

Performance Review Board

Monitoring Report

Slovakia - 2025



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Contents

1	OVERVIEW	2
1.1	Contextual information.....	2
1.2	Traffic (En route traffic zone)	2
1.3	Safety (Main ANSP)	3
1.4	Environment (Member State)	4
1.5	Capacity (Member State).....	4
1.6	Cost-efficiency (En route/Terminal charging zone(s))	5
2	SAFETY - SLOVAKIA	6
2.1	PRB monitoring	6
2.2	Effectiveness of Safety Management (EoSM) (KPI#1)	6
3	ENVIRONMENT - SLOVAKIA	9
3.1	PRB monitoring	9
3.2	En route performance	9
3.3	Civil-Military dimension	13
4	CAPACITY - SLOVAKIA	15
4.1	PRB monitoring	15
4.2	En route performance	15
5	COST-EFFICIENCY - SLOVAKIA	19
5.1	PRB monitoring	19
5.2	En route charging zone	19

1 OVERVIEW

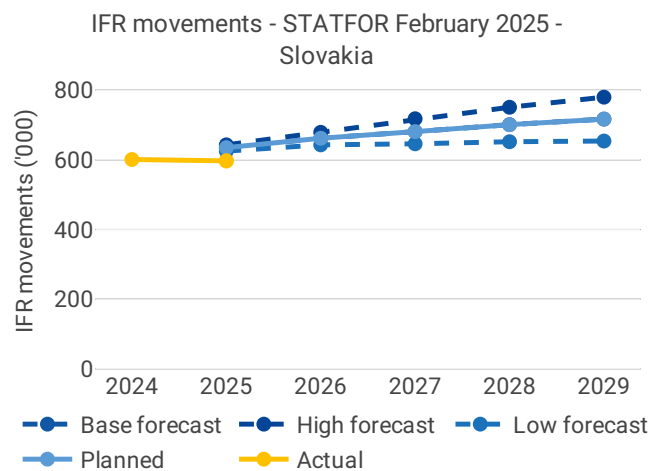
1.1 Contextual information

This document is based on the version of the Annual Monitoring Report file submitted by the state on 2026-06-26 (SK12446_Monitoring_Report_2025_Slovakia v.2 modified .xlsx) and the accompanying submission of en route and terminal (if applicable) reporting tables.

National draft revised performance plan currently under assessment

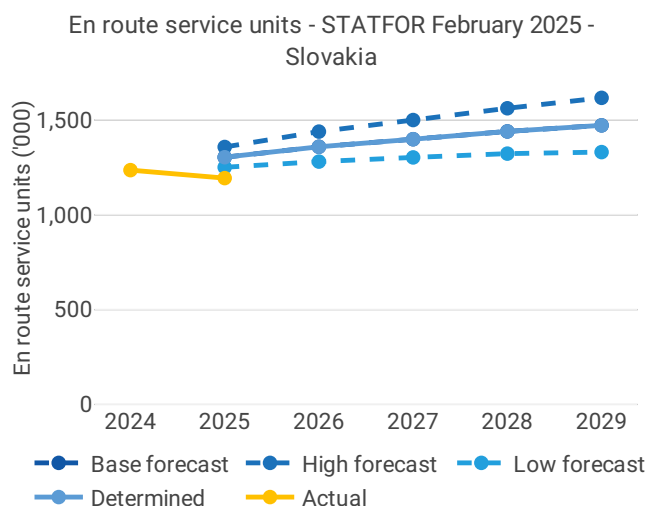
List of ACCs 1	Exchange rate (1 EUR=)	Main ANSP
Bratislava ACC	2022: 1 EUR	• LPS SR
	2025: 1 EUR	
No of airports in the scope of the performance plan:	Share of Union-wide:	Other ANSPs
• ≥80'K 0	• traffic (TSUs) 2025 0.9%	-
• <80'K 0	• en route costs 2025 1.1%	
	Share en route / terminal costs 2025 100% / 0%	MET Providers
	En route charging zone(s)	• SHMU
	Slovakia	
	Terminal charging zone(s)	
	-	

1.2 Traffic (En route traffic zone)



- Slovakia recorded 597K actual IFR movements in 2025, -0.6% compared to 2024 (601K).
- Actual 2025 IFR movements were -5.9% below the plan (635K).
- Actual 2025 IFR movements were +6.3% above the actual 2019 level (562K).





- Slovakia recorded 1,193K actual service units in 2025, -3.4% compared to 2024 (1,235K).
- Actual 2025 service units were -8.4% below the plan (1,303K).
- Actual 2025 service units are -7.6% below the actual 2019 level (1,292K).

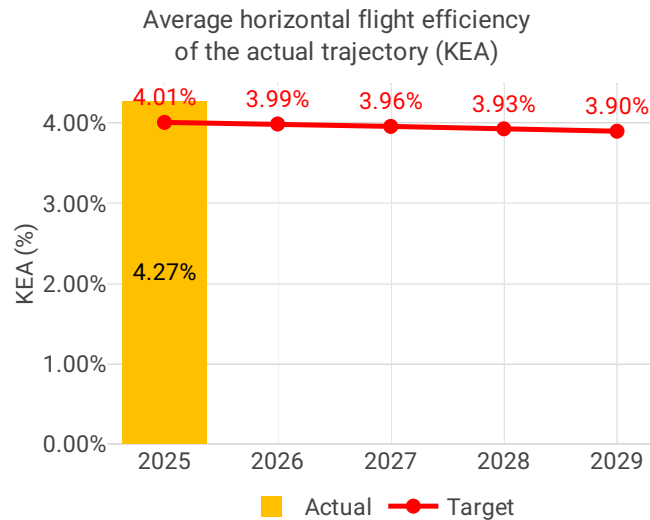
1.3 Safety (Main ANSP)



- In 2025, LPS SR achieved the planned maturity levels set out in its performance plan for all five components of the EoSM.
- When looking ahead to the end of RP4 targets, LPS SR has already achieved 3 out of 5 EoSM targets, needing improvement in Safety Risk Management and Safety Promotion to reach the RP4 targets.
- Slovakia has not included any airports in their RP4 performance plans, thus not reporting on runway incursions during the reference period.
- The rate of separation minima infringements (SMIs) at State level was 5.45, and at ANSP level 2.72. Both indicators were below the Union-wide average. When comparing to 2024, rate of SMIs has increased at both State level and at ANSP level.

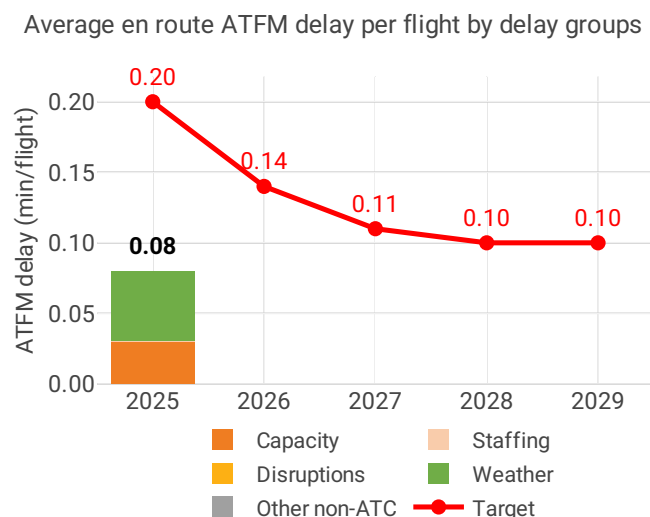


1.4 Environment (Member State)



- Slovakia registered a KEA performance of 4.27%. Their target of 4.01% was not achieved and Slovakia did not contribute positively to Union-wide performance. The NSA states the main reason for not meeting the target is that performance was affected by the continued closure of Ukrainian airspace, which required traffic rerouting and resulted in longer trajectories.
- Both KEP and KES deteriorated in comparison with 2024.
- VFE of the actual en route trajectory was at 77.57%, which was better than the average Union-wide performance.
- No airports are included in the performance plan for monitoring.

