

SWEDAVIA'S AIRPORT CHARGES 2027

Swedavia's decision

The Group Management for Swedavia AB, as the managing body¹ of the common charging system for Swedavia's Airport Network, has decided as of 1 January 2027:

to increase the average charge level at Swedavia's airports by **5.9% or 11.6 SEK per departing passenger**, resulting in a new average charge level of 207.8 SEK per departing passenger. The increase is carried out through:

a) Cost-related adjustments in PRM-, Ground Handling Infrastructure, Baggage Facility-, and Terminal Navigation Charges,

b) Adjusted Passenger Charges at all airports,

c) Adjusted Take-off Charges at ARN, GOT and LLA,

and to implement the following adjustments, applied from 1 January 2027 until otherwise decided:

d) Adjust the Passenger Charge for Satellite Terminal at ARN to a fixed charge in SEK, including adjustment to the charge level

e) Introduce a Hub Incentive program at ARN

f) Discontinue the Volume Bonus program

g) Adjust the rebate levels for Passenger Increase Bonus program

h) Include charter flights in the Passenger Increase Bonus and the New Destination Discount

i) Perform yearly adjustment of the CO2 Emission Charge values

j) Pause Traffic Risk Sharing and Investment Risk Sharing programs

¹ In accordance with the Swedish Act (2011:866) on Airport Charges, the Swedish Act (2000:150) on Ground Handling and Regulation (EC) No 1107/2006 of the European Parliament and of the Council of 5 July 2006 concerning the rights of disabled persons and persons with reduced mobility ("PRM") when travelling by air.

1 ADJUSTMENTS OF INDIVIDUAL CHARGES AND INCENTIVE PROGRAMS

1.1 Adjusted level of PRM Charges

For 2027, Swedavia has decided to adjust the PRM Charge levels at all airports.

In SEK	Charge 2026	Charge 2027	Δ %
ARN	8.4	8.6	2%
GOT	12.9	12.6	-2%
BMA	7.7	13.6	77%
MMX	7.8	6.5	-17%
LLA	6.4	7.6	19%
UME	9.4	9.4	0%
VBY	3.9	4.1	5%
OSD	7.0	10.4	49%
KRN	6.0	7.6	27%
RNB	4.5	10.2	127%

Table 1.1: PRM Charge levels, SEK per departing passenger, 2027.

1.2 Adjusted level of Ground Handling Infrastructure Charges

For 2027, Swedavia has decided to adjust the charge levels in Ground Handling Infrastructure Charges. Ground Handling Infrastructure Charges are applicable at Stockholm Arlanda Airport and Göteborg Landvetter Airport.

Stockholm Arlanda	Charge 2026	Charge 2027	Δ %
Common Handling Charge [SEK/Passenger]	3.3	3.7	12%
Dedicated Check-in Charge [SEK/15 min]	23.0	31.8	38%
Ramp Handling [SEK/MTOW]	4.1	4.4	7%
Fuel Handling [SEK/m3 throughput]	18.8	31.8	69%
Glycol Handling [SEK/liter used]	0.0	0.0	-

Table 1.2: Ground Handling Infrastructure Charge levels, Stockholm Arlanda Airport, 2027.

Göteborg Landvetter	Charge 2026	Charge 2027	Δ %
Common Handling Charge [SEK/Passenger]	5.6	4.9	-13%
Ramp Handling [SEK/MTOW]	9.1	9.0	-1%
Glycol Handling [SEK/liter used]	5.6	4.4	-21%

Table 1.3: Ground Handling Infrastructure Charge levels, Göteborg Landvetter Airport, 2027.

1.3 Adjusted level of the Baggage Facility Charges

For 2027, Swedavia has decided to adjust the Baggage Facility Charge levels. Baggage Facility Charges are applicable at Stockholm Arlanda Airport and Göteborg Landvetter Airport.

Stockholm Arlanda	Charge 2026	Charge 2027	Δ %
Baggage Facility Charge [SEK/Baggage]	31.0	30.0	-3%

Göteborg Landvetter	Charge 2026	Charge 2027	Δ %
Baggage Facility Charge [SEK/Baggage]	26.0	22.0	-15%

Table 1.4: Baggage Facility Charge level, Stockholm Arlanda Airport & Göteborg Landvetter Airport, 2027.

