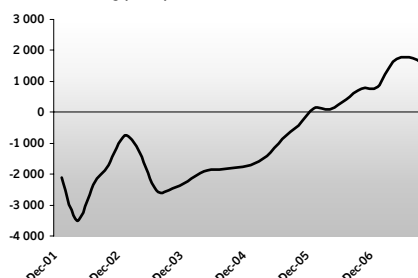


### Key ratios for the period

- Operating revenue: MSEK 46,995 (45,468) (+3.4%)
- Number of passengers: 31.1 million (+6.2%)
- Earnings before nonrecurring items in continuing operations: MSEK 982 (239)
- EBT margin before nonrecurring items: 2.1% (0.5%)
- Net income for the period: MSEK 1,261 (93)
- Earnings per share: SEK 7.50 (0.09)

EBT before nonrecurring items,  
12 months rolling (MSEK)



### Income and key ratios

(MSEK)	July-September		January-September		October-September
	2007	2006	2007	2006	2006-07
Revenue	16,809	16,352	46,995	45,468	62,101
EBITDAR	1,886	2,292	5,020	4,478	7,002
Income before nonrecurring items in continuing operations	632	851	982	239	1,539
EBT margin before nonrecurring items	3.8%	5.2%	2.1%	0.5%	2.5%
Income before tax, EBT	536	785	840	-148	1,205
Net income for the period	701	604	1,261	93	5,908
Earnings per share (SEK) from continuing and discontinued operations	4.05	3.40	7.50	0.09	35.51

### Comments by the CEO

Unfortunately, the recent months have been characterized by problems with our Dash 8 Q400 aircraft. In September, we had two accidents involving emergency landings due to problems with the landing gear. After being grounded for several weeks, with extensive replacements and inspections, the aircraft were successively brought back into operation. Unfortunately, on October 27, there was another emergency landing with the same aircraft type, once again as a result of problems with the landing gear, but with a different cause. Taking into consideration our customers, our employees and our brand, which is characterized by a focus on safety, punctuality and regularity, the management and Board of Directors decided to immediately discontinue all operations using this type of aircraft. The decision is unique and severe, but necessary.

We are now working intensively to deploy replacement capacity in various forms. We expect to be able to commence implementation of a long-term solution during the second half of 2008. The direct effect on earnings for the full year is estimated at MSEK 600-700, of which MSEK 200 pertains to the third quarter. We are involved in discussions with aircraft manufacturer Bombardier to identify potential solutions relating to the Q400 fleet, including compensation.

Despite the problems described above, we were once again gratified to achieve a record number of passengers during the quarter and have transported nearly 41 million passengers in the past 12 months.

The airline business is generally performing extremely well. For Scandinavian Airlines, the trend over the past nine months has resulted in an earnings improvement of slightly less than SEK 1 billion. Both Scandinavian Airlines Sverige and Scandinavian Airlines Norge have results that exceed or are close to the Group's profitability requirement. Scandinavian Airlines Danmark improved its earnings month by month, despite problems with strikes and the Q400. Widerøe, Blue1 and airBaltic also recorded strong improvements in earnings. The earnings improvements by the airlines are attributable to a strong market, improved concepts, efficient control and traffic optimization, as well as continued cost measures.

The strategy plan launched in June (S11) is now being implemented with full force. For our customers, we have introduced a number of innovations and we are proceeding with concept development and harmonization. We have also launched a special focus on leisure travelers, starting in Norway, with 12 new destinations at reduced prices. We have also decided to expand our intercontinental fleet by one aircraft to open the Copenhagen-Delhi and Copenhagen-San Francisco routes. During the quarter, shares were sold in the Spanish ground handling company Newco and the process for the divestment of Spanair was started. The work to evaluate the future structure of SGS, STS and terminal handling at SAS Cargo is continuing and a decision will be made in December. Our cost program, comprising many components, is continuing with a large number of projects and we will gradually see the effects.

Unfortunately, the year has been characterized by several negative events that have affected our customers and employees, as well as having a negative impact on earnings. However, I am convinced that we will be stronger for this experience and, with the help of S11, will create a strong, sustainable and profitable SAS.

Mats Jansson  
President and CEO

# Financial overview

## Statement of income

(MSEK)	July-September		January-September		October-September	
	2007	2006	2007	2006	2006-07	2005-06
Revenue	16,809	16,352	46,995	45,468	62,101	59,910
Payroll expenses	-4,753	-4,204	-13,967	-13,394	-18,317	-18,089
Other operating expenses	-10,170	-9,856	-28,008	-27,596	-36,782	-36,056
Leasing costs for aircraft	-887	-875	-2,638	-2,659	-3,505	-3,497
Depreciation	-402	-437	-1,204	-1,381	-1,714	-1,894
Share of income in affiliated companies	7	45	55	62	52	49
Income from sale of shares in subsidiaries and affiliated companies	0	0	0	0	0	8
Income from sale of aircraft and buildings	4	16	-42	55	-12	150
<b>Operating income</b>	<b>608</b>	<b>1,041</b>	<b>1,191</b>	<b>555</b>	<b>1,823</b>	<b>581</b>
Income from other shares and participations	5	0	5	1	-43	3
Net financial items	-77	-256	-356	-704	-575	-859
<b>Income before tax</b>	<b>536</b>	<b>785</b>	<b>840</b>	<b>-148</b>	<b>1,205</b>	<b>-275</b>
Tax	-64	-245	-221	30	-357	-213
<b>Net income from continuing operations</b>	<b>472</b>	<b>540</b>	<b>619</b>	<b>-118</b>	<b>848</b>	<b>-488</b>
Income from discontinued operations	229	64	642	211	5,060	779
<b>Net income for the period</b>	<b>701</b>	<b>604</b>	<b>1,261</b>	<b>93</b>	<b>5,908</b>	<b>291</b>
Attributable to:						
Parent Company shareholders	667	559	1,233	14	5,841	158
Minority interests	34	45	28	79	67	133
Earnings per share (SEK) from continuing and discontinued operations <sup>1</sup>	4.05	3.40	7.50	0.09	35.51	0.96
Earnings per share (SEK) from continuing operations <sup>1</sup>	2.63	3.13	3.59	-0.88	4.99	-3.04

<sup>1)</sup> Earnings per share is calculated on the basis of 164,500,000 outstanding shares (IAS33). Since the SAS Group has no option, convertibles or share program, no dilution occurs. A detailed statement of income is available at [www.sasgroup.net](http://www.sasgroup.net).

## Income before nonrecurring items

(MSEK)	July-September		January-September		October-September	
	2007	2006	2007	2006	2006-07	2005-06
Income before tax in continuing operations	536	785	840	-148	1,205	-275
Impairment losses	0	0	0	0	146	0
Restructuring costs	105	50	105	305	137	538
Capital gains/losses	-9	-16	37	-55	4	-160
Other nonrecurring items	0	32	0	137	47	137
<b>Income before nonrecurring items in continuing operations</b>	<b>632</b>	<b>851</b>	<b>982</b>	<b>239</b>	<b>1,539</b>	<b>240</b>

## Adjusted income improvement

(MSEK)	July-September			January-September		
	2007	2006	Change	2007	2006	Change
Income before nonrecurring items in continuing operations	632	851	-219	982	239	743
Strike effects	0	0	0	300	350	-50
Joint Venture Lufthansa/ECA	259	82	177	570	147	423
Effects of Q400	200	0	200	200	0	200
<b>Result improvement</b>			158			1,316

## Financial key ratios

(MSEK)	September	December	September	September
	2007	2006	2006	2005
CFROI (12 months rolling)	17%	15%	13%	12%
Equity/assets ratio	34%	32%	22%	21%
Adjusted equity/assets ratio	23%	22%	15%	16%
Financial net debt, MSEK	1,618	4,134	11,451	16,058
Debt/equity ratio	0.09	0.25	0.95	1.26
Adjusted debt/equity ratio	1.45	1.68	2.87	2.80
Interest-coverage ratio (12 months rolling)	6.1	4.4	1.5	0.6

Definitions are available at [www.sasgroup.net](http://www.sasgroup.net)

# SAS Group

## Market and earnings trend

In several of the Group's markets, the economic trend remained positive, resulting in a favorable passenger trend. The Group has reported a record number of passengers for 30 consecutive months. In the third quarter, the yield trend slowed somewhat, primarily due to stronger comparative figures. The load factor was stable. Growth was strongest in the Finnish, Norwegian and Baltic markets.

Scandinavian Airlines Norge and Scandinavian Airlines Sverige are achieving respective earnings levels that are close to and in line with profitability requirements. Scandinavian Airlines Danmark's earnings indicate a distinct improvement despite the negative effects on the company of the absence of Q400 production. Scandinavian Airlines International encountered intensified competition and reported a lower result.

Overall, the business area recorded an earnings improvement of MSEK 1,247 adjusted for nonrecurring items and the negative effects of the ECA<sup>1)</sup> agreement.

Blue1, Widerøe and airBaltic reported continued favorable performance, while Spanair reported lower earnings, primarily due to redelivery of aircraft, higher production, increased competition and the effects of the strike in July.

The companies in SAS Aviation Services had another difficult quarter, with poorer earnings as a result.

In total, the direct earnings impact of the Q400 incidents for the airlines amounted to MSEK 200 for the third quarter of 2007. For full-year 2007, the direct earnings effects are estimated at MSEK 600-700. The negative earnings effect of the ECA cooperation for full-year 2007 is expected to be MSEK 700-800.

## January-September 2007

At the end of June, the remaining 5.1% of shares in Spanair S.A. were acquired. Subsequently, the SAS Group holds 100% of the shares in Spanair S.A. SAS Flight Academy was divested in February 2007 and is reported as a discontinued operation. The remaining 6.7% of the shares in Rezidor Hotel Group were divested in May. An agreement regarding the final purchase consideration in the divestment of SAS Component in 2005 was concluded during the second quarter and was charged to earnings from discontinued operations in an amount of MSEK 445. In September, ground handling company Newco was divested.

