

Performance Review Board

Monitoring Report

Sweden - 2025



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Contents

1	OVERVIEW	2
1.1	Contextual information.....	2
1.2	Traffic (En route traffic zone)	2
1.3	Safety (Main ANSP)	3
1.4	Environment (Member State)	4
1.5	Capacity (Member State).....	5
1.6	Cost-efficiency (En route/Terminal charging zone(s))	5
2	SAFETY - SWEDEN	7
2.1	PRB monitoring	7
2.2	Effectiveness of Safety Management (EoSM) (KPI#1)	7
2.3	Safety occurrences.....	10
3	ENVIRONMENT - SWEDEN	13
3.1	PRB monitoring	13
3.2	En route performance	13
3.3	Terminal performance.....	15
3.4	Civil-Military dimension	19
4	CAPACITY - SWEDEN	22
4.1	PRB monitoring	22
4.2	En route performance	22
4.3	Terminal performance.....	26
5	COST-EFFICIENCY - SWEDEN	29
5.1	PRB monitoring	29
5.2	En route charging zone	29
5.3	Terminal charging zone.....	35

1 OVERVIEW

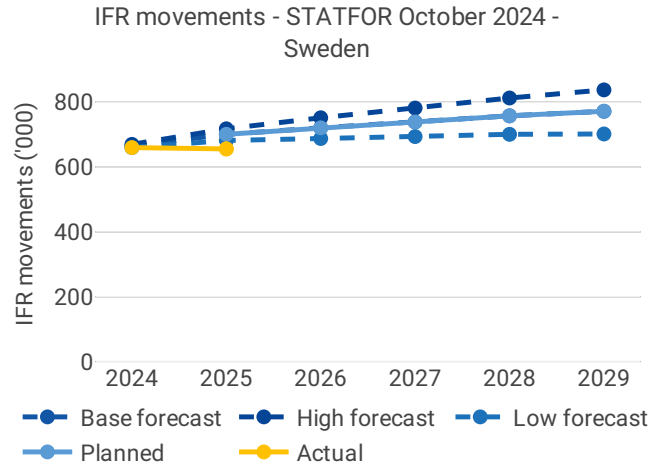
1.1 Contextual information

This document is based on the version of the Annual Monitoring Report file submitted by the state on 2026-06-27 (SE12451_SE12082_Sweden_prefilled AMR 2025 1st of June V3.xlsx) and the accompanying submission of en route and terminal (if applicable) reporting tables.

National performance plan adopted following Commission Decision (EU) 2025/1055 of 19 May 2025

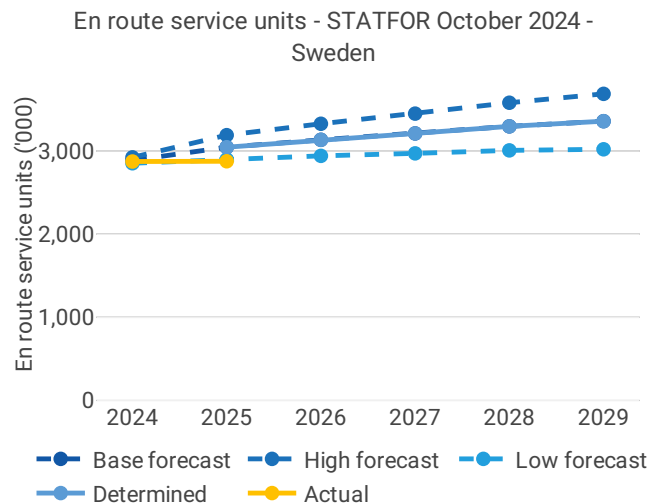
List of ACCs 2	Exchange rate (1 EUR=)	Main ANSP
Malmo ACC	2022: 10.6237 SEK	• LFV
Stockholm ACC	2025: 11.0507 SEK	
No of airports in the scope of the performance plan:	Share of Union-wide:	Other ANSPs
• ≥80'K 1	• traffic (TSUs) 2025 2.1%	• SDATS
• <80'K 0	• en route costs 2025 2.6%	• ACR
	Share en route / terminal costs 2025 91% / 9%	• Arvidsjaur/AFAB
	En route charging zone(s)	• Swedavia
	Sweden	• CNS providers
	Terminal charging zone(s)	MET Providers
	Sweden	• SMHI

1.2 Traffic (En route traffic zone)



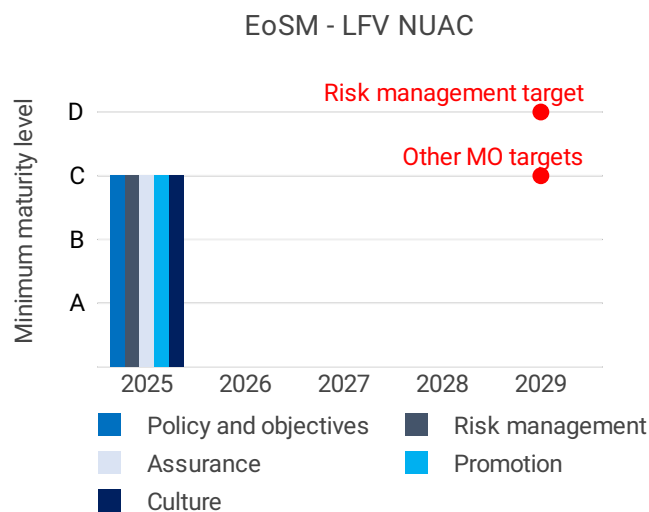
- Sweden recorded 656K actual IFR movements in 2025, -0.6% compared to 2024 (660K).
- Actual 2025 IFR movements were -6.4% below the plan (701K).
- Actual 2025 IFR movements were -20.3% below the actual 2019 level (823K).





- Sweden recorded 2,877K actual service units in 2025, in line with 2024 (2,874K).
- Actual 2025 service units were -5.6% below the plan (3,046K).
- Actual 2025 service units are -24.7% below the actual 2019 level (3,820K).

1.3 Safety (Main ANSP)

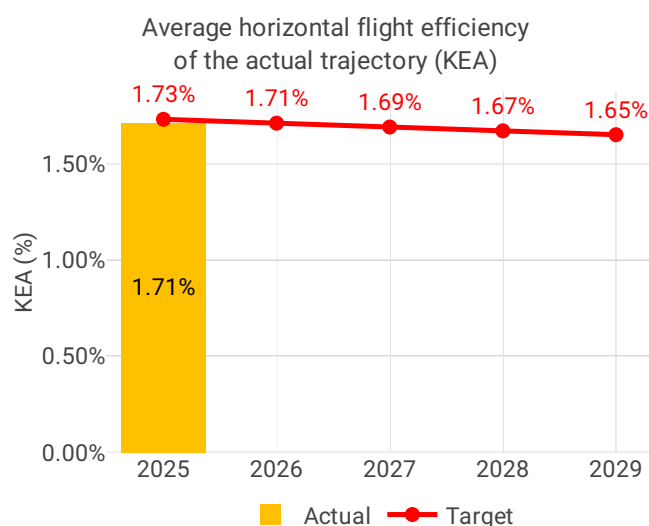


- In 2025, LFV NUAC achieved the planned maturity levels set out in its performance plan for four out of five components. LFV NUAC missed the planned level in the Safety Risk Management component of the EoSM.
- In 2025, ACR achieved the planned maturity levels set out in its performance plan for four out of five components. ACR missed the planned level in the Safety Risk Management component of the EoSM.
- In 2025, AFAB did not achieve their planned maturity levels in four out of five components of the EoSM. AFAB reached the planned level only in the component of Safety Policy and Objectives.
- In 2025, SDATS did not achieve the planned maturity levels set out in its performance plan for three out of five components. SDATS missed the planned level in the Safety Risk Management, Safety Assurance and Safety Promotion components of the EoSM.



- The rate of runway incursions (RI) was 3.47 at airport level, higher than the Union-wide average, and lower than the rate of RIs in 2024. The rate of RIs with ANS contribution was 0.50, lower than the Union-wide average, and stable compared to 2024.
- The rate of separation minima infringements (SMI) was 2.26 at State level and equal to the SMIs at ANSP level, with both indicators below the Union-wide average. When comparing to 2024, the rate of SMIs has decreased slightly at State level and increased at ANSP level.

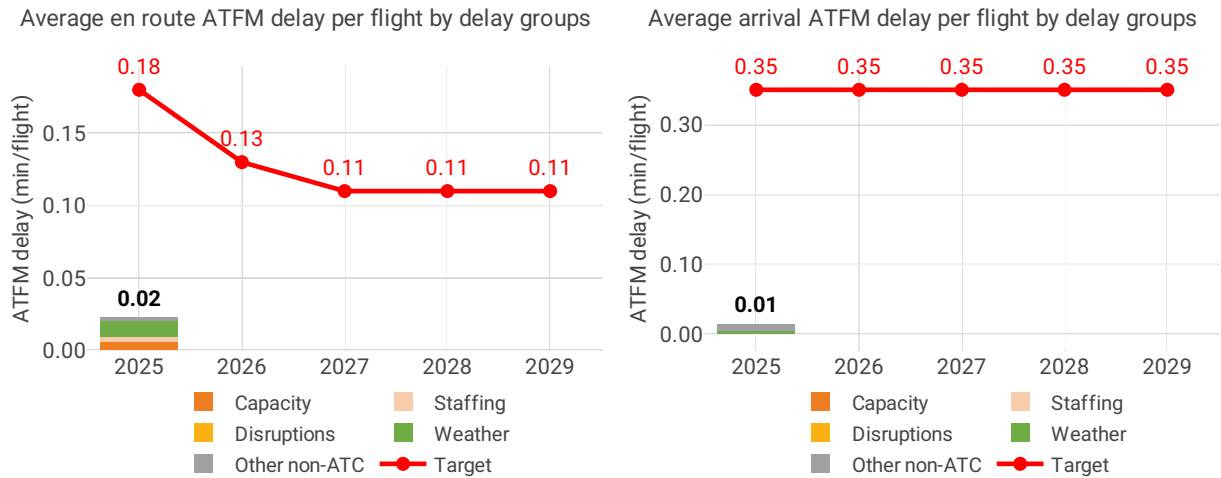
1.4 Environment (Member State)



- Sweden registered a KEA performance of 1.71% compared to its target of 1.73% and contributed positively towards achieving the Union-wide target. The NSA states performance is consistent with the target. This is despite still being affected by the restrictions concerning Russia (and Kaliningrad), which is reflected in the targets for RP4.
- KEP and KES remained stable in comparison with 2024.
- VFE of the actual trajectory was at 77.2%, which was better than the Union-wide average.
- The average time in level flight during descent and climb both deteriorated compared to 2024, but with performance remaining better than most other Member States.
- Additional taxi-out time was 2.65 min/flight which improved compared to 2024, and additional taxi-in time was 1.27 min/flight, which also improved compared to 1.44 min/flight in 2024.
- Additional time in the arrival sequencing and metering area deteriorated to 2.54 min/flight in 2025 from 2.18 min/flight in 2024.

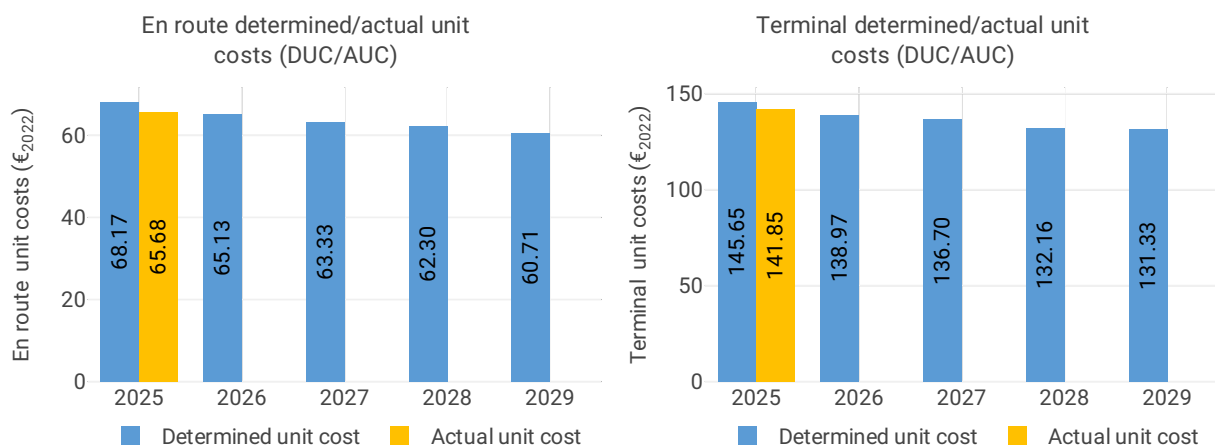


1.5 Capacity (Member State)



- Sweden registered 0.02 minutes of average en route ATFM delay per flight during 2025, which remained 0.02 after the post-ops adjustment process, thus achieving the local target value of 0.18. Delays in Sweden increased by 0.01 minutes per flight year-on-year.
- The actual number of ATCOs in OPS for 2025 was 253 FTEs, 11 FTEs above the planned level. Both Malmo and Stockholm ACCs recorded more ATCOs than planned.
- The yearly total of sector opening hours in Malmo ACC was 37,623, showing a -23% decrease compared to 2024. The yearly total of sector opening hours in Stockholm ACC was 28,519, showing a -3% decrease compared to 2024.
- Malmo ACC registered 12.39 IFR movements per sector opening hour in 2025, which is 30% above the 2024 level. Stockholm ACC registered 10.31 IFR movements per sector opening hour in 2025, -2% below the 2024 level.
- Sweden registered an average airport arrival ATFM delay of 0.01 minutes per flight in 2025, thus achieving the local target of 0.35 minutes. Compared to 2024, average arrival ATFM delays in Sweden were -0.06 minutes per flight lower in 2025.

