

INTERIM FINANCIAL REPORT

Fourth quarter and full year 2025. Avinor Group



Main figures

| Amounts in NOK million | OCTOBER - DECEMBER | | JANUARY - DECEMBER | |
|---|--------------------|--------|--------------------|--------|
| | 2025 | 2024 | 2025 | 2024 |
| Income airport operations * | 2 923 | 2 550 | 11 942 | 10 417 |
| Income air navigation services * | 648 | 602 | 2 666 | 2 388 |
| Other income, unallocated income and eliminations | (158) | (123) | (695) | (694) |
| Total operating income | 3 413 | 3 030 | 13 912 | 12 110 |
| EBITDA ** | 1 343 | 789 | 5 288 | 3 965 |
| Adjusted EBITDA ** | 1 118 | 789 | 5 266 | 3 873 |
| Profit/loss after tax | 405 | (450) | 1 627 | 246 |
| Total assets | | | 49 251 | 51 537 |
| Equity | | | 16 648 | 15 106 |
| Equity/total assets ** | | | 33,8 % | 29,3 % |
| Net debt to equity ratio ** | | | 45,9 % | 42,7 % |
| Number of passengers (in 1000) | 12 760 | 12 461 | 53 055 | 51 351 |
| Number of aircraft movements (in 1000) | 155 | 152 | 632 | 618 |
| Number of service units (in 1000) | 598 | 615 | 2 470 | 2 477 |
| Punctuality **/** | | | 86 % | 84 % |
| Regularity **/** | | | 98 % | 98 % |

* Traffic income, commercial income and intercompany income

** See further description and calculation in the appendix "Alternative performance measures"

*** Past 12 months

Board of Directors' Report

HIGHLIGHTS

The Group's operating profit improved in 2025 compared to 2024. Total operating income for 2025 amounted to NOK 13 912 million, reflecting an underlying growth of 14.8 percent (adjusted for other income) from 2024. The adjustment of airport fees, effective from February 2025, resulted in increased fee income. In addition, a traffic growth of 3.3 percent contributed positively. Total operating expenses for 2025 amounted to NOK 8 625 million, showing an underlying increase of 4.8 percent (adjusted for other expenses) from 2024. This is mainly explained by general rises in prices and wages. Adjusted income and expenses are presented in the appendix "Alternative performance measures". Adjusted EBITDA was NOK 5 266 million for 2025, an increase of NOK 1 393 million from 2024.

During the autumn of 2025, Avinor prepared for the opening of a new biogas facility at Svalbard Airport, which was commissioned in January of this year. This means that the airport can now produce its own electricity and heat based on liquefied biogas and, in practice, transition to fossil-free energy supply for its own operations. This will help to reduce the Group's total greenhouse gas emissions in scope 1 and 2 by up to 20 percent in the future.

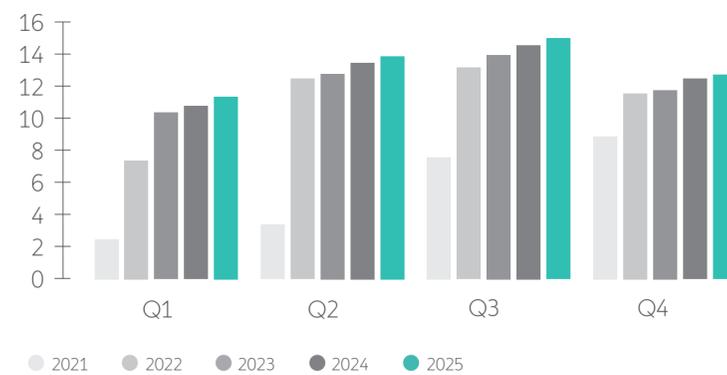
In 2024, Norway was established as an international test arena for zero- and low-emission aviation through a collaboration between Avinor and the Civil Aviation Authority. The first test project was completed on 28 January 2026. The test period has provided valuable practical experience in the operation of electric aircraft, winter operations, charging infrastructure, operational procedures in demanding climatic conditions, and regulatory frameworks.

TRAFFIC DEVELOPMENT

53.1 million passengers travelled through Avinor's airports during 2025, representing an increase of 3.3 percent compared to 2024. In the fourth quarter of 2025, 12.8 million passengers travelled through the airports, an increase of 2.4 percent from the fourth quarter of 2024. The strongest growth was seen at the regional airports, with an increase of 8.2 percent.

Growth in 2025 for domestic and international traffic was 2.8 and 3.8 percent respectively. International traffic accounted for 42.6 percent of the total number of passengers in 2025, compared with 42.3 percent in 2024.

The table below shows the quarterly development in number of passengers since 2021.



NUMBER OF AIR PASSENGERS, JANUARY - DECEMBER

| IN 1000 | 2025 | 2024 | CHANGE |
|-------------------|--------|--------|--------|
| Oslo Airport | 27 069 | 26 436 | 2,4 % |
| Bergen Airport | 6 696 | 6 547 | 2,3 % |
| Stavanger Airport | 3 975 | 3 972 | 0,1 % |
| Værnes Airport | 4 110 | 4 042 | 1,7 % |
| Regional Airports | 11 205 | 10 355 | 8,2 % |
| Avinor Group | 53 055 | 51 351 | 3,3 % |

The number of aircraft movements was 2.2 percent higher in 2025 than in 2024. The increase in international aircraft movements was 1.1 percent, while domestic and offshore movements increased by 2.2 and 8.1 percent respectively.

The load factor in 2025 was 74 percent, of which 72 percent for domestic and 78 percent for international routes. This is the highest load factor ever recorded, both for domestic, international, and overall.

Based on input from the airlines, a capacity increase of 3 percent is expected in the first half of 2026 compared to the same period in 2025. For the first quarter of 2026, capacity is expected to remain unchanged, while for the second quarter of 2026, an increase in capacity of 6 percent is anticipated. For international traffic, a capacity increase of 5 percent is

expected in the first quarter of 2026, whilst for domestic traffic a reduction of 3 percent is expected in the same period.

Over the last 12 months, Avinor's network of airports recorded an average punctuality of 86 percent and an average regularity of 98 percent (2024: 84 and 98 percent).

AIR SAFETY

There have been no serious aviation incidents or accidents in 2025 or 2024. The definition of aviation incidents and accidents is that an event is only included in the indicator once it has been fully investigated and the sequence of events and contributing factors have been concluded. Starting with the interim report for the fourth quarter of 2025, incidents are reported in accordance with the guidelines set out in the annual and sustainability report for 2024.

FINANCIAL PERFORMANCE

Avinor Group

| | OCTOBER - DECEMBER | | | JANUARY - DECEMBER | | |
|------------------------------------|--------------------|---------|--------|--------------------|---------|--------|
| | 2025 | 2024 | CHANGE | 2025 | 2024 | CHANGE |
| Amounts in NOK million | | | | | | |
| Operating income | 3 413 | 3 030 | 12,6 % | 13 912 | 12 110 | 14,9 % |
| Operating expenses | (2 070) | (2 240) | -7,6 % | (8 625) | (8 145) | 5,9 % |
| EBITDA * | 1 343 | 789 | | 5 288 | 3 965 | |
| Operating profit (loss) | 704 | (341) | | 2 803 | 1 126 | |
| Operating margin | 20,6 % | -11,2 % | | 20,1 % | 9,3 % | |
| Profit (loss) after tax | 405 | (450) | | 1 627 | 246 | |
| Adjusted operating income * | 3 392 | 3 002 | 13,0 % | 13 844 | 12 058 | 14,8 % |
| Adjusted operating expenses * | (2 273) | (2 212) | 2,8 % | (8 578) | (8 185) | 4,8 % |
| Adjusted EBITDA * | 1 118 | 789 | | 5 266 | 3 873 | |
| Adjusted operating profit (loss) * | 479 | 187 | | 2 782 | 1 562 | |
| Adjusted operating margin * | 14,1 % | 6,2 % | | 20,1 % | 13,0 % | |

* Defined and calculated in the appendix "Alternative performance measures"

The Group's total operating income amounted to NOK 13 912 million in 2025, which is an increase of NOK 1 803 million from 2024. The Group's total operating expenses increased by NOK 480 million in the same period to NOK 8 625 million.

The result for 2025 includes other items with a positive contribution of NOK 22 million, compared with a positive contribution of NOK 92 million for 2024 (other items are shown in the statement of adjusted operating income and operating expenses as presented in the appendix "Alternative performance measures").

Adjusted operating income for 2025 compared to 2024 is up 14.8 percent. Revenue growth is driven by both increased passenger volume and higher income per passenger. This year's adjustment of airport fees from February 2025 also contributes to higher fee income. At the same time, the government's air passenger tax was reduced by around NOK 600 million annually, to compensate for parts of the real increase in fees for the airlines.

Adjusted operating expenses for 2025 are 4.8 percent higher than for 2024. This is mainly explained by general price and wage increases, but also partly by increased traffic activity.

Avinor continuously works to adapt costs in order to maintain safe, stable and cost-effective operations. A high proportion of the Group's cost base is, however, relatively fixed and necessary to maintain running operations as required by the social mission, and in order to perform government mandated tasks. The Group's adjusted EBITDA for 2025 was NOK 5 266 million, which is an increase of NOK 1 393 million compared to 2024.

The Group's total depreciation and impairment charges in 2025 amounted to NOK 2 484 million, compared to NOK 2 839 million in 2024, of which NOK 528 million in 2024 related to the impairment of the cash-generating unit en route services.

The Group's net financial result for 2025 was minus NOK 719 million compared to minus NOK 806 million in 2024. Compared to 2024, does realised and unrealised effects related to currency and derivatives contribute positively to the financial result in 2025, to a large extent driven by unrealised effects of power price hedges.

The result after tax was NOK 1 618 million for 2025, compared to NOK 1 368 million in 2024.

Airport operations

AIRPORT OPERATIONS - RESULTS, JANUARY - DECEMBER

| | OCTOBER - DECEMBER | | | JANUARY - DECEMBER | | |
|--|--------------------|---------|--------|--------------------|---------|--------|
| | 2025 | 2024 | CHANGE | 2025 | 2024 | CHANGE |
| Adjusted operating income (MNOK) * | 2 923 | 2 550 | 14,6 % | 11 942 | 10 417 | 14,6 % |
| Adjusted operating expenses (MNOK) * | (2 477) | (2 362) | 4,9 % | (9 387) | (8 877) | 5,7 % |
| Adjusted operating profit (loss) (MNOK) * | 446 | 188 | | 2 554 | 1 540 | |
| Adjusted operating margin | 15,2 % | 7,4 % | | 21,4 % | 14,8 % | |
| Adjusted operating income per passenger (NOK) * | 229 | 205 | 11,9 % | 225 | 203 | 11,0 % |
| Adjusted operating expenses per passenger (NOK) * | (194) | (190) | 2,4 % | (177) | (173) | 2,4 % |
| Adjusted operating operating profit (loss) per passenger (NOK) * | 35 | 15 | | 48 | 30 | |

* Defined and calculated in the appendix "Alternative performance measures"

Adjusted operating income was NOK 11 942 million in 2025, representing an increase of 14.6 percent from 2024. Both the increase in passenger numbers and profit per passenger contributed to the growth in income. Additionally, higher airport charges effective from February 2025 had a positive impact on segment income. Passenger growth in 2025 was 3.3 percent. Commercial income as a share of adjusted operating income for airport operations stood at 51.4 percent in 2025, down from 56.6 percent in 2024.

Adjusted operating expenses amounted to NOK 9 387 million in 2025. This represents an increase of 5.7 percent from 2024, mainly explained by general price and wage growth, but also partly due to increased traffic activity.

Adjusted operating expenses per passenger have shown a moderate increase of 2.4 percent in 2025 compared to 2024, while adjusted operating income per passenger increased by 11 percent. Adjusted operating profit was NOK 2 554 million, up from NOK 1 540 million in 2024.

Air navigation services

AIR NAVIGATION SERVICES - RESULTS, JANUARY - DECEMBER

| | OCTOBER - DECEMBER | | | JANUARY - DECEMBER | | |
|------------------------------------|--------------------|--------|--------|--------------------|---------|--------|
| | 2025 | 2024 | CHANGE | 2025 | 2024 | CHANGE |
| Amounts in NOK million | | | | | | |
| Adjusted operating income * | 648 | 602 | 7,5 % | 2 666 | 2 388 | 11,6 % |
| Adjusted operating expenses * | (614) | (603) | 1,7 % | (2 438) | (2 365) | 3,1 % |
| Adjusted operating profit (loss) * | 34 | (1) | | 227 | 23 | |
| Adjusted operating margin | 5,2 % | -0,2 % | | 8,5 % | 1,0 % | |

* Defined and calculated in the appendix "Alternative performance measures"

Adjusted operating income in 2025 was NOK 2 666 million, representing an increase of 11.6 percent from 2024. The revenue growth is mainly due to increased price per service unit. From 2025, a new reference period for en route services commenced, running from 2025 to 2029.