### Continuing operations:

The net effect of currency fluctuations between the January-September periods of 2006 and 2007 was MSEK 607. The effect is MSEK -807 on revenues, MSEK 1,421 on operating expenses and MSEK -7 on net financial items.

The SAS Group's revenue amounted to MSEK 46,995 (45,468), an increase of MSEK 1,527 or 3.4%. Taking into account currency effects, revenue increased by 5.1%. Passenger traffic (RPK) rose by 4.8% for the Group.

The Group's costs for jet fuel amounted to MSEK 7,949 (7,992). Adjusted for a positive currency effect owing to a weaker USD, fuel costs rose by MSEK 580 due to higher prices and increased volume. In addition, operating expenses rose due to growth in the number of passengers, expanded capacity and higher costs for technical maintenance, particularly at SAS Individually Branded Airlines.

The earnings effect related to the ECA cooperation amounted to MSEK -550 (-253) for the nine-month period.

Operating income before depreciation and leasing costs, EBITDAR, was MSEK 5,020 (4,478).

Leasing costs and depreciation, with regard to the currency effect, remained at the same level as during the period January-September 2006.

1) European Cooperation Agreement: cooperation between British Midland, Lufthansa and Scandinavian Airlines. The agreement will expire on December 31, 2007.

The Group's income from the sale of aircraft and buildings during the period January-September amounted to MSEK -42 (55). During the period, the sale and leaseback of three Boeing 737s and an Airbus 319 was implemented.

The Group's net financial items amounted to MSEK -356 (-704). Net interest was MSEK -325 (-688). The currency effect was MSEK 6 (13). Other net financial expenses were MSEK -37 (-29).

Income before nonrecurring items in continuing operations amounted to MSEK 982 (239).

### Discontinued operations:

Income from discontinued operations amounted to a total of MSEK 642 (211). SAS Flight Academy was sold in February 2007 to STAR Capital Partners for MSEK 550. The capital gain attributable to SFA amounted to MSEK 370. Income after tax in SAS Flight Academy was MSEK 5 until the date of sale.

The SAS Group's remaining shareholding in Rezidor Hotel Group after the stock-exchange listing in 2006 was sold at the end of May, generating a gain of MSEK 502. Additionally, a dividend of MSEK 6 was received.

The earnings effect of an agreement on the purchase conditions for the divestment of 67% of the shares in SAS Component 2005, amounted to MSEK -445. In the third quarter, Newco was divested for MSEK 322, with a capital gain of MSEK 169. Income after tax was MSEK 22 in Newco until the time of divestment.

For January-September 2006, income after tax for Rezidor Hotel Group, Norwegian Aviation College, SAS Flight Academy and Newco was reported in a total of MSEK 219.

## Third quarter 2007

### Continuing operations:

The SAS Group reported income before nonrecurring items that is MSEK 219 lower than in the preceding year.

The third quarter of 2007 was negatively impacted compared with 2006 in a total of MSEK 360 due to the incidents involving the Q400 and ECA cooperation. The earnings effect of ECA was MSEK -239 (-82).

The Group's revenue amounted to MSEK 16,809 (16,352), an increase of MSEK 484 or 3%, taking into account currency effects. The Group's passenger traffic increased by 7.5%.

Operating expenses, including payroll expenses, amounted to MSEK 14,923 (14,060). Adjusted for currency effects and nonrecurring items of MSEK 105 (82), operating expenses were 7.3% higher than in the preceding year due to higher fuel prices and increased volumes. Adjusted for the currency effect, the fuel cost increased by MSEK 152 compared with the third quarter of 2006.

The earnings effect related to ECA cooperation amounted to MSEK -550 (-253).

EBITDAR for the third quarter amounted to MSEK 1,886 (2,292).

The Group's net financial items amounted to MSEK -77 (-256). Net interest was MSEK -62 (-260).

Income before nonrecurring items in continuing operations was MSEK 632 (851).

### Discontinued operations:

Income from discontinued operations amounted to MSEK 229 (64). The figure for 2007 includes the capital gain from the divestment of Newco, the company's income after tax for the quarter and a positive earnings effect from the final agreement regarding the divestment of SAS Component Group. The preceding year included income after tax for the Rezidor Hotel Group, Norwegian Aviation College, SAS Flight Academy and Newco.

## Strategy 2011

To reduce the Group's gap between earnings and the yield requirement, meet the increasingly intense competition in the air travel market and ensure future independence, SAS Launched its new Strategy 2011 plan in June. The starting point for the Strategy Plan is to reduce complexity. The vision and the strategy have customer focus as their highest priority. A stronger customer orientation, more distinct leadership and increased commitment will drive a cultural Turnaround. SAS will also focus on flight operations, with concentration on air travel to and from Northern Europe. The SAS strategy plan also includes a harmonization and development of the customer offering, whereby the customers shall be met by clear, consistent, flexible and value-for-money offerings regardless of the Group company used. The plan also entails increased competitiveness in all areas of the operation, with continued cost reductions. In specific terms, this means that the SAS Group's holdings in Spanair, BMI and Air Greenland will be sold. During the third quarter, the sale was completed to Teinver of the Spanish ground handling company Newco. An evaluation will be made of their future role in the SAS Group of SAS Ground Services, SAS Technical Services and terminal handling within SAS Cargo, Spirit. The evaluation will be conducted as a process, with broad participation and decisions will be made in December 2007.

### Cost program:

Within the framework of Strategy 2011, the SAS Group launched a new cost program corresponding to SEK 2.8 billion. The bulk of the earnings effect will occur in 2008 and 2009. During the third quarter, 18% of the total of SEK 2.8 billion was implemented. Cutbacks in central administration are in progress and are expected to be completed in the fourth quarter.

Several projects for the Shared Service units have been launched with full force and the effects will occur in 2008. Otherwise, many other measures are in progress and will take effect successively, including those in procurement and a new distribution platform.

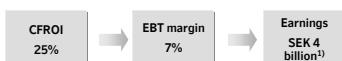
### Cost program

Procurement	MSEK 400
Central adm.	MSEK 300-400
Subsidiaries	MSEK 2,100
Of which	
flight operations	MSEK 1,000
Sales/Admin	MSEK 600
Ground/Technical	MSEK 500

Restructuring expenses, primarily attributable to the work-free period of notice for administrative personnel, will be charged to the third quarter in an amount of MSEK 105.

A decisive factor in competitiveness is providing a high level of basic quality in the form of punctuality and regularity. This area is also prioritized within the plan. The new strategy plan also expresses the company's growth target: 20% more passengers by 2011. This aggressive strategy requires strong growth, also in leisure travel. A special focus on leisure travelers has been launched, starting in Norway, with 12 new destinations at lower prices. Accordingly, in parallel with the development of business travel, special efforts are being made in relation to leisure travelers. The ambition is for leisure travelers to account for not less than half of the passengers, compared with the current 40%. In conjunction with the new strategy, the Group has also established new financial targets for the Group and its subsidiaries:

### Group requirements



### Requirements for subsidiaries

Operating margin	≥ 9%
Exceptions:	
Widerøe	≥ 7%
SAS Ground Services	≥ 4%
SAS Cargo	≥ 4%
SAS Technical Services	≥ 5%

1) Spanair excluded

## Measures relating to the Q400 aircraft

On October 28, following the three accidents involving landing gear, the Board of Directors of the SAS Group decided to permanently withdraw from operation its entire fleet of 27 Dash 8 Q400 aircraft.

The aircraft were used on Swedish domestic, Danish domestic and international routes, as well as by the subsidiary Widerøe in Norway. This affects a total of 27 of the Group's 303 aircraft, an estimated 5% of total capacity in terms of number of seats.

The SAS Group will do all it can to minimize the negative consequences for passengers and shareholders. In the short and medium term, SAS will take the following measures to replace the Q400 fleet (with estimated timeframe):

1. Evaluation of the network and redistribution of aircraft capacity within the SAS Group (0-3 months)
2. External wet-lease capacity<sup>1)</sup> (0-1 months)
3. External dry-lease capacity<sup>2)</sup> (3-6 months)

Approximately eight wet leases have been secured from the beginning of November and a further four to six aircraft are expected to be ready during November.

In parallel with these measures, work to replace this aircraft type has already commenced. The SAS Group assesses that implementation of a long-term solution can commence during the second half of 2008.

An estimate of the direct earnings effect for the Group is about MSEK 600-700 for the full year. This estimate takes into account the measures described above and reduced seasonal demand for the next few months. It is based on loss of revenue, fixed costs and negative feeding effects.

The SAS Group is conducting discussions with Bombardier about possible solutions for the prevailing situation for the Q400 fleet, including compensation.

## Legal issues

On February 14, 2006, the European Commission and the U.S. Department of Justice each made public investigations into possible price fixing in the air cargo industry. SAS is one of several air cargo carriers involved in the investigations. In addition, a number of class-action civil lawsuits brought against SAS and other air cargo carriers in the United States, alleging civil damages and seeking monetary compensation, are pending in a consolidated civil case in New York.

SAS is continuing to cooperate with the authorities in the investigations and to defend itself in the civil litigation. SAS is also continuing to conduct its own internal review. No formal accusations have been made against SAS to date in either investigation by the authorities. Based on the current status of the investigations and consistent with the normal course of such investigations, SAS expects that the authorities will communicate and clarify their views as to SAS' conduct over the next several months.

It is not possible at this time to predict the outcomes of either investigation by the authorities or of the civil lawsuits, but adverse outcomes are likely to have a substantial negative financial impact on SAS.

## Currency and fuel hedging

The SAS Group has hedged 44% of its anticipated fuel consumption for the period October 2007- September 2008. This hedging was achieved through options, swaps and other instruments. A more detailed overview of hedging is presented in the table on page 13.