1.6 Cost-efficiency (En route/Terminal charging zone(s))



- The en route 2025 actual unit cost of Sweden was 65.68€2022, -3.6% lower than the determined unit cost (68.17€2022). The terminal 2025 actual unit cost was 141.85€2022, -2.6% lower than the determined unit cost (145.65€2022).
- The en route 2025 actual service units (2.9M) were -5.6% lower than the determined service units (3.0M).
- The en route 2025 actual total costs were -18.7M€2022 (-9.0%) lower than determined. This is mainly due to lower staff costs for LFV (-17.9M€2022, or -18.4%). According to the NSA, this decrease was primarily due to a one-off effect on pension costs following an increase in interest rates, which reduced pension debt, as well as delayed recruitment.
- LFV spent 16.9M€2022 in 2025 related to costs of investments for both en route and terminal charging zones, +2.1% more than determined (16.5M€2022). This increase is mainly due to a higher share of financing through equity than planned, which is more costly than debt financing.
- The en route actual unit cost incurred by users in 2025 was 67.09€ (-5.5% below the 2025 DUC), while the terminal actual unit cost incurred by users was 144.08€ (-6.6% below the 2025 DUC). The difference between the AUCU and the DUC for the en route and terminal charging zones is mainly driven by pension costs in cost exempt from cost sharing.

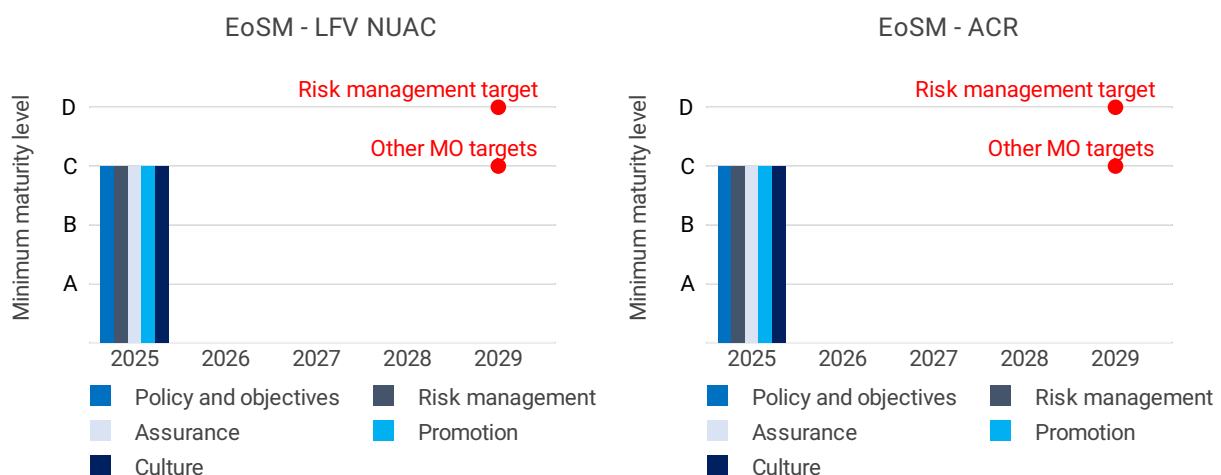


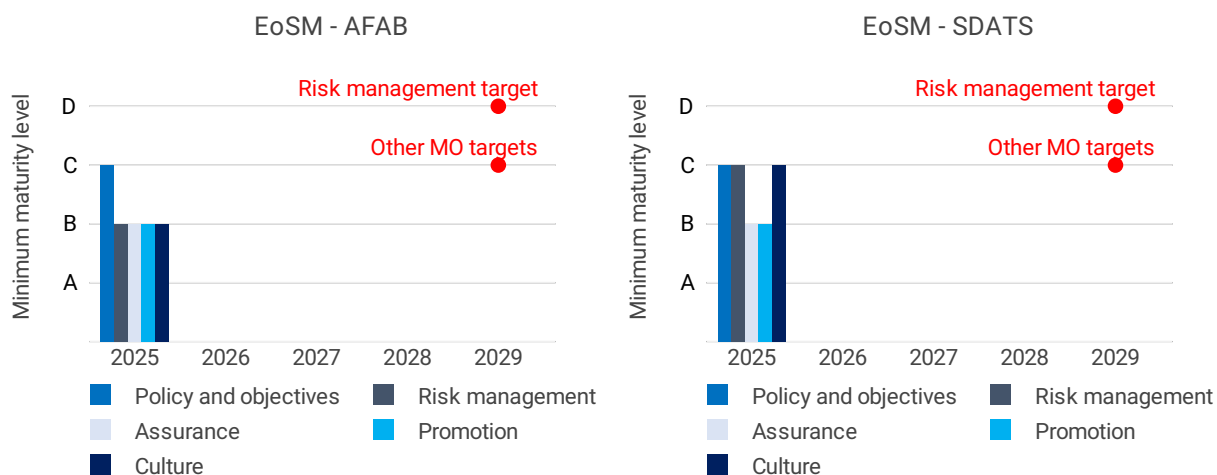
2 SAFETY - SWEDEN

2.1 PRB monitoring

- In 2025, LFV NUAC achieved the planned maturity levels set out in its performance plan for four out of five components. LFV NUAC missed the planned level in the Safety Risk Management component of the EoSM.
- In 2025, ACR achieved the planned maturity levels set out in its performance plan for four out of five components. ACR missed the planned level in the Safety Risk Management component of the EoSM.
- In 2025, AFAB did not achieve their planned maturity levels in four out of five components of the EoSM. AFAB reached the planned level only in the component of Safety Policy and Objectives.
- In 2025, SDATS did not achieve the planned maturity levels set out in its performance plan for three out of five components. SDATS missed the planned level in the Safety Risk Management, Safety Assurance and Safety Promotion components of the EoSM.
- The rate of runway incursions (RI) was 3.47 at airport level, higher than the Union-wide average, and lower than the rate of RIs in 2024. The rate of RIs with ANS contribution was 0.50, lower than the Union-wide average, and stable compared to 2024.
- The rate of separation minima infringements (SMI) was 2.26 at State level and equal to the SMIs at ANSP level, with both indicators below the Union-wide average. When comparing to 2024, the rate of SMIs has decreased slightly at State level and increased at ANSP level.

2.2 Effectiveness of Safety Management (EoSM) (KPI#1)





Focus on EoSM

LFV

In 2025, LFV NUAC achieved the planned maturity levels set out in its performance plan for four out of five components. LFV NUAC missed the planned level in the Safety Risk Management component of the EoSM.

According to the monitoring report, Sweden notes that from Swedish experience the evaluation form via the EoSM reporting is a new form with slightly different criteria and evaluation forms. Sweden notes that LFV still has high focus on safety targets, but the new form gives different values in the table above even though the actual work has not differed. LFV has been on target in each area for several years and there are no indications through audits, reviews etc. that they do not fulfil the achieved levels.

In terms of main measures put in place to achieve the planned levels, the monitoring report defines the following elements:

- Well known SMS. Training in SMS. Yearly review of SMS.
- Regular review of hazards and risks and associated processes.
- A system for investigation and follow up of results. Internal audits. Follow up on targets.
- Refresher training and well established forms of communication.
- A reporting system and follow up (also investigative) that gives feedback to the reporter.

ACR

In 2025, ACR achieved the planned maturity levels set out in its performance plan for four out of five components. ACR missed the planned level in the Safety Risk Management component of the EoSM.

In terms of main measures put in place to achieve the planned levels, the monitoring report defines the following elements:

- Established and well-known SMS. Training in SMS. Procedures for improvement of SMS.
- Risk and hazards are identified in change processes. Assessment of level of risk acceptable. New and updated processes for monitoring and evaluation of risks and hazards.



- System for handling of occurrence reports. Exchange with others for best practices. Internal audits.
- Refresher training. Monthly reports.
- Good reporting culture. Reports are disseminated. Safety culture surveys.

AFAB

AFAB did not achieve their planned maturity level in four out of five components of the EoSM. AFAB reached the planned level only in the component of Safety Policy and Objectives.

Sweden notes in the monitoring report that AFAB has not reached all target levels. Evaluation is conducted via the EoSM-report, and the Swedish Transport Agency performed an extra audit during 2025 due to concerns regarding the safety culture. The company no longer preforms ATS. ACR is the ATSP in action from first of April 2026. In addition, AFAB has improved their safety risk management by reviewing risks annually, comparing risks against tolerability criteria, and training staff on how to reduce risk. AFAB has been working throughout the year to fill all vacancies in management. AFAB also works to improve in all areas based on recommendations from a safety culture audit.

In terms of main measures put in place to achieve the planned levels, the monitoring report defines the following elements:

- Well known SMS and policy. Yearly review of SMS. Management has safety on the agenda at meetings.
- Yearly review of risks and hazards. Training in risk reduction. New staff.
- Audit plan. Safety analysis twice a year. Trends are followed up.
- Training of staff, both internal and external. Follow up by safety survey. New staff.
- Feedback on reports. Take result from safety analysis into account for refresher training.

SDATS

In 2025, SDATS achieved the planned maturity levels set out in its performance plan for two out of five components. SDATS missed the planned level in the Safety Risk Management, Safety Assurance and Safety Promotion components of the EoSM.

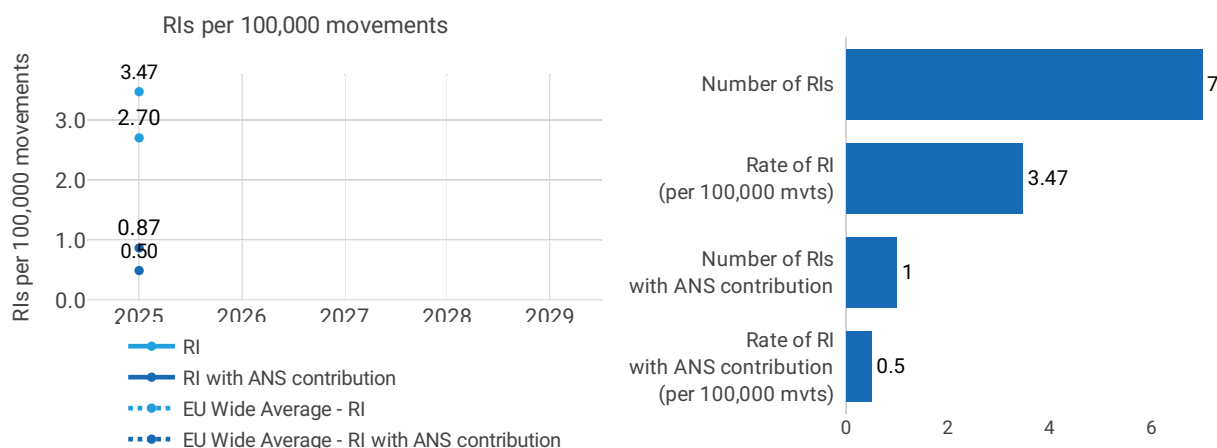
In terms of main measures put in place to achieve the planned levels, the monitoring report defines the following elements:

- Well-established policy: An approach to disseminating the throughout the organization. Safety performance monitoring: Continuous tracking of safety metrics and outcomes.
- Well established hazard logs. Monitoring function. Safety action group.
- Internal audits. Safety review board. Monitoring function.
- Awareness training. Well disseminated chain of information.
- Reporting culture. Exchange of information with others.



2.3 Safety occurrences

2.3.1 Rate of runway incursions (RIs) (PI#1) and Rate of runway incursion with ANS contribution (PI#3)



Rate of RIs per 100,000 airport movements - Sweden

#	Airport name	APT movements	Number of RI	Rate RI per 100,000	Number of RI with ANS contribution	Rate RI per 100,000 with ANS contribution
1	Stockholm - Arlanda	201,709	7	3.47	1	0.50

Focus on runway incursions

In 2025, Sweden reported 7 runway incursions (RI) at Stockholm Arlanda airport. When comparing the RIs at airport level to Union-wide level, Sweden was higher than Union-wide average (3.47 vs 2.70). The rate of runway incursions has decreased compared to 2024 at airport level (3.47 vs 10.7).

In 2025, Sweden reported 1 runway incursion with ANS contribution. When comparing the rate of RIs at airport level with ANS contribution, Sweden was lower than Union-wide average (0.50 vs 0.87). The rate of RIs with ANS contribution has remained stable compared to 2024 (0.50 vs 0.52).

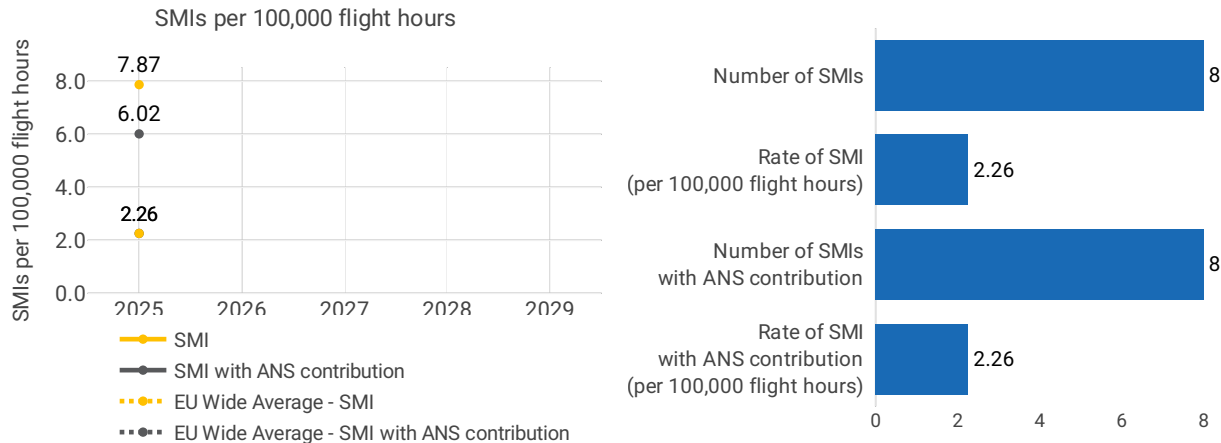
In terms of the initiatives implemented or planned to improve this performance indicator, according to the report, there are four main initiatives in this regard listed below. The authority is referred to as an NCA. In Sweden NSA and NCA both are organized in the Swedish Transport Agency. In cooperation with the Air Navigation Services section, the NCA organises an annual seminar during which, inter alia, statistics and trends from the previous year are presented, with Runway Incursions constituting a standing and prioritised agenda item. As a large proportion of the country's airport operators attend the seminar, the discussions and exchange of experiences become more general in nature, thereby contributing to broad national learning rather than focusing on a single airport. Naturally, the undersigned does not stand on stage discussing Arlanda specifically in front of all other airport operators. The NCA regularly informs airport operators of critical safety-related information and recommendations issued by EASA. A recent and very relevant example is SIB 2025-07 (Continuous



use of stop bars). The SIB concerns the strong recommendation that stop bars — historically often used only during LVP (Low Visibility Procedures) — should also be used during normal day-to-day operations in good weather conditions as a physical and visual barrier. Based on actual occurrences and incident investigations, it can clearly be observed that such procedures have the potential to prevent runway incursions from occurring altogether.

