Section 2
Slovenia

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Abbreviations

A/C	Aircraft
AAIIO	Aircraft accident and incident investigation office
ADF	Aircraft De-icing Fluid
AFIS	Aeronautical Flight Information Services
AIP	Air Information Pamphlet
AMSL	Above Mean Sea Level
ANS	Air Navigation Services
ANSP	Air Navigation Service Provider
AOC	Air Operator Certificate
APP	Approach Control Service
ATC	Air Traffic Control
ATM	Air Traffic Movements
BIP	Border Inspection Control
BOT	Build, Operate and Transfer
CAA	Civil Aviation Authority
CCTV	Closed-circuit television
CF	Cohesion Fund
CTA	Control Area
CTR	Control Zone
CUTE	Common Use Terminal Equipment
DCS	Departure Control System
DME	Distance Measuring Equipment
Dom	Domestic
EBRD	European Bank for Reconstruction and Development
ECAC	European Civil Aviation Conference
EIA	Environmental Impact Assessment
EIB	European Investment Bank
EPNdB	Effective Perceived Noise Decibel
GA	General Aviation
GH	Ground Handling
GND	Ground
GP	Glide Path
GPU	Ground Power Unit
GSE	Ground Support Equipment
GYR	Green/Yellow/Red
HBS	Hold Baggage Screening
IATA	International Air Transport Association
ICAO	International Civil Aviation Organisation
IFR	Instrument Flight Rules
IFRS	International Financial Reporting Standards
ILS	Instrument Landing System
Intl	International
ISPA	Instrument for Structural Policies for Pre-Accession
LCC	Low-Cost Carrier
LLZ	Localizer
LT	Local Time
MIL	Military
MPPA	Million Passengers per Annum
MTOM	Maximum Take-Off Mass
MTOW	Maximum Take-Off Weight
NCASP	National Civil Aviation Security Programme
NDB	Non Directional Beacon
NG	New Generation
PaPi	Precision Approach Path Indicator
PAX	Passengers
PCN	Pavement Classification Number
PRM	Persons with Reduced Mobility
RET	Rapid Exit Taxiways
RWY	Runway
SITA	Internationale de Télécommunications Aéronautiques
SMR	Surface Movement Radar
SRA	Segregated Restricted Area
TMA	Terminal Maneuvering Area
TWR	Tower
TWY	Taxiway
UTC	Coordinated Universal Time [Greenwich Mean Time]
VDF	Visual Direction Finder
VFR	Visual Flight Rules
VOR	VHF Omnidirectional Range
WCHC	Wheelchair for Cabin
WTMD	Walk Through Metal Detectors

2.1 General Introduction

2.1.1 Background

Slovenia is located in the eastern Alps bordering the Adriatic Sea with 47 km of coastline. Its land borders include Austria and Hungary to the north, Croatia to the south and Italy to the west. The terrain includes a short coastal strip on the Adriatic, an alpine mountain region adjacent to Italy and Austria, plus mixed mountains and valleys with numerous rivers to the east.

After World War II, Slovenia became a republic of Yugoslavia, which though Communist, distanced itself from Moscow's rule. Dissatisfied with the exercise of power of the majority Serbs, the Slovenes succeeded in establishing their independence in 1991 after a short 10-day war. Historical ties to Western Europe, a strong economy, and a stable democracy have assisted in Slovenia's transformation to a modern state. Slovenia acceded to both NATO and the EU in the spring of 2004.

2.1.2 Economic Overview

Slovenia, with its historical ties to Western Europe, enjoys a GDP per capita substantially higher than that of the other transitioning economies of Central Europe. In March 2004, Slovenia became the first transition country to graduate from borrower status to donor partner at the World Bank. Privatisation of the economy proceeded at an accelerated pace in 2002-04.

Despite lacklustre performance in Europe in 2001-04, Slovenia maintained moderate growth. Structural reforms to improve the business environment have allowed for greater foreign participation in Slovenia's economy and have helped to lower unemployment. In mid-2004 Slovenia agreed to adopt the euro by 2007 and, therefore, must keep its debt levels, budget deficits, interest rates, and inflation levels within the EU's Maastricht criteria.

Slovenian Economic Statistics	
Population	1,997, 590 (December 2004)*
Population Growth	0.06% (December 2004) *
Surface area of country	20,151 sq km (2005) **
Population density	97.28 (1999) **
Urbanisation	51% (1999)#
GDP	€28.89 billion (2004 est.)**
GDP per head	€14,369 (2004 est.)**
GDP growth rate	3.9% (2004 est.)*
Unemployment rate	6.4% (2004 est.)*
Inflation rate	3.3% (2004 est.)*
Imports	€11.78 billion (2004 est.)**
Exports	€10.98 billion (2004 est.)**
External Debt	€10.740 billion (2004 est.)**
Internet hosts	45,491 (2004)*
Internet users	750,000 (2002)*

Source : *Statistics Office of the Republic of Slovenia **US Central Intelligence Agency Factbook
OECD, IMF and World Bank

Figure 1

2.2 Main issues in the Air Transport sector

2.2.1 Adria Airways

The history of Adria Airways, the national Airline of Slovenia, goes back to 1961 when it was established as a charter company. In the 1980's Adria Airways introduced its first scheduled flights and became a member of the International Air Transport Association (IATA). At year-end 2003, the company employed 539 staff, of which 138 in the head office in Ljubljana and 401 at the Brnik airport.

Today Adria's scheduled and charter flights link Ljubljana, the capital city of Slovenia, with over 40 destinations and operate approximately 185 scheduled flights per week. The Adria Airways fleet comprises ten aircraft - three Airbus A320 and seven Canadair Regional Jet CRJ 200.

Adria is by far the largest scheduled carrier in Slovenia, accounting for 73% of the total traffic (March 2005). In 2004 Adria Airways carried 884,861 passengers (up 2% on 2003) on 18,741 flights (up 6%). The majority of traffic took place on scheduled routes (86%), with the remainder carried on charter flights.

In 2004 Adria generated revenues of €136 million and a profit of €171,000. In 2004 the share of revenue from servicing aircraft for third parties represented just under 10 percent of the company's total revenues (Since 2002, Adria Airways has been the first Bombardier recognised CRJ heavy maintenance facility in Europe).

In December 2004 Adria became a regional member of Star Alliance.

The company completed the privatisation process in March 1996. The company is a joint stock company. The ownership status is as follows: 76% is state and 24% is private (including real private owners equivalent to 2%).

Current ownership status is:

SLOVENIAN PENSION FUND	56.0%
SLOVENIAN RESTITUTION FUND	20.0%
DAIMOND D.D.	6.5%
ZVON ENA HOLDING	6.0%
INFOND - INVESTMENT COMPANY	5.0%
NATIONAL FINANCE CORPORATION	2.0%
EMPLOYEES AND OTHERS	2.0%
ZLATA MONETA D.D.	1.0%
ZVON ENA I.D.	1.0%

The government has indicated its intention to sell-off its current shareholding in the carrier.