In 2007, the cost of jet fuel is expected to be about SEK 10.5 billion. Under current plans for flight capacity, the cost of jet fuel in 2008 is expected to be in line with Appendix 3, assuming various prices and USD rates. However, SAS's ambition is to handle this through yield management.

In September, the SAS Group had hedged 75% of its anticipated USD deficit for the next twelve months. Other currencies are hedged in accordance with the 60-90% policy.

<sup>1)</sup> Wet lease = leased capacity including crew.

<sup>2)</sup> Dry lease = operational lease.

## SAS Scandinavian Airlines

The SAS Scandinavian Airlines business area's earnings for the first nine months were MSEK 1,412, adjusted for nonrecurring items. If ECA costs and the effects of the Q400 incidents are taken into account, the improvement is MSEK 1,501 compared with 2006. The economy remains strong in all markets, particularly in the Norwegian market.

EBIT margins before nonrecurring items, 12 months rolling		
Scandinavian Airlines		
	Outcome	Profitability targets
SAS Norge	8.3%	9%
SAS Danmark	6.3%	9%
SAS Sverige	9.7%	9%
SAS International	1.4%	9%

### Scandinavian Airlines Norge



(MSEK)	Jul-Sep		Jan-Sep	
	2007	2006	2007	2006
Passenger revenue	2,665	2,559	8,124	7,561
Other revenue	718	684	1,843	1,805
Revenue	3,383	3,244	9,966	9,366
EBITDAR	463	416	1,616	907
EBIT before nonrecurring items	203	148	849	155
EBIT margin before nonrecurring items	6.0%	4.6%	8.5%	1.7%
Average number of employees	2,489	2,616	2,474	2,630
EBT before nonrecurring items	207	147	857	163

Scandinavian Airlines Norge's earnings are a distinct improvement compared with the preceding year and the company is now close to achieving the Group's profitability requirement. The positive trend is being primarily driven by a strong economy, which is apparent in the number of passengers and increased business travel. Accordingly, the yield improved strongly. The domestic market remains favorable, with good growth. To meet the demand for leisure travel, Scandinavian Airlines Norge initiated a new focus during the third quarter aimed at the leisure segment with flights to a number of selected destinations.

### Scandinavian Airlines Danmark



(MSEK)	Jul-Sep		Jan-Sep	
	2007	2006	2007	2006
Passenger revenue	2,371	2,288	7,053	6,738
Other revenue	797	561	1,773	1,356
Revenue	3,168	2,849	8,826	8,094
EBITDAR	441	262	1,055	583
EBIT before nonrecurring items	271	71	544	-7
EBIT margin before nonrecurring items	8.6%	2.5%	6.2%	-0.1%
Average number of employees	2,207	2,057	2,177	1,943
EBT before nonrecurring items	283	70	561	-11

Scandinavian Airlines Danmark indicated a very strong underlying earnings trend. Despite the incidents with the Q400 aircraft, the earnings improvement is considerable compared with the preceding year. The improvement can be attributed to a higher yield and extended charter operation, which resulted in higher traffic revenue. The extended charter operation is enabled by greater aircraft utilization, which also contributed to increased productivity for the pilots. The company is also working continuously with other productivity improvements and well-balanced revenue control. Earnings include MSEK 116 in compensation from the Confederation of Swedish Enterprise for the pilots' conflict in 2006.

### Scandinavian Airlines Sverige



(MSEK)	Jul-Sep		Jan-Sep	
	2007	2006	2007	2006
Passenger revenue	1,496	1,358	5,023	4,568
Other revenue	494	530	1,391	1,391
Revenue	1,989	1,888	6,414	5,959
EBITDAR	241	196	920	711
EBIT before nonrecurring items	106	33	512	191
EBIT margin before nonrecurring items	5.3%	1.8%	8.0%	3.2%
Average number of employees	1,733	1,679	1,702	1,602
EBT before nonrecurring items	108	30	512	176

Scandinavian Airlines Sverige continues to perform well and surpass the Group's yield requirement. The earnings improvement slowed somewhat, mainly because the company is encountering increasingly strong comparative figures from the preceding year. However, the results for the first three quarters of the year were substantially better than for 2006, which is primarily attributable to a higher load factor, with more passengers and higher traffic revenues. The market remains strong, with good growth. For 2007, capacity has been redistributed from charter to scheduled operations. The company's ambition is to further improve profitability, for example, by finding new markets and destinations for expansion.

### Scandinavian Airlines International



(MSEK)	Jul-Sep		Jan-Sep	
	2007	2006	2007	2006
Passenger revenue	1,731	1,757	4,422	4,624
Other revenue	451	488	1,289	1,311
Revenue	2,183	2,245	5,711	5,934
EBITDAR	396	423	550	663
EBIT before nonrecurring items	230	245	46	112
EBIT margin before nonrecurring items	10.5%	10.9%	0.8%	1.9%
Average number of employees	780	702	789	607
EBT before nonrecurring items	228	250	50	105

Scandinavian Airlines International's earnings for the first three quarters of the year were weaker than for 2006. During earlier quarters, the company was adversely affected by strikes and disruptions to heavy maintenance, and was also affected during the most recent quarter by the incidents involving the Q400 aircraft resulting in less transfer traffic. In addition to the weak passenger revenue trend, the company was impacted by reduced cargo revenue. The company's new strategy is expected to have full commercial impact in the fourth quarter of the year, when activities will include the launch of the Copenhagen-Dubai and Stockholm-Bangkok routes.

## SAS Individually Branded Airlines

Widerøe had its best third-quarter earnings ever. Blue1 also reported a strong earnings improvement. airBaltic, which is under extensive expansion, reported an income improvement nonetheless. Spanair was affected by a competitive Spanish market that is characterized by strong yield pressure, but is rigidly maintaining its strategically strong second position. Income was negatively affected and the result was clearly lower than for the preceding year. The economy in all of the business area's markets is strong, with positive market growth.

EBIT margins before nonrecurring items, 12 months rolling			
SAS Individually Branded Airlines		Outcome	Profitability targets
Spanair		-1.1 %	9 %
Widerøe		6.2 %	7 %
Blue1		4.8 %	9 %
airBaltic		3.8 %	9 %

### Spanair



(MSEK)	Jul-Sep		Jan-Sep	
	2007	2006	2007	2006
Passenger revenue	2,305	2,208	6,274	5,881
Other revenue	1,195	1,332	2,371	2,682
Revenue	3,500	3,540	8,645	8,563
EBITDAR	448	636	762	1,178
EBIT before nonrecurring items	160	345	-91	272
EBIT margin before nonrecurring items	4.6%	9.7%	-1.1%	3.2%
Average number of employees	3,526	3,700	3,403	3,571

1) Reclassified charter revenues and wet-lease costs.

**Spanair's** earnings were lower than in the preceding year. This decline in earnings was mainly attributable to a fall in demand and the yield due to poor punctuality in the summer, which was caused by delayed aircraft delivery and a cabin crew conflict. In addition, earnings were negatively impacted by the redelivery of aircraft in an amount of MSEK 100. The Spanish market is highly competitive, characterized by intense competition and falling yields, which are now also contributing to a decline in earnings. However, Spanair has succeeded in performing considerably better than its competitors and has defended its strong strategic position as number two in the Spanish market. The company has successfully implemented a redistribution from charter to scheduled production, which has also increased exposure to the aggressive domestic market and had a negative impact on the third quarter. Spanair has worked continuously to adapt capacity to demand.

### Widerøe



(MSEK)	Jul-Sep		Jan-Sep	
	2007	2006	2007	2006
Passenger revenue	471	465	1,480	1,472
Other revenue	276	248	772	731
Revenue	747	713	2,252	2,203
EBITDAR	105	56	349	209
EBIT before nonrecurring items	41	-8	163	14
EBIT margin before nonrecurring items	5.5%	-1.2%	7.3%	0.6%
Average number of employees	1,348	1,402	1,356	1,385
EBT before nonrecurring items	37	-13	150	4

**Widerøe** recorded the best third-quarter result in the company's history. Despite the Q400 incidents, Widerøe exceeded the preceding year's earnings by a large margin. If the trend continues in the same direction for the remainder of the year, the full-year result will be the best ever. The company has handled the Q400 incidents by optimizing traffic and technical planning, and through wet leases. A strong economy and an improved concept resulted in more passengers and a higher yield. Additionally, the unit cost was also reduced. The company still has certain challenges in terms of its cost program, but has succeeded well in establishing favorable agreements for its domestic operations.

### Blue1



(MSEK)	Jul-Sep		Jan-Sep	
	2007	2006	2007	2006
Passenger revenue	416	428	1,316	1,318
Other revenue	50	53	176	155
Revenue	466	481	1,492	1,473
EBITDAR	58	46	190	93
EBIT before nonrecurring items	23	5	78	-36
EBIT margin before nonrecurring items	4.9%	1.0%	5.2%	-2.5%
Average number of employees	495	513	512	481
EBT before nonrecurring items	24	2	80	-36

**Blue1's** result is a strong improvement compared with the preceding year. This trend is primarily attributable to improvements in terms of expenses and weak comparative figures from 2006, when the company had major additional costs in relation to its expansion. The positive earnings trend has slowed somewhat, now that the company is facing increasingly better comparative figures. Blue1 continues to work with Round Trip Management and is implementing capacity adaptations in all route areas.

### airBaltic



(MSEK)	Jul-Sep		Jan-Sep	
	2007	2006	2007	2006
Passenger revenue	569	419	1,362	1,036
Other revenue	89	46	229	117
Revenue	657	465	1,591	1,152
EBITDAR	131	82	250	165
EBIT before nonrecurring items	59	33	69	48
EBIT margin before nonrecurring items	9.0%	7.0%	4.4%	4.2%
Average number of employees	931	818	897	770
EBT before nonrecurring items	58	31	68	44

**airBaltic** reported earnings for the first three quarters that were better than for the corresponding period in 2006. The result was influenced by a falling yield, but was offset by a declining unit cost and a higher load factor. Despite the company's strong expansion, it has succeeded in improving its result. The company takes a positive view of improvements in revenues through, for example, increasing unit revenues and generating incidental revenue. airBaltic is experiencing intensified competition in the market.

