

Interim report

Norwegian Air Shuttle ASA – third quarter 2015

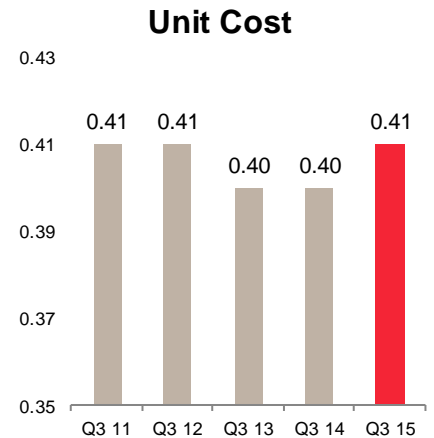
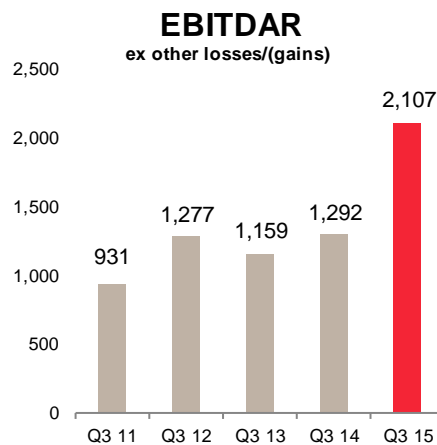
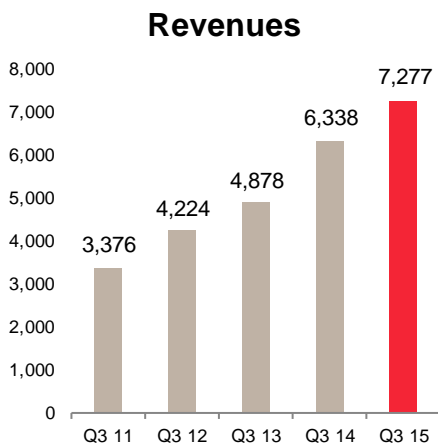


Unit cost:

2%

Unit cost NOK 0.41

- Third quarter EBT of MNOK 1,098 (505)
- Load factor up 6 p.p (91%) in third quarter
- Yield up 5% (0.48)
- Awarded two *Passenger Choice Awards*



Norwegian reports strong improvement in earnings and record high load factor in the third quarter

Norwegian today reported its third quarter results for 2015 with a pre-tax result (EBT) of 1.1 billion NOK, a strong improvement from the same quarter previous year. The company's long-haul operations and international routes have a positive impact on the results. The load factor is record high at 91 percent.

The pre-tax result was 1.1 billion NOK, a strong improvement from 505 MNOK the same quarter previous year. The load factor for the third quarter was 91 percent, up six percentage points. The airline carried 7.7 million passengers this quarter, an increase of 9 percent. The long-haul passenger growth was 15 percent, compared with last year's third quarter result. Norwegian's strongest growth in terms of passenger numbers was at London Gatwick, where the airline operates both long- and short-haul routes. The growth at Spanish airports is also considerable. In the Nordic countries passenger numbers are stable, with a slight increase in market share.

"The third quarter results show that Norwegian's long-haul operations and international routes are becoming significantly more important. This is where we see most of the future growth potential, enabling the company to compete in a global market with strong competition. We also see growth in Europe in general, while the

Scandinavian market is stable. The Scandinavian and European route networks play an increasingly important role in our long-haul strategy, as many of our passengers use connecting flights with Norwegian. The third quarter is also characterized by important milestones, such as the launch of domestic routes in Spain and winter routes between the USA and the Caribbean," said Norwegian's CEO, Bjørn Kjos.

In the third quarter, Norwegian received more international awards, including two *Passenger Choice Awards*. The company took delivery of five new aircraft, ordered two new Dreamliners and entered into an agreement to lease out 12 of its new Airbus A320neos, which will be delivered from 2016. Norwegian subsidiary Arctic Aviation Assets Limited owns the aircraft and will be leasing them out for a period of 12 years.

CONSOLIDATED FINANCIAL KEY FIGURES

Unaudited

(Amounts in NOK million)	Q3 2015	Q3 2014	Change	YTD 2015	YTD 2014	Change	Full Year 2014
Operating revenue	7,276.8	6,337.5	15%	17,172.2	14,937.7	15%	19,540.0
EBITDAR	2,045.5	1,217.3	68%	3,398.8	1,563.3	117%	1,183.5
EBITDAR excl other losses/(gains)	2,107.3	1,291.6	63%	3,357.9	1,506.5	123%	1,767.3
EBITDA	1,484.1	726.5	104%	1,747.3	207.5	-742%	-662.4
EBITDA excl other losses/(gains)	1,545.9	800.8	93%	1,706.4	150.7	-1032%	-78.6
EBIT	1,182.4	532.2	122%	980.5	-328.4	399%	-1,410.5
EBT	1,098.0	505.2	117%	777.9	-443.3	275%	-1,627.0
Net profit/ loss (-)	832.8	373.8	123%	619.5	-91.4	778%	-1,069.8
EBITDAR margin	28.1 %	19.2 %		19.8 %	10.5 %		6.1 %
EBITDA margin	20.4 %	11.5 %		10.2 %	1.4 %		-3.4 %
EBIT margin	16.2 %	8.4 %		5.7 %	-2.2 %		-7.2 %
EBT margin	15.1 %	8.0 %		4.5 %	-3.0 %		-8.3 %
Net profit margin	11.4 %	5.9 %		3.6 %	-0.6 %		-5.5 %
Book equity per share (NOK)				89.5	78.9	13%	60.0
Equity ratio (%)				11%	15%	-27%	9%
Net interest bearing debt				15,476.8	7,606.5	103%	11,272.8