Adjusted operating expenses were NOK 2 438 million in 2025, representing an increase of 3.1 percent compared to 2024. Air navigation services is undertaking several extensive government-mandated technology projects entailing increased project costs.

Adjusted operating profit in 2025 was NOK 227 million, compared to NOK 23 million in 2024.

For the en route service, there is uncertainty regarding revenues due to Norway's revised performance plan for the period 2025 to 2029 still being under review and awaiting

approval by the EU regulator. The rejection of the original performance plan resulted in the recognition of an impairment on operational assets related to the air navigation services of NOK 528 million as of 31 December 2024. As at the end of 2025, an updated impairment test has been carried out. This concludes that no further impairment losses should be recognised for assets related to the en route service (which is part of the air navigation segment) at the end of 2025. See note 7 for further information.

Financial position

KEY FIGURES - FINANCIAL POSITION

| Amounts in NOK million | 31 DECEMBER 2025 | 31 DECEMBER 2024 | CHANGE |
|-------------------------|---------------------|---------------------|---------|
| Non-current assets | 44 395 | 43 940 | 419 |
| Current assets | 4 856 | 7 598 | (2 741) |
| Total assets | 49 251 | 51 537 | (2 286) |
| Equity | 16 648 | 15 106 | 1 541 |
| Non-current liabilities | 27 736 | 29 294 | (1 557) |
| Current liabilities | 4 867 | 7 137 | (2 270) |
| Equity and liabilities | 49 251 | 51 537 | (2 286) |
| Interest-bearing debt * | 24 041 | 28 157 | (4 116) |

* Defined and calculated in the appendix "Alternative performance measures"

Total assets as of 31 December 2025 amounted to NOK 49.3 billion, representing a decrease of NOK 2.3 billion from 31 December 2024. The repayment of interest-bearing debt in 2025 is the main reason for the reduction in the balance sheet during 2025.

The Group has several major ongoing investment projects, with close follow-up and continuous focus on prioritising the project portfolio. Overall, the Group invested NOK 3.2 billion in fixed assets in 2025 (2024: NOK 2.7 billion). In particular, the upgrade of the baggage handling facility at Oslo Airport and government-mandated projects related to the renewal of

systems for airspace control and surveillance have contributed to high recorded investments in 2025.

The Group's book equity as of 31 December 2025 was NOK 16.6 billion, and equity in relation of total capital was 33.8 percent. This is 4.5 percentage points higher than 31 December 2024. Equity ratio as required by the Articles of Association was 45.9 percent as of 31 December 2025. See the appendix "Alternative performance measures".

The Group has a substantial net pension liability recognised in the statement of financial position. In 2025, the Group recognised effects of plan changes resulting from adopted amendments to the regulations for public sector occupational pension schemes amounting to NOK 4 million. See Note 8 for further information on pensions. Other liabilities mainly relate to the recognised liability for environmental cleanup costs; see Note 13 for further information.

The group's interest-bearing debt as of 31 December 2025 amounts to NOK 24.0 billion, of which NOK 1.6 billion is short-term.

Cash flows

CASH FLOWS, JANUARY - DECEMBER

| Amounts in NOK million | 2025 | 2024 | CHANGE |
|---|---------|---------|---------|
| Cash flow from operating activities | 5 131 | 3 472 | 1 658 |
| Cash flow used in investing activities | (3 316) | (2 650) | (666) |
| Cash flow from (used in) financing activities | (4 079) | 2 392 | (6 471) |
| Cash flow before changes in debt * | 832 | (194) | 1 026 |

* Defined and calculated in the appendix "Alternative performance measures"

In 2025, the Group had a positive cash flow from operating activities of NOK 5 131 million, while cash flows used in investing and financing activities were negative with NOK 3 316 million and NOK 4 079 million, respectively. Cash flow before changes in debt was positive with NOK 832 million.

During 2025, the Avinor Group entered into a new revolving credit facility agreement worth NOK 6 billion, with a term until 2030. As of 31 December 2025, the Group had a liquidity reserve of NOK 8.7 billion. This is divided into NOK 2.4 billion in cash and cash equivalents and NOK 6.3 billion in unused drawing rights.

EMPLOYEES

In the last 12 months, the H1 value (frequency of absence due to injuries) amounted to 1.6 for the Group, which is a reduction from 2.1 at the end of 2024. The H2 value (frequency of injuries with and without absence) amounted to 3.2, which is down from 4.8 at the end of 2024. The N-value (frequency of reported near misses) was 46.5 at the end of 2025, compared to 44.5 at the end of 2024.

The sickness absence rate for the last 12 months was 4.6 percent at the end of 2025, representing an increase from 4.3 percent at the end of 2024. The Group is working in a targeted manner on sickness absence, focusing on specific measures where closer follow-up is considered necessary.

RISK FACTORS

Avinor is exposed to a wide range of risks that may affect the Group's operations, financial results and financial position. Factors resulting in the loss of air traffic volume may have a significant negative impact on Avinor, such as changes in travel habits, geopolitical and regulatory issues.

Safe, stable and cost-efficient operations with a risk-based approach is one of the Group's long-term priorities and governs all operational activities in the Group.

In Chapter 5 "Risk Factors" in Avinor's Annual and Sustainability Report for 2024 the most significant risks and uncertainties that could affect Avinor's operations are further described. As of the issuance of this interim report, no factors have been identified that significantly alter the risk factors.

OUTLOOK

The Ministry of Transport has approved a real increase in airport charges in the area of NOK 650 million for 2026. This is in accordance with the Ministry of Transport's framework decision for the regulation of airport charges for the years 2025–2029, dated 12 December 2024. Based on this, Avinor anticipates necessary improved financial earnings going forward with focus on safe, stable and cost-efficient operations. It has been concluded that as of 31 December 2025, there is no impairment loss on the operating assets in the airport operations. For the en route service, there is uncertainty regarding revenues due to Norway's revised performance plan for the period 2025 to 2029 still being under review and awaiting approval by the EU regulator. As of 31 December

2024, a write-down of NOK 527.9 million was made on the assets for en route services. It has been concluded that as of 31 December 2025, there is no further impairment. For further details, refer to note 7.

Avinor expects moderate traffic growth up towards 59 million passengers in 2032 compared with 53.1 million passengers in 2025. Foreign passenger traffic to Norway is expected to have strong growth, while domestic traffic levels off. New travel patterns and new customer groups affect Avinor's commercial revenues and place changing demands on service offerings at airports. Avinor's traffic- and commercial revenues are exposed to changes in traffic volume driven by both reduced supply from airlines and reduced demand for air travel from the market. Avinor's traffic- and financial forecasts take into account these market conditions as best as possible.

There is a high focus on Avinor's extensive project portfolio. This particularly applies to the construction of new airports in Bodø and Mo i Rana, upgrades to airports in Tromsø, Evenes and Andøya and technological generation shifts in air traffic

management systems in en-route and tower services. The changed security policy situation with new requirements for national total defence in general, and the Norwegian Armed Forces in particular, may lead to ongoing premise changes that represent a risk of increased costs for the development projects where the Armed Forces has an interface.

Aviation in Norway must remain competitive and is facing a period of significant investment to also address the transition towards sustainable aviation. Avinor will continue to play an active role in this work by reducing its own greenhouse gas emissions, facilitating reductions in emissions from aircrafts and contributing to initiatives for the introduction of zero- and low-emission technologies. In the 2026 national budget, the government proposed to continue the test arena with NOK 50 million, which will finance further trials in real operations, adaptation of infrastructure, and enhanced cooperation with EASA on regulatory development.

Oslo, 25 February 2026

Financial information

Condensed consolidated income statement

| Amounts in NOK million | NOTE | OCTOBER - DECEMBER | | JANUARY - DECEMBER | |
|--|------|--------------------|-----------|--------------------|-----------|
| | | 2025 | 2024 | 2025 | 2024 |
| Traffic income | 4 | 1 759,0 | 1 388,6 | 7 266,4 | 5 753,7 |
| Commercial income | 4 | 1 632,5 | 1 613,0 | 6 577,8 | 6 304,1 |
| Other income | 5 | 21,1 | 28,0 | 68,2 | 52,1 |
| Operating income | | 3 412,6 | 3 029,6 | 13 912,4 | 12 109,9 |
| Raw materials and consumables used | | (80,3) | (87,5) | (232,7) | (197,5) |
| Employee benefit expenses | 8 | (948,4) | (1 138,5) | (4 421,3) | (4 072,5) |
| Other operating expenses | 12 | (1 044,0) | (986,2) | (3 928,2) | (3 701,0) |
| Other expenses | 5 | 2,8 | (28,0) | (42,6) | (174,2) |
| Operating expenses | | (2 069,9) | (2 240,2) | (8 624,8) | (8 145,2) |
| Operating profit before depreciation and impairment charges (EBITDA) | | 1 342,7 | 789,4 | 5 287,6 | 3 964,7 |
| Depreciation | | (638,8) | (602,1) | (2 484,3) | (2 310,6) |
| Impairment charges | 6 | - | (527,9) | - | (527,9) |
| Operating profit (loss) | | 703,9 | (340,6) | 2 803,3 | 1 126,2 |
| Finance income | | 27,0 | 58,5 | 131,4 | 193,0 |
| Finance expenses | | (212,3) | (244,2) | (892,5) | (919,7) |
| Net effect currency and derivatives | | 0,5 | (45,5) | 42,2 | (79,1) |
| Finance profit (loss) | | (184,8) | (231,2) | (718,8) | (805,9) |
| Profit (loss) before income tax | | 519,1 | (571,8) | 2 084,4 | 320,3 |
| Income tax expense | 2 | (114,2) | 121,3 | (457,2) | (74,3) |
| Profit (loss) after tax | | 404,9 | (450,5) | 1 627,2 | 246,0 |
| Attributable to: | | | | | |
| Owner of parent | | 404,9 | (450,5) | 1 627,2 | 246,0 |

Condensed consolidated statement of comprehensive income

| Amounts in NOK million | OCTOBER - DECEMBER | | JANUARY - DECEMBER | |
|---|--------------------|---------|--------------------|---------|
| | 2025 | 2024 | 2025 | 2024 |
| Profit (loss) after tax | 404,9 | (450,5) | 1 627,2 | 246,0 |
| Actuarial gains (losses) on pension obligations | (58,3) | 509,5 | 21,3 | 965,7 |
| Tax effect | 13,2 | (112,1) | (4,4) | (212,7) |
| Total items that will not be reclassified to profit or loss, net of tax | (45,1) | 397,4 | 16,9 | 752,9 |
| Cash flow hedges | (18,5) | 329,0 | (131,6) | 828,1 |
| Tax effect | 4,1 | (72,4) | 29,0 | (182,2) |
| Total items that may be subsequently reclassified to profit or loss, net of tax | (14,4) | 256,6 | (102,7) | 645,9 |
| Other comprehensive income, net of tax | (59,5) | 654,0 | (85,8) | 1 398,8 |
| Total comprehensive income | 345,4 | 203,5 | 1 541,5 | 1 644,8 |
| Attributable to: | | | | |
| Owner of parent | 345,4 | 203,5 | 1 541,5 | 1 644,8 |

Condensed consolidated statement of financial position - assets

| Amounts in NOK million | NOTE | 31 DECEMBER 2025 | 31 DECEMBER 2024 |
|---|------|---------------------|---------------------|
| ASSETS | | | |
| Deferred tax assets | | 1 363,8 | 1 441,5 |
| Intangible assets | 6,7 | 788,3 | 560,3 |
| Property, plant and equipment | 6,7 | 35 180,7 | 34 813,1 |
| Assets under construction | 6,7 | 4 533,8 | 4 330,1 |
| Right-of-use assets | 6 | 462,3 | 479,6 |
| Derivative financial instruments, non-current | 10 | 2 002,7 | 2 258,9 |
| Other financial assets | | 63,3 | 56,2 |
| Non-current assets | | 44 394,7 | 43 939,8 |
| Inventories | | 72,3 | 68,8 |
| Derivative financial instruments, current | 10 | 0,6 | 985,9 |
| Trade and other current assets | 11 | 2 409,9 | 1 905,3 |
| Cash and cash equivalents | | 2 373,5 | 4 637,7 |
| Current assets | | 4 856,4 | 7 597,6 |
| Assets | | 49 251,1 | 51 537,4 |

