



Performance Review Body Monitoring Report

Slovenia - 2022

This report is automatically generated from: sesperformance.eu

**COPYRIGHT NOTICE
AND DISCLAIMER**

© European Union, 2025

This report has been prepared for the European Commission by the Performance Review Body of the Single European Sky (PRB).

Reproduction is authorised provided the source is acknowledged. However, neither the European Commission, nor any person acting on its behalf, may be held responsible for the use which may be made of the information contained in this publication, or for any errors which may appear, despite careful preparation and checking.

TABLE OF CONTENTS

1	OVERVIEW	3
1.1	Contextual information	3
1.2	Traffic (En route traffic zone)	3
1.3	Safety (Main ANSP)	4
1.4	Environment (Member State)	4
1.5	Capacity (Member State)	5
1.6	Cost-efficiency (En route/Terminal charging zone(s))	5
2	SAFETY - SLOVENIA	5
2.1	PRB monitoring	5
2.2	Effectiveness of Safety Management (EoSM) (KPI#1)	6
2.3	Safety occurrences	6
2.4	Use of automated safety data recording system (ASDRS) (PI#3)	7
3	ENVIRONMENT - SLOVENIA	8
3.1	PRB monitoring	8
3.2	En route performance	8
3.3	Civil-Military dimension	9
4	CAPACITY - SLOVENIA	10
4.1	PRB monitoring	10
4.2	En route performance	10
5	COST-EFFICIENCY - SLOVENIA	12
5.1	PRB monitoring	12
5.2	En route charging zone	12

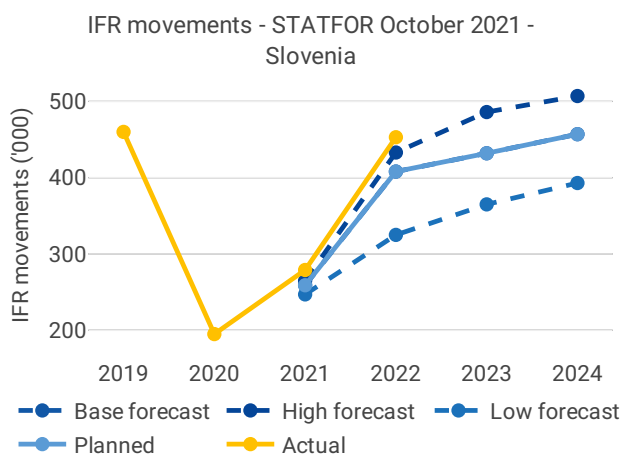
1 OVERVIEW

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 2022: 1 EUR	Main ANSP • Slovenia Control
No of airports in the scope of the performance plan: • ≥80'K 0 • <80'K 0	Share of Union-wide: • traffic (TSUs) 2022 0.5% • en route costs 2022 0.5%	Other ANSPs —
	Share en route / terminal costs 2022 100% / 0%	MET Providers • Slovenian Environment Agency (ARSO)
	En route charging zone(s) Slovenia	
	Terminal charging zone(s) —	

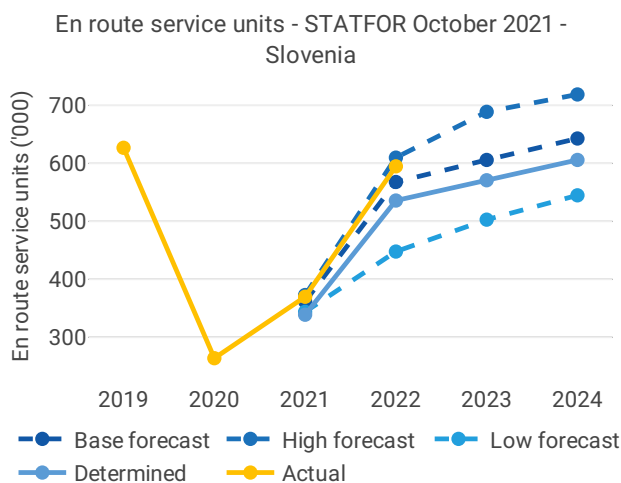
1.2 Traffic (En route traffic zone)



- Slovenia recorded 453K actual IFR movements in 2022, +62% compared to 2021 (279K).

- Actual 2022 IFR movements were +11% above the plan (408K).

- Actual 2022 IFR movements represent 99% of the actual 2019 level (460K).



- Slovenia recorded 595K actual en route service units in 2022, +61% compared to 2021 (370K).

- Actual 2022 service units were +11% above the plan (536K).

- Actual 2022 service units represent 95% of the actual 2019 level (627K).

1.3 Safety (Main ANSP)



- Slovenia Control has already achieved the RP3 EoS M targets in four out of five management objectives in 2020 but needs to make improvements in the safety risk management objective in line with its planned maturity levels.

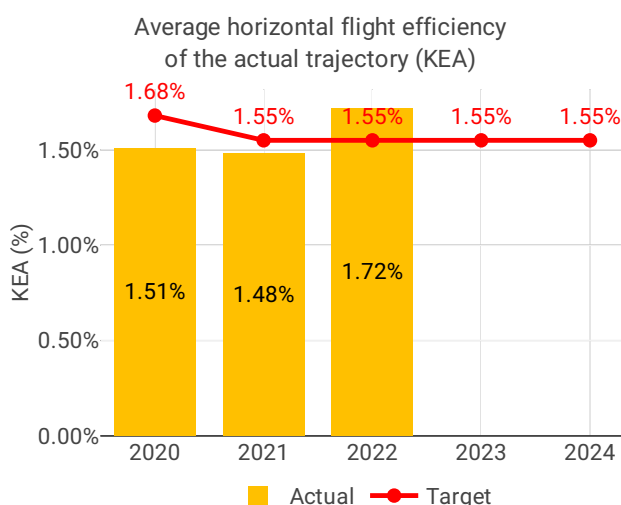
- Slovenia Control, together with the NSA, implemented multiple review processes and continuous monitoring to ensure the maintenance of high safety performance.