The following table presents the name, ownership and aircraft type of all the Slovenian registered carriers:

Air Carrier	Aircraft Type	Ownership Status
Adria Airways	▪ 3 x A 320-231 ▪ 7 x CL 600-2B19	76% State owned and 24% private investment
Air Sierra, Ltd	▪ 1 x Cessna 525A CJ2	Private company
Alfa Histria, Ltd	▪ 1 x BEECHCRAFT King Air C-90A	Private company
Alpe Air, Ltd	▪ 1 x L-410 UVP-E	Private company
Bavaria Wolltex Company, Ltd	▪ 1 x Piper Seneca III PA-34-220T	Private company
Falcon Air, Ltd	▪ 3 x Antonov An-2	Private company
Flycom, Ltd	▪ 1 x Eurocopter EC 120 B Evropa ▪ 1 x Schweitzer 300 C Europe	Private company
Geodetski Zavod Slovenije	▪ 1 x Piper PA-31	Private company
GIO, Ltd	▪ 1 x Cessna C-441 ▪ 1 x Cessna C-550S	90% State owned and 10% private investment
Linxair, Ltd	▪ 1 x PA46 - 750T ▪ 1 x CE 525-0315 ▪ 1 x Cessna CE 560-XL	Private company
Solinair, Ltd	▪ 1 x L-410 UVP-E	Private company
Government of RS	▪ 1 x Gates Learjet LR – 35A	100% State owned

Source: JP Fleets

Airline Capacity shares in Slovenia (scheduled flights) Source: OAG

Airline	Code	Nationality	Share of Scheduled Capacity (March 05)
Adria Airways	JP	Slovenia	73%
easyJet	U2	United Kingdom	14%
Air France	AF	France	4%
Styrian Spirit	Z2	Austria	2%
Austrian Airlines	OS	Austria	2%
Czech Airlines	OK	Czech Republic	3%
MALEV	MA	Hungary	2%
Jat Airways	JU	Serbia and Montenegro	1%

2.2.2 Government policies

State withdrawal from its aviation interests

Air carriers and airport operators are private law entities. The State still owns, directly or indirectly, shares in some air carriers (Adria Airways) and airport operators (Aerodrom Ljubljana). The Government is planning to withdraw its share from as many companies (air carriers, airport operators) as possible. To do this, a number of changes to current legislation would be required; this area is currently being examined.

The writers were informed that the government recently made investigations into the possible sale of its shareholding in Adria Airways. Although enquiries were made on this issue directly with the air carrier, no further information was provided.

Land-use Planning issues

A new Spatial Planning Act entered into force on 1 January 2003. Up to 2003, it was the responsibility of each municipality (or Commune) to produce its own local development plans for its territory. These local documents would include future plans for Ljubljana, Maribor and Portoroz International Airports, as drafted by the Civil Aviation Authority.

Decree nº54 (6 June 2003) of the Government considered those three international airports as "spatial arrangements of national significance", a concept introduced by the Spatial Planning Act. Then, a Detailed Plan of National Importance for those three airports must be prepared and adopted by the Government by issuing a Decree. That Plan will be binding for the municipalities where the airports are located, which will have to consider it in their spatial planning documents.

But that Detailed Plan of National Importance must be in accordance with several documents and strategies to be prepared by the Ministry of the Environment and Spatial Planning (Spatial Development Strategy of Slovenia, in force since 20 July 2004, and the Spatial Order of Slovenia, not yet adopted) and the Ministry of Transport (National Programme of Development of Civil Aviation, according to the Aviation Act 2001, not yet adopted).

As these strategic instruments are still under development, and the local planning documents have lost validity with the adoption of the new act, there is no airport development plan currently in force in Slovenia, which subsequently has created a bottleneck for airport development. In accordance with the Spatial Planning Act, each airport requires a construction permit to proceed with the implementation of a development. However such permits cannot be requested until the Detailed Plans have been adopted. This has been an issue for Ljubljana and Portoroz Airports.

The Ministry of Transport assists by liaising with each airport, all affected municipalities and the Ministry of the Environment and Spatial Planning to ensure that future airport plans, as drafted before the new act came into force, are respected until the new official plans are adopted.

2.2.3 Low cost airline market penetration

easyJet began daily operations from London Stansted to Ljubljana in April 2004. In November of the same year, the carrier extended its Slovenian operation with a 3-times weekly service from Berlin Schönefeld. easyJet is now the country's second largest airline, accounting for 14% of the total scheduled market. Ljubljana Airport do not have a specific pricing policy to attract LCC's, as all new air carriers are entitled to the same user charges policy.

Maribor Airport confirmed that in September 2005, it is likely that Ryanair will begin operations from London Stansted to Maribor. This has been approved by the government and the airport anticipate signature of the contract with the carrier by the end of June 2005. The airport also confirmed that it is likely that Ryanair will begin operation in 2006 from Barcelona and Frankfurt (Hahn) to Maribor.

2.2.4 Airports

Slovenian Airports Summary: 3 x International Airports

	Ljubljana	Maribor	Portorož[1]
IATA Code	LJU	MBX	POW
ICAO Code	LJUJ	LJMB	LJPZ
Use	Commercial	Commercial / GA	Commercial / GA
City Population	268,000	110,000	16,706 (Piran)
Annual Passengers (2004)	1,041,300	7,093	14,859
Annual Freight (tonnes) (2004)	11,780	0	0
Annual ATM (2004)	36,644	1,024	8,576
Ave. Departures per day (2004)	100	3	23
Total Revenues (€ m) (2004)	€26.25m	€0.66m	€0.30m
Annual Terminal Capacity (2004)	1,200,000*	250,000*	50,000*
No. of destinations (2005)	23	1	0
No. of Airlines (2005)	8	1	0
Runway 1 Length (m)	3300x45m	2500x45m	1200x30m
Runway 2 Length (m)	n/a	n/a	n/a
Elevation (metres)	388	267	2

*estimated

2 x General Aviation Aerodromes (with asphalt / concrete runways)

	Slovenj Gradec	Velenje
ICAO Code	LJSG	LJVE
Use	General Aviation	General Aviation
Runway Length	1200m	750m

[1] Currently Portorož only operates General Aviation services. However, in July 2005 it will begin the operation of regular charter services and in 2006 it will also operate scheduled services. Therefore, this airport is being treated as International Airport.

1 x Military Aerodrome (with asphalt / concrete runways)

	Cerklje Ob Krki
ICAO Code	LJCE
Use	Military
Runway Length	2420m

8 x General Aviation Aerodromes (with grass runways);

- AJDOVŠČINA - LJAJ
- BOVEC – LJBO
- CELJE – LJCL
- LESCE – LJBL
- MURSKA SOBOTA – LJMS
- NOVO MESTO – LJNM
- POSTOJNA – LJPO
- PTUJ - LJPT

2.3 Civil Aviation Structure

2.3.1 Aviation Safety Regulation

Organisation responsible for the following activities:	
"Flight safety of civil airline operations"	Safety and Aviation Standards Division, Civil Aviation Authority of the Republic of Slovenia (CAA).
▪ Corresponding organisation funding mechanism?	The CAA is funded from the budget of the Republic of Slovenia.
▪ Corresponding supervision?	The CAA is a body within the Ministry of Transport.
"Civil aircraft approved design, production and maintenance organisations"	Safety and Aviation Standards Division, Civil Aviation Authority of the Republic of Slovenia (CAA).
▪ Corresponding organisation funding mechanism?	The CAA is funded from the budget of the Republic of Slovenia.
▪ Corresponding supervision?	The CAA is a body within the Ministry of Transport.
"Flight crew and engineer licensing; Control of aircraft registration"	Safety and Aviation Standards Division, Civil Aviation Authority of the Republic of Slovenia (CAA).
▪ Corresponding organisation funding mechanism?	The CAA is funded from the budget of the Republic of Slovenia.
▪ Corresponding supervision?	The CAA is a body within the Ministry of Transport.
"Airworthiness of commercial and general aviation aircraft"	Safety and Aviation Standards Division, Civil Aviation Authority of the Republic of Slovenia (CAA).
▪ Corresponding organisation funding mechanism?	The CAA is funded from the budget of the Republic of Slovenia.
▪ Corresponding supervision?	The CAA is a body within the Ministry of Transport.

