLF decreased by 4.1 percentage points to 66.5 per cent year-on-year.

Ancillary revenue increased by 25.7 per cent to 47.6 million euros (37.9) and ancillary revenue per passenger increased by 14.9 per cent to 14.73 euros (12.82). The positive change was mainly explained by the ticket reforms introduced in June 2023, which increased both customers' freedom of choice and ancillary sales. Advance seat reservations, excess baggage and frequent flyer programme-related revenue were the largest ancillary categories.

Revenue cargo tonne kilometres increased by 12.1 per cent year-on-year. Total cargo tonnes increased by 12.2 per cent and cargo revenue increased by 28.8 per cent year-on-year thanks to stronger demand and higher yields from Asia. It should be noted that Finnair reports the cargo traffic figures related to the Qatar Airways cooperation as the operating carrier. However, revenue related to these flights is reported in full in passenger revenue.

Travel services' financial development has been affected by the impact of inflation on demand and prices. In addition, the hot weather during the period had an adverse impact on demand. During the third quarter, the total number of travel services passengers decreased by 2.4 per cent against the strong comparison period and the load factor in allotment-based capacity was 92.2 per cent. Travel services revenue decreased by 4.3 per cent to 62.8 million euros (65.6)

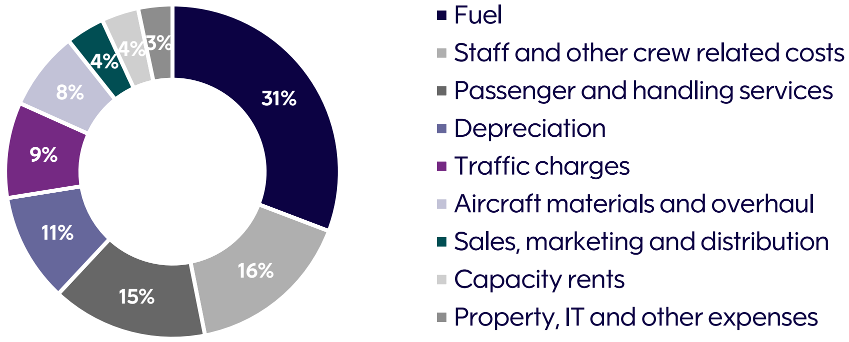
Other operating income increased by 15.0 per cent to 30.7 million euros (26.7) because of Qantas wet lease out flights.

OPERATING EXPENSES INCLUDED IN COMPARABLE OPERATING RESULT IN Q3

Finnair's operating expenses, included in the comparable operating result increased mainly due to higher capacity in the quarter. Cost efficiency actions were continued during the quarter.

Unit cost (CASK) decreased by 5.3 per cent and totalled 7.32 cents (7.74). CASK excluding fuel decreased by 4.2 per cent and amounted to 4.98 cents (5.19). Year-on-year, the CASK decrease was mainly caused by the increased capacity, the achieved cost savings and lower jet fuel price.

Q3 operating expenses (€777.5 million in total) included in comparable operating result



EUR million	Q3/2024	Q3/2023	Change %
Staff and other crew related costs	125.1	119.9	4.4
Fuel costs	239.4	237.7	0.7
Capacity rents	27.9	26.7	4.7
Aircraft materials and overhaul	59.2	58.4	1.3
Traffic charges	72.0	60.9	18.1
Sales, marketing and distribution costs	29.3	28.5	2.8
Passenger and handling costs	117.1	106.7	9.8
Property, IT and other expenses	25.7	27.6	-6.8
Depreciation	81.8	83.4	-1.9
Total	**777.5**	**749.7**	**3.7**

Operating expenses included in the comparable operating result, excluding fuel, increased by 5.1 per cent.

Fuel costs, including hedging results and emissions trading costs, increased by 0.7 per cent due to higher volumes despite a lower fuel price[1] year-on-year. Fuel efficiency (as measured in fuel consumption per ASK) weakened by 1.8 per cent because of increase in capacity to Japan. Fuel consumption per RTK, which also accounts for developments in both passenger and cargo load factors, weakened by 2.6 per cent year-on-year due to a lower passenger load factor.

Staff and other crew related as well as passenger and handling costs mainly increased due to capacity growth.

Sales, marketing and distribution costs increased due to growth in number of passengers and change in sales mix. Traffic charges increased more than capacity due to higher navigation and landing charges.

Aircraft materials and overhaul costs increased due to updated USD-based discount rates of maintenance reserves.

Capacity rents, covering purchased traffic from Norra and any wet lease ins, increased due to capacity growth. Property, IT and other expenses decreased mainly due to exchange rate changes.

RESULT IN Q3

EUR million	Q3/2024	Q3/2023	Change %
Comparable EBITDA	**153.3**	**177.7**	**-13.8**
Depreciation and impairment	-81.8	-83.4	1.9
Comparable operating result	**71.5**	**94.3**	**-24.2**
Items affecting comparability	5.2	-4.3	>200
Operating result	**76.7**	**90.0**	**-14.7**
Financial income	10.8	15.5	-30.4
Financial expenses	-25.0	-35.9	30.5
Exchange gains and losses	9.1	-3.1	>200
Result before taxes	**71.6**	**66.5**	**7.7**
Income taxes	-14.2	-14.0	-1.4
Result for the period	**57.4**	**52.5**	**9.4**

[1] Fuel price impact including impact of currencies and hedging.

Finnair's comparable EBITDA and comparable operating result both decreased from the exceptionally strong comparison period as total revenue was almost flat whereas operating expenses increased mainly driven by the capacity growth.

Unrealised changes in foreign currencies relating to fleet overhaul provisions were 5.2 million euros (-4.3). Other items affecting comparability consist of fair value changes of derivatives for which hedge accounting is not applied, sales gains or losses and restructuring costs. These items totalled -0.0 million euros (-0.0) during the quarter.

The net financial expenses decreased year-on-year due to lower financial expenses, driven e.g. by loan repayments and buy-outs of previously leased aircraft, as well as exchange gains. Thus, result for the period increased year-on-year.

Financial performance in Q1–Q3

REVENUE IN Q1-Q3

Finnair's total revenue remained almost flat due to lower passenger revenue.

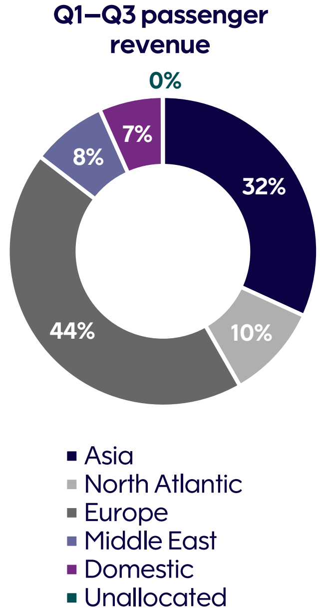
Revenue by product

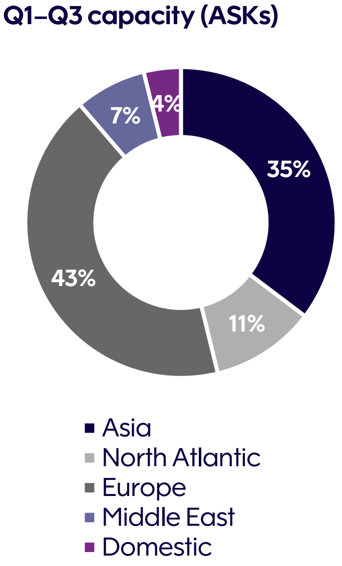
EUR million	Q1–Q3/2024	Q1–Q3/2023	Change %
Passenger revenue	1,808.2	1,838.5	-1.6
Ancillary revenue	129.5	104.1	24.5
Cargo	150.2	141.4	6.2
Travel services	178.0	177.3	0.4
Total	**2,265.9**	**2,261.3**	**0.2**

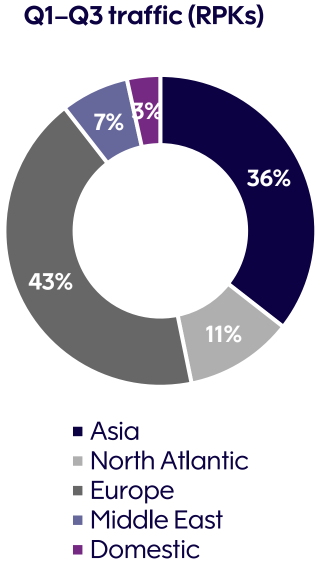
Unit revenue (RASK) decreased by 6.1 per cent and amounted to 7.84 cents (8.34). The RASK decrease was caused by a lower passenger load factor, decreased passenger yields and normalised revenue recognition related to expired tickets.

Passenger revenue and traffic data by area

	Passenger revenue		ASK		RPK		PLF	
Traffic area	**Q1–Q3 /2024 MEUR**	**Q1–Q3 /2023 MEUR**	**Q1–Q3 /2024 Mill. km**	**Q1–Q3/ 2023 Mill. km**	**Q1–Q3/ 2024 Mill. km**	**Q1–Q3/ 2023 Mill. km**	**%**	**Change %-p**
Asia	575.5	577.5	10,211.5	9,393.0	7,771.6	7,316.4	76.1	-1.8
North Atlantic	179.0	169.8	3,146.1	3,244.1	2,455.9	2,377.9	78.1	4.8
Europe	790.6	799.0	12,300.3	11,168.6	9,330.7	8,918.2	75.9	-4.0
Middle East	142.4	153.0	2,145.5	2,286.4	1,546.2	1,661.1	72.1	-0.6
Domestic	120.4	124.4	1,114.2	1,014.8	756.0	737.8	67.9	-4.8
Unallocated	0.4	14.8						
Total	**1,808.2**	**1,838.5**	**28,917.6**	**27,106.9**	**21,860.5**	**21,011.5**	**75.6**	**-1.9**







Passenger revenue decreased by 1.6 per cent even though traffic capacity, measured in Available Seat Kilometres (ASK), increased by 6.7 per cent against the comparison period. The increase was partly explained by the additional narrow-body capacity that was in Finnair's own, more efficient use since April 2024 after the wet lease outs to British Airways ended in March. The additional capacity was allocated to European and domestic traffic. Available Seat Kilometres including wet lease outs increased by 7.7 per cent due to the co-operation with Qantas. The number of passengers increased by 4.6 per cent to 8,756,000 passengers. Traffic, measured in Revenue Passenger Kilometres (RPK), increased by 4.0 per cent but the passenger load factor (PLF) decreased by 1.9 percentage points to 75.6 per cent.

The distance-based reported traffic figures are based on the great circle distance and, thus, do not reflect the longer Asian routings caused by the closure of Russian airspace. As a result, they are not fully comparable with the figures prior to the airspace closure. During the period, the adjusted ASKs, taking into account the longer sector lengths, would be c. 15 per cent higher than the reported ASKs.

In Asian traffic, ASKs grew by 8.7 per cent explained by the additional capacity to Japan and Thailand. RPKs increased by 6.2 per cent and, consequently, PLF decreased by 1.8 percentage points to 76.1 per cent.

North Atlantic ASKs decreased by 3.0 per cent compared with the previous year. RPKs increased by 3.3 per cent year-on-year. As a result, PLF increased by 4.8 percentage points to 78.1 per cent.

ASKs grew by 10.1 per cent in European traffic year-on-year as majority of the increase in narrow-body capacity was allocated to routes in Europe. RPKs grew only by 4.6 per cent and, thus, the PLF decreased by 4.0 percentage points to 75.9 per cent.

ASKs decreased by 6.2 per cent in Middle Eastern traffic year-on-year mainly due to temporarily ceased operations to Israel. RPKs decreased by 6.9 per cent and thus the PLF decreased by 0.6 percentage points to 72.1 per cent.

Domestic traffic capacity increased by 9.8 per cent year-on-year due to the additional narrow-body capacity allocated to northern routes. RPKs increased by 2.5 per cent and consequently, the PLF decreased by 4.8 percentage points to 67.9 per cent year-on-year.

Ancillary revenue increased by 24.5 per cent to 129.5 million euros (104.1) and ancillary revenue per passenger increased by 19.0 per cent to 14.79 euros (12.43). The positive change was mainly explained by the ticket reforms introduced in June 2023, which increased both customers' freedom of choice and ancillary sales. Advance seat reservations, excess baggage and flight ticket related fees were the largest ancillary categories.

Revenue scheduled cargo tonne kilometres increased by 10.1 per cent compared with the previous year. Total cargo tonnes increased by 11.2 per cent year-on-year. Cargo revenue increased by 6.2 per cent year-on-year due to higher volumes. It should be noted that Finnair reports the cargo traffic figures related to the Qatar Airways cooperation as the operating carrier. However, revenue related to these flights is reported in full in passenger revenue.

Travel services' financial development has been affected by inflation as it has softened demand and increased prices. The total number of travel services passengers decreased by 0.6 per cent and the load factor in allotment-based capacity was 93.4 per cent. Travel services revenue increased by 0.4 per cent to 178.0 million euros (177.3).

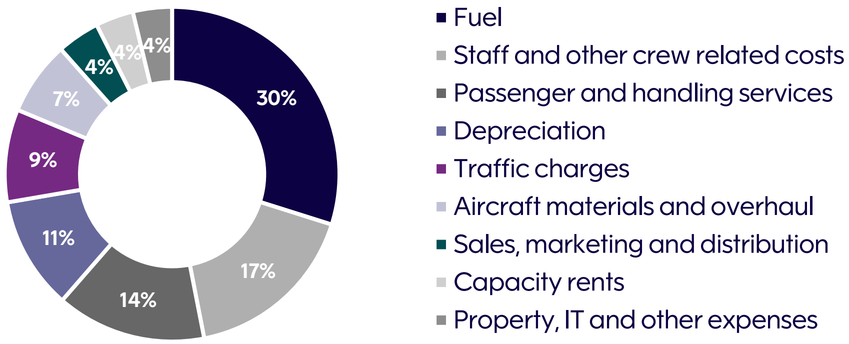
Other operating income increased by 11.9 per cent to 95.7 million euros (85.5) as a result of Qantas wet lease out flights started in Q4 2023.