1.4

Adjusted level of the Terminal Navigation Charges

For 2027, the Terminal Navigation Charge (TNC) levels will be adjusted at all nine airports where the TNC levels are controlled by Swedavia. TNC at Stockholm Arlanda Airport is determined and invoiced by Eurocontrol.

Airport	MTOW	TNC 2026 [SEK]		TNC 2027 [SEK]		Δ %
		Fixed charge	Charge per tonne	Fixed charge	Charge per tonne	
MMX	2-25 ton		50		50	0%
	25-100 ton	1 250	124	1 250	125	1%
	100-175 ton	10 550	99	10 625	100	1%
	Over 175 ton	17 975		18 125		1%
LLA	2-25 ton		12		12	0%
	25-100 ton	300	26	300	25	-4%
	100-175 ton	2 250	19	2 175	19	0%
	Over 175 ton	3 675		3 600		-2%
UME	2-25 ton		21		21	0%
	25-100 ton	525	56	525	57	2%
	100-175 ton	4 725	41	4 800	42	2%
	Over 175 ton	7 800		7 950		2%
KRN	2-25 ton		37		42	14%
	25-100 ton	925	94	1 050	107	14%
	100-175 ton	7 975	78	9 075	89	14%
	Over 175 ton	13 825		15 750		14%
OSD	2-25 ton		35		36	3%
	25-100 ton	875	85	900	87	2%
	100-175 ton	7 250	68	7 425	69	1%
	Over 175 ton	12 350		12 600		2%
VBY	2-25 ton		56		84	50%
	25-100 ton	1 400	142	2 100	213	50%
	100-175 ton	12 050	112	18 075	168	50%
	Over 175 ton	20 450		30 675		50%
RNB	2-25 ton		54		101	87%
	25-100 ton	1 350	142	2 525	266	87%
	100-175 ton	12 000	113	22 475	211	87%
	Over 175 ton	20 475		38 300		87%

Table 1.5: TNC charge levels at seven airports, 2027.

The unit rates for GOT and BMA are outlined below.

Airport	Unit rate 2026	Unit rate 2027	Δ %
GOT	2525	2399	-5%
BMA	3960	5108	29%

Table 1.6: TNC unit rates for Göteborg Landvetter Airport and Bromma Stockholm Airport, 2027.

1.5 Adjusted level of the Passenger Charge, adjustment to the Satellite Terminal Passenger Charge at Stockholm Arlanda

For 2027, Swedavia has decided to adjust the Passenger Charge levels at all ten airports. Additionally, the Passenger Charge for Satellite Terminal at Stockholm Arlanda Airport will be adjusted and set to a fixed charge in SEK, instead of being a percentage reduced rate in relation to the regular Passenger Charge.

Airport	Charges 2026		Charges 2027		Δ %
	International & Domestic	Transfer	International & Domestic	Transfer	
ARN	91	55	81	49	-11%
- ARN Satellite Terminal	73	44	56	34	-23%
- ARN Involuntary Remote	82	50	73	44	-11%
GOT	70	42	83	50	19%
BMA	128	77	154	92	20%
MMX	103	62	115	69	12%
LLA	78		94		21%
UME	80		90		13%
KRN	75		92		23%
OSD	74		84		14%
VBV	68		96		41%
RNB	68		93		37%

Table 1.7: Passenger Charge per departing/transferring passenger per airport (SEK), 2027.

1.6 Adjusted level of the Take-off Charge

For 2027, Swedavia has decided to adjust the Take-off Charge levels at ARN, GOT and LLA.

Airport	TOC, Passenger flight [2026]				TOC, Passenger flight [2027]			
	MTOW	Minimum charge	Fixed charge	Charge per ton	MTOW	Minimum charge	Fixed charge	Charge per ton
ARN	0-225 ton	750		118	0-225 ton	750		163
	>225 ton		26 550		>225 ton		36 675	
GOT	0-225 ton	750		126	0-225 ton	750		128
	>225 ton		28 350		>225 ton		28 800	
LLA	0-225 ton	750		72	0-225 ton	750		95
	>225 ton		16 200		>225 ton		21 375	

Table 1.8: Take-off Charge levels for passenger flights per airport, 2027

Airport	TOC, Non-passenger flight [2026]				TOC, Non-passenger flight [2027]			
	MTOW	Minimum charge	Fixed charge	Charge per ton	MTOW	Minimum charge	Fixed charge	Charge per ton
ARN	0-225 ton	750		137	0-225 ton	750		183
	>225 ton		30 825		>225 ton		41 175	
GOT	0-225 ton	750		145	0-225 ton	750		148
	>225 ton		32 625		>225 ton		33 300	
LLA	0-225 ton	750		89	0-225 ton	750		116
	>225 ton		20 025		>225 ton		26 100	

Table 1.9: Take-off Charge levels for non-passenger flights per airport, 2027.

