

# A PROFITABLE QUARTER WITH THE HIGHEST PASSENGER FIGURE SINCE BEFORE THE PANDEMIC

## KEY FIGURES – Q3 2023

**+54%**

Total revenue vs last year

**+19%**

Total operating expenses vs last year

**+37%**

Total passengers vs last year

### MAY 2023–JULY 2023

- Revenue: MSEK 13,173 (8,580)
- Income before tax, EBT: MSEK 457 (-1,991)
- Income before tax and items affecting comparability: MSEK 464 (-2,081)
- Net income for the period: MSEK 461 (-1,848)
- Earnings per common share: SEK 0.06 (-0.25)

### NOVEMBER 2022–JULY 2023

- Revenue: MSEK 30,024 (21,173)
- Income before tax (EBT): MSEK -3,406 (-6,145)
- Income before tax and items affecting comparability: MSEK -3,548 (-6,315)
- Net income for the period: MSEK -3,773 (-5,810)
- Earnings per common share: SEK -0.52 (-0.80)

## SIGNIFICANT EVENTS DURING THE QUARTER

- On May 10, the General Court of the Court of Justice of the European Union announced its ruling regarding the recapitalization of SAS in 2020.
- On May 15, SAS received court approval for the company's equity solicitation procedure.
- Skellefteå municipality joined the SAS Corporate Sustainability Program – buying sustainable aviation fuel for all its business travel in 2023 and 2024.
- SAS currently aims to complete court approval of its court-supervised process in the US around year-end, to be followed by any regulatory approvals and procedures required in 2024. SAS currently expects that there will be only modest recovery for general unsecured creditors and little or no recovery for subordinated unsecured creditors upon emergence from the Chapter 11 process, and that there will be no or very little value for existing shareholders in SAS AB at the end of the company's restructuring proceedings.

## OUTLOOK

- The third quarter interim report includes financial projections on page 10.

## FINANCIAL SUMMARY

MSEK, unless noted otherwise	Q3		Q1–Q3	
	May–Jul 2023	May–Jul 2022	Nov–Jul 2022–2023	Nov–Jul 2021–2022
Revenue	13,173	8,580	30,024	21,173
Operating income (EBIT)	1,577	-1,148	-2,043	-3,240
Operating income (EBIT) margin	12.0%	-13.4%	-6.8%	-15.3%
Income before tax (EBT)	457	-1,991	-3,406	-6,145
Income before tax and items affecting comparability	464	-2,081	-3,548	-6,315
Net income for the period	461	-1,848	-3,773	-5,810
Cash flow from operating activities	1,542	-992	2,346	1,353

	Jul 31, 2023	Oct 31, 2022	Jul 31, 2022
Return on invested capital	-6%	-8%	-9%
Financial net debt/adjusted EBITDA	13.7x	23.3x	34x
Financial preparedness	38%	60%	34%
Equity/assets ratio	-8%	1%	2%
Earnings per common share (SEK)	-0.52	-0.97	-0.80

*This information is information that SAS AB is obliged to disclose pursuant to the EU Market Abuse Regulation. The information was submitted for publication on September 1, 2023 at 8:00 a.m. CEST.*

# COMMENTS BY THE CEO

I am pleased to conclude a busy summer quarter. Almost 7 million passengers traveled with SAS during the third quarter, the highest quarterly passenger figure since before the pandemic. For the first time since 2019, we also posted a quarterly profit. This is an important milestone. We still have a lot of work ahead of us with our transformation to secure long-term competitiveness, but I consider this a clear sign that we are on the right track and that our efforts are paying off. We continue our ramp-up and will increase capacity this winter, compared to the same period last year. We also noted strong ticket sales throughout the third quarter, indicating a healthy underlying demand for travel despite a more uncertain economic outlook in society as a whole.

During the quarter, air traffic control capacity issues caused considerable problems for airlines, airports and, not the least, our passengers. We know that many passengers traveling through Copenhagen Airport during the summer have been impacted and our employees have been working hard to support those affected.

We are making progress in our Chapter 11 process in the US and in reaching our overall targets in the SAS FORWARD plan. During the quarter, we started a competitive and broad equity solicitation process to secure capital that will help drive our airline forward and facilitate our emergence from the Chapter 11 process. There has been substantial interest from potential investors to participate in the process, where potential investors can place bids to take a lead position or be paired with other investors in acquiring equity interests of the reorganized company.



Anko van der Werff, President & CEO

## QUARTERLY RESULTS

SAS noted a continued positive trend for passenger demand through the third quarter. The total number of passengers increased 36.8 percent, compared to the same period last year which was impacted by the pilot strike. Year-on-year, our RPK increased 42.5 percent, while capacity increased 35.9 percent. Our flown load factor of 81.5 percent was up 3.7 percentage points on the same period last year.

The increase in passenger demand and production led to a 54 percent increase in our total operating revenue year-on-year, landing at SEK 13,173 million for the quarter. Earnings before tax ended at SEK 457 million, representing an improvement of SEK 2,448 million, compared to same period last year which was impacted by the strike. The improved EBT reflects both stronger operational performance and a financial effect related to currency revaluations of lease liabilities.

Cost reductions across the business remain in focus to secure our cost competitiveness. Total operating expenses for the quarter ended at SEK 11,596 million.

The cash balance at the end of the quarter was SEK 6,463 million. Cash flow from operating activities during the quarter amounted to an inflow of SEK 1,542 million.

## UPDATE ON SAS' TRANSFORMATION PLAN

We launched our comprehensive business transformation plan SAS FORWARD in conjunction with the publication of the first quarter report for FY2022, in the end of February 2022. The aim of the plan is to secure long-term competitiveness for SAS in the global aviation industry. On July 5, 2022, to accelerate the implementation of SAS FORWARD, we announced that we had voluntarily filed for Chapter 11 in the US, a well-established and flexible legal framework for restructuring businesses with operations in multiple jurisdictions. Through this process, we aim to reach agreements with key stakeholders, restructure the company's debt obligations, reconfigure our aircraft fleet and emerge with a significant capital injection.

The procedures governing the equity solicitation process were approved by the US court on May 15 and we are now running a competitive and broad solicitation process to secure capital that will help drive our airline forward and facilitate our emergence from the Chapter 11 process. There has been substantial interest from potential investors to participate in the process, where potential investors can place bids to take a lead position or be paired with other investors in acquiring equity interests of the reorganized company. Simultaneously, we continue to engage with our different stakeholders and work toward building consensus for a reorganization plan. We currently aim to complete court approval of our court-supervised process in the US around year-end, to be followed by any regulatory approvals and procedures required in 2024.

## NEW ROUTES AND DESTINATIONS

As part of SAS' strategy to strengthen our offering for Scandinavian travelers, we have increased our capacity for the autumn and winter season. In May, we announced two new direct intercontinental routes. We are bringing back a direct route from Copenhagen to Bangkok, starting this autumn, and we are also returning to Africa for the first time in decades, through weekly flights to Agadir, Morocco, starting in November. SAS will fly to Agadir both from Copenhagen and from Stockholm during the winter season until the end of March 2024, offering a convenient timetable with daytime departure and arrival.

## STAR ALLIANCE NAMED WORLD'S BEST AIRLINE ALLIANCE

In June, Star Alliance won the title of World's Best Airline Alliance at the prestigious Skytrax World Airline Awards once again. The Alliance's famed Los Angeles lounge also won the World's Best Airline Alliance Lounge Award for the seventh consecutive year. The Skytrax World Airline Awards are decided through impartial international customer voting. This year, over 20 million eligible entries were counted in a survey that ran from September 2022 to March 2023, representing passengers with over 100 nationalities. The survey was also provided in six major international languages. We are very proud to be part of the Alliance, and winning the award again constitutes true proof of quality for SAS and for the entire Star Alliance network.

## STEPS TOWARDS FOSSIL-FREE AVIATION

SAS aims to decarbonize aviation and progress on this ambitious plan can only be achieved through collaboration. By involving our customers and teaming up with them, we can reduce CO<sub>2</sub> emissions and enable increased large-scale production of sustainable aviation fuels.

In June, Skellefteå Municipality became the first municipality in Sweden to join SAS' Corporate Sustainability Program. The partnership entails that Skellefteå will purchase sustainable aviation fuel for all its business travel flights for its employees during 2023 and 2024. We hope that our new partnership will inspire other companies and municipalities to reduce their air travel emissions while contributing to driving the transition toward sustainable aviation.

In June, we opened seat reservations for our first-ever commercial electric flight in Sweden, Norway, and Denmark. SAS has been one of the pioneers in the airline industry since 1946, being for instance the first commercial airline operator to fly over the North Pole to significantly shorten flight time between continents. A groundbreaking activity for which SAS received the Columbus Prize. We are proud to invite our passengers to the next major milestone in the future of aviation, and it is a natural continuation of that pioneering spirit and a significant step forward on our journey towards more sustainable aviation. We do this to manifest our strong belief in the development of electric aviation as a viable option to low- and zero-emission aviation.

## LOOKING AHEAD

We are approaching the winter season and I am pleased by the positive trend in our ticket sales throughout the third quarter. We continue our ramp-up and will increase capacity this winter, compared to the same period last year.

We continue to make steady progress with SAS FORWARD and our Chapter 11 process in the US. We are progressing with our equity solicitation process and we are engaging with our different stakeholders to build consensus for a plan of reorganization.

I want to thank my colleagues at SAS for their hard work to ensure that we take the best possible care of our customers, and to ensure that they get the quality service they expect from us. I am grateful for all your efforts!

As always, we look forward to welcoming our customers on board our aircraft.

Anko van der Werff  
President and CEO  
Stockholm, September 1, 2023

# COMMENTS ON SAS' FINANCIAL STATEMENTS

## INCOME STATEMENT, SUMMARY Q1–Q3 2023

MSEK Income statement	Nov–Jul 22–23	Nov–Jul 21–22	Change vs LY	Cur- rency effects	Change vs LY (Curr. adj)
Revenue	30,024	21,173	8,851	592	8,259
Total operating expenses	-32,067	-24,413	-7,654	-1,456	-6,198
Operating income (EBIT)	-2,043	-3,240	1,197	-864	2,061
Income before tax (EBT)	-3,406	-6,145	2,739	1,670	1,069

### Revenue

Revenue totaled MSEK 30,024 (21,173), see Note 2 on page 20. Currency-adjusted revenue was up MSEK 8,259 year-on-year. The increase in revenue mainly related to increased production and increased demand.

Currency-adjusted passenger revenue rose 44%. The increase was a result of higher scheduled capacity (ASK) which, based on the preceding year's circumstances, had a positive impact on revenue of MSEK 4,710. The higher load factor had a positive effect of MSEK 2,232. The higher yield had a positive impact of MSEK 16 on passenger revenue.

Currency-adjusted cargo revenue decreased MSEK 365 and currency-adjusted charter revenue was up MSEK 307 year-on-year. Other traffic revenue (currency-adjusted) was MSEK 191 lower.

Year-on-year, other operating revenue (currency-adjusted) was up MSEK 1,551, primarily due to a

negative revenue adjustment and a SEK 1.1 billion provision made in the preceding year's fiscal year to cover estimated compensation claims from customers regarding flights canceled in conjunction with the pilot strike in July 2022. Revenue also increased as a consequence of higher revenue from sales of EuroBonus points and other volume-related revenue.

