Q42017

Interim report

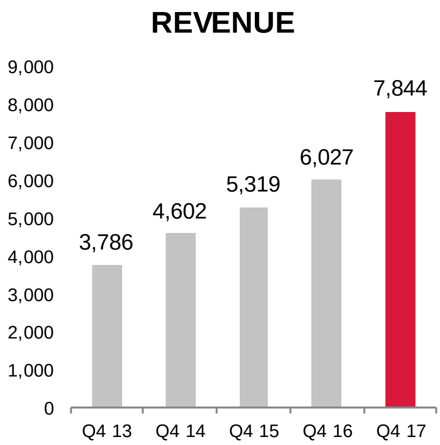
Norwegian Air Shuttle ASA – fourth quarter and full year 2017

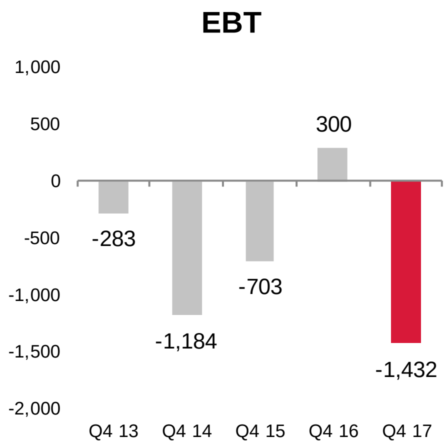
Unit cost excl fuel:

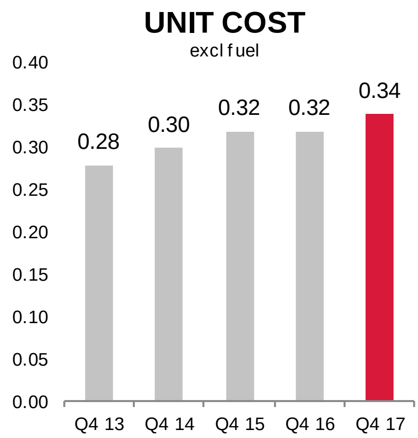
+6%

Unit cost excl fuel NOK 0.34

- **EBITDA excl other losses/(gains) of NOK -901 million (-250)**
- **Production increase (ASK) of 30 %**
- **Strong cash position of NOK 4,040 million (2,324)**
- **32 aircraft delivered to own operations 2017, whereof 3 in Q4**







Norwegian reports 2017 full year results influenced by global expansion, fleet renewal and extraordinary costs

Norwegian today reported its full year and fourth quarter 2017 results. The net loss was -299 million NOK in 2017, while the earnings before interest, taxes and depreciations (EBITDA) was 60 million NOK. Significant costs related to increased fuel prices, wet lease and passenger care affect the results. Going into 2018, Norwegian is far better positioned with stronger bookings and a better staffing situation. Major investments have also been done in 2017 to prepare for future growth.

The company's total revenue was almost NOK 31 billion - an increase of 19 per cent compared to 2016. A total of 32 brand new aircraft entered the fleet, contributing to a production growth (ASK) of 25 per cent. The load factor was unchanged at 88 per cent. A total of more than 33 million passengers chose to travel with Norwegian in 2017, an increase of 13 per cent compared to previous year.

For the fourth quarter, the net loss was 919 million NOK. The total revenue was more than 7.8 billion NOK, an increase of 30 per cent from the same period last year, primarily driven by international growth as well as an increased traffic in the Nordics. Just over 8 million passengers flew with Norwegian this quarter, a growth of 12 per cent. The load factor was 85.3 per cent. Norwegian made major investments in the fourth quarter related to training of pilots and cabin crew on both its wide-body and narrow-body fleet to prepare for the growth in 2018.

"We are not at all satisfied with the 2017 results. However, the year was also characterized by global expansion driven by new routes, high load factors and continued fleet renewal. Through our global strategy, we contribute to local economic boost and increased employment at our destinations, as well as ensuring that more people can afford to fly - not least between the continents. In 2017, we received several major international customer awards, which would never have been possible without our dedicated colleagues at Norwegian," said CEO Bjørn Kjos of Norwegian.

"Norwegian is far better positioned for 2018, with stronger bookings, a growing network of intercontinental routes complementing our vast European network and not least, a better staffing situation. Our major global expansion reaches its peak in the second half of 2018, when 32 of our 42 Dreamliners on order will have been put into service," Kjos continued.

CONSOLIDATED FINANCIAL KEY FIGURES

(Amounts in NOK million)	**Q4 2017**	Q4 2016	*Change*	**Full year 2017**	Full year 2016	*Change*
Operating revenue	**7,844.4**	6,026.7	*30 %*	**30,948.3**	25,950.6	*19 %*
EBITDAR	**387.2**	1,357.1	*-71 %*	**3,949.5**	5,958.1	*-34 %*
EBITDA	**-651.9**	673.1	*NM*	**59.9**	3,116.2	*-98 %*
EBITDA excl other losses/(gains)-net	**-901.2**	-250.4	*260 %*	**-373.3**	2,438.6	*NM*
EBIT	**-1,025.8**	335.5	*NM*	**-2,001.1**	1,820.4	*NM*
EBIT excl other losses/(gains)-net	**-1,275.2**	-588.0	*117 %*	**-2,434.3**	1,142.7	*NM*
EBT	**-1,431.4**	299.7	*NM*	**-1,067.1**	1,508.3	*NM*
Net profit/ loss (-)	**-918.5**	197.2	*NM*	**-298.6**	1,135.0	*NM*
EBITDAR margin	**4.9 %**	22.5 %		**12.8 %**	23.0 %	
EBITDA margin	**-8.3 %**	11.2 %		**0.2 %**	12.0 %	
EBIT margin	**-13.1 %**	5.6 %		**-6.5 %**	7.0 %	
EBT margin	**-18.2 %**	5.0 %		**-3.4 %**	5.8 %	
Net profit margin	**-11.7 %**	3.3 %		**-1.0 %**	4.4 %	
Book equity per share (NOK)				**114.4**	113.2	*1 %*
Equity ratio (%)				**9 %**	11 %	*-2 pp*
Net interest bearing debt				**22,265.0**	21,151.2	*5 %*

OPERATIONAL REVIEW

CONSOLIDATED TRAFFIC FIGURES AND RATIOS

Unaudited

(Ratios in NOK)	**Q4 2017**	Q4 2016	*Change*	**Full year 2017**	Full year 2016	*Change*
Yield	**0.36**	0.37	*-2 %*	**0.39**	0.42	*-6 %*
Unit Revenue	**0.31**	0.32	*-2 %*	**0.34**	0.36	*-6 %*
Unit Cost	**0.44**	0.42	*7 %*	**0.43**	0.41	*7 %*
Unit Cost ex fuel	**0.34**	0.32	*6 %*	**0.33**	0.32	*4 %*
Ancillary Revenue/PAX	**153**	129	*18 %*	**145**	134	*8 %*
Internet bookings	**77 %**	77 %	*0 pp*	**75 %**	75 %	*0 pp*
ASK (million)	**19,704**	15,109	*30 %*	**72,341**	57,910	*25 %*
RPK (million)	**16,807**	12,959	*30 %*	**63,320**	50,798	*25 %*
Passengers (million)	**8.07**	7.18	*12 %*	**33.15**	29.30	*13 %*
Load Factor	**85.3 %**	85.8 %	*-0.5 pp*	**87.5 %**	87.7 %	*-0.2 pp*
Average sector length (km)	**1,708**	1,503	*14 %*	**1,607**	1,473	*9 %*
Fuel consumption (metric tonnes)	**393,052**	308,298	*27 %*	**1,465,100**	1,190,017	*23 %*
CO_2 per RPK	**74**	75	*-2 %*	**73**	74	*-1 %*

