

RYANAIR DELIVERS RECORD Q.3 PROFITS DESPITE EFFECTS OF 11TH SEPTEMBER TRAFFIC GROWS BY 30%, PROFITS RISE BY 35%

Ryanair, Europe's largest low fares airlines today (5 Feb'02) announced record traffic and profit figures for Q.3 (end 31 Dec'01). This quarter covers trading in the immediate aftermath of Sept 11 and the weaker winter months. Despite these adverse conditions **passenger traffic** (incl. no shows) **grew by 30% to 2.7 million** and **load factors rose to 79%**. **Average yields declined by 10%** due in large measure to the low fare promotions which Ryanair launched immediately following Sept 11. As a result **total revenue grew by 18%**. Thanks to continued tight control, **operating costs rose by 15%, a slower rate than revenue growth**. Unlike many other airlines in the world following Sept 11, Ryanair's **margins rose from 19% to 21% for the quarter** and **net profit increased by 35% to €28.8m**.

Summary Table of Results (Irish GAAP) - in Euro

Quarter Ended	Dec 31, 2000	Dec 31, 2001	% Increase
Passengers (incl. no shows)	2.1m	2.7m	+ 30%
Load Factor (incl. no shows)	77%	79%	+ 3%
Revenue	€114.9m	€135.5m	+ 18%
Profit after tax	€21.3m	€28.8m	+ 35%
Basic EPS (Euro Cent)	3.04	3.98	+ 31%

Ryanair's Chief Executive, Michael O'Leary said:

"These are a very strong set of results which underline the resilience of Ryanair's unique low fares model. Ryanair led the fight back following Sept 11 by slashing fares and offering one million seats for sale at just £9.99. It was important to respond to terrorism by stimulating air travel and promoting consumer confidence. The travelling public responded to the lower fares in huge numbers with the result that we carried more than 10 million passengers in a calendar year for the first time in our history."

"As a result of Ryanair's vigorous response, passenger volumes in Q.3 grew by 30% when many of our high fare competitors were grounding planes and making staff redundant. Although average fares fell by 10% our continuing focus on costs meant that they rose at a slower rate than sales, with the result that - during one of the worst quarters in commercial airline history - both Ryanair's margins and net profits increased to record levels. No other airline has been able to match Ryanair's 30% growth in traffic and 35% increase in profits in the last three months of 2001."

"There can be little doubt that now is a time of immense opportunity in Europe. Much of our cost base was declining (relative to revenue growth) prior to Sept 11 last. Our internet penetration is over 90% which has reduced Marketing and Distribution costs by 55%."

“Depreciation in the quarter fell by 6% as almost all of our 21 x Boeing 737-200’s went ex depreciation. Our fuel hedging policy again delivered during a very volatile quarter and we have eliminated almost any exposure to further increases in fuel over the next 15 months.

“As high fare European airlines cut routes and trim services, more and more growth opportunities are open to us. The list of new airports who want to share in the high growth “Ryanair effect” becomes ever longer. We start flying 7 new routes from our second Continental base in Frankfurt Hahn in 9 days time. Already we have strong advance bookings and expect to run ahead of our traffic projections from day one. Lufthansa are unable to match Ryanair’s low fares, as German consumers flock to the first really low fares airline in Germany.

“Our traffic growth will not be confined to the German market. Last week we announced a further 11 new routes for Summer 2002, with low fare links from London Stansted to Milan and Rome in Italy, Eindhoven in Holland, Friedrichshafen in Germany, Graz and Klagenfurt in Austria, Montpellier in the South of France and Newquay in Cornwall. Our successful Brussels Charleroi base will benefit from a capacity increase to three new Boeing 737-800 aircraft with new routes to Rome and Liverpool as well as frequency increases. What this disciplined expansion underlines is the almost insatiable demand that exists across Europe for Ryanair’s low fares.

“These new routes highlight the long-term strength of Ryanair’s growth prospects. Growth will continue to come from new routes, additional frequencies on existing routes and by entering existing markets ceded by high fare incumbents. Our new aircraft order guarantees eight years of phased deliveries of exceptionally priced aircraft with even lower seat operating costs. This means that Ryanair can continue to drive down air fares and still deliver industry leading margins, not just in the busy Summer months, but in all four quarters.

