



AVINOR

ANNUAL REPORT

2006



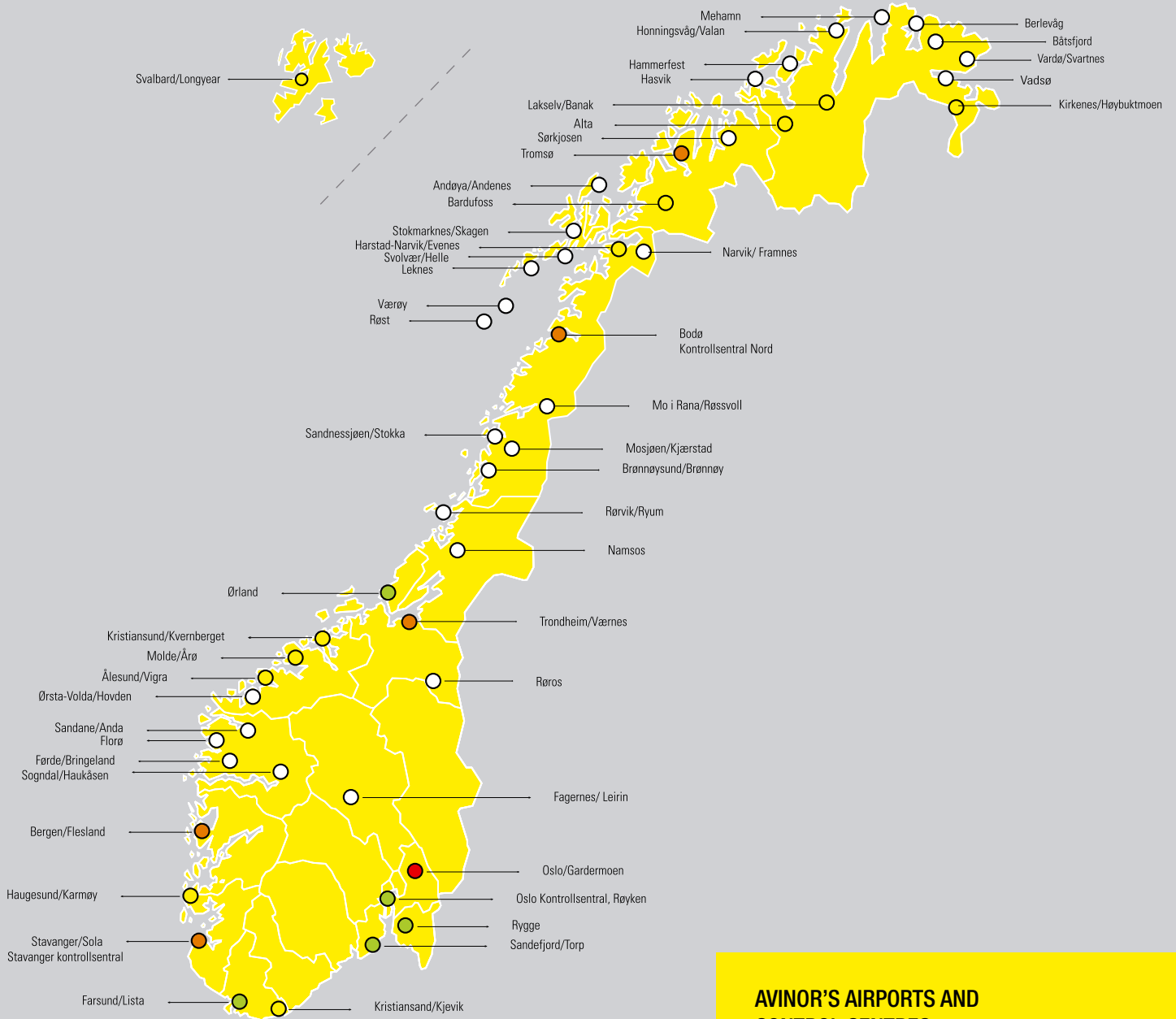
# CONTENTS

<b>01</b>	Norwegian Airports	002
<b>02</b>	Highlights in 2006	004
<b>03</b>	Main figures 2006 The Avinor group	008
<b>04</b>	Annual report of the Board of Directors, 2006	010
<b>05</b>	The environmental challenges facing aviation	022
<b>06</b>	Investing in development and upgrades	028
<b>07</b>	Statistics	034

An aerial photograph of a Norwegian Air Shuttle aircraft on a runway. The aircraft is blue and white with red accents. It is positioned on a grey asphalt surface marked with yellow and red lines. A large yellow number '01' is overlaid on the left side of the image. A yellow banner at the bottom contains the text 'NORWEGIAN AIRPORTS'. In the bottom left corner, there is a small text '002 | 2006'. Three yellow circles containing the number '58' are connected to the banner by thin yellow lines.

# 01

NORWEGIAN AIRPORTS



## AVINOR'S AIRPORTS AND CONTROL CENTRES

- Regional Airports
- Medium-sized Airports
- OSL
- Local Airports
- Air Traffic Control Units

# 02

## HIGHLIGHTS IN 2006

### Inge K. Hansen new Chairman of the Avinor Board



Inge K. Hansen was elected as the new Chairman of the Board of Avinor AS at the extraordinary general meeting of 22 May. At the AGM on 26 June, Minister of Transport and Communications Ms. Liv Signe Navarsete who constitutes the company's AGM, opted to effect changes to the composition of the Board.

### Conversion works in Tromsø control tower

January/February saw extensive conversion work in progress in the Tromsø control tower. Following conversion, the tower, founded on a new technological platform, is one of the most up-to-date control towers within Avinor.



### Upgrades to safety areas at Sørkjosen Airport



In January, Avinor's Board decided on upgrades to safety areas at Sørkjosen Airport. The improvements were made in order to bring the airport into compliance with the Civil Aviation Authority's requirements regarding certification of the airport by 1 October of the same year.



### Award for Bergen Airport, Flesland

Bergen Tourist Board awarded Bergen Airport, Flesland and Avinor Reiselivets Hederspris, a travel trade award, for 2005. The airport was commended for its direct contribution to the promotion of tourism in the region.



## Entry Point North opens, with huge ambitions

This new ATS academy, which will be responsible for training air traffic controllers for the air navigation services in Sweden, Norway and Denmark, was officially opened on 28 March. More than 200 guests from the Ministries of Transport in the three Scandinavian countries, and representatives from European air navigation services and airlines attended the opening. The joint owners of Entry Point North AB are Avinor in Norway, Luftfartsverket in Sweden and Naviair in Denmark. Immediately after start-up, Entry Point North won one of the world's most important and prestigious awards in international air safety: Jane's ATC Maastricht Award. Entry Point North received the award in the "Safe and Efficient Airspace Management" category.



## Sverre Quale new CEO of Avinor

The Board of Avinor AS resolved at a meeting on 29 March to appoint Sverre Quale as the company's new Chief Executive Officer. Quale took up the appointment on 18 April.



## Værnes reaches new heights

In December, Trondheim Airport, Værnes celebrated passenger no. 3 million at the airport. There was cake for all passengers and staff.

## Avinor supports the tourist industry

In 2006, Avinor granted a total of NOK 9 million to three tourism projects. This initiative implements the business's strategic decision to stimulate traffic growth. The Norwegian tourist authorities have great ambitions. The aim is to increase the number of foreign travellers to Norway by 1 million, from 3.5 million in 2004 to 4.5 million in 2010. Norway is reliant on a high-quality air travel proposition to achieve this ambitious goal.

## Falling prices and substantial growth in air traffic

The 2005 Norwegian Air Travel Survey, published in May 2006, shows that there has been considerable growth in air traffic in recent years. Growth has been especially strong in international traffic to/from Norway and just under 80 percent of this growth is in the leisure market. The survey also confirms that prices have fallen considerably, primarily in the international market, but also on domestic routes where competition has now been introduced.



## Avinor's activity report

On 21 April, Avinor published the company's activity report (Article 10 plan). The report sums up the previous year's situation and sets out the plans for the period 2006 to 2008. Avinor prepares an annual plan for the company's overall activities in accordance with Article 10 of the Articles of Association. The plan which was submitted and presented to the Ministry of Transport and Communications applies to the period 2006 to 2008. It also provides the basis for the Government's ownership report presented to Parliament later in the year.

## Avinor to invest billions

In June, Avinor's Board formally adopted a comprehensive investment programme totalling NOK 861 million, targeted at Bergen Airport, Flesland and Stavanger Airport, Sola. Several hundred million kroner are also to be invested in improved radar surveillance, especially in Finnmark. The regional airports will be upgraded within a provisional framework of NOK 1.7 billion.



## Air traffic controller settlement in Avinor



On 12 June, notification was given, internally in Avinor and externally through a press release, of the agreement signed by the Norwegian Air Traffic Controllers Association and Avinor AS on the annual wage settlement.



## Avinor on a steady course

The Government confirms that air safety is well provided for under the company's current organisation. This was the conclusion of the Report to Parliament on Avinor AS, which the Minister of Transport and Communication, Ms. Liv Signe Navarsete, stated on 15. December.

## Avinor signs radar contract with Raytheon Systems Limited

In September Avinor AS signed a contract with Raytheon Systems Limited for the supply of MSSR and MSSR/PSR radar systems. Avinor has adopted a radar plan for the period 2006 to 2012, with an investment framework of NOK 389 million. Increased radar surveillance will have a positive impact on the safety of Norwegian aviation.



## Avinor's self-financing depends on a third runway at Gardermoen

The sector plan for Avinor was submitted to Transport Minister Ms. Liv Signe Navarsete on 9 October. The sector plan points to an investment requirement of NOK 55 billion in the period up to 2040. The plan makes it even clearer that a third runway at Oslo Airport Gardermoen (OSL) will be crucial for Avinor's overall finances and its future self-financing.



## New regulations for hand luggage: Avoid liquids



From 6 November, new regulations were introduced relating to what passengers can take onboard as hand luggage. The biggest change is a prohibition on large volumes of liquid in hand luggage.

## Avinor to extend the planned approach control at Gardermoen

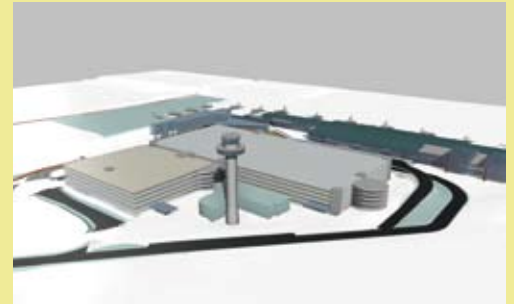
In September Avinor's Board decided to extend the works on the planned approach control at Gardermoen. The decision means that the responsibilities of Oslo Control Centre in Røyken will be shared between Stavanger Control Centre and the new approach control centre. Oslo Control Centre in Røyken will be operational until 2012. The Board's previous decision to close down Oslo Control Centre still stands, but with two adjust-

ments in the execution plan. Oslo Control Centre becomes responsible for introducing a new traffic control system for the Østland region by the end of 2009. Approach control will also be extended with sectors for approach and climb-out control, which Oslo Control Centre in Røyken currently performs for Gardermoen. This is in agreement with the assessments made by SINTEF and others.



## Radisson SAS to run an airport hotel at Værnes

At the same June meeting, the Board of Avinor AS decided to sign a leasing and operator agreement with Radisson SAS for the operation of an airport hotel at Trondheim Airport, Værnes. The hotel will be built and owned by Avinor and is scheduled for completion in 2008. The Radisson ASA hotel will be directly linked to the terminal and have around 135 rooms.



