25 YEARS of ATM Implementation Reporting in Europe

EUROCONTROL

LSSIP 2018 - SLOVENIA

Local Single Sky ImPlementation

Level 1 - Implementation Overview

FOREWORD

The Local Single Sky ImPlementation (LSSIP) documents are the yearly expression of commitment of civil and military National Organisations (Regulators and National Supervisory Authorities), Air Navigation Service Providers and Airport Operators, towards the implementation of the European ATM Master Plan (Level 3). They provide an extensive view, for the benefit of the ATM community at large, of how all ECAC States as well as States having a Comprehensive Agreement with EUROCONTROL, and stakeholders concerned, are progressing in planning and deploying the mature elements of the European ATM Master Plan and European aviation policies.

The Master Plan Level 3 and LSSIP Implementation Planning and Reporting are well-established and mature mechanisms, with a long history dating back more than 25 years. They continue to provide a well-recognised stable platform for ATM implementation planning, monitoring and reporting, while continuously adapting to the changing environment.

The reliability and quality of data provided by national stakeholders allowed, for the fourth consecutive year, for the information in the LSSIP documents to constitute the sole source of information for the development of ICAO's Aviation System Block Upgrades (ASBUs) Implementation Monitoring Report in the ICAO EUR Region. The Agency undertakes this work, on behalf of ICAO, for all 55 ICAO/EUR States in accordance with the Global Air Navigation Plan (GANP). This ASBUs Implementation Monitoring Report is a formal companion document and integral part of the ICAO European Air Navigation Plan.

The Agency promotes efficient practices to avoid duplication of work by cooperating with the European Defence Agency (EDA) and collecting information on their behalf through the LSSIP process.

In this light, the Agency is also cooperating with the SESAR Deployment Manager and the European Aviation Safety Agency (EASA).

As always, I would like again to thank all the stakeholders for their substantial effort spent in contributing to the production of this LSSIP document. I see this as a proof of commitment to the principles of transparency and partnership, to the benefit of the entire ATM community!

Philippe MERLO
Director
Directorate European Civil-Military Aviation
EUROCONTROL

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Available in	http://www.eurocontrol.int/articles/lssip

Reference Documents	
LSSIP Documents	http://www.eurocontrol.int/articles/lssip
LSSIP Guidance Material	http://www.eurocontrol.int/articles/lssip
Master Plan Level 3 – Plan Edition 2018	http://www.eurocontrol.int/articles/european-atm-master-plan-level-3-implementation-plan
Master Plan Level 3 – Report Year 2018	http://www.eurocontrol.int/articles/european-atm-master-plan-level-3-implementation-report
European ATM Portal	https://www.eatmportal.eu and http://www.atmmasterplan.eu/
STATFOR Forecasts	http://www.eurocontrol.int/statfor
Acronyms and abbreviations	https://www.eurocontrol.int/sites/default/files/content/documents/official-documents/guidance/Glossaries.pdf
National AIP	https://www.sloveniacontrol.si/acrobat/aip/Operations/history-en-GB.html
FAB Performance Plan	www.eusinglesky.eu

APPROVAL SHEET

The following authorities have approved all parts of the LSSIP Year 2018 document and their signatures confirm the correctness of the reported information and reflect their commitment to implement the actions laid down in the European ATM Master Plan Level 3 Implementation Plan – Edition 2018.

Stakeholder / Organisation	Name	Position	Signature
Ministry of Infrastructure	Mag. Alenka Bratušek	Minister	
Ministry of Defence	Karl Erjavec	Minister	
Civil Aviation Agency	Rok Marolt	Director	
Slovenia Control, Ltd	Dr. Franc Željko Županič	Director	
Fraport Slovenija, d.o.o.	Zmago Skobir	Managing Director	
	Robert Gradišar	Chief Operating Officer / Procurator	

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Annexes

Executive Summary

National ATM Context

The main stakeholders involved in ATM in the Republic of Slovenia are the Ministry of Infrastructure (MzI), Aircraft accident and incident investigation service, Civil Aviation Agency of the Republic of Slovenia (CAA), Slovenia Control, Ltd, and the Slovenian Environment Agency (ARSO), both designated ANS providers, Ministry of Defence (MoD) and Fraport Slovenija, d.o.o., Ljubljana Jože Pučnik Airport operator.

Regulation of civil aviation in the Republic of Slovenia is under the responsibility of the MzI. The MzI regulates and supervises civil aviation in compliance with Aviation Act (Official Gazette of the Republic of Slovenia, No. 81/10 and 46/16) and regulations issued on its basis. Aircraft accident and incident investigation service is functionally independent from all aviation entities. It is organised within the MzI.

The Civil Aviation Agency of the Republic of Slovenia (CAA) has been established as the independent public agency with responsibilities determined by the Aviation Act. The CAA performs the functions of National Supervisory Authority (NSA) in accordance with EU Reg. No. 549/2004. In accordance with the Aviation Act, the CAA coordinates the Search and Rescue (SAR).

Slovenia Control, Ltd is an independent business entity. The owner and founder of the company is the Republic of Slovenia. Slovenia Control, Ltd is the holder of the certificate to provide air navigation services, namely air traffic control services, aeronautical information services and communications, navigation and surveillance services. Slovenia Control, Ltd is also a holder of the Training Organization Certificate.

The Slovenian Environment Agency (ARSO) has been certified to provide MET services. The ARSO is a body of the Ministry of the Environment and Spatial Planning. Its mission is to monitor, analyse and forecast natural phenomena and processes in the environment.

Military Aviation Authority (MAA) was established in 2004. It is the highest military aviation authority of Slovenian Armed Forces and it is independent part of General Staff of Slovenian Armed Forces within the Ministry of Defence (MoD). MAA carries out a range of regulatory and supervisory functions and services relating to safety and technical aspects of military aviation.

Fraport Slovenija, d.o.o. (formerly Aerodrom Ljubljana, d.o.o.) is the operator of the largest public airport in the Republic of Slovenia - Ljubljana Jože Pučnik Airport, with scheduled international traffic. In March 2015, the company was transformed from public limited to a limited liability company. In April 2017, Aerodrom Ljubljana, d.o.o. was renamed and rebranded as Fraport Slovenija, d.o.o.

Traffic and Capacity

During summer 2018 (May to October inclusive) traffic in the Republic of Slovenia increased by 9.6%, when compared to the same period during 2017.

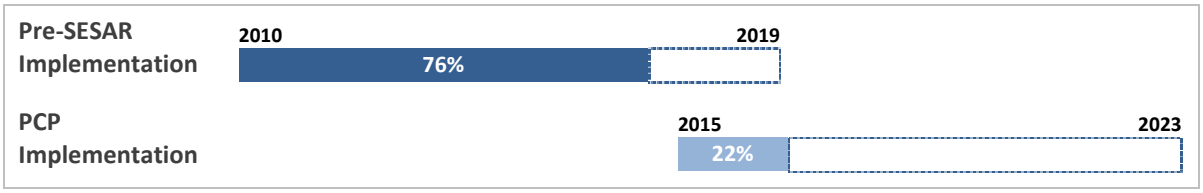
The Eurocontrol Seven-Year Forecast predicts an average annual increase between 2.0% and 5.0% during the planning cycle, with a baseline growth of 3.6%.

Summer 2018 performance assessment: the capacity baseline was estimated at 93. During the summer 2018, the peak 1 hour demand was 86 and the peak 3 hour demand was 80.

Progress per SESAR Phase

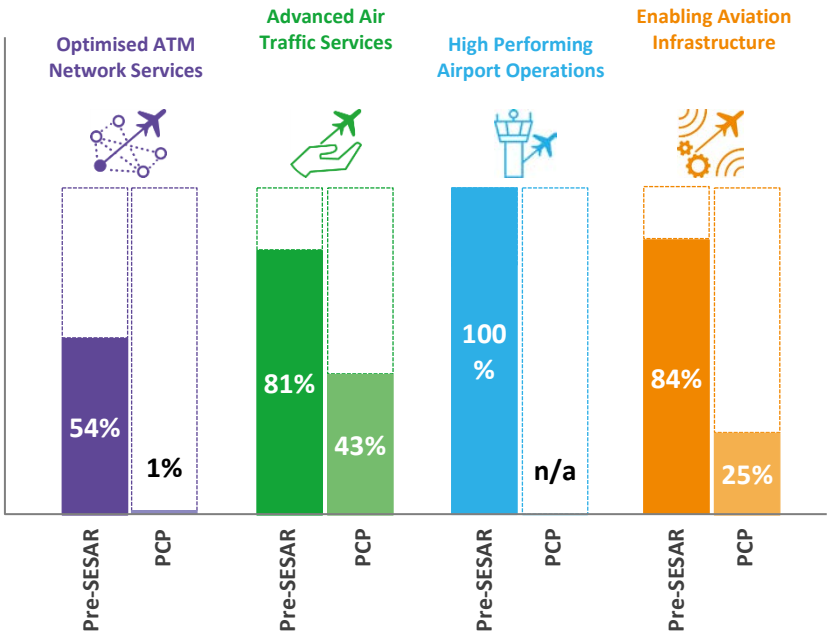
The figure below shows the progress made so far in the implementation of the SESAR baseline and the PCP elements. The percentage is calculated as an average of the relevant objectives as shown in Chapter 6.1 (PCP objectives are marked as such, the rest are considered SESAR baseline); note that two objectives – AOM19.1 and FCM05 – are considered as both part of the SESAR baseline and PCP so their progress contributes to the percentage of both phases.

The objectives declared 'Achieved' in previous editions (up to, and including, ATM MP L3 Edition 2011-2017) are also taken into account for as long as they were linked to the Level 2 of the ATM Master Plan and implemented by the State.



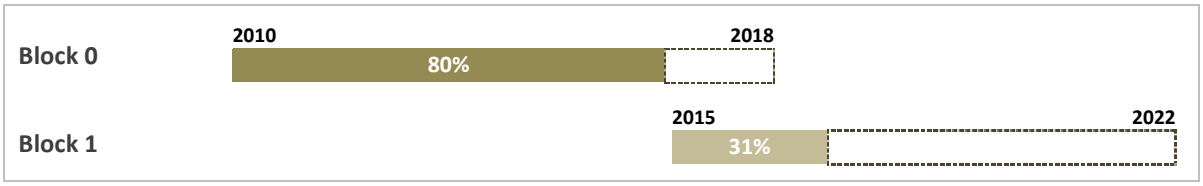
Progress per SESAR Key Feature and Phase

The figure below shows the progress made so far, per SESAR Key Feature, in the implementation of the SESAR baseline and the PCP elements. The percentages are calculated as an average, per Key Feature, of the same objectives as in the previous paragraph.



ICAO ASBUs Progress Implementation

The figure below shows the progress made so far in the implementation of the ICAO ASBUs Blocks 0 and 1. The overall percentage is calculated as an average of the relevant Objectives contributing to each of the relevant ASBUs; this is a summary of the table explained in Chapter 6.1.



ATM Deployment Outlook

- **State objectives**

Deployed in 2017-2018:	**- STAM Phase 1** [FCM04.1] 100% progress **- eTOD** [INF07] 100% progress **- RNAV 1 for TMA Operations** [NAV03.1] 100% progress **- Runway excursions** [SAF11] 100% progress

By 12/2019	By 12/2020	By 12/2021	2022+
- Mandatory Coordination & Transfer [ITY-COTR] 96% progress **- Data Link** [ITY-AGDL] 71% progress **- Coordination and transfer** [ATC17] 68% progress **- Aeronautical Information** [ITY-ADQ] 67% progress **- Ground-Based Safety Nets** [ATC02.8] 28% progress **- OAT and GAT handling** [AOM13.1] 17% progress	**- Voice over IP** [COM11] 83% progress **- Surveillance Performance & Interoperability** [ITY-SPI] 64% progress **- 8,33 kHz below FL195** [ITY-AGVCS2] 55% progress **- ASM Tools** [AOM19.1] 10% progress	**- MTCD & CORA** [ATC12.1] 13% progress **- Real-Time Airspace Data** [AOM19.2] 0% progress **- STAM Phase 2** [FCM04.2] 0% progress **- Interactive Rolling NOP** [FCM05] 0% progress **- Traffic Complexity** [FCM06] 0% progress **- Extended Flight Plan** [FCM08] 0% progress **- ASM/ATFCM process** [AOM19.3] 0% progress	**- APV Procedures** [NAV10] 55% progress **- NewPENS** [COM12] 40% progress **- SWIM Yellow TI Profile** [INF08.1] 3% progress

Introduction

The Local Single Sky ImPlementation (LSSIP) documents, as an integral part of the Master Plan (MP) Level 3 (L3)/LSSIP mechanism, constitute a short/medium term implementation plan containing ECAC States' actions to achieve the Implementation Objectives as set out by the MP Level 3 and to improve the performance of their national ATM System. This LSSIP document describes the situation in the State at the end of December 2018, together with plans for the next years.

Chapter 1 provides an overview of the ATM institutional arrangements within the State, the membership of the State in various international organisations, the organisational structure of the main ATM players - civil and military - and their responsibilities under the national legislation. In addition, an overview of the Airspace Organisation and Classification, the ATC Units, the ATM systems operated by the main ANSP are also provided;

Chapter 2 provides a comprehensive picture of the situation of Air Traffic, Capacity and ATFM Delay per each ACC in the State. It shows the evolution of Air Traffic and Delay in the last five years and the forecast for the next five years. It gives also the achieved performance in terms of delay during the summer season period and the planned projects assumed to offer the required capacity which will match the foreseen traffic increase and keep the delay at the agreed performance level;

Chapter 3 provides a set of conclusions extracted from the MP L3 Implementation Report 2018, which are relevant to the State/stakeholders concerned. The State reports how they have handled those conclusions and the actions taken during the year to address the concerns expressed by those conclusions;

Chapter 4 provides the main Implementation Projects (at national, FAB and regional level) which contribute directly to the implementation of the MP Operational Improvements and/or Enablers and Implementation Objectives. Level 1 document covers high level list of the projects showing the applicable links. All other details like description, timescale, progress made and expected contribution to the ATM Key Performance Areas provided by the State per each project are available in Level 2 document;

Chapter 5 deals with other cooperation activities beyond Implementation Projects. It provides an overview of the FAB cooperation and also all other regional initiatives which are out of the FAB scope. The content of this chapter generally is developed and agreed in close cooperation between the States concerned;

Chapter 6 contains aggregated information at State level covering the overall level of implementation, implementation per SESAR Key Feature and implementation of ICAO ASBUs. In addition the high-level information on progress and plans of each Implementation Objective is presented. The information for each Implementation Objective is presented in boxes giving a summary of the progress and plans of implementation for each Stakeholder. The conventions used are presented at the beginning of the section.

Level 1 document is completed with a separate document called LSSIP Level 2. This document consists of a set of tables organised in line with the list of Implementation Objectives. Each table contains all the actions planned by the four national stakeholders to achieve their respective Stakeholder Lines of Action (SLoAs) as established in the European ATM Master Plan L3 Implementation Plan Edition 2018. In addition it covers detailed description of the Implementation Projects for the State as extracted from the LSSIP Data Base.

The information contained in Chapter 6 is deemed sufficient to satisfy State reporting requirements towards ICAO in relation to ASBU (Aviation System Block Upgrades) monitoring.

1. National ATM Environment

1.1. Geographical Scope

International Membership

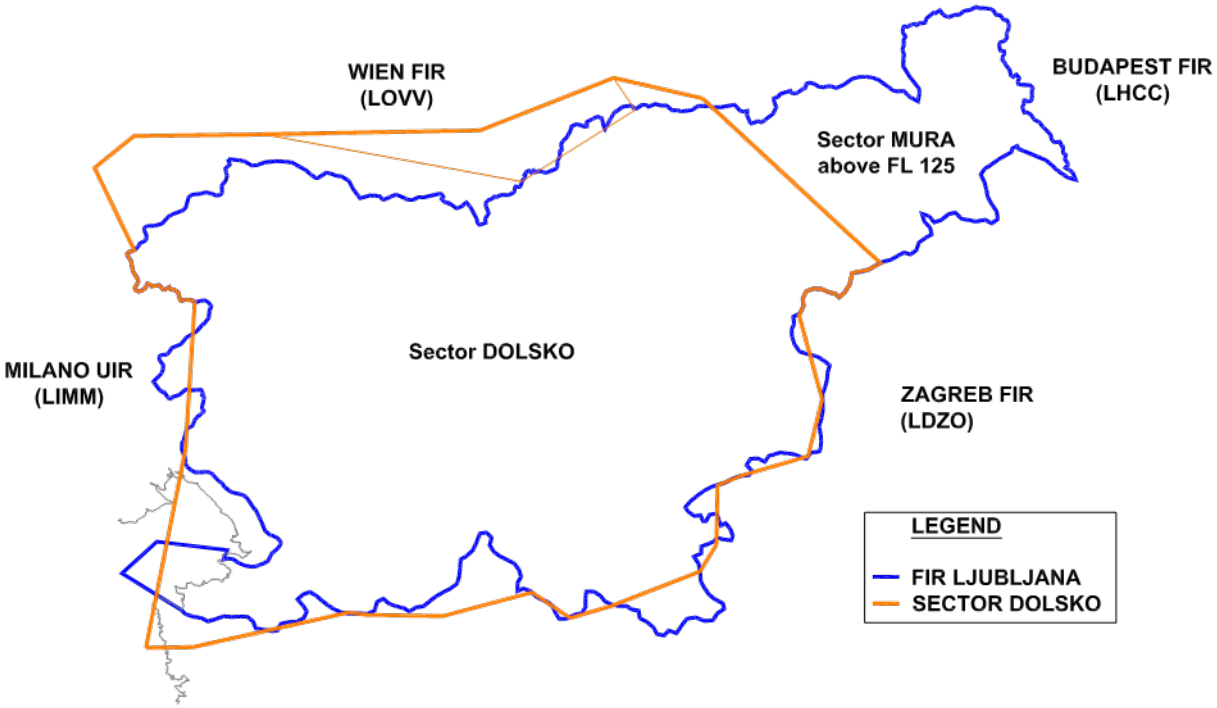
The Republic of Slovenia is a member of the following international organisations in the field of ATM:

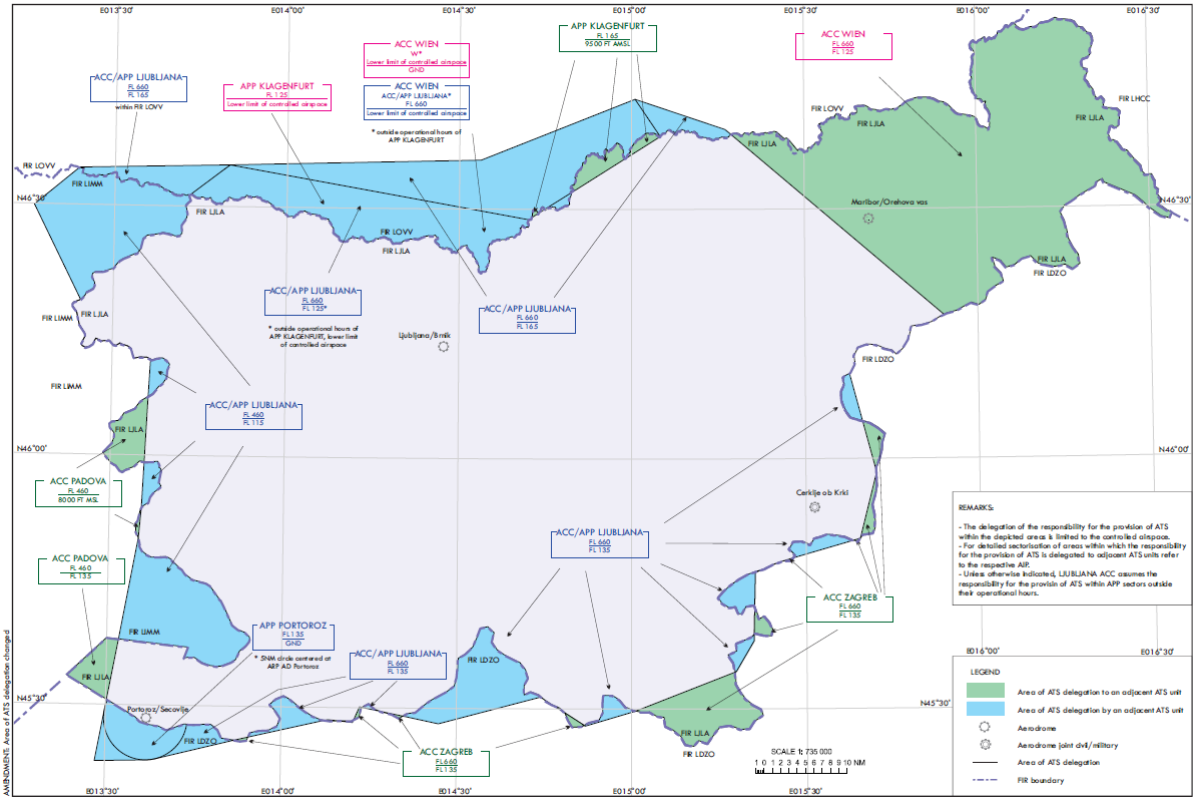
Organisation		Since
ECAC	✓	1992
EUROCONTROL	✓	1995
European Union	✓	2004
EASA	✓	2004
ICAO	✓	1992
NATO	✓	2004
ITU	✓	1992
WMO	✓	1992

Geographical description of the FIR(s)

Ljubljana FIR is surrounded by the FIRs of 4 States, namely Milan – IT, Zagreb – HR, Budapest – HU, and Vienna – AT, and 3 of them, except Italy, are members in the FAB CE.

The geographical situation of Ljubljana FIR in 2018 is presented below (AIP effective date 6. Dec 2018):





The responsibility for the provision of Air Traffic Services at Mura Sector above FL 125 is provided by Vienna ACC.

Letters of Agreement (LoA) are in force between Ljubljana ATCC and Padova ACCs and between Ljubljana ATCC and Vienna ATCC regarding the reciprocal arrangement for provision of ATS services of en-route traffic in the western part of the FIR. LoA are in force also between Ljubljana ATCC and Zagreb ACCs regarding the reciprocal arrangements for the provision of ATS services of en-route traffic in the southern part of the FIR as indicated on the above charts.

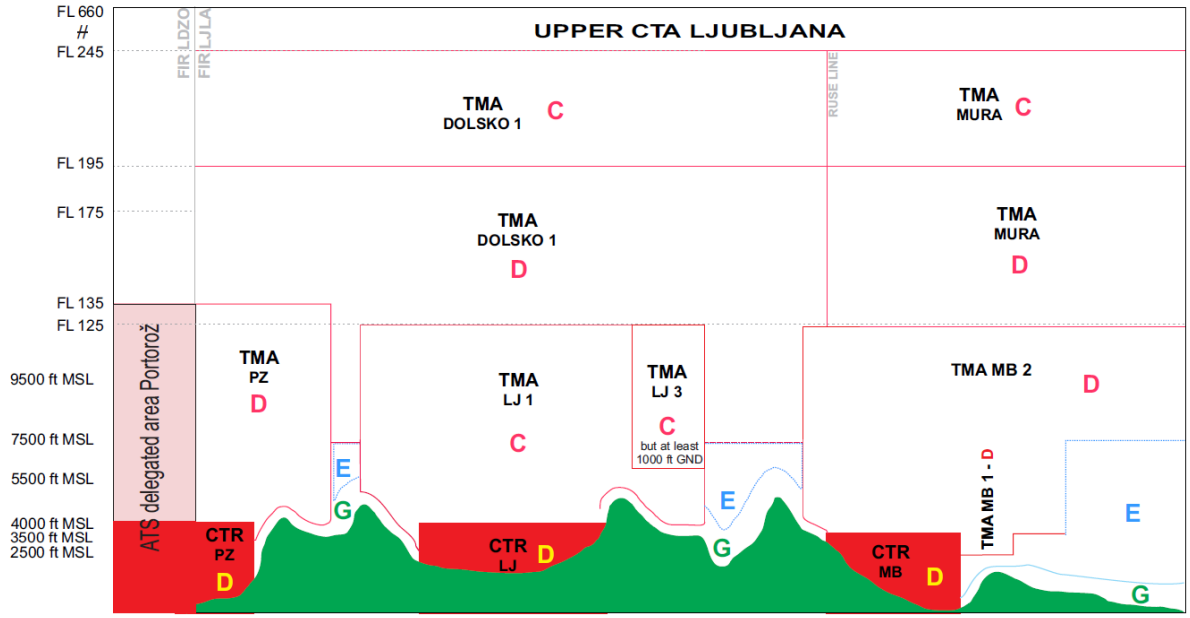
There are three TMAs serving ATS services at three international airports:

- Ljubljana Jože Pučnik Airport
- Maribor Edvard Rusjan Airport and
- Portorož Airport

The Division Flight Level (DFL) separating upper from lower ATS airspace is FL 245.

Airspace Classification and Organisation

Within LJUBLJANA FIR the airspace is divided into four Classes: C, D, E and G. ATS airspace classification within LJUBLJANA FIR is presented below (AIP effective date 13 Sep 2018).



ATC Units

ACC Ljubljana provides en-route, approach service, and is responsible for overflights, for arrivals and departures to Ljubljana Jože Pučnik Airport.

The ATC units in the Slovenian airspace, which are of concern to this LSSIP, are the following:

ATC Unit	Number of sectors		Associated FIR(s)	Remarks
	En-route	TMA		
ACC Ljubljana	4	1	Ljubljana	

Website: http://www.sloveniacontrol.si/

1.2. National Stakeholders

The stakeholders involved in ATM in the Republic of Slovenia that contributed to the compilation of this document are:

- Ministry of Infrastructure (MzI)
- Aircraft accident and incident investigation service
- Civil Aviation Agency of the Republic of Slovenia (CAA)
- Slovenia Control, Ltd, ANS provider (ATS, AIS, CNS services)
- Slovenian Environment Agency (ARSO), ANS provider (MET service)
- Ministry of Defence (MoD)

- Fraport Slovenija, d.o.o., Ljubljana Jože Pučnik Airport operator

Their activities are detailed in the following subchapters and their relationships are shown in the diagram in Annexes.

Civil Regulator(s)

General Information

The competent bodies for civil aviation in the Republic of Slovenia are:

- Ministry of Infrastructure (MzI)
- Civil Aviation Agency of the Republic of Slovenia (CAA)
- Aircraft accident and Incident investigation service
- Ministry of Defence (MoD)

The below table summarizes national entities having regulatory responsibilities in ATM.

Activity in ATM:	Organisation responsible	Legal Basis
Rule-making	MzI CAA	Aviation Act
Safety Oversight	CAA	Aviation Act
Enforcement actions in case of non-compliance with safety regulatory requirements	CAA	Aviation Act
Airspace	MzI / MoD National High-Level Airspace Policy Body of the Republic of Slovenia (HLAPB) CAA	Aviation Act
Economic	MzI	Aviation Act Act on the Provision of Air Navigation Services
Environment	Ministry of the Environment and Spatial Planning / MzI	National Meteorology, Hydrology, Oceanography and Seismic Service Act Aviation Act
Security	CAA	Aviation Act National Aviation Security Programme
Accident investigation	Aircraft accident and Incident investigation service	Aviation Act

Ministry of Infrastructure

Regulation of the civil aviation in the Republic of Slovenia is under the responsibility of the MzI. The MzI regulates and supervises civil aviation in compliance with Aviation Act and regulations issued on its basis. MzI is competent for overall civil aviation policy, aviation agreements and adoption of legislation, supervision of legality, efficiency and effectiveness of the CAA and general supervision of implementation of aviation regulations and legal acts in force and applicable in the Republic of Slovenia.

Website: www.mzi.gov.si

Civil Aviation Agency of the Republic of Slovenia

The Civil Aviation Agency of the Republic of Slovenia (CAA) undertakes the role of National Supervisory Authority as defined by Single European Sky legislation.

With regard to the Aviation Act and Ruling on the establishment of the Civil Aviation Agency (Official Gazette of the Republic of Slovenia, No. 81/10) the CAA is an independent public agency responsible for the following areas of expertise:

- Airworthiness
- Personnel Licensing
- Flight Operations
- Aerodromes
- Security and
- ATM/ANS

The CAA performs competences and duties as provided by the Aviation Act and NSA functions in accordance with the SES legislation. With regard to the Aviation Act, the regulatory duties of the CAA are the following:

- Issuing airworthiness technical requirements
- Issuing operational technical requirements
- Issuing safety directives
- Issuing manuals for the work of supervisory personnel of the agency
- Issuing certification specifications
- Issuing acceptable methods of compliance and instructions
- Other regulatory duties specified by aviation regulations in force and applicable in the Republic of the Slovenia

The CAA/NSA is responsible for the supervision of the air navigation service provision in Slovenia and is the entrusted to grant the certification to the air navigation service providers (which are institutionally separated from the regulator) in accordance with the EC regulation on the provision of air navigation services. The CAA is also responsible for supervision of the financial ability of the service providers to perform their functions appropriately.

Main tasks of the CAA in the field of ATM/ANS are as follows:

- Certification and on-going compliance of ANSP(s)
- Safety oversight
- ATM security
- Oversight of changes

- Interoperability
- ATCO licensing and licensing of other personnel in accordance with national legislation (MET, ATSEP, ARO, NOTAM, FDT, COM)
- Certification and on-going compliance of training provider(s)
- Safety performance monitoring
- Reporting and assessment of safety occurrences in ATM
- Enforcement actions in case of non-compliance with safety regulatory requirements
- Supervision of the financial ability of the service providers

Annual Report published:	Y	Javna agencija za civilno letalstvo Republike Slovenija – CAA – Letno poročilo 2017 Available at https://www.caa.si/upload/editor/file/file12ce2f958f870f4.pdf (in Slovene language only). The Annual Report for year 2018 is under preparation and will be available in March 2019.

Website: www.caa.si

The CAA organisational chart is shown in Annexes.

Slovenia Control, Ltd

Services provided

Governance:	Public Enterprise	Ownership:	100% State owned
Services provided	**Y/N**	**Comment**	
ATC en-route	Y		
ATC approach	Y		
ATC Aerodrome(s)	Y		
AIS	Y		
CNS	Y		
MET	N	Slovenian Environment Agency (ARSO)	
ATCO training	Y		
Others		OAT: ATCO training is expected to be accomplished, after implementation of Governmental Decree on OAT.	
Additional information:			
Provision of services in other State(s):	Y	Partial cross border arrangements for provision of ATS services – simplification of FIR Boundary and some extensive arrangements for provision of ATS services between Austro Control GmbH and Slovenia Control.	
Annual Report published:	Y	https://www.sloveniacontrol.si/en/for-public/annual-reports	

The Slovenia Control, Ltd organizational chart is shown in Annexes.

ATC systems in use

Main ANSP part of any technology alliance[1]	N	

FDPS

Specify the manufacturer of the ATC system currently in use:	CS SOFT/KZPS
Upgrade[2] of the ATC system is performed or planned?	2015/2016
Replacement of the ATC system by the new one is planned?	No plan
ATC Unit	Ljubljana ACC

SDPS

Specify the manufacturer of the ATC system currently in use:	COMSOFT
Upgrade of the ATC system is performed or planned?	2015/2016
Replacement of the ATC system by the new one is planned?	No plan
ATC Unit	Ljubljana ACC

Airports

General information

Airport authorities are functionally and organizationally independent from civil aviation authorities. There is no centralized management of airports in the Republic of Slovenia.

In the Republic of Slovenia, there are 3 public airports with international traffic, where the ATS are provided.

- Ljubljana Jože Pučnik Airport (IATA – LJU, ICAO – LJLJ)
- Maribor Edvard Rusjan Airport (IATA – MBX, ICAO – LJMB)
- Portorož Airport (IATA – POW, ICAO – LJPZ)

Airport(s) covered by the LSSIP

Referring to the List of Airports in the European ATM Master Plan Level 3 Implementation Plan Edition 2018 – Annex 2, it is up to the individual State to decide which additional airports will be reported through LSSIP for those Objectives.

Ljubljana Jože Pučnik Airport is the only airport covered by this LSSIP. The airport operator of Ljubljana Airport is Fraport Slovenija, d.o.o.

Website: http://www.fraport-slovenija.si/en/Main

[1] Technology alliance is an alliance with another service provider for joint procurement of technology from a particular supplier (e.g. COOPANS alliance).

[2] Upgrade is defined as any modification that changes the operational characteristics of the system (SES Framework Regulation 549/2004, Article 2 (40)).

Military Authorities

Military Aviation Authority (MAA) was established in 2004. It is the highest military aviation authority of Slovenian Armed Forces and it is independent part of General Staff of Slovenian Armed Forces within the MoD. The MAA carries out a range of regulatory and supervisory functions and services relating to safety and technical aspects of military aviation.

With regard to the Aviation Act the MAA's fields of work are:

- Airworthiness
- Personnel licensing
- Flight safety
- Safety and quality control
- Military air traffic
- Airspace surveillance and control

The regulatory functions include among other: military aircraft airworthiness certification and registration; certification of organisations involved in military aircraft maintenance; approval and supervision of maintenance systems; certification of training organizations; training programmes, verification and training manuals approval; forming exam commissions; licensing, endorsements, ratings validation; military personnel licensing; publishing safety bulletins; airworthiness directives and operational technical requirements; maintenance program and unit operations manual approval; safety programmes approval and supervision; certification of surveillance sensors; preparation of regulations and standards; military organisations audits.

The MAA performs its tasks in accordance with the aviation regulations, standards and recommended practices.

With regard to the Act on the provision of air navigation services (Official Gazette of the Republic of Slovenia, No. 30/06, 109/09, 62/10 and 18/11) air navigation service provider Slovenia Control, Ltd provides services for GAT and OAT.

Regulatory role

Regulatory framework and rule-making

OAT		GAT	
OAT and provision of service for OAT governed by national legal provisions?	N	Provision of service for GAT by the Military governed by national legal provisions?	N/A
Level of such legal provision: N/A		Level of such legal provision	
Authority signing such legal provision: N/A		Authority signing such legal provision:	
These provisions cover:		These provisions cover:	
Rules of the Air for OAT	N		
Organisation of military ATS for OAT	N/A	Organisation of military ATS for GAT	
OAT/GAT Co-ordination	N	OAT/GAT Co-ordination	
ATCO Training	N	ATCO Training	
ATCO Licensing	N/A	ATCO Licensing	
ANSP Certification	N/A	ANSP Certification	
ANSP Supervision	N	ANSP Supervision	
Aircrew Training	N	ESARR applicability	
Aircrew Licensing	N		
Additional Information: OAT will be covered by Governmental decree, planned to be published in 2019, EUROAT will be implemented.		Additional Information: /	

Means used to inform airspace users (other than military) about these provisions:		Means used to inform airspace users (other than military) about these provisions:	
National AIP	N	National AIP	
National Military AIP	N/A	National Military AIP	
EUROCONTROL eAIP	N	EUROCONTROL eAIP	
Other:	/	Other:	/

Oversight

OAT	GAT
National oversight body for OAT: N/A	NSA (as per SES reg. 550/2004) for GAT services provided by the military: N/A
Additional information: N/A	Additional information: N/A

Service Provision role

OAT			GAT	
Services Provided:			Services Provided:	
En-Route	N	Slovenia Control, Ltd	En-Route	N
Approach/TMA	N	Slovenia Control, Ltd	Approach/TMA	N
Airfield/TWR/GND	N	Slovenia Control, Ltd	Airfield/TWR/GND	N
AIS	N	Slovenia Control, Ltd	AIS	N
MET	N	Slovenian Environment Agency	MET	N
SAR	Y	Ministry of Defence Ministry of the Interior	SAR*	N
TSA/TRA monitoring	Y	AMC (Slovenia Control, Ltd Ministry of Defence)	FIS	N
Other: /			Other: /	
Additional Information:			Additional Information: *No RCC provided by Military.	

