EUROCONTROL

2019

LSSIP 2019 - SLOVENIA
LOCAL SINGLE SKY IMPLEMENTATION

Level 1 - Implementation Overview

FOREWORD

"We manage a seamless European airspace by linking together the elements of the European air traffic management system. Focusing on performance of the European network, we ensure that flights reach their destination safely, on time, with the least possible impact on environment and in a cost-efficient way".

With this mission, as Director NM, I must ensure to develop and operate effectively and efficiently the air traffic management network in Europe and beyond, to meet current and future airspace and ground capacity needs, in full partnership with all operational stakeholders.

In particular, one of the NM activities through the Infrastructure Division, is to focus on the planning and monitoring of the European ATM implementation of the SES objectives at the local level according to EU legislation.

For more than 26 years, the Local Single Sky ImPlementation (LSSIP) documents are expressing yearly the 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).

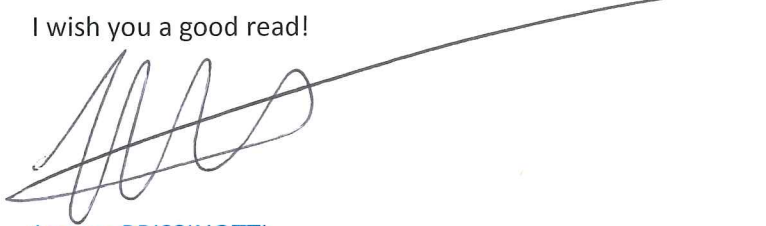
These documents provide an extensive and harmonised picture, for the benefit of the ATM community at large, of how all ECAC States as well as States having a Comprehensive Agreement with EUROCONTROL, and stakeholders concerned, are progressing in planning and deploying the mature elements of the European ATM Master Plan and the European aviation policies.

The reliability and quality of the data provided by the national stakeholders is of such a high quality that it allowed, for the fifth 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. EUROCONTROL undertakes this work, on behalf of ICAO, for all 55 ICAO/EUR States in accordance with the Global Air Navigation Plan (GANP).

In addition, EUROCONTROL is developing efficient practices to avoid unnecessary duplication of reporting. We are cooperating with the SESAR Deployment Manager, the SESAR Joint Undertaking, the European Defence Agency and NATO on optimising the reporting mechanisms for relevant stakeholders by collecting some of the information needed on their behalf through the LSSIP process.

I would like to thank all the stakeholders for their engagement and 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!

I wish you a good read!



Iacopo PRISSINOTTI
Director NM – Network Manager
EUROCONTROL

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Available in	https://www.eurocontrol.int/service/local-single-sky-implementation-monitoring

Reference Documents	
LSSIP Documents	https://www.eurocontrol.int/service/local-single-sky-implementation-monitoring
Master Plan Level 3 – Plan Edition 2019	https://www.eurocontrol.int/publication/european-atm-master-plan-implementation-plan-level-3-2019
Master Plan Level 3 – Report Year 2019	https://www.eurocontrol.int/publication/european-atm-master-plan-implementation-report-level-3-2019
European ATM Portal	https://www.atmmasterplan.eu/
STATFOR Forecasts	https://www.eurocontrol.int/statfor
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 2019 document and the signatures confirm the correctness of the reported information and reflect the commitment to implement the actions laid down in the European ATM Master Plan Level 3 (Implementation View) – Edition 2019.

Stakeholder / Organisation	Name	Position	Signature and date
Ministry of Infrastructure	Jernej Vrtovec	Minister	6.5.2020
Ministry of Defence	Mag. Matej Tonin	Minister	REPUBLIKA SLOVENIJA MINISTRSTVO ZA OBRAMBO LJUBLJANA 1
Civil Aviation Agency	Rok Marolt	Director	21.4.2020
Slovenia Control, Ltd	Dr. Franc Željko Županič	Director	23/04/2020
Fraport Slovenija, d.o.o.	Zmago Skobir	Managing Director	6.5
	Oliver Weiss	Chief Operating Officer / Procurator	5.5.20

TABLE OF CONTENTS

Executive Summary

National ATM Context

Member State of:

The main national 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, 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, 46/16 and 47/19) 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.

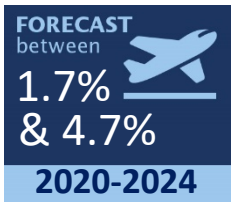
Military Aviation Authority (MAA) was established in 2004. It is the highest military aviation authority of Slovenian Armed Forces and it is independent part of General Staff of Slovenian Armed Forces within the Ministry of Defence (MoD). MAA carries out a range of regulatory and supervisory functions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

The main airport covered by LSSIP is Ljubljana Jože Pučnik Airport.

Traffic and Capacity

Summer Forecast (May to October inclusive)



Per ACC

Slovenia is part of:

The FAB CE – FAB Central Europe

Number of national projects: 6
Number of FAB projects: 7
Number of multinational projects: 2

National projects key areas are mainly connected with ATM system upgrade, data link and ADQ. The FAB CE projects are in detail explained in chapter 5.1.

Summary of 2019 developments:

The overall implementation of the objectives is satisfactory. All national stakeholders are fully engaged in the implementation of SES legislation.

The objective New Pan-European Network Service (NewPENS) was completed in 2019. Objectives ITY-ACID, COM11.1, ITY-SPI, ITY-AGDL, ITY-AGVCS2, NAV03.1 and NAV03.2 are planned to be completed in 2020.

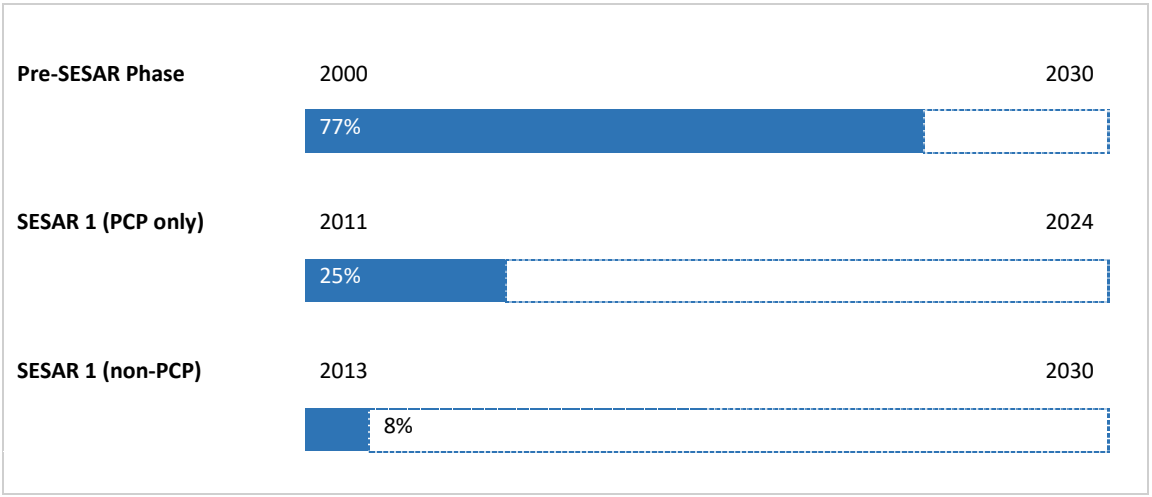
Some changes to implementation objectives affected the stakeholder status of implementation (e.g. ATC02.9). A few objectives are however completed by stakeholder but are dependent to adjacent States (e.g. ITY-COTR). In the case of the ITY-AGDL the service offered are SITA only. Therefore, the objective is showed as late. Negotiations with AIRINC are ongoing. Most of the local objectives are not yet planned and subject to cost-benefit analysis.

Progress per SESAR Phase

The figure below shows the progress made so far in the implementation of the SESAR baseline (Pre-SESAR and SESAR1 non-PCP) and the PCP elements.

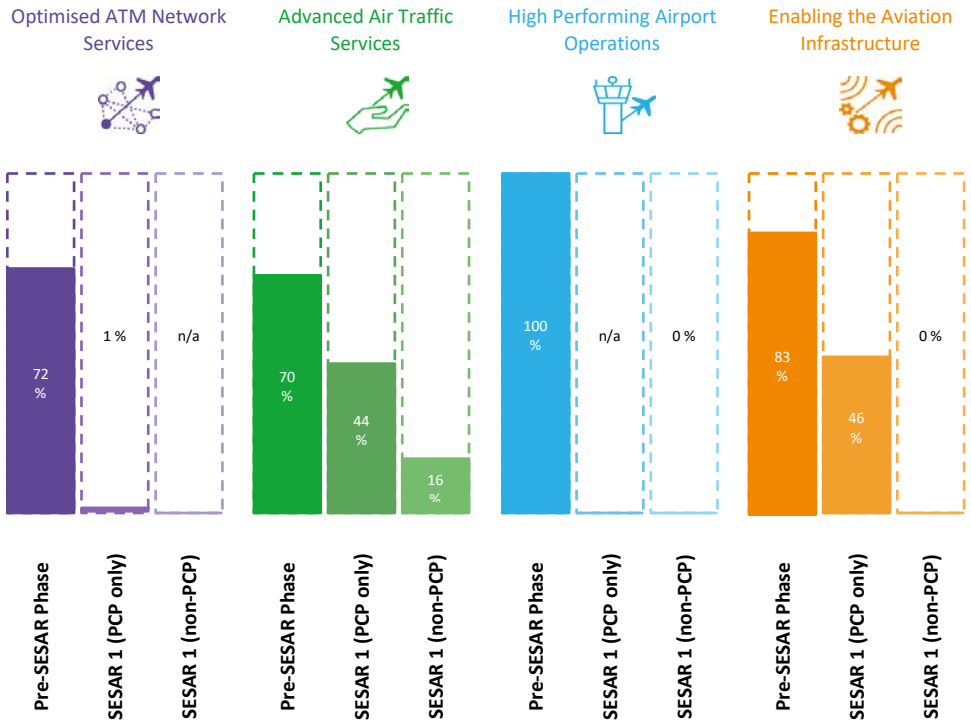
It shows the average implementation progress for all objectives grouped by SESAR Phases, excluding those for which the State is outside the applicability area as defined on a yearly basis in the European ATM Master Plan (Level 3) 2019, i.e. disregarding the declared “NOT APPLICABLE” LSSIP progress status.

The SESAR 1 (non-PCP) progress in the graphics below for this State is based on the following objectives: AOP14, AOP15, AOP16, AOP18, ATC02.9, ATC18, ATC19, ATC20, NAV12 and COM11.2.



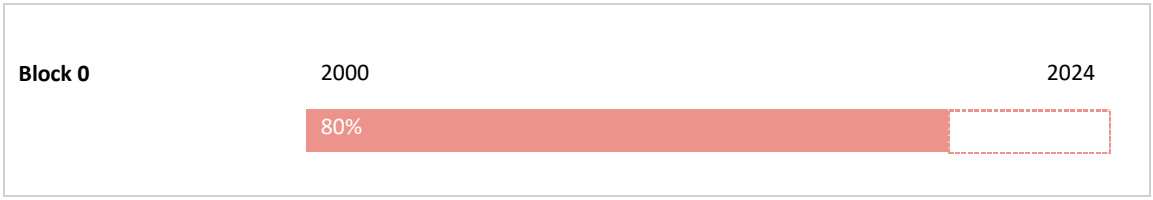
Progress per SESAR Key Feature and Phase

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 Block 0. 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 5.3 – ICAO ASBU Implementation Progress.



ATM Deployment Outlook

State Objectives

✓ **Deployed in 2018 - 2019**

- New Pan-European Network Service (NewPENS)
COM12 - 100 % progress

By 2020	By 2021	By 2022	By 2023+
- Voice over Internet Protocol (VoIP) in En-Route COM11.1 - 83 % progress **- RNP 1 in TMA Operations** NAV03.2 - 06 % progress **- 8,33 kHz Air-Ground Voice Channel Spacing below FL195** ITY-AGVCS2 - 65 % progress **- Initial ATC Air-Ground Data Link Services** ITY-AGDL - 99 % progress **- Ensure Quality of Aeronautical Data and Aeronautical Information** ITY-ADQ - 67 % progress **- Aircraft Identification** ITY-ACID - 72 % progress **- Surveillance Performance and Interoperability** ITY-SPI - 64 % progress **- RNAV 1 in TMA Operations** NAV03.1 - 65 % progress **- ASM Support Tools to Support Advanced FUA (AFUA)** AOM19.1 - 10 % progress **- Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) Handling** AOM13.1 - 17 % progress	**- Full Rolling ASM/ATFCM Process and ASM Information Sharing** AOM19.3 - 00 % progress **- Interactive Rolling NOP** FCM05 - 00 % progress **- Electronic Dialogue as Automated Assistance to Controller during Coordination and Transfer** ATC17 - 70 % progress **- ASM Management of Real-Time Airspace Data** AOM19.2 - 00 % progress **- Extended Flight Plan** FCM08 - 00 % progress **- Implementation of ground-ground automated co-ordination processes** ITY-COTR - 96 % progress **- Automated Support for Conflict Detection, Resolution Support Information and Conformance Monitoring** ATC12.1 - 13 % progress **- Short Term ATFCM Measures (STAM) - Phase 2** FCM04.2 - 00 % progress **- Traffic Complexity Assessment** FCM06 - 00 % progress **- Short Term Conflict Alert (STCA) for TMAs** ATC02.9 - 82 % progress	**- Ground-Based Safety Nets** ATC02.8 - 28 % progress	**- RNP Approach Procedures to instrument RWY** NAV10 - 34 % progress **- Voice over Internet Protocol (VoIP) in Airport/Terminal** COM11.2 - 00 % progress **- Information Exchanges using the SWIM Yellow TI Profile** INF08.1 - 03 % 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 2019, 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, it gives an overview of the Airspace Organisation and Classification, the ATC Units;

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 also presents 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;