"Regulation of Air Navigation Services"	Air Navigation Services Supervision Department, Civil Aviation Authority of the Republic of Slovenia (CAA).
▪ Corresponding organisation funding mechanism?	The CAA is funded from the budget of the Republic of Slovenia.
▪ Corresponding supervision?	The CAA is a body within the Ministry of Transport.
"Licensing and Certification of Aerodromes"	Airports, Airfields and Obstacles Department, Civil Aviation Authority of the Republic of Slovenia (CAA).
▪ Corresponding organisation funding mechanism?	The CAA is funded from the budget of the Republic of Slovenia.
▪ Corresponding supervision?	The CAA is a body within the Ministry of Transport.
"Regulation of environmental standards (emissions and noise policies)"	Environmental standards regarding aircraft emissions and noise are regulated by the CAA and enforced by the Aviation Inspectorate of the Republic of Slovenia.
▪ Corresponding organisation funding mechanism?	The CAA and the Aviation Inspectorate are funded from the budget of the Republic of Slovenia.
▪ Corresponding supervision?	The CAA is a body within the Ministry of Transport. The Aviation Inspectorate is supervised by the CAA.
"Setting and control of airspace policy, and the regulation of airspace design and classification, including the navigation and communications infrastructure"	The Ministry of Transport is responsible for setting and control of airspace policy, and regulation of airspace design and classification, including the navigation and communications infrastructure.
▪ Corresponding organisation funding mechanism?	Central budget.
▪ Corresponding supervision?	Not applicable.

2.3.2 Air Navigation Services

Organisation responsible for the following activities:	
"Provision of air navigation services for airfields"	Air Navigation Services at international Airports in Ljubljana, Maribor and Portorož are provided by the public company Slovenia Control, Slovenian Air Navigation Services, Limited. The Ministry of Defence is responsible for the provision of Services at Cerklje Airport. Air Navigation Services at airfield consist of the Aeronautical Flight Information Services (AFIS)
▪ Corresponding organisation funding mechanism?	Slovenia Control applies allocated funds from the budget of the Republic of Slovenia. The source of these budget funds is the income attributable to the activity of the company.
▪ Corresponding supervision?	The CAA supervises the services provided by Slovenia Control by checking compliance with the applicable regulations.
"Provision of en-route Air Navigation Services"	En-route Air Navigation Services are provided by the public company Slovenia Control.
▪ Corresponding organisation funding mechanism?	User Charges
▪ Corresponding supervision?	The CAA supervises the services provided by Slovenia Control by checking compliance with the applicable regulations.

2.3.3 Economic Regulation

Organisation responsible for the following activities:	
"Regulation of airport charges, including; • Landing / Use of runway • Parking and Handling • Passenger Charge"	Airport charges are determined by the airport operators. However, a User Committee is consulted on proposed changes to the charges and can request a final decision from the Ministry of Transport.
▪ Corresponding organisation funding mechanism?	Airport Operator funds.
▪ Corresponding supervision?	Ultimately the Ministry of Transport to refuse any proposed changes to the user charges.
"Regulation of ATM terminal charges"	There are currently no ATM terminal charges collected in the Republic of Slovenia.
▪ Corresponding organisation funding mechanism?	Not applicable
▪ Corresponding supervision?	Not applicable
"Regulation of en-route charges"	En-route charges are regulated in accordance with the multilateral agreement.
▪ Corresponding organisation funding mechanism?	Not applicable
▪ Corresponding supervision?	Not applicable
"The issue of tour operator licences"	The air transport sector is not responsible for the issuance of tour operator licences.
▪ Corresponding organisation funding mechanism?	Not applicable
▪ Corresponding supervision?	Not applicable

"The issue of travel agency licences"	The air transport sector is not responsible for the issuance of travel agency licences.
▪ Corresponding organisation funding mechanism?	Not applicable
▪ Corresponding supervision?	Not applicable
"The issue of air operator licences and air operator certificate"	Flight Operations and Air Operators Licensing Department, Civil Aviation Authority of the Republic of Slovenia (CAA).
▪ Corresponding organisation funding mechanism?	The CAA is funded from the budget of the Republic of Slovenia.
▪ Corresponding supervision?	The CAA is a body within the Ministry of Transport.
"The issue of ground-handling licences or approvals"	Aerodromes are responsible for the provision of ground-handling services.
▪ Corresponding organisation funding mechanism?	Not applicable
▪ Corresponding supervision?	Not applicable

2.3.4 Air Transport Facilitation

Organisation responsible for the following activity:	
"Policy and regulation of ICAO facilitation requirements under Annex 9 of the Chicago Convention, with respect to; • Entry and departure of aircraft, • Entry and departure of persons, baggage and cargo; and • Facilities and services for traffic at international airports"	Entry and departure of aircraft: ▪ Customs; Entry and departure of persons, baggage and cargo: ▪ Airport Police (Ljubljana Airport), Border Police (Maribor and Portoroz Airports); Facilities and services for traffic at international airports: ▪ Airport operator and Air Navigation Services Provider. Slovenia is preparing for the implementation of Schengen acquis.
▪ Corresponding organisation funding mechanism?	All activities are funded from the state budget.
▪ Corresponding supervision?	State and CAA

2.3.5 Air Transport Security

Organisation responsible for the following activity:	
"Regulation of aviation security with respect to; • Airports • Airlines • Airspace"	Security, Facilitation, Search and Rescue, and Transport of Dangerous Goods Division, Civil Aviation Authority of the Republic of Slovenia (CAA).
▪ Corresponding organisation funding mechanism?	The CAA is funded from the budget of the Republic of Slovenia.
▪ Corresponding supervision?	The CAA is a body within the Ministry of Transport.

2.3.6 Air Accident Investigation

Organisation responsible for the following activity:	
"Air Accident Investigation"	Aircraft accident and incident investigation office (AAIIO) is responsible for Air Accident Investigations.
▪ Corresponding organisation funding mechanism?	The organisation is funded from the State budget.
▪ Corresponding supervision?	The AAIIO is fully independent of the aviation regulatory bodies and is not supervised by the State. The investigation body (AAIIO) submits a biannual report about its work to the Government and to the Minister responsible for transport.

2.4 Ljubljana Airport

2.4.1 Basic Airport Information

Airport Name	Aerodrom Ljubljana d.d.		
Airport Address	Zg. Brnik 130 a SI – 4210 BRNIK - AERODROM		
Website Address	www.lju-airport.si		
IATA Code	LJU	**ICAO Code**	LJLJ
Managing Director / Chief Executive	Vinko Može		

IATA Slot Coordination Level	Level 1: Non-coordinated airport

(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

Air Traffic Control & Navigation

ATC Coverage (local or area control, who provides service)	FIR Ljubljana covers the entire territory of the Republic of Slovenia. Within FIR Ljubljana the airspace is divided into CTA, TMA and CTR. ATC is provided by Slovenia Control with address Slovenia Air Navigation Services Ltd. Kotnikova 19a 1000 Ljubljana.
NDB	Yes
DME	Yes
VOR	Yes
Other	LZZ: LJB (Ljubljana –ILS RWY 31 L/OM: MG/ Ljubljana - ILS RWY 31 MM:ILS - Ljubljana RWY 31 MKR:W - Ljubljana ILS RWY 31 LJLJ is certificated for low visibility OPRS CAT III B RWY 31 with or without DH/RVR not less than 125 m.

Fire Fighting

Fire Fighting Category	Declared CAT 6 (A320 size) Upon request 24h before arrival it can be upgraded to CAT 9 (B747-400 size).
Maximum Aircraft Size	• CAT 6 (A320): Length of A/C 28-39 m / Width of fuselage 5m • CAT 9 on request (B747-400): Length of A/C 61-76m / Width of fuselage 7m

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2.4.2 Airport Ownership and Management

Current ownership structure of the airport

Aerodrom Ljubljana is registered as a public limited company since 28 January 1997.

49% shares are participating preference shares owned by the Republic of Slovenia and carrying limited voting rights. Ordinary, freely transferable shares account for 51% and are being traded on the Ljubljana Stock Exchange since 8 October 1997.

Current management structure at the airport

The Supervisory Board has 10 members. Of those, 7 represent the shareholders and 3 represent the employees.

The company is lead by a two-man management board.

Number of employees working for the airport operator

326 employees in April 2005.