OPERATIONAL REVIEW

CONSOLIDATED TRAFFIC FIGURES AND RATIOS

Unaudited

(Ratios in NOK)	Q3 2015	Q3 2014	Change	YTD 2015	YTD 2014	Change	Full Year 2014
Yield	0.48	0.45	5%	0.44	0.44	1%	0.43
Unit Revenue	0.43	0.38	13%	0.38	0.35	8%	0.35
Unit Cost	0.41	0.40	2%	0.42	0.42	0%	0.42
Unit Cost ex fuel	0.30	0.26	16%	0.31	0.28	10%	0.29
Ancillary Revenue/Sched. PAX	129	124	3%	130	116	12%	116
Internet bookings	75%	79%	-4 pp	73%	79%	-6 pp	82%
ASK (million)	14,143	13,905	2%	37,118	35,337	5%	46,479
RPK (million)	12,825	11,763	9%	32,177	28,628	12%	37,615
Passengers (million)	7.69	7.06	9%	19.63	18.33	7%	23.98
Load Factor	91%	85%	6 pp	87%	81%	6 pp	81%
Average sector length (km)	1,465	1,437	2%	1,413	1,337	6%	1,338
Fuel consumption (metric tonnes)	292,253	285,939	2%	768,277	734,562	5%	965,575
CO ₂ per RPK	72	77	-7%	76	82	-7%	81

Traffic Development

A total of 7.69 million passengers travelled with Norwegian in the third quarter of 2015, compared to 7.06 million in the third quarter of 2014, an increase of 9%. Production (ASK) increased by 2% and passenger traffic (RPK) increased by 9%. The load factor was 91% in the third quarter, an increase of 6 percentage points compared to the same period last year.

At the end of the third quarter the total fleet including aircraft on maintenance and excluding wetlease comprised 105 aircraft. The Group utilized every operational aircraft on average 12.4 block hours per day in the third quarter compared to 12.3 last year.

The share of Internet sales was 75% which is a decrease of 4 percentage point from last year.

Operating performance

Punctuality, the percentage of flights departing on schedule, was 80.2% in the third quarter 2015, a decrease of 4 percentage points from the same quarter last year.

Regularity, the percentage of scheduled flights actually taking place, was 99.9% in the third quarter, compared to 99.7% in the same quarter last year.

The operating performance for the quarter is influenced by new handling agents into service, which affected the on-time performance.

FINANCIAL REVIEW

Profit and loss statement

Third quarter earnings were affected by the significantly increased load factor of 91% and increased yield of 5%. Production (ASK) increased by 2% driven by increased sector length of 2% and increased capacity in international leisure markets. Depreciation of NOK against foreign currencies, reduced fuel spot prices and increased load factor significantly affected the unit cost in third quarter. Ticket revenue per unit produced increased by 13% and the unit cost increased by 2% from same quarter last year, resulting in an EBT margin of 15.1% compared to 8.0% last year.

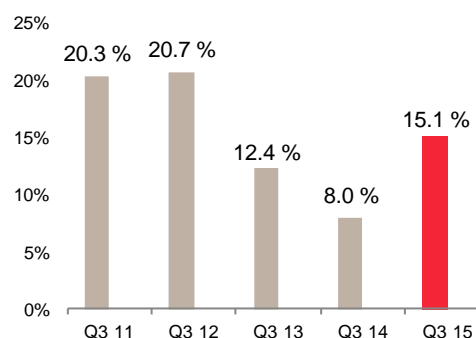
Earnings before interest, depreciation, amortization, restructuring and rent (EBITDAR) excluding other losses/(gains) for the third quarter was MNOK 2,107.3 (1,291.6), while earnings before tax (EBT) was MNOK 1,098.0 (505.2).