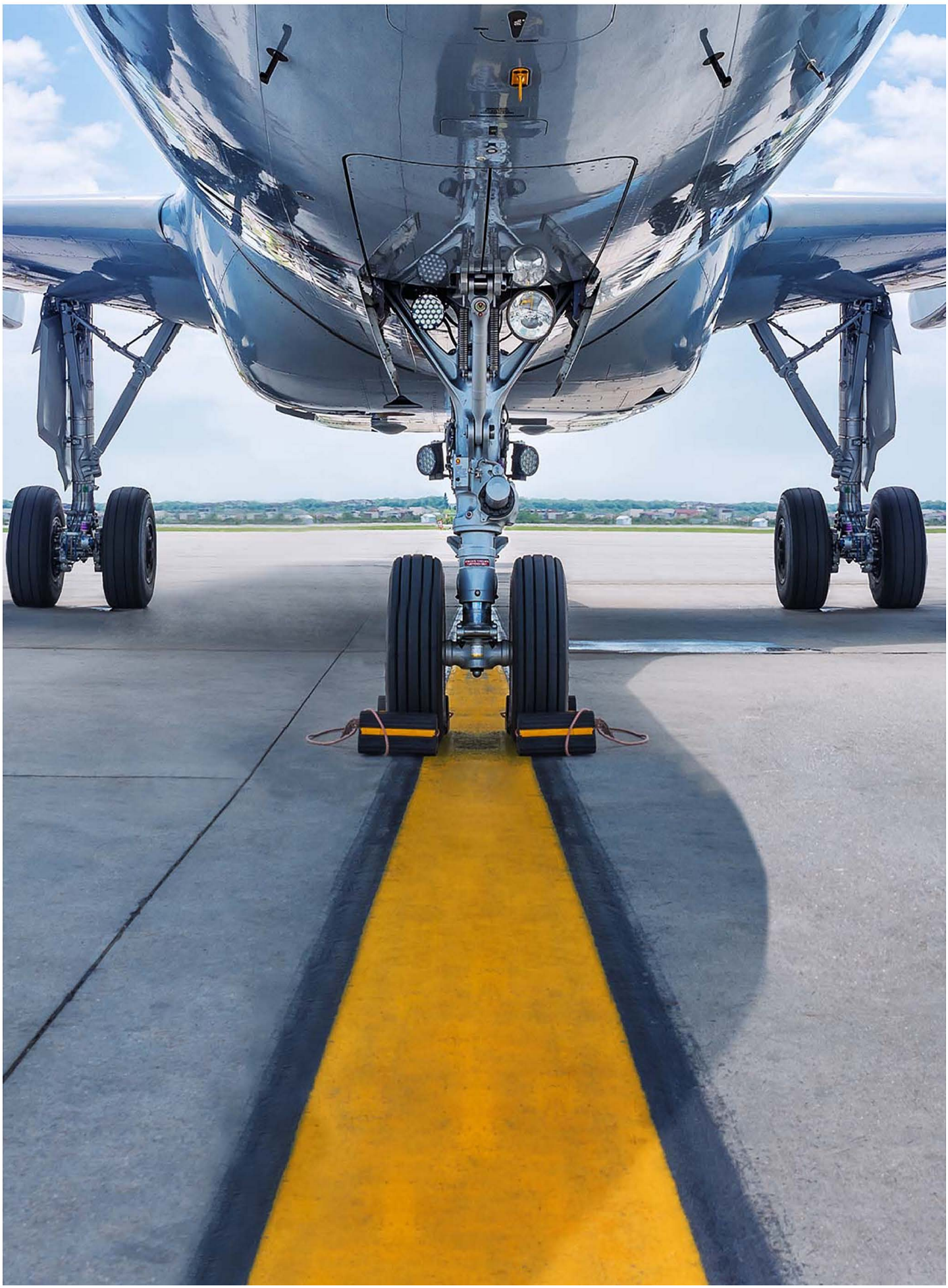
Chapter 3 provides the main Implementation Projects (at national, FAB and multinational level) which contribute directly to the implementation of the MP Operational Improvements and/or Enablers and Implementation Objectives. The Level 1 document covers a high-level list of the projects showing the applicable 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 the Level 2 document;

Chapter 4 deals with other cooperation activities beyond Implementation Projects. It provides an overview of the FAB cooperation, as well as all other multinational 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 5 contains aggregated information at State level covering the overall level of implementation, implementation per SESAR Key Feature and implementation of ICAO ASBUs. In addition, it provides the high-level information on progress and plans of each Implementation Objective. 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.

The 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 (REG, ASP, MIL and APO) to achieve their respective Stakeholder Lines of Action (SLoAs) as established in the European ATM Master Plan L3 Implementation Plan Edition 2019. In addition, it covers a detailed description of the Implementation Projects for the State as extracted from the LSSIP Data Base.

The information contained in Chapter 5 – Implementation Objectives Progress 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

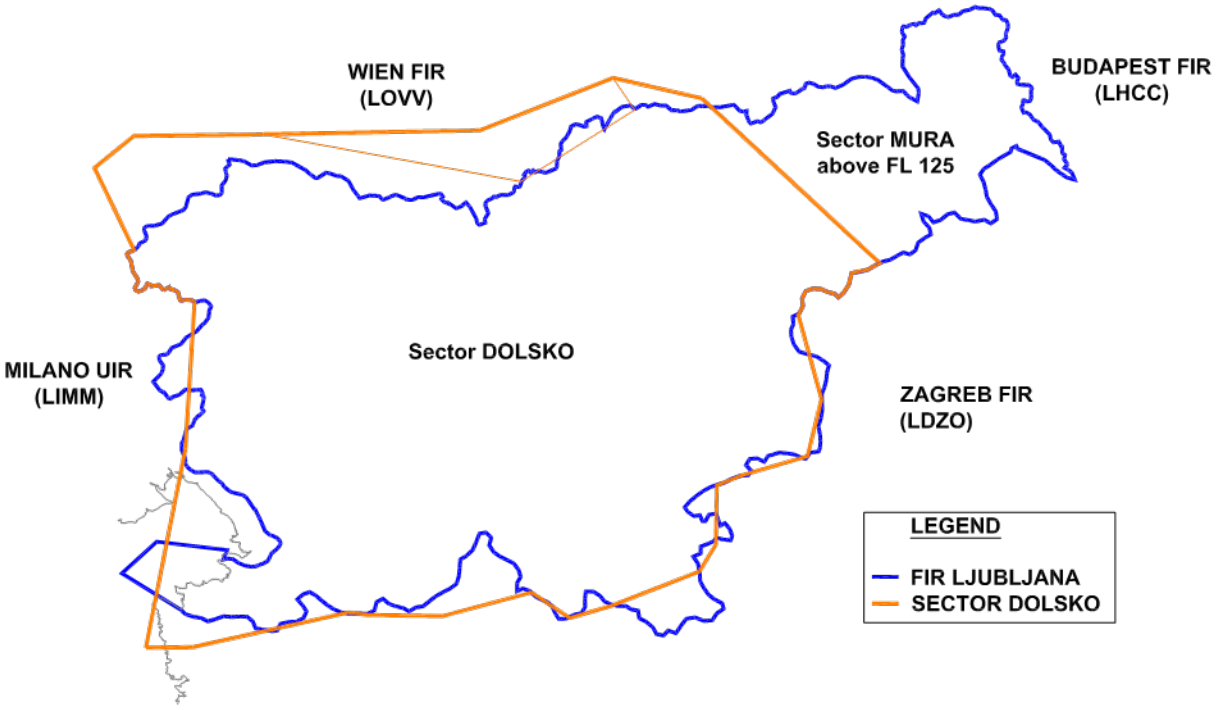
The Republic of Slovenia is a member of the following international organisations in the field of ATM:

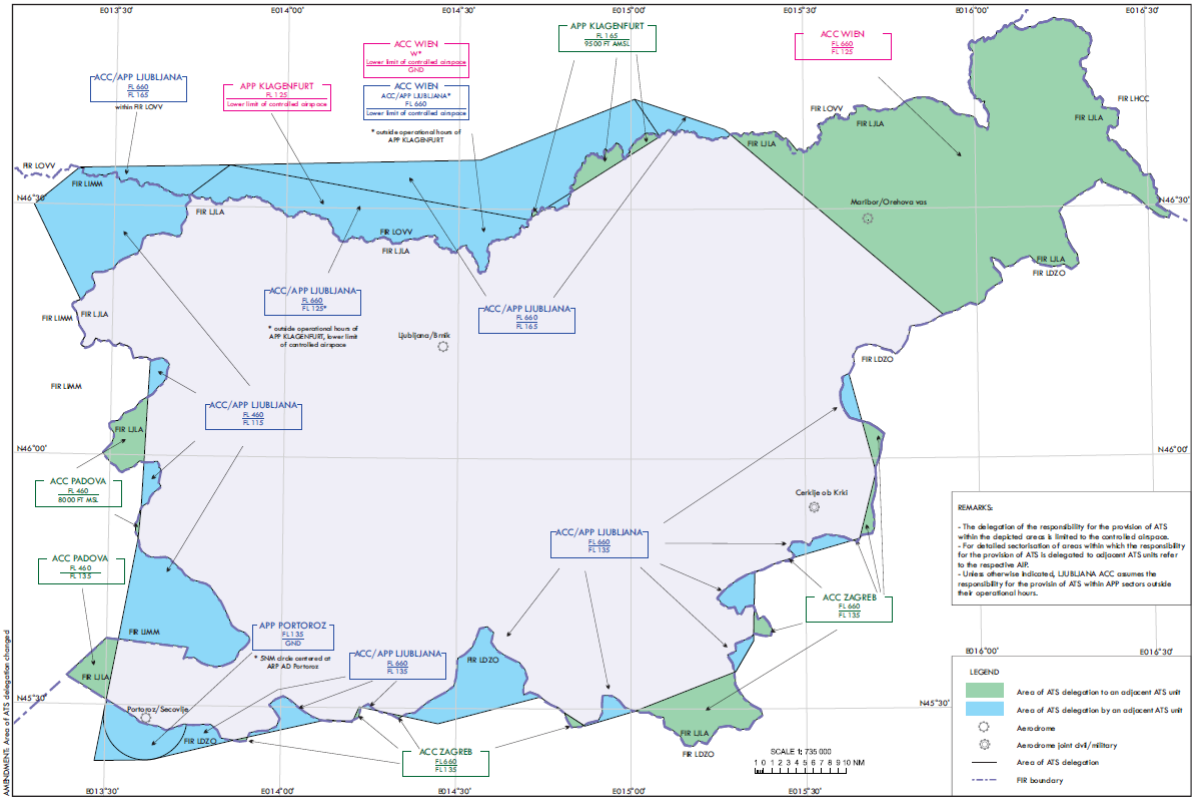
Organisation		Since
ECAC	✓	1992
EUROCONTROL	✓	1995
European Union	✓	2004
EASA	✓	2004
ICAO	✓	1992
NATO	✓	2004
ITU	✓	1992
WMO	✓	1992
EDA	✓	2004

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 2019 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. The provision is arranged with a LOA between Slovenia Control and Austrocontrol.

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.

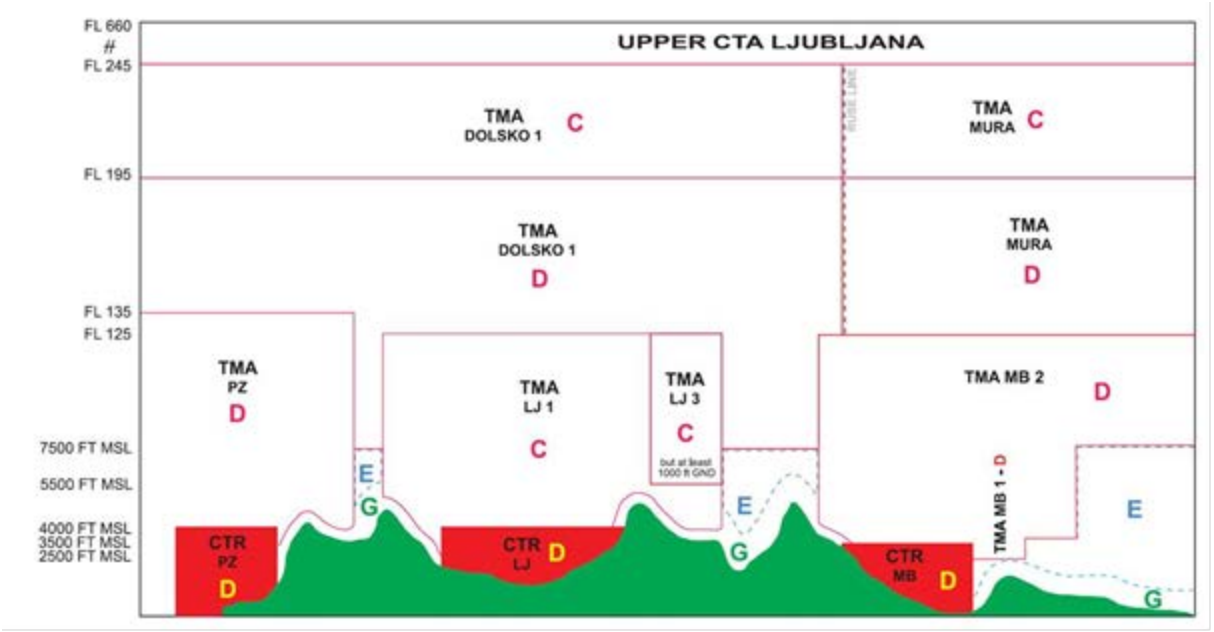
There are three TMAs serving ATS services at three international airports:

- 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 23 May 2019).



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 2018 Available at https://www.caa.si/letna-porocila-agencije.html (in Slovene language only). The Annual Report for year 2019 is under preparation and will be available in spring 2020.

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

[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)).

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 three 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

Ljubljana Jože Pučnik Airport is the only airport covered by this LSSIP. The airport operator of Ljubljana Airport is Fraport Slovenija, d.o.o. EU Regulations mainly mandate the objectives applicability area. The terms used to define the applicability area are defined in Annex 1 of the European ATM Master Plan (plan 2019).

