



Performance Review Body Monitoring Report

Bulgaria - 2021

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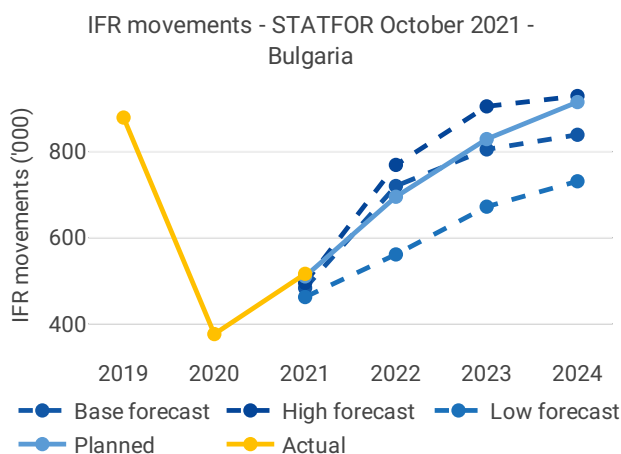
1 OVERVIEW

1.1 Contextual information

National performance plan adopted following Commission Decision (EU) 2022/778 of 13 April 2022

List of ACCs	1	Exchange rate (1 EUR=)		Main ANSP	
Sofia ACC		2017: 1.95543 BGN		• BULATSA	
		2021: 1.95522 BGN			
No of airports in the scope of the performance plan:		Share of Union-wide:		Other ANSPs	
• ≥80'K	0	• traffic (TSUs) 2021	3.4%	–	
• <80'K	0	• en route costs 2021	1.6%	MET Providers	
		Share en route / terminal costs 2021	100% / 0%	–	
		En route charging zone(s)			
		Bulgaria			
		Terminal charging zone(s)			
		–			

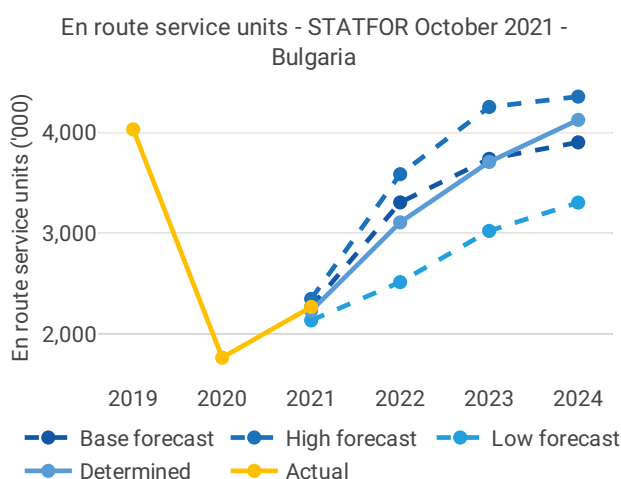
1.2 Traffic (En route traffic zone)



- Bulgaria recorded 516K actual IFR movements in 2021, +37% compared to 2020 (376K).

- Actual 2021 IFR movements were +1.2% above the plan (510K).

- Actual 2021 IFR movements represent 59% of the actual 2019 level (879K).

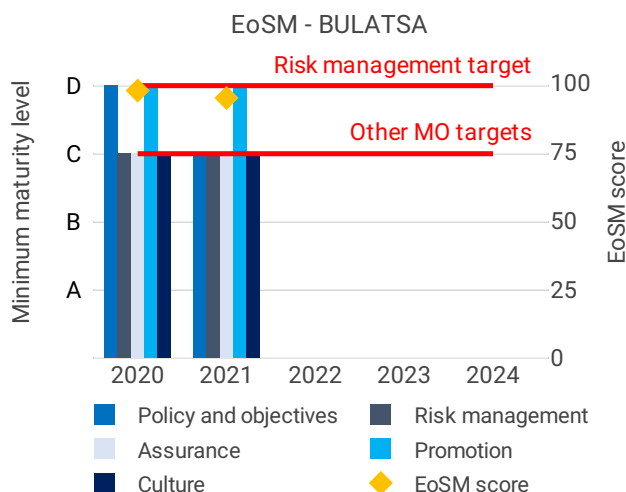


- Bulgaria recorded 2,270K actual en route service units in 2021, +29% compared to 2020 (1,766K).

- Actual 2021 service units were +1.7% above the plan (2,232K).

- Actual 2021 service units represent 56% of the actual 2019 level (4,032K).

1.3 Safety (Main ANSP)



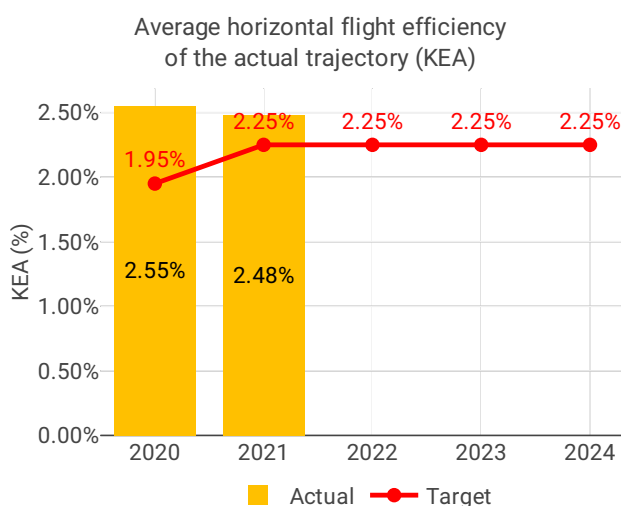
- BULATSA has not yet achieved the targets on safety risk management, but it has already exceeded the target on safety promotion. BULATSA continued the performance as planned in the performance plan.