### Operating expenses

Personnel expenses amounted to MSEK -5,944 (-5,207). After adjustment for currency, personnel expenses increased MSEK 606 year-on-year. The increase was mainly due to more employees.

Jet-fuel costs amounted to MSEK -7,644 (-5,670). Adjusted for currency, jet-fuel costs increased 24%. Volume effects had a negative impact on costs of MSEK 1,941. Lower jet-fuel prices had a positive impact on costs of MSEK 1,197. The cost of emission rights increased MSEK 428 year-on-year.

Air traffic charges amounted to MSEK -2,672 (-1,968). Adjusted for currency, air traffic charges increased 30%. The increase pertained mainly to higher traffic volumes.

Other external expenses amounted to MSEK -12,624 (-8,245), see Note 3 on page 21. Year-on-year, other external expenses (currency-adjusted) increased MSEK 3,657. The increase pertained primarily to higher costs for sales and distribution, technical maintenance and administrative services. Currency-adjusted sales and distribution costs increased MSEK 534, primarily

due to higher volumes. Technical maintenance costs (currency-adjusted) increased MSEK 805. Costs for administrative services increased MSEK 591 (currency-adjusted) and included advisory fees for the ongoing Chapter 11 process.

Depreciation, amortization and impairment amounted to MSEK -3,340 (-3,512), a decrease of MSEK 172 year-on-year. See Note 4 on page 21.

### Financial net

Financial income and expenses amounted net to MSEK -1,363 (-2,905), representing a year-on-year decrease in net expenses of MSEK 1,542. The decrease in cost mainly pertained to currency revaluations of lease liabilities, which had a positive impact of MSEK 664 this year and interest income of MSEK 697. In the same period last year, revaluations of lease liabilities had a negative impact of MSEK 1,805 and interest income amounted to MSEK 78. Other year-on-year changes of MSEK -1,546 were mainly the result of increased costs as the result of DIP financing. See Note 5 on page 21.

### Net income for the period

Operating income amounted to MSEK -2,043 (-3,240) and EBT amounted to MSEK -3,406 (-6,145).

Net income for the period was MSEK -3,773 (-5,810) and tax for the period amounted to MSEK -367 (335). Income tax for the period was largely attributable to the effects of currency revaluations of lease liabilities.

Year-on-year, the foreign exchange-rate trend had a positive impact on revenue of MSEK 592 and a negative effect on operating expenses of MSEK 1,456. Foreign exchange rates thus had a negative impact on operating income of MSEK 864. Net financial items were positively impacted by currency items amounting to MSEK 2,534. In total, currency effects had a net positive impact of MSEK 1,670 on EBT.

### Items affecting comparability

Total items affecting comparability amounted to MSEK 142 (170) during the period and pertained to sale and leaseback transactions for seven A320 aircraft and one engine as well as the rejection of lease contracts under the Chapter 11 process. Last year, the item primarily comprised capital gains on the sale of three 737-800 aircraft and sale and leaseback transactions for six A320 aircraft and eight spare engines.

## INCOME STATEMENT, SUMMARY Q3 2023

MSEK Income statement	May-Jul 23	May-Jul 22	Change vs LY	Cur- rency effects	Change vs LY (Curr. adj)
Revenue	13,173	8,580	4,593	210	4,383
Total operating expenses	-11,596	-9,728	-1,868	-481	-1,387
Operating income (EBIT)	1,577	-1,148	2,725	-271	2,996
Income before tax (EBT)	457	-1,991	2,448	-202	2,650

### Revenue

Revenue totaled MSEK 13,173 (8,580), see Note 2, page 20. Currency-adjusted revenue was up MSEK 4,383 year-on-year. The increase in revenue mainly related to increased production and increased demand.

Currency-adjusted passenger revenue rose 39%. The increase was a result of higher scheduled capacity (ASK) which, based on the preceding year's circumstances, had a positive impact on revenue of MSEK 2,756. The higher load factor had a positive effect of MSEK 416. The lower yield had a negative effect of MSEK 281 on passenger revenue.

Currency-adjusted cargo revenue decreased MSEK 70 and currency-adjusted charter revenue was up MSEK 211 year-on-year. Other traffic revenue (currency-adjusted) was up MSEK 121.

Year-on-year, other operating revenue (currency-adjusted) was up MSEK 1,228, primarily due to a negative revenue adjustment and a SEK 1.1 billion provision made in the preceding year's fiscal year to cover estimated compensation claims from customers regarding flights canceled in conjunction with the pilot strike in July 2022. Revenue also increased as a consequence of higher revenue from sales of EuroBonus points and other volume-related revenue.

### Operating expenses

Personnel expenses amounted to MSEK -2,081 (-1,806). After adjustment for currency, personnel expenses increased MSEK 231 year-on-year. The increase was mainly due to more employees.

Jet-fuel costs amounted to MSEK -2,743 (-2,860). Adjusted for currency, jet-fuel costs decreased 9%. Volume effects had a negative impact on costs of MSEK 1,040. Lower jet-fuel prices had a positive impact on costs of MSEK 1,520. The cost of emission rights increased MSEK 124 year-on-year.

Air traffic charges amounted to MSEK -1,092 (-777). Adjusted for currency, air traffic charges increased 36%. The increase pertained mainly to higher traffic volumes.

Other external expenses amounted to MSEK -4,583 (-3,220), see Note 3 on page 21. Year-on-year, other external expenses (currency-adjusted) increased MSEK 1,106. The increase pertained primarily to higher costs for catering, technical maintenance and wet-lease expenses. After currency adjustment, catering costs increased MSEK 171. Technical maintenance costs (currency-adjusted) increased MSEK 266. Currency-adjusted wet-lease expenses increased MSEK 256, primarily due to higher volumes.

Depreciation, amortization and impairment amounted to MSEK -1,093 (-1,167), a decrease of MSEK 74 year-on-year. See Note 4 on page 21.

### Financial net

Financial income and expenses amounted net to MSEK -1,120 (-843), representing a year-on-year increase in net expenses of MSEK 277. The increase was primarily attributable to a higher interest expense of MSEK 774 compared with last year's interest expense of MSEK 212. The increased interest expense was mainly attributable to the DIP financing. Other changes compared with the year-earlier period of MSEK 285 mainly comprised higher interest income. See Note 5 on page 21.

### Net income for the period

Operating income amounted to MSEK 1,577 (-1,148) and EBT amounted to MSEK 457 (-1,991).

Net income for the period was MSEK 461 (-1,848) and tax for the period amounted to MSEK 4 (143). Income tax for the period was largely attributable to the effects of currency revaluations of lease liabilities.

Year-on-year, the foreign exchange-rate trend had a positive impact on revenue of MSEK 210 and a negative effect on operating expenses of MSEK 481. Foreign exchange rates thus had a negative impact on operating income of MSEK 271. Net financial items were

positively impacted by currency items amounting to MSEK 69. In total, currency effects had a net negative impact of MSEK 202 on EBT.

### Items affecting comparability

Total items affecting comparability amounted to MSEK -7 (90) during the period and pertained to the sale and leaseback of one A320 aircraft. Last year, items affecting comparability mainly comprised sale and leaseback transactions for three A320 aircraft and six spare engines.

## BALANCE SHEET & FINANCIAL POSITION

### Assets

*Intangible and tangible fixed assets* have decreased MSEK 4,452 since October 31, 2022. Changes for the period included investments of MSEK 3,498, amortization and depreciation of MSEK -833, sales of MSEK -3,828 and other effects of MSEK -3,289. The amount for investments included advance payments of MSEK 900 as well as delivery payments for seven A320 aircraft of MSEK 2,369, which have been sold and leased back. Other investments totaled MSEK 229 and comprised capitalized expenditure for engine maintenance and modifications. Other effects included rejection of lease contracts regarding two A350 aircraft under Chapter 11 of about MSEK -3,000 and translation differences of slightly more than MSEK -300.

*Right-of-use assets* decreased MSEK 349 during the period. New leases amounted to MSEK 2,642, and mainly pertained to new leases for seven A320 aircraft, three E195 aircraft and one spare engine. Changes in indexation and modification as well as the rejection of lease contracts decreased net assets by MSEK -484, and depreciation totaled MSEK -2,507.

*Financial assets* decreased MSEK 1,522, mainly due to remeasurements for SAS' defined-benefit pension plans.

*Deferred tax assets* decreased by MSEK 69. The decrease was primarily due to the effects of currency revaluations of lease liabilities. No loss carryforwards were capitalized in the quarter.

*Current receivables* increased MSEK 1,448. This increase was mainly attributable to increased accounts receivable and blocked bank funds.

*Cash and cash equivalents* were MSEK 6,463 (8,654) as of July 31, 2023. Unutilized contracted credit facilities amounted to MSEK 3,683 (3,847). Financial preparedness amounted to 38% (60) of SAS' fixed costs.

### Shareholders' equity and liabilities

*Shareholders' equity* decreased MSEK 5,104 to MSEK -4,342. The decrease pertained mainly to net income for the period of MSEK -3,773, changes in cash-flow hedges of MSEK -24 and the negative actuarial effect on defined-benefit pension plans of MSEK 1,322.

*Non-current liabilities* decreased MSEK 5,875 and *current liabilities* increased MSEK 3,849. The total decrease in liabilities was MSEK 2,026 and was mainly due to amortization, currency revaluation and the rejection of two A350 aircraft under Chapter 11. The decrease in liabilities was offset by new borrowing, accrued interest and an increase in the unearned transportation liability.

### Interest-bearing liabilities

On July 31, 2023, interest-bearing liabilities amounted to MSEK 40,766 (45,520), a decrease of MSEK 4,754 since October 31, 2022. New loans and amortization for the period were MSEK 1,585 and MSEK 2,958 respectively. New leases and amortization of lease liabilities amounted to MSEK 2,790 and MSEK 2,142 respectively. The rejection of lease contracts as part of the Chapter 11 process has reduced debt with just over

MSEK 3,600. Currency revaluations decreased liabilities by about MSEK 1,250, and other items, primarily accrued interest, resulted in a net increase in liabilities of about MSEK 900.

### Financial net debt

On July 31, 2023, financial net debt amounted to MSEK 30,450 (33,657), a decrease of MSEK 3,207 since October 31, 2022. The decrease was primarily attributable to the positive cash flow before financing activities of MSEK 2,458, currency revaluations of about MSEK 1,000 and the rejection of lease contracts as part of the Chapter 11 process that reduced debt with just over MSEK 3,600. The decrease was offset by a negative effect from new lease liabilities of MSEK 2,790 and accrued interest of about MSEK 900.

### Key figures

On July 31, 2023, the return on invested capital (ROIC) was -6%, an improvement of 2 percentage points since October 31, 2022. The increase pertained mainly to an improved operating income (EBIT).

Financial preparedness was 38% (60) at the end of the period. A lower cash position together with higher fixed costs were the reasons for the change in the key figure.

The financial net debt/adjusted EBITDA ratio was a multiple of 13.7 as of July 31, 2023. On October 31, 2022, the multiple was 23.3.

On July 31, 2023, the equity/assets ratio amounted to -8%, compared with 1% on October 31, 2022. The decline was primarily attributable to lower shareholders' equity as a result of the period's negative earnings.

