



We unite Norway

- and Norway with the world

KEY FIGURES (2016)

50 800 000

PASSENGERS

704 000

TAKE-OFFS AND
LANDINGS

3 074

EMPLOYEES

AIRPORT BUSINESS
OPERATING INCOME

9 675

NOK MILLION

AIR NAVIGATION SERVICES
OPERATING INCOME

1 991

NOK MILLION

PROFIT
AFTER TAX

1 029

NOK MILLION



300 000

MEDICAL PATIENTS
TRANSPORTED

87 PER CENT

PUNCTUALITY

For more detailed information, please see Avinor's
annual report and social responsibility report for 2016:
<https://avinor.no/konsern/miljo-og-samfunn/samfunnsansvar>

Avinor is a wholly government-owned limited company operated by the Ministry of Transport and Communications, and is responsible for the 45 state-owned airports and air navigation services for civil and military aviation in Norway. Avinor's head office is situated in Oslo.



VISION

We create valuable relationships

MISSION

Avinor's aim is to develop and operate a safe, efficient and sustainable aviation system across the country

VALUES

- Open
- Accountable
- Dynamic
- Customer-focused

OUR AIRPORTS

Avinor's 45 airports vary greatly in terms of their size and traffic volume. Oslo Airport is the nucleus of Norwegian air traffic and a hub for traffic between Norway and other countries. This airport alone accounts for over half of all air traffic and more than 70 per cent of international traffic passing through Avinor's airports. The profit generated by Oslo Airport is vital for the funding of the airport network across the country.

Avinor's airports in Stavanger, Bergen and Trondheim also handle high numbers of direct international flights. There are also international flights at several other airports, such as Tromsø, Bodø, Harstad/Narvik, Molde, Ålesund, Haugesund, Kristiansand and Kristiansund.

Only Oslo Airport has two parallel runways. Stavanger Airport and Andøya Airport have secondary runways which are used in certain wind conditions. Traffic forecasts indicate that a third runway will be required at Oslo Airport by around 2030.

A second runway will probably also be needed at Bergen Airport, Flesland by around 2040.

Avinor works with the Royal Norwegian Air Force at 11 airports. Of these, 7 are operated by Avinor (Oslo, Stavanger, Bergen, Trondheim, Bodø, Harstad/Narvik, Lakselv). Andøya and Bardufoss are operated by the Royal Norwegian Air Force, but also handle civilian traffic. There is also Ørland Air Station, which is entirely military, and Rygge, which currently only handles military operations and private flights.

AIR NAVIGATION SERVICES

The air navigation services are operated by a separate company wholly owned by Avinor – Avinor Flysikring AS. Air navigation includes en-route services, approach control services and tower control services, as well as air navigation services and technical operating services. Avinor Flysikring AS is responsible for air navigation in Norwegian airspace and provides services to both civil and military aviation.





100

AVINOR

SAS

STREAMLINING, MODERNISATION AND GROWTH

Avinor is implementing a range of measures to modernise and streamline its operations, and ensure that its aviation business continues to grow.

A modernisation programme was initiated in 2014. The aims of this programme are to reduce annual operating costs, modernise and streamline operations, highlight the significance of aviation and reduce the growth in operating expenses. These aims will be achieved through the use of new technology and automation, competitive tendering and better use of economies of scale in airport operations. The modernisation programme will reduce annual operating costs from 2018 onward by NOK 600 million in relation to previously estimated costs for that year. The 2015 and 2016 cost-saving targets of NOK 150 million and NOK 300 million respectively, were achieved by a wide margin. The target for 2017 is NOK 450 million, which will result in total cost savings of NOK 1.5 billion during the 2015–2018 period.

The work of expanding Oslo and Bergen airports has remained on schedule with regard to both costs and progress. The new Oslo Airport opened in 2017, while the new terminal in Bergen opened in August. There are plans to increase capacity in the non-Schengen zone of Oslo Airport. Extensive upgrade work is under way at several other airports, including Stavanger and Tromsø. It has been decided that brand new airports will be built at Bodø and Helgeland.