- Bulgaria adopted the National Safety Plan including specific safety measures to achieve the acceptable level of safety performance. Particular actions were undertaken to improve BULATSA EoS level in safety risk management.

- Bulgaria recorded a stable safety performance, with no reported occurrences of runway incursions in 2021. Bulgaria did not provide monitoring data

for separation minima infringements (SMIs).

1.4 Environment (Member State)



- Bulgaria achieved a KEA performance of 2.48% compared to its target of 2.25% and did not contribute positively towards achieving the Union-wide target.

- It should be noted that KEA performance improved in comparison to 2020 despite a higher number of movements.

- Despite the shortest constrained route increasing in comparison to 2020, KEP performance improved by 0.26 p.p..

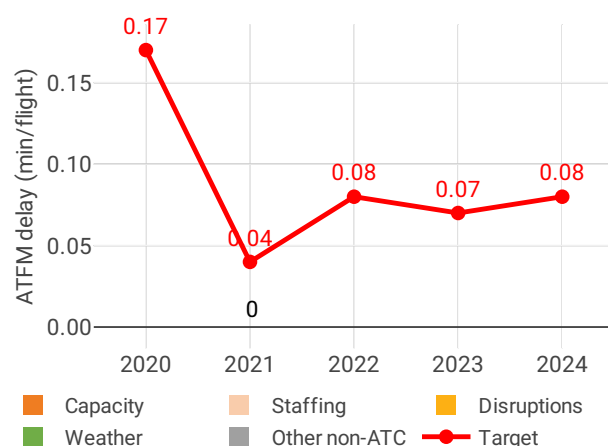
- The NSA states the reasons for potential non meeting of environmental targets are outside of the ANSP's control and related to the geopolitical situation, airspace restrictions and user preferences.

ences.

- Bulgaria has no airports that are regulated under the RP3 performance and charging scheme.

1.5 Capacity (Member State)

Average en route ATFM delay per flight by delay groups



- Bulgaria registered zero minutes of average en route ATFM delay per flight during 2021, thus meeting the local breakdown value of 0.04.

- Delays should be considered in the context of lower traffic: In Bulgaria, IFR movements in 2021 were 41% lower than in 2019.

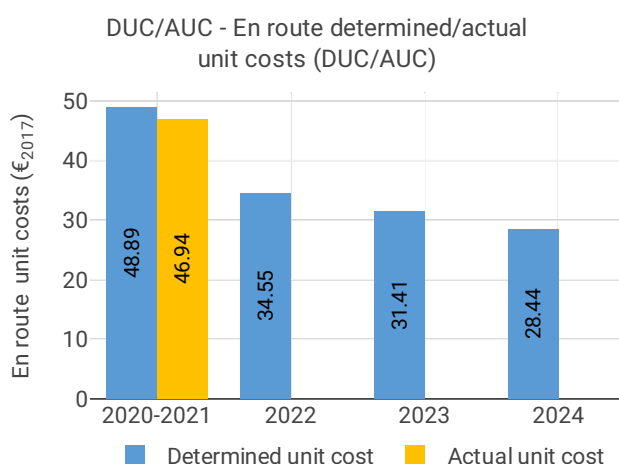
- Traffic is expected to grow, with 2019 levels likely being reached in 2023 (in base and high growth scenarios). However, delay performance was good in 2019 and no immediate capacity issues are foreseen.

- The yearly total of sector opening hours in Sofia

ACC was 23,880, showing an 8.8% increase compared to 2020. Sector opening hours are 34.8% below 2019 levels.

- Sofia ACC registered 21.00 IFR movements per one sector opening hour in 2021, being 11.0% below 2019 levels.

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



- The en route 2020/2021 actual unit cost of Bulgaria was 46.94 €2017, -4.0% lower than the determined unit cost (48.89 €2017). Bulgaria does not have a terminal charging zone.

- The en route 2021 actual service units (2,270K) were +1.7% higher than determined (2,232K).

- The en route 2021 actual total costs were -6.0 M€2017 (-6.0%) lower than determined. The decrease was mainly attributable to lower staff costs (-4.5 M€2017, or -7.5%), the primary reason was a prolonged decrease in salaries of BULATSA due to the deterioration of the COVID-19 situation.

- Other operating costs decreased by -2.0 M€2017 (-12%) mainly due to the postponement of a service level agreement, decreases of external services, and trainings. It is unclear why the service level agreement has been postponed, which might lead to potential future issues on the quality of service provision.

- BULATSA spent 18.6 M€2017 in 2021 related to costs of investments, +0.9% more than determined (18.5 M€2017) due to slightly higher depreciation costs.

- The en route actual unit cost incurred by users in 2020/2021 was 50.83€.

2 SAFETY - BULGARIA

2.1 PRB monitoring

- BULATSA has not yet achieved the targets on safety risk management, but it has already exceeded the target on safety promotion. BULATSA continued the performance as planned in the performance plan.

- Bulgaria adopted the National Safety Plan including specific safety measures to achieve the acceptable level of safety performance. Particular actions were undertaken to improve BULATSA EoS level in safety risk management.

- Bulgaria recorded a stable safety performance, with no reported occurrences of runway incursions in 2021. Bulgaria did not provide monitoring data for separation minima infringements (SMIs).