## Avinor to extend the runway at Molde Airport, Årø



The Board of Avinor decided in September to sign an agreement with Molde Lufthavnutvikling AS on the extension of the runway at Molde Airport, Årø. The new runway will be ready in autumn 2007 or spring 2008.

## New contract for test flights



In February, Avinor signed a contract with Sundt Air AS for the delivery of test flight services for aircraft navigation installations in Norway. The contract runs for 5 years from 1 March 2006, with an option to extend for 2 years.





# 03

MAIN FIGURES 2006  
THE AVINOR GROUP

# MAIN FIGURES

## Main figures 2006 The Avinor group

(All amounts are in NOK million)

<b>Profit and loss account</b>	2006	2005	2004	2003
Traffic income	3 515	3 291	3 138	2 789
Public purchase	0	35	264	250
Other income	2 503	1 929	1 673	1 509
Total income	6 018	5 255	5 075	4 548
Operating loss	942	810	995	-346
Net loss for the year	433	386	463	-577

<b>Balance sheet</b>	2006	2005	2004	2003
Fixed assets	19 533	19 057	19 428	29 465
Current assets	2 876	3 048	2 515	2 155
Equity	7 480	7 372	7 012	6 814
Provisions	6 075	5 951	5 735	15 598
Other long-term liabilities	6 655	6 991	7 823	8 064
Short-term liabilities	2 199	1 791	1 373	1 144
Total capital	22 409	22 105	21 943	31 620
Investments	1 545	826	720	662

<b>Air traffic</b> (Amounts in NOK 1000)	2006	2005	2004	2003	2002	2001
Total no. of passengers	36 203	32 762	31 196	28 995	28 637	30 090
Flights	623	590	582	559	552	603

<b>Key figures</b>	2006	2005	2004	2003
Liquidity ratio in %	131	170	183	188
Equity-to-assets ratio in %	53	51	47	46

<b>Personnel</b>	2006	2005	2004	2003
Employees	2 792	2 588	2 732	3 072

### Definitions:

Total no. of passenger: ..... Passengers at each individual departure and landing

Flights: ..... Number of departures and landings

Liquidity ratio: ..... Current assets in % of short-term liabilities

Debt equity ratio: ..... Equity in % of equity and financial debt

A portrait of Inge K. Hansen, Chairman of the Board, wearing a dark suit, light blue shirt, and dark tie with a small pattern. He is smiling slightly and looking towards the camera. A small name tag is visible on his lapel.

# 04

ANNUAL REPORT OF THE BOARD  
OF DIRECTORS, 2006

Inge K. Hansen  
Chairman of the Board

# Annual report of the Board of Directors, 2006

## Highlights in 2006

- Work on air safety and HSE continued in 2006. A large number of internal and external audits, inspections and risk analyses were conducted to provide a foundation for this further work. Important measures for promoting a culture of safety were implemented.
- Environmental work has been systematised and integrated into the management and reporting system.
- Air traffic increased by 10.5 percent to 36.2 million passengers. This heavy growth in traffic combined with more stringent security regulations resulted in capacity challenges in peak-traffic periods.
- Stable operations were prioritised both within Air Navigation Services and Aerodrome Services. Through 2007 there will be a gradual net increase in air traffic control resources.
- The working environment has been improved through greater motivation and a more optimistic outlook on employees' own work situation. Employees are more confident about the Group's prospects.
- Total operating revenues amounted to NOK 6.0 billion, with profit after tax of NOK 433 million. As a result of investments of NOK 1.5 billion, the Group has a negative net cash flow of NOK 301 million. Very high levels of investment are needed in the next few years.

## About Avinor

- Avinor operates airports and air navigation services in Norway. The Group's primary objective is to facilitate safe and efficient air travel. Total operating revenues are in the order of NOK 6 billion, with approx. 2,800 man-years worked. The shares in Avinor AS are wholly owned by the Norwegian State as represented by the Ministry of Transport and Communications. The Group's head office is in Oslo.

## Air safety and HSE

### Regulatory requirements and objectives

The regulatory requirements in the safety area ensue from Norway's international obligations through the EEA and ICAO (the UN's International Civil Aviation Organisation). Based on these, the Civil Aviation Authority – Norway introduces provisions which Avinor abides by. In 2006, considerable work was implemented in connection with preparing for certification of Avinor's Air Navigation Services in accordance with EU requirements.

The primary aim in terms of air safety is for Avinor to develop a highly qualified and effective level of safety in all of its activities in order to avoid accidents and serious incidents. In 2006, the Group worked on safety culture and implemented several projects and initiatives. The reporting system for unwanted incidents and follow-up of notifications was improved.

The divisions work systematically on air safety. The task of resolving notifications, including reported non-conformities from internal and external audits and inspections, has been a priority area. The follow-up of notifications is based increasingly on these being risk-classified as a basis for their further processing in the divisions. Reporting from the divisions to management has been improved.

In 2006, the Booz Allen Hamilton consultancy was commissioned by the Ministry of Transport and Communications to carry out an evaluation of Avinor's organisation. The main conclusion in respect of safety was that no factors were identified in Avinor's organisational model that would be detrimental to air safety. Dialogue on air safety is established internally in Avinor, and functions satisfactorily between relevant sections of the organisation and between the organisation and the Civil Aviation Authority – Norway. It was further specified that Avinor has sufficient managerial expertise and satisfactory systems and routines in place for pursuing the special procedural activities that will instil a deeper safety mindset.

## Activities in 2006

In 2006, in air safety, security and HSE, some 30 internal audits and inspections were conducted group-wide. In addition to this, several external authorities have carried out inspections, including the EFTA Surveillance Authority which used 6 airports as inspection sites for monitoring Norwegian implementation of EU Directives on security. None of the inspections resulted in a so-called Article 15 decision, which means that all the airports satisfied the minimum requirements the EFTA Surveillance Authority prescribes for the level of security monitoring. ICAO carried out an inspection of Oslo Airport Gardermoen in terms of international safety and security standards. The Civil Aviation Authority – Norway inspected 15 airports.

Some 50 risk analyses were also carried out in 2006, divided roughly equally between Air Navigation Services and Aerodrome Services. The high number of analyses must be seen in the context of the many changes and structural conversion projects which Avinor is currently engaged in.

The most important discoveries from Avinor's internal audits have related to the need for improvement in the traffic areas, tower-to-ground communications, familiarity with how the management system functions and how the reporting system can be used for follow-up. Improvement measures have been implemented for all audit findings. The most significant audit findings by the Civil Aviation Authority – Norway relate to security checks, the design of airports, and familiarity with regulations and management systems.

## Accidents and serious aviation incidents

In 2006, 1 aviation accident and 8 serious aviation incidents were recorded in which Avinor was a contributory party. The corresponding figures for 2005 were 1 aviation accident and 16 aviation incidents.

Avinor's aim is for there to be no aviation accidents in which Avinor is a contributory party, and that the number of serious aviation incidents in which it is a contributory party should be reduced.

## Projects

In the period since 2002, changes in procedures, traffic flows, traffic levels and the composition of aircraft flows have caused a change in traffic intensity in sectors within Oslo Control Centre's area of responsibility (Oslo AoR). Experience indicates that there is a need for aids to

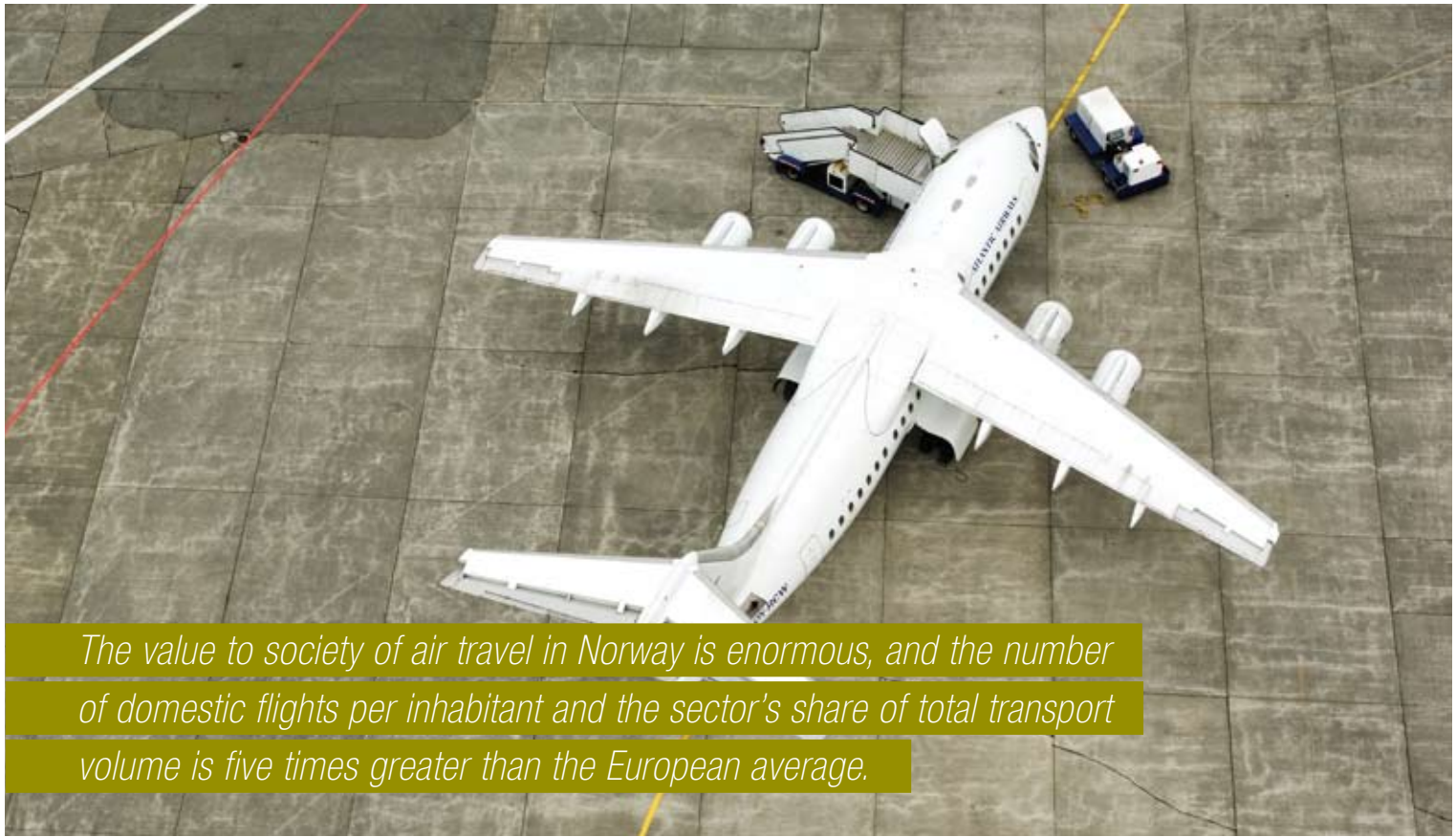
optimise the sequencing of inbound traffic (arrival management system), and this has brought about a need to assess the airspace organisation in Oslo AoR. The Oslo Advanced Sectorisation and Automation Project (Oslo ASAP) was established in May 2006 with the aim of developing and implementing this new airspace structure. The project was also given responsibility for procuring, implementing and rolling out an arrival management system. Oslo ASAP has a high priority.