## SAS Aviation Services business area

All companies in the SAS Aviation Services business area reported weaker earnings for the first nine months of the year compared with 2006. SAS Ground Services and SAS Cargo's results were somewhat poorer, while SAS Technical Services' result is considerably weaker, primarily due to continued focus on delivery quality during the quarter. Several projects within all of the business area's companies are being conducted to improve the quality parameters that are important for customers.

EBIT margins before nonrecurring items, 12 months rolling			
SAS Aviation Services			
		Outcome	Profitability targets
STS		-7.4 %	5 %
SGS		-0.7 %	4 %
SAS Cargo		1.4 %	4 %

### STS

(MSEK)	Jul-Sep		Jan-Sep	
	2007	2006	2007	2006
Revenue	1,290	1,128	3,649	3,645
EBITDA	-70	-14	-189	-134
EBIT before nonrecurring items	-101	-36	-276	-88
EBIT margin before nonrecurring items	-7.8%	-3.2%	-7.6%	-2.4%
Average number of employees	2,414	2,467	2,425	2,536
EBT before nonrecurring items	-137	-64	-369	-135

**SAS Technical Services (STS)** recorded a substantially poorer result for the first three quarters of the year, compared with the corresponding period in 2006. During the year, STS' priority has been to improve delivery quality to the airlines. This meant that further cost measures were not implemented to meet lower prices. The external market for technical maintenance is growing, but is characterized by strong competition, overcapacity and price pressure. In the longer term, STS' focus on delivery quality in combination with a more efficient production structure will result in increased productivity and efficiency and, accordingly, will enhance the company's competitive and profitability levels.

### SGS

(MSEK)	Jul-Sep		Jan-Sep	
	2007	2006	2007	2006
Revenue	1,480	1,426	4,464	4,398
EBITDA	-17	-8	13	-66
EBIT before nonrecurring items	-39	20	-51	22
EBIT margin before nonrecurring items	-2.6%	1.4%	-1.1%	0.5%
Average number of employees	7,070	6,823	6,823	6,672
EBT before nonrecurring items	-48	17	-69	13

**SAS Ground Services' (SGS)** result for the first three quarters was weaker than for the corresponding period in 2006, despite increased revenue. This increase in revenue was partly attributable to a rise in external customers, as well as several new products being ordered by the companies in Scandinavian Airlines. The lack of profitability is mainly a problem of cost. The implementation of the company's efficiency program is delayed and it faces major challenges, primarily in improving the current shortcomings in quality.

### SAS Cargo

(MSEK)	Jul-Sep		Jan-Sep	
	2007	2006	2007	2006
Traffic revenue	437	497	1,315	1,513
Other revenue	408	403	1,168	1,147
Revenue	845	900	2,483	2,660
EBITDA	-11	-15	-29	30
EBIT before nonrecurring items	23	39	-7	58
EBIT margin before nonrecurring items	2.7%	4.3%	-0.3%	2.2%
Average number of employees	1,346	1,437	1,377	1,449
EBT before nonrecurring items	20	35	-12	46

**SAS Cargo's** result for the first three quarters is clearly lower than in the preceding year. The decline in earnings is primarily attributable to intense competition with several new players in the domestic market, resulting in price pressure and falling revenue. In addition, production realignments within Scandinavian Airlines affected the company. SAS Cargo continues to have excellent cost-adaptation capacity. To create a platform for long-term profitability, SAS Cargo has prepared a program of commercial initiatives, efficiency measures and structural changes.

# SAS Group

## Balance sheet

(MSEK)	September 30, 2007	December 31, 2006	September 30, 2006	September 30, 2005
Intangible assets	3,263	2,932	3,785	3,943
Tangible fixed assets	14,077	14,941	17,295	22,305
Financial fixed assets	13,071	13,316	13,420	12,545
<b>Total fixed assets</b>	<b>30,411</b>	<b>31,189</b>	<b>34,500</b>	<b>38,793</b>
Current assets	907	996	1,115	1,429
Current receivables	10,505	8,176	11,085	12,177
Cash, bank and short-term investments	8,914	10,803	8,327	8,360
<b>Total current assets</b>	<b>20,326</b>	<b>19,975</b>	<b>20,527</b>	<b>21,966</b>
<b>Total assets</b>	<b>50,737</b>	<b>51,164</b>	<b>55,027</b>	<b>60,759</b>
Shareholders' equity <sup>1)</sup>	17,211	16,388	12,084	12,752
Long-term liabilities	11,645	17,847	19,210	23,323
Current liabilities	21,881	16,929	23,733	24,684
<b>Total shareholders' equity and liabilities</b>	<b>50,737</b>	<b>51,164</b>	<b>55,027</b>	<b>60,759</b>
Equity per share <sup>2)</sup>	104.33	99.49	96.51	74.36
Interest-bearing assets	20,037	21,149	19,024	19,451
Interest-bearing liabilities	12,301	16,478	21,807	27,332

1) Including minority interests.

2) Calculated on 164,500,000 outstanding shares. The SAS Group has not carried out any buyback programs.

## Change in shareholders' equity

(MSEK)	Shareholders' equity attributable to Parent Company shareholders								
	Share capital <sup>1)</sup>	Other contributed capital <sup>2)</sup>	Hedge reserve	Fair value reserve	Translation reserve	Retained earnings <sup>4)</sup>	Total	Minority interests	Total equity
<b>Opening balance, January 1, 2006</b>	<b>1,645</b>	<b>658</b>	<b>631</b>	<b>-</b>	<b>287</b>	<b>8,283</b>	<b>11,504</b>	<b>577</b>	<b>12,081</b>
Transition to IFRS in affiliated companies						-154	-154		-154
Change in hedge reserve			352				352	6	358
Tax charged directly to equity			-98				-98	-2	-100
Translation differences					61		61	-10	51
Revenue and expenses for the period charged directly to equity			254		61	-154	161	-6	155
Hedge reserve charged against income			-340				-340		-340
Tax on items charged against income			95				95		95
Net income for the period						14	14	79	93
<b>Total revenue and expenses for the period</b>			<b>9</b>		<b>61</b>	<b>-140</b>	<b>-70</b>	<b>73</b>	<b>3</b>
<b>Closing balance, September 30, 2006</b>	<b>1,645</b>	<b>658</b>	<b>640</b>	<b>-</b>	<b>348</b>	<b>8,143</b>	<b>11,434</b>	<b>650</b>	<b>12,084</b>
Divestment Rezidor Hotel Group								-650	-650
Transfer of equity		-488				488			0
Change in fair value reserve				508			508		508
Change in hedge reserve			346				346	-4	342
Tax charged directly to equity			-97				-97	1	-96
Translation differences					-62		-62	-14	-76
Revenue and expenses for the period charged directly to equity		-488	249	508	-62	488	695	-667	28
Hedge reserve charged against income			-516				-516		-516
Tax on items charged against income			145				145		145
Net income for the period						4,608	4,608	39	4,647
<b>Total revenue and expenses for the period</b>		<b>-488</b>	<b>-122</b>	<b>508</b>	<b>-62</b>	<b>5,096</b>	<b>4,932</b>	<b>-628</b>	<b>4,304</b>
<b>Closing balance, December 31, 2006</b>	<b>1,645</b>	<b>170</b>	<b>518</b>	<b>508</b>	<b>286</b>	<b>13,239</b>	<b>16,366</b>	<b>22</b>	<b>16,388</b>
Changed accounting principles in affiliated companies						-26	-26		-26
Change in fair value reserve				-508			-508		-508
Change in hedge reserve			119				119		119
Tax charged directly to equity			-33				-33		-33
Translation differences					-114 <sup>3)</sup>		-114	-2	-116
Revenue and expenses for the period charged directly to equity			86	-508	-114	-26	-562	-2	-564
Hedge reserve charged against income			175				175		175
Tax on items charged against income			-49				-49		-49
Net income for the period						1,233	1,233	28	1,261
<b>Total revenue and expenses for the period</b>			<b>212</b>	<b>-508</b>	<b>-114</b>	<b>1,207</b>	<b>797</b>	<b>26</b>	<b>823</b>
<b>Closing balance, September 30, 2007</b>	<b>1,645</b>	<b>170</b>	<b>730</b>	<b>0</b>	<b>172</b>	<b>14,446</b>	<b>17,163</b>	<b>48</b>	<b>17,211</b>

1) The share capital in SAS AB is distributed among 164,500,000 shares with a par value of SEK 10 per share in both the opening and closing balances.

2) The entire amount comprises share premium reserves.

3) Includes MSEK -257 of currency hedging of net investment in foreign subsidiaries.

4) No dividends were paid in 2005 and 2006.



