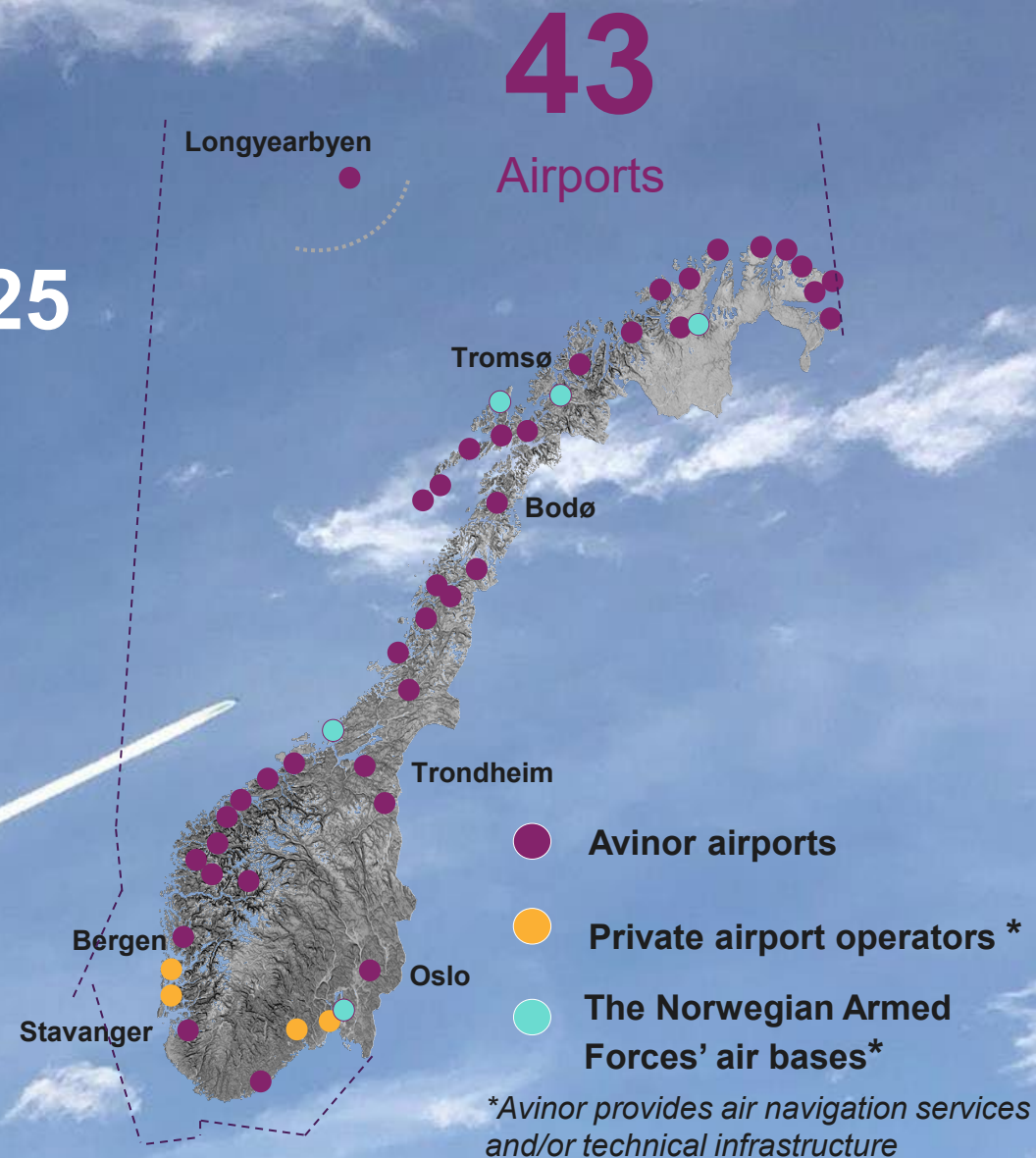
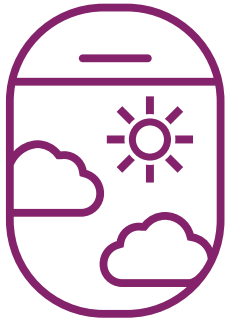


