



Performance Review Body Monitoring Report

Slovakia - 2020

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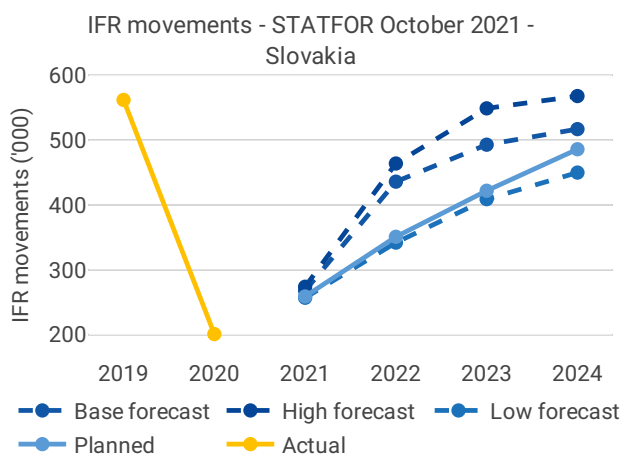
1 OVERVIEW

1.1 Contextual information

National performance plan adopted following Commission Decision (EU) 2022/768 of 13 April 2022

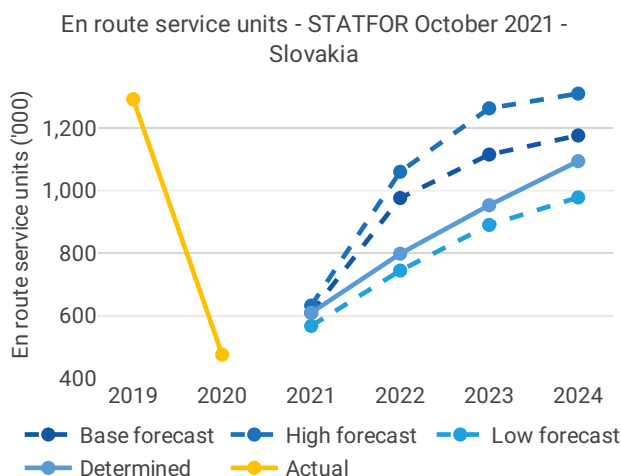
List of ACCs	1	Exchange rate (1 EUR=)		Main ANSP	
Bratislava ACC		2017: 1 EUR		• LPS SR	
		2020: 1 EUR			
No of airports in the scope of the performance plan:		Share of Union-wide:		Other ANSPs	
• ≥80'K	0	• traffic (TSUs) 2020	0.9%	—	
• <80'K	0	• en route costs 2020	0.7%	MET Providers	
		Share en route / terminal costs 2020	100% / 0%	• SHMU	
		En route charging zone(s)			
		Slovakia			
		Terminal charging zone(s)			
		—			

1.2 Traffic (En route traffic zone)



- Slovakia recorded 201K actual IFR movements in 2020, -64% compared to 2019 (562K).

- Slovakia IFR movements reduced more than the average reduction at Union-wide level (-57%).



- Slovakia recorded 475K actual en route service units in 2020, -63% compared to 2019 (1,292K).

- Slovakia service units reduced more than the average reduction at Union-wide level (-57%).

1.3 Safety (Main ANSP)



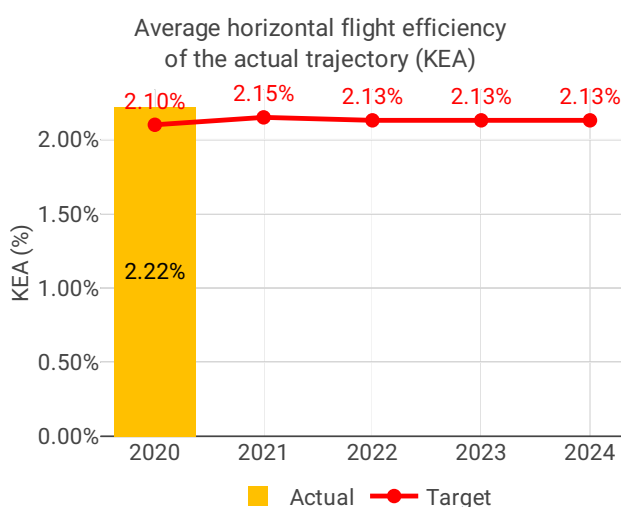
- LPS achieved the RP3 EoSM targets for safety risk management and safety assurance while improvements are required to the maturities of the other three management objectives. For safety risk management and safety assurance, LPS is ahead of the plan included in the draft 2019 performance plan and on the planned level for the three other objectives.

- An action plan for further improvement of the safety management system maturity is currently under the review at the safety board. Significant measures are planned for 2021 including measures related to just culture, compliance management

and safety/SMS training, which should improve performance.

- LPS only needs to improve safety maturity by one level on four out of 28 EoSM questions to achieve the RP3 targets. This should be feasible sooner than 2024.
- Slovakia recorded a good performance with respect to safety occurrences with no occurrences recorded for SMIs or RIs.
- LPS should improve its SMS by implementing automated safety data recording systems for RIs.

1.4 Environment (Member State)



- Slovakia achieved a KEA performance of 2.22% compared to its reference value of 2.10% and therefore did not contribute positively to the Union-wide target.

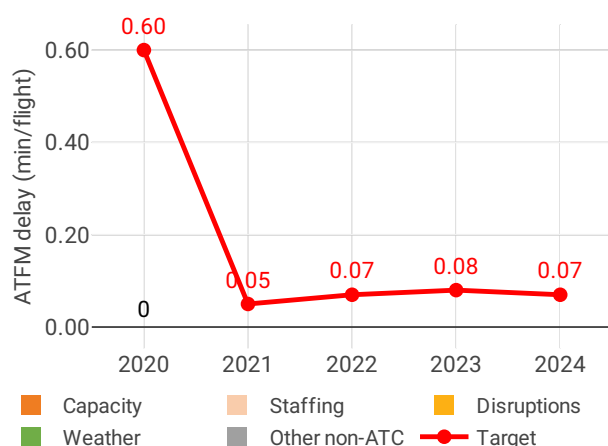
- No detailed assessment was completed by the NSA to explain the performance. Instead, the NSA suggested that airspace users are not making better use of free route airspace that is available above FL245.

