

Performance Review Board

Monitoring Report

Sweden - RP3



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1 OVERVIEW

1.1 Contextual information

National performance plan adopted following Commission Decision (EU) 2022/2423 of 5 December 2022

List of ACCs 2
Malmö ACC
Stockholm ACC

Exchange rate (1 EUR=)
2017: 9.63311 SEK
2024: 11.4238 SEK

Main ANSP
• LFV

No of airports in the scope of the performance plan:

- ≥80'K 1
- <80'K 0

Share of Union-wide:
• traffic (TSUs) 2024 2.4%
• en route costs 2024 3.3%

Other ANSPs

- SDATS
- ACR
- ARV - Arvidsjaur
- Swedavia

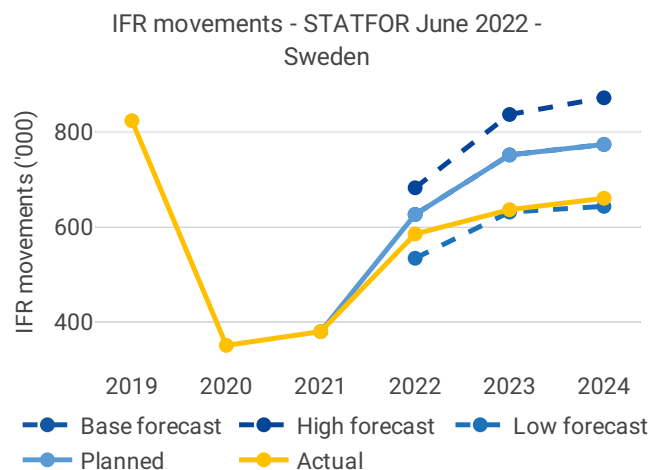
Share en route / terminal costs 2024 92% / 8%

En route charging zone(s)
Sweden

MET Providers
• SMHI

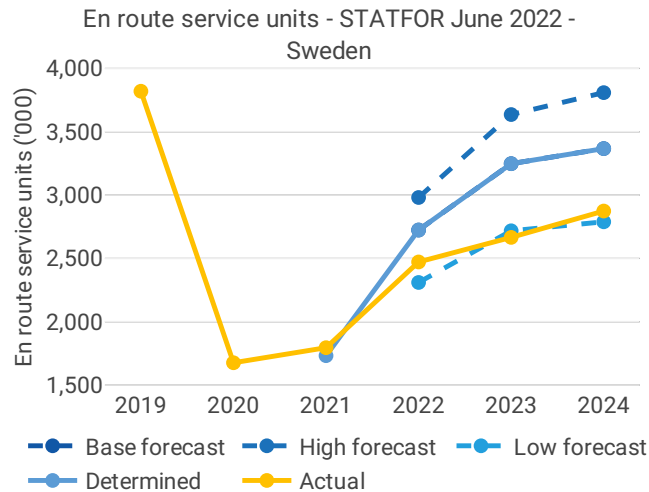
Terminal charging zone(s)
Sweden

1.2 Traffic (En route traffic zone)



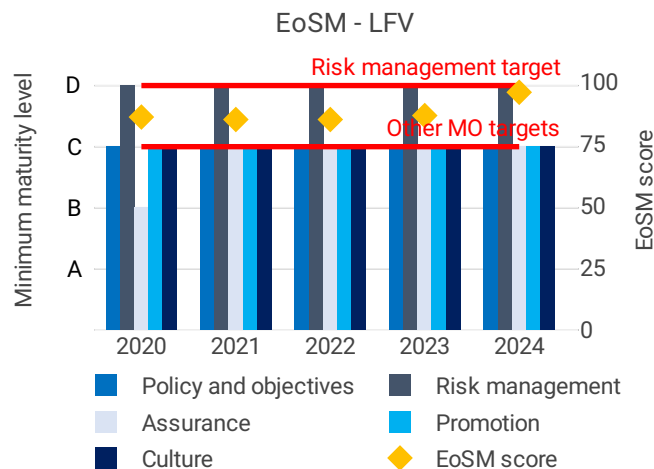
- Actual IFR movements for Sweden fell on average by -4.3% per year between 2019 and 2024.
- Actual IFR movements fell faster than planned in the RP3 revised performance plan (-1.2% per year). Planned traffic was in line with the STATFOR June 2022 base forecast.
- Over RP3, IFR movements for Sweden remained below the 2019 pre-pandemic level.