1.5 Capacity (Member State)

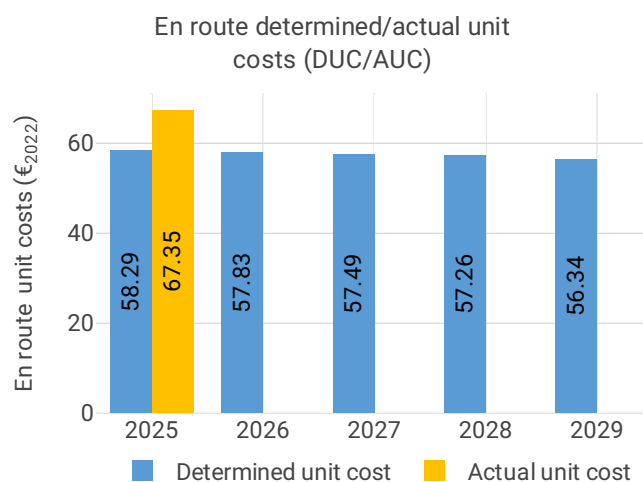


- Slovakia registered 0.08 minutes of average en route ATFM delay per flight during 2025, which remained 0.08 after the post-ops adjustment process, thus achieving the local target value of 0.20. Delays in Slovakia decreased by -0.03 minutes per flight year-on-year.
- Delays were highest in July and August, mostly driven by weather and ATC capacity.



- The share of delayed flights with delays longer than 15 minutes in Slovakia decreased by -20 percentage points compared to 2024.
- The actual number of ATCOs in OPS in Bratislava ACC was 70 FTEs, -3 FTEs below the 2025 plan.
- The yearly total of sector opening hours in Bratislava ACC was 23,574, showing a -11% decrease compared to 2024.
- Bratislava ACC registered 24.62 IFR movements per one sector opening hour in 2025, which is 12% above the recorded level for 2024.

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



- The en route 2025 actual unit cost of Slovakia was 67.35€2022, +15.5% higher than the determined unit cost (58.29€2022). Slovakia does not have a terminal charging zone.
- The en route 2025 actual service units (1.2M) were -8.4% lower than the determined service units (1.3M).
- The en route 2025 actual total costs were +4.4M€2022 (+5.8%) higher than determined. This is mainly due to higher other operating costs for LPS SR (+4.0M€2022, or +65.5%). According to the NSA, this rise was necessary to maintain the required level of safety, retain qualified personnel and ensure continued service provision.
- LPS SR costs of investments were 10.4M€2022 in 2025, -3.3% less than determined (10.8M€2022). According to the NSA, it is mainly due to the postponement of some investments.
- The en route actual unit cost incurred by users in 2025 was 69.85€ (+4.6% above the 2025 DUC). The difference between the AUCU and the DUC is mainly driven by the traffic risk sharing adjustment.



2 SAFETY - SLOVAKIA

2.1 PRB monitoring

- In 2025, LPS SR achieved the planned maturity levels set out in its performance plan for all five components of the EoSM.
- When looking ahead to the end of RP4 targets, LPS SR has already achieved 3 out of 5 EoSM targets, needing improvement in Safety Risk Management and Safety Promotion to reach the RP4 targets.
- Slovakia has not included any airports in their RP4 performance plans, thus not reporting on runway incursions during the reference period.
- The rate of separation minima infringements (SMIs) at State level was 5.45, and at ANSP level 2.72. Both indicators were below the Union-wide average. When comparing to 2024, rate of SMIs has increased at both State level and at ANSP level.

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



Focus on EoSM

In 2025, LPS SR achieved the planned maturity levels set out in its performance plan for all five components of the EoSM.

According to the monitoring report, LPS SR implemented its SMS in 2005 and since that, SMS has been subject to regular independent (external) as well as internal audits targeted to respective areas and components of the System. Also, continuous initiatives have been running to sequentially enhance, fine-tune and develop respective areas. To be specific: in 2025 the processes of occurrence investigation were in focus (steps taken to rationalize the efforts based on the severity of occurrences, thorough incorporation of SAOM methodology was launched, ...), processes of management of change were subject to analyses based on lessons learned sharing with external ANSP (Czech ANS), certain modules of skill-development trainings provided by safety people were introduced, etc. As LPS SR aims to further develop, efforts have been targeting at embracing all company activities under SMS scope (which means going beyond EU Reg 2017/373) - like training, certain AIM processes;



incorporating advanced principles (Safety-II, weak signals detection, system-wide approach to managing risks), building intensified synergies with operations (ATM/CNS/AIM). These efforts are part of long-term SMS maturity strategy and go beyond 2025.

In addition, according to the report, in the area of Safety Risk Management, at present, LPS analyses human contribution to risk primarily from a Safety-I perspective, focusing on negative human performance (errors, slips, lapses) identified through occurrence reporting and investigations; a structured, systematic process to capture and analyse positive human contribution (resilience/success stories) is not yet in place. In addition, while performance deviations and deficiencies are addressed when identified (e.g., via reporting and operational follow-up), LPS does not currently have a formally defined framework to systematically establish and maintain a “buffer/margin” from its tolerable operational risk (TLS). Going forward, LPS SR intends to introduce threshold-based alert levels for selected monitoring criteria in Redox, providing early warning when performance approaches the agreed buffer—while still remaining within tolerable operational risk—so that preventive action can be taken before limits are reached. Furthermore, in the Safety Assurance field, LPS has currently formalized and applicable procedures related to safety surveys in place. Based on these, both scheduled and unscheduled (operations-safety-driven) audits are being carried out and followed up accordingly. As part of future development in this area, NOSS is considered to be implemented (2027+) and certain updates to current procedures are planned in 2026 (clearer definitions, guidance material for inspectors, etc.). Also, in late 2025, LPS SR has completed the Safety Culture Survey which included the Joint Safety Culture Survey additional set of questions targeting beyond “standard” SCS scope. In the field of safety promotion several initiatives were launched and carried out, some of which have been overlapping into 2026+. One of the areas of main focus were targeted to more intense personal communications with ops people and widening awareness in specific SMS activities (personal meetings at units to explain and enhance perception in processes related to internal investigation, occurrence reporting and “life-cycle” of the occurrence report, responsibilities related to investigation, processes related to Moc, etc.). Also, new, more user-friendly safety intranet “SAFZone” was introduced, ...)

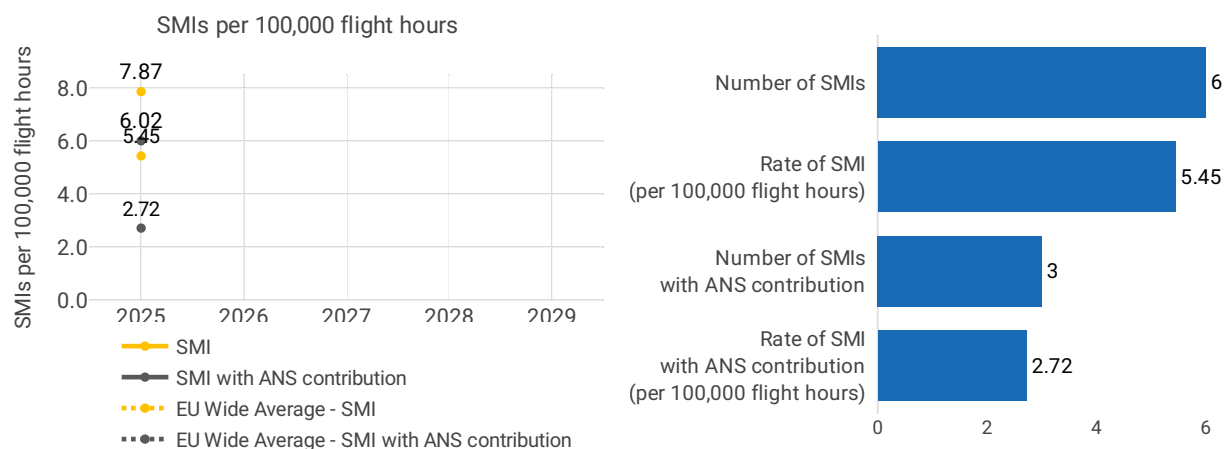
According to the monitoring report, based on specific justifications provided above, it may be concluded that the major gap preventing LPS SR from reaching higher level is the absence of formal assessments of procedures related to measuring the effectiveness of SMS documentation update.