## CASH-FLOW STATEMENT

Cash flow for the period amounted to MSEK -2,200 (1,878). Cash and cash equivalents amounted to MSEK 6,463, compared with MSEK 8,654 on October 31, 2022.

### Cash flow from operating activities

Cash flow from operating activities before changes in working capital amounted to MSEK -290 (-1,069) for the period. The increased cash flow mainly pertained to the improvement in currency-adjusted earnings.

The change in working capital was positive for the period and amounted to MSEK 2,636 (2,422). The positive outcome for the period was mainly the result of an increased unearned transportation liability as the result of increased ticket sales, but was partially dampened by increased accounts receivable and compensation payments for canceled and delayed flights.

Cash flow from operating activities for the period amounted to MSEK 2,346 (1,353).

### Investing activities

Investments totaled MSEK 3,555 (3,737), of which the majority of MSEK 3,498 (3,737) pertained to aircraft and MSEK 57 (0) pertained to acquired subsidiaries that own three properties with smaller carrying amounts at Kastrup, which were previously leased by SAS.

Aircraft investments for the period comprised seven A320 aircraft, capitalized expenditure for aircraft maintenance and modifications, and advance payments to Airbus.

During the period, one engine and seven A320 aircraft were sold and leased back, which generated inflows of MSEK 3,667 (4,119).

### Financing activities

New loans amounted to MSEK 1,585 (4,781), while repayments totaled MSEK 2,958 (2,570). Amortization of lease liabilities totaled MSEK 2,142 (2,059).

### PARENT COMPANY

The Parent Company SAS AB conducts extremely limited intra-Group services. Revenue totaled MSEK 646 (37) and operating expenses MSEK -887 (-290). Net financial items totaled MSEK 347 (153) and impairment of shares in subsidiaries amounted to MSEK -1,840 (-1,763). Net income for the period was MSEK -1,734 (-1,863).

### FINANCIAL TARGETS

SAS' overall long-term goal is to create value for our shareholders and to deliver sustainable and profitable growth throughout the business cycle.

SAS' three financial targets are:

- Return on invested capital (ROIC) to exceed the post-tax Weighted Average Cost of Capital (WACC) over a business cycle.
- Financial net debt/adjusted EBITDA to be a multiple of less than three and a half (3.5x).
- Financial preparedness: cash and cash equivalents and available credit facilities must exceed 25% of SAS annual fixed costs.

The ROIC target corresponds with the capital markets' and SAS' internal assessment of SAS' weighted average cost of capital (WACC). This is also linked to SAS' dividend policy for holders of common shares, which stipulates that dividends can be paid when value is created through SAS' ROIC exceeding its WACC.

Leverage target – financial net debt/adjusted EBITDA – is a key ratio used by credit rating agencies and banks for assessing creditworthiness and includes the value of leased aircraft. The aim of maintaining a ratio with a multiple of less than three and a half (3.5x) is aligned with SAS' ambition of improving the financial position and credit rating, and thereby lowering financing costs.

The target for financial preparedness is for cash and cash equivalents, and available credit facilities to exceed 25% of annual fixed costs. The target is set to ensure a sound level of cash and cash equivalents to mitigate risks related to internal and external events and to fulfill regulatory requirements.

### ENVIRONMENTAL GOALS

Society and our customers are increasingly demanding more sustainable solutions. This trend is expected to continue in the airline industry, with a focus on reducing emissions and more efficient use of resources.

Accordingly, we have set comprehensive and ambitious, short and long-term environmental goals to drive our environmental work, which is in line with SAS' strive for global leadership in sustainable aviation.

#### Our 2025 target

- Reduce total CO<sub>2</sub> emissions 25% compared with 2005.



**EVENTS DURING THE QUARTER**

• On May 10, 2023, the General Court of the Court of Justice of the European Union, announced its ruling regarding the Swedish and Danish states' participation in the recapitalization of SAS in connection with the COVID-19 pandemic in 2020. The General Court states in its ruling that the decision by the European Commission to approve the states' participation in the recapitalization of SAS did not comply with EU state aid rules. On July 4, 2023, the European Commission decided to open a formal investigation of the matter, and announced its preliminary view that the recapitalization measure was in line with regulations on state aid valid at that time.

The ruling by the General Court has no immediate consequences for SAS and has no effect on SAS' flight schedule or bookings. The ruling does not change SAS' expectations of obtaining final approval for the various measures taken since 2020, including the states' participation in the ongoing Chapter 11 process.

- On May 15, SAS received court approval for the company's equity solicitation procedures.
- On June 15, SAS extended the timeline for the company's equity solicitation process by approximately four weeks.
- SAS opened seat reservations for its first-ever commercial electric flight in Sweden, Norway and Denmark.
- Skellefteå municipality joined the SAS Corporate Sustainability Program – buying sustainable aviation fuel for all its business travel in 2023 and 2024.

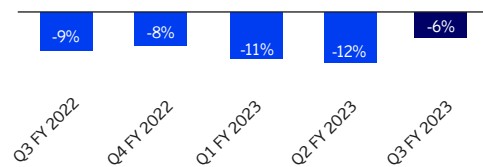
**DEMAND RECOVERY AND MARKET COMPETITION**

The outbreak of the COVID-19 pandemic has entailed the greatest challenge ever for the aviation industry. Demand for air travel contracted drastically and the recovery following the pandemic's outbreak has progressed slower than expected. Moreover, the recovery has been negatively affected by Russia's invasion of Ukraine in February 2022 and the resultant consequences.

SAS' assessment in September 2022 was that demand for short-haul leisure travel, in terms of passenger numbers, would return to pre-Covid levels in fiscal year 2024, that demand for short-haul business travel was expected to level off at approximately 80 percent of pre-Covid levels, and that demand for long-haul leisure travel would recover faster than for long-haul business travel. SAS has since raised its long-term expectations for passenger demand, and also expects a faster capacity rebound, which underpins the updated financial projections published on April 6, 2023 and which are presented below.

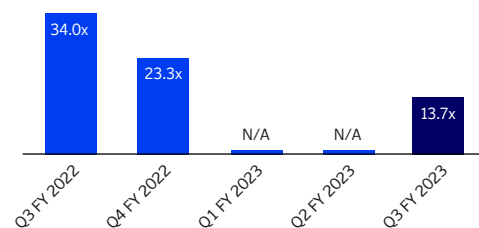
**RETURN ON INVESTED CAPITAL (ROIC), 12-MONTH ROLLING, %**

SAS has a target for the return on invested capital (ROIC) to exceed the post-tax Weighted Average Cost of Capital (WACC) over a business cycle.



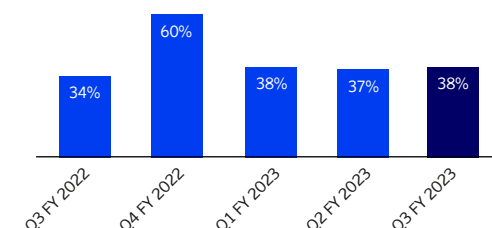
**FINANCIAL NET DEBT/ADJUSTED EBITDA**

SAS has a target for the financial net debt/adjusted EBITDA ratio to be a multiple of less than three and a half.



**FINANCIAL PREPAREDNESS, %**

SAS has a target for financial preparedness, which is to exceed 25% of annual fixed costs.



The Scandinavian air travel market has three customer segments:

1. customers whose primary focus is the price of the offering;
2. customers who want a high quality offering but who remain price sensitive; and
3. customers who value the quality of the offering highly.

Based on this segmentation, SAS has primarily operated in the third segment historically, namely the premium segment. In the last few years, the premium segment's share of the total market has declined and, in coming years, SAS expects this trend to continue. However, the other two segments, that is the low-cost segments, have posted a more positive trend driven by the expansion of several low-cost carriers in the Scandinavian market. This trend started prior to the COVID-19 pandemic and is expected to continue. This has resulted in increased competition in the Scandinavian market and SAS needing to reduce its unit cost per available seat kilometer ("CASK"), after adjustment for changes in fuel prices, to remain competitive.

## FINANCIAL PROJECTIONS

In accordance with the financial projections announced on April 6, 2023, SAS continues to expect revenue to exceed SEK 40 billion in fiscal year 2023 and to return to pre-Covid levels in fiscal year 2024. In fiscal year 2026, revenue is expected to reach approximately SEK 58 billion.

Further, SAS expects an adjusted negative EBT<sup>1</sup> of approximately SEK 4–5 billion in fiscal year 2023, given that many of the cost-efficiencies of the SAS FORWARD plan are either ramping up over fiscal year 2023, or

have been implemented but cannot be recognized in the company's financial results until post emergence from Chapter 11 process, including cost savings resulting from the fleet restructuring. SAS expects to reach positive EBT in fiscal year 2024, increasing to approximately SEK 5–6 billion for fiscal year 2026, corresponding to an EBT margin of approximately 9–10%, when the SAS FORWARD plan is expected to have been fully implemented.

In fiscal year 2024, debt or debt-like items of SEK 20 billion are expected to have been converted into equity of the reorganized SAS or otherwise substantially reduced in value to such creditors through the Chapter 11 process. After emergence, SAS expects its net debt to be at approximately SEK 17 billion (the majority of debt comprised of aircraft debt and lease liabilities). Assuming successful completion of the SAS FORWARD plan, SAS expects to attain a strong financial position and to be close to net debt free by the end of fiscal year 2026.

Assuming a raise of SEK 9.5 billion, as modified by actual liquidity results of the company and its liquidity demands upon exit, SAS expects its liquidity level to significantly exceed the estimated 15%, which was stated in the financial projections published in September 2022. This is a result of stronger cash generation over this past winter due to a continued strong sales and revenue performance. That liquidity is expected to remain at such higher levels throughout the entire period of the financial projections (subject to factors such as the company's financial performance, actual size of equity capital raise, any changes in future fleet plan or other material capital expenditures).

*The financial information set forth above is not a guarantee of future performance. Even though the financial information reflects SAS' current beliefs and expectations, it is subject to material uncertainties and factors, e.g., fuel prices, foreign exchange rates, inflation, demand recovery and supply chain instability, that could cause actual results to differ materially from the financial information above. The financial information is premised upon a successful progression and execution of the SAS FORWARD plan, and a demand recovery in line with expectations as described above. Furthermore, the current assessment of the financial projections is based on the following foreign exchange rate assumptions: An exchange rate of 10.22 SEK/USD through the end of fiscal year 2023, 9.48 SEK/USD for fiscal year 2024 and 8.75 SEK/USD for fiscal year 2025 and beyond; and the following fuel price assumption: an average of USD 914/MT (previously USD 946/MT) for the remaining months of the fiscal year 2023, which will gradually fall before the end of the fiscal year 2025 before expected to remain at a constant USD 676/MT for fiscal year 2026 and beyond. All numbers are presented on a consolidated basis for the SAS Group.*

<sup>1</sup>Earnings before tax, excluding capital gains or losses, or other gains or losses related to the completion of the Chapter 11 process.

# RISKS AND UNCERTAINTIES

SAS works strategically to refine, follow up and improve its risk management. Risk management includes identifying new risks and known risks, such as pandemics, changes in jet-fuel prices or exchange rates. SAS monitors general risks centrally, while portions of risk management are conducted in the operations and include identification, action plans and policies. For further information about risk management at SAS, refer to the most recently published annual report.