- However, given that the shortest constrained routes have remained stable over the past five years and remains above the actual KEA performance, it suggests that Slovakia's airspace can be further improved to better serve airspace users.

- Slovakia 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



- LPS SR registered zero minutes of average en route ATFM delay per flight during 2020, thus meeting the local breakdown value of 0.60.

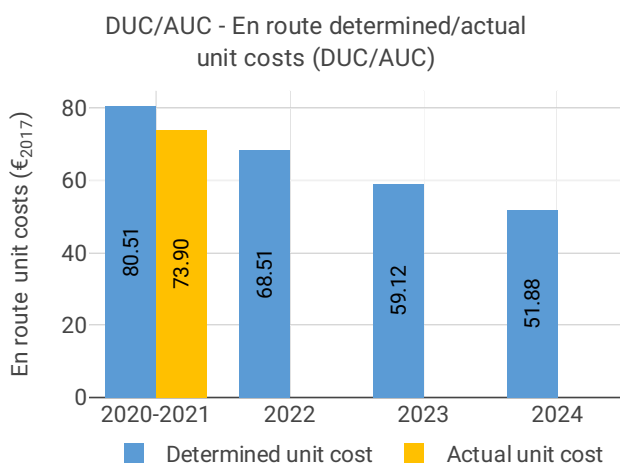
- Delays must be considered in the context of the traffic evolution: IFR movements in 2020 were 64% below the 2019 levels in Slovakia.

- Slovakia reported no capacity issues and an almost 2% decrease in ATCO FTE numbers in 2020 compared to 2019. This represents a 16% deficit of ATCO FTEs compared to the planned number of ATCO FTEs for 2020 - despite extensive recruitment efforts being continued.

- The yearly total of sector opening hours in Bratislava ACC was 17,002, showing a 30.8% decrease compared to 2019.

- Bratislava ACC registered 11.47 IFR movements per one sector opening hour in 2020, being 48.5% below 2019 levels.

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



- Slovakia encountered the largest decrease in service units across Member States, with 2020 actual service units (475K) being 63% lower than the actual service units in 2019 (1,295K).

- Slovakia had the highest percentage of savings in 2020 across all Member States, decreasing total costs in 2020 by 20 M€2017 (-32%). The reduction is primarily driven by a decrease of 17 M€2017 (-41%) in staff costs, resulting from freezing of recruitment, non-payment of bonuses, decrease in social fund contribution and education costs and salaries.

- LPS SR spent 6.8 M€2017 related to cost of investments in 2020, 12% less than planned in the 2019 draft performance plan (7.7 M€2017). The reduction can be explained by a decrease in depreciation and cost of capital, due to a decrease in both the asset base and the WACC.

2 SAFETY - SLOVAKIA

2.1 PRB monitoring

- LPS achieved the RP3 EoSM targets for safety risk management and safety assurance while improvements are required to the maturities of the other three management objectives. For safety risk management and safety assurance, LPS is ahead of the plan included in the draft 2019 performance plan and on the planned level for the three other objectives.

- An action plan for further improvement of the safety management system maturity is currently under the review at the safety board. Significant measures are planned for 2021 including measures related to just culture, compliance management and safety/SMS training, which should improve performance.

- LPS only needs to improve safety maturity by one level on four out of 28 EoSM questions to achieve the RP3 targets. This should be feasible sooner than 2024.

- Slovakia recorded a good performance with respect to safety occurrences with no occurrences recorded for SMIs or RIs.
- LPS should improve its SMS by implementing automated safety data recording systems for RIs.

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



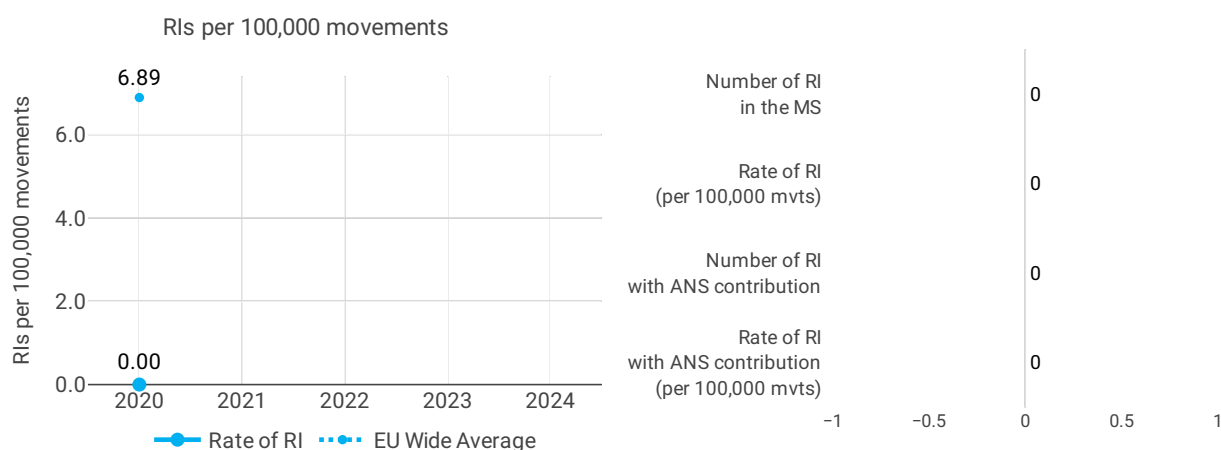
Focus on EoSM

Two out of five EoSM components of the ANSP meet the 2024 target level. Three components, namely “Safety Culture”, “Safety Policy and Objectives” and “Safety Promotion”, are at level B below 2024 target levels and are expected to improve in the next years of RP3.

