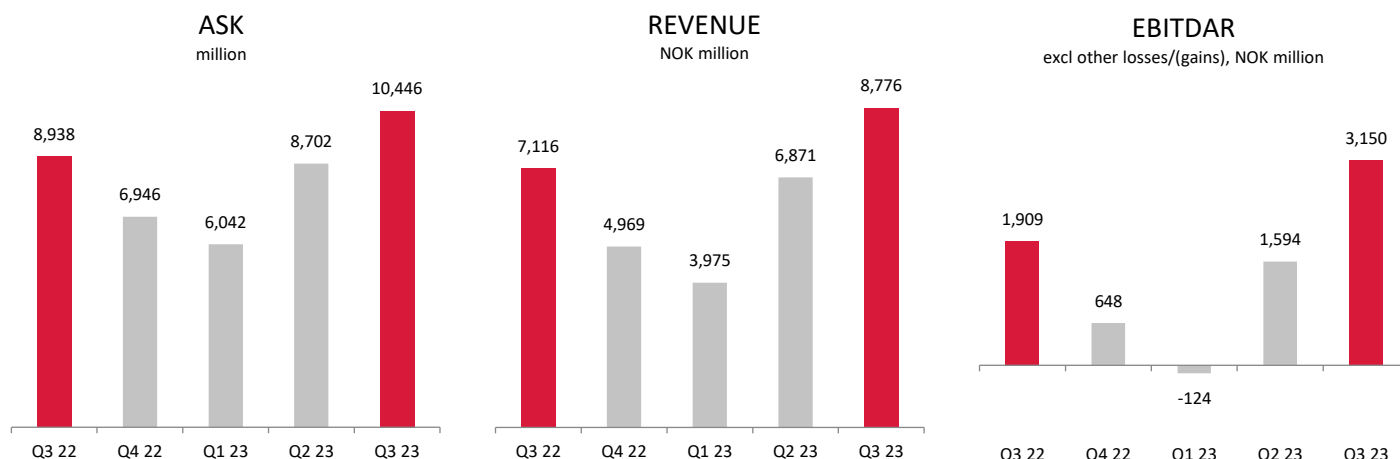


Norwegian Air Shuttle ASA

Third quarter 2023 financial report



- Best-in-class operations – top three European airline in third quarter
- Delivering record summer with profit before tax (EBT) NOK 2,050 million
- EBIT NOK 2,170 million second highest in company history – operating margin 25 percent
- Balance sheet fit for purpose – repurchase of NAS13 bond



Norwegian delivered robust profit before tax (EBT) of NOK 2,050 million in third quarter characterised by best-in-class operations during peak summer travel season

Norwegian today reported its results for the third quarter of 2023. The figures demonstrate Norwegian's ability to produce strong financial results and deliver operational performance as one of the top airlines in Europe in the busiest summer travel season.

For the third quarter of 2023, Norwegian delivered an operating profit (EBIT) of NOK 2,170 million, corresponding to an EBIT margin of 25 percent. This is the highest operating profit in company history after the third quarter of 2019, when the fleet was about twice as large. Profit before tax (EBT) amounted to NOK 2,050 million. The liquidity position increased to NOK 9.4 billion, while the company also repaid the NAS13 bond as part of the ongoing process to ensure that the company has a capital structure fit-for-purpose. At quarter-end, Norwegian's fleet comprised 85 aircraft.

Norwegian had 6.5 million passengers in the quarter, up from 6.1 million passengers in the third quarter of 2022. Production (ASK) was 10.4 billion seat kilometres, while passenger traffic (RPK) was 9.1 billion seat kilometres. Production was up 20 percent from the previous quarter as Norwegian ramped up capacity into the summer, the busiest travel season of the year. The quarterly load factor was 87.4 percent, compared to 88.8 percent in the same period last year.

Punctuality, share of flights departing on schedule, was 80.1 percent in the quarter, up from 73.6 percent in the same period last year. Compiled monthly data from Cirium, the global aviation consultancy, places Norwegian as one of the top three most punctual airlines in Europe. Regularity, share of flights taking place, was 99.6 percent, the highest regularity in close to two years.

"Thanks to the outstanding effort of the entire Norwegian team, we can look back at one of the best quarters in our 21-year history. I am very satisfied that our financial results are strong. We have also delivered an operational performance as one of the absolute top airlines in Europe with a remarkably low number of cancellations and strong on-time performance. Positive feedback from customers shows that Norwegian is the airline they can trust, which is something everyone at Norwegian has worked towards. We were also able to serve all customers the Norwegian way, solely relying on our own crew and aircraft to ensure that they got the Norwegian experience throughout the whole journey. I am confident that we are well prepared to enter into the quieter winter trading period with reduced capacity among other actions", said Geir Karlsen, CEO of Norwegian.

In July, Norwegian entered into an agreement to acquire Widerøe, the regional Norwegian carrier, for a cash consideration of NOK 1,125 million, subject to certain closing conditions. The transaction will create an improved customer offering with better connectivity and a seamless end-to-end travel experience, in addition to being accretive for Norwegian's shareholders. In September, the Norwegian Competition Authority (NCA) notified Norwegian that it will continue its review to determine whether the transaction is likely to significantly impede effective competition. The NCA has until 17 November to present its preliminary view.

In August, Norwegian was awarded a four-year contract with the Norwegian Armed Forces for the defence sector's air travel in Norway and the Nordics. The contract, which will take effect from the first quarter of 2024, has an estimated aggregate value of approximately NOK 1 billion. It covers around 250,000 travels per year and includes a commitment to purchase sustainable aviation fuels (SAF) for a considerable share of the defence sector's air travel.

Well prepared for winter season and beyond

Norwegian's customers highly value the airline's strong punctuality and the attractive and growing route network. The acquisition of Widerøe and the launch of a joint platform for loyalty programmes with attractive partners together with Strawberry will further ensure that Norwegian remains a preferred travel partner throughout the Nordics. "While many consumers are impacted by the current high inflation and interest rates, our customers continue to prioritise air travel. Current ticket sales are slightly reduced as expected in seasonality. Nevertheless, we continue to attract an increasing number of Nordic travellers who wish to fly with Norwegian, both for leisure and corporate purposes", said Karlsen.

To match production to seasonal fluctuations in demand, Norwegian has reduced capacity by 30 to 40 percent for the upcoming winter season, compared to the end of the third quarter. For the summer of 2024, Norwegian plans for its fleet to increase to approximately 90 aircraft. The initial summer schedule is now on sale, while additional routes to new destinations will be announced later this month.

CONSOLIDATED FINANCIAL KEY FIGURES

<i>(unaudited in NOK million)</i>	Q3 2023	Q3 2022	Change	YTD 2023	YTD 2022	Change	Full Year 2022
Operating revenue	8,775.6	7,115.6	23 %	19,621.9	13,900.3	41 %	18,869.3
EBITDAR*	3,141.2	1,866.3	68 %	4,555.1	1,654.5	175 %	2,363.4
EBITDAR excl other losses/(gains)*	3,149.9	1,908.9	65 %	4,619.5	1,707.7	171 %	2,356.1
Operating profit (EBIT)	2,170.3	1,031.8	110 %	1,904.4	1,541.6	24 %	1,502.3
EBIT excl other losses/(gains)	2,179.0	1,074.4	103 %	1,968.8	1,594.9	23 %	1,495.0
Profit (loss) before tax (EBT)	2,049.6	909.7	125 %	1,596.1	1,126.7	42 %	1,046.4
Net profit (loss)	2,039.1	909.7	124 %	1,584.1	1,124.4	41 %	1,005.5
EBITDAR margin	35.8 %	26.2 %		23.2 %	11.9 %		12.5 %
EBIT margin	24.7 %	14.5 %		9.7 %	11.1 %		8.0 %
EBT margin	23.4 %	12.8 %		8.1 %	8.1 %		5.5 %
Net profit margin	23.2 %	12.8 %		8.1 %	8.1 %		5.3 %
Book equity per share (NOK)				6.4	5.2	23 %	4.5
Equity ratio (%)				19.6 %	19.6 %	0.0 pp	18.5 %
Cash and cash equivalents				9,391.1	8,189.7	15 %	7,759.0
Net interest-bearing debt				4,318.3	2,672.7	62 %	2,326.3

*For further information regarding adjustments relating to change in accounting policy please refer to note 12.