- Slovenia recorded an increase of separation minima infringements and runway incursions relative to 2021. Slovenia established a State Plan for Aviation Safety (SPAS 2022-2026) including both lead-

ing and lagging indicators, monitoring of precursors events which may lead to occurrences and gap analysis against European Action Plan for Prevention of Runway Incursions.

- Slovenia Control could improve its safety management by implementing automated safety data recording systems.

1.4 Environment (Member State)



- Slovenia achieved a KEA performance of 1.72% compared to its target of 1.55% and did not contribute positively towards the Union-wide target. KEA worsened by 0.24 p.p. compared to 2021.

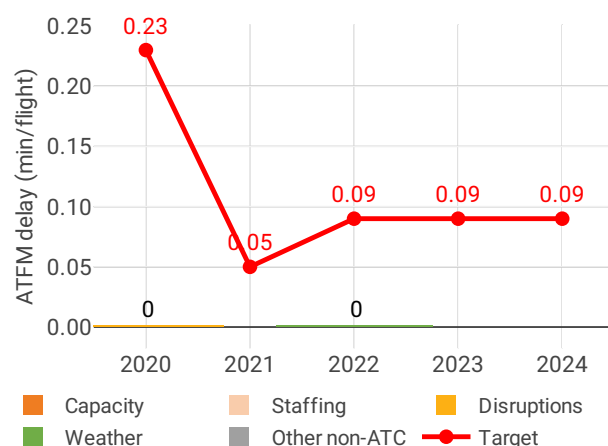
- SCR and KEP worsened compared to 2021.

- The NSA states that the availability of the shortest flight planning option is already closer to optimum, with no delays caused by Ljubljana ACC.

- Slovenia 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



- Slovenia registered zero minutes of average en route ATFM delay per flight during 2022, thus achieving the local target value of 0.09.

- The average number of IFR movements was 2% below 2019 levels in Slovenia in 2022.

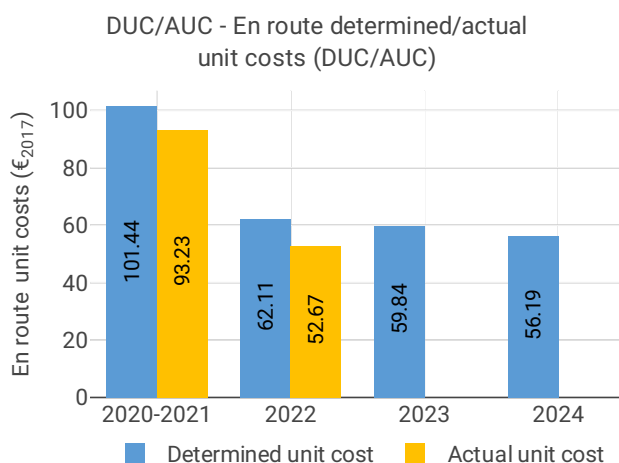
- Traffic is expected to grow moderately in the remaining years of RP3. A 7% increase in the number of ATCOs in OPS is expected by the end of RP3 in Ljubljana ACC, with the actual value being above the 2022 plan.

- The yearly total of sector opening hours in Ljubljana ACC was 20,856 in 2022, showing a 22.2% increase compared to 2021.

Sector opening hours are 3.5% below 2019 levels.

- Ljubljana ACC registered 24.62 IFR movements per one sector opening hour in 2022, being 2.3% below 2019 levels.

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



- The en route 2022 actual unit cost of Slovenia was 52.63 €2017, -15% lower than the determined unit cost (62.11 €2017). Slovenia does not have a terminal charging zone.

- The en route 2022 actual service units (595K) were +11% higher than the determined service units (536K).

- The en route 2022 actual total costs were 1.9 M€2017 (-5.9%) lower than determined. However, actual costs in nominal terms were slightly higher than determined, while actual costs in real terms were lower than determined as a result of a significant higher-than-expected inflation.

- Slovenia Control spent 4.5 M€2017 in 2022 related to costs of investments, -1.9% less than determined (4.6 M€2017), due to a lower net book value of fixed assets than planned.

- The en route actual unit cost incurred by users in 2022 was 64.31€.

2 SAFETY - SLOVENIA

2.1 PRB monitoring

- Slovenia Control has already achieved the RP3 EoSM targets in four out of five management objectives in 2020 but needs to make improvements in the safety risk management objective in line with its planned maturity levels.

- Slovenia Control, together with the NSA, implemented multiple review processes and continuous monitoring to ensure the maintenance of high safety performance.

- Slovenia recorded an increase of separation minima infringements and runway incursions relative to 2021. Slovenia established a State Plan for Aviation Safety (SPAS 2022-2026) including both leading and

lagging indicators, monitoring of precursors events which may lead to occurrences and gap analysis against European Action Plan for Prevention of Runway Incursions.

- Slovenia Control could improve its safety management by implementing automated safety data recording systems.