Based on a review of the personnel situation at the air traffic service at Bodø and an analysis of the NATCON implementation activities within Bodø Control Centre's area of responsibility (Bodø AoR), a plan has now been implemented to start user training for a new radar and scheduling data system in Bodø in the second half of 2007 with the aim of being operational from the end of 2008. Full implementation of the system has first priority, but a phased implementation strategy is being evaluated in parallel as an alternative plan.

An extension of controlled airspace to additionally cover offshore helicopter traffic is dependent on extended radar coverage, involving, among other things, installation of radar sensors on offshore installations. The project for establishing radar offshore is now integrated in Avinor's radar project. Due to changes in ConocoPhillips' plans for a new accommodation platform, there are challenges in relation to locating a radar sensor in the Ekofisk field. The acquisition of radar for the Heidrun platform is underway and progress so far promises performance of a Site Acceptance Test for a new radar installation in 2008. However, establishment of controlled airspace above Haltenbanken may be delayed because Bodø Control Centre needs to prioritise activities connected with the NATCON project. Progress on a similar set-up in the Ekofisk region is as yet undefined. This is due to lack of clarity in relation to the radar installation in the Ekofisk field and is pending a decision on a suitable location for a land-based radar.

The establishment of precision approach systems at the regional airports based on satellite technology (SCAT-I) is expected to be officially opened in May 2007. Ground stations have been established at Brønnøysund, Hammerfest and Førde airports. A further four airports are expected to be expanded in 2007 and the plan is for ground stations to be installed in a further six airports during 2008.

The Civil Aviation Authority – Norway has introduced more stringent requirements for the design of



*The value to society of air travel in Norway is enormous, and the number of domestic flights per inhabitant and the sector's share of total transport volume is five times greater than the European average.*

safety areas for runways shorter than 1,200 metres. The requirements will involve major investments for the regional airports in the years ahead. Uncertainty prevailed as to whether the Civil Aviation Authority – Norway would introduce Norwegian provisions that exceeded international recommendations. Due to the deadlines for technical/operational certification, at individual airports in 2006, investments were made to keep abreast of any additional requirements. This uncertainty has now been removed with the Civil Aviation Authority – Norway's letter of 14 March 2007 clarifying that the Norwegian requirements will conform to international recommendations (ICAO's annex 14). Further project work on the design of safety areas at the regional airports will be adapted to the clarification from the Civil Aviation Authority – Norway.

## Security

The regulations on security at airports have been and remain under constant development. Key changes affecting 2006 were the extension of Critical Security Restricted Areas (CSRAs) with enhanced security checks of employees, separate checks of laptop computers and implementation of the requirements for checking liquids. This CSRA project involves substantial investments and

changes to the airports' operational procedures, including a need for more security checks. The more stringent security regulations mean more inconvenience for passengers, airline staff and Avinor's staff, while solutions are continually being assessed to guarantee the least possible inconvenience without any breach of the regulations.

## Health, safety and the environment

Health, safety and the environment (HSE) is defined in Avinor's management system and is part of the Group's systematic internal auditing programme. This area of expertise was further enhanced in 2006 through the establishment of standard guidelines and procedures. HSE competence requirements are stipulated for everyone who has operational management responsibility and the Group's central working environment committee has been given additional impetus by all divisional directors becoming members.

During 2006, 55 work-related accidents were reported in the Group, compared with 50 in the previous year. The total number of injuries involved in these accidents was 55, of which 24 personal injuries led to time off. The number of reported injuries in 2005 was 57, with 25 resulting in time off.

## Society and the environment

### General remarks

The value to society of air travel in Norway is enormous, and the number of domestic flights per inhabitant and the sector's share of total transport volume is five times greater than the European average. Studies of economic consequences show that airport coverage is highly significant for trade and employment. Norway's geography and decentralised habitation pattern offers modest competitive potential for other means of transport and makes flying the only realistic option in many places.

Avinor's policy is for the business's environmental performance to be constantly improved; it includes environmental assessments as an integrated aspect of strategic evaluations and operational decisions. The aim is for Avinor to be an environmentally aware and constructive contributor to Norwegian social and economic development.

### External environment

The external environment is integrated into Avinor's management system and follows the principles set out in ISO 14001. This involves systematic and continual improvement activities in all phases from planning, execution, and monitoring to corrective actions.

Emissions linked to aircraft, runway and fire drill activities are licensable under the Pollution Control Act and the Group's aim is to have emissions permits for all airports. Applications to the County Governors' environmental protection departments were submitted in 2003, and at 31 December 2006 21 airports still had one or more emissions permits being processed by the County Governors. This processing time for applications is unsatisfactory.

In 2006, 10 internal audits were carried out with the external environment as a theme. In addition to this, Svalbard Airport, Longyear was inspected by the District Governor. A breach of the emissions permits was discovered at four airports. Oslo Airport Gardermoen also



had a minor, short-term breach of the emissions permit for groundwater. Non-conformities are notified to the authorities in accordance with the conditions stipulated in the emissions permits.

Use of aircraft de-icing and runway de-icing chemicals varies according to traffic volume and weather conditions. In the winter season of 2005-2006, Oslo Airport Gardermoen experienced a sharp increase in chemical use, but a fall was recorded at Avinor's other airports. Over recent years, increasing use has been made of runway de-icing chemicals that have less environmental impact than those used previously. Fire drill activities are followed up to ensure that oil and extinguishing agents in the run-off water meet the emissions requirements.

In the period 1999-2006, registrations show that the number of people disturbed by aircraft noise fell by 26 percent. This reduction is due, in the first instance, to a switch to quieter types of aircraft. In 2006 at Oslo Airport Gardermoen there were 49 potential infringements of the noise regulations. In spite of a substantial increase in traffic, this is consistent with the downward trend recorded in recent years. The reduction in 2006 is of some 40 percent compared with 2005. New regulations on landings and take-offs at Oslo Airport Gardermoen are under review at the Ministry of Transport and Communications. These regulations must be viewed in the context of the introduction of a new airspace structure in the eastern part of Norway; please refer to the discussion above under the heading Air safety and HSE. In conformity with the EU Directive on noise-related operating restrictions (2002/30/EC), Avinor operates systematic noise mapping activities. In 2006, Avinor published a new aircraft noise zone map for 15 airports.

In 2002, the airport's neighbours issued a writ against Oslo Lufthavn AS on the basis of the Neighbour Act, with a claim for damages for the noise nuisance the airport causes. The case has been through all the courts and ended in 2006 with a judgment in the Supreme Court in which Oslo Lufthavn AS was ordered to pay damages for reduced property values to all the plaintiffs. This judgment introduces a new and stricter legal precedent for noise damages under the Neighbour Act than previous airport judgments. In Avinor's opinion, this judgment may therefore have consequences for other airports as well as other transport sectors.

Group energy consumption in electricity-specific installations amounted to 165.5GWh in 2006, an

increase of approx. 2 percent compared with 2005.

Energy consumption varies with temperature, level of activity and increased building stocks. Energy efficiency projects in the Group show a positive cost-benefit effect and such measures are an important part of the Group's expansion projects.

In 2006, the total recorded quantity of waste, including waste from waste-producers external to the Group at the airports was approx. 9,697 tonnes and 1,694 m<sup>3</sup>. By weight, the waste sorting rate is calculated as being approx. 49 percent. The quantity of waste increased by approx. 3 percent over the previous year, while the sorting rate fell somewhat. Avinor is working to facilitate environmentally friendly waste management for all the actors at the airports.

Emissions to the atmosphere derive primarily from air traffic, but there is also a contribution from airport operations and from passenger transport to and from the airports. At most Norwegian airports, the dispersal conditions are so favourable that local air pollution is not especially problematical. At Oslo Airport Gardermoen, air quality is monitored by measuring particles and nitrogen oxides (NO<sub>x</sub>). In 2006, the threshold value for particles was exceeded once, while the levels for NO<sub>x</sub> remained well below the threshold value in the pollution regulations. It is permitted to exceed the threshold values annually 35 and 18 times, respectively.

At Oslo Airport Gardermoen, the proportion of passengers travelling by public transport to the airport averaged 59 percent in 2006. This is a high proportion relative to comparable airports. Avinor will maintain its commitment to facilitating an increase in the proportion of public transport users at Oslo Airport Gardermoen and at other airports in Norway.

## Projects

In 2006 Avinor cooperated with the National Cultural Historical Properties project by preparing a summary of cultural monuments and cultural environments in the aviation sector. The documentation will be included in a national protection plan which will be completed during 2008.

2006 saw an initiative for a project to evaluate the sustainable development of air travel. In cooperation with other actors in the sector, the objective is to identify and implement environmental measures to improve the aviation sector's overall environmental performance. The project is due for completion in early 2008.



## Customers and partners

### Traffic statistics

Air traffic increased by 10.5 percent in 2006 measured by number of passengers and by 5.7 percent measured by number of aircraft movements at the airports. The total number of passengers through Avinor's airports rose from 32.7 million in 2005 to 36.2 million in 2006. At Oslo Airport Gardermoen, the number of passengers rose by 11.2 percent to 17.7 million in 2006, and the number of aircraft movements rose by 6.3 percent.

Cargo traffic measured by weight carried increased by 3.7 percent in 2006. Offshore traffic went up by 6.3 percent (passengers) and 5.0 percent (aircraft movements). The number of flyovers in Norwegian airspace rose by 10.3 percent in the year and now comprise 7 percent of all IFR aircraft movements in Norwegian airspace.

Traffic growth by all metrics was greater than expected and several airports are operating at full capacity at busy times of the day. In combination with more stringent regulatory requirements, for instance in terms of security checks, this has resulted in major operational challenges.

In 2006, for Oslo Airport Gardermoen, planning work was started on a new passenger terminal scheduled for completion by 2012. An extension of the public car park was also commenced; during 2007, this will provide approx. 2,600 new parking spaces. Measures were also implemented for expanding ground parking capacity, aircraft stands and passenger security checks.

### Punctuality and regularity

One important aspect of Avinor's social responsibility is to ensure punctuality and regularity. Avinor aims for punctuality of at least 88 percent and regularity of at least 98 percent, but it is important to note that achieving this objective depends on concerted efforts between the airport, the airlines, the handling companies, etc. It is estimated that Avinor's share of the delays amounts to approx. 24 percent (Aerodrome Services and Air Navigation Services), while other actors account for approx. 63 percent. Weather conditions account for the remaining delays.

Recorded punctuality in 2006 was 81.6 percent, compared with 84.2 percent in 2005. Recorded regularity was 97.8 percent, at the same level as in 2005. Norwegian regularity and punctuality are among the best in Europe, but have shown a downward trend in recent

years. This is related, among other things, to efforts to achieve a higher capacity utilisation by the airlines which makes the entire system more vulnerable to operational disruptions.

## Staffing and organisation

### Man-years worked

In 2006, the average number of man-years worked including overtime came to 2,792, an increase of 2.7 percent compared with 2005. The increase of approx. 48 man-years occurred in the main in the airport divisions and at Oslo Airport Gardermoen.

