Interim Report
January – June 2002

Six-month summary

- Operating revenue for the first half of 2002 amounted to MSEK 31,643 (25,948), an increase of 21.9%. For comparable units, operating revenue decreased by 3.4% while operating revenue in the second quarter rose 0.1%.

- Income before depreciation and leasing costs for aircraft (EBITDAR) in the period January–June amounted to MSEK 3,832 (2,408). EBITDAR in the second quarter was MSEK 3,248 (1,237).

- Income before capital gains amounted to MSEK –133 (219) in the first six months of the year. Income for the second quarter was MSEK 1,180 (142).

- Consolidated income before tax amounted to MSEK –407 (220), of which Scandinavian Airlines accounted for MSEK –569 (–56).

- The acquired companies Braathens and Spanair had a positive impact on consolidated income before tax of MSEK 315.

- CFROI for the 12-month period July 2001-June 2002 was 11% (15%). Since the Group's return requirement is 20%, this result is far from what is required to meet the set target.

- Earnings per share for the SAS Group for the period January–June amounted to SEK –2.15 (0.87) and equity per share amounted to SEK 89.62 (104.95).

- Despite continued uncertainty as regards competitive and economic development, the SAS Group expects that income before tax, excluding capital gains, will be positive for 2002. Capital gains in 2002, including costs for phasing in and phasing out aircraft, will amount to at least MSEK 350.

	April – June		January– March		January – June	
(MSEK)	**2002**	2001	**2002**	2001	**2002**	2001
Operating revenue	**17,868**	13,811	**13,775**	12,137	**31,643**	25,948
EBITDAR	**3,248**	1,237	**584**	1,171	**3,832**	2,408
EBITDAR margin	**18.2%**	9.0%	**4.2%**	9.6%	**12.1%**	9.3%
EBIT	**1,354**	167	**-1,406**	83	**-52**	250
EBIT margin	**7.6%**	1.2%	**-10.2%**	0.7%	**-0.2%**	1.0%
Income before capital gains	**1,180**	142	**-1,313**	77	**-133**	219
EBT	**1,039**	180	**-1,446**	40	**-407**	220
Earnings per share (SEK)	**5.88**	0.79	**-8.17**	0.08	**-2.15**	0.87

The SAS Group is Scandinavia's largest listed airline and travel group which offers air transport and related services from its base in northern Europe. The core business is conducted by the airline company Scandinavian Airlines which provides services within Scandinavia and to/from Europe, North America and Asia. Scandinavian Airlines is a founder member of the world's largest global airline alliance – Star Alliance ™. The SAS Group is also an active owner in the airlines Spanair, Braathens, Widerøe and Air Botnia, as well as the Rezidor SAS Hospitality hotel operations. The Group also includes companies which support the airline operations such as SAS Cargo and SAS Flight Academy.

President's comments

The SAS Group's earnings development in the second quarter followed the plan adopted by group management in 2001, designed to restore profitability and growth. The result for the period represents a strong recovery compared with the significant loss in the first quarter. The increase in operating revenue and earnings stems, among other things, from a determined program of operational change and the strategic acquisitions in Braathens and Spanair. The Group's strategic position has strengthened in several markets.

Work within the Group in the spring followed four main lines: adjustment of capacity to current demand, long-term earnings improvements and greater competitiveness in airline and related operations, integration of the newly acquired companies, and implementation of the Group's new structure.

Measures designed to get to grips with the immediate overcapacity caused by the events of autumn 2001 have been implemented successfully, and the cabin factor in the Group's aircraft has reached record levels.

The earnings impact of these short-term measures is expected to reach a gross amount of MSEK 6,400 with full effect in 2003, of which MSEK 2,350 had been achieved by June 30.

Competition in the airline industry today is tougher than ever and comes from both traditional airlines and low fare operators. Achieving sustained profitability and competitive prices requires customized products and cost levels which are radically lower than those we have today. Against this background, a process of structural and long-term change is now under way within Scandinavian Airlines which affects all parts of our operations – everything from products to production and distribution. These measures, which represent the biggest traffic restructuring in the company's history, will provide more accurate control and a considerably lower administration requirement. The total earnings impact of these measures is expected to amount to MSEK 4,000 on an annual basis from 2004. Added to this will be the effects of enhanced efficiency of administration at Group level, restructuring in other group companies and synergies from integration of acquired companies.

The acquisition of Braathens has provided a strategic strengthening in one of our most important home markets. The ongoing integration of the company into the Group is not taking place without sacrifices for employees. Happily, however, we have already been able to achieve our aim of creating a more efficient traffic system in Norway and our customers have been able to benefit from our coordination in the form of lower fares. Braathens has made a significant contribution to our improved earnings in the second quarter. For Spanair, which has been consolidated since March 1, the closure of unprofitable routes and a changed strategic focus contributed to a significant improvement in earnings. Spanair is expected to be able to report a positive operating result for 2002.

The turbulent and intensely competitive situation, which has now affected the airline industry for one year, has made it essential to focus on day-to-day operations. Over the longer term, and with several significant airlines within its sphere, the Group must ensure that it has appropriate control mechanisms. The SAS Group's structure with different business areas is designed to meet demands for professionalism at every level and for cooperation and coordination in the Group's best interests. The appointment of two new members to group management, which was announced today, will ensure the continued development of the Group's business areas.

The past year has perhaps been the most demanding and tumultuous period in the history of the airline industry and SAS. The probable effect is that within a few years the industry will have undergone major changes focused towards fewer but more efficient airlines. For SAS the goal is unchanged: to emerge from this process stronger and more competitive than before the start of the crisis in the airline industry.

The process of change which is now under way and the sense of purpose I encounter among SAS's employees, have strengthened my belief that we will succeed. But this will not take place without major efforts and sacrifices. We are still a long way from an acceptable earnings level and from the return which our shareholders are entitled to demand on their invested capital. The result for the second quarter of 2002 strengthens us for the work which remains in order to meet the high expectations rightly placed on us by our owners, customers and employees.

Jørgen Lindegaard

Strategically important events

First quarter 2002

- Airbus A340s were phased in on all routes to Asia.
- On March 5, the European Commission approved the SAS Group increasing its holding in Spanair to 74%. Spanair will now be treated as a subsidiary .
- The Norwegian Competition Authority decided that Scandinavian Airlines, Braathens and Widerøe may not use their bonus programs on domestic routes in Norway.

Second quarter 2002

- Scandinavian Airlines and Braathens coordinated their traffic systems on Norwegian domestic routes on April 2.
- SAS AB carried out a MSEK 200 new issue in the final stage of introduction of a single share.
- The SAS Group announced a decision on major efficiency enhancements in its traffic system as part of restructuring measures.
- SAS EuroBonus received the Freddie Award for the sixth consecutive year.
- The SAS Group was presented with the European Environmental Reporting Award (EERA) for the best environmental report 2000.
- In May, the SAS Group acquired 33.1% of the shares in Widerøe from minority shareholders. A voluntary offer on the same terms was made to other minority shareholders, the majority of whom had accepted the offer as of June 30. The SAS Group’s holding then amounted to 99.4%.
- Scandinavian Airlines’ new travel concept "Scandinavian Direct" for simpler, smoother and more attractively priced travel on Scandinavian trips was launched on June 1.
- In June, it was decided to make Spanair a full member of Star Alliance ™.
- In June, Scandinavian Airlines launched a new distribution concept, which will start on January 1, 2003, based on net prices and with a focus on increased Internet sales.

Events after June 30, 2002

- On July 5, the SAS Group concluded an agreement to sell its subsidiary SMART to Amadeus for approximately MSEK 1,000. The deal will provide a capital gain of approximately MSEK 800 and a positive effect on cash flow of approximately MSEK 950. The deal is subject to approval by the authorities.
- Scandinavian Airlines signed a new agreement with the cabin unions which includes the possibility of a more flexible system for working hours and improved productivity.

SAS Group

Traffic development

Traffic development within the airline industry in Europe
Development among airlines in Europe in the first half of 2002 was characterized by capacity reductions following the events of autumn 2001. As a result of this the companies showed a strong increase in cabin factors in the second quarter which reduced pressure on yield. International traffic (RPK) decreased by approximately 7.7% and capacity was down 10.4% in the first half. The cabin factor for the period rose to 73.9% which is 2.2 percentage points higher than in 2001.

The SAS Group's traffic development
The SAS Group's traffic (RPK) increased in the first half of 2002 by 26.8% compared with 2001. In the second quarter traffic rose 27.6%, of which 27.5% was due to the acquisition of Braathens and Spanair. For comparable units, Scandinavian Airlines, Widerøe and Air Botnia, traffic increased in the second quarter of 2002 by 0.8%. The Group's capacity in the same period decreased by 9.4%. The SAS Group was thus able to increase its cabin factor by 2.8 percentage points to 67.8%.

Intercontinental traffic (RPK) decreased by 2.5% in the second quarter, despite capacity increases within Scandinavian Airlines with the introduction of the Airbus A340. This was mainly due to the discontinuation of Spanair's intercontinental traffic in March 2002. Traffic in Europe fell 7.1% and capacity (ASK) by 10.3%, mainly due to reductions in Scandinavian Airlines. The cabin factor rose by 2.2 percentage points to 63.3%.

Intra-Scandinavian traffic (RPK) decreased by 2.9% during the quarter. Domestic traffic (RPK) in Denmark and to Greenland fell 5.3%. Traffic in Norway (RPK) fell by 7.0% and capacity (ASK) by 8.8% which led to a 1.1 percentage points rise in the cabin factor to 60.2%. Coordination of traffic between Scandinavian Airlines and Braathens with effect from April 2 has functioned well. In Sweden, Scandinavian Airlines' traffic (RPK) decreased by 8.1% and capacity by 7.1%.

Traffic and production

SAS Group*	April – June			January – June		
	2002	2001	change	**2002**	2001	change
Number of passengers (000)	**8,941**	9,662	-7.5%	**16,553**	18,057	-8.4%
Rev. pass. kilometers (mill) RPK	**8,147**	8,619	-5.5%	**14,985**	15,860	-5.5%
Available seat km (mill) ASK	**12,023**	13,264	-9.4%	**23,240**	25,654	-9.4%
Cabin factor	**67.8%**	65.0%	+2.8%pts	**64.5%**	61.8%	+2.7%pts

Traffic development by route sector*	**Apr-Jun 2002 vs. Apr-Jun 2001**		**Jan-Jun 2002 vs. Jan-Jun 2001**	
	Traffic (RPK)	Capacity (ASK)	Traffic (RPK)	Capacity (ASK)
Intercontinental	-2.5%	-12.1%	-2.6%	-10.1%
Europe	-7.1%	-10.3%	-5.3%	-9.4%
Intra-Scandinavian	-2.9%	+0.8%	-4.6%	-1.5%
Denmark. Greenland (domestic)	-5.3%	+7.3%	-11.4%	+1.4%
Norway (domestic)	-7.0%	-8.8%	-10.5%	-14.1%
Sweden (domestic)	-8.1%	-7.1%	-9.5%	-6.5%

* = Passenger traffic for Scandinavian Airlines, Spanair, Braathens, Widerøe and Air Botnia.