Focus on runway incursions

Slovakia has not included any airports in their RP4 performance plans, thus not reporting on runway incursions during the reference period.



2.2.1 Rate of separation minima infringements (SMIs) (PI#2) and Rate of separation minima infringements with ANS contribution (PI#4)



Rate of SMI with ANS contribution per 100,000 flight hours

#	ANSP	Flight hours					Number of SMIs with ANS contribution				
		2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
1	LPS SR	110,124	NA	NA	NA	NA	3	NA	NA	NA	NA

#	ANSP	Rate of SMI with ANS contribution per 100,000 flight hours					% variation in rate of SMIs				
		2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
1	LPS SR	3	NA	NA	NA	NA					

Focus on separation minima

At State level, Slovakia reported 6 separation minima infringements (SMI) in their airspace during 2025. The rate of separation minima infringements was below Union-wide average (5.45 vs 7.87).

At ANSP level, Slovakia reported 3 SMIs with ANS contribution. The rate of separation minima infringements at ANSP level was lower than the Union-wide average (2.72 vs 6.02).

When comparing to 2024, the rate of separation minima infringements has increased both at State level (5.45 vs 4.46) and at ANSP level (2.72 vs 2.67).

According to the monitoring report, Slovak NCA monitor SMI continuously throughout the year and has established monitoring ALS/TLS.



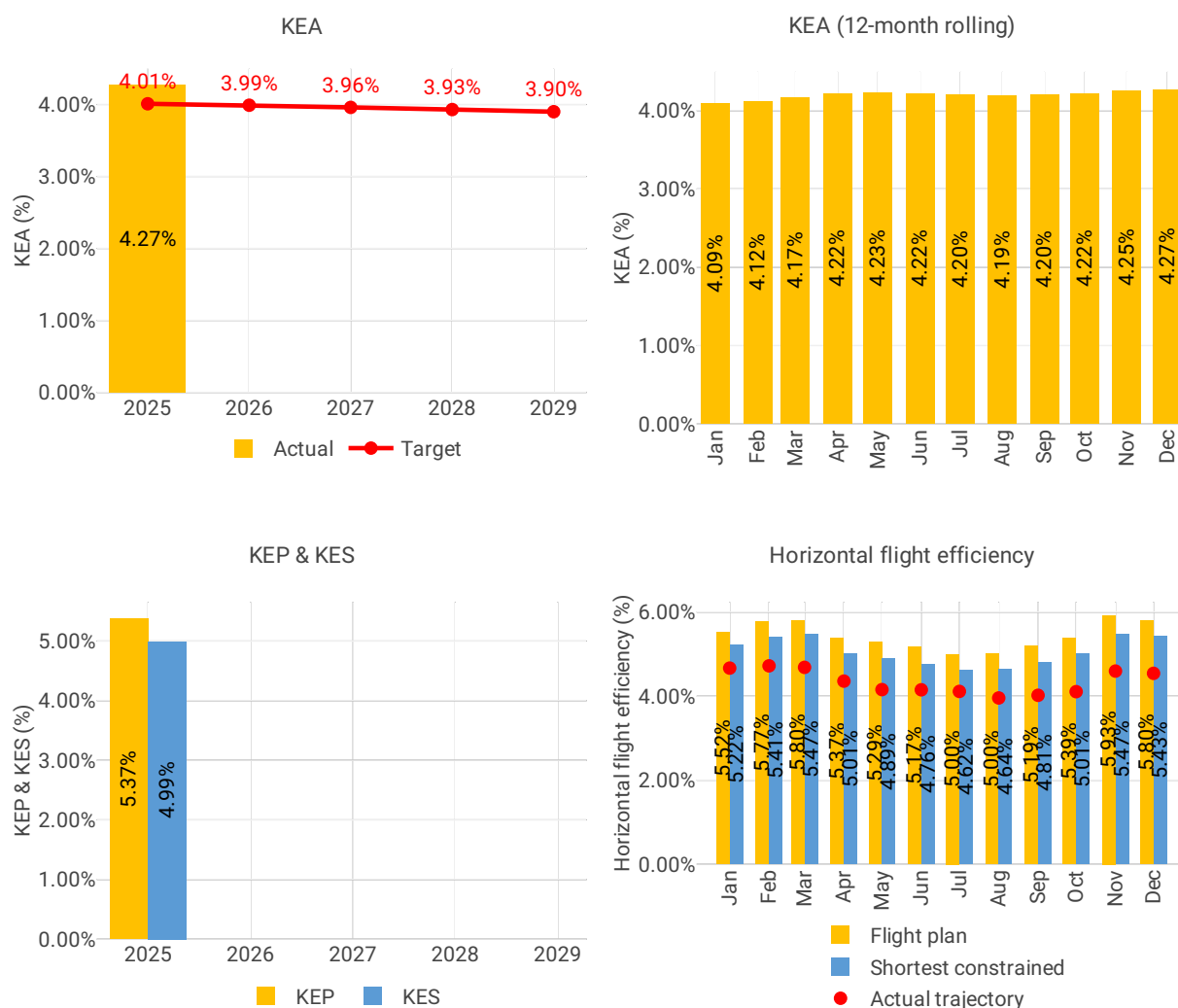
3 ENVIRONMENT - SLOVAKIA

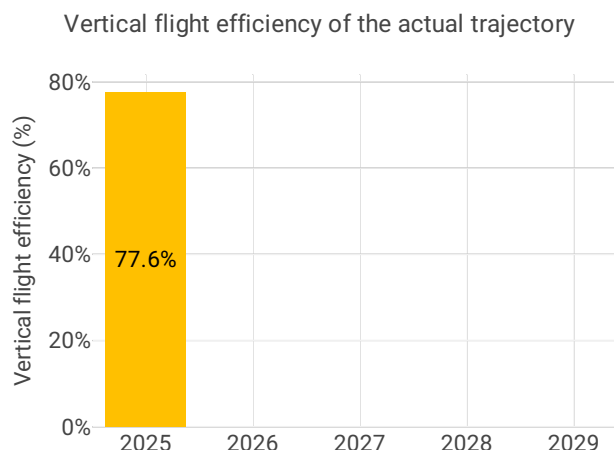
3.1 PRB monitoring

- Slovakia registered a KEA performance of 4.27%. Their target of 4.01% was not achieved and Slovakia did not contribute positively to Union-wide performance. The NSA states the main reason for not meeting the target is that performance was affected by the continued closure of Ukrainian airspace, which required traffic rerouting and resulted in longer trajectories.
- Both KEP and KES deteriorated in comparison with 2024.
- VFE of the actual en route trajectory was at 77.57%, which was better than the average Union-wide performance.
- No airports are included in the performance plan for monitoring.

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 (KES) (PI#2) and vertical flight efficiency of the actual trajectory (VFE) (PI#3)





Focus on en route performance

KEA

The value for KEA has been deteriorating in 2025 with respect to 2024 (4.27% vs 4.05%), while the value of KEA corrected for the influence of the war in Ukraine has been stable (2.12% in 2024 and 2025). In 2025, Slovakia is 23rd for KEA and 16th for KEA corrected.

Slovakia is second best in terms of average additional km per flight with respect to the direct (0.35 km), but 11th in terms of overall additional distance (5.48 km per flight).

In terms of overall additional distance Slovakia is 9th, with 1.22%.

Regarding the assessment of the achieved level of actual performance in the environment KPA, the NSA reports: *“Flight efficiency has declined due to multiple factors. The gap between flight plan and actual flown trajectories remains an issue. While tactical shortcuts can reduce fuel burn, they increase network variability. Reviewing and reducing ATM related network constraints as early as possible to allow flight plans that better align with actual trajectories would improve both efficiency and predictability for all stakeholders.*

A number of events in 2025 affected the network and had direct consequences on the flight efficiency evolution:

The closure and avoidance of Ukrainian, Belarusian and Russian airspace forced traffic to reroute through neighbouring countries (Türkiye, Bulgaria, Romania, Poland, Slovakia, Hungary, Lithuania, Latvia and Estonia, etc.). This shifted significant demand to adjacent ACCs/UACs, especially Far Eastern traffic, and led to increased route extensions.

KEA, KEP, KES and other indicators are valuable – but they do not describe the full runway-to-runway fuel optimum.”

