



Environmental report **2008**





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Environmental status

Oslo Airport Gardermoen (OSL) is Norway's biggest and most important traffic hub. It is also one of Norway's largest employers. OSL has a policy aimed at ensuring a sustainable development of the airport, balancing growth and efficiency against social and environmental considerations. As an airport operator with considerable social responsibility, OSL is continually working to meet the many expectations and demands it is faced with.

The company's possible contribution to climate change is an issue of which we are keenly aware. A reduction of its greenhouse gas emissions will therefore remain an important goal. Since 2006, OSL has been preparing annual carbon inventories using a method certified by Det Norske Veritas. The carbon inventory complies with the standards of ISO 14064 and the Greenhouse Gas Protocol. In 2008, OSL's emissions were approximately 5,850 tonnes of CO₂ equivalents. In addition to emissions related to the company's own activities, classified as either direct or indirect emissions, OSL's carbon inventory includes a number of indirect emissions from other sources. In the summer of 2008, OSL adopted an action plan for reducing CO₂ emissions, referenced to emissions levels in 2006/2007.

In the 2007-2008 de-icing season, two minor breaches of the groundwater discharge permit were recorded as well as one related to river systems. During this season, the collection rate for aircraft de-icing chemicals rose to 85%. In random samples taken in 2008, there was one exceedance of the limit values for oil-containing water discharged from the fire drill area to the municipal sewer system. In 2008, tests were conducted for leakproofness of the pipeline networks with respect to chemically contaminated surface water; no leakage into the ground was detected. In 2008 OSL also drew up a plan for handling clean, as well as contaminated surface water. Taking into account the planned construction of a new terminal (Terminal 2), this plan outlines the on-site surface water processing procedure applicable over the next few years.

At the end of 2008, the Norwegian Pollution Control Authority (SFT) granted OSL a new discharge permit. This replaces previous permits, combining all their terms and conditions. While including more specific stipulations with respect to discharges to river systems, this permit allows for discharge of tempered water into the river Sogna.

In 2008, the solid waste source-separation rate for the airport as a whole increased to 54.6%. While this is a step in the right direction, a significant increase in the total volume of waste warrants continued focus on waste management. OSL signed a new five-year contract for the airport's waste management in October 2008. In 2008, an environmental review was carried out involving all the major parties operating at the Terminal. With an emphasis on waste management, this review has already produced tangible results.

OSL owns about 1500 acres of forest property. In 2008, OSL conducted a feasibility study on the use of biomass from this forest as fuel for the district-heating network at Gardermoen. An assessment was made of the potential value of this forest property in the context of bioenergy and global climate change; a number of other projects will follow in 2009.

OSL continues its efforts to reduce energy consumption. In 2008, the most important measure towards this end was the modification of light fixtures in the Terminal buildings for use with more energy-efficient light sources. Additional benefits of the new light sources are reduced heat emission, improved technical properties and a six-fold increase in lifetime. A corresponding upgrade has been scheduled for other buildings at OSL in 2009.

Although the number of aircraft movements at Gardermoen reached an all-time high in 2008, the overall noise impact in the vicinity of the airport was reduced from 2007 to 2008. A new, modified take-off procedure was established for the eastbound turn upon departure from RWY 01R. This modification was necessary in order to ensure compliance with the departure paths specified in the proposal for new noise-abatement procedures at Oslo Airport Gardermoen. The modified procedure will be tested in the course of 2009.

In a consequence analysis carried out in connection with the planning of Terminal 2, it was concluded that the new terminal will have no effect on the noise impact outside the airport. Nor will the air quality be significantly affected by the proposed terminal.

The ambient air quality at the airport is affected by many factors such as local and regional emissions and long-range pollution. In 2008, there were no recorded exceedances of limit values for particulate matter and only one recorded exceedance of the limit value for NO₂, which is well within the permitted number of exceedances.

Gardermoen, April 2009

Nic. Nilsen
Managing Director



Environmental management

Environmental goals

OSL's policy is to secure a sustainable development of the airport. We are dedicated to ensuring that the airport is operated in a manner that minimizes any adverse environmental impact. Noise impact should be predictable and the number of people exposed to significant aircraft noise should be minimized. Air pollution must be controlled, ground-water and river systems must not be permanently degraded and energy consumption should be cut by implementing energy conservation measures. Arrangements must be made for a secure waste management scheme that will promote reuse, recycling and waste minimization. While OSL will strive to minimize its carbon footprint by reducing its own emissions, our remaining emissions will be compensated for by investments in climate projects approved by the UN. OSL will also work to ensure that other parties at the airport participate in reducing the overall greenhouse gas emissions of the airport.

