PERFORMANCE REVIEW BOARD
of the Single European Sky

Performance Review Board

Monitoring Report

Slovenia - 2025

Performance Review Board of the Single European Sky | Rue de Mot 28, 1040 Etterbeek
MOVE-PRB-SECRETARIAT@ec.europa.eu | eu-single-sky.transport.ec.europa.eu

Contents

1 OVERVIEW

1.1 Contextual information

This document is based on the version of the Annual Monitoring Report file submitted by the state on 2026-07-16 (`SI12528_SI12080_Slovenia_AMR 2025_amended_15.07.2026.xlsx`) and the accompanying submission of en route and terminal (if applicable) reporting tables.

National performance plan adopted following Commission Decision (EU) 2025/1052 of 19 May 2025

List of ACCs 1
Ljubljana ACC

No of airports in the scope of the performance plan:
- **≥80'K** 0
- **<80'K** 0

Exchange rate (1 EUR=)
2022: 1 EUR
2025: 1 EUR

Share of Union-wide:
- **traffic (TSUs) 2025** 0.6%
- **en route costs 2025** 0.6%

Share en route / terminal costs 2025 100% / 0%

En route charging zone(s)
Slovenia

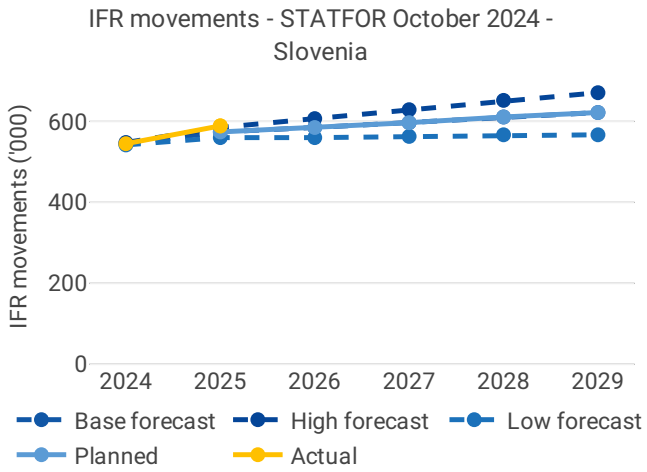
Terminal charging zone(s)
–

Main ANSP
- Slovenia Control

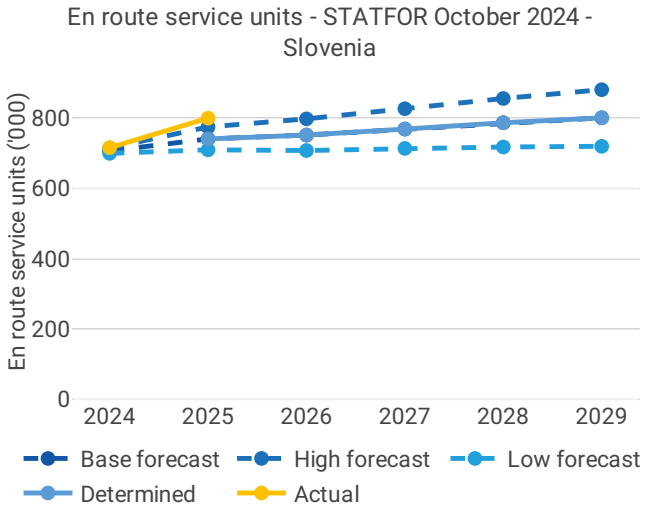
Other ANSPs
–

MET Providers
- Slovenian Environment Agency (ARSO)

1.2 Traffic (En route traffic zone)



- Slovenia recorded 589K actual IFR movements in 2025, +8.1% compared to 2024 (545K).
- Actual 2025 IFR movements were +2.6% above the plan (574K).
- Actual 2025 IFR movements were +28.0% above the actual 2019 level (460K).

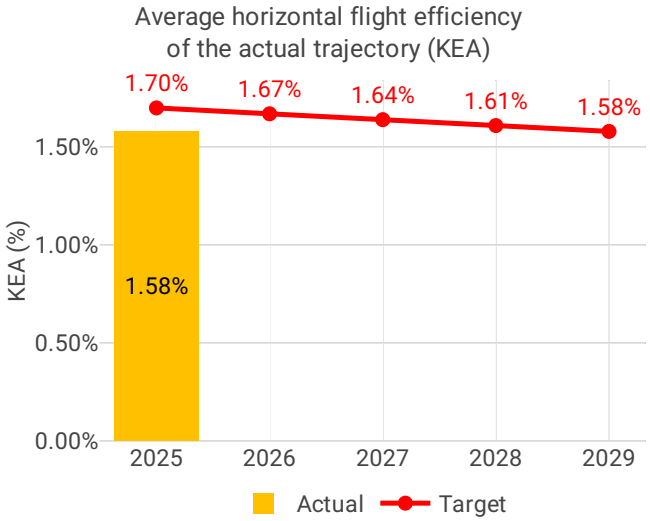


- Slovenia recorded 800K actual service units in 2025, +11.9% compared to 2024 (716K).
- Actual 2025 service units were +8.0% above the plan (741K).
- Actual 2025 service units are +27.6% above the actual 2019 level (627K).

1.3 Safety (Main ANSP)

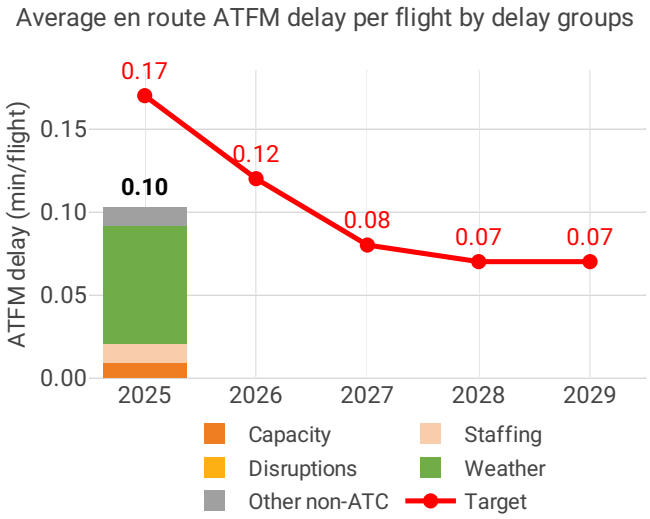
- In 2025, Slovenia Control achieved the planned maturity levels set out in its performance plan for all five components of the EoSM. In more detail, Slovenia Control exceeded the planned maturity level in the area of Safety Policy and Objectives.
- Slovenia has not included any airports in their RP4 performance plans, thus not reporting on runway incursions during the reference period.
- The rate of separation minima infringements (SMI) was 2.47 at State level and equal to the SMIs at ANSP level, with both indicators below Union-wide average. When comparing to 2024, rate of SMIs has increased at State level. At ANSP level, Slovenia reported 0 SMIs in 2024.