Military ANSP providing GAT services SES certified?	N/A	If YES, since:		Duration of the Certificate:	
Certificate issued by:			If NO, is this fact reported to the EC in accordance with SES regulations?		
Additional Information:					

User role

IFR inside controlled airspace, Military aircraft can fly?	OAT only		GAT only	Y	Both OAT and GAT	

If Military fly OAT-IFR inside controlled airspace, specify the available options: N/A			
Free Routing		Within specific corridors only	
Within the regular (GAT) national route network		Under radar control	
Within a special OAT route system		Under radar advisory service	

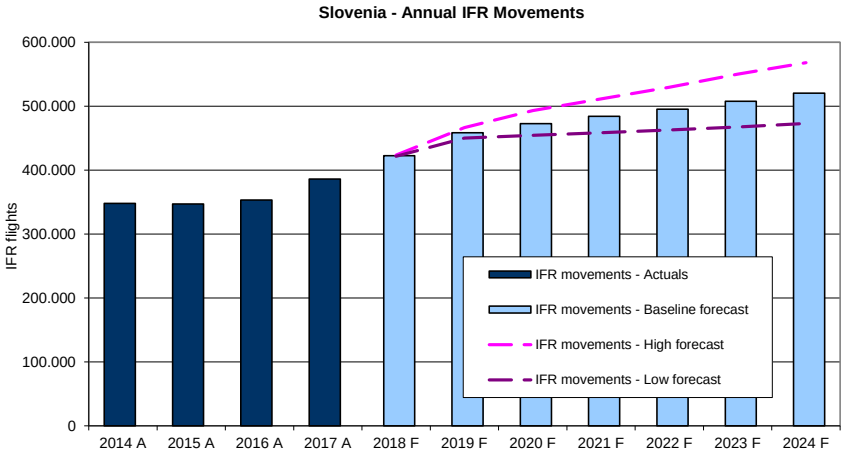
If Military fly GAT-IFR inside controlled airspace, specify existing special arrangements:								
No special arrangements					Exemption from Route Charges			Y
Exemption from flow and capacity (ATFCM) measures				N(*)	Provision of ATC in UHF			Y
CNS exemptions:	RVSM	N	8.33	Y(**)	Mode S	Y	ACAS	N/A
Others:	(*) Exemption only for status flights STS/HEAD, STS/SAR, STS/STATE (**) https://www.sloveniacontrol.si/acrobat/aip/Operations/2017-03-30-AIRAC/html/index.html							

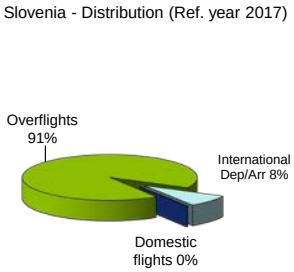
Flexible Use of Airspace (FUA)

Military in the Republic of Slovenia applies FUA requirements as specified in the Regulation No. 2150/2005: Y
FUA Level 1 implemented: Y
FUA Level 2 implemented: Y
FUA Level 3 implemented: Y

2. Traffic and Capacity

2.1. Evolution of traffic in Slovenia





A = Actual
F = Forecast

EUROCONTROL Seven-Year Forecast (September 2018)											
IFR flights yearly growth		**2015 A**	**2016 A**	**2017 A**	**2018 F**	**2019 F**	**2020 F**	**2021 F**	**2022 F**	**2023 F**	**2024 F**
Slovenia	H				9.7%	10.2%	5.7%	3.7%	3.6%	3.8%	3.3%
	B	-0.2%	1.7%	9.3%	9.5%	8.5%	3.1%	2.4%	2.4%	2.4%	2.5%
	L				9.3%	6.8%	0.9%	0.9%	0.9%	1.0%	1.2%
ECAC	B	1.6%	2.8%	4.0%	3.7%	3.0%	2.6%	2.1%	1.9%	2.0%	2.1%

2018

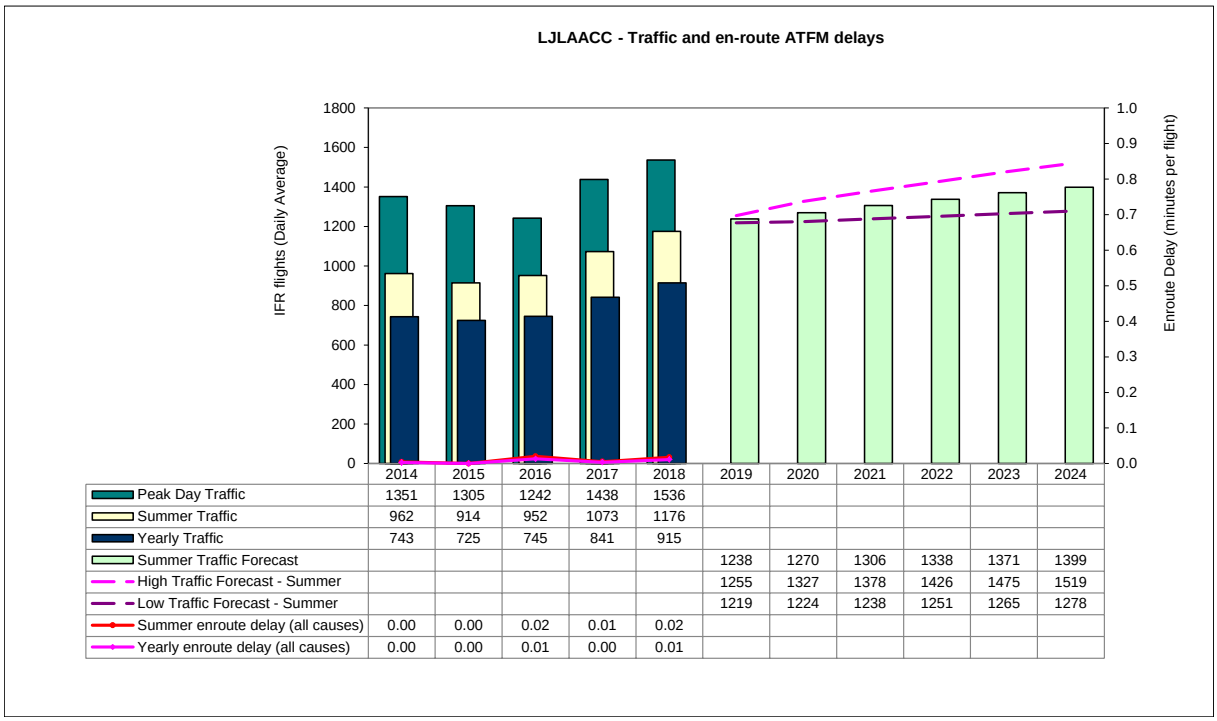
According to EUROCONTROL NMIR data, traffic in Slovenia **increased by 9.6%** during summer 2018 (May to October inclusive), when compared to the same period during 2017.

2019-2024

The EUROCONTROL Seven-Year Forecast predicts an average annual increase between 2.0% and 5.0% during the planning cycle, with a baseline growth of 3.6%.

2.2. ACC Ljubliana

Traffic and en-route ATFM delays 2014-2024



	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Peak Day Traffic	1351	1305	1242	1438	1536						
Summer Traffic	962	914	952	1073	1176						
Yearly Traffic	743	725	745	841	915						
Summer Traffic Forecast						1238	1270	1306	1338	1371	1399
High Traffic Forecast - Summer						1255	1327	1378	1426	1475	1519
Low Traffic Forecast - Summer						1219	1224	1238	1251	1265	1278
Summer enroute delay (all causes)	0.00	0.00	0.02	0.01	0.02						
Yearly enroute delay (all causes)	0.00	0.00	0.01	0.00	0.01						

Performance summer 2018

Traffic Evolution	2018 Capacity Baseline	En-route Delay (min/flight) - Summer		Capacity gap
		Ref value	Actual	
+9.6%	93 (+7%)	0.33	0.02	No

The average en-route delay per flight slightly increased from 0.01 minutes per flight in Summer 2017 to 0.02 minutes per flight during Summer 2018.

74% of the delays were due to ATC capacity and 26% due to weather.

Capacity Plan +3%	Achieved	Comments
Stepped implementation of FRA according to the FAB CE Airspace Plan, SAXFRA project, SECSI FRA project and new FRA related initiatives, if any, will be reflected in FAB CE Airspace Plan	Yes	
Enhanced ATFCM techniques, including STAM	Yes	
ATS route network deleted, traffic organisation changes will depend on the changes in flows resulting from FRA projects in the region (SECSI FRA, FRAIT, SEENFRA…)	Yes	
Enhanced sectorization according to the FAB CE Airspace Plan	Yes	
CPLDC	No	Implementation in January 2019
Additional ATCOs will be recruited as necessary	Yes	Wasn't necessary in 2018
Minor system upgrades as necessary	Yes	
Flexible sector configurations	Yes	
Maximum configuration: 5 sectors	Yes	4 sectors were sufficient

Summer 2018 performance assessment

The capacity baseline was estimated at 93. The peak 1 hour demand was 86 and the peak 3 hour demand was 80 during the Summer 2018.

Planning Period 2019-2024

The planning focuses on the Summer season to reflect the most demanding period of the year from a capacity perspective. This approach ensures consistency with the previous planning cycles.

Following the inputs provided by the European Commission at the ad-hoc NMB on 25 October 2018, en-route delay reference values and capacity requirement profiles have been calculated for RP3 (2020-2024) based on the proposal made by the PRB to the European Commission.

NETWORK	En-route ATFM delay breakdown RP2 Reference Values	En-route ATFM delay breakdown PRB proposal RP3 Reference Values				
	2019	2020	2021	2022	2023	2024
Annual	0.5	0.8	0.7	0.6	0.5	0.5

Final en-route delay reference values and capacity requirement profiles will be provided after the final decision on RP3 targets.

			RP2 Capacity Profiles		RP3 Indicative Capacity Profiles							
ACC	2018 baseline		Profiles (hourly movements and % increase over previous year)									
			2019		2020		2021		2022		2023		2024	
LJLA	93	H	108	16%	117	8%	124	6%	134	8%	138	3%	143	4%
		Ref.	108	16%	110	2%	112	2%	115	3%	118	3%	120	2%
		L	105	13%	105	0%	105	0%	105	0%	107	2%	107	0%
		Open	105	13%	105	0%	107	2%	110	3%	114	4%	117	3%
		C/R	100	8%	100	0%	103	3%	106	3%	109	3%	111	2%

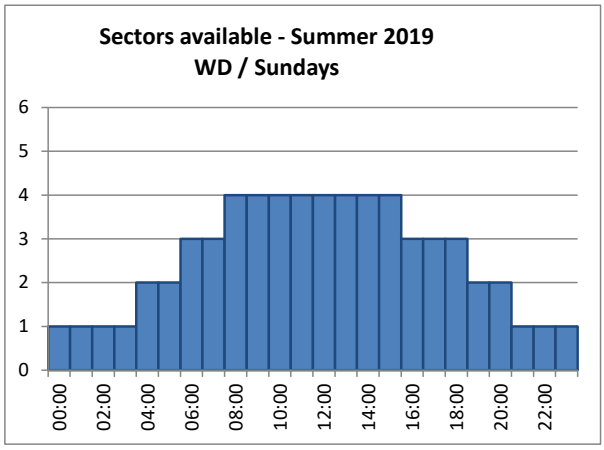
Summer Capacity Plan						
	2019	2020	2021	2022	2023	2024
Free Route Airspace	Stepped implementation of FRA according to the FAB CE Airspace Plan, SAXFRA project, SECSI FRA project and new FRA related initiatives, if any, will be reflected in FAB CE Airspace Plan					
Airspace Management Advanced FUA						
Airport & TMA Network Integration						
Cooperative Traffic Management	Enhanced ATFCM techniques, including STAM					
Airspace	ATS route network deleted, traffic organisation changes will depend on the changes in flows resulting from FRA projects in the region (SECSI FRA, FRAIT, SEENFRA…)					
	Enhanced sectorization according to the FAB CE Airspace Plan					
Procedures						
Staffing	Additional ATCOs will be recruited as necessary					
Technical	Minors system upgrades as necessary					
Capacity	Sector capacity assessment and increase approximately 5-7% for certain sectors		Sector capacity assessment and increase approximately 5% for certain sectors	New study of sector capacities and configurations		
	Flexible sector configurations, adapting regularly based on demand					
Significant Events						
Max sectors	5	5	5	5	5	5
Planned Annual Capacity Increase	6%	4%	5%	2%	4%	4%
Reference profile Annual % Increase	16%	2%	2%	3%	3%	2%
Current Routes Profile % Increase	8%	0%	3%	3%	3%	2%
Difference Capacity Plan v. Reference Profile	-8.3%	-6.4%	-3.6%	-4.3%	-3.4%	-0.8%

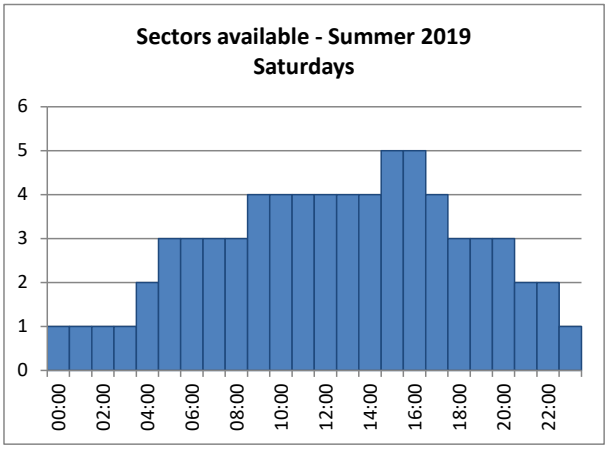
Difference Capacity Plan v. Current routes Profile	-1.0%	3.0%	4.9%	3.8%	4.6%	7.2%
Annual Reference Value (min)	0.22	0.22	0.21	0.19	0.12	0.12
Summer reference value (min)	0.32	0.30	0.28	0.25	0.15	0.15
Additional information	*Opening schemes will be reviewed, roster will be adapted, different shifts will be used, projects and office work reduced for ATCOs during summer.*					

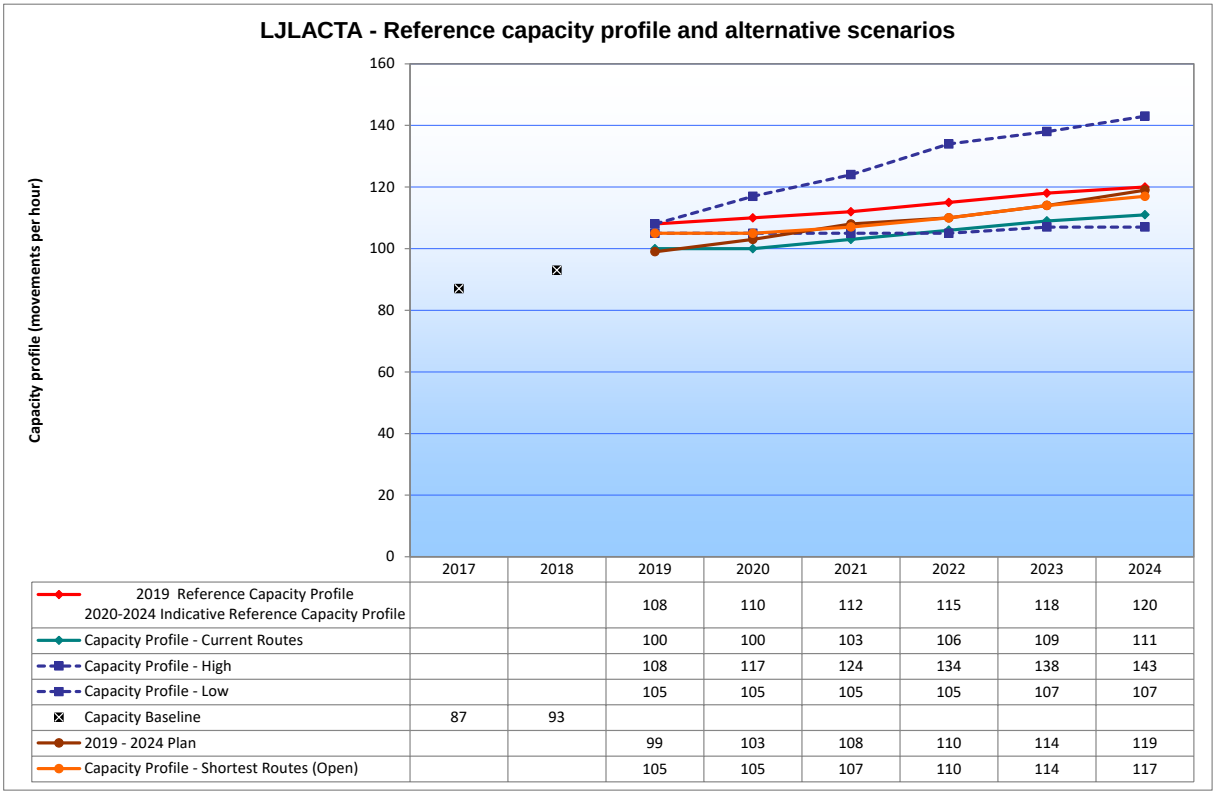
2020-2024: Indicative RP3 Reference Values

The following graphs are showing standard opening of sectors for Summer 2019 on busy days, weekdays and weekends.

Opening hours will be adapted, day by day, if necessary, following traffic patterns.







	2017	2018	2019	2020	2021	2022	2023	2024
2019 Reference Capacity Profile 2020-2024 Indicative Reference Capacity Profile			108	110	112	115	118	120
Capacity Profile - Current Routes			100	100	103	106	109	111
Capacity Profile - High			108	117	124	134	138	143
Capacity Profile - Low			105	105	105	105	107	107
Capacity Baseline	87	93						
2019 - 2024 Plan			99	103	108	110	114	119
Capacity Profile - Shortest Routes (Open)			105	105	107	110	114	117

2019-2024 Planning Period Outlook
Sufficient capacity will be available to cope with the traffic demand in Ljubljana ACC for the planning period. The measures planned for the Summer 2019 will be flexibly adapted depending on the traffic growth.

3. Master Plan Level 3 Implementation Report conclusions

Conclusion	Applicable to
COLLABORATIVE FLIGHT PLANNING IMPLEMENTATION DELAYS SHOULD BE ADDRESSED AND SUPPORT FOR IMPLEMENTATION FROM NM GIVEN TO THE LOCAL STAKEHOLDERS. (page 10 of the Report)	All States with delays in implementation of FCM03
State's action planned for this conclusion: Objective completed. **Description of the planned action:**	

Conclusion	Applicable to
AS THE ASM TOOLS AIMING FOR A FULL ROLLING ASM/ATFCM PROCESS ARE ON THE CRITICAL PATH FOR THE TRANSITION TOWARDS TRAJECTORY-BASED OPERATIONS, ALL CONCERNED STAKEHOLDERS SHOULD ACTIVATE AND/OR INVIGORATE THEIR IMPLEMENTATION PLANS SO AS TO ENSURE THAT THE DEADLINES FOR IMPLEMENTATION WILL BE MET AS APPROPRIATE. (page 14 of the Report)	All States with delays in implementation of AOM19.1, AOM19.2 and AOM19.3
State's action planned for this conclusion: In Slovenia, these requirements would only apply to TSA. Activities that take place in this area affect mainly lower airspace. The reservation procedures are defined and coordinated on tactical basis and can also be stopped immediately on a tactical basis. Compared to today's airspace scenarios, this area or its activation does not cause delay in air traffic in the airspace of the Republic of Slovenia. The expected benefits of objective implementation are not that many compared to states with more complex civil-military coordination. **Description of the planned action**: Considering this objective is not a high priority, the activities to implement the LARA tool are ongoing and are planned to be finalized in 2020.	