OPERATIONAL REVIEW

CONSOLIDATED TRAFFIC FIGURES AND RATIOS

<i>(unaudited ratios in NOK)</i>	Q3 2023	Q3 2022	Change	YTD 2023	YTD 2022	Change	Full Year 2022
Yield - ticket revenue	0.79	0.75	6 %	0.75	0.67	12 %	0.67
Yield - total	0.93	0.88	6 %	0.89	0.79	11 %	0.79
Unit revenue - ticket	0.69	0.66	4 %	0.64	0.56	14 %	0.56
Unit revenue - total	0.82	0.78	4 %	0.75	0.67	13 %	0.66
Unit cost	0.63	0.68	-7 %	0.70	0.70	-1 %	0.71
Unit cost excl fuel	0.41	0.39	7 %	0.47	0.43	8 %	0.44
Ancillary revenue per passenger	198	172	15 %	181	164	11 %	161
ASK (million)	10,446	8,938	17 %	25,190	20,437	23 %	27,382
RPK (million)	9,133	7,934	15 %	21,366	17,101	25 %	22,757
Passengers (million)	6.48	6.08	7 %	15.89	13.26	20 %	17.84
Load factor	87.4 %	88.8 %	-1.4 pp	84.8 %	83.7 %	1.1 pp	83.1 %
Average sector length (km)	1,329	1,230	8 %	1,238	1,184	5 %	1,168
Fuel consumption (1,000 mt)	205	182	13 %	503	413	22 %	555
CO2 per RPK	71	72	-2 %	74	76	-2 %	77

TRAFFIC DEVELOPMENT

Passenger demand for air travel grew significantly across all markets into the busy summer travel season, promoting improving yield, a high load factor and a historically high unit revenue. For the third quarter of 2023, Norwegian had 6.5 million passengers, 400,000 more passengers than in the third quarter of 2022. Production (ASK) for the quarter was 10,446 million kilometres, up 17 percent from the same period last year. Compared to the previous quarter, production was up 20 percent as the company ramped up production into the peak summer travel season. Passenger traffic (RPK) was 9,133 million kilometres, while the load factor was 87.4 percent, down from 88.8 percent in the same period last year.

At the end of the third quarter of 2023, the total fleet comprised 85 aircraft, of which 17 were latest technology Boeing 737 MAX 8 aircraft. During the quarter, 80 aircraft were on average utilised. Each aircraft was on average utilised 12.3 block hours per day, down from 12.4 block hours per day in the same period last year.

OPERATING PERFORMANCE

Punctuality, share of flights departing on schedule, was 80.1 percent in the third quarter of 2023, an improvement from 73.6 percent in the third quarter of 2022. Share of flights arriving within one hour of scheduled arrival time was 97.0 percent. Norwegian was among the top three most on-time airlines in Europe in the quarter, according to compiled monthly on-time performance reports from Cirium, the global aviation consultancy.

Regularity, share of flights taking place, was 99.6 percent in the quarter, an improvement from 99.4 percent in the same period last year.

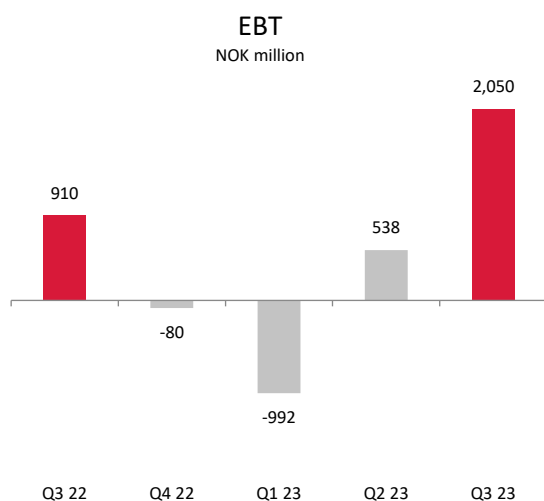
FINANCIAL REVIEW

Norwegian has experienced strong demand across all markets this summer and through the third quarter of 2023. The third quarter results are affected by macroeconomic uncertainty, predominantly relating to the weakening of NOK against the USD and EUR.

EBITDAR was NOK 3,141 million in the third quarter of 2023, compared to NOK 1,866 million in the third quarter of 2022. EBITDAR excl. other losses/(gains) was NOK 3,150 million, compared to NOK 1,909 million in the same period last year. Other losses/(gains) amounted to a net loss of NOK 9 million.

Operating profit (EBIT) was NOK 2,170 million in the third quarter of 2023, compared to NOK 1,032 million in the same period last year. Operating profit this quarter was the second highest in the company's history. The EBIT margin was 25 percent, compared to 15 percent in the same period last year. Operating profit (EBIT) excl. other losses/(gains) was NOK 2,179 million, compared to NOK 1,074 million in the same period last year.

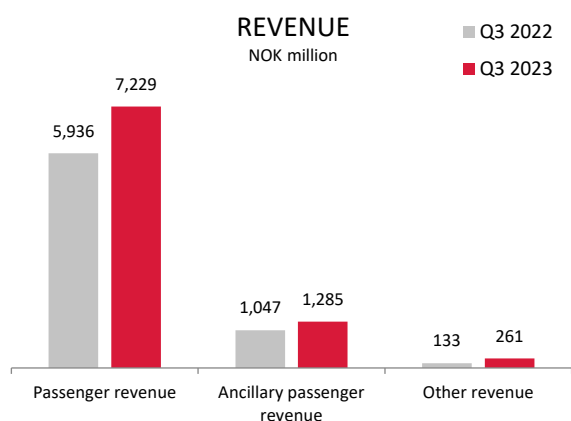
Profit before tax (EBT) was NOK 2,050 million, compared to NOK 910 million in the same period last year.



REVENUE

Total operating revenue in the third quarter of 2023 increased to NOK 8,776 million from NOK 7,116 million in the third quarter of 2022. Passenger ticket revenue was NOK 7,229 million, compared to NOK 5,936 million in the same period last year. Ancillary passenger revenue was NOK 1,285 million, compared to NOK 1,047 million in the same period last year. Other revenue primarily relates to commission from in-flight sales and revenue from the loyalty program 'Norwegian Reward' and amounted to NOK 261 million, up from NOK 133 million in the same period last year. Other revenue was positively impacted by estimated redemption and expiration of CashPoints issued during the COVID-19 pandemic that have a validity until the end of 2023.

Unit ticket revenue in the quarter was NOK 0.69, a record high for the company, and an increase from NOK 0.66 in the same period last year. Unit revenue including flight related ancillary revenue was NOK 0.82. Ticket revenue yield increased to NOK 0.79 from NOK 0.75 in the same period last year. Yield including flight related ancillary revenue was NOK 0.93. Yield and unit revenue were furthermore impacted by an 8 percent increase in the average stage length compared to the same period last year. Ancillary revenue per passenger was NOK 198, compared to NOK 172 in the same period last year.



OPERATING EXPENSES

Total operating expenses excluding aircraft lease, depreciation and amortization amounted to NOK 5,634 million in the third quarter of 2023, an increase of 7 percent from the third quarter of 2022. Total operating expenses adjusted for other losses/(gains) amounted to NOK 5,626 million. Expenses related to aviation fuel amounted to NOK 2,308 million and includes realised gains on jet fuel hedging in the amount of NOK 180 million and expenses related to EU ETS quotas. Aviation fuel accounted for 41 percent of the total operating expenses excluding aircraft lease, depreciation and amortization.