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

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 2020, 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	

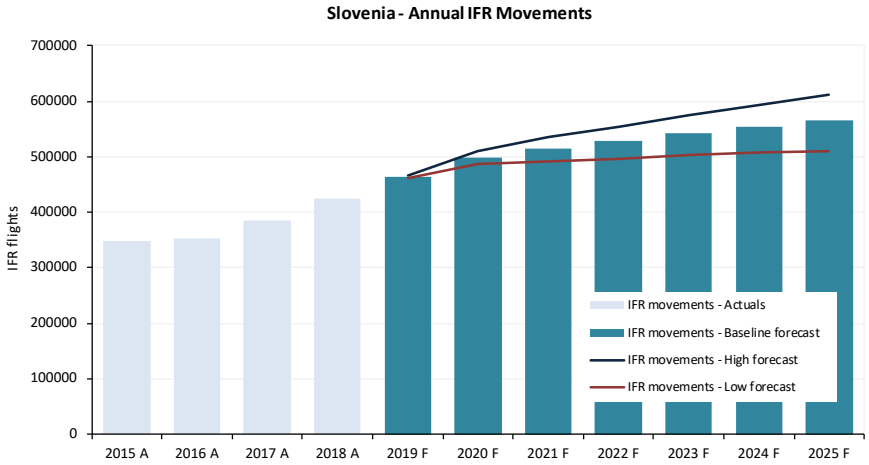
If Military fly GAT-IFR inside controlled airspace, specify existing special arrangements:								
No special arrangements					Exemption from Route Charges			Y
Exemption from flow and capacity (ATFCM) measures				N(*)	Provision of ATC in UHF			Y
CNS exemptions:	RVSM	N	8.33	Y(**)	Mode S	Y	ACAS	N/A
Others:	(*) Exemption only for status flights STS/HEAD, STS/SAR, STS/STATE (**)https://www.sloveniacontrol.si/acrobat/aip/Operations/2019-12-13/html/index.html							

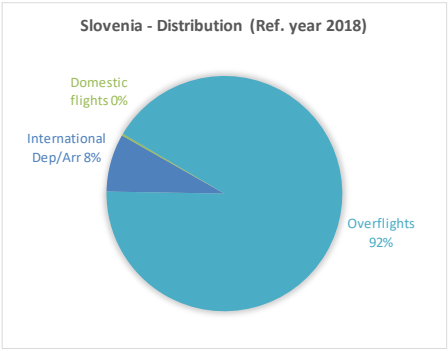
Flexible Use of Airspace (FUA)

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 (Autumn 2019)											
IFR flights yearly growth		2016 A	2017 A	2018 A	2019 F	2020 F	2021 F	2022 F	2023 F	2024 F	2025 F
Slovenia	H				9.8%	9.7%	4.9%	3.7%	3.4%	3.4%	3.0%
	B	1.7%	9.3%	9.7%	9.4%	7.8%	3.2%	2.8%	2.4%	2.5%	1.9%
	L				8.9%	5.7%	1.0%	1.1%	1.0%	1.1%	0.4%
ECAC	B	2.8%	4.0%	3.8%	1.1%	2.3%	1.9%	2.2%	1.8%	1.9%	1.4%

2019

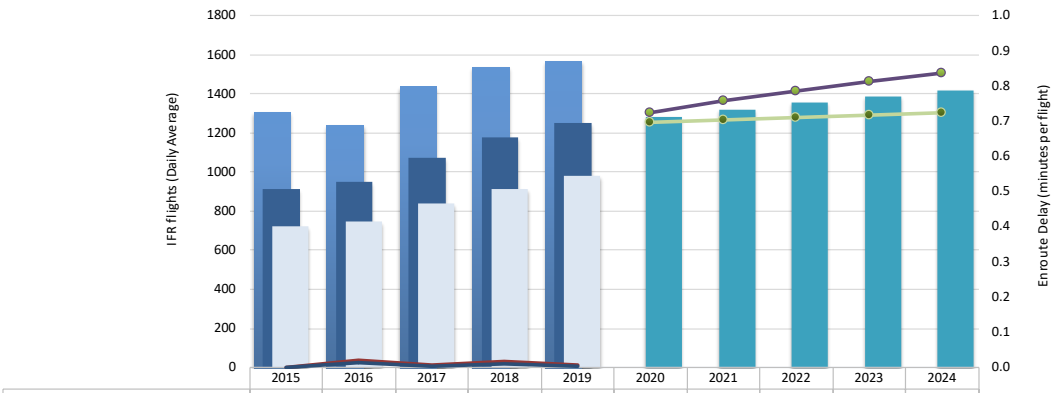
According to EUROCONTROL NMIR data, traffic in Slovenia Control area of responsibility increased by 7.3% in 2019 compared to 2018.

2020-2024

The EUROCONTROL Seven-Year Forecast predicts an average annual increase between 1.7% and 4.7% during the planning cycle, with a baseline growth of 3.4%.

2.2. ACC LJUBLJANA

Traffic and en-route ATFM delays 2015-2024



	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Peak Day Traffic	1305	1242	1438	1536	1565					
Summer Traffic	914	952	1073	1176	1253					
Yearly Traffic	725	745	841	915	981					
Summer Traffic Forecast						1281	1321	1355	1387	1418
High Traffic Forecast - Summer						1304	1365	1416	1462	1506
Low Traffic Forecast - Summer						1255	1267	1280	1290	1301
Summer enroute delay (all causes)	0.00	0.02	0.01	0.02	0.01					
Yearly enroute delay (all causes)	0.00	0.01	0.00	0.01	0.01					

Source: EUROCONTROL NMIR data

Performance summer 2019

Ljubljana ACC	Traffic evolution (2019 vs 2018)			En-route Delay (min. per flight)		Capacity (2019 vs 2018)		
	Traffic Forecast		Actual Traffic	All reasons	ACC Reference Value	Planned	Achieved	Capacity gap?
	Current Routes	Shortest Routes						
Year	H: 6.0% B: 4.9% L: 2.8%	+11%	+7.3%	0.01	0.22			
Summer			+6.6%	0.01		99 (+6%)	98 (+5%)	No

Summer 2019 performance assessment

The average en-route delay per flight slightly decreased from 0.02 minutes per flight in summer 2018 to 0.01 minutes per flight during summer 2019.

52% of the Summer delays were due to ATC capacity and 48% due to weather.

The capacity baseline was estimated with ACCESS at 98. The peak 1 hour demand was 92 and the peak 3 hour demand was 84 during the summer 2019.

Operational actions	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	STAM used on FAB level.
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	
Additional ATCOs will be recruited as necessary	Yes	Training started for 3 new ATCOs.
Minor system upgrades as necessary	Yes	

Sector capacity assessment and increase approximately 5-7% for certain sectors	Yes	
Flexible sector configurations, adapting regularly based on demand	Yes	Added 2 new configurations.
Maximum configuration: 5 sectors	Yes	Was available on Saturdays.

Planning Period 2020-2024

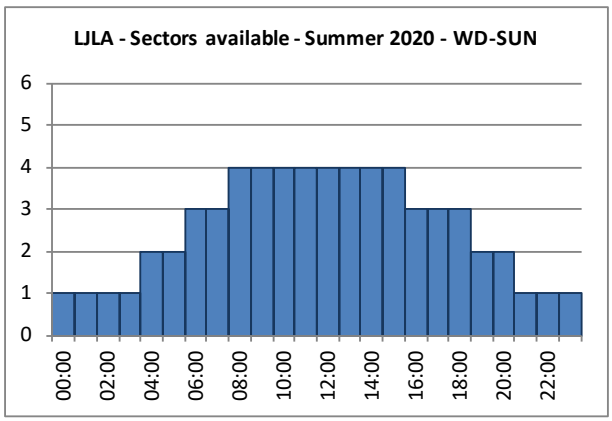
The planning focuses on the Summer season to reflect the most demanding period of the year from a capacity perspective. This approach ensures consistency with the previous planning cycles.

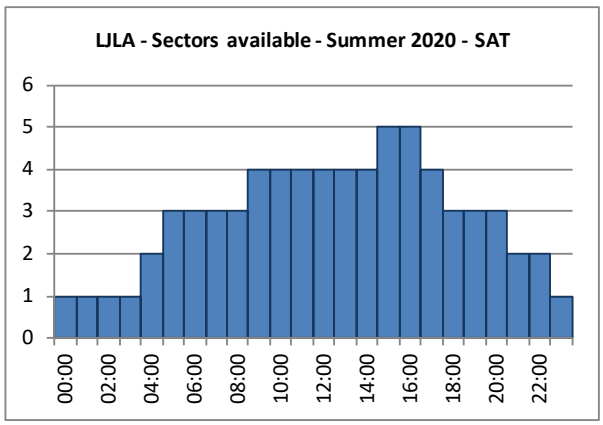
The measures for each year are the measures that will be implemented before the summer season

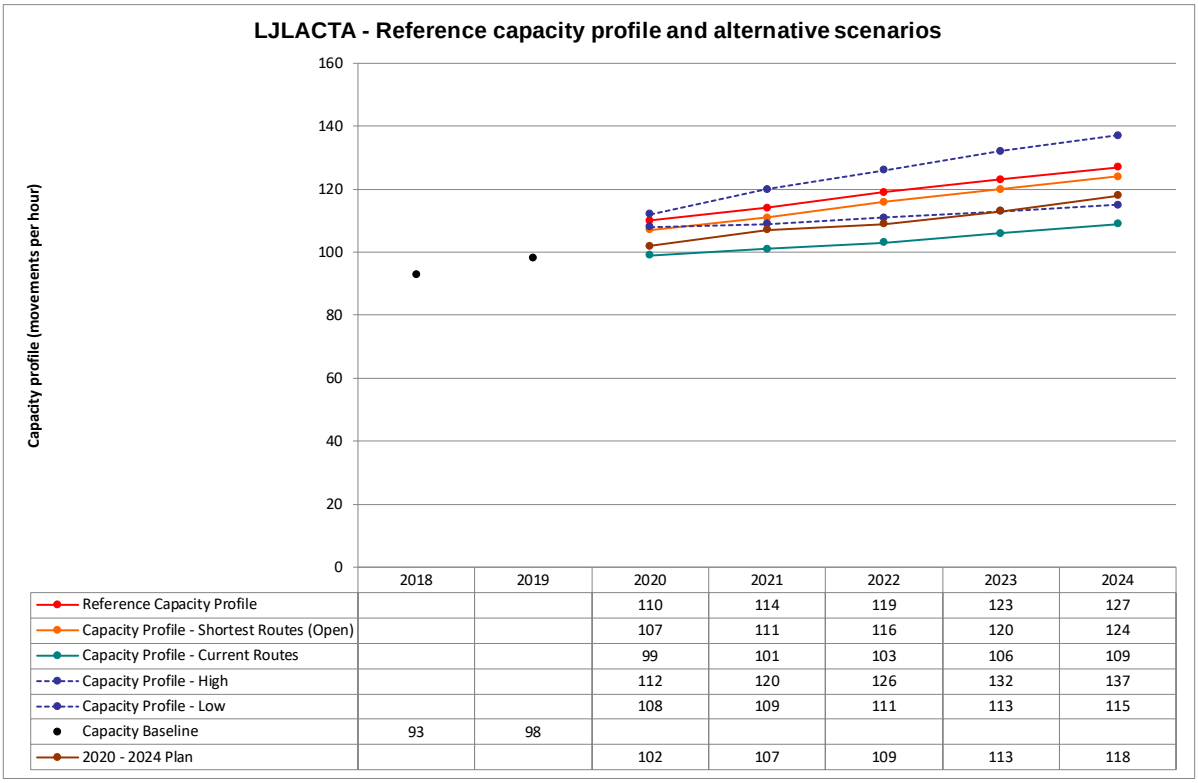
Summer Capacity Plan					
	2020	2021	2022	2023	2024
Free Route Airspace	Stepped implementation of FRA according to the FAB CE Airspace Plan, SAXFRA project, SECSI FRA project and new FRA related initiatives, if any, will be reflected in FAB CE Airspace Plan				
Airspace Management Advanced FUA					
Airport & 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% fur cartani sektor	New study of sector capacities and configurations		
	Flexible sector configurations, adapting regularly based on demand				
Significant Events					
Max sectors	5	5	5	5	5
Planned Annual Capacity Increase	4%	5%	2%	4%	4%
Reference profile Annual % Increase	12%	4%	4%	3%	3%
Current Routes Profile % Increase	1%	2%	2%	3%	3%
Difference Capacity Plan v. Reference Profile	-7.3%	-6.1%	-8.4%	-8.1%	-7.1%
Difference Capacity Plan v. Current routes Profile	3.0%	5.9%	5.8%	6.6%	8.3%
Annual Reference Value (min)	0.22	0.22	0.18	0.12	0.12
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.				

The following graphs are showing standard opening of sectors for Summer 2020 on busy days, weekdays and weekends.

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







	2018	2019	2020	2021	2022	2023	2024
Reference Capacity Profile			110	114	119	123	127
Capacity Profile - Shortest Routes (Open)			107	111	116	120	124
Capacity Profile - Current Routes			99	101	103	106	109
Capacity Profile - High			112	120	126	132	137
Capacity Profile - Low			108	109	111	113	115
Capacity Baseline	93	98					
2020 - 2024 Plan			102	107	109	113	118

2020-2024 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 2020 will be flexibly adapted depending on the traffic growth.

3. Implementation Projects

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

3.1. National projects

Name of project:	Organisation(s):	Schedule:	Status:	Links:
ADQ	Slovenia Control (SI)	2015 - 2020	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 all international aerodromes, CNS, ATS 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). Additionally Formal Arrangements are in negotiations (MoD, GIS, CAA, national aerodromes, Austria, Croatia, and Italy). Implementation of AIXM 5.1 database is dependent on EUROCONTROL transition process and resources available.	L3: ITY-ADQ DP: N/A RP2 PP: AIXM Database (Capex 3)
ATM System Upgrade	Slovenia Control (SI)	2015 - 2020	Project ongoing	L3: ATC12.1, ATC17 DP: N/A RP2 PP: ATM System upgrade (Capex 4)

Name of project:	Organisation(s):	Schedule:	Status:	Links:
Data Link (CDPCL)	Slovenia Control (SI)	2018/20	Project initiated on ANSP level - ongoing activity	L3: ITY-AGDL DP: Air Ground Datalink Implementation RP2 PP: Datalink/CPDLC (Capex 1)
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 - 2020	New Mode-S sensor implemented in 2015, declaration of Mode S airspace above FL 245 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: COM11.1 RP2 PP: Capex 5 (operational VoIP)

3.2. FAB projects

Name of project:	Organisation(s):	Schedule:	Status:	Links:
ADS-B Deployment	ASP ANS CR (CZ), Austrocontrol (AT), CCL Service Provider (HR), HungaroControl (HU), Slovenia Control (SI)	Start: June 2019, End: June 2021	Ongoing	-
Airspace Task Force	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: 10.04.2019, End: 30.05.2020	Activities are ongoing	L3: AOM21.2
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)	Start 3.1.2011, End: Continuous	FAB CE FRA Study was completed in 2017. Other activities above are ongoing.	L3: AOM21.2 DP: N/A but included in DP16 under '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')
Datalink monitoring	ASP ANS CR (CZ), CCL Service Provider (HR), Letové prevádzkové služby Slovenskej republiky, štátny podnik (SK)	Start: June 2019, End: June 2021	-	-
FAB CE Contingency Readiness - Phase II	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: 01.01.2019, End: 31.12.2020	Activities are ongoing	-
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: February 2020	On-going	-
SSR Frequency monitoring	ASP ANS CR (CZ), Austrocontrol (AT), CCL Service Provider (HR), Civil Aviation Agency (CAA) (SI), HungaroControl (HU), Letové prevádzkové služby Slovenskej republiky, štátny podnik (SK)	Start: June 2019, End: December 2020	Ongoing	-

4. Cooperation activities

4.1. 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 agreement allows FAB CE partners with a focus on a specific area of performance improvement to form new collaborative agreements, which helps to address specific customer requirements while increasing the overall effectiveness of the FAB CE work programme.