OPERATING EXPENSES INCLUDED IN COMPARABLE OPERATING RESULT IN Q1–Q3

Finnair's operating expenses, included in the comparable operating result, increased by 3.3 per cent mainly due to increased capacity. In addition, capacity increase in Asia increased costs as closed airspace in Russia in 2022 has increased routings up to 40 per cent. Finnair continued its cost efficiency actions during the first nine months.

Unit cost (CASK) decreased by 3.5 per cent and totalled 7.48 cents (7.75). CASK excluding fuel decreased by 1.9 per cent and amounted to 5.15 cents (5.25). Year-on-year, the CASK decrease was caused by the increased capacity, lower jet fuel price[2], as well as the achieved cost savings.

Q1–Q3 operating expenses (€2,258.0 million in total) included in comparable operating result



EUR million	Q1–Q3/ 2024	Q1–Q3/ 2023	Change %
Staff and other crew related costs	385.1	374.0	3.0
Fuel costs	674.4	677.6	-0.5
Capacity rents	82.8	79.4	4.3
Aircraft materials and overhaul	161.4	148.2	8.9
Traffic charges	202.8	175.4	15.6
Sales, marketing and distribution costs	93.1	88.8	4.8
Passenger and handling costs	327.1	309.7	5.6
Property, IT and other expenses	85.3	84.1	1.5
Depreciation	246.1	248.2	-0.9
Total	**2,258.0**	**2,185.4**	**3.3**

Operating expenses included in the comparable operating result, excluding fuel, increased by 5.0 per cent.

Fuel costs, including hedging results and emissions trading costs, decreased by 0.5 per cent due to lower jet fuel price despite increased capacity. Fuel efficiency (as measured in fuel consumption per ASK) weakened by 1.5 per cent. Fuel consumption per RTK, which also accounts for developments in both passenger and cargo load factors, weakened by 2.7 per cent year-on-year as passenger load factor decreased.

Staff and other crew-related costs and passenger and handling costs increased due to the added capacity.

[2] Fuel price impact including impact of currencies and hedging.

Sales, marketing and distribution costs increased due to growth in number of passengers and change in sales mix. Traffic charges increased more than capacity due to higher navigation and landing charges. Further, some costs were reallocated from passenger and handling costs to traffic charges during the period and, thus, these cost items are not fully comparable year-on-year.

Aircraft materials and overhaul costs increased mainly due to capacity growth.

Capacity rents, covering purchased traffic from Norra and any wet lease ins, increased slightly year-on-year as a result of increased capacity. Property, IT and other expenses increased mainly due to exchange rate changes.

RESULT IN Q1–Q3

EUR million	Q1–Q3/ 2024	Q1–Q3/ 2023	Change %
Comparable EBITDA	**349.6**	**409.7**	**-14.7**
Depreciation and impairment	-246.1	-248.2	0.9
Comparable operating result	**103.5**	**161.4**	**-35.9**
Items affecting comparability	-1.5	2.7	-153.4
Operating result	**102.1**	**164.1**	**-37.8**
Financial income	33.3	41.1	-19.0
Financial expenses	-83.6	-108.7	23.1
Exchange gains and losses	4.9	6.2	-21.5
Result before taxes	**56.6**	**102.7**	**-44.9**
Income taxes	-11.3	91.4	-112.3
Result for the period	**45.3**	**194.1**	**-76.6**

Finnair's comparable EBITDA and comparable operating result both decreased from the strong comparison period as total revenue was almost flat whereas operating expenses increased mainly driven by the capacity growth.

Unrealised changes in foreign currencies relating to fleet overhaul provisions were 1.6 million euros (-1.3) due to the weakened US dollar during the period. Finnair recognised an impairment of 0.7 million euros related to lease agreements for a maintenance hangar and its land area situated in the Helsinki airport area. No impairments were made in the comparison period. Other items affecting comparability consist of fair value changes of derivatives for which hedge accounting is not applied, sales gains or losses and restructuring costs. These items totalled -2.3 million euros (4.0) during the period.

The net financial expenses decreased year-on-year on the back of lower financial expenses driven e.g. by loan repayments and buy-outs of previously leased aircraft. Result for the period was positive thanks to profitable Q2 and Q3.

Financial position and capital expenditure

BALANCE SHEET

The Group's balance sheet totalled 3,642.5 million euros at the end of September (31 Dec 2023: 3,698.0). Fleet book value decreased by 38.1 million euros to 1,014.9 million euros (31 Dec 2023: 1,053.0) due to depreciation despite investments. The right-of-use fleet decreased by 82.9 million euros to 692.1 million euros (31 Dec 2023: 775.0) also due to depreciation.

Receivables related to revenue increased by 43.8 million euros to 198.2 million euros (31 Dec 2023: 154.4) mainly due to seasonality. Net deferred tax assets declined slightly to 231.5 million euros (31 Dec 2023: 234.0). Pension assets increased slightly to 130.3 million euros (31 Dec 2023: 128.0) mostly due to actuarial gains whereas pension obligations remained unchanged at 0.8 million euros (31 Dec 2023: 0.8).

Deferred income and advances received increased by 174.4 million euros to 681.1 million euros (31 Dec 2023: 506.7). This was mainly caused by an increase in the unflown ticket liability, amounting to 550.1 million euros (31 Dec 2023: 394.8).

As a result of positive result for the period, shareholders' equity increased to 587.4 million euros (31 Dec 2023: 577.0), or 2.87 euros per share (31 Dec 2023: 2.82[3]). Shareholders' equity includes a fair value reserve that is affected by

[3] A rights offering was implemented in November 2023. The shareholders' equity per share for the comparison period has been restated accordingly. Further, a reverse split, where every hundred old shares were combined into one new share, was executed during Q1 2024. As the total number of shares decreased accordingly, it had a hundredfold impact on equity per share.

changes in the fair values of jet fuel and currency derivatives used for hedging as well as actuarial gains and losses related to defined benefit plans. The value of the item at the end of September was 13.9 million euros after deferred taxes (31 Dec 2023: 48.6) as the decrease in the fair value of hedge instruments had a negative impact on equity, especially due to the lower jet fuel price.

CASH FLOW AND FINANCIAL POSITION

Cash flow

EUR million	Q1–Q3/ 2024	Q1–Q3/ 2023
Net cash flow from operating activities	**411.0**	**478.1**
Net cash flow from investing activities	**-111.1**	**-286.3**
Net cash flow from financing activities	**-336.0**	**-517.0**

During Q1–Q3 2024, net cash flow from operating activities decreased year-on-year mainly due to lower EBITDA and changes in working capital. Net cash flow from investments was negative mainly due to fleet-related investments. Also net cash flow from financing activities was negative in the first nine months, even though Finnair issued a new, unsecured 500-million-euro senior bond maturing in 2029 during the second quarter. Loan repayments, including a repayment of the old, unsecured 400-million-euro senior bond and the remaining 280 million euros of the 600-million-euro pension premium loan, totalled c. 695 million euros. Further, the company made lease liability repayments and paid share issue costs in Q1–Q3.

Capital structure

%	30 September 2024	31 December 2023
Equity ratio	**16.1**	**15.6**
Gearing	**143.2**	**192.8**

The equity ratio on 30 September 2024 improved compared to the year-end 2023 on the back of positive result for the period. Gearing declined due to a lower interest-bearing net debt.

Liquidity and net debt

EUR million	30 September 2024	31 December 2023
Cash funds	908.3	922.0
Adjusted interest-bearing liabilities	1,749.3	2,034.5
Interest-bearing net debt	**841.0**	**1,112.5**

The company's liquidity remained strong on the back of the good net cash flow from operating activities and limited investments. Further, in April, Finnair agreed on a new secured revolving credit facility[4] of 200 million euros for general corporate purposes. The arrangement was unused at the end of the period and it carries a three-year tenor with a one-year extension option.

Adjusted interest-bearing liabilities decreased from year-end 2023 due to loan and lease liability repayments. The share of lease liabilities totalled 1,018.9 million euros (31 Dec 2023: 1,115.0).

CAPITAL EXPENDITURE

Gross capital expenditure, excluding advance payments, totalled 143.0 million euros during Q1–Q3 2024 (215.6) and was primarily related to fleet investments.

Cash flow from investments (including fixed asset investments and divestments, sublease payments received, advance payments and change in other non-current assets) totalled -95.0 million euros (-157.7).

Change in other current financial assets (maturity over three months) totalled -16.0 million euros (-128.6) also forming a part of the total net cash flow from investments, which amounted to -111.1 million euros (-286.3).

Cash flow from investments (including only fixed asset investments and advance payments) for the financial year 2024 relates mainly to the fleet and is expected to total -246 million euros. Investment cash flow includes both committed investments as well as estimates for planned, but not yet committed, investments.

[4] The financial covenant of the facility is a net debt to EBITDA ratio of 3.75 or less. At the end of the period, Finnair's ratio was 1.8.

The company has 42 unencumbered aircraft, which account for approximately 38.5 per cent of the balance sheet value of the entire fleet of 1,706.9 million euros.[5]

Fleet

FINNAIR'S OPERATING FLEET

Finnair's fleet is managed by Finnair Aircraft Finance Oy, a wholly-owned subsidiary of Finnair Plc. At the end of September, Finnair itself operated 55 aircraft, of which 25 were wide-body and 30 narrow-body aircraft. The average age of the fleet operated by Finnair was 13.2 years.

Fleet operated by Finnair* 30.9.2024	Seats	#	Change from 31.12.2023	Own**	Leased	Average age 30.9.2024	Ordered
Narrow-body fleet							
Airbus A319	144	5		5	0	23.3	
Airbus A320	174	10		10	0	22.1	
Airbus A321	209	15		7	8	10.2	
Wide-body fleet							
Airbus A330	279	8		4	4	14.9	
Airbus A350	278/321	17		5	12	6.9	2
Total		**55**	**0**	**31**	**24**	**13.2**	**2**

* Finnair's Air Operator Certificate (AOC).
** Includes JOLCO-financed (Japanese Operating Lease with Call Option) and ECA (Export Credit Agency) financed aircraft.

FLEET RENEWAL

At the end of September, Finnair had seventeen A350 aircraft, which have been delivered between 2015–2021, and two A350 aircraft on order from Airbus. The first aircraft on order is scheduled to be delivered to Finnair in Q4 2024 and the second in Q2 2026. Finnair has successfully completed the rollout of its new 200-million-euro long-haul cabin renewal, with all long-haul aircraft now refurbished.

Finnair's investment commitments for property, plant and equipment, totalling 291 million euros, include the upcoming investments in the wide-body fleet.

FLEET OPERATED BY NORRA (PURCHASED TRAFFIC)

Nordic Regional Airlines (Norra) operates a fleet of 24 aircraft for Finnair on a contract flying basis. All the aircraft operated by Norra are leased from Finnair Aircraft Finance Oy.

Fleet operated by Norra* 30.9.2024	Seats	#	Change from 31.12.2023	Own	Leased	Average age 30.9.2024	Ordered
ATR	68–70	12		6	6	15.2	
Embraer E190	100	12		9	3	16.3	
Total		**24**	**0**	**15**	**9**	**15.7**	

* Nordic Regional Airlines Oy's Air Operator Certificate (AOC).

Strategy implementation

In Q2 2023, Finnair set a new financial target, which is a comparable operating profit margin of 6% by the end of 2025. The strategy themes to achieve this target are:

- Customer-centric commercial and operational excellence
- Balanced growth supported by optimised fleet
- Continuous cost efficiency to ensure competitiveness
- Among industry sustainability leaders
- Building a sustainable balance sheet

[5] Fleet value includes right of use assets as well as prepayments of future aircraft deliveries.

- Adaptable Finnair culture driven by engaged people

In the last quarter of 2023, Finnair carried out a rights issue of 570 million euros. At the same time, the company supplemented its key long-term financial targets. In addition to the previously announced comparable EBIT margin target of 6%, Finnair aims to achieve a net debt of 1–2 times the comparable EBITDA by the end of 2025 and to restore the company's ability for shareholder distributions from 2025 onwards.

After the period, Finnair decided to align its long-term climate ambition with the industry's united objective of achieving net-zero carbon emissions by 2050.

Finnair's long-term financial targets are based on the following key assumptions: the company's overall capacity, measured in Available Seat Kilometres (ASK), would increase by more than 15 per cent from 2023 to 2025; the company's maintenance capex would be 80–100 million euros annually; the company would be able to utilise its recognised deferred tax assets[6], which would limit the corporate tax payable over the medium term; and the company would maintain a cash to sales ratio of 30 per cent over time.

CUSTOMER-CENTRIC COMMERCIAL AND OPERATIONAL EXCELLENCE

Finnair aims to be a modern Nordic airline, providing customers with the ability to tailor their journey at each step of the process as well as to remain relevant outside of the air travel experience. The first step has been to significantly increase the share of direct distribution, improve digital sales capability, and develop revenue optimisation and partner utilisation. The next step is to smooth the process from the customer's perspective by shifting to customer-centric and data-driven sales, strengthening customer relationships by providing the right product at the right time and increasing customer engagement with more targeted sales communications. Safety as well as excellent on-time performance and regularity remain at the core of Finnair's operational quality, and the company invests in the use of analytics and data to provide a smooth and timely travel experience.

The role of digital services is a key part of Finnair's strategy, and its importance will continue to grow. The average monthly number of unique and verified Finnair website visitors in Q3 increased by 43.9 per cent year-on-year and totalled 3.1 million (2.2). The number of active users of the Finnair mobile application increased by 18.0 per cent to 1,093,000 year-on-year, as customers were able to effect more changes and purchase more ancillaries directly from the app. Share of passengers in Finnair's modern channels[7] grew to 70.8 per cent (69.0) driven by the increasing NDC (New Distribution Capability) share in all customer segments.