Ground handling service provision at the airport

The only service provider is Aerodrom Ljubljana as airport operator, as follows:

1.Passenger & baggage handling: Aerodrom Ljubljana
2. Aircraft interior cleaning: Aerodrom Ljubljana
3. Catering: third party provider named Airest
4. Refueling: third party provider named Petrol
5. Ground Transport: Aerodrom Ljubljana
6. Ramp Services: Aerodrom Ljubljana

Brief history of the airport, highlighting major events

1963: The first aircraft landed at Brnik on 24 December 1963, marking the official opening of the airport.

1991 - 1996:

- As Slovenia gained independence, Ljubljana airport lost a lot of traffic due to political and military developments over the territory of former Yugoslavia. On 26 June 1991, the airspace above Slovenia was closed.
- The airport was shutdown, with rare exceptions, until February 1992.
- Annual traffic for 1992 was 248,851 passengers (down from 800,000 previously). The only Slovene airline, Adria Airways, became Ljubljana Aerodroms' largest business partner.
- In 1992 and 1993, the biggest expansion of the terminal occurred. The passenger terminal increased from 4000 m2 to 6000 m2.
- Annual passenger numbers doubled from 1991 to 1996, cargo traffic more than doubled, and the number of aircraft doubled.
- The Company underwent ownership restructuring in 1996.

1997 - 2004:

- The Company was registered as a public limited company on 28 January 1997. Ordinary, freely transferable shares began trading on the Ljubljana Stock Exchange on the 8th October 1997.
- January 1999 the airport acquired a CAT III B license for operation in low visibility conditions.
- Since January 1999 all of ordinary shares are being freely traded on the Ljubljana Stock Exchange.
- In 2001, traffic at Brnik fell for the first time since 1995.
- In 2004 four new airlines started to fly from Ljubljana Airport: low-cost carrier easyJet, Austrian Airlines, Malev Hungarian Airlines and Air France. Passed the 1 million passenger threshold.

2.4.3 Financial Issues

Financial performance

Year Ending December 2004 (EUR '000)

Turnover:

Aeronautical	EUR 16,514
Non aeronautical	EUR 6,561
Total	EUR 23,075

Operating Profit before tax: EUR 6,533

Total Revenues including Extraordinary Revenues (from dividends) – 26,250 EUR
Net Profit: EUR 8,510

User charges

User charges are not regulated.

<u>Current published fees and charges structure</u>:

Landing Fees:

The service includes;

- the use of runway, taxiways and intersections during take-off and landing of one aircraft, leaving
- the use of built–in facilities and installations for lighting of runway, taxiways, intersections and apron, as per CAT II/IIIb ICAO standards

The claim to this charge shall arise at the moment the aircraft touches the ground of Ljubljana Airport.

	Unit	*EUR*
a/c up to 2 tons MTOW	each started ton of MTOW	6.00
a/c above 2 tons MTOW	each started ton of MTOW	12.50

Parking fees

The service includes;

- the use of the apron for parking aircraft
- securing the aircraft during parking time

The charge shall be applied for each 24 hour period started. The minimum amount for each 24 hours started is EUR 8.00. First 4 hours for passenger aircraft is free of charge, first 12 hours for cargo aircraft is free of charge. In case of exceeding the free parking time, the calculation period starts from the beginning of actual block-to-block time. For long term parking an agreement can be signed with Aerodrom Ljubljana, d.d.

<u>Unit</u>	*EUR*
each started ton of MTOW	2.60

Passenger Service Charges

The service includes;

- the use of passenger terminal buildings including all their facilities and installations, and
- security services

The basis for assessment for the passenger service charge to be paid shall be the number of departing passengers as per load sheet for departing aircraft.

	Unit	*SIT*	*EUR*
commercial traffic	Departing passenger	4,000	16.66
	Transfer passenger	750	3.00

	Unit	*SIT*	*EUR*
general aviation	Departing passenger	2,400	10.00
	Transfer passenger	750	3.00

Centralised infrastructures (Passengers and Ramp)

(A) Centralised infrastructures, Passenger

Centralised infrastructures, Passenger, necessary for the provision of passenger handling comprise the following:

- baggage conveying system including weighing equipment
- telephone connection
- computer network connection
- necessary space for passenger (1,5 m^2 in front of check-in counter)
- inscription above the counter

	Unit	*EUR*
commercial traffic	Departing passenger	0.71

Centralised infrastructures, Ramp

Centralised infrastructures, Ramp, necessary for the provision of ramp handling services comprise the following:

- space, equipment and services in departure and arrival baggage sorting area
- equipment and services for baggage transportation between sorting areas and aircraft and vv.
- equipment for the marshalling the aircraft (“Follow me”),
- fire-fighting and rescue equipment,
- equipment and system for toilet waste disposal including sewerage,
- equipment and system for fresh water including waterworks,
- equipment and system for waste disposal,
- space, installations and equipment for storage of aircraft de-icing and drainage system for waste de-icing fluid.

The Centralised Ramp charges for “general aviation” aircraft

MTOW	EUR
to 9,000 kg	---
above 9,001 kg , per flight	20.00

The Centralised Ramp charges for commercial aircraft (passenger and cargo)

MTOW	*EUR*
from 4,001 kg to 10,000 kg	55.00
from 10,001 kg to 16,000 kg	106.00
from 16,001 kg to 21,000 kg	153.00
from 21,001 kg to 40,000 kg	176.00
from 40,001 kg to 60,000 kg	275.00
from 60,001 kg to 79,000 kg	375.00
from 79,001 kg to 100,000 kg	415.00
from 100,001 kg to 130,000 kg	499.00
from 130,001 kg to 155,000 kg	603.00
from 155,001 kg to 200,000 kg	775.00
from 200,001 kg to 270,000 kg	1,085.00
above 270,000 kg	1,584.00

2.4.4 Airport Traffic

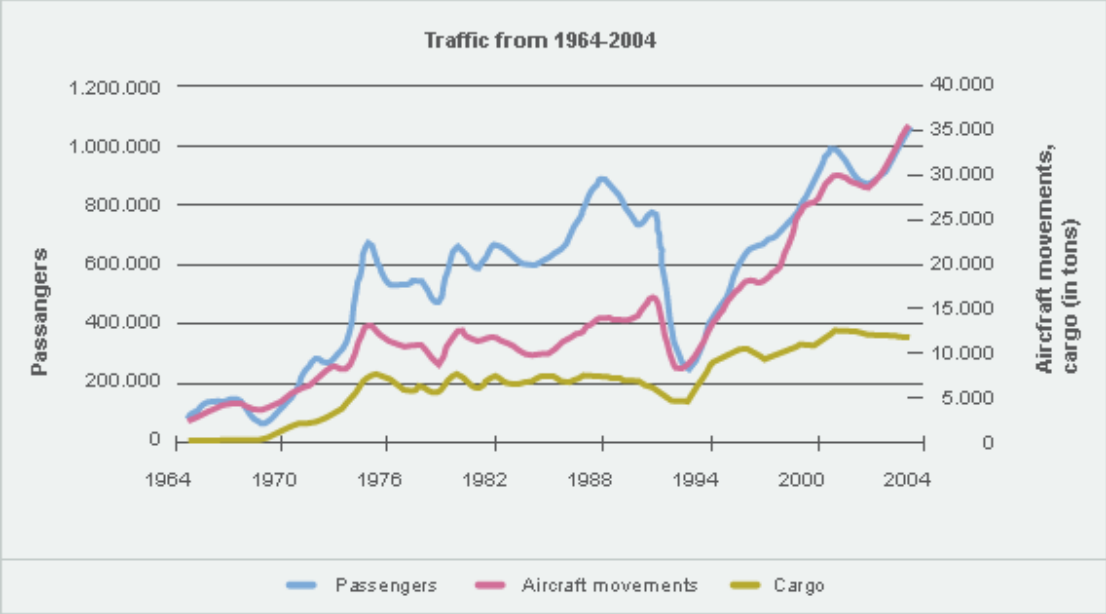
Airport traffic history

Historic Traffic

Year	Pax	Freight (tonnes)	Transport Movements
1994	497,466	9,881	15,821
1995	638,268	10,499	17,868
1996	668,532	9,294	18,190
1997	713,696	10,161	20,279
1998	786,600	10,953	25,723
1999	895,540	11,093	27,219
2000	991,693	12,396	29,965
2001	894,130	12,403	29,050
2002	872,966	12,021	28,751
2003	928,397	12,080	31,737
2004	1,041,300	11,780	34,644