Conclusion	Applicable to
IMPLEMENTATION OF FRA IS VERY MUCH ENCOURAGED BELOW FL310 AND IN CROSS-BORDER AIRSPACE. (page 19 of the Report)	ECAC States
State's action planned for this conclusion: Objective completed. **Description of the planned action:**	

Conclusion	Applicable to
DELAYS IN IMPLEMENTATION OF A-SMGCS SURVEILLANCE CAN POTENTIALLY IMPACT THE TIMELY IMPLEMENTATION OF OTHER SUBSEQUENT A-SMGCS FUNCTIONALITIES. (page 26 of the Report, same as in 2017 LSSIP)	All Airports with delays in implementation of AOP04.1 and AOP04.2 and in particular the PCP airports
State's action planned for this conclusion: N/A **Description of the planned action:**	

4. Implementation Projects

The table below presents the high-level information about the main projects currently ongoing in the Republic Slovenia. The details of each project are available in Chapter 2 of the Level 2 - Detailed Implementation Status document.

4.1. National projects

Name of project	Organisation(s):	Schedule:	Status:	Links
ADQ	Slovenia Control (SI)	2015 - 2018	Project is ongoing: All processes within Slovenia Control defined and implemented in WEB ADP application. Transition of AIP to a new software platform (EAD-AIP). Acceptance of Eurocontrol means of compliance (MoC) as Slovenia conformity requirements. Agreement with NSA how evidence with ADQ regulation shall be presented. Compliant with eAIP specification. Slovenia Control signed formal arrangement with data originators and is compliant with data quality requirements (Art 6), consistency, timeliness and personnel performance requirements (art 7) of ADQ regulation (EU 73/2010).	L3: ITY-ADQ DP: N/A RP2 PP: AIXM Database (Capex 3)
ATM System Upgrade	Slovenia Control (SI)	2015 - 2019	Project ongoing	L3: ATC12.1, ATC17 DP: N/A RP2 PP: ATM System upgrade (Capex 4)
Data Link (CDPCL)	Slovenia Control (SI)	2018/19	Project initiated on ANSP level - ongoing activity	L3: ITY-AGDL DP: Air Ground Datalink Implementation RP2 PP: Datalink/CPDLC (Capex 1)

Name of project	Organisation(s):	Schedule:	Status:	Links
Eurocontrol Support to the CAA	Civil Aviation Agency (CAA) (SI)	2013 - 2019	In January 2012 the project was initiated with kick off meeting. Several working packages are already concluded (HR assessment, NSA handbook with appropriate processes, strategic Business planning). The project is ongoing and will continue in 2017/2018.	-
Mode S	Slovenia Control (SI)	From 2012 - 2019	New Mode-S sensor implemented in 2015, declaration of Mode S airspace done in 2016.	L3: ITY-ACID RP2 PP: FDPS Upgrade (Capex 2)
Operational VoIP	Slovenia Control (SI)	2018 - 2020	Project preparatory phase - work in progress.	L3: COM11 RP2 PP: Capex 5 (operational VoIP)
SAXFRA	Slovenia Control (SI)	From 2015 - 2016	The project SAXFRA was finalised in November 2016.	L3: AOM21.2 DP: Deployment plan Family 3.2.4. RP2 PP: FDPS Upgrade (Capex 2)
eTOD Implementation	Civil Aviation Agency (CAA) (SI), Ministry of Infrastructure (SI)	2016 - 2019	Project completed. National eTOD policy issued by CAA and published on CAA website. New projects in reference to INF07 implementation are planned.	L3: INF07

4.2. FAB projects

Name of project	Organisation(s):	Schedule:	Status:	Links
DEVOPS: FABCE Development of Operational Performance and ATM Strategies (previously Project 1) (DEVOPS)	ASP ANS CR (CZ), Austrocontrol (AT), BHANSA (BA), CCL Service Provider (HR), HungaroControl (HU), Letové prevádzkové služby Slovenskej republiky, štátny podnik (SK), Slovenia Control (SI)	Project 1: Start 3.1.2011, End: Continuous	FAB CE FRA Study was completed in 2017 Other activities described below are ongoing	L3: AOM21.2 DP: 102AF3 Free route airspace from the Black Forest to the Black Sea RP2 PP: FAB CE FRA Project (described under NSP actions 'FAB CE Airspace and route structure planning' and 'Free Route Airspace')
FAB CE-wide Study of Dynamic Airspace Management (DAM) and STAM (FAB CE DAM/STAM Study)	ASP ANS CR (CZ), Austrocontrol (AT), BHANSA (BA), CCL Service Provider (HR), HungaroControl (HU), Letové prevádzkové služby Slovenskej republiky, štátny podnik (SK), Slovenia Control (SI)	DAM/STAM Study: Start: 7.2.2017, End: 31.12.2018	Completed in 2018	L3: AOM19.1, AOM19.2, AOM19.3, FCM04.1, FCM04.2, FCM05, FCM06 DP: 2016_075_AF3_A FAB CE wide Study of DAM and STAM (PCP under CEF2016 Call) RP2 PP: Advanced Airspace Management (described under NSP actions)
Navigation infrastructure optimization project	ASP ANS CR (CZ), Austrocontrol (AT), BHANSA (BA), CCL Service Provider (HR), HungaroControl (HU), Letové prevádzkové služby Slovenskej republiky, štátny podnik (SK), Slovenia Control (SI)	Start: April 2018, End: April 2019	On-going	-

Name of project	Organisation(s):	Schedule:	Status:	Links
Surveillance Infrastructure Optimisation (FAB CE Project 18)	ASP ANS CR (CZ), Austrocontrol (AT), BHANSA (BA), CCL Service Provider (HR), HungaroControl (HU), Letové prevádzkové služby Slovenskej republiky, štátny podnik (SK), Slovenia Control (SI)	Start: 6.7.2016, End: End of 2018	Completed in 2018	RP2 PP: Optimisation of CNS resources
X-Bone HW Procurement (FAB CE Project 17)	ASP ANS CR (CZ), Austrocontrol (AT), CCL Service Provider (HR), HungaroControl (HU), Letové prevádzkové služby Slovenskej republiky, štátny podnik (SK), Slovenia Control (SI)	Start: 19.2.2016, End: 30.4.2018	Completed in 2018	RP2 PP: Optimisation of CNS resources

5. Cooperation activities

5.1. FAB Co-ordination

Having signed and ratified the Agreement on the Establishment of Functional Airspace Block Central Europe, Austria, Bosnia and Herzegovina, Croatia, the Czech Republic, Hungary, Slovakia and Slovenia are part of FAB CE.

The FAB CE States agreed on establishment of the following permanent bodies - the FAB CE Council, NSA Coordination Committee and Joint Civil-Military Airspace Coordination Committee. The FAB CE Council can also establish other bodies necessary for the implementation, operation and further development of the FAB CE Programme. At the ANSP level, the FAB CE is directed and steered by the CEO Committee and Steering Committee. Specialised SubCommittees have been established for operational, technical, safety, financial, HR and legal domains.

The air navigation service providers of the FAB CE countries established a joint company **FABCE Aviation Services, Ltd** (FCE) already in 2014 and the company is responsible for the professional management of various regional air navigation projects. The establishment of this joint venture is not only effectively aiming at the progress of the FAB CE programme, but at the same time the Single European Sky programme of the European Union. In 2018, the ANSPs decided to modify the FCE Memorandum of Association and Shareholders Agreement which now allows technical and operational projects to be launched by a group of FAB CE partners focused on a specific area of air traffic management performance improvement. Not all FAB CE ANSPs share the same operational, traffic load and equipment priorities, but until now there was a need for the consent of all partners to proceed. This new agreement will allow FAB CE partners with a focus on a specific area of performance improvement to form new collaborative agreements. This will address specific customer requirements while increasing the overall effectiveness of the FAB CE work programme. Planning and implementing FAB CE common operational and procurement programmes should therefore move ahead more swiftly in the future.

There have been a number of important achievements in 2018 focusing on several key areas. The following bullets summarise the most important activities delivering the benefits to airspace users:

- Airspace planning and network development activities focusing on continuous improvements to enable optimum use of airspace, taking into account air traffic flows are the top priority for FAB CE. The FAB CE ANSPs have transformed themselves into a 'FAB CE Airspace Alliance' and are currently defining options for further airspace defragmentation to unlock additional capacity and flight efficiency benefits for airspace users. After the completion of the FAB CE FRA Study, the DEVOPS project (FAB CE Development of Operational Performance and ATM Strategies, previously known as FAB CE Project 1 incl. FAB CE FRA Study) was considerably revised and it now includes annual updates of FAB CE Network Operations Plan (FNOP), FAB CE Airspace Plan and ATM Manual. Additional tasks were launched at the end of 2017 focusing on coordination and monitoring of the regional FRA initiatives in which FAB CE ANSPs participate.

  Two additional new activities were assigned to the DEVOPS project in 2018:

  - 'FAB CE Capacity and flow improvements' activity contains a set of tasks performed with the aim of improving FAB CE network performance;

- ‘FAB CE cross-border airspace improvements’ contains a set of tasks aimed at improving FAB CE airspace cross-border functionality and seamless operations in FAB CE airspace. The associated tasks are related to static cross-border improvements.

Both new activities are expected to be launched in Q1 2019 in alignment and coordination with the NM. The project’s scope is now, however, under evaluation taking into account the available draft results of the Airspace Architecture Study to make sure that the project is aligned with the upcoming NM/SJU activities.

- The FAB CE states, together with their neighbouring partners, are at the frontline of the Free Route Airspace (FRA) implementation in the region. In just less than a year after signing the memorandum of cooperation aimed towards merging the two Free Route Airspaces SAXFRA (Slovenian Austrian Cross-border Free Route Airspace) and SEAFRA (South-East Axis Free Route Airspace - project of three ANSPs from Bosnia and Herzegovina, Croatia, Serbia and Montenegro), the South East Common Sky Initiative Free Route Airspace (SECSI FRA) has successfully been implemented, with the support of the Network Manager. In addition, LPS SR, Slovakia’s air navigation service provider (ANSP), has joined the SEEN FRA (South East Europe Night Free Route Airspace) initiative of three ANSPs - BULATSA, HungaroControl and ROMATSA. SEEN FRA is a volume of European airspace where aircraft operators can file flight plans without having to follow prescribed air traffic service (ATS) routes (or “airways“) during night times, between midnight and 0600.

  Coordination of the FAB aspects and monitoring of all regional FRA initiatives in which FAB CE ANSPs participate is done at the FAB CE level through the DEVOPS project. For FAB CE, the success of these initiatives is also an important step towards establishing Free Route airspace across FAB CE and also to Non-EU airspace.

- FAB CE has completed the ‘FAB CE-wide implementation of DAM and STAM’ study in 2018 aimed at the following goals:
  - Enable equitable treatment of all airspace users in the allocation of airspace and required trajectories on short notice and increased flexibility in dealing with short-term adjustments of airspace configurations (achieved through data-sharing and collaboration mechanisms);
  - Provide proactive route/trajectory activation/airspace reservation or restriction allocation through a collaborative (cross-border) decision-making process to accommodate short-term changes;
  - Provide supporting processes and tools (requirements) that allow for the FAB CE FRA to achieve optimal operational efficiency;
  - Overall increase of airspace capacity through optimized utilization of airspace configurations and scenarios, as STAM will provide more opportunities to balance demand and available capacity;
  - More robust and reliable planning for the airspace users through a common view amongst all stakeholders on the availability of airspace and a larger selection of airspace configurations tailored towards different scenarios;
  - Enable airspace users to make informed decisions and to increase their benefits by offering a larger choice of possible routeing and (until full FRA implementation is completed) airspace options.

- FAB CE ANSPs have completed Phase I of an activity to develop a joint contingency concept in cooperation with the Network Manager. Phase I resulted in commonly agreed concept, procedures and technical enablers for the management of short- and medium-term (less than 2 hours) contingency event. FAB CE is now initiating Phase II which will address management of long-term contingency events

(beyond 2 hours duration) and will provide for a common coordination platform for coordinating and monitoring the implementation activities of Phase I.

- FAB CE ANSPs completed a comprehensive review of its Concept of Seamless Operations in 2018. This document summarizes the ATM functionalities (Pilot Common Project - PCP and New Essential Operational Capabilities – NEOC) which, when implemented on FAB CE-wide level in a harmonised manner, establish an operational environment enabling seamless operations. The CSO concept described in this document assesses the whole ATM service chain from pre-departure to landing with reference to the on-going developments within SESAR, EUROCONTROL and EC Regulations while taking into consideration other on-going activities within FAB CE. CSO therefore also outlines the FAB CE Operational Concept in OPS and TEC domains for the coming years.

- A pilot project for common procurement of FAB CE CNS covering an upgrade of the cross-border telecommunications network (X-bone) hardware has been successfully completed in 2018. The procurement was managed by FAB CE ANSPs' joint venture FABCE Aviation Services, Ltd., which is used as a FAB CE outsourcing platform for ATM/CNS infrastructure. Six air navigation service providers (ANSPs) purchased CISCO routers based on a common specification and tender to benefit from lower procurement costs and economies of scale. Following the successful conclusion of this project, the FAB CE CEO Committee has agreed to apply these same procedures for future smart procurement initiatives.

- FAB CE ANSPs have also made a significant progress in terms of developing processes for planning and operations of the surveillance infrastructure. The 'Surveillance infrastructure optimisation' project has been successfully completed in 2018. The processes for surveillance infrastructure planning, surveillance maintenance planning, maintenance of SUR database and sharing the specifications were developed and are now in the process of implementation. The project also proposed a number of overall SUR service quality improvements and developed a feasibility study for the regional tracker. Due to the negative CBA, the regional tracker project will be not further pursued.

- The NAVAID optimisation project which will improve interoperability and data-sharing through the optimisation of navigational aid (NAVAID) infrastructure, reducing duplication and unnecessary complexity has been started in 2018. This project will meet the accuracy, integrity and continuity requirements for proposed operations in FAB CE airspace by aligning NAVAID operating and purchasing policies among the seven FABEC ANSPs, reducing purchasing, implementation, operational and maintenance costs. The project group will first develop a process for coordinated NAVAID infrastructure and preventive maintenance planning and information-sharing where operational dependencies are evident. The second part of the project is focusing on an analysis of NAVAID infrastructure and coverage - including those of neighbouring countries. The team will identify potential areas for improvement, including operational interdependencies and requirements. The third part is focusing on solving operational issues – namely, assessing vulnerabilities within the global navigation satellite system (GNSS) network. This will require addressing signal monitoring and interference issues while assessing how free route airspace will influence the requirements for ground-based NAVAIDs in this new era of area navigation operations.

- FAB CE progressed with the development of the ATSEP Competence Scheme in order to close the gaps with respect to requirements of the Commission Regulation (EU) 373/2017 in the coordinated way.

The FAB CE Programme is continuously updated by the FAB CE bodies under management of the FAB CE Programme Manager with the support of the FAB CE Programme Support Office and there are a number of

pending projects focusing on delivering additional benefits to airspace users that will be implemented in the near future.

5.2. Regional cooperation

Regional cooperation initiatives

South East Europe Common Sky Initiative (SECSI FRA)

Following the successful implementation of the SAXFRA (Slovenian Austrian Cross-border Free Route Airspace) and SEAFRA (South-East Axis Free Route Airspace - project of three ANSPs from Bosnia and Herzegovina, Croatia, Serbia and Montenegro) initiatives in 2016, both initiatives have been in 2017 merged into the South East Europe Common Sky Initiative (SECSI FRA) creating a large cross-border FRA block including Austria, Bosnia and Herzegovina, Croatia, Serbia and Slovenia.

The SECSI FRA went operational on the 1st of February2018 offering airspace users significant benefits along the South East Axis, by delivering the shortest route options from Central Europe to South Eastern Europe. The benefits gained through the SECSI FRA are substantial. Based on the shortest route assignment potential savings per day are up to 1.940 NM in flight distance, 285 minutes in flight time, a reduction in fuel consumption of 8,000 kg and a reduction in CO2 emissions of 25.500 kg.

The SECSI FRA will make more options available when determining the user-preferred trajectory. Full cross-border FRA allows airlines to take better advantage of wind or adapt to network disruptions. The better use of FRA options at flight planning level improve predictability and reduce ATC workload. This initiative not only works towards achieving the goals of the European Commission regarding the implementation of “Free Route” across Europe but also fulfils airspace user´s requests for having multiple route options available for the same city-pair.

South East Europe Night Free Route Airspace (SEEN FRA)

On the 30th March 2017, the DANUBE FAB (Romania and Bulgaria) and Hungary introduced SEEN FRA by bridging the airspace between the two Functional Airspace Blocks of the DANUBE FAB and FAB CE during the time period 2300-0500 (2200 - 0400) UTC. At the end of 2018, the initiative was expanded by the airspace of Slovakia. From the 6th December 2018, aircraft operators are thus able to plan their flights freely across the airspace of four States covering parts of two FABs without having to take into account the limitations imposed by geographical borders. The new flight planning rules significantly optimize flight trajectories to provide the shortest possible connections and the most effective routings when changes to the flight plan – to avoid adverse weather, for example – are required. According to simulations of the airspace change the synergistic effect of all improvements could reduce trajectories by a daily average of 3.200 NM, which equates to 15 tonnes of fuel and 49 tonnes of CO2 emissions.