“Our recent order of up to 150 new Boeing 737-800 aircraft (100 firm and 50 options) will enable Ryanair to grow to 40 million passengers p.a. over the next 8 years and will increase the fleet to at least 128 aircraft, whilst retiring the 21 x 737-200’s thereby making Ryanair’s the youngest fleet in Europe. We selected the 737-800 after an intense bidding competition between Boeing and Airbus which resulted in an outstanding long-term partnership agreement with Boeing, the objective of which is to see Ryanair grow to become Europe’s largest airline.

“The 737-800 aircraft has more seats (189) than the A320 (180) or the 737-700 (149). It gives us more revenue opportunities and lower per seat operating costs. Its fuel consumption and maintenance cost performance is outstanding, and since we already operate 20 of them, this growth in fleet will not disrupt our 25 minute turnarounds, but will continue to yield economies of scale in operations, maintenance and training.

“Ryanair’s conservative balance sheet and strong cash flow meant that we were well placed to take advantage of the downturn in the market and we moved quickly to secure long-term lower aircraft costs. We have promised shareholders for some time that we would use resources when the right time and the right opportunities came along and we believe that we have now delivered on that promise.

“These strong results from Ryanair during a disastrous quarter for the airline industry testify to the outstanding job that our 1,500 people do every day, on every flight, on behalf of our customers and shareholders. With our new routes and new aircraft we intend to continue to compete aggressively with Europe’s major flag carriers in their home markets.

“We will continue to offer Europe’s consumers choice, lower fares and better punctuality. Over the past twelve months our 10 million passengers saved an estimated £1.5 billion compared to the average fares charged by British Airways.

We are determined to quadruple this traffic to 40 million passengers over the next 8 years, and if we do, we estimate that Europe’s consumers will be saving over £6 billion pounds a year by flying on Ryanair’s fleet of brand new Boeing 737-800 aircraft.

“We at Ryanair believe this is a cause that’s really worth fighting for.”

Ryanair is actively seeking to increase the percentage of its share capital held by EU nationals. Accordingly, on 26 June 2001, the company suspended all deposits of ordinary shares in exchange for American Depositary Shares (“ADSs”). As part of its continuing efforts in this regard, Ryanair has now determined that all Ryanair Ordinary Shares acquired by parties who do not certify that they are EU nationals will be designated as “Restricted Shares” in accordance with Ryanair’s Articles of Association. **The procedures will not apply to transactions in Ryanair’s existing ADSs, although the suspension of the issuance of new ADSs in exchange for Ordinary Shares remains in effect.**

Accordingly, all Ryanair Ordinary Shares which are acquired, in trades occurring after midnight on 7 February 2002, by parties who do not certify that they are EU nationals at the time of settlement will be designated as Restricted Shares, and the relevant holder will be required to dispose of such shares to an acquirer who is an EU national within 21 days. Should any holder of Restricted Shares not comply with the requirement to dispose of such shares within 21 days, the company is entitled to use the powers given to it under its Articles of Association and at law to dispose of such shares itself on behalf of such holder. These procedures will remain in effect until the Directors of Ryanair shall determine that they will no longer apply.

ENDS.

Ryanair is Europe's largest low fares airline with 75 low fare routes across 13 countries. Ryanair will operate with a fleet of 44 Boeing 737's this Summer, and has placed firm orders for up to a further 100 new 737-800's and 50 option aircraft which will be delivered over the next 8 years. Ryanair currently employs a team of 1,500 people and will carry over 12 million scheduled passengers in the current calendar year. www.RYANAIR.COM was launched in January 2000 and is already Europe's largest travel website.

Certain of the information included in this release is forward looking and is subject to important risks and uncertainties that could cause actual results to differ materially. It is not reasonably possible to itemise all of the many factors and specific events that could affect the outlook and results of an airline operating in the European economy. Among the factors that are subject to change and could significantly impact Ryanair's expected results are the airline pricing environment, fuel costs, competition from new and existing carriers, market prices for replacement aircraft, costs associated with environmental, safety and security measures, actions of the Irish, U.K., European Union ("EU") and other governments and their respective regulatory agencies, fluctuations in currency exchange rates and interest rates, airport access and charges, labour relations, the economic environment of the airline industry, the general economic environment in Ireland, the UK and Continental Europe, the general willingness of passengers to travel and other economics, social and political factors.