Unit cost, which excludes other losses/(gains) and includes aircraft lease, depreciation and amortization was NOK 0.63 in the quarter, down from NOK 0.68 in the same period last year. Unit cost excluding fuel was NOK 0.41, an increase of 7 percent from the same period last year. Unit cost excluding fuel was negatively impacted by the weakening of NOK against USD and EUR, in addition to inflationary impacts on both supplier costs and salaries.

LEASE AND RENTAL EXPENSES

Aircraft lease, depreciation and amortization amounted to NOK 971 million in the quarter, compared to NOK 835 million in the same period last year. Aircraft lease, depreciation and amortization also includes depreciation related to heavy maintenance for leased aircraft following a change in accounting policy from the first quarter of 2023. Please refer to note 12 for additional information.

FINANCIAL ITEMS

Net financial items amounted to a net loss of NOK 121 million in the quarter, compared to a net loss of NOK 122 million in the same period last year. Interest expense amounting to NOK 227 million for the quarter included NOK 148 million on lease liabilities recognised according to IFRS 16. Interest income amounted to NOK 72 million in the quarter, while other financial income (expenses) amounted to a net gain of NOK 34 million.

FINANCIAL POSITION AND LIQUIDITY

Aircraft assets are accounted for in USD, creating a natural hedge against USD denominated financing when translated into NOK.

Net interest-bearing debt at the end of the third quarter of 2023 amounted to NOK 4,318 million, compared to NOK 2,673 million at the end of the third quarter of 2022. Compared to the previous quarter, net interest-bearing debt increased by NOK 650 million, predominately a result of the addition of four 737 MAX 8 aircraft, recognised in the balance sheet through lease obligations and right-of-use assets. A total of 85 aircraft were accounted for in the balance sheet through leased and owned aircraft, up from 81 aircraft at the end of the previous quarter. Included in net-interest bearing debt is the zero coupon Retained Claims Bonds, amounting to NOK 2,562 million at the end of the quarter. In September, the company redeemed the NAS13 bond with a total amount of NOK 468 million including call premium and accrued interest.

Equity amounted to NOK 6,178 million at the end of the quarter, up from NOK 4,859 million at the end of the same period last year. The corresponding equity ratio was 19.6 percent. Compared to the previous quarter, the equity ratio increased by 7.4 percentage points, predominantly a result of the positive net result after tax this quarter.

Total non-current assets amounted to NOK 17,596 million at the end of the quarter, compared to NOK 13,735 million at the end of the same period last year and NOK 16,450 million at the end of the previous quarter.

Intangible assets amounted to NOK 2,125 million at the end of the quarter and was predominately comprised of deferred tax assets amounting to NOK 1,901 million.

Tangible assets amounted to NOK 14,765 million at the end of the quarter, compared to NOK 11,258 million at the end of the same period last year and NOK 13,669 million at the end of the previous quarter, and was predominately comprised of owned aircraft, right of use assets for leased aircraft and prepayment for ordered aircraft. Prepayment for ordered aircraft amounted to NOK 3,187 million and related to the purchase order of 50 Boeing 737 MAX 8 aircraft due to be delivered from 2025.

Total current assets amounted to NOK 13,924 million at the end of the quarter, compared to NOK 11,106 million at the end of the same period last year and NOK 13,870 million at the end of the previous quarter. Holdback as share of air traffic settlement liabilities was 38 percent, compared to 56 percent at the end of the same period last year. Holdback increased from 29 percent at the end of the previous quarter in accordance with normal seasonality.

Cash and cash equivalents increased to NOK 9,391 million at the end of the quarter, corresponding to an increase of NOK 1,201 million from the end of the same period last year and an increase of NOK 42 million from the end of the previous quarter.

Total non-current liabilities amounted to NOK 15,199 million at the end of the quarter, compared to NOK 11,536 million at the end of the same period last year and NOK 14,048 million at the end of the previous quarter.

Non-current lease liabilities amounted to NOK 8,484 million, up from NOK 5,327 million at the end of the same period last year and NOK 7,377 million at the end of the previous quarter.

Total current liabilities amounted to NOK 10,142 million at the end of the quarter, compared to NOK 8,446 million at the end of the same period last year and NOK 12,565 million at the end of the previous quarter.

Air traffic settlement liabilities amounted to NOK 3,888 million at the end of the quarter, up from NOK 3,102 million at the end of the same period last year and down from NOK 6,416 million at the end of the previous quarter.

Other current liabilities amounted to NOK 4,529 million at the end of the quarter, of which CashPoint liabilities amounted to NOK 780 million.

Equity at the end of the quarter amounted to NOK 6,178 million, compared to NOK 4,859 million at the end of the same period last year and NOK 3,707 million at the end of the previous quarter.

CASH FLOW

Cash and cash equivalents amounted to NOK 9,391 million at the end of the third quarter of 2023, an increase of NOK 1,201 million from the end of the third quarter of 2022. Compared to the previous quarter, cash and cash equivalents increased by NOK 42 million.

Cash flow from operating activities in the quarter amounted to positive NOK 1,212 million, compared to positive NOK 1,707 million in the same period last year. Air traffic settlement liabilities decreased by NOK 2,528 million during the quarter while receivables decreased by NOK 257 million. Other adjustments amounted to positive NOK 464 million during the quarter. Other adjustments primarily consist of finance items, changes in other assets and other liabilities in addition to non-cash effects included in profit before tax.

Cash flow from investing activities in the quarter amounted to negative NOK 77 million, compared to negative NOK 646 million in the same period last year.

Cash flow from financing activities in the quarter amounted to negative NOK 1,096 million, compared to negative NOK 421 million in the same period last year. Redemption of the NAS13 bond amounted to a total of NOK 468 million including call premium and accrued interest.

RISK AND UNCERTAINTIES

Norwegian is exposed to several risk factors such as market risk, operational risk, financial risk, liquidity risk and climate-related risks. Future demand for air travel is dependent on sustained consumer and business confidence in key markets. Demand for air travel is subject to strong seasonal variations. Adverse effects in relation to new coronavirus variants, the onset of other pandemics or unforeseen security events may impact the company's operations.

The current macroeconomic environment is uncertain with volatile energy and fuel prices, inflationary pressure, fluctuations in foreign exchange rates, the ongoing war in Ukraine, escalating violence as well as potential impacts of disruptions in the global supply chain. Such factors may have a significant impact on Norwegian's business and financial result. Following the escalating Israeli-Palestinian conflict, Norwegian has cancelled all flights to Tel Aviv for an initial period until 19 December. The company has reduced its exposure to fluctuations in fuel prices through derivative contracts and have hedged approximately 55 percent of estimated fuel consumption for the remainder of the current year and 35 percent for 2024 at levels considerably below current forward prices.

In the event of industrial actions, operations may be affected, causing disruptions for customers and affect the company's financial performance.

For additional explanations regarding risks and uncertainties, please refer to the following sections in the company's Annual Report 2022: The Financial Risk and Risk Management section and the Going Concern section of the Board of Director's report, Note 2: Financial Risk and Note 28: Contingencies and Legal Claims. Note 13 to this interim report includes updates to contingencies and legal claims.

OUTLOOK

For the summer 2024 season, the airline is growing its fleet to approximately 90 aircraft to match the expected high demand for the company's air travel offering and to benefit from increasing scale. For the fourth quarter of 2023 and first quarter of 2024, the company is forecasting a low single-digit percentage capacity growth year-on-year. For the second quarter of 2024, the capacity growth is forecasted at between 15 and 20 percent.

For 2023 as a whole, the company is currently forecasting an operating profit (EBIT)* of NOK 1.8 to 2.0 billion. The weakening of NOK against USD and EUR have, together with inflationary impacts on supplier costs and salaries impacted the company's unit cost. The company is currently forecasting a unit cost excluding fuel* of NOK 0.47 to NOK 0.48.