Condensed consolidated statement of financial position – equity and liabilities

| Amounts in NOK million | NOTE | 31 DECEMBER 2025 | 31 DECEMBER 2024 |
|---|------|---------------------|---------------------|
| EQUITY AND LIABILITIES | | | |
| Share capital | | 5 400,1 | 5 400,1 |
| Retained earnings | | 12 854,2 | 11 227,0 |
| Other components of equity | | (1 606,7) | (1 520,9) |
| Equity | | 16 647,7 | 15 106,2 |
| Pension obligations | 8,13 | 4 085,8 | 3 879,4 |
| Lease liabilities, non-current | 9,10 | 446,6 | 459,8 |
| Other provisions, non-current | 13 | 713,1 | 839,4 |
| Other non-current liabilities | 9,10 | 22 010,9 | 23 586,8 |
| Derivative financial instruments, non-current | 10 | 480,0 | 528,5 |
| Non-current liabilities | | 27 736,5 | 29 293,9 |
| Lease liabilities, current | 9,10 | 56,6 | 54,6 |
| First annual installment on non-current liabilities | 9,10 | 1 527,1 | 4 055,5 |
| Derivative financial instruments, current | 10 | 13,5 | 79,6 |
| Tax payable | | 354,9 | 1,0 |
| Trade payables and other current liabilities | 11 | 2 914,9 | 2 946,6 |
| Current liabilities | | 4 867,0 | 7 137,3 |
| Liabilities | | 32 603,4 | 36 431,2 |
| Equity and liabilities | | 49 251,1 | 51 537,4 |

Condensed consolidated statement of changes in equity

| Amounts in NOK million | NOTE | SHARE CAPITAL | RETAINED EARNINGS | OTHER COMPONENTS OF EQUITY | | | TOTAL |
|---|------|---------------|-------------------|----------------------------|----------------|-----------|----------|
| | | | | ACTUARIAL GAINS (LOSSES) | HEDGE RESERVES | | |
| Equity 1 January 2024 | | 5 400,1 | 10 981,0 | (2 463,3) | (456,2) | (2 919,7) | 13 461,4 |
| Profit (loss) after tax | | | 246,0 | | | | 246,0 |
| Actuarial gains (losses) on pension obligations, net of tax | | | | 752,9 | | 752,9 | 752,9 |
| Cash flow hedges, net of tax | | | | | 645,9 | 645,9 | 645,9 |
| Total comprehensive income | | | 246,0 | 752,9 | 645,9 | 1 398,8 | 1 644,8 |
| Equity 31 December 2024 | | 5 400,1 | 11 227,0 | (1 710,4) | 189,7 | (1 520,9) | 15 106,2 |
| Equity 1 January 2025 | | 5 400,1 | 11 227,0 | (1 710,4) | 189,7 | (1 520,9) | 15 106,2 |
| Profit (loss) for the year | | | 1 627,2 | | | | 1 627,2 |
| Actuarial gains (losses) on pension obligations, net of tax | | | | 16,9 | | 16,9 | 16,9 |
| Cash flow hedges, net of tax | | | | | (102,7) | (102,7) | (102,7) |
| Total comprehensive incom | | | 1 627,2 | 16,9 | (102,7) | (85,8) | 1 541,5 |
| Equity 31 December 2025 | | 5 400,1 | 12 854,2 | (1 693,4) | 87,0 | (1 606,7) | 16 647,7 |

Condensed consolidated statement of cash flows

| Amounts in NOK million | NOTE | OCTOBER - DECEMBER | | JANUARY - DECEMBER | |
|---|------|--------------------|----------------|--------------------|------------------|
| | | 2025 | 2024 | 2025 | 2024 |
| Profit/(loss) before income tax | | 519,1 | (571,8) | 2 084,4 | 320,3 |
| Depreciation and impairment charges | | 638,8 | 1 130,0 | 2 484,3 | 2 838,5 |
| Net (gains)/losses from disposals of non-current assets | | 0,6 | (0,6) | (4,1) | 2,0 |
| Net changes in fair value and other losses/(gains) | | (0,9) | (21,6) | (34,2) | (61,9) |
| Finance profit (loss) | | 184,8 | 231,2 | 718,8 | 805,9 |
| Net foreign exchange gains/(losses) related to operating activities | | 5,9 | (2,1) | 3,3 | 30,2 |
| Changes in inventories, trade receivables and trade payables | | (201,9) | 171,9 | (158,2) | (11,4) |
| Difference between expensed pension and payments | 8 | (177,2) | (95,7) | 227,7 | (362,6) |
| Changes in other working capital items | | (188,8) | (235,6) | (320,9) | (288,0) |
| Interest received | | 28,1 | 63,9 | 135,0 | 199,2 |
| Income tax paid | | 0,0 | - | (5,5) | - |
| Net cash flow from operating activities | | 808,4 | 669,6 | 5 130,6 | 3 472,2 |
| Purchases of property, plant and equipment, intangible assets and prepayments for right-of-use assets | | (1 615,9) | (1 310,7) | (5 795,4) | (4 963,3) |
| Proceeds from investment grants | | 1 178,7 | 1 004,3 | 2 465,4 | 2 305,2 |
| Proceeds from sale of property, plant and equipment, intangible assets and right-of-use assets | | 2,5 | 2,3 | 14,2 | 8,2 |
| Net cash flow used in investing activities | | (434,7) | (304,1) | (3 315,8) | (2 649,9) |

| Amounts in NOK million | NOTE | OCTOBER - DECEMBER | | JANUARY - DECEMBER | |
|--|------|--------------------|------------------|--------------------|----------------|
| | | 2025 | 2024 | 2025 | 2024 |
| Proceeds from interest-bearing loans | 9 | - | - | - | 5 780,9 |
| Repayments of interest-bearing loans | 9 | (274,2) | (358,3) | (3 096,6) | (873,1) |
| Proceeds from certificate loans | 9 | - | (0,0) | - | 1 650,0 |
| Repayments of certificate loans | 9 | - | (749,9) | - | (3 149,9) |
| Interest paid | | (320,8) | (328,9) | (982,4) | (998,4) |
| Other borrowing charges | | - | (17,4) | - | (17,4) |
| Net cash flow from (used in) financing activities | | (595,0) | (1 454,5) | (4 079,0) | 2 392,1 |
| Net change in cash and cash equivalents | | (221,2) | (1 089,1) | (2 264,2) | 3 214,4 |
| Cash and cash equivalents beginning of reporting period | | 2 594,8 | 5 726,7 | 4 637,7 | 1 423,3 |
| Cash and cash equivalents end of reporting period | | 2 373,5 | 4 637,7 | 2 373,5 | 4 637,7 |

NOTE 1 General information

Avinor Group consists of Avinor AS and subsidiaries. The purpose of the Group is to own, manage and develop aviation infrastructure and systems by facilitating safe and efficient aviation, render services within the same areas as well as other activities to support the Group's main business, including commercial development of the business and airport areas.

The headquarter is located in Oslo, Dronning Eufemias gate 6A.

The interim financial report for fourth quarter and full year 2025 has not been audited, nor been subject to a limited audit review.

The Board of Directors approved the interim financial report on 25 February 2026.

NOTE 2 Accounting principles

The interim financial statements at the end of fourth quarter 2025 are prepared in accordance with IAS 34 *Interim Financial Reporting*. The interim financial statements do not provide information to the same extent as the annual financial statements and should therefore be read in context with the Group's financial statements for 2024, which are included in Avinor's Annual and Sustainability Report for 2024. The same principles have been applied in the preparation of the interim financial statements as in the preparation of the consolidated financial statements.

Income tax expense in the interim financial statements

The income tax expense in the income statement consists of the calculated tax payable on the taxable result and changes in deferred tax. Tax expenses related to items in

other comprehensive income are presented on separate lines in the statement of other comprehensive income.

Deferred tax assets are calculated based on items where there is a difference between tax and accounting values at the expected tax rate to be used when the tax position is realised.

Tax payable in the Group's statement of financial position is based on the estimated taxable profit at the end of the period, as well as the calculated income taxes payable from previous years, reduced by prepaid income taxes.

NOTE 3 Segment information

Operating segments are reported in the same way as in internal reporting to the company's ultimate decision-maker. The company's ultimate decision-maker, who is responsible for allocating resources to and assessing earnings in the operating segments, has been identified as Group management.

The Avinor Group's operations currently include air navigation services and 45 airports including Oslo Airport. The operating segments are identified based on the reporting used by group management when assessing performance and profitability at a strategic level. The segment information shows operating profit and total investments broken down by internal organisation in the Group.

For management purposes, the Group is organised in an airport segment and an air navigation segment. To provide a better picture of the airport segment, results are

shown for airports in Oslo, Bergen, Stavanger, Trondheim, the remaining airports and property. Property includes income from hotels and office buildings. Shared functions comprise technology, corporate staff (including finance, commercial/marketing, strategy, HR, and legal) as well as other shared professional environments.

Avinor's financial model is based on the authorities' mandate of full co-financing between profitable and unprofitable airports, and that commercial profits should subsidise airport charges (the "single till" principle). The segment information for the various airports in this note must be assessed in light of the economic interdependence between the airports.

Sales between operating segments are carried out in accordance with the arm's length principle. Allocation of costs related to shared functions within the airport segment is either based on a direct allocation according to the actual use of the functions, or

internal allocation keys reflecting the use of the functions. The revenue from external parties reported to group management is measured consistently with that in the income statement.

Avinor has defined en route services and airport operations as the Group's cash-generating units, implying that the combined airport operations and en route services are the smallest units in the Group that generate independent cash flows. En route services is a part of the segment air navigation services. Airport operations consists of the operating segment airport operations and approach- and tower services included in the segment air navigation services. Additional information on cash-generating units can be found in note 7.

NOTE 3 Segment information (cont.)

OCTOBER - DECEMBER 2025

| Amounts in NOK million | AIRPORT OPERATIONS | AIR NAVIGATION SERVICES | SHARED FUNCTIONS | ELIMINATION | AVINOR GROUP |
|---|--------------------|-------------------------|------------------|-------------|--------------|
| Traffic income | 1 366,9 | 392,1 | - | | 1 759,0 |
| Commercial income | 1 511,5 | 45,9 | 75,1 | | 1 632,5 |
| Other income | 21,0 | 0,0 | (0,0) | | 21,1 |
| Inter-segment income | 44,3 | 209,7 | 738,9 | (992,9) | - |
| Operating income | 2 943,7 | 647,7 | 814,0 | (992,9) | 3 412,6 |
| Raw materials and consumables used | (20,3) | (0,0) | (59,9) | | (80,3) |
| Employee benefit expenses | (310,6) | (313,1) | (324,7) | | (948,4) |
| Other operating expenses | (662,3) | (48,6) | (333,1) | | (1 044,0) |
| Other expenses | 2,8 | - | - | | 2,8 |
| Inter-segment expenses | (794,4) | (158,3) | (40,3) | 992,9 | - |
| Operating expenses | (1 784,7) | (520,1) | (758,0) | 992,9 | (2 069,9) |
| Operating profit before depreciation and impairment charges | 1 159,0 | 127,6 | 56,0 | | 1 342,7 |
| Depreciation | (572,1) | (10,7) | (56,1) | | (638,8) |
| Impairment charges | - | - | - | | - |
| Operating profit (loss) | 586,9 | 117,0 | (0,0) | | 703,9 |
| Investments during the period | 650,9 | 182,2 | 136,5 | | 969,7 |

AIRPORT OPERATIONS OCTOBER - DECEMBER 2025

| Amounts in NOK million | OSLO AIRPORT | BERGEN AIRPORT | STAVANGER AIRPORT | TRONDHEIM AIRPORT | REGIONAL AIRPORTS | PROPERTY | AIRPORT OPERATIONS |
|---|--------------|----------------|-------------------|-------------------|-------------------|----------|--------------------|
| Traffic income | 644,4 | 186,4 | 133,0 | 111,8 | 291,3 | - | 1 366,9 |
| Commercial income | 887,1 | 158,6 | 118,7 | 93,4 | 186,8 | 67,0 | 1 511,5 |
| Other income | (1,4) | (0,5) | (0,4) | (0,4) | 23,6 | 0,0 | 21,0 |
| Inter-segment income | 5,1 | 0,1 | 2,0 | 0,9 | 29,6 | 6,5 | 44,3 |
| Operating income | 1 535,2 | 344,5 | 253,3 | 205,8 | 531,3 | 73,5 | 2 943,7 |
| Raw materials and consumables used | (11,0) | (1,0) | (2,1) | (0,5) | (5,7) | - | (20,3) |
| Employee benefits expenses | (100,3) | (19,3) | (20,6) | (18,8) | (151,4) | (0,2) | (310,6) |
| Other operating expenses | (289,4) | (63,2) | (35,4) | (27,7) | (237,8) | (8,8) | (662,3) |
| Other expenses | (0,5) | (2,7) | 4,2 | - | 3,0 | (1,2) | 2,8 |
| Inter-segment expenses | (289,3) | (62,6) | (48,7) | (47,1) | (346,3) | (0,4) | (794,4) |
| Operating expenses | (690,6) | (148,7) | (102,6) | (94,1) | (738,2) | (10,6) | (1 784,7) |
| Operating profit before depreciation and impairment charges | 844,7 | 195,8 | 150,7 | 111,7 | (206,9) | 62,9 | 1 159,0 |
| Depreciation | (258,0) | (75,6) | (38,4) | (31,6) | (147,6) | (20,9) | (572,1) |
| Impairment charges | - | - | - | - | - | - | - |
| Operating profit (loss) | 586,7 | 120,2 | 112,3 | 80,1 | (354,5) | 42,0 | 586,9 |
| Investments during the period | 107,8 | 44,0 | 37,0 | 82,3 | 323,6 | 56,4 | 650,9 |

NOTE 3 Segment information (cont.)