For Results and further information

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Ryanair Holdings plc and Subsidiaries
Consolidated Profit and Loss Accounts in accordance
with UK and Irish GAAP(unaudited)

	Quarter ended Dec 31, 2001 €'000	Quarter ended Dec 31, 2000 €'000	Nine months ended Dec 31, 2001 €'000	Nine months ended Dec 31, 2000 €'000
Operating Revenues				
Scheduled revenues	117,142	100,256	423,634	338,130
Ancillary revenues	18,407	14,648	56,142	42,693
Total operating revenues	<u>135,549</u>	<u>114,904</u>	<u>479,776</u>	<u>380,823</u>
-continuing operations	135,549	114,904	479,776	380,823
Operating expenses				
Staff costs	18,974	15,147	57,347	45,689
Depreciation and amortisation	14,541	15,505	44,691	42,299
Other operating expenses				
Fuel & Oil	25,222	16,524	79,466	46,792
Maintenance, materials and repairs	5,439	4,588	19,548	15,346
Marketing and distribution costs	1,115	2,472	10,525	18,153
Aircraft rentals	101	2,192	3,980	7,270
Route charges	11,092	8,770	35,548	27,252
Airport and Handling charges	20,343	16,829	65,190	50,491
Other	10,581	11,218	34,322	30,664
Total operating expenses	<u>107,408</u>	<u>93,245</u>	<u>350,617</u>	<u>283,956</u>
Operating profit - continuing operations	28,141	21,659	129,159	96,867
Other income/(expenses)				
Interest receivable and similar income	8,205	5,255	20,828	13,647
Interest payable and similar charges	(4,625)	(3,154)	(13,776)	(7,535)
Foreign exchange (losses)/gains	1,228	677	(1,353)	323
Gains on disposal of fixed assets	1	53	527	53
Total other income/(expenses)	<u>4,809</u>	<u>2,831</u>	<u>6,226</u>	<u>6,488</u>
Profit on ordinary activities				
before taxation	32,950	24,490	135,385	103,355
Tax on profit on ordinary activities	(4,114)	(3,145)	(18,511)	(18,651)
Profit for the period	<u><u>28,836</u></u>	<u><u>21,345</u></u>	<u><u>116,874</u></u>	<u><u>84,704</u></u>
Earnings per ordinary share				
-Basic(Euro cent)	3.98	3.04	16.13	12.08
-Diluted(Euro cent)	3.92	3.00	15.91	11.94
Number of ordinary shares(in 000's)*				
-Basic	724,613	701,570	724,356	701,072
-Diluted	734,989	710,557	734,510	709,539

**The Company implemented a 2:1 share split on December 7th, 2001. Share capital and earnings per share figures have been restated to give effect to the share split.*

Ryanair Holdings plc and Subsidiaries

*Consolidated Balance Sheets in accordance with
UK and Irish GAAP*

	December 31, 2001 €'000 (unaudited)	March 31, 2001 €'000
Fixed assets		
Tangible assets	735,442	613,591
Financial assets	<u>0</u>	<u>36</u>
Total fixed assets	<u>735,442</u>	<u>613,627</u>
Current Assets		
Cash and liquid resources	725,883	626,720
Accounts receivable	13,740	8,695
Other assets	9,172	12,235
Inventories	<u>16,340</u>	<u>15,975</u>
Total current assets	<u>765,135</u>	<u>663,625</u>
Total assets	<u><u>1,500,577</u></u>	<u><u>1,277,252</u></u>
Current liabilities		
Accounts payable	41,996	29,998
Accrued expenses and other liabilities	147,778	139,406
Current maturities of long term debt	35,068	27,994
Short term borrowings	<u>253</u>	<u>5,078</u>
Total current liabilities	<u>225,095</u>	<u>202,476</u>
Other liabilities		
Provisions for liabilities and charges	44,332	30,122
Long term debt	<u>444,019</u>	<u>374,756</u>
	<u>488,351</u>	<u>404,878</u>
Shareholders' funds - equity		
Called - up share capital	9,202	9,194
Share premium account	372,200	371,849
Profit and loss account	<u>405,729</u>	<u>288,855</u>
Shareholders' funds - equity	<u>787,131</u>	<u>669,898</u>
Total liabilities and shareholders' funds	<u><u>1,500,577</u></u>	<u><u>1,277,252</u></u>

Ryanair Holdings plc and Subsidiaries

*Consolidated Cashflow Statements in accordance
with UK and Irish GAAP (unaudited)*