## OPERATING ENVIRONMENT

Over the past three years, the COVID-19 pandemic has significantly affected the whole aviation industry, including SAS. Substantially rising demand for travel is having a significant impact and the industry is struggling to recover quickly enough to meet this positive trend. The current geopolitical situation and Russia's invasion of Ukraine are also affecting the airline industry and, inter alia, are impacting the recovery of traffic to and from Asia, albeit with limited impact on SAS. Estimation uncertainty has increased due to the current market conditions in the aviation industry for forecasts and scenario analyses related to future demand, primarily in the short term. As described in the Annual Report for Fiscal Year 2022, page 102, critical accounting estimates and key sources of estimation uncertainty include: Impairment of assets; Pensions; Deferred taxes; Assumptions regarding right-of-use assets – aircraft; Hybrid bonds; Litigations; Claims in connection with Chapter 11 and the pilot strike.

Currency and jet-fuel hedging is described below and the impact of the COVID-19 pandemic is described on page 19 in Note 1. SAS closely monitors the development of risks and uncertainties on an ongoing basis.

## CURRENCY AND JET-FUEL HEDGING

Financial risks pertaining to changes in exchange rates and fuel prices are hedged with derivatives, which aim to counter short-term negative fluctuations and provide scope for adapting operations to long-term changes in levels.

The policy for jet-fuel hedging states that jet fuel should be hedged at an interval of 40–80% of anticipated volumes for the coming 12 months. The policy also allows hedging of up to 50% of the anticipated volumes for the period, 13–18 months. Under the current uncertain

## SENSITIVITY ANALYSIS, JET-FUEL COST NOV 2022–OCT 2023, SEK BILLION

Market price	Exchange rate SEK/USD				
	9.5	10.0	10.5	11.0	11.5
USD 700/MT	9.9	10.0	10.1	10.2	10.4
USD 800/MT	10.2	10.3	10.4	10.6	10.7
USD 900/MT	10.4	10.6	10.7	10.9	11.0
USD 1,000/MT	10.7	10.8	11.0	11.2	11.3
USD 1,100/MT	10.9	11.1	11.3	11.5	11.6

*The jet-fuel cost in the statement of income does not include USD currency hedging effects. These effects are recognized under "Other operating expenses," since currency hedging is performed separately and is not linked specifically to its jet-fuel purchases.*

and volatile market conditions SAS has temporarily adjusted the financial policy with regard to the hedging ratio for jet fuel. The exception applies for FY 2023 and permits hedging between 0 and 80% of the anticipated volumes for the next 12 months.

For the forthcoming 12 months, SAS has 0% of the fuel consumption hedged. Hedging of SAS' future jet-fuel consumption is normally conducted through a mix of swaps and options. Under current plans for flight capacity, the cost of jet fuel during FY 2023 is expected to be in line with the table in the middle, taking into account different fuel prices, USD rates and jet-fuel hedging.

For foreign currency, the policy is to hedge 40–80%. At the end of the quarter, SAS had hedged 40% of its anticipated USD cash flow deficit for the next 12 months. SAS normally hedges the USD deficit using forward contracts and currency options. In terms of NOK, which is SAS' largest surplus currency, 47% was hedged for the next 12 months. Based on the currency exposure a weakening of the NOK against the SEK of 1% would generate a negative earnings impact of MSEK 89, excluding hedge effects. A weakening of the USD against the SEK of 1% would generate a positive earnings impact of MSEK 150, excluding hedge effects, before any potential IFRS 16 effects.

With the introduction of IFRS 16, future lease payments are recognized as an asset (right-of-use asset) and a financial lease liability. Most of the right-of-use assets are denominated in SEK but the corresponding lease liabilities are denominated in foreign currencies, mainly USD. The currency exposure from recalculating USD

liabilities into SEK is significant. Over the lease term, the expenses following the adoption of IFRS 16 correspond to the expenses reported under IAS 17. The currency exposure from recalculating USD liabilities into SEK creates higher volatility in profit or loss. To mitigate the risk of having a volatile profit or loss, SAS applies hedge accounting.

Certain projected future USD revenue is hedged using the external USD denominated lease liabilities as hedging instruments. Changes in the USD/SEK spot rate for the designated part of the USD denominated lease liability is recognized in other comprehensive income as a separate component (cash-flow hedge reserve) in equity. When the hedged expected cash flows impact profit or loss as revenue, the corresponding part of the cash-flow hedge reserve is reclassified from other comprehensive income to profit or loss. In cases where hedge accounting is not possible, revaluation of USD denominated lease liabilities will impact the financial net in profit and loss.

Based on lease liabilities of approximately MUSD 1,763 and the USD rate as of July 31, 2023, a weakening of the USD against the SEK of 1% would generate a positive earnings impact of approximately MSEK 157 in profit and loss and a positive effect in OCI of approximately MSEK 29.

### **CHAPTER 11 PROCESS**

SAS is taking steps as part of SAS FORWARD, its comprehensive business transformation plan that was launched to enable the company to continue to be a competitive player in the global airline industry. On July 5, 2022, SAS AB, together with some of its subsidiaries, initiated a court-supervised process in the United States by voluntarily filing for Chapter 11. This process will provide SAS with legal tools to strengthen its financial position and accelerate work with SAS FORWARD,

while the airline is able to continue airline operations as normal.

The Chapter 11 process is a legal process under the supervision of the US federal court system, which many large international airlines based outside of the US have successfully used over the years to reduce their costs and complete financial restructurings. SAS' operations are unaffected by the Chapter 11 filing, and SAS will continue to serve its customers as normal.

SAS expects to have sufficient liquidity to support its business and meet its obligations going forward. SAS has entered a Debtor-in-Possession (DIP) term loan agreement for USD 700 million (corresponding to approximately SEK 7 billion) with funds managed by Apollo Global Management, which provides SAS with a strong financial position to maintain operations throughout the Chapter 11 process. DIP financing is a specialized type of bridge financing used by businesses that are restructuring through a Chapter 11 process. The DIP term loan agreement, which was approved by the US court in mid-September 2022, is divided into two equally large tranches, of which the first was utilized by SAS in September 2022. Following a stronger than expected development of SAS' liquidity position during the winter of fiscal year 2023, SAS has no near-term need for additional liquidity and accordingly, has not drawn the second tranche of the DIP term loan. SAS may, depending on the continued development of SAS' liquidity position, continue discussions with Apollo Global Management regarding access to the second tranche of the DIP term loan at a later stage of the Chapter 11 process. In the meantime, the company will continue to pursue other normal course financing initiatives that, if closed, will supplement the company's liquidity at a lower all-in cost than a near-term utilization of the second tranche of the DIP term loan.

During the quarter, SAS initiated a process to solicit equity investment in the reorganized company. The procedures governing the equity solicitation process were approved the US Bankruptcy Court for the Southern District of New York on May 15, 2023. SAS is conducting a competitive and broad solicitation process to secure the best available terms and conditions for new equity capital. There has been substantial interest from potential investors to participate in the process, where potential investors can place bids to take a lead position or be paired with other investors in acquiring equity interests of the reorganized SAS. The company has previously stated that it aims to raise at least SEK 9.5 billion of equity financing. However, the final amount of equity financing raised will depend upon the competitive equity solicitation process along with the company's ongoing ability to generate additional liquidity.

SAS currently aims to complete court approval of its court-supervised process in the US around year-end, to be followed by any regulatory approvals and procedures required in 2024. Given the substantial debt reductions or conversions anticipated (i.e., approximately SEK 20 billion in claims), combined with the need for substantial new equity capital, SAS currently expects that there will be only modest recovery for general unsecured creditors and little or no recovery for subordinated unsecured creditors upon emergence from the Chapter 11 process, and that there will be no or very little value for existing shareholders in SAS AB at the end of the company's restructuring proceedings.

**LEGAL ISSUES**

The European Commission's decision in November 2010 found SAS and many other airlines guilty of alleged participation in a global air cargo cartel in the 1999–2006 period and ordered SAS to pay a fine of MEUR 70.2. SAS appealed the decision in January 2011 and in December 2015, the Court of Justice of the European Union (CJEU) annulled the European Commission's decision including the MEUR 70.2 fine. The CJEU's ruling entered into force and the MEUR 70.2 fine was repaid to SAS at the beginning of March 2016. The European Commission took a new decision on the same issue in March 2017 and again imposed fines on SAS and many other airlines for alleged participation in a global air cargo cartel in the 1999–2006 period. The fine of MEUR 70.2 was the same as that imposed under the 2010 decision. SAS appealed the European Commission's decision and a hearing was held in the CJEU in July 2019. Judgement was announced on March 30, 2022. SAS was partly successful with its appeal and the fine paid in under 2017 was slightly reduced. SAS has appealed the judgement.

As a consequence of the European Commission's decision in the cargo investigation in November 2010 and the renewal of that decision in March 2017, SAS and other airlines fined by the Commission are involved in various civil lawsuits initiated by cargo customers in countries including the Netherlands and Norway. SAS contests its responsibility in all these legal processes. Unfavorable outcomes in these disputes could have a significantly negative financial impact on SAS. Further lawsuits by cargo customers cannot be ruled out. No provisions have been made.

# CONSOLIDATED STATEMENT OF INCOME

## CONDENSED STATEMENT OF INCOME INCLUDING STATEMENT OF OTHER COMPREHENSIVE INCOME

MSEK	Note	Q3		Q1-Q3	
		May-Jul 2023	May-Jul 2022	Nov-Jul 2022-2023	Nov-Jul 2021-2022
Revenue	2	13,173	8,580	30,024	21,173
Personnel expenses		-2,081	-1,806	-5,944	-5,207
Jet-fuel costs		-2,743	-2,860	-7,644	-5,670
Air traffic charges		-1,092	-777	-2,672	-1,968
Other external expenses	3	-4,583	-3,220	-12,624	-8,245
Depreciation, amortization and impairment	4	-1,093	-1,167	-3,340	-3,512
Income from shares in affiliated companies		3	12	15	19
Income from sale and return of aircraft, and other non-current assets		-7	90	142	170
<b>Operating income (EBIT)</b>		<b>1,577</b>	<b>-1,148</b>	<b>-2,043</b>	<b>-3,240</b>
Financial income and expenses	5	-1,120	-843	-1,363	-2,905
<b>Income before tax (EBT)</b>		<b>457</b>	<b>-1,991</b>	<b>-3,406</b>	<b>-6,145</b>
Tax	4	143	143	-367	335
<b>Net income for the period</b>		<b>461</b>	<b>-1,848</b>	<b>-3,773</b>	<b>-5,810</b>
<b>Other comprehensive income</b>					
<i>Items that may later be reversed to net income:</i>					
Exchange-rate differences in translation of foreign operations		95	23	15	132
Cash-flow hedges, net after tax		-87	-158	-24	-649
<i>Items that will not be reversed to net income:</i>					
Revaluations of defined-benefit pension plans, net after tax		251	1,176	-1,322	1,276
<b>Total other comprehensive income, net after tax</b>		<b>259</b>	<b>1,041</b>	<b>-1,331</b>	<b>759</b>
<b>Comprehensive income for the period</b>		<b>720</b>	<b>-807</b>	<b>-5,104</b>	<b>-5,051</b>
<i>Attributable to Parent Company shareholders:</i>					
Net income for the period		461	-1,848	-3,773	-5,810
Comprehensive income for the period		720	-807	-5,104	-5,051
Earnings per common share before and after dilution (SEK) <sup>1</sup>		0.06	-0.25	-0.52	-0.80

<sup>1</sup> Earnings per common share are calculated as net income for the period attributable to Parent Company shareholders as well as hybrid bond expenses in relation to 7,266,039,292 (7,266,039,292) shares outstanding during the respective periods.