These commitments set a demanding framework for the airport's operations. The guidelines for OSL's environmental work at the airport are shaped by one of its primary strategic goals: ensuring a sustainable development of the airport, balancing growth and efficiency against social and environmental considerations.



Managing environmental work

Environmental management is an integral part of OSL's overall management system, a system that is based on international standards such as ISO 9001 and 14001 and fulfils all public requirements for internal control. OSL applies environmental management tools methodically to ensure comprehensive supervision of the environmental work within the company as well as that of other parties at the airport.

Environmental management requires an overview of the company's environmental impact and all applicable environmental regulations. These constitute the environmental framework for the airport's operations. Of particular importance are the discharge permits from the Norwegian Pollution Control Authority and the noise-abatement procedures for landing and take-off, specified by the Civil Aviation Authority. Both impose strict constraints on airport operations.

Having identified the most significant aspects of its environmental impact, OSL gives priority to efforts in the following areas: noise, water and soil, energy, waste and air quality. In each of these areas, operating routines and monitoring systems have been implemented to ensure that airport operations are in compliance with the relevant regulatory framework. Furthermore, environmental requirements are included in all contracts with parties operating within the airport.

Risk assessments are an important tool in environmental management and are used to prevent or mitigate potential incidents. Risk assessments are conducted on a regular basis in a number of fields that relate to the environment, providing an overview of activities that could cause acute pollution with risk of health hazards or environmental damage at the airport.

OSL has established procedures for handling non-compliance with the environmental regulations; audits are performed by OSL, by third parties and by the authorities. Furthermore, OSL carries out inspections to ensure regulatory compliance by other, external parties operating at the airport. OSL performed two environmental audits of external parties in 2008, three environmental reviews and one investigation of a reported incident related to the environment. Breaches of statutory requirements are reported to the authorities on a running basis, while audit and monitoring results are summarized in separate reports for each environmental topic, providing a basis for the annual report.



Aircraft noise

Aircraft noise in brief

Aircraft noise affects the communities adjoining the airport. It is a goal for OSL that aircraft noise be predictable for its neighbours. Monthly reports on traffic developments and noise levels forwarded to the Civil Aviation Authority and neighbouring municipalities are therefore made available to the public on our website. Our noise and track monitoring system records all air aircraft movements and measures noise continuously in the vicinity of the airport. Aircraft movements can subsequently be assessed for compliance with regulations regarding approaches and take-offs. In the course of 2009, the Ministry of Transport and Communications is expected to impose new regulations with noise-abatement procedures designed to increase predictability of aircraft noise.

OSL's website has pages dedicated to noise issues, where neighbours can readily check regulations for approaches and take-offs, see the airport's noise zone map or contact OSL regarding aircraft noise. OSL also has a dedicated telephone number for complaints or inquiries regarding aircraft noise. A summary of received noise complaints - whether submitted over the Internet, by telephone or by post - is reported to the Civil Aviation Authority in the monthly report from the Noise and Track Monitoring System (NTMS)