There have been a number of important achievements in 2019 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' in 2018 and dedicated a lot of effort to initiate actions to be taken by FAB CE ANSPs in support of the Network Manager's (NM) European Airspace Architecture Study (EAAS) airspace re-configuration programme Transition Plan. The ANSPs agreed a number of important airspace design improvement studies and related technical programmes to ensure airspace users can further optimize their trajectories through FAB CE airspace over the coming years. This triggered also a complete revision of the FAB CE Strategy for 2020-2030 to be fully aligned with the EAAS vision, which has been mostly completed in 2019 and is now pending approval. More detailed actions how to achieve the vision are now being elaborated in the new FAB CE High Level Plan.
- FAB CE has established a Task Force to study further areas of regional cooperation with the aim of establishing an airspace design optimized for all airspace users aligned with the EAAS activities. FAB CE is fully prepared to cooperate with the Network Manager, supporting the planning and implementation of proposed concepts in a network centric approach and the implementation of Digital European Sky functionality, which was confirmed at the joint meetings with NM under the umbrella of this activity. FAB CE invited the NM to participate directly in the FAB CE Airspace Task Force activities and started to gather all requirements and views on NM roadmap proposals for a major re-sectorisation of FAB CE airspace.
- The FAB CE states, together with their neighbouring partners, are still at the frontline of the Free Route Airspace (FRA) implementation in the region. The NM confirmed that FAB CE is the most advanced FAB in terms of FRA deployment and very few elements are missing from the complete deployment of FRA procedures in the FAB CE area. Further organic expansion of FRA through the Introduction of the new sectorisation programme will need to be performed gradually. The completion of the SEE FRA project (South East Europe Free Route Airspace) on November 7, 2019 has opened up 24/7 cross border free route operations across the airspace of Bulgaria, Hungary and Romania. As a future step, Slovakia (as a part of SEEN FRA project - South East Europe Night Free Route Airspace together with Bulgaria, Hungary and Romania), will assess the opportunities to join the SEE FRA airspace as 24/7 free route operations are

already implemented within Slovakian airspace. To enable the full benefits of FRA implementation the FAB CE ANSPs agreed to start work on the implementation plan for the merger of the current SEE(N) FRA and SECSI FRA areas to enable FAB CE-wide seamless and traffic flow-oriented FRA area. Full FRA coverage in FAB CE will be achieved following the implementation in 2021 by ANS Czech Republic of FRA in the Prague flight information region (FIR).

- FAB CE ANSPs have completed Phase I of an activity to develop a joint contingency concept in cooperation with the Network Manager in 2018. 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 has now initiated 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. Due to the delays in NM coordination the project mobilisation has been however delayed and activities are planned to take place during 2020.
- The NAVAID optimisation project (which will improve interoperability and data-sharing through the optimisation of navigational aid infrastructure, reducing duplication and unnecessary complexity) significantly progressed in 2019. The processes for coordinated NAVAID infrastructure and preventive maintenance planning and information-sharing where operational dependencies are evident have been developed and are in the process of implementation. The second part of the project is focusing on an analysis of NAVAID infrastructure and coverage - including those of neighboring countries, is ongoing and is expected to be completed in the first quarter of 2020. The objective is to identify potential areas for improvement, including operational interdependencies and requirements. The third part, which is now completed, focused 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 ANSPs finalised their common approach to meeting the requirements for Air Traffic Safety Electronics Personnel (ATSEP) training required by European Commission Regulation 2017/373, the “Air Traffic Management Common Requirements Implementing Regulation” (ATM IR), which comes into effect on 2 January 2020. It has required a considerable level of cooperation among FAB CE partners to develop a common approach to certifying ATSEP competency levels as each ANSP has deployed different technologies, and has different support and training requirements.
- In 2019, FAB CE has identified and initiated a number of cooperation activities in the technical domain. These include a coordinated approach to ADS-B deployment, coordinated monitoring and protection of surveillance frequencies, common approach to datalink monitoring. Several ANSPs participate in the smart procurement of spare parts procurement and equipment suppliers have been contacted to investigate procurement pooling arrangements. The processes established under the previous project on surveillance infrastructure and services optimisation are ongoing. A group of the ANSPs are working on coordinated testing to enable sharing of the experience between ANSPs and allow more efficient planning of VoIP. Other cooperation activities include the assessment of the future FAB CE communication network called X-bone, joint RCOM and NAV workshops and coordination of the cyber security activities.

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.

4.2. Multinational cooperation initiatives

South East Common Sky Initiative Free Route Airspace (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 February 2018 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)

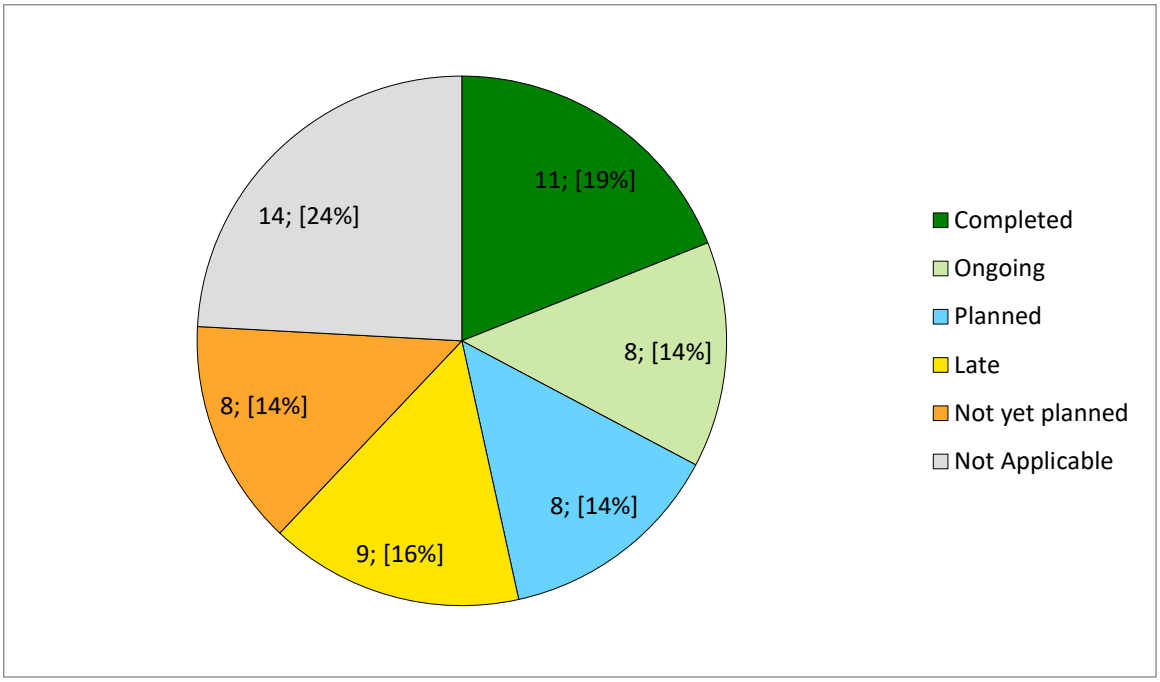
On the 30th March 2017, the DANUBE FAB (Romania and Bulgaria) and Hungary introduced SEEN FRA by bridging the airspace between the two Functional Airspace Blocks of the DANUBE FAB and FAB CE during the time period 2300-0500 (2200 - 0400) UTC. At the end of 2018, the initiative was expanded by the airspace 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) have extended 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.

5. Implementation Objectives Progress

5.1. State View: Overall Objective Implementation Progress

The graph below shows progress for all Implementation Objectives (applicable and not applicable to the State).



The main highlights of this year cycle of Implementation Objectives are:

In 2019, the objective New Pan-European Network Service (NewPENS) - COM12 was finalized.

The following objectives are foreseen to be completed by 2020:

- ITY-AGDL (Initial ATC air-ground data link services): the implementation was partially finalized in December 2018 and the final operational capability was done in January 2019. However, the services offered in LJUBLJANA FIR are not DLIC, ACL, ACM, AMC but SITA only. Therefore, the status is still showed as late. Slovenia Control is negotiating contract conditions with AIRINC. All contractual issues are agreed the only open issue is concerning the pricing.

- ITY-ACID The airspace where the capability to use the downlinked aircraft ID is implemented only for the upper airspace (above FL 245). No lower airspace nor aerodromes have been declared. The latest is planned to be implemented by end of 2020.

- ITY-SPI (Surveillance Performance and Interoperability). The military authority plans to finalize this objective by June 2020. Aircraft will be equipped with Mode S and certified for operational use. Now approx. 77% of state a/c are equipped.

- ITY-AGVCS2 (8,33 kHz Air-Ground Voice Channel Spacing below FL195): Due to exemptions no changes in FRQ and procedures for ATC, FIS until 31.12.2020.

- NAV03.1 (RNAV 1 in TMA Operations): All RNAV SID/STAR are based on GNSS only for RNAV 1 (P-RNAV) certified aircraft. Ground NAV aids support for PBN will be discussed and decided through PBN transition plan.

- NAV03.2 (RNP 1 in TMA Operations): Slovenia Control has started the activity for the implementation of PBN transition plan and is foreseen to be completed by end 2020.

- COM11.1 (Voice over Internet Protocol (VoIP) in En-Route): 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 2020.
- ITY-ADQ (Ensure Quality of Aeronautical Data and Aeronautical Information): Implementation activities finished, however local AIXM 5.1 data transition to EAD SDD is still ongoing as Eurocontrol is late with EAD Release 12.

In regards to 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 (implemented only with PADOVA ACC, others waiting for results of OLDI working group). This objective is foreseen to be finalized in 2021.

The changes to the implementation objectives affected the stakeholder status of implementation (e.g. ATC02.9).

5.2. Objective Progress per SESAR Key Feature

The Implementation objectives progress charts per Key Feature below show progress only for Implementation Objectives applicable to the State/airport and which are not local objectives.

Note: The detailed table of links between Implementation Objectives and SESAR Key Features is available in Annex C: Implementation Objectives' links with SESAR, ICAO and DP.

Legend:

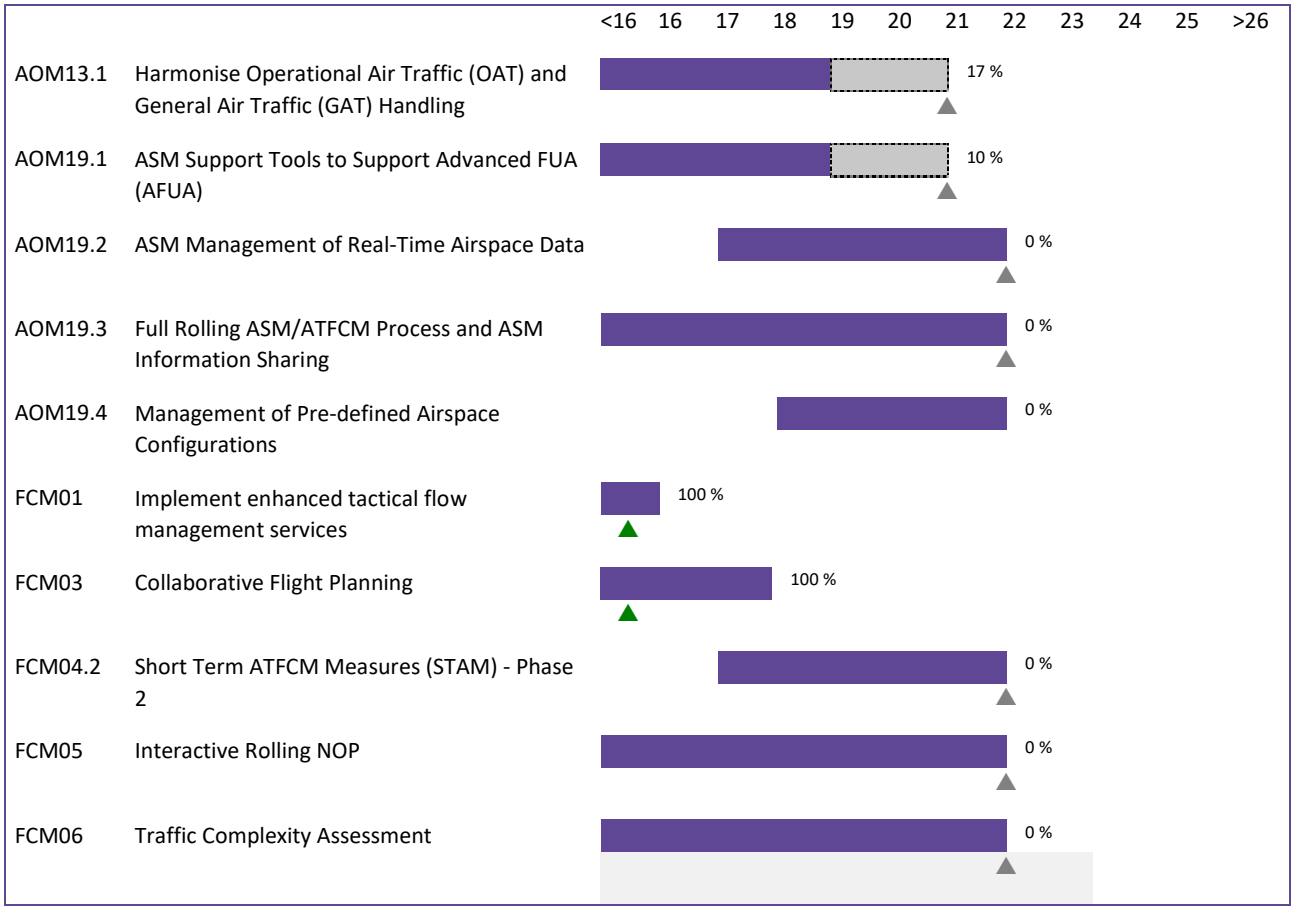
▲ ## % = Expected completion / % Progress