1.4 Environment (Member State)



- Slovenia registered a KEA performance of 1.58% compared to its target of 1.70% and contributed positively towards achieving the Union-wide target. The NSA states a reason for meeting the target is due to cross border FRA is fully implemented.
- Both KEP and KES improved in comparison with 2024, however the levels are still below previous years.
- VFE of the actual trajectory was at 76.59%, which was above the union-wide performance.
- No airports are included in the performance plan for monitoring.

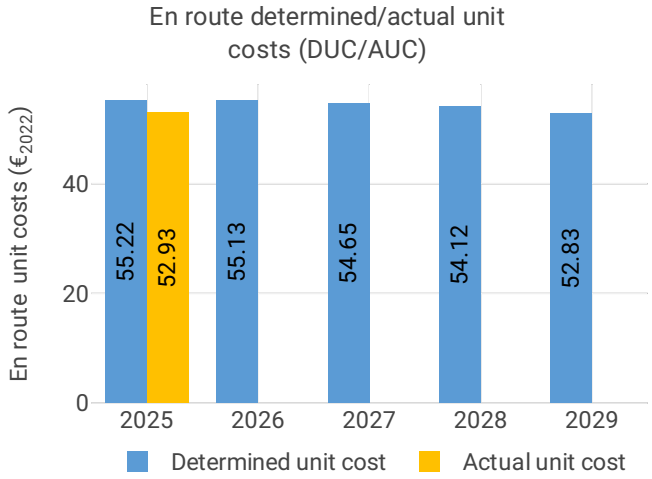
1.5 Capacity (Member State)



- Slovenia registered 0.10 minutes of average en route ATFM delay per flight during 2025, which remained 0.10 after the post-ops adjustment process, thus achieving the local target value of 0.17. Delays in Slovenia increased by 0.05 minutes per flight year-on-year.
- Delays were highest in June to September, mostly driven by non-ATC causes (in June) and weather (all months).

- The share of delayed flights with delays longer than 15 minutes in Slovenia decreased by -6 percentage points compared to 2024 and was lower than 2019 values.
- The number of ATCOs in OPS was 67 being above the 2025 plan in Ljubljana ACC by 1 FTE.
- The yearly total of sector opening hours in Ljubljana ACC was 21,069, showing a 1% increase compared to 2024. Sector opening hours are 10% above 2024 levels.
- Ljubljana ACC registered 22.42 IFR movements per one sector opening hour in 2025, being 10% above 2024.

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



- The en route 2025 actual unit cost of Slovenia was 52.93€2022, -4.1% lower than the determined unit cost (55.22€2022). Slovenia does not have a terminal charging zone.
- The en route 2025 actual service units (0.8M) were +8.0% higher than the determined service units (0.7M).
- The en route 2025 actual total costs were +1.4M€2022 (+3.5%) higher than determined with all cost categories registering lower-than-planned costs, except exceptional items. This is mainly due to higher other operating costs (+0.8M€2022, or +16.8%) and cost of capital (+0.5M€2022, or +32.4%) for Slovenia Control. According to the NSA, the rise in other operating costs is due to the conclusion of more expensive contracts and unplanned costs, including training, upgrades and maintenance of the cybersecurity system, etc. The increase in cost of capital is due to changes in capital structure following debt repayment.
- Slovenia Control costs of investments were 4.45M€2022 in 2025, +1.6% more than determined (4.38M€2022). According to the NSA, this increase is due to a higher cost of capital resulting from repayment of debt leading to a higher share of financing through equity, which is more costly than debt financing.
- The en route actual unit cost incurred by users in 2025 was 58.65€ (-3.5% below the 2025 DUC). The difference between the AUCU and the DUC is mainly driven by the traffic adjustments.

2 SAFETY - SLOVENIA

2.1 PRB monitoring

- In 2025, Slovenia Control achieved the planned maturity levels set out in its performance plan for all five components of the EoSM. In more detail, Slovenia Control exceeded the planned maturity level in the area of Safety Policy and Objectives.
- Slovenia 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 (SMI) was 2.47 at State level and equal to the SMIs at ANSP level, with both indicators below Union-wide average. When comparing to 2024, rate of SMIs has increased at State level. At ANSP level, Slovenia reported 0 SMIs in 2024.

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

Focus on EoSM

In 2025, Slovenia Control achieved the planned maturity levels set out in its performance plan for all five components of the EoSM. In more detail, Slovenia Control exceeded the planned maturity level in the area of Safety Policy and Objectives.

As described in the monitoring report, Slovenia Control has established a mature and fully operational Safety Management System (SMS) in compliance with EU Regulation 2019/317. The system is based on evidence-driven oversight and supports continuous improvement through proactive and risk-based processes integrated across all organisational levels. Its effectiveness is ensured through internal audits, ongoing performance monitoring, and oversight by the competent authority. Audits focus not only on identifying non-compliances but also on understanding successful operations. Emphasis is placed on learning from everyday activities, recognising human performance variability as a key factor in safety and efficiency. Root cause analysis is applied to address systemic issues and prevent recurrence. A strong reporting culture is actively promoted, with employees encouraged to report safety concerns

in a psychologically safe environment. The organisation follows Just Culture principles, ensuring fair treatment while clearly distinguishing between acceptable and unacceptable behaviour. Changes are managed through a structured and approved change management process, including risk-based criteria. Continuous improvements are driven by internal assessments and feedback mechanisms. Overall, the SMS effectively supports the achievement of EU safety targets and reflects a high level of safety maturity, strong governance, and commitment to continuous improvement.

In terms of main measures put in place to achieve the safety performance targets, the report defines the following elements: To achieve the defined safety performance targets and further strengthen SMS maturity in line with EoSM expectations, Slovenia Control has implemented a set of targeted measures across key areas of the system. In the area of Risk Management, the organisation has maintained Level D maturity by further reinforcing the systematic and proactive identification, assessment, and mitigation of risks. This includes consistent application of risk assessment methodologies, the use of safety data and trend analysis to identify emerging risks, and the integration of risk management into decision-making processes at operational and management levels. Significant progress has been achieved in the area of Safety Policy and Objectives, where the maturity level has improved from Level C to Level D. This advancement has been supported by strengthened management commitment to safety, clearer alignment between safety objectives and organisational strategy, and enhanced communication of safety priorities across all levels of the organisation. Safety objectives are now more consistently monitored, reviewed, and linked to measurable performance indicators.

Furthermore, additional supporting measures include:

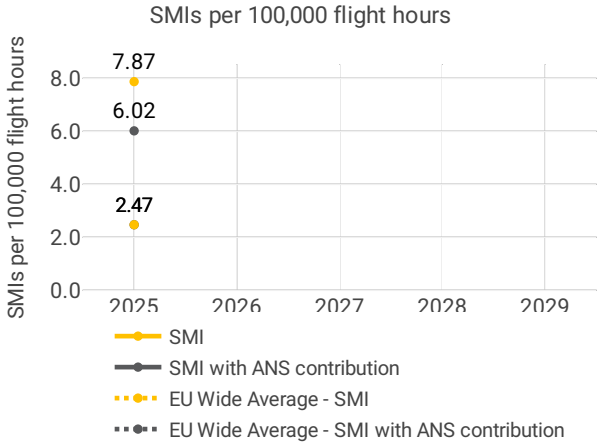
- Enhanced internal audit and monitoring activities focusing on both compliance and effectiveness.
- Promotion of a strong reporting and Just Culture environment.
- Improved use of safety data to support evidence-based decisions.
- And continuous engagement of operational staff in safety-related processes.

