Attachment 4 D: Background information table KEMI (MODEL)

|  |  |  |
| --- | --- | --- |
|  | Basic calculation: | |
|  | 29.4.2024-28.3.2026 | *Total* |
| number of dates of purchase |  |  |
| number of rotations |  |  |
| number of flights |  |  |
| number of seats per flight |  |  |
| seats per agreement period    number of passengers per flight |  |  |
| total number of passengers |  |  |
| average filling rate |  |  |
|  |  |  |
| revenue per passenger (eur) |  |  |
| revenue per flight |  |  |
| total revenue |  |  |
|  |  |  |
| fuel costs per rotation |  |  |
| total fuel costs |  |  |
| total costs during the agreement period |  |  |
| total costs per rotation |  |  |
|  |  |  |
| deficit or net cost (excluding VAT) |  |  |
| deficit or net cost (incl. VAT) 10% |  |  |
| deficit per rotation (incl. VAT) 10% |  |  |
| deficit or net cost (incl. VAT) 14%, from the beginning of 2025 |  |  |
| deficit per rotation (incl. VAT) 14%, from the beginning of 2025 |  |  |
| Expected yield of the agreement |  |  |

|  |  |
| --- | --- |
| Number of dates of purchase | number of days in accordance with the agreement for which the compensation is paid |
| Number of rotations | number of round-trip flights |
| Number of flights | number of one-way flights |
| Number of seats per flight | number of seats on a one-way flight, meaning the number of passengers in the type of aircraft |
| Seats per year | number of seats per flight multiplied by the number of flights per year |
| Average filling rate | the number of passengers on a one-way flight in relation to the number of seats on the flight |