While current booking trends have slowed in accordance with seasonality, the booking momentum for the fourth quarter is encouraging, both for leisure and business travel. Visibility for the first quarter of 2024 and thereafter remains limited, as is expected at this time of the year. While the company has not observed any sign of weakness in forward bookings, the company remains mindful of demand uncertainties following a potential deterioration in consumer confidence.

With strong brand loyalty, a solid organisation and a robust financial situation, Norwegian is well positioned to tackle short-term fluctuations in demand and solidify its position as a leading Nordic airline. The anticipated acquisition of Widerøe and the introduction of a loyalty program ecosystem with attractive partners will further support the company's encouraging outlook.

Fornebu, 1 November 2023

Board of Directors
Norwegian Air Shuttle ASA

*Assuming current market rates for the period
– jet fuel 930 USD/mt, EURNOK 11.8, USDNOK 11.2

CONDENSED INTERIM FINANCIAL STATEMENTS

CONSOLIDATED INCOME STATEMENT

<i>(unaudited in NOK million)</i>	<i>Note</i>	Q3 2023	Q3 2022	YTD 2023	YTD 2022	Full Year 2022
Passenger revenue		7,228.9	5,935.6	16,034.5	11,418.3	15,197.7
Ancillary passenger revenue		1,285.3	1,046.6	2,883.4	2,173.3	2,870.0
Other revenue		261.5	133.4	704.0	308.6	801.6
Total operating revenue		8,775.6	7,115.6	19,621.9	13,900.3	18,869.3
Personnel expenses		1,001.0	687.5	2,992.1	2,102.5	2,884.8
Aviation fuel		2,308.5	2,597.8	5,898.1	5,569.9	7,371.4
Airport and ATC charges		892.2	682.0	2,158.7	1,538.2	2,095.5
Handling charges		663.1	561.7	1,624.2	1,220.2	1,668.7
Technical maintenance expenses	12	170.4	162.4	520.2	388.7	556.4
Other operating expenses		590.5	515.3	1,809.0	1,372.9	1,936.2
Other losses/(gains)		8.7	42.6	64.4	53.3	-7.3
Total operating expenses excl lease, depr. and amort.	12	5,634.4	5,249.3	15,066.8	12,245.8	16,505.9
Operating profit excl lease, depr. and amort. (EBITDAR)	12	3,141.2	1,866.3	4,555.1	1,654.5	2,363.4
Aircraft lease, depreciation and amortization	12	970.8	834.5	2,650.8	2,212.2	2,960.5
Reversal of impairment loss regarding prepayment on aircraft		0.0	0.0	0.0	-2,099.4	-2,099.4
Operating profit (EBIT)		2,170.3	1,031.8	1,904.4	1,541.6	1,502.3
Interest income		72.3	16.8	155.9	38.5	72.6
Interest expense		226.6	164.4	601.5	481.8	650.0
Other financial income (expense)		33.6	25.5	137.3	28.4	121.6
Net financial items		-120.7	-122.1	-308.3	-414.9	-455.9
Profit (loss) before tax (EBT)		2,049.6	909.7	1,596.1	1,126.7	1,046.4
Income tax expense (income)		10.5	0.0	11.9	2.3	41.0
Net profit (loss)		2,039.1	909.7	1,584.1	1,124.4	1,005.5
Net profit (loss) attributable to:						
Owners of the parent company		2,039.1	909.7	1,584.1	1,124.4	1,005.5
Basic earnings per share (NOK)		2.09	0.95	1.59	1.15	0.99
Diluted earnings per share (NOK)		1.81	0.81	1.41	1.00	0.89

CONSOLIDATED STATEMENT OF COMPREHENSIVE INCOME

<i>(unaudited in NOK million)</i>	Q3 2023	Q3 2022	YTD 2023	YTD 2022	Full Year 2022
Net profit (loss) for the period	2,039.1	909.7	1,584.1	1,124.4	1,005.5
Actuarial gains and losses	0.0	0.0	0.0	0.0	-6.8
Currency translation differences	-24.4	295.1	153.7	501.1	13.7
Gains/(losses) on cash flow hedges	635.2	0.0	404.5	0.0	-1.8
Hedging (gains)/losses reclassified to profit or loss	-179.9	0.0	-104.4	0.0	0.0
Other	0.0	-1.1	0.0	-4.5	0.0
Total comprehensive income for the period	2,470.1	1,203.7	2,037.9	1,621.0	1,010.5
Total comprehensive income attributable to:					
Owners of the company	2,470.1	1,203.7	2,037.9	1,621.0	1,010.5

CONSOLIDATED STATEMENT OF FINANCIAL POSITION

<i>(unaudited in NOK million)</i>	Note	30 SEP 2023	30 SEP 2022	31 DEC 2022
ASSETS				
Intangible assets		2,125.3	2,091.8	2,089.7
Tangible assets	7	14,765.4	11,258.3	10,077.9
Other non-current assets		704.9	384.6	457.1
Total non-current assets		17,595.6	13,734.7	12,624.7
Inventory		227.6	191.2	81.3
Receivables		4,305.3	2,725.4	2,204.7
Cash and cash equivalents		9,391.1	8,189.7	7,759.0
Total current assets		13,924.0	11,106.3	10,044.9
TOTAL ASSETS		31,519.6	24,841.1	22,669.6
EQUITY AND LIABILITIES				
Shareholder's equity	9	6,178.5	4,859.1	4,203.4
Total equity		6,178.5	4,859.1	4,203.4
Non-current debt	8	11,983.8	9,408.7	8,696.2
Other non-current liabilities		3,215.1	2,127.3	2,146.1
Total non-current liabilities		15,198.9	11,536.0	10,842.3
Air traffic settlement liabilities		3,888.2	3,102.5	2,548.5
Current debt	8	1,725.5	1,453.7	1,389.1
Other current liabilities		4,528.5	3,889.8	3,686.3
Total current liabilities		10,142.2	8,446.0	7,623.9
TOTAL LIABILITIES		25,341.2	19,981.9	18,466.2
TOTAL EQUITY AND LIABILITIES		31,519.6	24,841.1	22,669.6

CONSOLIDATED STATEMENT OF CASH FLOW

<i>(unaudited in NOK million)</i>	Q3 2023	Q3 2022	YTD 2023	YTD 2022	Full Year 2022
Profit before tax	2,049.6	909.7	1,596.1	1,126.7	1,046.4
Paid taxes	-0.3	-0.6	-1.0	-2.7	-37.0
Depreciation, amortization and impairment	968.7	727.0	2,591.7	-241.6	412.4
Changes in air traffic settlement liabilities	-2,527.6	-1,702.6	1,339.6	1,778.2	1,224.3
Changes in receivables	257.0	1,605.2	-1,852.1	-603.0	-82.2
Other adjustments	464.4	167.8	645.6	312.1	-138.2
Net cash flows from operating activities	1,211.8	1,706.6	4,319.9	2,369.8	2,425.7
Purchases, proceeds and prepayment of tangible assets	-62.7	-646.3	-264.4	-773.9	-781.8
Other investing activities	-14.0	0.0	-43.8	0.0	-19.6
Net cash flows from investing activities	-76.7	-646.3	-308.2	-773.9	-801.3
Loan proceeds	0.0	0.0	152.1	0.0	0.0
Principal repayments	-917.9	-320.7	-2,077.1	-805.5	-1,109.9
Financing costs paid	-178.4	-100.7	-501.0	-298.0	-443.7
Paid dividend to creditors	0.0	0.0	0.0	-7.4	-7.6
Net cash flows from financing activities	-1,096.3	-421.4	-2,425.9	-1,111.0	-1,561.1
Net change in cash and cash equivalents	38.8	638.8	1,585.8	484.9	63.2
Foreign exchange effect on cash	3.1	8.2	46.4	9.9	1.0
Cash and cash equivalents at beginning of period	9,349.3	7,542.6	7,759.0	7,694.8	7,694.8
Cash and cash equivalents at end of period	9,391.1	8,189.7	9,391.1	8,189.7	7,759.0

CONSOLIDATED STATEMENT OF CHANGES IN EQUITY

<i>(unaudited in NOK million)</i>	YTD 2023	YTD 2022	Full Year 2022
Equity - Beginning of period	4,203.4	3,269.6	3,269.6
Total comprehensive income for the period	2,037.9	1,621.0	1,010.5
Share issue	291.5	13.8	13.8
Perpetual bonds issue and conversions	-291.5	-13.8	-13.8
Interest payment on perpetual bonds	-68.0	-32.7	-80.1
Equity change on employee options	5.2	1.2	3.3
Equity - End of period	6,178.5	4,859.1	4,203.4

NOTES TO THE CONDENSED INTERIM FINANCIAL STATEMENTS

NOTE 1 ACCOUNTING PRINCIPLES

The condensed consolidated interim financial statements comprise Norwegian Air Shuttle ASA and its subsidiaries (the company). Norwegian Air Shuttle ASA is a limited liability company incorporated in Norway. The consolidated financial statements of the company for the year ended 31 December 2022 are available at www.norwegian.com.