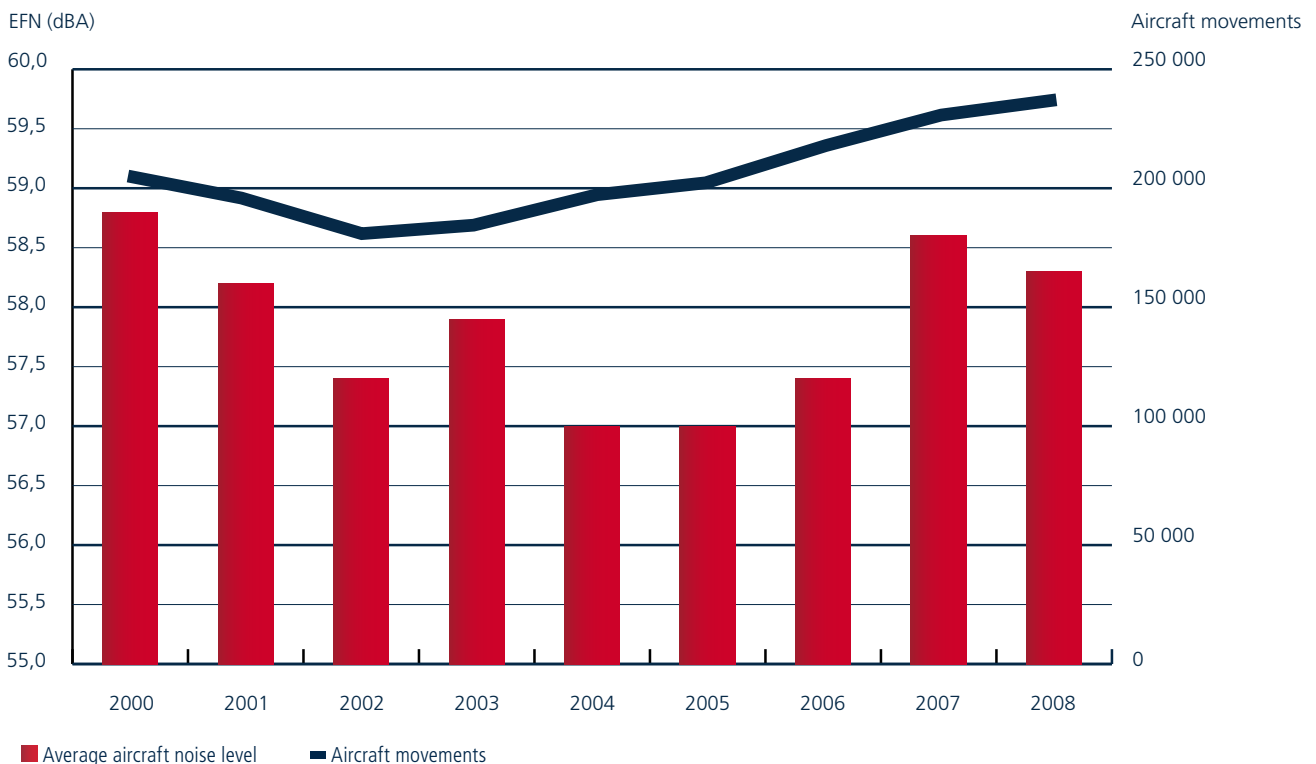
Aircraft noise status 2008

In 2008, a modified take-off procedure was established for turning east upon departure from RWY 01R. This modification was necessary in order to ensure compliance with the departure paths specified in the proposal for new noise-abatement procedures. The new take-off procedure will be tested in the course of 2009. The new regulations for approaches and take-off are expected to come into force before the change of airspace structure in 2011. The NTMS is being updated to comply with the proposed changes in noise-abatement procedures.

Traffic volumes have increased continuously since 2002, and the number of aircraft movements in 2008 reached the highest level since the airport's inauguration in 1998. However, in 2008, there was a reduction in recorded aircraft noise levels, despite the increase in aircraft movements. The graph below shows developments in aircraft noise and aircraft movements from 2000 to 2008.

By computing daily average noise values over the year at the fixed measurement points outside the airport area, it is possible to quantify the noise impact on the surrounding areas.

Development of aircraft noise and movements





Water and soil

Water and soil in brief

The northern half of the eastern runway at Oslo Airport Gardermoen overlies part of the Romerike aquifer, a potential future source of drinking water. Southwest of the airport is a landscape conservation area; it has a characteristic ravine landscape, through which the rivers Sogna and Vikka run. To the northeast is a nature preservation area.

Surface water is generally handled locally at the airport. In the event of large run-offs, especially during snowmelts, there will be some influx of surface water from the western runway into the river Sogna. Along the western runway and the railway line, the natural water table has been lowered to protect the infrastructure. Excess groundwater is either released into the Sogna or re-infiltrated into the groundwater basin. Water run-off and some of the collected de-icing chemicals (glycol and formate) are processed at the Gardermoen treatment plant. Collected surface water with a high concentration of glycol is delivered to other treatment plants as chemicals for purification processes. The remainder of the de-icing chemicals degrades locally in the ground and along the runway systems.

Surface water from the fire-drill field is collected and led through an oil separator to the municipal sewer system. This water may contain residuals of jet fuel from fire drills.

Water and soil status 2008

Two minor breaches of the discharge permit for groundwater were recorded during the 2007-2008 de-icing season.