OCTOBER - DECEMBER 2024

| Amounts in NOK million | AIRPORT OPERATIONS | AIR NAVIGATION SERVICES | SHARED FUNCTIONS | ELIMINATION | AVINOR GROUP |
|---|--------------------|-------------------------|------------------|-------------|--------------|
| Traffic income | 1 038,5 | 350,1 | - | | 1 388,6 |
| Commercial income | 1 469,2 | 44,0 | 99,8 | | 1 613,0 |
| Other income | 27,9 | 0,1 | (0,0) | | 28,0 |
| Inter-segment income | 42,0 | 208,3 | 566,7 | (817,1) | - |
| Operating income | 2 577,6 | 602,5 | 666,5 | (817,1) | 3 029,5 |
| Raw materials and consumables used | (19,2) | (5,2) | (63,2) | | (87,5) |
| Employee benefits expenses | (446,6) | (382,9) | (309,0) | | (1 138,5) |
| Other operating expenses | (742,7) | (56,1) | (187,4) | | (986,2) |
| Other expenses | (28,0) | 0,0 | 0,0 | | (28,0) |
| Inter-segment expenses | (613,5) | (148,5) | (55,1) | 817,1 | - |
| Operating expenses | (1 849,9) | (592,7) | (614,7) | 817,1 | (2 240,2) |
| Operating profit before depreciation and impairment charges | 727,7 | 9,8 | 51,8 | | 789,4 |
| Depreciation | (539,6) | (10,7) | (51,8) | | (602,1) |
| Impairment charges | - | (527,9) | - | | (527,9) |
| Operating profit (loss) | 188,2 | (528,8) | 0,0 | - | (340,6) |
| Investments during the period | 565,4 | 109,9 | 41,8 | | 717,0 |

AIRPORT OPERATIONS OCTOBER - DECEMBER 2024

| Amounts in NOK million | OSLO AIRPORT | BERGEN AIRPORT | STAVANGER AIRPORT | TRONDHEIM AIRPORT | REGIONAL AIRPORTS | PROPERTY | AIRPORT OPERATIONS |
|---|--------------|----------------|-------------------|-------------------|-------------------|----------|--------------------|
| Traffic income | 492,8 | 142,1 | 101,8 | 86,8 | 215,0 | - | 1 038,5 |
| Commercial income | 886,4 | 154,5 | 116,3 | 91,3 | 176,3 | 44,4 | 1 469,2 |
| Other income | 1,5 | 0,5 | 0,3 | 0,3 | 25,3 | - | 27,9 |
| Inter-segment income | 4,2 | (0,0) | 2,0 | 1,0 | 28,4 | 6,5 | 42,0 |
| Operating income | 1 384,9 | 297,1 | 220,4 | 179,4 | 445,1 | 50,8 | 2 577,6 |
| Raw materials and consumables used | (11,8) | (1,4) | (1,5) | (0,4) | (4,1) | - | (19,2) |
| Employee benefits expenses | (153,8) | (31,8) | (23,4) | (24,2) | (213,5) | - | (446,6) |
| Other operating expenses | (303,9) | (66,7) | (65,6) | (42,0) | (261,4) | (3,1) | (742,7) |
| Other expenses | (4,4) | (12,9) | 62,7 | (0,4) | (73,0) | - | (28,0) |
| Inter-segment expenses | (204,1) | (60,4) | (50,0) | (33,9) | (264,8) | (0,4) | (613,5) |
| Operating expenses | (677,9) | (173,2) | (77,8) | (100,9) | (816,8) | (3,4) | (1 849,9) |
| Operating profit before depreciation and impairment charges | 707,0 | 123,9 | 142,6 | 78,6 | (371,7) | 47,4 | 727,7 |
| Depreciation | (250,6) | (68,4) | (37,6) | (29,0) | (143,2) | (10,7) | (539,6) |
| Impairment charges | - | - | - | - | - | - | - |
| Operating profit (loss) | 456,4 | 55,5 | 105,0 | 49,5 | (514,9) | 36,7 | 188,2 |
| Investments during the period | 172,1 | 53,2 | 43,3 | 33,3 | 262,2 | 1,2 | 565,4 |

NOTE 3 Segment information (cont.)

JANUARY - DECEMBER 2025

| Amounts in NOK million | AIRPORT OPERATIONS | AIR NAVIGATION SERVICES | SHARED FUNCTIONS | ELIMINATION | AVINOR GROUP |
|---|--------------------|-------------------------|------------------|-------------|--------------|
| Traffic income | 5 624,4 | 1 642,0 | - | | 7 266,4 |
| Commercial income | 6 136,9 | 185,7 | 255,2 | | 6 577,8 |
| Other income | 68,2 | 0,0 | (0,0) | | 68,2 |
| Inter-segment income | 180,4 | 838,0 | 2 356,3 | (3 374,7) | - |
| Operating income | 12 009,8 | 2 665,8 | 2 611,5 | (3 374,7) | 13 912,4 |
| Raw materials and consumables used | (77,5) | (5,5) | (149,6) | | (232,7) |
| Employee benefits expenses | (1 785,2) | (1 439,1) | (1 197,0) | | (4 421,3) |
| Other operating expenses | (2 788,4) | (231,0) | (908,8) | | (3 928,2) |
| Other expenses | (42,6) | - | - | | (42,6) |
| Inter-segment expenses | (2 580,9) | (629,9) | (164,0) | 3 374,7 | - |
| Operating Expenses | (7 274,6) | (2 305,5) | (2 419,3) | 3 374,7 | (8 624,8) |
| Operating profit before depreciation and impairment charges | 4 735,2 | 360,3 | 192,2 | | 5 287,6 |
| Depreciation | (2 252,1) | (40,0) | (192,2) | | (2 484,3) |
| Impairment charges | | - | - | | - |
| Operating profit (loss) | 2 483,1 | 320,2 | - | | 2 803,3 |
| Associated assets * | 37 498,7 | 1 937,7 | 1 066,3 | | 40 502,7 |
| Investments during the period | 2 481,7 | 525,4 | 238,4 | | 3 245,5 |

* Intangible assets, property, plant & equipment and assets under construction

AIRPORT OPERATIONS JANUARY - DECEMBER 2025

| Amounts in NOK million | OSLO AIRPORT | BERGEN AIRPORT | STAVANGER AIRPORT | TRONDHEIM AIRPORT | REGIONAL AIRPORTS | PROPERTY | AIRPORT OPERATIONS |
|---|--------------|----------------|-------------------|-------------------|-------------------|----------|--------------------|
| Traffic income | 2 716,3 | 765,2 | 528,5 | 445,5 | 1 169,0 | - | 5 624,4 |
| Commercial income | 3 692,6 | 641,9 | 484,5 | 388,5 | 727,6 | 201,7 | 6 136,9 |
| Other income | 15,5 | 0,6 | 5,0 | 0,6 | 46,4 | 0,0 | 68,2 |
| Inter-segment income | 14,9 | 0,4 | 7,8 | 3,9 | 127,3 | 26,1 | 180,4 |
| Operating income | 6 439,3 | 1 408,1 | 1 025,8 | 838,5 | 2 070,3 | 227,8 | 12 009,8 |
| Raw materials and consumables used | (40,6) | (3,1) | (5,8) | (1,6) | (26,5) | - | (77,5) |
| Employee benefits expenses | (603,2) | (133,4) | (108,0) | (110,4) | (830,0) | (0,2) | (1 785,2) |
| Other operating expenses | (1 123,4) | (246,9) | (166,7) | (158,8) | (1 076,6) | (16,0) | (2 788,4) |
| Other expenses | (2,1) | 8,2 | 3,3 | - | (50,7) | (1,2) | (42,6) |
| Inter-segment expenses | (844,5) | (234,0) | (185,0) | (154,7) | (1 161,7) | (1,0) | (2 580,9) |
| Operating expenses | (2 613,7) | (609,2) | (462,3) | (425,5) | (3 145,5) | (18,4) | (7 274,6) |
| Operating profit before depreciation and impairment charges | 3 825,6 | 798,9 | 563,6 | 413,0 | (1 075,3) | 209,4 | 4 735,2 |
| Depreciation | (1 025,2) | (283,8) | (155,6) | (122,4) | (612,1) | (52,9) | (2 252,1) |
| Impairment charges | - | - | - | - | - | - | - |
| Operating profit (loss) | 2 800,4 | 515,1 | 407,9 | 290,6 | (1 687,4) | 156,5 | 2 483,1 |
| Associated assets * | 18 666,9 | 4 921,2 | 2 105,7 | 1 587,6 | 9 288,2 | 929,3 | 37 498,7 |
| Investments during the period | 622,3 | 299,1 | 120,1 | 140,5 | 1 204,7 | 95,0 | 2 481,7 |

* Intangible assets, property, plant & equipment and assets under construction

NOTE 3 Segment information (cont.)

JANUARY - DECEMBER 2024

| Amounts in NOK million | AIRPORT OPERATIONS | AIR NAVIGATION SERVICES | SHARED FUNCTIONS | ELIMINATION | AVINOR GROUP |
|---|--------------------|-------------------------|------------------|-------------|--------------|
| Traffic income | 4 352,3 | 1 401,3 | - | | 5 753,7 |
| Commercial income | 5 896,0 | 191,6 | 216,5 | | 6 304,1 |
| Other income | 51,4 | 0,7 | - | | 52,1 |
| Inter-segment income | 168,3 | 794,8 | 2 014,3 | (2 977,5) | - |
| Operating income | 10 468,0 | 2 388,5 | 2 230,9 | (2 977,5) | 12 109,9 |
| Raw materials and consumables used | (74,0) | (8,2) | (115,3) | | (197,5) |
| Employee benefits expenses ¹ | (1 664,5) | (1 408,9) | (999,1) | | (4 072,5) |
| Other operating expenses | (2 750,2) | (231,6) | (719,2) | | (3 701,0) |
| Other expenses | (173,7) | (0,5) | - | | (174,2) |
| Inter-segment expenses | (2 186,3) | (595,3) | (195,9) | 2 977,5 | - |
| Operating expenses | (6 848,7) | (2 244,5) | (2 029,5) | 2 977,5 | (8 145,2) |
| Operating profit before depreciation and impairment charges | 3 619,3 | 144,0 | 201,4 | | 3 964,7 |
| Depreciation | (2 066,3) | (42,9) | (201,4) | | (2 310,6) |
| Impairment charges | | (527,9) | - | | (527,9) |
| Operating profit (loss) | 1 553,0 | (426,8) | - | | 1 126,2 |
| Associated assets * | 37 220,3 | 1 449,0 | 1 034,1 | | 39 703,4 |
| Investments during the period | 2 154,5 | 435,3 | 147,8 | | 2 737,6 |

¹ The Avinor Group has applied for a refund of social security tax based on lower rates for employees who are not covered by the sector exemption for differentiated social security tax. The refund has been approved and refunded in 2024. The effect of the refund is presented in the income statement as a cost reduction in Employee benefit expenses, and allocated with NOK 136 million to the segment airport operations (regional airports) and NOK 78 million to the segment air navigation services.