Traffic Development

8.07 million passengers travelled with Norwegian in the fourth quarter of 2017, compared to 7.18 million in the fourth quarter of 2016, an increase of 12 %. Production (ASK) increased by 30 % and passenger traffic (RPK) increased by 30 %. The load factor was 85.3 %, a reduction of 0.5 p.p. compared to fourth quarter last year.

At the end of the quarter, the total fleet including aircraft on maintenance and excluding wetlease comprised 145 aircraft, excluding 4 aircraft on external lease. The Group utilized every operational aircraft on average 11.4 block hours per day, compared to 11.2 in the fourth quarter last year.

Operating performance

Punctuality, share of flights departing on schedule, was 76 % in the fourth quarter, compared to 74 % in the same quarter last year.

Regularity, share of scheduled flights actually taking place, was 99.3 % in the fourth quarter, compared to 99.5 % in the same quarter last year.

FINANCIAL REVIEW

Income statement and financial key figures

Fourth quarter underlying earnings were affected by increase in the 787 operation and total production growth of 30 %, introduction to new markets and increasing jet fuel prices. Unit revenue decreased by 2 % influenced by increased average sector length. The unit cost increased by 7 % from the same quarter last year, and the unit cost excl fuel increased by 6 % in the same period.

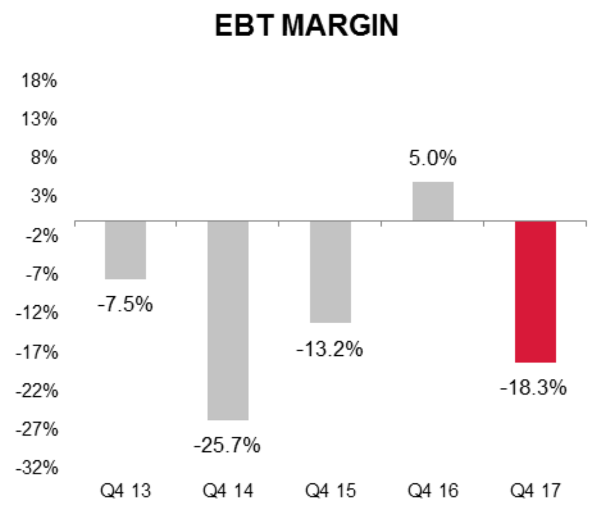
Operating profit before interest (EBIT) excluding other losses/(gains) for the fourth quarter was NOK -1,275 million (-588), while profit (loss) before tax (EBT) was NOK -1,431 million (300). Included in fourth quarter EBT are other losses/(gains) amounting to a net gain of NOK 249 million, compared to a net gain of NOK 923 million last year. Other losses/(gains) include effects from foreign currency contracts, forward fuel contracts, total return swaps, losses or gains on translation of working capital in foreign currency and net losses or gains on sale of fixed assets.

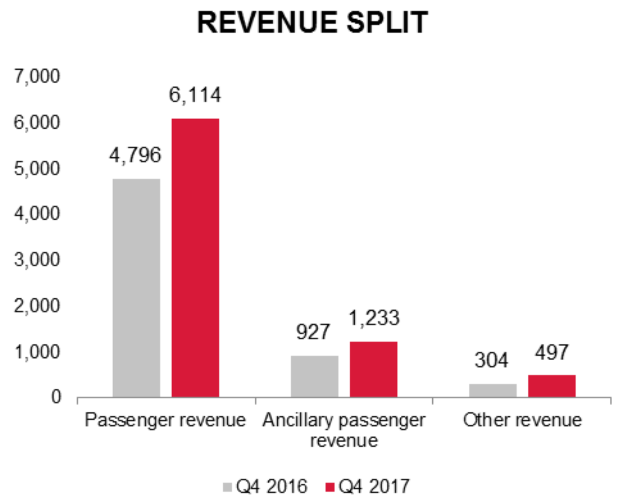
Revenue

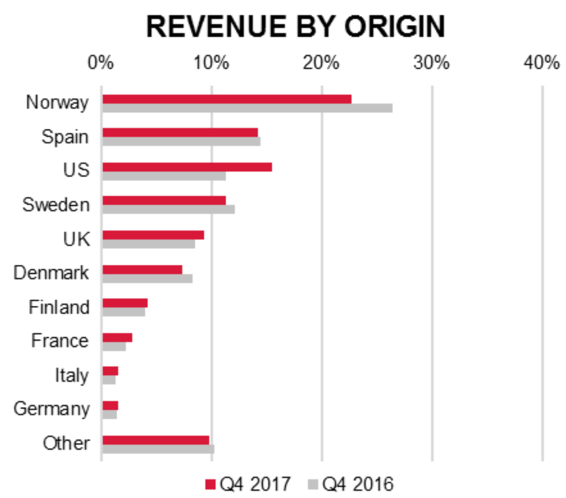
Total revenue in the fourth quarter was NOK 7,844 million (6,027), an increase of 30 %. NOK 6,114 million (4,796) of the revenue in the fourth quarter was related to passenger revenue. Passenger revenue per unit produced (unit revenue) in the fourth quarter was NOK 0.31, a decrease of 2 % compared to the same quarter last year (NOK 0.32). Increased sector length and lower prices have affected the yield and unit revenue in the quarter. Unit revenue in constant currency was 2 % lower than last year. Ancillary revenue was NOK 1,233 million (927) in the fourth quarter, and ancillary revenue per passenger was NOK 153 per passenger (129). Other revenue of NOK 497 million (304) includes cargo revenue of NOK 180 million (76), commissions, third-party products and external aircraft lease.

Prior to second quarter 2017, net gains from sale of fixed assets were included in other revenue. From second quarter 2017, Norwegian presents gain or loss from sale of fixed assets as other gains/(losses). Comparative figures have been adjusted accordingly.

Norwegian has grown rapidly, expanding international traffic and adding new bases, destinations and markets to its portfolio. Consequently, the share of passengers outside Scandinavia has increased significantly compared to last year, with the strongest passenger growth in the US. The international expansion enables continued cost efficiency and continuously improves competitive power.