	Period ended December 31, 2001 €'000	Period ended December 31, 2000 €'000
Net cash inflow from operating activities	191,782	151,374
Returns on investments and servicing of finance	6,022	759
Taxation	(4,533)	(12,451)
Capital expenditure(including aircraft deposits)	(165,978)	(250,805)
Net cash inflow/(outflow) before financing and use of liquid resources	<u>27,293</u>	<u>(111,123)</u>
Financing	76,695	191,624
(Increase) in liquid resources	(117,574)	(63,930)
(Decrease)/increase in cash	<u><u>(13,586)</u></u>	<u><u>16,571</u></u>
Analysis of movement in liquid resources		
Liquid resources at beginning of year	564,782	334,149
Increase in period	<u>117,574</u>	<u>63,930</u>
Liquid resources at end of period	<u><u>682,356</u></u>	<u><u>398,079</u></u>
Analysis of movement in cash		
At beginning of year	56,860	17,319
Net cash (outflow)/inflow	<u>(13,586)</u>	<u>16,571</u>
Net cash at end of period	<u><u>43,274</u></u>	<u><u>33,890</u></u>

Ryanair Holdings plc and Subsidiaries

Consolidated Statement of Changes in Shareholders' Funds - Equity in accordance with UK and Irish GAAP(unaudited)

	Ordinary shares €'000	Share premium account €'000	Profit and loss account €'000	Total €'000
Balance at April 1, 2001	9,194	371,849	288,855	669,898
Issue of ordinary equity shares	8	351	-	359
Profit for the period	-	-	116,874	116,874
Balance at December 31, 2001	9,202	372,200	405,729	787,131

Ryanair Holdings plc and Subsidiaries

Consolidated Profit and Loss Accounts in accordance with US GAAP (unaudited)

	Quarter ended Dec 31, 2001 €'000	Quarter ended Dec 31, 2000 €'000	Nine months ended Dec 31, 2001 €'000	Nine months ended Dec 31, 2000 €'000
Scheduled revenues	117,142	100,256	423,634	338,130
Ancillary revenues	18,407	14,648	56,142	42,693
Total operating revenues	135,549	114,904	479,776	380,823
-continuing operations				
Operating expenses				
Staff costs	18,773	14,997	56,744	45,190
Depreciation and amortisation	14,541	15,378	44,691	41,686
Other operating expenses				
Fuel & Oil	25,222	16,524	79,466	46,792
Maintenance, materials and repairs	5,439	4,588	19,548	15,346
Marketing and distribution costs	1,115	2,472	10,525	18,153
Aircraft rentals	101	2,192	3,980	7,270
Route charges	11,092	8,770	35,548	27,252
Airport and Handling charges	20,343	16,829	65,190	50,491
Other	10,559	11,196	34,256	30,598
Total operating expenses	107,185	92,946	349,948	282,778
Operating profit - continuing operations	28,364	21,958	129,828	98,045
Other income/(expenses)				
Interest receivable and similar income	8,205	5,255	20,828	13,647
Interest payable and similar charges	(4,625)	(3,154)	(13,776)	(7,535)
Foreign exchange (losses)/gains	1,228	2,803	(1,353)	3,988
Gains on disposal of fixed assets	1	53	527	53
Total other income/(expenses)	4,809	4,957	6,226	10,153
Profit on ordinary activities				
before taxation	33,173	26,915	136,054	108,198
Tax on profit on ordinary activities	(4,131)	(3,650)	(18,562)	(19,641)
Net Income	29,042	23,265	117,492	88,557
Net Income per ADS *				
-Basic(Euro cent)	20.04	16.58	81.10	63.16
-Diluted(Euro cent)	19.76	16.37	79.98	62.40
Weighted Average number of shares*				
-Basic	724,613	701,570	724,356	701,072
-Diluted	734,989	710,557	734,510	709,539

**The Company implemented a 2:1 share split on December 7th, 2001. Share capital and earnings per share figures have been restated to give effect to the share split.(Each ADS represents five ordinary shares)*

Ryanair Holdings plc and Subsidiaries

Summary of significant differences between UK, Irish and US generally accepted accounting principles (unaudited)

(A) Net income under US GAAP

	<---Quarter ended--->		<-----Period ended----->	
	Dec 31, 2001	Dec 31, 2000	Dec 31, 2001	Dec 31, 2000
	<u>€000</u>	<u>€000</u>	<u>€'000</u>	<u>€'000</u>
Profit as reported in the consolidated profit and loss accounts in accordance with UK and Irish GAAP	28,836	21,345	116,874	84,704

Adjustments