Revenues

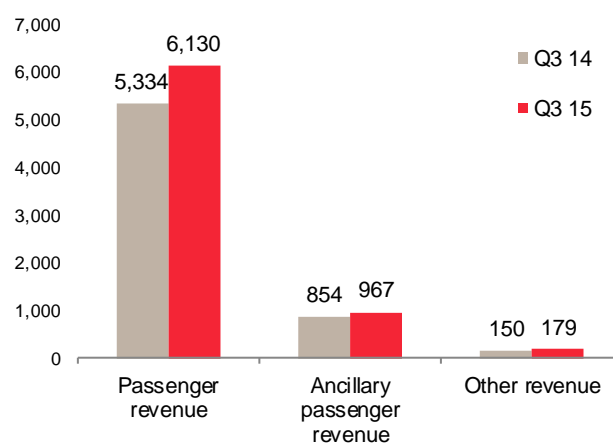
Total revenues in the third quarter were MNOK 7,276.8 (6,337.5), an increase of 15%. MNOK 6,130 (5,334) of the revenues in the third quarter was related to ticket revenues. The ticket revenue per unit produced (RASK) in the third quarter was NOK 0.43 compared to NOK 0.38 for the same period last year. The RASK development compared to last year reflects higher yield and significantly increased load factor in all markets. Ancillary revenue was MNOK 967 (854), while the remaining MNOK 179 (150) was related to freight, third-party products, gain from sale of assets and other income. Ancillary passenger revenue was NOK 129 per scheduled passenger (NOK 124) in the third quarter, an increase of 3%, mainly due to increased ancillary revenue from long haul operations and increased sale of pre-sold packages.

Revenue from international traffic increased by 18% to MNOK 6,090 in third quarter 2015, and revenue from domestic traffic of MNOK 1,187 was on same level as last year. Increased capacity has mainly been added to international routes while domestic routes in the Nordic countries have experienced minor increases through the last years. Norwegian has grown rapidly expanding international traffic and adding new bases, destinations and markets to its portfolio. The expansion enables continued cost efficiency and continuously improves competitive power.

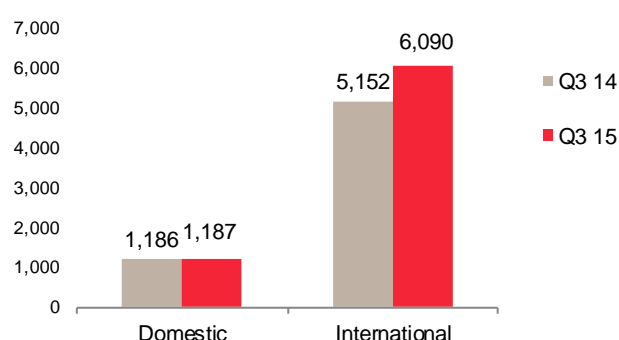
EBT margin



Revenue split (MNOK)



Revenue by geography (MNOK)



Operating expenses

COST BREAKDOWN

Unaudited

(Amounts in NOK million)	Q3 2015	Q3 2014	Change	YTD 2015	YTD 2014	Change	Full Year 2014
Personell expenses	942.8	843.6	12%	2,571.0	2,378.9	8%	3,216.4
Sales/ distribution expenses	166.4	115.5	44%	444.1	344.2	29%	469.1
Aviation fuel	1,508.5	1,944.8	-22%	3,984.6	4,860.8	-18%	6,321.1
Airport and ATC charges	890.6	792.7	12%	2,237.9	2,086.6	7%	2,723.9
Handling charges	679.2	547.1	24%	1,723.3	1,396.4	23%	1,854.8
Technical maintenance expenses	459.1	349.0	32%	1,285.4	954.2	35%	1,290.0
Other flight operation expenses	226.3	192.3	18%	615.8	627.7	-2%	847.8
General and administrative expenses	296.6	261.2	14%	952.2	782.4	22%	1,049.6
Other losses/(gains) - net	61.8	74.3	-17%	-40.9	-56.8	-28%	583.8
Total operating expenses	5,231.3	5,120.2	2%	13,773.4	13,374.4	3%	18,356.5
Leasing	561.4	490.8	14%	1,651.5	1,355.8	22%	1,845.9
Total operating expenses incl lease	5,792.7	5,611.0	3%	15,425.0	14,730.2	5%	20,202.4

Operating expenses excluding leasing and depreciation increased by 2% to MNOK 5,231 (5,120) this quarter. The increase is mainly due to a production increase (ASK) of 2% and depreciation of NOK against USD and EUR, partially offset by reductions in fuel spot prices.

The unit cost was NOK 0.41, an increase of 2% compared to the third quarter last year. Record high load factor affected the unit cost this quarter. Total operating expenses excluding other losses/(gains)-net per RPK decreased by 5% compared to the same quarter last year.

Unit cost ex fuel was NOK 0.30, an increase of 16%. Depreciation of NOK against USD and EUR affects the unit cost ex fuel by an estimated 10% increase. Adjusted by changes in currency and RPK, unit cost ex fuel decreased by 2% this quarter.

Personnel expenses increased by 12% to MNOK 943 (843) in the third quarter compared to the same quarter last year. Unit cost for personnel expenses increased by 10% due to depreciation of NOK against EUR and increased expenses for employees and hired personnel. The increase is offset by the productivity increase (2%) and increased sector length.

The average number of man-labor year increased by 2% compared to same quarter last year.

Sales and distribution expenses increased by 44% to MNOK 166 (116) in the third quarter compared to the same quarter last year. Unit cost for sales and distribution expenses increased by 42%. Increased credit card commissions from sales in international markets and increased sales through travel agents more than offset unit cost reductions from increased sector length.

