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| **ADDITIONAL INFORMATION TO REPORTING TABLES 1 – TOTAL COSTS AND UNIT COSTS** |

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| 1. **Determined costs and unit costs**
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| **a) Description of the methodology used for allocating costs of facilities or services between different air navigation services, based on the list of facilities and services listed in ICAO Regional Air Navigation Plan, European Region (Doc 7754) as last amended, and a description of the methodology used for allocating those costs between different charging zones;** |

Norway has one terminal navigation charging zone which comprises four Norwegian airports with more than 50.000 movements per year. These are Oslo, Bergen, Trondheim and Stavanger. All these airports are operated by Avinor AS.Air navigation services are provided by Avinor ANS.

The operating cost is related to the cost of terminal navigation services (TNC). In addition, 20 % of the operating cost for provision of approach control services at the 4 largest airports is included in the TNC cost base. The remaining 80 % of the operating cost for provision of approach control services, are allocated to the en-route cost base.

**Support cost:** A number of allocation models are in use to distribute different support and overhead costs between all types of units. These allocation models are different, dependant on the type of cost. The main purpose of the different allocation models is to ensure that the cost allocation is in line with the operational requirements and the actual use of the different support functions. Support cost associated with tower control functions are forwarded to the airport operators and into the TNC cost base. 20 % of the cost associated with approach control functions is allocated to the TNC cost base, whereas the remaining 80 % and the support cost associated with en-route functions are allocated to the en-route cost base.

**CNS-cost:** The cost related to the operation of the CNS facilities is divided between tower control functions, approach control functions and en-route control functions. When CNS/ATM-equipment is serving several functions, a proportional number is defined for each installation based on the operational requirements and the actual use of the installation concerned. The cost related to tower control functions is allocated entirely to the airport operator and into the TNC cost base, whereas the cost related to approach control services is forwarded 20 % to the TNC cost base and 80 % to the en-route cost base.

**Depreciation:** Depreciation cost is allocated dependant on the actual use of the installations concerned. Where an installation serves several functions, a proportional split between tower control services, approach control services and en-route control services is determined. This is based on the operational use of the installation. The depreciation cost in the TNC cost base includes the depreciation for installations that are used entirely or partly for tower control functions, and 20 % of the depreciation cost for installations that are used entirely or partly for approach control functions.

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| **b) Description of the methodology and assumptions used to establish the costs of air navigation services provided to VFR flights, when exemptions are granted for VFR flights in accordance with Article 31(3), 31(4) and 31(5);** |

The volume of VFR flights in Norway is generally small and services to VFR flights are provided as an integrated part of the services provided from the ATS-units. The cost share for VFR flights is estimated to 0,25% of the total cost from 2021 to 2024.

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| **c) Criteria used to allocate costs between terminal and en route services, in accordance with Article 22(5);** |

**2019 baseline adjustments**



The above change was implemented as from 2020, methodology also described in 1a)

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| **d) Breakdown of the meteorological costs between direct costs and the costs of supporting meteorological facilities and services that also serve meteorological requirements in general (‘MET core costs’). MET core costs include general analysis and forecasting, surface and upper-air observation networks, meteorological communication systems, data processing centres and supporting core research, training and administration;** |

The meteorological costs are included in the total terminal costs stemming from the supplier of ANS, Avinor ANS.



MET-costs are classified in the TNC-cost base as Staff (86%) and other operating costs (14%) according to feedback from the MET-service provider (The Norwegian Meteorological Institute)

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| **e) Description of the methodology used for allocating total meteorological costs and MET core costs referred to in point (d) to civil aviation and between charging zones;** |

The meteorological costs included in the terminal cost base are based on the actual forecast products provided by the certified MET service provider related to terminal services. The MET costs are included in the total cost stemming from the supplier of ANS, Avinor Flysikring AS (ANS).