Detailed information on Safety performance monitoring for the year 2020 are included in Performance Review Body Monitoring Report 2020, Annex III – Safety report

2.3 Safety occurrences

2.3.1 Rate of runway incursions (RIs) (PI#1)



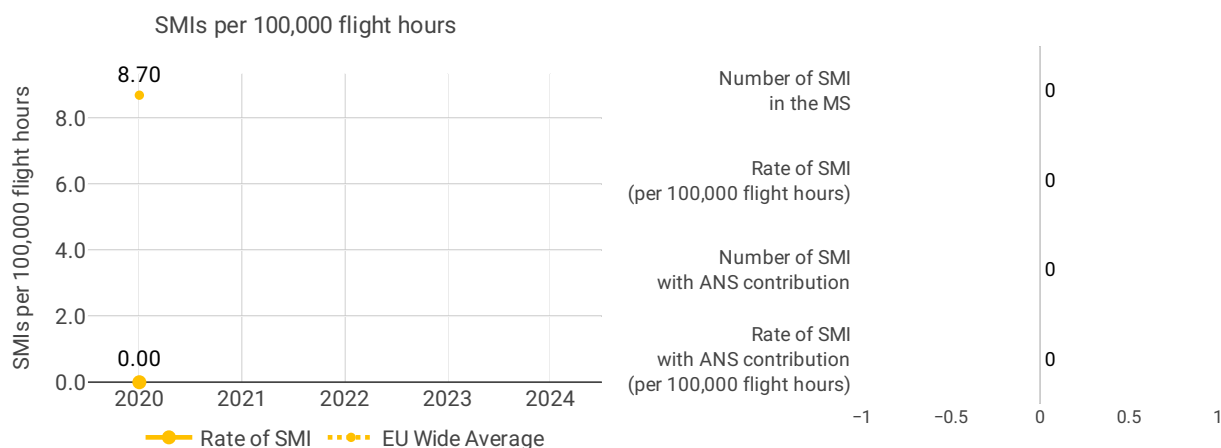
Rate of RIs per 100,000 airport movements - Slovakia

#	Airport name	APT movements	Number of RI	Rate RI per 100,000
1	Bratislava	NA	NA	NA

Focus on runway incursions

Detailed information on Safety performance monitoring for the year 2020 are included in Performance Review Body Monitoring Report 2020, Annex III – Safety report

2.3.2 Rate of separation minima infringements (SMIs) (PI#2)



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

#	ANSP	Flight hours					Number of SMIs				
		2020	2021	2022	2023	2024	2020	2021	2022	2023	2024
1	LPS SR	41,055	NA	NA	NA	NA	0	NA	NA	NA	NA

#	ANSP	Rate of SMI per 100,000 flight hours					% variation in rate of SMIs				
		2020	2021	2022	2023	2024	2020	2021	2022	2023	2024
1	LPS SR	0.0	NA	NA	NA	NA	NA	NA	NA	NA	NA

Focus on separation minima

Detailed information on Safety performance monitoring for the year 2020 are included in Performance Review Body Monitoring Report 2020, Annex III – Safety report

2.3.3 Quality of occurrences reporting

Detailed information on Safety performance monitoring for the year 2020 are included in Performance Review Body Monitoring Report 2020, Annex III – Safety report

2.4 Use of automated safety data recording system (ASDRS) (PI#3)

2020	
For RIs	For SMIs
X	X

Detailed information on Safety performance monitoring for the year 2020 are included in Performance Review Body Monitoring Report 2020, Annex III – Safety report

