

Performance Review Board

Monitoring Report

Slovenia - RP3



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1 OVERVIEW

1.1 Contextual information

National performance plan adopted following Commission Decision (EU) 2022/777 of 13 April 2022

List of ACCs 1
Ljubljana ACC

Exchange rate (1 EUR=)
2017: 1 EUR
2024: 1 EUR

Main ANSP
• Slovenia Control

No of airports in the scope of the performance plan:

- $\geq 80^{\circ}K$ 0
- $< 80^{\circ}K$ 0

Share of Union-wide:
• traffic (TSUs) 2024 0.5%
• en route costs 2024 0.5%

Other ANSPs
-

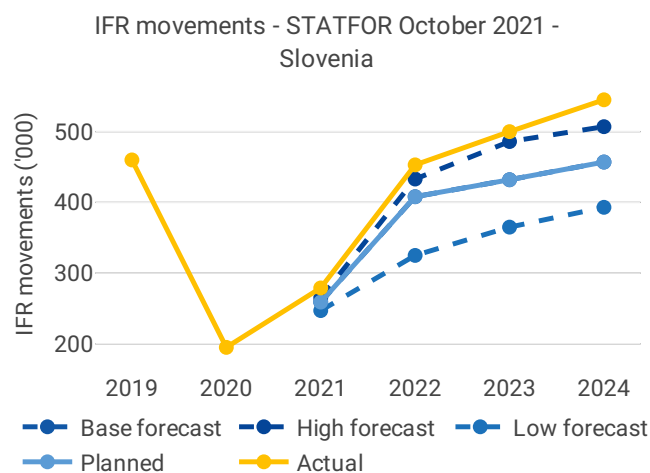
Share en route / terminal costs 2024 100% / 0%

MET Providers
• Slovenian Environment Agency (ARSO)

En route charging zone(s)
Slovenia

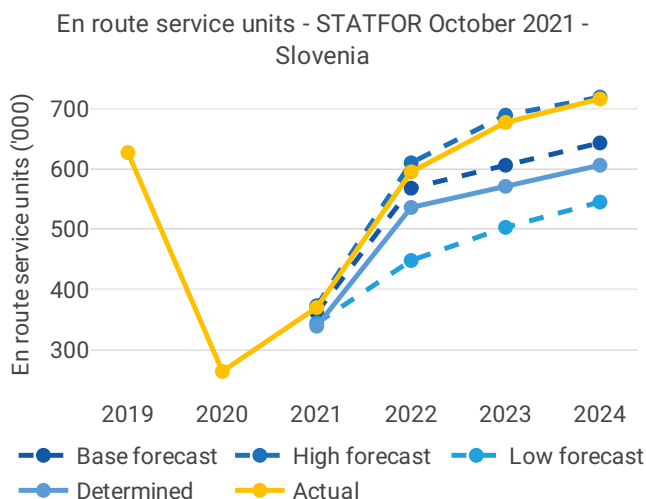
Terminal charging zone(s)
-

1.2 Traffic (En route traffic zone)



- Actual IFR movements for Slovenia grew on average by +3.4% per year between 2019 and 2024.
- In the RP3 revised performance plan IFR movements were forecasted to remain stable (-0.1% per year). Planned traffic was in line with the STATFOR October 2021 base forecast.
- Slovakia reached the 2019 pre-pandemic traffic level in 2023.





- Actual en route service units for Slovenia grew on average by +2.7% per year between 2019 and 2024.
- In the RP3 revised performance plan service units were forecasted to decrease by -0.7% per year. Planned traffic was in line with the STATFOR October 2021 base forecast.
- A total of 2,622K actual service units were recorded over RP3, +13.2% above the aggregated planned value (2,316K).