Regarding the implementation of major operational or structural changes during the calendar year impacting performance in this key performance area, the NSA reports: *“Two Free Route Airspace (FRA) projects were successfully implemented on 28 November 2024:*

1) FRA interface between SECSI FRA and SEE FRA (Vienna, Praha, Bratislava, Budapest CTAs) and

2) FRA interface between Baltic FRA and SEE FRA (Praha CTA). In both projects, FRA is available 24/7 and flight planning does not require intermediate points along the FRA boundaries. The new interfaces reduce complexity and improve horizontal flight efficiency.



from Q4/2026 to Q1/2027 - LBSR/LRBB/LZBB/LUUU/EPWW/EYVC/UKOV - cross-border FRA Operations between SEE FRA, FRA Poland (Baltic FRA) and FRA Ukraine."

Regarding progress on the implementation of the measures committed to in the ERNIP, the NSA reports: *"Environment KPA related initiatives will address the Strategic Priority implementation related to seamless airspace organisation through the implementation of the*

ENV(1) Airspace changes included in the ERNIP Part 2 - ARN version 2021-2030, including major areas of cross border Free Route Airspace (FRA) - 0.05 pp of the KEP improvement for the entire RP4, i.e. 0.01 pp average reduction every year.

ENV(2) NM Flight Efficiency strategic project - 0.10 pp of the KEP improvement for the entire RP4, i.e. 0.02 pp average reduction every year.

ENV(3) ASM and Advanced FUA Network Strategic Programme and the RAD measures re-organisation and rationalisation - 0.42 pp of the KEP improvement for the entire RP4, i.e. 0.08-0.09 pp average reduction every year.

ENV(4) Stepped implementation of the various Concepts of Operations covering - Integrated Data Layer (iDL), Network 4D Trajectory, ASM/ATFCM Integration and FLOW."

Regarding the identification and analysis by the NSA of the underlying reasons or circumstances having led to the performance target not being achieved, the NSA reports: *"The NSA acknowledges that the achieved KEA value for 2025 exceeded the target value established in the Performance Plan. Based on the information provided by the ANSP and the analysis performed by the NSA, the main contributing factors were predominantly external to the ANSP's direct control. These include the continued closure and avoidance of Ukrainian, Belarusian and Russian airspace, resulting in significant rerouting of traffic flows through neighbouring States and increased route extensions across the European ATM network."*

Regarding recommendations to the ANSP to rectify the situation, the NSA reports: *"The NSA recommends that the ANSP continue to actively support and accelerate initiatives aimed at improving horizontal flight efficiency, including the further development and expansion of cross-border Free Route Airspace operations and enhanced cooperation with neighbouring ANSPs and the Network Manager.*

The ANSP should continue monitoring ATM-related constraints affecting flight efficiency and identify opportunities to reduce route deviations where operationally feasible. Particular attention should be paid to the optimisation of airspace design, implementation of ERNIP environmental initiatives and participation in network-wide programmes addressing flight efficiency and trajectory management.

The NSA further recommends maintaining regular assessment of the effectiveness of implemented measures and reporting on their contribution to the achievement of future environmental performance targets."

Regarding remedial measures that have been / will be taken by the ANSP to rectify the situation, the NSA reports: *"The NSA has reviewed the remedial measures proposed by the ANSP and considers them appropriate in view of the identified causes of the performance shortfall. The ANSP will continue the implementation of environmental initiatives contained in the ERNIP, including further development of cross-border Free Route Airspace operations, participation in the NM Flight Efficiency Programme, optimisation of ASM/FUA processes and implementation of network trajectory management concepts.*



The planned implementation of cross-border FRA operations between SEE FRA, Baltic FRA and FRA Ukraine, together with the continued deployment of strategic network initiatives, is expected to contribute positively to future flight efficiency performance. The NSA will continue monitoring the implementation and effectiveness of these measures through its regular performance oversight activities and annual performance review process."

Regarding the follow up of the remedial measures indicated in the previous monitoring report(s), the NSA reports: *"The conflict in Ukraine still affects overflights.*

Closure of Ukrainian airspace and to establishment of military transit corridors has caused a significant shift of traffic flows to the west with the extraordinary de-tour impacting of KEA indicator."

KEP

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *"Two Free Route Airspace (FRA) projects were successfully implemented on 28 November 2024: 1) FRA interface between SECSI FRA and SEE FRA (Vienna, Praha, Bratislava, Budapest CTAs) and 2) FRA interface between Baltic FRA and SEE FRA (Praha CTA). In both projects, FRA is available 24/7 and flight planning does not require intermediate points along the FRA boundaries. The new interfaces reduce complexity and improve horizontal flight efficiency.*

from Q4/2026 to Q1/2027 - LBSR/LRBB/LZBB/LUUU/EPWW/EYVC/UKOV - cross-border FRA Operations between SEE FRA, FRA Poland (Baltic FRA and FRA Ukraine.

Due to the impact of the war in Ukraine, it is not possible to directly compare the KEP RP3 and RP4 targets.

A number of events in 2025 affected the network and had direct consequences on the flight efficiency evolution:

The closure and avoidance of Ukrainian, Belarusian and Russian airspace forced traffic to reroute through neighbouring countries (Türkiye, Bulgaria, Romania, Poland, Slovakia, Hungary, Lithuania, Latvia and Estonia, etc.). This shifted significant demand to adjacent ACCs/UACs, especially Far Eastern traffic, and led to increased route extensions.

KEA, KEP, KES and other indicators are valuable – but they do not describe the full runway-to-runway fuel optimum."

KES

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from Q4/2026 to Q1/2027 - LBSR/LRBB/LZBB/LUUU/EPWW/EYVC/UKOV - cross-border FRA Operations between SEE FRA, FRA Poland (Baltic FRA and FRA Ukraine).



The KES indicator does not directly capture actual environmental performance, as the trajectory flown can differ significantly due to factors beyond ANSP control. KEA, KEP, KES and other indicators are valuable – but they do not describe the full runway-to-runway fuel optimum.

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Vertical flight efficiency

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: “Total distance (km) 66,802,844

Distance flown at altitude $\geq$ Requested FL - 1000 ft - 51,821,671

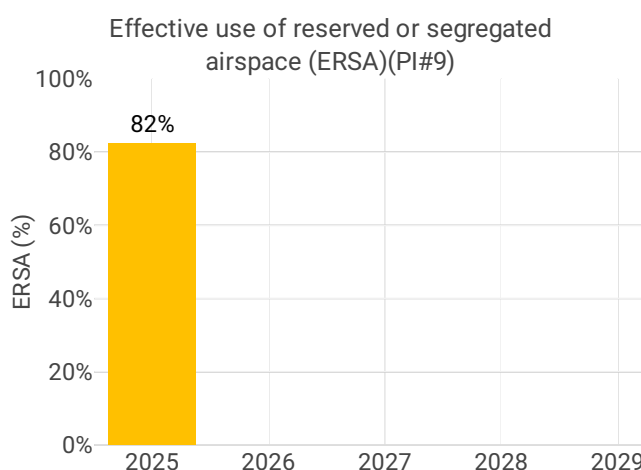
Indicator (%) 77.6

Based on data available as of early 2026, the vertical flight efficiency of the actual trajectory (VFE) for Slovakia in 2025 has been influenced by a significant increase in traffic and airspace restrictions in Central Europe, leading to continued environmental performance challenges.