Source: Airport

Historic Traffic 1964 - 2004



Source: Airport

2004 Traffic Breakdown

Unit	2004	Unit	2004
Schengen Passengers	492,627	Non Schengen Passengers	487,323
International Passengers	731,859	Domestic Passengers	0
Scheduled Passengers	731,859	Non Scheduled Passengers	98,436
Cargo – Freight	5,014	Cargo – Mail	1,121

Source: Airport

Passenger Traffic by destination

Destination Airport	Code	2004
Frankfurt	FRA	114,486
Istanbul	IST	100,209
Paris	CDG	75,985
Munich	MUC	67,187
Vienna	VIE	65,969
London Stansted	STN	60,497
Pristina	PRN	53,532
London Gatwick	LGW	45,314
Skopje	SKP	36,811
Brussels	BRU	32,163
Moscow Sheremetyevo	SVO	28,912
Sarajevo	SJJ	25,334
Zurich	ZRH	25,167
Tel Aviv	TLV	24,979
Antalya	AYT	22,161
Prague	PRG	20,898
Djerba	DJE	16,927
Titograd	TGD	13,352
Budapest	BUD	12,389
Copenhagen	CPH	12,183
	Other	185,843

Source: Airport

Current Flight Programme

2005 Scheduled Flights

Airline	Destination Airport	Airport Code	Flights per week
Adria Airways	AMSTERDAM	AMS	5
JAT	BELGRADE	BEG	3
Adria Airways	BRUSSELS	BRU	11
Malev	BUDAPEST	BUD	12
Adria Airways	PARIS-CHARLES DE GAULLE	CDG	13
Air France	PARIS-CHARLES DE GAULLE	CDG	12
Adria Airways	COPENHAGEN	CPH	4
Adria Airways	DUBLIN	DUB	2
Adria Airways	FRANKFURT	FRA	25
Adria Airways	ISTANBUL	IST	9
Adria Airways	LONDON-GATWICK	LGW	7
Adria Airways	MANCHESTER	MAN	2
Adria Airways	MUNICH	MUC	21
Adria Airways	OHRID	OHD	3
ČSA- Czech Airlines	PRAGUE	PRG	10
Adria Airways	PRISTINA	PRN	9
Adria Airways	SARAJEVO	SJJ	7
Adria Airways	SKOPJE	SKP	8
easyJet	LONDON-STANSTED	STN	7
Adria Airways	MOSCOW-SHEREMETYEVO	SVO	7
easyJet	BERLIN-SCHOENEFELD	SXF	7
Adria Airways	PODGORICA	TGD	3
Adria Airways	VIENNA	VIE	20
Austrian Airlines	VIENNA	VIE	7
Adria Airways	WARSAW	WAW	2
LOT-Polish Airlines	WARSAW	WAW	2
Adria Airways	ZURICH*	ZRH	11

(*Operations due to begin September 2005)
Source: OAG

Future Traffic Forecast

Passenger flows and Air Traffic Movements 2005-2025 forecast

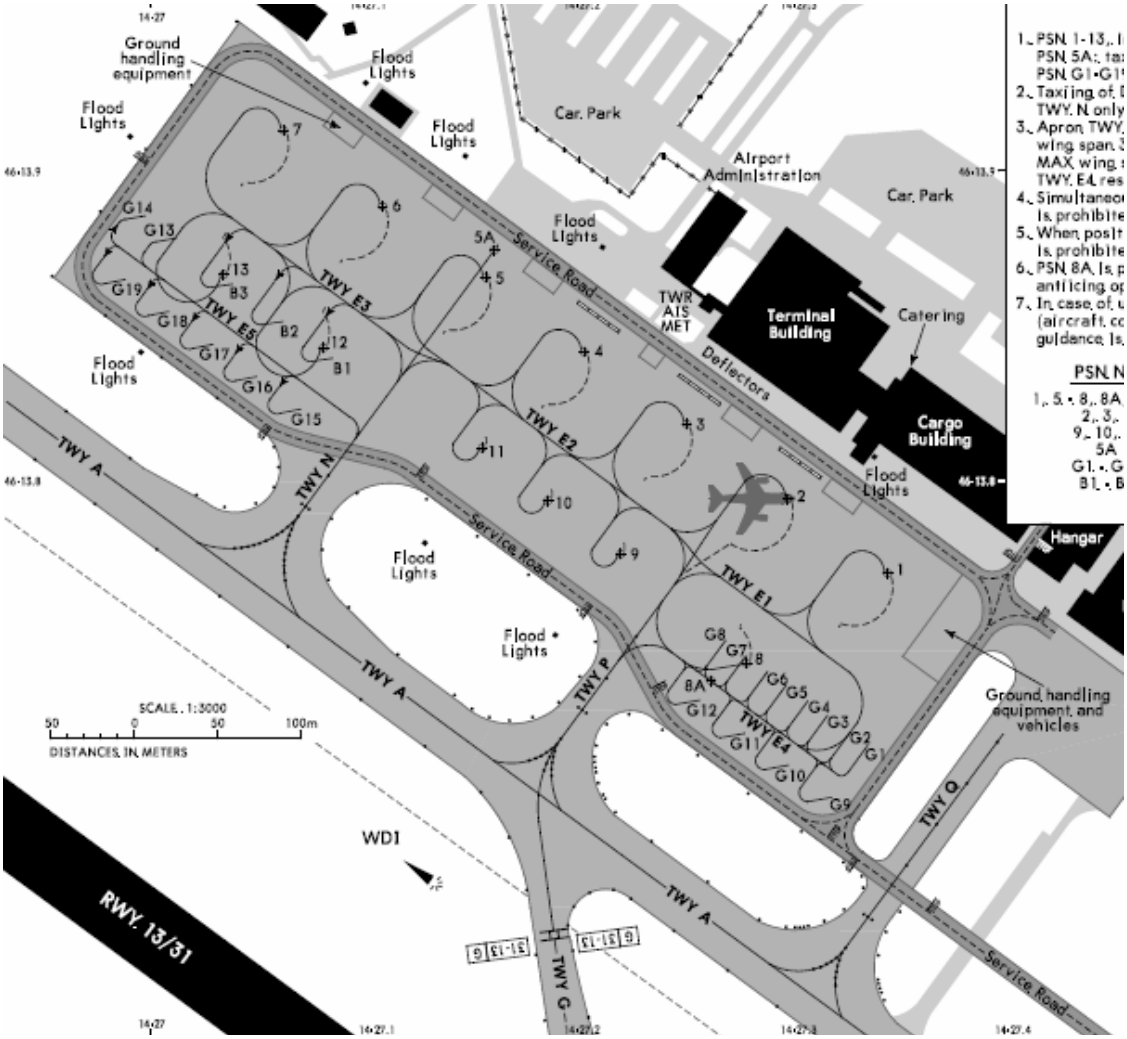
Year	Pax	Freight (tonnes)	Transport Movements
2005	1,169,600	12,130	38,786
2006	1,212,300	12,490	39,676
2007	1,247,300	12,860	40,376
2008	1,289,200	13,250	41,620
2009	1,333,200	13,650	42,910
2010	1,400,000	14,060	44,250
2011	1,442,000	14,480	45,640
2012	1,485,260	14,910	47,080
2013	1,529,820	15,360	48,580
2014	1,575,710	15,820	50,130
2015	1,622,980	16,290	51,740
2020	1,881,470	18,880	60,820
2025	2,181,140	21,890	71,860

Source: Airport

2.4.5 Runway Information

Overview of Airport Layout

Apron Area



Current Runway Capacity

	Runway 1	
Designation	13 / 31	
Length (m)	3300 x 45 m	
ILS CAT	ILS CAT III B	
Number of Peak Hour Departures	3 hours	
Number of Peak Hour Arrivals	3 hours	
Hourly Capacity Under IFR Flight Rules	15	
Average Movement Delay Rate (mins)	3 mins	
Annual Movement Capacity	Approximately 90,000 movements	
Runway Operating Hours	From 05.00 – 24.00	

Multi-runway operating procedures
n/a
Factors limiting Runway capacity
TWY configuration is a current bottleneck, as TWY A (parallel to RWY 31) is approximately 1000m short. If a departure on RWY 31 is required, the runway may be occupied by aircraft on the way to the take off position RWY 31.