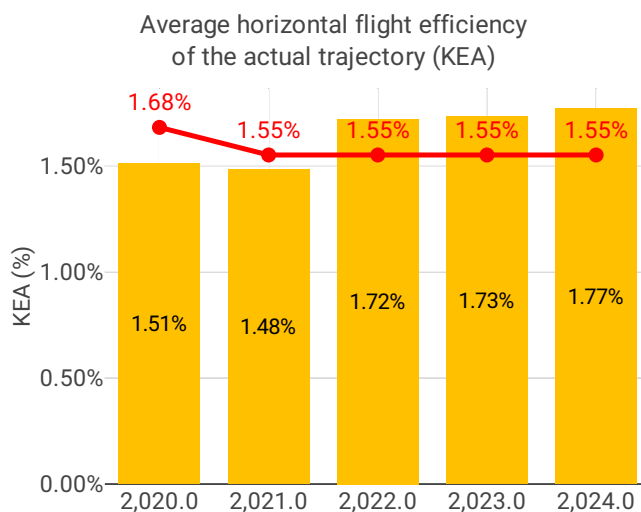
1.3 Safety (Main ANSP)



- Slovenia Control has improved in Safety Risk Management in 2024 and achieved the RP3 EoS M targets in all management objectives.
- Slovenia recorded stable performance in safety performance with a decrease in the rate of runway incursions and of separation minima infringements in 2024. The CAA monitors the occurrences reporting through the oversight function.



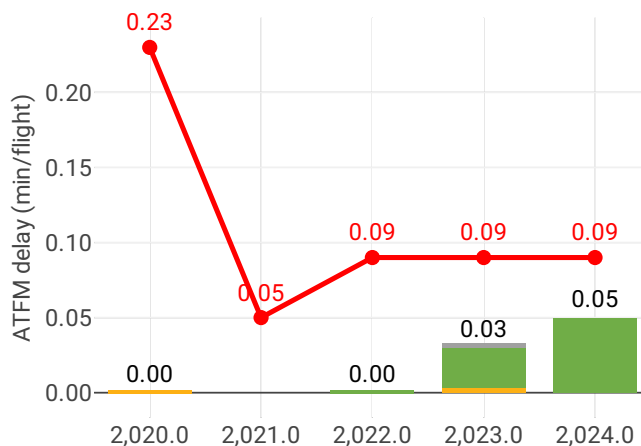
1.4 Environment (Member State)



- Environmental performance in Slovenia deteriorated during RP3. KEA increased from 1.51% in 2020 to 1.77% in 2024.
- Slovenia achieved the KEA target in two years of RP3, in 2020 and 2021, during the low-traffic Covid-19 period.
- The NSA noted that the main factor contributed to KEA deteriorating during the period was the airspace users' preferences due to various reasons such as weather and restrictions in neighbouring ACCs.
- KEP deteriorated from 1.85% to 2.04% and SCR deteriorated from 1.55% to 1.89% during RP3.
- Slovenia has no airports that are regulated under the performance and charging scheme.

1.5 Capacity (Member State)

Average en route ATFM delay per flight by delay groups



- Slovenia accumulated a total of 34,577 en-route ATFM delay minutes within the RP3 time-frame, reaching the highest level of total delay minutes generated in 2024. During RP3, Slovenia accounted for 0.06% of the total delays at Union level. Compared to RP2, total delay minutes increased by 235%.



- Slovenia met its en-route ATFM delay targets in each year of the third reference period.
- In RP3, the main driver of en-route ATFM delays in Slovenia was Weather, accounting for 92% of total delay minutes.
- Over RP3, 42% of delayed flights in Slovenia experienced delays longer than 15 minutes, representing no change compared to RP2.
- In Slovenia, the total number of ATCOs in OPS over the RP3 period increased by 1 FTEs, representing a 2% increase compared to 2019. Slovenia fell short of the planned ATCO numbers by 5 FTEs by the end of RP3.

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



- Throughout the RP3 period, the en route actual unit costs of Slovenia were notably lower than the determined unit costs, driven by notably higher traffic levels than planned.
- The en route actual total costs for RP3 (160M€2017) were lower than determined (by -2.7M€2017, or -1.6%). The difference in total costs is mainly driven by lower depreciation costs (-0.9M€2017, or -5.4%) recorded by Slovenia Control.
- The total RP3 en route regulatory result for Slovenia Control amounted to 10.9M€. This is +6.2M higher than the ex-ante regulatory result. The difference is mainly attributable to the positive inflation adjustment due to higher than planned inflation. The regulatory result amounted to 6.6% of the total planned en route revenues, while the ex-ante regulatory result amounted to 3.1% of the total planned en route revenues.
- Slovenia does not have a terminal charging zone.