## Cash-flow statement

(MSEK)	July-September		January-September		October-September	
	2007	2006	2007	2006	2006-07	2005-06
Income before tax	536	785	840	-148	1,205	-275
Depreciation	402	437	1,204	1,381	1,714	1,894
Income from the sale of fixed assets	-9	-16	37	-55	4	-160
Divested operations	25	188	77	513	302	810
Adjustment for items not included in cash flow, etc.	54	-91	-54	-228	25	-395
Paid tax	-33	-14	-47	-70	-42	-98
<b>Cash flow from operations</b>	<b>975</b>	<b>1,289</b>	<b>2,057</b>	<b>1,393</b>	<b>3,208</b>	<b>1,776</b>
Change in working capital	-723	-878	561	-527	646	111
<b>Cash flow from operating activities</b>	<b>252</b>	<b>411</b>	<b>2,618</b>	<b>866</b>	<b>3,854</b>	<b>1,887</b>
Investments, including prepayments to aircraft manufacturers	-886	-851	-1,879	-1,778	-2,400	-2,384
Acquisition of subsidiary	0	0	-225	0	-225	0
Sale of subsidiaries	194	0	700	877	5,548	1,491
Sale of fixed assets, etc.	369	1,108	1,379	2,505	2,933	2,960
<b>Cash flow before financing activities</b>	<b>-71</b>	<b>668</b>	<b>2,593</b>	<b>2,470</b>	<b>9,710</b>	<b>3,954</b>
External financing, net	-971	-1,008	-4,500	-2,811	-9,127	-3,976
<b>Cash flow for the period</b>	<b>-1,042</b>	<b>-340</b>	<b>-1,907</b>	<b>-341</b>	<b>583</b>	<b>-22</b>
Translation difference in cash and cash equivalents	1	-2	18	-16	4	-11
<b>Change in cash and cash equivalents according to the balance sheet</b>	<b>-1,041</b>	<b>-342</b>	<b>-1,889</b>	<b>-357</b>	<b>587</b>	<b>-33</b>

### Comments on the cash-flow statement

Cash flow from operating activities improved by MSEK 1,752 during the first nine months of the year and amounted to MSEK 2,618 (866). The improvement is partly due to the upturn in earnings in the Group and also to decreased tied-up working capital.

Investments amounted to MSEK 1,879 (1,778), of which MSEK 1,149 (817) related to aircraft, other flight equipment and prepayments. This includes delivery payments for two Boeing 737s and an Airbus A319, as well as acquisition of a Boeing 737 that was earlier on operational lease. In June, the minority ownership share was acquired in Spanair, which thus became a wholly owned subsidiary. In February, SAS Flight Academy was divested and, in September, the Spanish ground handling company Newco Airport Services was also sold. The total purchase consideration amounted to MSEK 872. After deductions for selling expenses and the divested companies' cash and cash equivalents, the Group cash flow was affected in an amount of MSEK 700.

In May, the remaining shares in Rezidor Hotel Group were divested for MSEK 584. In addition, sale and leaseback of three Boeing 737 aircraft and one Airbus A319 was implemented at a total sales price of MSEK 964. As a result of the agreement regarding the purchase consideration for the divestment of SAS Component, MSEK 193 was paid out in August. Accordingly, cash flow before financing activities amounted to MSEK 2,593 (2,470).

Since the beginning of the year, approximately MSEK 4,300 (2,700) has been amortized.

Cash and cash equivalents according to the balance sheet amounted to MSEK 8,914 (8,327).

The SAS Group has about MSEK 8,500 in unutilized tax loss carryforwards. This means that the SAS Group will not have tax payable until these loss carryforwards have been utilized, which will have a positive impact on cash flow in future periods.

Deferred tax assets have been reported for approximately 85% of the accumulated loss carryforwards.

## Segment reporting: income by business area

January-September (MSEK)	SAS Scandinavian Airlines		SAS Individually Branded Airlines		SAS Aviation Services		Groupwide & eliminations		SAS Group	
	2007	2006	2007	2006	2007	2006	2007	2006	2007	2006
External sales	28,848	27,751	13,655	13,297	3,881	4,007	611	413	46,995	45,468
Sales between business segments	978	1,048	339	98	6,658	6,622	-7,975	-7,768	0	0
<b>Revenue</b>	<b>29,826</b>	<b>28,799</b>	<b>13,994</b>	<b>13,395</b>	<b>10,539</b>	<b>10,629</b>	<b>-7,364</b>	<b>-7,355</b>	<b>46,995</b>	<b>45,468</b>
Payroll expenses	-6,218	-5,927	-2,525	-2,309	-4,636	-4,713	-588	-445	-13,967	-13,394
Other expenses	-19,591	-19,505	-9,909	-9,468	-6,088	-6,083	7,580	7,460	-28,008	-27,596
<b>EBITDAR per business segment</b>	<b>4,017</b>	<b>3,367</b>	<b>1,560</b>	<b>1,618</b>	<b>-185</b>	<b>-167</b>	<b>-372</b>	<b>-340</b>	<b>5,020</b>	<b>4,478</b>
Leasing costs for aircraft	-1,633	-1,566	-1,109	-1,128	0	0	104	35	-2,638	-2,659
<b>EBITDA per business segment</b>	<b>2,384</b>	<b>1,801</b>	<b>451</b>	<b>490</b>	<b>-185</b>	<b>-167</b>	<b>-268</b>	<b>-305</b>	<b>2,382</b>	<b>1,819</b>
Depreciation	-744	-902	-221	-218	-188	-205	-51	-56	-1,204	-1,381
Share of income in affiliated companies	-18	44	70	55	4	-36	-1	-1	55	62
Capital gains	9	28	43	0	0	0	-94	27	-42	55
<b>EBIT per business segment</b>	<b>1,631</b>	<b>971</b>	<b>343</b>	<b>327</b>	<b>-369</b>	<b>-408</b>	<b>-414</b>	<b>-335</b>	<b>1,191</b>	<b>555</b>
Unallocated income items:										
Income from other shares and participations									5	1
Net financial items									-356	-704
Tax									-221	30
<b>Net income for the period from continuing operations</b>									<b>619</b>	<b>-118</b>
<b>Income before nonrecurring items in continuing operations</b>	<b>1,412</b>	<b>509</b>	<b>165</b>	<b>212</b>	<b>-450</b>	<b>-111</b>	<b>-145</b>	<b>-371</b>	<b>982</b>	<b>239</b>

## Parent Company SAS AB

Income before tax amounted to MSEK -492 (2,213) for the period.

Available liquidity for SAS AB at September 30, 2007, amounted to MSEK 480, compared with MSEK 301 at the beginning of the year.

The number of shareholders in SAS AB amounted to 24,169 at September 30, 2007. The average number of employees of SAS AB totaled 165 (182).

### Statement of income

(MSEK)	January-September	
	2007	2006
Revenue	9	14
Payroll expenses	-224	-223
Other operating expenses	-187	-166
<b>Operating income before depreciation</b>	<b>-402</b>	<b>-375</b>
Depreciation	0	0
<b>Operating income</b>	<b>-402</b>	<b>-375</b>
Income from divestment of shares	-460	2,654
Dividend from subsidiaries	451	-
Net financial items	-81	-66
<b>Income before tax</b>	<b>-492</b>	<b>2,213</b>
Tax	135	124
<b>Net income for the period</b>	<b>-357</b>	<b>2,337</b>

### Balance sheet

(MSEK)	Sept 30	Dec 31
	2007	2006
Fixed assets	8,968	9,543
Current assets	6,787	5,981
<b>Total assets</b>	<b>15,755</b>	<b>15,434</b>
Shareholders' equity	11,916	12,273
Long-term liabilities	3,627	2,859
Current liabilities	212	302
<b>Total shareholders' equity and liabilities</b>	<b>15,755</b>	<b>15,434</b>

### Change in shareholders' equity

(MSEK)	Share capital	Rest. reserves	Unrestr. equity	Total equity
Opening balance, Jan. 1, 2006	1,645	306	3,933	5,884
Group contribution rec'd, net			206	206
<b>Net income for the period</b>			<b>6,183</b>	<b>6,183</b>
<b>Equity, Dec. 31, 2006</b>	1,645	306	10,322	12,273
<b>Net income for the period</b>			<b>-357</b>	<b>-357</b>
<b>Equity, Sept. 30, 2007</b>	1,645	306	9,965	11,916

## Accounting principles and financial reports

The SAS Group has applied International Financial Reporting Standards (IFRS) since January 1, 2005. Income from discontinued operations is reported in accordance with IFRS 5.

This interim report was prepared in accordance with IAS 34, Interim Financial Reporting, and the accounting principles are unchanged since the most recent Annual Report.

The Group's other formal financial statements appear on page 2 and pages 8-9.

### Review Report

We have conducted a review of the attached balance sheet for SAS AB (publ) at September 30, 2007 and of the accompanying report on earnings, changes in shareholders' equity and changes in cash flow during the nine-month period ending on that date, as well as a summary of key accounting principles and other supplementary disclosures. The Board of Directors and the President are responsible for correctly preparing and presenting this financial interim information in accordance with IAS 34. Our responsibility is to express an opinion on this financial interim information based on our review.

We have conducted our review in accordance with the Standard on Review Engagements SÖG 2410, *Review of Interim Financial Information Performed by the Independent Auditor of the Entity* issued by the company's chosen auditor. A review consists of making inquiries, primarily of persons responsible for financial and accounting matters, and applying analytical and other review procedures. A review has a different direction and is substantially more limited in scope than an audit conducted in accordance with Swedish GAAP and other generally accepted auditing practices. The procedures performed in a review do not enable us to obtain a level of assurance that would make us aware of all significant matters that might be identified in an audit. Therefore, the opinion expressed based on a review does not give the same level of assurance as a conclusion expressed based on an audit.

Based on our review, nothing has come to our attention that causes us to believe that, in all material respects, the accompanying financial interim information does not provide a fair view of the company's financial position at September 30, 2007 and of its financial results and cash flow for the nine-month period ending on that date in accordance with IAS 34.

Stockholm, November 8, 2007

Deloitte AB  
Peter Gustafsson  
Public Authorized Accountant

SAS Group: Interim Report January-September 2007

## Financial position

As of September 30, 2007, the SAS Group's cash and cash equivalents amounted to MSEK 8,914 (8,327), an increase of MSEK 587. Since year-end 2006, cash and cash equivalents have declined by MSEK 1,889. The decline since the beginning of the year is primarily attributable to the SAS Group amortizing about MSEK 4,300. Furthermore, the SAS Group has had positive cash flow from operating activities, from the sale and leaseback of aircraft and the divestment of SAS Flight Academy and the remaining shares in the Rezidor Group. In addition to cash and cash equivalents, the SAS Group has unutilized contract loan commitments amounting to MSEK 6,028 (5,881). In total, the SAS Group has financial preparedness corresponding to MSEK 14,942 (14,208) or 24% (24%) of revenues.