Aviation fuel expenses decreased by 22% to MNOK 1,509 (1,945) in the third quarter compared to the same quarter

last year. Production increase of 2% and depreciation of NOK against USD are offset by the reduction in fuel spot prices during the quarter, resulting in a decrease in unit cost of 24% for the quarter.

The Group has at the end of the third quarter 2015 forward contracts to cover approximately 31% of fuel exposure at an average price of USD 680 per ton for the remaining of 2015, and approximately 36% of fuel exposure in 2016 at an average price of USD 564 per ton, and approximately 9% of fuel exposure in 2017 at an average price of USD 581 per ton.

Airport and air traffic control (ATC) charges increased by 12% to MNOK 891 (793) in the third quarter compared to the same quarter last year. Unit cost for airport and ATC charges increased by 10%. Increased prices and depreciation of NOK against EUR are partially offset by reduced cost due to an increased sector length and increased capacity.

Handling charges increased by 24%, to MNOK 679 (547) in the third quarter compared to the same quarter last year. Unit cost for handling charges increased by 22% from last year mainly due to increased prices from introducing larger aircraft and higher load factor. Additionally, passenger refunds from irregularities and depreciation of NOK against EUR affected handling charges this quarter.

Technical maintenance costs increased by 32%, to MNOK 459 (349) in the third quarter compared to the same quarter last year. Unit cost for technical maintenance increased by 29%. The increase in unit costs is related to additional maintenance expenses for engine overhaul and redelivery of leased aircraft, and depreciation of NOK against USD. The increased technical expenses are partially offset by an increased share of owned aircraft in the fleet. Planned maintenance cost on owned aircraft is

capitalized and reduces maintenance cost per unit produced.

Other flight operation expenses increased by 18% to MNOK 226 (192) in the third 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 meals and housing for crew. Unit cost increased by 15% in the quarter due to depreciation of NOK against USD and EUR, increased expenses for meals and housing for crew, offset by increased sector length and increased capacity.

General and administrative expenses increased by 14% to MNOK 297 (261) in the third quarter compared to the same quarter last year due to the introduction of new markets, products and international bases. Expenses to enhance Norwegian Reward customer loyalty programme increased in third quarter compared to last year. Unit cost for general and administrative expenses increased by 12%.

Other losses/(gains)-net; includes gains/losses from foreign currency contracts, forward fuel contracts and gains/losses on working capital in foreign currency. Total loss in third quarter was MNOK 62 (MNOK 74).

Leasing costs increased by 14% to MNOK 561 (491) in the third quarter compared to the same quarter last year. Unit cost for leasing increased by 12% mainly due to depreciation of NOK against USD.

During the third quarter the Group operated 50 (41) owned Boeing 737-800Ws, 3 (2) owned Boeing 787-8 Dreamliner and 5 (5) Boeing 737-300s.

Profit/Loss from Associated Company in the third quarter was estimated to MNOK 16 (13) which represents the 20 % share of Bank Norwegian's second quarter results.

Financial Items were MNOK -100 (-40) in the third quarter. Interest on prepayments of MNOK 93 (45) was capitalized, reducing interest expenses.

Income taxes amounted to a tax expense of MNOK 265 (131) in the third quarter.

Financial position and liquidity

The significant transactions contemplating the financial aspect of the restructuring took effect as of 31.12.2013. After the restructuring, the aircraft assets are accounted for in USD, creating a natural hedge against USD denominated borrowings.

Net interest bearing debt at the end of the third quarter was MNOK 15,477 compared to MNOK 11,273 at the end of last year. The financial position is highly affected by increased production and asset acquisitions. At the end of third quarter, the financial position continues to be solid with an equity ratio of 11%, an increase of 2 percentage point from 9 % at year-end 2014.

Net change in cash and cash equivalents in third quarter was MNOK -749. Investments in new aircraft and equipment were MNOK -1,844 in the third quarter, with net cash from financing activities of MNOK 781 and cash flow from operations of MNOK 324.

Total non-current assets amount to MNOK 25,020 at the end of the third quarter, compared to MNOK 18,439 at the end of last year. The main investments during the year are related to prepayments to aircraft manufacturers for aircraft on order and delivery of nine new owned Boeing 737-800Ws and one new Boeing 787-8.

Total current assets amount to MNOK 4,960 at the end of the third quarter, compared to MNOK 4,268 at the end of last year. Receivables have increased by MNOK 388 during the year due to increased production and seasonality. Cash and cash equivalents have increased by MNOK 285 during the year.

Total non-current liabilities at the end of the third quarter were MNOK 15,740, compared to MNOK 11,068 at the end of last year. Long-term borrowings increased by MNOK 4,304 during the year due to new bond issue listed on Oslo Stock Exchange with principal amount of MNOK 1,000, a tap issue of MNOK 425 and increased external borrowings on nine Boeing 737-800Ws and one Boeing 787-8. Additionally, drawdown of pre-delivery payment financing and mark-to-market adjustment of USD denominated borrowings increased the value of borrowings in the period. Down-payments on aircraft financing partially offsets the increase. Other non-current liabilities increase by MNOK 367 due to increased accruals for heavy maintenance, but is partially offset by a decrease in pension liability.