# Insurer presentation February 2025

Aviation is essential for Norway



# Traffic in 2024 close to 2019-levels



51.4 million passengers  
in total

<https://www.avinor.no/en/corporate/about-us/statistics/traffic-statistics>



618 000 commercial  
aircraft movements

81 000 overflights

24 000 registered drone  
flights in Ninox



Oslo Airport, Gardermoen  
26.4 million passengers

Second most punctual  
European airport

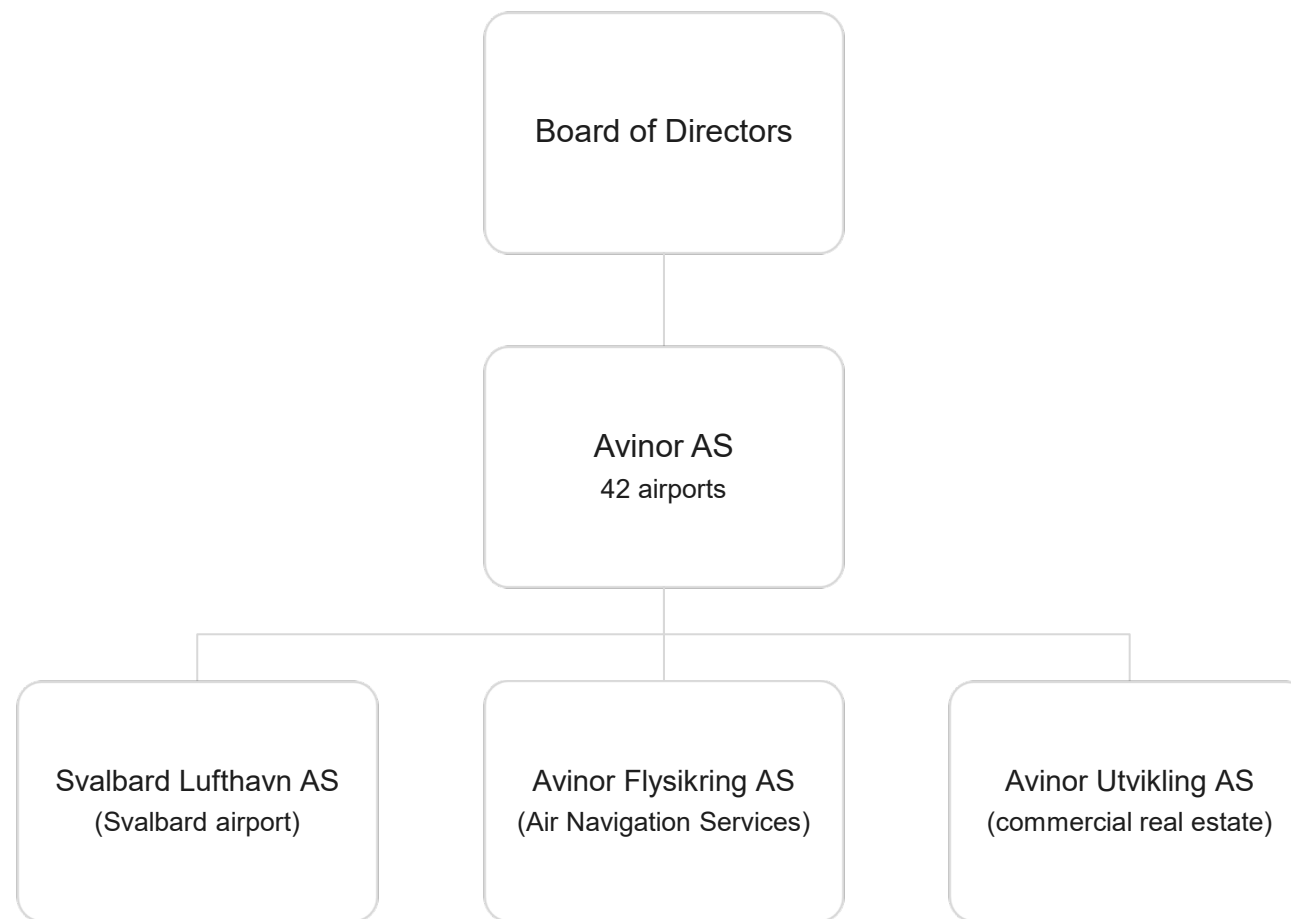
*Management controls are at a high level and rate AA or better*