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



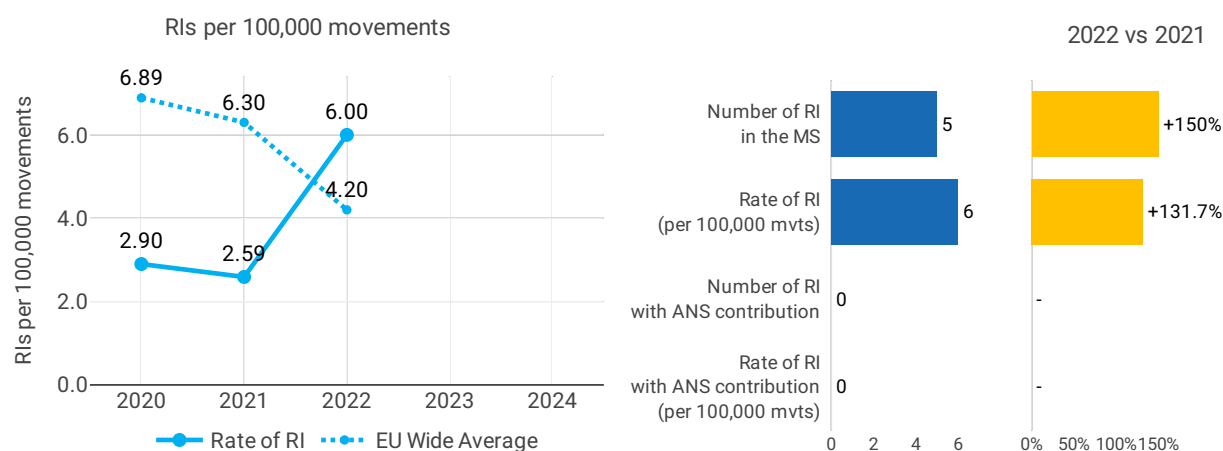
Focus on EoSM

Maturity levels have been maintained compared with 2021. Four out of five EoSM components of the ANSP meet the RP3 target level. Only the component “Safety Risk Management” is below 2024 target level, at level C. Improvements in “Safety Risk Management” are still expected during RP3 to achieve RP3 targets.

Detailed information on Safety performance monitoring for the year 2022 are included in Performance Review Body Monitoring Report 2022, Annex III – Safety report

2.3 Safety occurrences

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



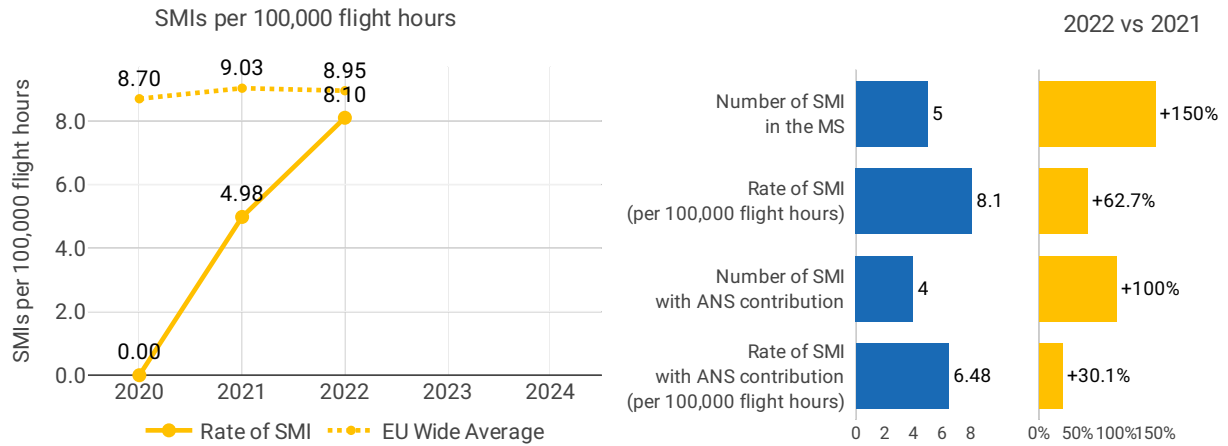
Rate of RIs per 100,000 airport movements - Slovenia

#	Airport name	APT movements	Number of RI	Rate RI per 100,000
1	Ljubljana	0	NA	NA

Focus on runway incursions

Detailed information on Safety performance monitoring for the year 2022 are included in Performance Review Body Monitoring Report 2022, 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	Slovenia Control	28,029	40,145	61,705	NA	NA	0	2	4	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	Slovenia Control	0.0	5.0	6.5	NA	NA	NA	0%	+30%	NA	NA

Focus on separation minima

Detailed information on Safety performance monitoring for the year 2022 are included in Performance Review Body Monitoring Report 2022, Annex III – Safety report

2.3.3 Quality of occurrences reporting

Detailed information on Safety performance monitoring for the year 2022 are included in Performance Review Body Monitoring Report 2022, Annex III – Safety report

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

2022	
For RIs	For SMIs
X	X

Detailed information on Safety performance monitoring for the year 2022 are included in Performance Review Body Monitoring Report 2022, Annex III – Safety report