## INCOME BEFORE TAX AND ITEMS AFFECTING COMPARABILITY

MSEK	Q3		Q1-Q3	
	May-Jul 2023	May-Jul 2022	Nov-Jul 2022-2023	Nov-Jul 2021-2022
Income before tax (EBT)	457	-1,991	-3,406	-6,145
Rejection of lease contracts in Chapter 11	-	-	-160	-
Capital gains/losses <sup>1</sup>	7	-90	18	-170
<b>Income before tax and items affecting comparability</b>	<b>464</b>	<b>-2,081</b>	<b>-3,548</b>	<b>-6,315</b>

<sup>1</sup> Capital gains/losses include aircraft and engine sales amounting to MSEK -18 (170), of which sale and leaseback amounted to MSEK -17 (96) in the November-July period.

# CONSOLIDATED BALANCE SHEET

## CONDENSED BALANCE SHEET

MSEK	Jul 31, 2023	Oct 31, 2022	Jul 31, 2022
<b>ASSETS</b>			
<b>Non-current assets</b>			
Intangible assets	678	692	704
Tangible assets	13,858	18,296	19,177
Right-of-use assets	17,491	17,840	17,381
Financial assets	9,325	10,847	9,887
Deferred tax assets	1,559	1,628	1,306
<b>Total non-current assets</b>	<b>42,911</b>	<b>49,303</b>	<b>48,455</b>
<b>Current assets</b>			
Inventories and expendable spare parts	324	319	380
Current receivables	6,329	4,881	4,714
Cash and cash equivalents	6,463	8,654	6,148
<b>Total current assets</b>	<b>13,116</b>	<b>13,854</b>	<b>11,242</b>
<b>TOTAL ASSETS</b>	<b>56,027</b>	<b>63,157</b>	<b>59,697</b>
<b>EQUITY AND LIABILITIES</b>			
<b>Total shareholders' equity</b>	<b>-4,342</b>	<b>762</b>	<b>1,365</b>
<b>Non-current liabilities</b>			
Interest-bearing liabilities	11,344	16,627	17,455
Interest-bearing lease liabilities	16,534	17,686	16,069
Other non-current liabilities	4,843	4,283	4,747
<b>Total non-current liabilities</b>	<b>32,721</b>	<b>38,596</b>	<b>38,271</b>
<b>Current liabilities</b>			
Interest-bearing liabilities	8,829	7,379	3,882
Interest-bearing lease liabilities	4,059	3,828	3,410
Other current liabilities	14,760	12,592	12,769
<b>Total current liabilities</b>	<b>27,648</b>	<b>23,799</b>	<b>20,061</b>
<b>TOTAL SHAREHOLDERS' EQUITY AND LIABILITIES</b>	<b>56,027</b>	<b>63,157</b>	<b>59,697</b>
Interest-bearing assets	18,246	21,114	17,222
Interest-bearing liabilities	40,766	45,519	40,816
Working capital	-13,869	-11,692	-12,331

## SPECIFICATION OF FINANCIAL NET DEBT, JULY 31, 2023

	According to balance sheet	Of which financial net debt
Financial assets	9,325	603
Current receivables	6,329	3,250
Cash and cash equivalents	6,463	6,463
Non-current liabilities	32,721	27,878
Current liabilities	27,648	12,888
<b>Financial net debt</b>		<b>30,450</b>

Information relating to financial net debt in the comparative periods is available in the Financial key figures section. For a specification of financial net debt for the respective periods, please refer to [www.sasgroup.net](http://www.sasgroup.net) where each interim report is published.

# CONSOLIDATED STATEMENT OF CHANGES IN EQUITY

## CONDENSED CHANGES IN SHAREHOLDERS' EQUITY

### Total shareholders' equity attributable to Parent Company shareholders

MSEK	Share capital <sup>1</sup>	Other contributed capital	Hedging reserves	Translation reserve	Hybrid bonds	Retained earnings	Total shareholders' equity
Opening shareholders' equity in accordance with approved balance sheet, October 31, 2021	8,650	2,899	511	-192	7,615	-13,067	6,416
Net income for the period						-5,810	-5,810
Comprehensive income for the period			-649	132		1,276	759
Closing balance, July 31, 2022	8,650	2,899	-138	-60	7,615	-17,601	1,365
Hybrid bond interest <sup>2</sup>						-	-
Net income for the period						-1,238	-1,238
Comprehensive income for the period			-106	80		661	635
Closing balance, October 31, 2022	8,650	2,899	-244	20	7,615	-18,178	762
Hybrid bond interest <sup>3</sup>						-	-
Net income for the period						-3,773	-3,773
Comprehensive income for the period			-24	15		-1,322	-1,331
Closing balance, July 31, 2023	8,650	2,899	-268	35	7,615	-23,273	-4,342

<sup>1</sup> Number of shares in SAS AB: 7,266,039,292 (7,266,039,292) shares with a quotient value of SEK 1.19 (1.19).

<sup>2</sup> Due interest payments of MSEK 366 that have been deferred according to press releases on April 7, 2022 and October 13, 2022.

<sup>3</sup> Due interest payments of MSEK 273 that have been deferred according to the press release on April 13, 2023.



# CONSOLIDATED CASH-FLOW STATEMENT

## CONDENSED CASH-FLOW STATEMENT

MSEK	Q3	Q3	Q1-Q3	Q1-Q3
	May-Jul 2023	May-Jul 2022	Nov-Jul 2022-2023	Nov-Jul 2021-2022
<b>OPERATING ACTIVITIES</b>				
Income before tax (EBT)	457	-1,991	-3,406	-6,145
Depreciation, amortization and impairment	1,093	1,167	3,340	3,512
Income from sale of aircraft and buildings	7	-90	-142	-170
Adjustment for other non-cash items, etc.	585	629	-82	1,734
Tax paid	0	0	0	0
<b>Cash flow from operations before change in working capital</b>	<b>2,142</b>	<b>-285</b>	<b>-290</b>	<b>-1,069</b>
Change in working capital	-600	-707	2,636	2,422
<b>Cash flow from operating activities</b>	<b>1,542</b>	<b>-992</b>	<b>2,346</b>	<b>1,353</b>
<b>INVESTING ACTIVITIES</b>				
Investments including advance payments to aircraft manufacturers	-648	-1,464	-3,498	-3,737
Acquisition of subsidiaries and affiliated companies	0	0	-57	0
Sale of fixed assets, etc.	489	1,984	3,667	4,119
<b>Cash flow from investing activities</b>	<b>-159</b>	<b>520</b>	<b>112</b>	<b>382</b>
<b>FINANCING ACTIVITIES</b>				
Proceeds from borrowings	0	0	1,585	4,781
Repayment of borrowings	-187	-1,056	-2,958	-2,570
Amortization of lease liabilities	-744	-619	-2,142	-2,059
Fees DIP financing	-121	0	-148	0
Other financing activities	563	-183	-995	-9
<b>Cash flow from financing activities</b>	<b>-489</b>	<b>-1,858</b>	<b>-4,658</b>	<b>143</b>
<b>Cash flow for the period</b>	<b>894</b>	<b>-2,330</b>	<b>-2,200</b>	<b>1,878</b>
Translation difference in cash and cash equivalents	6	0	9	2
Cash and cash equivalents at beginning of the period	5,563	8,478	8,654	4,268
<b>Cash and cash equivalents at the end of the period</b>	<b>6,463</b>	<b>6,148</b>	<b>6,463</b>	<b>6,148</b>

# PARENT COMPANY SAS AB

The number of shareholders in SAS AB amounted to 256,289 (273,985) on July 31, 2023. The average number of employees amounted to two (two).

## CONDENSED STATEMENT OF INCOME

MSEK	Q1-Q3	
	Nov-Jul 2022-2023	Nov-Jul 2021-2022
Revenue	646	37
Personnel expenses	-26	-23
Other operating expenses	-861	-267
<b>Operating income (EBIT)</b>	<b>-241</b>	<b>-253</b>
Impairment of shares in subsidiaries	-1,840	-1,763
Financial net	347	153
<b>Income before tax (EBT)</b>	<b>-1,734</b>	<b>-1,863</b>
Tax	0	0
<b>Net income for the period</b>	<b>-1,734</b>	<b>-1,863</b>

Net income for the period also corresponds with total comprehensive income.

## CONDENSED BALANCE SHEET

MSEK	Jul 31, 2023	Oct 31, 2022	Jul 31, 2022
Financial non-current assets	20,509	21,920	22,867
Other current assets	349	563	268
Cash and bank balances	1	1	1
<b>TOTAL ASSETS</b>	<b>20,859</b>	<b>22,484</b>	<b>23,136</b>
Shareholders' equity	18,909	20,643	21,489
Non-current liabilities	14	1,623	1,615
Current liabilities	1,936	218	32
<b>TOTAL SHAREHOLDERS' EQUITY AND LIABILITIES</b>	<b>20,859</b>	<b>22,484</b>	<b>23,136</b>

## CHANGES IN SHAREHOLDERS' EQUITY

MSEK	Restricted equity		Unrestricted equity			Total sharehold- ers' equity
	Share capital <sup>1</sup>	Statutory reserve	Share premium reserve	Hybrid bonds	Retained earnings <sup>2</sup>	
Opening shareholders' equity in accordance with approved balance sheet, October 31, 2022	8,650	447	2,729	7,615	1,202	20,643
Net income for the period					-1,734	-1,734
<b>Closing balance, July 31, 2023</b>	<b>8,650</b>	<b>447</b>	<b>2,729</b>	<b>7,615</b>	<b>-532</b>	<b>18,909</b>

1) Number of shares: 7,266,039,292 (7,266,039,292) shares with a quotient value of SEK 1.19 (1.19).

2) Due interest payments of MSEK 366 pertaining to the 2022 fiscal year that have been deferred according to press releases on April 7, 2022 and October 13, 2022. Additional due interest payments of MSEK 273 that have been deferred according to the April 13, 2023 press release.

## NOTE 1 ACCOUNTING POLICIES AND OTHER INFORMATION

This condensed interim report for the SAS Group was prepared in accordance with IAS 34 Interim Financial Reporting and the applicable provisions of the Swedish Annual Accounts Act. The interim report for the Parent Company was prepared in accordance with the Swedish Annual Accounts Act, Chapter 9, Interim Report. The same accounting policies and calculation criteria have been applied for the Group and the Parent Company as in the latest annual report, with the exception of the following amended accounting policies. Disclosures in accordance with IAS 34.16A are presented in the financial statements and their accompanying notes as well as in other parts of this interim report.

### NEW AND AMENDED ACCOUNTING POLICIES

New and amended IFRSs that entered force in November 2022 or later have not had any material effect on the consolidated financial statements. New or amended IFRSs that enter force in the coming fiscal years have not been applied in advance in the preparation of these financial statements and are not expected to have a significant effect on the Group's or Parent Company's forthcoming financial reports.

