

Tuesday, 1 December 2020



Norway

Loss of flights

-190k (-48%)

Dep/Arr flights vs. 2019
since 1st March

Total economy GDP²

-2.7%

2020 vs. 2019

Key facts:

Flights last week vs. 2019:

- Oslo -64%
- Bergen -35%
- Widerøe -18%
- SAS -58%
- Bristow Norway -5%
- Domestic flows -24%
- European flows -47%

Loss of Passengers¹

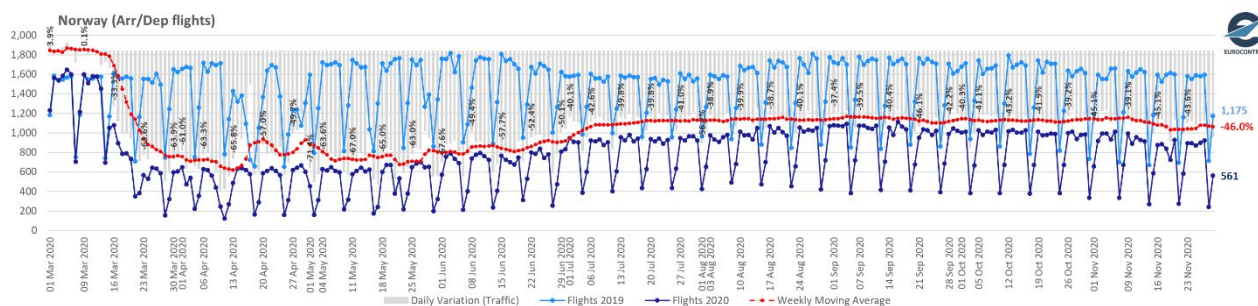
-28M (-72%)

2020 vs. 2019 (March-October)

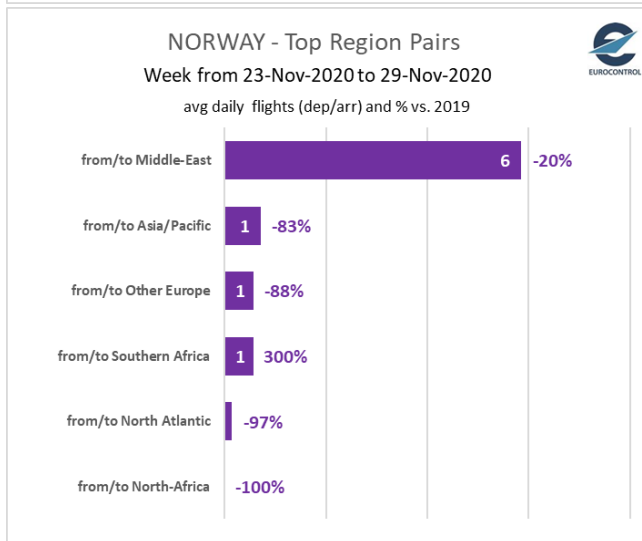
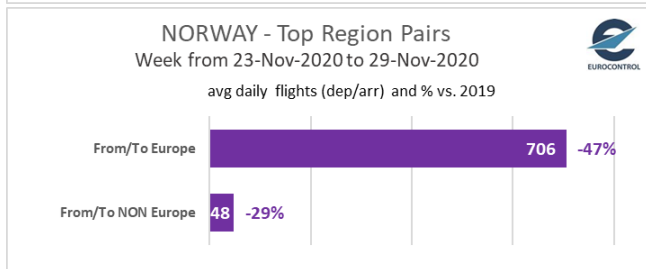
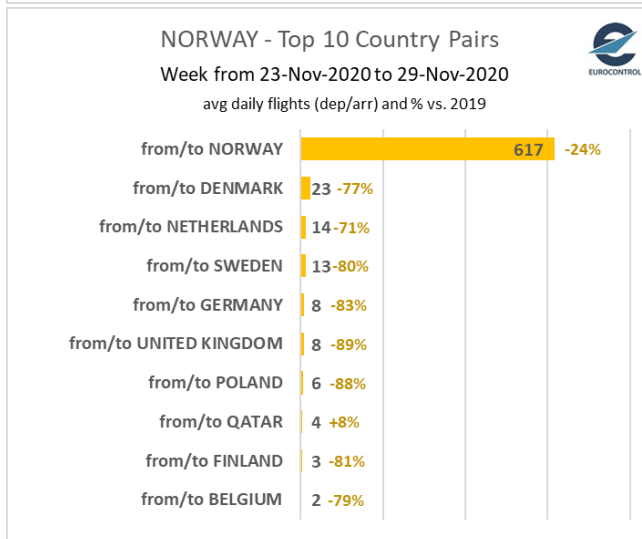
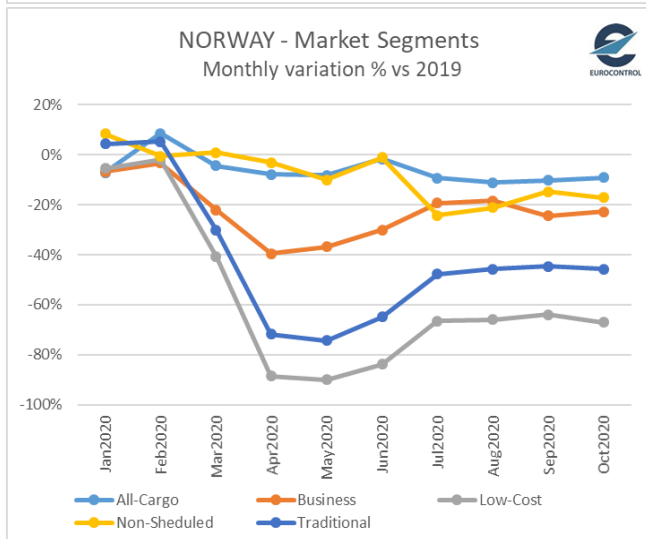
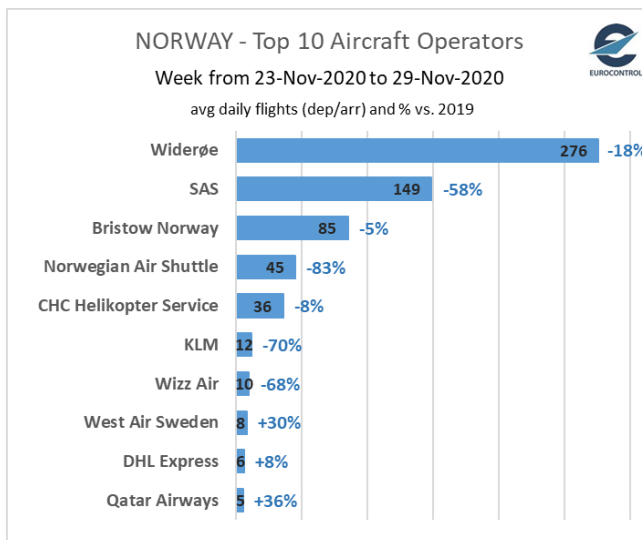
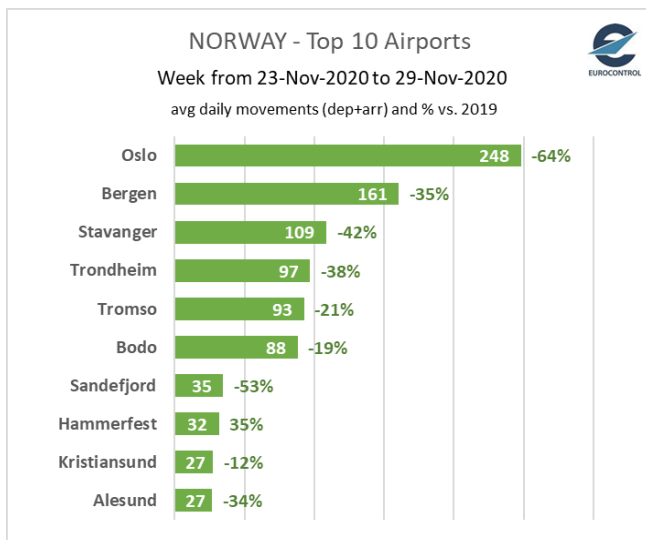
Total job losses³