The follow-up of previous events of groundwater contamination continues, with monitoring and treatment of three hydrocarbon-contaminated sites predating the opening of the main Oslo airport at Gardermoen and three sites contaminated with de-icing chemicals after this date. Measures that may speed up the groundwater restoration process are being assessed.

Minor discharge permit breaches relating to the river systems were registered in samples taken during snow melting periods in January and February. The highest value found was 1.2 mg/l propylene glycol in a sample taken in the Sogna on 16 January.

The collection rate for aircraft de-icing chemicals during the 2007-2008 season was 85%.

The limit value for oil concentrations in water discharged from the fire drill area into the municipal sewer system was exceeded in one of a total of 24 samples.

OSL found that there were still small amounts of PFOS in fire-fighting foam stored in fire engines and tanks at the airport. All this fire-fighting foam has now been destroyed.

The Norwegian Pollution Control Authority (SFT) carried out a mapping of PFOS in the ground and groundwater at four fire drill fields in Norway, one of which was at OSL. The results will be presented in 2009.

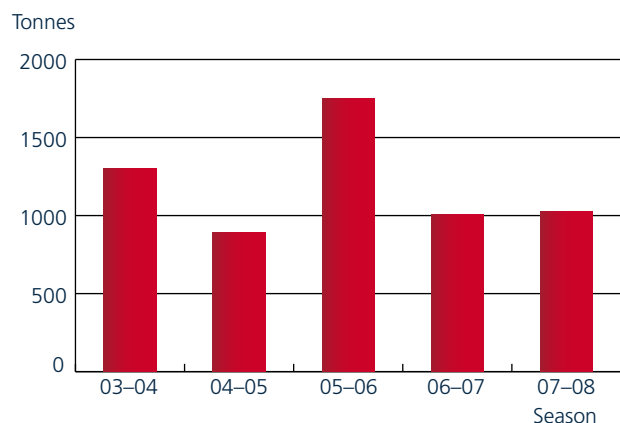
In 2008, tests for leakproofness were carried out on a 13.2 km network of pipes for chemically contaminated surface water. No signs of leakage into the ground were detected.

In 2008, OSL drew up a plan for handling clean, as well as contaminated surface water. Taking into account the planned construction of a new terminal (Terminal 2), this plan outlines the on-site surface water processing procedure applicable over the next few years.

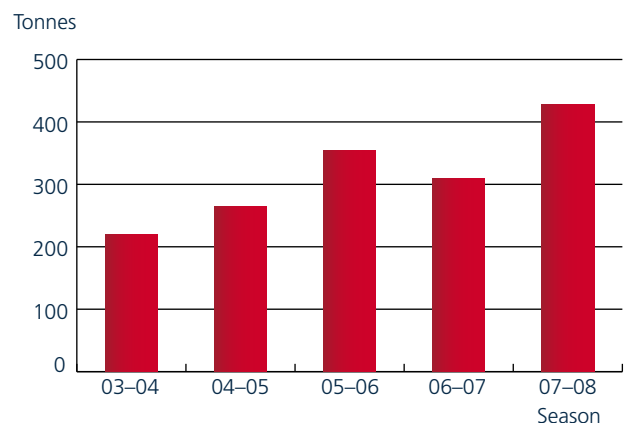
In 2008, the Norwegian Pollution Control Authority (SFT) granted OSL a new discharge permit. This replaces previous permits, combining all their terms and conditions. While including more specific stipulations with respect to discharges to river systems (Sogna), this permit allows for discharge of tempered water into the Sogna. This will permit utilization of groundwater for cooling the Terminal building, particularly on warm summer days.

The greatest challenges in the fields of water and soil are in the handling of surface water and water run-off from Terminal 2 as well as from the new aircraft parking positions and taxiways. Another point of focus will be the long-term effects of de-icing chemicals applied to runways and taxiways.

Consumption of aircraft de-icing fluid (glycol)



Consumption of runway de-icing fluid (formate)





Energy

Energy in brief

OSL purchases most of its electricity through Bergen Energi AS, OSL's broker in Nord Pool (the Nordic power exchange). Through its own high-voltage grid, OSL supplies electricity to its tenants, including the Police, the Flyporten Business Centre, the Terminal, the railway station and OSL's own operations buildings and installations. In the list of key figures at the end of this report, this is referred to as energy to electricity-specific installations, and includes all tenants and electric meters connected to OSL's high-voltage grid.

