



Monthly Traffic and Capacity Data - October 1999

1. October in brief

Passenger traffic (RPK) was up in October, with an overall increase of 3,4% vs. October 1998. Overall capacity (ASK) increased by 5,2% and passenger load factor fell by 1.2 p.u.

The development of the overall passenger traffic and passenger mix is improving, but figures are compared with a weak 1998. October 1998 was negatively affected by the new flight paths in the Nordic countries ("Airspace98") implemented on October 8, 1998 and the introduction of the new Oslo Airport.

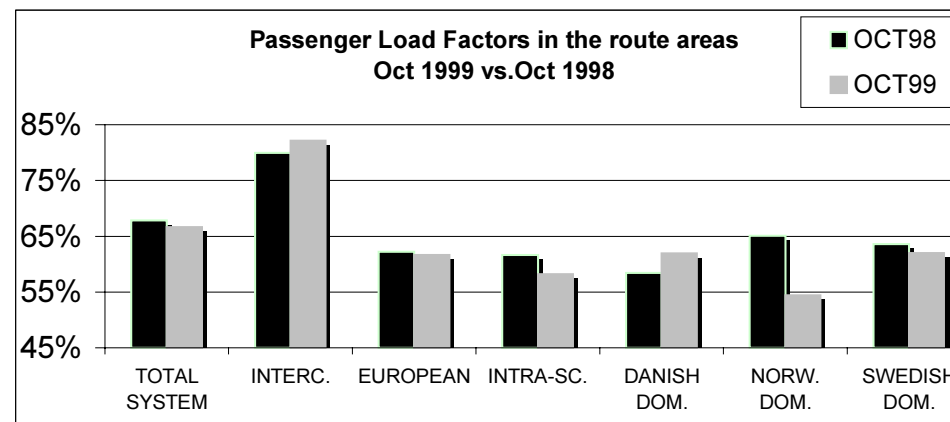
- Total passenger traffic (RPK) increased by 3,4% in October 1999 vs. 1998.
- The number of passengers increased by 2,6%.
- Business Class traffic was down 3,7% and Economy Class was up 6,9%.
- The passenger load factor decreased from 67,8% to 66,6%.

TOTAL SYSTEM	OCT99	OCT98	CHANGE	JAN-OCT99	JAN-OCT98	CHANGE
ASK (Mill.)	2 934	2 789	+5,2%	27 912	26 378	+5,8%
RPK (Mill.)	1 955	1 891	+3,4%	17 905	17 623	+1,6%
Passenger load factor	66,6%	67,8%	-1,2 p u	64,1%	66,8%	-2,7 p u
C-class share (RPK)	31,5%	33,8%	-2,3 p u	28,7%	30,7%	-2,1 p u
Total no. of passengers (Mill.)	2,047	1,994	+2,6%	18,502	18,062	+2,4%

p u = percentage units

PASSENGER TRAFFIC AND CAPACITY PER ROUTE AREA (CHANGE):	OCT 99 vs. OCT 98		JAN-OCT 99 vs. JAN-OCT 98	
	Traffic (RPK)	Capacity (ASK)	Traffic (RPK)	Capacity (ASK)
Intercontinental	+6,3%	+3,4%	+1,8%	+6,8%
Europe	-1,1%	-0,2%	-0,9%	-0,1%
Intra-Scandinavian	-1,3%	+4,5%	+3,5%	+9,0%
Denmark ¹⁾ (domestic)	-11,6%	-16,5%	-9,5%	-10,2%
Norway (domestic)	+9,3%	+30,7%	+2,2%	+24,0%
Sweden (domestic)	+9,8%	+12,7%	+10,2%	+8,9%

¹⁾ Incl. Greenland



SAS IR, Stockholm, November 8, 1999

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2. Passenger Traffic and Capacity per route area – October 1999

Passenger load factors on **intercontinental** routes increased from 79,9% in October 1998 to 82,1% in October 1999. Passenger load factors improved on all routes except to/ from New York. Traffic to/ from Asia developed the strongest, with load factors slightly above 87%.

European traffic continued to develop weakly, particularly in Business Class. However, traffic in Tourist Class increased by 3%. Passenger load factors to/ from Finland, Belgium and Switzerland had the strongest development. **Intrascandinavian** traffic was weak on most areas. Traffic on this route area is affected by the development in the European route area due to the large amount of transfer traffic.

Danish domestic traffic developed with increased cabin factor on Danish mainland and decreased cabin factor on traffic to/from Greenland. Traffic to/from Aalborg developed with strong growth in Tourist Class.