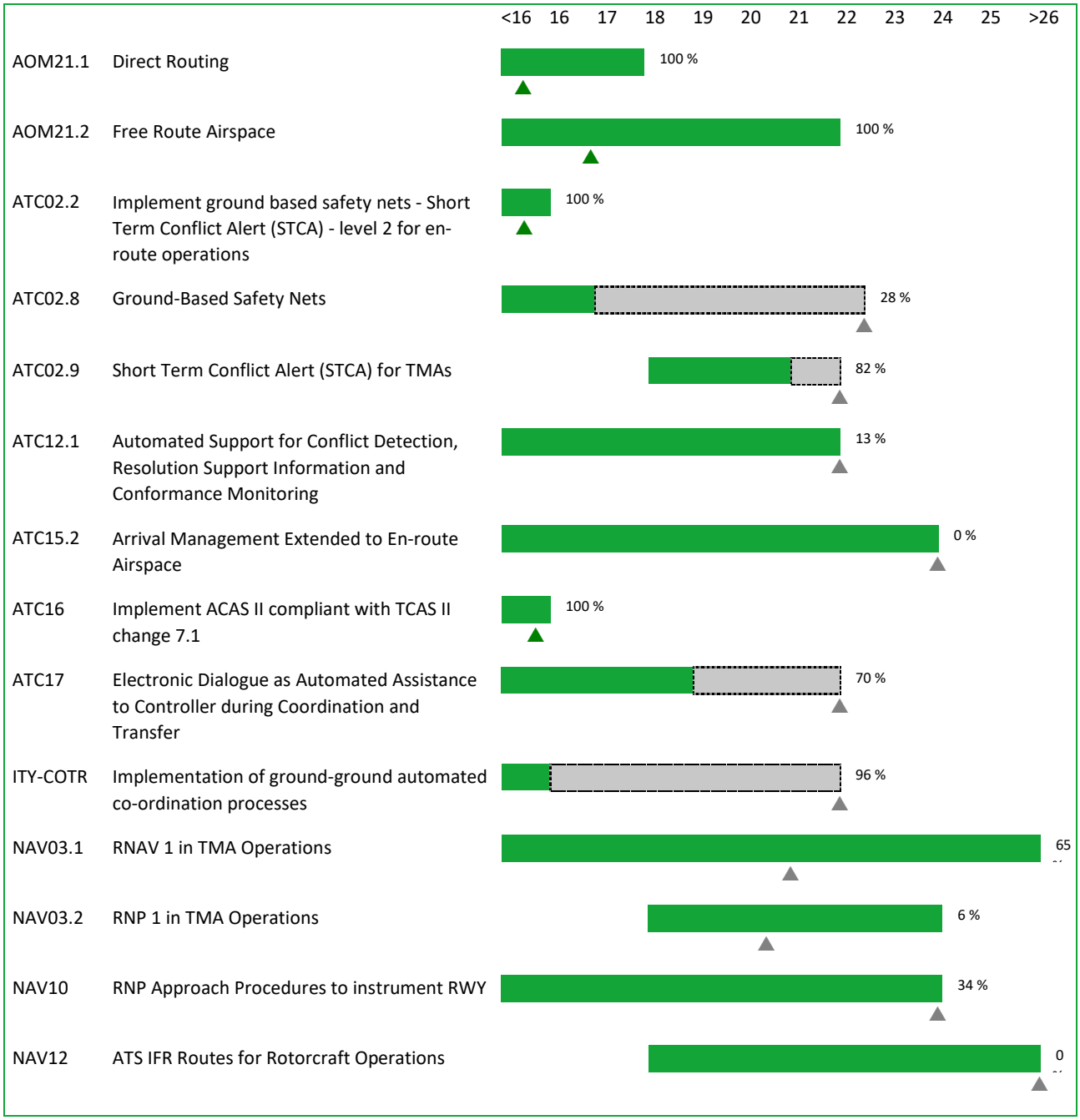
▲ 100% = Objective completed

= Implementation Objective timeline (different colour per KF)

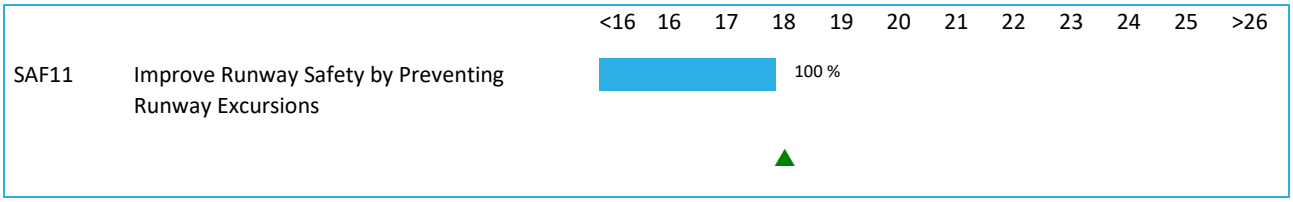
= Completion beyond Implementation Objective timeline

Optimised ATM Network Services

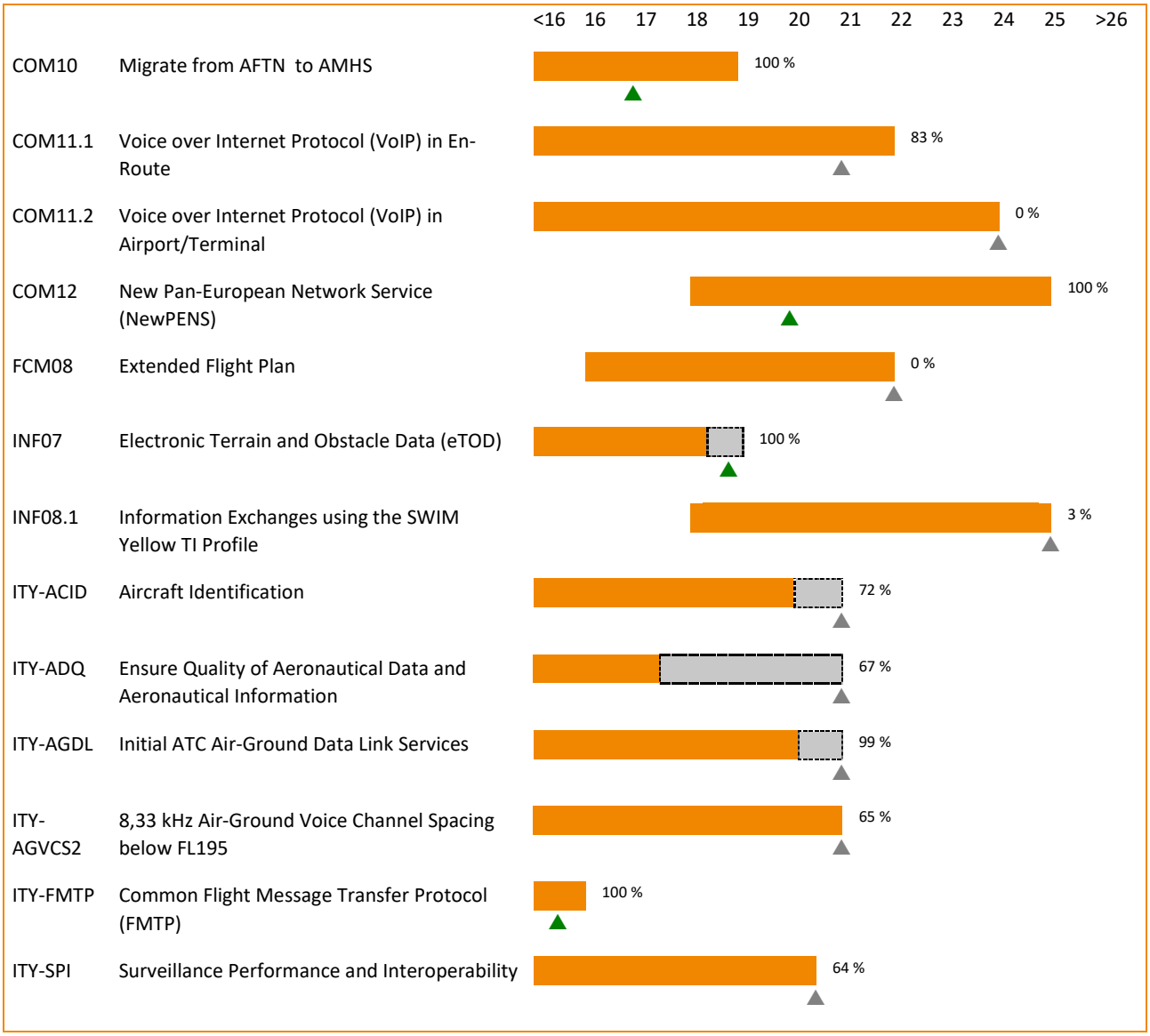



<16 16 17 18 19 20 21 22 23 24 25 >26
AOM21.1 Direct Routing
100 %
AOM21.2 Free Route Airspace
100 %
ATC02.2 Implement ground based safety nets - Short Term Conflict Alert (STCA) - level 2 for en-route operations
100 %
ATC02.8 Ground-Based Safety Nets
28 %
ATC02.9 Short Term Conflict Alert (STCA) for TMAs
82 %
ATC12.1 Automated Support for Conflict Detection, Resolution Support Information and Conformance Monitoring
13 %
ATC15.2 Arrival Management Extended to En-route Airspace
0 %
ATC16 Implement ACAS II compliant with TCAS II change 7.1
100 %
ATC17 Electronic Dialogue as Automated Assistance to Controller during Coordination and Transfer
70 %
ITY-COTR Implementation of ground-ground automated co-ordination processes
96 %
NAV03.1 RNAV 1 in TMA Operations
65
NAV03.2 RNP 1 in TMA Operations
6 %
NAV10 RNP Approach Procedures to instrument RWY
34 %
NAV12 ATS IFR Routes for Rotorcraft Operations
0

High Performing Airport Operations



Enabling Aviation Infrastructure



5.3. ICAO ASBU Implementation Progress

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 2019 declared statuses and progress of the relevant Implementation objectives in accordance with the mapping approved by the ICAO EUR EASPG/1 meeting (European Aviation System Planning Group).

Legend:

= Completed (during 2019 or before)

= Progress achieved in 2019

= Missing planning date

= Not applicable

5.4. Detailed Objectives Implementation progress

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

Main Objectives

AOM13.1	**Harmonize 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**
Key Feature: Optimised ATM Network Services				
-				
National OAT Regulation is in preparation and is planned to be adopted in 2020. Slovenia Control will be responsible to handle OAT traffic.				**31/12/2020**
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 09/2020.	-	40%	Late 30/09/2020
ASP (By:12/2018)				
Slovenia Control	Slovenia Control will be responsible to handle OAT traffic.	-	5%	Late 31/12/2020
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**
Links: B1-FRTO, B1-NOPS | Key Feature: Optimised ATM Network Services				
-				
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.	-	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**
Links: B1-FRTO, B1-NOPS | Key Feature: Optimised ATM Network Services				
-				
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.	-	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**
Links: B0-FRTO, B1-FRTO, B1-NOPS, B2-NOPS | Key Feature: Optimised ATM Network Services				
-				
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.	-	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**
Links: B1-FRTO, B1-NOPS | Key Feature: Optimised ATM Network Services				
-				
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**
Links: B0-FRTO, B1-FRTO | Key Feature: Advanced Air Traffic Services				
-				
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.	Airspace Task Force / DEVOPS: FABCE Development of Operational Performance and ATM Strategies (previously Project 1)	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**
Links: B0-SURF | Key Feature: High Performing Airport Operations				
LJLJ - Ljubljana Airport **(Outside Applicability Area)**				
Ljubljana Joze Pucnik Airport is not part of applicability area				**-**
REG (By:12/2010)				
Ministry of Infrastructure	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**
Links: B0-SURF | Key Feature: High Performing Airport Operations				
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**
Links: B0-ACDM, B0-RSEQ | Key Feature: High Performing Airport Operations				
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**
Links: B1-RSEQ, B2-WAKE | Key Feature: High Performing Airport Operations				
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**
Links: B1-ACDM | Key Feature: High Performing Airport Operations				
LJLJ - Ljubljana Airport **(Outside Applicability Area)**				
Slovenia will not implement objective AOP11, since the Aerodrome of Ljubljana is a low density area. However the Aerodrome of 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, the Aerodrome of 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**
Links: B2-SURF | Key Feature: High Performing Airport Operations				
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**
Links: B1-ACDM, B1-RSEQ, B2-SURF | Key Feature: High Performing Airport Operations				
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**
Links: B0-SNET, B1-SNET | Key Feature: Advanced Air Traffic Services				
-				
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 license) 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.				**01/06/2022**
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 license) 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 01/06/2022

ATC02.9	**Short Term Conflict Alert (STCA) for TMAs** ***Timescales:*** Initial operational capability: 01/01/2018 Full operational capability: 31/12/2020		**82%**	**Ongoing**
Links: B0-SNET, B1-SNET | Key Feature: Advanced Air Traffic Services				
-				
Slovenia Control implemented STCA in area and TMA environment.				**01/12/2021**
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.	-	82%	Ongoing 01/12/2021