Furthermore, as described in the monitoring report, runway incursions constitute a continuous focus area within the NCA's oversight activities. Prior to an oversight inspection, the NCA collects and analyses specific data from ECCAIRS2 relating to the entity subject to oversight. Unlike the broader seminar format, the audit questions in this context are tailored directly to the local occurrences that have taken place. The NCA verifies how the operator has managed the occurrences, whether local trends have been identified (for example, if a specific taxiway or intersection is overrepresented due to difficult or ambiguous infrastructure/signage), and which mitigating measures have been implemented. It should be noted that, in such cases, the NCA examines the responsibilities of the airport operator, whereas occurrences involving direct ATM contribution are handled by inspectors within the Air Navigation Services section (ANS/SLif). The NCA receives weekly ECCAIRS2 reports by email concerning the airports for which the respective inspector serves as focal point. This enables the establishment of direct contact with the airport operator and allows the NCA to request corrective actions depending on the extent and nature of the occurrences.

2.3.2 Rate of separation minima infringements (SMIs) (PI#2) and Rate of separation minima infringements with ANS contribution (PI#4)



Rate of SMI with ANS contribution per 100,000 flight hours

#	ANSP	Flight hours					Number of SMIs with ANS contribution				
		2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
1	LFV NUAC	354,007	NA	NA	NA	NA	7	NA	NA	NA	NA
2	ACR	NA	NA	NA	NA	NA	1	NA	NA	NA	NA
3	AFAB	NA	NA	NA	NA	NA	0	NA	NA	NA	NA
4	LFV	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
5	SDATS	NA	NA	NA	NA	NA	0	NA	NA	NA	NA



		Rate of SMI with ANS contribution per 100,000 flight hours					% variation in rate of SMIs				
#	ANSP	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
1	LFV NUAC	2	NA	NA	NA	NA					
2	ACR	NA	NA	NA	NA	NA					
3	AFAB	NA	NA	NA	NA	NA					
4	LFV	NA	NA	NA	NA	NA					
5	SDATS	NA	NA	NA	NA	NA					

Focus on separation minima

At State level, Sweden reported 8 separation minima infringements (SMI) in their airspace during 2025. The rate of separation minima infringements was lower than Union-wide average (2.26 vs 7.87). At ANSP level, Sweden reported 8 SMIs with ANS contribution. The rate of separation minima infringements at ANSP level was lower than the Union-wide average (2.26 vs 6.02).

When comparing to 2024, the rate of separation minima infringements has decreased at State level (2.26 vs 2.52) and increased at ANSP level (2.26 vs 1.4).

According to the monitoring report, NCA is continuously monitoring the number of SMI's and does also follow up on relevant actions taken with reference to the ANSP investigation report for the SMI. Sweden notes that there was data only available for LFV at this submission.

Furthermore, Sweden notes that the number of controlled flight hours is only available for LFV as reported previous years at the time of this reporting. The reporting corresponds to ACE data, ACCs and APPs. For other purposes and reporting these values, controlled hours of SDATS, ACR and AFAB, have been estimated to the best possible extent. Values can, probably, be extracted from the relevant systems but unfortunately not in time of this deadline.



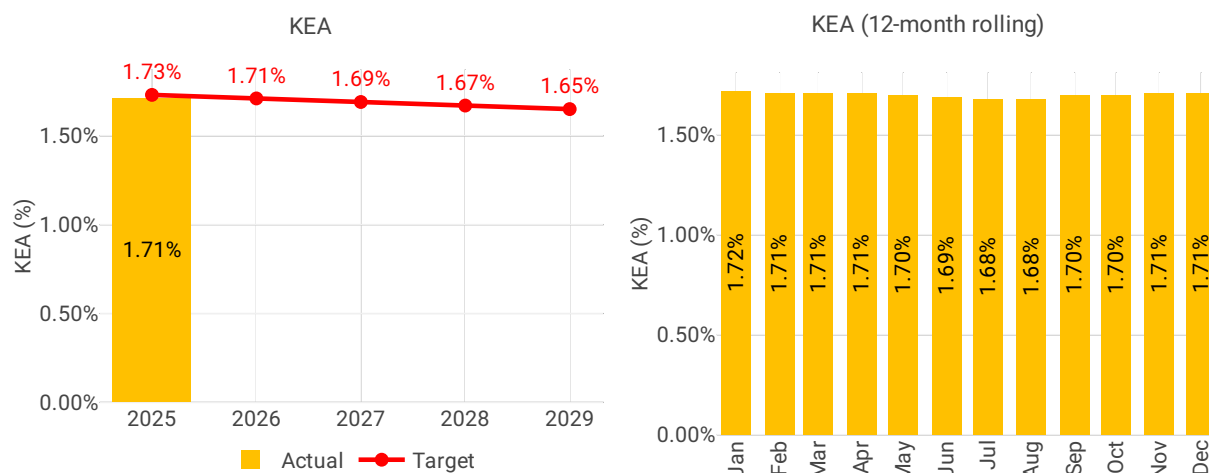
3 ENVIRONMENT - SWEDEN

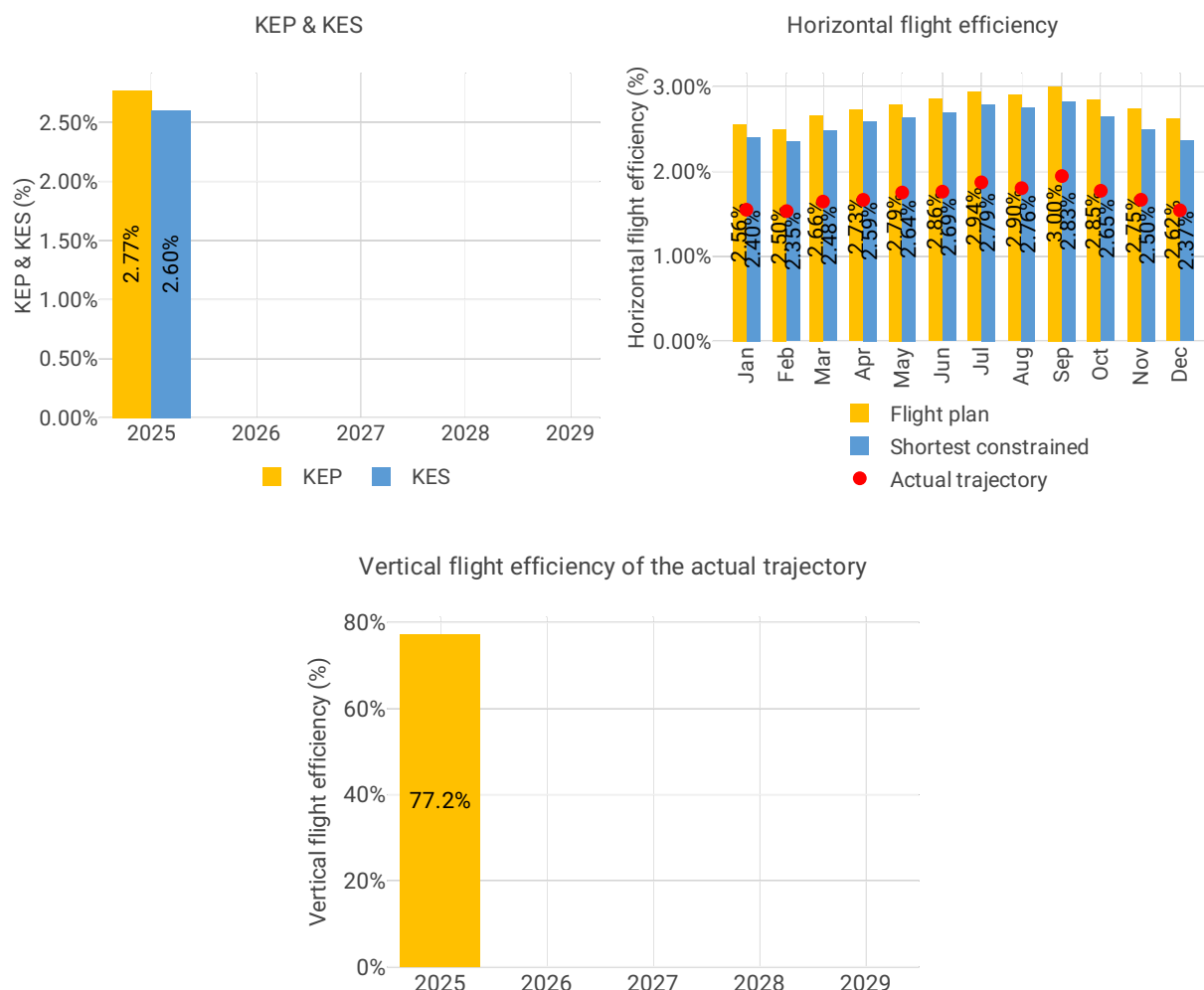
3.1 PRB monitoring

- Sweden registered a KEA performance of 1.71% compared to its target of 1.73% and contributed positively towards achieving the Union-wide target. The NSA states performance is consistent with the target. This is despite still being affected by the restrictions concerning Russia (and Kaliningrad), which is reflected in the targets for RP4.
- KEP and KES remained stable in comparison with 2024.
- VFE of the actual trajectory was at 77.2%, which was better than the Union-wide average.
- The average time in level flight during descent and climb both deteriorated compared to 2024, but with performance remaining better than most other Member States.
- Additional taxi-out time was 2.65 min/flight which improved compared to 2024, and additional taxi-in time was 1.27 min/flight, which also improved compared to 1.44 min/flight in 2024.
- Additional time in the arrival sequencing and metering area deteriorated to 2.54 min/flight in 2025 from 2.18 min/flight in 2024.

3.2 En route performance

3.2.1 Horizontal flight efficiency of the actual trajectory (KEA) (KPI#1), of the last filed flight plan (KEP) (PI#1) , shortest constrained route (KES) (PI#2) and vertical flight efficiency of the actual trajectory (VFE) (PI#3)





Focus on en route performance

KEA

From 2023, Sweden has been improving in terms of KEA: it went from 1.75% in 2023 to 1.72% in 2024 to 1.71% in 2025.

For the corrected KEA the values are 1.19% in 2023, 1.13% in 2024 and 1.14%.

In 2025, those values correspond to a ranking of 7th for KEA and best for the corrected KEA.

In terms of contribution to the additional distance in the SES area, Sweden is 11th with 1.26%.

Regarding the assessment of the achieved level of actual performance in the environment KPA, the NSA reports: *“Performance is well inline with the target. The performance is still affected by the restrictions concerning Russia (and Kaliningrad), which is reflected in the targets for RP4.”*

Regarding the implementation of major operational or structural changes during the calendar year impacting performance in this key performance area, the NSA reports: *“No. The main measure to increase the performance within this KPI is project SWEA. Implementation of Airspace project Swea delayed to november 2027, with the aim to improve traffic flow efficiency to/from the Stockholm area.”*



KEP

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *“No new initiatives. For 2024 the performance was 2,76 %. NSA will continuously monitor this on a yearly basis, if there are no indications this PI will deteriorate. The PI is still affected by flight planning around Russian/Kaliningrad airspace. Outcome in line with previous years.”*

KES

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *“Now new initiatives. The PI is still affected by flight planning around Russian/Kaliningrad airspace. For 2024 the performance was 2,58 %. NSA will continuously monitor this on a yearly basis, if there are no indications this PI will deteriorate.”*

Vertical flight efficiency

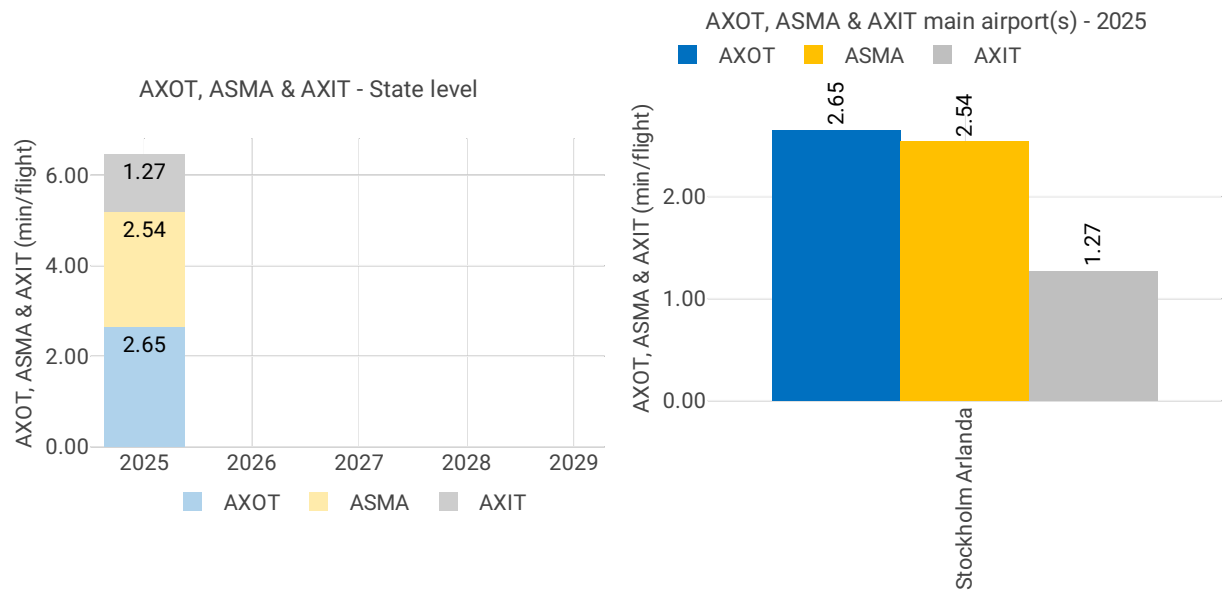
Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *“According to <https://www.sesperformance.eu/dataportal/data/performance> for Jan-April 2026 is 77,7 % which so far indicates an improvement.*

To the NSAs awareness there are no specific initiatives for improving this specific PI, and the NSA will keep on monitoring this through the regular monitoring processes.