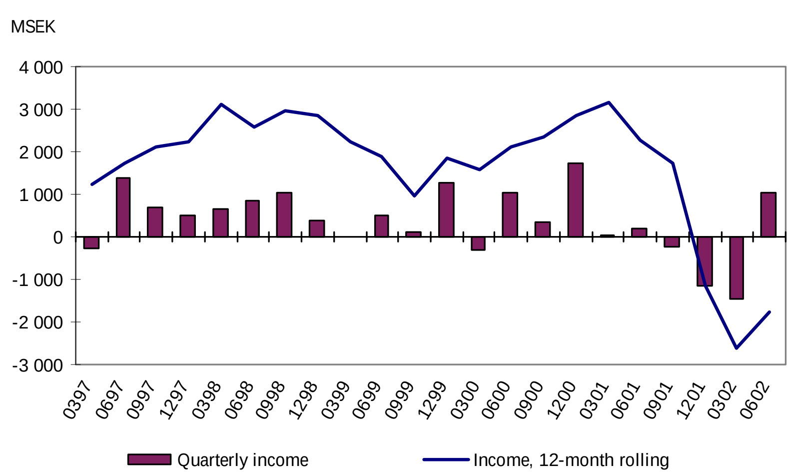
SAS Group

Summary statement of income

(MSEK)	April - June 2002	April - June 2001	January - June 2002	January - June 2001	July - June 2001-2002	July - June 2000-2001
Operating revenue	**17,868**	13,811	**31,643**	25,948	**57,128**	50,457
Payroll expenses	**-5,497**	-4,570	**-10,706**	-8,653	**-19,845**	-16,052
Other operating expenses	**-9,123**	-8,004	**-17,105**	-14,887	**-32,691**	-28,623
Operating income before depreciation and leasing costs, EBITDAR	**3,248**	1,237	**3,832**	2,408	**4,592**	5,782
Leasing costs	**-1,050**	-579	**-1,928**	-1,088	**-3,265**	-2,091
Operating income before depreciation, EBITDA	**2,198**	658	**1,904**	1,320	**1,327**	3,691
Depreciation	**-715**	-565	**-1,366**	-1,141	**-2,668**	-2,400
Share of income in affiliated companies	**-12**	36	**-340**	71	**-481**	4
Income from the sale of shares in subsidiaries and affiliated companies	**1**	-31	**1**	-26	**3**	1,007
Income from the sale of aircraft and buildings	**-118**	69	**-251**	26	**396**	233
Operating income, EBIT	**1,354**	167	**-52**	250	**-1,423**	2,535
Income from other shares and participations	**-24**	0	**-24**	1	**-24**	5
Net financial items	**-291**	13	**-331**	-31	**-320**	-256
Income before tax, EBT	**1,039**	180	**-407**	220	**-1,767**	2,284
Tax	**-100**	-28	**-1**	-55	**157**	-543
Minority interests	**29**	-24	**54**	-24	**51**	-15
Income after tax	**968**	128	**-354**	141	**-1,559**	1,726
Earnings per share (SEK)[1]	**5.88**	0.79	**-2.15**	0.87	**-9.48**	10.67

[1] Earnings per share is calculated on 164,500,000 shares at June 2002 (after the new issue) and on 161,816,396 shares at June 2001.

Income before tax



SAS Group

Operating revenue and income by business area

Operating revenue	April - June		January - June		July - June	
(MSEK)	**2002**	2001	**2002**	2001	**2001-2002**	2000-2001
Scandinavian Airlines	**11,091**	11,745	**20,429**	21,727	**39,868**	41,975
Subsidiary & Affiliated Airlines	**4,917**	785	**7,749**	1,525	**9,347**	2,792
Airline Related Businesses	**2,243**	1,943	**4,341**	3,467	**9,022**	6,397
Rezidor SAS Hospitality	**878**	888	**1,624**	1,679	**3,455**	3,316
Group eliminations	**-1,261**	-1,550	**-2,500**	-2,450	**-4,564**	-4,023
Total operating revenue	**17,868**	13,811	**31,643**	25,948	**57,128**	50,457

Operating income before depreciation, EBITDA	April - June		January - June		July - June	
(MSEK)	**2002**	2001	**2002**	2001	**2001-2002**	2000-2001
Scandinavian Airlines	**1,331**	354	**876**	739	**-293**	2,512
Subsidiary & Affiliated Airlines	**566**	98	**657**	174	**800**	287
Airline Related Businesses	**130**	136	**261**	304	**559**	571
Rezidor SAS Hospitality	**85**	92	**24**	125	**173**	343
Group eliminations	**86**	-22	**86**	-22	**88**	-22
Operating income before depreciation, EBITDA	**2,198**	658	**1,904**	1,320	**1,327**	3,691

Income before tax, EBT	April - June		January - June		July - June	
(MSEK)	**2002**	2001	**2002**	2001	**2001-2002**	2000-2001
Scandinavian Airlines	**466**	35	**-569**	-56	**-2,012**	1,745
Subsidiary & Affiliated Airlines	**415**	92	**65**	126	**-54**	125
Airline Related Businesses	**13**	14	**36**	114	**82**	181
Rezidor SAS Hospitality	**59**	61	**-26**	58	**124**	255
Group eliminations	**86**	-22	**87**	-22	**93**	-22
Income before tax, EBT	**1,039**	180	**-407**	220	**-1,767**	2,284

SAS Group

Financial development

Acquisitions
On March 5, 2002, the European Commission approved the takeover of an additional 25% of the shares in Spanair. Spanair was therefore consolidated as a subsidiary with effect from March 2002. An additional 36.1% of the shares in Widerøe were acquired in the second quarter of 2002. The SAS Group's holding then amounted to 99.4%.

January–June 2002
The net effect of exchange rate fluctuations between January–June 2001 and 2002 is MSEK 159. The effect on operating revenue is MSEK 666, MSEK -436 on costs, and MSEK –71 on net financial items. Most of the currency effects arose in Scandinavian Airlines. Operating income was positively affected by the Norwegian krone with MSEK 143 and negatively by the USD with MSEK 49.

The SAS Group's operating revenue increased by MSEK 5,695 or 21.9% from MSEK 25,948 to MSEK 31,643. Adjusted for currency effects, MSEK 666, and operating revenue for the period in Braathens and Spanair, MSEK 5,923, the Group's operating revenue decreased by MSEK 894 or 3.4%. Scandinavian Airlines' passenger traffic measured in RPK, revenue passenger kilometers, decreased by 0.4% compared with the first half of 2001. Unit revenue, yield, fell 2.4% adjusted for currency effects. Total passenger traffic in the Group decreased by 5.5% compared with the first half of 2001.

Payroll expenses increased by MSEK 2,053, or 23.7%, and amounted to MSEK 10,706 (8,653). Adjusted for currency effects and payroll expenses in acquired companies, costs rose by MSEK 497 or 5.7%. The number of employees in the SAS Group increased by 4,658 or 15.3%. Braathens and Spanair represent an increase of 5,180. The number of employees in comparable units decreased by 1.7%.

The Group's other operating expenses increased by MSEK 2,218 or 14.9% to MSEK 17,105. Excluding currency effects and acquired companies, expenses decreased by 8.8%. Due to capacity reductions in Scandinavian Airlines, costs for aircraft maintenance were lower than planned in the first half of the year. Some of these costs will therefore be charged in the second half.

Leasing costs rose by MSEK 840 to MSEK 1,928. Braathens and Spanair account for MSEK 766 of this increase.

Operating income before depreciation, EBITDA, was MSEK 1,904 (1,320). The gross profit margin rose from 5.1% till 6.0%.

Depreciation totaled MSEK 1,366 (1,141), an increase of MSEK 225, of which MSEK 101 in acquired units.

Share of income in affiliated companies amounted to MSEK –340 (71). Spanair was reported as an affiliated company through February 2002 and is included with MSEK –300 (–16). In addition, British Midland's earnings were less favorable than in 2001, MSEK –57 (8). Goodwill amortization is included in a total amount of MSEK 14 (10). In the previous year an equity reserve was utilized amounting to MSEK 80.

The Group's net financial items amounted to MSEK –331 (–31). Net interest was MSEK –370 (–141). The currency effect on the Group's net debt amounted to MSEK 39 (110).

Income before capital gains was MSEK –133 (219).

Six Boeing 737s and one Fokker F28 were sold in the first half of the year. No capital gains were generated from these transactions. In the period January-June phasing in and phasing out costs related to the change of aircraft types in the fleet amounted to MSEK 230 (177).

Income before tax amounted to MSEK –407 (220). The change in income before tax is due to:

Currency effect	159
Income before depreciation and leasing costs, EBITDAR	1,194
Leasing costs and depreciation	–1,065
Share of income in affiliated companies	-411
Net interest	–229
Capital gains	–275
	-627

Second quarter 2002

The Group's earnings for the second quarter developed according to plan and were considerably better than in the first three months of the year. Traffic and unit revenue increased marginally compared with the previous year. Capacity reductions have led to higher capacity utilization. Lower operating expenses due to reduced volumes had a positive impact on earnings while acquired units reported positive earnings.

The Group's operating revenue amounted to MSEK 17,868 (13,811), an increase of MSEK 4,057 or 29.4%. Adjusted for currency effects, MSEK 123, and operating revenue in Braathens and Spanair, MSEK 3,918, operating revenue rose 0.1%.

Passenger traffic in Scandinavian Airlines increased by 0.2%, and the currency adjusted yield increased by 0.7%.

Operating expenses amounted to MSEK 14,620 (12,574), an increase of 16.3%. Adjusted for currency effects and comparable units, operating expenses decreased by 7.3%.

Lower fuel prices, lower costs for aircraft maintenance and reduced production contributed to the decrease in costs. The second quarter of 2001 was also charged with an EU fine of MSEK 360.

Income before capital gains was MSEK 1,180 (142). This includes Braathens and Spanair in the current year with MSEK 336.