Operating expenses

COST BREAKDOWN

Unaudited

(Amounts in NOK million)	**Q4 2017**	Q4 2016	*Change*	**Full year 2017**	Full year 2016	*Change*
Personnel expenses	**1,489.0**	1,091.4	*36 %*	**5,316.3**	3,971.4	*34 %*
Sales/distribution expense	**232.6**	171.8	*35 %*	**946.1**	758.7	*25 %*
Aviation fuel	**2,074.7**	1,437.1	*44 %*	**7,339.2**	5,052.9	*45 %*
Airport and ATC charges	**953.8**	776.9	*23 %*	**3,760.1**	3,303.8	*14 %*
Handling charges	**1,102.9**	802.8	*37 %*	**3,685.2**	2,995.6	*23 %*
Technical maintenance expenses	**781.0**	563.1	*39 %*	**2,706.5**	1,865.0	*45 %*
Other flight operation expenses	**542.8**	342.7	*58 %*	**1,694.8**	1,206.4	*40 %*
General and adm expenses	**529.6**	407.2	*30 %*	**1,983.7**	1,516.2	*31 %*
Other losses/(gains) - net	**-249.3**	-923.5	*-73 %*	**-433.2**	-677.7	*-36 %*
Total operating expenses excl leasing, depreciation and amort	**7,457.2**	4,669.6	*60 %*	**26,998.7**	19,992.5	*35 %*
Leasing	**1,039.1**	684.0	*52 %*	**3,889.7**	2,841.9	*37 %*
Total operating expenses excl depr. and amort.	**8,496.2**	5,353.6	*59 %*	**30,888.4**	22,834.3	*35 %*

Total operating expenses excluding leasing and depreciation increased by 60 % to NOK 7,457 million (4,670) this quarter. Operating expenses increased mainly due to a production increase of 30 %, increasing jet fuel prices, ramp-up costs for preventing pilot shortages in 737 and growth in 787 operations and effects from other losses/(gains).

Unit cost was NOK 0.44, an increase of 7 % compared to the fourth quarter last year. Unit cost excluding fuel was NOK 0.34, an increase of 6 % compared to the same quarter last year. At constant currency, unit cost excluding fuel increased by 5 % compared to the same quarter last year.

Personnel expenses increased by 36 % to NOK 1,489 million (1,091) in the fourth quarter compared to the same quarter last year. Unit cost for personnel expenses increased by 5 % from the same quarter last year. Ramp-up costs for preventing pilot shortages in the busy season and to prepare for future growth have affected the unit cost in the fourth quarter, as well as currency effects. Corrected for the strengthened EUR to NOK rate of 6 %, unit cost increased by 2 % compared to last year. The average number of full time equivalents (FTE) increased by 37 % compared to the same quarter last year.

Sales and distribution expenses increased by 35 % to NOK 233 million (172) in the fourth quarter compared to the same quarter last year. Unit cost for sales and distribution expenses increased by 4 %. The main reason for increased unit cost is a significantly higher cost per transactions outside of Europe. This effect is partially offset by increased average sector length.

Aviation fuel expenses increased by 44 % to NOK 2,075 million (1,437) in the fourth quarter compared to the same quarter last year. Unit cost has increased by 11 %, due to an increase in jet fuel prices in USD of 23 % partially offset by depreciation of USD to NOK, efficiency gains from adding new fuel-efficient aircraft in the fleet and increased sector length.

The Group has at the end of the fourth quarter 2017 forward contracts to cover approximately 25 % of fuel exposure in 2018 at an average price of USD 494 per ton.

Airport and air traffic control (ATC) charges increased by 23 % to NOK 954 million (777) in the fourth quarter compared to the same quarter last year. Unit cost for airport and ATC charges decreased by 6 %, mainly due to increased average sector length.

Handling charges increased by 37 %, to NOK 1,103 million (803) in the fourth quarter compared to the same quarter last year. Unit cost for handling increased by 5 %, where efficiency benefits of increased average sector length is more than offset by increased passenger service refund costs and increased screening costs, due to increased security measures in the US.

Technical maintenance expenses increased by 39 % to NOK 781 million (563) in the fourth quarter compared to the same quarter last year. 5 new leased 787 Dreamliners and 17 new leased 737-800s have been added to the fleet in the past twelve months, in addition to 11 used 737-800s sold and leased back during the year, while 4 leased 737-800s have been redelivered. Unit cost for technical maintenance increased by 6 %, due to changes in the aircraft portfolio and price escalation on engine service costs, partially offset by appreciation of NOK against USD. A larger share of leased aircraft in the fleet, a larger share of 787 aircraft and introduction of 737 MAX lead to increased unit costs.

Estimated maintenance costs on owned aircraft are capitalized and depreciated over the estimated useful life of the maintenance and overhaul components or until next planned maintenance. Estimated maintenance on leased aircraft are accrued based on aircraft utilization and recognized in the income statement in advance of maintenance checks.

Other flight operation expenses increased by 58 % to NOK 543 million (343) in the fourth quarter compared to the same quarter last year. Other flight operation expenses include costs directly attributable to operation of the aircraft fleet, such as de-icing, insurance and other leases, as well as training, meals and housing for crew. Unit cost increased by 21 % in the quarter, mainly due to increased cost of accommodation for pilots and crew due to expansion of the 787 operation and external training to prepare for further expansion.

General and administrative expenses increased by 30 % to NOK 530 million (407) in the fourth quarter compared to the same quarter last year, due to the introduction of new markets, products and international bases as well as increased costs from issuing cash points. Unit cost for general and administrative expenses was unchanged from the same quarter last year.

Other losses/(gains)-net; includes gains and losses from foreign currency contracts, forward fuel contracts, adjustment of market value for total return swaps and translation of working capital in foreign currency. Net gain or loss from sale of fixed assets are also included in other losses/(gain)-net from the second quarter 2017. Comparative figures have been adjusted accordingly. Net gain in the fourth quarter was NOK 249 million (gain of NOK 923 million last year), including a loss of NOK 95 million from translation of working capital in foreign currency and a gain of NOK 288 million from forward contracts on currency and fuel.

Leasing costs increased by 52 % to NOK 1,039 million (684) in the fourth quarter compared to the same quarter last year. Unit cost for leasing increased by 16 %. The cost increases from adding 5 new leased Boeing 787 Dreamliners and 24 leased 737-800s, net of redeliveries, during 2017 and from increased use of wetlease in the quarter, at NOK 90 million compared to NOK 60 million in the same quarter last year. In June, Norwegian signed a Letter of Intent (LOI) for a sale and leaseback transaction totaling 11 used Boeing 737-800 aircraft. All 11 are sold during 2017, of which two aircraft were sold during fourth quarter.

Depreciation increased by 8 % to NOK 364 million (338) in the fourth quarter compared to the same quarter last year. During the fourth quarter the Group operated 53 (64) owned Boeing 737-800s, 7 (3) owned Boeing 787 and 6 (0) owned Boeing MAX8. Four owned Airbus 320neo were leased to HK Express, compared to two at the end of 2016.

Profit/loss from associated companies in the fourth quarter was estimated to NOK 8 million (51) and represents 50 % share of estimated net profit in joint venture OSM Aviation Ltd.