Heating and cooling energy produced at OSL's own plant, OSL's Energy Centre, is distributed via a district heating and cooling network to OSL's tenants, the Police, the Flyporten Business Centre, the Terminal, the railway station, the SAS operations building, Radisson SAS Hotel, and OSL's own operations buildings. The plant uses groundwater, electricity and oil as sources of heating and cooling energy. In addition, OSL purchases district-heating energy from Hafslund Fjernvarme AS (HFAS), formerly Fjernvarme Øst AS (FØAS), which uses bio-fuel and oil in its production. District heating energy from HFAS is part of OSL's production. In the list of key figures, heating and cooling energy generation is referred to as thermal energy.

Building utilization at OSL has increased significantly in recent years, leading to an increase in energy consumption. A number of measures have been adopted in order to curb this trend.

Energy status 2008

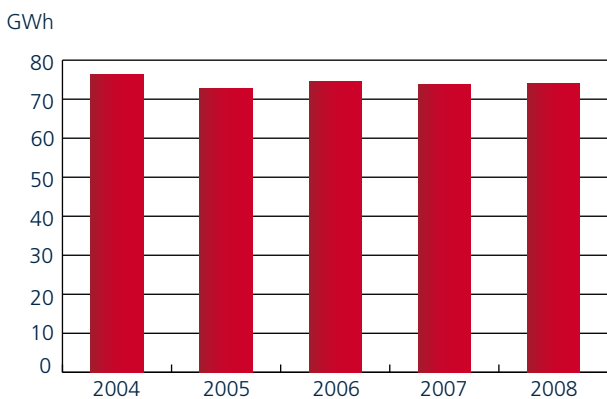
OSL has maintained its focus on energy conservation measures. In 2008, 142 light fittings in Terminal buildings were modified for use with light sources with 10% lower energy consumption, giving annual savings of 17 MWh. Further benefits include reduced heat emission, improved technical properties and a six-fold increase in service life. Similarly modified light fittings will also be used in the terminal extension. A corresponding upgrading is planned for the railway station and is being considered for the piers. Energy savings for the railway station will be 43%, or 87 MWh per year.

A new multi-storey car park was opened in 2008, with an electricity consumption of approximately 2.4 GWh. Due to reduced energy consumption at other facilities, there was only a marginal overall increase in electricity consumption compared to 2007.

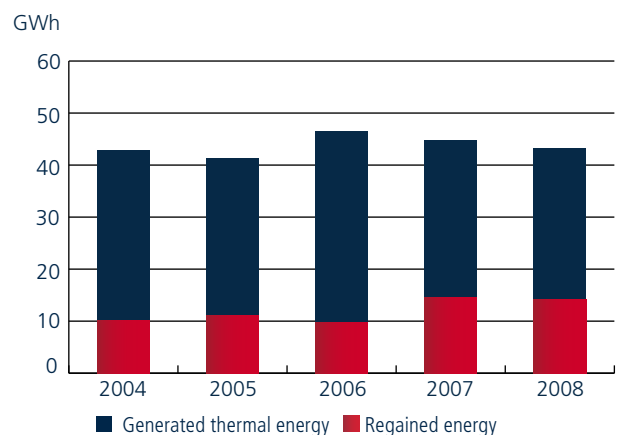
The consumption of heating and cooling energy was somewhat lower than in previous years. The degree-day value for 2008 was 12.5% lower than the Gardermoen reference value (1972–2000), indicating a lower demand for thermal energy in 2008 than in an average year. Regained energy (the difference between generated and consumed heating and cooling energy) remained at the same level as in 2007. The amount of regained energy varies according to summer weather conditions and the capacity to transfer energy from the thermal well areas.

In 2008, a limited amount of electrical energy was used for thermal heat production.

Total consumption of electrical energy



Consumed heating and cooling energy





Waste

Waste in brief

The largest solid waste generators at the airport are the airlines, cargo companies, handling companies, catering companies, tenants, airline passengers and OSL. All companies operating at the airport participate in a joint waste management scheme in which a waste disposal company handles all waste. Waste is separated on site and brought to established local waste collection points, where the waste disposal company collects it. The scheme is flexible in that waste fractions, container sizes and collection rates are adapted to meet demands. Waste fractions generated in the public areas of the Terminal are transported by a waste suction system to a central waste collection point for removal by the waste disposal company. The administration building and the Flyporten Business Centre are also linked to this waste disposal system. The waste is weighed, registered and delivered to approved waste management plants for final processing and recycling. The waste disposal company provides monthly statistics on separation rates and tonnage for all collection points.

