

Performance Review Board

Monitoring Report

Norway - RP3



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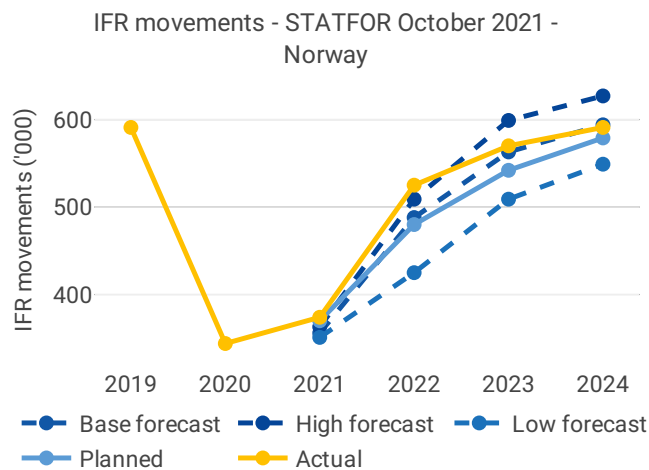
1 OVERVIEW

1.1 Contextual information

National performance plan adopted following ESA Decision 069/22/COL of 6 April 2022

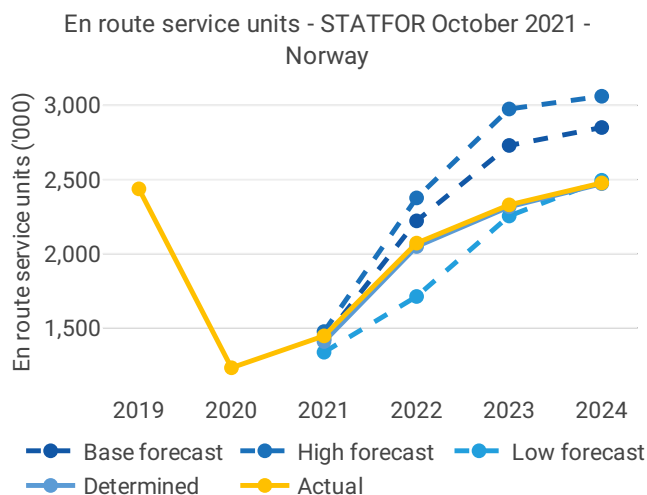
<p>List of ACCs 3</p> <ul style="list-style-type: none"> Bodo ACC Oslo ACC Stavanger ACC <p>No of airports in the scope of the performance plan:</p> <ul style="list-style-type: none"> • $\geq 80^{\circ}K$ 2 • $< 80^{\circ}K$ 2 	<p>Exchange rate (1 EUR=)</p> <p>2017: 9.32776 NOK 2024: 11.6192 NOK</p> <p>Share of Union-wide:</p> <ul style="list-style-type: none"> • traffic (TSUs) 2024 2.0% • en route costs 2024 1.9% <p>Share en route / terminal costs 2024 72% / 28%</p> <p>En route charging zone(s) Norway</p> <p>Terminal charging zone(s) Norway</p>	<p>Main ANSP</p> <ul style="list-style-type: none"> • Avinor Flysikring AS (Avinor ANS) <p>Other ANSPs</p> <ul style="list-style-type: none"> • Avinor AS • Saerco (Kjevik ANSP) <p>MET Providers</p> <ul style="list-style-type: none"> • The Norwegian Meteorological Institute (MET)
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1.2 Traffic (En route traffic zone)



- Actual IFR movements for Norway fell on average by -1.5% per year between 2019 and 2024.
- Actual IFR movements fell faster than planned in the RP3 revised performance plan (-0.4% per year). Planned traffic for RP3 was based on a local forecast.
- Over RP3, IFR movements for Norway remained below the 2019 pre-pandemic level.





- Actual en route service units for Norway grew on average by +0.3% per year between 2019 and 2024.
- Actual service units' trend was in line with the planned trend foreseen in the RP3 revised performance plan (+0.3% per year). Planned traffic for RP3 was based on a local forecast.
- A total of 9,552K actual service units were recorded over RP3, +0.8% above the aggregated planned value (9,473K).