2.4.6 Terminal and Cargo Facilities

Terminal Capacity

	Terminal		
Name of Terminal	Terminal 1		
Departing Passengers per hour	400		
Arriving Passengers per hour	400		
Transfer Passengers per hour	100		
Annual Capacity	1,200,000		

Methodology for calculation of terminal capacity

IATA methodology " Airport Terminals Reference Manual", Capacity Calculation Formulae.

Excess capacity

Existing facility is 50% of the peak hour capacity.

Main bottlenecks for terminal capacity

The main bottlenecks for terminal capacity are:

- Queuing Area at Check-in,
- Number of Check-in Desks,
- Arrivals Concourse Waiting Area,
- Baggage Sorting Area

The bottlenecks occur during three peak periods: 07:00, 13:00 and 18:00

Terminal Facilities (Passenger)

	Terminal		
Name of Terminal	Terminal 1		
Terminal Total Floor Area	8,000m^2		
Number of Check in desks	13 + 1*		
Number of Self Service Check in machines	0		
Number of Passenger Security Screening Positions	2		
Number of Departure Baggage Belts	2		
Number of Departure Gates	7		
Number of Loading Bridges	0		
Number of Inbound Passport / Immigration Positions	4		
Number of Baggage Claim Units	2		
Number of Commercially Important Passenger Lounges	2		

Further detail on terminal passenger facilities

*There are 13 standard check-in desks, plus 1 “quick” check-in desk. Other facilities include:

- Duty free shops,
- Coffee shops,
- Tickets office,
- Bank office,
- Restaurant,
- Business Lounge,
- Lost Baggage,
- Post office,
- Taxi service,
- Rent a car office,
- Multi storey car park,
- Tourist Agencies office

3-D image of terminal facility

Number of parking stands

13 parking stands for narrow-body aircraft.
Access to terminal- by foot and by bus.
Apron for General aviation 30,000 m2

Retail Facilities

- Post office x 1
- Restaurant x 2
- Bar x 5
- Duty Free Shop x 3
- Retail outlets x 1
- Gift shops x 2
- Car hire kiosk x 7
- Bureau de change x 3

Cargo Capacity

	Facility		
Name of Cargo Facility	ABS*		
Description	Offer all the services related to airfreight on one spot. The logistic services at import, export and transit of air consignments are carried out by the logistic centre or freight forwarding companies.		
Annual Cargo Capacity (metric tonnes)	12,000		
Total annual inbound cargo (metric tonnes)	6,000		
Total annual outbound cargo (metric tonnes)	6,000		
Share carried on cargo aircraft (%)	40%		
Total domestic cargo (metric tonnes)	0		
Total international cargo (metric tonnes)	12,000		

Further detail on cargo facilities

All necessary equipment for loading and off loading of any type of aircraft.
Customs office, veterinary, plant protection and health inspections offices located here.
*ABS is the Cargo Department of Aerodrom Ljubljana.

Other Facilities

Aircraft Maintenance / Engineering Facilities
Adria Airways: Regional maintenance centre for A/C type CRJ and A320. Solinair: maintenance centre for general aviation.
Refuelling facilities
No Hydrant system. JET – A1: two cisterns capacity 30,000; one cistern capacity 15,000; Avgas: one cistern capacity of 8,000. System capacity limitation (fuel quantity) per one A/C refueling is 30,000 of JET – A1.
Winter Operating facilities
6 x Runway snow plough units 3 x De-icing unit

2.4.7 Infrastructure Development

Major works in the last 5 years

All the following projects have been self-financed:
• Extension main Apron, cost of 2m EUR (2000-01)
• Extension taxiway "A", cost of 1.5m EUR (2002)
• Hangar for General aviation and GA apron; cost of 6m EUR (2003)
• Multi-storey car parks; 12m EUR (2004-05)
  ➢ Completed by May 2005
  ➢ 1,300 spaces all long term, 100 spaces for airport staff.

Future Approved works
No projects have been approved completely. See next section for 5 year development plans.

Long term development plan (master plan) for the airport

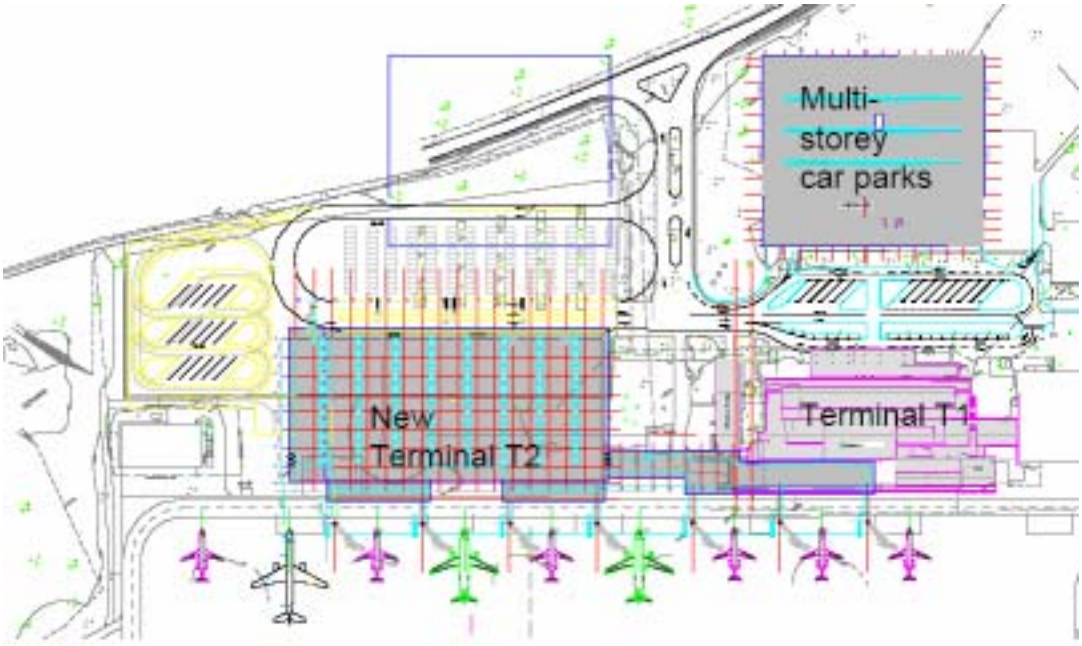
Design and documentation New Passenger Terminal; 2m EUR (2005-2006).

- This has been approved by Aerodrome Ljubljana, but requires government approval.
- When the project design and documentation is finished, the Airport will have to get all necessary agreements and approvals from the different authorities in accordance with several Laws (including, the Construction Law; the Civil Aviation Law etc.)