ATC07.1	**AMAN Tools and Procedures** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
Links: B0-RSEQ | Key Feature: Advanced Air Traffic Services				
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**
Links: B1-FRTO | Key Feature: Advanced Air Traffic Services				
-				
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**
Links: B1-RSEQ | Key Feature: Advanced Air Traffic Services				
-				
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**
Links: B1-RSEQ | Key Feature: Advanced Air Traffic Services				
-				
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		**70%**	**Late**
Key Feature: Advanced Air Traffic Services				
-				
The coordination will be done on FAB CE level.				**31/12/2021**
ASP (By:12/2018)				
Slovenia Control	Will be done with cooperation with neighbors and FAB CE partners.	ATM System Upgrade	70%	Late 31/12/2021

COM10	**Migrate from AFTN to AMHS** ***Timescales:*** Initial operational capability: 01/12/2011 Full operational capability: 31/12/2018		**100%**	**Completed**
Key Feature: Enabling the Aviation Infrastructure				
-				
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

COM11.1	**Voice over Internet Protocol (VoIP) in En-Route** ***Timescales:*** Initial operational capability: 01/01/2013 Full operational capability: 31/12/2021		**83%**	**Ongoing**
Key Feature: Enabling the Aviation Infrastructure				
-				
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 2020.				**31/12/2020**
ASP (By:12/2021)				
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 2020.	Operational VoIP	83%	Ongoing 31/12/2020

COM11.2	**Voice over Internet Protocol (VoIP) in Airport/Terminal** ***Timescales:*** Initial operational capability: 01/01/2013 Full operational capability: 31/12/2023		**0%**	**Planned**
Key Feature: Enabling the Aviation Infrastructure				
-				
Procurement of the Voice Communication Systems to support VoIP is planned in 2021.				**31/12/2023**
ASP (By:12/2023)				
Slovenia Control	Procurement of the Voice Communication Systems to support VoIP is planned in 2021.	-	0%	Planned 31/12/2023

COM12	**New Pan-European Network Service (NewPENS)** ***Timescales:*** Initial operational capability: 01/01/2018 Full operational capability (Other stakeholders): 31/12/2024		**100%**	**Completed**
Links: B1-SWIM | Key Feature: Enabling the Aviation Infrastructure				
-				
Activities of the project started in 2016, the project was completed in 2019.				**15/12/2019**
ASP (By:12/2024)				
Slovenia Control	Activities of the project started in 2016, the project was completed in 2019.	-	100%	Completed 15/12/2019
APO (By:12/2024)				
Fraport Slovenija, d.o.o	No local needs.	-	%	Not Applicable -

ENV01	**Continuous Descent Operations (CDO)** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
Links: B0-CDO, B1-CDO | Key Feature: Advanced Air Traffic Services				
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**
Links: B0-NOPS | Key Feature: Optimised ATM Network Services				
-				
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

FCM04.2	**Short Term ATFCM Measures (STAM) - Phase 2** ***Timescales:*** Initial operational capability: 01/11/2017 Full operational capability: 31/12/2021		**0%**	**Planned**
Key Feature: Optimised ATM Network Services				
-				
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.	-	0%	Planned 31/12/2021

FCM05	**Interactive Rolling NOP** ***Timescales:*** Initial operational capability: 01/09/2013 Full operational capability: 31/12/2021		**0%**	**Planned**
Links: B1-ACDM, B1-NOPS | Key Feature: Optimised ATM Network Services				
-				
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.	-	0%	Planned 31/12/2021
APO (By:12/2021)				
Fraport Slovenija, d.o.o	The Aerodrome of 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**
Links: B1-NOPS | Key Feature: Optimised ATM Network Services				
-				
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. Inside FAB Ce project basic requirement are recognized. 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.	-	0%	Planned 31/12/2021

FCM08	**Extended Flight Plan** ***Timescales:*** Initial operational capability: 01/01/2016 Full operational capability: 31/12/2021		**0%**	**Planned**
Links: B1-FICE | Key Feature: Enabling the Aviation Infrastructure				
-				
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**
Key Feature: Enabling the Aviation Infrastructure				
		-		
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)				
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.	-	100%	Completed 31/03/2018
Civil Aviation Agency (CAA)	National TOD policy is produced.	-	100%	Completed 31/12/2017
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**
Links: B1-DATM, B1-SWIM | Key Feature: Enabling the Aviation Infrastructure				
-				
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.	-	%	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		**72%**	**Late**
Key Feature: Enabling the Aviation Infrastructure				
-				
The airspace where the capability to use the downlinked aircraft ID is implemented only for the upper airspace (above FL 245). No lower airspace nor aerodromes have been declared.				**31/12/2020**
ASP (By:01/2020)				
Slovenia Control	The airspace where the capability to use the downlinked aircraft ID is implemented only for the upper airspace (above FL 245). No lower airspace nor aerodromes have been declared.	Mode S	72%	Late 31/12/2020

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**
Links: B0-DATM | Key Feature: Enabling the Aviation Infrastructure				
-				
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). Compliance with ADQ regulation is monitored thorough safety oversights by CAA.				**31/12/2020**
REG (By:06/2017)				
Civil Aviation Agency (CAA)	Compliance with ADQ regulation is monitored thorough safety oversights by CAA.	-	70%	Late 31/12/2020
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 31/12/2020
APO (By:06/2017)				
Fraport Slovenija, d.o.o	Implementation started. The implementation will be done until 31/12/2020.	-	25%	Late 31/12/2020

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		**99%**	**Late**
Links: B0-TBO | Key Feature: Enabling the Aviation Infrastructure				
-				
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 final operational capability was done in January 2019. However, the services offered in LJUBLJANA FIR are not DLIC, ACL, ACM, AMC but SITA only. Therefore the status is still showed as late. Slovenia Control is negotiating contract conditions with AIRINC. All contractual issues are agreed the only open issue is concerning the pricing.				**31/12/2020**
REG (By:02/2018)				
Ministry of Infrastructure	-	-	%	Not Applicable -
Civil Aviation Agency (CAA)	The objective planned to be completed by February 2015 but due to numerous opened questions the implementation was finalized in January 2019.	-	100%	Completed 11/01/2019
ASP (By:02/2018)				
Slovenia Control	Project was completed in January 2019. However, the services offered in LJUBLJANA FIR are not DLIC, ACL, ACM, AMC but SITA only. Therefore the status is still showed as late.	Data Link (CDPCL)	98%	Late 31/12/2020
MIL (By:01/2019)				
Military Authority	-	-	%	Not Applicable -

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		**65%**	**Late**
Key Feature: Enabling the Aviation Infrastructure				
-				
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 website, 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 (and removed in December 2019). 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 were 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.	-	100%	Completed 31/12/2019
ASP (By:12/2018)				
Slovenia Control	Implementation of requirements is planned until December 2020.	-	50%	Late 31/12/2020
MIL (By:12/2020)				
Military Authority	State aircraft that are not exempted will be equipped with 8,33 kHz channel spacing capability.	-	5%	Ongoing 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**
Links: B0-FICE, B1-FICE | Key Feature: Enabling the Aviation Infrastructure				
-				
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**
Links: B0-ASUR | Key Feature: Enabling the Aviation Infrastructure				
-				
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 One SID and STAR per instrument RWY, where established: 25/01/2024 All SIDs and STARs per instrument RWY, where established: 06/06/2030		**65%**	**Ongoing**
Links: B0-CCO, B0-CDO, B1-RSEQ | Key Feature: Advanced Air Traffic Services				
-				
Slovenia will implement the objective until end of year 2020.				**31/12/2020**
REG (By:06/2030)				
Civil Aviation Agency (CAA)	Will be implemented by end of 2020.	-	10%	Ongoing 31/12/2020
ASP (By:06/2030)				
Slovenia Control	Slovenia Control has finalised the implementation of this recommendation.	-	73%	Ongoing 31/12/2020

NAV03.2	**RNP 1 in TMA Operations** ***Timescales:*** Start: 07/08/2018 All SIDs and STARs per instrument RWY, at PCP airports: 25/01/2024 One SID and STAR per instrument RWY, where established: 25/01/2024 All SIDs and STARs per instrument RWY, where established: 06/06/2030		**6%**	**Ongoing**
Links: B1-RSEQ | Key Feature: Advanced Air Traffic Services				
-				
Slovenia Control has started the activity for the implementation of PBN transition plan				**01/06/2020**
REG (By:06/2030)				
Civil Aviation Agency (CAA)	Will be implemented by end of 20202.	-	10%	Ongoing 01/06/2020
ASP (By:06/2030)				
Slovenia Control	Slovenia Control has started the activity for the implementation of PBN transition plan.	-	6%	Ongoing 01/06/2020

NAV10	**RNP Approach Procedures to instrument RWY** ***Timescales:*** Initial operational capability: 01/06/2011 Instrument RWY ends without precision approach in EU SES States, at Non-PCP airports: 03/12/2020 Instrument RWY ends served by precision approach (including PCP airports): 25/01/2024 Instrument RWY ends without precision approach in EU SES States, at PCP airports: 25/01/2024		**34%**	**Ongoing**
Links: B0-APTA | Key Feature: Advanced Air Traffic Services				
-				
The implementation is planned to be finalized by 01.06.2020. Regulatory material approved and published.				**31/12/2023**
REG (By:01/2024)				
Ministry of Infrastructure	Regulatory material approved and published.	-	100%	Completed 31/12/2014
Civil Aviation Agency (CAA)	-	-	10%	Ongoing 30/06/2020
ASP (By:01/2024)				
Slovenia Control	Slovenia Control will implement the recommendation. The implementation is planned to be finalized by 01. 06. 2020.	-	27%	Ongoing 31/12/2023

NAV12	**ATS IFR Routes for Rotorcraft Operations** ***Timescales:*** Rotorcraft RNP0.3, RNP1 or RNAV1 ATS routes above FL150, where established.: 03/12/2020 One rotorcraft RNP0.3, RNP01 or RNAV1 SID and STAR per instrument RWY, where established.: 25/01/2024 Rotorcraft RNP0.3, RNP1 or RNAV1 ATS routes below FL150, where established.: 25/01/2024 All rotorcraft RNP0.3, RNP01 or RNAV1 SIDs and STARs per instrument RWY, where established.: 06/06/2030		**%**	**Not Applicable**
Links: B1-APTA | Key Feature: Advanced Air Traffic Services				
-				
Objective is not applicable to Slovenia.				**-**
REG (By:06/2030)				
Ministry of Infrastructure	-	-	%	Not Applicable -
ASP (By:06/2030)				
Slovenia Control	-	-	%	Not Applicable -

SAF11	**Improve Runway Safety by Preventing Runway Excursions** ***Timescales:*** Initial operational capability: 01/09/2013 Full operational capability: 31/01/2018		**100%**	**Completed**
Key Feature: High Performing Airport Operations				
-				
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**
Links: B0-FRTO, B1-FRTO | Key Feature: Advanced Air Traffic Services				
-				
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**
Links: B0-SNET | Key Feature: Advanced Air Traffic Services				
-				
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**
Links: B0-ACAS | Key Feature: Advanced Air Traffic Services				
-				
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**
Links: B0-NOPS | Key Feature: Optimised ATM Network Services				
-				
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**
Links: B0-FICE | Key Feature: Advanced Air Traffic Services				
-				
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).				**31/12/2021**
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 31/12/2021
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
Links: B1-RATS | Key Feature: High Performing Airport Operations			
LJLJ - Ljubljana Airport			
Objective may be applicable for all aerodromes in Slovenia. Objective would be subject to cost benefit analysis.			-

AOP15	Enhanced traffic situational awareness and airport safety nets for the vehicle drivers *Applicability and timescale: Local*	%	Not yet planned
Links: B2-SURF | Key Feature: High Performing Airport Operations			
LJLJ - Ljubljana Airport			
Objective is not applicable for LJLJ.			-

AOP16	Guidance assistance through airfield ground lighting *Applicability and timescale: Local*	%	Not yet planned
Links: B1-RSEQ, B2-SURF | Key Feature: High Performing Airport Operations			
LJLJ - Ljubljana Airport			
Not yet planned			-

AOP17	Provision/integration of departure planning information to NMOC *Applicability and timescale: Local*	%	Not Applicable
Links: B1-ACDM, B1-NOPS | Key Feature: High Performing Airport Operations			
LJLJ - Ljubljana Airport			
Not applicable			-

AOP18	Runway Status Lights (RWSL) *Applicability and timescale: Local*	%	Not yet planned
Links: B2-SURF | Key Feature: High Performing Airport Operations			
LJLJ - Ljubljana Airport			
Not yet planned			-

ATC18	Multi-Sector Planning En-route - 1P2T *Applicability and timescale: Local*	%	Not yet planned
Key Feature: Advanced Air Traffic Services			
-			
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 (neighboring countries), such an implementation is not acceptable for Slovenia Control.			-

ATC19	Enhanced AMAN-DMAN integration *Applicability and timescale: Local*	%	Not yet planned
Links: B2-RSEQ | Key Feature: Advanced Air Traffic Services			
-			
Not yet planned. Slovenia Control has not implemented AMAN. Objective is not applicable for Slovenia control			-

ATC20	Enhanced STCA with down-linked parameters via Mode S EHS *Applicability and timescale: Local*	%	Planned
Links: B1-SNET | Key Feature: Advanced Air Traffic Services			
-			
Decision to procure new Safety Nets with Multi-Hypothesis algorithms and ability to use DAP s has been taken. Procurement is planned in 2020. Testing and start of initial operational use is planned for 2021 and final capability is planned for 2022.			31/12/2022

ENV02	Airport Collaborative Environmental Management *Applicability and timescale: Local*	%	Not Applicable
Key Feature: High Performing Airport Operations			
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
Links: B0-CCO | Key Feature: Advanced Air Traffic Services			
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.			-