### Working environment

In the autumn of 2006, an employee survey was carried out, in which 73 percent of employees participated. Similar surveys were carried out in 2002 and 2004. The result in 2006 was far more positive in nature, compared with the previous survey in 2004, and especially in terms of pride and motivation. Confidence in executive management is considerably stronger compared with the previous survey in 2004. Several factors in the report indicate that employees have a far more positive and optimistic view of their own work situation and the company's future. However, there are still individual circumstances where improvement measures are being implemented locally, including in places where the level of conflict appears too high. At group level, the company will follow up in particular its work on improving employee goal-attainment and development interviews, systematising competence building and management development and stepping up HSE work. A decision has been made to carry out employee surveys annually in future.

### The air traffic controller situation

The operational situation in terms of the number of air traffic controllers (ATCs) is still vulnerable. Through strong prioritisation of operations in preference to development projects, operational deliverables were improved in the second half of 2006. Air Navigation Services is starting 2007 with the same vulnerable manning situation, but through the year there will be a gradual addition of resources. However, these resources will not compensate for the employees that will have to be on job release for further ATC training and the natural wastage



*2006 saw an initiative for a project to evaluate the sustainable development of air travel. In cooperation with other actors in the sector, the objective is to identify and implement environmental measures to improve the aviation sector's overall environmental performance.*

of ATCs reaching the operational age limit of 60 years. Accordingly, work is being done on various measures to limit the negative effects for Avinor's customers. A small number of foreign ATCs have been recruited and efforts are also being made to attract back ATCs who moved to foreign service providers in 2006. Avinor currently has 41 candidates in training and plans to start training a further 36 candidates this year. Recruitment and training of new ATCs will be a priority activity in the next few years with the aim of maximum utilisation of our training capacity.

### **Absence due to sickness**

Absence due to sickness in 2006 averaged 5.1 percent, of which long-term sickness (more than 2 weeks) was 3.5 percent. Avinor has previously signed a cooperation

agreement on inclusive working life (IA). IA is based on the workplace acting as the main arena in efforts to reduce sickness absences and exclusion from working life.

### **Equal opportunities**

The shareholder-elected Board members consist of three men and three women. All three employee representatives are men. A process has been implemented to establish the gender balance among the employee representatives on the Board as well. In group management at year-end there were two women and nine men. In the business as a whole, the proportion of women is 23.2 percent. Avinor has the objective of achieving a better gender balance, especially in management positions. The business aims to develop women managers through the group's manager development programme.



## Economy and finance

### Annual profit and return on invested capital

The Group's profit after tax in 2006 was NOK 433 million, compared with NOK 386 million in the preceding year. The 2006 result is positively affected by a planned reversal of a provision of NOK 180 million for operational liabilities linked to the non-profitable section of the airport network.

The return on invested capital after tax, adjusted for the airport operations liability provision, was 3.6 percent, compared with 4.3 percent for 2005. The Ministry of Transport and Communications, through Report to Parliament no. 15 (2006-2007), has defined Avinor's required return as 6.45 percent.

### Operating revenues

Operating revenues increased by 14.5 percent in 2006 to NOK 6,018 million, of which NOK 3,515 million were traffic revenues from the airlines. Other operating revenues derive essentially from secondary activities

such as leasing shopping space, servicing, parking, hotels and other infrastructure use. Other operating revenues are increasing in relative importance and, in 2006, they constituted nearly 42 percent of total operating revenues, compared with approx. 36 percent in 2005. The growth in operating revenues is occurring primarily at Oslo Airport Gardermoen and the other major airports. In 2006, Avinor received nothing from public procurements of regional aviation services. In 2005, this amounted to NOK 35 million.

### Operating costs

Operating costs in 2006 came to NOK 5,257 million, an increase over the previous year of NOK 812 million, or 18.3 percent. Adjusted for changes in extraordinary restructuring costs in 2005, the increase is NOK 557 million or 11.8 percent. The main reasons for this are increased costs relating to security and air safety. Total security costs came to NOK 726 million in 2006, an increase of nearly 35 percent over 2005. The Group's security expenses taken to income in 2006 came to NOK 692 million, giving the group a net negative

*Increasing societal expectations, e.g. a requirement for longer opening hours at the airports and better emergency preparedness, and increased regulatory requirements in air safety and security, are pushing costs upwards.*

effect on profit of NOK 34 million in security-related expenses. These security-cost increases must be viewed in relation to the increased regulatory requirements described under Air safety and HSE above. Increased air safety costs relate to a new wage agreement with the Norwegian Air Traffic Controllers Association in June 2006, an emergency preparedness agreement with heads of section, development projects and safety analyses.

### **Operating profit**

Operating profit was NOK 942 million, compared with NOK 811 million in 2005. Adjusted for changes in balance-sheet provisions linked to airport operations and extraordinary restructuring costs, operating profit increased in 2006 by approx. 37 percent and the operating margin went up from 10.6 percent in 2005 to 12.7 percent in 2006. Adjusted for intra-group transactions and distributions, Oslo Airport Gardermoen accounted for operating profit of NOK 1,567 million and the major airports division for NOK 542 million. The profit from these airports goes to finance the remainder of the airport network which returned an operating loss of NOK 889 million.

### **Financial items and tax**

The net financial result was NOK -406 million, compared with NOK -423 million in 2005. This improvement is due primarily to reduced net interest-bearing debt in the Group.

The year's tax cost amounted to NOK 103 million, equating to an effective tax rate of 22.4 percent. This is lower than the default 28 percent mainly due to a non-taxable reversal of balance-sheet airport-operations liabilities.

### **Cash flow and capital structure**

The Group had a net negative cash flow of NOK 301 million in 2006, compared with a net positive cash flow of NOK 391 million in 2005. The cash flow from operations came to NOK 1,698 million, while net investments, repayment of debt and payment of a dividend to the State amounted to nearly NOK 2,000 million.

Significant items in the accounts without a cash effect are depreciations of NOK 1,185 million and a change in balance-sheet pension liabilities of NOK 329 million.

The Group increased investments by 87 percent in 2006 from NOK 826 million in 2005 to NOK 1,545 million in 2006. Both security-related factors and development measures were strengthened relative to the previous year.

The Group's total equity is NOK 22.4 billion, with an equity ratio of 33.4 percent. A significant proportion of total equity consists of fixed assets and liabilities linked to the operation of the airports. In connection with the extension of Oslo Airport Gardermoen, the remaining debt to the State is NOK 6.4 billion at 31 December 2006. The Group's net balance-sheet pensions liabilities increased by nearly 46 percent, as a result, among other things, of the wage settlement in 2006. The actuarial factors used to calculate the Group's pensions liabilities are based on normal insurance-industry assumptions and are essentially unchanged from the preceding year.

The Group's financial position at year-end is good, with cash reserves of NOK 1,965 million. Short-term debt came to NOK 2,199 million.

The Group is expecting to be able to finance necessary investments in 2007 without raising loans, but, due to a high level of investment, a significant weakening of the Group's cash reserves is expected. Preparations for external loan financing will be initiated in 2007.

### **Financial risk**

The Group uses financial instruments to manage its exposure to changes in exchange rates, interest and energy prices. Avinor is exposed to currency risks linked to revenues in progress and energy purchases. Forward contracts are used to limit currency risks.

Forward contracts are taken out to cover some of the Group's energy use and, at year-end, the majority of the group's expected energy consumption was secured until 2009.

The Group's long-term debt is exposed to changes in long-term interest rates since the majority of the loans are government loans where interest is linked

to long-term government bond rates. Part of the loan portfolio is at fixed interest.

When placing the Group's cash surplus, emphasis is given to the issuer's solidity and the liquidity of the placement in preference to the return on it. Cash at year-end is deposited in the bank on negotiated conditions.

The Group has historically had low losses on receivables. The majority of the Group's receivables are due from the airlines, who for some time have experienced unsatisfactory profitability. A small portion of the receivables are secured using bank guarantees and/or deposits.

## The parent company Avinor AS

The parent company's profit after tax in 2006 was NOK 219 million, compared with NOK 66 million in the preceding year. This improvement is due to a better net financial result through group contributions and dividends from the Oslo Lufthavn AS subsidiary.

Operating revenues increased by 6.6 percent to NOK 3,219 million, while operating costs adjusted for extraordinary restructuring costs in 2005 increased by 12 percent to NOK 3,832 million. The operating result after a reversal of balance-sheet operating liabilities for the non-profitable part of the airport network was NOK -434 million, compared with NOK -148 million in 2005.

In 2006, the parent company had a net cash flow of NOK 336 million, compared with NOK -343 million in 2005. Net investments, repayment of external debt and payment of dividends to the State came to NOK 1,049 million in total. The net reduction in loans to group companies amounted to NOK 975 million. Short-term balance-sheet items increased by NOK 482 million. The profit and loss account was charged with NOK 637 million in depreciation, and a changed pensions liability on the balance sheet with no cash effect of NOK 314 million.

The parent company's total equity is NOK 14.2 billion, with an equity ratio of 49.8 percent. A significant proportion of total equity consists of fixed assets and liabilities linked to the operation of the airports.

## Going concern

Under §3-3 of the Accounting Act, the Board confirms that the financial statement has been prepared on the going-concern basis. This assumption is based on future profit forecasts.

## Outlook

The Ministry of Transport and Communication's expectations and requirements of Avinor are set out in Report to Parliament no. 15 (2006-2007) issued on 15 December 2006. The Group faces considerable imposed targets which are difficult to balance and which, from a financial point of view, may be mutually exclusive.

Increasing societal expectations, e.g. a requirement for longer opening hours at the airports and better emergency preparedness, and increased regulatory requirements in air safety and security, are pushing costs upwards. The deficit from the economically unprofitable airports will increase in years to come. At the same time, the Group faces demands for a reduction in aviation taxes.

With an extensive infrastructure and a high proportion of fixed costs, Avinor's finances and investment capability are sensitive to changes in volumes. Future traffic developments are highly dependent on general socio-economic trends, the airlines' finances and Avinor's ability to offer competitive aviation services.

The Group is anticipating reduced profits and a negative cash flow in the next few years. The owner's defined requirement for return on invested capital is not expected to be met. It will be appropriate to seek new external financing of the investment needs in the years ahead. The Board is of the opinion that the arrangement whereby the State procures regional aviation services must be maintained so that it can be deployed if the situation requires it.

## Corporate Governance

Avinor AS is wholly owned by the Norwegian State through the Ministry of Transport and Communication. The Minister of Transport and Communication constitutes the company's General Meeting. On agreement with the employees, the company does not have a corporate assembly, but instead there are three employee representatives on the Board. The Board comprises six shareholder-elected members and three employee representatives. The Board sets out an annual agenda for its work.

The Board's and the Managing Director's responsibilities and tasks are set out in instructions to the Board and instructions to the Managing Director, both determined by the Board. Over the year, the Board has

laid down the company's strategy for the period 2007-2011, as well as ethical guidelines. The Board attaches great importance to following up on the Government's focus on corporate governance through management of the State's ownership.

### Allocation of the year's surplus

Post-tax profit in Avinor AS came to NOK 219 million. In conformity with the Ministry of Transport and Communication's established dividend policy for Avinor, the Board proposes distribution of a dividend of NOK 324.5 million.

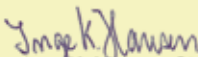
This produces the following allocation of the year's surplus:

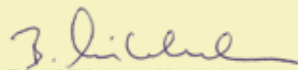
Dividend:	NOK 324.5 million
To other equity:	NOK -105.6 million

Distributable equity at 31.12.2006 was NOK 752.4 million.

After a challenging year, the Board would like to convey its thanks to all employees and partners for their huge efforts in 2006. The Board also thanks all employees in the security companies who have handled the introduction of increasingly complex and demanding regulations in circumstances of very high traffic growth.