If there are other opinions on the urgency of this performance in Sweden, the NSA welcomes a contact. Sweden applies FRA in almost all cross border areas and FUA.”

3.3 Terminal performance

3.3.1 Additional taxi-out time (AXOT) (PI#4), Additional taxi-in time (AXIT) (PI#5) & Arrival Sequencing and Metering Area (ASMA) time (PI#6)



Airport level															
	Additional taxi-out time (PI#4)					Additional ASMA time (PI#6)					Additional taxi-in time (PI#5)				
Airport	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Stockholm Arlanda	2.65	NA	NA	NA	NA	2.54	NA	NA	NA	NA	1.27	NA	NA	NA	NA

Focus on AXOT, AXIT & ASMA

AXOT

The additional time in 2025 decreased to 2.65 min/dep, 10% below 2024 value – last year of RP3 – of 2.95 min/dep (*using the new methodology*).

The average for RP4 airports subject to monitoring of this indicator across Member States in 2025 was 3.61 min/dep.

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *“The A-CDM validation started in October 2025 which results in all departure aircrafts get an allocated window for push back, TSAT (Target Start Up Window). This reduces the risk of queuing aircrafts on taxiways during peak hour. Comparing actual taxi out time to estimated taxi out time, 92.96 % of all departures during 2025 was within acceptance window of 3 minutes difference (minimum target: 90%). Continuous ops work in TWR to reduce taxi-out times.*

Note that there is a new methodology calculating this PI which has to be taken into consideration comparing historical performance.”

AXIT

The additional time in 2025 was equal to 1.27 min/arr.

The average for RP4 airports subject to monitoring of this indicator across Member States in 2025 was 1.71 min/arr.

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *“Swedavia will start sending GAPI (General Arrival Planning Information) to Eurocontrol (NMOC) as the next validation phase once A-CDM is complete. In the long term, this will reduce the risk of early arrivals having to wait at busy gates, which will contribute to shorter taxi-in times in the long term. Continuous ops work in TWR to reduce taxi-in times.”*

ASMA

The additional time in 2025 increased to 2.54 min/arr, 17% above the 2024 value – last year of RP3 – of 2.18 min/arr (*using the new methodology*).

The average for RP4 airports subject to monitoring of this indicator across Member States in 2025 was 2.98 min/arr.



Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *“There is a new methodology calculating this PI. The PI has increased according to the available data using the legacy methodology. However, the data presented in this table is based on the new methodology.*

Nevertheless, the relevant drivers behind the development of this PI, as well as ongoing initiatives, have been analysed.

With regard to initiatives, LFV and Swedavia are jointly conducting the SWEA project, aimed at modernising traffic flows within the Stockholm area. The project will result in a major redesign of traffic flows within Stockholm TMA and adjacent ACC sectors. The redesign is currently planned for implementation no earlier than November 2027, representing a postponement compared with last year’s reporting. In addition, parallel approaches (established on RNP-AR + ILS) were implemented during autumn 2025.

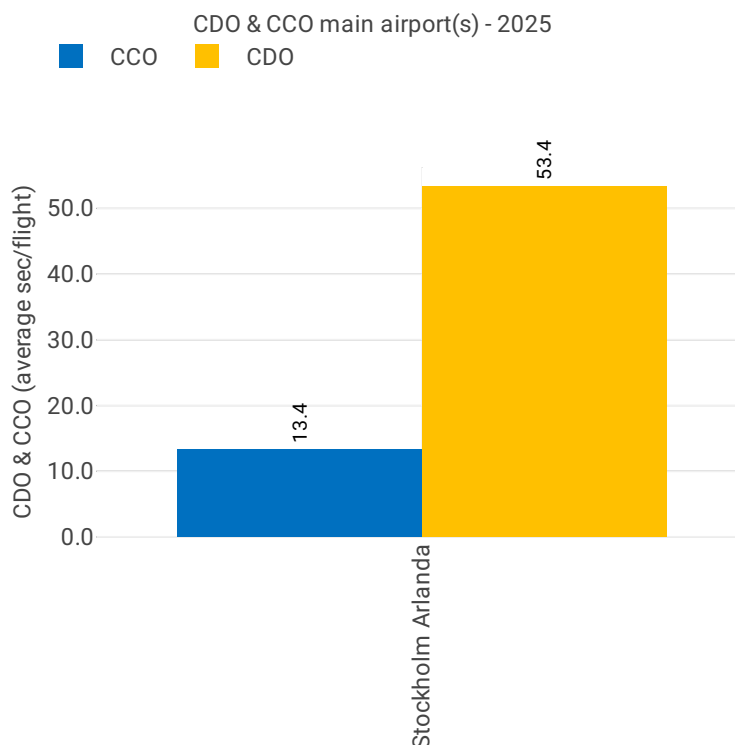
Parallel approaches are expected to contribute positively to performance and, over time, reduce ASMA values. At the same time, other developments within the Swedish aviation market may have had a negative impact. From the beginning of 2025, a significant share of traffic previously operating at Bromma was transferred to Arlanda following a consolidation of the Swedish domestic aviation market. This may have affected ASMA performance due to an increased proportion of turboprop traffic within the arrival flow.

The overall trade-off is difficult to assess, as the reduced complexity resulting from lower traffic levels at Bromma — located in close proximity to Stockholm-Arlanda — must be balanced against the increased traffic load at Arlanda itself. Overall, LFV considers that arrival efficiency at Arlanda improved during 2025.

The NSA will continue to monitor the development of this PI and the associated reference values. The NSA welcomes further dialogue regarding this outcome if considered useful.”



3.3.2 Vertical flight efficiency of the descent (PI#7) and of the climb (PI#8)



Focus on vertical flight efficiency of the descent and of the climb

Vertical flight efficiency of the descent

Compared to the overall RP4 average value (149.2 seconds per flight), average times flown level during descent are 95.8 seconds per flight lower in Sweden. Stockholm Arlanda Airport (ESSA) has an average time flown level of 53.4 seconds per flight during descent.

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *“Implementation of additional RNP-AR approaches is increasing predictability for arriving traffic and hence improving vertical efficiency. In the autumn of 2025 parallel approaches (Established on RNP-AR + ILS) is planned for implementation. This could be a driver to improve both horizontal and vertical flight efficiency.”*

Vertical flight efficiency of the climb

Compared to the overall RP4 average value (34.8 seconds per flight), average times flown level during climb are 21.4 seconds per flight lower in Sweden. Stockholm Arlanda Airport (ESSA) has an average time flown level of 13.4 seconds per flight during climb.

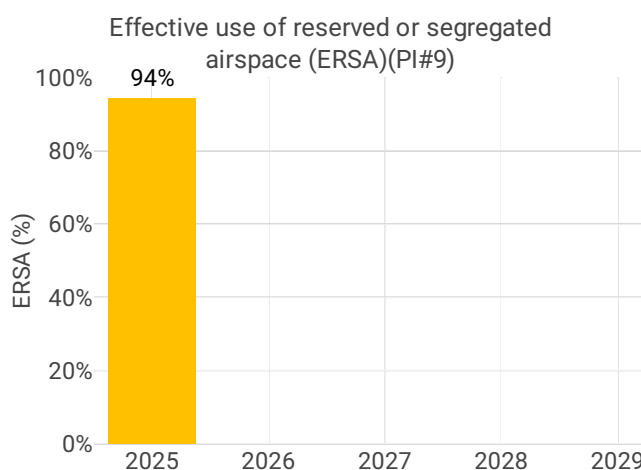
Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *“LFV and Swedavia is conducting the Swea project with the aim of modernizing traffic flows in the Stockholm area. This will result in a major redesign of traffic flows in Stockholm TMA and adjacent ACC sectors. The redesign is planned to be implemented at november 2027 at the earliest (which is a post-ponement from last years reporting). This could be a driver for improved performance within this PI. The NSA monitors the development of this PI usually on a yearly basis at the same time-frame of this AMR process. The assessment by the NSA is that the performance*



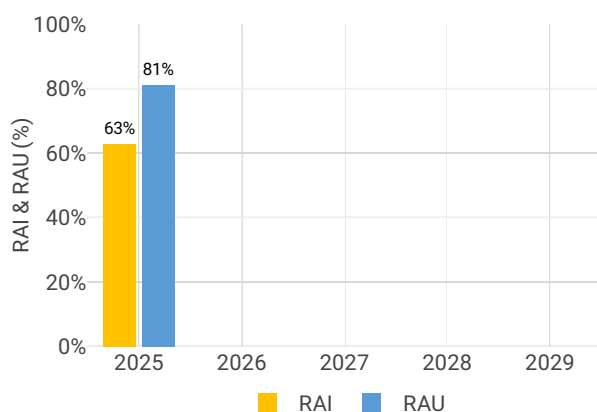
at Arlanda is sufficient, and in comparison with other airports Arlanda performs well and the opinion is that this not in "the center" of performance oversight. If this PI would deteriorate the prioritisation would be re-validated."

Airport level										
	Avg. duration in climb (PI#8)					Avg. duration in descent (PI#7)				
Airport	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Stockholm Arlanda	13.4	NA	NA	NA	NA	53.4	NA	NA	NA	NA

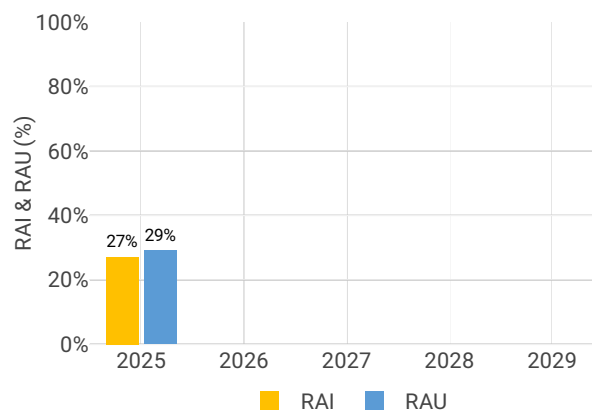
3.4 Civil-Military dimension



RAI & RAU via available conditional routes (PIs#10 & 11)



RAI & RAU via available restricted and segregated airspace (PIs#10 & 11)



Focus on Civil-Military dimension

Effective use of reserved or segregated local airspace

SWEDEN reports a ratio of 65%.

- Total number of hours allocated & notified to NM: **953**
- Total number of hours used: **617**

MALMO ACC reports a ratio of 56%



- Total number of hours allocated & notified to NM: **529**
- Total number of hours used: **294**

STOCKHOLM reports a ratio of **71%**

- Total number of hours allocated & notified to NM: **425**
- Total number of hours used: **302**

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *“AMC Sweden states that during 2025, just like in previous years, they have maintained an ongoing dialogue with both SAAB (by far the largest user of AMA) and with the Swedish Armed Forces in order to improve this indicator. AMC can note that their customers have become significantly better at utilizing areas they have booked, as well as canceling areas that are not used.*

Please note that, due to rounding, the total number of hours for the state may differ from the sum of the hours reported for each ACC.

Swedish Transport Agency is represented in AMC Sweden and monitors the work and performance.

Take note that the data in RP4_FUA_IND_2025_Jan_Dec available at <https://www.sesperformance.eu/datap> is not in consistency with data provided in these tables. The data from the SES portal states 94,48 percent.”

Rate of planning via available airspace structures

SWEDEN reports that:

- the ratio of planning via available airspace structures is **27,08%** (via available restricted and segregated airspaces)
- the ratio of planning via available airspace structures is **62.91%** (via available conditional routes)

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *“The above data is calculated using the published data from the SES Portal, FUA_IND_2025_Jan_Dec and traffic data. RAI*

From the NSA side there are no initiatives planned and monitoring is only planned via this yearly process, except for the response in 2.2.2.I where explained that the Swedish Transport Agency is represented in AMC Sweden.”

Rate of using available airspace structures

SWEDEN reports that: (Data source NM)

- the ratio of the use of the available airspace structures is **29,07%** (via available restricted and segregated airspaces)
- the ratio of the use of the available airspace structures is **81.17%** (via available conditional routes)



Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *"The above data is calculated using the published data from the SES Portal, FUA_IND_2025_Jan_Dec and traffic data. RAU*

From the NSA side there are no initiatives planned and monitoring is only planned via this yearly process, except for the response in 2.2.2.I where explained that the Swedish Transport Agency is represented in AMC Sweden."