*(Chubb, September 2024)*

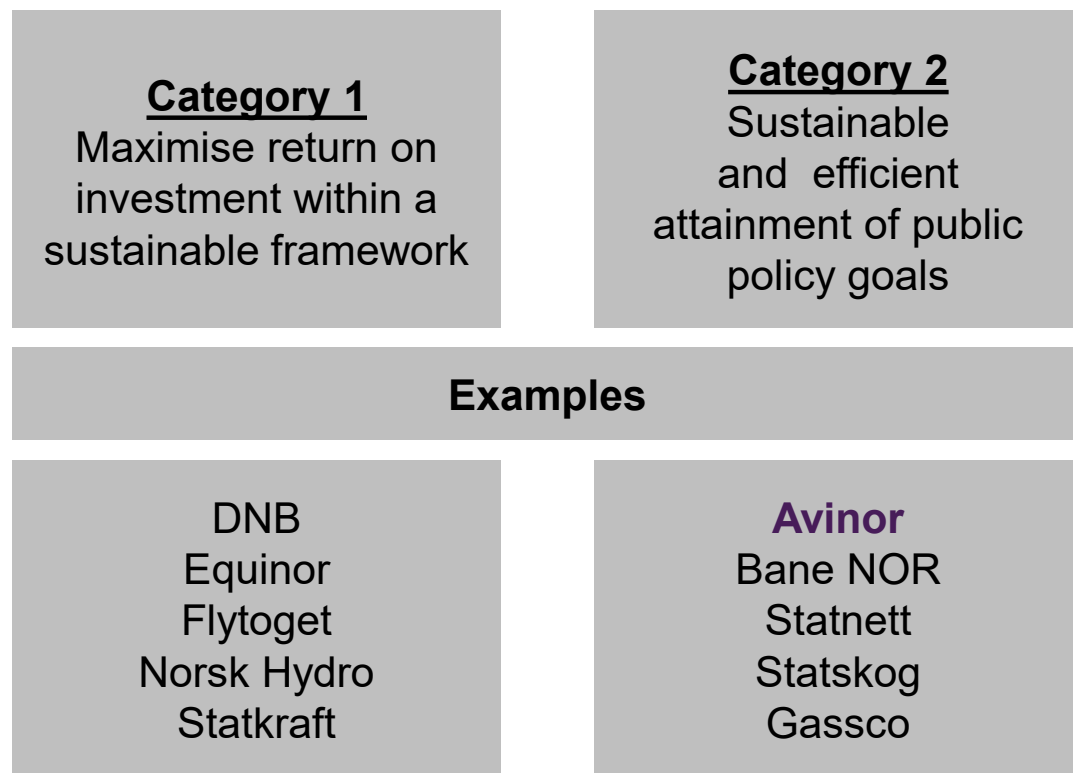
## Key highlights

- ✓ State owned limited liability company
  - Critical infrastructure
  - Serving both civil and military operations
- ✓ Safe, efficient and sustainable operations
  - High degree of reporting with few serious incidents
- ✓ Prepared for the future
  - Financial stable outlook
  - Stable traffic growth
  - Investing for future requirements

State owned  
company  
with  
independent  
board



# State ownership categorisation

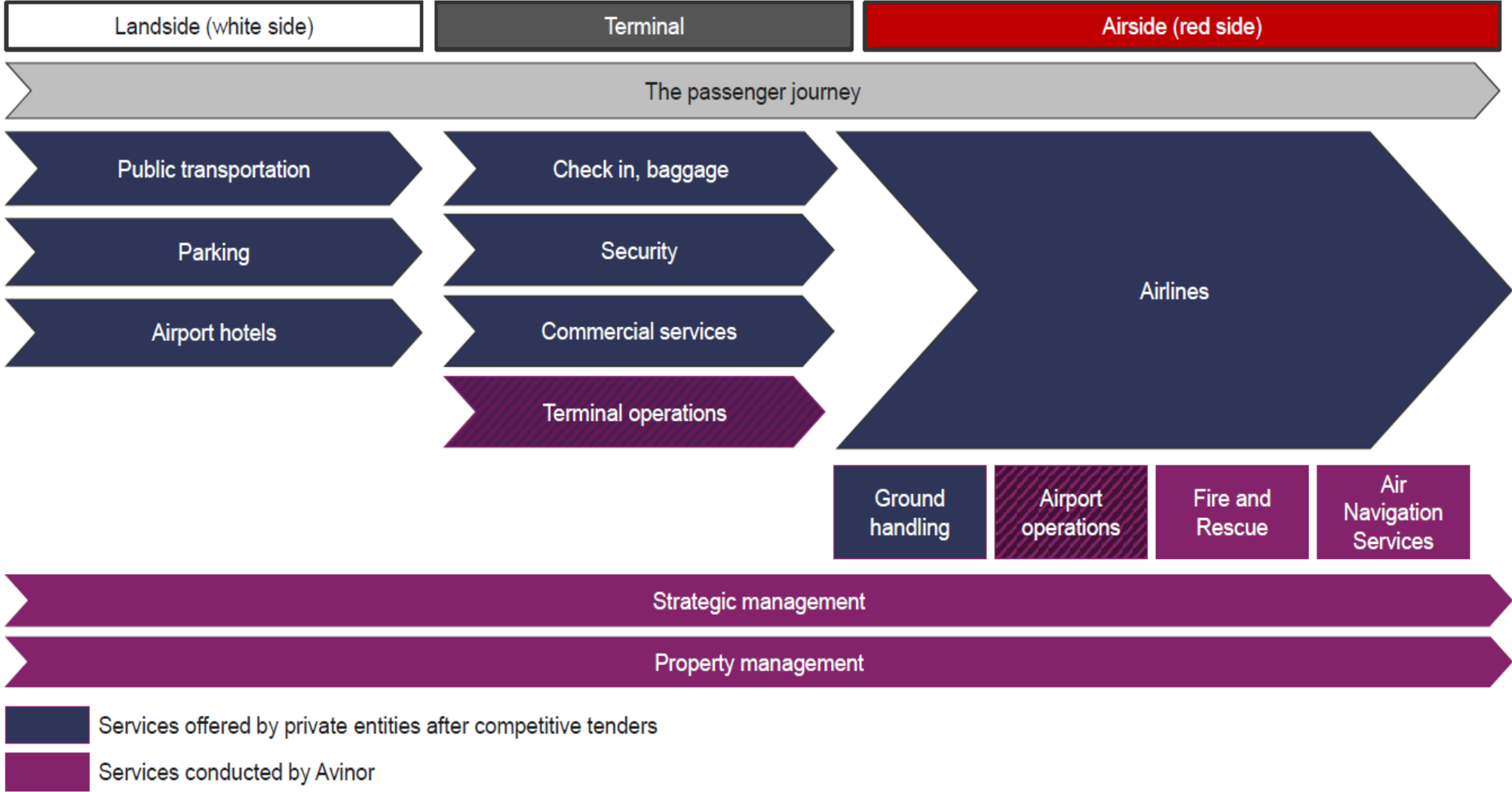


\*Meld. St. 6 (2022–2023): Greener and more active state ownership

## Avinor mission

- Safe and reliable airport operations and air navigation services with adequate capacity and service quality
- Cost effective operations
- Financially sustainable
- Compliance with safety and environmental standards
- Facilitate green transition