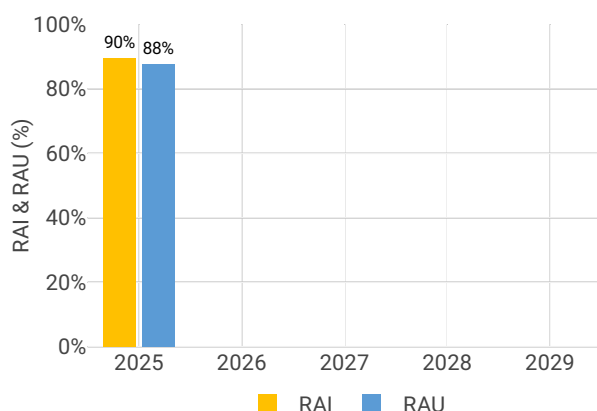
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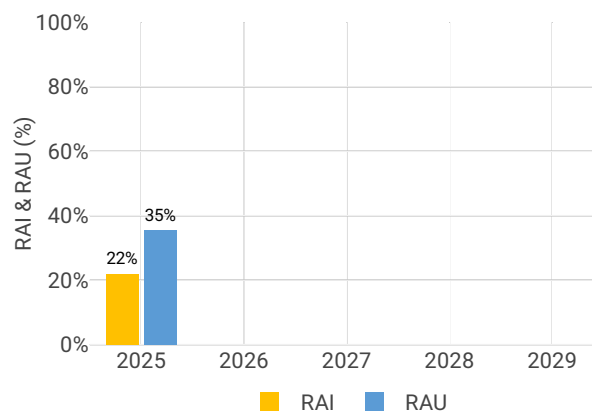
3.3 Civil-Military dimension



RAI & RAU via available conditional routes (PIs#10 & 11)



RAI & RAU via available restricted and segregated airspace (PIs#10 & 11)



Focus on Civil-Military dimension

Effective use of reserved or segregated local airspace

SLOVAKIA reports a ratio of **84%**

- Total number of hours allocated & notified to NM: **38,874**
- Total number of hours used: **32,830**

BRATISLAVA ACC reports a ratio of **80%**

- Total number of hours allocated & notified to NM: **21,240**
- Total number of hours used: **16,913**

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *"PRISMIL CURA was fully implemented"*

Rate of planning via available airspace structures

SLOVAKIA reports that:

- The ratio of planning via available airspace structures is **99%** (via available restricted and segregated airspaces)

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *"PRISMIL CURA was fully implemented"*

Rate of using available airspace structures

SLOVAKIA reports that:

- The ratio of the use of the available airspace structures is **86%** (via available restricted and segregated airspaces)

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *"PRISMIL CURA was fully implemented"*



4 CAPACITY - SLOVAKIA

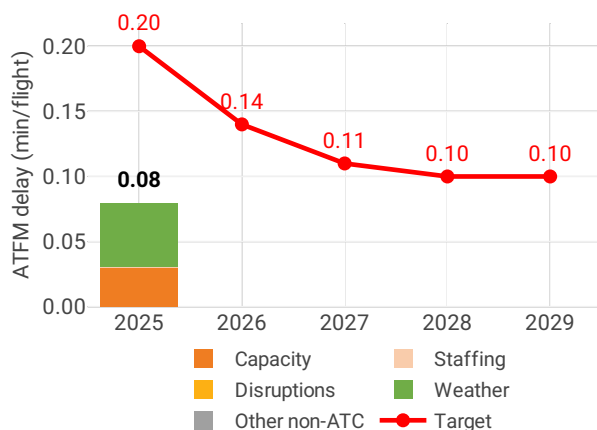
4.1 PRB monitoring

- Slovakia registered 0.08 minutes of average en route ATFM delay per flight during 2025, which remained 0.08 after the post-ops adjustment process, thus achieving the local target value of 0.20. Delays in Slovakia decreased by -0.03 minutes per flight year-on-year.
- Delays were highest in July and August, mostly driven by weather and ATC capacity.
- The share of delayed flights with delays longer than 15 minutes in Slovakia decreased by -20 percentage points compared to 2024.
- The actual number of ATCOs in OPS in Bratislava ACC was 70 FTEs, -3 FTEs below the 2025 plan.
- The yearly total of sector opening hours in Bratislava ACC was 23,574, showing a -11% decrease compared to 2024.
- Bratislava ACC registered 24.62 IFR movements per one sector opening hour in 2025, which is 12% above the recorded level for 2024.

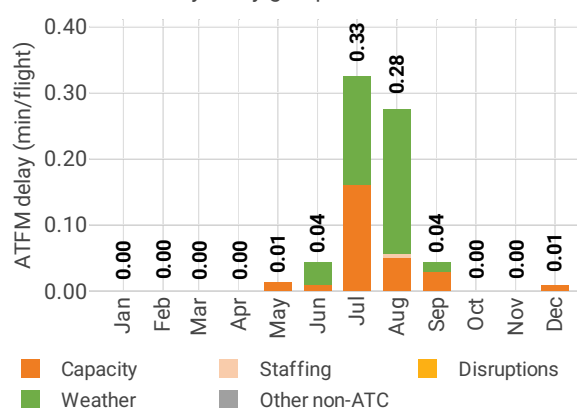
4.2 En route performance

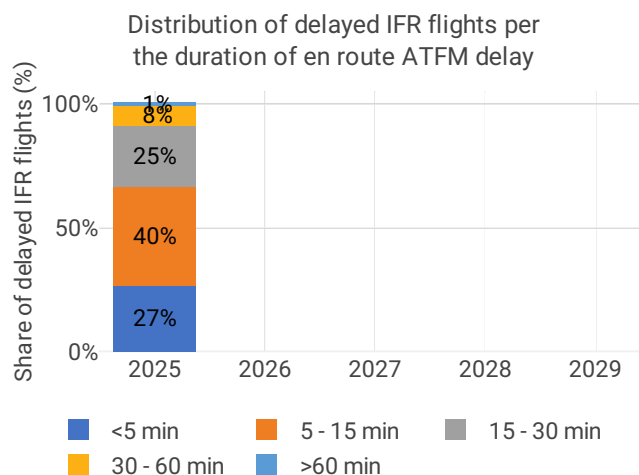
4.2.1 En route ATFM delay (KPI#1)

Average en route ATFM delay per flight by delay groups



Monthly distribution of en route ATFM delay by delay groups - 2025





Focus on en route ATFM delay

En route ATFM delay

- Slovakia had 597k flights in 2025, down from 601k flights in 2024.
- LPS SR applied en route ATFM regulations resulting in 51k minutes of delay, a reduction from the 77k minutes in 2024.
- As part of the strategic traffic re-orientation programme (S25/NTDM) operated by the Network Manager, 2k minutes of delay originating in Slovakia were re-attributed to other ANSPs.
- Under the auspices of the Route Network (RN) Scenarios during Capacity & Weather Based Operations between June and September 2025, 2k minutes of delay originating in Slovakia, being re-attributed to other ANSPs.
- When the above post-operations re-attributions are factored in, the total en route delay for LPS SR in 2025 was 48k minutes in 2025 down from 67k minutes in 2024.

Regarding the reasons and circumstances resulting in the achieved level of actual performance of the en route ATFM delay per flight KPI, the NSA reports: *"The average delay per flight was 0.1 minutes per flight in Summer 2025."*

37,6 % of the Summer delays were due to the reason ATC Capacity, 61,5 % due to Weather and 1 % due to Staffing. On 22/01/2026, new sector configurations were introduced. Currently, the horizontally split sector configuration is being used in operation."

Regarding the description of the adjustments to the capacity plan included in adopted performance plan, the NSA reports: *"The National Performance Plan for the RP4 (2025-2029 period) were not yet adopted for Slovakia."*

Regarding the identification and analysis by the NSA of the underlying reasons or circumstances having led to the performance target not being achieved, the NSA reports: *"Target has been met."*

Regarding follow up of the remedial measures indicated in the previous monitoring report(s), the NSA reports: *"during the previous calendar years the modification of the Bratislava CTA were being introduced"*

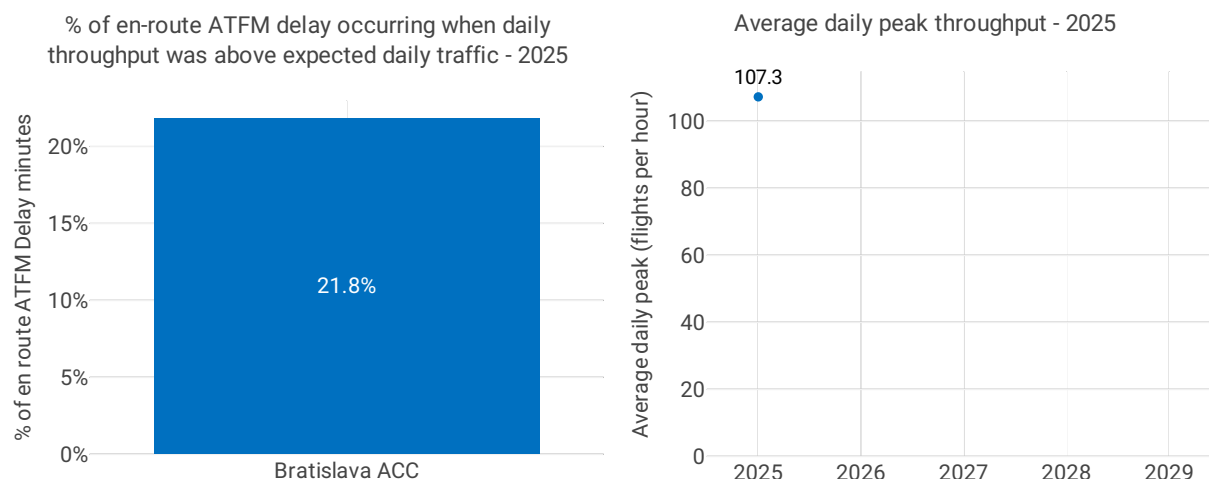


En route capacity incentive scheme

The Slovakian NSA reports a financial bonus for the ANSP of € 545,025 for en route capacity performance in 2025.