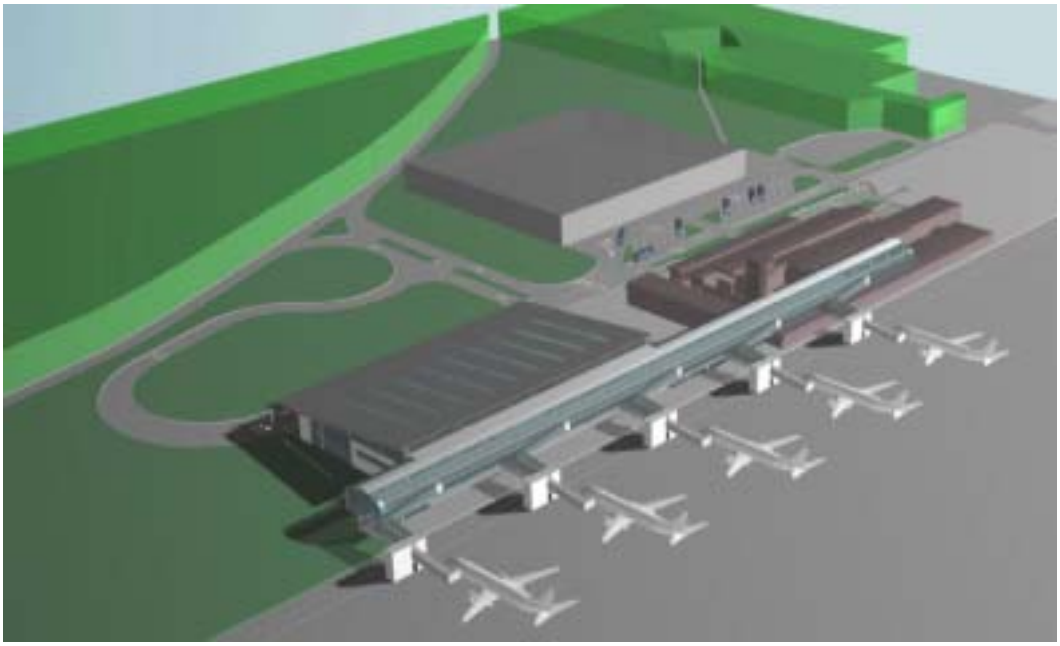
New passenger terminal; 30m EUR (2007)

- This has been approved by Aerodrome Ljubljana, but requires government approval – see above comment regarding 'Design and Documentation'.
- Due to Slovenia's accession to the EU last year and enforcement of the "Schengen agreement" in the near future, as well as because of growing traffic figures, Ljubljana Airport needs to increase terminal capacity. This will be achieved via a new Passenger Terminal Building (known as T-2) with the area of 25,000 square meters.
- The existing Passenger Terminal Building (T-1) will be reconstructed and connected to T-2 with a new airside pier, along which 7 passenger-boarding bridges will be deployed.
- The terminal is designed for 800 passengers per hour in departure and 800 passengers per hour in arrival according to IATA's Level of Service Standard "C".
- In the design stage all international and domestic standards, recommended practice and other technical regulations for such an object and equipment were considered.
- There will be 32 check-in counter desks (including automatic ones for self-service check-in) in the Departures Check-in Hall.
- A complete separation of Schengen and Non-Schengen passengers as well as arriving and departing passengers will be ensured.
- 100% hand and hold baggage screening systems will be installed.
- Three reclaim carousels (racetracks) for baggage in arrival will be provided.

2-D image displaying the location of the new passenger terminal (T2), existing terminal (T1) and the recently completed multi-storey car park facility with offices



3-D image of the new passenger terminal (T2)



New access road, upgrade roads; 2m EUR (2007)

- Progress towards full approval by Aerodrome Ljubljana and the Government, is currently underway.

Reconstruction RUNWAY; 8m EUR (2008)

- This has been approved by Aerodrome Ljubljana, but requires government approval.
- The existing runway (length: 3300 m, width: 45 m + 2 x 7.5 m asphalt shoulders) was completely reconstructed in 1978. In 1991, the runway was coated with thin layer antiskid overlay. RWY is equipped with all requested equipment and is certified for ILS CAT III B operations.
- The next reconstruction is foreseen for 2008 and will include asphalt base course overlay, replacement of all RWY lights, primary airfield lighting cables and transformers replacement, regulation of the drainage system and grass shoulders and new markings will have to be provided.
- Expect that all works could be executed during the night-time with minimal effect to the regular traffic at the airport.

Extension Taxiway "A"; 2m EUR (2009)

- This has not yet been approved by Aerodrome Ljubljana.
- TWY configuration is a current bottleneck, as TWY A (parallel to RWY 31) is approximately 1000m too short.

Extension MAIN APRON; 2m EUR (2010)

- This has been not yet been approved by Aerodrome Ljubljana.

2.4.8 Environment

Environmental Policy

Airport Noise

- At the present time there are no forecasts of future noise exposure around Ljubljana Airport. It is noted however, that high density residential developments are proceeding in a number of areas which may become noise critical.
- Airport Ljubljana indicated that it should work with the Ministry of Transport and Ministry of the Environment and Spatial Planning to develop a systemised method of zoning land around the airport according to forecast of aircraft noise exposure. This will provide a tool to advise developers and to control developments.

Environmental Protection

- All development plans stress protection of the environment.
- In accordance with the Environmental protection Act, the Airport develop reports on environmental aspects for all projects that influence the environment.
- As manager of the airport, they provide passive noise protection and traffic solutions which minimise emissions from traffic flow.
- Also provide for drainage of sewage water that is generated by the planes and airport buildings, including complex solution for meteoric and technologic waste waters and for healthy and pleasing airport surroundings.

2.4.9 Accessibility

Road Access (private vehicle)

The most convenient access to the airport is by the Motorway E61; follow directions to Brnik, which are clearly signposted. The airport is 26 km North of Ljubljana Centre.

Car Parking

Multi storey car park- 1,300 spaces all long term, 100 airport staff spaces
Parking lot - 900 Spaces all long term, airport staff places 50

Car Park House (Mutli-story)	PRICE (S I T)	Price (EUR)
up to 1 hour	300.00	1.25
from 1 to 2 hours	600.00	2.50
from 2 to 4 hours	1,000.00	4.17
from 4 to 8 hours	1,500.00	6.25
from 8 to 24 hours	2,000.00	8.33
from 1st – 3rd day, per day	2,000.00	8.33
from 4th – 7th day, each additional day	1,500.00	6.25
from 8th day, each additional day	1,000.00	4.17

Parking lot	PRICE (S I T)	Price (EUR)
30 min free of charge	0	0
up to 1 hour	250.00	1.04
from 1 to 2 hours	500.00	2.08

from 2 to 4 hours	750.00	3.12
from 4 to 8 hours	1,000.00	4.17
from 8 to 24 hours	1,500.00	6.25
from 1st – 3rd day, per day	1,500.00	6.25
from 4th – 7th day, each additional day	1,100.00	4.58
from 8th day, each additional day	1,000.00	4.17

Public Transport Access - Rail

No rail link.

Public Transport Access – Bus and Coach

To Ljubljana:

- Local bus service: every hour from 5 am to 8 pm
- Express airport mini bus: every two hours from 5 am to 10 pm; at peak hours each hour

To Kranj:

- Local bus service: every hour from 5 am to 8 pm

Public Transport Access - Taxi

23 x Taxi company.

Access for Persons of Reduced Mobility

For passengers with reduced mobility, to board/embark the aircraft we use a special Ambu-lift, type Aviogei EA4 FLS with 4m operation high and 10 person capacity.

The pavements design in front of the terminal enable the smooth access to the terminal for the passenger using a wheelchair.

All passengers with reduced mobility are given special attention to assist them at any time during their presence in the terminal or at the apron.

2.4.10 Key Issues and Other Information

Key issues for the airport over the next 5 years

New Terminal Construction

The key issue faced by LJU in the medium term is the development of the new passenger terminal, which will enable the airport to meet future traffic growth, and the requirements for the enforcement of the "Schengen agreement" by 2007.