3 ENVIRONMENT - SLOVENIA

3.1 PRB monitoring

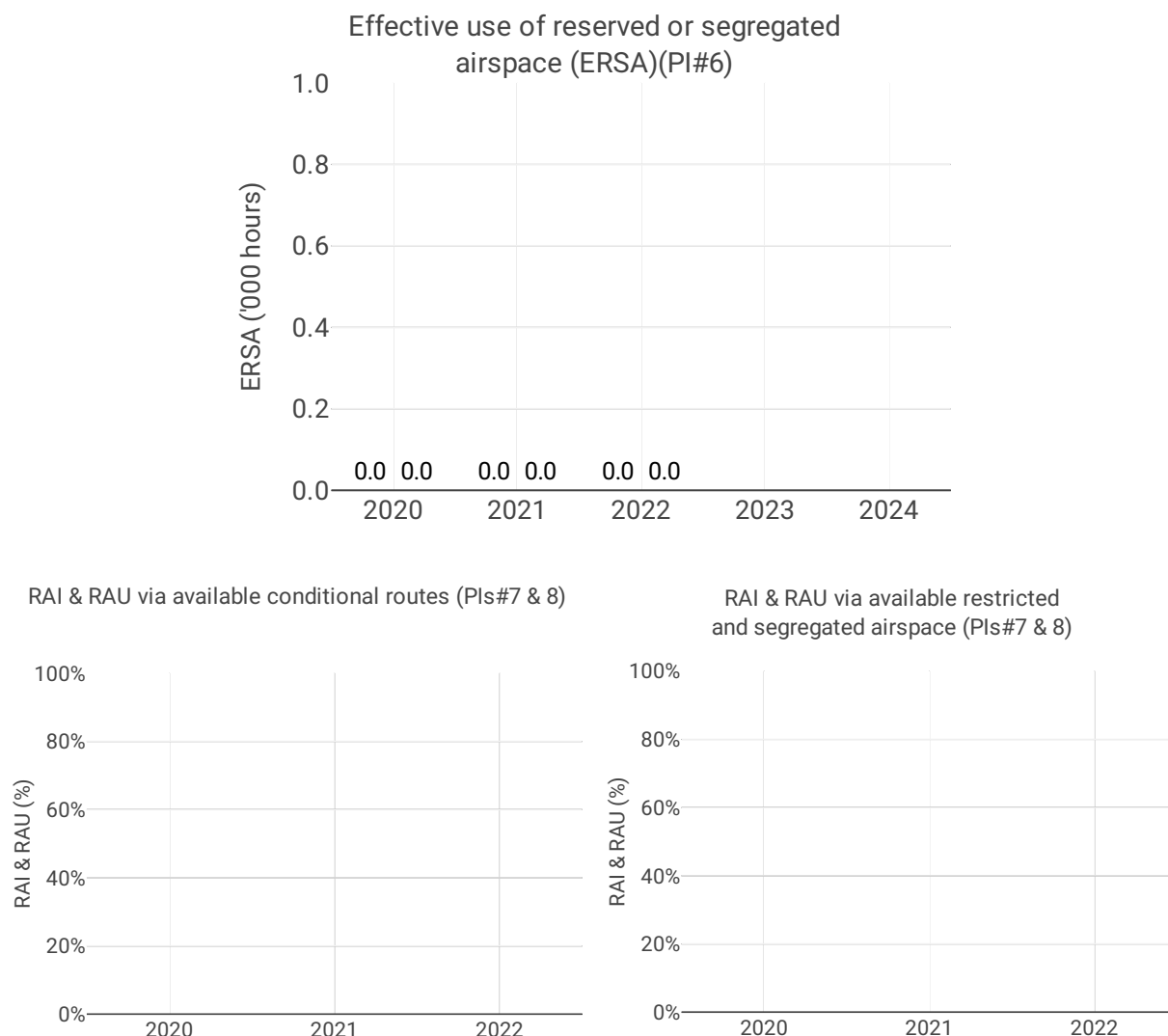
- Slovenia achieved a KEA performance of 1.72% compared to its target of 1.55% and did not contribute positively towards the Union-wide target. KEA worsened by 0.24 p.p. compared to 2021.
- SCR and KEP worsened compared to 2021.
- The NSA states that the availability of the shortest flight planning option is already closer to optimum, with no delays caused by Ljubljana ACC.
- Slovenia has no airports that are regulated under the RP3 performance and charging scheme.

3.2 En route performance

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



3.3 Civil-Military dimension



Focus on Civil-Military dimension

Update on Military dimension of the plan

Environment: No impact on environment.

Capacity: No impact on capacity.

Additional information related to Russia's war of aggression against Ukraine

No specific changes in activity. Segregated airspace was established for the needs of overflights by aircraft of allied countries that do not fly according to the rules that apply to general air traffic in the controlled airspace of the Republic of Slovenia, which is activated when necessary.

Temporary Segregated Area above FL 510 (FL510) - activation on demand.

Military - related measures implemented or planned to improve capacity

Environment: No data available.

Capacity: No data available.

Initiatives implemented or planned to improve PI#6

Slovenia AMC started sharing AUP/UUP with NM on 1.1.2023, but without any restrictions being imposed on the users flight planning during activation.

Initiatives implemented or planned to improve PI#7

Slovenia AMC started sharing AUP/UUP with NM on 1.1.2023, but without any restrictions being imposed on the users flight planning during activation.

Initiatives implemented or planned to improve PI#8

Slovenia AMC started sharing AUP/UUP with NM on 1.1.2023, but without any restrictions being imposed on the users flight planning during activation.

4 CAPACITY - SLOVENIA

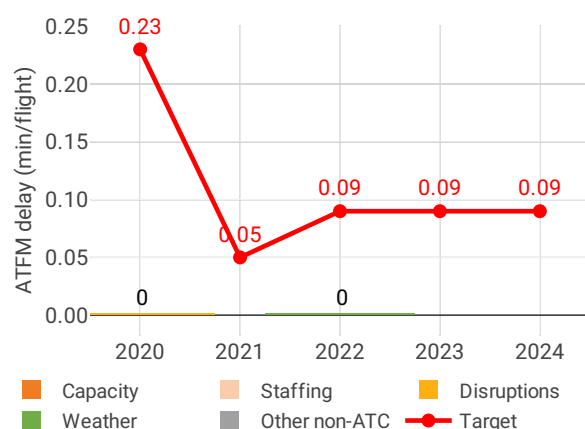
4.1 PRB monitoring

- Slovenia registered zero minutes of average en route ATFM delay per flight during 2022, thus achieving the local target value of 0.09.
- The average number of IFR movements was 2% below 2019 levels in Slovenia in 2022.
- Traffic is expected to grow moderately in the remaining years of RP3. A 7% increase in the number of ATCOs in OPS is expected by the end of RP3 in Ljubljana ACC, with the actual value being above the 2022 plan.
- The yearly total of sector opening hours in Ljubljana ACC was 20,856 in 2022, showing a 22.2% increase compared to 2021. Sector opening hours are 3.5% below 2019 levels.
- Ljubljana ACC registered 24.62 IFR movements per one sector opening hour in 2022, being 2.3% below 2019 levels.