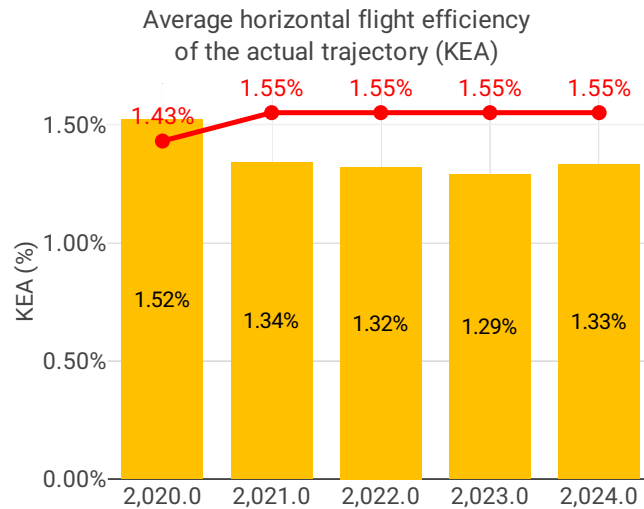
1.3 Safety (Main ANSP)



- Avinor started RP3 achieving the RP3 targets, but since 2022 the performance has degraded and Avinor did not meet the RP3 targets in 2024 on three out of five Management Objectives, including on Safety Risk Management.
- The rate of Runway Incursions increased marginally between 2023 and 2024, while the rate of SMIs showed a larger increase exceeding the Union-wide average.
- Norway should ensure that the ANSP implements, in a timely and cost-efficient manner, the necessary additional measures such as enhanced processes, improved allocation of resources, targeted training, and systematic reviews. Without such actions, the achievement of the RP4 targets could be jeopardised.

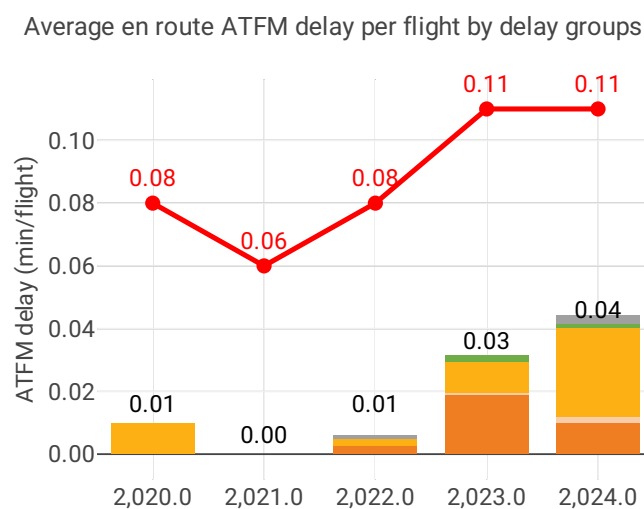


1.4 Environment (Member State)



- En-route environmental performance in Norway improved during RP3. KEA decreased from 1.52% in 2020 to 1.33% in 2024 with the lowest level of 1.29% in 2023.
- Norway achieved the KEA target in four years of RP3, from 2021 to 2024.
- KEP improved from 2.27% to 2.19%, while SCR deteriorated from 2.04% to 2.19% during RP3.
- The share of CDO flights deteriorated from 74.23% to 70.38% during RP3.
- Additional taxi out time deteriorated from 2.68 to 3.44 min/flight and additional time in terminal airspace deteriorated from 0.64 to 1.01 min/flight during RP3.
- Airport data for Bergen airport was not reported during RP3 despite being subject to monitoring as per the Regulation.

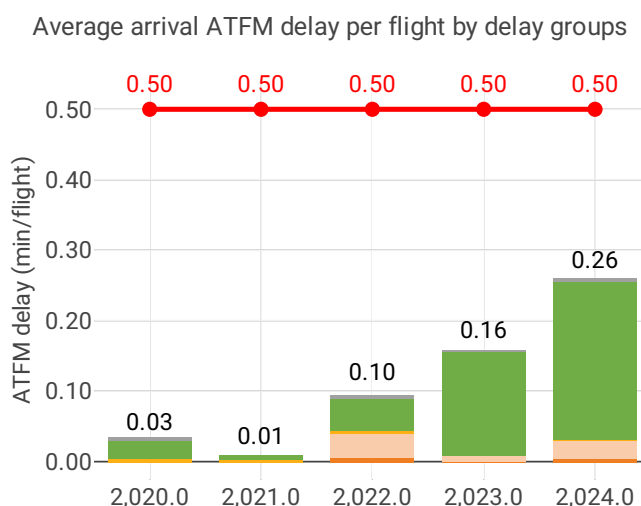
1.5 Capacity (Member State)



- Norway accumulated a total of 48,734 en-route ATFM delay minutes within the RP3 time-frame, reaching the highest level of total delay minutes generated in 2024. During RP3, Norway accounted for 0.09% of the total delays at Union level. Compared to RP2, total delay minutes decreased by 58%.