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| **f) For each entity, description of the composition of each item of the determined costs by nature and by service (points 1 and 2 of Table 1), including a description of the main factors explaining the planned variations over the reference period;** |

***Determined costs by nature and by service***

***Determined costs by nature and by service***

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| **Entity: Avinor AS** |
| **1. Detail by nature (in nominal terms)** Ref. ANNEX B. REPORTING TABLES (TERMINAL) |
| 1.1 Staff costs | Even though traffic levels have been higher in Norway than in many other European countries, due to the Norwegian dependence on national air traffic, the decrease in traffic numbers from 2019 to 2020 was 47,5%. Stringent restrictions on international travel have however led to almost an absence of international flights to and from Norway during large parts of 2020 and 2021. The Norwegian government has implemented a number of measures to help businesses hard hit by the pandemic. Avinor AS has received financial support from its owner (the Norwegian Ministry of Transport) in 2020. There is an ongoing dialogue between Avinor and the Ministry of Transport to decide on the impact of this support on the level of the charges in 2023 onwards. The service provider reports that cost development in the medium and longer term will be driven by the gradual return to normal traffic volumes. A number of cost containment measures are established and followed up through a cost containment programme. The traffic situation is continuously monitored, and all measures are balanced against the capacity to meet the expected increase in traffic for the coming months and years.  |
|  of which, pension costs | Pension costs are included in the total basis for staff costs, and almost all staff and pension costs originate from Avinor ANS.

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| In ‘000 NOK (nom) | **2020** | **2021** | **2022** | **2023** | **2024** |
| Avinor AS | 3 923 | 2 800 | 3 023 | 3 129 | 3 154 |
| Avinor ANS | 41 140 | 38 361 | 39 001 | 39 714 | 40 435 |
| Pension costs  | 45 063 | 41 162 | 42 024 | 42 843 | 43 589 |