SAS Group

Earnings improvement measures

A number of activities relating to both revenues and costs are under way in the SAS Group. The total gross scope of these activities amounts to about SEK 10 billion over a 3-4 year period.

The measures are divided into two parts: short-term measures and restructuring measures.

Short-term measures (MSEK)	Gross full-year effect	Estimated earnings impact at June 30, 2002	
Scandinavian Airlines			
Capacity reductions	500	250	
Revenue enhancements	2,200	1,100	*)
Cost reductions	2,400	600	
Other business areas	1,300	400	
Total short-term measures	approx. 6,400	approx. 2,350	

*) Revenue enhancements comprising a supplementary charge of USD 4 / passenger/ flight and a general price increase of 5% are neutralized to a considerable extent by a negative passenger mix and higher insurance costs.

Restructuring measures – Scandinavian Airlines (MSEK)	
Production	2,000
Management, administration, products, service, fare concepts and distribution	2,000
Total restructuring measures	approx. 4,000
Total measures (gross) for the SAS Group	**approx. 10,400**

Short-term measures – MSEK 6,400

The short-term measures in the Group for a total of approximately MSEK 6,400 comprise MSEK 5,100 in Scandinavian Airlines and MSEK 1,300 in the Group's other business areas. These measures are currently under implementation and the earnings impact in 2002 will thus be slightly less than the full earnings impact which is expected in 2003.

Cost reductions within Scandinavian Airlines are proceeding according to plan and comprise traditional measures designed to reduce costs. These measures had an effect of MSEK 600 on the first half and are expected to have a full-year effect in 2002 of MSEK 1,700. The full effect of MSEK 2,400 is expected to be achieved in 2003.

Restructuring measures – MSEK 4,000

The goal of restructuring measures for approximately MSEK 4,000 is to lift Scandinavian Airlines out of its negative earnings trend and create conditions for a return to levels of profitability in line with the SAS Group's return target of a 20% CFROI. These restructuring measures will first have some effect in 2003 with the full effect expected in 2004.

The long-term restructuring measures comprise five parts and encompass production, products and service, fare concepts, distribution, and management and administration.

Within the framework of these measures, Scandinavian Airlines announced a completely new traffic system on April 17 which has been developed to enhance efficiency, for example aircraft utilization. The first phase will start with the 2002/2003 winter program. A more stable traffic system is also expected to improve punctuality. Fully implemented the changed production concept is expected to have gross effects of more than MSEK 2,000 for the SAS Group in 2003-2004.

The framework for these restructuring measures is not rigid and can be extended if the market situation and other prerequisites change. Price pressure in the market, a continued negative passenger mix with pressure on yield, higher insurance costs and a number of other negative factors make the net effects of the program difficult to estimate.

Other areas
In addition to the short-term measures in the SAS Group and restructuring measures in Scandinavian Airlines, there will be the effects of reduced administration at Group level. Added to these will be effects from restructuring measures in other group companies and synergies from integration of acquired companies into the Group.

At present no provisions have been made for costs relating to implementation of the measures outlined above. If additional costs are expected to arise, provisions will be made on an ongoing basis.

SAS Group

Summary balance sheet

(MSEK)	**June 30 2002**	December 31 2001	June 30 2001
Aircraft and spare parts	**26,033**	22,076	16,224
Other noninterest-bearing assets	**25,104**	22,214	24,221
Interest-bearing assets (excl. liquid assets)	**7,281**	6,810	7,187
Liquid assets	**9,736**	11,662	12,220
Assets	**68,154**	62,762	59,852
Shareholders' equity	**14,742**	15,544	16,982
Minority interests	**-104**	263	268
Deferred tax liability	**3,781**	3,856	3,992
Subordinated debenture loan	**892**	920	874
Other interest-bearing liabilities	**28,160**	25,204	22,292
Operating liabilities	**20,683**	16,975	15,444
Shareholders' equity and liabilities	**68,154**	62,762	59,852

Shareholders' equity			
Opening balance	**15,544**	17,520	17,520
Dividend to shareholders	**–**	–754	–754
Change in translation difference	**17**	140	75
Share conversion	**–**	–298	–
Change in Group composition	**–465**	–	–
Income after tax	**–354**	–1,064	141
Closing balance	**14,742**	15,544	16,982
Equity per share (SEK) 1)	**89.62**	96.06	104.95

Key figures	**June 30 2002**	December 31 2001	June 30 2001
EBITDAR margin (12-month rolling)*	**8%**	6%	12%
EBIT margin (12-month rolling) **	**-2%**	-2%	5%
CFROI (12-month rolling) ***	**11%**	8%	15%
Return on equity (12-month rolling)	**-10%**	-6%	10%
Equity/assets ratio	**22%**	25%	29%
Net debt, MSEK	**12,035**	7,652	3,759
Debt/equity ratio****	**0.82**	0.48	0.22
Interest coverage ratio (12-month rolling)*****	**-0.7**	-0.8	3.5

* EBITDAR in relation to operating revenue.
** EBIT in relation to operating revenue.
*** Based on market-adjusted capital employed which includes the market value of the aircraft fleet and capitalized leasing costs.
**** Debt/equity ratio calculated as interest-bearing liabilities minus interest-bearing assets in relation to shareholders' equity and minority interests.
***** Operating income plus financial income in relation to financial expenses.

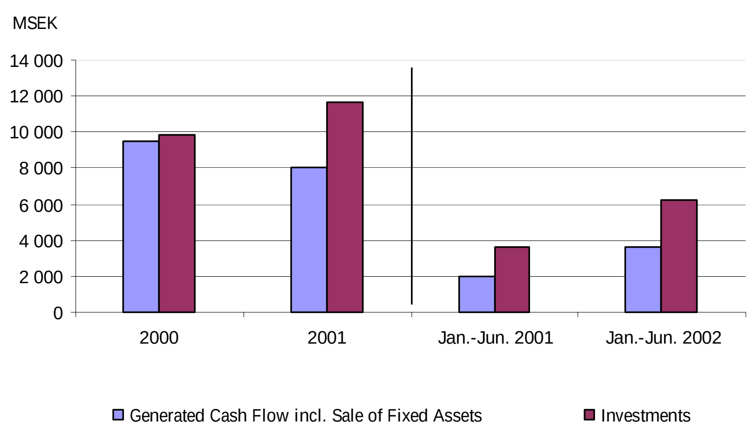
1) Equity per share is calculated on 164,500,000 shares at June 2002 (after the new issue) and on 161,816,396 shares at June and December 2001.

SAS Group

Cash flow statement

(MSEK)	April - June 2002	April - June 2001	January - June 2002	January - June 2001	July - June 2001-02	July - June 2000-01
Income before tax	**1,039**	180	**-407**	220	**-1,767**	2,284
Depreciation	**715**	565	**1,366**	1,141	**2,668**	2,400
Income from the sale of fixed assets	**43**	-276	**43**	-472	**-1,311**	-1,934
Adjustment for items not included in cash flow, etc.	**62**	-130	**429**	-238	**573**	-260
Paid tax	**-105**	-14	**-105**	-152	**-153**	-109
Cash flow from operations	**1,754**	325	**1,326**	499	**10**	2,381
Change in working capital	**561**	453	**662**	-36	**1,165**	1,099
Net financing from operations	**2,315**	778	**1,988**	463	**1,175**	3,480
Investments including prepayments to aircraft suppliers	**-3,178**	-1,601	**-5,128**	-3,643	**-12,335**	-9,007
Investments in subsidiaries	**-181**	-	**-1,064**	-	**-1,890**	-
Sale of fixed assets, etc.	**378**	1,180	**1,608**	1,550	**8,440**	5,222
Financing deficit/surplus	**-666**	357	**-2,596**	-1,630	**-4,610**	-305
Dividend	**-**	-754	**-**	-754	**-**	-754
External financing, net	**1,214**	6,033	**670**	5,625	**2,126**	6,945
Change in liquid assets according to the balance sheet	**548**	5,636	**-1,926**	3,241	**-2,484**	5,886

Cash flow and investments



SAS Group

Investments

The SAS Group's investments during the period including prepayments amounted to MSEK 6,327 (3,643). Scandinavian Airlines accounted for MSEK 5,198 (3,041) of investments, Subsidiary & Affiliated Airlines for MSEK 927 (294), Airline Related Businesses for MSEK 118 (176) and Rezidor SAS Hospitality for MSEK 84 (132). Investments in aircraft and other flight equipment amounted to MSEK 4,628 (2,737).

At the end of June 2002, the sum of future investments, CAPEX, in the SAS Group amounted to MUSD 918.

Firm orders for aircraft during the period 2002-2005>:

SAS Group	Total	2002	2003	2004	2005>
CAPEX (MUSD)	918	415	220	200	83
Number of aircraft	28	13	7	5	3

Scandinavian Airlines	Total	2002	2003	2004	2005>
CAPEX (MUSD)	768	375	145	165	83
Number of aircraft	22	12	3	4	3

Financial position

The SAS Group's liquid assets at June 30, 2002, amounted to MSEK 9,736 (12,220). As per today's date the Group has unutilized contracted loan commitments totaling MUSD 925.

The equity/assets ratio at June 30, 2002, was 22% (29%). The decrease in the equity/assets ratio can be attributed to a reduction of the Group's shareholders' equity and the increased total assets. The MSEK 2,240 reduction in shareholders' equity is mainly due to a negative earnings trend as well as changes in the Group's composition. The increase in total assets is due net to consolidation of Spanair and Braathens and increased investments. The target is that the equity/assets ratio should amount to at least 30% and a net debt/shareholders' equity of less than 50% before the end of 2004. Net debt amounted to MSEK 12,035, an increase since year-end 2001 of MSEK 4,383. The net debt is expected to reach its highest level in 2002 and then to decrease. The change since year-end 2001 is mainly explained by the ongoing investment program in new aircraft and consolidation of Spanair as a subsidiary. Cash flow from operations for the period January-June was positive, MSEK 1,326 (499). Cash flow for the second quarter was MSEK 1,754 (325).

Investments and sales of fixed assets reached a net amount of MSEK 4,890 (2,096) during the period.

The estimated surplus value of the aircraft fleet owned by the SAS Group amounted to approximately MSEK 1,200 (6,800) at June 30, 2002. The decline in surplus values of aircraft in the Group since June 2001 is due to continued overcapacity and a higher supply of aircraft in the market after the events of September 11, 2001, which have led to price pressure in the secondhand market. Since uncertainty in the market makes it difficult to establish accurate market values, starting in this report the SAS Group's estimated surplus values are based on average market values published by three rating institutes. In addition, unrealized currency effects on loans in USD which are reported as hedges against parts of the aircraft fleet are also taken into account.