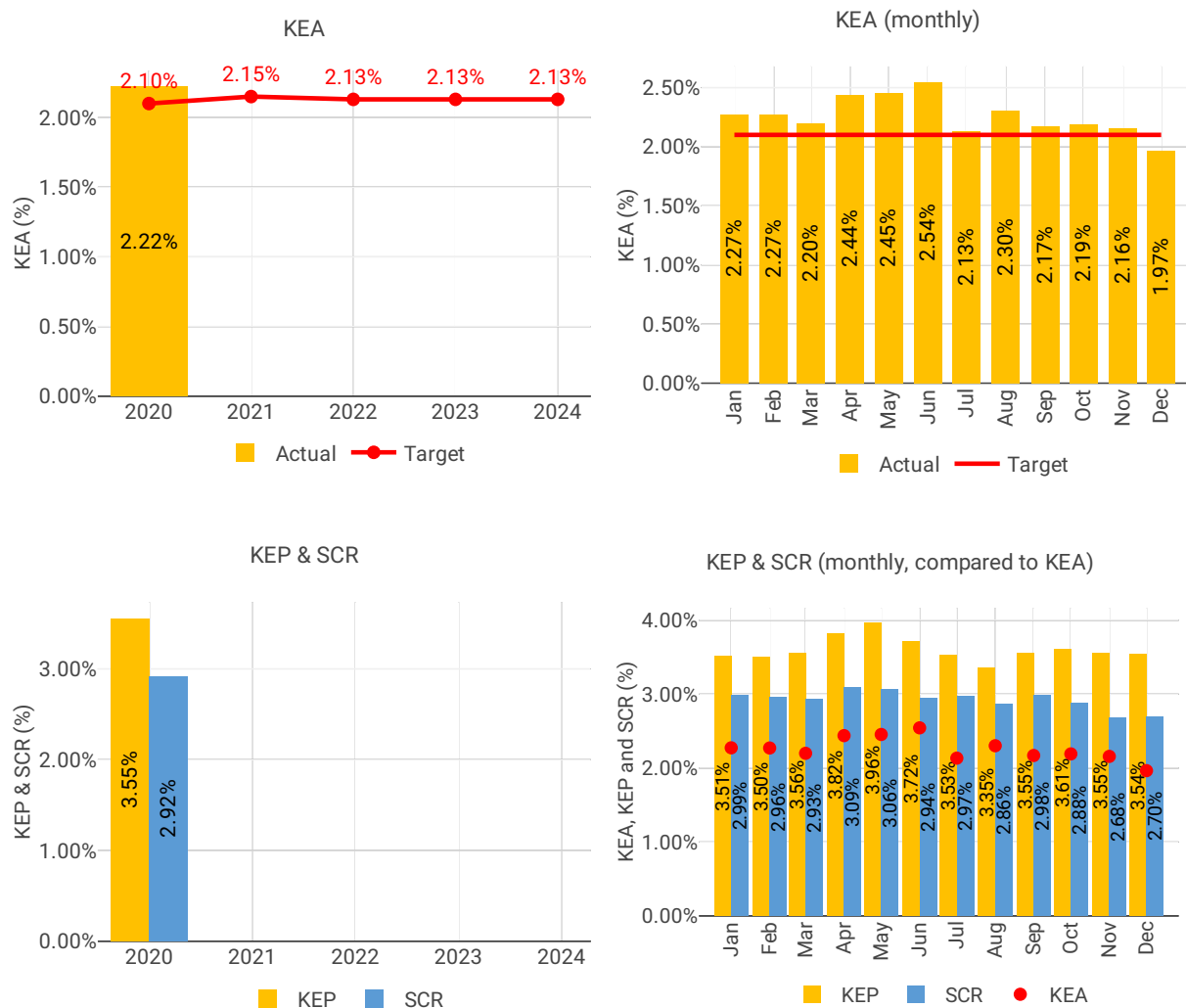
3 ENVIRONMENT - SLOVAKIA

3.1 PRB monitoring

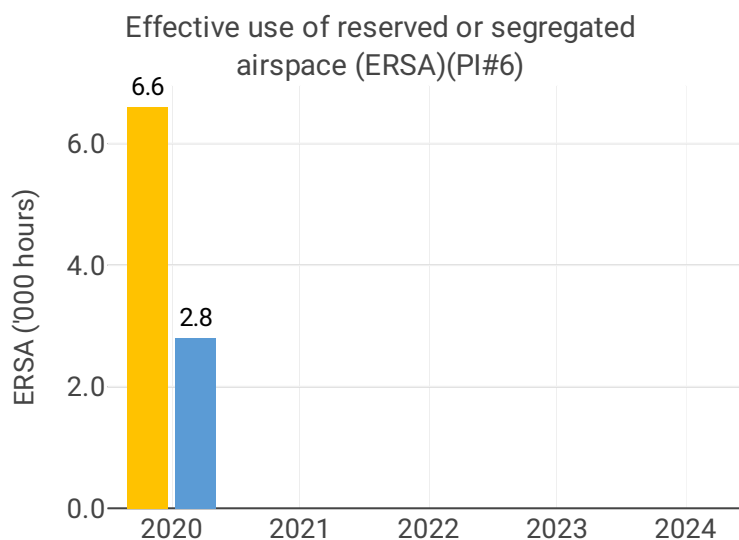
- Slovakia achieved a KEA performance of 2.22% compared to its reference value of 2.10% and therefore did not contribute positively to the Union-wide target.
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- However, given that the shortest constrained routes have remained stable over the past five years and remains above the actual KEA performance, it suggests that Slovakia's airspace can be further improved to better serve airspace users.
- Slovakia has no airports that are regulated under the RP3 performance and charging scheme.

3.2 En route performance

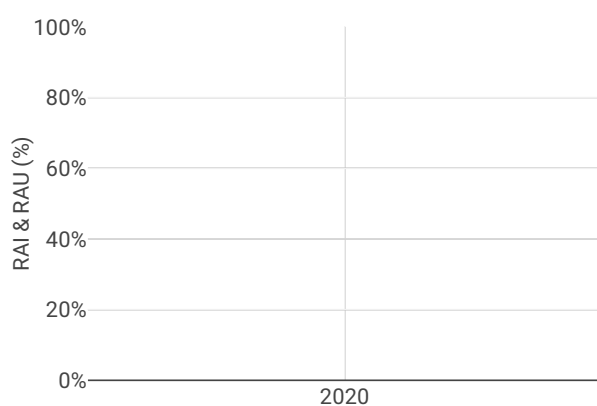
3.2.1 Horizontal flight efficiency of the actual trajectory (KEA) (KPI#1), of the last filed flight plan (KEP) (PI#1) & shortest constrained route (SCR) (PI#2)



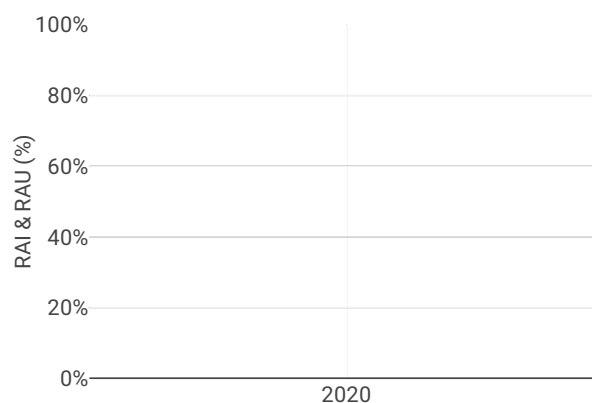
3.3 Civil-Military dimension



RAI & RAU via available conditional routes (PIs#7 & 8)



RAI & RAU via available restricted and segregated airspace (PIs#7 & 8)



Focus on Civil-Military dimension

Update on Military dimension of the plan

Environment: No impact on environment.

Capacity: No impact on capacity.

Military - related measures implemented or planned to improve environment and capacity

Environment: Nil.

Capacity: Nil.

Initiatives implemented or planned to improve PI#6

No data available.

Initiatives implemented or planned to improve PI#7

No data available.

Initiatives implemented or planned to improve PI#8

No data available.