These unaudited condensed consolidated interim financial statements have been prepared in accordance with the rules and regulations of Oslo Stock Exchange and International Accounting Standard (IAS) 34 Interim Financial Reporting. They do not include all the information required for full annual consolidated financial statements and should be read in conjunction with the consolidated financial statements for the company for the year ended 31 December 2022.

With effect from 1 January 2023, the company changed its accounting policy for major overhaul and inspection costs ("heavy maintenance") related to leased aircraft. The company is obliged to return leased aircraft according to the redelivery condition set in the lease agreement. Costs for heavy maintenance have previously been accrued for as maintenance provisions and charged to the Consolidated income statement based on the utilization and age of the aircraft. Such costs were presented under "Technical maintenance expenses" in the Consolidated income statement.

Heavy maintenance costs related to the recognition of maintenance provisions are capitalized as part of the right-of-use asset for leased aircraft. The capitalized amounts are immediately depreciated as the aircraft is utilized. The depreciation charge is presented under "Aircraft lease, depreciation and amortization" in the Consolidated income statement.

Management is of the opinion that the presentation of expenses for heavy maintenance on leased aircraft under "Aircraft lease, depreciation and amortization" provides more relevant information as the presentation of maintenance expenses for owned and leased aircraft is more aligned with the revised policy.

The change in accounting policy is applied retrospectively. Financial information for comparative periods disclosed in this report are adjusted as if the new accounting policy had always been applied. The retrospective application of the new accounting policy does not have any effect on the equity at the end of 2022. For details on the adjustments of comparative figures for 2022 see note 12.

All other accounting policies applied by the company in these condensed consolidated financial statements are the same as those applied by the company in its consolidated financial statements for the year ended 31 December 2022.

JUDGMENTS, ESTIMATES AND ASSUMPTIONS

The preparation of condensed consolidated interim financial statements is in accordance with IFRS and applying the chosen accounting policies require management to make judgments, estimates and assumptions which affect the reported amounts of assets, liabilities, income and expenses. The estimates and associated assumptions are based on historical figures and various other factors which are believed to be reasonable under the circumstances. Actual results may differ from these estimates.

In preparing these condensed consolidated interim financial statements, the significant judgments made by management in applying the company's accounting policies and the key sources of estimation uncertainty, were the same as those that applied to the consolidated financial statements for the period ended 31 December 2022.

The going concern basis of accounting is adopted in preparing these interim financial statements. Refer to the Risk and Uncertainties section of this Interim Report for further information.

IMPAIRMENT

The company assesses whether there are any indications that its assets may be impaired at the end of each reporting period. There are no impairment indicators during the reporting period.

NOTE 2 RISK

SENSITIVITY ANALYSIS

<i>(unaudited in NOK million)</i>	<i>Effect on costs</i>
1% increase in jet fuel price	45
1% increase in USD against NOK	104

The sensitivity analysis for changes in the jet fuel price is based on expected consumption for the 12-month period from quarter-end after cash flow hedging effects. The sensitivity analysis for changes in USD against NOK is based on total operating expenses excluding other losses/(gains) and including interest expense for the 12-month period from quarter-end after jet fuel hedging effects. Exposure to currencies other than USD is substantially offset through revenues in the same currencies.

NOTE 3 REVENUE

Passenger revenue comprises only ticket revenue, while ancillary passenger revenue is other passenger related revenue such as optional extras. Other revenue consists of revenue not directly

related to passengers such as third-party products, expiration of CashPoints and other income. Passenger related revenue per country is based on the starting point of customer journeys.

OPERATING REVENUE BY COUNTRY

<i>(unaudited in NOK million)</i>	Q3 2023	Q3 2022	Change	YTD 2023	YTD 2022	Change	Full Year 2022
Per country							
Norway	2,945.0	2,455.1	20 %	7,254.8	5,384.6	35 %	7,330.9
Spain	1,350.9	955.0	41 %	3,065.3	1,927.4	59 %	2,734.7
Denmark	1,005.7	809.3	24 %	2,271.6	1,603.5	42 %	2,154.3
Sweden	794.3	703.6	13 %	1,949.2	1,458.9	34 %	1,976.8
Italy	354.9	266.6	33 %	590.4	380.6	55 %	479.1
United Kingdom	333.4	329.0	1 %	776.6	583.5	33 %	829.8
France	293.4	260.7	13 %	517.7	405.9	28 %	500.8
Greece	262.5	222.9	18 %	359.2	276.6	30 %	322.2
Finland	260.8	218.2	20 %	679.0	434.8	56 %	645.3
Croatia	195.1	162.6	20 %	240.7	190.1	27 %	215.3
Other	979.4	732.9	34 %	1,917.4	1,254.3	53 %	1,680.1
Total operating revenue	8,775.6	7,115.6	23 %	19,621.9	13,900.3	41 %	18,869.3
Total outside of Norway	5,830.6	4,660.5	25 %	12,367.1	8,515.6	45 %	11,538.4

NOTE 4 SEGMENT INFORMATION

The Executive Management team reviews the company's internal reporting to assess performance and allocate resources. Executive Management has determined the operating segment on these reports.

Executive Management considers the business as one operational segment, which is low-cost air passenger travel. The company's operating profit arises from airline-related activities and the only revenue generating asset of the company is its aircraft fleet, which is employed flexibly across the entire operation and irrespective of geographic location.

Performance is measured by Executive Management based on the operating segment's earnings before interest, tax, aircraft lease, depreciation and amortization (EBITDAR).

NOTE 6 EARNINGS PER SHARE

<i>(unaudited in NOK million)</i>	Q3 2023	Q3 2022	YTD 2023	YTD 2022	Full year 2022
Profit attributable to the owners of the company before PIK interest	2,039.1	909.7	1,584.1	1,124.4	1,005.5
Payment-in-kind interest and interests paid on perpetual bonds recognized in equity	-30.5	-23.5	-97.2	-58.8	-85.9
Profit attributable to the owners of the company after PIK interest	2,008.6	886.2	1,486.9	1,065.6	919.6
Basic earnings per share (NOK)	2.09	0.95	1.59	1.15	0.99
Diluted earnings per share (NOK)*	1.81	0.81	1.41	1.00	0.89
<i>Specification of weighted average number of shares used in calculation of basic and diluted EPS</i>					
Ordinary shares for basic EPS	961,523,687	929,989,739	935,385,575	929,441,339	929,579,566
Perpetual bonds for diluted EPS	164,387,017	195,415,196	190,530,022	195,830,619	195,917,519
Weighted average number of ordinary shares diluted	1,125,910,704	1,125,404,935	1,125,915,597	1,125,271,958	1,125,497,085
<i>Antidilutive instruments that might become dilutive in future periods not included in calculation of the diluted earnings per share for the period</i>					
Perpetual bonds					
Share options	4,755,116	1,014,300	4,755,116	1,014,300	3,511,296

*Shares which might become dilutive in future periods are only included in the calculation of diluted earnings per share in case they would reduce basic earnings per share for the period if they had been issued at the beginning of the period. Potentially dilutive shares which would increase basic earnings per share if they had been outstanding at the beginning of the period are considered antidilutive. They are not included in the calculation of diluted earnings per share for the period.