-37k

At end September



- **COVID Crisis/Economy:** Norway ranks only 101st worldwide in terms of COVID deaths⁴ and has the second lowest rate of deaths per capita in Europe. Impact on the economy is so far limited compared to other States with an expected GDP decrease in 2020 of -2.7% and -37k job losses up to September.
- **Traffic:** Traffic started to steeply decline 16 March, however domestic regional flights held the lowest point at “only” -73% compared to 2019 on 13 April 2020. Traffic recovered in May and June and stabilized at around -40% from July through October although it decreased slightly in November. In terms of traffic loss, Norway is proportionally the least affected in Europe with -190k flights (-48%) and -28M passengers lost.
- **Airports:** Oslo is the top airport in Norway with 248 average movements per day the last week (-64% vs 2019). Other airports have suffered less severe traffic reductions as they rely less on international flights.
- **Aircraft Operators:** Widerøe, the main regional airline in Norway, was operating at -18% last week and overtakes SAS as top airline. Helicopter companies connecting with North Sea oil platforms stay strong with Bristow Norway climbing to 3rd position (from 4th in 2019) and CHC Helikopter Service staying in 5th. The growth of West Air Sweden (+30%) and DHL Express (+8%) showcases the strength of the cargo segment.
- **Market segments:** All cargo and non-scheduled slightly declined but stayed strong. Business aviation also managed to stay between -40% and -20% throughout. Traditional were hit hard but recovered to reach and maintain -50% of 2019 levels. Low cost, serving less regional traffic than traditional, were hit the hardest.
- **Traffic flows:** Domestic traffic (-24% vs 2019), already the top flow in 2019, now outweighs by almost eight times the other top ten flows combined. Top non-European flows are with Middle-East and Asia Pacific.



SUPPORTING EUROPEAN AVIATION



Data Sources:

- ¹ Avinor
- ² Oxford Economics (16 October 2020)
- ³ Statistics Norway
- ⁴ John Hopkins University

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