Oslo, 28 March 2007

  
Inge K. Hansen, Styrets leder

  
Bård Mikkelsen, Nestleder

  
Kristin Vangdal

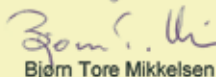
  
Oddbjørn A. Starrfelt

  
Petter Jansen

  
Anne Stärk-Johansen

  
Magne Jørgstad

  
Helge Lobergsli

  
Bjørn Tore Mikkelsen

  
Sverre Quale,  
Administrerende Direktør





# 05

## THE ENVIRONMENTAL CHALLENGES FACING AVIATION





# Avinor implements new environmental projects

The global climate situation presents the aviation industry with major challenges. Avinor has resolved to respond to these challenges on two fronts. Efforts to reduce environmental impacts from each individual airport will be sustained and intensified. Avinor will also be a driving force in development programmes which, in the long term, will serve to reduce the aviation industry's total emissions of greenhouse gases.

Avinor published an annual environmental report which sets out measures implemented to limit environmental pollution from the operation of Avinor's airports. The report, available on Avinor's website, contains detailed information about emissions permits, environmental targets, environmental checks, aircraft noise, energy consumption, etc. Avinor's subsidiary Oslo Airport Gardermoen prepares a similar separate report. Efficient routines for reporting, checks, implementation and follow-up of local initiatives are core to the Avinor group's environmental efforts.



## Energy consumption

Avinor's total electricity consumption in 2006 was 102.46 GWh, excluding Oslo Airport Gardermoen. At 19 of Avinor's 46 airports, measures were implemented to reduce consumption. These included motion-sensing lighting, power management systems and heat pumps.

At Molde Airport, Årø, the construction of a new operations building focused on heating using seawater-based heat pumps. Several of Avinor's airports are close to the sea and a similar heating solution is planned for the construction of a new terminal and tower building at Alta Airport. Here, a seawater-based heat exchanger/heat pump will reduce energy consumption for heating and cooling to an estimated 775,000 kWh/year. This corresponds to 100,000 litres of heating oil or around 350 tonnes of CO<sub>2</sub> emissions annually. In autumn 2006, Avinor decided to implement an energy savings project for the entire group. During 2007, the project will perform a detailing survey of energy consumption at all of Avinor's airports, and propose measures to reduce consumption and/or convert to more environmentally friendly energy sources.



## Climate-neutral airport operations

The aviation industry's emissions to the atmosphere derive primarily from aircraft traffic, but there is also a contribution from the operation of the airports and from passenger transport to and from them. Avinor is reviewing the options for climate-neutral airport operations and will leave no stone unturned to find out which measures may be relevant.

The measures for achieving such an ambition is likely to include replacing vehicles, fuel conversion, waste management, a wide range of energy savings measures, ways of encouraging the use of public transport to and from the airports and the purchase of quotas to offset remaining emissions.

*In autumn 2006, Avinor decided to implement an energy savings project.*



## Sustainable air travel

In addition to concrete initiatives at the airports, Avinor will seek to participate actively in the sector's overall environmental efforts. Avinor's strategic plan for the period 2007-2011 formulates four environmental objectives to which the business has committed itself. Avinor will:

- be a driving force in the aviation industry for developing effective environmental measures
- work actively to prevent airport operations from contributing to global warming
- implement best practice in environmental reporting
- promote more extensive use of public transport via shuttle services serving the major airports

In 2006, Avinor initiated a comprehensive development project to chart the challenges, elucidate the facts and generate new measures. The airlines responded positively and the process of developing measures has now started. The work will be carried out through close cooperation with experts in the environmental organisations, the Norwegian Confederation of Trade Unions, the Norwegian Pollution Control Authority etc. and will result in a combined action plan in January 2008.

The work is organised into three sub-projects which deal with the entire travel chain: shuttle service, airport operations and aircraft-side operations. In addition, an external survey will be conducted of the sector's social significance and how different traffic scenarios would impact environmental status and social factors. On the basis of this survey, the sector aims to contribute to the widest possible, factual information about potential measures and their consequences.

These activities have recently got underway and the process will deal with the following issues:

- Technical improvements to aircraft (e.g. engines, aircraft design)
- Processes to ensure green landings, direct routes and reduced airborne time, etc.
- Climate-neutral airport operations
- Different means of ensuring more extensive use of public-transport via shuttle services
- The levying of taxes in various areas, within a revenue-neutral framework, to stimulate the airlines towards environmentally optimal aircraft fleets
- Promote a sound environmental profile in areas which do not concern global warming, but which means a lot to people, such as noise, soil contamination, etc.



## Framework conditions

Avinor's social responsibility is to create conditions conducive to safe, environmentally friendly and efficient air travel in all parts of the country. The Norwegian Government's political platform of 2005 establishes that the current airport structure is to be maintained, unless there is a local demand to close down an airport. Surveys demonstrate aviation's importance to Norwegian society. The country's geography and decentralised habitation mean that flying is often the only realistic means of transport. The sector is highly significant for the country's overall growth, competitiveness, local development, tourism, health services and offshore activities. Avinor's long-term plans are based on forecasts indicating growth in air traffic. Avinor



needs to prepare budgets and operations for such a development in accordance with its social remit.

In its further climate commitments, Avinor will undertake fact-finding projects to provide a basis for formulating environmental policy measures. Avinor depends on environmental challenges being countered with framework conditions that have clear intentions, that are predictable and that, from the outset, balance the various public interests. Without such a platform, it will be exceedingly demanding and risky to lay down long-term plans for how key social infrastructure linked to Norwegian aviation is to be planned, financed, operated and developed.



## Aviation in the EU's quota trading system?

In December 2006, the EU Commission proposed that all internal flights in the EU and EEA (including domestic flights) should be incorporated in the EU's quota trading system as of 2011. From 2012, the Commission wants the system to be extended to include flights to and from the EU/EEA. Avinor and the rest of the sector endorse the proposal.

Why?

Global air travel currently accounts for around 2-3 percent of total emissions of greenhouse gases. In addition, emissions of water vapour, NO<sub>x</sub> and particles from flights in the upper atmosphere have climatic impact. Emissions from aircraft will be reduced using new technology in the years ahead, but not enough: the climatic impact of aviation is likely to increase as people travel more and more.

Norway is currently one of few countries in the world where aviation pays CO<sub>2</sub> duty on jet fuel (kerosene) used for domestic air traffic. But international air traffic is not dutiable in any country because it has proved difficult to agree on how such an excise system should work.

The idea behind the quota trading system is that trading in quotas will reduce emissions because fewer quotas are issued than there are actual emissions. By purchasing quotas from companies that are able to reduce their emissions, aviation can assume its environmental responsibility and contribute to reducing global greenhouse gas emissions along with the other industries in the EU quota trading system.

# 06

## INVESTING IN DEVELOPMENT AND UPGRADES





# High level of investments in years to come

More stringent safety requirements, higher traffic volumes and maintenance and development needs will entail a high level of investments in Norwegian airports and air traffic control in the years ahead.



## Safety areas and lighting systems

New regulatory requirements for the design of safety areas and lighting systems constitute the single project that will require the most resources, both financial and organisational.

In June 2006, the Board of Avinor decided to establish a dedicated project on work entailed by the new regulatory requirements for the design of safety areas and lighting systems for the country's airports. Avinor has created a separate licensing project to assist airport managers in preparing applications and actions plans for obtaining Norwegian Air Operator Certification. The safety areas and lighting systems (S & L) project then takes over and aims to ensure that the measures involved in the design of S & L will be implemented.

The S & L project is extremely resource-intensive. For the local airports, a cost framework of NOK 1.7 million has been approved. The framework for regional and medium-sized airports is under review and is due summer 2007. In cooperation



with the airports and the licensing project, clarification processes are now ongoing concerning scope, progress and costs. Administrative and technical guidelines are also being established. It is important for the clarification processes to be finalised so that progress can be sustained.

## The Radar programme

The principal object of the Radar programme, named NORAP (Norwegian Radar Programme), is to improve radar coverage both for the flight phase and landings and take-offs. As far as possible, Avinor will also establish radar coverage in the control zones. This is the airspace in the areas surrounding the controlled airports.

NORAP was formally examined and approved at the Board meeting of 20 June 2006, with an approved investment framework of NOK 389 million. This includes investments in technical infrastructure and labour.

Air traffic control based on the use of radar offers improved safety for travellers and increased capacity and flexibility in the air. Increased capacity in turn offers shorter flight times and more efficient traffic flows.

The radar plan for the period 2006 to 2012 provides for the establishment of radar for the areas: Varanger/Kirkenes, Alta/



Hammerfest, Bardufoss, Andøya, Ørland, Flesland/Førdesveten and Oslofjord/Torp. In addition to this is the establishment of radar coverage for offshore traffic. This project comprises three radar installations - two offshore, for Heidrun and Ekofisk, and one onshore in Rogaland.

Avinor has a planned expansion schedule for three locations in 2007, two per year in 2008, 2009 and 2010, and one location in 2011.





## Cooperation on runway extension

The Board of Avinor decided in September 2006 to sign an agreement with Molde Lufthavnutvikling AS on the extension of the runway at Molde Airport, Årø. The new runway will be ready in autumn 2007 or spring 2008. Molde Airport currently has a runway of only 1,601 metres, which is the shortest on the main network. The plan is to extend the runway to 1,980 metres. The extension will be a significant improvement in terms of both traffic flows and risk reduction, the latter especially in the case of winter landings. Molde Airport is currently operated mainly using Boeing 737 series and Airbus 320 aircraft, and these are also expected to be the dominant types of craft at the airport in future. Avinor will be responsible for planning and investing in technical installations for the aircraft. Molde Lufthavnutvikling AS will be responsible for the other aspects of the extension. In return Molde Lufthavnutvikling AS will receive a significant share of the revenues from international traffic and similarly from retail and duty-free sales, parking and advertising. The maximum agreement term is set at 15 years. As indicated, Avinor will be facing new major investments in the years to come. These investment projects will require substantial financial and organisational resources. The agreement with Molde Lufthavnutvikling AS is an example of the type of agreement that allows Avinor to speed up its plans and achieve more in a shorter time, for the benefit of passengers.

*The extension will be a significant improvement in terms of both traffic flows and risk reduction.*





## Safe and efficient traffic flows

Traffic statistics and trend forecasts point to growth at Norwegian airports in the years ahead, and especially to and from the country's largest airports. To cater for this trend, Avinor decided in June 2006 to implement specific development plans for Bergen Airport, Flesland and Stavanger Airport, Sola. The object is to make these airports better able to handle traffic in a safe and efficient manner.

The plans for Bergen Airport, Flesland include alterations to the taxiways, extension of the international terminal, improvement of the aircraft parking/docking stands, new operations buildings, new de-icing pads, runway centre line lights, ground traffic radar and new secondary radar. The construction programme has an investment framework of NOK 461 million. The investments will be of the essence for safety, punctuality and efficiency at the airport. Overall, the investments approved are also profitable.

The Board of Avinor also decided on the last component of an investment programme for Stavanger Airport, Sola. The total investment framework is NOK 400 million and includes extension of the international and domestic terminals. The construction projects will facilitate more efficient traffic flows. In addition to all the safety aspects, in its further development of the country's airport terminals, Avinor will attach great importance to safe and efficient ground operations with the shortest possible stops for passengers to embark and disembark. Following its extension, Stavanger Airport, Sola will have a total of 17 aircraft parking/docking stands at the terminal building, compared to 10 today.