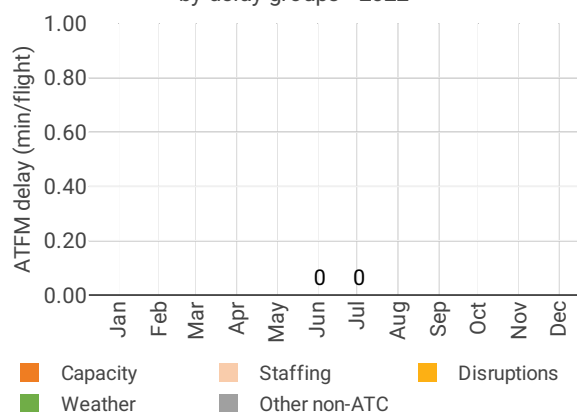
4.2 En route performance

4.2.1 En route ATFM delay (KPI#1)

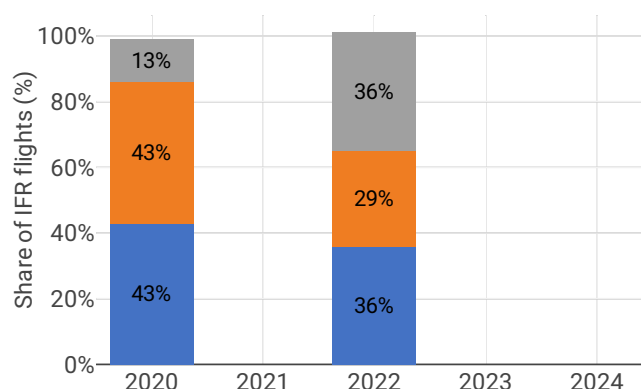
Average en route ATFM delay per flight by delay groups



Monthly distribution of en route ATFM delay by delay groups - 2022



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



Focus on en route ATFM delay

Summary of capacity performance

The Ljubljana FIR experienced an increase in traffic from 279k flights in 2021, to 453k flights, with practically zero ATFM delays. Traffic levels were almost back to the 460k flights observed in 2019.

NSA's assessment of capacity performance

First normal year after COVID19, when traffic reached 2019 level. Capacity target achieved.

Monitoring process for capacity performance

No specific monitoring in place, no delays caused by Ljubljana ACC.

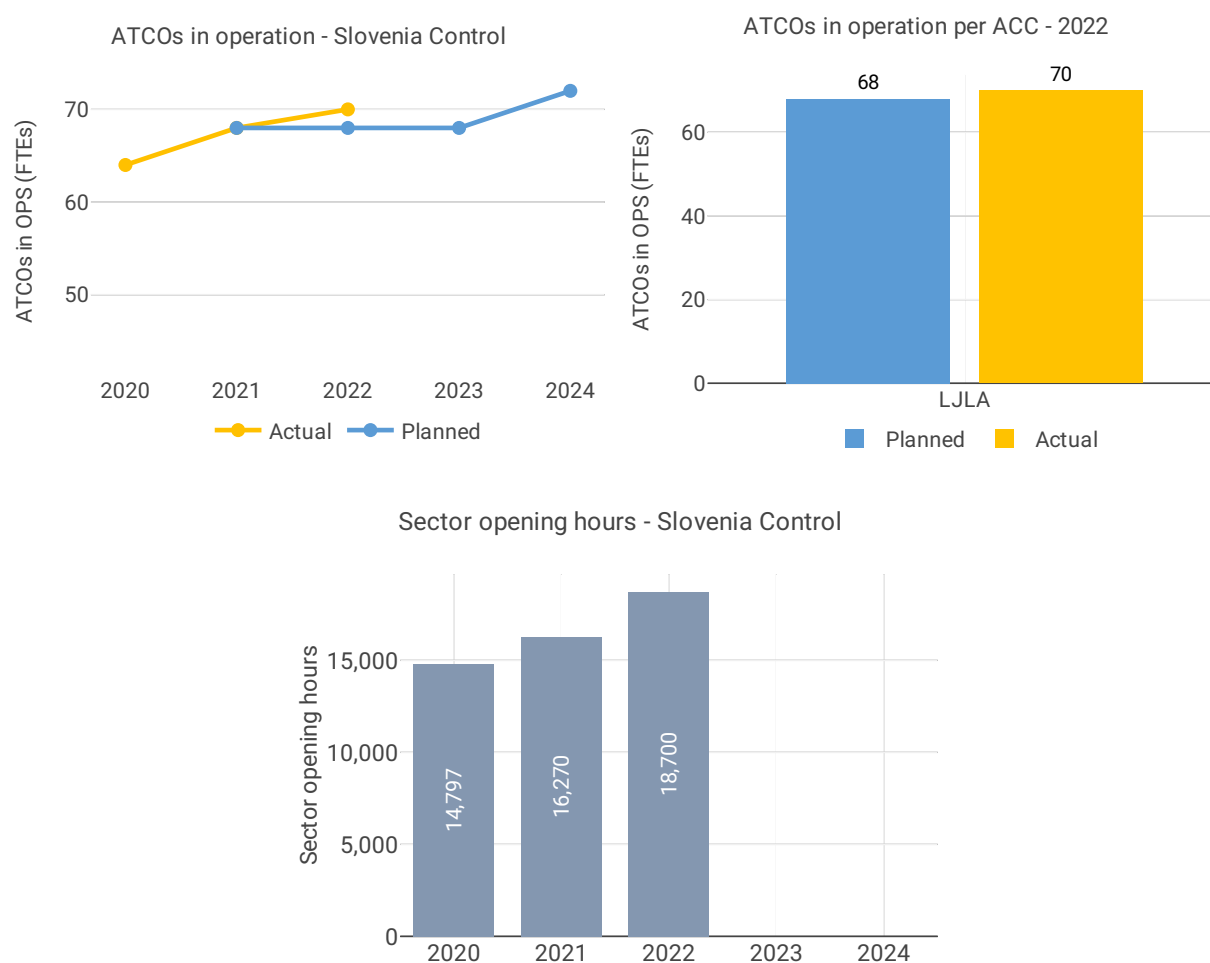
Capacity planning

Planned capacity in line with NM requirements.

Application of Corrective Measures for Capacity (if applicable)

Additional Information Related to Russia's War of Aggression Against Ukraine Low amount of additional traffic due to lack of capacity in neighbouring (east side) ACCs.