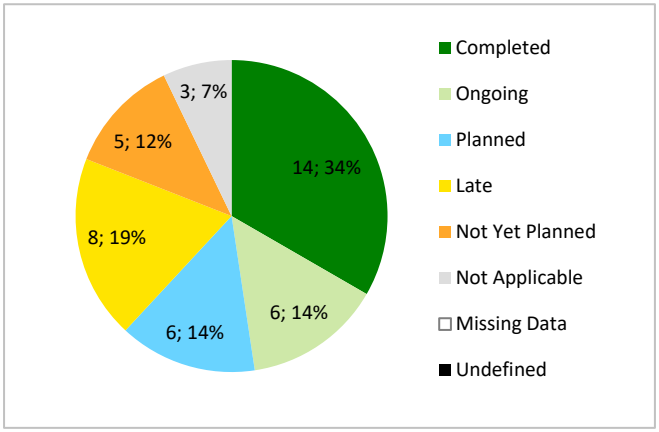
Further improvements to Central and South-Eastern European airspace configurations will take place in 2019. From April 2019, 24-hour FRA will be implemented within Slovakian airspace and during summer 2019 LPS SR will consider extending SEEN FRA availability for longer periods of the day. From 7 November 2019 the three countries initiating the SEEN FRA programme (Bulgaria, Hungary and Romania) will extend the availability of cross-border FRA operations across the entire day with the introduction of the South East Europe Free Route Airspace (SEE FRA) project.

6. Implementation Objectives Progress

6.1. State View

Overall Objective Implementation

Progress distribution for applicable Implementation Objectives



The overall implementation of the objectives is satisfactory. All national stakeholders are fully engaged in the implementation of SES legislation. Here are some highlights regarding the implemented Objectives in this year's cycle.

The implementation of the Objective SAF11 was completed in 2018. The prevention of runway excursion was addressed SSP and State Safety Plan (Slovenian Aviation State Safety Plan 2017 – 2020).

Objective AOM21.2 was completed in 2016, although a new SLoA was added this year (ASP03 Implement dynamic sectorisation) the objective still result as completed. The objective INF07 (Electronic Terrain and obstacle Data – eTOD) was finalized as well.

The following objectives are foreseen to be completed by 2019:

- ITY-COTR (Ground-Ground Automated Co-ordination Process): all SLoAs are implemented except ASP05, which is technically available and tested but not implemented due adjacent units.

- ITY-AGDL (Initial ATC air-ground data link services): objective was implemented in January 2019, so for the next cycle will be reported as completed.

- AOM13.1 (Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) Handling: National OAT regulation is in preparation so the implementation was postponed. The preparation of the national regulation is subject to consultations between the stakeholders.

- ATC02.8 (Ground based safety nets): Initially was planned to be implemented in December 2017 but due to the fact that Slovenia Control surveillance chain will be upgraded with multilateration the implementation was postponed to June 2019.

- ITY-ADQ (Ensure Quality of Aeronautical Data and Aeronautical Information): The implementation is late however, additional steps have been done. Aeronautical data between data originators and Slovenia Control are transferred between themselves by direct electronic connection.

- ATC17 (Electronic Dialogue as Automated Assistance to Controller during Coordination and Transfer): a few steps were done but the implementation was postponed to 2019.

- AOM19.1 (ASM tools to support A-FUA): these requirements would only apply to TSA. Activities that take place in this area affect mainly lower airspace. The reservation procedures are defined and coordinated on tactical basis and can also be stopped immediately on a tactical basis. Compared to today's airspace scenarios, this area or its activation does not cause delay in air traffic in the airspace of the Republic of Slovenia. The expected benefits of objective implementation are not that many compared to states with more complex civil-military coordination. Considering this objective is not a high priority, the activities to implement the LARA tool are ongoing and are planned to be finalized in 2020.

Most of the “Local” type of Objectives will not be implemented since no local benefits/needs were identified for the time being.

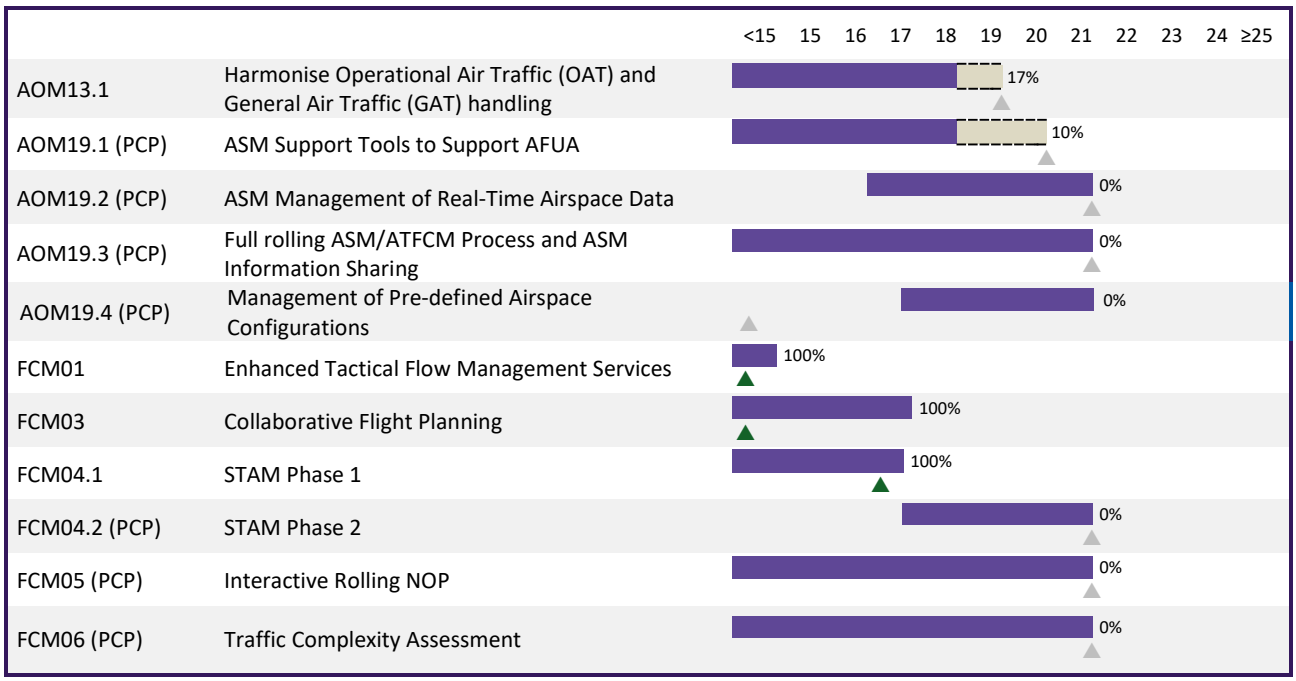
Objective Progress per SESAR Key Feature

Note: The detailed table of links between Implementation Objectives and SESAR Key Features is available in Annexes.

Legend:

- ## % = Expected completion / % Progress
- 100% = Objective completed
- = Implementation Objective timeline (different colour per KF)
- = Completion beyond Implementation Objective timeline

Optimised ATM Network Services



		<15 15 16 17 18 19 20 21 22 23 24 ≥25
AOM21.1 (PCP)	Direct Routing	100%
AOM21.2 (PCP)	Free Route Airspace	100%
ATC02.2	STCA En-Route	100%
ATC02.8	Ground-Based Safety Nets	28%
ATC02.9	Enhanced STCA for TMAs	100%
ATC07.1	AMAN Tools and Procedures	
	LJLJ - Ljubljana Airport (Outside Applicability Area)	n/a
ATC12.1	Automated Support for Conflict Detection, Resolution Support Information and Conformance Monitoring	13%
ATC15.1	Information Exchange with En-route in Support of AMAN	n/a
ATC15.2 (PCP)	Arrival Management Extended to En-route Airspace	0%
ATC16	ACAS II Compliant with TCAS II Change 7.1	100%
ATC17	Electronic Dialogue as Automated Assistance to Controller during Coordination and Transfer	68%
ATC18	Multi Sector Planning En-route - 1P2T	Local objective 0%
ENV01	Continuous Descent Operations	
	LJLJ - Ljubljana Airport (Outside Applicability Area)	n/a
ENV03	Continuous Climb Operations	Local objective
	LJLJ - Ljubljana Airport	n/a
ITY-COTR	Ground-Ground Automated Co-ordination Processes	96%
NAV03.1	RNAV 1 in TMA Operations	100%
NAV03.2 (PCP)	RNP 1 in TMA Operations	0%
NAV10	APV procedures	55%
NAV12	Optimised Low-Level IFR Routes in TMA for Rotorcraft	Local objective n/a

High Performing Airport Operations

		<15 15 16 17 18 19 20 21 22 23 24 ≥25
AOP04.1	A-SMGCS Level 1	
	LJLJ - Ljubljana Airport (Outside Applicability Area)	n/a
AOP04.2	A-SMGCS Level 2	
	LJLJ - Ljubljana Airport (Outside Applicability Area)	n/a
AOP05	Airport CDM	
	LJLJ - Ljubljana Airport (Outside Applicability Area)	n/a
AOP10 (PCP)	Time-Based Separation	
	LJLJ - Ljubljana Airport (Outside Applicability Area)	n/a
AOP11 (PCP)	Initial Airport Operations Plan	
	LJLJ - Ljubljana Airport (Outside Applicability Area)	n/a
AOP12 (PCP)	Improve Runway and Airfield Safety with ATC Clearances Monitoring	
	LJLJ - Ljubljana Airport (Outside Applicability Area)	n/a
AOP13 (PCP)	Automated Assistance to Controller for Surface Movement Planning and Routing	
	LJLJ - Ljubljana Airport (Outside Applicability Area)	n/a
AOP14	Remote Tower Services	Local objective
	LJLJ - Ljubljana Airport	0%
ENV02	Collaborative Environmental Management	Local objective
	LJLJ - Ljubljana Airport	n/a
SAF11	Improve Runway Safety by Preventing Runway Excursions	100%

Enabling Aviation Infrastructure

		<15 15 16 17 18 19 20 21 22 23 24 ≥25
COM10	Migrate from AFTN to AMHS	100%
COM11	Voice over Internet Protocol (VoIP)	83%
COM12 (PCP)	NewPENS	40%
FCM08 (PCP)	Extended Flight Plan	0%
INF07	Electronic Terrain and Obstacle Data (eTOD)	100%
INF08.1 (PCP)	Information Exchanges using the SWIM Yellow TI Profile	3%
ITY-ACID	Aircraft Identification	100%
ITY-ADQ	Ensure Quality of Aeronautical Data and Aeronautical Information	67%
ITY-AGDL	Initial ATC Air-Ground Data Link Services	71%
ITY-AGVCS2	8,33 kHz Air-Ground Voice Channel Spacing below FL195	55%
ITY-FMTP	Common Flight Message Transfer Protocol	100%
ITY-SPI	Surveillance Performance and Interoperability	64%

ICAO ASBU Implementation

The following table shows, for each of the ASBU Block 0 modules, the overall status, the final date foreseen for completion and the percentage of progress achieved in the current cycle.

These results were determined using the LSSIP Year 2018 declared statuses and progress of the relevant Implementation objectives in accordance with the mapping approved by ICAO EUR EANPG/60 (European Air Navigation Planning Group).

Legend:

= Completed (during 2018 or before)

= Progress achieved in 2016

= Missing planning date

= Not applicable

		<16 16 17 18 19 20 21 22 23 24 ≥25
B0-APTA	Optimization of Approach Procedures including vertical guidance	100% 55%
B0-SURF	Safety and Efficiency of Surface Operations (A-SMGCS Level 1-2)	
B0-FICE	Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration	100% 96%
B0-DATM	Service Improvement through Digital Aeronautical Information Management	100% 67%
B0-ACAS	ACAS Improvements	100%
B0-SNET	Increased Effectiveness of Ground-Based Safety Nets	100% 76%
B0-ACDM	Improved Airport Operations through	
B0-RSEQ	Improved Traffic flow through Runway sequencing (AMAN/DMAN)	
B0-FRTO	Improved Operations through Enhanced En-Route Trajectories	100%
B0-NOPS	Improved Flow Performance through Planning based on a Network-Wide view	100%
B0-ASUR	Initial capability for ground surveillance	100% 64%
B0-CDO	Improved Flexibility and Efficiency in Descent Profiles (CDO)	
B0-TBO	Improved Safety and Efficiency through the initial application of Data Link En-Route	100% 71%

6.2. Detailed Objectives Implementation progress

Objective/Stakeholder Progress Code:			
Completed		Not yet planned	
Ongoing		Not Applicable	
Planned		Missing Data	
Late			

Main Objectives

AOM13.1	**Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) Handling** ***Timescales:*** Initial operational capability: 01/01/2012 Full operational capability: 31/12/2018		**17%**	**Late**
-				
National OAT Regulation is in preparation and is planned to be adopted in 2019. Slovenia Control will be responsible to handle OAT traffic.				**31/12/2019**
REG (By:12/2018)				
Ministry of Infrastructure	Ministry responsible for Transport will review national legislation. National OAT Regulation is in preparation and is planned to be adopted by 12/2019.	-	40%	Late 31/12/2019
ASP (By:12/2018)				
Slovenia Control	Slovenia Control will be responsible to handle OAT traffic.	-	5%	Late 31/12/2019
MIL (By:12/2018)				
Military Authority	According to the national legislation, Slovenia Control is the national ANS Provider and will be responsible for OAT.	-	%	Not Applicable -

AOM19.1	**ASM Support Tools to Support Advanced FUA (AFUA)** ***Timescales:*** Initial operational capability: 01/01/2011 Full operational capability: 31/12/2018		**10%**	**Late**
-				
The objective is under study and is planned to be met within FAB CE DAM project.				**31/12/2020**
ASP (By:12/2018)				
Slovenia Control	The objective is under study and is planned to be met within FAB CE DAM project.	FAB CE-wide Study of Dynamic Airspace Manage-ment (DAM) and STAM	10%	Late 31/12/2020

AOM19.2	**ASM Management of Real-Time Airspace Data** ***Timescales:*** Initial operational capability: 01/01/2017 Full operational capability: 31/12/2021		**0%**	**Planned**
		-		
The objective is under study and is planned to be met within FAB CE DAM project.				**31/12/2021**
ASP (By:12/2021)				
Slovenia Control	The objective is under study and is planned to be met within FAB CE DAM project.	FAB CE-wide Study of Dynamic Airspace Manage-ment (DAM) and STAM	0%	Planned 31/12/2021

AOM19.3	**Full Rolling ASM/ATFCM Process and ASM Information Sharing** ***Timescales:*** Initial operational capability: 01/01/2014 Full operational capability: 31/12/2021		**0%**	**Planned**
		-		
The objective is under study and is planned to be met within FAB CE DAM project.				**31/12/2021**
ASP (By:12/2021)				
Slovenia Control	The objective is under study and is planned to be met within FAB CE DAM project.	FAB CE-wide Study of Dynamic Airspace Manage-ment (DAM) and STAM	0%	Planned 31/12/2021

AOM19.4	**Management of Pre-defined Airspace Configurations** ***Timescales:*** Initial operational capability: 01/01/2018 Full operational capability: 31/12/2021		**0%**	**Not yet planned**
		-		
Slovenia Control has not yet defined a project management/implementation plan for this SLoA.				**-**
ASP (By:12/2021)				
Slovenia Control	Slovenia Control has not yet defined a project management/implementation plan for this objective.	-	0%	Not yet planned -

AOM21.2	**Free Route Airspace** ***Timescales:*** Initial operational capability: 01/01/2015 Full operational capability: 31/12/2021		**100%**	**Completed**
		-		
Implementation of cross-border FRA concept was implemented in coordination with FAB CE and Network partners. Common Slovenian Austrian X-border Free Route Airspace is called SAXFRA.				**10/11/2016**
ASP (By:12/2021)				
Slovenia Control	Implementation of FRA concept was implemented in coordination with FAB CE and Network partners. Common Slovenian Austrian X-border Free Route Airspace is called SAXFRA.	DEVOPS: FABCE Develop-ment of Operational Perfor-mance and ATM Strategies (previously Project 1) / SAXFRA	100%	Completed 10/11/2016

AOP04.1	**Advanced Surface Movement Guidance and Control System A-SMGCS Surveillance (former Level 1)** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
	LJLJ - Ljubljana Airport **(Outside Applicability Area)**			
Ljubljana Joze Pucnik Airport is not part of applicability area				**-**
REG (By:12/2010)				
Ministry of Infrastructur e	Ljubljana Joze Pucnik Airport is not part of applicability area	-	%	Not Applicable -
ASP (By:12/2011)				
Slovenia Control	Ljubljana Joze Pucnik Airport is not part of applicability area	-	%	Not Applicable -
APO (By:12/2010)				
Fraport Slovenija, d.o.o	Ljubljana Joze Pucnik Airport is not part of applicability area	-	%	Not Applicable -

AOP04.2	Advanced Surface Movement Guidance and Control System (A-SMGCS) Runway Monitoring and Conflict Alerting (RMCA) (former Level 2) *Timescales:* - not applicable -		%	Not Applicable
LJLJ - Ljubljana Airport (Outside Applicability Area)				
Ljubljana Joze Pucnik Airport is not part of applicability area				-
ASP (By:12/2017)				
Slovenia Control	Ljubljana Joze Pucnik Airport is not part of applicability area	-	%	Not Applicable -
APO (By:12/2017)				
Fraport Slovenija, d.o.o	Ljubljana Joze Pucnik Airport is not part of applicability area	-	%	Not Applicable -

AOP05	Airport Collaborative Decision Making (A-CDM) *Timescales:* - not applicable -		%	Not Applicable
LJLJ - Ljubljana Airport (Outside Applicability Area)				
Ljubljana Joze Pucnik Airport has arrangements on some areas. Those arrangements should be reviewed against Eurocontrol CDM Guidelines.				-
ASP (By:12/2016)				
Slovenia Control	Ljubljana Joze Pucnik Airport has arrangements on some areas. Those arrangements should be reviewed against Eurocontrol CDM Guidelines.	-	%	Not Applicable -
APO (By:12/2016)				
Fraport Slovenija, d.o.o	Ljubljana Joze Pucnik Airport has arrangements on some areas. Those arrangements should be reviewed against Eurocontrol CDM Guidelines.	-	%	Not Applicable -

AOP10	Time-Based Separation *Timescales:* - not applicable -		%	Not Applicable
LJLJ - Ljubljana Airport (Outside Applicability Area)				
LJLJ is not within the geographical scope of the EU Regulation no 716/2014.				-
REG (By:12/2023)				
ASP (By:12/2023)				
Slovenia Control	LJLJ is not within the geographical scope of the EU Regulation no 716/2014.	-	%	Not Applicable -