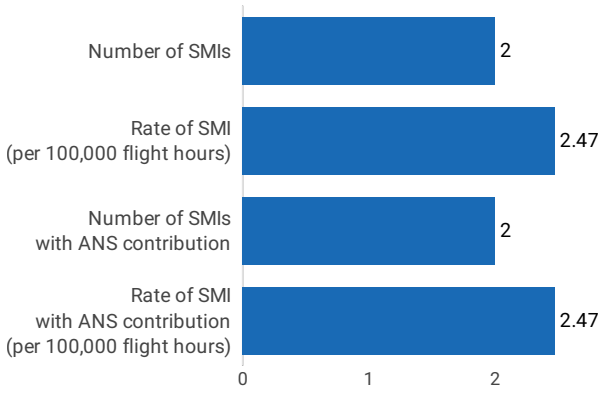
These measures collectively ensured not only the achievement of safety performance targets but also a measurable increase in SMS maturity, particularly in reinforcing leadership, accountability, and system-wide integration of safety.

Focus on runway incursions

Slovenia 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											
		Flight hours					Number of SMIs with ANS contribution				
#	ANSP	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
1	Slovenia Control	80,871	NA	NA	NA	NA	2	NA	NA	NA	NA

		Rate of SMI with ANS contribution per 100,000 flight hours					% variation in rate of SMIs				
#	ANSP	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
1	Slovenia Control	2	NA	NA	NA	NA					

Focus on separation minima

At State level, Slovenia has reported 2 separation minima infringements in their airspace during 2025. The rate of separation minima infringements was below Union-wide average (2.47 vs 7.87).

At ANSP level, Slovenia reported 2 SMIs with ANS contribution. The rate of separation minima infringements at ANSP level was lower than the Union-wide average (2.47 vs 6.02).

When comparing to 2024, the rate of separation minima infringements has increased at State level (2.47 vs 1.38). At ANSP level, Slovenia reported 0 SMIs in 2024.

According to the monitoring report, Slovenia Control has implemented several targeted measures to enhance safety performance, including the introduction of a blind spot prevention tool, improvements to safety net functionalities, and the regular delivery of safety briefings. In addition, a range of initiatives has been undertaken in response to specific operational cases. These include continuous training and awareness activities, such as tailored training sessions for involved ATCOs, as well as safety briefings and refresher training programs for all ATCOs. Organisational improvements have also been introduced, including adjustments to the rostering system, particularly to better manage periods of peak workload.

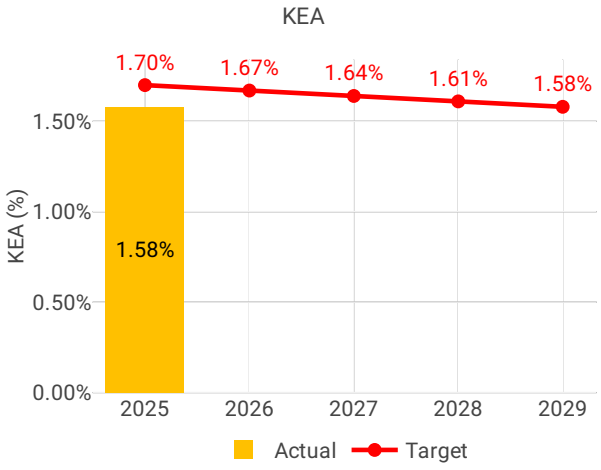
3 ENVIRONMENT - SLOVENIA

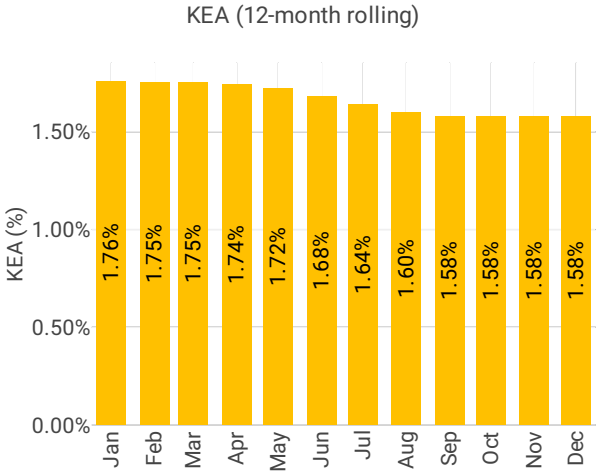
3.1 PRB monitoring

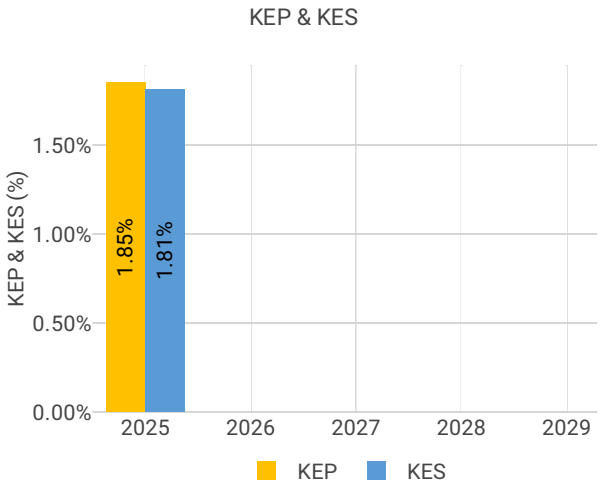
- Slovenia registered a KEA performance of 1.58% compared to its target of 1.70% and contributed positively towards achieving the Union-wide target. The NSA states a reason for meeting the target is due to cross border FRA is fully implemented.
- Both KEP and KES improved in comparison with 2024, however the levels are still below previous years.
- VFE of the actual trajectory was at 76.59%, which was above the union-wide performance.
- No airports are included in the performance plan for monitoring.

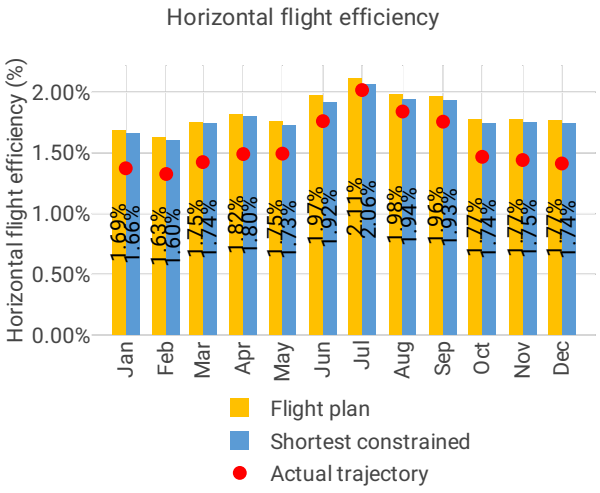
3.2 En route performance

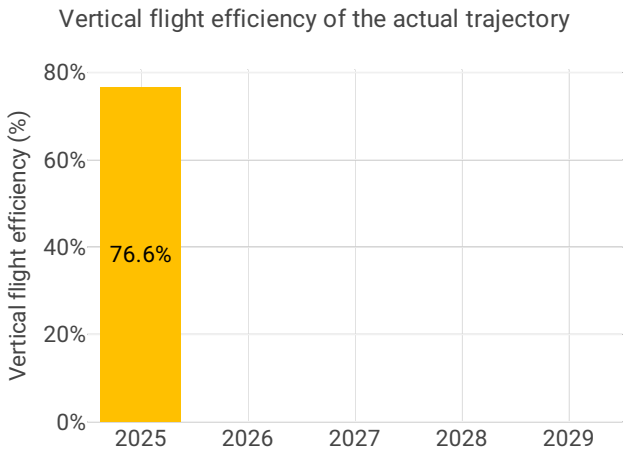
3.2.1 Horizontal flight efficiency of the actual trajectory (KEA) (KPI#1), of the last filed flight plan (KEP) (PI#1) , shortest constrained route (KES) (PI#2) and vertical flight efficiency of the actual trajectory (VFE) (PI#3)