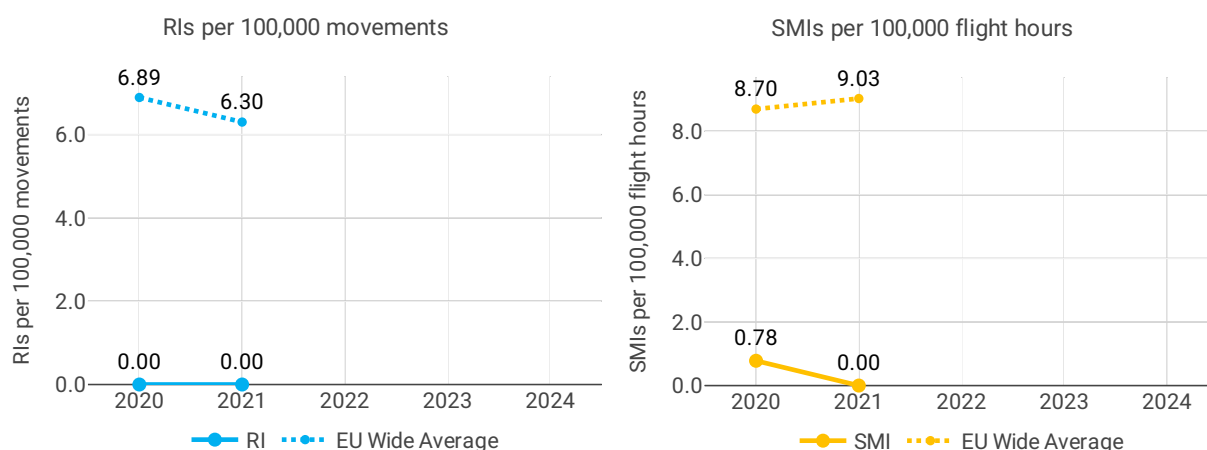
2.2 Effectiveness of Safety Management (EoSM) (KPI#1)



Focus on EoSM

Four out of five EoSM components of the ANSP meet, or exceed, already the 2024 target level. Only the component “Safety Risk Management” is below 2024 target level. All in all, one question out of 28 is below the target level.

2.3 Occurrences - Rate of runway incursions (RIs) (PI#1) & Rate of separation minima infringements (SMIs) (PI#2)



3 ENVIRONMENT - BULGARIA

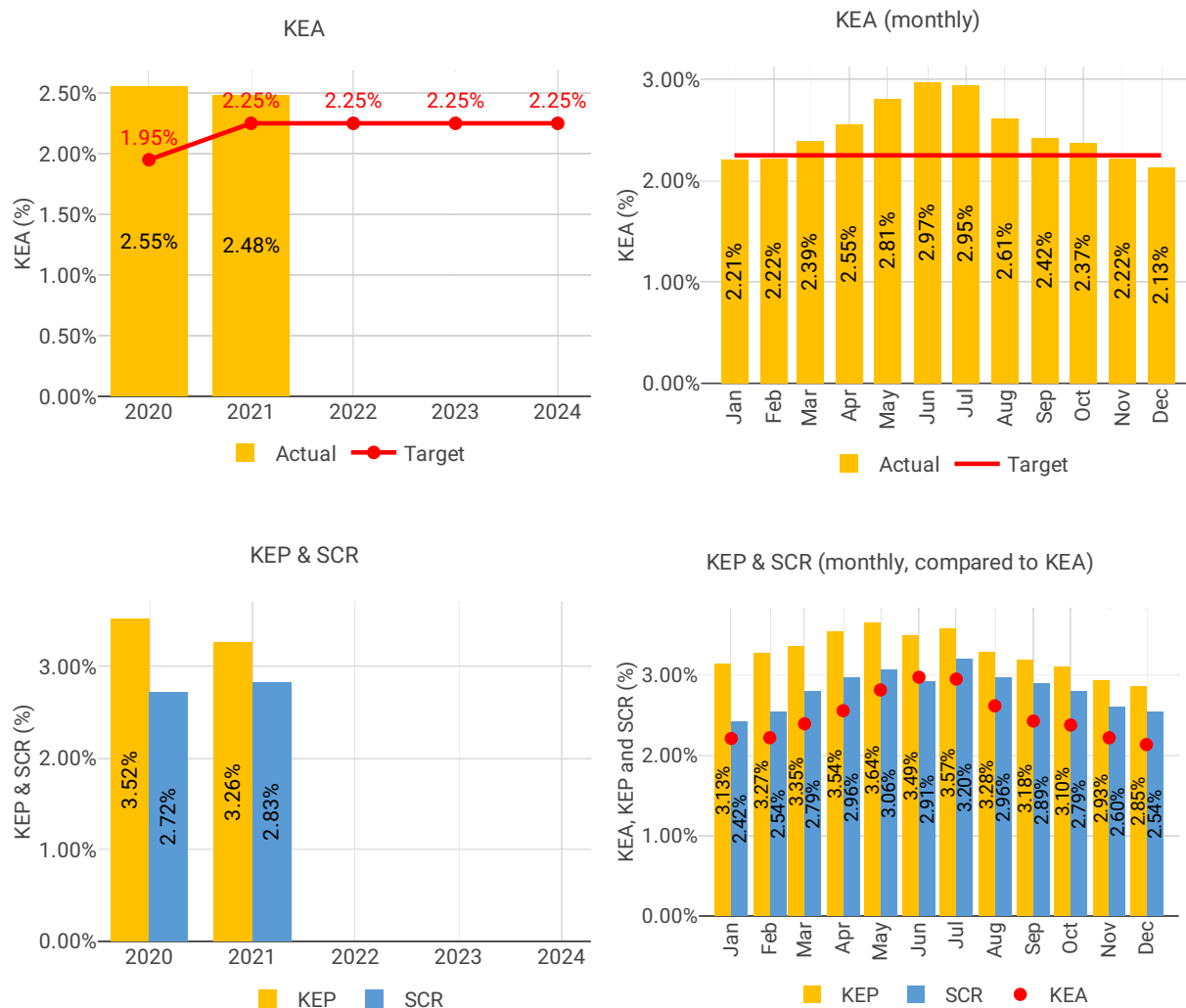
3.1 PRB monitoring

- Bulgaria achieved a KEA performance of 2.48% compared to its target of 2.25% and did not contribute positively towards achieving the Union-wide target.
- It should be noted that KEA performance improved in comparison to 2020 despite a higher number of movements.