AOP11	**Initial Airport Operations Plan** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
LJLJ - Ljubljana Airport **(Outside Applicability Area)**				
Slovenia will not implement objective AOP11, since Aerodrom Ljubljana is a low density area. However Aerodrom Ljubljana is going to implement a part of the objective (information sharing between airport partners); for time being the full implementation is not reasonable.				**-**
ASP (By:12/2021)				
Slovenia Control	Slovenia Control will not implement objective AOP11. LJLJ is area with low density TMA with no congestion issues. At LJLJ use of air-side and land-side facilities and services is considered to be optimal. Due to these facts no significant operational benefits could be expected with introduction of AOP11 - Initial Airport Operations Plan.	-	%	Not Applicable -
APO (By:12/2021)				
Fraport Slovenija, d.o.o	Slovenia will not implement objective AOP11, since Ljubljana airport is a low density area. However Aerodrom Ljubljana is going to implement a part of the objective (information sharing between airport partners); for time being the full implementation is not reasonable.	-	%	Not Applicable -

AOP12	**Improve Runway and Airfield Safety with Conflicting ATC Clearances (CATC) Detection and Conformance Monitoring Alerts for Controllers (CMAC)** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
LJLJ - Ljubljana Airport **(Outside Applicability Area)**				
Objective not applicable.				**-**
ASP (By:12/2020)				
Slovenia Control	Objective not applicable.	-	%	Not Applicable -
APO (By:12/2020)				
Fraport Slovenija, d.o.o	Objective not applicable.	-	%	Not Applicable -

AOP13	**Automated Assistance to Controller for Surface Movement Planning and Routing** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
LJLJ - Ljubljana Airport **(Outside Applicability Area)**				
Ljubljana Airport is not within the geographical scope of the EU Regulation no. 716/2014.				**-**
REG (By:12/2023)				
Ministry of Infrastructure	Ljubljana Airport is not within the geographical scope of the EU Regulation no. 716/2014.	-	%	Not Applicable -
ASP (By:12/2023)				
Slovenia Control	Ljubljana Airport is not within the geographical scope of the EU Regulation no. 716/2014.	-	%	Not Applicable -

ATC02.8	**Ground-Based Safety Nets** ***Timescales:*** Initial operational capability: 01/01/2009 Full operational capability: 31/12/2016		**28%**	**Late**
-				
APW was procured and installed on the test platform, initial tuning was performed. Fine tuning, testing and documentation for NSA has to be produced. MSAW is still under test in offline environment and some problems for operational use were identified. Feasibility of the implementation of the APM due to low traffic and methodology of work (AC when established on the ILS is in contact with TWR controller, who does not have radar licence) will be reconsidered. Monitoring can be done by APS controller who is located in the ACC (dislocation of TWR and APS). Technological solution and procedures are to be found.				**01/06/2019**
ASP (By:12/2016)				
Slovenia Control	APW was procured and installed on the test platform, initial tuning was performed. Fine tuning, testing and documentation for NSA has to be produced. MSAW is still under test in offline environment and some problems for operational use were identified. Feasibility of the implementation of the APM due to low traffic and methodology of work (AC when established on the ILS is in contact with TWR controller, who does not have radar licence) will be reconsidered. Monitoring can be done by APS controller who is located in the ACC (dislocation of TWR and APS). Technological solution and procedures are to be found.	-	28%	Late 01/06/2019

ATC02.9	**Enhanced Short Term Conflict Alert (STCA) for TMAs** ***Timescales:*** Initial operational capability: 01/01/2018 Full operational capability: 31/12/2020		**100%**	**Completed**
-				
Slovenia Control implemented STCA in area and TMA environment.				**12/09/2005**
ASP (By:12/2020)				
Slovenia Control	Slovenia Control implemented STCA in area and TMA environment. STCA is not using the Multi-Hypothesis STCA Algorithm functionality.	-	100%	Completed 12/09/2005

ATC07.1	**AMAN Tools and Procedures** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
LJLJ - Ljubljana Airport **(Outside Applicability Area)**				
Ljubljana Joze Pucnik Airport is not part of applicability area - it is not among the selected airports and TMAs. Due to low traffic arrival manager is not planned at the moment. Investment is not justified.				-
ASP (By:12/2019)				
Slovenia Control	Ljubljana Joze Pucnik Airport is not part of applicability area - it is not among the selected airports and TMAs. Due to low traffic arrival manager is not planned at the moment. Investment is not justified. Slovenia Control will monitor the evolution of traffic in TMA and if there will be solution for the whole FAB CE area (not major airports) will find solution together with FAB CE partners.	-	%	Not Applicable -

ATC12.1	**Automated Support for Conflict Detection, Resolution Support Information and Conformance Monitoring** ***Timescales:*** Initial operational capability: 01/01/2015 Full operational capability: 31/12/2021		**13%**	**Ongoing**
-				
The objective is planned to be implemented in coordination with FAB CE partners.				**31/12/2021**
ASP (By:12/2021)				
Slovenia Control	Task will be implemented in due time in coordination with FAB CE partners.	ATM System Upgrade	13%	Ongoing 31/12/2021

ATC15.1	**Information Exchange with En-route in Support of AMAN** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
-				
The traffic level does not justify the investment. There is no capacity problem.				-
ASP (By:12/2019)				
Slovenia Control	The traffic level does not justify the investment. There is no capacity problem.	-	%	Not Applicable -

ATC15.2	**Arrival Management Extended to En-route Airspace** ***Timescales:*** Initial operational capability: 01/01/2015 Full operational capability: 31/12/2023		**0%**	**Not yet planned**
-				
Traffic levels does not justify the investment.				-
ASP (By:12/2023)				
Slovenia Control	Traffic levels does not justify the investment.	-	0%	Not yet planned -

ATC17	**Electronic Dialogue as Automated Assistance to Controller during Coordination and Transfer** ***Timescales:*** Initial operational capability: 01/01/2013 Full operational capability: 31/12/2018		**68%**	**Late**
		-		
The coordination will be done on FAB CE level.				**31/12/2019**
ASP (By:12/2018)				
Slovenia Control	Will be done with cooperation with neighbours and FAB CE partners.	ATM System Upgrade	68%	Late 31/12/2019

COM10	**Migrate from AFTN to AMHS** ***Timescales:*** Initial operational capability: 01/12/2011 Full operational capability: 31/12/2018		**100%**	**Completed**
		-		
Slovenia Control is operating full AMHS/AFTN system.				**17/12/2016**
ASP (By:12/2018)				
Slovenia Control	Slovenia Control is operating full AMHS/AFTN system.	-	100%	Completed 17/12/2016

COM11	**Voice over Internet Protocol (VoIP)** ***Timescales:*** Initial operational capability: 01/01/2013 Full operational capability: 31/12/2020		**83%**	**Ongoing**
		-		
Communication system was upgraded in 2013 with the migration to new ACC. Some advanced functionalities already available, neighbours are ready to start testing in spring 2019.				**31/12/2020**
ASP (By:12/2020)				
Slovenia Control	Implementation planned over 2019 - 2020, however, communication system was upgraded in 2013 with migration to the new ATCC. Some advanced functionalities are already available, neighbours are ready to start with testing in spring 2019.	Operational VoIP	83%	Ongoing 31/12/2020

COM12	**New Pan-European Network Service (NewPENS)** ***Timescales:*** Initial operational capability: 01/01/2018 Full operational capability (Other stakeholders): 31/12/2024		**40%**	**Ongoing**
		-		
Activities of the project started in 2016, the project will continue in the next few years.				**31/12/2024**
ASP (By:12/2024)				
Slovenia Control	Activities of the project started in 2016, the project will continue in the next few years.	-	40%	Ongoing 31/12/2024
APO (By:12/2024)				
Fraport Slovenija, d.o.o	No local needs.	-	%	Not Applicable -

ENV01	**Continuous Descent Operations (CDO)** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
LJLJ - Ljubljana Airport **(Outside Applicability Area)**				
Slovenia is not in the applicability area.				**-**
ASP (By:12/2023)				
Slovenia Control	-	-	%	Not Applicable -
APO (By:12/2023)				
Fraport Slovenija, d.o.o	-	-	%	Not Applicable -

FCM03	**Collaborative Flight Planning** ***Timescales:*** Initial operational capability: 01/01/2000 Full operational capability: 31/12/2017		**100%**	**Completed**
-				
Flight Plan messages are processed in ICAO format and FPLs are automatically processed from RPLs. **Implemented with FDPS release 10.11.0 in March 2011 (Manual sending has to be implemented due to absence of control of outgoing messages).** **Coordination with NM has been done in order to implement ASP as required and IFPLID implemented in all messages to ETFMS. AFP messages are not integrated in the NM live Ops system since no testing has been performed yet.**				**31/12/2013**
ASP (By:12/2017)				
Slovenia Control	All SLoAs except ASP11 are implemented.	-	100%	Completed 31/12/2013

FCM04.1	**Short Term ATFCM Measures (STAM) - Phase 1** ***Timescales:*** Initial operational capability: 01/09/2013 Full operational capability: 31/10/2017		**100%**	**Completed**
-				
Although FAB CE and Slovenia are not in the initial applicability area for STAM Phase 1 implementation, FAB CE STAM Working Group was formed as part of FAB CE P3 and tasked with a STAM Live Trial, which was executed in September 2015. Live Trial was used to explore and verify the possibility to introduce the application of STAM Phase 1 in FABCE area. After assessing the results and recommendations coming from the FAB CE STAM LT, FAB CE OPS SC has decided to proceed with STAM Phase 1 implementation in FABCE. Implementation was completed 27. April 2017.				**27/04/2017**
ASP (By:10/2017)				
Slovenia Control	Although FAB CE and Slovenia are not in the initial applicability area for STAM Phase 1 implementation, FAB CE STAM Working Group was formed as part of FAB CE P3 and tasked with a STAM Live Trial, which was executed in September 2015. Live Trial was used to explore and verify the possibility to introduce the application of STAM Phase 1 in FABCE area. After assessing the results and recommendations coming from the FAB CE STAM LT, FAB CE OPS SC has decided to proceed with STAM Phase 1 implementation in FABCE. Implementation was completed on 27. April 2017.	FAB CE-wide Study of Dynamic Airspace Management (DAM) and STAM	100%	Completed 27/04/2017

FCM04.2	**Short Term ATFCM Measures (STAM) - Phase 2** ***Timescales:*** Initial operational capability: 01/11/2017 Full operational capability: 31/12/2021		**0%**	**Planned**
-				
Initial actions have started as part of FAB CE DAM/STAM Project (ex. P3). It is likely that STAM phase 2 will be implemented with the availability of this function in the N-connect Tool, planned for implementation end of 2021.				**31/12/2021**
ASP (By:12/2021)				
Slovenia Control	Initial actions have started as part of FAB CE DAM/STAM Project (ex. P3). It is likely that STAM phase 2 will be implemented with the availability of this function in the N-connect Tool, planned for implementation end of 2021.	FAB CE-wide Study of Dynamic Airspace Manage-ment (DAM) and STAM	0%	Planned 31/12/2021

FCM05	**Interactive Rolling NOP** ***Timescales:*** Initial operational capability: 01/09/2013 Full operational capability: 31/12/2021		**0%**	**Planned**
-				
Implementation of interactive rolling NOP is planned through upgrade of the automated ASM support system with the capability of AIXM 5.1 B2B data exchange with NM and Perform an integration of the automated ASM support systems with the Network. All these projects will be fulfilled in accordance with the NM support, the guidance and the relevant provisions of the NM B2B Reference Manuals.				**31/12/2021**
ASP (By:12/2021)				
Slovenia Control	Implementation of interactive rolling NOP is planned through upgrade of the automated ASM support system with the capability of AIXM 5.1 B2B data exchange with NM and Perform an integration of the automated ASM support systems with the Network. All these projects will be fulfilled in accordance with the NM support, the guidance and the relevant provisions of the NM B2B Reference Manuals. Objective is planned in the context of FAB CE projects see details in Chapter 5.	FAB CE-wide Study of Dynamic Airspace Manage-ment (DAM) and STAM	0%	Planned 31/12/2021
APO (By:12/2021)				
Fraport Slovenija, d.o.o	Aerodrom Ljubljana is a "non-coordinated airport".	-	%	Not Applicable -

FCM06	**Traffic Complexity Assessment** ***Timescales:*** Initial operational capability: 01/01/2015 Full operational capability: 31/12/2021		**0%**	**Planned**
-				
The objective is under study and is planned to be met within STAM project. Several options are discussed on whether ANSP will procure a ready-made Complexity Assessment Tool, or will commit to develop such a tool using own resources. One solution is being discussed on the possibility to have a common FAB CE Complexity Tool, more details will be available end 02/2017. Initial actions have been made, with advanced use of CHMI functions (Associated Flows etc.).				**31/12/2021**
ASP (By:12/2021)				
Slovenia Control	The objective is under study and is planned to be met within STAM project.	FAB CE-wide Study of Dynamic Airspace Manage-ment (DAM) and STAM	0%	Planned 31/12/2021

FCM08	**Extended Flight Plan** ***Timescales:*** Initial operational capability: 01/01/2016 Full operational capability: 31/12/2021		**0%**	**Planned**
		-		
Objective will be implemented in required time frame in accordance with requirements.				**31/12/2021**
ASP (By:12/2021)				
Slovenia Control	Activities not started yet but objective will be implemented in required time frame in accordance with requirements.	-	0%	Planned 31/12/2021

INF07	**Electronic Terrain and Obstacle Data (eTOD)** ***Timescales:*** Initial operational capability: 01/11/2014 Full operational capability: 31/05/2018		**100%**	**Completed**
		-		
The eTOD regulatory framework based on National TOD Policy (REG01) is established. The list of aerodromes where Area 2, 3 and 4 TOD were notified in EUR ANP Vol III, Table ASBU-EUR-B0-DATM 3-4.				**31/10/2018**
REG (By:05/2018)				
Civil Aviation Agency (CAA)	National TOD policy is produced.	eTOD Implementation	100%	Completed 31/12/2017
Ministry of Infrastructure	The TOD regulatory framework based on National TOD Policy (REG01) is established. The list of aerodromes where Area 2, 3 and 4 TOD were notified in EUR ANP Vol III, Table ASBU-EUR-B0-DATM 3-4.	eTOD Implementation	100%	Completed 31/03/2018
ASP (By:05/2018)				
Slovenia Control	In accordance with national TOD policy the collection, management and provision of TOD is under the responsibility of the Geodetic Institute of Slovenia. Arrangements are defined in the agreement between MzI, CAA and the Geodetic Institute.	-	100%	Completed 31/05/2018
APO (By:05/2018)				
Fraport Slovenija, d.o.o	The eTOD project is completed.	-	100%	Completed 31/10/2018

INF08.1	**Information Exchanges using the SWIM Yellow TI Profile** ***Timescales:*** Initial operational capability: 01/01/2018 Full operational capability: 31/12/2024		**3%**	**Ongoing**
-				
Project is ongoing. Upcoming changes of regulation will be monitored and project plan will be updated to new requirements.				**31/12/2024**
ASP (By:12/2024)				
Slovenia Control	With relation to S-AF5.3 - Aeronautical information exchange – Enabler SWIM-APS-01a — Provision of Aeronautical Information services for Step 1, Slovenia Control is currently able to provide PAMS services, INO services and SDO services to the EAD. Currently project of implementing local AIXM5.1 Database is completed. Local AIXM5.1 Database will be populated as soon as connection to the EAD SDD will be established. Project of migration to AIXM5.1 is currently in progress.	-	10%	Ongoing 31/12/2024
Slovenian Environment Agency	The Slovenian Environment Agency in relation to the SLoA INF08.1-ASP02 has not yet planned any activities.	-	0%	Not yet planned -
MIL (By:12/2024)				
Military Authority	-	-	0%	Not yet planned -
APO (By:12/2024)				
Fraport Slovenija, d.o.o	-	-	0%	Not yet planned -

ITY-ACID	**Aircraft Identification** ***Timescales:*** Entry into force of the Regulation: 13/12/2011 System capability: 02/01/2020		**100%**	**Completed**
-				
All systems have been upgraded.				**28/04/2016**
ASP (By:01/2020)				
Slovenia Control	Systems have been upgraded in 2015 and 2016.	Mode S	100%	Completed 28/04/2016

ITY-ADQ	**Ensure Quality of Aeronautical Data and Aeronautical Information** ***Timescales:*** Entry into force of the regulation: 16/02/2010 Article 5(4)(a), Article 5(4)(b) and Article 6 to 13 to be implemented by: 30/06/2013 Article 4, Article5(1) and Article 5(2), Article 5(3) and Article 5(4)(c) to be implemented by: 30/06/2014 All data requirements implemented by: 30/06/2017		**67%**	**Late**
	-			
Data quality requirements for data items not defined by ICAO has been established within the State, based on safety assessment. All the parties involved in aeronautical data chain have been identified and involved in project. Aeronautical data between data originators and Slovenia Control are transferred between themselves by direct electronic connection. Slovenia Control signed formal arrangement with data originators and is compliant with data quality requirements (Art 6), consistency, timeliness and personnel performance requirements (art 7) of ADQ regulation (EU 73/2010). Aeronautical data and information in AIXM 5.1 database is protected with CRC 32 algorithm. Compliance with ADQ regulation is monitored thorough safety oversights by CAA.				**31/12/2019**
REG (By:06/2017)				
Civil Aviation Agency (CAA)	Data quality requirements for data items not defined by ICAO has been established within the state, based on safety assessment. All the parties involved in aeronautical data chain have been identified and involved in project. Aeronautical data between data originators and Slovenia Control are transferred between themselves by direct electronic connection. Slovenia Control signed formal arrangement with data originators and is compliant with data quality requirements (Art 6), consistency, timeliness and personnel performance requirements (art 7) of ADQ regulation (EU 73/2010). Aeronautical data and information in AIXM 5.1 database is protected with CRC 32 algorithm. Compliance with ADQ regulation is monitored thorough safety oversights by CAA.	-	70%	Late 31/12/2019
ASP (By:06/2017)				
Slovenia Control	Implementation activities finished, however local AIXM 5.1 data transition to EAD SDD is still ongoing as Eurocontrol is late with EAD Release 12.	ADQ	96%	Late 30/12/2019
APO (By:06/2017)				
Fraport Slovenija, d.o.o	Implementation started. The implementation will be done until 31/12/2019.	-	25%	Late 31/12/2019