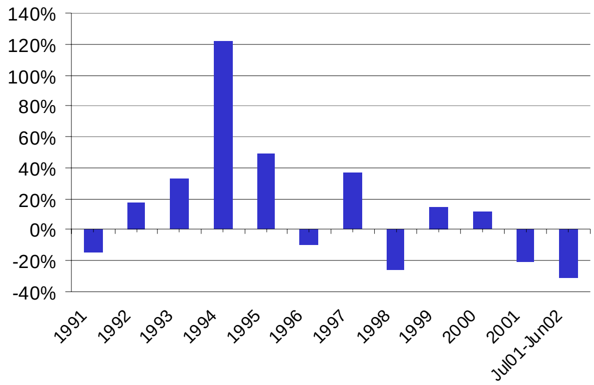
The SAS Group's objectives

Total shareholder return target

The SAS Group has a target for total shareholder return (TSR) of a minimum of 14% over a business cycle. The return target refers to the sum of share price appreciation and reinvested dividends. Based on this return target, the SAS Group has set its internal financial target CFROI.

In the first half of 2002 SAS's market value fell by 7.7%. The Annual General Meeting on April 17 decided not to issue a dividend. In the 12-month period from July 2001 to June 2002, market value fell 30.8%.

Annual total return on SAS shares *

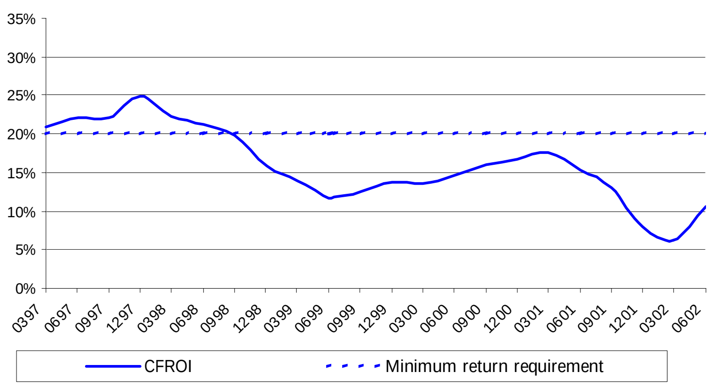


* Share price appreciation including dividends.

Cash flow return on investments, CFROI

One of the Group's objectives over the next five years is to reach a CFROI of an average minimum of 20% per year, where average capital allocation for replacement of the aircraft fleet is taken into account.

Development of cash flow return on investments, CFROI (%) *



* 12-month rolling values

In the period July 2001 to June 2002, the Group generated income before net financial items, tax, depreciation, capital gains and operating lease costs for aircraft (EBITDAR) of MSEK 4,592 (5,782). Set in relation to adjusted capital employed, CFROI was 11% (15%).

For the SAS Group, a minimum CFROI of 20% corresponds to an EBT level of approximately MSEK 5,500 in two to three years.

Income and capital concepts included in CFROI

(MSEK)		**July - June 2001-2002**	July - June 2000-2001
Income (12 months)			
	Income before depreciation, EBITDA	**1,327**	3,691
+	Operating lease costs, aircraft	**3,265**	2,091
EBITDAR		**4,592**	5,782
Adjusted capital employed (average)			
+	Shareholders' equity	**15,515**	16,823
+	Minority interests	**158**	164
+	Surplus value, aircraft	**2,662**	6,230
+	Capitalized leasing costs (x 7)*	**17,991**	12,893
–	Equity in affiliated companies	**-1,011**	-997
+	Net debt	**8,148**	2,673
Adjusted capital employed		**43,463**	37,786
CFROI		**11%**	15%

* The majority of SAS's operating leases are so-called phasing out leases with a remaining term of less than two years. In the capital market the calculation model 7 times the annual cost is used regardless of the term of the leases. Average NPV (Net Present Value) for the 12-month period amounted to MSEK 8,840 (4,428).

Personnel

The average number of employees in the SAS Group during the period January-June 2002 was 35,157 (30,499) of whom 21,846 (23,158) in Scandinavian Airlines, 6,673 (1,534) in Subsidiary & Affiliated Airlines, 3,779 (2,783) in Airline Related Businesses and 2,859 (3,024) in Rezidor SAS Hospitality.

Accounting principles

SAS AB's and the Group's interim accounts are prepared in accordance with generally accepted accounting principles in Sweden. The accounting principles are the same as those applied in the latest annual report.

Parent Company SAS AB

Reported income before tax for the period was MSEK –40 (0). Shareholders' equity at June 30, 2002, amounted to MSEK 1,879 compared with MSEK 1,721 at the beginning of the year and total assets amounted to MSEK 3,318 compared with MSEK 3,150 at the beginning of the year.

A directed new issue of 2,683,604 shares was carried out in April. The issue was made at a subscription price of SEK 74 per share, a total of MSEK 200. The share capital increased by MSEK 27 to MSEK 1,645 represented by 164,500,00 shares and the remaining MSEK 172 was allocated to a premium reserve. The number of shareholders totals 19,218.

Outlook for the full year 2002

Development for the first and second quarter of 2002 has followed the plan to restore profitability and growth adopted by the SAS Group. The trend for the cabin factor and unit revenue (yield) was slightly stronger than expected in the second quarter. The prospects for these key factors in the immediate future are stable but there are risks in view of the market situation within Scandinavia and economic development in Europe.

The short-term earnings improvement measures presented in autumn 2001 have had positive effects in the first half of the year and these effects will increase during the remainder of 2002. The process of structural change is going according to plan and will have effects in 2003 and 2004. At present the currency situation is favorable with a strong Norwegian krone and a slightly weaker dollar. This will have a positive impact during the rest of 2002 provided these levels remain unchanged. The fuel price is also lower in 2002 than it was in 2001.

Both in the year-end report in February and in its report for the first quarter of 2002, the SAS Group expected income before tax, excluding capital gains, to be negative for the full year 2002 but better than in 2001. Despite continued uncertainty as regards competitive and economic development, the SAS Group expects that income before tax, excluding capital gains, will be positive for 2002.

Capital gains in 2002, including costs for phasing in and phasing out aircraft, will amount to at least MSEK 350.

Stockholm, August 7, 2002
SAS AB

Jørgen Lindegaard
President and CEO

This interim report has not been reviewed by the Company's auditors.
The complete report can be accessed on **www.scandinavian.net**

Scandinavian Airlines

Market and traffic development

In the first half of 2002, Scandinavian Airlines increased its market share among European AEA members. According to AEA, international traffic (RPK) fell 7.7% in the first half and capacity (ASK) decreased by 10.4%. In the same period, Scandinavian Airlines' international traffic rose 5.8% and capacity declined by 2.0%. Scandinavian Airlines' cabin factor for 2001 was on average 5 percentage points lower than the industry average. In line with Scandinavian Airlines' strategy to increase the cabin factor significantly, this has had full effect in 2002 and the cabin factor for the first half of the year was in line with AEA.

The market remains price sensitive, but in the industry generally the higher cabin factor means that the former pressure on yield due to a changed passenger mix has lessened. Pressure on yields is mainly judged to arise as an effect of a downturn in the economy, especially in Sweden. The trend with a greater focus on campaigns and low fares which leads to a shift to lower reservation classes continues and is putting pressure on yield. The closure of unprofitable routes, a higher cabin factor, and the fact that part of the Easter holiday was in March in 2002, meant that Scandinavian Airlines increased its currency adjusted yield by 0.7% in the second quarter.

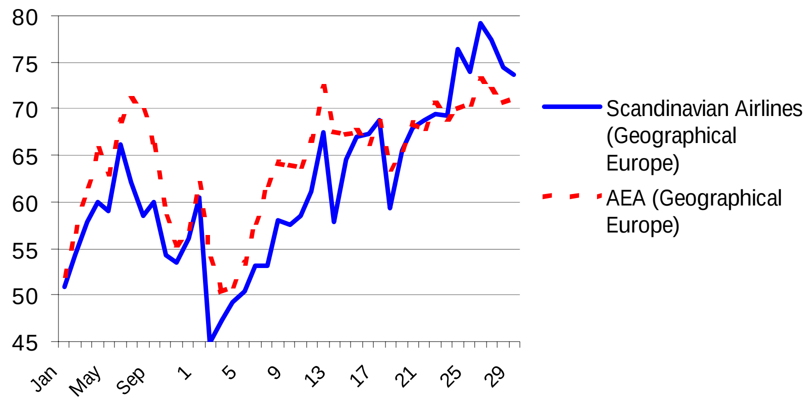
Scandinavian Airlines' passenger traffic (RPK) development in the first half of 2002 was relatively stable and decreased by 0.4%. Traffic rose in the second quarter by 0.2% which was largely explained by very favorable development for intercontinental traffic. Capacity (ASK) fell in the first half by 3.6% and in the second quarter by 4.1%. Since the reduction in capacity was greater than the decline in traffic, the cabin factor rose by 2.2 percentage points to 67.2% in the first half of the year. In the period April-June, the cabin factor rose 3.0 percentage points to 71.1%, which is a record high cabin factor for the period. Passenger revenue amounted to MSEK 17,347 for the first half, which adjusted for currency effects is 2.8% lower than in the previous year. Passenger revenue increased by 1.7% to MSEK 9,481 in the second quarter. Yield, adjusted for currency effects, fell 2.4% for the period January-June 2002.

Intercontinental traffic showed strong development in the first half. Despite the closure of the route to Delhi as of February 1 and a reduction in capacity to New York, traffic increased by 13.2% for the period January-June. In the same period, capacity rose by 8.3% and the cabin factor increased by 3.7 percentage points to 83.1%. Growth was even stronger in the second quarter with an increase in traffic of 16.2% combined with a cabin factor increase of 4.1 percentage points to 86.2%. Traffic to Asia has shown strong development throughout 2002 since the introduction of the Airbus A340. Traffic to the U.S. also developed well and ticket sales in the second quarter rose compared with the same period in the previous year. The currency adjusted yield for the first half of 2002 fell by 6.0% and by 5.3% in the second quarter.

On European routes traffic measured in RPK decreased by 5.1% in the first half of the year. The number of passengers fell 3.8%. In the second quarter traffic (RPK), particularly from Sweden, showed relatively weak development and decreased by 5.3%. The changes introduced in the traffic program with effect from October 28, 2001, designed to adjust capacity to prevailing demand, led to a 9.0% decrease in capacity in the first half and a 11.0% decrease in the second quarter. The cabin factor for the period April-June increased by 4.0 percentage points to 66.4%. The currency adjusted yield fell 3.3% in the first half of 2002 and 0.3% in the second quarter.