From June 2017, following the sale of 4.7 million shares related to Norwegian Finans Holding and a further sale of 2.0 million shares in December, the Group's investment in Norwegian Finans Holding ASA (NOFI) is measured at fair market value with realized gain from the sale presented under financial items. Cash Settled Total Return Swap (TRS) contracts without buy-back options were entered after the sales of shares to uphold financial exposure, while reducing voting rights. Adjustments to fair market value of the remaining 16.4 % investment in NOFI in subsequent periods are recognized as part of OCI. Changes in market value of the first TRS of 2.5 % are recognized in operating expenses as other losses /(gains). Accounting treatment of the second TRS of 1.1 % is equal to the remining owned shares, with fair value adjustments recorded to OCI.

Financial Items were NOK -413 million (-87) in the fourth quarter. Interest on prepayments of NOK 42 million (118) was capitalized, reducing interest expenses.

Income taxes amounted to a tax income of NOK 513 million in the fourth quarter compared to a cost of NOK 103 million last year.

Financial position and liquidity

Aircraft assets are accounted for in USD, creating a natural hedge against USD denominated borrowings when translated into NOK. One 737-800 aircraft was delivered during the fourth quarter, financed through a sale-leaseback arrangement. Following the sale and leaseback transaction of 11 used Boeing 737-800 aircraft as reported in the second quarter, the last two of these aircraft were sold in the fourth quarter. In the fourth quarter the company also received 2 Boeing 787-9 and one new Airbus 320neo.

Net assets at the end of 2017 is affected by an appreciation of NOK against USD during the year of 5 %.

Net interest-bearing debt at the end of 2017 was NOK 22,265 million compared to NOK 21,151 million at the end of last year. At the end of the year, the equity ratio is 9 %, compared to 11 % at the end of 2016.

Total non-current assets amount to NOK 33,503 million at the end of 2017, compared to NOK 31,969 million at the end of last year. The main investments during the year are delivery of twelve new owned aircraft, while the sale leaseback arrangements on eleven used aircraft have reduced tangible fixed assets by approximately NOK 2.5 billion.

Total current assets amount to NOK 12,196 million at the end of the fourth quarter, compared to NOK 5,793 million at the end of last year. Investments include economic interests in Norwegian Finans Holding as well as unrealized gains on currency and jet fuel hedges and amount to NOK 3,617 million. Receivables have increased by NOK 1,424 million during the year due to increased production. Cash and cash equivalents have increased by NOK 1,716 million during the year, ending at four billion.

Until June 2017, Norwegian held a 20 % ownership in Norwegian Finans Holding ASA (NOFI), and the investment was presented according to the equity method as an investment in associated companies. Norwegian sold 2.5 %

of the outstanding shares in NOFI in June, and discontinued the equity method. From end of June, the ownership in NOFI has been recognized as a financial investment according to IAS 39. A further sale in December corresponding to 1.1 % of the total shares in the company leaves Norwegian with an ownership of 16.4 % in NOFI at the end of 2017. Both sales have been followed by total return swaps for a number of shares equal to the amount sold, extending Norwegian's financial exposure for a further 12 months after signing each agreement. Norwegian also decided to withdraw its representatives from the boards of directors in NOFI and Bank Norwegian. The company views its interest in the bank as a financial investment. At the time of publishing this quarterly report, there is a dialogue between the company and Finanstilsynet regarding the accounting treatment of the investment, refer to Note 9 for further information.

Total non-current liabilities were NOK 25,027 million at the end of 2017, compared to NOK 20,303 million at the end of last year. Long-term borrowings have increased by NOK 3,354 million during the year due to financing of twelve new aircraft, new unsecured bonds NAS08 of SEK 1,000 million and NAS09 of NOK 250 million. These effects are partially offset by repayments related to aircraft financing including sale and leaseback of used aircraft, bond NAS06 falling into short term and currency effects due to an appreciation of NOK to USD of 5 % YTD. Other non-current liabilities increased by NOK 1,369 million.

Total short-term liabilities amounted to NOK 16,582 million at the end of the year, compared to NOK 13,411 million at the end of 2016. Current liabilities increased by NOK 1,868 million from end of last year. Short-term borrowings decreased by NOK 524 million during the year due to repayment of unsecured bonds NAS04 of NOK 1,000 million and NAS05 of NOK 225 million and reduced pre-delivery payment financing due to aircraft deliveries, partially offset by bond NAS06 falling into short term and net drawdowns on credit facility of NOK 350 million. Air traffic settlement liabilities increased by NOK 1,827 million from end of last year due to increased production and increased ticket sales.

Equity at the end of 2017 was NOK 4,091 million compared to NOK 4,049 million at the end of last year. Equity increased slightly due to net loss in the period of NOK 299 million, exchange rate losses from subsidiaries of NOK 126 million and fair value adjustments of NOK 498 million, mainly attributable to changes in fair market value of NOFI shares.

Cash flow

Cash and cash equivalents were NOK 4,040 million at the end of the year compared to NOK 2,324 million at the end of last year.

Cash flow from operating activities in the fourth quarter amounted to NOK -853 million compared to NOK 206 million in the fourth quarter last year. Air traffic settlement liability decreased by NOK 402 million (445) while receivables increased by NOK 127 million (decreased by 283) during the quarter. Cash from other adjustments amounted to NOK 730 million (-270) during the fourth quarter. Other adjustments mainly consist of changes in other current assets and other current liabilities in addition to non-cash effects included in profit before tax, such as unrealized currency gains or losses.

Cash flow from investment activities in the fourth quarter was NOK -2,213 million, compared to NOK -1,112 million in the same quarter last year. Investments in new aircraft in addition to prepayments to aircraft manufacturers are the main investments. Three new owned aircraft were delivered in the quarter, including two new Boeing 787-9 Dreamliners. Two new owned aircraft were delivered in the fourth quarter last year.

Cash flow from financing activities in the fourth quarter was NOK 1,523 million compared to NOK 981 million in the fourth quarter last year. Proceeds from new aircraft financing outweigh down payments on aircraft financing and pre-delivery payment financing in the quarter.

RISK AND UNCERTAINTIES

The airline industry is undergoing a challenging time as a consequence of Brexit and strong competition. Future demand is dependent on sustained consumer and business confidence in the Company’s key markets.

A market place where capacity growth exceeds market growth will increase the risk of yield pressure. However, low yield stimulates new demand, thus growing the market further. This necessitates a similar reduction in the cost level in order to maintain profitability.

In the event of industrial actions, operations may be disrupted, causing inconvenience for passengers and affect financial performance.

Fuel price and currency fluctuations, as well as hedging of such, are risks that can have a significant impact on Norwegian’s business and financial results. Sudden and significant changes in fuel price and foreign exchange rates could significantly affect fuel and other costs, and debt and assets denominated in foreign currency.