ITY-AGDL	**Initial ATC Air-Ground Data Link Services** ***Timescales:*** Entry into force: 06/02/2009 ATS unit operational capability: 05/02/2018 Aircraft capability: 05/02/2020		**71%**	**Late**
-				
The objective was initially planned to be completed by February 2015 but due to numerous opened questions the implementation was partially finalized in December 2018 and the operational capability is planned for January 2019.				**11/01/2019**
REG (By:02/2018)				
Civil Aviation Agency (CAA)	The objective planned to be completed by February 2015 but due to numerous opened questions the implementation will be finalized in January 2019.	-	55%	Late 11/01/2019
Ministry of Infrastructure	-	-	%	Not Applicable -
ASP (By:02/2018)				
Slovenia Control	Project will be completed in January 2019.	Data Link (CDPCL)	71%	Late 04/01/2019
MIL (By:01/2019)				
Military Authority	Completed.	-	100%	Completed 28/02/2015

ITY-AGVCS2	**8,33 kHz Air-Ground Voice Channel Spacing below FL195** ***Timescales:*** Entry into force: 07/12/2012 New and upgraded radio equipment: 17/11/2013 New or upgraded radios on State aircraft: 01/01/2014 Interim target for freq. conversions: 31/12/2014 All radio equipment: 31/12/2017 All frequencies converted: 31/12/2018 State aircraft equipped, except those notified to EC: 31/12/2018 State aircraft equipped, except those exempted [Art 9(11)]: 31/12/2020		**55%**	**Late**
	-			
Slovenia provided activities with the aim to carry out awareness of ANSPs, operators and other users or owners of radios on 8,33 kHz regulation such as: 8,33 kHz workshop, information on CAA web side, sending formal letters and through on-going oversight activities. In addition the AIC providing notification to airspace users and stakeholders in respect of the implementation of 8.33 kHz channel spacing below FL 195 in the ICAO EUR region (including Slovenia) was issued in February 2017. Local measures have been taken in order to grant exemptions on the requirement to aircraft equipment with radios having the 8.33 kHz channel. The exemptions are limited to VFR flights within the airspace of the Republic of Slovenia in class G and class E until 31th December 2019.			**31/12/2020**
REG (By:12/2018)				
Civil Aviation Agency (CAA)	The CAA organized awareness activities such as 8,33 kHz workshop, published the relevant information on the CAA web site, sending formal letters and through on-going oversight activities.	-	75%	Late 31/12/2019
ASP (By:12/2018)				
Slovenia Control	Implementation of requirements is planned until December 2019.	-	40%	Late 31/12/2019
MIL (By:12/2020)				
Military Authority	State aircraft that are not exempted will be equipped with 8,33 kHz channel spacing capability.	-	0%	Planned 31/12/2020
APO (By:12/2018)				
Fraport Slovenija, d.o.o	All Lines of Action are completed.	-	100%	Completed 31/12/2017

ITY-FMTP	**Common Flight Message Transfer Protocol (FMTP)** ***Timescales:*** Entry into force of regulation: 28/06/2007 All EATMN systems put into service after 01/01/09: 01/01/2009 All EATMN systems in operation by 20/04/11: 20/04/2011 Transitional arrangements: 31/12/2012 Transitional arrangements when bilaterally agreed between ANSPs: 31/12/2014		**100%**	**Completed**
	-			
Objective completed.				**31/12/2014**
ASP (By:12/2014)				
Slovenia Control	Co-ordination with neighbouring States completed. Coordination has been done also inside FAB-CE.	-	100%	Completed 31/12/2014
MIL (By:12/2014)				
Military Authority	Military is not an ANS Provider and does not have FDPS.	-	%	Not Applicable -

ITY-SPI	**Surveillance Performance and Interoperability** ***Timescales:*** Entry into force of regulation: 13/12/2011 ATS unit operational capability: 12/12/2013 EHS and ADS-B Out in transport-type State aircraft : 07/06/2020 ELS in transport-type State aircraft : 07/06/2020 Ensure training of MIL personnel: 07/06/2020 Retrofit aircraft capability: 07/06/2020		**64%**	**Ongoing**
-				
Verification of safety assessments for the systems identified was conducted.				**07/06/2020**
REG (By:02/2015)				
Civil Aviation Agency (CAA)	The NSA has reviewed the safety assessment and has communicated the outcome to ANSP.	-	100%	Completed 05/02/2015
ASP (By:02/2015)				
Slovenia Control	We are already exchanging some surveillance data with Neighbours. Exchange of data is done with requirements of this objective.	-	100%	Completed 31/12/2013
MIL (By:06/2020)				
Military Authority	Aircraft will be equipped with Mode S and certified for operational use.	-	3%	Ongoing 07/06/2020

NAV03.1	**RNAV 1 in TMA Operations** ***Timescales:*** Initial operational capability: 01/01/2001 Full operational capability: 31/12/2023		**100%**	**Completed**
-				
Slovenia has implemented the recommendation.				**07/12/2017**
ASP (By:12/2023)				
Slovenia Control	Slovenia Control has finalised the implementation of this recommendation.	-	100%	Completed 07/12/2017

NAV03.2	**RNP 1 in TMA Operations** ***Timescales:*** Initial operational capability: 01/01/2018 Full operational capability: 31/12/2023		**0%**	**Not yet planned**
-				
-				-
ASP (By:12/2023)				
Slovenia Control	Slovenia Control has not yet planned the implementation date.	-	0%	Not yet planned -

NAV10	**RNP Approach Procedures with Vertical Guidance** ***Timescales:*** Initial operational capability: 01/06/2011 Full operational capability: 31/12/2023		**55%**	**Ongoing**
		-		
The implementation is planned to be finalized by 01.01.2020. Regulatory material approved and published.				**31/12/2023**
REG (By:12/2023)				
Ministry of Infrastructure	Regulatory material approved and published.	-	100%	Completed 31/12/2014
ASP (By:12/2023)				
Slovenia Control	Slovenia Control will implement the recommendation. The implementation is planned to be finalized by 01. 01. 2020. According to EASA opinion No. 10/2016 APV postponed by 30 JAN2020.	-	40%	Ongoing 31/12/2023

SAF11	**Improve Runway Safety by Preventing Runway Excursions** ***Timescales:*** Initial operational capability: 01/09/2013 Full operational capability: 31/01/2018		**100%**	**Completed**
		-		
The implementation of the appropriate parts of the European Action plan is completed.				**31/03/2018**
REG (By:01/2018)				
Civil Aviation Agency (CAA)	The preventing of runway excursion is addressed in the State Safety Program. The State Safety Plan (Slovenian Aviation State Safety Plan 2017 - 2020) include both leading and lagging actions, such as oversight activities, investigations through questionnaires to see how the risk of RE was addressed by stakeholders, monitoring of precursors events which may lead to RE and awareness activities.	-	100%	Completed 31/03/2018
ASP (By:12/2014)				
Slovenia Control	Implementation of the appropriate parts of the Action Plan have been completed.	-	100%	Completed 31/12/2014
APO (By:12/2014)				
Fraport Slovenija, d.o.o	The implementation of the appropriate parts of the European Action Plan have been completed.	-	100%	Completed 31/12/2014

Additional Objectives for ICAO ASBU Monitoring

AOM21.1	**Direct Routing** ***Timescales:*** Initial Operational Capability: 01/01/2015 Full Operational Capability: 31/12/2017		**100%**	**Completed**
	-			
Slovenia has completed the implementation of Direct Routing.				**30/04/2015**
ASP (By:12/2017)				
Slovenia Control	Slovenia Control has completed the implementation of Direct Routing.	-	100%	Completed 30/04/2015

ATC02.2	**Implement ground based safety nets - Short Term Conflict Alert (STCA) - level 2 for en-route operations** ***Timescales:*** Initial operational capability: 01/01/2008 Full operational capability: 31/01/2013		**100%**	**Completed**
	-			
STCA level 2 is implemented and It is being operationally validated .All requirements for STCA level 2 are implemented				**31/12/2013**
ASP (By:01/2013)				
Slovenia Control	STCA level 2 is implemented and It is being operationally validated .All requirements for STCA level 2 are implemented.	-	100%	Completed 31/12/2013

ATC16	**Implement ACAS II compliant with TCAS II change 7.1** ***Timescales:*** Initial operational capability: 01/03/2012 Full operational capability: 31/12/2015		**100%**	**Completed**
	-			
All SLoAs are completed.				**31/12/2015**
REG (By:12/2015)				
Civil Aviation Agency (CAA)	Completed.	-	100%	Completed 31/01/2015
ASP (By:03/2012)				
Slovenia Control	Completed.	-	100%	Completed 31/05/2013
MIL (By:12/2015)				
Military Authority	Relevant aircraft has been equipped, military aircrew are trained during the ATPL training.	-	100%	Completed 31/12/2015

FCM01	**Implement enhanced tactical flow management services** ***Timescales:*** Initial operational capability: 01/08/2001 Full operational capability: 31/12/2006		**100%**	**Completed**
	-			
Basic Correlated Position Data provided to ETFMS from Nov 02. FSA messages for flight activations and re-routings are sent to the CFMU. Flight Activation Monitoring (FAM) enabled in Slovenia in Dec 2003.				**31/12/2008**
ASP (By:07/2014)				
Slovenia Control	Basic Correlated Position Data provided to ETFMS from Nov 02. FSA messages for flight activations and re-routings are sent to the CFMU. Flight Activation Monitoring (FAM) enabled in Slovenia in Dec 2003.	-	100%	Completed 31/12/2008

ITY-COTR	**Implementation of ground-ground automated co-ordination processes** ***Timescales:*** Entry into force of Regulation: 27/07/2006 For putting into service of EATMN systems in respect of notification and initial coordination processes: 27/07/2006 For putting into service of EATMN systems in respect of Revision of Coordination, Abrogation of Coordination, Basic Flight Data and Change to Basic Flight Data: 01/01/2009 To all EATMN systems in operation by 12/2012: 31/12/2012		**96%**	**Late**
	-			
All SLoAs are implemented except ASP05 which is technically available and tested but not implemented due adjacent units (implemented only with PADOVA ACC, others waiting for results of OLDI working group).				**31/12/2019**
ASP (By:12/2012)				
Slovenia Control	Some of the SLoAs are already completed. The ASP06 & ASP07 are not applicable because Military does not have any ATM systems. The remaining required functionalities are planned to be implemented with cooperation of FAB partners.	-	96%	Late 31/12/2019
MIL (By:12/2012)				
Military Authority	The basic flight data is not in use by Military.	-	%	Not Applicable -

Local Objectives

Note: Local Objectives are addressing solutions that are considered beneficial for specific operating environments, therefore for which a clear widespread commitment has not been expressed yet. They are characterised with no deadline and voluntary applicability area.

AOP14	Remote Tower Services *Applicability and timescale: Local*	%	Not yet planned
LJLJ - Ljubljana Airport			
Objective may be applicable for all aerodromes in Slovenia. Objective would be subject to cost benefit analysis.			-

ATC18	Multi-Sector Planning En-route - 1P2T *Applicability and timescale: Local*	%	Not yet planned
-			
Slovenia Control carries out tasks in one operational sector (Dolsko). Due to the size of the country, we have only one lateral sector, which can be divided into several vertical ones. Given that the planner controller coordinates only a certain altitude belt and receives airplanes from the sectors of other ANSPs (neighbouring countries), such an implementation is not acceptable for Slovenia Control.			-

ENV02	Airport Collaborative Environmental Management *Applicability and timescale: Local*	%	Not Applicable
LJLJ - Ljubljana Airport			
Ljubljana Joze Pucnik Airport is not the part of applicability area.			-

ENV03	Continuous Climb Operations (CCO) *Applicability and timescale: Local*	%	Not Applicable
LJLJ - Ljubljana Airport			
Slovenia Control already provides continuous climbs to airspace users to as large extension as possible even though official availability of CCO operations are not described in AIP or charts. For time being no operational needs identified.			-

NAV12	Optimised Low-Level IFR Routes in TMA for Rotorcraft *Applicability and timescale: Local*	%	Not Applicable
-			
Objective is not applicable to Slovenia.			-

ANNEXES

Specialists involved in the ATM implementation reporting for Slovenia

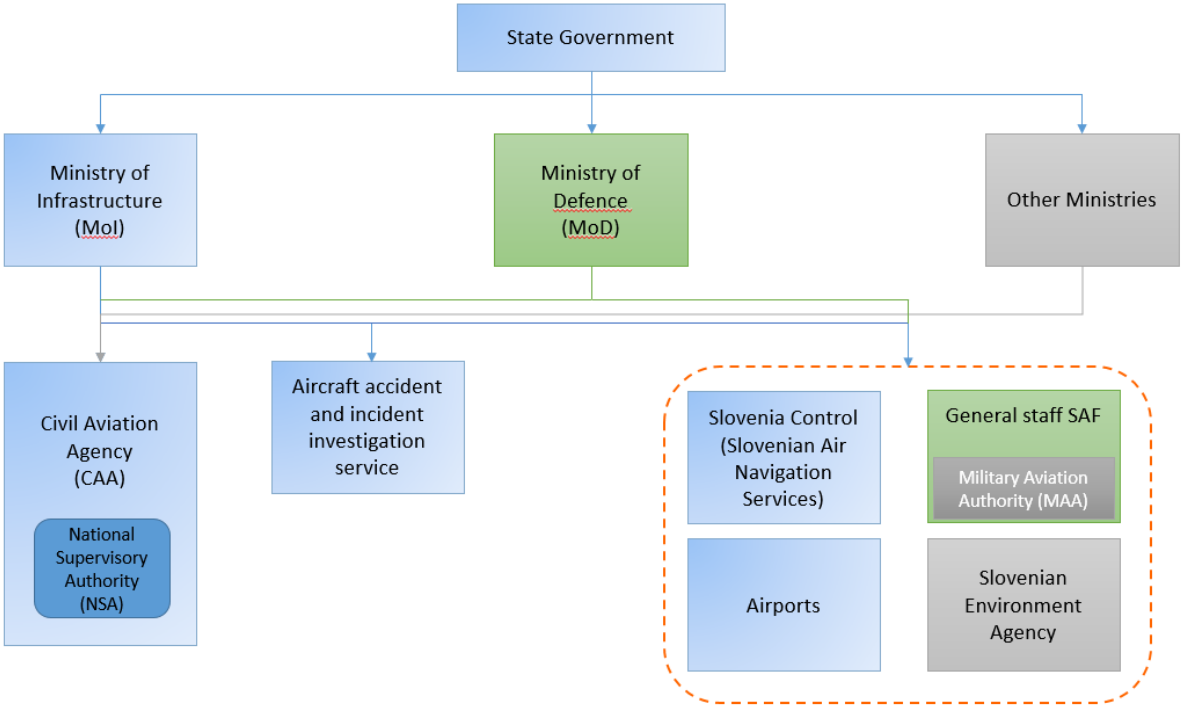
LSSIP Co-ordination

LSSIP Focal Points	Organisation	Name
LSSIP National Focal Point	CAA/NSA	Mrs. Mirela Valenta GREBENŠEK
LSSIP Focal Point for Ministry	MzI	Mrs. Sabina GOLOB
LSSIP Focal Point for ANSP	Slovenia Control, Ltd	Mr. Ozren ŠAGUD
LSSIP Focal Point for Airport	Fraport Slovenija, d.o.o.	Mr. Dušan SOFRIČ
LSSIP Focal Point for Military	MAA	Mrs. Blanka KRIŽ

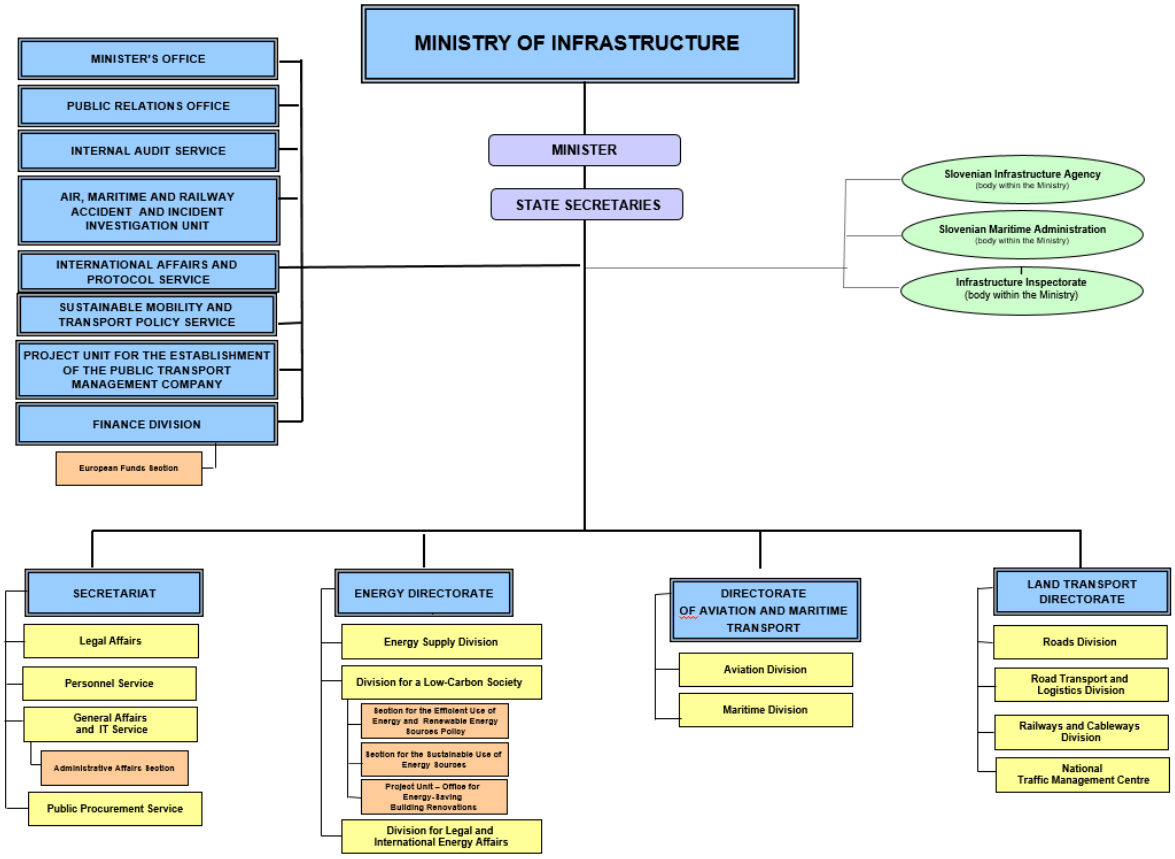
EUROCONTROL LSSIP Support

Function	Directorate	Name
LSSIP Contact Person	DECMA/ACS/PRM	Mrs. Marina LOPEZ RODRIGUEZ