4 CAPACITY - SLOVAKIA

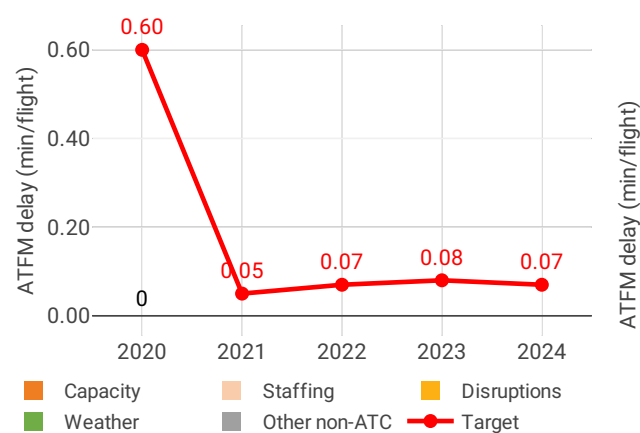
4.1 PRB monitoring

- LPS SR registered zero minutes of average en route ATFM delay per flight during 2020, thus meeting the local breakdown value of 0.60.
- Delays must be considered in the context of the traffic evolution: IFR movements in 2020 were 64% below the 2019 levels in Slovakia.
- Slovakia reported no capacity issues and an almost 2% decrease in ATCO FTE numbers in 2020 compared to 2019. This represents a 16% deficit of ATCO FTEs compared to the planned number of ATCO FTEs for 2020 - despite extensive recruitment efforts being continued.
- The yearly total of sector opening hours in Bratislava ACC was 17,002, showing a 30.8% decrease compared to 2019.
- Bratislava ACC registered 11.47 IFR movements per one sector opening hour in 2020, being 48.5% below 2019 levels.

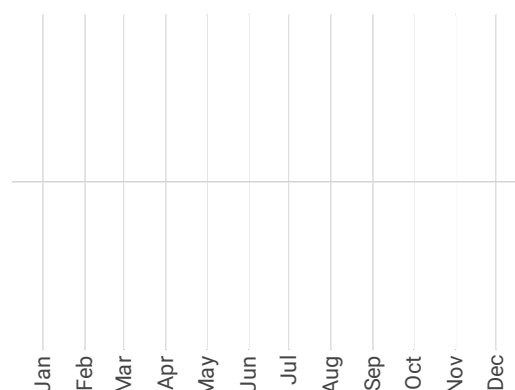
4.2 En route performance

4.2.1 En route ATFM delay (KPI#1)

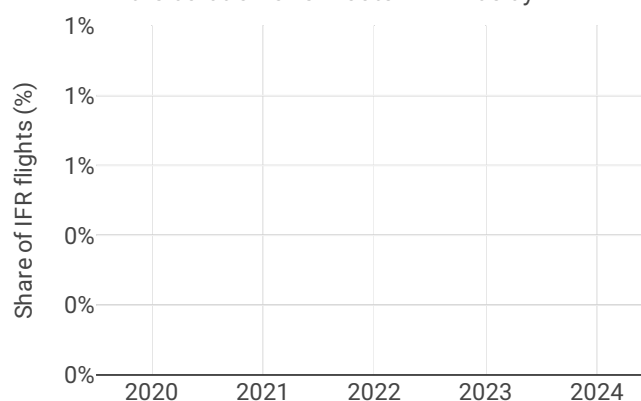
Average en route ATFM delay per flight by delay groups



Monthly distribution of en route ATFM delay by delay groups - 2020



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



Focus on en route ATFM delay

Summary of capacity performance

The Bratislava FIR experienced a traffic reduction of 64% from 2019 levels, to 201k flights. The traffic level was accommodated with zero en route ATFM delays to airspace users.

NSA's assessment of capacity performance

There were no delay due to low traffic caused by the COVID-19.

Monitoring process for capacity performance

Annual monitoring of capacity performance has been implemented as from 2020.