In 2016, Avinor entered into an agreement with Kongsberg Gruppen and Indra concerning the development of technology for remotely-operated tower services. During the 2017–2020 period, 15 of Avinor's airports will be converted to remotely-operated towers, controlled from a centre in Bodø. Avinor expects this initiative

to cut the cost of tower services at the 15 airports by 30–40 per cent, and thereby help to maintain a nationwide structure for its airports, in line with Avinor's social mission.

SAFETY, MANAGEMENT AND FUNDING

The highest priority for Avinor is safety, and its primary objective is to prevent undesirable incidents and ensure full preparedness. Work is under way on a number of initiatives that have been identified to underpin this objective. Avinor's work with aviation safety forms an integral part of the quality assurance process within Avinor and has been designed to complement the management structure which has been established within the management system. No serious aviation incidents in which Avinor was a contributory party occurred in 2016.

Shares in Avinor AS are wholly owned by the Norwegian state as represented by the Ministry of Transport and Communications. The Ministry of Transport and Communications manages the state's ownership and defines Avinor's financial framework.

The Ministry also regulates aviation fees. The Ministry is the highest authority for Norwegian aviation and also defines the Civil Aviation Authority's regulations which govern Avinor's operations.

Avinor's primary revenue sources are fees charged to airlines, as well as commercial revenue from the letting of space for shops, duty-free shops, cafés and restaurants and other passenger services. Avinor also receives revenue from the letting of space for airport hotels and parking facilities. Avinor is self-funded, and its airport operations are managed as a single entity, where financially profitable airports finance the financially unprofitable airports.

NOK MILLION	2016	2015	2014	2013	2012
Operating income airport operations	9 674.9	9 424.1	9 561.5	9 001.1	8 255.8
Operating income air navigation services	1 990.8	2 087.6	2 014.8	1 897.3	1 837.1
Total operating income group	10 788.1	11 989.4	10 671.0	9 977.6	9 152.1
EBITDA group	3 520.7	4 691.8	3 648.3	2 993.0	2 918.2
Profit after tax	1 028.6	2 449.0	1 398.7	890.9	854.7
Number of airline passengers (figures in 1 000)	50 803	50 025	50 107	48 799	46 511
Number of aircraft movements (figures in 1 000)	704	724	738	731	669



Norway relies on a high-quality aviation service

Norway is a country defined by large distances and challenging topography. Norwegian businesses are internationally focused and rely on aviation. Aviation is vital for homes, travel, the health system, education, sport and culture.

In 2014 an analysis examined the social benefit of aviation in Norway. It shows that:

- Two out of three Norwegians have access to an airport within one hour's travelling time. In Western Norway and Northern Norway, two out of three people can reach their nearest airport in half an hour.
- 99.5 per cent of the population can travel to Oslo and get back home in the same day.
- Aviation provides 60,000–65,000 jobs.
- Aviation is vital for regional growth and the accessibility of regional centres.
- Aviation plays an important role in Norway's decentralised education system.
- Aviation plays a key role in Norway's health sector: more than 30,000 ambulance journeys are by air, and 300,000 medical patients are transported on scheduled flights. The hospital structure in Northern Norway is largely based around the availability of air transport.

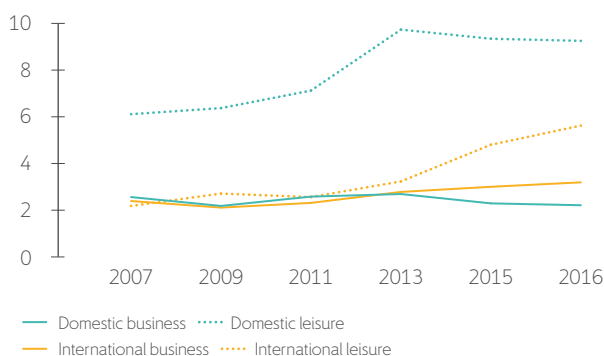
In 2016, Norwegian residents made around 5.6 million return trips abroad by plane. A similar number of domestic flights were also made by Norwegian residents. This means that every inhabitant made on average 1.07 international flights and 1.07 domestic return flights. The northernmost counties have the highest flight frequency per inhabitant.