Waste status 2008

OSL is responsible for organizing the waste management scheme at the airport and is a driving force for the airport as a whole in the effort to achieve a high waste management performance. Therefore, this report lists the waste management statistics for the entire airport, OSL included.

In 2008, waste from the entire airport totalled 9,370 tonnes (including hazardous waste). This was an increase of 726 tonnes from 2007 (+8.4%). Hazardous waste amounted to 208 tonnes, an increase of 42 tonnes compared to 2007. Sorted waste amounted to 5,120 tonnes and mixed waste totalled 4,250 tonnes. This constitutes an increase in source separation rate from 51.6% in 2007 to 54.6% in 2008.

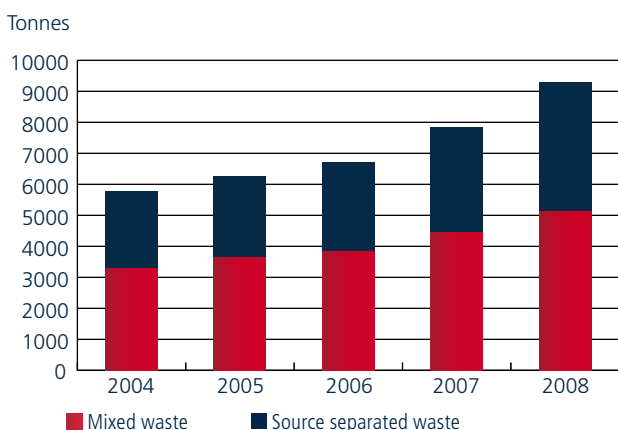
The combined source separation rate for areas connected to the waste suction system and at waste collection points in the Terminal and in OSL's operations areas was 42% in 2008. This represents a sharp increase from a rate of 36.3% in 2007. The waste from these areas (5,624 tonnes) accounted for more than half of the total amount of waste from the entire airport.

2008 saw a marked increase in the amount of generated waste, as did the previous year. This reflects an increase in passenger numbers as well as substantial construction and building activities. Also this year, a considerable amount of waste was generated at the Terminal's security checkpoints.

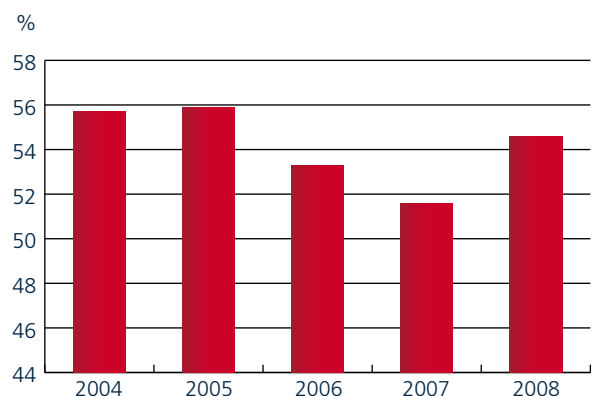
A new five-year contract for waste management came into effect on 1 October 2008. The new waste management contract is designed to facilitate correct source separation and a high sorting rate for the airport as a whole. In addition, each participating company is offered effective follow-up through the "Green Responsibility" scheme, in which each participant is given on-line access to relevant manuals, regulations, and its own waste management statistics. In this way, each company is provided with an overview of its waste management performance, an important element in improving the airport's overall waste management performance.

In 2007, a new local waste collection point was established in the merchandise delivery area. Designed to facilitate effective source separation, and scaled for meeting future waste management needs in the Terminal, it has functioned satisfactorily in 2008.

Waste volume for the airport



Source separation rate for the airport





Carbon inventory and climate measures

Carbon inventory in brief

Each year, OSL accounts for its effect on climate change pursuant to the Greenhouse Gas Protocol and the ISO 14064 series. In this context, OSL includes Oslo Airport AS, Oslo Airport Property AS (a fully-owned subsidiary) and 50% of Oslo Lufthavn Tele & Data AS.

OSL contributes to the Kyoto Protocol's Clean Environment Mechanism (CDM) by investing in projects that achieve reduced emissions equivalent to OSL's remaining emissions. In doing so, OSL became one of the world's first airport operators to compensate for its greenhouse gas emissions. For the years 2006–2008, OSL selected two projects in India related to wind power and district heating facilities. In addition to reducing emissions, these projects contribute to social and economic development.