Total short-term liabilities at the end of the third quarter were MNOK 11,055, compared to MNOK 9,530 at the end of last year. Current liabilities increased by MNOK 105 during the year due to increased trade liabilities from seasonal changes and increased production, partially offset by an increase in mark-to-market value of derivative financial instruments. Short-term borrowings increased by MNOK 185 during the year due to increased portion of borrowings falling due within next twelve months and mark-to-market adjustment of USD denominated borrowings. Air traffic liability increased by MNOK 1,235 from end of last year due to increased production and seasonality.

Equity at the end of the third quarter was MNOK 3,185 compared to MNOK 2,108 at the end of last year. Equity increased due to net profit in the period of MNOK 620, share issue of MNOK 101 from exercise of employee share options, exchange rate gain from Group holdings in subsidiaries of MNOK 333 and reversal of actuarial losses.

Cash flow

Cash and cash equivalents were MNOK 2,297 at the end of the third quarter compared to MNOK 2,011 at the end of last year.

Cash flow from operating activities in the third quarter amounted to MNOK 324 compared to MNOK -280 in the third quarter last year. Air traffic settlement liability decreased by MNOK 1,404 during the third quarter compared to a decrease of MNOK 1,423 during the same quarter last year. Cash from other adjustments amounted to MNOK 377 during third quarter compared to MNOK 443 in the same quarter last year. Other adjustments mainly consist of changes in accounts receivable, current liabilities and currency gain/loss with no cash effects.

Cash flow from investment activities in the third quarter was MNOK -1,844, compared to MNOK -747 in the third quarter last year. Prepayments to aircraft manufacturers and investments in new aircraft are the main investments. Five new aircraft were received in third quarter 2015, while three aircraft were received during third quarter last year.

Cash flow from financing activities in the third quarter was MNOK 781 compared to MNOK 118 in the third quarter last year. Proceeds from a new bond issue and tap issue, and financing of new aircraft are partially offset by down-payment on borrowings and financing costs in the quarter. MNOK 42 was received in the quarter for share issue related to exercise of employee options.

RISK AND UNCERTAINTIES

The airline industry is undergoing a challenging time as a consequence of the financial crisis and global downturn. 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 impacting financial performance.

Fuel price and currency fluctuations are risks which 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 impact fuel and other costs, and debt denominated in foreign currency.

OUTLOOK

The demand for travelling with Norwegian and advance bookings have been satisfactory entering the fourth quarter of 2015. Norwegian will continue to take advantage of its increasing competitive power realized through continuous cost efficiency, and from introducing larger aircraft (10 new 737-800Ws and 1 new 787-8 will be delivered in 2015) with a lower operating cost.

Norwegians short haul operations have, in addition to the Nordic countries, at the present six bases operational in

Spain (Malaga, Alicante, Las Palmas, Tenerife, Madrid and Barcelona) and one base in London.

Norwegian guides for a production growth (ASK) of 5 % for 2015, including the long haul production. The long haul production will grow in accordance with the phasing in of aircraft and the company has eight Boeing 787 by the end of the first half year of 2015. Norwegian may decide to adjust capacity in order 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 and USD/NOK 7,5 for the year 2015 (excluding hedged volumes) and with the currently planned route portfolio, the Company is targeting a unit cost (CASK) of NOK 0.40 for 2015. The CASK target for 2015 includes impact of strike.

Norwegian guides for a production growth (ASK) of 18 % for 2016, including the long haul production. The growth in short haul production is mainly from increasing the fleet by adding 737-800s. The long haul production will grow in accordance with the phasing in of aircraft and the company will have twelve Boeing 787 by the end of 2016. Norwegian may decide to adjust capacity in order to optimize the route portfolio depending on the development in the overall economy and in the marketplace.

Assuming a fuel price of USD 550 per ton and USD/NOK 8.00 for the year 2016 (excluding hedged volumes) and with the currently planned route portfolio, the Company is targeting a unit cost (CASK) of NOK 0.39 for 2016.

Norwegian is establishing and preparing for an organizational structure that will secure cost efficient international expansion and necessary traffic rights for the future.