The updated strategy still emphasises the utilisation of joint businesses with airline partnerships (Atlantic Joint Business or AJB and Siberian Joint Business or SJB). This highlights the role of oneworld partners such as American Airlines and Alaska Airlines in North America, Qatar Airways in the Middle East, Japan Airlines on routes to Japan and Qantas on the new routes connecting Australia and Asia, which Finnair operates. Finnair's partnerships provide Finnair customers with an extensive global network and, on the other hand, significantly strengthen Finnair's distribution power.

Product and service quality are still differentiating factors for Finnair, in which operative quality plays an important role. Finnair's long-haul traffic emphasises a high-quality, differentiating travel experience, while smoothness, simplicity and efficiency are key to intra-European traffic. Finnair's Net Promoter Score (NPS) measuring customer satisfaction was still at a good level of 40 (31) in Q3. NPS has been positively impacted e.g. by the refurbished wide-body aircraft cabin, which has received very positive feedback from Finnair customers. In addition, customers have appreciated Finnair's new lounge at Helsinki Airport.

BALANCED GROWTH SUPPORTED BY OPTIMISED FLEET

Due to the closure of Russian airspace, Finnair's hub lost its unique geographic advantage, as flying around Russia lengthens the routings between Helsinki and the mega cities in Japan, South Korea and China by up to 40 per cent, depending on the destination. Finnair has therefore re-balanced its network with an emphasis on the West and the Middle East and optimised its European network and traffic structure to increase efficiency.

Through the Qantas wet and dry lease agreements and the cooperation with Qatar Airways, Finnair will be able to productively deploy its A330 fleet despite the closure of Russian airspace, while maintaining flexibility in the near term to restore connectivity between Asia and Europe. During the period, Finnair agreed with Qatar Airways that the cooperation will end on 15 January 2025 on flights between Stockholm, Copenhagen and Doha, but Finnair will

[6] On 30 September 2024, Finnair had 195 million euros of recognised deferred tax assets, which would limit payable corporate taxes when utilised.
[7] The modern sales channels include direct as well as modern, digital indirect channels.

continue to offer codeshare flights to Qatar Airways. Finnair will be able to productively deploy the two available A330 aircraft starting from January 2025 also in its own network.

Faster, standardised turnarounds at airports, improved aircraft utilisation and aircraft returned from British Airways wet lease outs as well as the next A350 delivery in Q4 2024 enable Finnair to grow in line with the market and increase capacity at a competitive cost level despite the capacity constraints prevailing in the aircraft market.

CONTINUOUS COST EFFICIENCY TO ENSURE COMPETITIVENESS

Maintaining profitable and competitive operations require Finnair to continuously review its cost levels with a view to containing cost increases. However, the company has moved from programme-based cost reductions towards continuous cost efficiency improvement to ensure its competitiveness and to protect the opportunity to maintain investments in the customer experience also in the future.

During the period, Finnair continued to advance existing savings projects and developed new projects that, among other things, utilise the opportunities offered by artificial intelligence.

AMONG INDUSTRY SUSTAINABILITY LEADERS

Finnair is committed to continuously and systematically developing its operations in every relevant aspect of sustainability. The company aims to be among the most sustainable airlines in the world. To achieve this, the company must perform visible and effective acts of social and environmental sustainability, as well as cooperate closely with its partners and its supply chain. In order to invest more sustainably, the company must also ensure that the economic development of its business supports such investments.

After the period, in October 2024, Finnair redefined its climate commitments and set a new science-based target to reduce its carbon emissions intensity (CO_2e/RTK) by 34.5 per cent by 2033 from a 2023 baseline. The Science Based Targets initiative (SBTi) has validated the company’s target. Translated to absolute CO_2e emissions, the target equates to a reduction of approximately 13 per cent in CO_2e emissions using the parameters that have been established for the period.

SBTi requires airlines to decarbonise within their own operations, and Finnair’s toolkit to reaching the target is comprised of investing in sustainable aviation fuels (SAF) beyond regulatory requirements, further improving operational efficiency, optimising its network, and eventually updating its fleet renewal plan. Increasing the use of SAF accounts for over half of the targeted CO_2e reduction for Finnair.

In connection with setting the new SBTi target, Finnair has reviewed its long-term climate target of achieving carbon neutrality by 2045. After a careful consideration, the company has decided to align its long-term climate ambition with the industry's united objective of achieving net-zero carbon emissions by 2050.

Social responsibility is a key component of the company's sustainability work. This means taking care of the safety and health of its employees and customers in all circumstances, promoting human rights, equality, nondiscrimination, and diversity in workplace and in its value chain, and offering accessible services.

BUILDING A SUSTAINABLE BALANCE SHEET

In building a sustainable balance sheet, it is essential to maintain the achieved business profitability. This strengthens equity and improves cash flows, which enables debt repayment and – together with continuous cost efficiency – builds a sustainable balance sheet. This strategy theme is also incorporated into other strategy themes. During the third quarter, Finnair’s financial position continued to strengthen as its result for the period was positive and its net cash flow from operating activities improved year-on-year.

ADAPTABLE FINNAIR CULTURE DRIVEN BY ENGAGED PEOPLE

Throughout Finnair’s 100-year history, the company and its employees have demonstrated a remarkable ability to adapt to changing circumstances and find new, previously untapped opportunities. This has been particularly highlighted during and after the twin crises caused by the pandemic and Russia’s attack on Ukraine followed by the closure of Russian airspace. Going forward, the company will focus even more on nurturing and developing this cultural strength and will invest in its people to further improve employee competence, employee and customer experience, and business results.

Finnair recorded an average employment of 5,626 people in Q3 2024, continuing with solid growth of 7.7 percent compared to the corresponding period last year (5,222). Workforce decreased slightly during Q3 with 1.5 percent compared to Q2, resulting in total headcount of 5,586 by the end of September (5,201). Throughout the quarter, Finnair successfully hired 60 new employees primarily personnel in Commercial and CX and Operations business units. Attrition rate declined and absences due to illness maintained similar level compared to same period last year. The attrition rate was 2.9 percent (4.2) and absences due to illness 3.9 percent (3.9). LTIF (Lost-time Injury Frequency) developed positively in Q3 reaching 3.6 being the lowest value within the last two years.

Sustainability and corporate responsibility

Economic, social and environmental aspects have for a long time been integral to Finnair's overall business strategy and operations. Finnair is a responsible global citizen and responds to its stakeholders' needs, including those concerned with corporate sustainability. The strength in sustainability is important in order to stay relevant and to be able to run a long-lasting and successful business. As certain global challenges become more difficult to address, companies need to step up and actively contribute to the United Nations Sustainable Development Goals (SDG).

The company has identified six SDGs where it is expected to act and can make a significant impact.

SDG 5: Gender equality
SDG 9: Industry, innovation and infrastructure
SDG 12: Responsible consumption and production
SDG 13: Climate action
SDG 16: Peace, justice and strong institutions
SDG 17: Partnerships for the goals

The biggest expectations towards Finnair are with respect to reducing the CO2 emissions of its flights. Finnair's vision for the future is to accelerate the transition of aviation away from fossil fuels. As a first step, Finnair has set an emissions efficiency target for the next ten years to limit global warming to 1.5 degrees, as agreed in the Paris Agreement. This target entails a 34.5 per cent reduction in flight-related emissions, measured as CO2e/RTK (Revenue Tonne Kilometers). This target has been validated by SBTi and it reflects the company's commitment to contribute to global climate objectives. Finnair is also fully committed to the sector's collective goal of achieving net-zero carbon emissions in commercial air traffic by 2050. This ambitious target has been established by both the United Nations' International Civil Aviation Organization (ICAO) and the International Air Transport Association (IATA).

Finnair's sustainability is reflected in its strategy and vision, as well as its values of commitment to care, simplicity, courage and working together. Its sustainability strategy is embedded into the group strategy, brand, operations and product development. The strategy measures contribute to cost containment and risk mitigation as well as value creation.

Finnair's ethical business principles are outlined in its Code of Conduct. The Code applies to all Finnair personnel and all locations. Finnair requires that its suppliers comply with ethical standards essentially similar to those with which Finnair complies in its own operations. Finnair's Supplier Code of Conduct provides principles to ensure ethical purchasing, including zero tolerance for corruption.

Safety has the highest priority in Finnair operations. Finnair is committed to implementing, maintaining and constantly developing strategies and processes to ensure that all its aviation activities take place with an appropriate allocation of organisational resources. This is to achieve the highest level of safety performance and compliance with the regulatory requirements while delivering our services.

The key performance indicators for corporate sustainability are presented in the Key Performance Indicators table of this interim report.

Changes in company management

On 11 January 2024, Finnair announced that it has appointed Turkka Kuusisto as CEO of Finnair. He started in this role on 24 April 2024. Kuusisto joined Finnair from Posti Group Corporation, where he has served as the CEO since 2020. Prior to his CEO role in Posti Group Corporation, Kuusisto served in senior leadership positions in Posti Group Corporation and in Lindorff Group. Finnair's previous CEO Topi Manner left the company on 15 January 2024 to later take on the role of CEO at Elisa Corporation. Jaakko Schildt, Chief Operating Officer of Finnair, acted as an interim CEO between 15 January and the start of the new CEO.

Finnair appointed Simon Large (BA) as Chief Customer Officer as of 1 October 2024 and Christine Rovelli (MBA) as

Chief Revenue Officer as of 10 September 2024. Finnair's current Chief Commercial Officer Ole Orvér left his position in Finnair Executive Board and work as executive advisor at Finnair until 31 December 2024. As of 10 September 2024, Finnair also appointed Jaakko Schildt, Chief Operating Officer as Deputy to the CEO (Chief Executive Officer), and Chief Information Officer Antti Kleemola as Chief Digital Officer. At the same time, Finnair's Strategy function moved under the responsibility of Chief Financial Officer Kristian Pullola.

Share price development and trading

Finnair Plc's market capitalisation was 522.8 million euros (726.9) at the end of September and the closing price of the share was 2.55 euros (8.66). During January–September, the highest price for the Finnair Plc share on the Nasdaq Helsinki was 3.28 euros (10.03), the lowest price 2.13 euros (6.57) and the average price 2.86 euros (9.01). Share prices have been restated due to the reverse split executed on 20 March 2024 to make them comparable. Some 1,480 million company shares, with a total value of 156.8 million euros, were traded on the Nasdaq Helsinki exchange.

The number of Finnair Plc shares recorded in the Trade Register was 204,811,392 at the end of the period (1,408,726,198). The Finnish state owned 55.7 per cent (55.8) of Finnair's shares, while 8.2 per cent (9.9) were held by foreign investors or in the name of a nominee at the end of the period.

Own shares

On 31 December 2023, Finnair held 49,565,650 treasury shares.

On 4 March 2024, Finnair transferred a total of 9,419,258 own shares to participants of the Employee Share Savings Plan FlyShare.

Finnair's Annual General Meeting resolved on 18 March 2024 on a reverse split and on a related redemption of shares so that after carrying out the reverse split, every 100 shares corresponds to one share. Concurrently with the execution of the reverse split, Finnair implemented a directed share issue without consideration resolved by the Annual General Meeting in which the company issued a total of 4,714,922 treasury shares held by the company to make the number of shares in each book-entry account holding Finnair's shares divisible by 100.

On 23 April 2024, Finnair transferred without consideration 54,233 own shares as a reward for the rebuild incentive plan's performance period between 1 July 2020 and 30 June 2023 to the members of the Executive Board who were participants in these plans. The transfer of the shares was based on the authorisation given by the Annual General Meeting 2024.

On 30 September 2024, Finnair held 300,082 treasury shares, representing 0.1 per cent of the total number of shares and votes.

Effective authorisations granted by the Annual General Meeting 2024

Finnair's Annual General Meeting was held in Helsinki on 18 March 2024.

The AGM authorised the Board of Directors to decide on the repurchase and/or on the acceptance as pledge of the company's own shares as follows. The number of own shares to be repurchased and/or accepted as pledge based on the authorisation shall not exceed 730,000,000 shares, or 7,300,000 shares after the reverse split, which corresponds to approximately 3.6 per cent of all the shares in the company. Only the unrestricted equity of the Company can be used to repurchase own shares on the basis of the authorisation. The authorisation is effective for a period of 18 months from the resolution of the AGM. Due to the resolution by the Annual General Meeting on the reverse split, the number of own shares to be repurchased and/or accepted as pledge based on the authorisation shall not exceed 7,300,000 shares after the reverse split.

The AGM authorised the Board of Directors to decide on the issuance of shares as follows. The number of shares to be issued based on the authorisation shall not exceed 120,000,000 shares, or at maximum 1,200,000 shares after the reverse split, which corresponds to approximately 0.6 per cent of all the shares in the company. The authorisation is effective for a period of 18 months from the resolution of the AGM and cancels the authorisation given by the Extraordinary General Meeting on 27 October 2023 to decide on issuance of shares.

The AGM authorised the Board of Directors to decide on donations up to an aggregate maximum of EUR 250,000 for public-benefit or corresponding purposes and on the recipients, purposes and other terms and conditions of the donations. The donations can be made in one or multiple instalments. The authorisation is effective until the next Annual General Meeting.

The resolutions of the AGM are available in full on the company's website https://investors.finnair.com/en/governance/general-meetings/agm-2024.

Significant risks and uncertainties

In the implementation of its strategy and business, Finnair is faced with various risks and opportunities. Finnair has a comprehensive risk management process to ensure that risks are identified and mitigated as much as possible, although many risks are not within the company's full control. The risks and uncertainties described below are considered as potentially having a significant impact on Finnair's business, financial result and future outlook at least for the next 12 months. This list is not intended to be exhaustive.

Flight safety is the highest priority in Finnair's business. The company manages aviation safety risks through a safety management system developed in accordance with the industry's best practices, which is regulated and supervised by the authorities. General news coverage related to flight safety may affect customers' perceptions of flight safety, and this may have a negative impact on airlines' business, including Finnair.