* Intangible assets, property, plant & equipment and assets under construction

AIRPORT OPERATIONS JANUARY - DECEMBER 2024

| Amounts in NOK million | OSLO AIRPORT | BERGEN AIRPORT | STAVANGER AIRPORT | TRONDHEIM AIRPORT | REGIONAL AIRPORTS | PROPERTY | AIRPORT OPERATIONS |
|---|--------------|----------------|-------------------|-------------------|-------------------|----------|--------------------|
| Traffic income | 2 120,6 | 595,8 | 419,7 | 344,9 | 871,4 | - | 4 352,3 |
| Commercial income | 3 616,7 | 619,1 | 465,7 | 356,6 | 662,7 | 175,1 | 5 896,0 |
| Other income | 4,3 | 0,5 | 1,3 | 0,5 | 44,8 | - | 51,4 |
| Inter-segment income | 16,6 | 0,3 | 7,9 | 3,6 | 114,5 | 25,4 | 168,3 |
| Operating income | 5 758,1 | 1 215,7 | 894,7 | 705,6 | 1 693,4 | 200,5 | 10 468,0 |
| Raw materials and consumables used | (39,3) | (3,2) | (4,1) | (1,3) | (26,2) | - | (74,0) |
| Employee benefits expenses | (583,3) | (123,2) | (100,7) | (100,9) | (756,4) | (0,0) | (1 664,5) |
| Other operating expenses | (1 137,1) | (242,9) | (200,5) | (160,5) | (998,5) | (10,8) | (2 750,2) |
| Other expenses | (9,3) | (15,2) | (10,0) | (2,3) | (137,0) | - | (173,7) |
| Inter-segment expenses | (653,4) | (207,8) | (164,1) | (127,4) | (1 032,7) | (0,9) | (2 186,3) |
| Operating expenses | (2 422,4) | (592,2) | (479,3) | (392,4) | (2 950,7) | (11,7) | (6 848,7) |
| Operating profit before depreciation and impairment charges | 3 335,7 | 623,5 | 415,3 | 313,2 | (1 257,3) | 188,9 | 3 619,3 |
| Depreciation | (951,6) | (271,5) | (143,7) | (115,9) | (540,4) | (43,1) | (2 066,3) |
| Impairment charges | | | | | | | - |
| Operating profit (loss) | 2 384,0 | 352,0 | 271,6 | 197,3 | (1 797,7) | 145,7 | 1 553,0 |
| Associated assets * | 19 038,4 | 4 901,4 | 2 139,2 | 1 568,0 | 8 687,0 | 886,4 | 37 220,3 |
| Investments during the period | 708,6 | 191,9 | 118,6 | 99,5 | 1 035,4 | 0,7 | 2 154,5 |

* Intangible assets, property, plant & equipment and assets under construction

NOTE 4 Operating income

Operating income for the Avinor Group consists of traffic income and commercial income. Traffic income comprises all charges related to the use of airports and services necessary to operate flights to/from and within Norway. Commercial income consists of income from the sale of goods and services and rental income.

For detailed information on the various revenue streams of the Avinor Group, see Note 5 in the Group's financial statements for 2024. The financial statements are included in Avinor's Annual and Sustainability Report for 2024.

Distribution of revenues

| Amounts in NOK million | OCTOBER - DECEMBER | | JANUARY - DECEMBER | |
|---|--------------------|----------------|--------------------|-----------------|
| | 2025 | 2024 | 2025 | 2024 |
| Operating revenue from contracts with customers: | | | | |
| En route charges | 392,1 | 350,1 | 1 642,0 | 1 401,3 |
| Takeoff charges | 342,6 | 311,6 | 1 398,9 | 1 275,4 |
| Terminal charges | 489,7 | 299,5 | 2 010,7 | 1 318,9 |
| Security charges | 346,3 | 311,4 | 1 445,0 | 1 285,4 |
| Terminal navigation charges | 188,3 | 116,1 | 769,8 | 472,6 |
| Traffic income | 1 759,0 | 1 388,6 | 7 266,4 | 5 753,7 |
| Income from the sale of goods and services | 303,6 | 308,8 | 1 092,3 | 988,5 |
| Revenue from contracts with customers | 2 062,6 | 1 697,4 | 8 358,7 | 6 742,2 |
| Rental income: | | | | |
| Duty free | 588,1 | 592,1 | 2 464,8 | 2 472,7 |
| Parking | 298,3 | 281,0 | 1 199,6 | 1 085,8 |
| Catering, kiosks and shops | 241,4 | 229,8 | 982,9 | 946,3 |
| Other | 201,2 | 201,3 | 838,1 | 810,8 |
| Rental income | 1 329,0 | 1 304,2 | 5 485,5 | 5 315,6 |
| Other income (note 5) | 21,0 | 28,0 | 68,2 | 52,1 |
| Operating income | 3 412,6 | 3 029,6 | 13 912,4 | 12 109,9 |
| Traffic income | 1 759,0 | 1 388,6 | 7 266,4 | 5 753,7 |
| Commercial income * | 1 632,5 | 1 613,0 | 6 577,8 | 6 304,1 |
| Other income (note 5) | 21,0 | 28,0 | 68,2 | 52,1 |
| Operating income | 3 412,6 | 3 029,6 | 13 912,4 | 12 109,9 |

* Commercial income consists of income from the sale of goods and services as well as rental income.

NOTE 5 Other income and other expenses

Other income and other expenses include gains and losses on disposals of fixed assets and other intangible assets, government grants, insurance settlements, changes in environmental provisions, and restructuring costs.

Specification

| Amounts in NOK million | OCTOBER - DECEMBER | | JANUARY - DECEMBER | |
|---|--------------------|---------------|--------------------|----------------|
| | 2025 | 2024 | 2025 | 2024 |
| Other income | | | | |
| Profit from disposal of non-current assets | 1,2 | 1,1 | 7,9 | 5,7 |
| Government grants/refunds | 19,9 | 26,9 | 60,3 | 46,4 |
| Other income | 21,1 | 28,0 | 68,2 | 52,1 |
| Other expenses | | | | |
| Loss from disposal of non-current assets | (1,7) | (0,5) | (3,8) | (7,8) |
| Change in provision for environmental pollution (note 13) | 4,5 | (20,0) | (38,8) | (133,9) |
| Accrual severance arrangements/gift pensions | - | (7,5) | - | (32,5) |
| Other expenses | 2,8 | (28,0) | (42,6) | (174,2) |

Parts of the recognised government grants are related to the coverage of project expenses for the construction of new airports in Bodø and Mo i Rana. See note 12 for further details on these projects.

Changes in environmental provisions concern changes in liabilities and calculated present value effects. Note 13 has more information.

During 2024, the Group's employees were informed that they could apply for a voluntary severance agreement/gift pension. The amount expensed for 2024 is based on calculations by an external actuary for the total liability relating to concluded severance agreements. The severance agreements/gift pensions are presented as pension liabilities in the Group's statement of financial position.

NOTE 6 Property, plant and equipment and other intangible assets

| Amounts in NOK million | OTHER INTANGIBLE ASSETS | PROPERTY, PLANT AND EQUIPMENT | ASSETS UNDER CONSTRUCTION | RIGHT-OF-USE ASSETS | TOTAL |
|---|-------------------------|-------------------------------|---------------------------|---------------------|-----------------|
| Net book amount 1 January 2024 | 607,7 | 34 468,4 | 4 693,7 | 327,6 | 40 097,5 |
| Additions | - | - | 2 737,8 | 197,2 | 2 935,0 |
| Reclassification * | 47,0 | 2 718,2 | (2 765,2) | - | - |
| Disposals | - | (10,3) | - | (0,5) | (10,8) |
| Depreciation | (78,4) | (2 187,5) | - | (44,7) | (2 310,6) |
| Impairment charges | (16,1) | (175,6) | (336,2) | - | (527,9) |
| Net book amount 31 December 2024 | 560,3 | 34 813,1 | 4 330,1 | 479,6 | 40 183,1 |
| Net book amount 1 January 2025 | 560,3 | 34 813,1 | 4 330,1 | 479,6 | 40 183,1 |
| Additions | - | - | 3 245,5 | 53,4 | 3 298,8 |
| Reclassification * | 318,8 | 2 722,9 | (3 041,7) | - | - |
| Disposals | - | (10,4) | - | (22,1) | (32,6) |
| Depreciation | (90,8) | (2 345,0) | - | (48,6) | (2 484,3) |
| Net book amount 31 December 2025 | 788,3 | 35 180,6 | 4 533,8 | 462,3 | 40 965,0 |

* Reclassification of assets under construction relates to completed assets/projects presented as additions in the relevant asset categories. Final decompositions into asset categories within both intangible assets and fixed assets are carried out in connection with the completion of facilities/projects.

NOTE 7 Impairment of property, plant and equipment and intangible assets

Avinor has significant investments in infrastructure, buildings and other real estate required to own, operate and develop airport operations and air navigation services. Avinor has defined two cash-generating units: en route services (air navigation services) and airport operations. For airport operations, Avinor's financial model is based on the authorities' mandate of full co-financing between profitable and unprofitable airports, and that commercial profits shall subsidise airport charges (the "single till" principle). Based on this, the Group's total airport operations are defined as one cash-generating unit.

Impairment indicators are assessed on each reporting date for individual assets and cash-generating units, and impairment testing is performed if any indicators have been identified. In assessing value in use, the estimated future cash flows are discounted to their present value using a discount rate based on the weighted average capital cost (WACC) rate. The WACC reflects current market assessments of time value of money and risks specific for the asset or the cash-generating unit to which the asset belongs.

AIRPORT OPERATIONS

The cash-generating unit airport operations is sensitive to changes in traffic patterns. Both the digitalisation trend that emerged during the Covid pandemic, in particular for business travellers, and increased attention on climate, environment, and sustainability, imply a risk of permanent changes in travel habits. This may result in fewer passengers or lower traffic growth than anticipated, leading to lower revenues for the Group's airport operations. The global geopolitical and economic developments add to further uncertainties in projections for future traffic and revenues. As of 31 December 2025, the risk of a permanent reduction in the number of passengers with corresponding lower revenues is considered to be an impairment indicator for airport operations.

As a result of identified indicators of impairment for the airport operations, an updated impairment test has been carried out for this cash-generating unit as of 31 December 2025. The impairment test takes into account updated forecasts for traffic development that form the basis for collected airport charges and commercial income, costs and investment levels.

Key judgements and estimates

The most important requirement for achieving the necessary improvement in earnings is real growth in Avinor's airport charges. The Ministry of Transport confirmed in a letter dated 20 November 2024, "Determination of airport charges for Avinor's airports", and in a letter of 12 December 2024, "Framework decision on Avinor AS's takeoff and passenger charges for the years 2025-2029", that its multi-year binding decision on charges is intended to avoid write-downs of Avinor's assets. The Ministry of Transport has followed up on the intention expressed in these letters through its decisions on charges for 2025 and 2026.

For the updated impairment test as of 31 December 2025, 2026 - 2031 is used as the forecast period. From the terminal year in 2032, it is assumed that income and expenses have a fixed growth factor. The value in use is calculated as the total of the discounted cash flows during the forecast period and the terminal value.

The significant part of the value in use comes from the terminal value. Assumptions affecting the terminal value are therefore considered to be the most important in the impairment assessment. These are set out below and represent management's best estimate of the likely outcome:

| | AIRPORT OPERATIONS |
|---|--------------------|
| Key assumptions | |
| Number of passengers terminal year 2032 (millions) | 58,8 |
| Result improvement terminal year 2032 (NOK billion) * | 0,8 |
| Growth in terminal value | 2,0 % |
| Post-tax rate of return requirement | 6,2 % |

* Improvement in operating result in 2032 in excess of estimated result with consumer price index adjustment of the airport charges for 2025. The improvement in results is necessary to have a reasonable return on invested capital. The improvement in results is assumed realised mainly through increased airport charges.

NOTE 7 Impairment of property, plant and equipment and intangible assets (cont.)