Fornebu, 21 October 2015

CEO
Bjørn Kjos

CONDENSED CONSOLIDATED INCOME STATEMENT**Unaudited**

<i>(Amounts in NOK million)</i>	<i>Note</i>	Q3 2015	Q3 2014	YTD 2015	YTD 2014	Full Year 2014
Operating revenue						
Total operating revenue	3	7,276.8	6,337.5	17,172.2	14,937.7	19,540.0
Total operating revenue		7,276.8	6,337.5	17,172.2	14,937.7	19,540.0
Operating expenses						
Operational expenses		3,907.1	3,940.8	10,254.6	10,261.6	13,496.9
Payroll and other personnel expenses		942.8	843.5	2,571.0	2,378.9	3,216.4
Other operating expenses		381.4	335.9	947.8	733.9	1,643.1
Total operating expenses		5,231.3	5,120.2	13,773.4	13,374.4	18,356.5
Operating profit/loss before leasing & depr (EBITDAR)						
		2,045.5	1,217.3	3,398.8	1,563.3	1,183.5
Leasing		561.4	490.8	1,651.5	1,355.8	1,845.9
Operating profit/loss before depr (EBITDA)						
		1,484.1	726.5	1,747.3	207.5	-662.4
Depreciation and amortization		301.7	194.4	766.8	535.9	748.1
Operating profit/loss (EBIT)		1,182.4	532.2	980.5	-328.4	-1,410.5
Financial items						
Interest income		16.8	9.8	45.1	38.6	52.9
Interest expense		77.2	47.5	236.4	149.0	221.4
Other financial income (expense)		-40.0	-1.9	-77.2	-42.0	-105.6
Net financial items		-100.3	-39.6	-268.6	-152.4	-274.1
Profit/Loss from associated company		16.0	12.6	66.1	37.4	57.6
Net result before tax (EBT)		1,098.0	505.2	777.9	-443.3	-1,627.0
Income tax expense (benefit)		265.2	131.3	158.4	-351.9	-557.3
Net profit/loss		832.8	373.8	619.5	-91.4	-1,069.8
Net profit attributable to:						
Owners of the parent company		832.8	373.8	619.5	-91.4	-1,069.8
Earnings per share (NOK) - Basic		23.4	10.6	17.4	-2.6	-30.4
Earnings per share (NOK) - Diluted		23.3	10.5	17.4	-2.6	-30.0
No. of shares at the end of the period		35,598,139	35,162,139	35,598,139	35,162,139	35,162,139
Average no. of shares outstanding		35,516,362	35,162,139	35,194,333	35,162,139	35,162,139
Average no. of shares outstanding - diluted		35,787,139	35,787,139	35,656,051	35,787,139	35,651,865

CONDENSED CONSOLIDATED STATEMENT OF FINANCIAL POSITION

Unaudited

<i>(Amounts in NOK million)</i>	Note	At 30 sept 2015	At 30 sept 2014	At 31 Dec 2014
ASSETS				
Non-current assets				
Intangible assets		604.5	352.2	725.7
Tangible fixed assets		23,542.3	14,023.9	16,985.8
Fixed asset investments		872.9	617.8	727.3
Total non-current assets		25,019.6	14,993.8	18,438.8
Current assets				
Inventory		102.3	76.3	82.9
Investments		0.0	0.0	0.0
Receivables		2,561.0	2,518.1	2,173.5
Cash and cash equivalents		2,296.5	1,432.0	2,011.1
Total current assets		4,959.8	4,026.5	4,267.5
TOTAL ASSETS		29,979.4	19,020.2	22,706.3
EQUITY AND LIABILITIES				
Shareholders equity				
Paid-in capital	7	1,289.0	1,179.6	1,185.2
Other equity		1,896.2	1,592.9	923.1
Total equity		3,185.2	2,772.5	2,108.3
Non-current liabilities				
Other non-current liabilities		1,481.8	874.4	1,114.5
Long term borrowings	6	14,257.8	8,179.7	9,953.5
Total non-current liabilities		15,739.6	9,054.1	11,068.0
Short term liabilities				
Current liabilities		3,338.8	3,179.1	3,234.3
Short term borrowings	6	3,515.5	858.8	3,330.4
Air traffic settlement liabilities		4,200.2	3,155.6	2,965.4
Total short term liabilities		11,054.5	7,193.6	9,530.1
Total liabilities		26,794.1	16,247.7	20,598.1
TOTAL EQUITY AND LIABILITIES		29,979.4	19,020.2	22,706.3

CONDENSED CONSOLIDATED STATEMENT OF CASH FLOW

Unaudited

(Amounts in NOK million)	Q3 2015	Q3 2014	YTD 2015	YTD 2014	Full Year 2014
OPERATING ACTIVITIES					
Profit before tax	1,098.0	505.2	777.9	-443.3	-1,627.0
Paid taxes	-47.6	0.0	-44.1	0.0	-202.8
Depreciation, amortization and impairment	301.7	194.4	766.8	535.9	748.1
Changes in air traffic settlement liabilities	-1,404.2	-1,423.4	1,234.8	589.1	398.9
Other adjustments	376.5	443.5	-101.1	556.1	969.9
Net cash flows from operating activities	324.4	-280.3	2,634.3	1,237.8	287.1
INVESTMENT ACTIVITIES					
Purchases, proceeds and prepayment of tangible assets	-1,843.5	-745.9	-4,532.1	-3,682.2	-4,930.0
Purchases of other long-term investments	0.0	-1.4	0.0	-1.4	-1.4
Net cash flows from investing activities	-1,843.5	-747.3	-4,532.1	-3,683.6	-4,931.4
FINANCING ACTIVITIES					
Loan proceeds	1,223.7	786.4	3,849.9	3,015.9	6,132.0
Principal repayments	-323.0	-574.0	-1,158.7	-1,029.4	-1,259.3
Financing costs paid	-161.8	-94.3	-590.9	-280.9	-394.3
Proceeds from issuing new shares	42.4	0.0	100.8	0.0	0.0
Net cash flows from financial activities	781.4	118.1	2,201.1	1,705.6	4,478.4
Foreign exchange effect on cash	-11.0	2.1	-18.0	5.5	10.9
Net change in cash and cash equivalents	-748.8	-907.4	285.4	-734.7	-155.0
Cash and cash equivalents in beginning of period	3,045.4	2,338.8	2,011.1	2,166.1	2,166.1
Cash and cash equivalents in end of period	2,296.5	1,432.0	2,296.5	1,431.4	2,011.1

