



AVINOR



FACTS AND FIGURES

THE SIGNIFICANCE OF AVIATION

Most important form of public transport for journeys more than 300 km

30 %

of all tourists arrive in Norway by air

Of vital importance to Norwegian trade and industry

13 %

of all domestic air travel is related to the petroleum sector

+ 550.000
helicopter trips per year





Of fundamental importance to the health sector, particularly in Northern Norway:

400,000 patient trips per year on scheduled flights, plus a large number of helicopter and ambulance aircraft flights

20% of trips with Widerøe to/from Bodø and Tromsø are medically related

Of great importance to rural development:

Enables countryside culture and sports activities

Important to general defence capacity and preparedness

AVINOR IN FACTS AND FIGURES

Approximately

40 million

passengers travel through Avinor's airports annually

Approximately

800,000

aircraft movements per year

Around

3000 employees

Avinor is a

Limited company

100 percent Government owned

Self-financing

and receives no state subsidies

Revenues derives from aeronautical charges paid by airlines and commercial activities at the airports

The air traffic control service operates at cost

Four of 46 airports operate with a profit (OSL, Stavanger, Bergen and Trondheim) and subsidise the remainder

Security expenses are covered by the security fee



HERE IS AVINOR

● Airport ● Other Air Traffic Control Units



AVINOR'S RESPONSIBILITIES

1 CONTROL TOWER

The Air Traffic Controllers in the Control Towers control aircraft on the ground and in the airspace around the airports. On local airports AFIS-officers, not Air Traffic Controllers, perform this work. The main tool for separating aircraft in tower control and flight information in AFIS is visual references.

The Control Towers and AFIS-towers are installed with a lot of technical equipment for navigation, communication and meteorology, amongst other things. Operation and maintenance of this is carried out by the engineers of the Air Navigation Services.

Air Traffic Controllers in the Approach Control are responsible for aircraft to and from airports in Norway. The Approach Control can be located either at the airport in connection with the tower or at one of the country's Control Centres. The main tool for separating aircraft is radar. Operation and maintenance of this is carried out by the engineers of the Air Navigation Services.

2 GROUND SERVICES

Before landing or take off in snowy weather, snow plows must clear the runway. Once this is done, another vehicle enters the runway to apply chemicals that remove ice or to scatter sand. Finally, a smaller vehicle, often towing a trailer, enters the runway to measure whether there is sufficient friction in order to land or take off safely.

3 THE TERMINAL BUILDING

Avinor is responsible for the operation and maintenance of the terminal. In the terminal building Avinor employees work together with a number of other operations

in various fields. One of the tasks is to develop the commercial services such as duty free, food and drink outlets and stores. Avinor rents out areas in the terminal for such purposes.

4 RADAR

The Air Navigation Services is responsible for the operation and maintenance of equipment for communication, navigation, monitoring and air traffic control. The use of radar is one important tool in the work for the efficient, secure and smooth handling of air traffic. Avinor has a radar program with the construction of a total of ten new radars from 2006 to 2012. This will ensure full radar coverage of Norwegian airspace.

5 SAFETY

The safety of passengers, flight crews and our own employees has the highest priority. Avinor is responsible for ensuring that security checks comply with relevant guidelines. Work on rationalizing security checks and upgrading technical equipment is an ongoing process.

6 BAGGAGE

In most airports, Handling companies are responsible for loading and unloading baggage. The goal is to get the luggage to the belt at the same time as the passengers. Suitcases and bags are unloaded from the aircraft and transported in trolleys to the baggage belts.

7 AIR TRAFFIC CONTROL CENTRES

The Air Traffic Controllers at Avinor's Control Centres are responsible for aircraft en route between airports. These are located in Bodø, Stavanger and Røyken. The main tool for separating aircraft is radar, but The Air Traffic Control Centres have numerous sophisticated computer systems that ensure that aircraft

are provided with the best available route at the optimum flying attitude. Operation, maintenance and development of the computer systems are performed by the engineers of The Air Navigation Services.