Norwegian domestic traffic grew by 12,8% in number of passengers. The total market grew by approximately 11%. October 1999 was the first month where traffic again showed positive development in the Business Class segment, but it must be noted that last year's figures were negatively affected by the opening of the new Oslo Airport and the

introduction of "Airspace 98". The problematic situation of over-capacity in the Norwegian marketplace will improve shortly as the main competitor as from November takes out 7% of capacity. SAS will reduce capacity by 5% as from mid November.

Swedish domestic showed strong growth also in October particularly in Business Class. The increase in capacity of 13% is primarily attributable to the replacement of the F28 with the new and larger B737-600.

Financial calendar:

1999

November 11 Release of Third Quarter 1999
December 8 Traffic and Capacity data for November 1999

2000

January 11 Traffic and Capacity data for December 1999
February 8 Traffic and Capacity data for January 2000
February 17 Release of Full Year 1999

For further information, please contact **SAS Investor Relations:**

Johan Törngren + 46 8 797 1707

Sture Stølen + 46 8 797 1451

Per Hermansen + 45 32 32 34 11

Fax no: + 46 8 85 58 76

e-mail: investor.relations@sas.se

Press representatives:

Please contact SAS Corporate Communications +46 8 797 2833



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APPENDIX – Traffic, capacity, passenger load factors and number of passengers per route area.

INTERCONTINENTAL ROUTES	OCT99	OCT98	CHANGE	JAN-OCT99	JAN-OCT98	CHANGE
ASK (Mill.)	871	843	+3,4%	8 513	7 972	+6,8%
RPK (Mill.)	716	673	+6,3%	6 442	6 328	+1,8%
Passenger load factor	82,1%	79,9%	+2,2 p u	75,7%	79,4%	-3,7 p u
Total no. of passengers (000)	105,0	97,1	+8,2%	952,1	906,9	+5,0%
EUROPEAN ROUTES	OCT99	OCT98	CHANGE	JAN-OCT99	JAN-OCT98	CHANGE
ASK (Mill.)	1 071	1 073	-0,2%	10 234	10 240	-0,1%
RPK (Mill.)	660	667	-1,1%	6 108	6 163	-0,9%
Passenger load factor	61,6%	62,2%	-0,6 p u	59,7%	60,2%	-0,5 p u
Total no. of passengers (000)	651,6	670,5	-2,8%	6 043,9	6 149,1	-1,7%
INTRA-SCANDINAVIAN ROUTES	OCT99	OCT98	CHANGE	JAN-OCT99	JAN-OCT98	CHANGE
ASK (Mill.)	279	267	+4,5%	2 667	2 447	+9,0%
RPK (Mill.)	162	164	-1,3%	1 531	1 479	+3,5%
Passenger load factor	58,2%	61,6%	-3,4 p u	57,4%	60,4%	-3,0 p u
Total no. of passengers (000)	385,8	392,3	-1,7%	3 584,4	3 511,2	+2,1%
DANISH DOMESTIC ROUTES	OCT99	OCT98	CHANGE	JAN-OCT99	JAN-OCT98	CHANGE
ASK (Mill.)	47	57	-16,5%	518	577	-10,2%
RPK (Mill.)	29	33	-11,6%	330	365	-9,5%
Passenger load factor	61,9%	58,4%	+3,5 p u	63,7%	63,2%	+0,5 p u
Total no. of passengers (000)	92,4	106,2	-12,9%	874,3	964,2	-9,3%
NORWEGIAN DOMESTIC ROUTES	OCT99	OCT98	CHANGE	JAN-OCT99	JAN-OCT98	CHANGE
ASK (Mill.)	332	254	+30,7%	3 120	2 516	+24,0%
RPK (Mill.)	181	165	+9,3%	1 661	1 626	+2,2%
Passenger load factor	54,4%	65,0%	-10,6 p u	53,2%	64,6%	-11,4 p u
Total no. of passengers (000)	368,9	327,2	+12,8%	3 192,7	3 051,1	+4,6%
SWEDISH DOMESTIC ROUTES	OCT99	OCT98	CHANGE	JAN-OCT99	JAN-OCT98	CHANGE
ASK (Mill.)	334	296	+12,7%	2 859	2 626	+8,9%
RPK (Mill.)	207	188	+9,8%	1 832	1 662	+10,2%
Passenger load factor	62,0%	63,6%	-1,6 p u	64,1%	63,3%	+0,8 p u
Total no. of passengers (000)	443,1	400,8	+10,5%	3 854,6	3 479,1	+10,8%

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