Scandinavian Airlines' new travel concept was introduced on intra-Scandinavian routes on June 1. The introduction of the new concept means that the former division between Business Class and Economy Class no longer exists. The decline in the Scandinavian economies, particularly in Sweden, affected traffic (RPK) which decreased by 5.3% in the first half and by 3.8% in the second quarter of 2002. Capacity decreased in the first half by 2.4% and by 0.6% in the second quarter. The cabin factor fell by 1.7 percentage points in the first half and by 1.9 percentage points in the second quarter. Currency adjusted yield rose in the first half by 2.0% and by 3.2% in the second quarter. The effect on yield related to Scandinavian Direct is expected to be limited

Cabin factor



In 2001, Scandinavian Airlines' cabin factor was approximately 5 percentage points lower than the AEA airlines. In line with the adopted strategy, Scandinavian Airlines' cabin factor is now higher than AEA.

Danish domestic traffic developed relatively well while traffic to Greenland was weak. In total, the number of passengers decreased by 9.0% in the first half and traffic (RPK) by 11.4%. In the second quarter, the number of passengers declined by 5.1% and traffic by 5.0%. The cabin factor decreased in the first half by 8.1 percentage points to 60.9%. The currency adjusted yield in the first half rose by 6.8% and by 3.2% in the second quarter. In April, Scandinavian Airlines announced that traffic to Greenland will be discontinued from April 2003.

In the domestic market in Norway, Scandinavian Airlines and Braathens adjusted their traffic systems with effect from April 2, 2002. For Scandinavian Airlines these changes mainly involved the company handling traffic in southern Norway. As a result of the shorter routes, capacity (ASK) was reduced by 22.5% in the second quarter for Scandinavian Airlines. Traffic decreased by 26.8% and the cabin factor fell 3.7 percentage points to 60.9%. As a result of the restructuring to shorter routes with a different product mix, yield rose 24.0% in the first half of 2002.

The Swedish domestic market was affected by the weak economic development in Sweden. The number of passengers fell by 10.3% in the first half of the year and by 8.9% in the second quarter. Measured in RPK, traffic declined by 9.5% in the first half and by 8.2% in the second quarter. The slightly lower decrease in the second quarter is mainly due to the fact that part of the 2002 Easter holiday was in March. The weak traffic trend was not fully compensated by lower capacity and the cabin factor decreased in the first half by 1.9 percentage points to 58.7%. In the second quarter, the decline was 0.7 percentage points to 60.6%. The currency adjusted yield rose in the first half by 3.7% and by 8.3% in the second quarter.

Scandinavian Airlines

Traffic, production and yield

		April-June			January-June		
Scandinavian Airlines total		**2002**	2001	change	2002	2001	change
Number of passengers	(000)	**6,034**	6,279	-3.9%	**11,125**	11,761	-5.4%
Revenue passenger kilometers (RPK)	(mill)	**6,240**	6,227	+0.2%	**11,468**	11,513	-0.4%
Available seat kilometers (ASK)	(mill)	**8,773**	9,144	-4.1%	**17,061**	17,701	-3.6%
Cabin factor		**71.1%**	68.1%	+3.0%pts	**67.2%**	65.0%	+2.2%pts.
Yield, adjusted for currency effects				+0.7%			-2.4%
Intercontinental routes							
Number of passengers	(000)	**367**	322	+14.2%	**668**	602	+11.0%
Revenue passenger kilometers (RPK)	(mill)	**2,535**	2,181	+16.2%	**4,621**	4,082	+13.2%
Available seat kilometers (ASK)	(mill)	**2,941**	2,658	+10.6%	**5,564**	5,137	+8.3%
Cabin factor		**86.2%**	82.1%	+4.1%pts	**83.1%**	79.4%	+3.7%pts.
Yield, adjusted for currency effects				-5.3%			-6.0%
European routes							
Number of passengers	(000)	**2,126**	2,191	-3.0%	**3,789**	3,936	-3.8%
Revenue passenger kilometers (RPK)	(mill)	**2,113**	2,231	-5.3%	**3,781**	3,985	-5.1%
Available seat kilometers (ASK)	(mill)	**3,180**	3,575	-11.0%	**6,178**	6,792	-9.0%
Cabin factor		**66.4%**	62.4%	+4.0%pts	**61.2%**	58.7%	+2.5%pts.
Yield, adjusted for currency effects				-0.3%			-3.3%
Intra-Scandinavian routes							
Number of passengers	(000)	**1,043**	1,101	-5.3%	**1,899**	2,033	-6.6%
Revenue passenger kilometers (RPK)	(mill)	**502**	521	-3.8%	**908**	958	-5.3%
Available seat kilometers (ASK)	(mill)	**866**	872	-0.6%	**1,625**	1,665	-2.4%
Cabin factor		**57.9%**	59.8%	-1.9%pts.	**55.9%**	57.6%	-1.7%pts.
Yield, adjusted for currency effects				+3.2%			+2.0%
Danish domestic/ Greenland							
Number of passengers	(000)	**243**	257	-5.1%	**453**	497	-9.0%
Revenue passenger kilometers (RPK)	(mill)	**89**	94	-5.0%	**155**	175	-11.4%
Available seat kilometers (ASK)	(mill)	**146**	137	+6.7%	**275**	271	+1.4%
Cabin factor		**60.9%**	68.4%	-7.5%pts.	**56.5%**	64.6%	-8.1%pts.
Yield, adjusted for currency effects				+3.2%			+6.8%
Norwegian domestic							
Number of passengers	(000)	**1,005**	1,038	-3.1%	**1,867**	1,963	-4.9%
Revenue passenger kilometers (RPK)	(mill)	**392**	535	-26.8%	**810**	993	-18.4%
Available seat kilometers (ASK)	(mill)	**635**	819	-22.5%	**1,386**	1,661	-16.6%
Cabin factor		**61.7%**	65.4%	-3.7%pts.	**58.4%**	59.8%	-1.4%pts.
Yield, adjusted for currency effects				+34.0%			+24.0%
Swedish domestic							
Number of passengers	(000)	**1,249**	1,371	-8.9%	**2,449**	2,729	-10.3%
Revenue passenger kilometers (RPK)	(mill)	**609**	664	-8.2%	**1,194**	1,319	-9.5%
Available seat kilometers (ASK)	(mill)	**1,005**	1,083	-7.2%	**2,034**	2,175	-6.5%
Cabin factor		**60.6%**	61.3%	-0.7%pts.	**58.7%**	60.6%	-1.9%pts.
Yield, adjusted for currency effects				+8.3%			+3.7%

Scandinavian Airlines

Statement of income

(MSEK)	April - June **2002**	April - June 2001	January - June **2002**	January - June 2001	July - June **2001-2002**	July - June 2000-2001
Passenger revenue	**9,481**	9,322	**17,347**	17,418	**34,037**	33,377
Freight revenue	**0**	344	**0**	856	**0**	2,078
Other traffic revenue	**521**	280	**941**	522	**1,732**	1,318
Other revenue	**1,089**	1,799	**2,141**	2,931	**4,099**	5,202
Operating revenue	**11,091**	11,745	**20,429**	21,727	**39,868**	41,975
Payroll costs	**-3,574**	-3,531	**-7,086**	-6,749	**-13,877**	-12,477
Selling costs	**-556**	-642	**-1,044**	-1,188	**-2,180**	-2,458
Jet fuel	**-842**	-1,074	**-1,587**	-2,046	**-3,571**	-4,113
Government user fees	**-967**	-985	**-1,862**	-1,902	**-3,802**	-3,628
Catering costs	**-397**	-436	**-748**	-823	**-1,572**	-1,631
Handling costs	**-442**	-464	**-881**	-907	**-1,837**	-1,745
Technical aircraft maintenance	**-421**	-695	**-945**	-1,307	**-2,180**	-2,346
Data and telecommunications costs	**-367**	-392	**-744**	-788	**-1,494**	-1,395
Other operating expenses	**-1,691**	-2,636	**-3,638**	-4,267	**-7,409**	-7,722
Operating expenses	**-9,257**	-10,855	**-18,535**	-19,977	**-37,922**	-37,515
Income before depreciation and leasing costs, EBITDAR	**1,834**	890	**1,894**	1,750	**1,946**	4,460
Leasing costs	**-503**	-536	**-1,018**	-1,011	**-2,239**	-1,948
Income before depreciation, EBITDA	**1,331**	354	**876**	739	**-293**	2,512
Depreciation	**-482**	-407	**-931**	-829	**-1,887**	-1,802
Share of income in affiliated companies	**17**	20	**34**	35	**65**	60
Capital gains	**-114**	37	**-254**	-6	**360**	1,169
Operating income, EBIT	**752**	4	**-275**	-61	**-1,755**	1,939
Income from other shares and participations	**3**	0	**3**	1	**3**	5
Net financial items	**-289**	31	**-297**	4	**-260**	-199
Scandinavian Airlines – Income before tax, EBT	**466**	35	**-569**	-56	**-2,012**	1,745

Scandinavian Airlines

Earnings trend

Scandinavian Airlines' operating income showed positive development in the second quarter of 2002 compared with the previous year. Production was 4.1% lower than in the previous year and with a traffic increase of 0.2% capacity utilization, the cabin factor, improved by 3 percentage points to 71.1%. Yield in the second quarter was 0.7% better than in the same period last year. Operating revenue amounted to MSEK 11,091 (11,745). Since the freight operations were included in Scandinavian Airlines through May 2001, the decline in revenue adjusted for currency effects and for comparable units was 2.7%. EBITDAR amounted to MSEK 1,834 (890), an improvement of MSEK 944.

Operating expenses in the second quarter of 2002 were lower than in the previous year. Fuel costs, costs for aircraft maintenance and other volume-related costs were lower than in the second quarter of 2001. In addition, a MSEK 360 fine from the EU was charged against the second quarter last year.

Scandinavian Airlines' operating revenue amounted to MSEK 20,429 (21,727) in the first half of 2002, a decline of MSEK 1,298. The decline in revenues for comparable units was MSEK 281. Adjusted for currency effects, the decrease was MSEK 756 or 3.6%. Passenger revenue, adjusted for currency effects, decreased by 2.8% or MSEK 495.

The joint venture agreement, ECA (European Cooperation Agreement), between British Midland, Lufthansa and SAS is proceeding as described in February 2002. A negative result is also expected for the current year. In the first half of 2002 the agreement had a negative earnings impact of MSEK –217 (–46).