Factors such as geopolitical uncertainty, the threat of trade wars, the threat of terrorism and cyber-attacks as well as other potential external disruptions may, if they materialise, significantly affect Finnair's operations. Geopolitical tensions may have an adverse effect on the global economic environment, and on Finnair's network and profitability. The war in Ukraine has already significantly impacted the global trade in the form of sanctions and countersanctions, and as regards to civil aviation, closures of the airspace. A possible escalation of the war and unrest in conflict areas in the Middle East may have adverse effects on, e.g., the demand for air travel, fuel prices, availability and pricing of insurances, the flight network and the use of airspace. Their negative impact on Finnair's operating result and financial position depends on the company's ability to adjust its route network, costs, revenue generating sources and financing in the new operating environment.

Macroeconomic factors continue to be a key driver of air transportation demand, as there has historically been a strong correlation between air travel and the development of macroeconomic factors such as GDP. Due to this correlation, aviation is an industry that is highly sensitive to global economic cycles and reacts quickly to external disruptions, seasonal variations and economic trends, as the global COVID-19 pandemic and the war in Ukraine have demonstrated. The recovery of business travel to pre-COVID-19 levels is likely to be affected by the adoption of virtual and teleconferencing tools.

Factors beyond Finnair's control are related to the duration of the Russian airspace closure, resource challenges in the European aviation system caused by the pandemic as well as the recovery of demand for air travel. In addition, other general risk factors in the industry and business, such as the fluctuation of jet fuel prices and its weakened supply, fluctuation in demand for air travel in general, and fluctuations in currency exchange rates, as well as regulatory and tax changes are also beyond Finnair's control. Other general macroeconomic conditions, such as deterioration in business or consumer confidence, changing customer preferences or employment levels, lower availability of credit, rising interest rates, rise in prevailing high inflation, recession, or changes in taxation may have an adverse impact on private consumption, and consequently on the demand for air travel. The key factors affecting revenue and operating result, which Finnair can partially affect, are operating costs and the volume of production.

As jet fuel costs are the largest variable expense item, the jet fuel price development has a material effect on profitability. Fuel price fluctuations may result in increased uncertainty around Finnair's financial performance and cash flow. Jet fuel prices have historically fluctuated significantly, and fluctuations are expected to continue in the future e.g., due to the impacts of the war in Ukraine. Finnair's ability to pass on the increased costs of jet fuel to its customers by increasing fares is limited by the fierce competition in the airline industry. Finnair's jet fuel costs are also subject to foreign exchange rate risk as international prices for jet fuel are denominated in U.S. dollars. The residual effect of jet fuel price fluctuations is determined by the hedges in use at a given point in time. Increasing jet fuel costs, disruptions in fuel supplies and ineffective hedging in relation to changes in market prices may result in increased expenses, which may have a material adverse effect on Finnair's business, financial result and future outlook. Derivatives used to hedge against adverse price movements in jet fuel may prove to be inefficient, resulting in an increased jet fuel price in relation to market prices. The volatile market impacts the pricing and availability of hedging instruments. Finnair manages risks related to fuel costs in accordance with the current risk management policy.

Capacity increases, product improvements or more aggressive pricing among Finnair's existing or new competitors may have an effect on the demand for, and yield of, Finnair's services. Competition in the airline industry is intense, and the market situation is continuously changing as new entrants and/or alliances expand, industry participants consolidate and airlines form marketing or operational alliances, which might gain competitive advantage over Finnair's oneworld alliance or its joint businesses.

Finnair, like other airlines, strives to distribute its services in increasingly versatile and flexible ways and at a lower cost by adopting and utilising new distribution technologies and channels, including the transition towards the differentiation of fare content and availability between channels. The ability to capitalise on the commercial possibilities provided by these technologies is dependent on, among others, Finnair's partners to develop and implement such applications as well as Finnair's ability to generate products and services that best correspond to customer needs. Hence, the introduction of new digital distribution technologies and channels involves implementation, as well as commercial, risks.

The aviation industry is affected by a number of regulatory trends. Estimating the exact impacts of the regulatory changes on airlines' operational activities and/or costs in advance is difficult. Examples of such regulatory trends include regulation related to emissions trading, noise regulation and other environmental regulation, as well as regulations on privacy and consumer protection.

Finnair is exposed to the risk of operating losses from natural events, pandemics or health epidemics and weather-related events, influencing operating costs and revenue. Outbreaks of epidemics or pandemics can adversely affect the demand for air travel and have a significant effect on Finnair's operations. Further, natural hazards arising from climate change, such as increased extreme weather conditions, including substantial snowfall, atmospheric turbulence, earthquakes, hurricanes, typhoons, or severe thunderstorms, may result in substantial additional costs to Finnair. Such weather conditions may, for example, lead to flight cancellations, increased waiting times, increased fuel consumption as well as costs associated with aircraft de-icing, which could lead to additional costs to Finnair and thus, have an adverse effect on Finnair's results of operations and financial condition.

In a changing aviation business environment, it is difficult to predict the impact and the potential changes in the geopolitical situation may have on airline market access and traffic right opportunities in general. Potentially increasing protectionism in the political environment may have an adverse impact on the market access required for the implementation of Finnair's strategy. At the same time, it is possible that connectivity needs may increase in some countries, leading to increasing market access opportunities and new traffic rights.

The transport industry, including commercial aviation, is vulnerable to industrial action. Depending on their timing, duration and scope, strikes and other industrial action in Finland and elsewhere may have a significant adverse impact on Finnair's operations and result.

Seasonal variation and sensitivities in business operations

Due to the seasonality of the airline business, the Group's revenue and result are generally at their lowest in the first quarter and at their highest in the third quarter of the year.

In addition to operational activities and market conditions, the fuel price development has a key impact on Finnair's result, as fuel costs are the company's most significant variable expense item. Finnair's foreign exchange risk arises primarily from fuel and aircraft purchases, aircraft divestments, aircraft lease payments, aircraft maintenance and foreign currency revenue. Significant dollar-denominated expense items are e.g. fuel costs and aircraft lease payments. The largest investments, namely the acquisition of aircraft and related spare parts, are also mainly denominated in US dollars. The most significant income currencies after the euro are the US dollar, the Japanese yen, the South Korean won, the Swedish krona, the UK pound, and the Norwegian krona.

The company hedges its currency, interest rate and jet fuel exposure using a variety of derivative instruments, such as forward contracts, swaps and options, in compliance with the risk management policy approved annually by the Board of Directors. Finnair's risk management policy was updated during Q4 2023. Before the update, Finnair hedged its fuel purchases 12 months forward on a rolling basis. The update extends the time horizon to 18 months on a rolling basis. Also, the hedging ratios were increased slightly throughout the hedging horizon. After the update, the maximum hedging ratio for the first 3-month period is 93 per cent and the lower limit is 68 per cent, while average hedging ratio is approximately 80 per cent. The hedging ratio decreases towards the end of the 18-month hedging period.

Sensitivities in business operations, impact on comparable operating profit (rolling 12 months from date of financial statements)	**1 percentage point change**
Passenger load factor (PLF, %)	EUR 36 million
Average yield of passenger traffic	EUR 26 million
Unit cost (CASK excl. fuel)	EUR 22 million

Fuel sensitivities (rolling 12 months from date of financial statements)	**10% change without hedging**	**10% change, taking hedging into account**
Fuel	EUR 72 million	EUR 34 million

Fuel hedging and average hedged price (rolling 18 months from date of financial statements)	**Hedged fuel, tonnes***	**Average hedge price, USD/ton* ****
Q4 2024	219,000	823
Q1 2025	180,000	808
Q2 2025	159,000	807
Q3 2025	114,000	806
Q4 2025	60,000	788
Q1 2026	24,000	761
Total	**756,000**	**809**

* Based on the hedged period, i.e., not hedging related cash flow.
** Average of swaps and bought call options strikes.

Currency distribution, %	Q3 2024	Q3 2023	Q1–Q3 2024	Q1–Q3 2023	2023	Currency sensitivities USD and JPY (rolling 12 months from date of financial statements for operational cash flows)		Hedging ratio for operational cash flows (rolling next 12 months)
Sales currencies						10% change without hedging	10% change taking hedging into account	
EUR	55	55	58	59	59	-	-	-
USD*	11	12	11	9	9	see below	see below	see be
JPY	7	5	5	4	4	EUR 15 million	EUR 7 million	52%
KRW	4	4	3	3	3	-	-	-
SEK	3	3	3	3	3	-	-	-
GBP	4	4	3	4	4	-	-	-
NOK	2	3	2	3	3	-	-	-
Other	14	15	14	14	14	-	-	-
Purchase currencies								
EUR	57	56	58	59	60	-	-	-
USD*	37	38	36	35	34	EUR 68 million	EUR 36 million	55%
Other	6	6	6	6	6	-	-	-

* Hedging ratio and sensitivity analysis for USD basket, which consists of net cash flows in USD and HKD. The sensitivity analysis assumes that the correlation of the Hong Kong dollar with the US dollar is strong.

HEDGING OF FOREIGN CURRENCY EXPOSURE IN BALANCE SHEET

Finnair's balance sheet includes asset-related foreign currency exposure due to the recognition of the present value of qualifying operating lease liabilities in the balance sheet as right-of-use assets. Unrealised foreign exchange losses/gains caused by the translation of the USD denominated liability will have an impact on Finnair's net result. In the future, the effect and amount of the foreign currency exchange could be positive or negative, depending on the USD-rate at the closing date. Finnair has mitigated the foreign exchange volatility introduced by this difference by using derivatives as well as by partly investing liquidity in foreign currency money market funds or other financial assets where possible. The annual effect in net result going forward is dependent on the size of the qualifying operating lease portfolio, the duration of the leases and hedging ratio. At the end of September, the hedging ratio of USD denominated interest-bearing liabilities (including IFRS 16) was approximately 90 per cent.

Events after the period

On 29 October 2024, Finnair published its redefined climate commitments and set a new science-based target to reduce its carbon emissions intensity (CO2e/RTK) by 34.5 % by 2033 from a 2023 baseline. The Science Based Targets initiative (SBTi) has validated the company's target. Translated to absolute CO2e emissions, the target equates to a reduction of approximately 13% in CO2e emissions using the parameters that have been established for the period. The company's long-term sustainability target is to be carbon neutral by 2050.

Financial reporting in 2025

The publication dates of Finnair's financial reports in 2025 are the following:

- Financial statements bulletin for 2024 on Thursday 13 February 2025
- Interim Report for January–March 2025 on Tuesday 29 April 2025
- Half-year Report for January–June 2025 on Wednesday 16 July 2025
- Interim Report for January–September 2025 on Thursday 30 October 2025

FINNAIR PLC
Board of Directors

Briefings

Finnair will hold a results press conference (in Finnish) on 29 October 2024 at 11:00 a.m. Finnish time at its office at Tietotie 9 in Vantaa. It is also possible to participate in the press conference via a live webcast at https://finnairgroup.videosync.fi/2024-10-29-media.

An English-language telephone conference and webcast will begin on 29 October 2024 at 1:00 p.m. Finnish time. To access the conference, kindly first register at https://palvelu.flik.fi/teleconference/?id=50048503. After the registration, you will be provided with phone numbers and a conference ID. To join the live webcast, please register at https://finnairgroup.videosync.fi/q3-2024.

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Key performance indicators

EUR in millions, unless otherwise indicated	Q3 2024	Q3 2023	Change %	Q1-Q3 2024	Q1-Q3 2023	Change %	2023
Revenue and profitability							
Revenue	818.3	817.3	0.1	2,265.9	2,261.3	0.2	2,988.5
Comparable operating result	71.5	94.3	-24.2	103.5	161.4	-35.9	184.0
Comparable operating result, % of revenue	8.7	11.5	-2.8 %-p	4.6	7.1	-2.6 %-p	6.2
Operating result	76.7	90.0	-14.7	102.1	164.1	-37.8	191.4
Comparable EBITDA, % of revenue	18.7	21.7	-3.0 %-p	15.4	18.1	-2.7 %-p	17.3
Earnings per share (EPS), basic, EUR	0.28	0.51	-45.1	0.22	1.94	-88.6	2.25
Earnings per share (EPS), diluted, EUR	0.28	0.51	-45.4	0.22	1.90	-88.4	2.19
Unit revenue per available seat kilometre (RASK), cents/ASK	8.03	8.75	-8.2	7.84	8.34	-6.1	8.27
Unit revenue per revenue passenger kilometre (yield), cents/RPK	8.08	8.90	-9.2	8.27	8.75	-5.5	8.73
Unit cost per available seat kilometre (CASK), cents/ASK	7.32	7.74	-5.3	7.48	7.75	-3.5	7.76
CASK excluding fuel, cents/ASK	4.98	5.19	-4.2	5.15	5.25	-1.9	5.27
Capital structure							
Equity ratio, %	-	-	-	16.1	11.5	4.7 %-p	15.6
Gearing, %	-	-	-	143.2	224.4	-81.2 %-p	192.8
Interest-bearing net debt	-	-	-	841.0	1,039.7	-19.1	1,112.5
Interest-bearing net debt / Comparable EBITDA, LTM	-	-	-	1.8	2.0	-0.2 %-p	2.2
Gross capital expenditure	49.9	73.2	-31.8	143.0	215.6	-33.7	484.2
Return on capital employed (ROCE), LTM, %	-	-	-	6.9	8.3	-1.5 %-p	8.8
Cash to sales, LTM, %	-	-	-	30.3	45.7	-15.3 %-p	30.9
Traffic							
Passengers, 1,000	3,233	2,954	9.4	8,756	8,373	4.6	10,983
Flights, number	29,562	25,811	14.5	83,732	75,499	10.9	101,201
Available seat kilometres (ASK), million	10,195	9,344	9.1	28,918	27,107	6.7	36,154
Revenue passenger kilometres (RPK), million	8,108	7,562	7.2	21,860	21,011	4.0	27,626
Passenger load factor (PLF), %	79.5	80.9	-1.4 %-p	75.6	77.5	-1.9 %-p	76.4
Available seat kilometres incl. wet lease out, million	10,846	9,764	11.1	30,826	28,617	7.7	38,230
Customer-centric commercial and operational excellence							
Net Promoter Score (NPS)	40	31	28.6	38	36	4.5	35
On-time performance, %	77.2	81.9	-4.7 %-p	76.1	82.9	-6.7 %-p	80.9
Share of passengers in modern channels, %	70.8	69.0	1.8 %-p	69.9	67.9	2.0 %-p	67.8
Average number of monthly visitors at finnair.com, millions	3.1	2.2	43.9	2.8	2.1	32.7	2.1
Active users for Finnair mobile app, thousands	1,093	926	18.0	1,086	863	25.8	860
Ancillary revenue	47.6	37.9	25.7	129.5	104.1	24.5	147.8
Ancillary revenue per passenger, EUR	14.73	12.82	14.9	14.79	12.43	19.0	13.46
Among industry sustainability leaders							
Jet fuel consumption, tonnes	276,283	248,655	11.1	777,644	717,975	8.3	960,357
Flight CO_2 emissions, tonnes	870,291	783,262	11.1	2,449,577	2,261,620	8.3	3,025,124
Flight CO_2 emissions, g/ASK	85.4	83.8	1.8	84.7	83.4	1.5	83.7
Flight CO_2 emissions, g/RTK	918.8	895.6	2.6	940.3	915.8	2.7	920.5
Adaptable Finnair culture driven by engaged people							
Average number of employees	5,626	5,222	7.7	5,518	5,195	6.2	5,195
Absences due to illness, %	3.9	3.9	0.0 %-p	3.8	4.3	-0.5 %-p	4.6
Lost-time injury frequency (LTIF)	3.6	4.1	-12.2	5.7	5.6	1.8	5.5
Attrition rate, LTM, %	-	-	-	2.9	4.2	-1.3 %-p	3.7

PERFORMANCE INDICATORS CLASSIFIED AS ALTERNATIVE PERFORMANCE MEASURES

Finnair uses alternative performance measures (APM) referred to in the European Securities Markets Authority (ESMA) guidelines to describe its operational and financial performance in order to enhance comparability between financial periods and to enable better comparability relative to its industry peers. The alternative performance measures do not replace IFRS indicators.