Focus on en route performance

KEA

The value of KEA for Slovenia has improved from 1.77% to 1.58% between 2025 and 2024. Similarly, the value of the corrected KEA has improved from 1.66% to 1.5%.

These values rank Slovenia as 3rd in terms of KEA and 6th in terms of corrected KEA.

Slovenia is the one least contributing (i.e., the "best") to the additional distance in the SES area, with a value of 0.35%.

Regarding the assessment of the achieved level of actual performance in the environment KPA, the NSA reports: *"Cross border FRA fully implemented."*

Regarding the implementation of major operational or structural changes during the calendar year impacting performance in this key performance area, the NSA reports: *"No"*

Regarding progress on the implementation of the measures committed to in the ERNIP, the NSA reports: *"All done."*

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: *"Shortest flight planning options already close to optimum, with some RAD restrictions in place."*

Regarding remedial measures that have been / will be taken by the ANSP to rectify the situation, the NSA reports: *"Cross border free route implemented with all the neighbours."*

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: *"Users have the option to plan the shortest flight route, but this is not fully utilized."*

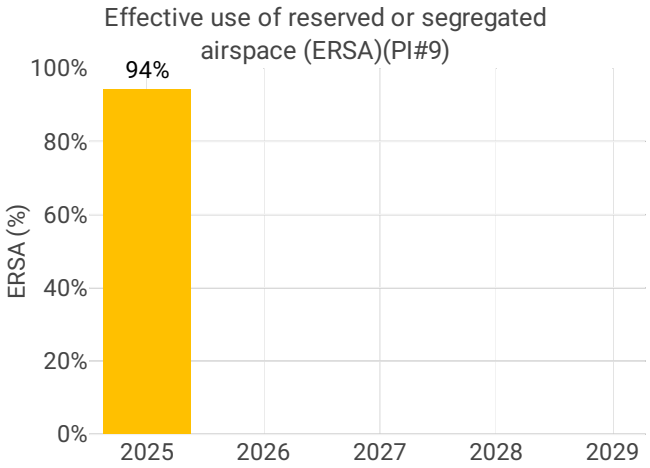
KES

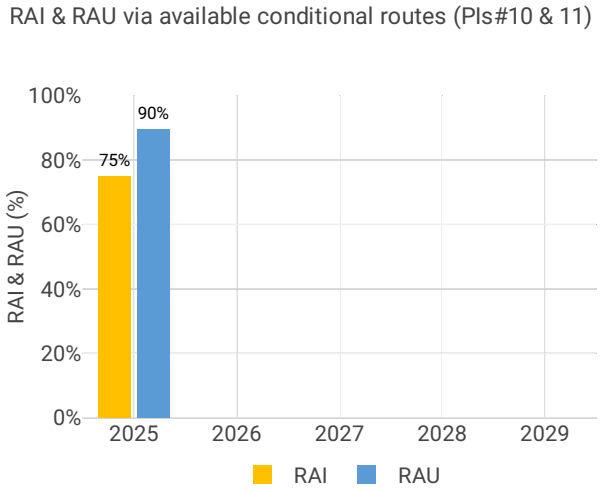
Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *"Users have the option to plan the shortest flight route, but this is not fully utilized."*

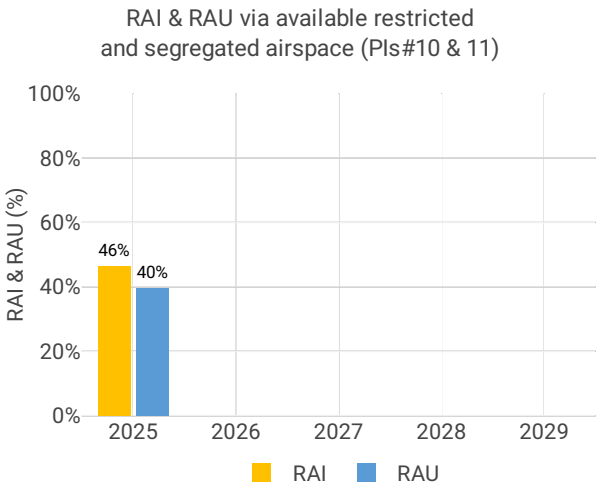
Vertical flight efficiency

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: *"FLAS conditions being coordinated with adjecent ACCs, but traffic complexity is high."*

3.3 Civil-Military dimension







Focus on Civil-Military dimension

Effective use of reserved or segregated local airspace

SLOVENIA reports a ratio of 58%.

- Total number of hours allocated & notified to NM: **1,483**
- Total number of hours used: **865**

Rate of planning via available airspace structures

SLOVENIA reports, no data available.

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: *"Ljubljana ACC is not applying rerouting scenarios when areas are active, done tacticaly. Ratios included from NM data."*

Rate of using available airspace structures

SLOVENIA reports, no data available.

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: *"Ljubljana ACC is not applying rerouting scenarios when areas are active, done tacticaly. Ratios included from NM data."*