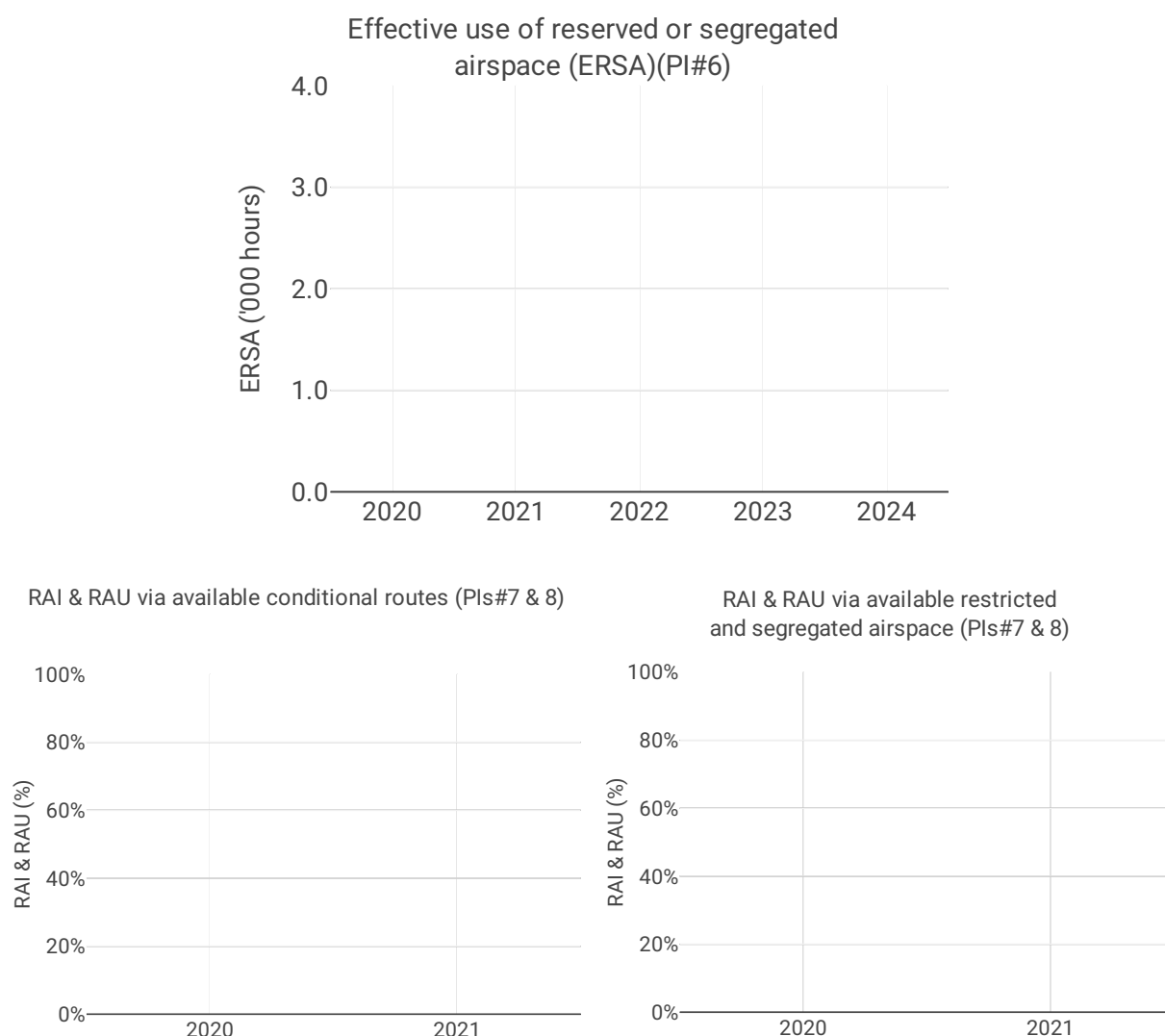
- Despite the shortest constrained route increasing in comparison to 2020, KEP performance improved by 0.26 p.p..
- The NSA states the reasons for potential non meeting of environmental targets are outside of the ANSP's control and related to the geopolitical situation, airspace restrictions and user preferences.
- Bulgaria has no airports that are regulated under the RP3 performance and charging scheme.

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 (SCR) (PI#2)



3.3 Civil-Military dimension



Focus on Civil-Military dimension

Update on Military dimension of the plan

An impact analysis with suggestions for improvements has been provided to National Airspace Policy Body (NAPB).

TRAs that blocked the accessibility with Gorna Oryahovitsa airport have been changed into PCAs along with relevant procedures. On-going action to improve airspace organisation in the vicinity of Plovdiv airport is to be fulfilled in present year.

Military - related measures implemented or planned to improve capacity

On recommendations within the the impact analysis NAPB should take particular decisions. It should be noted that military activity within Bulgarian airspace has been icreased in recent years, some of exercises are of ad-hoc nature, and is really difcult to provide best judgement.

Initiatives implemented or planned to improve PI#6

No information provided.

Initiatives implemented or planned to improve PI#7

No information provided.