NOTE 5 INFORMATION ON RELATED PARTIES

For detailed information on related party transactions, please refer to Note 27 in the Annual Report for 2022. There have been no significant transactions with related parties during the first three quarters of 2023.

NOTE 7 TANGIBLE ASSETS

<i>(unaudited in NOK million)</i>	30 SEP 2023	30 SEP 2022	31 DEC 2022
Predelivery payments	3,186.7	3,235.5	2,937.5
Owned aircraft, parts and installations on leased aircraft	1,316.7	1,156.9	1,087.5
Right-of-use assets aircraft and parts	9,545.2	6,327.1	5,522.0
Aircraft, parts and installations	10,861.9	7,484.0	6,609.5
Other tangible assets owned	384.7	353.1	350.8
Right-of-use assets other	332.1	185.7	180.1
Other tangible assets	716.8	538.9	530.9
Total tangible assets	14,765.4	11,258.3	10,077.9
Total right-of-use assets	9,877.3	6,512.8	5,702.1

NOTE 8 BORROWINGS

<i>(unaudited in NOK million)</i>	30 SEP 2023	30 SEP 2022	31 DEC 2022
Bond issue	2,563.6	3,127.6	3,188.7
Aircraft financing	864.8	821.5	726.8
Lease liabilities	8,483.8	5,326.6	4,646.2
Other non-current debt	71.6	132.9	134.5
Non-current debt	11,983.8	9,408.7	8,696.2
Bond issue	0.0	121.8	121.8
Aircraft financing	86.5	83.5	76.7
Lease liabilities	1,601.2	1,248.4	1,190.6
Other current debt	37.8	0.0	0.0
Current debt	1,725.5	1,453.7	1,389.1
Total borrowings	13,709.4	10,862.4	10,085.3

NOTE 9 SHAREHOLDER INFORMATION

20 largest shareholders at 30 September 2023*

Name	Country	Number of shares	Percent
1 Geveran Trading Company, Ltd.	Cyprus	134,010,512	13.9 %
2 Sundt AS	Norway	88,892,265	9.2 %
3 Folketrygdfondet	Norway	44,573,605	4.6 %
4 Silver Point Capital, L.P.	United States	35,964,623	3.7 %
5 Nordnet Bank AB.	Norway	31,996,328	3.3 %
6 Ballyfin Aviation Limited	Ireland	31,472,703	3.3 %
7 Avanza Bank AB	Sweden	23,213,134	2.4 %
8 Handelsbanken Kapitalförvaltning AB	Sweden	19,037,471	2.0 %
9 Svelland Capital (UK) Ltd	United Kingdom	15,881,790	1.7 %
10 Keskinäinen eläkevakuutusyhtiö Varma	Finland	15,500,000	1.6 %
11 KLP Fondsforvaltning AS	Norway	15,084,838	1.6 %
12 DNB Asset Management AS	Norway	12,962,416	1.3 %
13 Contrarian Capital Management, LLC	United States	10,312,451	1.1 %
14 BlackRock Institutional Trust Company, N.A.	United States	10,041,327	1.0 %
15 Brumm AS	Norway	10,010,480	0.9 %
16 Swedbank AB	Sweden	8,511,572	0.9 %
17 Nordea Funds Oy	Finland	8,037,591	0.8 %
18 HSBC Trinkaus & Burkhardt AG	Germany	6,979,134	0.7 %
19 Deutsche WertpapierService Bank AG	Germany	6,087,043	0.6 %
20 UBS Switzerland AG	Switzerland	6,073,935	0.6 %
Top 20 shareholders		534,643,218	55.6 %
Other shareholders		426,920,476	44.4 %
Total number of shares		961,563,694	100.0 %

*) The data is obtained through third-party analysis of beneficial ownership and fund manager information provided in replies to ownership notices issued to custodians. Reasonable efforts have been made to verify the data, however Norwegian Air Shuttle ASA cannot guarantee the accuracy of the analysis.

In the first nine months of 2023 there have been five conversions of perpetual bonds, where a total of NOK 291.5 million have been converted. The company have issued total 31,573,955 new shares in these conversions. Norwegian Air Shuttle ASA had a total of 961,563,694 shares outstanding as of 30 September 2023. There were 83,193 shareholders at the end of the third quarter of 2023.

During the third quarter of 2023, executives in the company were granted a total of 1,243,820 share options in Norwegian Air Shuttle ASA in accordance with the Annual General Meeting of 2023. The granted share options vest one-third each anniversary from the grant date. Vested options may be exercised until expiry seven years following the grant. Each share option corresponds to one share and the strike price is NOK 13.50 per share.

NOTE 10 FAIR VALUE ESTIMATION

<i>(unaudited in NOK million)</i>	30 SEP	30 SEP	31 DEC	31 DEC
	2023	2023	2022	2022
	Carrying amount	Fair value	Carrying amount	Fair value
Financial assets at fair value through OCI	303.3	303.3	19.9	19.9
Financial assets at amortized cost	13,574.5	13,574.5	9,859.5	9,859.5
Total financial assets	13,877.7	13,877.7	9,879.4	9,879.4
Financial liabilities at fair value through OCI	5.1	5.1	21.7	21.7
Financial liabilities at amortized cost	17,312.4	17,232.0	12,352.7	12,232.0
Total financial liabilities	17,317.5	17,237.1	12,374.4	12,253.7

The company's financial assets and liabilities are measured at fair value in the statement of financial position based on the fair value measurement levels below:

Level 1

The fair value of financial instruments traded in active markets is based on quoted market prices of the reporting date. A market is regarded as active if quoted prices are readily and regularly available and represent actual and regular occurring market transactions on an arm's length basis. The company had no financial instruments in this category at 30 September 2023 or 31 December 2022.

Level 2

The fair value of financial instruments that are not traded in an active market is determined by using valuation techniques. These valuation techniques maximize the use of observable market data where it is available and rely as little as possible on entity

specific estimates. Financial instruments in level 2 include forward contracts classified as derivatives. The fair value of forward commodity contracts is determined using mark to market values from financial institutions. Spot prices in the mark to market calculations are based on mid-prices as set by the financial institutions at the reporting date.

Level 3

If one or more of the significant inputs are not based on observable market data, specific valuation techniques are applied. The company had no financial instruments in this category at 30 September 2023 or 31 December 2022.

The following table presents financial assets and liabilities measured at fair value:

<i>(unaudited in NOK million)</i>	30 SEP	31 DEC
	2023	2022
	Level 2	Level 2
Derivative financial assets, non-current	34.9	-
Derivative financial assets, current	268.4	19.9
Total financial assets at fair value through OCI	303.3	19.9
Derivative financial liabilities, non-current	-	-
Derivative financial liabilities, current	5.1	21.7
Total liabilities at fair value through OCI	5.1	21.7