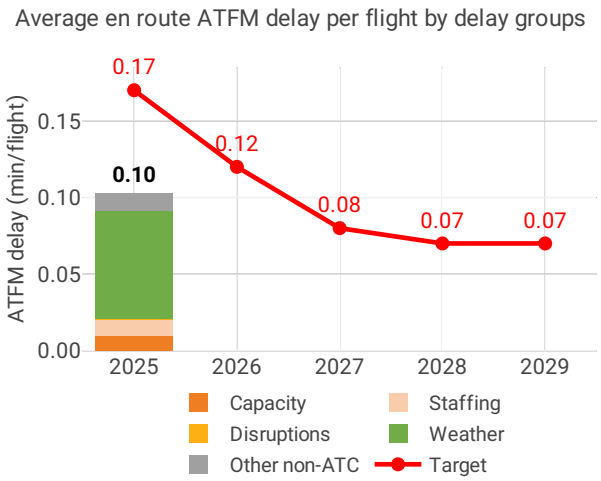
4 CAPACITY - SLOVENIA

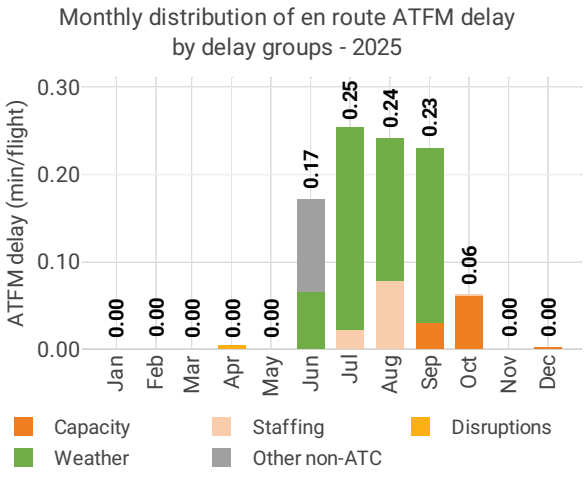
4.1 PRB monitoring

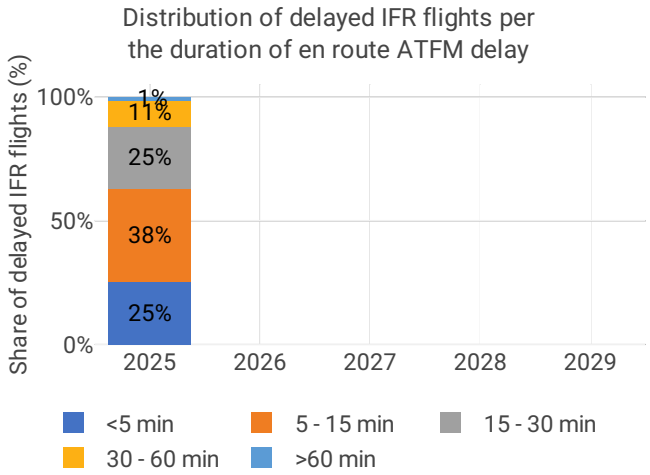
- Slovenia registered 0.10 minutes of average en route ATFM delay per flight during 2025, which remained 0.10 after the post-ops adjustment process, thus achieving the local target value of 0.17. Delays in Slovenia increased by 0.05 minutes per flight year-on-year.
- Delays were highest in June to September, mostly driven by non-ATC causes (in June) and weather (all months).
- The share of delayed flights with delays longer than 15 minutes in Slovenia decreased by -6 percentage points compared to 2024 and was lower than 2019 values.
- The number of ATCOs in OPS was 67 being above the 2025 plan in Ljubljana ACC by 1 FTE.
- The yearly total of sector opening hours in Ljubljana ACC was 21,069, showing a 1% increase compared to 2024. Sector opening hours are 10% above 2024 levels.
- Ljubljana ACC registered 22.42 IFR movements per one sector opening hour in 2025, being 10% above 2024.

4.2 En route performance

4.2.1 En route ATFM delay (KPI#1)







Focus on en route ATFM delay

En route ATFM delay

- Slovenia had 588k flights in 2025, an increase from 545k flights in 2024.
- Slovenia Control applied en route ATFM regulations resulting in 49k minutes of delay, an increase from the 21k minutes in 2024.
- As part of the strategic traffic re-orientation programme (S25/NTDM) operated by the Network Manager, <1k minutes of delay originating in Slovenia 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, <1k minutes of en route ATFM delay were re-attributed to Slovenia Control – while <1k minutes of delay originating in Slovenia, being re-attributed to other ANSPs.
- When the above post-operations re-attributions are factored in, the total en route delay for Slovenia in 2025 was 49k minutes in 2025 up from 21k 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: *"Traffic much higher than planned in the Performance plan, but flexible shifts and rostering system used accomodate demand. Majority of delays is caused due to weather."*

Regarding the description of the adjustments to the capacity plan included in adopted performance plan, the NSA reports: *"LARA implementation planned to be completed in 2025;*

Enhanced ATFCM techniques, including STAM;

Full FRA implementation;

Additional ATCOs;

ATM system upgrades;

Flexible sector configurations, adapting regularly based on demand."

Regarding follow up of the remedial measures indicated in the previous monitoring report(s), the NSA reports: *"Additional shifts implemented, ATCOs intake and training increased."*

En route capacity incentive scheme

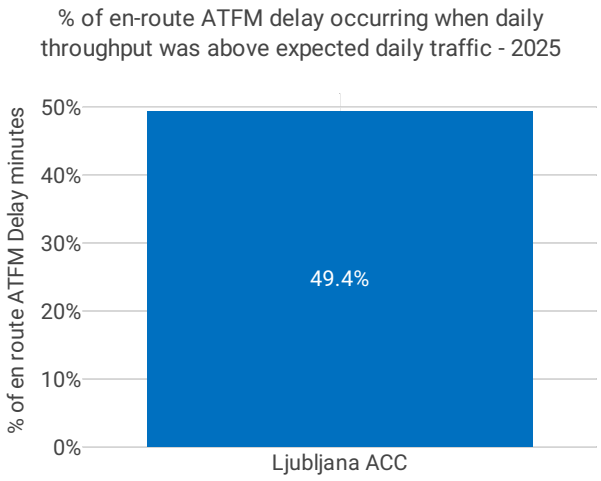
The Slovenian NSA reports a financial bonus for the ANSP because of the 2025 performance. The local incentive target for en route ATFM delays, due to CRSTMP causes only, was set at 0.06 mins/flight, (with a deadband of +/-0.01mins).

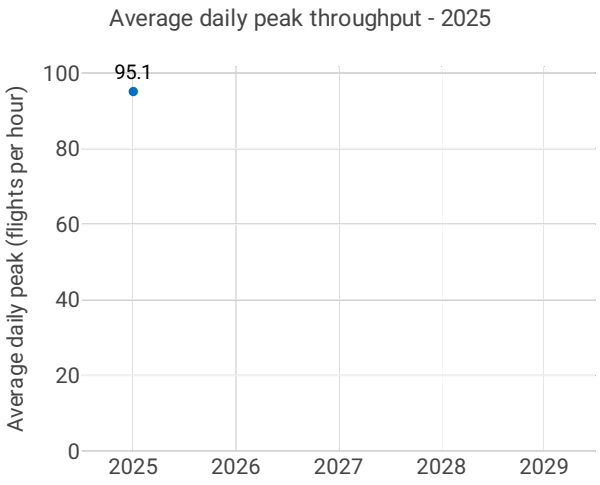
The NSA reports an achieved CRSTMP performance of 0.03 mins/flight but does not report how this value was verified.

The NSA reports a bonus of €225,200 for the ANSP.