 |
| 1.2 Other operating costs | The main categories of other operating costs are travel, consultancy, intercompany services i.e. IT, accounting and maintenance of equipment used for TNC services.Other operating costs are expected to maintain relatively stable in RP3.  |
| 1.3 Depreciation | Depreciations relate to the total fixed assets in operations of TNC services. Capital expenditure will increase slightly in RP3 due to general investments in ATM systems at OSL. |
| 1.4 Cost of capital | Cost of capital on assets used for TNC services.The investment project New ATM system OSL (NeTSO) has been delayed two years due to the pandemic, and the cost of capital will increase in RP3. Training of ATCOs at Gardermoen TWR will probably start in 2025, with first implementation of NeTSO early in RP4. The rationale for implementing NeTSO is the need for change due to the implementation of the new en-route ATM-system (iTEC), the preparation for 3rd RWY at OSL and implementation of CP1 requirements. Norway is not part of the European Union’s CEF funding program and has not been able to receive EU funding for implementation projects required by (EU) 716/2014. The cost for NeTSO will therefore need to be covered in full by the TNC charge. If Norway had been eligible for CEF funding, the percentage of applicable funding would be up to 50 % of the project cost. Efficiency benefits from NeTSO is expected from 2026 at the earliest. Efficiency in ordinary TWR operations is expected to increase because of the implementation of new technology and Avinor AS is planning to handle the increase in air traffic with the same or reduced number of operational staff. The project will in phase two introduce new technology; remote tower functionality in conventional TWR and better safety nets. The benefits for the airspace users will include increased safety, capacity and cost-efficiency.  |
| 1.5 Exceptional items |  |
| **2. Detail by service (in nominal terms)** ANNEX B. REPORTING TABLES (TERMINAL) |
| 2.1 Air Traffic Management |  |
| 2.2 Communication |  |
| 2.3 Navigation |  |
| 2.4 Surveillance |  |
| 2.5 Search and rescue |  |
| 2.6 Aeronautical Information |  |
| 2.7 Meteorological services |  |
| 2.8 Supervision costs |  |
| 2.9 Other State costs |  |
| **Adjustments beyond the provisions of the International Financial Reporting Standards adopted by the Union pursuant to Regulation (EC) No 1126/2008** |
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| **Entity: Avinor Air Navigation Services (ANS)** |
| **1. Detail by nature (in nominal terms)** |
| 1.1 Staff costs | The pandemic has dramatically changed the situation for aviation in Norway during the last year. Even though traffic levels have been higher in Norway than in many other European countries, due to the Norwegian dependence on national air traffic, the reduction in 2020 was 42 % for IFR movements and 50 % for en-route service units. Stringent restrictions on international travel have however led to almost an absence of international flights to and from Norway during large parts of 2020 and 2021. Already before the pandemic, during autumn 2019, Avinor ANS had initiated a reorganisation of administrative units, resulting in a 30 % reduction in administrative and support staff (40 FTEs), with effect from late 2019/early 2020. As a consequence, Avinor ANS entered 2020 with a slimmer and more efficient support staff. When the pandemic struck the market in spring 2020, Avinor ANS responded to the traffic downturn with a number of furloughs both in operational and support units. The furloughs have been ranging from 10 % to 100 % of staff at the units, in the operational units mostly 100 %. During the last year Avinor ANS has also entered voluntary redundancy agreements to reduce the number of staff permanently.In addition, salaries have been temporarily reduced for management, and variable cost items, such as overtime, travel and consultancy fees have been considerably reduced as a direct response to traffic and revenue shortfall. ATCO training has been paused until the uncertainty in the traffic forecast is reduced. The Norwegian government has implemented a number of measures to help businesses hard hit by the pandemic. Norwegian companies’ right to furlough staff was expanded during 2020, through an act passed by the Norwegian government, to allow businesses negatively impacted by Covid-19 to adjust cost to revenue shortfalls and to avoid severe adverse effects on employment. Under normal circumstances the right to furlough is limited to six months, but was expanded to 18 months under the Covid circumstances. There is an ongoing process in Avinor ANS to evaluate and decide on cost efficiency measures after the furlough period ends. Avinor AS (mother company of Avinor ANS) has received financial support from its owner (The Norwegian Ministry of Transport) in 2020. There is an ongoing dialogue between Avinor and the Ministry of Transport to decide on the impact of this support on the level of the charges in 2023 onwards. Avinor reports that cost development in the medium and longer term will be driven by the gradual return to normal traffic volumes. A number of cost containment measures are established and followed up through a cost containment programme. The traffic situation is continuously monitored and all measures are balanced against the capacity to meet the expected traffic increase in the coming months/years.  |
|  of which, pension costs | Pension costs are included in the total staff costs. Almost all staff and pension costs originate from Avinor ANS. |
| 1.2 Other operating costs | Please see 1.1.  |
| 1.3 Depreciation | Depreciation on assets owned by Avinor ANS is increasing due to reallocating assets according to the service the asset is supporting. Avinor AS is the owner of most assets in operation of terminal navigation services.  |
| 1.4 Cost of capital | Please see 1.3.  |
| 1.5 Exceptional items |  |
| **2. Detail by service (in nominal terms)** |
| 2.1 Air Traffic Management |  |
| 2.2 Communication |  |
| 2.3 Navigation |  |
| 2.4 Surveillance |  |
| 2.5 Search and rescue |  |
| 2.6 Aeronautical Information |  |
| 2.7 Meteorological services |  |
| 2.8 Supervision costs |  |
| 2.9 Other State costs |  |
| **Adjustments beyond the provisions of the International Financial Reporting Standards adopted by the Union pursuant to Regulation (EC) No 1126/2008** |
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***Pension costs***

*Note: The determined pension costs of the main ANSPs are detailed and justified in the body of the performance plan (item 3.4.3)*