OUTLOOK

The demand for travelling with Norwegian and advance bookings have been satisfactory entering the first quarter of 2018. Norwegian will continue to take advantage of its increasing competitive power realized through continuous cost efficiency, and from introducing larger aircraft (two new Boeing 737-800Ws, eleven new Boeing 787-9s and twelve 737-MAX will be delivered in 2018) with a lower operating cost. In addition, five Airbus 320neo aircraft are scheduled to be delivered in 2018, which will be leased to airline HK Express.

Norwegian has twenty-three operational bases globally.

Norwegian guides for a production growth (ASK) of 40 % for 2018. Estimated production increase per quarter in 2018 is respectively 36 %, 48 %, 37 % and 41 %. The growth in Boeing 737 production comes from adding Boeing 737-MAX. The Boeing 787 production will grow in accordance with the phasing in of aircraft and the company will have thirty-two Boeing 787s by the end of 2018. Norwegian may decide to adjust capacity to optimize the route portfolio depending on the development in the overall economy and in the marketplace.

Assuming a fuel price of USD 575 per ton, USD/NOK 7.75 and EUR/NOK 9.00 for the year 2018 (excluding hedged volumes) and with the currently planned route portfolio, the company is targeting a unit cost including depreciation in the range of NOK 0.405 – 0.410 and a unit cost excluding depreciation in the range of NOK 0.390 – 0.395 for 2018.

Norwegian has a long-term target for ancillary revenue share at 20 % of total revenue. The increased share of ancillary revenue will be driven by third party revenue streams and introduction of new products and services.

Going forward, Norwegian will continue its fleet renewal program and reduce ownership in non-core assets.

Norwegian continues to establish and develop an organizational structure that will secure cost efficient, international expansion and necessary traffic rights for the future.

Fornebu, February 14, 2018

CEO
Bjørn Kjos

CONDENSED CONSOLIDATED INCOME STATEMENT

Unaudited

(Amounts in NOK million)	*Note*	**Q4 2017**	Q4 2016	**Full year 2017**	Full Year 2016
Operating revenue					
Total operating revenue	*3*	**7,844.4**	6,026.7	**30,948.3**	25,950.6
Total operating revenue		**7,844.4**	6,026.7	**30,948.3**	25,950.6
Operating expenses					
Operational expenses		**5,687.8**	4,094.6	**20,131.9**	15,182.5
Payroll and other personnel expenses		**1,489.0**	1,091.4	**5,316.3**	3,971.4
Other operating expenses		**280.3**	-516.3	**1,550.6**	838.6
Total operating expenses excl leasing, depreciation and amort.		**7,457.2**	4,669.6	**26,998.7**	19,992.5
Operating profit before leasing, depreciation and amortization (EBITDAR)		**387.2**	1,357.1	**3,949.5**	5,958.1
Leasing		**1,039.1**	684.0	**3,889.7**	2,841.9
Operating profit before depreciation and amortization (EBITDA)		**-651.9**	673.1	**59.9**	3,116.2
Depreciation and amortization		**363.8**	337.6	**1,405.1**	1,295.8
Impairment assets held for sale		**10.2**	0.0	**655.9**	0.0
Operating profit (EBIT)		**-1,025.8**	335.5	**-2,001.1**	1,820.4
Financial items					
Interest income		**11.3**	12.4	**71.3**	43.6
Interest expense		**268.4**	131.8	**958.6**	686.0
Other financial income (expense)		**-156.2**	32.8	**1,692.1**	117.5
Net financial items		**-413.3**	-86.6	**804.8**	-524.9
Profit/loss from associated companies		**7.7**	50.8	**129.2**	212.8
Profit (loss) before tax (EBT)		**-1,431.4**	299.7	**-1,067.1**	1,508.3
Income tax expense (income)		**-512.9**	102.5	**-768.5**	373.4
Net profit (loss)		**-918.5**	197.2	**-298.6**	1,135.0
Net profit attributable to:					
Owners of the parent company		**-927.4**	197.5	**-299.5**	1,135.3
Non-controlling interests		**8.9**	-0.3	**0.8**	-0.3
Earnings per share (NOK) - Basic		**-25.9**	5.5	**-8.4**	31.7
Earnings per share (NOK) - Diluted		**-25.9**	5.4	**-8.4**	31.5
No. of shares at the end of the period		**35,759,639**	35,759,639	**35,759,639**	35,759,639
Average no. of shares outstanding		**35,759,639**	35,759,639	**35,759,639**	35,759,639
Average no. of shares outstanding - diluted		**36,299,639**	36,384,639	**36,343,101**	36,072,139

CONDENSED CONSOLIDATED STATEMENT OF FINANCIAL POSITION

Unaudited

(Amounts in NOK million)	*Note*	**31 Dec 2017**	31 Dec 2016
ASSETS			
Non-current assets			
Intangible assets		**1,220.3**	439.8
Tangible fixed assets		**31,451.2**	30,099.7
Fixed asset investments		**831.4**	1,429.9
Total non-current assets		**33,502.9**	31,969.3
Current assets			
Inventory		**101.9**	102.5
Investments		**3,617.1**	353.2
Receivables		**4,437.6**	3,014.0
Cash and cash equivalents		**4,039.8**	2,323.6
Total current assets		**12,196.3**	5,793.3
TOTAL ASSETS		**45,699.3**	37,762.7
EQUITY AND LIABILITIES			
Shareholders equity			
Shareholder's equity	*7*	**4,078.7**	4,038.2
Non-controlling interests		**12.3**	10.8
Total equity		**4,091.0**	4,049.0
Non-current liabilities			
Other non-current liabilities		**2,966.2**	1,596.9
Long term borrow ings	*6*	**22,060.3**	18,706.1
Total non-current liabilities		**25,026.5**	20,303.0
Short term liabilities			
Current liabilities		**5,843.7**	3,975.6
Short term borrow ings	*6*	**4,244.5**	4,768.8
Air traffic settlement liabilities		**6,493.6**	4,666.2
Total short term liabilities		**16,581.8**	13,410.7
Total liabilities		**41,608.3**	33,713.7
TOTAL EQUITY AND LIABILITIES		**45,699.3**	37,762.7

CONDENSED CONSOLIDATED STATEMENT OF CASH FLOW

Unaudited

(Amounts in NOK million)	Q4 2017	Q4 2016	Full year 2017	Full Year 2016
OPERATING ACTIVITIES				
Profit before tax	**-1,431.4**	299.7	**-1,067.1**	1,508.3
Paid taxes	**3.6**	0.0	**35.0**	-28.6
Depreciation, amortization and impairment	**374.0**	337.6	**2,061.0**	1,295.8
Changes in air traffic settlement liabilities	**-401.8**	-444.7	**1,827.4**	651.8
Changes in accounts receivable	**-126.9**	283.4	**-1,016.2**	-549.4
Other adjustments	**730.1**	-270.3	**1,061.2**	168.6
Net cash flows from operating activities	**-852.5**	205.7	**2,901.3**	3,046.5
INVESTING ACTIVITIES				
Purchases, proceeds and prepayment of tangible assets	**-2,441.6**	-1,122.6	**-3,557.4**	-6,447.2
Other investing activities	**228.2**	10.6	**129.3**	-65.3
Net cash flows from investing activities	**-2,213.4**	-1,112.0	**-3,428.1**	-6,512.4
FINANCING ACTIVITIES				
Loan proceeds	**2,892.1**	1,657.9	**8,753.3**	5,805.8
Principal repayments	**-945.5**	-352.1	**-4,840.8**	-1,572.8
Financing costs paid	**-279.3**	-336.5	**-1,621.4**	-941.9
Other financing activities	**-144.3**	11.7	**0.0**	11.7
Net cash flows from financing activities	**1,523.0**	980.9	**2,291.1**	3,302.8
Foreign exchange effect on cash	**15.6**	15.7	**-48.2**	32.6
Net change in cash and cash equivalents	**-1,527.4**	90.4	**1,716.1**	-130.5
Cash and cash equivalents in beginning of period	**5,567.2**	2,233.2	**2,323.6**	2,454.2
Cash and cash equivalents in end of period	**4,039.8**	2,323.6	**4,039.8**	2,323.6