[NB The attribution of original delay causes on the ansperformance.eu dashboard is unverified]

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





Focus en route performance indicators at ACC level

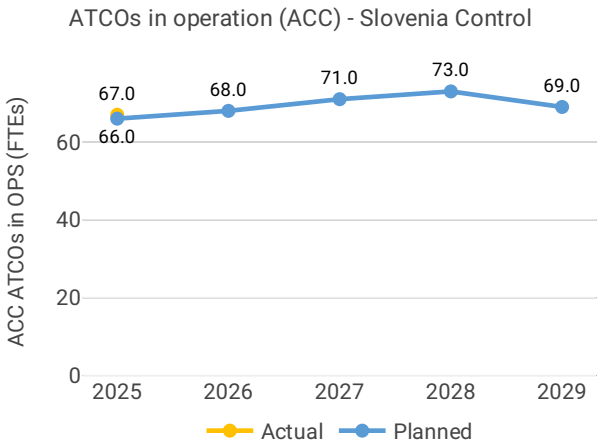
Percentage of total en route ATFM delay that occurred on days when the daily throughput was above the expected daily traffic

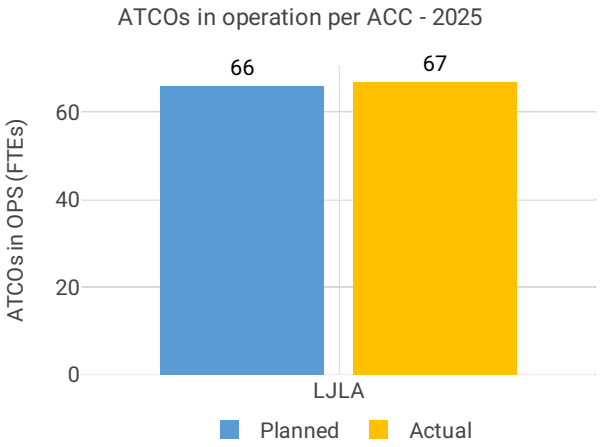
As background information on actual performance, the NSA reports: *"Actual traffic exceeded forecasted traffic in 85% of days in year 2025, Ljubljana ACC managed to provide sufficient capacity with proper shift planning and flexible rostering."*

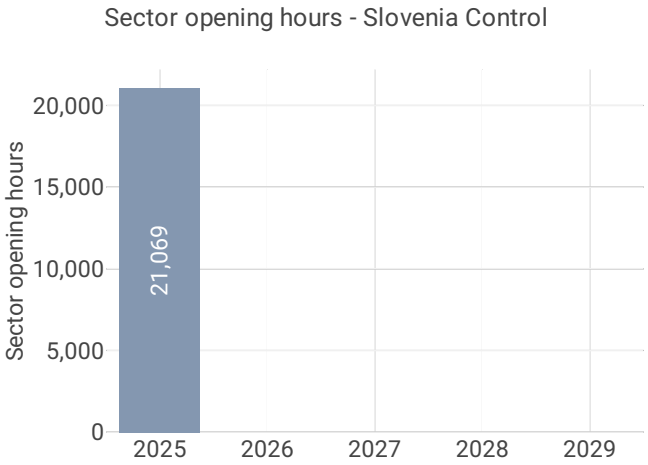
Annual weighted average of the daily peak throughput

No comment provided.

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: *"All ATCOs are working in OPS during the summer season."*

"All new ATCOs obtained their licence (finised OJT) only at the end of the year, so less ATCOs were available during the summer season."

Regarding the training process, including details on the effective failure rate and the process used to allocate newly qualified ATCOs between ACC, APP and TWR positions, the NSA reports: *"One trainee failed training before entering OJT phase, all new ATCOs allocated to ACC."*

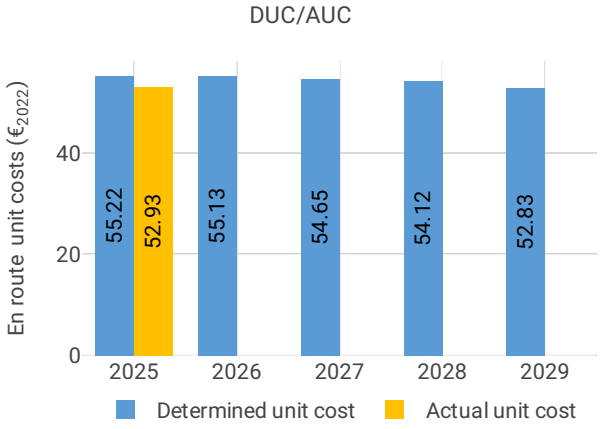
5 COST-EFFICIENCY - SLOVENIA

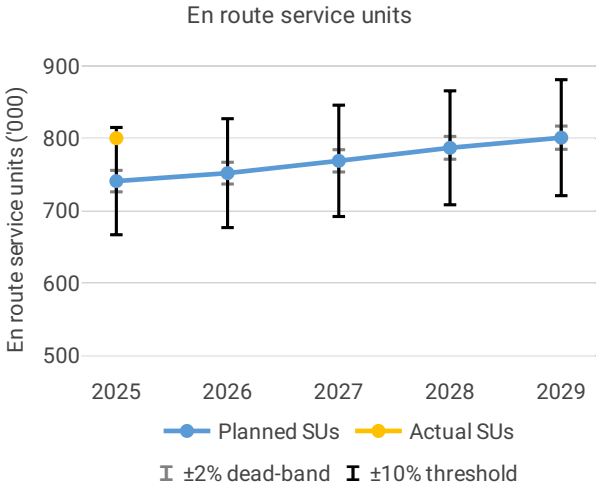
5.1 PRB monitoring

- The en route 2025 actual unit cost of Slovenia was 52.93€2022, -4.1% lower than the determined unit cost (55.22€2022). Slovenia does not have a terminal charging zone.
- The en route 2025 actual service units (0.8M) were +8.0% higher than the determined service units (0.7M).
- The en route 2025 actual total costs were +1.4M€2022 (+3.5%) higher than determined with all cost categories registering lower-than-planned costs, except exceptional items. This is mainly due to higher other operating costs (+0.8M€2022, or +16.8%) and cost of capital (+0.5M€2022, or +32.4%) for Slovenia Control. According to the NSA, the rise in other operating costs is due to the conclusion of more expensive contracts and unplanned costs, including training, upgrades and maintenance of the cybersecurity system, etc. The increase in cost of capital is due to changes in capital structure following debt repayment.
- Slovenia Control costs of investments were 4.45M€2022 in 2025, +1.6% more than determined (4.38M€2022). According to the NSA, this increase is due to a higher cost of capital resulting from repayment of debt leading to a higher share of financing through equity, which is more costly than debt financing.
- The en route actual unit cost incurred by users in 2025 was 58.65€ (-3.5% below the 2025 DUC). The difference between the AUCU and the DUC is mainly driven by the traffic adjustments.