# Integration role of Avinor



# Avinor ground handling exceptions

## Svalbard airport

- Handling and fuelling

## Verøy heliport

- Handling of luggage, Ground power unit and stairs

## 23 smaller airports

- Avinor is sub-contractor to AirBP for fuelling



# Air navigation services

- ✓ Designated by the Ministry of Transport in 2024 to provide ATC and AFIS
- ✓ Certified in accordance with EU and ISO-regulations

## Tower operations

- Air Traffic Control (ATC) is provided at large and regional airports
- Aerodrome Flight Information Service (AFIS) is provided at Remote Tower Centre and at regional and local airports

## Area control

- Polaris ACC: one unit, three locations, four sector groups
  - North (Bodø)
  - West (Stavanger)
  - East (Oslo/Røyken)
  - TMA (Oslo/Røyken)

## AIS/NOTAM

- Avinor ANS is responsible for AIS/NOTAM services in Norway



# Training excellence of ATCOs and AFISOs



Focus on employees being qualified, proficient and confident

Last year Avinor received 998 applications for our ATCO training programme

- 21 students started the programme

46 AFISO student have started training programme in-house

# Group revenues are “back on track”

MNOK

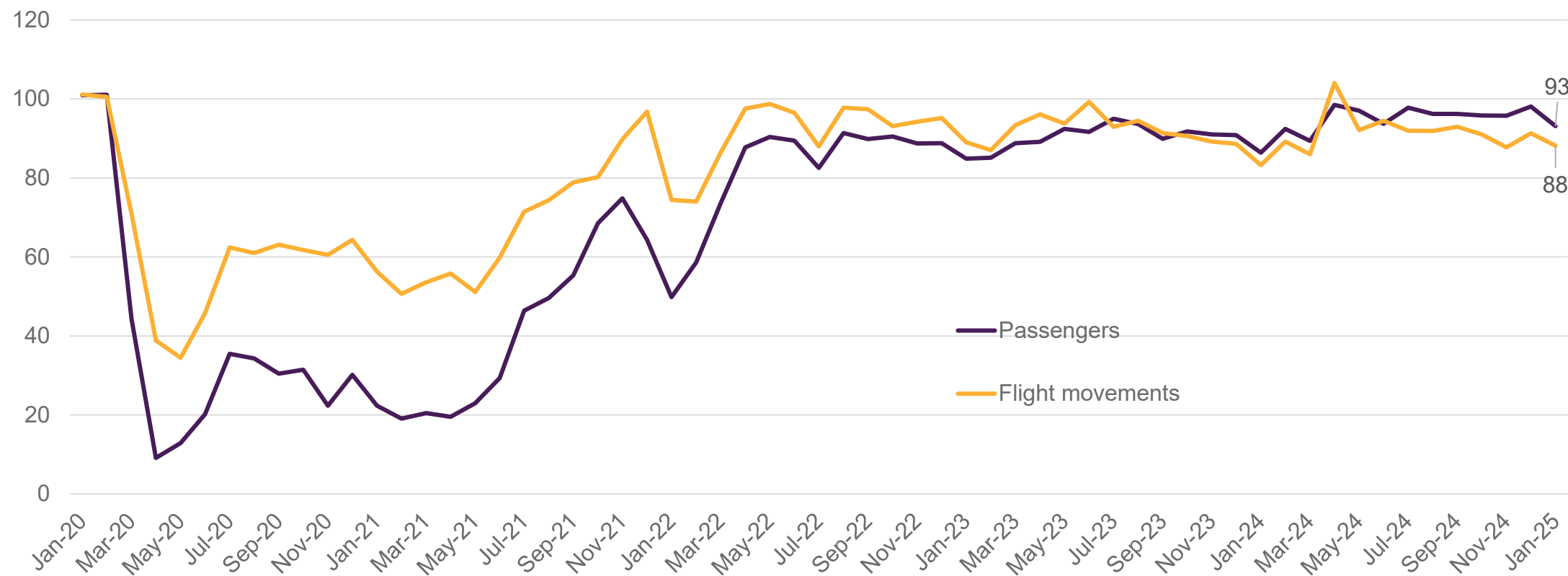
## Credit rating

- ✓ Moody's: A1 stable
- ✓ S&P: A+ stable

Avinor Group Mill. kr	YTD AS REPORTED		
	Q4 2024	Q4 2023	Q4 2019
Operating income	12 110	11 514	11 785
Operating expenses	- 8 145	- 7 954	- 8 199
EBITDA	3 965	3 560	3 587
Depreciation, amortisation and impairment changes	- 2 311	- 2 257	- 2 172
EBIT	1 654	1 303	1 415
Profit after tax	658	304	665
Extraordinary income/expense, net	92	253	- 821
Normalised EBITDA	3 873	3 307	4 408

