



Scandinavian Airlines

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A STAR ALLIANCE MEMBER 

SAS Traffic figures - December 2020

Increased passenger numbers compared to November driven by holiday travel

Almost 400,000 passengers flew with SAS during December, an increase of 18% compared to last month, but a decline by 80% year over year. At the same time SAS reduced its capacity by 6% compared to November, which corresponds to a reduction of 74% compared to last year. The load factor came in at 33%, an increase of some 8 percentage units (p.u.) compared to the previous month, but down 38 p.p. compared to last year. The increase in passengers and load factor compared to November is mainly driven by an increased demand for domestic travel during the holiday season.

“The overall demand continues to be heavily impacted by continued restrictions, with holiday travel significantly below normal levels in December. SAS continues to adapt its capacity according to the demand, that is expected to stay at low levels throughout the winter season. However, we’re encouraged by the recent vaccine developments and initiated COVID-19 vaccination programs, providing a foundation for a future normalization of our industry” says Rickard Gustafson, CEO SAS.

SAS scheduled traffic	Dec20	Change ¹	Nov20-Dec20	Change ¹
ASK (Mill.)	946	-72.4%	1 947	-73.2%
RPK (Mill.)	313	-87.0%	565	-88.9%
Passenger load factor	33.1%	-37.1 p u	29.0%	-40.8 p u
No. of passengers (000)	388	-79.7%	718	-83.0%

Geographical development, schedule	Dec20	vs.	Dec19	Nov20-Dec20	vs.	Nov19-Dec19
	RPK		ASK	RPK		ASK
Intercontinental	-95.7%		-79.6%	-96.4%		-80.2%
Europe/Intrascandinavia	-88.9%		-80.7%	-90.9%		-82.9%
Domestic	-61.6%		-35.7%	-67.4%		-35.9%

SAS charter traffic	Dec20	Change ¹	Nov20-Dec20	Change ¹
ASK (Mill.)	6	-96.6%	14	-95.9%
RPK (Mill.)	2	-98.7%	5	-98.3%
Load factor	35.2%	-55.7 p u	37.7%	-54.6 p u
No. of passengers (000)	1	-98.9%	1	-98.3%

SAS total traffic (scheduled and charter)	Dec20	Change ¹	Nov20-Dec20	Change ¹
ASK (Mill.)	951	-73.5%	1 961	-74.2%
RPK (Mill.)	315	-87.7%	570	-89.4%
Load factor	33.1%	-38.0 p u	29.1%	-41.7 p u
No. of passengers (000)	389	-80.2%	720	-83.3%

¹ Change compared to same period last year. p u = percentage units



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Preliminary yield and PASK	Dec20	Nominal change	FX adjusted change
Yield, SEK	1.26	32.9%	39.6%
PASK, SEK	0.42	-37.4%	-34.2%

	Dec20
Punctuality (arrival 15 min)	82.0%
Regularity	97.4%
Change in total CO ₂ emissions, rolling 12 months	-68.3%
Change in CO ₂ emissions per available seat kilometer	-6.5%
Carbon offsetting of passenger related emissions	44%

Definitions:

RPK – Revenue passenger kilometers

ASK – Available seat kilometers

Load factor – RPK/ASK

Yield – Passenger revenues/RPK (scheduled)

PASK – Passenger revenues/ASK (scheduled)

Change in CO₂ emissions per available seat kilometers – SAS passenger related carbon emissions divided with total available seat kilometers (incl. non-revenue and EuroBonus), rolling 12 months

Carbon offsetting of passenger related emissions – Share of SAS passenger related carbon emissions compensated by SAS (EuroBonus members, youth tickets and SAS' staff travel)

From fiscal year 2020 we report change in CO₂ emissions in total and per Available Seat Kilometers (ASK) to align with our overall goal to reduce our total CO₂ emissions by 25% by 2025, compared to 2005.

For further information, please contact:

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SAS, Scandinavia's leading airline, with main hubs in Copenhagen, Oslo and Stockholm, is flying to destinations in Europe, USA and Asia. Spurred by a Scandinavian heritage and sustainable values, SAS aims to be the global leader in sustainable aviation. We will reduce total carbon emissions by 25 percent by 2025, by using more sustainable aviation fuel and our modern fleet with fuel-efficient aircraft. In addition to flight operations, SAS offers ground handling services, technical maintenance and air cargo services. SAS is a founder member of the Star Alliance™, and together with its partner airlines offers a wide network worldwide. Learn more at www.sasgroup.net

This is information that SAS AB is obliged to make public pursuant to the EU Market Abuse Regulation. The information was submitted for publication by Michel Fischier at 11:00 a.m. CET on 12 January 2021.