Key assumptions

Number of passengers in terminal year 2032

The number of passengers of 58.8 million in 2032 is based on Avinor's traffic forecasts for the period and a projected growth of 2 per cent at the terminal level. The traffic development in 2026 is estimated in Avinor's traffic analysis model and takes into account drivers within both the supply side (offered seats and aircraft movements) and demand side (development in GDP, tourism and travel trends). Expected changes in airport charges, reduced prices on FOT routes and planned maintenance work at airports are also considered. For the years 2027-2031, a normal growth for air traffic has been estimated with a particular view on the period 2015-2019 as comparable based on developments in the Norwegian economy, currency, tourism and general supply-side developments. Estimated effects from increased airport charges in the forecast period have been taken into account. The growth rates for the years 2028-2029 largely coincide with forecasts prepared by the Institute of Transport Economics (TØI), adjusted for updated expectations for developments in drivers such as GDP, purchasing power, unemployment and other indicators that may affect future demand. Expectations of higher CO₂ costs (affecting both charges and quota prices) are included in the traffic forecasts from TØI. The baseline scenario in the long-term forecasts from TØI is related to the SSP2 scenario (Shared Socio-Economic Pathways). The assumptions in SSP2 have been further included in the uncertainty perspectives in both the SSP3 and SSP5 scenarios. Avinor's long-term traffic development is assessed to be somewhere between the low-emissions and high-emissions scenarios used in the climate risk analyses in section E1 of the sustainability reporting.

Result improvement terminal year 2032

In a letter dated 20 November 2024 "Determination of airport charges for Avinor's airports" and in a letter of 12 December 2024 "Framework decision on Avinor AS' takeoff and terminal charges in the years 2025-2029", the Ministry of Transport confirmed that their multi-year binding decision regarding airport charges aims to avoid write-downs of Avinor's assets. For the years 2026-2029, it is assumed that airport charges will be set so that the deficit compared to the calculated need according to the "single till" model will be at the level of NOK 200 million for 2026, while the charges from 2027 onwards will match the calculated need. The Ministry of Transport has followed up the intention expressed in the 2024 letters through its decisions on charges for 2025 and 2026.

In the terminal year 2032, it is estimated that the lasting, annual improvement in results will be at the level of NOK 800 million, mainly assumed realised through real increases in airport charges. Avinor is also working on its own performance improvement initiatives, which will be included in the forecast period once the measures have been decided and implemented.

Growth rates in terminal value

Cash flows in the terminal value are extrapolated at an eternal growth of 2 percent based on expectations in future travel activity and inflation. Investments in the terminal value are determined to give an annual increase in invested capital of approximately 2 percent.

Required rate of return after tax

The required rate of return after tax of 6.2 percent (7.9 percent before tax) as of 31 December 2025 is based on market expectations for risk-free interest and debt rates, as well as an assessment of the return on equity expected for this type of business.

Conclusion

The impairment test performed as of 31 December 2025 shows that the value in use based on the assumptions accounted for exceeds the carrying value of assets. Consequently, Avinor has concluded that no impairment of assets for the cash-generating unit airport operations shall be recognised as of 31 December 2025.

Sensitivity analysis

The impairment test is sensitive to changes in the key assumptions. Should management's best estimates not be met, it could lead to significant impairment losses. The value in use in particular will be adversely affected if Avinor's improvement in earnings by airport charges is not adjusted as assumed in accordance with the "single till" principle. Improved results of only 50 percent of the cash flows used in the forecast period and terminal value would imply a negative change of the value in use of approximately NOK 6 billion and write-down requirements of assets of approximately NOK 4.3 billion. In the event of no result improvement, the decline in value in use would have been NOK 11.9 billion, resulting in a write-down of NOK 10.2 billion.

In addition, sensitivity analyses have been carried out of other key assumptions considered by management to be fairly probable downside scenarios. The analyses have been prepared to illustrate the uncertainty in management's assessments.

The calculation shows the changes in value in use and the result improvement needed in terminal value to maintain the carrying values in the different scenarios. Changes in operating conditions or other profit increasing measures, like payments for services provided to other governmental departments or a reduced extent of Avinor's social mission, can reduce the need for an increase in airport charges. In the scenarios assuming reduced growth in terminal value, the investments are unchanged compared to the impairment test carried out.

NOTE 7 Impairment of property, plant and equipment and intangible assets (cont.)

| Amounts in NOK million | | VALUE | CHANGE IN VALUE | IMPAIRMENT | RESULT IMPROVEMENT NEEDED TO MAINTAIN VALUE |
|---|-------------------------------|--------|-----------------|------------|---|
| | Passengers in 2031 (millions) | | | | |
| Change in number of passengers through the forecast period | | | | | |
| 0 % | 58,2 | 38 563 | - | - | 795 |
| - 5 % | 55,3 | 29 687 | (8 876) | (7 205) | 1 343 |
| - 10 % | 52,3 | 20 811 | (17 752) | (16 081) | 1 890 |
| | Growth in terminal value | | | | |
| Change in growth in terminal value | | | | | |
| 0,0 % | 2,0 % | 38 563 | - | - | 795 |
| - 0,5 % | 1,5 % | 37 925 | (639) | - | 815 |
| - 1,0 % | 1,0 % | 37 409 | (1 155) | - | 835 |
| | Rate of return requirement | | | | |
| Change in rate of return requirement | | | | | |
| 0,0 % | 6,2 % | 38 563 | - | - | 795 |
| + 0,5 % | 6,7 % | 33 819 | (4 745) | (3 074) | 1 116 |
| + 1,0 % | 7,2 % | 30 003 | (8 560) | (6 889) | 1 436 |

EN ROUTE SERVICES

The cash-generating unit en route services is regulated by multi-year performance plans, divided into reference periods. From 2025, a new reference period will start and apply until 2029 (reference period 4 - RP 4). En route services are regulated by the EU. The purpose is that users of airspace will be charged the suppliers' actual costs in addition to return on capital employed. The performance plan describes a risk-sharing between the supplier and airspace users for deviations in traffic and costs during the reference periods. The risk-sharing mechanism defines the costs that can be passed on to airspace users and the size of the discrepancy between assumed and actual revenues and costs before the risk-sharing mechanisms occur.

Norway's submitted performance plan for reference period 4 was rejected in 2025. Avinor has prepared an updated performance plan, which was approved by the Ministry of Transport in October 2025. This updated plan was sent to the Performance Review Body (PRB), the EU Commission's advisory body for the Single European Sky, for evaluation and approval.

The uncertainty regarding future regulation of revenues in the next performance period has been assessed as an impairment indicator as of 31 December 2025, and the Group has carried out an updated impairment test.

Key judgements and estimates

The updated impairment assessment takes into account the latest external forecasts for traffic development and en route charges, expenses and investments. The en route service is in a phase with significant government-mandated investments that goes beyond the next performance plan period. In order to reach periods with normalised cash flows, the forecast period has been extended up to and including the year 2034.

The impairment test is based on four different scenarios: base case scenario, upside scenario, traffic risk scenario and revenue risk scenario. These four scenarios represent different possible outcomes related to the level of en route charges that can be collected, traffic development, and efficiency requirements during the reference periods for the years 2025–2034. The four scenarios are probability-weighted with an added risk adjustment factor. If the most negative scenario occurs, this could trigger additional write-downs of around NOK 80 million. The other scenarios indicate the potential for reversal of part or all of the asset value write-down recognised in 2024. Any updated assessment of uncertainty regarding future regulation cannot be made until the performance plan for reference period 4 is approved.

NOTE 7 Impairment of property, plant and equipment and intangible assets (cont.)

For the impairment test as of 31 December 2025, the forecast period used is 2026 through to 2034. From the terminal year 2035 onwards, it is assumed that revenues and expenses will have a fixed growth factor of 2 percent. In the RP 6 period, it is assumed that the cost base as of 2034 will be covered, as well as a return on capital employed corresponding to the market-based return requirement. The return requirement after tax as of 31 December 2025 was 5.75 percent (7.37 percent before tax). The value in use is calculated as the sum of discounted cash flows during the forecast period and the terminal value. The majority of the value in use derives from the terminal value.

Conclusion

The impairment test carried out as of 31 December 2025 shows that the value in use based on the assumptions presented exceeds the book value of the assets. Consequently, Avinor has concluded that, as of 31 December 2025, no further losses due to impairment of assets for the cash-generating unit en route services shall be recognised.

NOTE 8 Pensions

Avinor uses pension assumptions prepared by the Norwegian Accounting Standards Board as a starting point when calculating pension liabilities. The latest update from the Norwegian Accounting Standards Board was as of 31 December 2025.

Financial assumptions used to calculate the Group's pension liabilities represent management's best estimate of long-term future levels of return and remuneration.

| | 31 DECEMBER 2025 | 31 DECEMBER 2024 |
|---|---------------------|---------------------|
| Discount rate and future return on plan assets | 4,00 % | 3,90 % |
| Expected salary increases | 4,00 % | 4,00 % |
| Expected pension increases | 2,75 % | 3,00 % |
| Expected regulation in the national insurance scheme basic amount (g) | 3,75 % | 3,75 % |

Pension obligations

| Amounts in NOK million | 31 DECEMBER 2025 | 31 DECEMBER 2024 |
|---|---------------------|---------------------|
| Net pension obligation at 1 January | 3 879,4 | 5 207,7 |
| Pension cost | 347,3 | 414,1 |
| Recognised plan amendment * | 4,1 | - |
| Payment of pensions and premiums (incl. soc. sec. cost) | (123,7) | (776,7) |
| Actuarial gains/losses | (21,3) | (965,7) |
| Net pension obligation at the end of the period | 4 085,8 | 3 879,4 |

* New public pension schemes

In April 2024, Stortinget adopted a new act on lifelong contractual early retirement pension (AFP) in the public sector for persons born in 1963 or later. For persons born in 1962 or earlier, the contractual pension is calculated according to the old rules. With the new act, AFP in public sector is changed from an early retirement scheme to a scheme that provides a lifelong supplement to the retirement pension from the national pension scheme. The new rules are effective from 2025, and the regulations regarding the allocation of costs in the scheme have been clarified. The Avinor Group has recognised a plan amendment effect related to the new lifelong AFP of NOK 184.3 million.

The Government and the parties in the public sector have reached agreement on a new arrangement for occupational groups with special age limits. These groups will receive a lifelong supplement/special age allowance (early retirement scheme). The supplement is intended to ensure that occupational groups with special age limits do not receive a lower pension if they wish to retire earlier than employees without such age limits. The regulations were adopted and are effective from 2025 but will be formally implemented from 2026. The Avinor Group has recognised a negative plan amendment effect related to the early retirement scheme of NOK 180.2 million.

The net recognised plan amendment effect in 2025 for the new lifelong AFP and early retirement scheme in the public sector amounted to NOK 4.1 million. As of 30 September 2025, the Avinor Group recognised a plan amendment effect of NOK 204.7 million, based on preliminary external actuarial calculations for the two schemes. By 31 December 2025, these had been updated with final actuarial calculations, resulting in a change in the plan amendment effects of NOK 200.6 million. These have been recognised in the ordinary result for the fourth quarter of 2025.

DEFINED CONTRIBUTION SCHEMES

In addition to the pension costs in the table above, a defined contribution pensions cost of NOK 222.2 million has been recognised in 2025 (NOK 200.3 million in 2024), as well as costs for contractual early retirement pension scheme (AFP) of NOK 47.4 million (NOK 49.8 million).

NOTE 9 Borrowings and lease liabilities

| Amounts in NOK million | 31 DECEMBER | 31 DECEMBER |
|---|-----------------|-----------------|
| | 2025 | 2024 |
| Lease liabilities, non-current | 446,6 | 459,8 |
| Other non-current liabilities | 22 010,9 | 23 586,8 |
| Lease liabilities, current | 56,6 | 54,6 |
| First annual installment on non-current liabilities | 1 527,1 | 4 055,5 |
| Borrowings and lease liabilities | 24 041,3 | 28 156,8 |
| Movement in borrowings and lease liabilities | | |
| Opening net book amount at 1 January | 28 156,8 | 24 555,8 |
| Proceeds from long-term loans | - | 5 780,9 |
| Repayment of long-term loans | (3 054,2) | (832,6) |
| Reduction of lease liabilities | (42,4) | (40,5) |
| Proceeds from short term borrowings (certificate loans) | - | 1 650,0 |
| Repayment of short term borrowings (certificate loans) | - | (3 149,9) |
| Net changes in borrowings with cash flow effect | (3 096,6) | 3 407,9 |
| Other changes in liabilities | 41,6 | 186,2 |
| Currency/value changes | (1 060,6) | 6,9 |
| Closing net book amount at the end of the period | 24 041,3 | 28 156,8 |

OVERDRAFT FACILITIES

Avinor Group has a revolving overdraft facility of NOK 6 000 million (maturity in 2030) and an overdraft facility of NOK 300 million linked to the group bank account arrangement in Nordea Bank. There have never been withdrawals on these facilities.

NOTE 10 Financial instruments

FAIR VALUE

The fair value of interest rate swaps, currency forward contracts and power price derivatives is determined by using market value on the balance sheet date.