4 CAPACITY - SWEDEN

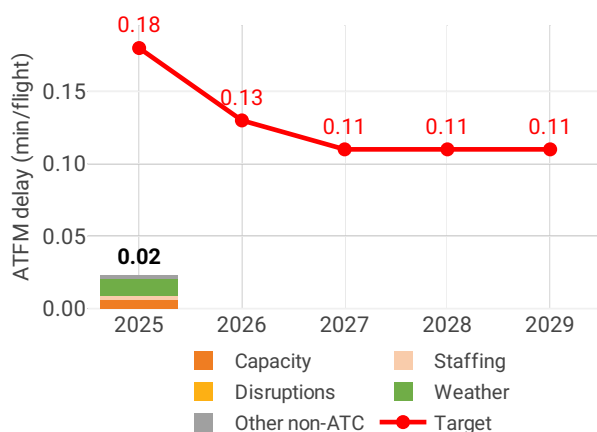
4.1 PRB monitoring

- Sweden registered 0.02 minutes of average en route ATFM delay per flight during 2025, which remained 0.02 after the post-ops adjustment process, thus achieving the local target value of 0.18. Delays in Sweden increased by 0.01 minutes per flight year-on-year.
- The actual number of ATCOs in OPS for 2025 was 253 FTEs, 11 FTEs above the planned level. Both Malmo and Stockholm ACCs recorded more ATCOs than planned.
- The yearly total of sector opening hours in Malmo ACC was 37,623, showing a -23% decrease compared to 2024. The yearly total of sector opening hours in Stockholm ACC was 28,519, showing a -3% decrease compared to 2024.
- Malmo ACC registered 12.39 IFR movements per sector opening hour in 2025, which is 30% above the 2024 level. Stockholm ACC registered 10.31 IFR movements per sector opening hour in 2025, -2% below the 2024 level.
- Sweden registered an average airport arrival ATFM delay of 0.01 minutes per flight in 2025, thus achieving the local target of 0.35 minutes. Compared to 2024, average arrival ATFM delays in Sweden were -0.06 minutes per flight lower in 2025.

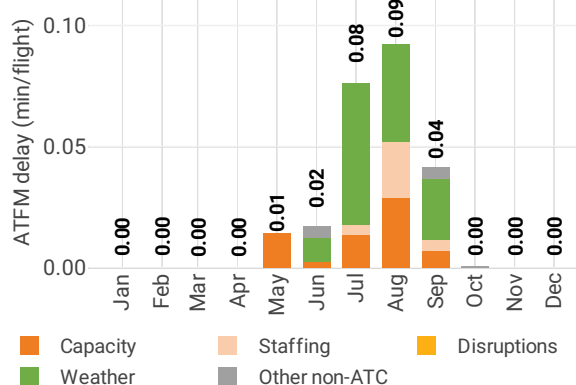
4.2 En route performance

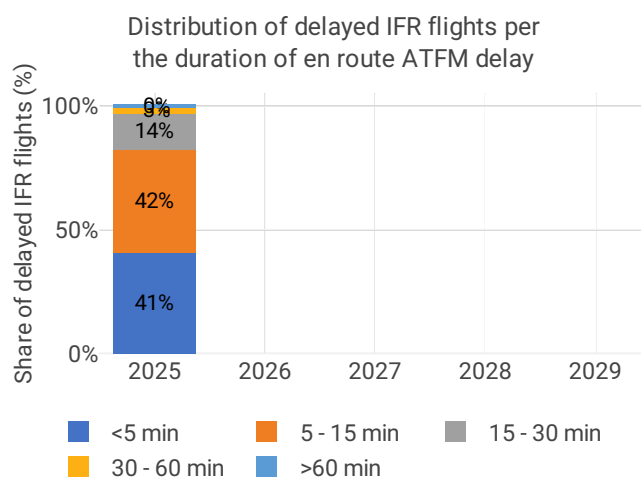
4.2.1 En route ATFM delay (KPI#1)

Average en route ATFM delay per flight by delay groups



Monthly distribution of en route ATFM delay by delay groups - 2025





Focus on en route ATFM delay

En route ATFM delay

- Sweden had 656k flights in 2025, slightly down from the 660k flights in 2024.
- LFV applied en route ATFM regulations that resulted in 14k minutes of delay.

Regarding the reasons and circumstances resulting in the achieved level of actual performance of the en route ATFM delay per flight KPI, the NSA reports: *“Sufficient en-route capacity was provided, resulting in the achieved performance. The total minutes of delay (after post-ops adjustments) amounted to 13 319 (2024: 6 357). The traffic was slightly lower than 2024 and in the performance plan.”*

The performance is in line with expectations. SE RP4 plan as such reflected the effects of Russia's war of aggression against Ukraine and the severe effects the restrictions have had on Swedish overflights, and the possibility of a reopening. For incentive purposes regarding 2025 the NOP delay forecast from May 2024 was used (please note that the incentive assessment is based on the NOP forecast rather than the reference values.). The delay forecast of Sweden was at the time 0,04. So, taking the lower traffic versus plan into account, the result for 2025 was anticipated.”

Regarding the description of the adjustments to the capacity plan included in adopted performance plan, the NSA reports: *“No adjustments done. The main focus is on training ATCOs due to the demographic situation and also realizing the effects of SWEA and FIS project.”*

Regarding follow up of the remedial measures indicated in the previous monitoring report(s), the NSA reports: *“The capacity and the delays reported is not considered too call for specific remedial measures. The NSA and the main-ANSP have regular meetings to discuss different scenarios and capacity planning.”*

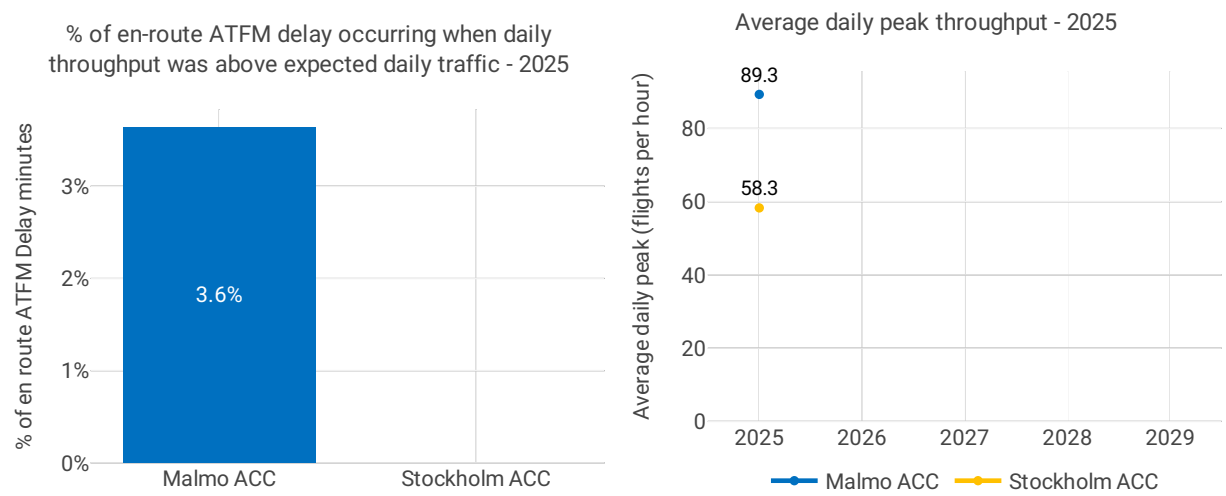
En route capacity incentive scheme

The Swedish NSA reports a financial bonus for the ANSP of SEK 16,932,176 for en route capacity performance in 2025.

A local incentive target was set at 0.18 min/flight, for all causes of delay, and an actual value of 0.022 mins/flight was achieved.



4.2.2 En route performance indicators at ACC level (PI#4-5)



Focus en route performance indicators at ACC level

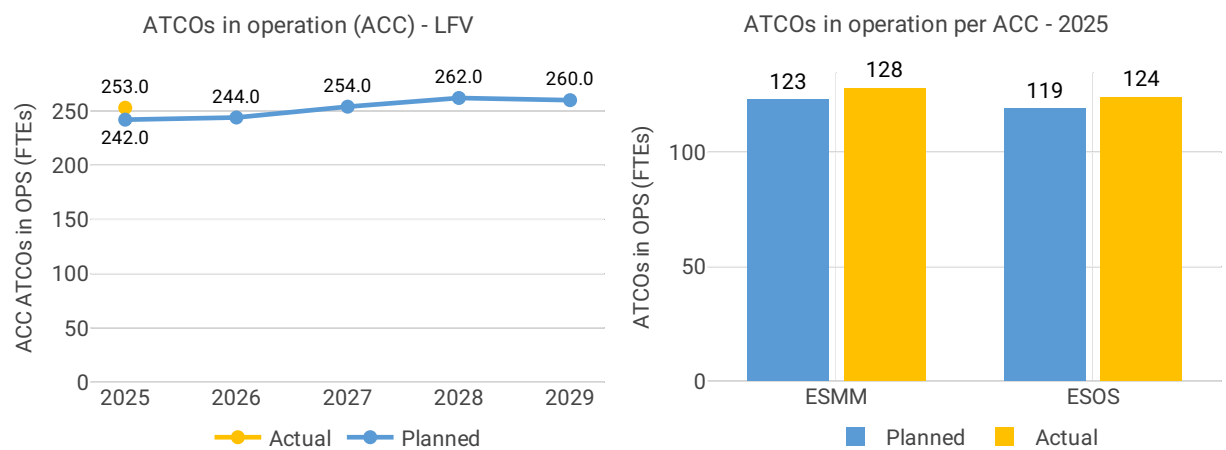
Percentage of total en route ATFM delay that occurred on days when the daily throughput was above the expected daily traffic

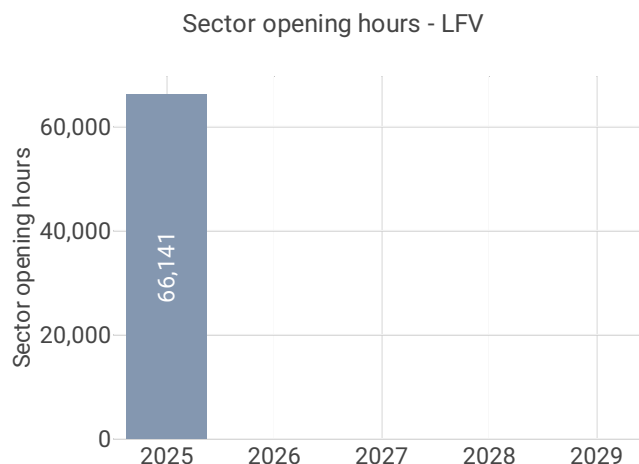
As background information on actual performance, the NSA reports: *“N/A ref. guidelines”*

Annual weighted average of the daily peak throughput

As background information on actual performance, the NSA reports: *“N/A ref. guidelines”*

4.2.3 Other en route information





Focus on other en route information

“Planned ATCOs were based on the situation in 2023 and outcome is based on true figures 2025, there were different assumptions on for instance parental leave than what actually has been.”

Regarding the training process, including details on the effective failure rate and the process used to allocate newly qualified ATCOs between ACC, APP and TWR positions, the NSA reports: *“General information ATCO-training in LFV:*

New courses start two times every year, already from the start ATCO students are allocated to either En route (APP/ACC-course) or Tower (TWR/APP-course) - there is no point where you can change course.

ATCO training includes 1,5 Year at EPN (ATS Academy) and 1 year of local training/OJT.

26 ACC students start at the academy in 2025, a part is financed by the military. Estimated 20 students out of the 24 will be checked out 2,5 years after the start at the ATS academy.

12 TWR/APP students started training at the academy in 2025, to a larger extent financed by the military, only civil-financed ATCO students reported, these are financed through en route charges, terminal charge or in contract with airport operators.

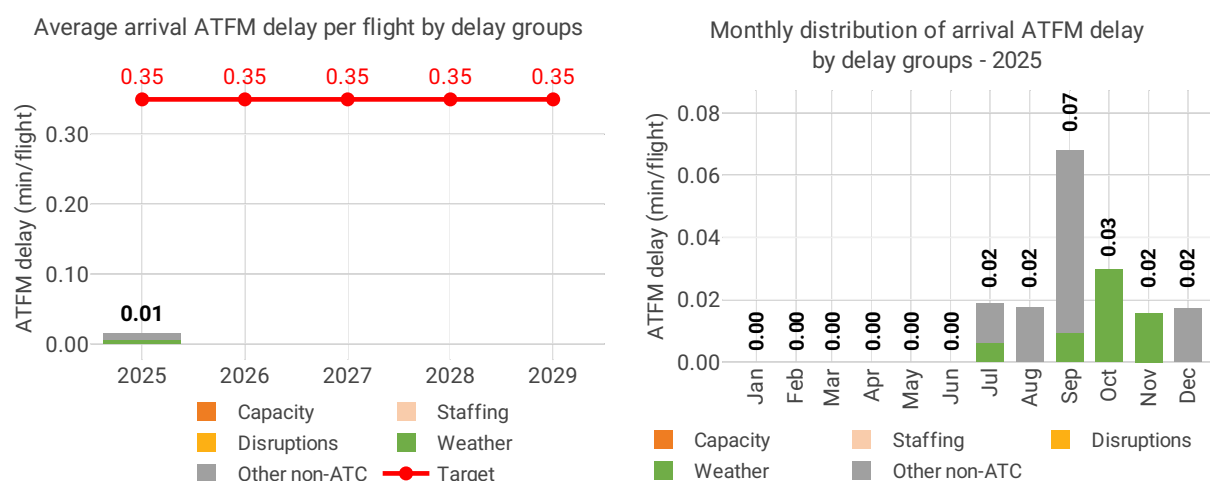
Success-rate for LFV ATCO students is based on the last 100 ATCO students in completed classes.

The latest figures are for Initial Training 78 % and for Unit Training 77 % (figures not to be added, not the same courses included).”



4.3 Terminal performance

4.3.1 Arrival ATFM delay (KPI#2)



Focus on arrival ATFM delay

Arrival ATFM delay

Average ATFM arrival delay in Sweden was 0.01 min/arr in 2025, the first year of RP4. The performance has improved compared to 2024, last year of RP3, when there were 0.07 min/arr. Delay is the lowest among RP4 states.

The average for RP4 airports subject to monitoring of ATFM Arrival delay across Member States in 2025 was 0.97 min/arr.