The SAS Group's interest-bearing liabilities declined by MSEK 4,177 in 2007. In addition to planned amortization of MSEK 1,640, loans corresponding to MSEK 2,670 were amortized in advance. The remaining change in interest-bearing liabilities is primarily attributable to exchange-rate fluctuations.

The adjusted equity/assets ratio was 23% (15%) on September 30, 2007. The adjusted debt/equity ratio amounted to 1.45 (2.87). The SAS Group's targets are as follows:

#### Targets for financial position

Adjusted equity/assets ratio	>35%
Adjusted debt/equity ratio	<100%
Financial preparedness	20% of sales

## SAS Group management and areas of responsibility

Mats Jansson, President and CEO. Responsible within Group management for the SAS Individually Branded Airlines business area.

John S. Dueholm, Deputy CEO, with responsibility within Group management for the SAS Scandinavian Airlines business area and STS.

Gunilla Berg, CFO and Deputy President.

Benny Zakrisson, responsible for the Group's structure and strategy issues, and SGS and SAS Cargo.

Claus Sonberg, Senior Vice President Communications and Public Affairs, assumed position on November 1, 2007.

Henriette Fenger Ellekrog, Group Head of Personnel, assumed position on October 1, 2007.

## Full-year 2007

The airline market remains strong and there are currently no clear indications of a slowdown. However, uncertainty remains regarding the strength of growth, the future competitive situation and the trend for jet fuel prices. Favorable passenger growth is expected in most of the SAS Group's markets for full-year 2007. The fourth quarter will be impacted by about MSEK 400-500 as a result of the permanent withdrawal of the Dash 8 Q400.

Mats Jansson  
President and CEO

## Traffic data information

### SAS Group's passenger traffic

		July-September			January-September		
		2007	2006	Change	2007	2006	Change
Number of passengers	(000)	<b>11,031</b>	10,319	6.9%	<b>31,164</b>	29,354	6.2%
Passenger km	(mill.)	<b>11,890</b>	11,059	7.5%	<b>31,348</b>	29,904	4.8%
Seat km	(mill.)	<b>15,352</b>	14,468	6.1%	<b>43,288</b>	41,235	5.0%
Load factor		<b>77.4%</b>	76.4%	+1.0 p.p.	<b>72.4%</b>	72.5%	-0.1 p.p.

### SAS Group's traffic-related key data

	January-March		April-June		July-September		October-December		October-September	
	2007	2006	2007	2006	2007	2006	2006	2005	2006-07	2005-06
No. of passengers (000)	<b>9,088</b>	8,599	<b>11,045</b>	10,437	<b>11,031</b>	10,319	<b>9,704</b>	9,312	<b>40,869</b>	38,667
RPK (mill.)	<b>8,543</b>	8,293	<b>10,915</b>	10,551	<b>11,890</b>	11,059	<b>9,343</b>	9,101	<b>40,691</b>	39,004
ASK (mill.)	<b>12,844</b>	12,488	<b>15,091</b>	14,279	<b>15,352</b>	14,468	<b>13,672</b>	13,114	<b>56,960</b>	54,349
Load factor	<b>66.5%</b>	66.4%	<b>72.3%</b>	73.9%	<b>77.4%</b>	76.4%	<b>68.3%</b>	69.4%	<b>71.4%</b>	71.8%
Yield, SEK	<b>1.25</b>	1.15	<b>1.15</b>	1.14	<b>1.01</b>	1.01	<b>1.20</b>	1.10	<b>1.15</b>	1.10
Total unit cost, SEK	<b>0.79</b>	0.78	<b>0.73</b>	0.76	<b>0.70</b>	0.70	<b>0.75</b>	0.75	<b>0.74</b>	0.75

### SAS Group traffic operation by route sector

	Jul-Sep 07 vs. Jul-Sep 06		Jan-Sep 07 vs. Jan-Sep 06	
	Traffic (RPK)	Capacity (ASK)	Traffic (RPK)	Capacity (ASK)
Intercontinental	<b>-1.6%</b>	-3.9%	<b>-7.2%</b>	-6.4%
Europe	<b>12.9%</b>	11.5%	<b>11.0%</b>	11.2%
Intra-Scandinavia	<b>1.7%</b>	-2.4%	<b>1.7%</b>	-0.7%
Denmark (domestic)	<b>34.5%</b>	52.8%	<b>12.2%</b>	25.5%
Norway (domestic)	<b>1.5%</b>	0.4%	<b>4.4%</b>	1.0%
Sweden (domestic)	<b>9.1%</b>	6.3%	<b>2.6%</b>	-2.7%

\* Passenger traffic for Scandinavian Airlines, Spanair, Widerøe, Blue1 and airBaltic.

### SAS Scandinavian Airlines traffic-related key figures

		July-September		January-September	
		2007	Change	2007	Change
No. of passengers	(000)	<b>6,601</b>	+2.0%	<b>19,148</b>	+1.5%
Passenger km, RPK	(mill.)	<b>7,670</b>	+1.6%	<b>20,755</b>	-1.3%
Seat km, ASK	(mill.)	<b>9,663</b>	+0.6%	<b>27,644</b>	-1.1%
Load factor		<b>79.4%</b>	+0.8 p.p.	<b>75.1%</b>	-0.1 p.p.
Currency-adjusted yield trend			2.7%		8.5%
Total unit cost, incl. charter			2.0% <sup>1)</sup>		2.3% <sup>2)</sup>
Operational unit cost, incl. charter			2.6% <sup>1)</sup>		2.9% <sup>2)</sup>

1) Higher fuel costs had a negative effect of 0.5 percentage points on unit costs.

2) Higher fuel costs had a negative effect of 1.4 percentage points on unit costs.

### SAS Scandinavian Airlines traffic and production

	Scandinavian Airlines Norge				Scandinavian Airlines Danmark				Scandinavian Airlines Sverige				SAS International				
	Jul-Sep		Jan-Sep		Jul-Sep		Jan-Sep		Jul-Sep		Jan-Sep		Jul-Sep		Jan-Sep		
	2007	Change	2007	Change	2007	Change	2007	Change	2007	Change	2007	Change	2007	Change	2007	Change	
<b>Scheduled traffic</b>																	
No. of passengers (000)	<b>2,541</b>	-0.2%	<b>7,332</b>	+1.8%	<b>2,193</b>	-1.0%	<b>6,204</b>	-0.9%	<b>1,471</b>	+11.6%	<b>4,596</b>	+6.7%	<b>396</b>	+0.9%	<b>1,016</b>	-6.7%	
RPK (mill.)	<b>1,948</b>	-1.2%	<b>5,251</b>	-0.5%	<b>1,675</b>	+0.9%	<b>4,568</b>	-0.8%	<b>1,230</b>	+16.4%	<b>3,633</b>	+10.6%	<b>2,817</b>	-1.6%	<b>7,303</b>	-7.2%	
ASK (mill.)	<b>2,641</b>	-1.6%	<b>7,460</b>	-1.2%	<b>2,218</b>	+1.9%	<b>6,371</b>	+0.9%	<b>1,649</b>	+12.6%	<b>5,007</b>	+6.7%	<b>3,155</b>	-3.9%	<b>8,805</b>	-6.4%	
Load factor	<b>73.8%</b>	+0.3 p.p.	<b>70.4%</b>	+0.5 p.p.	<b>75.5%</b>	-0.8 p.p.	<b>71.7%</b>	-1.2 p.p.	<b>74.6%</b>	+2.5 p.p.	<b>72.6%</b>	+2.5 p.p.	<b>89.3%</b>	+2.0 p.p.	<b>82.9%</b>	-0.7 p.p.	
Yield, currency-adjusted		2.5%		9.6%		1.5%		5.8%		-6.2%		-0.7%		0.3%		5.0%	
Total unit cost, incl. charter (local currency)		1.9%		1.8%		-10.5%		-6.2%		0.7%		3.6%		0.4%		2.1%	
<b>Charter traffic</b>																	
No. of passengers (000)	<b>196</b>	+11.5%	<b>404</b>	+11.9%	<b>269</b>	+60.1%	<b>506</b>	+63.5%	<b>132</b>	-28.2%	<b>294</b>	-25.3%					

### SAS Individually Branded Airlines traffic and production

	Spanair				Widerøe				Blue1				airBaltic				
	Jul-Sep		Jan-Sep		Jul-Sep		Jan-Sep		Jul-Sep		Jan-Sep		Jul-Sep		Jan-Sep		
	2007	Change	2007	Change	2007	Change	2007	Change	2007	Change	2007	Change	2007	Change	2007	Change	
<b>Scheduled traffic</b>																	
No. of passengers (000)	<b>2,880</b>	16.5%	<b>7,697</b>	16.1%	<b>486</b>	2.3%	<b>1,467</b>	2.7%	<b>436</b>	-5.3%	<b>1,354</b>	-0.2%	<b>629</b>	42.5%	<b>1,498</b>	39.0%	
RPK (mill.)	<b>2,991</b>	18.2%	<b>7,269</b>	17.2%	<b>160</b>	1.6%	<b>461</b>	1.3%	<b>398</b>	-0.1%	<b>1,114</b>	6.3%	<b>751</b>	52.9%	<b>1,748</b>	50.5%	
ASK (mill.)	<b>3,841</b>	16.1%	<b>10,534</b>	16.3%	<b>261</b>	-3.8%	<b>771</b>	-3.8%	<b>527</b>	-4.6%	<b>1,630</b>	4.3%	<b>1,060</b>	45.3%	<b>2,709</b>	46.9%	
Load factor	<b>75.8%</b>	+1.4 p.p.	<b>69.0%</b>	+0.5 p.p.	<b>61.3%</b>	+3.3 p.p.	<b>59.9%</b>	+3.0 p.p.	<b>75.5%</b>	+3.4 p.p.	<b>68.3%</b>	+1.3 p.p.	<b>70.9%</b>	+3.5 p.p.	<b>64.5%</b>	+1.5 p.p.	
Yield, currency-adjusted		-12.0%		-8.2%		-0.9%		2.0%		-3.1%		-5.2%		-11.3%		-11.2%	
Total unit cost, incl. charter (local currency)		-2.3%		-0.2%		-5.9%		-3.0%		-2.0%		-11.1%		-6.4%		-6.2%	
<b>Charter traffic</b>																	
No. of passengers (000)	<b>636</b>	-28.4%	<b>1,095</b>	-30.1%													