# 07

## STATISTICS



# Aircraft Movements

Civil Aircraft Movements 2006

Airport	Scheduled Operations		Non-Scheduled Operations		Freight Operations		Total Scheduled/ Non-Scheduled
	Domestic	Internat.	Domestic	Internat.	Domestic	Internat.	
OSLO, Gardermoen	96 636	90 588	2 800	15 431	3 249	2 079	210 783
STAVANGER, Sola	26 578	14 873	2 158	2 443	1 437	1 102	48 591
BERGEN, Flesland	51 993	12 560	1 072	2 240	2 700	48	70 613
TRONDHEIM, Værnes	37 368	5 776	1 535	1 295	335	12	46 321
BODØ	35 677	22	219	194	1 326	10	37 448
TROMSØ	29 299	455	133	424	1 173	9	31 493
<b>REGIONAL AIRPORTS</b>	<b>180 915</b>	<b>33 686</b>	<b>5 117</b>	<b>6 596</b>	<b>6 971</b>	<b>1 181</b>	<b>234 466</b>
KRISTIANSAND, Kjevik	9 600	3 423	245	486	642	12	14 408
HAUGESUND, Karmøy	6 438	693	488	502	26		8 147
ÅLESUND, Vigra	8 195	80	422	540	690	6	9 933
MOLDE, Årø	6 673	17	752	415	129	8	7 994
KRISTIANSUND, Kvernberget	6 541	7	623	117	30	13	7 331
HARSTAD/NARVIK, Evenes	7 411	15	96	189	1 089	1	8 801
BARDUFOSS	1 895	3	95	10	7	3	2 013
ALTA	7 036	147	1 026	88	793	3	9 093
LAKSELV, Banak	2 624	6	18	47	2	4	2 701
KIRKENES, Høybuktnoen	6 229	38	44	24	11		6 346
SVALBARD, Longyear	909	13	3 155	85	87	1	4 250
<b>MEDIUM-SIZED AIRPORTS</b>	<b>63 551</b>	<b>4 442</b>	<b>6 964</b>	<b>2 503</b>	<b>3 506</b>	<b>51</b>	<b>81 017</b>
Fagernes, Leirin	1 136	11	38	138	5		1 328
Sogndal, Haukåsen	5 242		24	1			5 267
Florø	5 394	17	30	16	50	20	5 527
Førde	3 544		98	9	362	1	4 014
Sandane, Anda	2 395		6				2 401
Ørsta-Volda, Hovden	2 367		6				2 373
Røros	573		38	24	5	1	641
Namsos	2 687		14	3			2 704
Rørvik, Ryum	2 206						2 206
Brønnøysund, Brønnøy	5 327	8	456	8	55		5 854
Sandnessjøen, Stokka	5 610		1	2	42		5 655
Mo i Rana, Røssvold	5 748		6	4	426		6 184
Mosjøen, Kjærstad	4 916		3				4 919
Røst	1 149		12				1 161
Værøy (Heliport)	1 092				2		1 094
Leknes	4 304		11	1			4 316
Svolvær, Helle	3 853		17				3 870
Stokmarknes, Skagen	5 001		41	3			5 045
Narvik, Framnes	2 153		1		4		2 158
Andøya	2 575		19	6	5		2 605
Sørkjosen	1 685		2				1 687
Hasvik	1 058						1 058
Hammerfest	8 248		20	4			8 272
Honningsvåg, Valan	2 161		1				2 162
Mehamn	2 317		19				2 336
Berlevåg	1 726		8	1			1 735
Båtsfjord	2 276						2 276
Vadsø	6 017		16		71		6 104
Vardø, Svartnes	2 167						2 167
<b>LOCAL AIRPORTS</b>	<b>94 927</b>	<b>36</b>	<b>887</b>	<b>220</b>	<b>1 027</b>	<b>22</b>	<b>97 119</b>
Sandefjord, Torp	10 147	10 335	503	1 051	650	10	22 696
Skien, Geiteryggen	1 613	3	97	84	1		1 798
Farsund, Lista	1		26	10	2		39
Notodden	536		66	7			609
Dagali	42		2				44
Stord, Sørstokken	1 129	21	1 077	61	15	2	2 305
Rygge			27	6	2		35
Ørland	584	8	41	18			651
<b>NON AVINOR AIRPORTS</b>	<b>14 052</b>	<b>10 367</b>	<b>1 839</b>	<b>1 237</b>	<b>670</b>	<b>12</b>	<b>28 177</b>
<b>OSLO AIRPORT</b>	<b>96 636</b>	<b>90 588</b>	<b>2 800</b>	<b>15 431</b>	<b>3 249</b>	<b>2 079</b>	<b>210 783</b>
Regional Airports	180 915	33 686	5 117	6 596	6 971	1 181	234 466
Medium-sized Airports	63 551	4 442	6 964	2 503	3 506	51	81 017
Local Airports	94 927	36	887	220	1 027	22	97 119
<b>AVINOR TOTAL</b>	<b>436 029</b>	<b>128 752</b>	<b>15 768</b>	<b>24 750</b>	<b>14 753</b>	<b>3 333</b>	<b>623 385</b>
Non-Avinor Airports	14 052	10 367	1 839	1 237	670	12	28 177
<b>TOTAL</b>	<b>450 081</b>	<b>139 119</b>	<b>17 607</b>	<b>25 987</b>	<b>15 423</b>	<b>3 345</b>	<b>651 562</b>

	Change from 2005	Other Commercial	Ambulance Operations	School/ Instruction	General Aviation	Continental Shelf	Other Civil Operations	Total	Change from 2005	Airport
	8,1%	210	2 150	248	1 669		2 803	217 863	7,5%	OSLO, Gardermoen
	11,1%	89	665	300	8 576	11 901	5 009	75 131	9,3%	STAVANGER, Sola
	8,7%	434	883	2 044	2 548	15 409	3 553	95 484	7,4%	BERGEN, Flesland
	3,9%	295	1 612	1 608	1 933	32	1 527	53 328	3,8%	TRONDHEIM, Værnes
	-0,4%	90	2 753	876	2 063	7	939	44 176	-0,4%	BODØ
	9,1%	149	4 711	407	2 260	6	1 027	40 053	5,8%	TROMSØ
	6,7%	1 057	10 624	5 235	17 380	27 355	12 055	308 172	5,8%	REGIONAL AIRPORTS
	-1,1%	74	465	341	1 973		360	17 621	-2,1%	KRISTIANSAND, Kjevik
	-3,5%	35	134	320	1 400	13	626	10 675	-1,6%	HAUGESUND, Karmøy
	6,4%	34	1 292	163	635	9	260	12 326	6,8%	ÅLESUND, Vigra
	23,2%	6	597	57	976		266	9 896	17,6%	MOLDE, Årø
	10,0%	11	419	82	429	6 086	537	14 895	10,0%	KRISTIANSUND, Kvernberget
	-5,5%	10	547	318	212		225	10 113	-8,2%	HARSTAD/NARVIK, Evenes
	-2,4%	10	87	3 367	643	2	179	6 301	-24,5%	BARDUFOSS
	15,2%	32	1 806	80	205	9	724	11 949	9,6%	ALTA
	-3,0%		366	13	210		146	3 436	-4,6%	LAKSELV, Banak
	0,3%	91	1 561	16	104		113	8 231	1,4%	KIRKENES, Høybuktnoen
	6,8%	154	121	174	9		1 813	6 521	7,6%	SVALBARD, Longyear
	4,1%	457	7 395	4 931	6 796	6 119	5 249	111 964	1,4%	MEDIUM-SIZED AIRPORTS
	-0,7%	3	9	397	805		215	2 757	-4,7%	Fagernes, Leirin
	3,9%		51	5	170		130	5 623	2,6%	Sogndal, Haukåsen
	-5,2%	12	28	66	248	1 746	192	7 819	-5,2%	Florø
	14,6%	13	180	244	601	6	1 969	7 027	4,6%	Førde
	3,1%		136	4	281		68	2 890	2,2%	Sandane, Anda
	4,3%		274	191	331		94	3 263	5,8%	Ørsta-Volda, Hovden
	-1,1%	6	42	1 959	475		125	3 248	-13,0%	Røros
	-2,9%	1	64	6	167	2	87	3 031	-2,1%	Namsos
	-0,6%	5	45	2	103	3	46	2 410	-0,7%	Rørвик, Ryum
	0,1%	4	1 159	123	266	1 486	351	9 243	-4,0%	Brønnøysund, Brønnøy
	-0,2%		542	335	52	7	107	6 698	-5,3%	Sandnessjøen, Stokka
	0,1%		653	49	282		422	7 590	-1,7%	Mo i Rana, Røssvold
	-0,5%		364	6	51		73	5 413	-3,7%	Mosjøen, Kjørstad
	-1,6%		84		65		35	1 345	0,1%	Røst
	4,7%	2	6		7		5	1 114	3,7%	Værøy (Heliport)
	2,9%	1	730	37	181		20	5 285	0,5%	Leknes
	-0,7%	1	40	42	232		122	4 307	-2,5%	Svolvær, Helle
	-5,3%	15	633	101	103		35	5 932	-7,0%	Stokmarknes, Skagen
	-0,2%	2	471	126	174		102	3 033	-9,1%	Narvik, Framnes
	-13,7%	8	69	53	55		57	2 847	-10,9%	Andøya
	-0,4%		114	78	79		81	2 039	-6,0%	Sørkjosen
	1,5%		76		15		8	1 157	-1,7%	Hasvik
	2,7%	23	1 539	262	200	754	206	11 256	-2,2%	Hammerfest
	-14,4%		103	10	133	2	23	2 433	-10,9%	Honningsvåg, Valan
	0,7%	2	258	2	24		29	2 651	2,6%	Mehamn
	1,2%	3	117		9	2	10	1 876	2,0%	Berlevåg
	-0,4%		332		5		17	2 630	1,4%	Båtsfjord
	0,8%	5	421	8	97		55	6 690	0,1%	Vadsø
	0,4%		220		4		20	2 411	-2,2%	Varde, Svartnes
	-0,2%	106	8 760	4 106	5 215	4 008	4 704	124 018	-2,6%	LOCAL AIRPORTS
	5,0%	650	77	7 223	2 954		3 580	37 180	8,0%	Sandefjord, Torp
	17,4%	265	34	2 745	1 966		704	7 512	1,4%	Skien, Geiteryggen
	-66,1%	9	21	38	171	13	76	367	-10,9%	Farsund, Lista
	8,8%	7	28	218	1 653	1	350	2 866	2,0%	Notodden
				11	128		13	196	168,5%	Dagali
	3,0%		35	734	910	4	211	4 199	7,1%	Stord, Sørstokken
		1	45	5 817	1 536		234	7 668	-82,7%	Pygge
	2,7%	16	364	104	932	3	200	2 270	4,3%	Ørland
	5,3%	948	604	16 890	10 250	21	5 368	62 258	5,2%	NON AVINOR AIRPORTS
	8,1%	210	2 150	248	1 669		2 803	217 863	7,5%	OSLO AIRPORT
	6,7%	1 057	10 624	5 235	17 380	27 355	12 055	308 172	5,8%	Regional Airports
	4,1%	457	7 395	4 931	6 796	6 119	5 249	111 964	1,4%	Medium-sized Airports
	-0,2%	106	8 760	4 106	5 215	4 008	4 704	124 018	-2,6%	Local Airports
	1,1%	1 830	28 929	14 520	31 060	37 482	24 811	762 017	4,2%	AVINOR TOTAL
	5,3%	948	604	16 890	10 250	21	5 368	62 258	5,2%	Non-Avinor Airports
	5,7%	2 778	29 533	31 410	41 310	37 503	30 179	824 275	4,2%	TOTAL

# Passengers

Passengers, Scheduled - and Non-scheduled Traffic 2006.