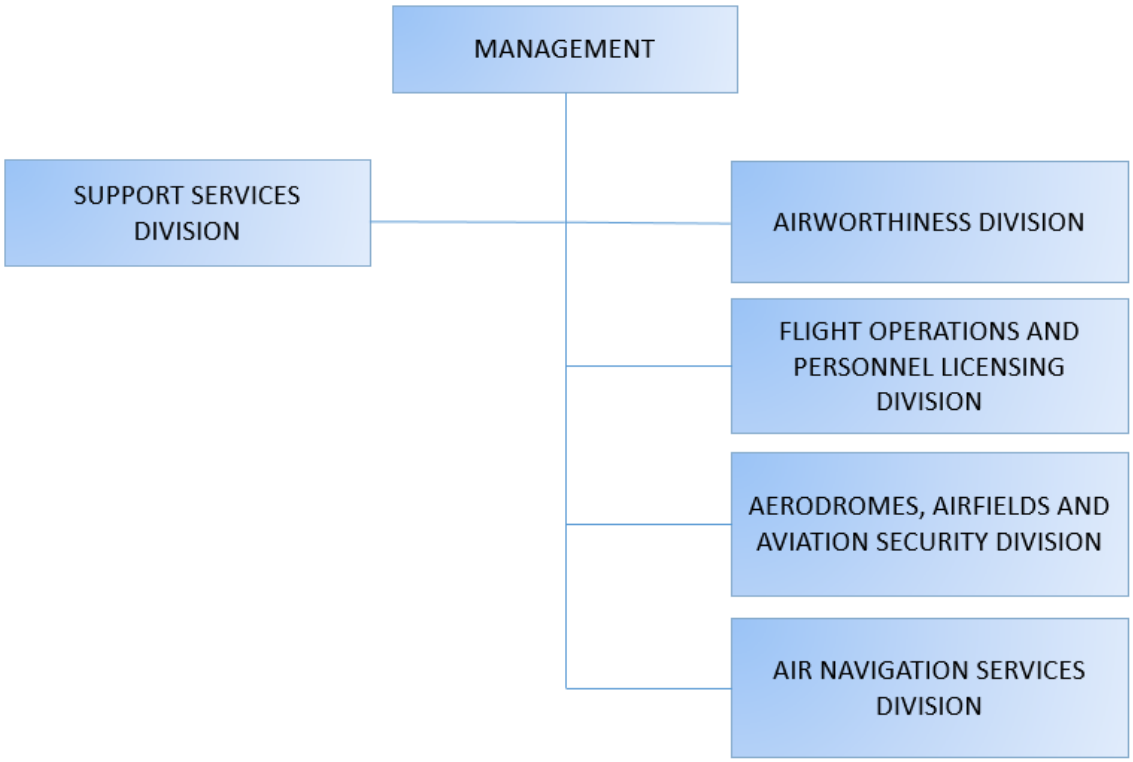
National stakeholders' organisation charts



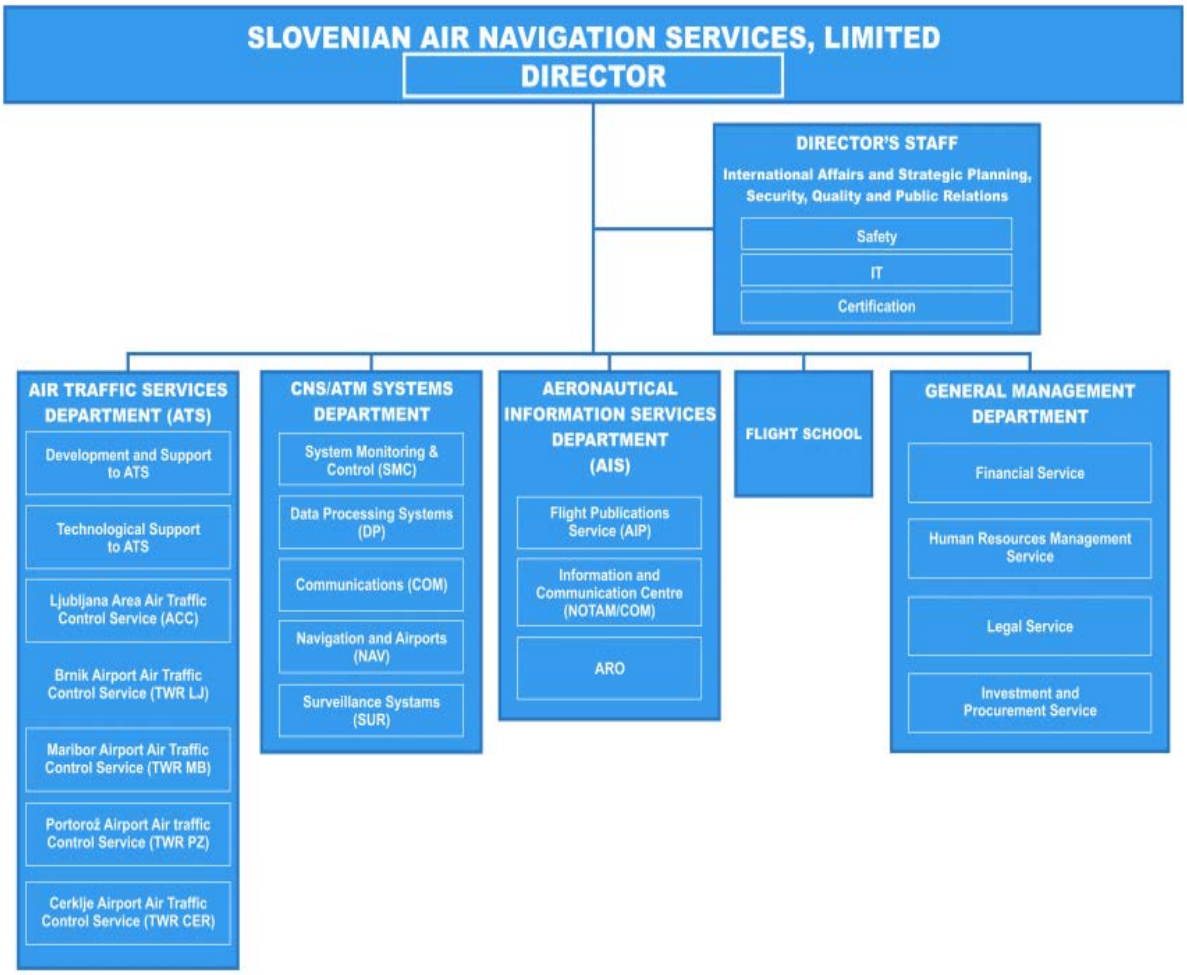
Ministry of Infrastructure



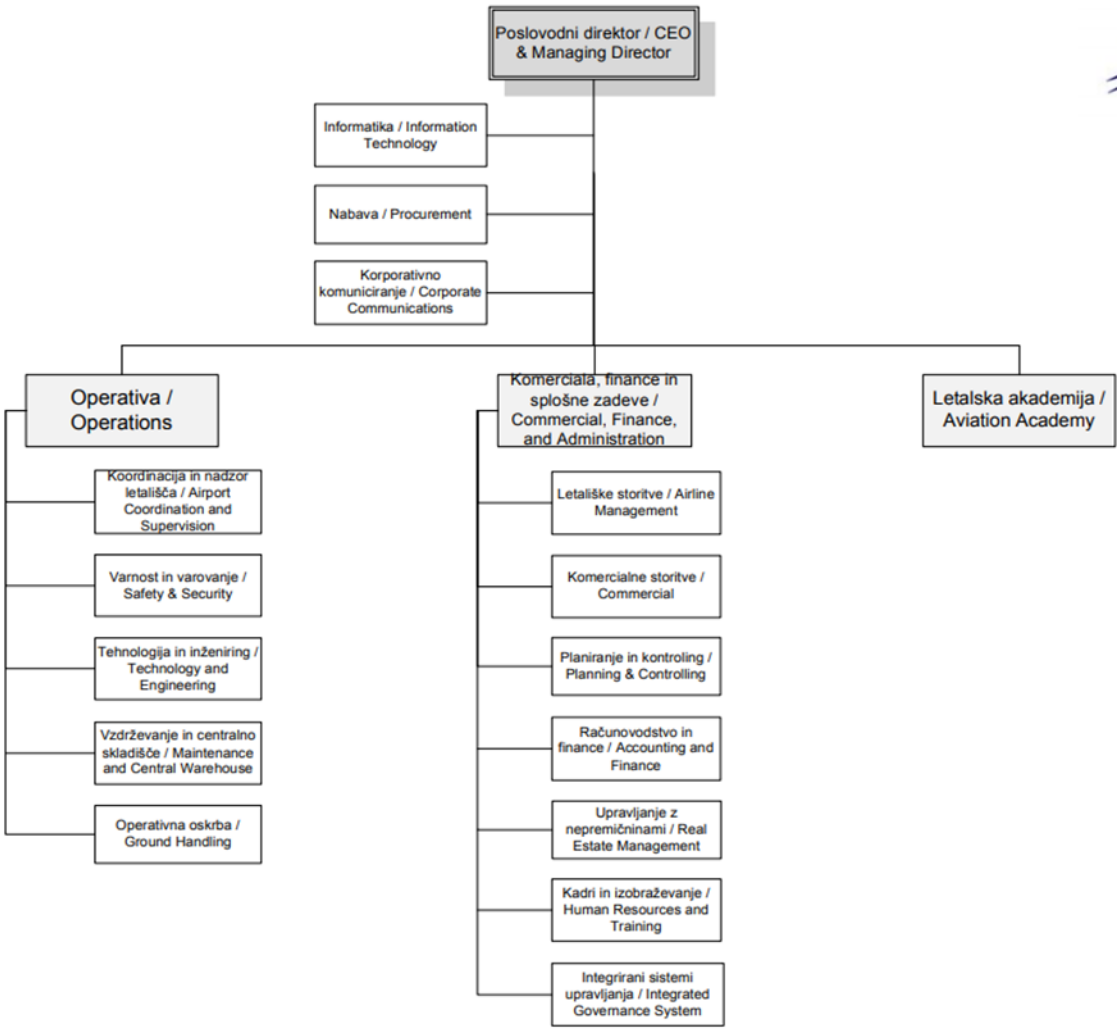
CAA Slovenia



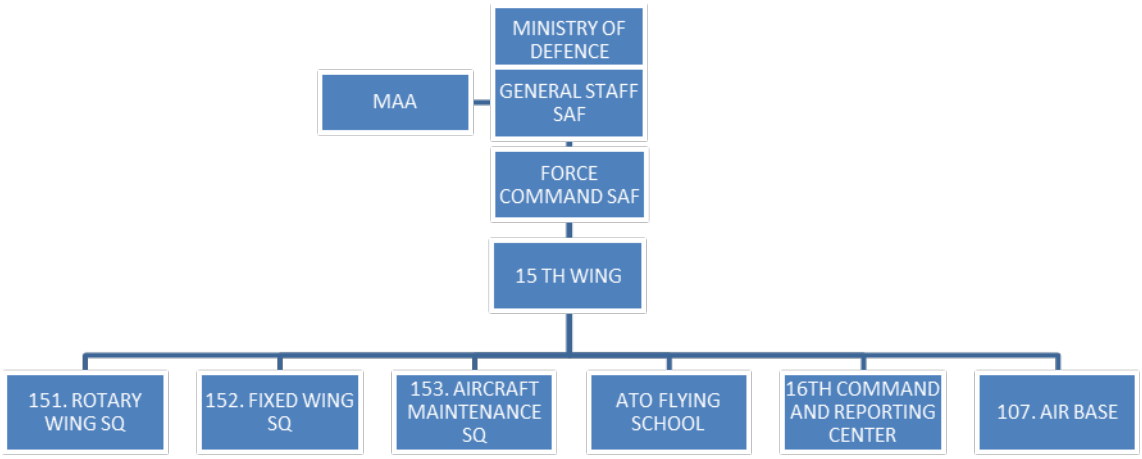
Slovenia Control, Ltd



Fraport Slovenija, d.o.o.



Military Aviation Authority



Implementation Objectives' links with SESAR, ICAO and DP

Objective	SESAR Key Feature	ICAO ASBU B0 and B1	DP Family
AOM13.1		-	-
AOM19.1		B1-FRTO B1-NOPS	3.1.1 ASM Tool to support AFUA
AOM19.2		B1-FRTO B1-NOPS	3.1.2 ASM management of real time airspace data
AOM19.3		B1-FRTO B1-NOPS	3.1.3 Full rolling ASM/ATFCM process and ASM information sharing
AOM19.4		B1-FRTO B1-NOPS	3.1.4 Management of dynamic airspace configurations
AOM21.1		B0-FRTO	-
AOM21.2		B1-FRTO	3.2.1 Upgrade of ATM systems to support Direct Routing and Free Routing 3.2.4 Implement Free Route Airspace
AOP04.1		B0-SURF	2.2.1 A-SMGCS level 1 and 2
AOP04.2		B0-SURF	2.2.1 A-SMGCS level 1 and 2
AOP05		B0-ACDM B0-RSEQ	2.1.1 Initial DMAN 2.1.3 Basic A-CDM
AOP10		B1-RSEQ	2.3.1 Time Based Separation (TBS)
AOP11		B1-ACDM	2.1.4 Initial Airport Operations Plan (AOP)
AOP12		-	2.1.2 Electronic Flight Strips (EFS) 2.5.1 Airport Safety Nets associated with A-SMGCS level 2 2.5.2
AOP13		B1-ACDM B1-RSEQ	2.4.1 A-SMGCS Routing and Planning Functions
AOP14		B1-RATS	-
ATC02.2		B0-SNET	-
ATC02.8		B0-SNET B1-SNET	3.2.1 Upgrade of ATM systems to support Direct Routing and Free Routing
ATC02.9		B0-SNET B1-SNET	-
ATC07.1		B0-RSEQ	1.1.1 Basic AMAN
ATC12.1		B1-FRTO	3.2.1 Upgrade of ATM systems to support Direct Routing and Free Routing
ATC15.1		B1-RSEQ	1.1.2 AMAN upgrade to include Extended Horizon function
ATC15.2		B1-RSEQ	1.1.2 AMAN upgrade to include Extended Horizon function
ATC16		B0-ACAS	-
ATC17		-	3.2.1 Upgrade of ATM systems to support Direct Routing and Free Routing

ATC18		-	No direct link, although implementation is recommended in Family 3.2.1
COM10		-	-
COM11		-	3.1.4 Management of Dynamic Airspace Configurations 3.2.1 Upgrade of systems (NM, ANSPs, AUs) to support Direct Routings (DCTs) and Free Routing Airspace (FRA)
COM12		B1-SWIM	5.1.2 NewPENS: New Pan-European Network Service 5.2.1 Stakeholders Internet Protocol Compliance
ENV01		B0-CDO B1-CDO	-
ENV02		-	-
ENV03		B0-CCO	-
FCM01		B0-NOPS	-
FCM03		B0-NOPS	4.2.3 Interface ATM systems to NM systems
FCM04.1		-	4.1.1 STAM phase 1
FCM04.2		B0-NOPS	4.1.2 STAM phase 2
FCM05		B1-ACDM B1-NOPS	4.2.2 Interactive Rolling NOP 4.2.4 AOP/NOP Information Sharing
FCM06		B1-NOPS	4.4.2 Traffic Complexity tools
FCM07		B1-NOPS	4.3.1 - Target Time for ATFCM purposes 4.3.2 - Reconciled target times for ATFCM and arrival sequencing
FCM08		B1-FICE	4.2.3 Interface ATM systems to NM systems
FCM09		B1-NOPS	-
INF04		B0-DATM	-
INF07		-	1.2.2 Geographical database for procedure design
INF08.1		B1-DATM B1-SWIM	5.1.3, 5.1.4, 5.2.1, 5.2.2, 5.2.3, 5.3.1, 5.4.1, 5.5.1, 5.6.1
INF08.2		B1-DATM B1-SWIM	5.1.3, 5.1.4, 5.2.1, 5.2.2, 5.2.3, 5.6.2
ITY-ACID		-	-
ITY-ADQ		B0-DATM	1.2.2 Geographical database for procedure design
ITY-AGDL		B0-TBO	6.1.1 ATN B1 based services in ATSP domain 6.1.3 A/G and G/G Multi Frequency DL Network in defined European Service Areas 6.1.4 ATN B1 capability in Multi Frequency environment in Aircraft Domain
ITY-AGVCS2		-	-
ITY-COTR		B0-FICE	-
ITY-FMTP		B0-FICE B1-FICE	-
ITY-SPI		B0-ASUR	-

NAV03.1		B0-CDO B0-CCO B1-RSEQ	-
NAV03.2		B1-RSEQ	1.2.3 RNP 1 Operations in high density TMAs (ground capabilities) 1.2.4 RNP 1 Operations (aircraft capabilities)
NAV10		B0-APTA	1.2.1 RNP APCH with vertical guidance 1.2.2 Geographic Database for procedure design
NAV12		B1-APTA	-
SAF11		-	-

Legend:

Objective's link to SESAR Key Feature:			
	Optimised ATM Network Services		High Performing Airport Operations
	Advanced Air Traffic Services		Enabling Aviation Infrastructure

Glossary of abbreviations

This Annex mostly shows only the Abbreviations that are specific to the LSSIP Slovenia.

Other general abbreviations are in the Acronyms and Abbreviations document in:

https://www.eurocontrol.int/sites/default/files/content/documents/official-documents/guidance/Glossaries.pdf

Term	Description
AF	ATM Functionality
AMC	Airspace Management Cell
ARSO	Slovenian Environment Agency
CAA	Civil Aviation Agency of The Republic of Slovenia
CAPEX	Capital Expenditure
HLAPB	High Level Airspace Policy Body of Slovenia
MAA	Military Aviation Authority
MoD	Ministry of Defence
MzI / MoI	Ministry of Infrastructure
NM	Network Manager
PCP	Pilot Common Project
PDP	Preliminary Deployment Programme
S-AF	Sub ATM Functionality
SAXFRA	Slovenian Austrian X-border Free Route Airspace