NOTE 11 QUARTERLY DATA

<i>(unaudited in NOK million)</i>	Q1 2023	Q2 2023	Q3 2023	YTD 2023
Passenger revenue	3,190.6	5,615.0	7,228.9	16,034.5
Ancillary passenger revenue	603.6	994.5	1,285.3	2,883.4
Other revenue	180.7	261.8	261.5	704.0
Total operating revenue	3,975.0	6,871.4	8,775.6	19,621.9
Personnel expenses	920.1	1,071.0	1,001.0	2,992.1
Aviation fuel	1,538.6	2,051.0	2,308.5	5,898.1
Airport and ATC charges	488.8	777.7	892.2	2,158.7
Handling charges	407.6	553.5	663.1	1,624.2
Technical maintenance expenses	158.3	191.5	170.4	520.2
Other operating expenses	585.6	632.9	590.5	1,809.0
Other losses/(gains)	30.5	25.2	8.7	64.4
Total operating expenses excl lease, depr. and amort.	4,129.5	5,302.9	5,634.4	15,066.8
Operating profit excl lease, depr. and amort. (EBITDAR)	-154.5	1,568.5	3,141.2	4,555.1
Aircraft lease, depreciation and amortization	762.0	918.0	970.8	2,650.8
Operating profit (EBIT)	-916.5	650.5	2,170.3	1,904.4
Interest income	29.3	54.3	72.3	155.9
Interest expense	162.3	212.6	226.6	601.5
Other financial income (expense)	57.9	45.8	33.6	137.3
Net financial items	-75.1	-112.5	-120.7	-308.3
Profit (loss) before tax (EBT)	-991.6	538.0	2,049.6	1,596.1
Income tax expense (income)	1.3	0.2	10.5	11.9
Net profit (loss)	-992.8	537.9	2,039.1	1,584.1

NOTE 12 ADJUSTMENTS OF COMPARATIVE FINANCIAL INFORMATION

Following the change in accounting policy for heavy maintenance on leased aircraft in the first quarter of 2023, financial information for comparative periods disclosed in this report are adjusted as if the new accounting policy had always been applied. The change in accounting policy does not have any effect on the consolidated statement of financial position as reported in 2022. In the consolidated income statement, Total operating

expenses excl lease, depreciation and amortization are reduced. EBITDAR and Aircraft lease, depreciation and amortization increased with the same amounts. In the consolidated statement of cash flow, Depreciation, amortization and impairment and Other adjustment within Net cash flows from operating activities are adjusted.

The adjustments of comparative figures for 2022 are presented below:

CONSOLIDATED INCOME STATEMENT

<i>(unaudited in NOK million)</i>	Q3 2022	Q2 2022	Q3 2022	Q4 2022	Full year 2022
Technical maintenance expenses, previously reported	272.7	423.9	502.6	466.6	1,665.9
Technical maintenance expenses, adjusted	110.1	116.2	162.4	167.7	556.4
<i>Change</i>	-162.7	-307.7	-340.2	-298.9	-1,109.4
Total operating expenses excl lease, depr. and amort., previously reported	2,384.1	5,082.7	5,589.5	4,559.0	17,615.3
Total operating expenses excl lease, depr. and amort., adjusted	2,221.4	4,775.1	5,249.3	4,260.1	16,505.9
<i>Change</i>	-162.7	-307.7	-340.2	-298.9	-1,109.4
EBITDAR, previously reported	-467.9	-214.2	1,526.1	410.0	1,254.0
EBITDAR, adjusted	-305.2	93.4	1,866.3	708.9	2,363.4
<i>Change</i>	162.7	307.7	340.2	298.9	1,109.4
Aircraft lease, depreciation and amortization, previously reported	380.7	526.6	494.3	449.3	1,851.0
Aircraft lease, depreciation and amortization, adjusted	543.4	834.3	834.5	748.3	2,960.5
<i>Change</i>	162.7	307.7	340.2	298.9	1,109.4
Operating profit (EBIT), previously reported	-848.6	1,358.5	1,031.8	-39.3	1,502.3
Operating profit (EBIT), adjusted	-848.6	1,358.5	1,031.8	-39.3	1,502.3
<i>Change</i>	0.0	0.0	0.0	0.0	0.0

CONSOLIDATED STATEMENT OF CASH FLOW

<i>(unaudited in NOK million)</i>	Q1 2022	Q2 2022	Q3 2022	Q4 2022	Full year 2022
OPERATING ACTIVITIES					
Depreciation, amortization and impairment, previously reported	313.8	-1,752.7	386.8	355.1	-697.1
Depreciation, amortization and impairment, adjusted	476.5	-1,445.0	727.0	654.0	412.4
<i>Change</i>	162.7	307.7	340.2	298.9	1,109.4
Other adjustments, previously reported	-198.6	813.2	508.1	-151.5	971.2
Other adjustments, adjusted	-361.2	505.5	167.9	-450.4	-138.2
<i>Change</i>	-162.7	-307.7	-340.2	-298.9	-1,109.4
Net cash flows from operating activities, previously reported	107.2	556.0	1,706.6	55.8	2,425.7
Net cash flows from operating activities, adjusted	107.2	556.0	1,706.6	55.8	2,425.7
<i>Change</i>	0.0	0.0	0.0	0.0	0.0

ALTERNATIVE PERFORMANCE MEASURES

<i>(unaudited in NOK million)</i>	Q1 2022	Q2 2022	Q3 2022	Q4 2022	Full year 2022
EBITDAR excl other losses/(gains), reported	-452.4	-219.1	1,568.7	349.4	1,246.7
EBITDAR excl other losses/(gains), adjusted	-289.7	88.5	1,908.9	648.4	2,356.1
<i>Change</i>	162.7	307.7	340.2	298.9	1,109.4

NOTE 13 CONTINGENCIES AND LEGAL CLAIMS

On 21 September 2021, the Norwegian Environment Agency concluded in an administrative ruling that the cram down of claims in the Examinership and Reconstruction does not apply to the company's obligation to surrender emission allowances under EU ETS (see Section 9.6.2 "Environmental regulations") for emissions predating 18 November 2020. The contemplated market value of such allowances is approximately NOK 352 million at the end of the third quarter of 2023. The Reconstructor determined that the Reconstruction applies to the company's obligation to surrender emission allowances as a different view would have given preference to the EU ETS regime, which the current insolvency legislation does not facilitate. Therefore, the company was unable to comply with the Norwegian Environment Agency's demand of the company surrendering emissions allowances. The lack of compliance caused the Norwegian Environment Agency to impose a penalty of approximately NOK 400 million on the company. The company appealed the decision, but on 16 December 2022 the Ministry of Climate and Environment decided to uphold the Norwegian Environment Agency's decision. The company, supported by its advisors and the Reconstructor, are of the view that the company's obligation to surrender emission allowances for emissions pre-dating 18 November 2020 can be settled by paying dividend of 5 percent

introduced under the Reconstruction and the decision to impose a penalty of NOK 400 million is invalid. On this basis, the company filed a statement of claim to Oslo District Court on 9 January 2023. In June 2023, Oslo District Court decided to submit the case to the EFTA Court for consultation on the EU/EEA law implications of the matter. It is currently assumed that the EFTA Court will provide an advisory opinion during the third or the fourth quarter of 2024. Subsequently, the proceedings in the Oslo District Court will resume.

The legal issue concerning treatment of emission allowances in insolvency has never been tried in court before. As a consequence of the Reconstruction, the amount corresponding to the contemplated market value of such allowances was crammed down and the company has a provision of NOK 15 million at the end of the third quarter of 2023. The company has paid the ETS penalty fee in 2023 and will seek a return of this amount plus interest following a final conclusion.

There are no other significant additions or changes to the information regarding contingencies or legal claims presented in Note 28 to the Annual Financial Statements for 2022.

NOTE 14 PARTNERSHIP AGREEMENT WITH STRAWBERRY

On 27 June 2023, Norwegian entered into a partnership agreement with Strawberry (former Nordic Choice Hotels) to connect the companies' respective loyalty programmes in a jointly held stand-alone entity. Closing of the transaction is expected to take place in the first quarter of 2024.

At closing, which is subject to a set of conditions including regulatory approval, Norwegian will recognize an equity investment in the jointly held entity. The liabilities related to CashPoints issued before closing of the transaction will remain with Norwegian. Norwegian expects to recognize a net gain of approximately NOK 800 million from the transaction.

NOTE 15 EVENTS AFTER THE REPORTING PERIOD

There have been no events subsequent to the reporting period that might have a significant effect on the financial report for the third quarter of 2023.