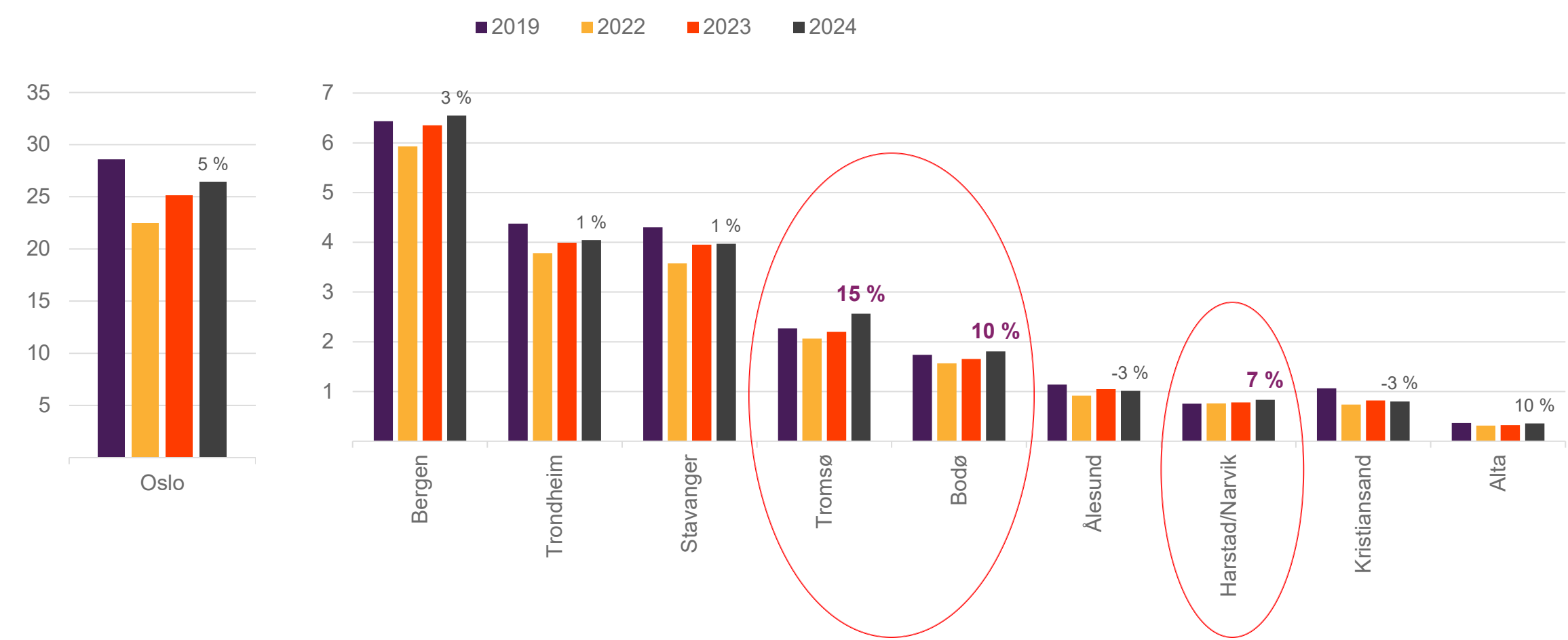
# Traffic continued to recover towards 2019-levels