The carrying value of cash and credit facilities is approximately equal to fair value due to the fact that these instruments have short maturity periods. Similarly, the carrying value of accounts payable is approximately equal to fair value as they are entered into under 'normal' conditions. This also applies to accounts receivable except for customers with significant overdue, unpaid outstanding amounts. The written down value of the overdue receivables is considered to be a fair approximation of the fair value.

The fair value of long-term debt is calculated by using quoted market prices or interest terms for debt with similar maturity and credit margin. The fair value of certificate loans is the same as the principal.

Fair value by valuation method

The levels for valuation of assets and liabilities at fair value are as follows:

- Level 1: quoted price in an active market for an identical asset or liability.
- Level 2: valuation based on other observable factors either directly (price) or indirectly (derived from prices) other than the quoted price (used in level 1) of the asset or liability.
- Level 3: Valuation based on factors not derived from observable markets (unobservable assumptions).

The Group's derivative financial instruments are valued at level 2 in the fair value hierarchy.

Note information provided about the fair value of interest-bearing debt is valued at level 2 in the fair value hierarchy.

There have been no transfers between the levels of fair value for any of the Group's financial instruments, either in 2024 or 2025.

NOTE 10 Financial instruments (cont.)

Interest-bearing debt: carrying amount and fair value

| Amounts in NOK million | 31 DECEMBER 2025 | | 31 DECEMBER 2024 | |
|-------------------------------|------------------|-----------------|------------------|-----------------|
| | CARRYING AMOUNT | FAIR VALUE | CARRYING AMOUNT | FAIR VALUE |
| Interest-bearing debt | | | | |
| Bonds | 21 189,1 | 20 856,0 | 24 768,1 | 24 162,9 |
| Bank borrowings | 2 297,7 | 2 570,3 | 2 824,8 | 2 822,6 |
| Other non-current liabilities | 51,2 | 51,2 | 49,5 | 49,5 |
| Lease liabilities | 503,3 | 503,3 | 514,4 | 514,4 |
| Total | 24 041,3 | 23 980,8 | 28 156,8 | 27 549,4 |

Derivative financial instruments

| Amounts in NOK million | 31 DECEMBER | 31 DECEMBER |
|------------------------------------|----------------|----------------|
| | 2025 | 2024 |
| Assets | | |
| Interest rate and currency swaps | 2 002,7 | 3 243,5 |
| Forward foreign exchange contracts | 0,6 | 1,2 |
| Total assets | 2 003,3 | 3 244,8 |
| Liabilities | | |
| Interest rate and currency swaps | 480,0 | 528,5 |
| Forward foreign exchange contracts | 1,3 | 0,3 |
| Forward energy contracts | 12,2 | 79,3 |
| Total liabilities | 493,5 | 608,1 |

NOTE 11 Trade and other receivables & trade payables and other current liabilities

| Amounts in NOK million | 31 DECEMBER | 31 DECEMBER |
|---|----------------|----------------|
| | 2025 | 2024 |
| Trade receivables | 1 337,2 | 1 105,0 |
| Accrued, not invoiced revenue | 244,8 | 217,8 |
| Prepaid operating expenses | 128,4 | 147,3 |
| Receivables grants new airports (note 12) | 442,1 | 193,6 |
| Other short term receivables | 257,5 | 241,6 |
| Trade and other receivables | 2 409,9 | 1 905,3 |
| Trade payables | 1 122,6 | 1 045,1 |
| Wages and social security (incl. holiday allowance) | 622,9 | 457,3 |
| Accrued operating and investment costs | 309,6 | 327,7 |
| Accrued interest costs | 351,8 | 359,6 |
| Advance from customers | 213,3 | 205,7 |
| Public duties payable | 137,8 | 334,0 |
| Other short-term liabilities | 157,0 | 217,1 |
| Trade payables and other current liabilities | 2 914,9 | 2 946,6 |

NOTE 12 Major construction projects

NEW AIRPORT BODØ

In December 2021, the Norwegian Parliament approved the construction of a new airport in Bodø. The project involves moving the current airport to make areas for the further development of the city available. The new airport is scheduled to be put into operation in 2029-2030. The project is financed by Avinor, the state and Bodø municipality.

For a more detailed description of the project, including agreed financial limits and financing, please refer to Avinor's Annual and Sustainability Report 2024.

Financial status

Specification of how the new Bodø Airport is reflected in the financial statements as of the first quarter 2019 excluding the purchase of land:

| | PRESENTATION IN INCOME STATEMENT/STATEMENT OF FINANCIAL POSITION | NOTE | OCTOBER - DECEMBER | | ACCUMULATED | |
|--|--|------|--------------------|---------|-------------|-----------|
| | | | 2025 | 2024 | 2019-2025 | 2019-2024 |
| Capitalised project expenses | | | | | | |
| Gross capitalised project expenses | Asset under construction | 6 | 357,5 | 298,2 | 2 450,1 | 1 091,6 |
| Reduction due to recognition of grants | Asset under construction | 6 | (357,5) | (298,2) | (2 450,1) | (1 091,6) |
| Net capitalised project expenses | | | - | - | - | - |
| Project expenses recognised in the income statement | | | | | | |
| Project expenses recognised | Operating expenses | | 11,3 | 24,1 | 202,0 | 180,8 |
| Grants recognised | Other income | 5 | (11,3) | (24,1) | (202,0) | (180,8) |
| Net project expenses in the income statement | | | - | - | - | - |
| Total project expenses | | | | | | |
| Accrued project expenses | | | 368,8 | 322,4 | 2 652,1 | 1 272,4 |
| Grants recognised | | | (368,8) | (322,4) | (2 652,1) | (1 272,4) |
| Net total project expenses | | | - | - | - | - |
| Receivables related to grants - end of period | | | | | | |
| Grants recognised - accumulated | | | | | 2 652,1 | 1 272,4 |
| Grants received - accumulated | | | | | (2 550,5) | (1 265,0) |
| Receivables grants - end of period | Trade and other receivables | 11 | | | 101,6 | 7,4 |

In addition to the project expenses in the table above, Avinor expensed a total of NOK 21.9 million in planning costs in the period 2017-2018 that are not included in the basis for the state funding.

NOTE 12 Major construction projects (cont.)

NEW AIRPORT MO I RANA

In June 2021, the Norwegian Parliament approved the construction of a new airport in Mo i Rana, which will replace the current airport at Røssvoll. The official opening of the new airport is planned to take place in 2027. The new airport will initially be financed by the state as well as contributions from Rana municipality and local businesses. In addition, Avinor bears the risk of all project expenses beyond the cost target (“styringsramme”) adopted by the Storting in 2023.

For a more detailed description of the project, including agreed financial limits and financing, please refer to Avinor’s Annual and Sustainability Report 2024.

Financial status

Specification of how new Mo i Rana Airport is reflected in the financial statements:

| | PRESENTATION IN INCOME STATEMENT/STATEMENT OF FINANCIAL POSITION | NOTE | OCTOBER - DECEMBER | | ACCUMULATED | |
|--|--|------|--------------------|---------|-------------|-----------|
| | | | 2025 | 2024 | 2014-2025 | 2014-2024 |
| Capitalised project expenses | | | | | | |
| Gross capitalised project expenses | Asset under construction | 6 | 329,9 | 324,1 | 3 267,2 | 1 975,7 |
| Reduction due to recognition of grants | Asset under construction | 6 | (329,9) | (324,1) | (3 267,2) | (1 975,7) |
| Net capitalised project expenses | | | - | - | - | - |
| Project expenses recognised in the income statement | | | | | | |
| Project expenses recognised | Operating expenses | | 6,3 | 2,4 | 72,0 | 59,1 |
| Grants recognised | Other income | 5 | (6,3) | (2,4) | (72,0) | (59,1) |
| Net project expenses in the income statement | | | - | - | - | - |
| Total project expenses | | | | | | |
| Total accrued project expenses | | | 336,2 | 326,5 | 3 339,2 | 2 034,8 |
| Grants recognised | | | (336,2) | (326,5) | (3 339,2) | (2 034,8) |
| Net total project expenses | | | - | - | - | - |
| Receivables related to grants - end of period | | | | | | |
| Grants recognised - accumulated | | | | | 3 339,2 | 2 034,8 |
| Grants received - accumulated | | | | | (2 998,7) | (1 848,6) |
| Receivables grants - end of period | Trade and other receivables | 11 | | | 340,5 | 186,2 |

NOTE 13 Commitments and contingencies

ENVIRONMENTAL OBLIGATIONS

The Avinor Group have significant obligations related to the clean-up of PFAS contamination, mainly from fire training sites at several airports. PFAS are fluoride-organic compounds that were previously added to firefighting foam and may be spread on the ground of the airports and to nearby natural environments. These pollutants constitute a risk to local natural environments and human health. Norway has committed internationally to reducing emissions and leakage of these compounds. In recent years, Avinor has received several demands from the Norwegian Environment Agency requiring mapping, preparation of action plans, and implementation of clean-up measures at several locations where there is PFAS contamination.

Avinor has conducted and continues to conduct additional surveys and mapping of soil, water, sediment, and biota at priority locations. The Group is actively exploring alternative remediation methods as a potential alternative to the traditional cleanup method of excavation, transportation and disposal at an approved landfill. It may be possible to carry out the remediation at several airports at a lower cost with alternative methods. However, this requires good documentation and the acceptance of environmental authorities. Avinor is making considerable efforts on remedial alternatives at locations to assess and implement measures that capture as much PFAS as possible in the most cost-effective way. Site-specific pollution surveys are being conducted, remedial plans are being prepared, and cleanup work is being carried out at several locations. External parties are used to prepare remedial plans and carry out cleanup work.

The provision recorded for future environmental liabilities carries risk of uncertainty. This relates, among other things, to the number of locations that may be subject to remediation orders, possible future changes in limit values or acceptance criteria from the Norwegian Environment Agency, development of and experience with new remediation methods, market price increases, and volume calculations. The environmental liability is continuously updated with new information that is relevant to the cleanup costs and is based on management's best cost estimates for the specific locations at any given time. The provision is calculated at present value to reflect that the clean-up work is carried out over time.

Change in provision for environmental obligations

| Amounts in NOK million | 31 DECEMBER | 31 DECEMBER |
|---|--------------|--------------|
| | 2025 | 2024 |
| Provision at 1 January | 831,0 | 842,9 |
| Adjustment classification * | - | 15,0 |
| Change in accrual due to new information | 13,4 | 154,9 |
| Effect present value calculation | 25,5 | (21,0) |
| Performed clean up | (166,4) | (160,8) |
| Provision at the end of the period | 703,4 | 831,0 |

* In connection with the review of allocations at 31 December 2024, it was concluded that parts of a provision made in 2022 related to clean-up work for the restoration of leased land areas are to be considered PFAS/environmental clean-up costs.

PRIVATE AFP

The Group has been part of the private AFP scheme (early retirement) that applies to all employees who have transitioned from defined benefit pensions in the Norwegian Public Service Pension Fund (SPK) to defined contribution pensions. The scheme is based on a tripartite collaboration between employers' organisations, employee organisations and the state and is regarded as a defined benefit multi-enterprise scheme. At present, it is not possible, with a sufficient degree of reliability, to calculate the Group's share of the obligations in the scheme. The scheme is therefore accounted for as a defined contribution scheme with ongoing expense recognition of premium payments.

FINANCING OF NEW AIRPORT MO I RANA

The current financing is based on increased cost limits approved by the Norwegian Parliament in connection with the revised national budget for 2023. In 2025, there has been an approval process between the state and the EFTA Surveillance Authority (ESA) to ensure that the financing of the project, based on the increased cost limits, remains compliant with the EFTA agreement's rules on state aid. The increased cost limits were approved by ESA in December 2025.

NOTE 14 Events after the reporting period

There have been no events in the period after 31 December 2025 that affect the interim financial report for the fourth quarter 2025.

Alternative performance measures (APM)

Avinor prepares group accounts in accordance with the International Financial Reporting Standards (IFRS) as determined by the EU. Alternative performance measures are target figures that are not defined or specified in IFRS but applied to provide supplementary information on operations and financial position. The alternative performance measures are consistently calculated over time and derived from financial figures calculated in accordance with IFRS.

OPERATING PROFIT BEFORE DEPRECIATION AND IMPAIRMENT CHARGES/ EBITDA

The profit target shows profit before financial items, tax, depreciation and impairment charges.

Avinor uses EBITDA as an alternative performance measure, as this is an approach to calculating free cash flow from operations.

EBITDA can be directly reconciled against and is specified on a separate line in the income statement..