STATEMENT OF COMPREHENSIVE INCOME

Unaudited

(Amounts in NOK million)	Q3 2015	Q3 2014	YTD 2015	YTD 2014	Full Year 2014
Net profit for the period	832.8	373.8	619.5	-91.4	-1,069.8
Available-for-sale financial assets	0.0	-0.3	0.0	-1.2	-0.2
Actuarial gains and losses	0.0	0.0	21.0	0.0	-52.5
Exchange rate differences Group	147.5	94.7	332.7	106.0	467.4
Total comprehensive income for the period	980.3	468.2	973.2	13.5	-655.1
Profit attributable to:					
Owners of the company	980.3	468.2	973.2	12.5	-656.1
Non-controlling interests	0.0	0.0	0.0	1.0	1.0

CONDENSED CONSOLIDATED CHANGES IN EQUITY

Unaudited

(Amounts in NOK million)	YTD 2015	YTD 2014	Full Year 2014
Equity - Beginning of period	2,108.3	2,749.8	2,749.8
Total comprehensive income for the period	973.2	13.5	-655.1
Share issue	100.8	0.0	0.0
Equity change on employee options	3.0	9.3	14.5
Equity - End of period	3,185.2	2,772.5	2,108.3

NOTES TO THE CONDENSED CONSOLIDATED INTERIM FINANCIAL STATEMENTS

Note 1 General and accounting principles

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

The consolidated financial statements of the Group for the year ended 31 December 2014 is available upon request from the company's registered office at Oksenøyveien 3, 1330 Fornebu, Norway, or 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 Standard (IAS) 34 Interim Financial Reporting. They do not include all of the information required for full annual consolidated financial statements, and should be read in conjunction with consolidated financial statements for the Group at 31 December 2014. 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 31 December 2014.

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 31 December 2014

Note 2 Risk

SENSITIVITY ANALYSIS

Unaudited

	Effect on income MNOK
1% decrease in jet fuel price	41
1% depreciation of NOK against USD	-115
1% depreciation of NOK against EURO	-10

The sensitivity analysis reflects the effect on operating costs in 2015 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 consist of revenue not directly related to passengers such as cargo, third-party products, gain from sale of assets and other income.

SALES REVENUE BREAKDOWN

Unaudited (Amounts in NOK million)	Q3 2015	Q3 2014	Change	YTD 2015	YTD 2014	Change	Full Year 2014
Per activity							
Passenger revenue	6,130.4	5,333.8	14.9 %	14,181.6	12,487.1	13.6 %	16,254.6
Ancillary passenger revenue	967.4	853.8	13.3 %	2,500.9	2,064.6	21.1 %	2,727.4
Other revenue	179.0	150.0	19.3 %	489.7	385.9	26.9 %	558.0
Total	7,276.8	6,337.5	14.8 %	17,172.2	14,937.7	15.0 %	19,540.0
Per geographical market							
Domestic	1,187.2	1,185.5	0.1 %	3,530.8	3,390.6	4.1 %	4,591.9
International	6,089.6	5,152.0	18.2 %	13,641.4	11,547.1	18.1 %	14,948.1
Total	7,276.8	6,337.5	14.8 %	17,172.2	14,937.7	15.0 %	19,540.0

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 the third quarter 2015 there are no changes in related parties compared to the description in Note 27 in the Annual Report for 2014. There have been no significant transactions with related parties during the third quarter 2015.

Note 6 Borrowings**Unaudited**

(Amounts in NOK million)	At 30 sept 2015		At 30 sept 2014		At 31 Dec 2014	
	Long term	Short term	Long term	Short term	Long term	Short term
Bond issue	-2,025.0	0.0	-584.5	0.0	-543.1	-287.5
Revolving credit facility	4.5	-1,543.9	0.0	0.0	-526.6	-2,045.1
Aircraft financing	-12,240.3	-1,971.6	-7,591.1	-858.8	-8,880.5	-997.8
Financial lease liability	3.0	0.0	-4.1	0.0	-3.2	0.0
Total	-14,257.8	-3,515.5	-8,179.7	-858.8	-9,953.4	-3,330.4
Total Borrowings	-17,773.3		-9,038.5		-13,283.8	