DEFINITIONS

ALTERNATIVE PERFORMANCE MEASURES

Norwegian Air Shuttle's financial information is prepared in accordance with International Financial Reporting Standards (IFRS). In addition, the company presents alternative performance measures (APM). The APMs are regularly reviewed by management and their aim is to enhance stakeholders' understanding of the company's performance. APMs are

calculated consistently over time and are based on financial data presented in accordance with IFRS and other operational data as described in the table below.

The definitions are consistent with those used in previous financial reports.

MEASURE	DESCRIPTION	REASON FOR INCLUDING
Operating profit (EBIT)	Earnings before net financial items and income tax expense (income)	Enables comparability of profitability regardless of capital structure or tax situation
EBIT excl. other losses/(gains)	Earnings before net financial items and income tax expense (income), adjusted for other losses/(gains)-net	Enables comparability of profitability regardless of capital structure or tax situation, excluding effects for certain volatile operating expenses
EBIT margin	EBIT divided by total operating revenue	Enables comparability of profitability relative to operating revenue
EBITDAR	Earnings before net financial items, income tax expense (income), depreciation, amortization, impairment and aircraft leasing expenses	A measure of operating performance that enables comparison between airlines as it is not affected by the method used to finance aircraft
EBITDAR excl. other losses/(gains) / Underlying operating result before ownership costs	Earnings before net financial items, income tax expense (income), depreciation, amortization and impairment, aircraft leasing expenses and share of profit (loss) from associated companies, adjusted for other losses/(gains)-net	A measure of operating performance that enables comparison between airlines as it is not affected by the method used to finance aircraft, excluding effects for certain volatile operating expenses
EBITDAR margin	EBITDAR divided by total operating revenue	Enables comparability of profitability relative to operating revenue
Profit (loss) before tax (EBT)	Earnings before income tax expense (income)	Enables comparability of profitability regardless of capital structure or tax situation
EBT excl. other losses/(gains) and impairment	Earnings before income tax expense (income), adjusted for other gains/(losses) and impairment costs	Enables comparability of profitability regardless of one-off impairment losses, excluding effects for certain volatile operating expenses
EBT margin	EBT divided by total operating revenue	Enables comparability of profitability relative to operating revenue
Net interest-bearing debt	Non-current debt plus current debt less cash and cash equivalents	Measurement of the ability to pay all debt with available cash and cash equivalents, if all debt matured on the day of the calculation. It is therefore a measure of the risk related to the company's capital structure
Other losses/(gains)	Gains and losses from translation of working capital in foreign currency and net gain or loss from sale of fixed assets	Included as a specification to operating expenses to separate certain volatile effects from other operating expenses
Operating expenses excl. leasing, depreciation and amortization	Total operating expenses not including aircraft lease expense, depreciation, amortization and impairment	A measure of operating expenses that enables comparison between airlines as it is not affected by the method used to finance aircraft
Operating expenses excl. other losses/(gains), depreciation and lease	Total operating expenses not including other losses/(gains) depreciation, amortization, impairment and lease expenses	A measure of operating expenses that is not affected by other losses/(gains), depreciation, amortization, impairment and lease expenses

ALTERNATIVE PERFORMANCE MEASURES – RECONCILIATIONS

<i>(unaudited in NOK million)</i>	Q3 2023	Q3 2022	YTD 2023	YTD 2022	Full Year 2022
<u>Operating profit (EBIT) to EBIT excl other losses/(gains)</u>					
Operating profit (EBIT)	2,170.3	1,031.8	1,904.4	1,541.6	1,502.3
- Other losses/(gains)*	8.7	42.6	64.4	53.3	-7.3
EBIT excl other losses/(gains)	2,179.0	1,074.4	1,968.8	1,594.9	1,495.0
<u>EBITDAR to EBITDAR excl other losses/(gains)</u>					
EBITDAR	3,141.2	1,866.3	4,555.1	1,654.5	2,363.4
- Other losses/(gains)*	8.7	42.6	64.4	53.3	-7.3
EBITDAR excl other losses/(gains)	3,149.9	1,908.9	4,619.5	1,707.7	2,356.1
<u>Net profit (EBT) to EBT excl other losses/(gains) and impairment</u>					
Profit (loss) before tax (EBT)	2,049.6	909.7	1,596.1	1,126.7	1,046.4
- Reversal of impairment loss	0.0	0.0	0.0	-2,099.4	-2,099.4
- Other losses/(gains)*	8.7	42.6	64.4	53.3	-7.3
EBT excl other losses/(gains) and impairment	2,058.3	952.3	1,660.5	-919.4	-1,060.3
<u>Net interest bearing debt</u>					
Cash and cash equivalents			9,391.1	8,189.7	7,759.0
Aircraft financing			11,036.4	7,480.0	6,640.3
NAS13			0.0	571.5	569.2
Other IB debt			111.4	134.9	136.5
Retained Claims bonds			2,561.6	2,676.0	2,739.3
Net interest-bearing debt			4,318.3	2,672.7	2,326.3

*Other losses /(gains) is defined in table above and is a part of operating expenses, see consolidated income statement.

OTHER DEFINITIONS

ITEM	DESCRIPTION
Aircraft lease expenses	Variable lease and rental expenses not capitalized as part of right-of-use assets on aircraft, including both dry leases and wet leases
Ancillary revenue per passenger	Ancillary passenger revenue divided by number of passengers
ASK / Production	Available seat kilometres. Number of available passenger seats multiplied by flight distance
Average sector length	Total flown distance divided by number of flights
Book equity per share	Total equity divided by number of shares outstanding
CO ₂ per RPK	Amount of CO ₂ emissions divided by RPK
Constant currency	A currency exchange rate that excludes the impact of exchange rate fluctuations from comparable period, e.g. 2022 as comparable period
Equity ratio	Book equity divided by total assets
Fuel consumption	Aviation fuel consumed, presented in metric tons
Load factor	RPK divided by ASK. Describes the utilization of available seats
Passengers	Number of passengers, including no-show
RPK	Revenue passenger kilometres. Number of sold seats multiplied by flight distance
Unit cost	Total operating expenses, excluding impairment and other losses/(gains)-net, divided by ASK
Unit cost excluding fuel	Total operating expenses, excluding impairment, other losses/(gains)-net and aviation fuel expenses, divided by ASK
Unit revenue - ticket	Passenger ticket revenue divided by ASK
Unit revenue - total	Passenger ticket revenue and flight related ancillary revenue divided by ASK
Yield - ticket	Passenger ticket revenue divided by RPK. A measure of average fare per kilometre
Yield - total	Passenger ticket revenue and flight related ancillary revenue divided by RPK. A measure of average passenger revenue per kilometre

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BOARD OF DIRECTORS

Svein Harald Øygaard	Chair
Sondre Gravir	Director
Ingrid Elvira Leisner	Director
Lars Rahbæk Boilesen	Director
Katherine Jane Sherry	Director
Torstein Hiorth Soland	Director, employee representative
Katrine Gundersen	Director, employee representative
Eric Holm	Director, employee representative

GROUP MANAGEMENT

Geir Karlsen	Chief Executive Officer
Hans-Jørgen Wibstad	Chief Financial Officer
Magnus Thome Maursund	Chief Commercial Officer
Christoffer Sundby	Chief Marketing & Customer Officer
Guro H. Poulsen	Chief People Officer
Anne-Sissel Skånvik	Chief Communications & Public Affairs Officer
Knut Olav Irgens Høeg	Chief IT & Business Services Officer
Tore Jenssen	Chief Asset Officer

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FINANCIAL CALENDAR 2023

2 November	Q3 Results
6 November	Monthly traffic data October
6 December	Monthly traffic data November

FINANCIAL CALENDAR 2024

5 January	Monthly traffic data December
6 February	Monthly traffic data January
16 February	Q4 2023 Results
6 March	Monthly traffic data February
5 April	Monthly traffic data March
17 April	Annual Report 2023
25 April	Q1 2024 Results
7 May	Monthly traffic data April
15 May	Annual General Meeting
6 June	Monthly traffic data May
4 July	Monthly traffic data June
12 July	Q2 2024 Results