Alternative performance measures	Calculation	Reason to use the measure
Items affecting comparability	Unrealised changes in foreign currencies of fleet overhaul provisions + Fair value changes of derivatives where hedge accounting is not applied + Sales gains and losses on aircraft and other transactions + Impairment + Restructuring costs	Component used in calculating comparable operating result.
Comparable operating result	Operating result - Items affecting comparability	Comparable operating result is presented to better reflect the Group's business performance when comparing results to previous periods.
Comparable operating result, % of revenue	Comparable operating result / Revenue x 100	Comparable operating result is presented to better reflect the Group's business performance when comparing results to previous periods.
Comparable EBITDA	Comparable operating result + Depreciation	Comparable EBITDA is presented to better reflect the Group's business performance when comparing results to previous periods. Comparable EBITDA is a common measure in airline business which aims to reflect comparable operating result excluding capital cost.
Comparable EBITDA, % of revenue	Comparable EBITDA / Revenue x 100	Comparable EBITDA is presented to better reflect the Group's business performance when comparing results to previous periods. Comparable EBITDA is a common measure in airline business which aims to reflect comparable operating result excluding capital cost.
Equity ratio, %	Equity total / Equity and liabilities total x 100	Equity ratio provides information on the financial leverage used by the Group to fund its assets.
Adjusted interest-bearing liabilities	Lease liabilities + Other interest-bearing liabilities + Cross currency interest rate swaps in derivative financial instruments	Component used in calculating gearing.
Cash funds	Cash and cash equivalents + Other financial assets	Component used in calculating gearing. Cash funds represent the total amount of financial assets that are available for use within short notice. Therefore, cash funds provide the true and fair view of the Group's financial position.
Interest-bearing net debt	Adjusted interest-bearing liabilities - Cash funds	Interest-bearing net debt provides view of the Group's total external debt financing.
Gearing, %	Interest-bearing net debt / Equity total x 100	Gearing provides view of the level of the Group's indebtedness.
Interest-bearing net debt / Comparable EBITDA, LTM	Interest-bearing net debt / Comparable EBITDA, for the last twelve months	The ratio provides information on the Group's leverage by comparing the Group's net debt to the amount of income generated before covering interest, taxes and depreciation.
Gross capital expenditure	Additions in fixed assets + New contracts in right-of-use assets + Reassessments and modifications in right-of-use assets	Gross capital expenditure provides information on the Group's capitalised investments and lease modifications.
Return on capital employed (ROCE), LTM, %	(Result before taxes + Financial expenses + Exchange rate gains and losses, for the last twelve months) / (Equity total + Lease liabilities + Other interest-bearing liabilities, average of reporting period and comparison period)	The ratio provides a view to monitor the return of capital employed.
Cash to sales, LTM, %	Cash funds / Revenue for the last twelve months x 100	The ratio provides information about the Group's liquidity in terms of available cash as a percentage of its sales.

RECONCILIATION OF PERFORMANCE INDICATORS CLASSIFIED AS ALTERNATIVE PERFORMANCE MEASURES

Items affecting comparability EUR in millions	Q3 2024	Q3 2023	Change %	Q1-Q3 2024	Q1-Q3 2023	Change %	2023
Operating result	**76.7**	**90.0**	**-14.7**	**102.1**	**164.1**	**-37.8**	**191.4**
Unrealized changes in foreign currencies of fleet overhaul provisions	-5.2	4.3	<-200	-1.6	1.3	<-200	-7.1
Fair value changes of derivatives where hedge accounting is not applied	0.0	0.0	> 200	1.6	-1.0	> 200	-0.7
Sales gains and losses on aircraft and other transactions	-0.0	0.0	-101.7	-0.0	-2.9	99.8	-13.3
Impairment	-	-	-	0.7	-	-	13.7
Restructuring costs	-	-	-	0.8	-0.1	> 200	-0.1
Comparable operating result	**71.5**	**94.3**	**-24.2**	**103.5**	**161.4**	**-35.9**	**184.0**
Depreciation	81.8	83.4	-1.9	246.1	248.2	-0.9	332.6
Comparable EBITDA	**153.3**	**177.7**	**-13.8**	**349.6**	**409.7**	**-14.7**	**516.5**

Equity ratio EUR in millions, unless otherwise indicated	30 Sep 2024	30 Sep 2023	Change %	31 Dec 2023
Equity total	587.4	463.3	26.8	577.0
Equity and liabilities total	3,642.5	4,037.6	-9.8	3,698.0
Equity ratio, %	**16.1**	**11.5**	**4.7 %-p**	**15.6**

Gearing, interest-bearing net debt and interest-bearing net debt / Comparable EBITDA, LTM EUR in millions, unless otherwise indicated	30 Sep 2024	30 Sep 2023	Change %	31 Dec 2023
Lease liabilities	1,018.9	1,237.9	-17.7	1,115.0
Other interest-bearing liabilities	718.8	1,149.4	-37.5	910.6
Cross currency interest rate swaps*	11.7	-1.3	> 200	8.9
Adjusted interest-bearing liabilities	**1,749.3**	**2,386.1**	**-26.7**	**2,034.5**
Other financial assets	-726.1	-1,018.2	28.7	-776.8
Cash and cash equivalents	-182.3	-328.1	44.5	-145.1
Cash funds	**-908.3**	**-1,346.3**	**32.5**	**-922.0**
Interest-bearing net debt	**841.0**	**1,039.7**	**-19.1**	**1,112.5**
Equity total	587.4	463.3	26.8	577.0
Gearing, %	**143.2**	**224.4**	**-81.2 %-p**	**192.8**
Comparable EBITDA, LTM	456.5	508.8	-10.3	516.5
Interest-bearing net debt / Comparable EBITDA, LTM	**1.8**	**2.0**	**-0.2 %-p**	**2.2**

* Cross-currency interest rate swaps are used for hedging the currency and interest rate risk of interest-bearing loans, but hedge accounting is not applied. Changes in fair net value correlate with changes in the fair value of interest-bearing liabilities. Therefore, the fair net value of cross-currency interest rate swaps recognised in derivative assets/liabilities and reported in notes 10 and 11, is considered an interest-bearing liability in the net debt calculation.

Gross capital expenditure EUR in millions	Q3 2024	Q3 2023	Change %	Q1-Q3 2024	Q1-Q3 2023	Change %	2023
Additions in fixed assets	37.4	38.9	-3.8	104.5	157.1	-33.5	409.4
New contracts in right-of-use assets	1.2	1.2	-6.0	13.3	8.2	63.2	24.3
Reassessments and modifications in right-of-use assets	11.3	33.0	-65.8	25.2	50.3	-49.9	50.5
Gross capital expenditure	**49.9**	**73.2**	**-31.8**	**143.0**	**215.6**	**-33.7**	**484.2**

Return on capital employed (ROCE), LTM EUR in millions, unless otherwise indicated	30 Sep 2024	30 Sep 2023	Change %	31 Dec 2023
Result before taxes, LTM	73.0	158.0	-53.8	119.1
Financial expenses, LTM	117.1	145.4	-19.5	142.2
Exchange rate gains and losses, LTM	-12.4	-53.1	76.7	-13.7
Return, LTM	**177.7**	**250.3**	**-29.0**	**247.6**
Equity total	587.4	463.3	26.8	577.0
Lease liabilities	1,018.9	1,237.9	-17.7	1,115.0
Other interest-bearing liabilities	718.8	1,149.4	-37.5	910.6
Capital employed	**2,325.0**	**2,850.7**	**-18.4**	**2,602.5**
Capital employed, average of reporting period and comparison period	**2,587.9**	**3,006.7***	**-13.9**	**2,821.2***
Return on capital employed (ROCE), LTM, %	**6.9**	**8.3**	**-1.5 %-p**	**8.8**

* Capital employed accounted was EUR 3,162.8 million as at 30 Sep 2022 and EUR 3,039.8 million as at 31 Dec 2022.

Cash to sales, LTM EUR in millions, unless otherwise indicated	30 Sep 2024	30 Sep 2023	Change %	31 Dec 2023
Other financial assets	726.1	1,018.2	-28.7	776.8
Cash and cash equivalents	182.3	328.1	-44.5	145.1
Cash funds	**908.3**	**1,346.3**	**-32.5**	**922.0**
Revenue, LTM	2,993.1	2,948.6	1.5	2,988.5
Cash to sales, LTM, %	**30.3**	**45.7**	**-15.3 %-p**	**30.9**

OTHER PERFORMANCE INDICATORS

Revenue and profitability	
Earnings per share (EPS), basic	(Result for the period - Hybrid bond and capital loan expenses net of tax) / Average number of outstanding shares during the period
Earnings per share (EPS), diluted	(Result for the period - Hybrid bond and capital loan expenses net of tax) / Average number of outstanding shares during the period taking into account the diluting effect resulting from changing into shares all potentially diluting shares
Unit revenue per available seat kilometre (RASK)	Unit revenue (RASK) represents the Group's revenue divided by available seat kilometres (ASK).
Unit revenue per revenue passenger kilometre (yield)	Passenger revenue by product divided by Revenue passenger kilometres (RPK).
Unit cost per available seat kilometre (CASK)	Unit cost (CASK) represents the Group's operational costs divided by available seat kilometres. Other operating income is deducted from operational costs.
CASK excluding fuel	(Comparable operating result - Revenue - Fuel costs) / ASK x 100

Traffic	
Available seat kilometres (ASK)	Total number of seats available × great circle distance in kilometres
Revenue passenger kilometres (RPK)	Number of revenue passengers × great circle distance in kilometres
Passenger load factor (PLF)	Share of revenue passenger kilometres of available seat kilometres

Customer-centric commercial and operational excellence	
Net Promoter Score (NPS)	Net Promoter Score is based on a question: "Thinking about all aspects of this journey, how likely would you be to recommend Finnair to a relative, friend or colleague?" Scale is 0-10: The share of detractors (ratings 0-6) is deducted from the share of promoters (ratings 9-10). Result is between +100 and -100.
On-time performance	The share of flights arrived less than 15 minutes late
Share of passengers in modern channels	Share of passengers in Finnair's own direct channels and modern, digital indirect channels in relation to total passengers for the period based on departure date. These channels include Finnair.com, Finnair mobile app, New Distribution Capability (NDC) solutions, Finnair call centers, Aurinkomatkat sales and group tool sales.