### ESTIMATES AND ASSUMPTIONS

The preparation of the interim report requires SAS to make assessments and estimates, and make assumptions that affect the application of the accounting policies and the carrying amounts of assets and liabilities, and revenue and expenses, this is also described on pages 10–11 of this report. The actual outcome may differ from these estimates and judgments. In addition to what is described below, the critical assessments and sources of uncertainty in estimates are the same as those in the most recent annual report.

As described on page 12, on July 5, 2022, SAS AB, together with some of its subsidiaries, initiated a court-supervised process in the United States by voluntarily filing for Chapter 11. The Chapter 11 process provides an option to negotiate and reject contracts that were in effect at the beginning of the process. During the period August 2022 to July 2023, SAS has chosen to reject lease contracts pertaining to one B737-700, three A350-900, three A321-200, one A320-200neo and one A330-300 aircraft as well as a number of engines. All of these contract rejections have been approved by the US court. In conjunction with this approval, SAS made the related assets available for retrieval by the applicable leaseholders or lenders, with the consequent effect that the assets and liabilities associated with the contracts were removed from the balance sheet. As a step in the Chapter 11 process, SAS expects the lenders/leaseholders and other counterparties to seek damages for their economic losses and report this to the US court. Due to the uncertainty in outcome, if any, for claims arising under Chapter 11 since these are dependent on the number of claims and the size of the claims, but are also dependent on the restructuring plan that later in the process is required to be approved by the court, SAS has been unable to reliably estimate a corresponding total provision for claims. These claims may be material. SAS has recognized provisions in its financial statements for claims where adequate and reasonable information was available to estimate the liability.

On May 10, 2023, the General Court of the Court of Justice of the European Union, announced its ruling regarding the Swedish and Danish states' participation in the recapitalization of SAS in connection with the COVID-19 pandemic in 2020. The General Court states in its ruling that the decision by the European Commission to approve the states' participation in the recapitalization of SAS did not comply with EU state aid rules. On July 4, 2023, the European Commission decided to open a formal investigation of the matter, and announced its preliminary view that the recapitalization measure was in line with regulations on state aid valid at that time. The ruling has no immediate consequences for SAS and has no effect on SAS' flight schedule or bookings. The ruling does not change SAS' expectations of obtaining final approval for the various measures taken since 2020, including the states' participation in the ongoing Chapter 11 process.

### IMPACT OF THE COVID-19 PANDEMIC, THE CHAPTER 11 FILING AND GOING CONCERN ASSUMPTION

Over the past three years, the COVID-19 pandemic has significantly affected the whole aviation industry, including SAS. Substantially rising demand for travel is having a significant impact and the industry is struggling to recover quickly enough to meet this positive trend. The current geopolitical situation and Russia's invasion of Ukraine is also affecting the airline industry and has led, inter alia, to the closure of Russia's airspace. This also impacts the recovery of traffic to and from Asia among other things. Due to the current market conditions in the aviation industry, estimation remains uncertain.

SAS has worked continuously and intensively with various cost reduction measures, limiting non-business-critical investments and utilizing various financing solutions to protect its liquidity. SAS' assessment in September 2022 was that demand for short-haul leisure travel, in terms of passenger numbers, would return to pre-Covid levels in fiscal year 2024, that demand for short-haul business travel was expected to level off at approximately 80 percent of pre-Covid levels, and that demand for long-haul leisure travel would recover faster than for long-haul business travel. SAS has since raised its long-term expectations for passenger demand, and also expects a faster capacity rebound, which underpins the updated financial projections published on April 6, 2023.

The prevailing uncertainty means that further cost reductions and efficiency initiatives as well as access to liquidity are critical factors. SAS' cash and cash equivalents increased during the quarter, and as of July 31, 2023, the cash position amounted to SEK 6.5 billion.

SAS FORWARD, a plan to strengthen and secure SAS' long-term future position, was launched at the end of February 2022. Key elements of the plan include: 1. Reducing the annual costs by SEK 7.5 billion, including renegotiations of existing financing arrangements and other long-term credit facilities. 2. Redesigning fleet, network and product offerings. 3. Digital transformation. 4. Positioning SAS as the leader in sustainable aviation. 5. Operating platform acceleration. 6. Strengthening SAS' balance sheet by deleveraging and raising new capital. To accelerate important parts of the SAS FORWARD transformation plan, SAS voluntarily filed for Chapter 11 in the US on July 5, 2022. The court has approved SAS' filing and SAS can thereby continue its operations as normal. In the beginning of August, SAS entered into a debtor-in-possession ("DIP") financing credit agreement for USD 700 million with funds managed by Apollo Global Management. In September, SAS drew USD 350 million in the first tranche of the DIP financing. Following a stronger than expected development of SAS' liquidity position during the winter of fiscal year 2023, SAS has no near-term need for additional liquidity and accordingly, did not draw the second tranche of the DIP term loan. SAS may, depending on the continued development of SAS' liquidity position, continue discussions with Apollo Global Management regarding access to the second tranche of the DIP term loan at a later stage of the Chapter 11 process. SAS currently aims to complete court approval of its court-supervised process in the US around year-end, to be followed by any regulatory approvals and procedures required in 2024.

As part of the next phase in the Chapter 11 process, SAS is engaging with various stakeholders, which includes working to build consensus for a plan of reorganization. On April 6, 2023, SAS initiated an equity solicitation process in the reorganized company. The procedures governing the equity solicitation process received court approval in the US on May 15. SAS is conducting a competitive and broad solicitation process to secure the best available terms and conditions for new equity capital.

Debt or debt-like items of SEK 20 billion are expected to be converted or reduced through the Chapter 11 process during fiscal year 2024, which is why the current negative equity position in the Group is deemed to be transient. Assuming successful implementation of the SAS FORWARD plan, SAS expects to attain a strong financial position and the company aims to be nearly net debt free by the end of fiscal year 2026.

SAS wants to highlight that there are no guarantees that SAS FORWARD will successfully be completed through the Chapter 11 process. In the event that the expected burden sharing, debt conversions and new capital raise are not completed as planned, SAS will be unable to support its existing capital structure and current liquidity levels and it cannot be ruled out that SAS could become unable to meet its obligations over the longer term as they fall due.

Despite the situation described above, the Board's assessment is that the Group has adequate liquidity, including the DIP financing, to continue operations for at least the next 12 months, and therefore continues to apply the going concern principle to the preparation of the financial statements.

### OPERATING SEGMENTS AND DISAGGREGATION OF REVENUE

The Group's operations are reported as one operating segment, which is consistent with the internal reporting to the Chief Operating Decision Maker (CODM), which is defined as SAS Group Management. Note 2 sets out the destination-based disaggregation of revenue broken down by revenue category and geographical area. Traffic revenue from domestic services in Denmark, Norway and Sweden is allocated to Domestic. Traffic between the three countries is allocated to Intra-Scandinavian. Other traffic revenues are allocated to the geographical area where the destination is located. Other revenues are allocated to a geographical area based on the customer's geographical location relating, for example, to goods exported to a customer in another country or, alternatively, the geographical location where the service is performed. Note 2 breaks down revenue by material source country based on the country of sale.

**NOTE 2 REVENUE**

SAS recognizes passenger and charter revenue when the transportation has been performed, cargo revenue when the transportation has been completed and other revenue when the goods have been delivered or the service performed. The performance obligations identified are fulfilled at a defined point in time.

**REVENUE BY CATEGORY**

	Q3	Q3	Q1-Q3	Q1-Q3
	May-Jul 2023	May-Jul 2022	Nov-Jul 2022-2023	Nov-Jul 2021-2022
Passenger revenue	10,220	7,163	22,826	15,478
Charter revenue	849	641	1,305	997
Cargo revenue	270	323	921	1,210
Other traffic revenue	845	706	2,069	2,199
<b>Total traffic revenue</b>	<b>12,184</b>	<b>8,833</b>	<b>27,121</b>	<b>19,884</b>
Other operating revenue <sup>1)</sup>	989	-253	2,903	1,289
<b>Total</b>	<b>13,173</b>	<b>8,580</b>	<b>30,024</b>	<b>21,173</b>

<sup>1)</sup>As a consequence of the pilot strike from July 4 to 19, 2022, a provision of SEK 1.1 billion has been recognized as a negative adjustment of revenue for the third quarter of FY 2022 with respect to estimated customer compensation claims for delays and cancelled flights since these items comprise variable considerations in customer contracts.

**GEOGRAPHICAL BREAKDOWN**

	Domestic		Intra-Scandinavian		Europe		Intercontinental		Total	
	Nov-Jul 2022-2023	Nov-Jul 2021-2022	Nov-Jul 2022-2023	Nov-Jul 2021-2022	Nov-Jul 2022-2023	Nov-Jul 2021-2022	Nov-Jul 2022-2023	Nov-Jul 2021-2022	Nov-Jul 2022-2023	Nov-Jul 2021-2022
Passenger revenue	5,718	4,638	2,259	1,594	9,011	6,008	5,838	3,238	22,826	15,478
Charter revenue	-	-	-	-	1,305	997	-	-	1,305	997
Cargo revenue	3	2	2	3	32	25	884	1,180	921	1,210
Other traffic revenue	526	659	204	226	812	854	527	460	2,069	2,199
<b>Total traffic revenue</b>	<b>6,247</b>	<b>5,299</b>	<b>2,465</b>	<b>1,823</b>	<b>11,160</b>	<b>7,884</b>	<b>7,249</b>	<b>4,878</b>	<b>27,121</b>	<b>19,884</b>

	Denmark		Norway		Sweden		Europe		Other countries		Total	
	Nov-Jul 2022-2023	Nov-Jul 2021-2022	Nov-Jul 2022-2023	Nov-Jul 2021-2022	Nov-Jul 2022-2023	Nov-Jul 2021-2022	Nov-Jul 2022-2023	Nov-Jul 2021-2022	Nov-Jul 2022-2023	Nov-Jul 2021-2022	Nov-Jul 2022-2023	Nov-Jul 2021-2022
Other operating revenue	383	273	700	490	503	289	603	56	714	181	2,903	1,289

Refer to the above table for the Group's revenue broken down by category and to the table below for revenue broken down on a country basis for material sources of sales revenue.