4.2.2 Other indicators



Focus on ATCOs in operations

N/A

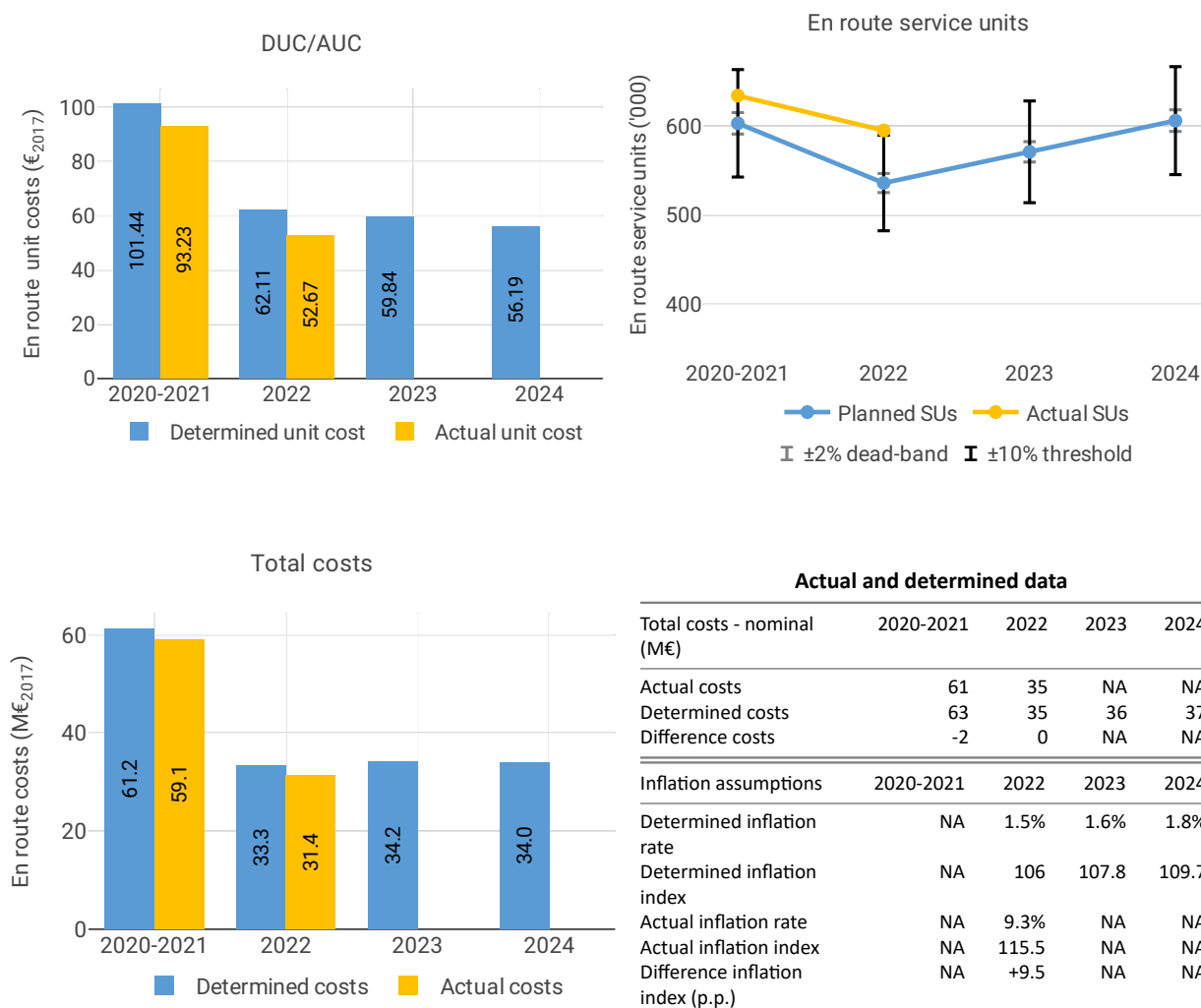
5 COST-EFFICIENCY - SLOVENIA

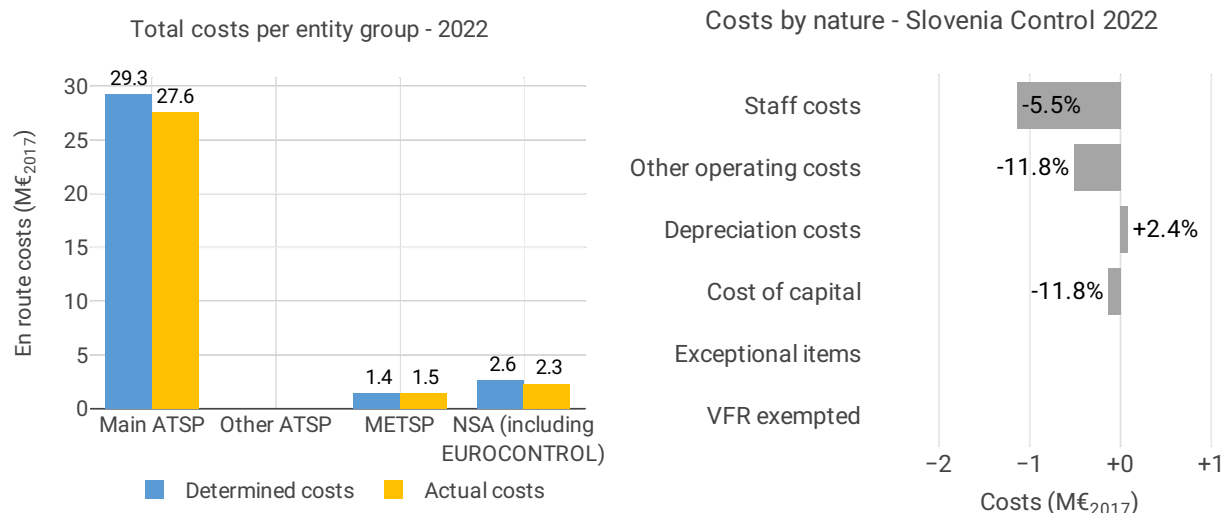
5.1 PRB monitoring

- The en route 2022 actual unit cost of Slovenia was 52.63 €2017, -15% lower than the determined unit cost (62.11 €2017). Slovenia does not have a terminal charging zone.
- The en route 2022 actual service units (595K) were +11% higher than the determined service units (536K).
- The en route 2022 actual total costs were 1.9 M€2017 (-5.9%) lower than determined. However, actual costs in nominal terms were slightly higher than determined, while actual costs in real terms were lower than determined as a result of a significant higher-than-expected inflation.
- Slovenia Control spent 4.5 M€2017 in 2022 related to costs of investments, -1.9% less than determined (4.6 M€2017), due to a lower net book value of fixed assets than planned.
- The en route actual unit cost incurred by users in 2022 was 64.31€.

5.2 En route charging zone

5.2.1 Unit cost (KPI#1)