Operating expenses decreased by MSEK 1,442 in the period January-June. For comparable units, costs fell by 2.4%. Compared with the first half of 2001, the unit cost increased by 3.6% since capacity reductions compared with the previous year have not yet had a full impact on payroll expenses. Since the fuel price was 20% lower than in the first half of 2001, fuel costs had a 2.8% positive effect on the unit cost.

Operating income before depreciation and leasing costs (EBITDAR) amounted to MSEK 1,894 (1,750) for the period January-June, an increase of MSEK 144 or 8.2%.

Production, expressed in ASK, decreased by 3.6% in the first half of the year. In view of the deteriorated traffic development since autumn 2001, a decision was made on reductions in the traffic program. Implementation of these reductions will continue ahead of the 2002/2003 winter program.

Depreciation and leasing costs increased by a total of MSEK 109.

In the period January–June, one Fokker F28 was sold. During the period two Boeing 737s, three Airbus A340s and five deHavilland Q400s went into operation.

Income before capital gains was MSEK–318, which represents a MSEK 247 decline compared with the previous year.

Subsidiary & Affiliated Airlines

Statement of income

	April - June		January - June		July - June	
(MSEK)	**2002**	2001	**2002**	2001	**2001-2002**	2000-2001
Passenger revenue	**3,622**	629	**5,886**	1,213	**7,147**	2,236
Freight revenue	**90**	11	**155**	22	**179**	46
Other traffic revenue	**872**	-6	**1,092**	-3	**1,114**	16
Other revenue	**333**	151	**616**	293	**907**	494
Operating revenue	**4,917**	785	**7,749**	1,525	**9,347**	2,792
Payroll expenses	**-1,035**	-213	**-1,839**	-417	**-2,311**	-798
Selling costs	**-233**	-30	**-362**	-72	**-423**	-142
Jet fuel	**-481**	-58	**-703**	-118	**-809**	-219
Government user fees	**-633**	-83	**-1,007**	-162	**-1,185**	-324
Catering costs	**-212**	-25	**-336**	-45	**-379**	-89
Handling costs	**-246**	-42	**-352**	-68	**-433**	-110
Technical aircraft maintenance	**-257**	-47	**-391**	-86	**-495**	-157
Data and telecommunications costs	**-130**	-11	**-220**	-22	**-239**	-44
Other operating expenses	**-577**	-135	**-973**	-284	**-1,248**	-479
Operating expenses	**-3,804**	-644	**-6,183**	-1,274	**-7,522**	-2,362
Income before depreciation and leasing costs, EBITDAR	**1,113**	141	**1,566**	251	**1,825**	430
Leasing costs	**-547**	-43	**-909**	-77	**-1,025**	-143
Income before depreciation, EBITDA	**566**	98	**657**	174	**800**	287
Depreciation	**-121**	-40	**-214**	-86	**-309**	-155
Share of income in affiliated companies	**-35**	44	**-362**	56	**-476**	13
Capital gains	**0**	0	**7**	0	**-22**	20
Operating income, EBIT	**410**	102	**88**	144	**-7**	165
Net financial items	**5**	-10	**-23**	-18	**-47**	-40
Subsidiary & Affiliated Airlines - Income before tax, EBT	**415**	92	**65**	126	**-54**	125

The Subsidiary & Affiliated Airlines business area reported income before capital gains of MSEK 58 (126) for the first half of the year.

The affiliated company **British Midland**, 20% holding, provided a share of income of MSEK –57 (8). Earnings for the period were charged with a MSEK –23 adjustment relating to the previous year.

Spanair is consolidated with effect from March 1, 2002, as a subsidiary in the SAS Group. Goodwill at acquisition, after adjustment of the acquisition balance taking tax effects and acquisition costs into account, is estimated at MSEK 920. The months March-June were charged with goodwill amortization of MSEK 15.

Braathens has estimated costs relating to discontinuation of handling operations to MNOK 260. The acquisition balance has therefore been adjusted in the Group. Taking deferred tax of MNOK 73 into account, acquisition goodwill therefore increases by MNOK 187.

The SAS Group already owned 63.3% of the shares in **Widerøe Flyveselskap.** In May 2002, 33.1% of the shares were acquired from minority shareholders. A voluntary offer on the same terms was made to other minority shareholders corresponding to 3.6% of the shares. At June 30, 2002, shareholders representing 3% of the shares had accepted the offer and the SAS Group's holding was 99.4%.

Spanair

(MSEK)	March - June 2002	2001 [1]	Nov. 2000 - Oct. 2001 [1) 2)]
Passenger revenue	**1,462**	1,625	7,078
Other revenue	**894**	848	119
Total revenue	**2,356**	2,473	7,197
Payroll expenses	**-334**	-385	-1,145
Other operating expenses	**-1,710**	-1,916	-4,661
Total operating expenses	**-2,044**	-2,301	-5,806
Operating income before depreciation and leasing costs, EBITDAR	**312**	172	1,391
Leasing costs	**-380**	-460	-1,541
Operating income before depreciation, EBITDA	**-68**	-288	-150
Depreciation	**-21**	-13	-46
Operating income, EBIT	**-89**	-301	-196
Net financial items	**-40**	-19	-177
Income before tax, EBT	**-129**	-320	-373
EBITDAR margin	**13.2%**	7.0%	19.3%
Number of employees	**1,997**	2,144	2,438

1) Spanair not consolidated in the SAS Group – included as share of income.

2) Fiscal year Nov. 1, 2000 – Oct. 31, 2001 and partly based on accounting principles other than those applied by the SAS Group.

Traffic and production - scheduled		January - June 2002	2001	Change
Number of passengers	(000)	**2,375**	2,759	-13,9%
Revenue passenger kilometers	(RPK)	**1,914**	2,682	-28,6%
Available seat kilometers	(ASK)	**3,246**	4,647	-30,1%
Cabin factor		**59.0%**	57.7%	+1.3%pts.
Yield, local currency				+27.2%

Traffic and production – charter		January - June 2002	2001	Change
Number of passengers	(000)	**941**	957	-1.7%
Revenue passenger kilometers	(RPK)	**1,949**	2,064	-5.6%
Available seat kilometers	(ASK)	**2,238**	2,300	-2.7%
Cabin factor		**87.1%**	89.8%	-2.7%pts.
Yield, local currency				+6.1%

Traffic and earnings trend

Spanair started an extensive turnaround process in 2002. The intercontinental routes were closed in April 2002. Spanair will become a full member of Star Alliance in 2003.

Spanair's scheduled traffic, measured in RPK, declined by 28.6% in the period January-June and production, ASK, fell 30.1%. At the same time, the cabin factor rose by 1.3 percentage points compared with 2001. Yield for scheduled traffic increased by 27.2% compared with the same period in the previous year. In the domestic market, capacity has been transferred from routes with low yield to strategically important routes which has provided a large increase in average revenue per passenger.

Charter traffic for the period January-June, measured in RPK, decreased by 5.6% and production by 2.7%, while the cabin factor fell by 2.7 percentage points to 87.1%. Charter traffic totaled MSEK 808 for the months March-June.

Passenger revenue for the period March-June amounted to MSEK 1,462 (1,625).

EBITDAR for the period March-June amounted to MSEK 312, which is MSEK 140 better than in the previous year.

Income before tax for the period March-June amounted to MSEK –129 (–320).

A positive EBIT is expected for the full year 2002.

(MSEK)	January - June 2002	2001 1)	January - December 2001 1)
Passenger revenue	**2,992**	2,867	5,791
Other revenue	**580**	551	1,146
Total revenue	**3,572**	3,418	6,937
Payroll expenses	**-1,002**	-1,065	-2,151
Other operating expenses	**-1,700**	-2,054	-4,156
Total operating expenses	**-2,702**	-3,119	-6,307
Operating income before depreciation and leasing costs, EBITDAR	**870**	299	630
Leasing costs	**-387**	-380	-772
Operating income before depreciation, EBITDA	**483**	-81	-142
Depreciation	**-81**	-108	-223
Capital gains	**0**	8	10
Operating income, EBIT	**402**	-181	-355
Net financial items	**42**	-10	-20
Income before tax, EBT	**444**	-191	-375
EBITDAR margin	**24.4%**	8.7%	9.1%
Number of employees	**3,183**	3,743	3,770

1) Braathens not consolidated in the SAS Group

Traffic and production - scheduled		January - June 2002	2001	Change
Number of passengers	(000)	**2,062**	2,605	-20,8%
Revenue passenger kilometers	(RPK)	**1,242**	1,358	-8,6%
Available seat kilometers	(ASK)	**2,220**	2,672	-16,9%
Cabin factor		**55.9%**	50.8%	+5.1%pts.
Yield, local currency				+6.6%

Traffic and production - charter		January - June 2002	2001	Change
Number of passengers	(000)	**136**	117	+16,2%
Revenue passenger kilometers	(RPK)	**312**	249	+25,7%
Available seat kilometers	(ASK)	**410**	349	+17,4%
Cabin factor		**76.2%**	71.2%	+5.0%pts.
Yield, local currency				-7.9%

Traffic and earnings trend

Braathens' scheduled traffic, measured in RPK, showed a decrease of 8.6% for the period January-June and production, ASK, fell by 16.9% due to reductions in international traffic. The cabin factor rose at the same time by 5.1 percentage points compared with 2001. Yield for scheduled traffic increased by 6.6% compared with the same period last year.

The major changes implemented in domestic traffic starting on April 2 led to an increase in traffic, RPK, of 15.3% in June compared with the previous year and a reduction in capacity, ASK, of 2.3%. The cabin factor continued to improve and increased by 9.8 percentage points to 64.0%. Weaker development was noted for international traffic, mainly due to reductions in the European route network .

Charter traffic, measured in RPK, increased by 25.7% for the first half of 2002 compared with 2001 and the number of passengers rose 16.2%. Charter traffic for the first six months of the year amounted to MSEK 229.

Passenger revenue for the period January-June amounted to MSEK 2,992 (2,867).

EBITDAR for the period January-June was MSEK 870 (299).

Income before tax for the period January-June amounted to MSEK 444 (–191).

Braathens is expected to exceed its return requirement for the full year 2002.