- Actual en route service units for Sweden fell on average by -5.5% per year between 2019 and 2024.
- Actual service units fell faster than planned in the RP3 revised performance plan (-2.5% per year). Planned traffic was in line with the STATFOR June 2022 base forecast.
- A total of 11,483K actual service units were recorded over RP3, -9.9% above the aggregated planned value (12,747K).

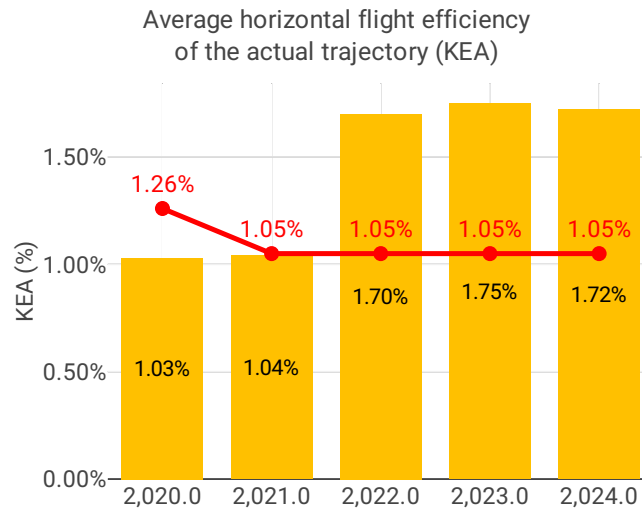
1.3 Safety (Main ANSP)



- LFV achieved the RP3 EoSM target levels in 2021 and has maintained the levels since then.
- SDATS achieved the EoSM RP3 targets in 2023 and maintained the levels in 2024.
- ARV – Arvidsjaur and ACR implemented significant improvements for Safety Risk Management and achieved EoSM RP3 targets for all Management Objectives in 2024.
- Sweden recorded stable performance with respect of safety occurrences with a slight decrease in the rate of runway incursions and separation minima infringements compared to 2023.

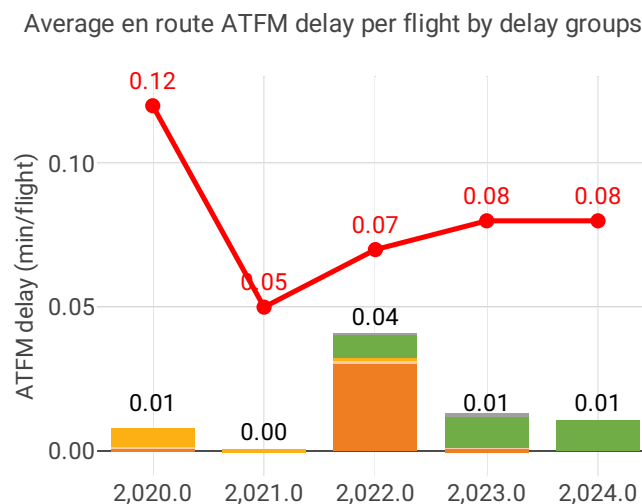


1.4 Environment (Member State)



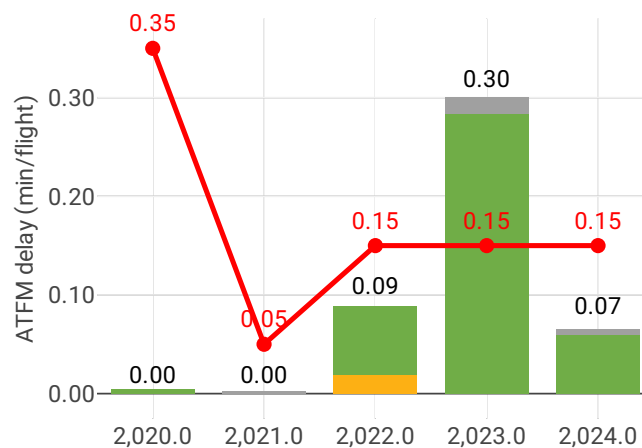
- En-route environmental performance in Sweden deteriorated during RP3. KEA increased from 1.03% in 2020 to 1.72% in 2024 with a peak of 1.75% in 2023.
- Sweden achieved the KEA target in two years of RP3, in 2020 and 2021, during the low-traffic Covid-19 period.
- The NSA noted that the main factor contributed to KEA deteriorating during the period was traffic avoiding Russian airspace (including Kaliningrad), which is causing extended trajectories.
- KEP deteriorated from 1.91% to 2.76% and SCR deteriorated from 1.68 to 2.58 min/flight during RP3.
- The share of CDO flights improved from 46.50% to 52.52% during RP3.
- Additional taxi out time deteriorated from 1.30 to 1.81 min/flight, while additional time in terminal airspace improved from 0.83 to 0.75 min/flight during RP3.