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| **Entity: Avinor AS** |
| **Assumptions underlying the determined pension costs and expected evolution over Reference Period 3** |
| All Norwegian Citizens are members of the National Insurance Scheme and entitled to withdraw a retirement pension after the age of 62. The retirement pension is funded through the National Insurance scheme. Employers are obligated to contribute to the National Insurance Scheme through a payroll tax based on as a percentage of personnel cost. The percentage is differentiated based on geographical criteria. The ANSP at the four airports within the TNC performance scheme, Avinor ANS, has presently a rate of 14,1 %.As per 01.01.2019 all employees working within Avinor AS had a choice of staying within the defined benefit plan (Statens Pensjonskasse) or choosing to change to a new defined contribution plan. The pension plan is financed with 7 % premium on pensionable salary between 0 and 7,1 G (G: Public pension base rate), and 20 % on pensionable salary between 7,1 and 12 G. The employees contribute 1,5% of the premium.  |

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| **g) For each entity, a description and justification of the method adopted for the calculation of depreciation costs (point 1.3 of Table 1): historical costs or current costs referred to in the fourth subparagraph of Article 22(4), and, where current cost accounting is used, provision of comparable historical cost data;** |

Depreciation costs relate to the total fixed asset in operation for ANS purposes. These fixed assets are depreciated in accordance with their expected operating life cycle. Avinor uses a linear method applied to historic cost of the assets. Avinor AS financial statements are compliant with International Accounting Standards, IFRS. Avinor AS’ depreciation method is in accordance with applicable law.

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| **h) For each entity, description and underlying assumptions of each item of complementary information (point 3 of Table 1), including a description of the main factors explaining the variations over the reference period;** |

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| **Avinor AS** |
| **Costs of new and existing investments (see also performance plan item 2)** |
| 3.10 Depreciation | Covered in item f) above |
| 3.11 Cost of capital  | Based on the latest assessment of the cost of capital, done by Oslo Economics.  |
| 3.12 Cost of leasing  | N/A |

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| **Eurocontrol costs** |
| 3.13 Eurocontrol costs (Euro) | N/A |
| 3.14 Exchange rate (if applicable) | Not relevant for TN charges |

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| **i) For each entity, description of the assumptions used to compute the cost of capital (point 1.4 of Table 1), including the composition of the asset base, the return on equity, the average interest on debts and the shares of financing of the asset base through debt and equity;** |

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| **Avinor AS** |
| **Average asset base** |
| 3.1 NBV fixed assets | Based on the financial forecast for Avinor AS and Avinor ANS and the actual share of fixed assets used for TNC services.  |
| 3.2 Adjustments total assets |  |
| 3.3 Net current assets | Based on the financial forecast for Avinor AS and Avinor ANS, and the share of fixed assets used for TNC services and the share of working capital related to TNC services.  |
| **Cost of capital %** |
| 3.6 Return on equity |  |

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| **Avinor AS**  |
| **Average asset base** |
| 3.1 NBV fixed assets | NBV fixed assets are based on the financial forecast for Avinor AS and Avinor ANS and the actual share of fixed assets used for TNC services.  |
| 3.2 Adjustments total assets | < … > |
| 3.3 Net current assets | < … > |
| **Cost of capital %** |
| 3.6 Return on equity | Return on equity before tax is set to 10,20% based on an analysis performed by external financial consultants Oslo Economics. |
| 3.7 Average interest on debts | Average interest on debts before tax is set to 2,95% based on an analysis performed by Oslo Economics.  |
| 3.8 Share of financing through equity | Share of financing through equity is set to 40% in the analysis performed by Oslo Economics, which is in accordance with the articles of association for Avinor AS issued by the Ministry of Transport, stating that the group's equity may not be less than 40% of the group's interest-bearing long-term loans and equity at any given time.  |
| **ANSP/Entity: Avinor AS** | **RP3** |
| **Cost of Capital (WACC) in nominal terms** | **2020** | **2021** | **2022** | **2023** | **2024** |
| **Capital structure (% debt)** | 60% | 60% | 60% | 60% | 60% |
| **Return on Equity % (pre tax) - T1 3.6** | 10,20% | 10,20% | 10,20% | 10,20% | 10,20% |
| **Interest on debt % (pre tax) - T1 3.7** | 2,95% | 2,95% | 2,95% | 2,95% | 2,95% |
| **WACC % (pre tax) - T1 3.5** | 5,85% | 5,85% | 5,85% | 5,85% | 5,85% |