Carbon inventory status in 2008

OSL's carbon inventory includes emissions from the company's own activities, classified as direct or indirect emissions, as well as an optional selection of indirect emissions from other sources. The methodology used for developing the carbon inventory was verified by Det Norske Veritas (DNV) in 2008. Based on figures for 2006/2007, OSL adopted a special action plan in the summer of 2008, a plan that specifies investments and measures for implementation in 2009 and onwards. It was also decided to invest in CDM projects (Clean Development Mechanism) rather than in guarantees of origin for electricity.

The action plan for the reduction of greenhouse gas emissions covers a wide range of measures. For vehicles, it includes a plant for bioethanol, the acquisition of electric cars, more frequent replacement of vehicles and a campaign against unnecessary idling of engines. Measures for the fire-drill field include a service and maintenance plan, and training operators with an eye to minimizing the use of fuel. With respect to energy consumption, the action plan will focus on a strategy for managing energy carriers and a pilot project for choosing low emissions energy will be established. OSL is working to improve public transport services for

both airport passengers and employees, to reward employees who use public transport and to establish dedicated parking spaces for electric cars in the employees' car park. Work is also in progress on a climate-conscious policy for business trips, plans for forestry management with a view to energy extraction and CO₂ binding, new requirements for handling companies upon renewal of contracts and the use of biofuels in new, on-airport shuttle buses. OSL is also working to encourage other parties operating at the airport to cooperate on reducing the airport's overall greenhouse gas emissions.

At the suggestion of DNV, OSL's carbon inventory – from 2007 and onwards – was extended to include outsourced winter maintenance services. Starting from 2009, OSL will also include emissions resulting from the transportation and final processing of waste. However, ground transportation for passengers and the business activities of OSL's tenants were deemed to be outside the scope of OSL's carbon inventory.

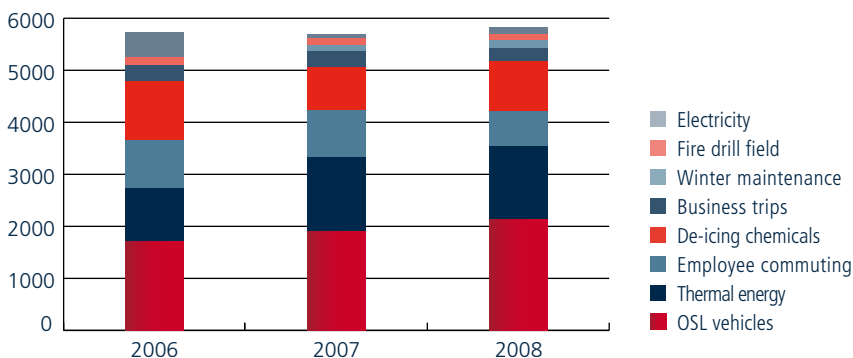
Neither the district heating provided by Hafslund Fjernvarme AS nor the energy from OSL's groundwater wells is included in OSL's carbon inventory. However, these energy sources contribute to limiting the demand for purchased electricity.

OSL's Energy Centre is required to surrender emission allowances in accordance with the Greenhouse Gas Emission Allowance Trading Act. By the end of 2008, OSL had filed an application for a discharge permit with the Norwegian Pollution Control Authority. The greenhouse gas emissions from the Energy Centre will, in large, be compensated for by the purchase of allowances while remaining emissions will be compensated for through investments in CDM projects.

The updated carbon inventory for 2008 shows that annual greenhouse gas emissions totalled 5,700–5,850 tonnes of CO₂, a slight increase from 2006. It should, however, be emphasized that a number of energy-consuming activities depend directly on weather conditions in the winter season and are partly beyond OSL's control. In 2009, OSL will process the key figures of the carbon inventory, normalizing them to a standard set of conditions so that numbers for different years can be compared directly. A standard year will be defined to provide a reference level for specifying reduction targets.

CO₂

Tonnes





Air quality

Air quality in brief

Air quality in and around the airport area is affected by local and regional emissions as well as by long-range pollution. Emissions from airport operations have the greatest impact on ambient air quality locally at the airport, with aircraft and vehicles being the largest contributors. Outside the airport, several other factors will also affect local air quality, such as road traffic, industrial emissions, emissions from domestic oil furnaces or wood-stove heating and long-range pollution.