# Statement of income

## Statement of income – Quarterly breakdown

(MSEK)	2005				2006				2007		
	JUL- SEP	OCT- DEC	FULL-YEAR JAN-DEC	JAN- MAR	APR- JUN	JUL- SEP	OCT- DEC	FULL-YEAR JAN-DEC	JAN- MAR	APR- JUN	JUL- SEP
Revenue	14,895	14,442	55,333	12,968	16,148	16,352	15,106	60,574	<b>13,879</b>	<b>16,307</b>	<b>16,809</b>
Payroll expenses	-4,309	-4,695	-17,847	-4,518	-4,672	-4,204	-4,350	-17,744	<b>-4,488</b>	<b>-4,726</b>	<b>-4,753</b>
Other operating expenses	-8,639	-8,460	-31,983	-8,275	-9,465	-9,856	-8,774	-36,370	<b>-8,458</b>	<b>-9,380</b>	<b>-10,170</b>
Leasing costs for aircraft	-843	-838	-3,132	-891	-893	-875	-867	-3,526	<b>-877</b>	<b>-874</b>	<b>-887</b>
Depreciation	-502	-513	-2,065	-450	-494	-437	-510	-1,891	<b>-394</b>	<b>-408</b>	<b>-402</b>
Share of income in affiliated companies	48	-13	76	-2	19	45	-3	59	<b>10</b>	<b>38</b>	<b>7</b>
Income from the sale of shares in subsidiaries and affiliated companies	35	8	41	0	0	0	0	0	<b>0</b>	<b>0</b>	<b>0</b>
Income from the sale of aircraft and buildings	-12	95	148	27	12	16	30	85	<b>-2</b>	<b>-44</b>	<b>4</b>
<b>Operating income</b>	<b>673</b>	<b>26</b>	<b>571</b>	<b>-1,141</b>	<b>655</b>	<b>1,041</b>	<b>632</b>	<b>1,187</b>	<b>-330</b>	<b>913</b>	<b>608</b>
Income from other shares and participations	0	2	50	0	1	0	-48	-47	<b>0</b>	<b>0</b>	<b>5</b>
Net financial items	-226	-155	-964	-217	-231	-256	-219	-923	<b>-148</b>	<b>-131</b>	<b>-77</b>
<b>Income before tax</b>	<b>447</b>	<b>-127</b>	<b>-343</b>	<b>-1,358</b>	<b>425</b>	<b>785</b>	<b>365</b>	<b>217</b>	<b>-478</b>	<b>782</b>	<b>536</b>
Tax	-34	-243	-47	325	-50	-245	-136	-106	<b>55</b>	<b>-212</b>	<b>-64</b>
<b>Net income from continuing operations</b>	<b>413</b>	<b>-370</b>	<b>-390</b>	<b>-1,033</b>	<b>375</b>	<b>540</b>	<b>229</b>	<b>111</b>	<b>-423</b>	<b>570</b>	<b>472</b>
Income from discontinued operations	116	568	645	-31	178	64	4,418	4,629	<b>376</b>	<b>37</b>	<b>229</b>
<b>Net income for the period</b>	<b>529</b>	<b>198</b>	<b>255</b>	<b>-1,064</b>	<b>553</b>	<b>604</b>	<b>4,647</b>	<b>4,740</b>	<b>-47</b>	<b>607</b>	<b>701</b>
Attributable to:											
Parent Company shareholders	499	144	174	-1,034	489	559	4,608	4,622	<b>-18</b>	<b>584</b>	<b>667</b>
Minority interests	30	54	81	-30	64	45	39	118	<b>-29</b>	<b>23</b>	<b>34</b>

## Earnings overview

(MSEK)	January-March		April-June		July-September		October-December		October-September	
	2007	2006	2007	2006	2007	2006	2006	2005	2006-07	2005-06
Revenue	<b>13,879</b>	12,968	<b>16,307</b>	16,148	<b>16,809</b>	16,352	<b>15,106</b>	14,442	<b>62,101</b>	59,910
EBITDAR	<b>933</b>	175	<b>2,201</b>	2,011	<b>1,886</b>	2,292	<b>1,982</b>	1,287	<b>7,002</b>	5,765
EBITDAR margin	<b>6.7%</b>	1.3%	<b>13.5%</b>	12.5%	<b>11.2%</b>	14.0%	<b>13.1%</b>	8.9%	<b>11.3%</b>	9.6%
EBIT	<b>-330</b>	-1,141	<b>913</b>	655	<b>608</b>	1,041	<b>632</b>	26	<b>1,823</b>	581
EBIT margin	<b>-2.4%</b>	-8.8%	<b>5.6%</b>	4.1%	<b>3.6%</b>	6.4%	<b>4.2%</b>	0.2%	<b>2.9%</b>	1.0%
Income before nonrecurring items	<b>-476</b>	-1,290	<b>826</b>	678	<b>632</b>	851	<b>557</b>	1	<b>1,539</b>	240
Income before tax	<b>-478</b>	-1,358	<b>782</b>	425	<b>536</b>	785	<b>365</b>	-127	<b>1,205</b>	-275
Income for the period	<b>-47</b>	-1,064	<b>607</b>	553	<b>701</b>	604	<b>4,647</b>	198	<b>5,908</b>	291
Earnings per share (SEK) from continuing and discontinued operations	<b>-0.11</b>	-6.29	<b>3.55</b>	2.97	<b>4.05</b>	3.40	<b>28.01</b>	0.88	<b>35.51</b>	0.96
Cash flow before financing activities	<b>606</b>	222	<b>2,058</b>	1,580	<b>-71</b>	668	<b>7,117</b>	1,484	<b>9,710</b>	3,954

## SAS Group average number of employees (FTE)

	July-September		January-September	
	2007	2006	2007	2006
SAS Scandinavian Airlines	<b>7,672</b>	7,581	<b>7,600</b>	7,615
SAS Individually Branded Airlines	<b>6,589</b>	6,476	<b>6,447</b>	6,261
SAS Aviation Services	<b>10,830</b>	10,734	<b>10,623</b>	10,667
Groupwide functions	<b>762</b>	819	<b>770</b>	831
<b>Continuing operations</b>	<b>25,853</b>	25,610	<b>25,440</b>	25,374
Discontinued operations	<b>1,594</b>	6,954	<b>1,393</b>	6,915
<b>SAS Group</b>	<b>27,447</b>	32,564	<b>26,833</b>	32,289

# Investments, aircraft fleet, fuel and financial position

## SAS Group's investments

	July-September		January-September	
	2007	2006	2007	2006
SAS Scandinavian Airlines	683	637	1,184	1,180
SAS Individually Branded Airlines	70	70	276	174
SAS Aviation Services	89	24	286	120
Groupwide functions and eliminations	4	7	281	22
<b>Continuing operations</b>	<b>846</b>	<b>738</b>	<b>2,027</b>	<b>1,496</b>
Discontinued operations	39	113	118	282
<b>SAS Group</b>	<b>885</b>	<b>851</b>	<b>2,145</b>	<b>1,778</b>

## SAS Group's aircraft under firm order

	Total	2007	2008	2009
Airbus A319	1	1		
Boeing 737	2			2
No. of aircraft	3	1		2
CAPEX (MUSD)	116	24	26	26

## SAS Group aircraft fleet September 30, 2007

Aircraft type	Average age <sup>1)</sup>	Owned	Leased	Total	Leased out	Order
Airbus A340/330	5.3	5	6	11	0	0
Airbus A321/ A320/A319	4.7	4	29	33	0	1
Boeing 737 series	9.6	20	70	90	4	2
Boeing 717 (MD-95)	7.1	0	7	7	0	0
MD-80 series	18.2	13	66	79	2	0
MD-90 series	10.7	8	0	8	3	0
Avro RJ-85/100	5.9	0	9	9	0	0
Fokker F50	17.3	0	14	14	0	0
deHavilland Q series	9.7	18	34	52	0	0
<b>Total</b>	<b>11.5</b>	<b>68</b>	<b>235</b>	<b>303</b>	<b>9</b>	<b>3</b>
SAS Scandinavian Airlines	11.2			198	9	3
Spanair	11.3			47		
Widerøe	12.7			28		
Blue1	5.9			9		
airBaltic	15.2			21		
<b>Total</b>				<b>303</b>	<b>9</b>	<b>3</b>

In addition to the above aircraft fleet, the SAS Group has four CRJ200s, three Fokker F100s, one Avro RJ-70 and one MD-82 leased on wet-lease agreements.

<sup>1)</sup> Pertains to average age of aircraft fleet.

## Facts and vulnerability – jet fuel

	Q4 2007	Q1 2008	Q2 2008	Q3 2008
Options *	21%	20%	15%	22%
redemption price (USD/ton)	685	663	713	751
Swaps	13%	7%	8%	10%
price(USD/ton)	684	708	705	702
3-way **	7%	20%	17%	8%
price (USD/ton)	700	718	781	800
0-cost	7%			
price (USD/ton)	825			

\* Excluding premium

\*\* 3-ways has a ceiling for the protection level of USD 800 or 900/ton

## Estimated jet fuel expense 2008 \*

Market price, USD	SEK 6.5/USD	SEK 6.75/USD	SEK 7/USD
<b>Jet fuel hedging</b>			
USD 600/ton	SEK 8.6 bn	SEK 8.9 bn	SEK 9.3 bn
USD 800/ton	SEK 10.7 bn	SEK 11.1 bn	SEK 11.5 bn
USD 1,000/ton	SEK 12.5 bn	SEK 13.0 bn	SEK 13.5 bn

\* Pertains to the full-year values for SEK/USD and the jet fuel price per ton. The

SAS Group's hedging of jet fuel at September 30, 2007, was taken into consideration.