Initiatives implemented or planned to improve PI#8

No information provided.

4 CAPACITY - BULGARIA

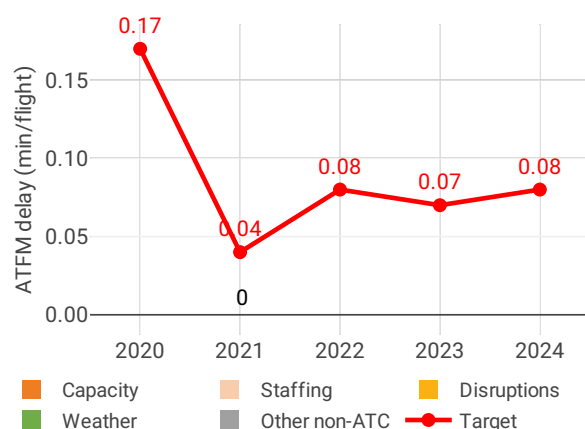
4.1 PRB monitoring

- Bulgaria registered zero minutes of average en route ATFM delay per flight during 2021, thus meeting the local breakdown value of 0.04.
- Delays should be considered in the context of lower traffic: In Bulgaria, IFR movements in 2021 were 41% lower than in 2019.
- Traffic is expected to grow, with 2019 levels likely being reached in 2023 (in base and high growth scenarios). However, delay performance was good in 2019 and no immediate capacity issues are foreseen.
- The yearly total of sector opening hours in Sofia ACC was 23,880, showing an 8.8% increase compared to 2020. Sector opening hours are 34.8% below 2019 levels.
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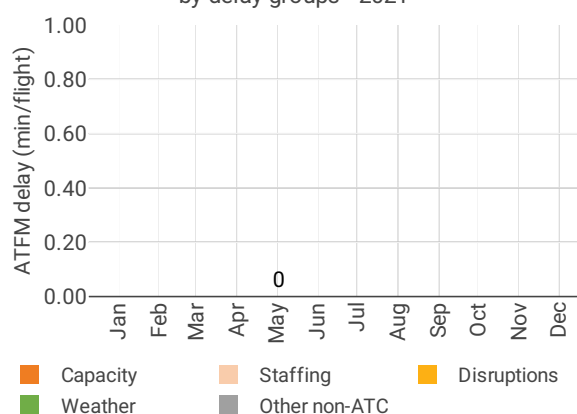
4.2 En route performance

4.2.1 En route ATFM delay (KPI#1)

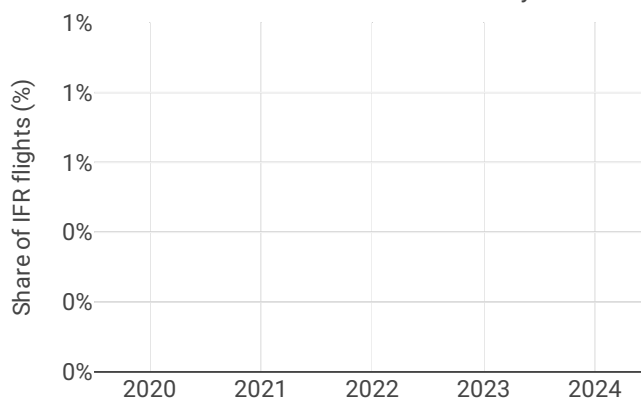
Average en route ATFM delay per flight by delay groups



Monthly distribution of en route ATFM delay by delay groups - 2021



Distribution of IFR flights per the duration of en route ATFM delay



Focus on en route ATFM delay

Summary of capacity performance

Bulgaria experienced an increase in traffic from 376k flights in 2020 to 516k flights in 2021, with zero ATFM delay. However, traffic levels were still substantially below the 879k flights in 2019.

NSA's assessment of capacity performance

The traffic has not recovered yet to the pre-crisis levels, however, it should duly be noted that a need for allotment of operational staff in 4-working flows is extremely demanding. The working flows have been put in place to restrict the spread of COVID 19 infection and to ensure the 24/7 service continuity. Besides, the allocation of 4-working flows came up unsatisfactory response to the match between demand and capacity in terms of available ATCOs, and therefore the number of working flows has been reduced to 3.

As a main priority to preserve the health of people Bulatsa was forced to switch to inflexible rostering, the freedom of ATCO's movement in different shifts configurations has been restrained.

Monitoring process for capacity performance

The monitoring report contained information about health and sanitary screening in response to the COVID 19 pandemic, rather than information on the monitoring of capacity performance.

