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 | flygtrafik- |
|---|-----------|-----|--------------------------|-----|-----|------------|-------------|
| ledningsenhet fördelas enligt tabell 1. | | | | | | | |

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Tabell 1

| Schablonmässig fördelning av kostnader för flygtrafiktjänst | | | | | |
|--|--------------------|-----------------------------------|--|--|--|
| | Terminalavgiftszon | Avgiftszon för undervägsavgift | | | |
| Flygplats som i huvudsak till- handahåller flygplatskontrolltjänst och alarmeringstjänst innanför FAP | 100 % | 0 % | | | |
| Flygplats som tillhandahåller flygtrafikledningstjänst i TMA med terminalkontroll som om- fattar flera flygtrafiklednings- enheter | 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 Agencys regulation TSFS 2020:44

Where the airport is located in an area surrounded by 24/7 TMA control there is no allocation to En Route according to Swedish NSA in TSFS 2020:44, as the TMA control will provide services to En Route flights.

The allocation method

The allocation method, the percentages, have been derived from actual statistical weekly data on traffic patterns in the proximity of airports during two weeks throughout one calendar year, one in May and one in November.



Table: Example of collected data

From the collected data the distances flown in between sectors have been determined by using the actual approach point for the respective flight. Since the approach points do differ the weighted average of flights for the two periods, May and November, have been used in determining the respective distances. Where relevant, the median values have been applied.



To calculate the TNC part of the approach, the distance from Final approach point/Final approach fix to the DME is calculated in Nautical miles for the two different TMA approach points, as the examples in the figure where flight approaches from ESOE and flight from LEMD respectively. The

values are divided in two, in order to receive the average and recalculated into kilometers. Finally the runway distance in 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 | 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 | |
| | Two loans provi | ded from the Swe | eden Transforma | tion Administrat | ion | |
| Description (Trafikverket) during the pandemic. Assumpt | | | | n 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 | | | | : | L |
| | | | | | |
| Interest rate assumptions for loans (Amounts in nomina) | financing the pro I terms in '000 na | vision of air navi tional currency) | gation services | | |
| Other loans | 2025D | 2026D | 2027D | 2028D | 2029D |
| Description | One loan to Traf | ikverket 44652 ks | ek. Yearly intere | st 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 | - | - |