



Scandinavian Airlines

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A STAR ALLIANCE MEMBER 

SAS Traffic figures - January 2022

Ramp-up was slowed down by Omicron in January

In January 760,000 passengers traveled with SAS, an increase of 170% compared to the same month last year. SAS' capacity also increased by approximately 170% compared with the same period last year. In comparison with last month, the total number of passengers decreased with almost 25% and capacity was reduced by almost 10%. The flown load factor for January was 49%, an improvement of 19 percentage points compared to January last year.

"It will come as no surprise that Omicron had an impact on customer demand during the month, with additional travel restrictions being imposed on our core markets. The overall operational environment was also negatively affected due to increased sickness rates. Winter is in general a slower season and the industry still faces uncertainties regarding the development of the pandemic and SAS must continue to respond to changes in demand. However, our longer-term outlook is that we see the demand for travel increase as restrictions ease," says Anko van der Werff, President & CEO of SAS.

SAS scheduled traffic	Jan21	Change ¹	Nov21- Jan22	Change ¹
ASK (Mill.)	2,063	157.6%	6,745	145.4%
RPK (Mill.)	982	309.8%	3,712	361.5%
Passenger load factor	47.6%	17.7pp	55.0%	25.8pp
No. of passengers (000)	724	158.5%	3,010	201.5%

Geographical development, schedule	Jan22	vs.	Jan21	Nov21- Jan22	vs.	Nov20-Jan21
	RPK		ASK	RPK		ASK
Intercontinental	944.5%		207.6%	989.0%		179.2%
Europe/Intrascandinavia	361.6%		262.4%	497.2%		292.5%
Domestic	84.0%		35.7%	102.4%		23.4%

SAS charter traffic	Jan22	Change ¹	Nov21- Jan22	Change ¹
ASK (Mill.)	151	2,088.6%	327	1,492.0%
RPK (Mill.)	103	3,723.5%	241	2,975.5%
Load factor	68.0%	29.1pp	73.6%	35.5pp
No. of passengers (000)	34	4,704.1%	72	3,200.8%

SAS total traffic (scheduled and charter)	Jan22	Change ¹	Nov21- Jan22	Change ¹
ASK (Mill.)	2,214	174.1%	7,072	155.4%
RPK (Mill.)	1,085	347.7%	3,953	386.8%
Load factor	49.0%	19.0pp	55.9%	26.6pp
No. of passengers (000)	758	169.9%	3,082	208.0%

¹ Change compared to same period last year, p p = percentage points



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Preliminary yield and PASK	Jan22	Nominal change¹	FX adjusted change
Yield, SEK	0.85	-29.1%	-27.4%
PASK, SEK	0.40	12.8%	15.5%

	Jan22
Punctuality (arrival 15 min)	75.2%
Regularity	97.1%
Change in total CO ₂ emissions	35.2%
Change in CO ₂ emissions per available seat kilometer, Carbon offsetting of passenger related emissions	-8.9%
	42.8%

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 tickets), rolling 12 months vs rolling 12 months previous year

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

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 <https://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 Louise Bergström at 11:00 a.m. CET on 7 February 2022.