A local incentive target was set at 0.17 min/flight, for all causes of delay, and an actual value of 0.08 mins/flight was achieved.

4.2.2 En route performance indicators at ACC level (PI#4-5)



Focus en route performance indicators at ACC level

Percentage of total en route ATFM delay that occurred on days when the daily throughput was above the expected daily traffic

As background information on actual performance, the NSA reports: *"Flights 575,128*

Total en-route ATFM delay (MIN) 50,502

The percentage of the total en route ATFM delay minutes that occurred on days when the daily throughput was above the expected daily traffic, calculated as follows:

en-route ATFM delays

expected daily traffic refers to the daily traffic profile

airspace throughput and traffic demand are measured as daily IFR flight entries in the airspace

the airspace is the area of responsibility defined for the calculation of en route ATFM delays"



Annual weighted average of the daily peak throughput

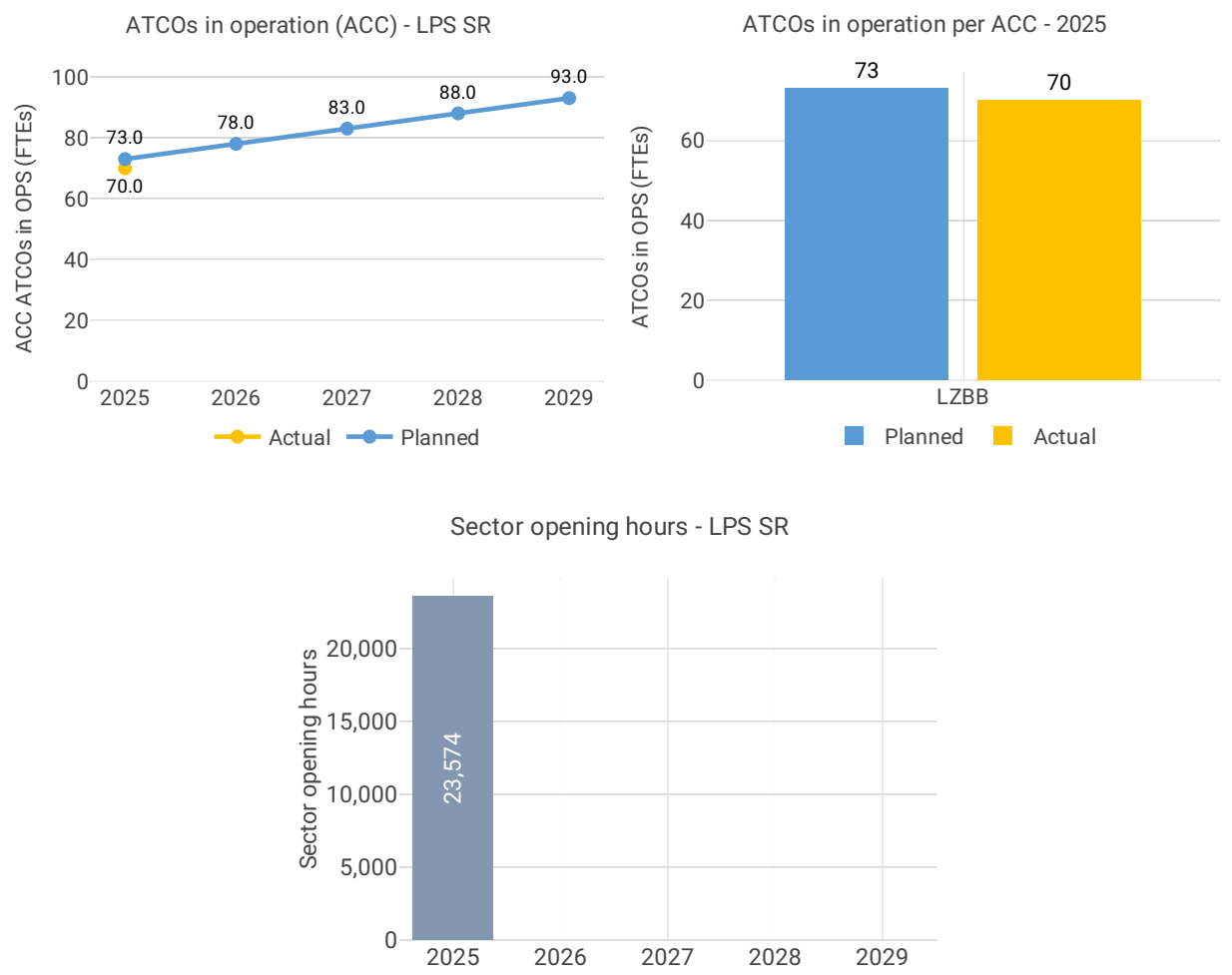
As background information on actual performance, the NSA reports: *“Total flights 580,347 and Change vs. 2024 is -1.6*

Indicator definition - the annual weighted average of the daily peak throughput, expressed as a number of IFR flights per hour, calculated as follows

the daily peak throughput is an arithmetic average of the number of IFR flights during the three hours of each day with the highest number of flights

the value used to calculate the weighting is the number of IFR flights per day”

4.2.3 Other en route information



Focus on other en route information

As additional comments to ATCOs in the scope of the performance scheme, the NSA reports: *“The allocation process is still ongoing, but preliminary data suggest that the actual figure corresponds to the planned one”*



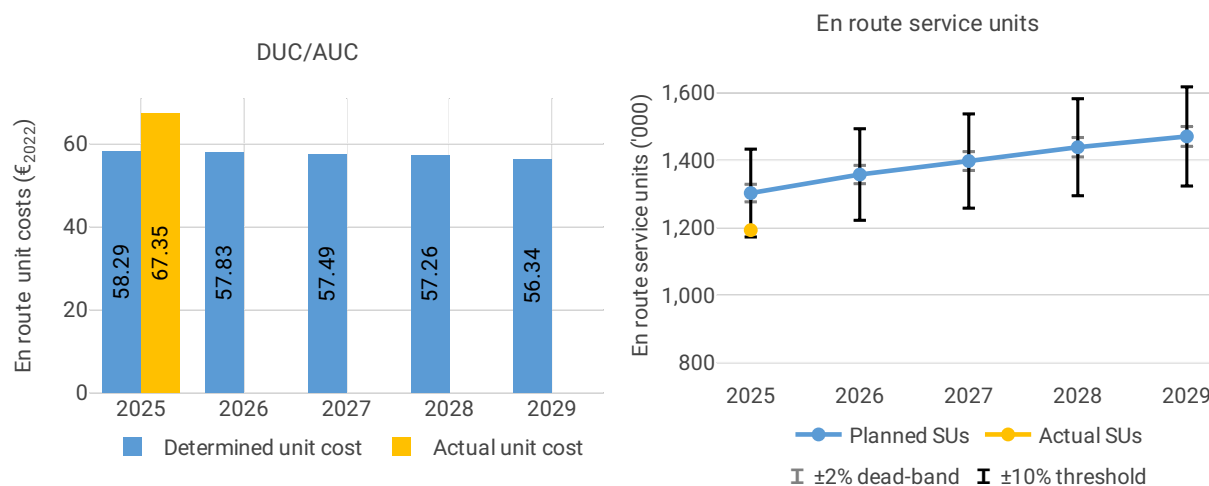
5 COST-EFFICIENCY - SLOVAKIA

5.1 PRB monitoring

- The en route 2025 actual unit cost of Slovakia was 67.35€2022, +15.5% higher than the determined unit cost (58.29€2022). Slovakia does not have a terminal charging zone.
- The en route 2025 actual service units (1.2M) were -8.4% lower than the determined service units (1.3M).
- The en route 2025 actual total costs were +4.4M€2022 (+5.8%) higher than determined. This is mainly due to higher other operating costs for LPS SR (+4.0M€2022, or +65.5%). According to the NSA, this rise was necessary to maintain the required level of safety, retain qualified personnel and ensure continued service provision.
- LPS SR costs of investments were 10.4M€2022 in 2025, -3.3% less than determined (10.8M€2022). According to the NSA, it is mainly due to the postponement of some investments.
- The en route actual unit cost incurred by users in 2025 was 69.85€ (+4.6% above the 2025 DUC). The difference between the AUCU and the DUC is mainly driven by the traffic risk sharing adjustment.