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| **j) Description of the determined costs of common projects (point 3.9 of Table 1).** |

Not applicable for Norway in RP3

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| 1. **Actual costs and unit costs**
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| **a) For each entity and for each cost item, a description of the reported actual costs and the difference between those costs and the determined costs, for each year of the reference period;** |

As the local cost-efficiency performance targets for RP3 are currently subject to revision as part of the draft performance plans to be submitted by Member States to the Commission by 1 October 2021, in line with the exceptional measures for RP3 due to the COVID-19 pandemic (Regulation (EU) 2020/1627 of 3 November 2020), the monitoring of the 2020 actual performance is carried out against the 2019 actual performance.

The main drivers for differences between actual data for 2020 and actual data for 2019 are presented for each cost item by nature in the tables below.

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| **RP3 Monitoring – Year 2020 vs. 2019** |
| **ANSP: Avinor Air Navigation Services**  |
| 1.1 Staff costs | The share of approach costs allocated to terminal services was reduced from 50 % to 20 % from 1. January 2020, please see 1a, decreasing the cost-base with 58,9 MNOK. The remaining cost reductions are related to reduced operational activity due to the COVID-19 pandemic. This is described in more detail in *1f, 1.1. Staff Cost.*  |
| 1.2 Other operating costs | Please see 1.1.  |
| 1.3 Depreciation | Depreciation on assets owned by Avinor ANS is increasing due to change of allocation method for approach services. The assets are allocated relating to the services they are supporting. Avinor AS is the owner of most assets in operations of terminal navigation services.  |
| 1.4 Cost of capital | Please see 1.3.  |
| 1.5 Exceptional items | < … > |

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| **RP3 Monitoring – Year 2020 vs. 2019** |
| **STATE/NSA: Avinor ANS** |
| 1.1 Staff costs | < … > |
| 1.2 Other operating costs | The APP share of the NSA cost in 2020 is deducted with 80% which is allocated to the en-route cost base. |
| 1.3 Depreciation | < … > |
| 1.4 Cost of capital | < … > |
| 1.5 Exceptional items | < … > |

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| **b) Description of the reported actual service units and a description of any differences between those units and the figures provided by the entity that is billing and collecting charges as well as any differences between those units and the forecast set in the performance plan, for each year of the reference period;** |

The 2020 actual service units vs. 2019 actual service units: The pandemic dramatically changed the situation for aviation in Norway during the last year. Even though traffic levels have been higher in Norway than in many other European countries, due to the Norwegian dependence on national air traffic, the reduction in 2020 was 47,5 %. Offshore traffic has not been reduced in the same way as commercial traffic, due to fewer passengers onboard each flight, keeping the amount of movements higher than normal.

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| **c) Breakdown of the actual costs of common projects per individual project;** |

Not applicable

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| **d) Justification of the difference between the determined and the actual costs of new and existing investments of the air navigation service providers, as well as the difference between the planned and the actual date of entry into operation of the fixed assets financed by those investments for each year of the reference period;** |

In respect of calendar year 2020, this information is to be provided in the annual monitoring report (see section 4 of the RP3 monitoring template).



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| **e) Description of the investment projects added, cancelled or replaced during the reference period with respect to the major investment projects identified in the performance plan, and approved by the national supervisory authority in accordance with Article 28(4).** |

In respect of calendar year 2020, this information is to be provided in the annual monitoring report (see section 4 of the RP3 monitoring template).

**Draft PP RP3 (November 2019)**



**Revised draft PP RP3 (September 2021)**



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| **ADDITIONAL INFORMATION TO REPORTING TABLES 2 – UNIT RATE CALCULATION** |

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| **a) Description and rationale for establishment of the different charging zones, in particular with regard to terminal charging zones and potential cross-subsidies between charging zones;** |

Norway has one common charging zone for TNC within the scope of regulation (EU) 2019/317– consisting of 4 airports Oslo (ENGM), Bergen (ENBR), Stavanger (ENZV) and Trondheim (ENVA).