1.5 Capacity (Member State)



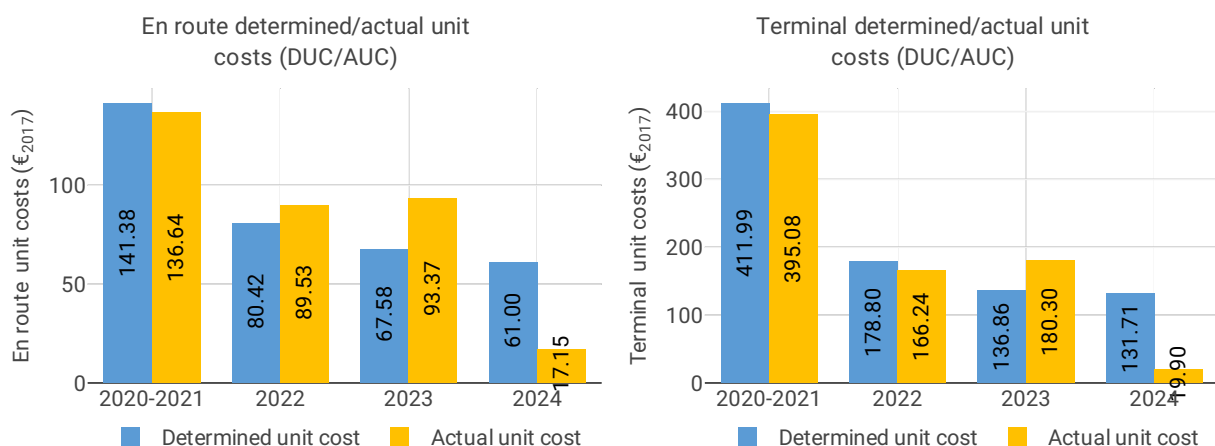
- Sweden accumulated a total of 38,429 en-route ATFM delay minutes within the RP3 time-frame, reaching the highest level of total delay minutes generated in 2022. During RP3, Sweden accounted for 0.07% of the total delays at Union level. Compared to RP2, total delay minutes decreased by 80%.
- Sweden met its en-route ATFM delay targets in each year of the third reference period.
- In RP3, the main drivers of en-route ATFM delays in Sweden were ATC capacity (45%) and Weather (45%).
- Over RP3, 31% of delayed flights in Sweden experienced delays longer than 15 minutes, representing a decrease of 5 percentage points compared to RP2.
- In Sweden, the total number of ATCOs in OPS over the RP3 period decreased by 29 FTEs, representing a 11% decrease compared to 2019. Sweden fell short of the planned ATCO numbers by 47 FTEs by the end of RP3.

Average arrival ATFM delay per flight by delay groups



- Sweden accumulated a total of 42,483 arrival ATFM delay minutes within the RP3 time-frame, reaching the highest level of total delay minutes generated in 2023. Compared to RP2, total terminal delay minutes decreased by 67%.
- In RP3, the leading driver of arrival ATFM delays in Sweden was Weather, representing 91% of total delay minutes.

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



- Over RP3, the en route actual unit cost of Sweden was higher than the determined unit cost for two years (2022 and 2023), and lower for the combined year 2020-2021 and 2024.
- The en route actual total costs for RP3 (994M€2017) were lower than determined (by -132M€2017, or -12%). The difference in total costs is mainly driven by -185M€2017 exceptional costs recorded by LFV, while none were determined. These exceptional costs decreased over the period due to a one-time reduction in pension costs resulting from higher interest rates in 2024.
- The total RP3 en route regulatory result for LFV amounted to -4.8M€. The loss is mainly attributable to the difference between determined and actual costs.
- Throughout the RP3 period, Sweden's actual terminal unit costs were notably lower than the determined costs, except in 2023 when they were significantly higher.
- The terminal actual total costs for RP3 (85M€2017) were lower than determined (by -14M€2017, or -14%). The difference in total costs is mainly driven by -17M€2017 exceptional costs recorded by LFV, while none were determined. These exceptional costs decreased over the period due to a one-time reduction in pension costs resulting from higher interest rates in 2024.
- The total RP3 terminal regulatory result for LFV amounted to 1.2M€. This is +1.2M higher than the ex-ante regulatory result. The difference is mainly attributable to the positive difference between determined and actual costs to be retained by the ANSP. The regulatory result amounted to 2.0% of the total planned en route revenues.
- Sweden should take additional measures to manage the cost-risk associated with pensions for RP4 in view of wide fluctuations in actual pension costs observed during RP3.