5.2 En route charging zone

5.2.1 Unit cost (KPI#1)

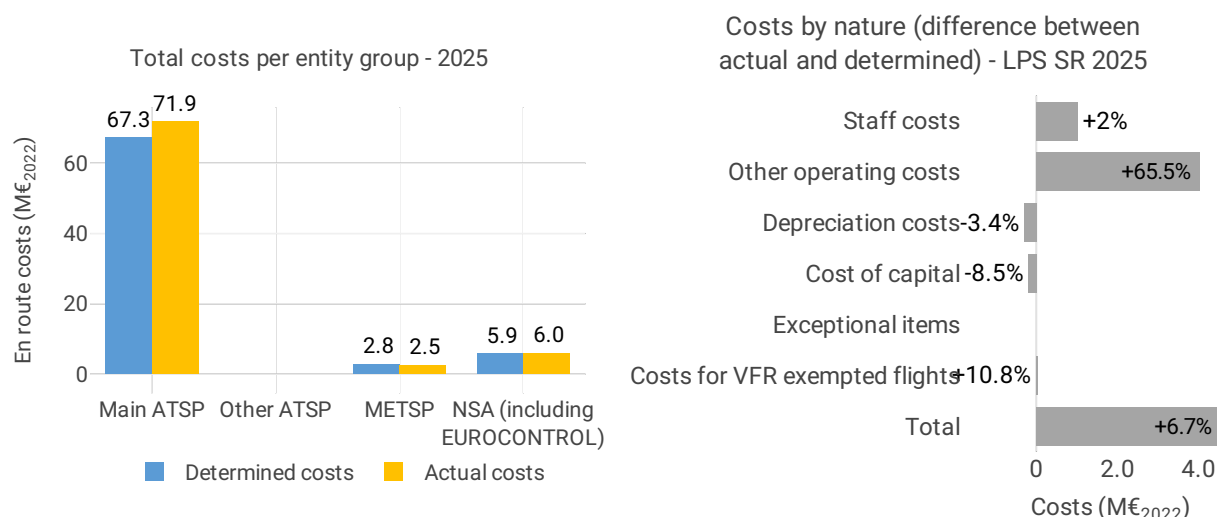


Actual and determined data					
Total costs - nominal (M€)	2025	2026	2027	2028	2029
Determined costs	87.0	92.1	96.0	100.0	102.0
Actual costs	92.7	NA	NA	NA	NA
Difference costs	5.7	NA	NA	NA	NA



Inflation assumptions	2025	2026	2027	2028	2029
Determined inflation rate	3.7%	2.9%	2.2%	2.0%	2.0%
Determined inflation index*	118.7	122.1	124.8	127.3	129.8
Actual inflation rate	4.2%	NA	NA	NA	NA
Actual inflation index*	119.4	NA	NA	NA	NA
Difference inflation index (p.p.)	+0.6	NA	NA	NA	NA

*100 = 2022



Focus on unit cost

AUC vs. DUC

In 2025, the en route AUC was +15.5% (or +9.05 €2022) higher than the planned DUC. This results from the combination of significantly lower than planned TSUs (-8.4%) and significantly higher than planned en route costs in real terms (+5.8%, or +4.4 M€2022).

En route service units

The difference between actual and planned TSUs (-8.4%) falls outside the $\pm 2\%$ dead-band but does not exceed the $\pm 10\%$ threshold foreseen in the traffic risk sharing mechanism. The resulting loss of en route revenues is therefore shared between the ANSP and the airspace users (see the main ANSP regulatory result).

En route costs by entity

Actual real en route costs are +5.8% (+4.4 M€2022) higher than planned. This is the result of higher costs for the main ANSP, LPS SR (+6.7%, or +4.5 M€2022) and the NSA/EUROCONTROL (+2.1%, or +0.1 M€2022) and lower costs for the MET service provider (-9.2%, or -0.3 M€2022).

En route costs for the main ANSP (LPS SR) at charging zone level

Based on the additional information to the en route reporting tables, the significantly higher than planned en route costs in real terms for LPS SR in 2025 (+6.7%, or +4.5 M€2022) result from:

- Higher than planned staff costs (+2.0%), mainly due to legislative changes in social security contribution.



- Significantly higher than planned other operating costs (+65.5%).
- Lower than planned depreciation (-3.4%), mainly due to “*postponement of some investments*”.
- Significantly lower than planned cost of capital (-8.5%) also explained by “*postponement of some investments*”.
- Significantly higher than planned deduction for VFR exempted flights (+10.8%).

Assessment of the actual performance in the charging zone reported by the NSA

The NSA of Slovakia provides the following overall assessment of the actual performance in 2025 at charging zone level:

“The actual en-route unit cost for 2025 exceeded the determined unit cost by approximately 15.5%. The deviation was primarily driven by lower-than-planned traffic volumes (TSU -8.4%) combined with higher-than-planned actual costs (+5.8%). As a result, the fixed cost base was distributed over a lower number of service units, leading to a significant increase in the actual unit cost compared to the RP4 target.”

Explanation of the differences between actual and determined costs at charging zone level reported by the NSA

The NSA provides the following explanation for the differences between actual and determined costs in the charging zone:

“Actual en-route costs in 2025 were approximately 5.8% higher than the determined costs. The increase was mainly attributable to higher operational and staff-related expenditures necessary to maintain the required level of safety, retaining qualified personnel and service provision. At the same time, traffic volumes remained below the level assumed in the Performance Plan, with total service units being approximately 8.4% lower than planned. The combination of higher costs and lower traffic resulted in an actual unit cost significantly above the determined value.”

Recommendations formulated by the NSA to the ANSP (LPS SR) to rectify the situation and actions taken by the ANSP

The NSA 2025 monitoring report indicates the following recommendations formulated by the NSA:

“The NSA recommends that the ANSP:

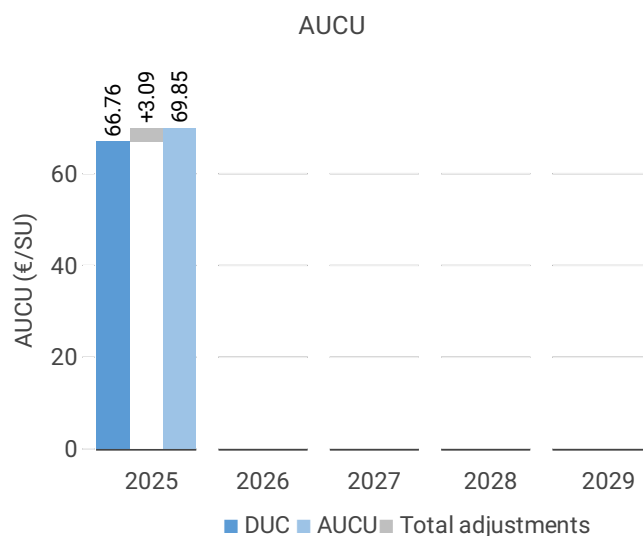
- *continue monitoring and controlling operational and administrative costs;*
- *identify the main drivers of the cost increase and implement mitigating measures where feasible.”*

LPS SR reports the implementation of the following actions:

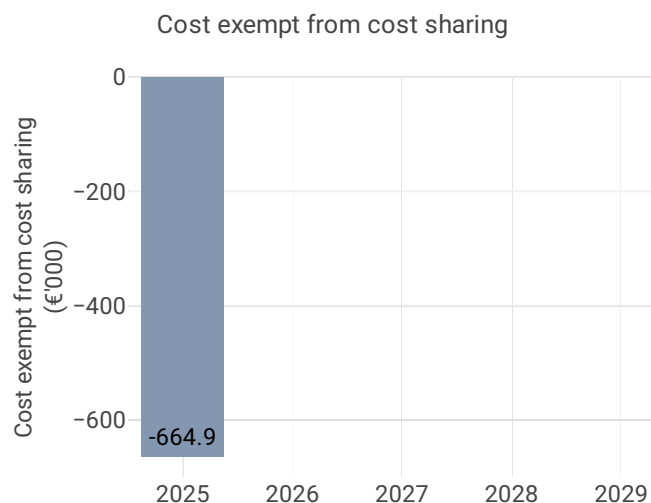
“The management of ANSP has initiated personal audit.”



