

Annex T

Allocation of costs, En Route/Terminal

The rationale for this inclusion is that there are several areas in Sweden where it is efficient to have the airport ATS to provide services for En Route and approach, instead of organizing a separate approach/TMA position. The effect is that one air traffic controller can provide the service the entire procedure (including En Route) and by that also reducing the need for a separate position and thereby achieving a high system wide efficiency that ultimately benefits the users. This is mostly due to the geographic conditions prevailing in many remote areas in Sweden's big vast country, and where air traffic density is low. Of course this is only applied where there are no safety implications.

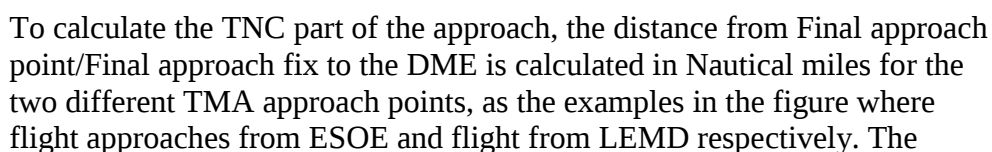
Where allocations apply in Sweden the allocations to En Route (Avgiftszon för undervägsavgift) are separated in four different categories, between 45 to 75 percent, depending on the prevailing situation. The reasoning for applying four different categories is that it leads to fit-for-purpose model which is easy to understand, as well as feasible to apply. If there would be an individual approach to each airport, it than would also need to consider every individual change at every time. This would lead to a heavy administrative burden on both airport and NSA side, as well as being unpredictable for users.

10 § Kostnader för flygtrafikledningstjänst ska för respektive flygtrafikledningsenhet fördelas enligt tabell 1.

Tabell 1

Schablonmässig fördelning av kostnader för flygtrafiktjänst		
	<i>Terminalavgiftszon</i>	<i>Avgiftszon för undervägsavgift</i>
Flygplats som i huvudsak tillhandahåller flygplatskontrolltjänst och alarmeringstjänst innanför FAP	100 %	0 %
Flygplats som tillhandahåller flygtrafikledningstjänst i TMA med terminalkontroll som omfattar flera flygtrafikledningsenheter	40 %	60 %
Flygplats som tillhandahåller flygtrafikledningstjänst i övriga TMA	25 %	75 %
Flygplats som tillhandahåller flygtrafikledningstjänst i TIA	55 %	45 %

Table: Extract from the Swedish Transport Agency's regulation TSFS 2020:44



values are divided in two, in order to receive the average and recalculated into kilometers. Finally the runway distance is calculated and also divided by two, due to that the DME is located in the middle of the runway.

The En Route part is defined by when the flight enters into the TMA, that is, when the responsibility of air traffic control is transferred from ACC to the local ATS, until the Final approach point/Final approach fix.

By derogation from using the actual values in this statistical model, no calculation violates guidelines from Eurocontrol on this subject. It also should be mentioned that this allocation model has been implemented since 2009 and has been used without exception during all the reference periods until now.

An abolishment of this allocation model and the services provided by the smaller airports in Sweden would most probably lead to cost increases as that would lead to an increased need for new positions elsewhere

RP4 Audit

In the RP4 process, the NSA has audited all the included airports to verify its accurate application. The audit has led to the exclusion costs pertaining three airports.

The costs of them have been handled in the baseline adjustments with a decrease of both 2019 and 2024 baseline values.

3.4.8 - Interest rate assumptions for loans financing the provision of air navigation services

ACR

ACR					
Select number of loans				2	
Interest rate assumptions for loans financing the provision of air navigation services (Amounts in nominal terms in '000 national currency)					
Other loans	2025D	2026D	2027D	2028D	2029D
Description	Two loans provided from the Sweden Transformation Administration (Trafikverket) during the pandemic. Assumption made that the amortization plan will be 7 years with start year 2025.				
Remaining balance	125 998	104 998	83 998	62 999	41 999
Average weighted interest rate %	1,00%	1,00%	1,00%	1,00%	1,00%
Interest amount	1 260	1 050	840	630	420
Total loans	2025D	2026D	2027D	2028D	2029D
Total remaining balance	125 998	104 998	83 998	62 999	41 999
Average weighted interest rate %	1,00%	1,00%	1,00%	1,00%	1,00%
Interest amount	1 260	1 050	840	630	420

SDATS

3.4.8 - Interest rate assumptions for loans financing the provision of air navigation services

SDATS

Select number of loans

1

Interest rate assumptions for loans financing the provision of air navigation services (Amounts in nominal terms in '000 national currency)

Other loans	2025D	2026D	2027D	2028D	2029D
Description	One loan to Trafikverket 44652 ksek. Yearly interest rate 2%.				
Remaining balance	44 652	44 652	44 652		
Average weighted interest rate %	2,00%	2,00%	2,00%	-	-
Interest amount	893	893	893		
Total loans	2025D	2026D	2027D	2028D	2029D
Total remaining balance	44 652	44 652	44 652	-	-
Average weighted interest rate %	2,00%	2,00%	2,00%	-	-
Interest amount	893	893	893	-	-