**REVENUE BY COUNTRY**

	Sweden		Norway		Denmark		Other		Total	
	Nov-Jul 2022-2023	Nov-Jul 2021-2022	Nov-Jul 2022-2023	Nov-Jul 2021-2022	Nov-Jul 2022-2023	Nov-Jul 2021-2022	Nov-Jul 2022-2023	Nov-Jul 2021-2022	Nov-Jul 2022-2023	Nov-Jul 2021-2022
<b>Traffic revenue:</b>										
Passenger revenue	5,541	4,164	6,223	4,647	2,904	2,127	8,158	4,540	22,826	15,478
Charter revenue	410	319	635	502	260	176	-	-	1,305	997
Cargo revenue	183	172	132	159	214	238	392	641	921	1,210
Other traffic revenue	505	604	566	677	264	305	734	613	2,069	2,199
<b>Total traffic revenue</b>	<b>6,639</b>	<b>5,259</b>	<b>7,556</b>	<b>5,985</b>	<b>3,642</b>	<b>2,846</b>	<b>9,284</b>	<b>5,794</b>	<b>27,121</b>	<b>19,884</b>
<b>Total other operating revenue</b>	<b>503</b>	<b>289</b>	<b>700</b>	<b>490</b>	<b>383</b>	<b>273</b>	<b>1,317</b>	<b>237</b>	<b>2,903</b>	<b>1,289</b>
<b>Total</b>	<b>7,142</b>	<b>5,548</b>	<b>8,256</b>	<b>6,475</b>	<b>4,025</b>	<b>3,119</b>	<b>10,601</b>	<b>6,031</b>	<b>30,024</b>	<b>21,173</b>

**NOTE 3 OTHER EXTERNAL EXPENSES**

	Q3	Q3	Q1-Q3	Q1-Q3
	May-Jul 2023	May-Jul 2022	Nov-Jul 2022-2023	Nov-Jul 2021-2022
Sales and distribution costs	-643	-508	-1,820	-1,232
Catering costs	-406	-227	-1,007	-553
Handling costs	-641	-482	-1,922	-1,376
Technical aircraft maintenance	-797	-501	-2,240	-1,326
Computer and telecommunication costs	-387	-348	-1,085	-940
Administrative services	-342	-289	-1,229	-607
Wet-lease expenses	-849	-550	-1,664	-1,285
Other	-518	-315	-1,657	-926
<b>Total</b>	<b>-4,583</b>	<b>-3,220</b>	<b>-12,624</b>	<b>-8,245</b>

**NOTE 4 DEPRECIATION, AMORTIZATION AND IMPAIRMENT**

	Q3	Q3	Q1-Q3	Q1-Q3
	May-Jul 2023	May-Jul 2022	Nov-Jul 2022-2023	Nov-Jul 2021-2022
Intangible assets, amortization	0	-6	-1	-26
Tangible assets, depreciation	-268	-342	-832	-1,060
Right-of-use assets, depreciation	-825	-819	-2,507	-2,426
<b>Total</b>	<b>-1,093</b>	<b>-1,167</b>	<b>-3,340</b>	<b>-3,512</b>

**NOTE 5 FINANCIAL INCOME AND EXPENSES**

	Q3	Q3	Q1-Q3	Q1-Q3
	May-Jul 2023	May-Jul 2022	Nov-Jul 2022-2023	Nov-Jul 2021-2022
Interest income	285	52	697	78
Interest expense	-774	-212	-2,049	-563
Other financial expenses	-15	-21	-58	-51
Exchange-rate differences	53	-11	54	-13
Interest expenses, IFRS 16	-226	-203	-671	-551
Exchange-rate differences, IFRS 16	-443	-448	664	-1,805
<b>Total</b>	<b>-1,120</b>	<b>-843</b>	<b>-1,363</b>	<b>-2,905</b>

**NOTE 6 FINANCIAL ASSETS AND LIABILITIES****FAIR VALUES AND CARRYING AMOUNTS OF FINANCIAL ASSETS AND LIABILITIES**

	Jul 31, 2023		Oct 31, 2022	
	Carrying amount	Fair value	Carrying amount	Fair value
<b>MSEK</b>				
<b>Financial assets</b>				
Financial assets at fair value, hedge-accounted	72	72	31	31
Financial assets at FVTPL	38	38	27	27
Financial assets at amortized cost	13,520	13,520	14,938	14,938
<b>Total</b>	<b>13,630</b>	<b>13,630</b>	<b>14,996</b>	<b>14,996</b>
<b>Financial liabilities</b>				
Financial liabilities at fair value, hedge-accounted	38	38	44	44
Financial liabilities at FVTPL	23	23	57	57
Financial liabilities at amortized cost	25,228	23,858	28,614	27,585
<b>Total</b>	<b>25,289</b>	<b>23,919</b>	<b>28,715</b>	<b>27,686</b>

Fair value is generally determined by using official market quotes. When market quotes are not available, the fair value is determined using generally accepted valuation methods such as discounted future cash flows based on observable market inputs.

The Group's financial assets and liabilities are measured at fair value as stated below:

*Level 1:* Financial instruments for which fair value is based on observable (unadjusted) quoted prices in active markets for identical assets and liabilities. This category includes mainly treasury bills and standardized derivatives, where the quoted price is used in the valuation.

*Level 2:* Financial instruments for which fair value is based on valuation models that utilize other observable data for the asset or liability other than the quoted prices included within level 1, either directly (i.e., as prices) or indirectly (i.e., derived from prices).

*Level 3:* Financial instruments for which fair value is based on valuation models, whereby significant input is based on unobservable data. At present, SAS has no financial assets or liabilities where the valuation is essentially based on unobservable data.

**FAIR VALUE HIERARCHY**

MSEK	Jul 31, 2023			Oct 31, 2022		
	Level 1	Level 2	Total	Level 1	Level 2	Total
<b>Financial assets</b>						
Financial assets at fair value, hedge-accounted	–	72	72	–	31	31
Financial assets at FVTPL	–	38	38	–	27	27
<b>Total</b>	<b>–</b>	<b>110</b>	<b>110</b>	<b>–</b>	<b>58</b>	<b>58</b>
<b>Financial liabilities</b>						
Financial liabilities at fair value, hedge-accounted	–	38	38	–	44	44
Financial liabilities at FVTPL	–	23	23	–	57	57
<b>Total</b>	<b>–</b>	<b>61</b>	<b>61</b>	<b>–</b>	<b>101</b>	<b>101</b>

The Board of Directors and President hereby certify that this interim report provides a true and fair overview of the Parent Company's and the Group's operations, financial position and earnings, and describes the significant risks and uncertainty factors to which the Parent Company and the companies included in the Group are exposed.

Stockholm, September 1, 2023

**Carsten Dilling**  
Board Chairman

**Lars-Johan Jarnheimer**  
Vice Chairman

**Nina Bjornstad**  
Board member

**Michael Friisdahl**  
Board member

**Henriette Hallberg Thygesen**  
Board member

**Kay Kratky**  
Board member

**Oscar Stege Unger**  
Board member

**Kim John Christiansen**  
Board member

**Jens Lippestad**  
Board member

**Tommy Nilsson**  
Board member

**Anko van der Werff**  
President and CEO

This interim report is unaudited.

# TRAFFIC DATA INFORMATION

## SCHEDULED PASSENGER TRAFFIC

	May-Jul 2023	May-Jul 2022	Year-on-year change 2022-2023	Nov-Jul 2022-2023	Nov-Jul 2021-2022	Year-on-year change
Number of passengers (000)	6,564	4,789	37.0%	16,284	11,631	40.0%
RPK, Revenue Passenger Kilometers (mill)	9,248	6,452	43.3%	21,219	14,767	43.7%
ASK, Available Seat Kilometers (mill)	11,509	8,366	37.6%	28,334	22,086	28.3%
Load factor	80.4%	77.1%	3.2 <sup>1)</sup>	74.9%	66.9%	8.0 <sup>1)</sup>
Passenger yield, currency-adjusted	1.11	1.14	-2.7%	1.08	1.08	0.1%
Passenger yield, nominal	1.11	1.11	-0.5%	1.08	1.05	2.6%
Unit revenue, PASK, currency-adjusted	0.89	0.88	1.4%	0.81	0.72	12.1%
Unit revenue, PASK, nominal	0.89	0.86	3.7%	0.81	0.70	15.0%
RASK, currency-adjusted	0.96	0.97	-0.7%	0.90	0.86	4.4%
RASK, nominal	0.96	0.95	1.5%	0.90	0.84	7.2%

<sup>1)</sup>Figures given in percentage points

## TOTAL TRAFFIC (SCHEDULED AND CHARTER TRAFFIC)

	May-Jul 2023	May-Jul 2022	Year-on-year change 2022-2023	Nov-Jul 2022-2023	Nov-Jul 2021-2022	Year-on-year change
Number of passengers (000)	6,974	5,097	36.8%	16,894	12,110	39.5%
RPK, Revenue Passenger Kilometers (mill)	10,310	7,236	42.5%	22,892	16,077	42.4%
ASK, Available Seat Kilometers (mill)	12,653	9,308	35.9%	30,148	23,687	27.3%
Load factor	81.5%	77.7%	3.7 <sup>1)</sup>	75.9%	67.9%	8.1 <sup>1)</sup>
Unit cost, CASK, currency-adjusted	-0.84	-1.12	-25.0%	-0.97	-1.04	-6.8%
Unit cost, CASK, nominal incl. items affecting comparability	-0.84	-1.08	-22.6%	-0.97	-0.98	-1.2%
Unit cost, CASK, excl. jet fuel, currency-adjusted	-0.63	-0.80	-21.8%	-0.72	-0.78	-8.0%
Unit cost, CASK, excl. jet fuel, nominal incl. items affecting comparability	-0.62	-0.78	-19.9%	-0.72	-0.75	-3.5%

<sup>1)</sup>Figures given in percentage points

## SCHEDULED TRAFFIC TREND FOR SAS BY ROUTE SECTOR

	May-Jul 2022-2023 vs. May-Jul 2021-2022		Nov-Jul 2022-2023 vs. Nov-Jul 2021-2022	
	Traffic (RPK)	Capacity (ASK)	Traffic (RPK)	Capacity (ASK)
Intercontinental	56.9%	53.4%	67.6%	41.1%
Europe/Intra-Scandinavia	39.3%	33.0%	35.9%	24.9%
Domestic	29.7%	23.6%	26.9%	16.3%

## PRODUCTIVITY AND ENVIRONMENTAL EFFICIENCY

12-month rolling	July 2023	July 2022	Year-on-year change
Aircraft, block hours/day	8.2	7.3	12.5%
Cabin crew, block hours/year	740	672	10.0%
Pilots, block hours/year	585	507	15.4%

Environmental efficiency	July 2023	July 2022	Year-on-year change
Total CO <sub>2</sub> emissions, million metric tons (R12M)	2,904	2,135	36.0%
CO <sub>2</sub> emissions per available seat kilometer, grams (R12M)	54.4	53.2	2.3%



# AIRCRAFT FLEET

## THE SAS AIRCRAFT FLEET AT JULY 31, 2023

SAS Group Aircraft Fleet	Age	Owned	Leased	Wet lease	Total	SAS Scandinavia	SAS Connect	SAS Link	Wet lease	In SAS Group traffic	Firm order purchase	Firm order lease
Airbus A330/350	8.6	5	6	1	12	11			1	12	2	
Airbus A320 family	7.0	15	63	8	86	52	26		8	86	19	
Airbus A220	1.2			3	3				3	3		
Boeing 737NG	16.2	6		3	9	6			3	9		
Embraer E195-100	15.2		7		7			7		7		3 <sup>1</sup>
Bombardier CRJ	10.7			20	20				20	20		
ATR-72	11.5			6	6				6	6		
<b>Total aircraft in operation</b>	<b>8.4</b>	<b>26</b>	<b>76</b>	<b>41</b>	<b>143</b>	<b>69</b>	<b>26</b>	<b>7</b>	<b>41</b>	<b>143</b>	<b>21</b>	<b>3</b>
<b>Aircraft undergoing phase-out</b>												
Airbus A321-200	21.3	4			4							
<b>Total</b>	<b>21.3</b>	<b>4</b>			<b>4</b>							

<sup>1)</sup> Letters of intent are signed for three of these aircraft as of July 31, 2023

Aircraft on firm order FY23–FY25 per July 31 2023	FY23	FY24	FY25	Total
Airbus A320neo	2	11	6	19
Embraer E195-100	3			3
Airbus A350			2	2
<b>Total</b>	<b>5</b>	<b>11</b>	<b>8</b>	<b>24</b>



The new fleet lowers fuel consumption and thereby CO<sub>2</sub> emissions.