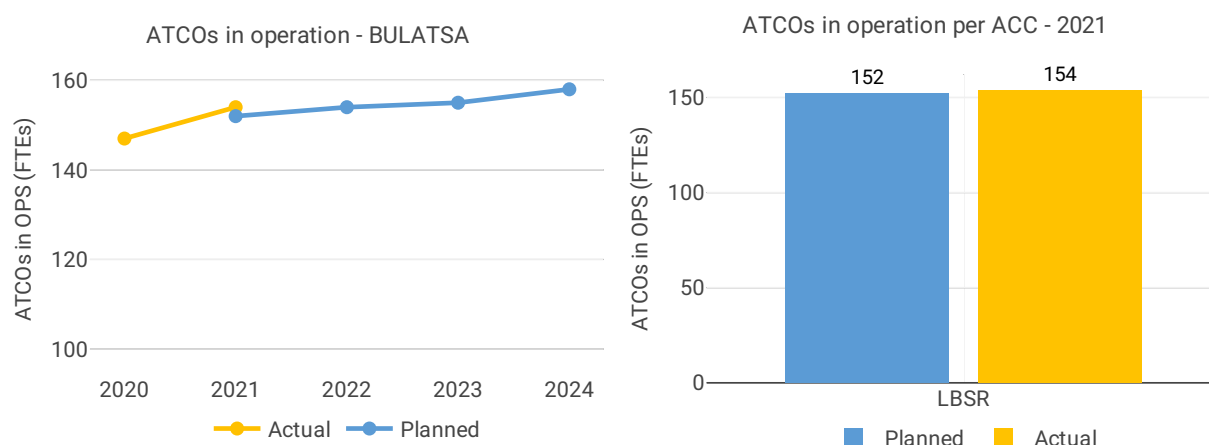
Capacity planning

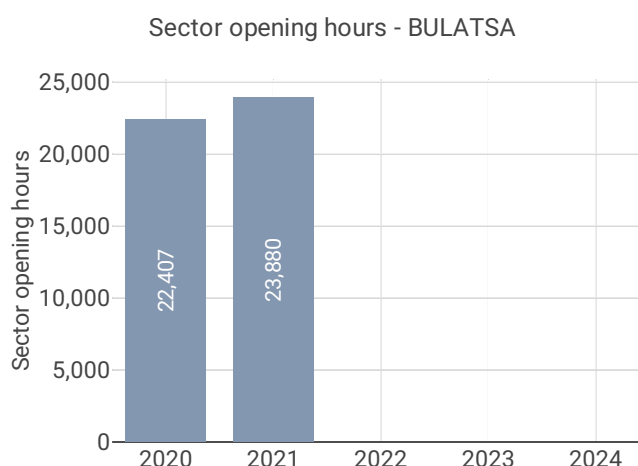
Capacity planning was on weekly basis with regard to the traffic forecast delivered by NM. The longer term forecasts were of inaccurate nature leading to over- or underestimating the number of ATCOs needed for each particular day. Relaxation in traffic volumes brought about suspension of some RAD restrictions with no significant effect on capacity.

Application of Corrective Measures for Capacity (if applicable)

Not applicable.

4.2.2 Other indicators





Focus on ATCOs in operations

The number of additional ATCOs in OPS is due to:

- 6 ATCOs who completed their training and received their licences during the period;
- the remainder represents transition of FTEs from Other duties to OPS room.