Among industry sustainability leaders	
Flight CO_2 emissions	CO_2 emissions from jet fuel consumption

Adaptable Finnair culture driven by engaged people	
Absences due to illness	Share of sickness absence hours relating to planned working hours
Lost-time injury frequency (LTIF)	The number of workplace accidents per million working hours
Attrition rate, LTM	Number of leavers on own request during the last twelve months compared to employments on average during the last twelve months

Consolidated interim financial report 1 Jan – 30 Sep 2024

CONSOLIDATED INCOME STATEMENT

EUR in millions	Note	Q3 2024	Q3 2023	Q1-Q3 2024	Q1-Q3 2023	2023
Revenue	**4**	**818.3**	**817.3**	**2,265.9**	**2,261.3**	**2,988.5**
Other operating income	5	30.7	26.7	95.7	88.7	130.5
Operating expenses						
Staff and other crew related costs	6	-125.1	-119.9	-385.9	-374.0	-498.1
Fuel costs		-239.5	-237.7	-676.0	-676.6	-898.9
Capacity rents		-27.9	-26.7	-82.8	-79.4	-107.2
Aircraft materials and overhaul		-53.9	-62.7	-159.7	-149.5	-200.1
Traffic charges		-72.0	-60.9	-202.8	-175.4	-233.8
Sales, marketing and distribution costs		-29.3	-28.5	-93.1	-88.8	-117.1
Passenger and handling services		-117.1	-106.7	-327.1	-309.7	-414.1
Depreciation and impairment	7	-81.8	-83.4	-246.8	-248.2	-346.2
Property, IT and other expenses		-25.7	-27.7	-85.3	-84.3	-112.1
Operating result		**76.7**	**90.0**	**102.1**	**164.1**	**191.4**
Financial income		10.8	15.5	33.3	41.1	56.2
Financial expenses		-25.0	-35.9	-83.6	-108.7	-142.2
Exchange rate gains and losses		9.1	-3.1	4.9	6.2	13.7
Result before taxes		**71.6**	**66.5**	**56.6**	**102.7**	**119.1**
Income taxes	11	-14.2	-14.0	-11.3	91.4	135.2
Result for the period		**57.4**	**52.5**	**45.3**	**194.1**	**254.3**
Attributable to						
Owners of the parent company		57.4	52.5	45.3	194.1	254.3
Earnings per share attributable to shareholders of the parent company, EUR						
Basic earnings per share		0.28	0.51	0.22	1.94	2.25
Diluted earnings per share		0.28	0.51	0.22	1.90	2.19

CONSOLIDATED STATEMENT OF COMPREHENSIVE INCOME

EUR in millions	Q3 2024	Q3 2023	Q1-Q3 2024	Q1-Q3 2023	2023
Result for the period	**57.4**	**52.5**	**45.3**	**194.1**	**254.3**
Other comprehensive income items **Items that may be reclassified to profit or loss in subsequent periods**					
Change in fair value of hedging instruments	-95.9	88.0	-53.2	69.4	-7.7
Tax effect	19.2	-17.6	10.6	-11.2	4.2
Items that will not be reclassified to profit or loss in subsequent periods					
Actuarial gains and losses from defined benefit plans	1.3	5.6	9.8	17.8	11.6
Tax effect	-0.3	-1.1	-2.0	-3.6	-2.3
Other comprehensive income items total	**-75.7**	**74.9**	**-34.7**	**72.4**	**5.8**
Comprehensive income for the period	**-18.3**	**127.3**	**10.7**	**266.5**	**260.0**
Attributable to					
Owners of the parent company	-18.3	127.3	10.7	266.5	260.0

CONSOLIDATED BALANCE SHEET

EUR in millions	Note	30 Sep 2024	30 Sep 2023	31 Dec 2023
ASSETS				
Non-current assets				
Fleet	12	1,014.9	897.2	1,053.0
Right-of-use fleet	13	692.1	851.3	775.0
Fleet total		1,706.9	1,748.6	1,828.0
Other fixed assets	12	142.8	142.8	141.8
Right-of-use other fixed assets	13	148.6	143.1	140.4
Other fixed assets total		291.4	285.9	282.2
Pension assets		130.3	132.7	128.0
Other non-current assets		3.0	3.2	3.1
Deferred tax assets	11	231.5	161.3	234.0
Non-current assets total		**2,363.1**	**2,331.7**	**2,475.2**
Current assets				
Receivables related to revenue		198.2	163.1	154.4
Inventories and other current assets		140.1	125.5	134.6
Derivative financial instruments	9, 10	32.8	70.9	11.8
Other financial assets	10	726.1	1,018.2	776.8
Cash and cash equivalents		182.3	328.1	145.1
Current assets total		**1,279.4**	**1,705.9**	**1,222.8**
Assets total		**3,642.5**	**4,037.6**	**3,698.0**
EQUITY AND LIABILITIES				
Equity attributable to owners of the parent				
Share capital		75.4	75.4	75.4
Other equity		512.0	387.9	501.5
Equity total		**587.4**	**463.3**	**577.0**
Non-current liabilities				
Lease liabilities	14	848.9	1,038.6	951.0
Other interest-bearing liabilities	14	605.7	907.8	790.2
Pension obligations		0.8	0.7	0.8
Provisions and other liabilities	15	132.1	174.4	125.9
Non-current liabilities total		**1,587.5**	**2,121.5**	**1,868.0**
Current liabilities				
Lease liabilities	14	170.0	199.3	164.0
Other interest-bearing liabilities	14	113.0	241.7	120.3
Provisions	15	39.6	43.0	28.1
Trade payables		84.3	114.5	107.0
Derivative financial instruments	9, 10	113.0	7.4	43.4
Deferred income and advances received	16	681.1	564.0	506.7
Liabilities related to employee benefits		101.0	111.8	116.5
Other liabilities		165.6	171.0	167.1
Current liabilities total		**1,467.6**	**1,452.8**	**1,253.1**
Liabilities total		**3,055.1**	**3,574.3**	**3,121.0**
Equity and liabilities total		**3,642.5**	**4,037.6**	**3,698.0**

CONSOLIDATED STATEMENT OF CHANGES IN EQUITY

EUR in millions	Share capital	Other restricted funds	Hedging reserve and other OCI items	Unrestricted equity funds	Retained earnings	Hybrid bond	Capital loan	Equity total
Equity 1 Jan 2024	**75.4**	**168.1**	**48.6**	**1,325.0**	**-1,040.2**	**-**	**-**	**577.0**
Result for the period	**-**	**-**	**-**	**-**	**45.3**	**-**	**-**	**45.3**
Change in fair value of hedging instruments	-	-	-42.5	-	-	-	-	-42.5
Actuarial gains and losses from defined benefit plans	-	-	7.9	-	-	-	-	7.9
Other comprehensive income items total	**-**	**-**	**-34.7**	**-**	**-**	**-**	**-**	**-34.7**
Comprehensive income for the period	**-**	**-**	**-34.7**	**-**	**45.3**	**-**	**-**	**10.7**
Share issue costs	-	-	-	-0.1	-	-	-	-0.1
Share-based payments	-	-	-	-0.2	-	-	-	-0.2
Equity 30 Sep 2024	**75.4**	**168.1**	**13.9**	**1,324.8**	**-994.9**	**-**	**-**	**587.4**

EUR in millions	Share capital	Other restricted funds	Hedging reserve and other OCI items	Unrestricted equity funds	Retained earnings	Hybrid bond	Capital loan	Equity total
Equity 1 Jan 2023	**75.4**	**168.1**	**42.8**	**763.3**	**-1,237.0**	**198.0**	**400.0**	**410.7**
Result for the period	**-**	**-**	**-**	**-**	**194.1**	**-**	**-**	**194.1**
Change in fair value of hedging instruments	-	-	58.2	-	-	-	-	58.2
Actuarial gains and losses from defined benefit plans	-	-	14.2	-	-	-	-	14.2
Other comprehensive income items total	**-**	**-**	**72.4**	**-**	**-**	**-**	**-**	**72.4**
Comprehensive income for the period	**-**	**-**	**72.4**	**-**	**194.1**	**-**	**-**	**266.5**
Hybrid bond repayments	-	-	-	-	-	-200.0	-	-200.0
Hybrid bond interests and expenses	-	-	-	-	-18.3	2.0	-	-16.3
Share-based payments	-	-	-	2.5	-	-	-	2.5
Equity 30 Sep 2023	**75.4**	**168.1**	**115.3**	**765.8**	**-1,061.3**	**-**	**400.0**	**463.3**

EUR in millions	Share capital	Other restricted funds	Hedging reserve and other OCI items	Unrestricted equity funds	Retained earnings	Hybrid bond	Capital loan	Equity total
Equity 1 Jan 2023	**75.4**	**168.1**	**42.8**	**763.3**	**-1,237.0**	**198.0**	**400.0**	**410.7**
Result for the period	**-**	**-**	**-**	**-**	**254.3**	**-**	**-**	**254.3**
Change in fair value of hedging instruments	-	-	-3.5	-	-	-	-	-3.5
Actuarial gains and losses from defined benefit plans	-	-	9.3	-	-	-	-	9.3
Other comprehensive income items total	**-**	**-**	**5.8**	**-**	**-**	**-**	**-**	**5.8**
Comprehensive income for the period	**-**	**-**	**5.8**	**-**	**254.3**	**-**	**-**	**260.0**
Share issue	-	-	-	570.4	-	-	-	570.4
Share issue costs	-	-	-	-9.5	-	-	-	-9.5
Capital loan repayments	-	-	-	-	-	-	-400.0	-400.0
Capital loan interests and expenses	-	-	-	-	-39.1	-	-	-39.1
Hybrid bond repayments	-	-	-	-	-	-200.0	-	-200.0
Hybrid bond interests and expenses	-	-	-	-	-18.3	2.0	-	-16.3
Share-based payments	-	-	-	0.7	-	-	-	0.7
Equity 31 Dec 2023	**75.4**	**168.1**	**48.6**	**1,325.0**	**-1,040.2**	**-**	**-**	**577.0**

CONSOLIDATED CASH FLOW STATEMENT

EUR in millions	Q3 2024	Q3 2023	Q1-Q3 2024	Q1-Q3 2023	2023
Cash flow from operating activities					
Result before taxes	71.6	66.5	56.6	102.7	119.1
Depreciation and impairment	81.8	83.4	246.8	248.2	346.2
Financial income and expenses	5.1	23.5	45.5	61.4	72.3
Sales gains and losses on aircraft and other transactions	-0.0	0.0	-0.0	-2.9	-13.3
Change in provisions	8.0	3.5	12.8	-11.9	-21.4
Employee benefits	4.0	3.5	10.2	10.9	8.9
Other adjustments	-1.0	-0.2	-2.7	2.2	1.0
Non-cash transactions	11.0	6.7	20.4	1.2	-11.5
Changes in trade and other receivables	13.3	-12.0	-42.1	-26.8	-30.2
Changes in inventories	-1.4	-0.0	-2.9	-0.6	-1.1
Changes in trade and other payables	-68.4	-70.0	133.9	155.7	89.4
Changes in working capital	-56.5	-81.9	88.8	128.3	58.1
Financial expenses paid, net	-14.2	-2.8	-47.1	-60.9	-98.7
Income taxes paid	-	-	-0.1	-	-
Net cash flow from operating activities	**98.9**	**95.5**	**411.0**	**478.1**	**472.3**
Cash flow from investing activities					
Investments in fleet	-23.5	-17.5	-85.7	-156.5	-400.6
Investments in other fixed assets	-3.7	-0.7	-9.3	-1.8	-3.6
Divestments of fleet, other fixed assets and shares	-0.0	0.0	0.0	0.4	0.4
Lease and lease interest payments received	0.1	0.1	0.3	0.3	0.4
Change in other current financial assets (maturity over 3 months)	-16.6	63.2	-16.0	-128.6	-60.7
Change in other non-current assets	0.1	-0.1	-0.3	-0.1	0.0
Net cash flow from investing activities	**-43.5**	**45.1**	**-111.1**	**-286.3**	**-464.0**
Cash flow from financing activities					
Proceeds from loans	-	-	495.7	-	-
Loan repayments	-71.3	-10.2	-694.8	-147.4	-377.4
Repayments of lease liabilities	-42.3	-49.0	-127.0	-149.2	-198.1
Share issue **	-	-	-	-	570.4
Share issue costs	-	-	-9.8	-	-2.1
Hybrid bond repayments	-	-200.0	-	-200.0	-200.0
Hybrid bond interests and expenses	-	-20.4	-	-20.4	-20.4
Capital loan repayments **	-	-	-	-	-400.0
Capital loan interests and expenses	-	-	-	-	-48.9
Net cash flow from financing activities	**-113.5**	**-279.5**	**-336.0**	**-517.0**	**-676.4**
Change in cash flows	**-58.1**	**-139.0**	**-36.1**	**-325.2**	**-668.1**
Liquid funds, at beginning	729.6	1,189.3	707.5	1,375.6	1,375.6
Change in cash flows	-58.1	-139.0	-36.1	-325.2	-668.1
Liquid funds, at end *	**671.4**	**1,050.3**	**671.4**	**1,050.3**	**707.5**
*** Liquid funds**					
Other financial assets	726.1	1,018.2	726.1	1,018.2	776.8
Cash and cash equivalents	182.3	328.1	182.3	328.1	145.1
Cash funds	**908.3**	**1,346.3**	**908.3**	**1,346.3**	**922.0**
Other current financial assets (maturity over 3 months)	-236.9	-296.0	-236.9	-296.0	-214.4
Liquid funds	**671.4**	**1,050.3**	**671.4**	**1,050.3**	**707.5**

** The participation of the State of Finland to the rights issue was paid by offsetting the aggregate subscription price against a corresponding amount of the principal of the capital loan. The overall offset amount was 318.6 million euros and net proceeds from the rights issue amounted to 251.8 million euros before share issue costs. After the completion of the rights issue Finnair repaid the remainder of the capital loan of approximately 81.4 million euros, to the State of Finland.

Notes to the consolidated interim financial report 1 Jan – 30 Sep 2024

1. BASIS OF PREPARATION

This consolidated interim financial report has been prepared in accordance with the Interim Financial Reporting standard IAS 34 and its figures are unaudited. The consolidated interim financial report has been authorised for publication on 28 October 2024.

2. ACCOUNTING PRINCIPLES

The accounting principles applied in the consolidated interim financial report correspond to the principles disclosed in the Consolidated Financial Statements 2023. The figures presented in the interim financial report are rounded and consequently the sum of individual figures may not precisely add up to the corresponding totals stated herein. The reported key figures have been calculated using exact figures.

3. CRITICAL ACCOUNTING ESTIMATES AND SOURCES OF UNCERTAINTY

The preparation of IFRS interim financial report requires management to make various judgements in applying the accounting principles that affect the reported amounts of assets and liabilities as well as income and expenses. The application of the accounting policies prescribed by IFRS require making estimates and assumptions relating to the future where the actual outcome may differ from the earlier estimates and assumptions made. The identified items that require the most management estimates and assumptions, or where those estimates involve most uncertainties, include valuation of the fleet and other fixed assets, leasing arrangements, pension obligations, maintenance reserves of the fleet, Finnair Plus - customer loyalty programme, derivates and hedge accounting as well as deferred tax assets. When preparing the consolidated interim financial report, the management has also considered the impacts of climate related matters in the estimates used in this interim financial report.

The risks related to the effects of inflation and rising interest rates on demand and costs remain elevated. Also, a potential escalation of the conflict in the Middle East causes uncertainty in Finnair's operating environment. In addition, changes in the price of jet fuel or foreign currency rates can have a material impact on the company's financial result, balance sheet and cash flow. Finnair's management is continuously monitoring the changes in its operating environment and updates its estimates and assumptions based on the latest available information. Information on main critical accounting estimates and sources of uncertainty as well as the climate related impacts are disclosed in more detail in the 2023 financial statements.