22 per cent of domestic business flights are related to the oil and gas sector. Around 500,000 helicopter flights are made every year to the facilities on the continental shelf.

There are over 200 direct connections with at least one weekly departure between Avinor's airports and international destinations. The number of direct intercontinental routes has increased to 22 in 2017, and this increase is expected to continue.

For Norwegian tourism, aviation plays a key role and is becoming increasingly important. The number of tourists who come to Norway by plane increased from 2.4 to 4.4 million visitors between 2011 and 2016. The average time spent by each tourist arriving by air in Norway is almost 7 days, and their total consumption in Norway in 2016 was estimated to be NOK 46 billion (assuming NOK 1500 per day). This development would not have been possible without a good air network.

Million single journeys



Flights to/from Norway by home country and destination.
Million single journeys.

Limited alternatives to air travel

Any assessment of air travel as a means of transport must consider alternative methods of transport. The longer the journey, the more likely people are to fly. Aviation dominates on journeys between Southern Norway and Northern Norway, or on journeys abroad, because trains, buses and cars take too long and are not realistic alternatives.

Even on shorter journeys, such as within Southern Norway, a high proportion of people prefer to fly. One example is a journey between Stavanger and Oslo. It takes one hour to fly, and a total of one hour for travel to and from the airport. The alternative options of car and train take 7–8 hours and require almost 10 hours extra for a return trip.



Along the coast in Western Norway and Northern Norway, planes are used for relatively short distances. Here, this is because fjords and mountains make land-based transport alternatives extremely laborious. It is for this reason that the state buys aviation services for journeys over relatively short distances, because these are so important to individuals and businesses.

It has previously been estimated that there is a realistic alternative for only 30% of all Norwegian domestic or international flights. These are mainly relatively short journeys in Southern Norway and Scandinavia. However, flights to these destinations only make up 8% of passenger kilometres travelled by plane, and thereby a small proportion of greenhouse gas emissions caused by aviation (Institute of Transport Economics (TØI) report 921, 2007).



Autonomer Gepäckkoffer
Autonomer Gepäckkoffer
Gepäck
Gepäck
A,B,D,E,F



Traffic forecasts

Powerful forces such as developments in the economy, business trends, trade and population are moving us toward an increase in air traffic. The population of Norway is expected to increase from 5.2 million in 2016 to 6.3 million people by 2040 (SSB/ Statistics Norway), and this in itself will result in increase in air traffic. Added to this is a growth in incomes. These are the two most important drivers in air traffic forecasts.

Economic growth and globalisation have increased the demand for flights. Increased productivity has laid the foundations for a growth in prosperity, which includes growth in tourism. Economic growth is expected to continue in the future, and together with the subsequent improvements to the routes available, this will contribute to a higher demand for flights than at present. There is a strong connection between the economy and flights. Trends in flights mirror economic conditions, but in a more exaggerated way. In good economic

times, air travel grows, while when the economy is weak, it flattens out or reduces.

TØI (Norwegian Centre for Transport Research) has prepared forecasts for Avinor for air travel up to 2040. In their forecasts, they assume an annual growth in GDP of around 2%, while private consumer spending is expected to increase by around 2.5%. Since the population is expected to grow by 0.8% per year, consumer spending per inhabitant will increase by 1.6% per year. TØI estimates that globalisation will result in a stronger growth in intercontinental flights, and new routes will increasingly allow these to operate directly from Norway instead of via hubs in Europe.

The forecast shows relatively smooth future growth, from 26.5 million passengers carried in 2016, to almost 44 million passengers in 2040. Growth is higher in international flights than domestic flights. The total annual growth in passengers is expected to be 2.1%.