# SAS Scandinavian Airlines

## Statement of income

(MSEK)	July-September		January-September	
	2007	2006	2007	2006
Passenger revenue	8,282	7,955	24,636	23,471
Charter revenue	747	684	1,591	1,414
Other traffic revenue	395	695	1,357	1,810
Other revenue	897	721	2,242	2,104
<b>Revenue</b>	<b>10,322</b>	<b>10,055</b>	<b>29,826</b>	<b>28,799</b>
Payroll expenses	-2,076	-1,869	-6,217	-5,928
Selling costs	-135	-136	-390	-407
Jet fuel	-1,871	-1,928	-5,092	-5,217
Government user fees	-959	-916	-2,715	-2,693
Catering costs	-347	-327	-937	-926
Handling costs	-1,233	-1,216	-3,706	-3,724
Technical aircraft maintenance	-990	-857	-2,930	-2,905
Computer and telecommunication costs	-376	-416	-1,159	-1,344
Other operating costs	-877	-887	-2,662	-2,289
<b>Operating expenses</b>	<b>-8,863</b>	<b>-8,551</b>	<b>-25,810</b>	<b>-25,433</b>
<b>Income before depreciation and leasing costs, EBITDAR</b>	<b>1,459</b>	<b>1,504</b>	<b>4,017</b>	<b>3,367</b>
Leasing costs for aircraft	-546	-522	-1,633	-1,566
<b>Income before depreciation, EBITDA</b>	<b>912</b>	<b>982</b>	<b>2,383</b>	<b>1,801</b>
Depreciation	-249	-295	-744	-902
Share of income in affiliated companies	-20	16	-18	44
Capital gains	20	15	10	28
<b>Operating income, EBIT</b>	<b>663</b>	<b>719</b>	<b>1,631</b>	<b>971</b>
Net financial items	-25	-140	-251	-508
<b>SAS Scandinavian Airlines - Income before tax</b>	<b>638</b>	<b>579</b>	<b>1,380</b>	<b>463</b>
<b>Income before nonrecurring items</b>	<b>658</b>	<b>564</b>	<b>1,411</b>	<b>509</b>

## SAS Individually Branded Airlines

### Statement of income

(MSEK)	July-September		January-September	
	2007	2006	2007	2006
Passenger revenue	3,761	3,520	10,432	9,707
Freight revenue	41	37	117	115
Charter revenue	816	1,150	1,455	2,142
Other traffic revenue	167	127	495	354
Other revenue	590	370	1,495	1,077
<b>Revenue</b>	<b>5,375</b>	<b>5,204</b>	<b>13,994</b>	<b>13,395</b>
Payroll expenses	-934	-790	-2,525	-2,308
Selling costs	-104	-119	-301	-343
Jet fuel	-1,167	-1,130	-2,878	-2,773
Government user fees	-681	-654	-1,789	-1,715
Catering costs	22	-209	-435	-503
Handling costs	-450	-426	-1,270	-1,193
Technical aircraft maintenance	-424	-398	-1,202	-1,064
Computer and telecommunication costs	-106	-72	-273	-236
Other operating costs	-780	-599	-1,760	-1,641
<b>Operating expenses</b>	<b>-4,623</b>	<b>-4,396</b>	<b>-12,434</b>	<b>-11,776</b>
<b>Income before depreciation and leasing costs, EBITDAR</b>	<b>752</b>	<b>809</b>	<b>1,560</b>	<b>1,619</b>
Leasing costs for aircraft	-388	-375	-1,109	-1,128
<b>Income before depreciation, EBITDA</b>	<b>365</b>	<b>434</b>	<b>451</b>	<b>490</b>
Depreciation	-76	-71	-221	-218
Share of income in affiliated companies	25	29	70	54
Capital gains	43	0	43	0
<b>Operating income, EBIT</b>	<b>357</b>	<b>392</b>	<b>343</b>	<b>326</b>
Net financial items	-45	-43	-134	-115
<b>SAS Individually Branded Airlines - Income before tax</b>	<b>312</b>	<b>349</b>	<b>208</b>	<b>212</b>
<b>Income before nonrecurring items</b>	<b>269</b>	<b>349</b>	<b>166</b>	<b>212</b>

## SAS Aviation Services

### Statement of income

(MSEK)	July-September		January-September	
	2007	2006	2007	2006
<b>Revenue</b>	<b>3,60</b>	<b>3,432</b>	<b>10,539</b>	<b>10,629</b>
Payroll expenses	-1,54	-1,423	-4,636	-4,713
Handling costs	-26	-274	-764	-796
Technical aircraft maintenance	-79	-606	-2,116	-1,877
Computer and telecommunications costs	-12	-139	-352	-383
Other operating costs	-97	-1,014	-2,855	-3,026
<b>Operating expenses</b>	<b>-3,69</b>	<b>-3,455</b>	<b>-10,724</b>	<b>-10,796</b>
<b>Income before depreciation and leasing costs, EBITDAR</b>	<b>-9</b>	<b>-24</b>	<b>-185</b>	<b>-167</b>
Leasing costs for aircraft		0	0	0
<b>Income before depreciation, EBITDA</b>	<b>-9</b>	<b>-24</b>	<b>-185</b>	<b>-167</b>
Depreciation	-6	-55	-188	-205
Share of income in affiliated companies		0	4	-35
<b>Operating income, EBIT</b>	<b>-15</b>	<b>-79</b>	<b>-370</b>	<b>-408</b>
Net financial items	-4	-36	-119	-72
<b>SAS Aviation Services - Income before tax</b>	<b>-20</b>	<b>-115</b>	<b>-488</b>	<b>-480</b>
<b>Income before nonrecurring items</b>	<b>-164</b>	<b>-33</b>	<b>-450</b>	<b>-111</b>

## Important events

### First quarter 2007

- Mats Jansson assumed the position of President and CEO on January 1, 2007.
- The SAS Group changed the structure and increased seasonal adjustments of its intercontinental operations. The new route between Stockholm and Beijing was launched on March 27. Shanghai was discontinued from April 2007. In addition, more frequencies will be added to New York and the seasonal routes Copenhagen-Dubai and Stockholm-Bangkok will be launched in October 2007.
- The SAS Group presented and introduced product and service innovations for its largest customer group – the frequent flyers.
- The SAS Group sold SAS Flight Academy for MSEK 550 to STAR Capital Partners.
- Scandinavian Airlines Sverige announced the launch of 11 new direct routes during the first half of 2007.
- The SAS Group began offering passengers the possibility to offset carbon dioxide emissions.

### Second quarter 2007

- At SAS AB's Annual General Meeting, the Board of Directors was reelected and it was resolved not to pay a dividend for the 2006 financial year.
- Danish cabin crew undertook illegal industrial action.
- Swedish cabin crew carried out industrial action in May 2007.
- The SAS Group divested its remaining ownership share in Rezidor to Carlson Companies.
- The SAS Group launched its new strategy plan – Strategy 2011.
- The SAS Group acquired a further 5% of the shares in Spanair from Teinver.

### Third quarter 2007

- Four Danish trade unions declared their satisfaction with Strategy 2011 and further stated that they, in an active and positive spirit, will work to achieve a complete no-strike rule after the agreements for 2007 have been signed and for the period to which they apply.
- Standard & Poor's initiated coverage of SAS AB with a BB credit rating with stable outlook.
- Scandinavian Airlines Norge launched a special focus aimed at leisure travelers in the Norwegian market.
- During a flight from Copenhagen to Aalborg, the landing gear of a Dash 8 Q400 aircraft collapsed on landing. A near-identical incident occurred three days later on a flight from Copenhagen to Palanga, but with landing in Vilnius.
- The Swedish public prosecutor launched a preliminary inquiry in conjunction with the incidents in Aalborg and Vilnius. The Accident Investigation Board's preliminary report indicates deficiencies in the manufacturer's maintenance directive.
- The SAS Group divested the Spanish ground handling company Newco to Teinver.
- SAS exercised options on two Boeing 737-800 aircraft with delivery in 2009.

### After the third quarter 2007

- Scandinavian Airlines Norge was found guilty of using sensitive business information from competitor Norwegian. An appeal against the judgment has been submitted to the Norwegian Supreme Court.
- The SAS Board of Directors decided to permanently withdraw its entire fleet of 27 Dash 8 Q400 aircraft from operation after another accident involving the landing gear.
- SAS launched Stockholm-Bangkok and Copenhagen-Dubai.
- Standard & Poor's credit rating remained BB with negative outlook.

## Financial calendar

Year-end report 2007	February 6, 2008
Annual Report & Sustainability Report 2007	March 3, 2008
Annual General Meeting	April 9, 2008
Interim Report 1, January-March 2008	April 29, 2008
Interim Report 2, April-June 2008	August 14, 2008
Interim Report 3, July-September 2008	November 5, 2008

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All reports are available in English and Swedish and can be ordered on the Internet: [www.sasgroup.net](http://www.sasgroup.net) or from: [investor.relations@sas.se](mailto:investor.relations@sas.se)

The SAS Group's monthly traffic data information is normally issued on the fifth business day of the following month. A continuously updated financial calendar can be found at: [www.sasgroup.net](http://www.sasgroup.net)

## Media/ Investor Relations activities

Press conference, Frösundavik  
Teleconference, analysts  
Analysts' meeting, London

10.30 a.m., November 8, 2007  
2.00 p.m., November 8, 2007  
12.30 p.m. (UK time), November 9, 2007

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Production: SAS Group  
Print: Redners  
Paper: G-Print