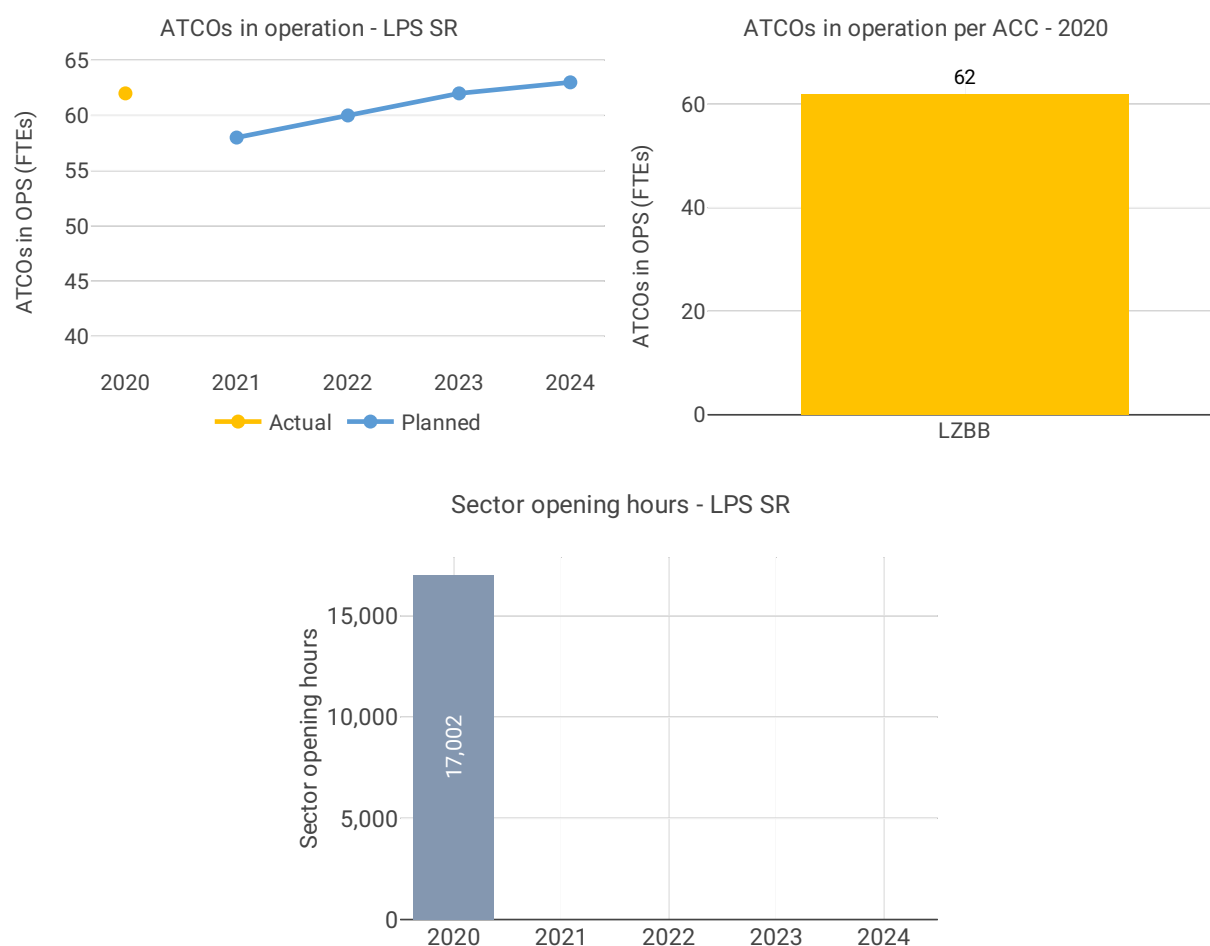
Capacity planning

Capacity of ACC is sufficient with respect to expected demand in a period till 2024.

Application of Corrective Measures for Capacity (if applicable)

No data available.

4.2.2 Other indicators



Focus on ATCOs in operations

Extensive recruitment of new trainees continues in spite of COVID-19 crisis. As from Summer 2020 horizontal split of the most regulated sector (according to y2019) has been introduced into operations.