Focus on unit cost

AUC vs. DUC

In 2022, the en route AUC was -15.3% (or -9.47 M€₂₀₁₇) lower than the planned DUC. This results from the combination of significantly higher than planned TSUs (+11.1%) and significantly lower than planned en route costs in real terms (-5.9%, or -1.9 M€₂₀₁₇). It should be noted that the actual inflation index in 2022 was +9.5 p.p. higher than planned (115.5 vs. 106.0).

En route service units

The difference between actual and planned TSUs (+11.1%) falls outside 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, with the ANSP (Slovenia Control) retaining an amount of +1.2 M€₂₀₁₇.

En route costs by entity

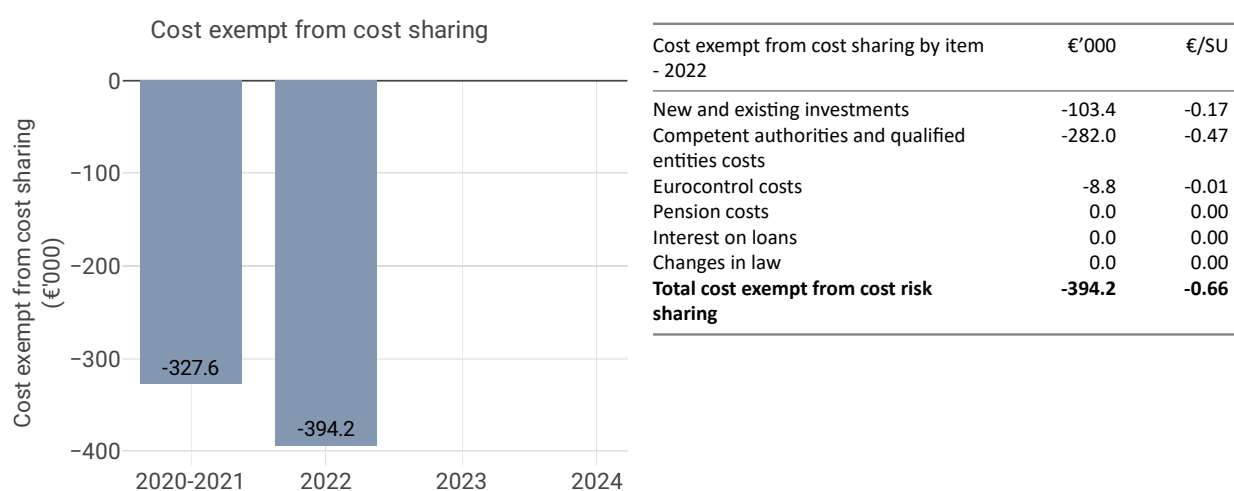
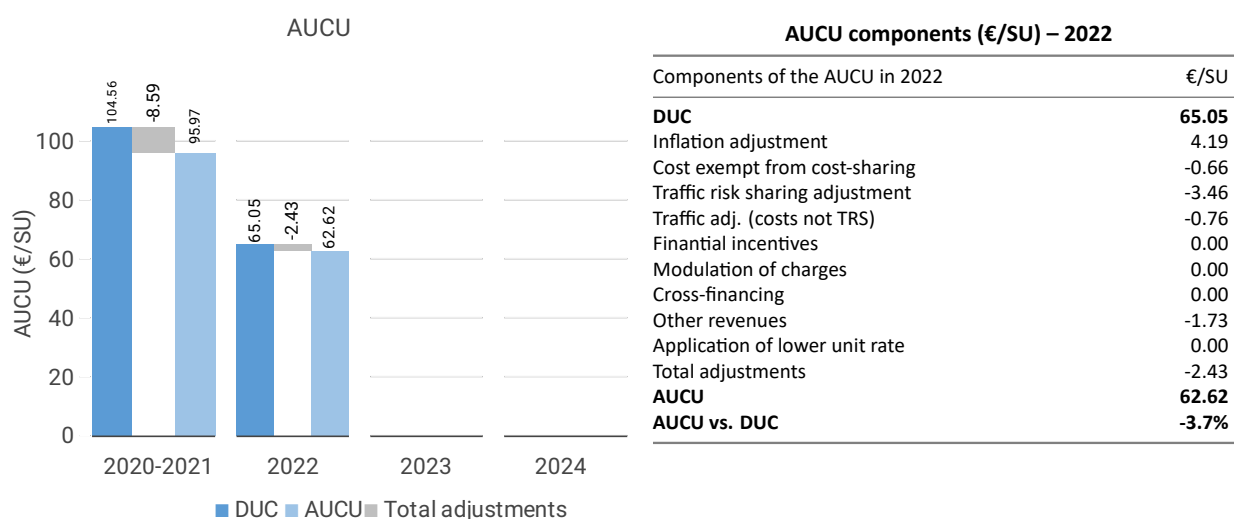
Actual real en route costs are -5.9% (-1.9 M€₂₀₁₇) lower than planned. This is the result of lower than planned costs for the main ANSP, Slovenia Control (-5.8%, or -1.7 M€₂₀₁₇) and the NSA/EUROCONTROL (-12.0%, or -0.3 M€₂₀₁₇) and higher than planned costs for the MET service provider (+4.8%, or +0.1 M€₂₀₁₇).