Widerøe

(MSEK)	January - June 2002	2001	January - December 2001
Passenger revenue	**895**	750	1,502
Other revenue	**382**	315	633
Total revenue	**1,277**	1,065	2,135
Operating income before depreciation and leasing costs, EBITDAR	**234**	212	371
Operating income before leasing costs, EBITDA	**169**	154	254
Operating income, EBIT	**99**	93	144
Income before tax, EBT	**68**	62	79
EBITDAR margin	**18.3%**	19.9%	17.4%
Number of employees	**1,183**	1,231	1,227

Traffic and production		January - June 2002	2001	Change
Number of passengers	(000)	**729**	727	+0,3%
Revenue passenger kilometers	(RPK)	**199**	183	+9,0%
Available seat kilometers	(ASK)	**393**	354	+10,9%
Cabin factor		**50.7%**	51.6%	-0.9%pts.
Yield, local currency				+2.6%

Traffic and earnings trend

Traffic, measured in RPK, increased by 9.0% in the first half of the year. The cabin factor rose by 0.7 percentage points in June, while a reduction of 0.9 percentage points could be noted for the full period.

Passenger revenue for the half year, MSEK 895, shows a positive difference compared with the previous year of 19%. This difference is mainly attributable to increased production, 10.9%, compared with 2001.

Income before tax amounted to MSEK 68 which is 10% better than in the previous year.

Air Botnia

	January - June		January -
(MSEK)	**2002**	2001	December 2001
Passenger revenue	**536**	463	974
Other revenue	**1**	0	0
Total revenue	**537**	463	974
Operating income before depreciation and leasing costs, EBITDAR	**144**	60	129
Operating income before depreciation, EBITDA	**67**	13	2
Operating income, EBIT	**61**	-3	-34
Income before tax, EBT	**60**	-3	-33
EBITDAR margin	**26.8%**	13.0%	13.2%
Number of employees	**291**	304	303

Traffic and production		January - June		
		2002	2001	Change
Number of passengers	(000)	**262**	224	+17,0%
Revenue passenger kilometers	(RPK)	**162**	125	+29,6%
Available seat kilometers	(ASK)	**320**	279	+14,7%
Cabin factor		**50.5%**	44.6%	+5.9%pts.
Yield, local currency				-9.6%

Traffic and earnings trend

Traffic, measured in RPK, continued to show positive development and increased by 29.6% compared with the previous year. Production increased by 14.7% for the period January-June.

Passenger revenue for the period January-June amounted to MSEK 536 (463), which is 15.8% higher than in the previous year.

Income before tax amounted to MSEK 60.

Airline Related Businesses

Statement of income

(MSEK)	April - June 2002	April - June 2001	January - June 2002	January - June 2001	July - June 2001-2002	July - June 2000-2001
Operating revenue	**2,243**	1,943	**4,341**	3,467	**9,022**	6,397
Payroll expenses	**-571**	-466	**-1,142**	-843	**-2,331**	-1,545
Handling costs	**-74**	-67	**-130**	-99	**-247**	-148
Costs of goods sold, incl. concession charges	**-465**	-469	**-825**	-854	**-1,698**	-1,709
Data and telecommunications costs	**-242**	-288	**-483**	-570	**-1,089**	-1,080
Other operating expenses	**-761**	-517	**-1,500**	-797	**-3,098**	-1,344
Income before depreciation, EBITDA	**130**	136	**261**	304	**559**	571
Depreciation	**-85**	-79	**-167**	-150	**-351**	-288
Share of income in affiliated companies	**-4**	-41	**-25**	-43	**-101**	-119
Capital gains	**-3**	1	**-3**	6	**-1**	27
Operating income, EBIT	**38**	17	**66**	117	**106**	191
Income from other shares and participations	**-27**	0	**-27**	0	**-27**	0
Net financial items	**2**	-3	**-3**	-3	**3**	-10
Airline Related Businesses - Income before tax, EBT	**13**	14	**36**	114	**82**	181

SAS Cargo

(MSEK)	January - June 2002	January - June 2001 [1)]	January - December 2001 [1)]
Operating revenue	**1,304**	1,298	2,698
of which traffic revenue	**1,045**	1,062	2,170
Proportion of external operating revenue	**95.2%**	-	-
Operating income before depreciation, EBITDA	**-23**	-	-
Operating income, EBIT	**-44**	-	-
Income before tax, EBT	**-40**	-	-
EBITDA margin	**-1.8%**	-	-
Number of employees	**1,106**	1,182	1,180
Flown tonnes	**127,628**	129,666	263,431
Tonne km (000)	**433,830**	433,765	878,364
Cargo yield, SEK/ tonne kilometer	**2.35**	2.42	2.44

[1)] Operations have been conducted as a corporation since June 1, 2001. Since prior to that date the operations were integrated with Scandinavian Airlines, results cannot be reported for 2001.

Operating revenue for the first half of the year amounted MSEK 1,304, which is on a par with the previous year.

Both the Danish and Swedish markets were weaker than in the previous year. The Norwegian market was unchanged, but a weaker trend has been noted recently. The U.S. market remained characterized by intense competition, particularly to New York. Japan generally showed a negative development in the market with price pressure.

The average yield, SEK 2.35, was 3% lower than in the previous year. The average load factor amounted to 65.3%, an increase of 2.1 percentage points compared with the previous year.

The Fitness program, which is an earnings improvement program, had implemented projects which led to savings in excess of plan by the end of June.

JETPAK

	January - June		January -
(MSEK)	**2002**	2001	December 2001
Operating revenue	**181**	181	355
of which external revenue	**99.4%**	99.6%	99.5%
Operating income before depreciation, EBITDA	**-6**	12	19
Operating income, EBIT	**-10**	8	10
Income before tax, EBT	**-10**	9	10
EBITDA margin	**-3.3%**	6.6%	5.4%
Number of employees	**151**	99	125

Jetpak's operating revenue for January-June was MSEK 181 (181). In general, the first half of the year showed weak development and income before tax amounted to MSEK –10 (9).

Scandinavian IT Group

(MSEK)	January - June 2002	2001	January - December 2001
Operating revenue	**1,108**	1,230	2,463
of which external revenue	**4.2%**	3.7%	3.6%
Operating income before depreciation, EBITDA	**106**	143	245
Operating income, EBIT	**44**	73	104
Income before tax, EBT	**43**	68	96
EBITDA margin	**9.6%**	11.6%	9.9%
Number of employees	**1,302**	1,236	1,274

Scandinavian IT Group's operating revenue for the half year amounted to MSEK 1,108 which is approximately 10% lower than in the previous year. The decline in operating revenue can be attributed to the crisis in the airline industry. In the first half of 2002, Scandinavian IT Group carried out a cost savings program which reduced the level of costs significantly and thus adjusted the company to the changed market conditions in the industry.

Income before tax amounted to MSEK 43 (68).

SAS Trading

(MSEK)	January - June 2002	2001	January - December 2001
Operating revenue	**1,074**	1,109	2,275
of which external revenue	**97.0%**	97.8%	98.0%
Operating income before depreciation, EBITDA	**20**	-6	38
Operating income, EBIT	**-2**	-23	2
Income before tax, EBT	**-4**	-26	-1
EBITDA margin	**1.9%**	-0.5%	1.7%
Number of employees	**568**	669	658

SAS Trading’s total operating revenue, MSEK 1,074 (1,109), decreased by 3% compared with the previous year in the first six months of the year. In the stores operations on the other hand, which account for 93% of operating revenue, revenue rose by 1% despite the sharp decline in passenger traffic from the airports at which SAS Trading operates stores. Relative to passenger volumes, operating revenue, increased by 10-15%. This was achieved as a result of a major focus on increased retail trading expertise throughout operations.

SAS Trading’s concessions in Stockholm and Gothenburg for sales of tax-free goods ceased at the end of June. In the first half of the year substantial rationalization of operations was carried out to compensate for the loss of these concessions.

Income before tax amounted to MSEK –4 (–26), which is a MSEK 22 improvement over the previous year.

SAS Flight Academy

(MSEK)	January - June 2002	2001	January - December 2001
Operating revenue	**328**	319	627
of which external revenue	**32.6%**	37.6%	35.4%
Operating income before depreciation, EBITDA	**81**	83	150
Operating income, EBIT	**33**	41	62
Income before tax, EBT	**29**	40	56
EBITDA margin	**24.7%**	26.0%	23.9%
Number of employees	**204**	195	200

Operating revenue for the period January-June amounted to MSEK 328 (319) MSEK, which is 3% better than in the previous year.

In the first half of the year, demand from customers within the SAS Group was comparatively high, while sales to external customers have risen. The increased sales to external customers are expected to continue for the rest of the year.

Income before tax for the period January–June amounted to MSEK 29 (40).

SMART

(MSEK)	January - June 2002	2001	January - December 2001
Operating revenue	**248**	326	593
of which external revenue	**100.0%**	99.9%	99.8%
Operating revenue before depreciation, EBITDA	**42**	89	71
Operating income, EBIT	**38**	82	62
Income before tax, EBT	**11**	95	95
EBITDA margin	**16.9%**	27.3%	12.0%
Number of employees	**207**	248	249

Revenues totaled MSEK 248 (326) in the period January-June, which is 24% lower than in the same period in 2001. Reservation volumes were approximately 11% lower than in the previous year.

In June, SMART wrote down its shareholding in the Belgian company ICSA T by MSEK 27.

SMART reported income before tax of MSEK 11 (95) in the period January-June.

In July an agreement was concluded under which the SAS Group will sell its shareholding in SMART to Amadeus. This deal is expected to be completed at the end of August following approval from the authorities.

Rezidor SAS Hospitality

Statement of income

(MSEK)	April - June 2002	April - June 2001	January - June 2002	January - June 2001	July - June 2001-2002	July - June 2000-2001
Rooms revenue	**432**	428	**785**	792	**1,584**	1,557
Food and beverage revenue	**274**	282	**532**	554	**1,141**	1,112
Other revenue	**172**	178	**307**	333	**730**	647
Operating revenue	**878**	888	**1,624**	1,679	**3,455**	3,316
Operating expenses	**-274**	-272	**-544**	-586	**-1,149**	-1,131
Payroll expenses	**-317**	-360	**-639**	-644	**-1,326**	-1,232
Rental expenses, property insurance and property tax	**-202**	-164	**-417**	-324	**-807**	-610
Operating income before depreciation	**85**	92	**24**	125	**173**	343
Depreciation	**-27**	-39	**-55**	-76	**-122**	-155
Share of income in affiliated companies	**10**	13	**13**	23	**26**	50
Capital gains	**0**	0	**0**	0	**63**	24
Operating income, EBIT	**68**	66	**-18**	72	**140**	262
Net financial items	**-9**	-5	**-8**	-14	**-16**	-7
Rezidor SAS Hospitality – Income before tax, EBT	**59**	61	**-26**	58	**124**	255

Key figures	**January-June 2002**	January-December 2001	January-June 2001
EBITDA 1)	**37**	310	148
EBITDA, pro forma 2)	**37**	122	-
Revenue per available room (SEK) (REVPAR) 3)	**623**	638	660
Gross profit margin	**27.2%**	28.1%	26.7%

1) Operating income before depreciation and share of income in affiliated companies.