5.2 En route charging zone

5.2.1 Unit cost (KPI#1)

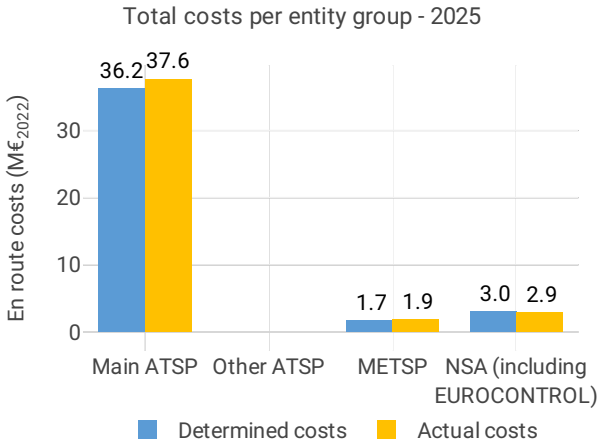


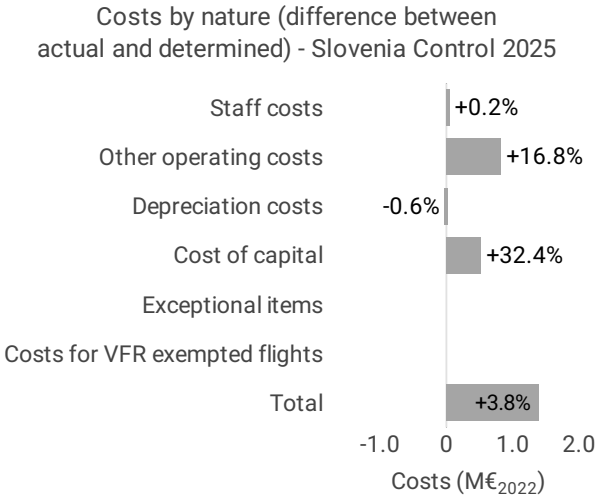


Actual and determined data					
Total costs - nominal (M€)	**2025**	**2026**	**2027**	**2028**	**2029**
Determined costs	45.0	46.3	47.7	49.0	49.6
Actual costs	46.5	NA	NA	NA	NA
Difference costs	1.5	NA	NA	NA	NA

Inflation assumptions	2025	2026	2027	2028	2029
Determined inflation rate	2.7%	2.1%	2.1%	2.1%	2.1%
Determined inflation index*	112.4	114.7	117.1	119.6	122.1
Actual inflation rate	2.5%	NA	NA	NA	NA
Actual inflation index*	112.1	NA	NA	NA	NA
Difference inflation index (p.p.)	-0.3	NA	NA	NA	NA

*100 = 2022





Focus on unit cost

AUC vs. DUC

In 2025, the en route AUC was -4.1% (or -2.28 €2022) lower than the planned DUC. This results from the combination of significantly higher than planned TSUs (+8.0%) and higher than planned en route costs in real terms (+3.5%, or +1.4 M€2022).

En route service units

The difference between actual and planned TSUs (+8.0%) falls outside the ±2% dead-band, but does not exceed the ±10% threshold foreseen in the traffic risk sharing mechanism. The resulting gain of additional 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 +3.5% (+1.4 M€2022) higher than planned. This is the result of higher costs for the main ANSP, Slovenia Control (+3.8%, or +1.4 M€2022) and the MET service provider (+11.9%, or +0.2 M€2022) and lower costs for the NSA/EUROCONTROL (-4.6%, or -0.1 M€2022).

En route costs for the main ANSP (Slovenia Control) at charging zone level

Based on the additional information to the en route reporting tables, the higher than planned en route costs in real terms for Slovenia Control in 2025 (+3.8%, or +1.4 M€2022) result from:

- Slightly higher than planned staff costs (+0.2%), mainly reflecting the impact of lower than planned inflation index (-0.3 p.p.) since costs in nominal terms were slightly below planned (-0.1%).

- Significantly higher than planned other operating costs (+16.8%), mainly driven by higher prices under new contracts concluded in 2024–2025 and unplanned costs related to ATCO training abroad, cybersecurity upgrades and maintenance, PART-IS implementation, rising cybersecurity market prices, and external expert support for the documentation of certification processes.
- Slightly lower than planned depreciation (-0.6%).
- Significantly higher than planned cost of capital (+32.4%), entirely driven by a change in capital structure following the full repayment of long-term debt in 2025, which increased the equity financing share (from 60% to 86.5%) and the actual pre-tax WACC rate at 7.04% compared to the determined (6.21%).

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

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

"Costs in nominal terms were higher than determined by 3,3%, in real terms 3,5% higher than determined. Number of service units was 8,0% higher than planned, reason being higher number of IFR flights compared to STATFOR used for preparation of performance plan. This resulted in 4% lower actual unit cost for 2025."

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:

"Operating costs 16.5% higher due to:

- the conclusion of new contracts in 2024 and 2025, following the expiration of previous agreements, with prices exceeding initially forecasted inflation levels.

- Unplanned costs incurred in 2025, including:

o Training of air traffic controllers abroad and related business trips costs,

o Costs related to upgrades and maintenance of the cybersecurity system and technical solutions related to the implementation of PART-IS requirements,

o Considerable increase of prices in cyber security domain due to significant demand,

o Expenses related to the external professional experts support in the preparation of technical documentation in certification processes.

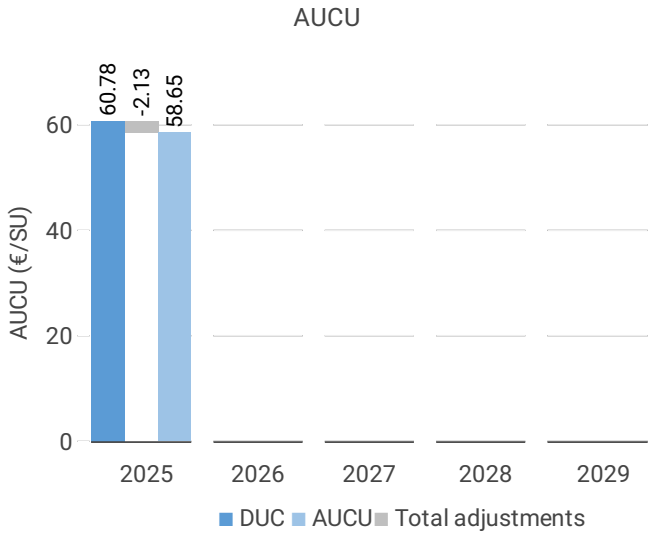
Cost of capital is 32.4% higher than determined due to two changes against the values determined in the RP4 performance plan. The assumptions in the performance plan were based on then valid debt level, but Slovenia Control was able to fully repay its outstanding long-term debt during 2025 (closing balance EUR 0 at 31/12/2025, against EUR 5,604,969 at 31/12/2024). This resulted in an average debt of EUR 2,802,484 and an actual share of financing through equity of 86.5% (against 60% determined). The average interest on debts of 4.34% remained in line with the determined value. In accordance with paragraph 47 of the PRB Cost of Capital Guidelines (June 2024) and Articles 22(4) and 23 of Regulation (EU) 2019/317, the return on

equity is kept equal to the determined rate of 7.46% pre-tax. The resulting actual pre-tax WACC for 2025 is 7.04%, compared to the determined 6.21%, with the difference driven entirely by the change in capital structure following debt repayment."