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



AUCU components (€/SU) – 2025	
Components of the AUCU in 2025	€/SU
DUC	66.76
Inflation adjustment	0.30
Cost exempt from cost sharing	-0.56
Traffic risk sharing adjustment	2.94
Traffic adjustment (costs not TRS)	0.65
Financial incentives	0.00
Modulation of charges	0.00
Cross-financing	0.00
Other revenues	-0.24
Application of lower unit rate	0.00
Total adjustments	3.09
AUCU	69.85
AUCU vs. DUC	+ 4.6%



Cost exempt from cost sharing – 2025		
Cost exempt from cost sharing by item - 2025	€'000	€/SU
New and existing investments	-410.3	-0.34
Competent authorities and qualified entities costs	160.4	0.13
Eurocontrol costs	-39.0	-0.03
Pension costs	-375.0	-0.31
Interest on loans	-1.1	0.00
Changes in law	0.0	0.00
Total cost exempt from cost risk sharing	-664.9	-0.56

Focus on AUCU

En route AUCU monitoring at charging zone level

The actual en route unit cost incurred by airspace users (AUCU) in respect of activities performed in 2025 (69.85 €) is +4.6% higher than the nominal DUC (66.76 €) which includes DUC initially charged: 72.27 €, and DUC to be charged retroactively: -5.52 €. The difference between the AUCU and the nominal DUC (+3.09 €/SU) is due to:

- the positive inflation adjustment resulting from higher than planned inflation (+0.30 €/SU);
- the impact of adjustments resulting from the costs exempted from cost sharing mechanism (-0.56 €/SU);
- the addition of the traffic risk sharing adjustments (+2.94 €/SU);
- the addition of the traffic adjustment (+0.65 €/SU) for the costs not subject to traffic risk sharing; and,
- the deduction of other revenues (-0.24 €/SU).

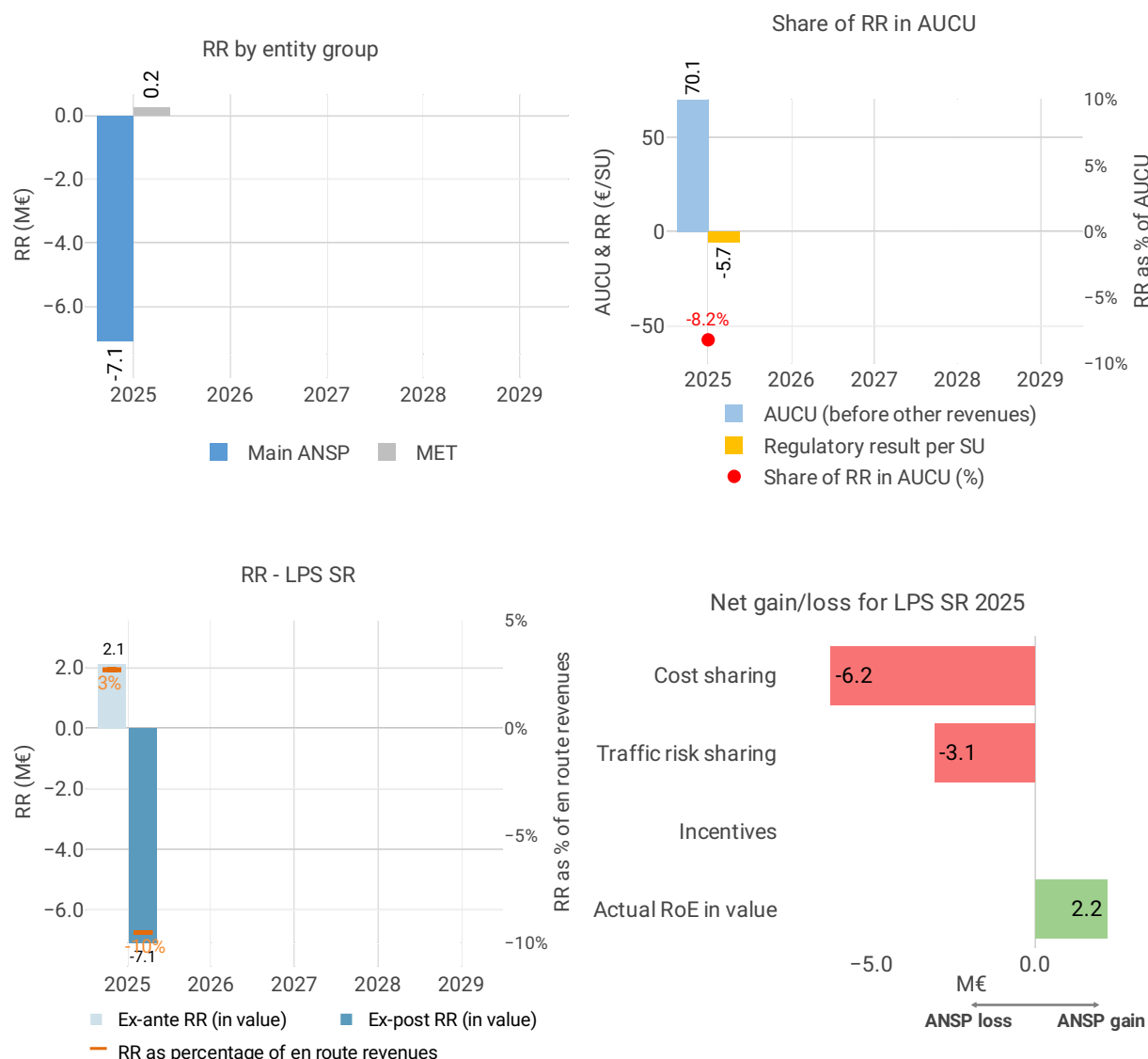
The share of the regulatory result (see next sub-section) in the AUCU (before the deduction of other revenues) is -8.2%.

Initiatives implemented or planned that will improve this PI reported by the NSA

No information on such initiatives was provided in the NSA 2025 Monitoring Report.



5.2.3 Regulatory result (RR)



Focus on regulatory result

LPS SR net gain/loss on activity in the Slovakia en route charging zone in 2025

LPS SR reported a net loss of -9.3 M€, as a combination of a loss of -6.2 M€ arising from the cost sharing mechanism, with a loss of -3.1 M€ arising from the traffic risk sharing mechanism.

LPS SR overall regulatory result (RR) for the en route activity

Ex-post, the overall RR, taking into account the net loss from the en route activity mentioned above (-9.3 M€) and the actual RoE (+2.2 M€, see also Note 1 below), amounts to -7.1 M€ (-9.5% of the en route revenues). The resulting ex-post rate of return on equity is negative (-13.0%), compared to the 4.0% planned in the PP.

Note 1

As is the case for each ANSP, the amount of return on equity (RoE) presented in this analysis for LPS SR is derived using the assumptions provided in the Slovak submission of en-route



reporting tables (rate of RoE and share of financing through equity). However, it should be noted that the actual 2025 cost of capital figure reported for LPS SR in the en-route reporting tables (2.1 M€) differs from the value that is calculated on the basis of the assumptions provided (2.3 M€).