CONDENSED CONSOLIDATED STATEMENT OF COMPREHENSIVE INCOME

Unaudited

(Amounts in NOK million)	Q4 2017	Q4 2016	Full year 2017	Full Year 2016
Net profit (loss) for the period	**-918.5**	197.2	**-298.6**	1,135.0
Actuarial gains and losses	**-43.0**	24.5	**-43.0**	24.5
Exchange rate differences Group	**174.7**	194.5	**-126.2**	-104.3
Fair value adjustments through OCI	**48.9**	0.0	**497.5**	0.0
Other OCI items	**-1.6**	-2.0	**-4.8**	2.4
Total comprehensive income for the period	**-739.5**	414.1	**24.8**	1,057.5
Total comprehensive income attributable to:				
Owners of the company	**-748.4**	414.4	**24.0**	1,056.6
Non-controlling interests	**8.9**	-0.3	**0.8**	0.9

CONDENSED CONSOLIDATED CHANGES IN EQUITY

Unaudited

(Amounts in NOK million)	Full year 2017	Full Year 2016
Equity - Beginning of period	**4,049.0**	2,965.3
Total comprehensive income for the period	**24.8**	1,057.5
Transactions with non-controlling interests	**0.0**	9.9
Equity change on employee options	**17.1**	16.3
Equity - End of period	**4,091.0**	4,049.0

NOTES TO THE CONDENSED CONSOLIDATED INTERIM FINANCIAL STATEMENTS

Note 1 General and accounting principles

The condensed consolidated interim financial statements comprise Norwegian Air Shuttle ASA and its subsidiaries (the Group). The Company is a limited liability company incorporated in Norway.

The consolidated financial statements of the Group for the year ended December 31, 2016 is available at www.norwegian.com.

These condensed consolidated interim financial statements have been prepared in accordance with rules and regulations of Oslo Stock Exchange and International Financial Reporting Standards (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 consolidated financial statements for the Group at December 31, 2016. These condensed interim financial statements are unaudited.

The accounting policies applied by the Group in these condensed consolidated financial statements are the same as those applied by the Group in its consolidated financial statements for the year ended December 31, 2016.

From Q1 2018, Norwegian will adopt new standards as required, IFRS 9 and IFRS 15, none of which having significant impact on the financial statements of Norwegian. In the financial statements for 2016, Norwegian stated that further analysis was needed to assess the impact of adopting IFRS 15. This assessment is now completed and the impact is considered as low. Most of the Group's revenues are recognized at the time of travel, which will apply also under IFRS 15. There are certain fees previously being recognized at time of sale, whereas these under IFRS 15 will be recognized at the time of travel. The associated amounts are considered as immaterial.

In addition, under the Group's loyalty program Reward, presentation of revenue from sales of CashPoints to external partners will be changed from a gross to a net presentation in the income statement. The net impact on operating profit is zero. If such a net presentation was applied in 2017, both revenue and operating expenses would have been reduced by approximately NOK 325 million.

IFRS 16 is expected to be effective for accounting periods starting on or after January 1, 2019. There will be a material impact on the Group's income statement and statement of financial position from the adoption of IFRS 16. More than 80% of the total impact is expected to arise from changed presentation of operational aircraft leases. IFRS 16 allows for various adoption approaches, whereas the Group has not yet decided which approach to apply. The choice of adoption approach will have implications for the size of transitional effects recognized both in the income statement, the statement of financial position and equity.

The Group estimates that total assets and total equity and liabilities as per January 1, 2019 will increase with an amount in the range between NOK 25 billion and NOK 28 billion. The Group also estimates that compared to current presentation in the income statement, in 2019 an amount of at least NOK 4 billion is expected to be re-classified from lease expenses and into depreciation and interest expense. The net impact on the income statement and the equity, if any, cannot yet be reliably estimated.

There are various factors of uncertainty in the above estimates, mainly uncertainties regarding the portfolio of leases as per January 1, 2019, choice of adoption approaches and parameters to be used for calculations under IFRS 16, such as discount rates to be applied.

Judgments, estimates and assumptions

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

The estimates and the underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognized in the period in which the estimate is revised if the revision affects only that period or in the period of the revision and future periods if the revision affects both current and future periods.

In preparing these condensed consolidated interim financial statements, the significant judgments made by management in applying the Group'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 December 31, 2016.

Note 2 Risk

SENSITIVITY ANALYSIS

Unaudited

	Effect on income MNOK
1% decrease in jet fuel price	102
1% depreciation of NOK against USD	-164
1% depreciation of NOK against EURO	-7

The sensitivity analysis reflects the effect on operating costs in 2018 by changes in market prices and exchange rates. The effect on operating costs is annualized based on current level of production, fuel prices and exchange rates. Operational hedges are not included in the calculation of the sensitivity.

Note 3 Revenue

Passenger revenue comprise 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 cargo, third-party products, externally leased aircraft and other income. From second quarter 2017, net gain or loss from sale of assets is presented as other gains/(losses). Comparative figures are adjusted accordingly.

OPERATING REVENUE BREAKDOWN

Unaudited *(Amounts in NOK millions)*	**Q4 2017**	Q4 2016	*Change*	**Full year 2017**	Full year 2016	*Change*
Per activity						
Passenger revenue	**6,114.2**	4,795.7	*27 %*	**24,719.1**	21,095.6	*17 %*
Ancillary passenger revenue	**1,232.9**	927.1	*33 %*	**4,822.5**	3,929.0	*23 %*
Other revenue	**497.3**	303.9	*64 %*	**1,406.7**	926.0	*52 %*
Total	**7,844.4**	6,026.7	*30 %*	**30,948.3**	25,950.6	*19 %*
Per country						
Norway	**1,782.3**	1,591.7	*12 %*	**7,160.4**	6,844.4	*5 %*
US	**1,209.8**	679.6	*78 %*	**4,398.0**	2,797.7	*57 %*
Spain	**1,117.6**	867.5	*29 %*	**4,470.5**	3,701.0	*21 %*
Sweden	**881.9**	730.7	*21 %*	**3,345.0**	3,040.5	*10 %*
UK	**731.7**	514.2	*42 %*	**2,711.9**	2,216.3	*22 %*
Denmark	**571.0**	501.2	*14 %*	**2,316.9**	2,180.1	*6 %*
Finland	**331.2**	235.5	*41 %*	**1,133.2**	966.1	*17 %*
France	**217.6**	130.4	*67 %*	**955.1**	606.9	*57 %*
Germany	**121.2**	86.9	*40 %*	**454.8**	374.3	*21 %*
Italy	**115.1**	74.3	*55 %*	**587.7**	412.2	*43 %*
Other	**764.9**	614.5	*24 %*	**3,414.7**	2,811.1	*21 %*
Total	**7,844.4**	6,026.7	*30 %*	**30,948.3**	25,950.6	*19 %*
Total outside of Norway	**6,062.1**	4,435.0	*37 %*	**23,787.8**	19,106.1	*25 %*

Revenue per country is based on starting point of passenger journeys.