ADJUSTED OPERATING INCOME, OPERATING EXPENSES, EBITDA AND OPERATING PROFIT

Starting from the second quarter of 2024, Avinor shows operating revenues, operating expenses, EBITDA and operating profit adjusted for other income/expenses as shown below. Comparative periods are calculated correspondingly.

Calculation and reconciliation - Group

| Amounts in NOK million | SOURCE | OCTOBER - DECEMBER | | JANUARY - DECEMBER | |
|---|------------------|--------------------|------------------|--------------------|------------------|
| | | 2025 | 2024 | 2025 | 2024 |
| Operating income | Income statement | 3 412,6 | 3 029,6 | 13 912,4 | 12 109,9 |
| Other income (note 5) | Income statement | (21,1) | (28,0) | (68,2) | (52,1) |
| Adjusted operating income | | 3 391,6 | 3 001,5 | 13 844,2 | 12 057,8 |
| Operating expenses | Income statement | (2 069,9) | (2 240,2) | (8 624,8) | (8 145,2) |
| Other expenses | Income statement | (2,8) | 28,0 | 42,6 | 174,2 |
| Plan amendment pension | Note 8 | (200,6) | - | 4,1 | - |
| Refund of social security tax | Note 3 | - | - | - | (213,8) |
| Adjusted operating expenses | | (2 273,3) | (2 212,2) | (8 578,1) | (8 184,9) |
| Adjusted EBITDA | | 1 118,3 | 789,3 | 5 266,1 | 3 872,9 |
| Depreciation | Income statement | (638,8) | (602,1) | (2 484,3) | (2 310,6) |
| Adjusted operating profit (loss) | | 479,5 | 187,2 | 2 781,8 | 1 562,3 |

Calculation and reconciliation – airport operations

| Amounts in NOK million | SOURCE | OCTOBER - DECEMBER | | JANUARY - DECEMBER | |
|-------------------------------|---------------|--------------------|-----------|--------------------|-----------|
| | | 2025 | 2024 | 2025 | 2024 |
| Operating income | Note 3 | 2 943,7 | 2 577,6 | 12 009,8 | 10 468,0 |
| Other income (note 5) | Note 3 | (21,0) | (27,9) | (68,2) | (51,4) |
| Adjusted operating income | | 2 922,7 | 2 549,7 | 11 941,7 | 10 416,6 |
| Operating expenses | Note 3 | (1 784,7) | (1 849,9) | (7 274,6) | (6 848,7) |
| Depreciation and amortisation | Note 3 | (572,1) | (539,6) | (2 252,1) | (2 066,3) |
| Other expenses | Note 3 | (2,8) | 28,0 | 42,6 | 173,7 |
| Plan amendment pension | Note 3/Note 8 | (117,6) | - | 96,9 | - |
| Refund of social security tax | Note 3 | - | - | - | (135,6) |
| Adjusted operating expenses | | (2 477,2) | (2 361,5) | (9 387,3) | (8 876,9) |
| Adjusted operating profit | | 445,5 | 188,2 | 2 554,4 | 1 539,7 |
| Adjusted operating margin | | 15,2 % | 7,4 % | 21,4 % | 14,8 % |

Calculation and reconciliation – air navigation services

| Amounts in NOK million | SOURCE | OCTOBER - DECEMBER | | JANUARY - DECEMBER | |
|-------------------------------|---------------|--------------------|---------|--------------------|-----------|
| | | 2025 | 2024 | 2025 | 2024 |
| Operating income | Note 3 | 647,7 | 602,5 | 2 665,8 | 2 388,5 |
| Other income (note 5) | Note 3 | (0,0) | (0,1) | (0,0) | (0,7) |
| Adjusted operating income | | 647,7 | 602,4 | 2 665,7 | 2 387,8 |
| Operating expenses | Note 3 | (520,1) | (592,7) | (2 305,5) | (2 244,5) |
| Depreciation and amortisation | Note 3 | (10,7) | (10,7) | (40,0) | (42,9) |
| Other expenses | Note 3 | - | (0,0) | - | 0,5 |
| Plan amendment pension | Note 3/Note 8 | (83,0) | - | (92,8) | - |
| Refund of social security tax | Note 3 | - | - | - | (78,2) |
| Adjusted operating expenses | | (613,7) | (603,4) | (2 438,3) | (2 365,1) |
| Adjusted operating profit | | 34,0 | (1,0) | 227,4 | 22,7 |
| Adjusted operating margin | | 5,2 % | -0,2 % | 8,5 % | 1,0 % |

ADJUSTED OPERATING INCOME, OPERATING EXPENSES AND OPERATING PROFIT (LOSS) PER PASSENGER

Adjusted income, expenses and profit (loss) per passenger gives information about income, expenses and profit (loss) distributed on the number of passengers who have travelled through Avinor's airports in the relevant period.

Calculation and reconciliation

| Amounts in NOK million | SOURCE | OCTOBER - DECEMBER | | JANUARY - DECEMBER | |
|--|--------|--------------------|-----------|--------------------|-----------|
| | | 2025 | 2024 | 2025 | 2024 |
| Number of passengers (in millions) | | 12,8 | 12,5 | 53,1 | 51,4 |
| Adjusted operating income airport operations | APM | 2 922,7 | 2 549,7 | 11 941,7 | 10 416,6 |
| Adjusted operating expenses airport operations | APM | (2 477,2) | (2 361,5) | (9 387,3) | (8 876,9) |
| Adjusted operating profit airport operations | APM | 445,5 | 188,2 | 2 554,4 | 1 539,7 |
| Adjusted operating income per passenger | | 229,1 | 204,6 | 225,1 | 202,9 |
| Adjusted operating expenses per passenger | | (194,1) | (189,5) | (176,9) | (172,9) |
| Adjusted operating profit per passenger | | 34,9 | 15,1 | 48,1 | 30,0 |

INTEREST-BEARING DEBT

Avinor uses interest-bearing debt as an alternative performance measure to provide information on the level and development of interest-bearing debt in the Group.

Calculation and reconciliation of interest-bearing debt

| Amounts in NOK million | SOURCE | 31 DECEMBER | 31 DECEMBER |
|---|---------------------------------|-------------|-------------|
| | | 2025 | 2024 |
| Lease liabilities, non-current | Statement of financial position | 446,6 | 459,8 |
| Other non-current liabilities | Statement of financial position | 22 010,9 | 23 586,8 |
| Long-term interest-bearing debt | | 22 457,5 | 24 046,7 |
| Lease liabilities, current | Statement of financial position | 56,6 | 54,6 |
| Sertificate loans | Statement of financial position | - | - |
| First annual installment on non-current liabilities | Statement of financial position | 1 527,1 | 4 055,5 |
| Short-term interest-bearing debt | | 1 583,7 | 4 110,1 |
| Interest-bearing debt | | 24 041,3 | 28 156,8 |

NET INTEREST-BEARING DEBT

Net interest-bearing debt is the starting point for calculating the equity ratio which is the basis for equity covenants in loan agreements and the company's Articles of Association.

Calculation and reconciliation of net interest-bearing debt

| Amounts in NOK million | SOURCE | 31 DECEMBER | 31 DECEMBER |
|--|---------------------------------|-----------------|-----------------|
| | | 2025 | 2024 |
| Interest-bearing debt | APM | 24 041,3 | 28 156,8 |
| Interest rate and currency swaps - liabilities | Note 10 | 480,0 | 528,5 |
| Interest rate and currency swaps - assets | Note 10 | (2 002,7) | (3 243,5) |
| Cash and cash equivalents | Statement of financial position | (2 373,5) | (4 637,7) |
| Net interest-bearing debt | | 20 145,0 | 20 804,1 |

EQUITY COVENANTS LOAN AGREEMENTS

Avinor provides information about the equity ratio related to loan agreements to inform about the company's compliance with covenants set by lenders in connection with loans granted to Avinor.

Equity covenants are specified in loan agreements with the European Investment Bank, the Nordic Investment Bank and on unused credit facilities. According to the loan agreements, the Group's equity ratio cannot be below 30 per cent of total equity and net interest-bearing debt.

Calculation and reconciliation of equity ratio in accordance with loan agreements

| Amounts in NOK million | SOURCE | 31 DECEMBER | 31 DECEMBER |
|---|---------------------------------|-----------------|-----------------|
| | | 2025 | 2024 |
| Equity | Statement of financial position | 16 647,7 | 15 106,2 |
| Net interest-bearing debt | APM | 20 145,0 | 20 804,1 |
| Equity and interest-bearing debt | | 36 792,7 | 35 910,3 |
| Equity ratio loan agreements * | | 45,2 % | 42,1 % |

* Equity as a percentage of equity and net interest-bearing debt

EQUITY RATIO DETERMINED BY THE COMPANY'S ARTICLES OF ASSOCIATION

Section 5 of Avinor's Articles of Association has an explicit requirement for an equity ratio, generally referred to as the equity ratio according to the company's Articles of Association.

Avinor uses the equity ratio according to the company's Articles of Association as an alternative performance measure as this is a key figure for assessing the Group's solidity and external borrowing capacity.

Section 5 of the Articles of Association: Long-term loans for financing non-current assets can only be raised within limits ensuring that the Group's equity does not fall below 40 per cent of the total of the Group's net interest-bearing debt and equity at any time. When entering into long-term loan agreements, a pledge cannot be placed on certain assets in Avinor AS or subsidiaries that are part of the Group's core operations.

The accounting standard for calculating lease liabilities related to finance leases (IFRS 16) was implemented after section 5 of the Articles of Association was established. In management's opinion, the implementation of new accounting standards should not affect the equity ratio according to the company's Articles of Association. Accordingly, lease liabilities are subtracted from net interest-bearing debt when calculating the equity ratio.

Calculation and reconciliation of equity ratio according to the company's Articles of Association

| Amounts in NOK million | SOURCE | 31 DECEMBER | 31 DECEMBER |
|---|---------------------------------|-----------------|-----------------|
| | | 2025 | 2024 |
| Net interest-bearing debt | APM | 20 145,0 | 20 804,1 |
| Lease liabilities, long-term | Statement of financial position | (446,6) | (459,8) |
| Lease liabilities, short-term | Statement of financial position | (56,6) | (54,6) |
| Net interest-bearing debt - excluding lease liabilities | | 19 641,8 | 20 289,7 |
| Equity | Statement of financial position | 16 647,7 | 15 106,2 |
| Equity and net interest-bearing debt - excluding lease liabilities | | 36 289,4 | 35 395,8 |
| Equity ratio (according to section 5 of the company's Articles of Association) * | | 45,9 % | 42,7 % |

* Equity as a percentage of total equity and net interest-bearing debt - excluding lease liabilities

EQUITY RATIO

Avinor uses equity ratio as an alternative performance measure to provide information about the Group's solidity.

Calculation and reconciliation of equity ratio

| Amounts in NOK million | SOURCE | 31 DECEMBER | 31 DECEMBER |
|------------------------|---------------------------------|-------------|-------------|
| | | 2025 | 2024 |
| Equity | Statement of financial position | 16 647,7 | 15 106,2 |
| Equity and liabilities | Statement of financial position | 49 251,1 | 51 537,4 |
| Equity ratio | | 33,8 % | 29,3 % |

CASH FLOW BEFORE CHANGES IN DEBT

Avinor uses cash flow before changes in debt as an alternative performance measure to provide information on the level of cash flows generated exclusive of the effects of increased or reduced debt. This provides information on the Group's liquidity development before repayments on loans and gives an indication of the need for additional capital through borrowing.

Calculation and reconciliation of cash flow before changes in debt

| Amounts in NOK million | SOURCE | 31 DECEMBER | 31 DECEMBER |
|--|-------------------------|-------------|-------------|
| | | 2025 | 2024 |
| Net cash flow from operating activities | Statement of cash flows | 5 130,6 | 3 472,2 |
| Net cash flow used in investing activities | Statement of cash flows | (3 315,8) | (2 649,9) |
| Interest paid | Statement of cash flows | (982,4) | (998,4) |
| Other borrowing charges | Statement of cash flows | - | (17,4) |
| Cash flow before changes in debt | | 832,4 | (193,5) |

NON-FINANCIAL MEASURES

Avinor also applies non-financial measures to provide information on operations. Non-financial measures are not derived from financial numbers calculated in accordance with IFRS. Non-financial measures are consistently defined over time. Key non-financial measures are described below.

Regularity

Regularity indicates the proportion of scheduled flights that are actually carried out.

Punctuality

Punctuality indicates the proportion of flight departures that were on schedule or less than 15 minutes late.