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| **b) Description of the policy on exemptions and description of the financing means to cover the related costs;** |

Actual costs incurred in relation to services to flights exempted from ANS charges (pursuant to Article 31(3) to (5) and Article 22(6) of Implementing Regulation (EU) 2019/317) in the charging zone in 2020.

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|  | **2020** |
| Costs for exempted VFR flights | 1 027 KNOK |
| Costs for exempted IFR flights |  |
| **Total costs for exempted flights** | 1 027 KNOK |

Description of the financing means covering the costs incurred for services provided to exempted flights in 2020:

Exempted flights are specific dignitary flights, flights by aircraft less than 2 tones, SAR, calibration flights, circular flights, VFR and humanitarian flights.

Exempted costs are covered by commercial revenues and owner funding.

Costs planned in relation to services to flights exempted from ANS charges (pursuant to Article 31(3) to (5) and Article 22(6) of Implementing Regulation (EU) 2019/317) in the charging zone in 2021.

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|  | **2021** |
| Costs for exempted VFR flights | 1 030 KNOK |
| Costs for exempted IFR flights |  |
| **Total costs for exempted flights** | 1 030 KNOK |

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| **c) Description of adjustments resulting from the traffic risk sharing mechanism in accordance with Article 27;** |

Not applicable for this submission – will be based on the combined year 2020-2021 after the adoption of the RP3 performance plan as per Article 16 (Exceptional measures for RP3 due to the COVID-19 pandemic (Regulation (EU) 2020/1627, Article 5(1) and (2))).

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| **d) Description of the differences between determined costs and actual costs of year n as a result of the changes in costs referred to in Article 28(3) including description of the changes referred to in that Article;** |

Not applicable for this submission – will be based on the combined year 2020-2021 after the adoption of the RP3 performance plan as per Article 16 (Exceptional measures for RP3 due to the COVID-19 pandemic (Regulation (EU) 2020/1627, Article 5(3))).

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| **e) Description of adjustments resulting from unforeseen changes in costs in accordance with Article 28(3) to (6);** |

Not applicable for this submission – will be based on the combined year 2020-2021 after the adoption of the RP3 performance plan as per Article 16 (Exceptional measures for RP3 due to the COVID-19 pandemic (Regulation (EU) 2020/1627, Article 5(3))).

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| **f) Description of the other revenues, if any, broken down between the different categories indicated in Article 25(3);** |

Costs exempt either stemming from previous (carried over from RP2) or current reference period (RP3) are not applicable for this submission (ref. terminal reporting tables RP3, sheet T2, item 3.8 and item 13.4).

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| **g) Description of the application of the financial incentive schemes referred to in Article 11(3) and 11(4) in year n and the resulting financial advantages and disadvantages; description and explanation of the modulation of air navigation charges applied in year n under Article 32 where applicable, and resulting adjustments;** |

***Financial incentive schemes***

The description and justification of the parameters of the incentive scheme defined in accordance with Article 11(3) and 11 (4) are provided in the body of the performance plan under item 5.2.

***Modulation of charges***

The actual application and relating financial advantages and disadvantages for 2020 is not applicable (Exceptional measures for RP3 due to the COVID-19 pandemic (Regulation (EU) 2020/1627, Article 3 (3))).

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| **h) Description of adjustments relating to the temporary application of a unit rate under Article 29(5);** |

Not applicable for this submission – will be based on the combined year 2020-2021 after the adoption of the RP3 performance plan as per Article 16 (Exceptional measures for RP3 due to the COVID-19 pandemic (Regulation (EU) 2020/1627, Article 5(4))).

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| **i) Description of the cross-financing between en route charging zones, or between terminal charging zones, in accordance with point (e) of Article 15(2) of Regulation 550/2004;** |

Not applicable for this submission in current reference period RP3 (ref. terminal reporting tables RP3, sheet T2, item 13.9).