Index 2019 = 100 January 2020 – January 2025



# Increased tourism to Northern Norway

Million passengers and change from 2023 for the 10 largest airports

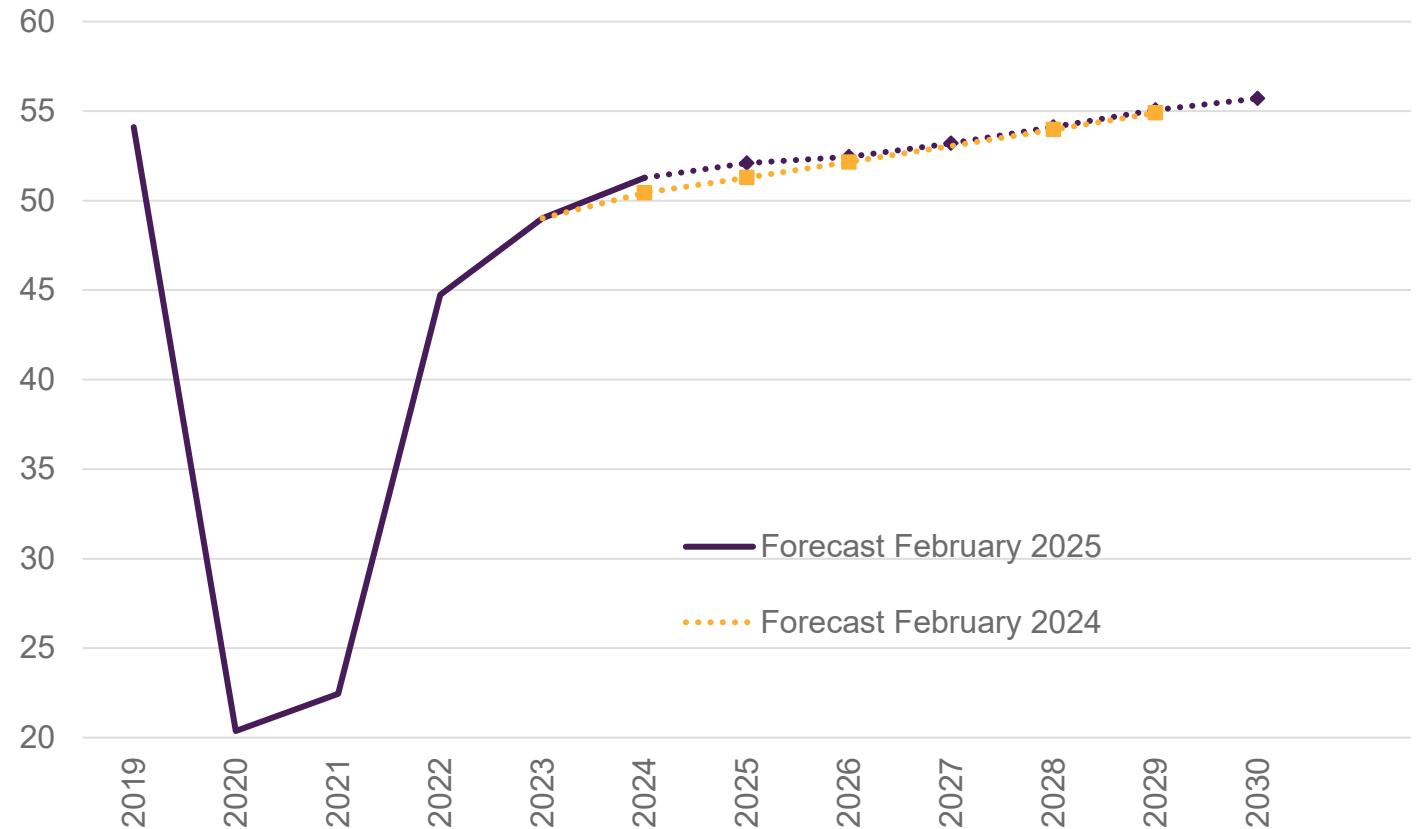


# Key drivers

- ✓ Moderate GDP growth in line with Statistics Norway's forecasts
- ✓ Low seat capacity growth
- ✓ Moderate inbound tourism growth
- ✓ Avinor airport charges increase