Note 7 Shareholder information

20 Largest shareholders at 30 September 2015

Shareholder	Country	Number of shares	Percent
1 HBK INVEST AS	NOR	7,334,473	20.6 %
2 FOLKETRYGDFONDET	NOR	3,040,227	8.5 %
3 SKAGEN VEKST	NOR	1,186,763	3.3 %
4 VERDIPAPIRFONDET DNB NORGE (IV)	NOR	1,000,000	2.8 %
5 SKAGEN KON-TIKI	NOR	845,747	2.4 %
6 DANSKE INVEST NORSKE INSTT. II.	NOR	800,000	2.2 %
7 CLEARSTREAM BANKING S.A.	LUX	687,500	1.9 %
8 VERDIPAPIRFONDET DNB NORGE SELEKTI	NOR	683,499	1.9 %
9 FERD AS	NOR	538,034	1.5 %
10 KLP AKSJE NORGE VPF	NOR	513,197	1.4 %
11 DANSKE INVEST NORSKE AKSJER INST	NOR	491,592	1.4 %
12 VERDIPAPIRFONDET DELPHI NORDEN	GBR	473,831	1.3 %
13 STATOIL PENSJON	NOR	458,462	1.3 %
14 DNB NOR MARKETS, AKSJEHAND/ANALYSE	NOR	455,954	1.3 %
15 JP MORGAN CHASE BANK, NA	NOR	425,000	1.2 %
16 DNB LIVSFORSIKRING ASA	NOR	408,175	1.1 %
17 VERDIPAPIRFONDET HANDELSBANKEN	NOR	370,000	1.0 %
18 DATUM AS	NOR	352,284	1.0 %
19 KOMMUNAL LANDSPENSJONSKASSE	NOR	341,035	1.0 %
20 SKANDINAVISKA ENSKILDA BANKEN AB	SVE	332,822	0.9 %
Top 20 shareholders		20,738,595	58.3 %
Other shareholders		14,859,544	41.7 %
Total number of shares		35,598,139	100.0 %

The parent company Norwegian Air Shuttle ASA had a total of 35,598,139 shares outstanding at 30 September 2015, an increase of 436,000 shares from 31 December 2014. There were a total of 9220 shareholders at the end of the quarter.

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

Note 8 Contingencies and legal claims

There are no other contingencies or legal claims other than stated in note 28 to the Annual Financial Statements for 2014.

Note 9 Events after the reporting date

There are no events after the reporting date.

Definitions

ASK:	Available Seat Kilometers. Number of available passenger seats multiplied by flight distance.
RPK:	Revenue Passenger Kilometers. Number of sold seats multiplied by flight distance.
Unit revenue:	Passenger Revenue divided by Available Seat Kilometers.
Unit cost:	Total operating expenses plus leasing, excluding other losses/(gains)-net, divided by Available Seat Kilometers.
Load factor:	Relationship between RPK and ASK (percentage). Describes the rate of utilization of available seats.
EBITDAR:	Earnings before interest, tax, depreciation, amortization and restructuring or rent.
EBITDA:	Earnings before interest, tax, depreciation and amortization.
EBIT:	Earnings before interest and tax.
EBT:	Earnings before tax.

Information about the Norwegian Group

Head office Norwegian Air Shuttle ASA

Mailing address P.O. Box 113
NO-1366 Lysaker

Visiting address Oksenøyveien 3, Fornebu

Telephone +47 67 59 30 00
Telefax +47 67 59 30 01
Internet www.norwegian.com

Organization Number NO 965 920 358 MVA

Board of Directors Norwegian Air Shuttle ASA

Bjørn H. Kise, Chairman
Liv Berstad, Deputy Chairman
Ada Kjeseth
Christian Fredrik Stray
Thor Espen Bråten
Linda Olsen
Kenneth Utsikt

Group Management

Bjørn Kjos	Chief Executive Officer
Asgeir Nyseth	CEO, Norwegian Air UK Ltd
Frode E. Foss	Chief Financial Officer
Geir Steiro	Chief Operating Officer
Dag Skage	Chief Information Officer
Frode Berg	Chief Legal Officer
Thomas A. Ramdahl	Chief Commercial Officer
Tore K. Jenssen	CEO & Accountable Manager, Norwegian Air International Ltd
Gunnar Martinsen	SVP Human Resources
Anne-Sissel Skånvik	SVP Corporate Communications
Edward Thorstad	SVP Customer Relations

Investor Relations

Tore Østby
investor.relations@norwegian.com

Other sources of Information

Annual reports

Annual reports for Norwegian Group are available on www.norwegian.com

Quarterly publications

Quarterly reports and presentations are available on <http://www.norwegian.no/om-norwegian/investor-relations/>

Financial calendar 2015

5	March	Monthly traffic data February
10	April	Monthly traffic data March
29	April	First Quarter results (Q1)
7	May	Monthly traffic data April
12	May	General Shareholder Meeting
4	June	Monthly traffic data May
6	July	Monthly traffic data June
16	July	Second Quarter Results (Q2)
6	Aug	Monthly traffic data July
4	Sept	Monthly traffic data August
6	Oct	Monthly traffic data September
22	Oct	Third Quarter Results (Q3)
5	Nov	Monthly traffic data October
4	Dec	Monthly traffic data November