Passenger growth in the various markets 2016–2040

PERIOD	DOMESTIC	EUROPE	INTERCONTINENTAL	TOTAL
2016-2040	33 %	107 %	143 %	66 %
Million passengers 2016	15,1	10,8	0,6	26,5
Million passengers 2040	20,0	22,4	1,4	43,8

Greenhouse gas emissions from aviation

Aviation and shipping are international industries which result in emissions within Norway and between countries. A large proportion of the emissions from aviation are generated in international airspace. This has created problems for international climate negotiations, and means that only the greenhouse gas emissions from domestic aviation and shipping are included in the Kyoto Protocol.

DOMESTIC AVIATION

According to Statistics Norway, greenhouse gas emissions from domestic civil aviation accounted for 2.4 per cent (last official figures) of overall domestic emissions in 2015 (1.28 of a total of 53.9 million tonnes).

INTERNATIONAL AVIATION

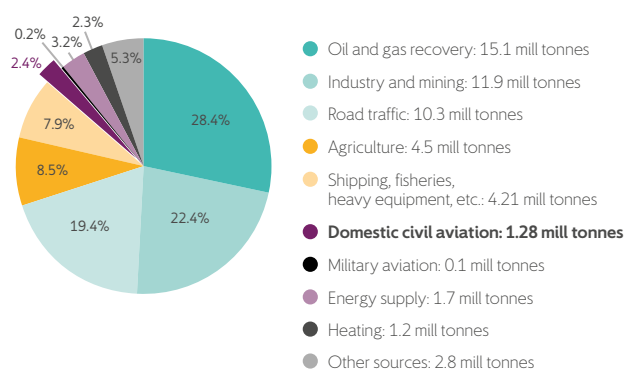
In 2015 (last official figures), greenhouse gas emissions from aviation fuel sold in Norway for international purposes, i.e. flights whose first destination is outside Norway, amounted to 1.54 million tonnes of CO₂ equivalents. This figure includes traffic from a Norwegian airport to the first airport outside Norway, but does not include traffic from a foreign airport into Norway. These emissions are included in the emissions accounts of the relevant country of departure.

BUNKERS

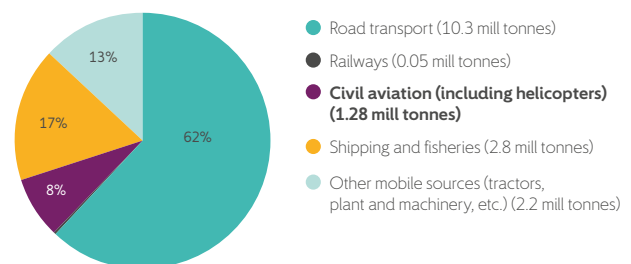
Overall, air travel in and from Norway generates 2.8 million tonnes of greenhouse gas emissions, which accounts for around 5% of Norwegian emissions. This is calculated on the basis of sales statistics for aviation fuel in Norway, and is also known as bunkers. These figures are reported by the Norwegian Environment Agency to the UN's climate panel (UNFCCC), which uses them as part of its basis for calculating global greenhouse gas emissions generated by aviation.

GLOBAL AVIATION

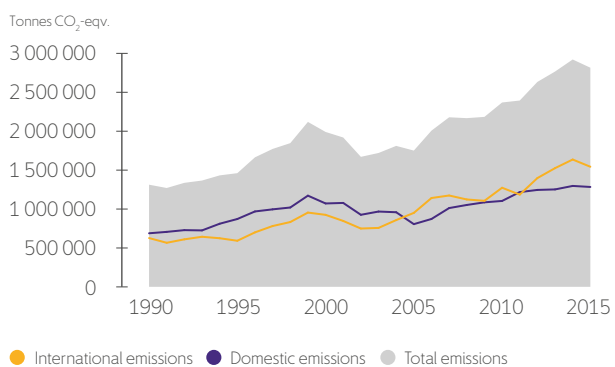
In 2015, the total global emissions of CO₂ from aviation came to 781 million tonnes, or 2 per cent of the total man-made greenhouse gas emissions in the world (36 billion tonnes). While the growth in air traffic in Western Europe and the USA is relatively moderate, there is expected to be strong growth in air traffic in Eastern Europe and Asia in the next few decades. Globally, greenhouse gas emissions from aviation have increased every year, and are expected to continue increasing in the future.