1.7

Updated CO₂ Emission Charge

Swedavia has decided to adjust the parameters of CO₂ Emission Charge at ARN and GOT in 2027 to continuously achieve revenue neutrality. The charge turnover and improvement rates remain unchanged.

	Passenger traffic ≤175 MTOW		Non-Passenger traffic ≤175 MTOW		All traffic > 175 MTOW	
	<ul style="list-style-type: none"> Evaluated based on CO₂/seat No assumption on improvement affecting average emissions and min/max boundaries 		<ul style="list-style-type: none"> Evaluated based on CO₂/MTOW No assumption on improvement affecting average emissions and min/max boundaries 		<ul style="list-style-type: none"> Evaluated based on CO₂/MTOW No assumption on improvement affecting average emissions and min/max boundaries 	
	ARN	GOT	ARN	GOT	ARN	GOT
Estimated average emissions [kg per unit]	11,22	11,26	33,42	35,53	22,10	20,38
Maximum CO ₂ [kg per unit]	15,73	14,76	50,00	50,00	28	27
Minimum CO ₂ [kg per unit]	6,73	5,76	20,00	20,00	18	17
Max Reward [SEK/MTOW]	-2,25	-2,66	-3,84	-2,32	-3,00	-7,20
Max Penalty [SEK/MTOW]	1,27	1,72	15,84	13,15	3,96	14,82

Table 1.10: Overview of the CO₂ Charge scheme, 2027.

1.8

Introduction of a Hub Incentive program at Stockholm Arlanda Airport

Swedavia has decided to introduce a Hub Incentive program, designed to strengthen Stockholm Arlanda Airport's role as Sweden's primary hub airport.

The Hub Incentive supports passenger routes operating frequently from Stockholm Arlanda Airport and provides a 40% discount on average Passenger Charges and Take-off Charges for departing flights. Eligibility is assessed quarterly and incentives are paid in arrears. To qualify, routes must operate an average of 10 weekly frequencies and serve destinations with no more than 14 weekly intercontinental departures. The criteria are designed to support routes that strengthen Arlanda's hub function and improve connectivity within Sweden, the Nordic region and Europe.

The incentive is expected to support existing connectivity, encourage frequency growth on routes approaching the qualification threshold and, where market conditions allow, stimulate additional competition.

1.9 Discontinuation of the Volume Bonus program

Swedavia has decided to discontinue the Volume Bonus program in 2027.

The Volume Bonus has been part of Swedavia's incentive framework for several years, supporting larger-scale operations and contributing to the attractiveness of establishing and maintaining airport-based operations. Following a broader review of the incentive portfolio and considering the long-term effects of post-pandemic market developments, Swedavia sees that the introduction of the Hub Incentive provides a more focused mechanism for strengthening connectivity and supporting Stockholm Arlanda Airport's role as Sweden's primary hub airport.

1.10 Adjustment of the rebate levels in the Passenger Increase Program (PIB)

Swedavia has decided to revise the rebate levels for the Passenger Increase Bonus for European destinations. The change intends to maintain the relevance and attractiveness of the program. The new rebate levels for European destinations will be:

Year 1: 90% (today 70%),
Year 2: 60% (today 50%), and
Year 3: 30% (today 20%).

1.11 Adjustment to the rules and regulations of the New Destination Discount and the Passenger Increase Bonus

Swedavia has decided to allow charter operators to qualify for the New Destination Discount (NDD), Passenger Increase Bonus (PIB) and Hub Incentive from 2027. The change harmonizes eligibility criteria across Swedavia's incentive programmes, creating a more consistent framework for all passenger operators.

1.12 Paused Investment and Traffic Risk Sharing Programs

Swedavia has decided to pause both the Investment and Traffic Risk Sharing programs, since differences in investment or traffic levels 2027 have no relevant effect on the charges for 2027.