Regarding the reasons and circumstances resulting in the achieved level of actual performance of the arrival ATFM delay per flight KPI, the NSA reports: *“Only a few occasions in 2025 with arrival delay into Arlanda, mostly caused by weather events like snow or CBs in the TMA.*

Historically, weather related issues like the ones referred to have always constituted, by far, most to restrictions/delays. This is also reflected in the incentive scheme determined by the NSA. For details see section on Terminal Incentives Capacity Scheme below.”

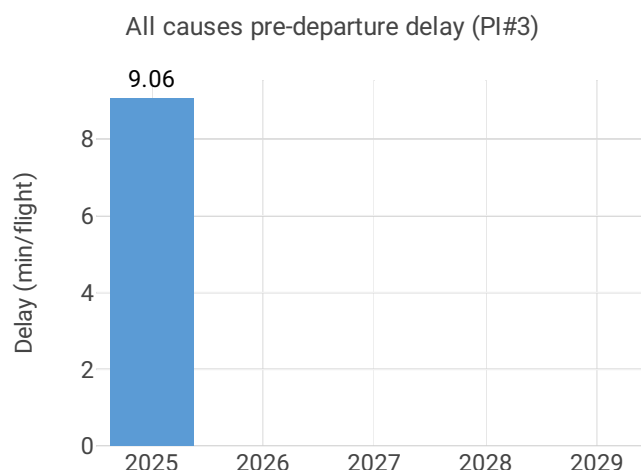
Terminal capacity incentive scheme

In the first year of RP4, with an ATFM Arr delay of 0.01 min/arr, Sweden achieved the national target of 0.35 min/arr.

However, the pivot value for incentives calculation is limited to CRSTMP delay causes, and was set at also 0.035 min/arr. As CRSTMP delay was null (i.e. no CRSTMP delay in 2025), the maximum bonus of 1.0% applies. As such, the NSA computes a bonus of SEK 2,212,080.95.



4.3.2 Other terminal performance indicators (PI#1-3)



Airport level										
	Avg arrival ATFM delay (KPI#2)					Slot adherence (PI#1)				
Airport name	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Stockholm Arlanda	0.01	NA	NA	NA	NA	98.9%	NA	NA	NA	NA

	ATC pre departure delay (PI#2)					All causes pre departure delay (PI#3)				
Airport name	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Stockholm Arlanda	0.16	NA	NA	NA	NA	9.1	NA	NA	NA	NA

Focus on other terminal performance indicators

ATFM slot adherence

ATFM slot adherence in 2025 was equal to 98.9%, very close to 2024 value – last year of RP3 – of 96.6%. With regard to the 1.1% of flights that did not adhere, 0.7% were early and 0.4% were late.

The average for RP4 airports subject to monitoring of ATFM slot adherence across Member States in 2025 was 96.3%.

As background information on actual performance, the NSA reports: *“No significant change in adherence to ATFM slots compared to previous years, slight improvement in 2025.”*

ATC pre-departure delay

Delay in 2025 was equal to 0.16 min/dep, very close to 2024 value – last year of RP3 – of 0.11 min/dep.

The average for RP4 airports subject to monitoring of ATC pre-departure delay across Member States and for which enough data is available in 2025 was 0.74 min/dep.

As background information on actual performance, the NSA reports: *“No significant change in ATC caused pre-departure delays compared to previous years.”*



All causes pre-departure delay

Delay in 2025 decreased to 9.06 min/dep, 22% lower than 2024 value – last year of RP3 – of 11.60 min/dep. This is the second lowest among RP4 states.

The average for RP4 airports subject to monitoring of all causes pre-departure delay across Member States in 2025 was 16.47 min/dep.

As background information on actual performance, the NSA reports: *“The 2024 actual was 11,60 so this constitutes a slight improvement. The delays were mainly caused by adverse weather conditions.”*



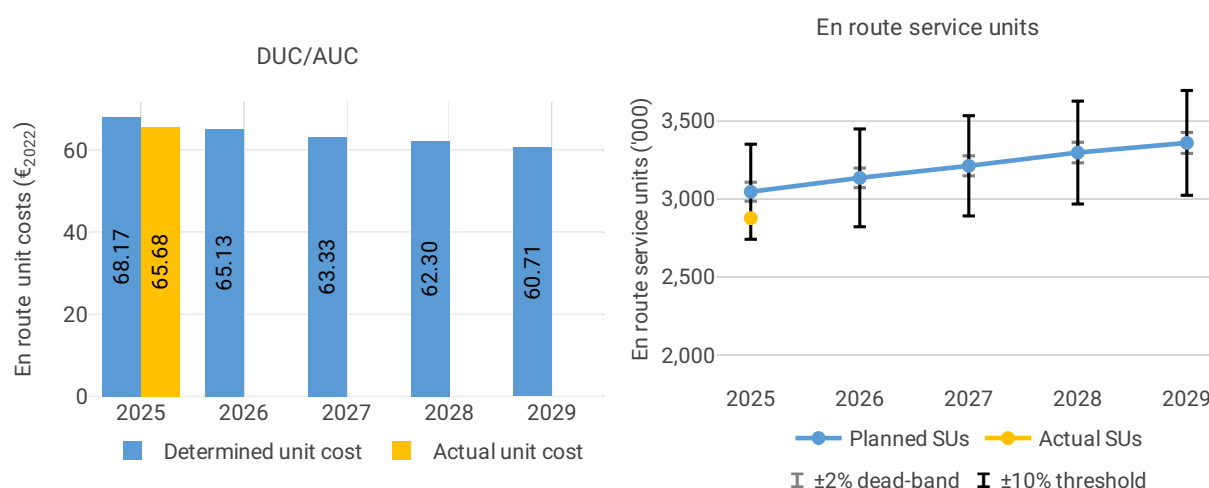
5 COST-EFFICIENCY - SWEDEN

5.1 PRB monitoring

- The en route 2025 actual unit cost of Sweden was 65.68€2022, -3.6% lower than the determined unit cost (68.17€2022). The terminal 2025 actual unit cost was 141.85€2022, -2.6% lower than the determined unit cost (145.65€2022).
- The en route 2025 actual service units (2.9M) were -5.6% lower than the determined service units (3.0M).
- The en route 2025 actual total costs were -18.7M€2022 (-9.0%) lower than determined. This is mainly due to lower staff costs for LFV (-17.9M€2022, or -18.4%). According to the NSA, this decrease was primarily due to a one-off effect on pension costs following an increase in interest rates, which reduced pension debt, as well as delayed recruitment.
- LFV spent 16.9M€2022 in 2025 related to costs of investments for both en route and terminal charging zones, +2.1% more than determined (16.5M€2022). This increase is mainly due to a higher share of financing through equity than planned, which is more costly than debt financing.
- The en route actual unit cost incurred by users in 2025 was 67.09€ (-5.5% below the 2025 DUC), while the terminal actual unit cost incurred by users was 144.08€ (-6.6% below the 2025 DUC). The difference between the AUCU and the DUC for the en route and terminal charging zones is mainly driven by pension costs in cost exempt from cost sharing.

5.2 En route charging zone

5.2.1 Unit cost (KPI#1)

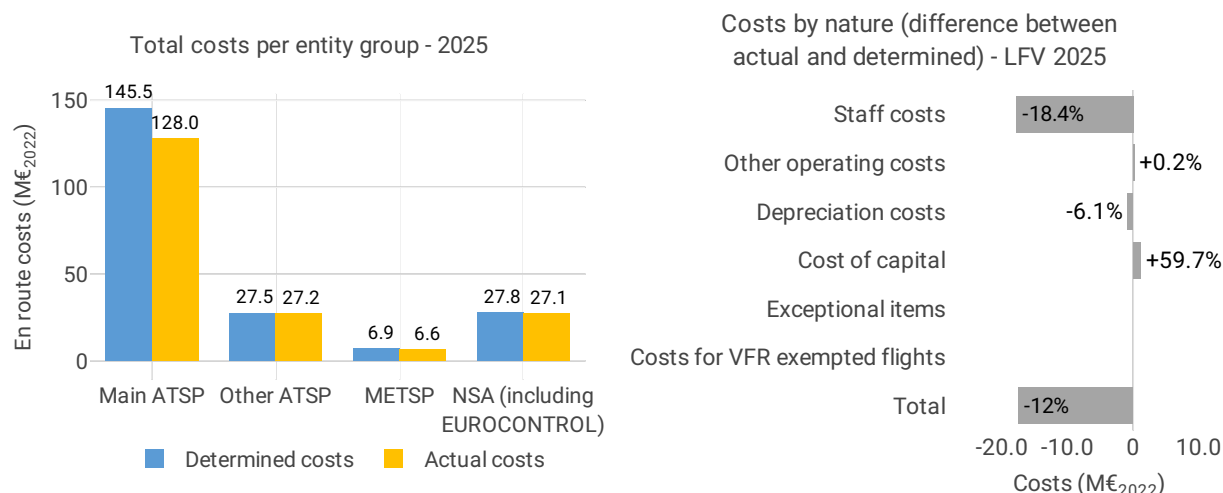


Actual and determined data					
Total costs - nominal (M€)	2025	2026	2027	2028	2029
Determined costs	224.8	224.0	226.2	231.5	233.2
Actual costs	204.3	NA	NA	NA	NA
Difference costs	-20.5	NA	NA	NA	NA



Inflation assumptions	2025	2026	2027	2028	2029
Determined inflation rate	2.0%	2.0%	2.0%	2.0%	2.0%
Determined inflation index*	110.8	113	115.3	117.6	119.9
Actual inflation rate	2.6%	NA	NA	NA	NA
Actual inflation index*	110.8	NA	NA	NA	NA
Difference inflation index (p.p.)	+0	NA	NA	NA	NA

*100 = 2022



Focus on unit cost

AUC vs. DUC

In 2025, the en route AUC was -3.6% (or -26.41 SEK₂₀₂₂, -2.49 €₂₀₂₂) lower than the planned DUC. This results from the combination of significantly lower than planned en route costs in real terms (-9.0%, or -198.5 MSEK₂₀₂₂, -18.7 M€₂₀₂₂) and significantly lower than planned TSUs (-5.6%).

En route service units

The difference between actual and planned TSUs (-5.6%) falls outside the $\pm 2\%$ dead-band, but does not exceed the $\pm 10\%$ threshold foreseen in the traffic risk sharing mechanism. The resulting loss of en route revenues is therefore shared between the ANSP and the airspace users (see the main ANSP regulatory result).

En route costs by entity

Actual real en route costs are -9.0% (-18.7 M€₂₀₂₂) lower than planned. This is the result of lower costs for the main ANSP, LFV (-12.0%, or -17.5 M€₂₀₂₂), the NSA/EUROCONTROL (-2.4%, or -0.7 M€₂₀₂₂), the other ANSPs (ACR, ARV, SDATS and CNS providers, -1.0%, or -0.3 M€₂₀₂₂) and the MET service provider (-4.1%, or -0.3 M€₂₀₂₂).

En route costs for the main ANSP (LFV) at charging zone level

Based on the additional information to the en route reporting tables, the significantly lower than planned en route costs in real terms for LFV in 2025 (-12.0%, or -17.5 M€₂₀₂₂) result from:



- Significantly lower than planned staff costs (-18.4%), mainly due to the variation in pension costs (-172 MSEK, or some -15 M€2022) reflecting a combined effect of higher interest rates (which lowered the level of pension liability) and higher pension indexation (which increased pension liability). It should be noted that the difference in pension costs will be returned to the airspace users through the cost exempt from cost sharing mechanism. Staff costs (excluding pensions) were also lower than planned due to delayed recruitments.
- Slightly higher than planned other operating costs (+0.2%).
- Significantly lower than planned depreciation (-6.1%), mainly due to “lower depreciations on ATM and COM assets due to delayed investments”.
- Significantly higher than planned cost of capital (+59.7%) mainly reflecting much higher than planned proportion of financing through equity as well as higher actual interest rate on debt.

Assessment of the actual performance in the charging zone reported by the NSA

The NSA of Sweden provides the following overall assessment of the actual performance in 2025 at charging zone level:

“Overall lower actual unit cost in real terms because of lower actual costs exceeding the effect of lower traffic. Note that excluding the effect of uncontrollable costs of LFV by 170 m SEK the DUC would be appr. ~ 750 SEK. A similar effect is difficult to anticipate the upcoming years.”

Explanation of the differences between actual and determined costs at charging zone level reported by the NSA

The NSA provides the following explanation for the differences between actual and determined costs in the charging zone:

“The most impacting effect and reason behind the lower actual costs relates to LFV pensions. Due to a change in the discount rate the pension costs are reported 172 million SEK lower than planned. This amount will be reimbursed to the users according to article 28 in the next reference period when all the years changes have been consolidated. The argument behind consolidating through an entire period is to have the possibility to smoothing out the effect of this uncontrollable item in order to not have unproportional effects on the unit rate. Lower pension costs are also identified in other organizations, however, since applying different pension schemes these are not considered uncontrollable.

Besides the pension effects, staff costs are lower than planned. The major explanation is lower costs of technical staff, CNS, ATM and IT, but also operational support staff. The main deviations are found at main-ANSP LFV, but also SMHI, ARV and CNS Ps.

Operational costs are higher than planned partly by consultants instead of hired staff. Euro-control costs are lower by 10 m SEK, which is a combination of lower costs and a favourable development of the Swedish currency.

Depreciation costs are lower and postponements and delays are the main explanations. Some changes to major investments at LFV is expected and will be consulted. Changes according to article 28 is disclosed in Swedens Cost risk sharing report for 2025.



Cost of capital is higher due to higher interest rates and to some extent higher share of equity than in the plan. Changes according to article 28 is disclosed in Swedens Cost risk sharing report for 2025.

The cost of Search and Rescue, a service provided by the Swedish Maritime Authority, is set to equal to the determined costs."