4. SEGMENT INFORMATION AND REVENUE

Finnair Executive Board, defined as the chief operative decision maker according to IFRS 8: Segment reporting, considers the business as one operating segment. Therefore, separate segment information is not reported.

Finnair's third quarter total revenue remained flat year-on-year as higher ancillary and cargo revenue was offset by lower passenger and travel services revenue.

Q3 2024, EUR in millions	Asia	North Atlantic	Europe	Middle East	Domestic	Un-allocated	Total	Share %
Passenger revenue	215.1	72.4	297.1	45.9	28.7	-3.9	**655.3**	80.1
Ancillary revenue	9.3	3.8	18.6	0.2	1.1	14.6	**47.6**	5.8
Cargo	35.4	9.0	6.7	0.0	0.1	1.3	**52.5**	6.4
Travel services	0.1	0.3	62.4	0.0	0.0	0.1	**62.8**	7.7
Total	**259.9**	**85.4**	**384.7**	**46.1**	**29.9**	**12.1**	**818.3**	**100.0**
Share %	31.8	10.4	47.0	5.6	3.7	1.5	100.0	-

Q3 2023, EUR in millions	Asia	North Atlantic	Europe	Middle East	Domestic	Un-allocated	Total	Share %
Passenger revenue	215.5	67.1	303.4	49.9	29.8	7.5	**673.1**	82.3
Ancillary revenue	8.0	3.2	14.4	0.3	0.8	11.3	**37.9**	4.6
Cargo	28.3	5.6	5.6	0.0	0.1	1.2	**40.8**	5.0
Travel services	0.1	0.3	65.2	0.0	-	0.1	**65.6**	8.0
Total	**251.8**	**76.1**	**388.5**	**50.2**	**30.7**	**20.0**	**817.3**	**100.0**
Share %	30.8	9.3	47.5	6.1	3.8	2.4	100.0	-

Q1-Q3 2024, EUR in millions	Asia	North Atlantic	Europe	Middle East	Domestic	Un-allocated	Total	Share %
Passenger revenue	575.5	179.0	790.6	142.4	120.4	0.4	**1,808.2**	79.8
Ancillary revenue	27.2	9.0	46.6	1.1	4.8	40.8	**129.5**	5.7
Cargo	102.0	23.7	19.7	0.7	0.3	3.8	**150.2**	6.6
Travel services	19.9	1.1	154.9	2.0	-0.0	0.1	**178.0**	7.9
Total	**724.6**	**212.8**	**1,011.7**	**146.3**	**125.5**	**45.0**	**2,265.9**	**100.0**
Share %	32.0	9.4	44.7	6.5	5.5	2.0	100.0	-

Q1-Q3 2023, EUR in millions	Asia	North Atlantic	Europe	Middle East	Domestic	Un-allocated	Total	Share %
Passenger revenue	577.5	169.8	799.0	153.0	124.4	14.8	**1,838.5**	81.3
Ancillary revenue	22.2	7.7	36.9	1.3	4.0	32.0	**104.1**	4.6
Cargo	98.5	21.7	19.7	1.0	0.3	0.2	**141.4**	6.3
Travel services	16.0	0.9	155.6	4.7	-0.0	0.1	**177.3**	7.8
Total	**714.2**	**200.1**	**1,011.2**	**160.0**	**128.7**	**47.1**	**2,261.3**	**100.0**
Share %	31.6	8.8	44.7	7.1	5.7	2.1	100.0	-

2023, EUR in millions	Asia	North Atlantic	Europe	Middle East	Domestic	Un-allocated	Total	Share %
Passenger revenue	763.2	214.9	1,045.3	206.3	172.7	9.3	**2,411.6**	80.7
Ancillary revenue	30.6	9.9	50.7	1.9	5.8	48.9	**147.8**	4.9
Cargo	133.6	28.5	26.5	1.4	0.4	1.6	**192.0**	6.4
Travel services	23.8	1.3	205.8	6.0	0.0	0.1	**237.1**	7.9
Total	**951.3**	**254.6**	**1,328.3**	**215.6**	**178.9**	**59.9**	**2,988.5**	**100.0**
Share %	31.8	8.5	44.4	7.2	6.0	2.0	100.0	-

Key figures quarterly, last 24 months	Q3 2024	Q2 2024	Q1 2024	Q4 2023	Q3 2023	Q2 2023	Q1 2023	Q4 2022
Revenue	**818.3**	**766.1**	**681.5**	**727.2**	**817.3**	**749.2**	**694.7**	**687.3**
Passenger revenue	655.3	613.5	539.3	573.1	673.1	612.1	553.4	535.5
Ancillary revenue	47.6	44.5	37.4	43.8	37.9	33.1	33.0	32.4
Cargo	52.5	51.4	46.3	50.5	40.8	47.3	53.4	68.6
Travel services	62.8	56.7	58.4	59.8	65.6	56.8	54.9	50.8
Comparable EBITDA	**153.3**	**125.8**	**70.5**	**106.9**	**177.7**	**149.1**	**82.8**	**99.1**
Comparable operating result	**71.5**	**43.6**	**-11.6**	**22.5**	**94.3**	**66.2**	**0.9**	**17.9**
Operating result	**76.7**	**42.5**	**-17.2**	**27.3**	**90.0**	**65.8**	**8.3**	**38.0**

5. OTHER OPERATING INCOME

EUR in millions	Q3 2024	Q3 2023	Change %	Q1-Q3 2024	Q1-Q3 2023	Change %	2023
Lease income	26.4	22.0	19.7	80.1	70.0	14.4	95.3
Sales gains on fixed assets	0.0	0.0	-96.7	0.0	3.1	-99.8	13.4
Other income	4.4	4.7	-7.2	15.5	15.6	-0.1	21.8
Total	**30.7**	**26.7**	**14.9**	**95.7**	**88.7**	**7.9**	**130.5**

Lease income increased compared to the third quarter of 2023 primarily due to the commencement of wet lease arrangements with Qantas for Singapore–Sydney flights in Q4 2023 and for Bangkok–Sydney flights at the beginning of Q2 2024. The wet lease agreement with British Airways ended on 31 March 2024.

6. STAFF AND OTHER CREW RELATED COSTS

EUR in millions	Q3 2024	Q3 2023	Change %	Q1-Q3 2024	Q1-Q3 2023	Change %	2023
Wages and salaries	-87.0	-82.4	-5.6	-270.3	-259.5	-4.2	-348.6
Defined contribution schemes	-15.6	-14.1	-10.3	-48.1	-44.4	-8.4	-61.7
Defined benefit schemes	-3.5	-2.8	-23.9	-10.4	-8.4	-23.9	-8.3
Pension expenses total	-19.0	-16.9	-12.5	-58.5	-52.8	-10.8	-70.0
Other social expenses	-2.7	-4.0	30.9	-6.2	-12.4	50.1	-16.3
Salaries, pension and social costs	**-108.8**	**-103.3**	**-5.3**	**-335.0**	**-324.6**	**-3.2**	**-435.0**
Operative staff related costs	-7.5	-7.2	-4.4	-23.1	-23.2	0.6	-30.5
Leased and outsourced crew	-6.8	-7.0	3.8	-21.6	-19.6	-9.9	-26.0
Other personnel related costs	-2.0	-2.3	13.6	-6.3	-6.6	4.5	-6.5
Total	**-125.1**	**-119.9**	**-4.4**	**-385.9**	**-374.0**	**-3.2**	**-498.1**

Certain amendments made to the terms of Finnair pension fund decreased the Group's pension obligations in 2020. The Finnish Supreme Administrative Court issued a precedent related to these amendments in September 2024. Finnair is currently investigating the potential impacts of the precedent.

7. DEPRECIATION AND IMPAIRMENT

EUR in millions	Q3 2024	Q3 2023	Change %	Q1-Q3 2024	Q1-Q3 2023	Change %	2023
Depreciation of owned fleet	-40.0	-34.9	-14.7	-121.8	-100.9	-20.7	-139.5
Depreciation of other fixed assets	-3.9	-3.7	-4.0	-11.8	-11.4	-3.6	-15.3
Depreciation of right-of-use fleet	-32.5	-39.6	17.9	-96.5	-120.1	19.7	-156.9
Depreciation of right-of-use other assets	-5.4	-5.2	-3.7	-16.0	-15.9	-0.7	-20.9
Depreciation	**-81.8**	**-83.4**	**1.9**	**-246.1**	**-248.2**	**0.9**	**-332.6**
Impairment	-	-	-	-0.7	-	-	-13.7
Total	**-81.8**	**-83.4**	**1.9**	**-246.8**	**-248.2**	**0.6**	**-346.2**

Fleet and other non-current assets subject to depreciation, including the right-of-use assets, are stated at historical cost less accumulated depreciation and impairment loss, when applicable.

8. ITEMS AFFECTING COMPARABILITY

Finnair uses alternative performance measures in its internal reporting to the chief operative decision maker, or Finnair Executive Board. The figures are referred to in the European Securities Markets Authority (ESMA) Guidelines on Alternative Performance Measures, which Finnair uses to describe its business and financial performance development between periods. The alternative performance measures do not replace IFRS indicators but shall be read in conjunction with key figures in accordance with IFRS financial statements.

Unrealised exchange rate differences of mainly in US dollars denominated aircraft maintenance provisions and unrealised fair value changes of derivatives where hedge accounting is not applied are excluded from comparable operating result. These exchange rate and fair value effects are included in the comparable operating result only when they will realise. In addition, gains and losses on aircraft and other transactions, impairment as well as restructuring costs are not included in the comparable operating result.

EUR in millions	Q3 2024 Reported	Q3 2024 Items affecting compa-rability	Q3 2024 Compa-rable	Q3 2023 Reported	Q3 2023 Items affecting compa-rability	Q3 2023 Compa-rable
Revenue	**818.3**	**-**	**818.3**	**817.3**	**-**	**817.3**
Other operating income	30.7	-0.0	30.7	26.7	-0.0	26.7
Operating expenses						
Staff and other crew related costs	-125.1	-0.0	-125.1	-119.9	-	-119.9
Fuel costs	-239.5	0.0	-239.4	-237.7	0.0	-237.7
Capacity rents	-27.9	-0.0	-27.9	-26.7	-	-26.7
Aircraft materials and overhaul	-53.9	-5.2	-59.2	-62.7	4.3	-58.4
Traffic charges	-72.0	-	-72.0	-60.9	-	-60.9
Sales, marketing and distribution costs	-29.3	0.0	-29.3	-28.5	-	-28.5
Passenger and handling services	-117.1	-	-117.1	-106.7	-	-106.7
Property, IT and other expenses	-25.7	0.0	-25.7	-27.7	0.1	-27.6
EBITDA	**-**	**-**	**153.3**	**-**	**-**	**177.7**
Depreciation and impairment	-81.8	-	-81.8	-83.4	-	-83.4
Operating result	**76.7**	**-5.2**	**71.5**	**90.0**	**4.3**	**94.3**

EUR in millions	Q1-Q3 2024 Reported	Q1-Q3 2024 Items affecting compa-rability	Q1-Q3 2024 Compa-rable	Q1-Q3 2023 Reported	Q1-Q3 2023 Items affecting compa-rability	Q1-Q3 2023 Compa-rable	2023 Reported	2023 Items affecting compa-rability	2023 Compa-rable
Revenue	**2,265.9**	**-**	**2,265.9**	**2,261.3**	**-**	**2,261.3**	**2,988.5**	**-**	**2,988.5**
Other operating income	95.7	-0.0	95.7	88.7	-3.2	85.5	130.5	-13.5	117.0
Operating expenses									
Staff and other crew related costs	-385.9	0.8	-385.1	-374.0	-	-374.0	-498.1	-	-498.1
Fuel costs	-676.0	1.6	-674.4	-676.6	-1.0	-677.6	-898.9	-0.7	-899.6
Capacity rents	-82.8	-	-82.8	-79.4	-	-79.4	-107.2	-	-107.2
Aircraft materials and overhaul	-159.7	-1.6	-161.4	-149.5	1.3	-148.2	-200.1	-7.1	-207.2
Traffic charges	-202.8	-	-202.8	-175.4	-	-175.4	-233.8	-	-233.8
Sales, marketing and distribution costs	-93.1	-	-93.1	-88.8	-	-88.8	-117.1	-	-117.1
Passenger and handling services	-327.1	-	-327.1	-309.7	-	-309.7	-414.1	-	-414.1
Property, IT and other expenses	-85.3	0.0	-85.3	-84.3	0.1	-84.1	-112.1	0.1	-111.9
EBITDA	**-**	**-**	**349.6**	**-**	**-**	**409.7**	**-**	**-**	**516.5**
Depreciation and impairment	-246.8	0.7	-246.1	-248.2	-	-248.2	-346.2	13.7	-332.6
Operating result	**102.1**	**1.5**	**103.5**	**164.1**	**-2.7**	**161.4**	**191.4**	**-7.5**	**184.0**

Items affecting comparability include gain of 1.6 million euros on the unrealised exchange rate difference of aircraft maintenance provisions and loss of 1.6 million euros on fair value changes of jet fuel options that are not included in hedge accounting.

9. MANAGEMENT OF FINANCIAL RISKS

No significant changes have been made to the Group's risk management principles in the reporting period. The tables below present the nominal value, or the amount and net fair value of derivative contracts used in Group's hedge accounting. In addition to derivates Finnair has also used USD denominated investments and deposits to hedge its balance sheet exposure. The amount of these investments and deposits at the end of Q3 2024 was over 400 million dollars.

On a quarter-on-quarter basis, the US dollar depreciated 0.9 per cent against the euro and jet fuel price decreased 20.0 per cent.