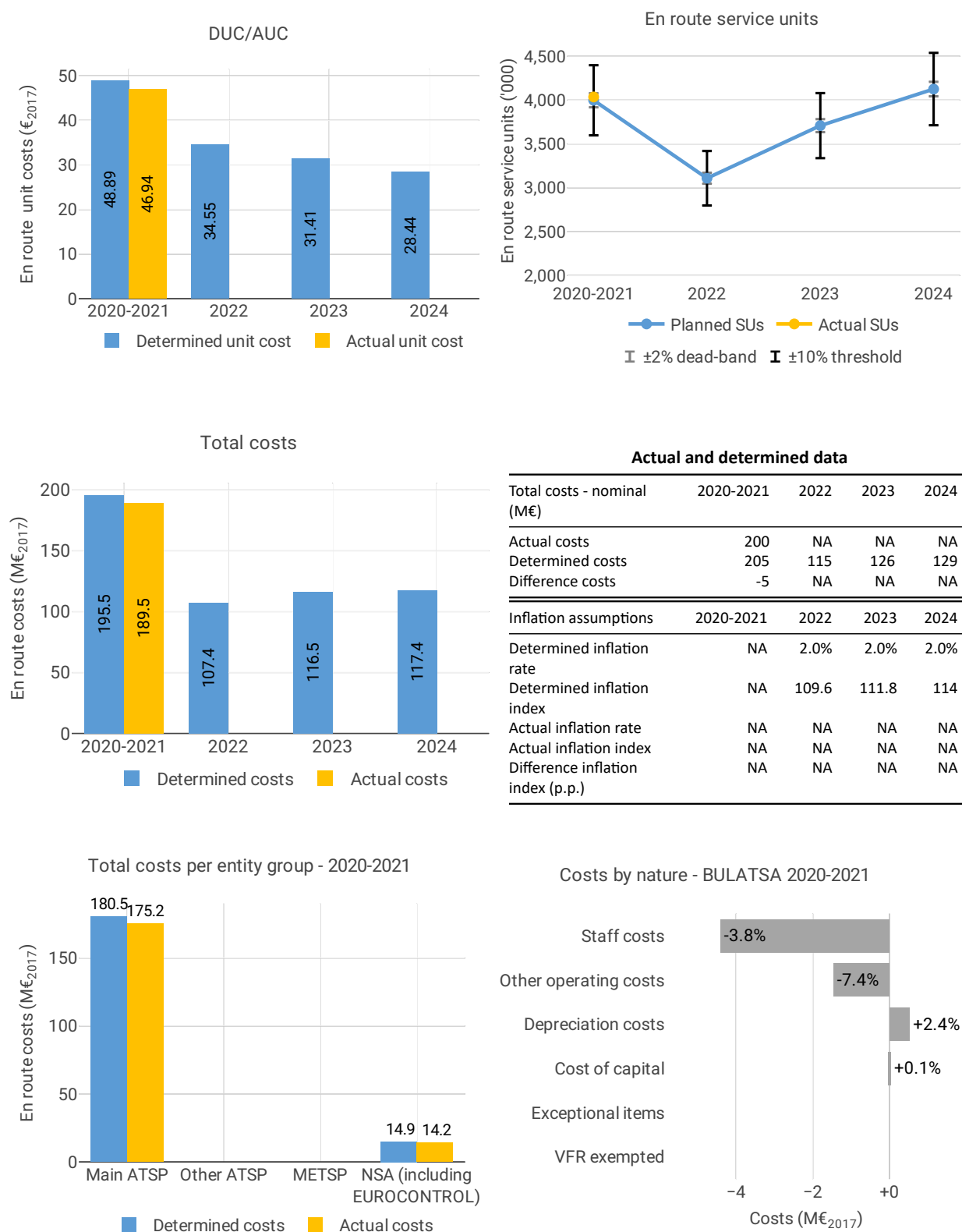
5 COST-EFFICIENCY - BULGARIA

5.1 PRB monitoring

- The en route 2020/2021 actual unit cost of Bulgaria was 46.94 €2017, -4.0% lower than the determined unit cost (48.89 €2017). Bulgaria does not have a terminal charging zone.
- The en route 2021 actual service units (2,270K) were +1.7% higher than determined (2,232K).
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5.2 En route charging zone

5.2.1 Unit cost (KPI#1)



Focus on unit cost

AUC vs. DUC

In the combined year 2020-2021, the AUC was lower than the planned DUC (-4.0% or -3.81 BGN2017 or -1.95 €2017). This results from the combination of slightly higher than planned TSUs (+0.9%) and lower than planned en route costs in real terms (-3.1%, or -11.8 MBGN2017).

En route service units

The difference between actual and planned TSUs (+0.9%) falls within of the $\pm 2\%$ dead band. Hence, the resulting gain of 3.3 MBGN is entirely retained by the ANSP.

En route costs by entity

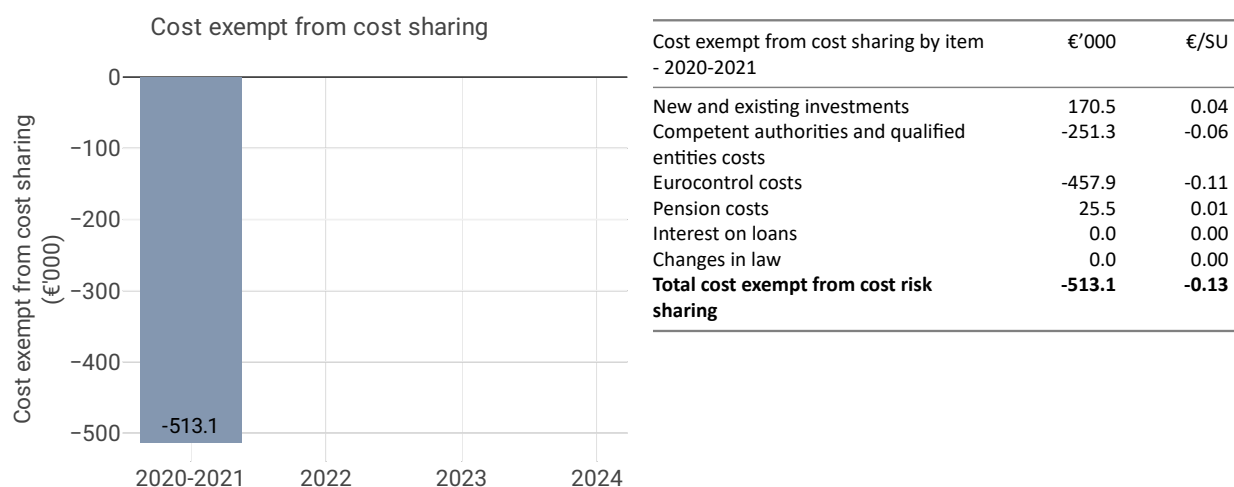
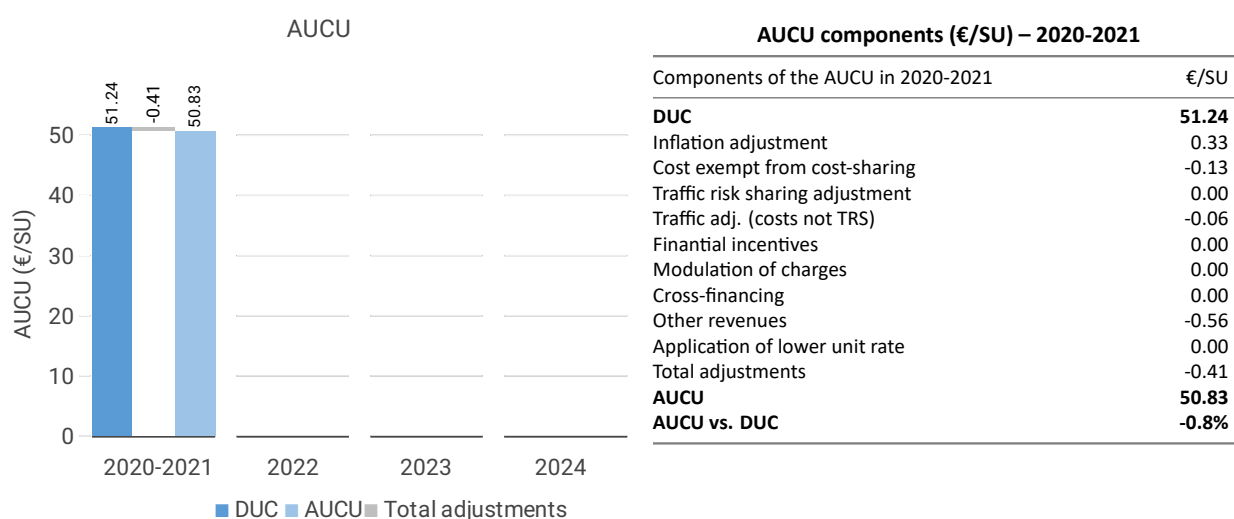
Actual real en route costs for 2020-2021 are -3.1% (-11.8 MBGN2017, or -6.0 M€2017) lower than planned. This reflects the results across all the entities in the charging zone: main ANSP - BULATSA (-2.9%, or -5.3 M€2017) and the NSA/EUROCONTROL (-4.7%, or -0.7 M€2017).