Recommendations formulated by the NSA to the ANSP (LFV) to rectify the situation and actions taken by the ANSP

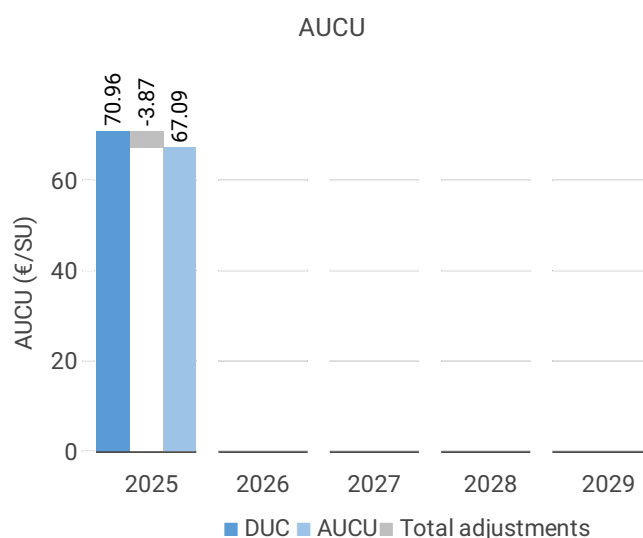
The NSA 2025 monitoring report indicates that:

"No official recommendations made. There is an ongoing discussion on the share of equity calculation with one of the providers. Concerning Search and Rescue, the Swedish Maritime Authority is under the process of updating the allocation model valid for distribution of costs among their respective users. NSA has some concerns on the model's applicability and this will be subject to consultation."

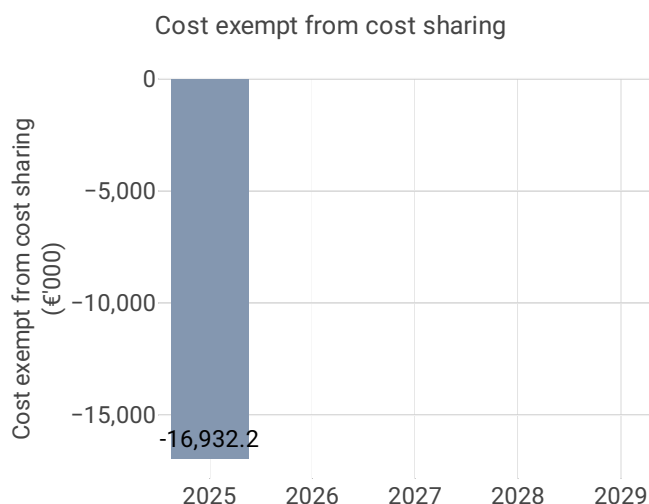
LFV reports the implementation of the following actions:

"Concerning the WACC issue the provider is assisted by an external consulting firm. There is also a meeting date decided provider/NSA to discuss the progress of the work. Regarding cost allocation model for Search and Rescue this is subject to consultation as a first step."

5.2.2 Actual unit cost incurred by the users (AUCU) (PI#1)



AUCU components (€/SU) – 2025	
Components of the AUCU in 2025	€/SU
DUC	70.96
Inflation adjustment	0.02
Cost exempt from cost sharing	-5.89
Traffic risk sharing adjustment	1.57
Traffic adjustment (costs not TRS)	0.67
Financial incentives	0.53
Modulation of charges	0.00
Cross-financing	0.00
Other revenues	-0.78
Application of lower unit rate	0.00
Total adjustments	-3.87
AUCU	67.09
AUCU vs. DUC	-5.5%



Cost exempt from cost sharing – 2025		
Cost exempt from cost sharing by item - 2025	€'000	€/SU
New and existing investments	-762.6	-0.27
Competent authorities and qualified entities costs	252.1	0.09
Eurocontrol costs	-888.0	-0.31
Pension costs	-15,533.7	-5.40
Interest on loans	0.0	0.00
Changes in law	0.0	0.00
Total cost exempt from cost risk sharing	-16,932.2	-5.89

Focus on AUCU

En route AUCU monitoring at charging zone level

The actual en route unit cost incurred by airspace users (AUCU) in respect of activities performed in 2025 (741.36 SEK or 67.09 €) is -5.5% lower than the nominal DUC (784.18 SEK or 70.96 €). The difference between these two figures (-42.82 SEK/SU or -3.87 €/SU) is due to:



- the positive inflation adjustment resulting from higher than planned inflation (+0.20 SEK/SU or +0.02 €/SU), it should be noted that Sweden excludes the pension costs for LFV in its calculation of inflation adjustment;
- the impact of adjustments resulting from the costs exempted from cost sharing mechanism (-65.04 SEK/SU or -5.89 €/SU);
- the addition of the traffic risk sharing adjustments (+17.36 SEK/SU or +1.57 €/SU);
- the addition of the traffic adjustment (+7.36 SEK/SU or +0.67 €/SU) for the costs not subject to traffic risk sharing;
- the impact of financial incentives (+5.89 SEK/SU or +0.53 €/SU); and,
- the deduction of other revenues (-8.59 SEK/SU or -0.78 €/SU).

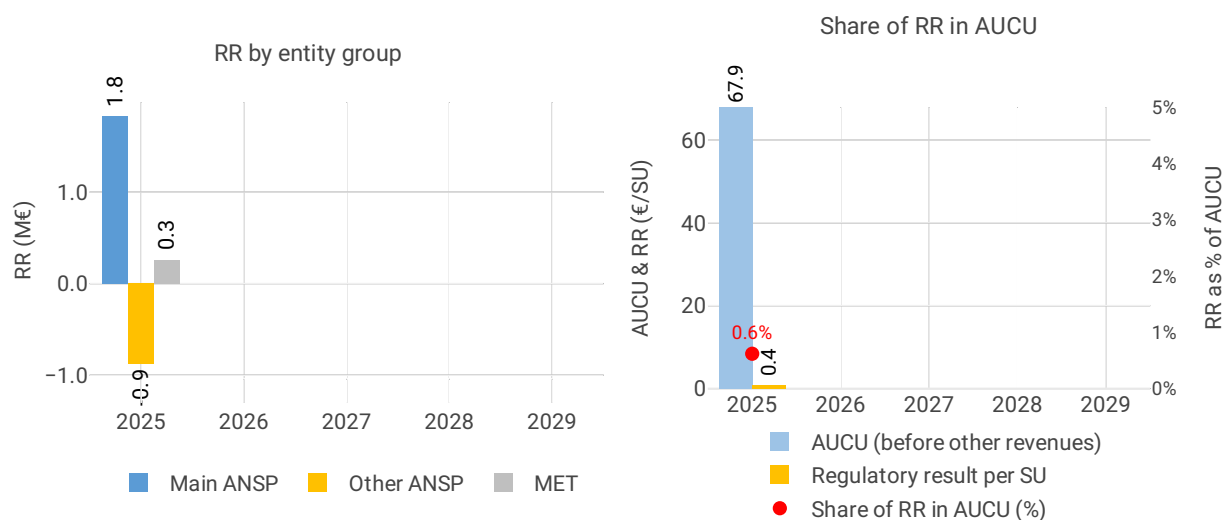
The share of the regulatory result (see next sub-section) in the AUCU (before the deduction of other revenues) is 0.6%.

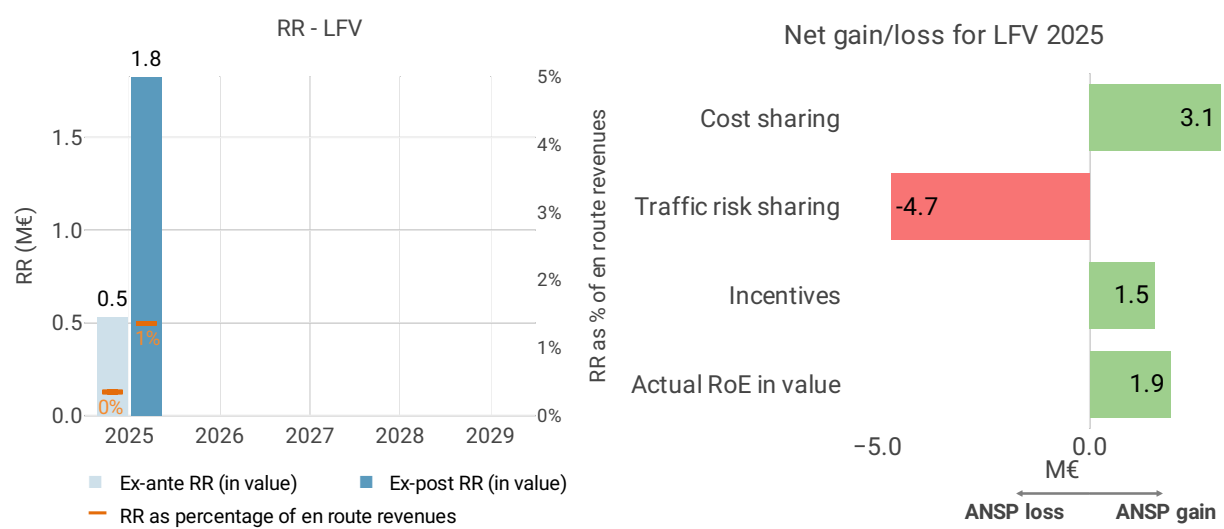
Initiatives implemented or planned that will improve this PI reported by the NSA

The NSA of Sweden provides the following information regarding the initiatives:

“The major initiatives are on the ATCO staffing side, where SWEA project will not only contribute to more efficient operational provision but also will reduce the number of ATCOs. Also introduction of FIS positions will offload ATCOs and contribute to a more efficient. Last of major initiatives is remote tower systems where ATCOs (for approach, and also Tower) will be reduced. These initiatives were in the RP4 plan originally. NSA monitoring is made on a yearly basis and these are especially scrutinized and consulted.”

5.2.3 Regulatory result (RR)





Focus on regulatory result

LFV net gain/loss on activity in the Sweden en route charging zone in 2025

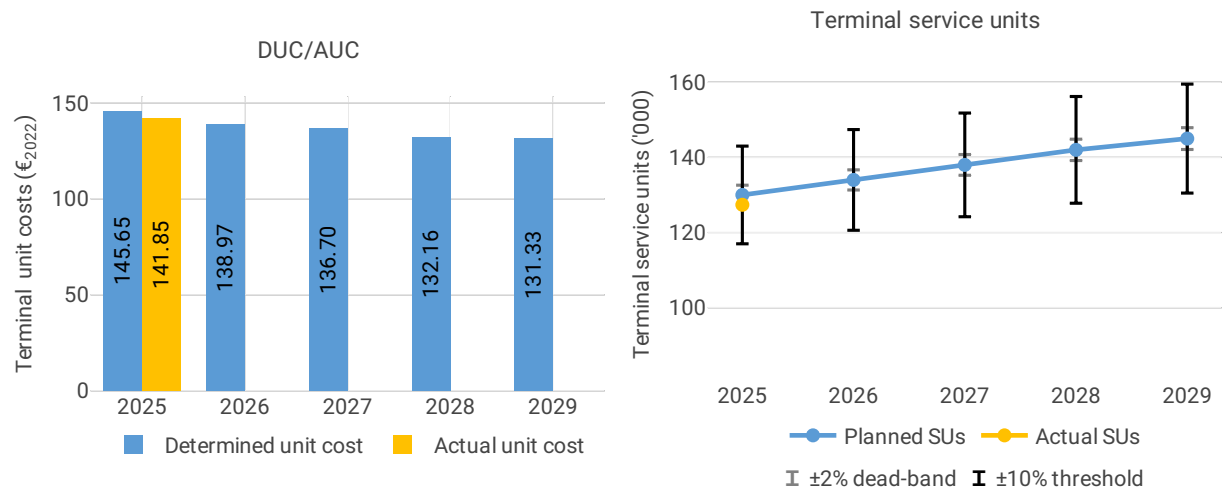
LFV reported a net loss of -0.1 M€, as a combination of a gain of +3.1 M€ arising from the cost sharing mechanism, with a loss of -4.7 M€ arising from the traffic risk sharing mechanism and a gain of +1.5 M€ relating to financial incentives.

LFV overall regulatory result (RR) for the en route activity

Ex-post, the overall RR, taking into account the net loss from the en route activity mentioned above (-0.1 M€) and the actual RoE (+1.9 M€), amounts to +1.8 M€ (1.4% of the en route revenues). The resulting ex-post rate of return on equity is 3.7%, which is slightly lower than the 3.8% planned in the PP.

5.3 Terminal charging zone

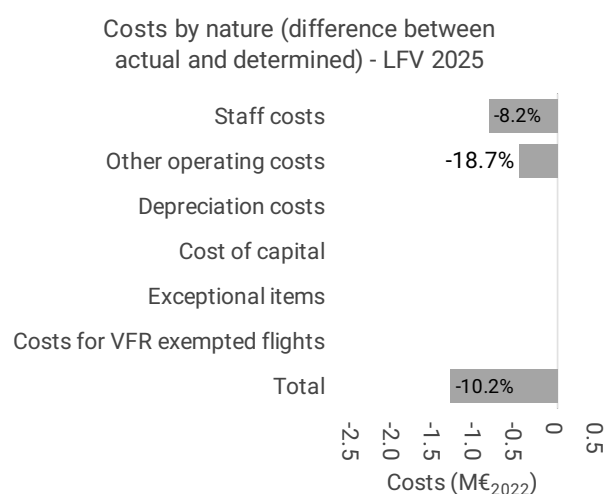
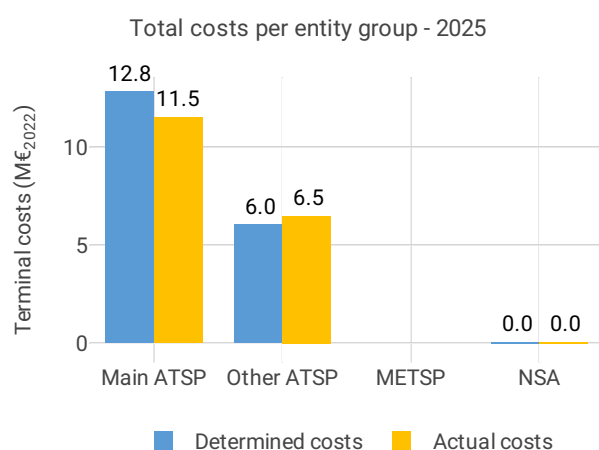
5.3.1 Unit cost (KPI#1)



Actual and determined data					
Total costs - nominal (M€)	2025	2026	2027	2028	2029
Determined costs	20.9	20.9	21.5	21.8	22.5
Actual costs	19.9	NA	NA	NA	NA
Difference costs	-1.0	NA	NA	NA	NA

Inflation assumptions	2025	2026	2027	2028	2029
Determined inflation rate	2.0%	2.0%	2.0%	2.0%	2.0%
Determined inflation index*	110.8	113	115.3	117.6	119.9
Actual inflation rate	2.6%	NA	NA	NA	NA
Actual inflation index*	110.8	NA	NA	NA	NA
Difference inflation index (p.p.)	+0	NA	NA	NA	NA

*100 = 2022



Focus on unit cost

AUC vs. DUC

In 2025, the terminal AUC was -2.6% (or -40.35 SEK₂₀₂₂, -3.8 €₂₀₂₂) lower than the planned DUC. This results from the combination of lower than planned terminal costs in real terms (-4.6%, or -9.2 MSEK₂₀₂₂, -0.9 M€₂₀₂₂) and lower than planned TNSUs (-2.0%).