Derivatives, EUR in millions	30 Sep 2024		30 Sep 2023		31 Dec 2023	
	Nominal value	Fair net value	Nominal value	Fair net value	Nominal value	Fair net value
Currency derivatives						
Operational cash flow hedging (forward contracts)	423.2	-7.8	356.0	9.3	389.7	-3.5
Operational cash flow hedging (options)						
Bought options	56.3	0.6	48.2	0.2	53.3	0.0
Sold options	51.2	-0.8	44.5	-0.1	48.9	-0.6
Fair value hedging of aircraft acquisitions	150.8	-2.0	167.0	6.2	158.9	-1.4
Hedge accounting items total	681.5	-10.1	615.8	15.7	650.7	-5.5
Balance sheet hedging (forward contracts)	220.3	-0.7	427.2	1.3	321.8	0.2
Items outside hedge accounting total	220.3	-0.7	427.2	1.3	321.8	0.2
Currency derivatives total	**901.8**	**-10.8**	**1,042.9**	**17.0**	**972.6**	**-5.3**
Commodity derivatives						
Jet fuel forward contracts, tonnes	601,000	-49.4	368,000	39.9	422,000	-9.6
Options						
Bought options, jet fuel, tonnes	235,000	3.0	262,000	8.1	255,000	2.6
Sold options, jet fuel, tonnes	235,000	-18.1	262,000	-4.7	255,000	-12.0
Hedge accounting items total	1,071,000	-64.4	892,000	43.3	932,000	-18.9
Options						
Bought options, jet fuel, tonnes	12,000	0.0	247,000	1.9	187,000	1.6
Items outside hedge accounting total	12,000	0.0	247,000	1.9	187,000	1.6
Commodity derivatives total	**1,083,000**	**-64.4**	**1,139,000**	**45.2**	**1,119,000**	**-17.4**
Currency and interest rate swaps and options						
Interest rate swaps	250.0	6.7	-	-	-	-
Hedge accounting items total	250.0	6.7	-	-	-	-
Cross currency interest rate swaps	313.4	-11.7	234.3	1.3	310.4	-8.9
Items outside hedge accounting total	313.4	-11.7	234.3	1.3	310.4	-8.9
Interest rate derivatives total	**563.4**	**-5.0**	**234.3**	**1.3**	**310.4**	**-8.9**
Derivatives total	**-**	**-80.2**	**-**	**63.5**	**-**	**-31.5**

10. FINANCIAL ASSETS AND LIABILITIES MEASURED AT FAIR VALUE

Fair value hierarchy of financial assets and liabilities valued at fair value			
Fair values at the end of the reporting period, EUR in millions	30 Sep 2024	Level 1	Level 2
Financial assets at fair value through profit and loss			
Securities held for trading	726.1	650.0	76.0
Derivatives held for trading			
Currency and interest rate swaps and options	27.9	-	27.9
- of which in fair value hedge accounting	27.9	-	27.9
Currency derivatives	1.8	-	1.8
- of which in cash flow hedge accounting	1.5	-	1.5
Commodity derivatives	3.1	-	3.1
- of which in cash flow hedge accounting	3.1	-	3.1
Total	**758.8**	**650.0**	**108.8**

Financial liabilities recognised at fair value through profit and loss			
Derivatives held for trading			
Currency and interest rate swaps and options	32.9	-	32.9
- of which in fair value hedge accounting	21.2	-	21.2
Currency derivatives	12.6	-	12.6
- of which in fair value hedge accounting	2.0	-	2.0
- of which in cash flow hedge accounting	9.5	-	9.5
Commodity derivatives	67.5	-	67.5
- of which in cash flow hedge accounting	67.5	-	67.5
Total	**113.0**	**-**	**113.0**

During the reporting period, no significant transfers took place between fair value hierarchy Levels 1 and 2. Majority of the securities held for trading are investments into money market funds and commercial papers. Investments have been done according to the treasury policy.

The fair values of hierarchy Level 1 are based fully on quoted (unadjusted) prices in active markets of the same assets and liabilities. The fair values of Level 2 instruments are, to a significant extent, based on input data other than the quoted prices included in Level 1, but still mainly based directly observable data (market prices) or indirectly observable data (derived from market prices) for the particular asset or liability.

11. INCOME TAXES

The effective tax rate was 19.9%. During the reporting period, deferred tax asset of -24.3 million euros for the taxable result of the period, 13.0 million euros for the other temporary differences and 8.7 million euros for the other comprehensive income items were recognised. Deferred tax asset at the end of reporting period was 231.5 million euros (31 Dec 2023: 234.0).

Unrecognised deferred tax assets have not changed materially during the reporting period. These are presented in the note 5.1 Income taxes in the financial statements of 2023.

The deferred tax asset is recognised up to the amount where it is probable that future taxable income will be generated against which the temporary difference can be utilised, also taking into account the tax planning methods available to Finnair relating to accumulated tax depreciations. The management's assessment of the future taxable profit is based on the latest forecasts approved by the Board of Directors in connection with the preparation of the interim financial report. The statutory period of limitation relating to confirmed losses is 10 years and the respective deferred tax currently recognised in the balance sheet are expiring in 2030–2032. Deferred tax assets and liabilities recognised in the balance sheet are netted as they are levied by the same taxing authority and Finnair has a legally enforceable right to set off the balances.

12. CHANGE IN FIXED ASSETS

EUR in millions	30 Sep 2024	30 Sep 2023	31 Dec 2023
Carrying amount at the beginning of period	1,194.8	1,044.9	1,044.9
Additions	104.5	157.1	409.4
Change in advances	-8.7	1.7	-4.5
Currency hedging of aircraft acquisitions	0.6	-17.8	-10.2
Disposals and reclassifications	-0.0	-33.7	-90.0
Depreciation	-133.6	-112.2	-154.8
Carrying amount at the end of period	**1,157.7**	**1,040.0**	**1,194.8**

Additions to fixed assets are mainly related to cabin refurbishment of the wide-body aircraft and investments in aircraft maintenance.

13. CHANGE IN RIGHT-OF-USE ASSETS

EUR in millions	30 Sep 2024	30 Sep 2023	31 Dec 2023
Carrying amount at the beginning of period	915.3	1,078.2	1,078.2
New contracts	13.3	8.2	24.3
Reassessments and modifications	25.2	50.3	50.5
Disposals	-0.0	-6.2	-46.2
Depreciation	-112.5	-136.0	-177.8
Impairment	-0.7	-	-13.7
Carrying amount at the end of period	**840.6**	**994.4**	**915.3**

New contracts are mainly related to lease term extensions. Reassessments are mainly related to index changes.

14. INTEREST-BEARING LIABILITIES

During the third quarter of 2024 Finnair redeemed the outstanding amount of 61 million euros of its unsecured senior bond of 400 million euros due May 2025. Currently, Finnair has and outstanding 500-million-euro senior unsecured senior bond maturing in May 2029. Pension premium loan has been repaid in entirety during 2024.

Interest-bearing liabilities	Fair value			Book value		
EUR in millions	30 Sep 2024	30 Sep 2023	31 Dec 2023	30 Sep 2024	30 Sep 2023	31 Dec 2023
Lease liabilities	1,018.9	1,237.9	1,115.0	1,018.9	1,237.9	1,115.0
Loans from financial institutions	-	489.1	272.1	-	499.5	279.7
Bonds	502.4	367.0	371.9	502.7	381.1	381.3
JOLCO loans* and other	226.0	252.1	231.9	216.1	268.8	249.5
Total	**1,747.3**	**2,346.2**	**1,990.9**	**1,737.6**	**2,387.4**	**2,025.6**

* JOLCO loans and other include the JOLCO loans (Japanese Operating Lease with Call Option) for three A350 aircraft and Export Credit Support for one A350. The transactions are treated as loans and owned aircraft in Finnair's accounting.

Fair values of interest-bearing liabilities (excluding lease liabilities) have been calculated by discounting the expected cash flows using the market interest rate and company's credit risk premium at the reporting date. Fair value of bonds has been calculated by using the quoted price of reporting date (99.6 & 98.6).

Maturity dates of financial liabilities as at 30 Sep 2024 EUR in millions	1-12 months	13-24 months	25-36 months	37-48 months	49-60 months	Later	Total
Lease liabilities, fixed interest	131.5	113.2	101.9	72.9	68.2	273.2	**760.9**
Lease liabilities, variable interest	38.5	38.2	39.6	40.4	23.4	77.9	**258.0**
Bonds, fixed interest	-	-	-	-	500.0	-	**500.0**
JOLCO loans and other, fixed interest	22.9	11.4	-	-	-	-	**34.3**
JOLCO loans and other, variable interest	90.1	33.8	9.8	10.0	10.1	31.2	**184.9**
Interest-bearing financial liabilities total*	**283.0**	**196.6**	**151.3**	**123.3**	**601.7**	**382.2**	**1,738.1**
Payments from interest rate and currency derivatives	756.3	46.5	1.5	2.2	22.4	-	**828.9**
Income from interest rate and currency derivatives	-741.8	-43.4	-	-	-27.9	-	**-813.1**
Commodity derivatives	58.9	5.6	-	-	-	-	**64.4**
Trade payables and other liabilities	249.9	-	-	-	-	-	**249.9**
Interest payments	90.1	72.1	60.6	52.9	46.6	68.2	**390.6**
Total	**696.4**	**277.3**	**213.4**	**178.3**	**642.9**	**450.4**	**2,458.8**

Maturity dates of financial liabilities as at 31 Dec 2023 EUR in millions	1-12 months	13-24 months	25-36 months	37-48 months	49-60 months	Later	Total
Lease liabilities, fixed interest	127.6	131.9	101.8	89.7	68.5	329.0	**848.5**
Lease liabilities, variable interest	36.4	36.4	35.9	37.7	35.0	85.2	**266.5**
Loans from financial institutions, variable interest	80.0	200.0	-	-	-	-	**280.0**
Bonds, fixed interest	-	382.5	-	-	-	-	**382.5**
JOLCO loans and other, fixed interest	-	23.4	11.7	-	-	-	**35.1**
JOLCO loans and other, variable interest	40.4	85.9	31.9	10.0	10.1	39.3	**217.5**
Interest-bearing financial liabilities total*	**284.4**	**860.1**	**181.2**	**137.3**	**113.7**	**453.4**	**2,030.1**
Payments from interest rate and currency derivatives	872.4	2.3	2.7	-	1.7	-	**879.1**
Income from interest rate and currency derivatives	-864.9	-	-	-	-	-	**-864.9**
Commodity derivatives	15.8	1.5	-	-	-	-	**17.4**
Trade payables and other liabilities	274.1	-	-	-	-	-	**274.1**
Interest payments	96.8	73.2	45.1	34.6	27.6	84.1	**361.3**
Total	**678.5**	**937.2**	**229.1**	**171.9**	**142.9**	**537.5**	**2,697.0**

* The bonds maturing do not include the amortised cost of 4,0 million euros paid in 2024 and due in 2029. Respectively, JOLCO loans do not include the amortised cost of 3.2 million euros paid in 2016 and due in 2025. Therefore, the total amount of interest-bearing financial liabilities differs from the book value by the amount equal to the amortised costs.

15. PROVISIONS

EUR in millions	30 Sep 2024	30 Sep 2023	31 Dec 2023
Aircraft maintenance provision			
Provision at the beginning of period	144.2	246.7	246.7
Provision for the period	35.9	34.1	49.1
Provision used	-19.8	-43.3	-58.9
Provision reversed	-1.8	-1.8	-2.3
Provision for right-of-use assets redelivery	0.2	1.2	-0.3
Reclassifications	-	-34.5	-90.8
Unwinding of discount	4.2	5.8	7.8
Exchange rate differences	-1.6	1.3	-7.1
Aircraft maintenance provision total	**161.4**	**209.6**	**144.2**
Of which non-current	123.9	168.3	118.3
Of which current	37.5	41.3	25.9
Other provisions			
Provision at the beginning of period	2.9	5.0	5.0
Provision for the period	1.5	0.5	1.2
Provision used	-1.1	-2.7	-2.8
Provision reversed	-0.4	-0.1	-0.6
Other provisions total	**3.0**	**2.7**	**2.9**
Of which non-current	0.8	1.0	0.8
Of which current	2.2	1.8	2.1
Total	**164.4**	**212.4**	**147.1**
Of which non-current	124.8	169.3	119.0
Of which current	39.6	43.0	28.1

Non-current aircraft maintenance provisions are expected to be used by the end of 2036.

In the balance sheet, non-current provisions and other liabilities totalling to 132.1 million euros (31 Dec 2023: 125.9) include, in addition to provisions, other non-current liabilities totalling to 7.3 million euros (31 Dec 2023: 6.9) which mainly consist of received lease deposits.

16. DEFERRED INCOME AND ADVANCES RECEIVED

EUR in millions	30 Sep 2024	30 Sep 2023	31 Dec 2023
Deferred revenue on ticket sales	550.1	453.9	394.8
Loyalty program Finnair Plus	69.5	57.7	66.7
Advances received for tour operations	41.7	38.1	32.5
Other items	19.8	14.3	12.8
Total	**681.1**	**564.0**	**506.7**

17. CONTINGENT LIABILITIES

EUR in millions	30 Sep 2024	30 Sep 2023	31 Dec 2023
Guarantees on behalf of group undertakings	61.2	54.9	51.5
Total	**61.2**	**54.9**	**51.5**

Investment commitments for property, plant and equipment as of 30 September 2024 totalled 291.5 million euros (31 Dec 2023: 313.7) and they relate mainly to firm aircraft orders and other aircraft related investments. Out of the total investment commitments 156.6 million euro takes place within the next 12 months and 134.9 million euro during the following 1–5 years.

Off-balance sheet lease commitments as of 30 September 2024 totalled 16.2 million euros (31 Dec 2023: 16.5). These include short-term lease agreements and other lease agreements for which the underlying asset is of low value or contracts that do not contain a lease according to IFRS 16. These relate mainly to leases for facilities and IT equipment.

18. RELATED PARTY TRANSACTIONS

There were no significant changes in the scope or amounts of related party transactions during the reporting period. Related party transactions are described more detailed in the note 4.5 Related party transactions in the financial statements of 2023.

19. EVENTS AFTER THE PERIOD

There have not been any material events after the period.