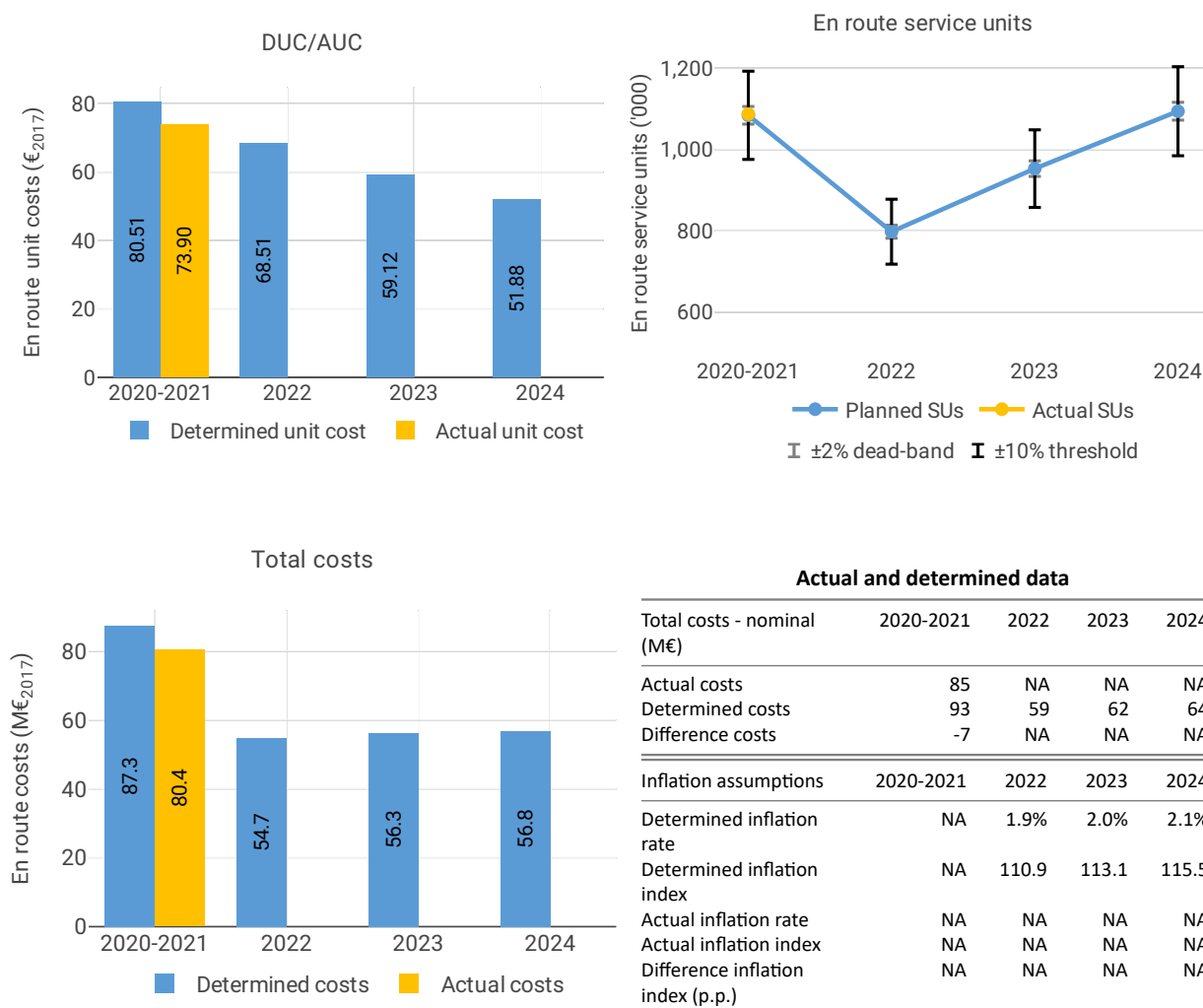
5 COST-EFFICIENCY - SLOVAKIA

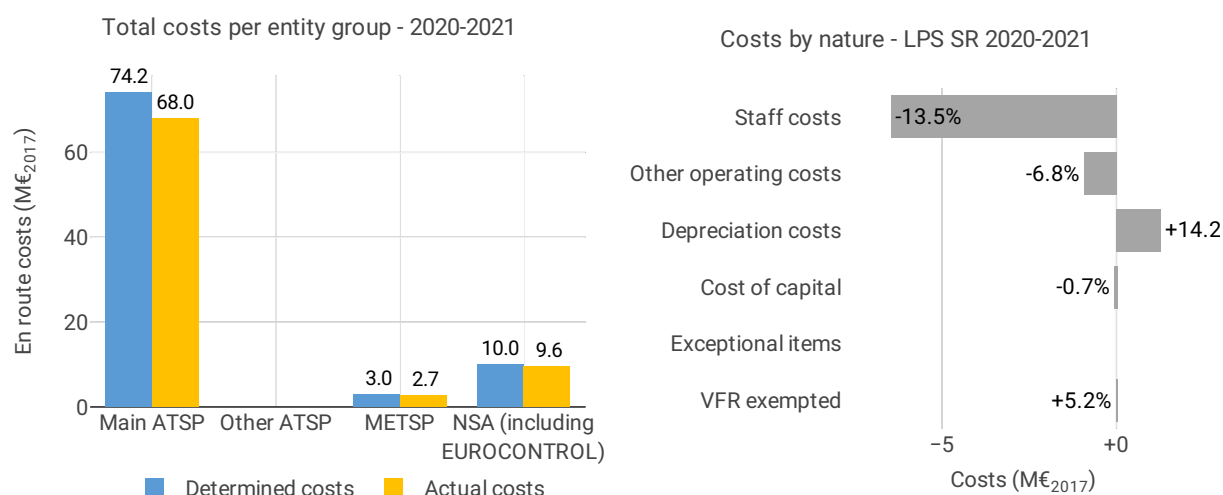
5.1 PRB monitoring

- Slovakia encountered the largest decrease in service units across Member States, with 2020 actual service units (475K) being 63% lower than the actual service units in 2019 (1,295K).
- Slovakia had the highest percentage of savings in 2020 across all Member States, decreasing total costs in 2020 by 20 M€2017 (-32%). The reduction is primarily driven by a decrease of 17 M€2017 (-41%) in staff costs, resulting from freezing of recruitment, non-payment of bonuses, decrease in social fund contribution and education costs and salaries.
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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 en route AUC (73.90 €2017) was lower by -8.2% (or -6.61 €2017) compared with the DUC (80.51 €2017). This was mainly the effect of the lower than planned en route costs in real terms (-7.9%, -6.9 M€2017).

En route service units

The difference between actual and planned TSU (+0.3%) is within the $\pm 2\%$ dead-band, which results in additional revenues kept by the ANSPs.

En route costs by entity

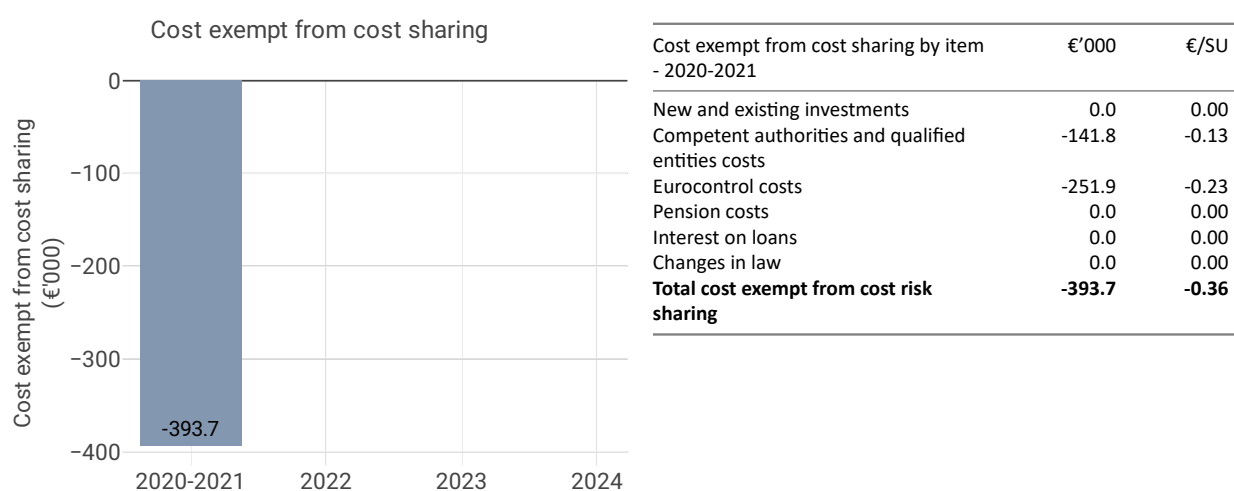
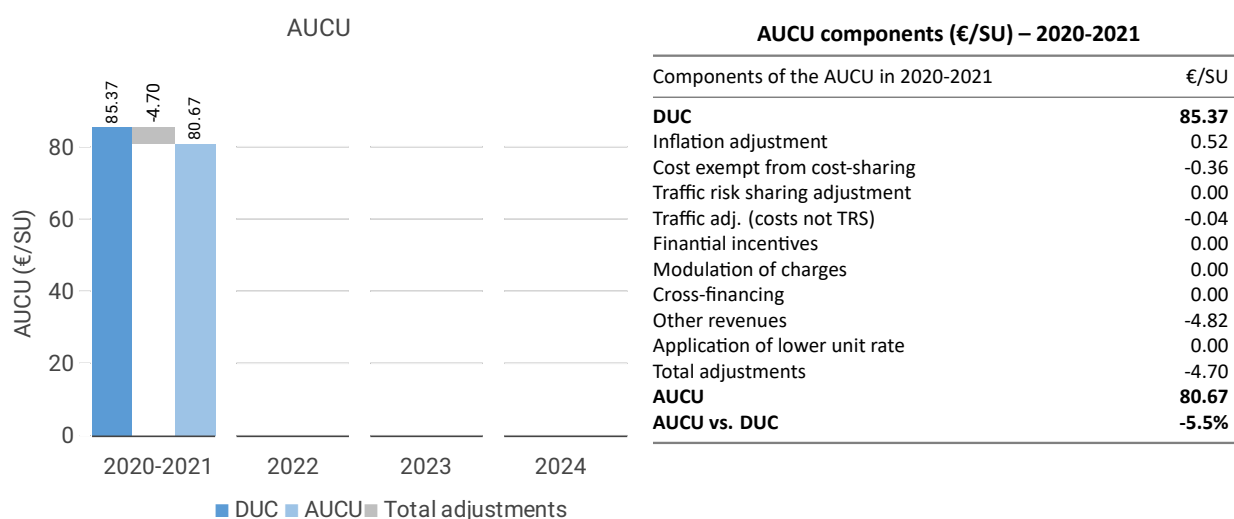
Actual en route costs are -7.9% lower than planned (-6.9 M€2017), which is mainly driven by the lower costs for LPS (-8.3%, or -6.2 M€2017). Actual 2020-2021 costs for METSP and NSA/EUROCONTROL were also lower, by -11.7% (or -0.4 M€2017) and -3.9% (-0.4 M€2017) respectively.