Terminal service units

The difference between actual and planned TNSUs (-2.0%) falls inside the ±2% dead-band. Hence, the loss of terminal revenues is borne by the ANSPs.

Terminal costs by entity

Actual real terminal costs are -4.6% (-0.9 M€₂₀₂₂) lower than planned. This is the result of lower costs for the main ANSP, LFV (-10.2%, or -1.3 M€₂₀₂₂) and slightly higher costs for the NSA (+0.5%), the other ANSP (Swedavia, +7.5%, or +0.5 M€₂₀₂₂).



Terminal costs for the main ANSP (LFV) at charging zone level

Based on the additional information to the terminal reporting tables, the significantly lower than planned terminal costs in real terms for LFV in 2025 (-10.2%, or -1.3 M€2022) result from:

- Significantly lower than planned staff costs (-8.2%), mainly due to the variation in pension costs (-16 MSEK, or some -1 M€2022) reflecting a combined effect of higher interest rates (which lowered the level of pension liability) and higher pension indexation (which increased pension liability). At the same time, the staff costs (excluding pensions) were higher than planned. It should be noted that the difference in pension costs will be returned to the airspace users through the cost exempt from cost sharing mechanism.
- Significantly lower than planned other operating costs (-18.7%), reflecting “many small differences including slightly lower rent and lower overhead costs (partly due to re-organisation in some units and delays in digitalisation projects)”.

Assessment of the actual performance in the charging zone reported by the NSA

The NSA of Sweden provides the following overall assessment of the actual performance in 2025 at charging zone level:

“Overall lower actual unit cost in real terms because of lower actual costs exceeding the effect of lower traffic. Note that excluding the effect of uncontrollable costs of LFV the unit cost would be higher. A similar effect is difficult to anticipate the upcoming years.”

Explanation of the differences between actual and determined costs at charging zone level reported by the NSA

The NSA provides the following explanation for the differences between actual and determined costs in the charging zone:

“The most impacting effect and reason behind the lower actual costs is staff costs. For LFV, in total, staff costs were below planned, mainly as a result of a one-time effect on pension costs, this one-time effect amounts to -28 SEKm for TNC Stockholm-Arlanda. The pension costs in all were 16 SEKm lower than planned as the indexation reduced the one-time effect.

Swedavia have also lower staff costs but instead higher operating costs due to consultants.

Regarding other operating costs LFVs costs is lower than planned due slightly lower rent and lower overhead costs. Swedavia’s costs is higher due to consultants instead of hired staff.

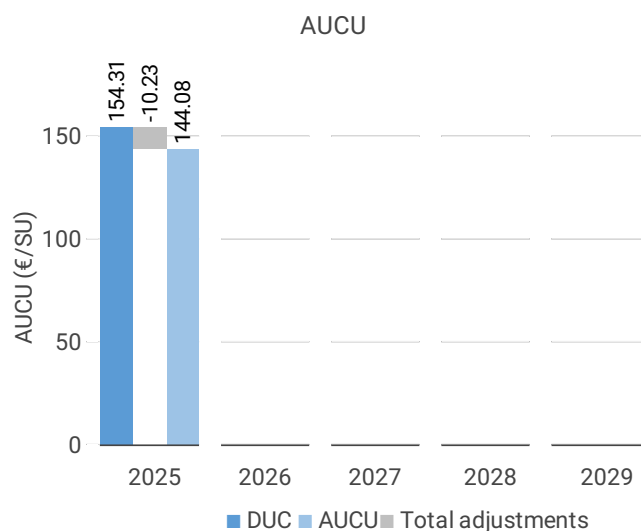
Higher depreciations costs because of E-strip. The asset called E-strip and activated on 2024-12-01 relates to the project that was carried out during RP3 and was delayed at that time. The investment plan for 2029 also includes necessary measures to update this E-strip in order to ensure continued functionality through life extension. These measures need to be implemented earlier than originally planned to enable completion and commissioning according to plan. The project is also intended to include upcoming measures linked to A-SMGCS, which is somewhat earlier in time than the corresponding efforts for Estrip.”

Recommendations formulated by the NSA to the ANSP (LFV) to rectify the situation and actions taken by the ANSP

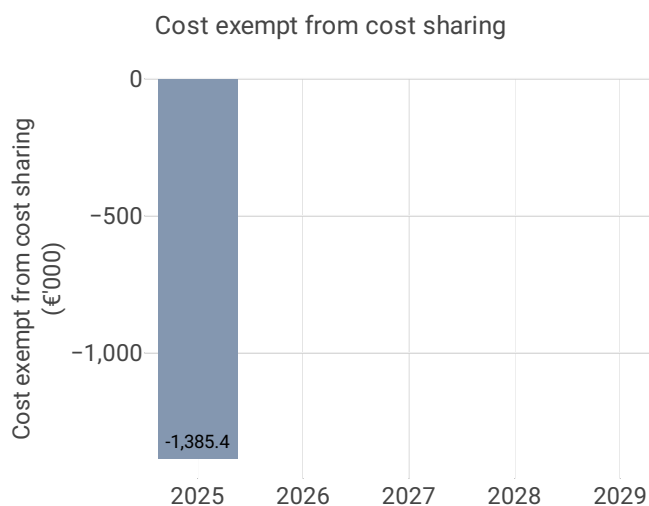
The NSA 2025 monitoring report indicates that “No official recommendations made.”



5.3.2 Actual unit cost incurred by the users (AUCU) (PI#1)



AUCU components (€/SU) – 2025	
Components of the AUCU in 2025	€/SU
DUC	154.31
Inflation adjustment	0.05
Cost exempt from cost sharing	-10.88
Traffic risk sharing adjustment	0.01
Traffic adjustment (costs not TRS)	0.08
Financial incentives	1.57
Modulation of charges	0.00
Cross-financing	0.00
Other revenues	-1.06
Application of lower unit rate	0.00
Total adjustments	-10.23
AUCU	144.08
AUCU vs. DUC	-6.6%



Cost exempt from cost sharing – 2025		
Cost exempt from cost sharing by item - 2025	€'000	€/SU
New and existing investments	46.8	0.37
Competent authorities and qualified entities costs	0.2	0.00
Eurocontrol costs	0.0	0.00
Pension costs	-1,432.4	-11.24
Interest on loans	0.0	0.00
Changes in law	0.0	0.00
Total cost exempt from cost risk sharing	-1,385.4	-10.88

Focus on AUCU

Terminal AUCU monitoring at charging zone level

The actual terminal unit cost incurred by airspace users (AUCU) in respect of activities performed in 2025 (1 592.17 SEK or 144.08 €) is -6.6% lower than the nominal DUC (1 705.22 SEK or 154.31 €). The difference between these two figures (-113.06 SEK/SU or -10.23 €/SU) is due to:

- the positive inflation adjustment resulting from higher than planned inflation (+0.52 SEK/SU or +0.05 €/SU), it should be noted that Sweden excludes the pension costs for LFV in its calculation of inflation adjustment;
- the impact of adjustments resulting from the costs exempted from cost sharing mechanism (-120.18 SEK/SU or -10.88 €/SU);
- the addition of the traffic risk sharing adjustments (+0.09 SEK/SU or +0.01 €/SU);
- the addition of the traffic adjustment (+0.83 SEK/SU or +0.08 €/SU) for the costs not subject to traffic risk sharing;
- the impact of financial incentives (+17.36 SEK/SU or +1.57 €/SU); and,
- the deduction of other revenues (-11.69 SEK/SU or -1.06 €/SU).

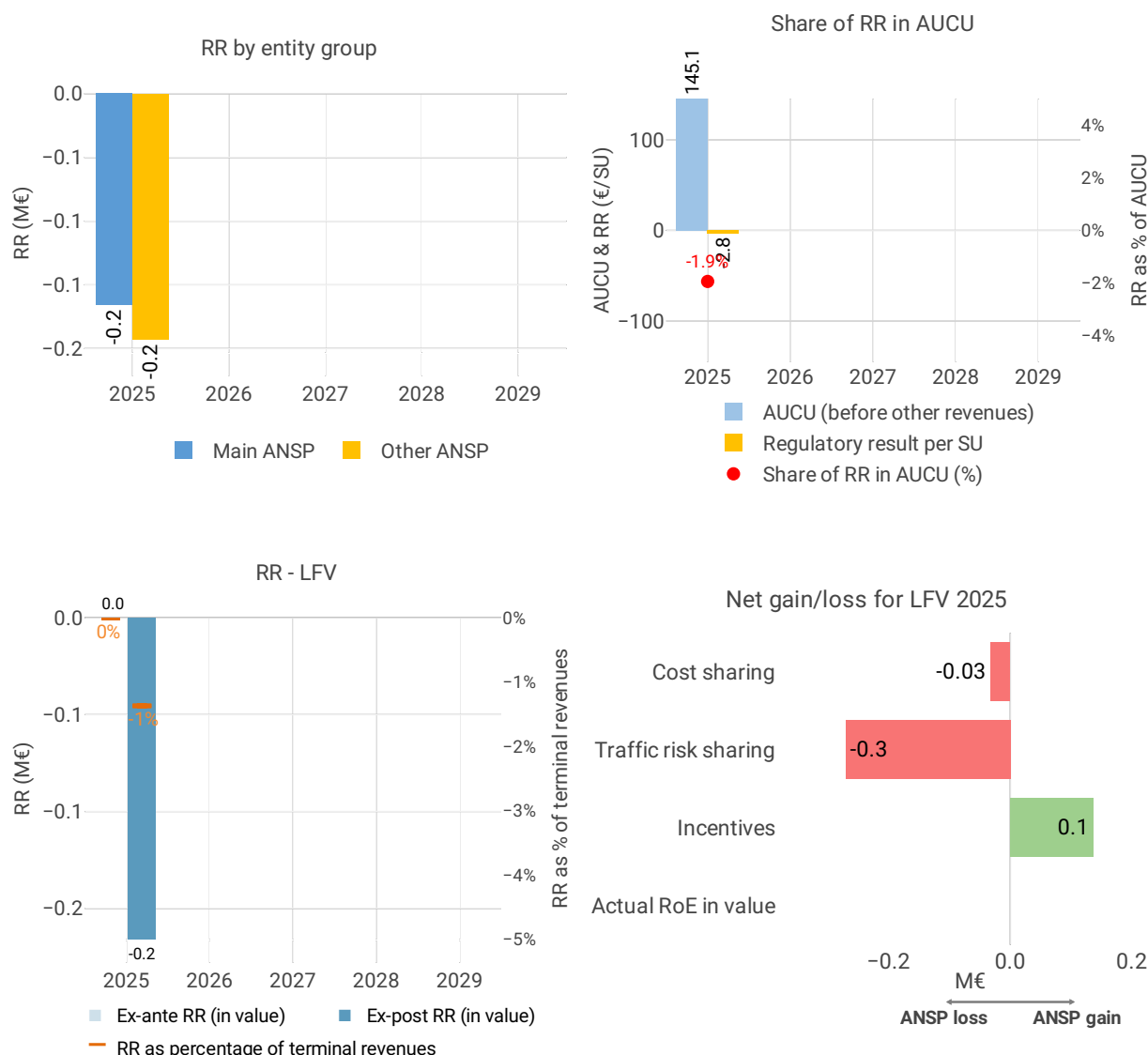
The share of the regulatory result (see next sub-section) in the AUCU (before the deduction of other revenues) is -1.9%.

Initiatives implemented or planned that will improve this PI reported by the NSA

The NSA of Sweden indicates that no initiatives were implemented or planned.



5.3.3 Regulatory result (RR)



Focus on regulatory result

LFV net gain/loss on activity in the Sweden terminal charging zone in 2025

LFV reported a net loss of -0.2 M€, as a combination of a loss of -0.003 M€ arising from the cost sharing mechanism, with a loss of -0.3 M€ arising from the traffic risk sharing mechanism and a gain of +0.1 M€ relating to financial incentives.

LFV overall regulatory result (RR) for the terminal activity

Ex-post, since LFV does not report any terminal assets and, in turn, no RoE (see Note 1 below for details), the overall RR equals the net loss from the terminal activity mentioned above (-0.2 M€, some -1.4% of the terminal revenues).

Note 1

LFV does not report any terminal ANS assets, as these are owned by another ANSP (Sveavia), which is responsible for managing approach and airport infrastructure, including



that used for the provision of ATS. Consequently, no ex-ante or ex-post regulatory result can be calculated for LFV at terminal level.

Therefore, when interpreting the actual cost-efficiency performance in the terminal charging zone and, in particular, the RR, both ANSPs should be considered together.