6. Annexes

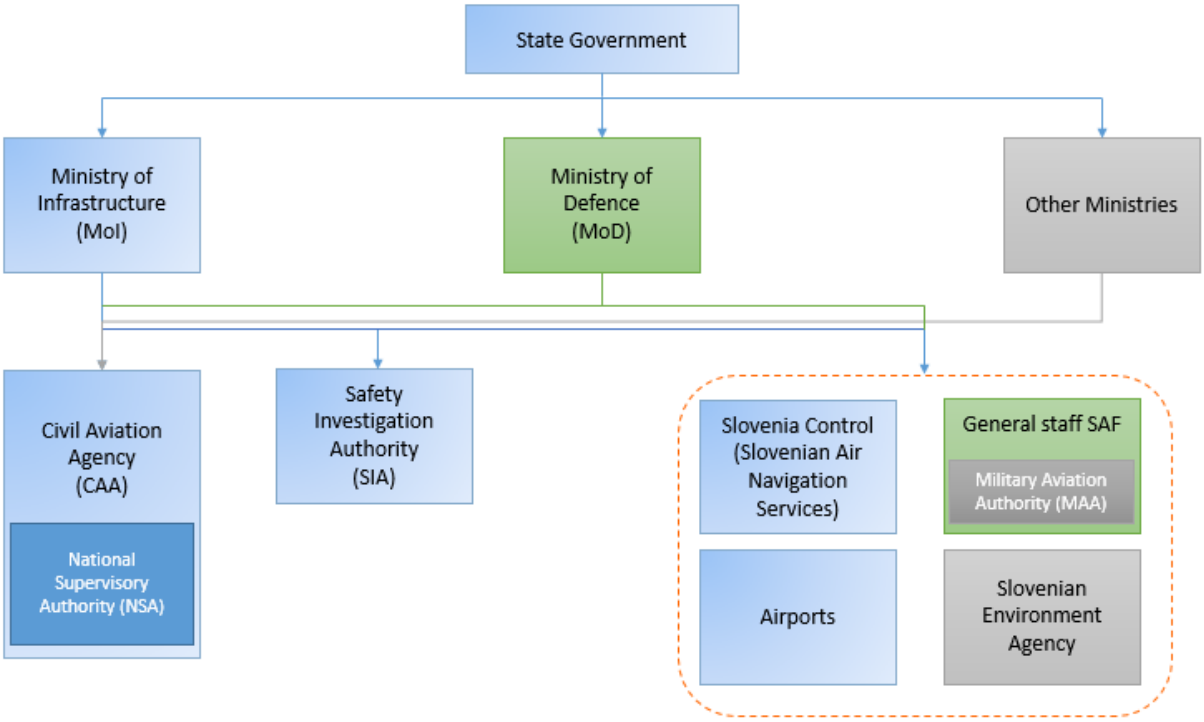
A. Specialists involved in the ATM implementation reporting for Slovenia

LSSIP Co-ordination

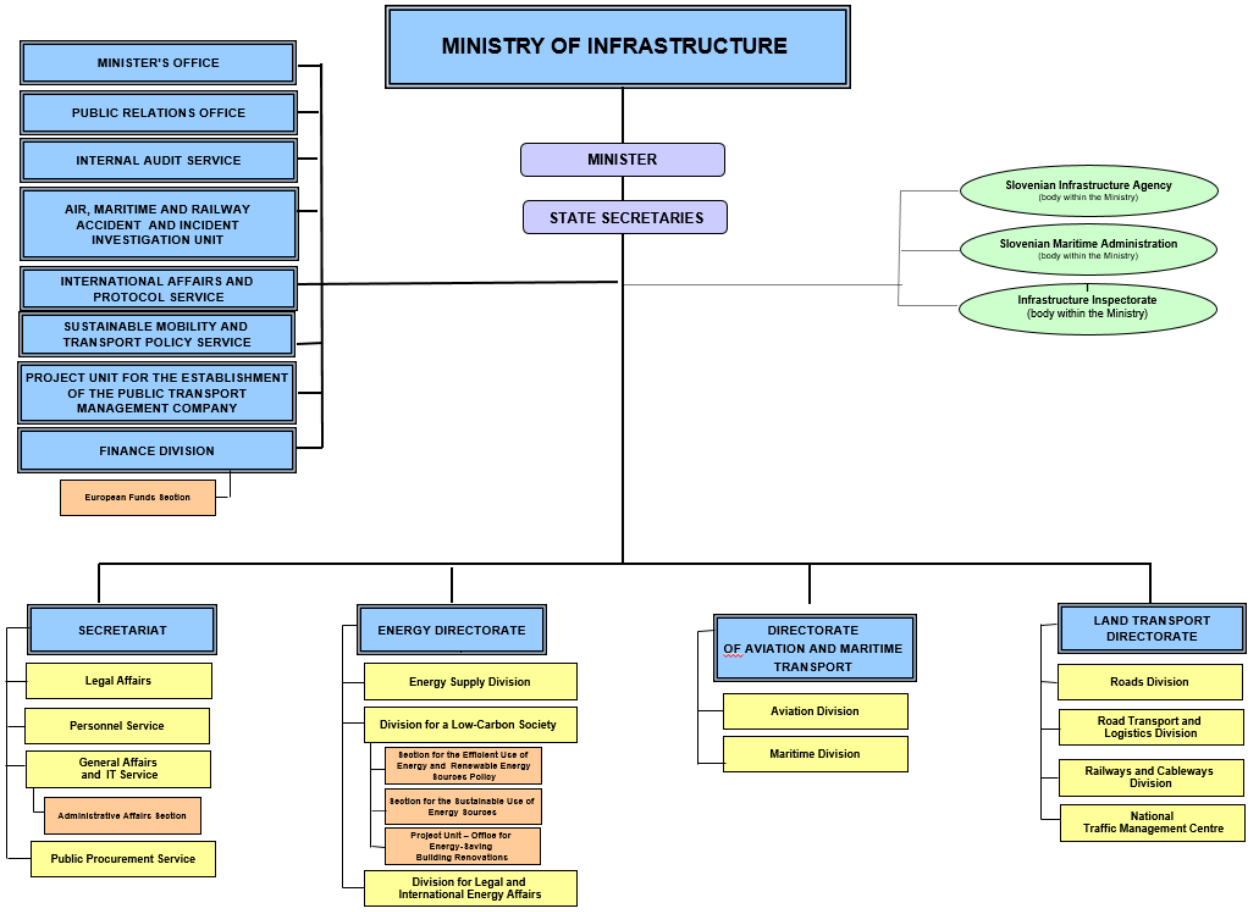
LSSIP Focal Points	Organisation	Name
LSSIP National Focal Point	CAA/NSA	Mrs Mirela Valenta GREBENŠEK
LSSIP Focal Point for NSA/CAA	MzI	Mrs Sabina GOLOB
LSSIP Focal Point for ANSP	Slovenia Control, Ltd	Mr Ozren ŠAGUD
LSSIP Focal Point for Airport	Fraport Slovenija, d.o.o.	Mr Dušan SOFRIČ
LSSIP Focal Point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

Other Focal Points	Organisation	Name
Focal Point for U-space	CAA	Mr Matevz CAMPOLUNGHI
Focal Point for NETSYS	Slovenia Control, Ltd	Mr Slobodan OPAČIČ

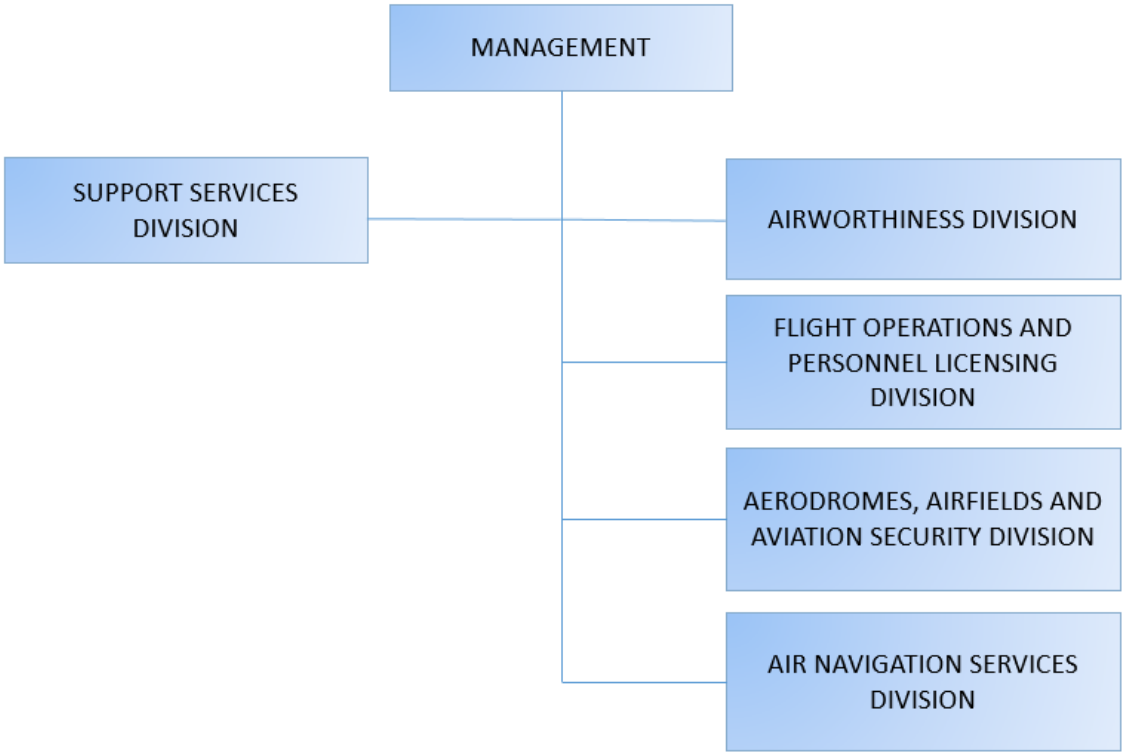
B. National stakeholders organisation charts



