Attachment 4: Background information table PORI (MODEL)

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|     | Basic calculation:   |
|  **Helsinki-Pori** | **1.1.2025-27.3.2027** | *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. VAT10%)   |    |    |
| deficit per rotation (incl. VAT10%)   |    |    |
| deficit or net cost (incl. VAT14%), from the beginning of 2025  |  |  |
| deficit per rotation (incl. VAT14%), 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   |