Note 4 Segment information

The Executive Management team reviews the Group's internal reporting in order to assess performance and allocate resources. 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 Group's operating profit arises from airline-related activities and the only revenue generating assets of the Group are 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 earnings before interest, tax, depreciation and amortization (EBITDA). Other information is measured in a manner consistent with that in the financial statements.

Note 5 Information on related parties

During 2017 there are no changes in related parties compared to the description in Note 26 in the Annual Report for 2016. There have been no significant transactions with related parties during the fourth quarter or full year 2017.

Note 6 Borrowings

Unaudited

(Amounts in NOK million)	31 Dec 2017	31 Dec 2016
Long term		
Bond issue	**3,070.8**	2,936.6
Aircraft prepayment financing	**534.0**	47.2
Aircraft financing	**18,455.4**	15,722.3
Total long term borrowings	**22,060.3**	18,706.1
Short term		
Bond issue	**1,249.1**	259.3
Credit facility	**675.0**	325.0
Aircraft prepayment financing	**352.3**	1,368.5
Aircraft financing	**1,968.0**	2,815.9
Total short term borrowings	**4,244.5**	4,768.8
Total borrowings	**26,304.8**	23,474.9

Note 7 Shareholder information

20 Largest shareholders at December 31, 2017

	Shareholder	Country	Number of shares	Percent
1	HBK Invest AS*	Norway	9,598,873	26.8 %
2	Folketrygdfondet	Norway	2,169,790	6.1 %
3	J.P. Morgan Securities plc	United Kingdom	1,809,096	5.1 %
4	Danske Capital (Norway)	Norway	1,779,467	5.0 %
5	Ferd AS	Norway	1,500,000	4.2 %
6	DNB Asset Management AS	Norway	1,158,911	3.2 %
7	Pareto Nordic Investments AS	Norway	691,000	1.9 %
8	KLP Forsikring	Norway	658,965	1.8 %
9	Ålandsbanken Sverige AB	Sweden	531,437	1.5 %
10	Watrium AS	Norway	459,000	1.3 %
11	Catella Bank S.A.	Luxembourg	352,926	1.0 %
12	Svenska Handelsbanken AB	Sweden	330,214	0.9 %
13	Nordnet Bank AB.	Norway	316,450	0.9 %
14	Storebrand Kapitalforvaltning AS	Norway	297,262	0.8 %
15	SAFE Investment Company Limited	Hong Kong	294,256	0.8 %
16	Nordnet Livsforsikring AS	Norway	282,063	0.8 %
17	Saxo Bank A/S	Denmark	255,819	0.7 %
18	Skagen AS	Norway	248,136	0.7 %
19	Nordea Funds Oy	Denmark	223,903	0.6 %
20	UBS Zuerich	Switzerland	220,313	0.6 %
	Top 20 shareholders		**23,177,881**	**64.8 %**
	Other shareholders		12,581,758	35.2 %
	Total number of shares		**35,759,639**	**100.0 %**

**The shareholding of HBK Holding AS reflects the actual shareholding and may deviate from the official shareholder register as HBK Holding AS has signed a securities lending agreement with Nordea and Danske Bank. Under this agreement, these institutions may borrow shares from HBK Holding AS for a limited period to improve the liquidity in the share trading, for example by fulfilling their market maker obligations.*

Norwegian Air Shuttle ASA had a total of 35,759,639 shares outstanding at December 31, 2017, equal to December 31, 2016. There were 17,608 shareholders at the end of the fourth quarter.

Note 8 Contingencies and legal claims

The Norwegian Group disclosed comments in note 27 to the Annual Financial Statements for 2016 relating to indications from the Central Tax Office for Large Enterprises, that the rules on contingent tax-free transfers within a group does not apply to the transfer of business in 2014. In 2017, Norwegian received draft reassessment proposals from the tax office regarding other business transfers carried out in 2013 and 2014, in which it argues that tax-free transfers within a group does not apply to the business restructuring carried out in this period.

Norwegian and its tax advisor are still of the opinion that the reassessments for 2013 and the proposed reassessment for 2013 and 2014 by the tax office are without merit and has thus not made any provisions for any potential tax claim in its interim financial statements for the fourth quarter and full year 2017. The company has concluded that the possibility of any outflow in settlement is remote. The 2013 reassessments have been appealed.

There are no other additions or changes to the information regarding contingencies or legal claims presented in note 27 to the Annual Financial Statements for 2016.

Note 9 Other matters

In December 2017, the company received a request for information from the Financial Supervisory Authority in Norway (Finanstilsynet / "FT") regarding certain items in the financial statements for 2016 and the half yearly report for the first half of 2017. Norwegian replied to the request and as a result, agreements have been reached on most of the topics raised by FT without significant impact on the financial reports published by the company but with some agreed improvements and additional information to be provided in future financial reporting. The company is still in dialogue with FT regarding the accounting treatment of the company's investment in Norwegian Finans Holding ASA, specifically whether Norwegian still has significant influence over the investee. This assessment is not finalized at the time of publishing this quarterly report.

In our view, we do not have significant influence in NOFI. If, however, a final conclusion should be that such influence exists, the equity method of accounting according to IAS 28 would be applied to the investment. As of December 31, 2017, this would result in a reduction of the recognized value of the investment by NOK 1,993 million with a corresponding decrease in end balance equity. Effects of a change back to IAS 28 would also reverse financial gains in net profits of NOK 1,657 million, reverse fair value changes recorded in other comprehensive income of NOK 498 million and increase share of profit from associated companies by NOK 163 million.

Note 10 Events after the reporting date

Norwegian Air Shuttle ASA has successfully completed a tap issue of EUR 65 million in the outstanding EUR 185 million senior unsecured bonds issue with ISIN NO 001 0753437 and maturity in December 2019 (NAS07). Following the tap issue, the new outstanding amount in NAS07 will be EUR 250 million. Net proceeds from the tap issue will be used for general corporate purposes and further growth of the Group. In connection with the placement of the tap issue, the Company has repurchased bonds with nominal value of NOK 171.5 million in the existing bond issue NAS06 (ISIN: NO 001 0736549) with maturity in May 2018.