Distribution of national greenhouse gas emissions 2015 (last official figures).



Distribution of greenhouse gas emissions from the transport sector in 2015. Source: Statistics Norway's StatBank



Greenhouse gas emissions from Norwegian civil aviation
1990–2015. Tonnes CO₂ eqv.



Measures to reduce emissions

Air traffic itself represents the biggest proportion of emissions from aviation (around 95 per cent). The most important measures to reduce emissions involve new aircraft, biofuels and the more efficient use of airspace – and eventually the introduction of electric aircraft.

NEW AIRCRAFTS

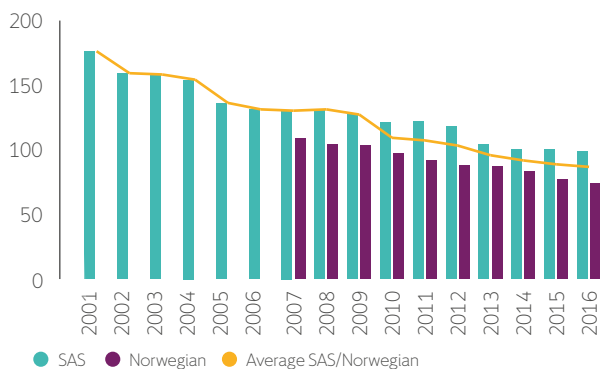
A new and modern aircraft fleet is the most important contribution toward reducing greenhouse gas emissions from aviation – essentially, aircraft will become lighter and have more efficient engines. Measures involve new engine technology, the increased use of composite materials instead of aluminium, new and lighter seats, and different cabin interiors, etc. The aerodynamic properties of the aircraft body and wing profiles are also improving.

Since 2001, greenhouse gas emissions per seat kilometre in Norway have more than halved.

USING AIRSPACE MORE EFFICIENTLY

Using airspace more efficiently and optimising landings and departures are important measures for reducing greenhouse gas emissions from aviation. These measures require cooperation and coordination between the air traffic service, airport and airline. There is an excellent dialogue between the airports, Avinor Flysikring and the airlines on the subject.

In 2015, Free Route Airspace was introduced. This is a new airspace organisation system in Norway, Finland, Latvia and Estonia, which means that the airlines can plan their flights between airports in the optimum manner, without being tied by predefined routes. This means that the aircraft can carry less fuel, which will reduce weight, costs and greenhouse gas emissions.



Emissions per passenger kilometre (grams CO₂ eqv).
The difference in levels is due to factors including different average aircraft size and flight lengths (source: companies' annual reports)



BIOFUEL

In January 2016, Oslo Airport became the first international hub in the world to offer biofuel to all airlines refuelling there. This is also the first time biofuel has been distributed through an airport's standard fuelling facilities. From August 2017, the service was extended to include Bergen Airport, Flesland.

Avinor has set itself a target for 30% of all aviation fuel sold at its airports to be sustainable biofuel by 2030. This is equivalent to a volume of approximately 400 million litres of jet fuel per year.

In the spring of 2017, Rambøll, Vista Analyse and SINTEF looked into options to import jet biofuel and the potential of producing it in Norway. Their conclusion was that eventually there will be sufficient jet biofuel in the international market to achieve this target. There may also be sufficient biomass available from Norwegian forests to produce up to 500 million litres of sustainable jet biofuel, and it will be possible to produce this fuel in Norway.