# KEY FIGURES AND ALTERNATIVE PERFORMANCE MEASURES

SAS calculates various Alternative Performance Measures (APMs) that complement the metrics defined in the applicable rules for financial reporting. The APMs facilitate comparison between different periods and are used for internal analysis of the business's performance, development and financial position, and are therefore deemed to provide valuable information to external stakeholders, such as investors, analysts, rating agencies and others. For definitions, refer to the Definitions section and shareholder information. A list of the APMs deemed of sufficient material importance to specify is available at [www.sasgroup.net](http://www.sasgroup.net) under Investor Relations.

	Jul 31, 2023	Oct 31, 2022	Jul 31, 2022
Return on invested capital (ROIC)	-6%	-8%	-9%
Financial net debt/adjusted EBITDA	13.7x	23.3x	34x
Financial preparedness	38%	60%	34%
Return on shareholders' equity	n/a	-261%	-164%
Equity/assets ratio	-8%	1%	2%
Financial net debt, MSEK	30,450	33,657	31,970
Shareholders' equity excluding hybrid bonds per common share	-1.65	-0.94	-0.86
Debt/equity ratio	-7.0	44.1	23.4
Interest-coverage ratio	-0.39	-1.7	-2.4

## EARNINGS-RELATED KEY FIGURES AND AVERAGE NUMBER OF EMPLOYEES

MSEK	Q1	Q1	Q2	Q2	Q3	Q3	Q4	Q4
	Nov-Jan 2022-2023	Nov-Jan 2021-2022	Feb-Apr 2023	Feb-Apr 2022	May-Jul 2023	May-Jul 2022	Aug-Oct 2022	Aug-Oct 2021
Revenue	7,896	5,545	8,955	7,048	13,173	8,580	10,651	5,762
Operating income (EBIT)	-2,634	-1,329	-986	-763	1,577	-1,148	-92	-474
Operating income (EBIT) margin	-33.4%	-24.0%	-11.0%	-10.8%	12.0%	-13.4%	-0.9%	-8.2%
Income before tax (EBT)	-2,449	-2,597	-1,414	-1,557	457	-1,991	-1,701	-945
Net income for the period	-2,709	-2,442	-1,525	-1,520	461	-1,848	-1,238	-744
Income before tax and items affecting comparability	-2,451	-2,621	-1,561	-1,613	464	-2,081	-1,626	-911
Earnings per common share (SEK)	-0.37	-0.34	-0.21	-0.21	0.06	-0.25	-0.17	-0.12
Cash flow before financing activities	-1,688	-392	2,763	2,599	1,383	-472	786	1,120
Average number of employees (FTEs)	7,497	6,326	7,928	6,881	8,287	7,435	7,492	6,214

# DEFINITIONS AND SHAREHOLDER INFORMATION

SAS uses various key figures, including alternative performance measures (APMs), for internal analysis purposes and for external communication of the operations' results, performance and financial position. The aim of these APMs is to illustrate the performance measures tailored to operations that, in addition to the other key figures, enable various stakeholders to more accurately assess and value SAS' historical, current and future performance and position.

**Adjusted EBITDA** – Operating income (EBIT) before share of income in affiliated companies, income from sale of aircraft and other non-current assets, and amortization, depreciation and impairment.

**Adjusted EBITDA margin** – Adjusted EBITDA divided by revenue.

**AEA** – The Association of European Airlines. An association of the major European airlines.

**Affiliated company** – Company where the SAS Group's holding amounts to at least 20% and at the most 50%.

**AOC (Air Operator Certificate)** – Permits for flight operations.

**ASK, Available Seat Kilometers** – The total number of seats available for passengers multiplied by the number of kilometers which they are flown.

**ATK, Available tonne kilometers** – The total number of tonnes of capacity available for the transportation of passengers, freight and mail multiplied by the number of kilometers which this capacity is flown.

**Available seat kilometers** – See ASK.

**Available tonne kilometers** – See ATK.

**Block hours** – Refers to the time from when the aircraft leaves the departure gate until it arrives at the destination gate.

**CAGR** – Compound annual growth rate.

**Capital employed** – Total capital according to the balance sheet less non-interest-bearing liabilities.

**Carbon dioxide (CO<sub>2</sub>)** – A colorless gas that is formed in the combustion of all fossil fuels. The airline industry's CO<sub>2</sub> emissions are being reduced based on a changeover to more fuel-efficient aircraft.

**CASK** – See unit cost.

**Code share** – When one or more airlines' flight number is stated in the timetable for a flight, while only one of the airlines operates the flight.

**Debt/equity ratio** – Financial net debt in relation to equity.

**Earnings per common share (EPS)** – Net income for the period attributable to Parent Company shareholders less preference-share dividends and hybrid bond expenses in relation to the average number of common shares outstanding.

**EBIT** – Operating income.

**EBIT margin** – EBIT divided by revenue.

**EBT** – Income before tax.

**EEA** – European Economic Area.

**Equity/assets ratio** – Equity in relation to total assets.

**Equity method** – Shares in affiliated companies are taken up at the SAS Group's share of equity, taking acquired surplus and deficit values into account.

**Finance leases** – Based on a lease where the risks and rewards of ownership of the asset essentially remain with the lessee. The asset is reported as a fixed asset in the balance sheet because the lessee has an obligation to purchase the asset at the end of the lease. The commitment to pay future leasing charges is entered as a liability. As of November 1, 2019, SAS Group applies the new accounting standard IFRS 16 – Leases. See Right-of-use assets.

**Financial net debt** – Interest-bearing liabilities less interest-bearing assets excluding net pension funds. In this ratio, interest-bearing liabilities are defined as the sum of non-current interest-bearing liabilities, non-current interest-bearing lease liabilities, current interest-bearing liabilities and current interest-bearing lease

liabilities. Interest-bearing assets are defined as the sum of pension funds, non-current interest-bearing receivables, other current interest-bearing receivables and cash and cash equivalents.

**Financial net debt/Adjusted EBITDA** – Average financial net debt in relation to Adjusted EBITDA. Financial net debt in relation to adjusted EBITDA (Operating income (EBIT) before the share of income in affiliated companies, income from sale of aircraft and other non-current assets, amortization, depreciation and impairment).

**Financial preparedness** – Cash and cash equivalents, plus unutilized credit facilities with a maturity longer than three months, in relation to fixed costs. In this ratio, fixed costs are defined as personnel expenses, other external expenses and financial income and expenses excluding exchange-rate differences on lease liabilities over the last 12 months.

**FTE** – Average number of employees, full-time equivalents.

**IATA** – International Air Transport Association. A global association of almost 300 airlines.

**ICAO** – International Civil Aviation Organization. The United Nations' specialized agency for international civil aviation.

**Interest-coverage ratio** – Operating income (EBIT) plus financial income in relation to financial expenses.

**Interline revenue** – Ticket settlement between airlines.

**Items affecting comparability** – Items affecting comparability are identified to facilitate comparison of SAS' underlying results in different periods. These items consist of impairment, restructuring costs, capital gains/losses, and other items affecting comparability. They arise as a consequence of specific events, and are items that both management and external assessors take note of when

analyzing SAS. By reporting earnings excluding nonrecurring items, the underlying results are shown, which facilitates comparability between different periods.

**LCC** – Low Cost Carrier. Low Cost Carrier.

**Load factor** – RPK divided by ASK. Describes the capacity utilization of available seats.

**Market capitalization** – Share price multiplied by the number of shares outstanding.

**NPV** – Net present value. Used to calculate capitalized future costs of operating leases for aircraft, for example.

**Operating leases** – Based on a leasing contract in which the risks and rewards of ownership remain with the lessor and is equivalent to renting. The leasing charges are expensed on a current basis in the statement of income. As of November 1, 2019, SAS Group applies the accounting standard IFRS 16 – Leases. See Right-of-use assets.

**PASK (unit revenue)** – Passenger revenue divided by ASK (scheduled).

**RASK** – Total traffic revenue divided by Total ASK (scheduled + charter).

**Regularity** – The percentage of flights completed in relation to flights scheduled.

**Return on Invested Capital (ROIC)** – EBIT adjusted with theoretical taxes in relation to average shareholders' equity and financial net debt.

**Return on shareholders' equity** – Net income for the period attributable to shareholders in the Parent Company in relation to average equity excluding non-controlling interests.

**Revenue passenger kilometers (RPK)** – See RPK.

**Revenue tonne kilometers (RTK)** – See RTK.

**Right-of-use assets (RoU)** – As of November 1, 2019, SAS Group applies the accounting standard IFRS 16 – Leases. IFRS 16 replaces former standard IAS 17 Leases. The previous classification of each lease as either an operating lease or a finance lease is replaced by a model whereby the lessee recognizes an asset (a right-of-use asset) and a financial liability in the balance sheet.

**RPK, Revenue passenger kilometers** – Number of paying passengers multiplied by flown distance (km).

**RTK, Revenue tonne kilometers** – The number of tonnes of paid traffic (passengers, freight and mail) multiplied by the distance this traffic is flown in kilometers.

**Sale and leaseback** – Sale of an asset (aircraft, building, etc.) that is then leased back.

SAS, Scandinavia's leading airline, with main hubs in Copenhagen, Oslo and Stockholm, flies 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 with 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 founding member of the Star Alliance™, and together with its partner airlines offers a wide network worldwide.

SAS AB is the Parent Company of SAS and is listed on the stock exchanges in Stockholm (primary listing), Copenhagen and Oslo. The majority of the operations and assets are included in the SAS Consortium, with the exception of SAS Cargo, SAS Ground Handling and SAS EuroBonus, which are directly owned by SAS AB.

## FINANCIAL CALENDAR

Monthly traffic data is generally issued on the fifth working day of every month. The detailed financial calendar is available at [www.sasgroup.net](http://www.sasgroup.net) under Investor Relations.

November 30, 2023	Year-end report (Nov 2022–Oct 2023)
February 7, 2024	SAS Annual and Sustainability Report 2022/2023
March 7, 2024	Q1 Interim report (Nov 2023–Jan 2024)
May 30, 2024	Q2 Interim report (Nov 2023–Apr 2024)
September 12, 2024	Q3 Interim report (Nov 2023–Jul 2024)
December 12, 2024	Year-end report (Nov 2023–Oct 2024)

## INVESTOR RELATIONS

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### Shareholders' equity excluding hybrid bonds per common share

– Shareholders' equity attributable to Parent Company shareholders excluding hybrid bonds in relation to the total number of common shares outstanding.

**Total load factor** – RTK divided by ATK.

**Unit cost, CASK** – Total payroll expenses, other operating expenses, lease expenses for aircraft and depreciation adjusted for currency and items affecting comparability, less other operating revenue per ASK (scheduled and charter).

**Unit revenue** – See PASK.

**WACC** – Weighted average cost of capital includes the average cost of liabilities, equity and operating leases for aircraft. The sources of funds are calculated and weighted in accordance with the current market value of equity and liabilities.

**Wet lease agreement** – Leasing in of aircraft including crew.

**Working capital** – The total of non-interest-bearing current assets and non-interest-bearing financial fixed assets excluding equity in affiliated companies and other securities holdings less non-interest-bearing liabilities.

**Yield** – Passenger revenue divided by RPK (scheduled).