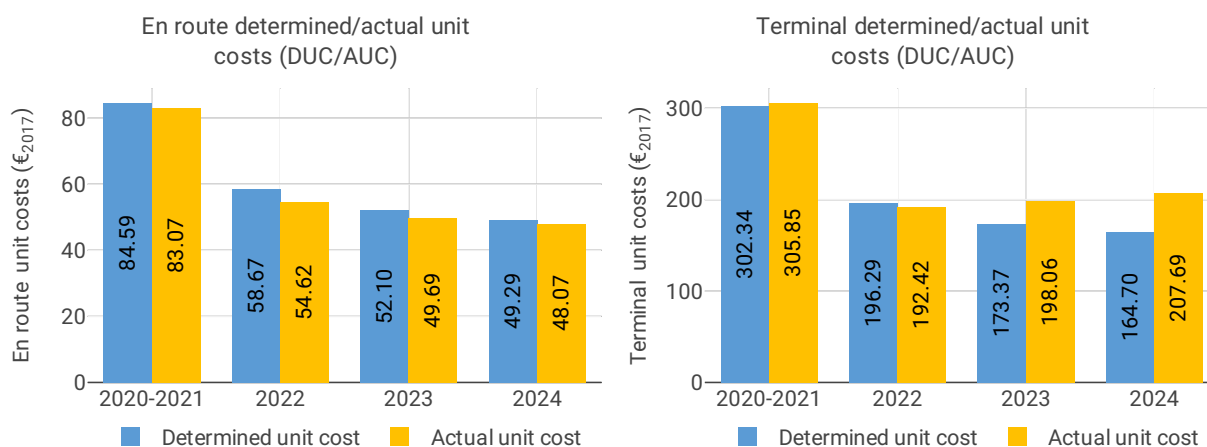


- Norway met its en-route ATFM delay targets in each year of the third reference period.
- In RP3, the main drivers of en-route ATFM delays in Norway were ATC disruptions (54%) and ATC capacity (36%).
- Over RP3, 27% of delayed flights in Norway experienced delays longer than 15 minutes, representing a decrease of 13 percentage points compared to RP2.
- In Norway, the total number of ATCOs in OPS over the RP3 period decreased by 7 FTEs, representing an 4% decrease compared to 2019. Norway fell short of the planned ATCO numbers by 17 FTEs by the end of RP3.



- Norway accumulated a total of 113,077 arrival ATFM delay minutes within the RP3 time-frame, reaching the highest level of total delay minutes generated in 2024. Compared to RP2, total terminal delay minutes decreased by 61%.
- In RP3, the leading drivers of arrival ATFM delays in Norway were Weather and ATC Staffing, representing 82% and 13% of total delay minutes.

1.6 Cost-efficiency (En route/Terminal charging zone(s))



- Throughout the RP3 period, the en route actual unit costs of Norway were lower than the determined unit costs, driven by a combination of lower costs and slightly higher traffic levels than planned.



- The en route actual total costs for RP3 (570M€2017) were lower than determined (by -16M€2017, or -2.7%). The difference in total costs is mainly driven by lower staff costs (-24M€2017, or -6.4%) recorded by Avinor.
- The total RP3 en route regulatory result for Avinor amounted to 52M€. This is +26M higher than the ex-ante regulatory result. The difference is mainly attributable to the positive inflation adjustment due to higher than planned inflation. The regulatory result amounted to 9.9% of the total planned en route revenues, while the ex-ante regulatory result amounted to 5.1% of the total planned en route revenues.
- Norway should ensure that any excessive regulatory result, including excess funds received by the ANSP due to the inflation mechanism, is either reinvested to improve the quality of services delivered to airspace users or reimbursed to them.
- Throughout the RP3 period, the terminal actual unit costs of Norway were higher than the determined unit costs, except in 2022. This was due to higher costs and lower traffic levels than expected, except in 2022 when traffic levels were higher than determined.
- The terminal actual total costs for RP3 (218M€2017) were higher than determined (by +11M€2017, or +5.2%). The increase in total costs is mainly driven by higher staff costs (21M€2017, or +18%) recorded by Avinor. Staff costs increased over the period, mainly due to higher-than-expected salary growth driven by inflation, increased pension obligations, and the reclassification of intercompany charges as staff costs under a new reporting methodology.
- The total RP3 terminal regulatory result for Avinor amounted to -3.0M€. The loss is mainly attributable to the negative difference between determined and actual costs to be borne by the ANSP.