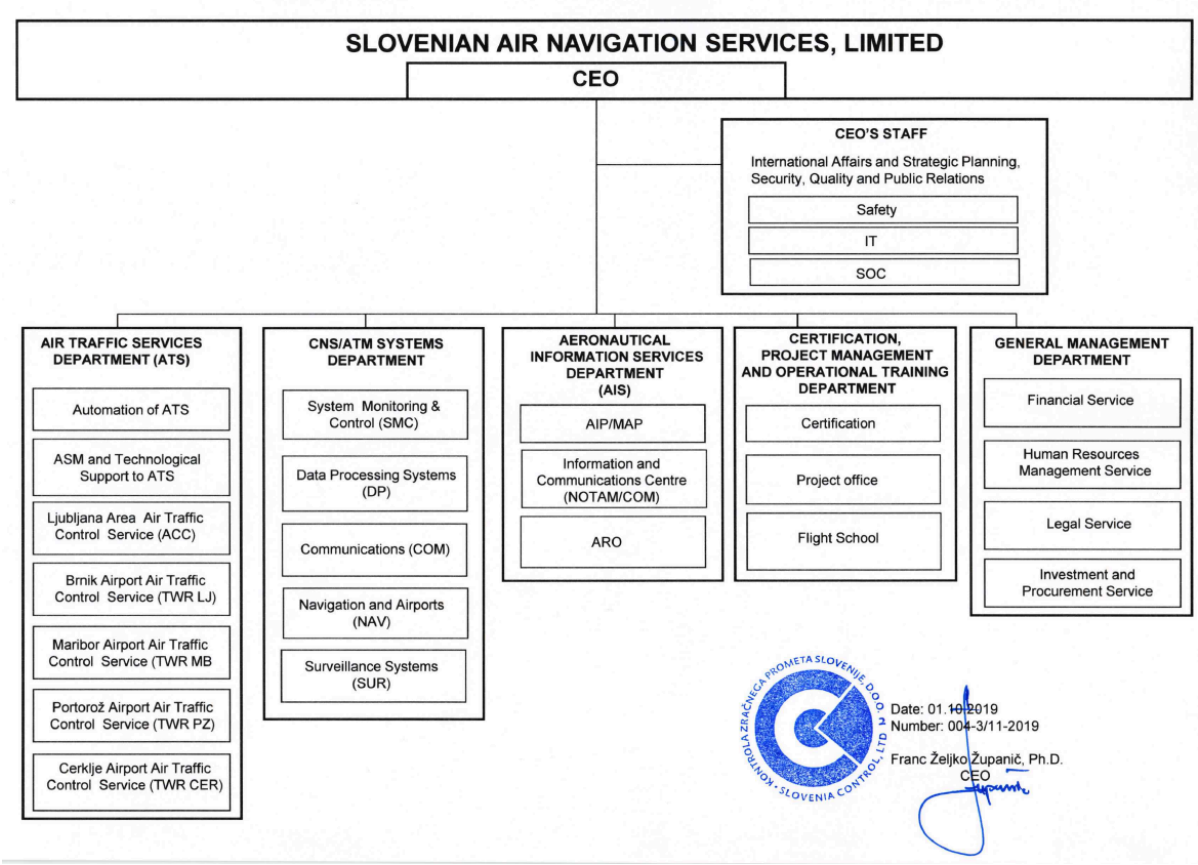
Ministry of Infrastructure



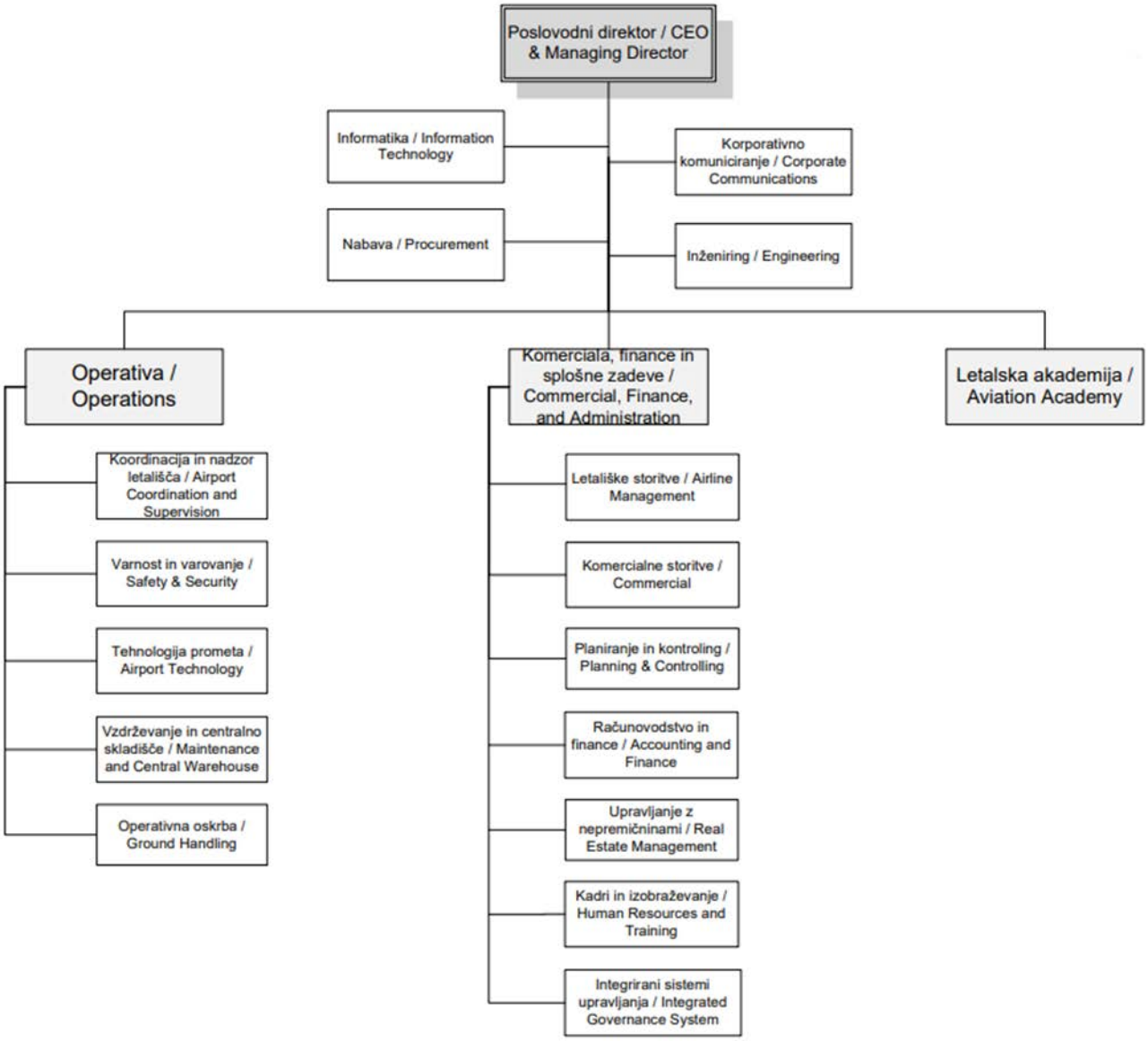
CAA Slovenia



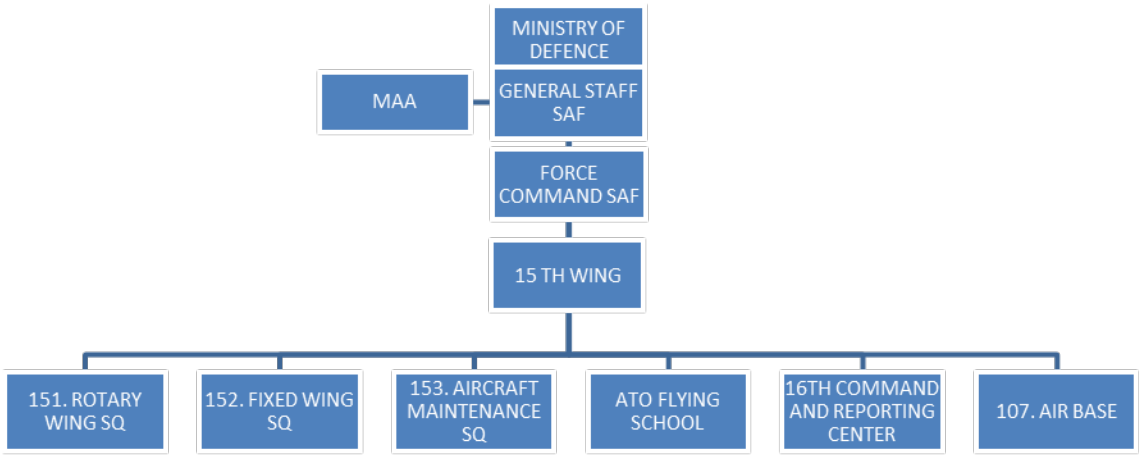
Slovenia Control, Ltd



Fraport Slovenija, d.o.o.



Military Aviation Authority



C. Implementation Objectives' links with SESAR KF, ASBU blocks and more

The table below (extracted from the MPL3 Progress Plan 2019) shows for each implementation objective, the links with the SESAR Key Features, Major ATM Changes, SESAR 1 Solutions, Deployment Program families, ICAO ASBU, EASA EPAS and AAS TP milestones.

Level 3 Implementation Objectives	SESAR Key Feature	Major ATM change	SESAR Solution	DP family	ICAO ASBU B0, B1, B2	EPAS	AAS TP
AOM13.1 - Harmonise OAT and GAT handling		FRA & A-FUA	-	-	-	-	-
AOM19.1 - ASM tools to support A-FUA		FRA & A-FUA	#31	3.1.1	B1-FRTO B1-NOPS	-	AM-1.8
AOM19.2 - ASM management of real-time airspace data		FRA & A-FUA	#31	3.1.2	B1-FRTO B1-NOPS	-	AM-1.8
AOM19.3 - Full rolling ASM/ATFCM process and ASM information sharing		FRA & A-FUA	#31	3.1.3	B1-FRTO B1-NOPS B2-NOPS	-	AM-1.8
AOM19.4 – Management of Pre-defined Airspace Configurations		FRA & A-FUA	#31	3.1.4	B1-FRTO B1-NOPS	-	-
FCM03 - Collaborative flight planning		ATFCM	-	4.2.3	B0-NOPS	-	AM-1.14
*FCM04.1 – STAM phase 1		ATFCM	-	4.1.1	-	-	-
FCM04.2 - STAM phase 2		ATFCM	#17	4.1.2	-	-	AM-1.11
FCM05 - Interactive rolling NOP		NOP	#20, #21	4.2.2 4.2.4	B1-ACDM B1-NOPS	-	AM-1.12
FCM06 - Traffic Complexity Assessment		ATFCM	#19	4.4.2	B1-NOPS	-	AM-1.13
FCM07 - Calculated Take-off Time (CTOT) to Target Times for ATFCM Purposes		ATFCM	#18	4.3.1 4.3.2	B1-NOPS	-	AM-1.9
FCM09 - Enhanced ATFM Slot swapping		ATFCM	#56	-	B1-NOPS	-	-

Level 3 Implementation Objectives	SESAR Key Feature	Major ATM change	SESAR Solution	DP family	ICAO ASBU B0, B1, B2	EPAS	AAS TP
*AOM21.1 - Direct Routing		Free Route	#32	3.2.1 3.2.3	B0-FRTO B1-FRTO	-	-
AOM21.2 - Free Route Airspace		Free route	#33, #66	3.2.1 3.2.4	B1-FRTO	-	AM-1.6 AM-1.10 AM-5.1
ATC02.8 - Ground based safety nets		ATM Systems	-	3.2.1	B0-SNET B1-SNET	-	-
ATC02.9 – Enhanced STCA for TMAs		ATM Systems	#60	-	B0-SNET B1-SNET	MST.030	-
ATC07.1 - Arrival management tools		Enhanced Arrival Seq	-	1.1.1	B0-RSEQ	-	-
ATC12.1 - MONA, TCT and MTCD		ATM Systems	#27, #104	3.2.1	B1-FRTO	-	AM-1.15 AM-5.1
ATC15.1 – Initial extension of AMAN to En-route		Enhanced Arrival Seq	-	1.1.2	B1-RSEQ	-	-
ATC15.2 - Extension of AMAN to En-route		Enhanced Arrival Seq	#05	1.1.2	B1-RSEQ	-	AM-1.3
ATC17 - Electronic Dialog supporting COTR		Free Route	-	3.2.1	-	-	AM-1.3
ATC18 – Multi Sector Planning En-route – 1P2T		Free Route	#63	-	-	-	AM-4.3 AM-5.1
ATC19 - Enhanced AMAN-DMAN integration		Enhanced Arrival Seq	#54	-	B2-RSEQ	-	-
ATC20- Enhanced STCA with down-linked parameters via Mode S EHS		ATM Systems	#69	-	B1-SNET	-	-
ENV01 – Continuous Descent Operations		PBN	-	-	B0-CDO B1-CDO	-	-
ENV03 – Continuous Climb Operations		PBN	-	-	B0-CCO	-	-
NAV03.1 – RNAV1 in TMA Operations		PBN	#62	-	B0-CDO B0-CCO B1-RSEQ	RMT.0639 RMT.0445	-

Level 3 Implementation Objectives	SESAR Key Feature	Major ATM change	SESAR Solution	DP family	ICAO ASBU B0, B1, B2	EPAS	AAS TP
NAV03.2 – RNP1 in TMA Operations		PBN	#09, #51	1.2.3 1.2.4	B1-RSEQ	RMT.0639 RMT.0445	-
NAV10 - RNP Approach Procedures to instrument RWY		PBN	#103	1.2.1 1.2.2	B0-APTA	RMT.0639 RMT.0445 RMT.0643	-
NAV12 – ATS IFR Routes for Rotorcraft Operations		PBN	#113	-	B1-APTA	MST.031	-
AOP04.1 - A-SMGCS Surveillance (former Level 1)		Surface mgt	#70	2.2.1	B0-SURF	-	-
AOP04.2 - A-SMGCS RMCA (former Level 2)		Surface mgt	-	2.2.1	B0-SURF	-	-
AOP05 - Airport CDM		Collaborative Apt	#106	2.1.1 2.1.3	B0-ACDM B0-RSEQ	-	-
AOP10 - Time Based Separation		Enhanced ops in vicinity of rwy	#64	2.3.1	B1-RSEQ B2-WAKE	-	-
AOP11 - Initial Airport Operations Plan		Collaborative Apt	#21	2.1.4	B1-ACDM	-	-
AOP12 - Improve RWY and Airfield safety with CATC detection and CMAC		Surface mgt	#02	2.1.2 2.5.1	B2-SURF	-	-
AOP13 – Automated assistance to Controller for Surface Movement planning and routing		Surface mgt	#22 #53	2.4.1	B1-ACDM B1-RSEQ B2-SURF	-	-
AOP14 – Remote Tower Services		Remote Tower	#12, #71, #52, #13	-	B1-RATS	RMT.0624	-
AOP15 - Enhanced traffic situational awareness and airport SNET for the vehicle drivers		Surface mgt	#04	-	B2-SURF	-	-
AOP16 - Guidance assistance through airfield ground lighting		Surface mgt	#47	-	B1-RSEQ B2-DURF	-	-
AOP17 - Provision/integration of departure planning information to NMOC		Collaborative Apt	#61	-	B1-ACDM B1-NOPS	-	-

Level 3 Implementation Objectives	SESAR Key Feature	Major ATM change	SESAR Solution	DP family	ICAO ASBU B0, B1, B2	EPAS	AAS TP
AOP18 - Runway Status Lights (RWSL)		Surface mgt	#01	-	B2-SURF	-	-
ENV02 – Airport Collaborative Environmental Management		Collaborative Apt	-	-	-	-	-
NAV11 - Implement precision approach using GBAS CAT II/III based on GPS L1		Enhanced ops in vicinity of rwy	#55	-	B1-APTA	-	-
SAF11 - Improve runway safety by preventing runway excursions		Surface mgt	-	-	-	MST.007 RMT.0570 RMT.0703	-
COM10 - Migration from AFTN to AMHS		CNS rat.	-	-	-	-	-
COM11.1 - Voice over Internet Protocol (VoIP) in En-Route		CNS rat.	-	3.1.4	-	-	AM-1.3
COM11.2 - Voice over Internet Protocol (VoIP) in Airport/Terminal		CNS rat.	-	-	-	-	-
COM12 - NewPENS		Pre-SWIM & SWIM	-	5.1.2 5.2.1	B1-SWIM	-	-
FCM08 – Extended Flight Plan		Pre-SWIM & SWIM	#37	4.2.3	B1-FICE	-	AM-1.4
INF07 - Electronic Terrain and Obstacle Data (e-TOD)		Pre-SWIM & SWIM	-	1.2.2	-	RMT.0703 RMT.0704 RMT.0722	-
INF08.1 - Information Exchanges using the SWIM Yellow TI Profile		Pre-SWIM & SWIM	#35, #46	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	B1-DATM B1-SWIM	-	AM-1.5

Level 3 Implementation Objectives	SESAR Key Feature	Major ATM change	SESAR Solution	DP family	ICAO ASBU B0, B1, B2	EPAS	AAS TP
INF08.2 - Information Exchanges using the SWIM Blue TI Profile		Pre-SWIM & SWIM	#28, #46	5.1.3, 5.1.4, 5.2.1, 5.2.2, 5.2.3, 5.6.2	B1-DATM B1-SWIM	-	AM-9.1
INF09 - Digital Integrated Briefing		Pre-SWIM & SWIM	#34	-	B1-DATM B1-SWIM	-	-
ITY-ACID - Aircraft identification		CNS rat.	-	-	-	-	-
ITY-ADQ - Ensure quality of aeronautical data and aeronautical information		Pre-SWIM & SWIM	-	1.2.2	B0-DATM	RMT.0722 RMT.0477	-
ITY-AGDL - Initial ATC air-ground data link services		Data link	-	6.1.1 6.1.3 6.1.4	B0-TBO	RMT.0524	AM-1.1
ITY-AGVCS2 – 8.33 kHz Air-Ground Voice Channel Spacing below FL195		CNS rat.	-	-	-	-	-
ITY-FMTP - Apply a common flight message transfer protocol (FMTP)		Pre-SWIM & SWIM	-	-	B0-FICE B1-FICE	-	AM-1.3
ITY-SPI - Surveillance performance and interoperability		CNS rat.	-	-	B0-ASUR	RMT.0679 RMT.0519	-

* *AOM21.1 was achieved in 2017 and FCM04.1 was achieved in 2018, therefore they were removed from the Implementation Plan 2018/2019. They are kept in this table for traceability purposes.*

Legend:

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

D. Military Organisations Infrastructure

This Annex is not produced in 2019. It will be updated every second year, therefore it will be produced as part of the LSSIP 2020 document.

In case information is sought on military infrastructure, previous LSSIP may be made available upon request to the respective Focal Point and/or Contact Person.

E. Glossary of abbreviations

This Annex mainly shows the abbreviations that are specific to the LSSIP Document for Slovenia.

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

https://www.eurocontrol.int/airial/

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