Biofuel is made from organic material which comes from a huge range of source materials. The choice of source material is hotly debated, and is the single most significant factor in terms of benefit to the climate and the environmental properties of the biofuel. Of the various types of biomass suitable for the production of sustainable jet biofuel in Norway, the biggest potential from a ten-year perspective lies in forestry. The resource potential of the sea (algae) is also significant, but this kind of resource is not expected to be available in large volumes by 2030. Forest-based source materials are therefore expected to be the most suitable resource until 2030.

In terms of the import of alternative fuels, common source materials for biofuel production include waste products such as used cooking oil and slaughterhouse waste, but also vegetable oils from plants such as camelina, jatropha and rape. There are also specific plans and projects in countries including the USA for the production of alternative jet fuel from household waste and recycled plastic.



SUSTAINABLE

The Norwegian aviation industry considers it to be extremely important for the biofuel it uses to be sustainable, and not to use biofuels based on palm oil or palm oil products.

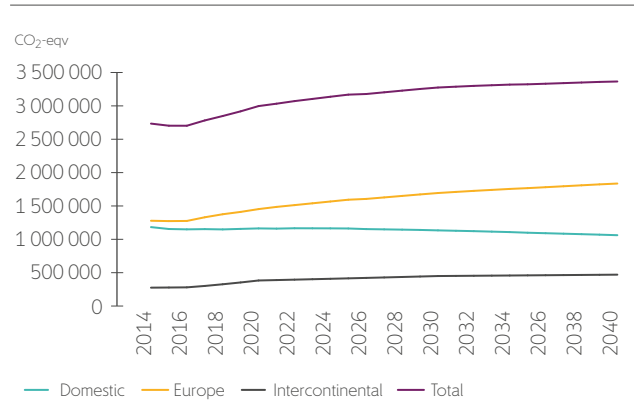
For biofuel obtained from forestry, it is important to emphasise that the industry will use only those parts of the tree which cannot be used for products such as construction materials.

ELECTRIC AIRCRAFT

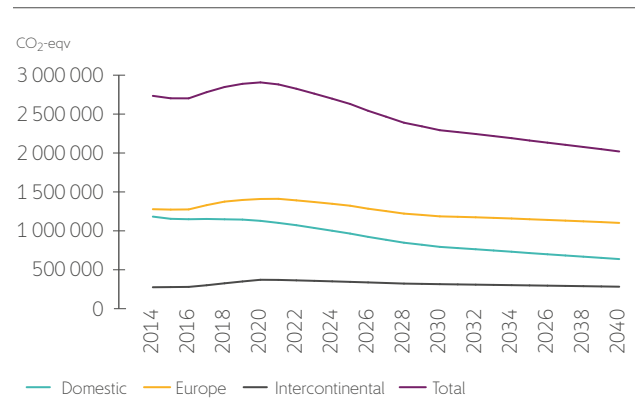
Technological developments for the electrification of commercial aviation are moving extremely rapidly. Airbus, Boeing and Siemens believe that commercial passenger planes carrying up to 70 passengers on short-haul flights (such as on the short-haul network in Norway) will be technically possible within 10 years.

Electric passenger planes could be available on the market as early as 2030. This could change the prerequisites for our Norwegian short-haul network. Future developments in the short-haul network infrastructure will therefore also have to take into account current developments in electric aircraft. The lifespan of the Dash 8, which is currently used on the Norwegian short-haul network, will now be extended to allow these planes to fly until 2030–35, to allow for the phase-in of electric aircraft.

Norway is making preparations to ensure that it will be one of the first countries to start using this category of electric aircraft. The short-haul network is believed to be ideal for the expected performance of the first electric aircraft, in terms of passenger capacity, distances, the nature of short-haul flights and the infrastructure required for electric energy. Avinor and Norges Luftsportforbund (Norwegian Sports Aviation Association) have joined forces with Widerøe and SAS to set up a long-term development project for electric aircraft, and have called for Norway to be established as a test arena and innovation centre for the development of electric aircraft.



Greenhouse gas emissions from aviation in and from Norway with 1.5% annual improvement in energy efficiency. Tonnes CO₂ eqv.