Emissions to air are regulated by the Pollution Regulations' provisions on air quality and the discharge permit issued by the Norwegian Pollution Control Authority. OSL operates a mobile unit for monitoring air quality at the airport. Throughout 2008, it was located near the southern end of the western runway. Annual reports based on data from this monitoring unit are available on OSL's website: www.osl.no.

Air quality status 2008

The monitoring system provides continuous measurements of the density of particulate matter and the concentration of nitrogen oxides.

Limit values for various air pollutants in the ambient air can be found in Chapter 7 of the Pollution Regulations. The daily mean limit value for particulate matter is set at 50 µg/m³, while the hourly mean limit value for nitrogen dioxide is set at 200 µg/m³. These limit values are not to be exceeded more than 35 and 18 times per year, respectively.

In 2008, there were no recorded exceedances of limit values for particulate matter and only one recorded exceedance of the limit value for NO₂, which is well within the permitted number of exceedances.

Key figures

		2004	2005	2006	2007	2008
Air traffic						
Passengers	numbers	14 865 460	15 896 148	17 672 179	19 043 800	19 344 459
Domestic	numbers	7 415 224	7 716 556	8 379 738	8 916 521	8 991 678
International	numbers	7 450 236	8 179 592	9 292 441	10 127 279	10 352 781
Aircraft movements	numbers	196 346	201 866	205 109	216 284	230 495
Passengers per aircraft movement (scheduled/charter)*	numbers	82	85	86	89	88
Noise						
Non-compliance (section 21- of the Noise Regulations)**	numbers	118	81	49	123	60
Noise emissions (mean equivalent of aircraft noise level), fixed measurement points	dBA	57,0	57,0	57,4	58,6	58,3
Energy						
Total electricity consumption	GWh	76,3	72,8	74,5	73,8	73,9
Electricity-specific installations*	GWh	60,4	61,7	63,0	65,3	67,2
Generated thermal energy	GWh	32,7	30,2	36,5	30,2	29,0
Electricity to boiler	GWh	8,9	5,2	4,5	2,1	0,8
Electricity to compressors, pumps, etc.	GWh	6,3	5,9	6,9	6,4	6,0
Hafslund Fjernvarme AS	GWh	12,7	13,6	22,6	17,6	18,7
Heating oil	GWh	4,8	5,5	2,6	4,0	3,5
Regained energy	GWh	10,1	11,1	9,8	14,5	14,2
Consumed heating and cooling energy	GWh	42,8	41,3	46,4	44,6	43,2
Fossil fuels						
Aviation fuel	m3	363 074	376 038	432 132	433 517	469 533
Heating oil	m3	616	682	381	550	528
Fuel for OSL's vehicles	m3	719	554	633	724	811
Fuel for fire drills (paraffin)*	m3	50,86	38,97	62,6	48,0	42,5
Fuel for fire drills (propane)	m3	2,61	2,61	2,3	1,4	1,4
Water supply and sewage						
Water consumption OSL	m3	140 000	159 000	175 000	191 000	192 000
Wastewater volume, airport	m3	214 000	227 000	239 000	260 000	267 000
Drainage water volume	m3	1 346 000	1 303 000	1 567 000	1 863 000	1 794 800
De-icing chemicals (per season)						
Aircraft de-icing:						
Total consumption of glycol	tonnes	1 299	890	1 748	1 006	1 027
Specific consumption of glycol	kg /aircraft	158	133	160	127	118
Collection rate for glycol	%	86	82	80	81	85
Runway de-icing:						
Total consumption of formate	tonnes	219	264	354	309	428
Waste						
Source separated waste	tonnes	3 281	3 648	3 847	4 459	5 120
Mixed waste	tonnes	2 606	2 874	3 371	4 185	4 250
Total amount of waste	tonnes	5 887	6 522	7 218	8 644	9 370
Source separation rate	%	55,7	55,9	53,3	51,6	54,64
Hazardous waste	tonnes	170	206	151	166	208
GHG emissions						
Carbon inventory as CO ₂ equivalents***	tonnes	-	-	5 728	5 704	5 837

* Some of the figures for 2006 and 2007 have been adjusted since the last report

** The number may be too high due to errors in the data material

*** Since the last report, the figures for 2006–2007 have been corrected in accordance with DNV's verification



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