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| **j) Information on the application of a lower unit rate under Article 29(6) than the unit rate calculated in accordance with Article 25(2) and the means to finance the difference in revenue;** |

In the TNC reporting table T2, item 13.14 reduction as per Art. 29(6)) for combined year 2020/2021 amounts to -1571,57 NOK/SU shows the effect of the revenue losses (429,9 MNOK) both from item 13.7 Traffic adjustments of 56,3 MNOK to be carried forward to 2022 and 2023, and from item 13.10 difference in revenue from temporary application of unit rate of 373,5 MNOK not to be carried forward to 2023-2029.

To mitigate the consequences of the pandemic on the aviation industry the Norwegian Ministry of Transport has made the following decisions:

* With reference to (EU)2019/317 Article 29(6), the terminal unit rates for 2022 will be kept unchanged in real terms compared to the previous year. With an expected inflation rate of 1,9 % according to Statistics Norway the TNC unit rate is re-calculated to 1921,59 NOK/SU, a reduction as per Art. 29(6) of -200,79 NOK/SU. The impact for Avinor AS is an expected revenue loss (deficit) for the TNC services of 41,1 MNOK in 2022, compared with the unit rate set in accordance with (EU) 2019/317, Article 25 (2)



* With regard to the calculations leading to a determined unit cost/unit rate for the years 2023 and 2024, the Norwegian Ministry of transport reserves the right to decide setting unit rates at a lower level in order to further stimulate the recovery of traffic post covid-19. In that case, this will be communicated in the autumn 2022 (UR 2023) and correspondingly in the autumn 2023 (UR 2024)





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| **k) Information and breakdown of the adjustments relating to previous reference periods impacting the unit rate calculation;** |





**General information Covid-19 measures**

The Avinor Group comprises Avinor AS, that operates the majority of the Norwegian airports, and Avinor Flysikring AS, the ANS provider. Avinor Flysikring AS is a subsidiary of Avinor AS.

Financial support has been provided to the Avinor group by its owner in 2020 and 2021 to strengthen the group’s solidity to mitigate weakened credit metrics due to Covid-19.

**From Avinor’s annual and sustainability report 2020:**

*“The loss of traffic caused a significant drop in revenues due to heavy falls in passenger numbers, as well as the Norwegian authorities largely opting to suspend fees due to Avinor for services provided to airlines. Avinor is usually self-financed based on commercial revenues and airport charges, but in this situation financial support in the form of an injection of capital was required in order to maintain the Group’s liquidity and equity. The Group’s owner, the Norwegian Ministry* of Transport*, provided support in 2020 amounting to approximately NOK 3.6 billion, and Avinor anticipates that it will remain dependent on support to a similar level throughout 2021. The precise amount will be determined by how quickly the pandemic improves and how quickly passengers resume travel.”*

To mitigate the consequences of the pandemic on the aviation industry the Norwegian Ministry of Transport has made the following decision:

* In 2020-2021 the total TNC revenue loss (deficit) is 429,9 MNOK, whereof an amount of 373,5 MNOK will not be recovered through unit rate adjustments in 2023 and 2024, nor carried over to the airspace users to the next RP. This is shown in table T3 Revenue difference - revision of UR 2020-2021, set to zero for the years from 2023-2024 (and in next RP), also shown in table T2 item 13.10 Difference in revenue from temporary application of unit rate (ref. please see tables above in add.info. to reporting tables 2, 2 j) and 2 k))

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| **ADDITIONAL INFORMATION TO REPORTING TABLE 3 – COMPLEMENTARY INFORMATION ON COMMON PROJECTS AND ON UNION ASSISTANCE PROGRAMME** |

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| **l) Information on the costs of common projects and other funded projects broken down per individual project, as well as of public funds obtained from public authorities for these projects.** |

Not applicable for this submission, neither projects stemming from previous (RP2) nor current reference period RP3 (terminal reporting tables RP3, sheet T1, item 3.9 Common projects and sheet T2, item 13.8)

Norway is not part of the European Union’s CEF funding program and is not directly eligible for CEF funding for implementing SESAR solutions.