

PERFORMANCE PLAN

Regulation (EC) No 550/2004 of the European Parliament and of the Council of 10 March 2004 on the provision of air navigation services in the single European sky requires the European Commission (the Commission) to establish a common charging regime for air navigation services to allow for the uniform implementation of the Regulation in the single European sky. In line with the common objective of improving the performance of air navigation services, the charging regime should promote cost-effectiveness and operational efficiency and provide for the establishment of incentive schemes for air navigation service providers in order to support improvements in the provision of air navigation services, including the implementation of traffic-related risk-sharing. A key principle of the common charging regime is to provide complete and transparent information on the cost base, which must be made available in a timely manner to representatives of airspace users and competent authorities. On that basis, the Commission therefore adopted Implementing Regulation (EU) No 391/2013 of 3 May 2013 laying down a common scheme for charges for air navigation services (OJ L No 128 of 9.5.2013, p. 31, Regulation No 391/2013). Under Regulation No 391/2013, the charging system is based on the calculation of the costs of navigation services incurred by service providers for the benefit of airspace users. The fee system allocates these costs among categories of users.

The following principles shall be applied in determining the cost base for charges:

- the costs to be apportioned among airspace users shall be the costs of providing air navigation services in full, including the corresponding sums for interest on capital investments and depreciation of assets, as well as maintenance, operation, management and administration costs;
- the costs to be taken into account in this respect shall be those estimated in respect of the installations and services provided and implemented under the International Civil Aviation Organisation (ICAO) Regional Air Navigation Plan for the Europe Region. Those costs may also include costs indicated by national supervisory authorities and/or recognised organisations, as well as other costs incurred by the Member State concerned and the service provider in connection with the provision of air navigation services;
- the costs of the different air navigation services shall be defined separately;
- cross-subsidisation between different air navigation services shall be permitted only where justified for objective reasons and clearly defined;
- Transparency of the cost base for en-route charges is guaranteed.

The Performance Plan, in accordance with the European Single European Sky rules, is a binding document for the Member State, summarising the binding and other performance targets to be achieved by EU Member States in each reference period for the provision of air navigation services. The performance plan must include all the financial and other information provided for by law for the duration of the reporting period, which must be consistent with the data of the business plans of navigation service providers and national supervisory authorities and with the cost bases of the Member State. The performance plan shall be consistent with the EU targets as set out in Commission Implementing Decision (EU) 2021/891 of 2 June 2021 setting revised Union-wide performance targets for the air traffic management network for the third reference period (2020-2024) and repealing Implementing Decision (EU) 2019/903.

A new, third reference period 2020-2024 (FP3) therefore started on 1 January 2020. For that period, the Commission adopted Implementing Regulation (EU) 2019/317 of 11 February 2019 laying down a scheme for the implementation and regulation of charges in the single European sky and repealing Implementing Regulations (EU) No 390/2013 and (EU) No 391/2013. Thus, as of 1 January 2020, in addition to the new reference period, a new regulation regulating the implementation plan and regulation of fees entered into force. In accordance with this Regulation, Slovenia's Implementation Plan for the third reference period (RP3, 2020 – 2024) is available to all air transport stakeholders. (<mailto:info@caa.si>) (<mailto:barbara.osolnik-kosar@caa.si>)

The European Commission has adopted a Decision concluding that, in accordance with Regulation (EC) No 549/2004 set out in the Annex to this Decision, the performance targets set out in the draft performance plan submitted by Slovenia are consistent with the Union-wide performance targets for the third reference period set out in Implementing Decision (EU) 2021/891. Commission Decision (EU) 2022/777 (https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv%3A0J.L_2022.139.01.0191.01.ENG&toc=OJ%3AL%3A2022%3A139%3ATOC) of 13 April 2022 (publication: OJ L 139, 18.5.2022, p. 191-198).

Polish language version regarding the Commission Decision of 13.4.2022 on the consistency of the performance targets included in the draft performance plan of Slovenia in accordance with Regulation (EC) No 549/2004 of the European Parliament and of the Council on EU-wide performance targets for the reference period (C(2022) 2302 final), the Minister responsible for infrastructure issued Decision No. 3722-15/2018-02011841 (/upload/attachment/4d055b5af15d9a7.pdf) of 10.5.2022, by which he adopted the Implementation Plan of Slovenia for the third reference period (RP3, 2020 – 2024) - Slovenia RP3 Performance Plan.pdf (/upload/editor/file/filef0f61e9c175d0b4.pdf).

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