En route costs for the main ANSP at charging zone level

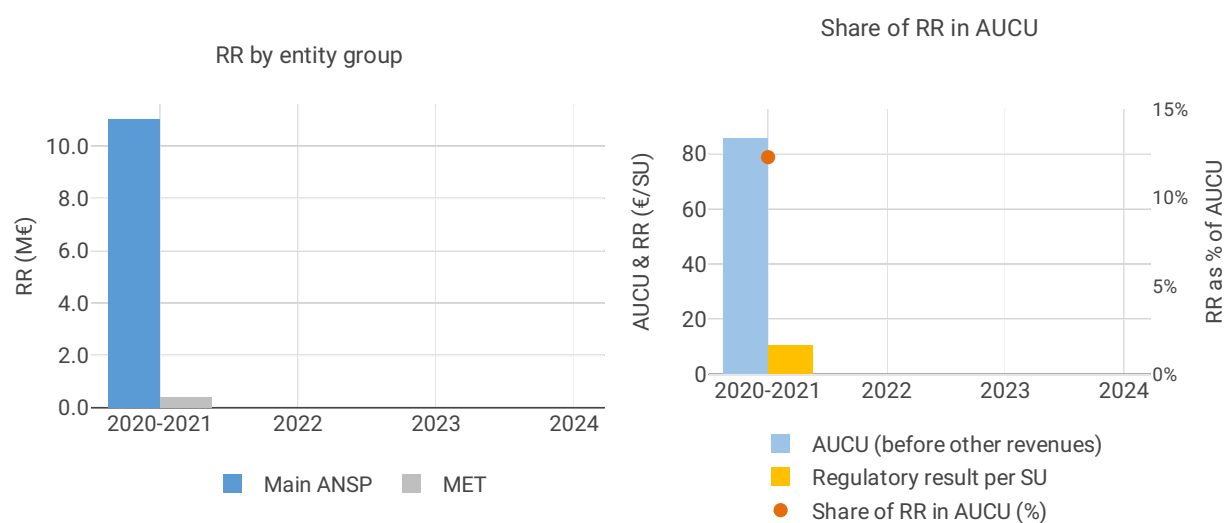
The lower than planned en route costs in real terms for LPS (-8.3%, or -6.2 M€2017) result from:

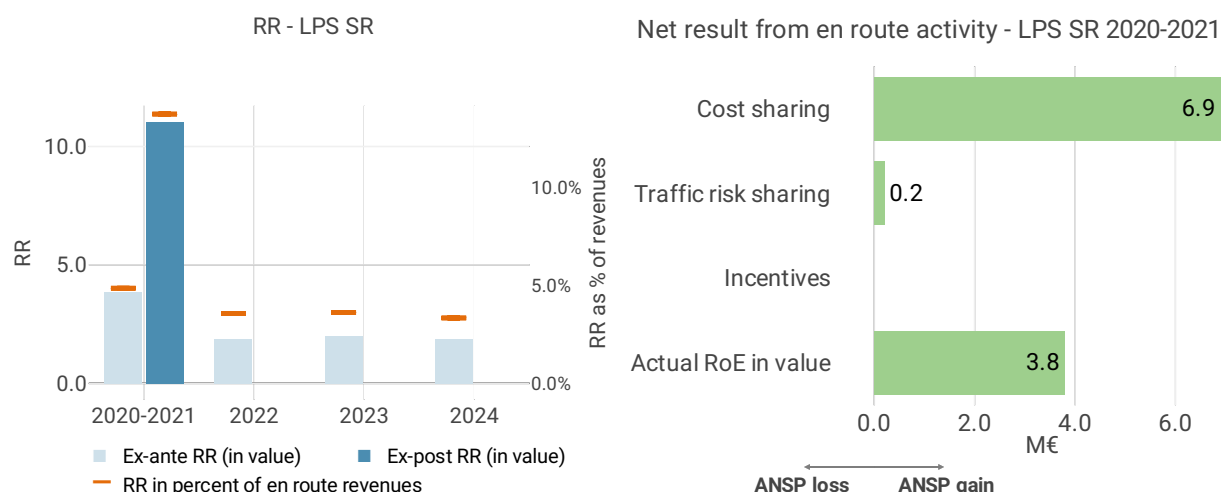
- lower than planned, by -13.5% (or -6.5 M€2017) en route staff costs resulted from freezing of variable wage components in 2020 and continuation of this measure in 2021;
- lower, by -6.8% (or -0.9 M€2017) en-route other operating costs due to continuation of the cost containment measures such as limited travel expenses, trainings and consumption of materials, etc.
- higher, by +14.2% (or +1.3 M€2017) depreciation, however, as explained by LPS, the depreciation was in line with the investment plan and the difference came from the deduction in 2021 of the carry-overs of unrealized investments in RP2; and,
- lower costs of capital by -0.7% (or -0.03 M€2017).

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



5.2.3 Regulatory result (RR)





Focus on regulatory result

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

LPS's net gain amounts to +7.2 M€, mainly due to a gain of +6.9 M€ from the cost sharing mechanism and a gain of +0.2 M€ from the traffic risk sharing mechanism.

LPS 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 (+7.2 M€) and the actual RoE (+3.8 M€) amounts to +11.0 M€ (13.8% of the en route revenues). The resulting ex-post rate of return on equity is 13.1% which is higher than the 4.6% planned in the PP.