2) Pro forma, adjusted for sale of properties.

3) Including hotels operated on a management basis.

Earnings trend

Revenues for the first half of the year amounted to MSEK 1,624, which is MSEK 55 or 3% lower than in the previous year. Revenues for the second quarter amounted to MSEK 878 (888).

The negative development compared with 2001 is mainly due to the general decline in the market which started in the middle of 2001 and intensified on September 11. In addition, the hotel strike in Norway in April-May of the present year had a negative impact on the first half. The expectation was that the hotel market would start a strong improvement in the second quarter of 2002. This upturn was weaker than anticipated for European markets. In major European cities REVPAR, revenue per available room, was approximately 10% lower than in June 2001. REVPAR for Rezidor SAS has improved steadily since October 2001 and in June 2002 was at the same level as in the previous year.

The strongest markets are Iceland, the Netherlands, the Baltic countries and the Middle East, as well as some new markets such as Bratislava and Sofia. The Norwegian market is strong despite the strike. In terms of revenue the Norwegian hotels are at the previous year’s level, with the exception of revenues lost during the strike, approximately MSEK 80. The hotels in Sweden, Denmark and Germany have lower revenues than in the previous year.

Despite weak revenues, market shares in all main markets have been retained and the estimate is that market shares will be retained during the year in most markets.

In the first half of the year four new hotels opened and an additional four new agreements were signed for new hotels.

EBITDA, income before depreciation and share of income in affiliated companies, amounted to MSEK 37 (148) for the first six months of the year. EBITDA for the second quarter amounted to MSEK 95 (105).

Income before tax, EBT, for the period January-June amounted to MSEK –26 (58).

SAS Group

Summary of income by quarter

(MSEK)	2000 APR-JUN	JUL-SEP	OCT-DEC	FULL YEAR JAN-DEC	2001 JAN-MAR	APR-JUN	JUL-SEP	OCT-DEC	FULL YEAR JAN-DEC	**2002 JAN-MAR**	**APR-JUN**
Operating revenue	12,275	11,700	12,809	47,540	12,137	13,811	12,675	12,810	51,433	**13,775**	**17,868**
Payroll expenses	-3,793	-3,698	-3,701	-14,932	-4,083	-4,570	-4,314	-4,825	-17,792	**-5,209**	**-5,497**
Other operating expenses	-6,773	-6,442	-7,294	-27,000	-6,883	-8,004	-7,479	-8,107	-30,473	**-7,982**	**-9,123**
Operating income before depreciation and leasing costs, EBITDAR	1,709	1,560	1,814	5,608	1,171	1,237	882	-122	3,168	**584**	**3,248**
Leasing costs	-462	-494	-509	-1,898	-509	-579	-679	-658	-2,425	**-878**	**-1,050**
Operating income before depreciation, EBITDA	1,247	1,066	1,305	3,710	662	658	203	-780	743	**-294**	**2,198**
Depreciation	-463	-510	-749	-2,192	-576	-565	-591	-711	-2,443	**-651**	**-715**
Share of income in affiliated companies	4	-18	-49	-1	35	36	-43	-98	-70	**-328**	**-12**
Income from the sale of shares in subsidiaries and affiliated companies	0	17	1,016	1,033	5	-31	1	1	-24	**0**	**1**
Income from the sale of aircraft and buildings	266	-21	228	490	-43	69	207	440	673	**-133**	**-118**
Operating income, EBIT	1,054	534	1,751	3,040	83	167	-223	-1,148	-1,121	**-1,406**	**1,354**
Income from other shares and participations	11	0	4	15	1	0	0	0	1	**0**	**-24**
Net financial items	-10	-191	-34	-226	-44	13	10	1	-20	**-40**	**-291**
Income before tax, EBT	1,055	343	1,721	2,829	40	180	-213	-1,147	-1,140	**-1,446**	**1,039**
Tax	-264	-105	-383	-699	-27	-28	3	155	103	**99**	**-100**
Minority interests	-10	-1	10	5	0	-24	2	-5	-27	**25**	**29**
Income after tax	781	237	1,348	2,135	13	128	-208	-997	-1,064	**-1,322**	**968**

SAS Group

Organization

The SAS Group has four business areas:

- **Scandinavian Airlines** comprises passenger transport services including SAS Commuter. The business area includes the independent business units Scandinavian Ground Services and Scandinavian Technical Services.

- **Subsidiary & Affiliated Airlines** comprise other airlines within the Group. Air Botnia was already 100% SAS owned. Widerøe has been 99% owned since May, previously 63%.

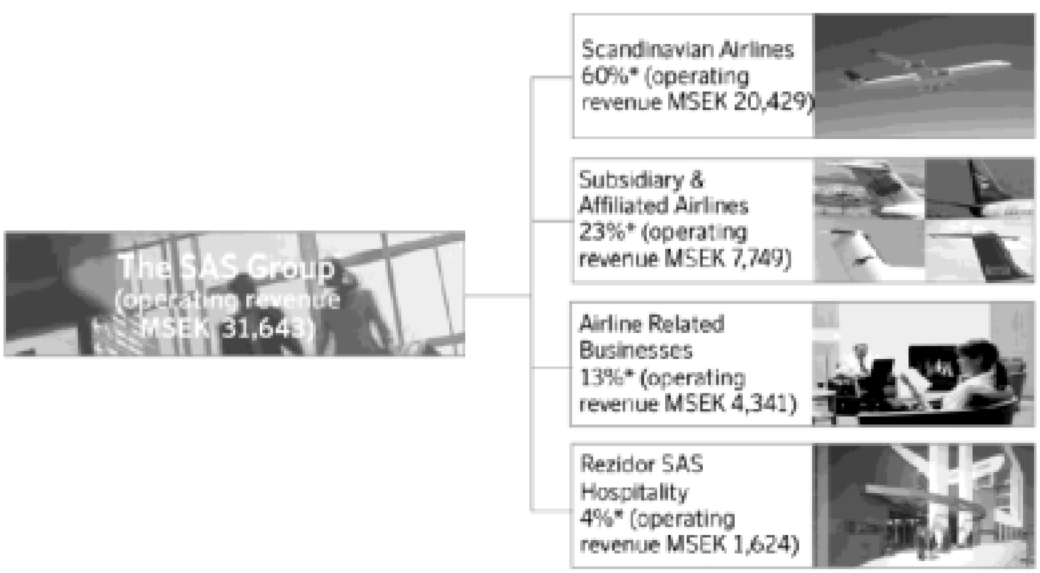
  On December 20, 2001, all the shares were acquired in Braathens ASA, which is therefore included in the SAS Group in 2002.

  The European Commission approved the SAS Group's acquisition of an additional 25% of the shares in Spanair S.A. on March 5, 2002, bringing the SAS Group's holding to 74%. Spanair is therefore consolidated as a subsidiary from March 2002.

  Affiliated companies include Skyways, Cimber Air, British Midland, airBaltic and Air Greenland.

- **Airline Related Businesses** include SAS Cargo, SMART, SAS Trading and Jetpak – all with most of their sales to external customers. SAS Flight Academy and SAS Flight Support sell services to internal and external airlines. Scandinavian IT Group has most of its sales within the Group. An agreement under which the SAS Group will sell its shareholding in SMART to Amadeus was signed in July.

- **Rezidor SAS Hospitality (REZSAS)** is the SAS Group's hotel business. The company works with two hotel chains, Radisson SAS Hotels & Resorts and Malmaison.



* Percentages refer to share of the SAS Group's operating revenue before group eliminations.
Operating revenue relates to the period January-June 2002.

Definitions

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

AV, Asset value (adjusted capital employed)
Book shareholders' equity, plus minority interests, plus surplus value in the aircraft fleet, plus 7 times the annual cost for operating leases for aircraft, plus net interest-bearing liabilities, minus share of equity in affiliated companies. Can also be expressed as book value of total assets, plus surplus value in the aircraft fleet, plus 7 times the annual cost for operating leases for aircraft, minus share of equity in affiliated companies, minus noninterest-bearing liabilities and interest-bearing assets.

Cabin factor, passengers
Relation between RPK and ASK expressed as a percentage. Describes the capacity utilization of available seats. Also called occupancy rate.

CAPEX (capital expenditure)
Future payments for aircraft on firm order.

Cash flow from operations
Cash flow from operating activities before change in working capital.

CFROI, Cash flow return on investment
EBITDAR in relation to AV.

Debt/equity ratio
Interest-bearing liabilities minus interest-bearing assets in relation to shareholders' equity and minority interests.

Earnings per share (EPS)
Income after tax divided by the total number of shares.

EBIT (including capital gains)
Operating income

EBITDA, Operating income before depreciation
Operating income before net financial items, tax, depreciation, share of income in affiliated companies, and income from the sale of fixed assets.

EBITDAR, Operating income before depreciation and leasing costs
Operating income before net financial items, tax, depreciation, share of income in affiliated companies, income from the sale of fixed assets and leasing costs for aircraft.

EBITDAR margin
EBITDAR divided by operating revenue.

EBT
Income before tax

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

Equity/assets ratio
Shareholders' equity plus minority interests in relation to total assets.

EV, Enterprise value
Average market capitalization plus average net debt during the year and 7 times the annual cost for operating leases for aircraft.

Gross profit margin
Operating income before depreciation in relation to operating revenue.

Interest coverage ratio
Operating income plus financial income in relation to financial expenses.

Net debt
Interest-bearing liabilities minus interest-bearing assets.

Return on capital employed (ROCE)
Operating income plus financial income in relation to average capital employed. Capital employed refers to total assets as specified in the balance sheet minus noninterest-bearing liabilities.

Return on equity
Income after tax in relation to average shareholders' equity.

Revenue passenger kilometers (RPK)
See RPK.

REVPAR, Revenue per available room
Revenue per available hotel room.

RPK, Revenue passenger kilometers
Number of paying passengers multiplied by the distance they are flown in kilometers.

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

TSR, Total shareholder return
Average total return.

Unit cost
Airline operations' total operating expenses minus non-traffic related revenue per ASK.

Unit revenue (yield)
Average traffic revenue per RPK.

Yield
See Unit revenue.