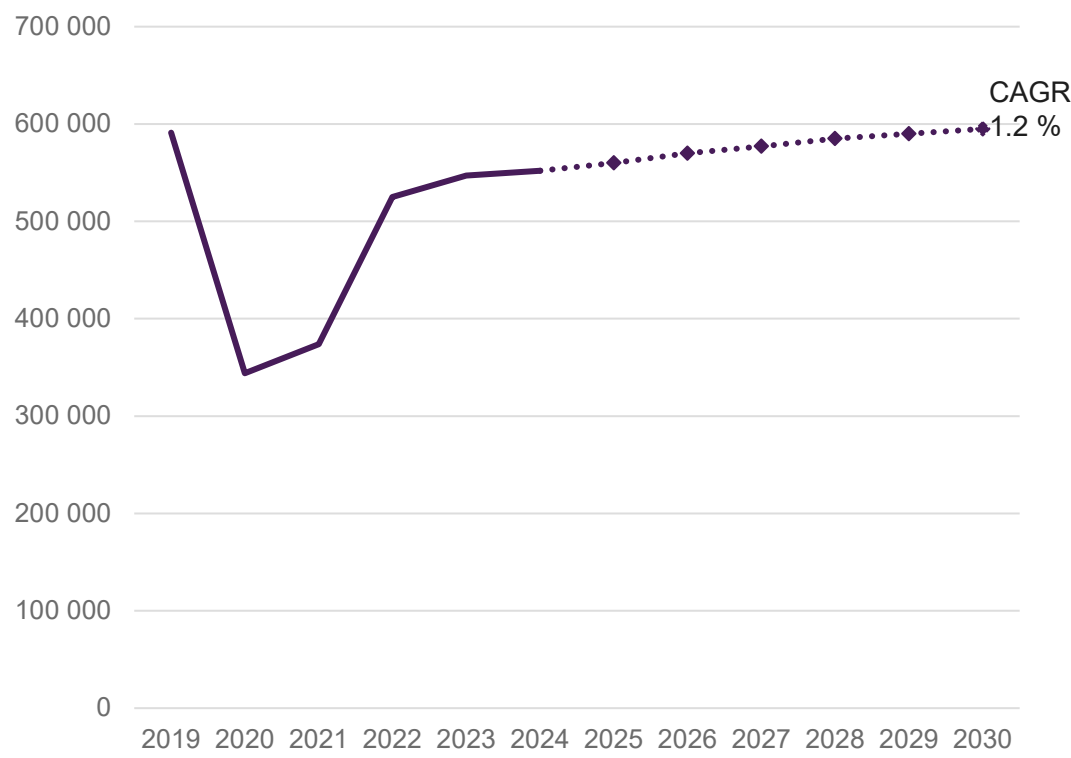
## Expect stable passenger growth

- Million passengers. Forecast for 2025-2030

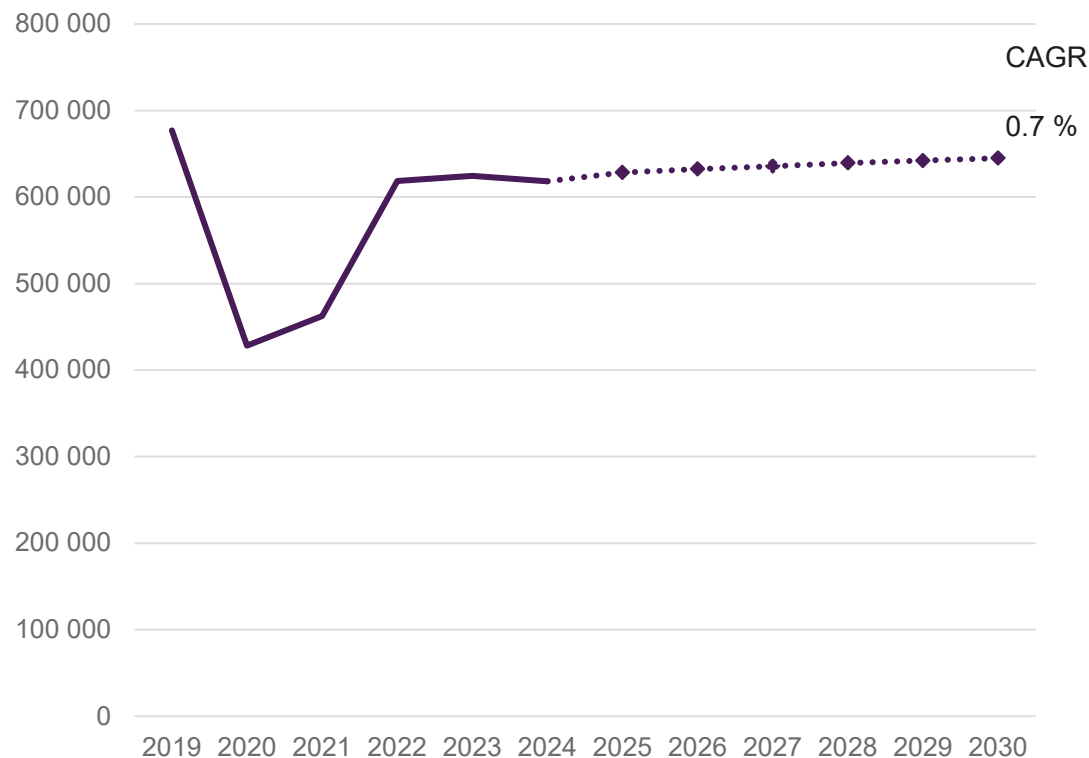


# Flight movements to grow slowly in coming years

Eurocontrol forecast Oct '24

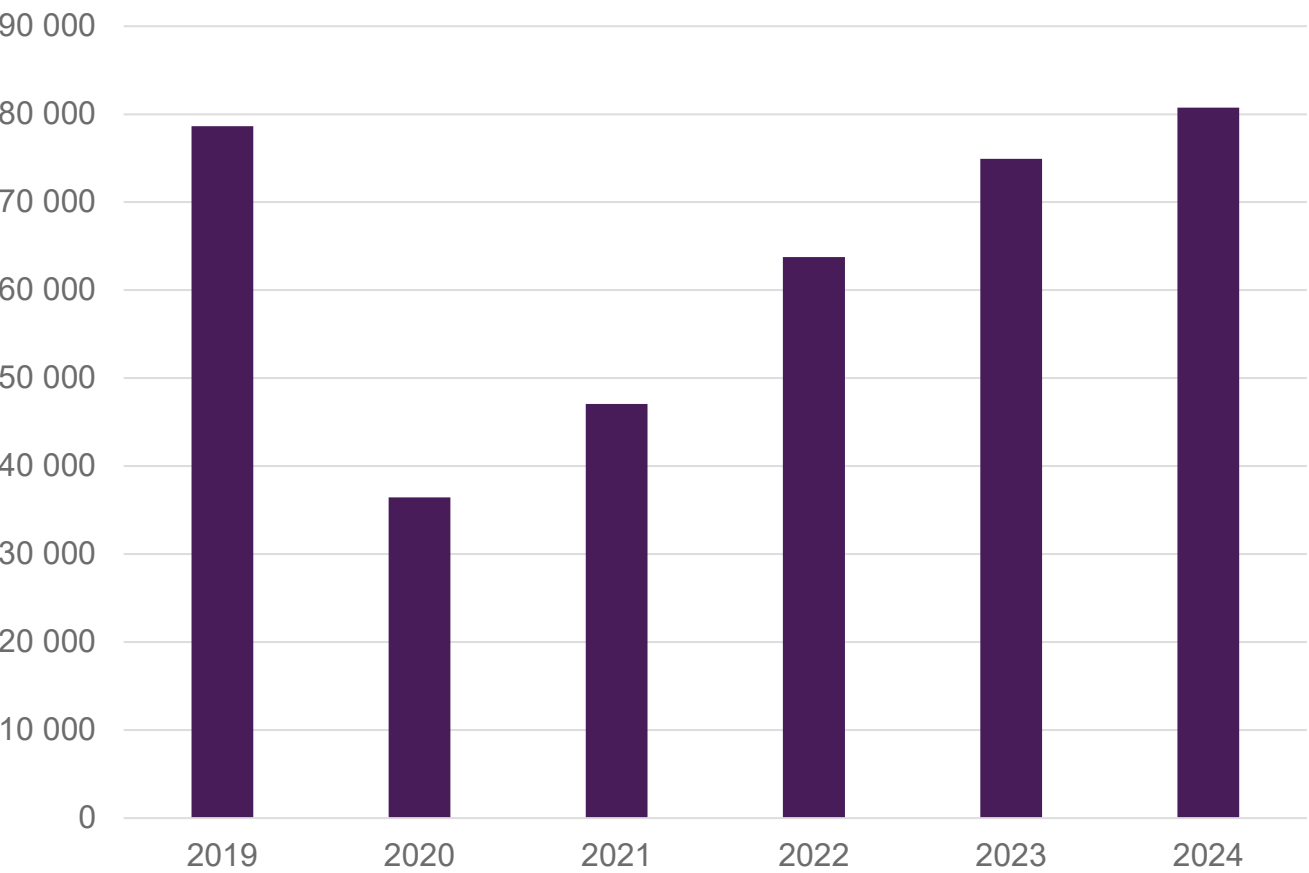


Avinor forecast Feb '25



# Overflights have passed 2019-Levels

Number of overflights per year 2019 - 2024



## Top 5 Airlines in 2024

(In terms of service units)

- Turkish Airlines
- SAS
- Finnair
- Emirates Airline
- Air India Limited



# Future ATM System

Avinor is investing in an effective and future orientated ATM system for Polaris ACC

## Signed Contracts:

- Avinor is a member of the iTEC alliance
- Deployment contract with Indra to deploy iTEC SkyNex 1.1 in Southern Norway Q2 2028

## Operational benefits:

- Conflict detection
- Trajectory Based Operations
- Higher degree of automation
- The foundation for considerable efficiency at European level



## Single Logical Polaris FIR



## Common Technology Platform



# New Tower System Oslo

Contract signed in 2024

- Options to extend solution to additional airports

Ensures regulatory compliance

Expected benefits

- Improved Safety Nets
- Integrated AMAN/DMAN supports optimised runway utilisation
  - Increased runway throughput
  - Lower fuel burn and emissions per flight
- Increased automation reduces controller workload

# Remote Towers – the progress so far

Airports added to Remote Towers

Avinor started  
RT-soundings

First flight  
with RT

Advanced  
Sequential  
mode

Multiple  
mode

RT-program  
decided

Røst

Vardø  
Hasvik  
Berlevåg

Røros  
Mehamn  
Namsos  
Rørvik

Svolvær  
Sogndal  
Førde

Molde  
Leknes  
Sandnessjøen

Båtsfjord  
Mo i Rana  
Mosjøen  
Sandane  
Sørkjosen  
Vadsø  
Ørsta/Volda

Kongsberg  
Group won  
tender

Moved to  
new centre  
Bodø

2012

2014

2015

2019

2020

2022

2023

2025

2026-  
2027





# Multi-operations planned for 2025

Providing air traffic services for 2 to 3 airports from a single Remote Tower Module manned by a single person

Use of new technology:

- Operational capacity
  - Surveillance
  - Combining several systems in Head Down Display (HDD)
  - Human Factors Case