En route costs for the main ANSP at charging zone level

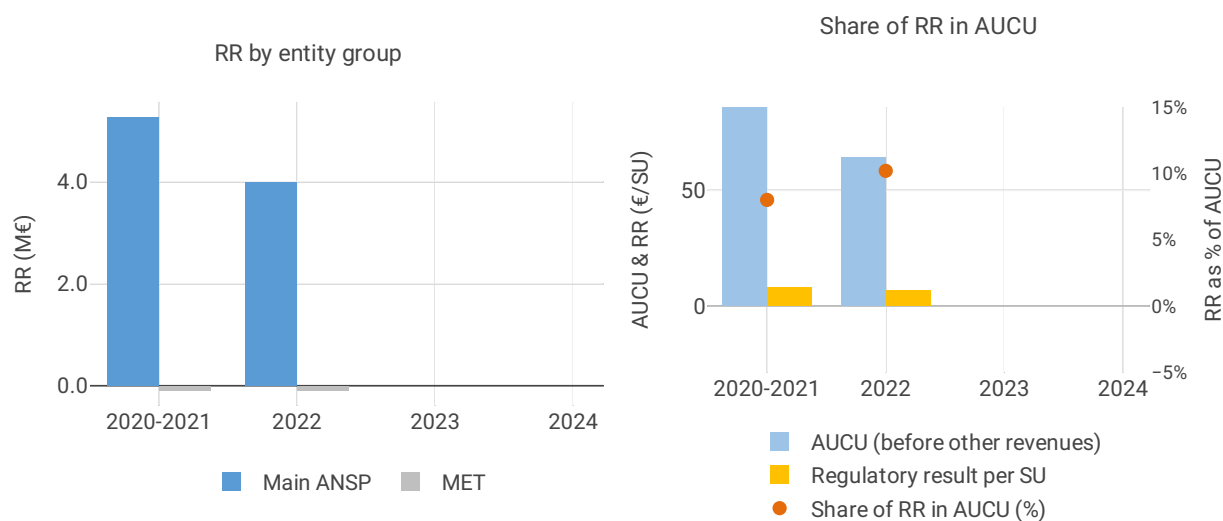
Significantly lower than planned en route costs in real terms for Slovenia Control in 2022 (-5.8%, or -1.7 M€₂₀₁₇) resulting from:

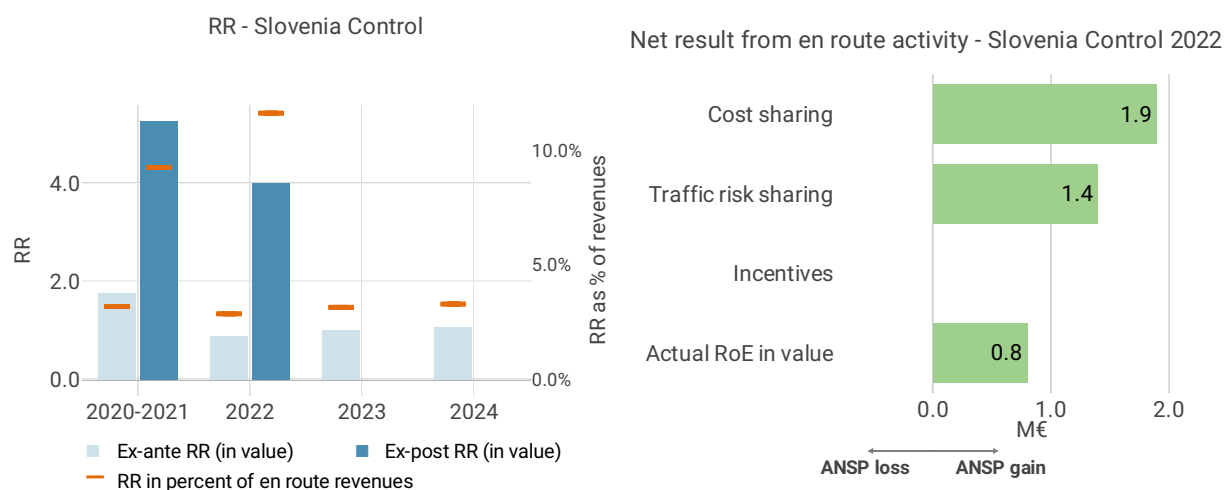
- Significantly lower than planned staff costs (-5.5%) in real terms, due to inflation index impact (+9.5 p.p.) since in nominal terms staff costs are higher than planned (+3.0%) due to *"negotiations with the social partners reached for Q4 of 2021, when some obligations were pushed from 2021 to 2022"*,
- Significantly lower than planned other operating costs (-11.8%) in real terms, reported to be due to *"optimised contracts"*,
- Higher than planned depreciation (+2.4%),
- Significantly lower than planned cost of capital (-11.8%), reported to be due to *"lower asset value"*.

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



5.2.3 Regulatory result (RR)





Focus on regulatory result

Slovenia Control net gain on activity in the Slovenia en route charging zone in the year 2022

Slovenia Control reported a net gain of +3.2 M€, as a combination of a gain of +1.9 M€ arising from the cost sharing mechanism, with a gain of +1.4 M€ arising from the traffic risk sharing mechanism.

Slovenia Control 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 (+3.2M€) and the actual RoE (+0.8 M€) amounts to +4.0 M€ (11.6% of the en route revenues). The resulting ex-post rate of return on equity is 53.4%, which is higher than the 10.4% planned in the PP.

Note 1: The ex-ante and ex-post RoE are calculated based on the notional capital structure (representing the proportion of financing through equity for determined and actual 2020-2021 and 2022 at the level of 40%). The actual proportion should be reported.