Greenhouse gas emissions from aviation in and from Norway with improvements in energy efficiency and phase-in of 30% biofuel in 2030 and 40% in 2040. Tonnes CO₂ eqv.

ADMIXTURE OF JET BIOFUELS

In its Report to the Storting on the National Transport Plan, the government proposes making it compulsory to use 1% jet biofuel in 2019, increasing to 30% in 2030. Internationally, the aviation industry has ambitious indicative targets for biofuel between now and 2050. Assuming the gradual phase-in of biofuel to 30% by 2030, increasing to 40% by 2040, greenhouse gas emissions from Norwegian aviation would reduce by 15% between 2016 and 2030, and 25% by 2040. Phasing in electric aircraft could then reduce emissions even further.



Corporate social responsibility



Based on our dialogue with stakeholders and the group's overarching strategy, Avinor has identified four main focus areas for the work relating to CSR:

- Avinor shall ensure good aviation services for the whole of Norway, and perform our role in society in a safe, efficient and environmentally-friendly manner
- Avinor shall be a driving force in the work on the climate and environmental challenges facing aviation
- Avinor shall be a good, professional employer
- Avinor shall operate its business responsibly

Avinor's CSR work is based on the CSR-related expectations laid down in Avinor's Articles of Association and the Norwegian Accounting Act, and on the OECD's guidelines for responsible business conduct. In 2014, Avinor signed up to the UN Global Compact, and its reports are in accordance with the principles in the Global Reporting Initiative (G4/Core).

CSR targets and results in 2016

Avinor shall ensure good aviation services for the whole of Norway

TARGET	RESULTS
Punctuality: 88% within 15 min.	<ul style="list-style-type: none"> 87%
Regularity: 98%	<ul style="list-style-type: none"> 99%
All airports must be certified in accordance with the applicable regulations prepared by the EASA	<ul style="list-style-type: none"> In May 2016, Avinor AS was certified as an airport operator for civil aviation Kristiansund, Bodø and Svalbard airports received certificates in 2016; the rest in 2017
Air travel shall be accessible to all	<ul style="list-style-type: none"> All our airports will undergo a universal design survey by summer 2018 Universal design will be used in new builds and alterations; cf. expanded terminal at Oslo Airport and new terminal at Bergen Airport
Avinor shall streamline, modernise and invest in increased capacity	<ul style="list-style-type: none"> Modernisation programme on schedule Oslo Airport and Bergen Airport on schedule Major airport studies carried out in: Lofoten, Mo i Rana, Hammerfest, Bodø Partnership with Kongsberg Gruppen and Indra concerning the development of remotely-operated towers Avinor Flysikring AS has the lowest unit prices in Europe. Attracts traffic to Norwegian airspace and helps to boost revenues Avinor and Yeti Snow Technology AS (YETI) entered into a partnership concerning the development of a prototype for driverless snow-clearance. Ready for testing in 2018
Avinor shall work to improve the customer experience	<ul style="list-style-type: none"> Simpler international – domestic transfer Airport Service Quality (ASQ) survey: Satisfaction levels among our passengers have never been higher Substantial capacity increases Portal Norway concept established at the largest airports
Avinor shall prevent undesirable incidents and ensure full preparedness	<ul style="list-style-type: none"> No serious aviation incidents occurred where Avinor was a contributory party; one aviation accident without injury Established system for the registration of operational risks Portal established for reporting of non-conformities by suppliers and commercial partners Procedures introduced to ensure that drones do not represent a hazard to aviation