- Benefits of standardisation of services
- Possible scale effects of new technology on other units

# Key areas for Avinor Drone Program

- A strategic program representing the entire Avinor group



## Integration of drones in the airspace – UTM

Digital systems for the large volumes of drones in the future



## Infrastructure

Adapt/adopt infrastructure to provide for drones/eVTOLs /AAM



## Own Use

Make use of drones in airport operations to reduce cost and enhance security



## C-UAS (detection)

Maintain safe and efficient operations



## Avinor Drone Program



Avinor – an active contributor in **developing uncrewed aviation**

# UTM-system facilitates safe and efficient drone traffic

Streamlines communication between drone operator and tower

Ensures supervision and management of airspace

Active on all 17 controlled towers since 2020

- System is widely used in uncontrolled airspace

New UTM system planned to be implemented at all airports 2025/2026







# Detection systems (C-UAS)

## Reducing the negative impact of unauthorized drone usage

- Drone incident procedures in place based on drone position
- Implemented at multiple airports

## Remotely operated from a drone detection centre

- Responsible for notification and dialogue with control tower, airport, police and others
- Close collaboration with CAA and Police
- No serious incidents in 2024







# Key construction projects

## New airport Bodø

- Estimated opening in 2029/2030

## New airport Mo i Rana

- Estimated opening in 2027

## New de-ice facility at Tromsø airport

- Building works planned for 2025 – 2027
- Estimated cost of 550 MNOK

# Promoting an incident reporting culture

## Avinor AS

Year	Reports*	Serious incidents/ accidents**
2016	2 529	4
2017	1 677	0
2018	1 466	0
2019	1 756	0
2020	1 278	0
2021	1 566	1
2022	1 931	0
2023	3 167	1
2024	3 605	1

## Avinor ANS

Year	Reports*	Serious incidents/ accidents**
2016	2 256	0
2017	2 252	0
2018	2 714	0
2019	2 928	1
2020	1 650	0
2021	1 991	0
2022	2 398	0
2023	2 663	1
2024	2 512	0

\* Excludes drone reports

\*\* Directly or indirectly contribution by Avinor AS or Avinor ANS (according to EU Regulation 996/2010)

# Disclaimer

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