(Main airports are shown in capital letters)

Airport	Scheduled Traffic						Total Scheduled Traffic
	Arrived / Departed				Transit	Transfer Counted twice	
	Domestic	Change from 2005	International	Change from 2005			
<b>OSLO, Gardermoen</b>	6 339 669	7,0%	6 890 699	15,8%	11 534	3 199 622	16 441 524
STAVANGER, Sola	2 019 749	13,2%	802 105	14,4%	7 473	79 026	2 908 353
BERGEN, Flesland	2 767 251	10,3%	911 106	24,5%	187 002	241 632	4 106 991
TRONDHEIM, Værnes	2 280 466	5,4%	350 972	16,8%	1 028	376 332	3 008 798
BODØ	930 730	7,8%	15		127 475	351 184	1 409 404
TROMSØ	1 151 862	6,5%	3 748	-20,5%	61 062	307 426	1 524 098
<b>REGIONAL AIRPORTS</b>	<b>9 150 058</b>	<b>8,9%</b>	<b>2 067 946</b>	<b>19,0%</b>	<b>384 040</b>	<b>1 355 600</b>	<b>12 957 644</b>
KRISTIANSAND, Kjevik	588 678	0,7%	190 142	38,6%	2 117	4 474	785 411
HAUGESUND, Karmøy	366 297	12,8%	76 076	-9,2%	79	1 914	444 366
ÅLESUND, Vigra	627 253	4,7%	2 607	-35,6%	43 560	3 920	677 340
MOLDE, Årø	389 389	13,8%			3 500	2 284	395 173
KRISTIANSUND, Kvernberget	237 147	6,4%	3 707	49,8%	1 402	1 582	243 838
HARSTAD/NARVIK, Evenes	451 661	4,3%			10 292	1 438	463 391
BARDUFOSS	167 060	9,7%			366	44	167 470
ALTA	383 770	28,2%			8 181	20 924	412 875
LAKSELV, Banak	44 859	14,8%			5 053	970	50 882
KIRKENES, Høybukta	179 476	3,5%			499	43 270	223 245
SVALBARD, Longyear	125 428	7,0%				106	125 534
<b>MEDIUM-SIZED AIRPORTS</b>	<b>3 561 018</b>	<b>8,3%</b>	<b>272 532</b>	<b>19,8%</b>	<b>75 049</b>	<b>80 926</b>	<b>3 989 525</b>
Fagernes, Leirin	5 030	12,2%					5 030
Sogndal, Haukåsen	37 758	9,3%			20 815	34 662	93 235
Florø	104 016	-6,9%					104 016
Førde	69 732	6,1%			1 246	54	71 032
Sandane, Anda	32 156	8,7%			7 822	300	40 278
Ørsta-Volda, Hovden	46 370	11,3%			3 472		49 842
Røros	7 955	-12,4%					7 955
Namsos	19 635	4,2%			14 862		34 497
Rørvik, Ryum	19 734	6,5%			10 820	4	30 558
Brønnøysund, Brønnøy	69 240	-1,0%			19 050		88 290
Sandnessjøen, Stokka	48 807	2,7%			28 365	66	77 238
Mo i Rana, Røssvoll	77 199	8,0%			17 972		95 171
Mosjøen, Kjærstad	54 151	8,2%			16 307		70 458
Røst	7 755	-2,3%					7 755
Værøy	7 923	-5,4%					7 923
Leknes	84 215	13,1%			3 199	54	87 468
Svolvær, Helle	63 787	3,7%			213		64 000
Stokmarknes, Skagen	92 740	10,1%			8 451	168	101 359
Narvik, Framnes	22 696	64,8%			3 920		26 616
Andøya	32 276	-5,4%			2 530	168	34 974
Sørkjosen	8 977	0,8%			9 243	2	18 222
Hasvik	5 129	12,0%			5 893		11 022
Hammerfest	108 757	3,7%			24 826	10 000	143 583
Honningsvåg, Valan	11 114	2,5%			10 320		21 434
Mehamn	13 027	19,6%			9 006		22 033
Berlevåg	4 451	4,4%			8 372	4	12 827
Båtsfjord	9 403	-1,9%			12 695	48	22 146
Vadsø	61 269	8,4%			20 302	9 902	91 473
Vardø, Svartnes	11 585	11,3%			11 913		23 498
<b>LOCAL AIRPORTS</b>	<b>1 136 887</b>	<b>5,4%</b>			<b>271 614</b>	<b>55 432</b>	<b>1 463 933</b>
Sandefjord, Torp	302 832	-5,4%	890 444	10,9%	2 241	11 360	1 206 877
Skien, Geiteryggen	27 839	93,4%					27 839
Farsund, Lista							
Notodden	2 468	51,7%					2 468
Dagali							
Stord, Sørstokken	27 983	-9,5%			1 241		29 224
<b>NON AVINOR AIRPORTS</b>	<b>361 122</b>	<b>-1,6%</b>	<b>890 444</b>	<b>10,7%</b>	<b>3 482</b>	<b>11 360</b>	<b>1 266 408</b>
<b>OSLO AIRPORT</b>	<b>6 339 669</b>	<b>7,0%</b>	<b>6 890 699</b>	<b>15,8%</b>	<b>11 534</b>	<b>3 199 622</b>	<b>16 441 524</b>
Regional Airports	9 150 058	8,9%	2 067 946	19,0%	384 040	1 355 600	12 957 644
Medium-sized Airports	3 561 018	8,3%	272 532	19,8%	75 049	80 926	3 989 525
Local Airports	1 136 887	5,4%			271 614	55 432	1 463 933
<b>AVINOR TOTAL</b>	<b>20 187 632</b>	<b>8,0%</b>	<b>9 231 177</b>	<b>16,6%</b>	<b>742 237</b>	<b>4 691 580</b>	<b>34 852 626</b>
Non-Avinor Airports	361 122	-1,6%	890 444	10,7%	3 482	11 360	1 266 408
<b>TOTAL</b>	<b>20 548 754</b>	<b>7,8%</b>	<b>10 121 621</b>	<b>16,0%</b>	<b>745 719</b>	<b>4 702 940</b>	<b>36 119 034</b>

	Non-scheduled Traffic				Total Arrived/ Departed	Change from 2005	Total incl. Transit/Transfer	Change from 2005	Flyplass Airport
	Arrived / Departed		Transfer counted twice	Total Non-scheduled					
	Domestic	International							
48 260	1 156 856	25 616	1 230 732	14 435 484	10,2%	17 672 256	11,2%	OSLO	
1 908	189 889	9 770	201 567	3 013 651	12,9%	3 109 920	11,7%	STAVANGER	
8 097	231 976	10 974	251 047	3 918 430	12,8%	4 358 038	12,8%	BERGEN	
1 087	153 379	4 337	158 803	2 785 904	8,0%	3 167 601	7,9%	TRONDHEIM	
766	18 922	1 210	20 898	950 433	7,9%	1 430 302	7,6%	BODØ	
1 287	29 499	2 371	33 157	1 186 396	6,6%	1 557 255	7,4%	TROMSØ	
13 145	623 665	28 662	665 472	11 854 814	10,6%	13 623 116	10,2%	REGIONAL AIRPORTS	
1 202	32 247	1 290	34 739	812 269	7,8%	820 150	7,7%	KRISTIANSAND	
10 878	33 053	2 412	46 343	486 304	11,4%	490 709	12,0%	HAUGESUND	
589	53 489	1 196	55 274	683 938	6,3%	732 614	7,1%	ÅLESUND	
28 232	20 542	730	49 504	438 163	24,2%	444 677	24,5%	MOLDE	
890	12 814	67	13 771	254 558	7,1%	257 609	7,4%	KRISTIANSUND	
2 705	20 121	208	23 034	474 487	4,1%	486 425	3,6%	HARSTAD/NARVIK	
1 316	222	434	1 972	168 598	9,3%	169 442	9,3%	BARDUFLOSS	
683	2 713	1	3 397	387 166	15,9%	416 272	16,1%	ALTA	
908	4 057	211	5 176	49 824	18,3%	56 058	5,8%	LAKSELV	
692	3 873		4 565	184 041	2,8%	227 810	3,2%	KIRKENES	
731	1 802		2 533	127 961	8,5%	128 067	7,9%	SVALBARD	
48 826	184 933	6 549	240 308	4 067 309	9,7%	4 229 833	9,7%	MEDIUM-SIZED AIRPORTS	
491	10 153		10 644	15 674	-11,6%	15 674	-11,6%	Fagernes	
				37 758	9,3%	93 235	12,0%	Sogndal	
	146	112	258	104 162	-6,8%	104 274	-6,7%	Florø	
				69 732	6,1%	71 032	6,1%	Førde	
				32 156	8,7%	40 278	8,9%	Sandane	
				46 370	11,3%	49 842	11,2%	Ørsta-Volda	
387	25		412	8 367	-20,4%	8 367	-22,2%	Røros	
				19 635	4,2%	34 497	2,3%	Namsos	
				19 734	6,5%	30 558	6,0%	Rørвик	
				69 240	-1,0%	88 290	-0,8%	Brønnøysund	
				48 807	2,7%	77 238	-1,0%	Sandnessjøen	
				77 199	8,0%	95 171	3,8%	Mo i Rana	
				54 151	8,2%	70 458	3,2%	Mosjøen	
9			9	7 764	-2,5%	7 764	-2,5%	Røst	
				7 923	-5,4%	7 923	-5,4%	Værøy	
				84 215	13,1%	87 468	10,1%	Leknes	
				63 787	3,7%	64 000	4,0%	Svolvær	
				92 740	10,1%	101 359	6,0%	Stokmarknes	
				22 696	64,8%	26 616	93,3%	Narvik	
				32 276	-5,4%	34 974	-20,6%	Andøya	
				8 977	0,8%	18 222	18,3%	Sørkjosen	
				5 129	12,0%	11 022	3,9%	Hasvik	
				108 757	3,7%	143 583	5,7%	Hammerfest	
				11 114	2,5%	21 434	23,6%	Honningsvåg	
				13 027	19,6%	22 033	14,2%	Mehamn	
				4 451	4,4%	12 827	5,7%	Berlevåg	
				9 403	-1,9%	22 146	2,1%	Båtsfjord	
18			18	61 287	4,2%	91 491	3,9%	Vadsø	
				11 585	11,3%	23 498	13,5%	Vardø	
905	10 324	112	11 341	1 148 116	4,8%	1 475 274	4,4%	LOCAL AIRPORTS	
11 852	72 112	4 771	88 735	1 277 240	6,9%	1 295 612	7,0%	Sandefjord	
228	147		375	28 214		28 214		Skien	
					-100,0%			Farsund, Lista	
22			22	2 490	43,6%	2 490	43,6%	Notodden	
								Dagali	
29 298	1 911	8 077	39 286	59 192	14,5%	68 510	14,3%	Stord	
41 400	74 170	12 848	128 418	1 367 136	8,2%	1 394 826	8,4%	NON AVINOR AIRPORTS	
48 260	1 156 856	25 616	1 230 732	14 435 484	10,2%	17 672 256	11,2%	OSLO AIRPORT	
13 145	623 665	28 662	665 472	11 854 814	10,6%	13 623 116	10,2%	Regional Airports	
48 826	184 933	6 549	240 308	4 067 309	9,7%	4 229 833	9,7%	Medium-sized Airports	
905	10 324	112	11 341	1 148 116	4,8%	1 475 274	4,4%	Local Airports	
111 136	1 975 778	60 939	2 147 853	31 505 723	10,1%	37 000 479	10,4%	AVINOR TOTAL	
41 400	74 170	12 848	128 418	1 367 136	8,2%	1 394 826	8,4%	Non-Avinor Airports	
152 536	2 049 948	73 787	2 276 271	32 872 859	10,0%	38 395 305	10,3%	TOTAL	