Avinor shall be a professional and attractive employer

TARGET	RESULTS
Create a common culture of improvement across the group	<ul style="list-style-type: none"> • Skills survey carried out • Close and constructive partnership with the trade union representatives • 450 people completed Avinor's management development programme • 16 new apprenticeship places created; overall target for 2017 is 33
Absence due to illness 4.5 per cent or less	<ul style="list-style-type: none"> • In 2016, absence due to illness was 4.7 per cent • One employee appointed as a health motivator at all regional airports
LTI rate 3.0	<ul style="list-style-type: none"> • LTI rate in 2016 was 4.0 • LTI rate for the T2 project at OSL: 2.8 • LTI rate for T3 Flesland: 3.75
Reduce violations of working hours regulations	<ul style="list-style-type: none"> • The total reduction for the group from 2015 to 2016 was 1 per cent
17 per cent reduction in violations of working hours regulations where an agreement concerning extended working hours has been established	<ul style="list-style-type: none"> • Increased by 12 per cent • New targets have been set for 2017; focus on continuous monitoring

Avinor shall operate its business responsibly

TARGET	RESULTS
Employees, suppliers and commercial partners shall be familiar with and follow Avinor's code of conduct	<ul style="list-style-type: none"> • All employees completed a course on Avinor's code of conduct • Anti-corruption programme established, with a focus on preventive and monitoring activities • Member of Transparency International Norway • Contractual conditions introduced which ensure that suppliers have a code of practice and take corporate social responsibility seriously. • Whistleblowing committee set up • Received 113 enquiries during 2016. All were dealt with

Avinor shall be a driving force in the work on the climate and environmental challenges facing aviation

TARGET	RESULTS
By 2020, the company's own controllable greenhouse gas emissions will be halved in comparison with 2012	<ul style="list-style-type: none"> • Avinor's own, controllable greenhouse gas emissions from airport operations reduced by approx. 900 tonnes of CO₂ equivalents compared with 2015 • Framework agreement established for the purchase of biodiesel which fulfils the authorities' sustainability criteria and does not contain palm oil • Transition to electric vehicles • Oslo, Trondheim, Kristiansand, Bergen and Stavanger airports accredited in the Airport Carbon Accreditation (ACA) scheme
Avinor shall contribute to reducing greenhouse gas emissions from surface access and aviation traffic	<ul style="list-style-type: none"> • Reduction in overall greenhouse gas emissions from all jet fuel sold for civil purposes in international and domestic traffic at Norwegian airports in 2016 • Permanent use of curved approaches to Oslo Airport resulted in a reduction of CO₂ emissions of 3,200 tonnes • Jet biofuel is available to all airlines refuelling at Oslo Airport. • Oslo Airport has the highest proportion of public transport users in terms of surface access in Europe; over 70 per cent • Electric aircraft relevant to the future of aviation
Certify the environmental management and operational environmental work in accordance with ISO 14001	<ul style="list-style-type: none"> • Certification audits performed in 2016 on the first group of airports
Avinor's overall energy consumption shall be reduced	<ul style="list-style-type: none"> • Avinor's overall energy consumption rose between 2015 and 2016. Due to high level of construction activity and larger building portfolio
Avinor shall achieve a source separation rate for waste of 60 per cent	<ul style="list-style-type: none"> • The source separation rate for the group in 2016 was 48 per cent; OSL 52 per cent
No violations of discharge permits	<ul style="list-style-type: none"> • Violations of the terms of discharge permits for aircraft de-icing at 10 airports • Two violations of discharge permits in the watercourses around Oslo Airport • Two minor violations of discharge permits for groundwater at Oslo Airport • Six cases of ground pollution; three were old cases of PFAS pollution • PFOS: Treatment of groundwater at Oslo Airport is ongoing and showing good results

Avinor is responsible for the 45 state-owned airports as well as the air navigation service for civil and military aviation in Norway. This network ties the country together – and connects Norway to the world.

Avinor is a driving force for environmental work in aviation as well as reducing overall greenhouse gas emissions from Norwegian aviation. The company holds a key role in the development and delivery of biofuel for aviation.

Every year, Avinor contributes to ensuring safe and efficient journeys for approximately 50 million passengers. Around half of these travel to and from Oslo Airport.

More than 3,000 employees are responsible for planning, developing and operating the overall airport and air navigation system. Avinor is funded through aviation fees and commercial revenue at the airports.



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