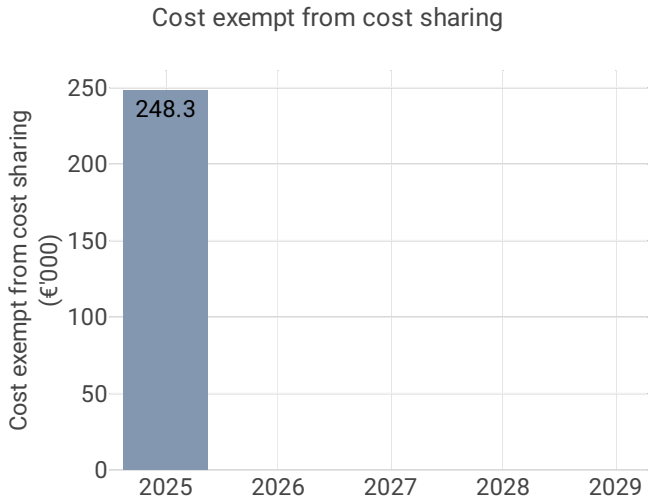
Recommendations formulated by the NSA to the ANSP (Slovenia Control) to rectify the situation and actions taken by the ANSP

No information was provided in the NSA 2025 monitoring report.

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	**60.78**
Inflation adjustment	-0.12
Cost exempt from cost sharing	0.31
Traffic risk sharing adjustment	-2.11
Traffic adjustment (costs not TRS)	-0.49
Financial incentives	0.28
Modulation of charges	0.00
Cross-financing	0.00
Other revenues	0.00
Application of lower unit rate	0.00
Total adjustments	-2.13
AUCU	**58.65**
AUCU vs. DUC	**-3.5%**



Cost exempt from cost sharing – 2025		
Cost exempt from cost sharing by item - 2025	**€'000**	**€/SU**
New and existing investments	89.6	0.11
Competent authorities and qualified entities costs	-117.8	-0.15
Eurocontrol costs	-21.7	-0.03
Pension costs	0.0	0.00
Interest on loans	34.3	0.04
Changes in law	263.8	0.33
Total cost exempt from cost risk sharing	**248.3**	**0.31**

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 (58.65 €) is -3.5% lower than the nominal DUC (60.78 €). The difference between these two figures (-2.13 €/SU) is due to:

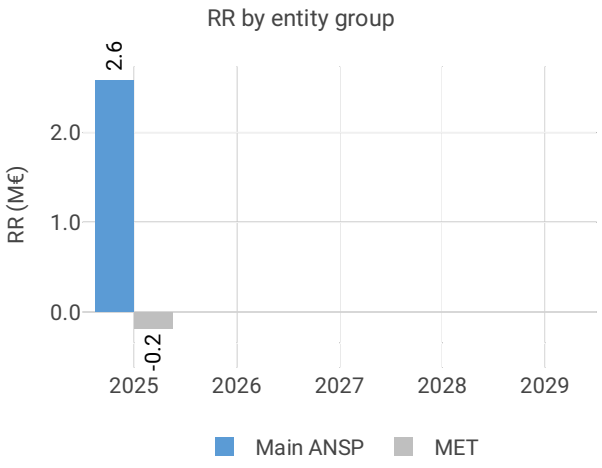
- the negative inflation adjustment resulting from lower than planned inflation (-0.12 €/SU);
- the impact of adjustments resulting from the costs exempted from cost sharing mechanism (+0.31 €/SU);
- the deduction of the traffic risk sharing adjustments (-2.11 €/SU);
- the deduction of the traffic adjustment (-0.49 €/SU) for the costs not subject to traffic risk sharing; and,
- the impact of financial incentives (+0.28 €/SU).

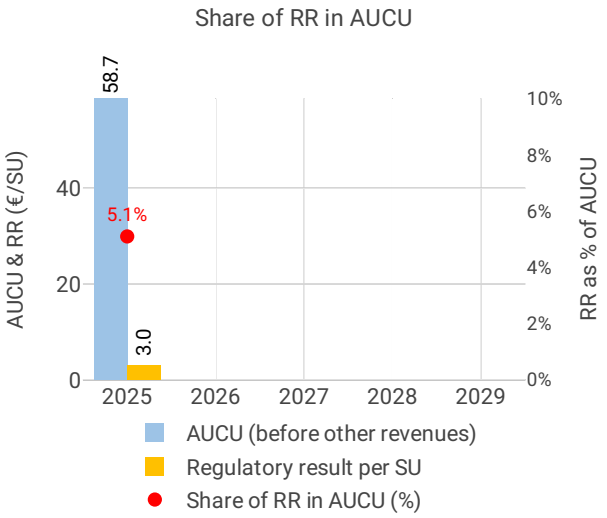
The share of the regulatory result (see next sub-section) in the AUCU (before the deduction of other revenues) is 5.1%.

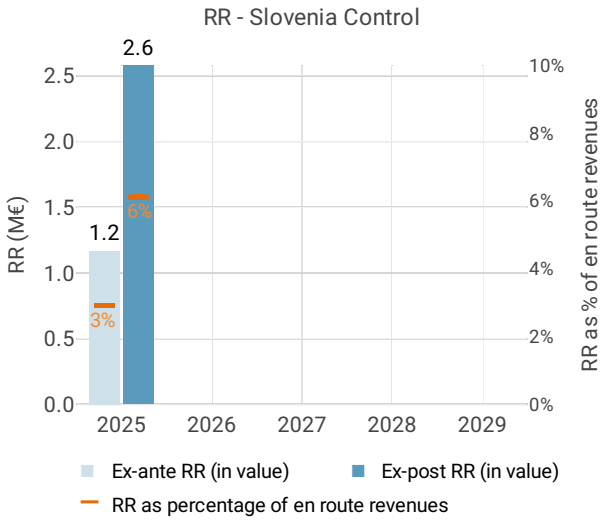
Initiatives implemented or planned that will improve this PI reported by the NSA

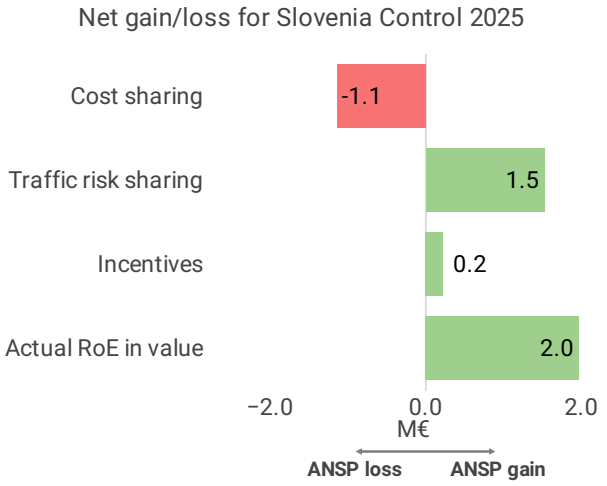
No information on such initiatives was provided in the NSA 2025 Monitoring Report.

5.2.3 Regulatory result (RR)









Focus on regulatory result

Slovenia Control net gain/loss on activity in the Slovenia en route charging zone in 2025

Slovenia Control reported a net gain of +0.6 M€, as a combination of a loss of -1.1 M€ arising from the cost sharing mechanism, with a gain of +1.5 M€ arising from the traffic risk sharing mechanism and a gain of +0.2 M€ relating to financial incentives.

Slovenia Control overall regulatory result (RR) for the en route activity

Ex-post, the overall RR, taking into account the net gain from the en route activity mentioned above (+0.6 M€) and the actual RoE (+2.0 M€), amounts to +2.6 M€ (6.1% of the en route revenues). The resulting ex-post rate of return on equity is 9.8%, which is higher than the 7.5% planned in the PP.