# Offshore Traffic

Offshore Traffic to Oil Installations on the Norwegian Sector 2006.<sup>1)</sup>

Base	Number of Landings at Base	Change from 2005	Number of Passengers Arrived and Departed	Change from 2005
Bergen, Flesland	7 632	6,2%	222 436	10,0%
Stavanger, Sola	5 945	6,1%	161 932	7,1%
Kristiansund, Kvernberget	3 038	11,6%	72 153	4,6%
Florø	868	-6,5%	26 685	-9,4%
Brønnøysund	740	-9,0%	13 494	-17,7%
Hammerfest	379	-	1 881	-
<b>Total</b>	<b>18 602</b>	<b>7,8%</b>	<b>498 581</b>	<b>6,5%</b>

1) Table offshore traffic reports the number of offshore landings, whereas table civil aircraft movements reports number of aircraft movements. A movement is one landing or one take off.

# Freight and Mail

Freight and Mail Scheduled and Non-scheduled Operations 2006<sup>1)</sup>. Tonnes.

1) Small differences on totals can occur because of round offs.

Airport	Freight				Total	Mail				Total
	Domestic		International			Domestic		International		
	Unloaded	Loaded	Unloaded	Loaded		Unloaded	Loaded	Unloaded	Loaded	
<b>OSLO, Gardermoen</b>	<b>2 668,47</b>	<b>6 956,69</b>	<b>26 632,10</b>	<b>32 464,54</b>	<b>68 721,80</b>	<b>5 323,83</b>	<b>11 241,17</b>	<b>3 491,73</b>	<b>1 357,88</b>	<b>21 414,61</b>
STAVANGER, Sola	1 292,70	748,01	718,59	767,13	3 526,43	2 243,94	1 158,87	14,95	12,80	3 430,56
BERGEN, Flesland	1 458,21	895,19	450,30	417,97	3 221,67	2 693,52	1 501,28	6,50	7,17	4 208,46
TRONDHEIM, Værnes	1 105,41	938,88	30,33	15,23	2 089,85	1 776,48	819,27	2,46	6,29	2 604,49
BODØ	1 095,37	494,10	0,16	1,97	1 591,60	1 394,99	1 201,24	-	-	2 596,23
TROMSØ	1 120,68	1 436,50	1,30	1,72	2 560,18	1 422,38	1 212,99	0,32	1,52	2 637,21
<b>REGIONAL AIRPORTS</b>	<b>6 072,37</b>	<b>4 512,67</b>	<b>1 200,68</b>	<b>1 204,02</b>	<b>12 989,73</b>	<b>9 531,31</b>	<b>5 893,64</b>	<b>24,22</b>	<b>27,78</b>	<b>15 476,96</b>
KRISTIANSAND, Kjevik	293,81	169,74	40,10	49,35	553,00	162,37	210,90	-	-	373,28
HAUGESUND, Karmøy	197,06	96,59	3,49	1,31	298,44	0,60	1,20	1,08	1,12	4,00
ÅLESUND, Vigra	451,27	526,39	14,28	0,87	992,81	777,26	438,65	-	-	1 215,92
MOLDE, Årø	231,46	148,17	22,60	0,37	402,60	666,03	350,80	3,10	-	1 019,93
KRISTIANSUND, Kvernberget	207,81	68,57	22,19	16,79	315,36	4,40	0,04	12,69	0,12	17,24
HARSTAD/NARVIK, Evenes	410,20	326,96	5,05	-	742,21	552,87	257,95	-	-	810,82
BARDUFOSS	120,81	43,83	0,05	0,38	165,07	24,07	9,07	-	-	33,15
ALTA	413,04	92,28	1,18	-	506,50	12,45	77,59	-	-	90,04
LAKSELV, Banak	93,06	5,60	-	0,55	99,21	263,96	41,86	-	-	305,81
KIRKENES, Høybukta	387,14	134,47	0,35	-	521,96	110,18	94,30	-	-	204,48
SVALBARD, Longyear	516,07	353,92	0,68	0,53	871,19	269,66	32,67	1,52	0,21	304,06
<b>MEDIUM-SIZED AIRPORTS</b>	<b>3 321,73</b>	<b>1 966,52</b>	<b>109,97</b>	<b>70,14</b>	<b>5 468,36</b>	<b>2 843,86</b>	<b>1 515,04</b>	<b>18,39</b>	<b>1,45</b>	<b>4 378,74</b>
Fagernes, Leirin	1,00	0,23	-	1,30	2,53	0,02	0,92	-	-	0,94
Sogndal, Haukåsen	35,44	23,51	-	-	58,95	0,05	65,89	-	-	65,94
Florø	29,07	11,16	-	-	40,23	8,40	42,61	-	-	51,01
Førde	33,52	17,55	-	-	51,07	0,01	125,86	-	-	125,86
Sandane, Anda	27,33	1,83	-	-	29,16	1,32	-	-	-	1,32
Ørsta-Volda, Hovden	21,40	3,65	-	-	25,05	0,40	0,34	-	-	0,75
Røros	2,13	1,19	-	-	3,32	-	0,10	-	-	0,10
Namsos	15,01	2,82	-	-	17,83	0,14	24,44	-	-	24,58
Rørvik, Ryum	6,33	2,48	-	-	8,81	0,24	14,84	-	-	15,08
Brønnøysund, Brønnøy	24,37	17,20	-	-	41,57	146,71	83,03	-	-	229,73
Sandnessjøen, Stokka	35,78	12,32	-	-	48,10	130,96	77,60	-	-	208,57
Mo i Rana, Røssvoll	238,82	16,47	-	-	255,29	3,84	108,20	-	-	112,04
Mosjøen, Kjørstad	71,98	16,75	-	-	88,73	154,77	52,85	-	-	207,62
Røst	6,11	0,14	-	-	6,25	22,47	2,12	-	-	24,59
Værøy (Heliport)	5,57	1,03	-	-	6,60	34,18	7,88	-	-	42,06
Leknes	46,17	6,38	-	-	52,55	144,48	39,32	-	-	183,80
Svolvær, Helle	49,81	8,06	-	-	57,87	124,37	67,59	-	-	191,96
Stokmarknes, Skagen	58,23	18,71	-	-	76,93	0,91	40,79	-	-	41,70
Narvik, Framnes	12,26	7,54	-	-	19,80	0,02	0,02	-	-	0,04
Andøya	13,53	4,30	-	-	17,82	0,19	11,73	-	-	11,92
Sørkjosen	5,85	0,29	-	-	6,13	0,02	0,04	-	-	0,06
Hasvik	5,68	1,66	-	-	7,34	24,90	3,28	-	-	28,18
Hammerfest	233,45	28,44	-	-	261,89	45,88	74,04	-	-	119,92
Honningsvåg, Valan	40,21	1,62	-	-	41,83	2,21	11,38	-	-	13,59
Mehamn	18,03	1,30	-	-	19,33	14,79	6,54	-	-	21,33
Berlevåg	12,02	0,90	-	-	12,92	20,31	2,82	-	-	23,13
Båtsfjord	24,28	1,71	-	-	25,99	28,52	5,73	-	-	34,26
Vadsø	136,96	25,60	-	-	162,56	72,45	76,01	-	-	148,46
Vardø, Svartnes	26,31	3,41	-	-	29,72	7,35	1,14	-	-	8,49
<b>LOCAL AIRPORTS</b>	<b>1 236,63</b>	<b>238,23</b>	<b>-</b>	<b>1,30</b>	<b>1 476,16</b>	<b>989,91</b>	<b>947,09</b>	<b>-</b>	<b>-</b>	<b>1 937,00</b>
Sandefjord, Torp	47,26	84,76	15,31	14,11	161,44	211,19	111,56	-	0,15	322,89
Skien, Geiteryggen	-	0,11	-	0,04	0,15	-	-	-	-	-
Farsund, Lista	-	-	-	-	-	-	-	-	-	-
Notodden	-	-	-	-	-	-	-	-	-	-
Dagali	-	-	-	-	-	-	-	-	-	-
Stord, Sørstokken	10,74	0,55	-	-	11,29	-	-	-	-	-
Ørlandet	-	-	-	-	-	-	-	-	-	-
<b>NON AVINOR AIRPORTS</b>	<b>58,00</b>	<b>85,42</b>	<b>15,31</b>	<b>14,15</b>	<b>172,88</b>	<b>211,19</b>	<b>111,56</b>	<b>-</b>	<b>0,15</b>	<b>322,89</b>
<b>OSLO AIRPORT</b>	<b>2 668,47</b>	<b>6 956,69</b>	<b>26 632,10</b>	<b>32 464,54</b>	<b>68 721,80</b>	<b>5 323,83</b>	<b>11 241,17</b>	<b>3 491,73</b>	<b>1 357,88</b>	<b>21 414,61</b>
Regional Airports	6 072,37	4 512,67	1 200,68	1 204,02	12 989,73	9 531,31	5 893,64	24,22	27,78	15 476,96
Medium-sized Airports	3 321,73	1 966,52	109,97	70,14	5 468,36	2 843,86	1 515,04	18,39	1,45	4 378,74
Local Airports	1 236,63	238,23	-	1,30	1 476,16	989,91	947,09	-	-	1 937,00
<b>AVINOR TOTAL</b>	<b>13 299,20</b>	<b>13 674,11</b>	<b>27 942,74</b>	<b>33 739,99</b>	<b>88 656,04</b>	<b>18 688,91</b>	<b>19 596,94</b>	<b>3 534,35</b>	<b>1 387,11</b>	<b>43 207,31</b>
Change from 2005	-5,38%	-2,07%	7,17%	3,17%	2,14%	6,63%	14,17%	-6,40%	-24,83%	7,18%
Non-Avinor Airports	58,00	85,42	15,31	14,15	172,88	211,19	111,56	-	0,15	322,89
<b>TOTAL</b>	<b>13 357,15</b>	<b>13 759,51</b>	<b>27 958,12</b>	<b>33 754,17</b>	<b>88 828,94</b>	<b>18 900,16</b>	<b>19 708,63</b>	<b>3 534,29</b>	<b>1 387,01</b>	<b>43 530,27</b>
Change from 2005	-5,39%	-2,07%	7,12%	3,14%	2,11%	7,07%	14,80%	-6,40%	-24,86%	7,64%



**AVINOR**

Avinor AS  
Christian Frederiks plass 6, Oslo  
P.O.- Box 150, N-2061 Gardermoen  
Tel: + 47 815 30 550  
Fax: + 47 6703 0001  
[www.avinor.no](http://www.avinor.no)