8 FIRE AND RESCUE

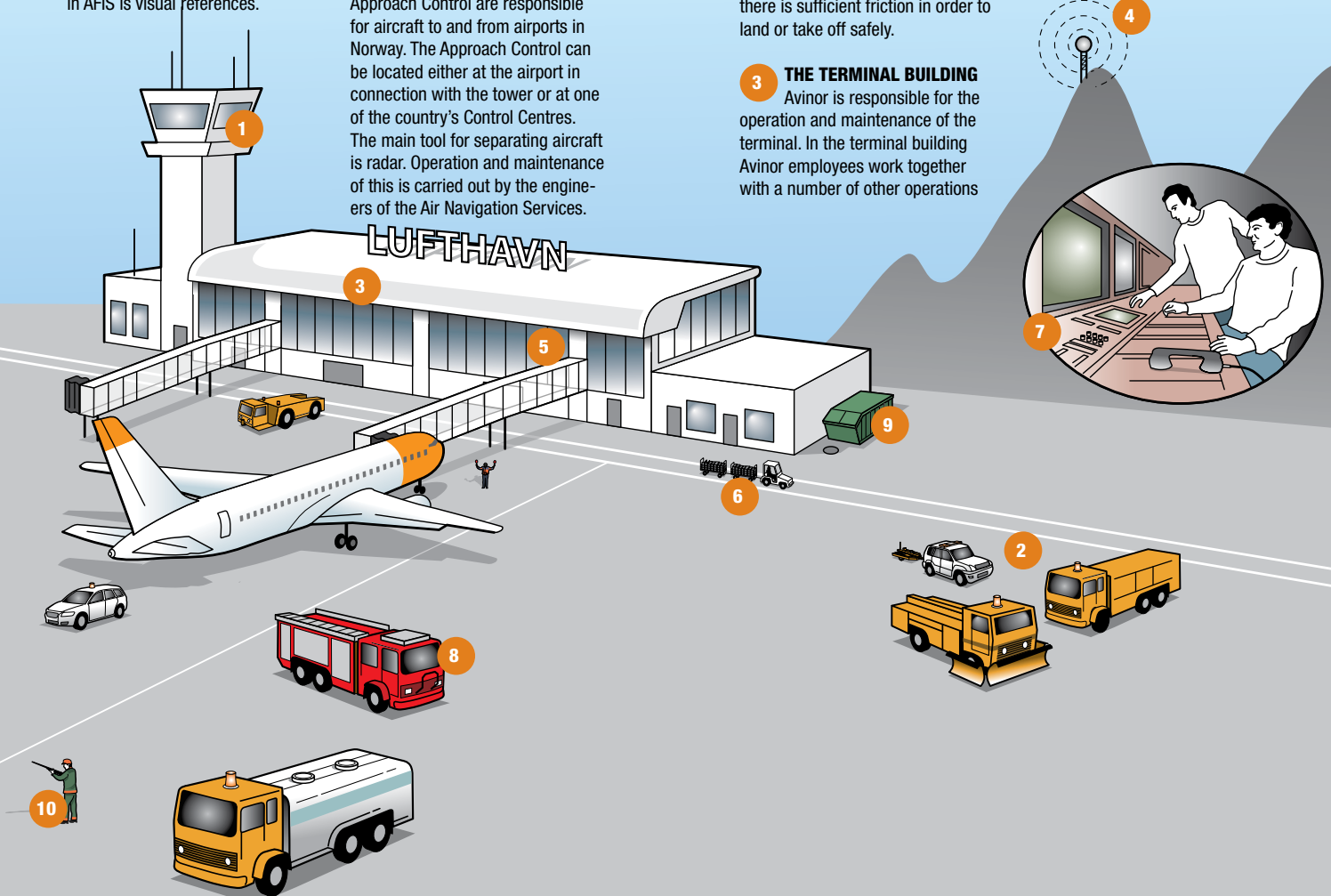
Employees of the fire and rescue services have particularly important tasks related to saving lives and limiting material damage in the case of aviation accidents. The service is also prepared for other fires and accidents at the airports and frequently assists passengers in need of first aid.

9 ENVIRONMENT

Aviation plays an important role in society as public transport across long distances, but as all other modes of transport, aviation has a negative effect on the environment. We are attempting to reduce the effect as far as possible. In our work towards ensuring sustainable aviation, we are involved in reductions in noise, greenhouse gas emissions, waste and discharges to water and ground.

10 BIRDS AND OTHER WILDLIFE

Birds and other wildlife may pose a hazard to air traffic. Avinor implements a number of measures to reduce risk and employs ornithological expertise in order to maximise the efficiency of measures. If elks or other large animals find their way onto the runway, the Wildlife Board will be sent on.



Together for the aviation industry of the future



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