En route costs for the main ANSP at charging zone level

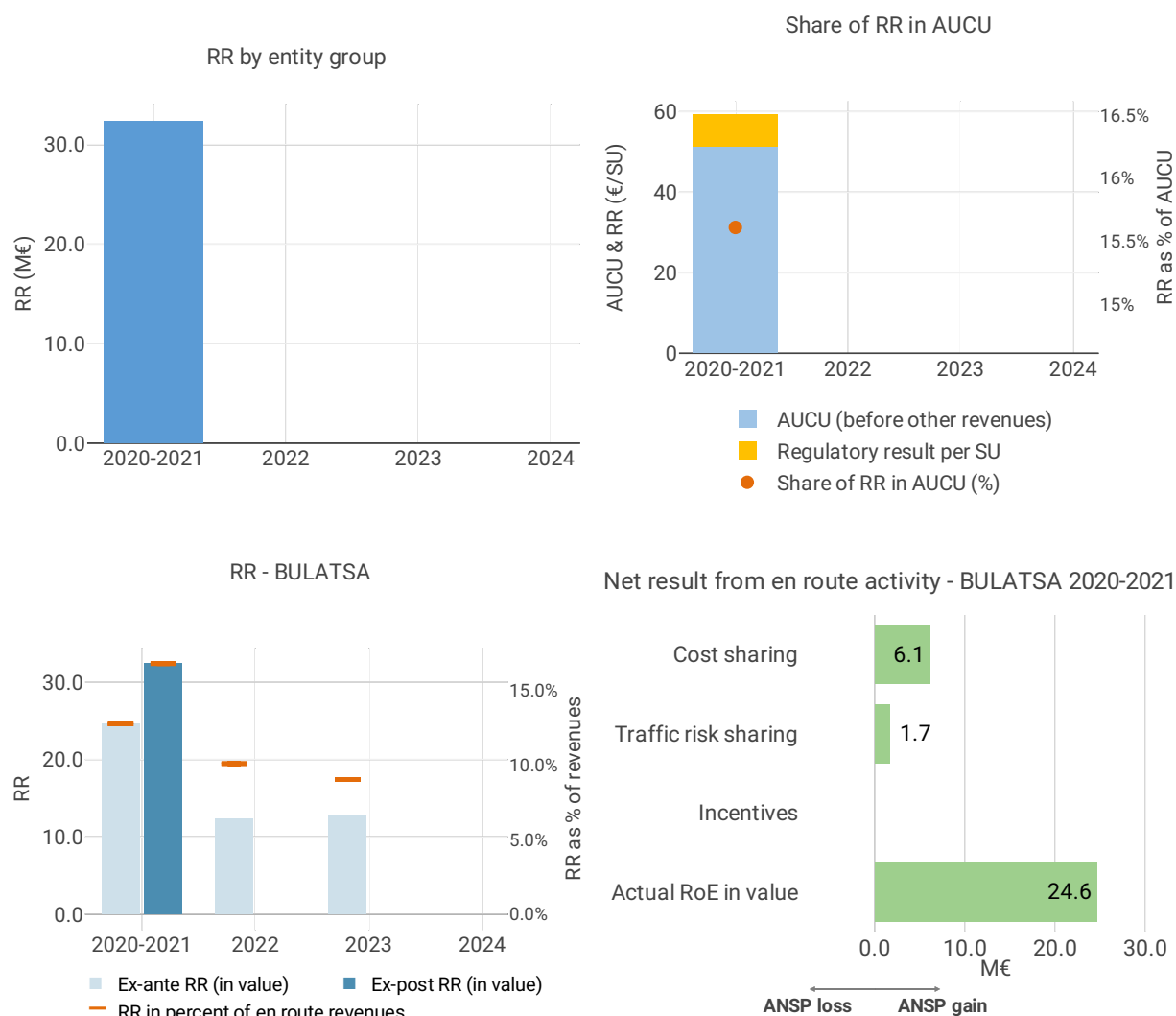
The lower than planned en route costs in real terms for BULATSA in 2020-2021 reflects a combination of:

- lower staff costs (-3.8%), resulting from a reduction of salaries;
- lower other operating costs (-7.4%), reflecting delays and postponement of investment projects, specialised consulting services, trainings and travel;
- higher depreciation costs (+2.4%), reflecting the implementation of the investment plan; and,
- slightly higher cost of capital (+0.1%), resulting from slightly higher than planned asset base.

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



5.2.3 Regulatory result (RR)



Focus on regulatory result

BULATSA net gain on en route activity in the Bulgarian charging zone in the combined year 2020-2021

BULATSA's net gain amounts to +15.2 MBGN (+7.8 M€), as a combination of a gain of +11.9 MBGN (+6.1 M€) arising from the cost sharing mechanism and a gain of +3.3 MBGN (+1.7 M€) arising from the traffic risk sharing mechanism.

BULATSA overall regulatory results (RR) for the en route activity

Ex-post, the overall RR taking into account the net gain from the en route activity mentioned above (+15.2 MBGN or +7.8 M€) and the actual RoE (+48.1 MBGN or 24.6 M€) amounts to +63.3 MBGN or +32.4 M€ (16.8% of the en route revenues). The resulting ex-post rate of return on equity is 9.2%, which is higher than the 7.0% planned in the PP.