Norwegian and Widerøe signed an interline agreement on January 26, 2018. The agreement includes all Widerøe's Public Service Obligation routes in Norway and Norwegian's domestic routes in Norway. Initially, the flights will only be available for purchase through Widerøe's channels, with an estimated launch during the first half of March.

On January 27, 2018 Norwegian Air Argentina (NAA) received the Air Services Operator Certificate (AOC) from the National Government. The document recognizes the company as a commercial airline, and certifies that it complies with safety and quality standards to carry out aeronautical operations and activities, in accordance with the law of the Argentine Republic.

There have been no other material events subsequent to the reporting period that might have a significant effect on the consolidated interim financial statements for the fourth quarter or full year 2017.

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.

Measure	Description	Reason for including
EBIT	Earnings before net financial items, income tax expense (income) and share of profit (loss) from associated companies. Equivalent to operating profit in the consolidated income statement in the annual report	Enables comparability of profitability regardless of capital structure or tax situation
EBIT excl other losses/(gains)	Earnings before net financial items, income tax expense (income) and share of profit (loss) from associated companies., 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
EBITDA	Earnings before net financial items, income tax expense (income), depreciation, amortization, impairment, and share of profit (loss) from associated companies	EBITDA shows the operations' earning power regardless of capital structure and tax situation with the purpose of simplifying comparisons with other companies in the same industry
EBITDA excl other losses/(gains)	Earnings before net financial items, income tax expense (income), depreciation, amortization and share of profit (loss) from associated companies, adjusted for other losses/(gains)-net	EBITDA excl other losses /(gains) shows the operations' earning power regardless of capital structure and tax situation with the purpose of simplifying comparisons with other companies in the same industry, excluding effects for certain volatile operating expenses
EBITDA margin	EBITDA 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 and impairment, restructuring, aircraft leasing expense and share of profit (loss) from associated companies	A measure of operating performance that enables comparison between airlines as it is not affected by the method used to finance aircraft
EBITDAR margin	EBITDAR divided by total operating revenue	Enables comparability of profitability relative to operating revenue
EBT	Earnings before income tax expense (income). Equivalent to profit (loss) before income tax expense (income) in the Consolidated Income Statement in the annual report	Enables comparability of profitability regardless of capital structure or tax situation
EBT margin	EBT divided by total operating revenue	Enables comparability of profitability relative to operating revenue
Net interest-bearing debt	Long-term borrowings plus short-term borrowings 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)-net	Gains and losses from foreign currency contracts, forward fuel contracts, adjustment of market value for total return swaps, 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
Total operating expenses excl leasing, depreciation and amortization	Total operating expenses not including aircraft lease expenses, 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
Total operating expenses excl depreciation and amortization	Total operating expenses not including depreciation, amortization and impairment	A measure of operating expenses that includes leasing but is not affected by depreciation and amortization

Alternative performance measures – reconciliations

Unaudited *(Amounts in NOK million)*	**Q4 2017**	Q4 2016	**Full year 2017**	Full Year 2016
Net profit to EBIT / EBIT excl other gains /(losses)				
EBIT / Operating profit	**-1,025.8**	335.5	**-2,001.1**	1,820.4
- Other losses/(gains)*	**-249.3**	-923.5	**-433.2**	-677.7
EBIT excl other losses/(gains)	**-1,275.2**	-588.0	**-2,434.3**	1,142.7
Net profit to EBITDA / EBITDA excl other gains /(losses)				
EBITDA	**-651.9**	673.1	**59.9**	3,116.2
- Other losses/(gains)*	**-249.3**	-923.5	**-433.2**	-677.7
EBITDA excl other losses/(gains)	**-901.2**	-250.4	**-373.3**	2,438.6

	31 Dec 2017	31 Dec 2016
Net interest bearing debt		
Long term borrowings	**22,060.3**	18,706.1
Short term borrowings	**4,244.5**	4,768.8
- Cash and cash equivalents	**-4,039.8**	-2,323.6
Net interest bearing debt	**22,265.0**	**21,151.2**

**Other losses /(gains) is defined in table above and is a part of operating expenses, see Cost breakdown on page 5.*

Other definitions

Item	**Description**
Aircraft lease expense	Lease and rental expenses on aircraft including both dry leases and wet leases
Ancillary revenue / PAX	Ancillary passenger revenue divided by passengers
ASK	Available seat kilometers. 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
CO2 per RPK	Amount of CO2 emissions divided by RPK
Constant currency	A currency exchange rate that excludes the impact of exchange rate fluctuations from comparable period, e.g. last year as comparable period
Equity ratio	Book equity divided by total assets
Fixed asset investment	Consists of the following items presented in the statement of financial position in the annual report: Financial assets available for sale, investment in associate and other receivables
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 flown
RPK	Revenue passenger kilometers. Number of sold seats multiplied by flight distance
Unit cost	Total operating expenses excl leasing, depreciation and amortization, excluding other losses/(gains)-net, divided by ASK
Unit cost excl fuel	Total operating expenses excl leasing, depreciation and amortization, excluding other losses/(gains)-net and aviation fuel expense, divided by ASK
Unit revenue	Passenger revenue divided by ASK
Yield	Passenger revenue divided by RPK. A measure of average fare per kilometer

Information about the Norwegian Group

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Board of Directors Norwegian Air Shuttle ASA

Bjørn H. Kise	Chair
Liv Berstad	Deputy Chair
Ada Kjeseth	Director
Christian Fredrik Stray	Director
Geir Olav Øien	Director (employee representative)
Linda Olsen	Director (employee representative)
Marcus Hall	Director (employee representative)

Group Management

Bjørn Kjos	Chief Executive Officer
Tore Østby	Chief Financial Officer (acting)
Asgeir Nyseth	Chief Operating Officer
Anne-Sissel Skånvik	Chief Communications Officer
Thomas A. Ramdahl	Chief Commercial Officer
Helga Bollmann Leknes	Chief Human Resources Officer
Frode Berg	Chief Legal Officer
Edward Thorstad	Chief Customer Officer
Kurt Simonsen	Chief Information Officer
Tore K. Jenssen	CEO, Arctic Aviation Assets and CEO, Norwegian Air International
Ole Christian Melhus	CEO, Norwegian Air Argentina
Bjørn Erik Barman-Jensen	CEO, Norwegian Air Resources
Lennart Ceder	CEO, Norwegian Air UK
Brede Huser	Managing Director of Norwegian Reward

Investor Relations

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Other sources of Information

Annual reports	www.norwegian.no/om-oss/selskapet/investor-relations/reports-and-presentations/annual-reports/
Quarterly publications	www.norwegian.no/om-oss/selskapet/investor-relations/reports-and-presentations/interim-reports-and-presentations/

Financial Calendar 2018

15	February	Quarterly report - Q4 2017
26	April	Quarterly report - Q1 2018
8	May	Annual General Meeting
12	July	Half-yearly and Q2 report 2018
25	October	Quarterly report - Q3 2018