- This project has been approved by the airport Management but requires governmental approval.
- Unfortunately, the airport cannot obtain the necessary building permit until the Ministry of the Environment (in conjunction with the Ministry of Transport) adopts the local strategic development plan.
- Ljubljana believe that the Government should participate in the process of financing this investment and not put the entire burden on the Aerodrom Ljubljana, d.d., as Slovenia's accession to the Schengen agreement and its implementation, has been forced on the operator.

Development of Portoroz Airport

Aerodrom Ljubljana has a 30% stake in Portoroz Airport and they indicated their intentions to grow this investment. The plan focuses on the generation of enhanced charter traffic directly to the Adriatic or coastal region and requires a number of developments, including;

- First the reconstruction of the 1,200 m long and 30m wide runway is required (project design is in progress, execution is foreseen for the autumn this year).
- Passenger terminal building adaptation.
- Apron extension.
- In the last few years justification and necessary agreements have been sought for approvals to lengthen the RWY for at least 200m (to the total length of 1,400m).

[Please see Portoroz Section for further details.]

2.4.11 Ljubljana Airport Photographs

Front of terminal (entrance area – photo taken from a raised position)

Departure Hall – Check-in desks on the right; retail and departure security areas on the left

Departure Hall (ticket desks) – Area A (right side of Departure Hall with easyJet check-in area visible)

Departure Hall (ticket desks) – Area B (left side of Departure Hall)

Arrivals – Border Control

Arrivals Hall (Baggage reclaim) – 2 belts

Signage example (outside arrivals hall)

Public Transport – Bus stop location (front of terminal)

2.5 Maribor Airport

2.5.1 Basic Airport Information

Airport Name	Aerodrom Maribor d.o.o.		
Airport Address	Letališka cesta 1 0 2312 Orehova vas Slovenia		
Website Address	www.maribor-airport.si		
IATA Code	MBX	**ICAO Code**	LJMB
Managing Director / Chief Executive	Silvo Ambrož		

IATA Slot Coordination Level	Level 1: Non-coordinated airport

(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

Air Traffic Control & Navigation

ATC Coverage (local or area control, who provides service)	TMA Maribor CTR Maribor Maribor Approach Maribor Tower ATS provided by Slovenia Control d.o.o.
NDB	Yes
DME	
VOR	
Other	Outer Marker

Fire Fighting	
Fire Fighting Category	Declared CAT 6 (A320 size); O/R facilities up to CAT 7 (B757-200 size), 24H prior to the flight
Maximum Aircraft Size	MD-11

Key airport contacts

General Contact:
Aerodrom Maribor Ltd
Letališka cesta 10
23132 Orehova vas
Slovenia
Phone: 00386 2 629 11 75
Fax: 00386 2 629 12 53
E-mail: info@maribor-airport.si

Chief Executive:
Mr. Silvo Ambroz
Phone: 00386 2 629 11 75
Fax: 00386 2 629 12 53
E-mail: silvo.ambroz@maribor-airport.si

Operations / Load Control:
Mr. Tone Bračko
Phone.: 00386 2 629 1553
Fax: 00386 2 629 1555
e-mail: load@maribor-airport.si or tbracko@maribor-airport.si
SITA: MBXAPXH

2.5.2 Airport Ownership and Management

Current ownership structure of the airport

Mixed ownership:

- Airside belongs to State of Slovenia.
- Landside belongs to private company.
- Passenger terminal 65% public and 35% private.

Not on stock exchange market.

Current management structure at the airport

The airport is managed entirely by Aerodrom Maribor Ltd.

Number of employees working for the airport operator

27 employees (June 2005)

Ground handling service provision at the airport

Service provider is Aerodrom Maribor. Services include:

- Passenger handling,
- baggage handling,
- aircraft cleaning,
- catering,
- refuelling,
- ramp services.

Brief history of the airport, highlighting major events

1976 – 1991:

- Aerodrom Maribor was built by the City of Maribor and opened for commercial traffic in May 1976 as a publicly owned airport.
- Up to the early 1990's, the airport had approximately 85,000 passengers and 700 tonnes of cargo per annum. More than 15% of the total passenger volume came outside of the ex-Yugoslavian border, mostly Austrians. Maribor Airport had regular scheduled flights to over 10 destinations, mostly in Balkan Mediterranean regions, and connecting flights to many major European cities.

1992 – 2000:

- No scheduled traffic during the 1990's (which continued to be the case up to 2004)
- By 2000, the airport had approximately 10,000 charter passengers.
- In 2000, the airport had a large cargo operation, with over 366,000 tones of freight – mainly from Russian Antonov aircraft and the Illusion IL-76. Cargo traffic flew mostly to Russia, Middle East and Africa.
- Airport has not had any major modifications, renovations or any other type of updating since the opening and up until 2000.

2001 – Present

- Runway, aircraft tract and lighting were completely renovated in 2000 at a cost of approximately EUR 3m, financed entirely by the State.
- Between 2000 and 2001, the airport operator Aerodrom Maribor d.o.o, underwent financial difficulties and eventually went into administration. There were virtually no passenger and cargo operations in 2001.
- In May 2002 company Aerodrom Maribor d.o.o., was sold to Prevent d.d. from Slovenj Gradec as majority shareholder.
- Since then, the airport has renovated part of the infrastructure (during 2002 and 2003) and upgraded its technological facilities.
- Charter traffic has steadily increased and in 2004 the airport had over 7,000 passengers (6,200

from charter operations.

- Cargo operations are well below previous levels due to the loss of operations on noise grounds (i.e. Stage 2 Russian cargo aircraft).
- In 2005, Styrian Spirit began scheduled daily operations form Maribor to Paris (CDG) via Salzburg with a CRJ 200 aircraft. Aerodrom Maribor d.o.o owns 26% of this air carrier.

2.5.3 Financial Issues

Financial performance

Year Ending December 2004

Turnover:

Aeronautical	Not stated
Non aeronautical	Not stated
Total	EUR 660,000

Operating Profit before tax: Not stated

Net Profit: EUR 48,000

User charges

<u>Current published fees and charges structure</u>:

Landing Fees:

- Maximum permissible take-off weight allowed as specified under the regulations of the State in which the aircraft is registered.

Aircraft weight MTOW (kg)	*Charge per ton (EUR)*
Up to 25,000	7.02
Above 25,000	8.58

Parking fees

Parking Time	*Charge per ton (EUR)*
First 4 hours	0.00
Each stated 24 hours	15% of full Landing Charge
Hanger charge per 24 hours	10.40

Passenger Service Charges

- The passenger service charge for each departing passenger is 12.48 EUR.
- Exempted from the taxes are:
  - crew members; infants;
  - passengers with discounted tickets (100% and 90% discount);
  - transit passengers using the terminal building for the reason of the technical landing

Runway Lighting Charges

- Lighted runway is 40% of landing charge

Handling Charges

Passenger Aircraft

Aircraft weight MTOW (kg)	*Charge per ton (EUR)*
from 4,000 to 10,000	208.00
from 10,000 to 16,000	240.24
from 16,001 to 21,000	345.80
from 21,001 to 40,000	495.04
from 40,001 to 60,000	622.44
from 60,001 to 79,000	847.08
from 79,001 to 100,000	939.12
from 100,001 to 130,000	1.128.40
from 130,001 to 155,000	1.361.88
from 155,001 to 200,000	1.751.36
from 200,001 to 270,000	2.451.80
above 270,000	3.579.68

Cargo Aircraft

Aircraft Type	*MTOW (t)*	*Max. Load (t)*	*Charge (EUR)*
L-410	6	0.5	91.00
C 130 Hercules	71	21	970.32
DC 8-30/50/62	143-148	43	1,357.20
DC 8-61/63	152	54	2,486.64
DC 8-71/73	159	54	2,021.76
DC 9-15	41	9	645.84
DC 9-30/50	45-55	15.5	879.84
DC 10-30 C	257	70	3,893.76
Fokker 27	21	5.4	411.84
Fokker 28	30-34	6.8	483.60
IL 18	61-64	13.5	804.96
IL 76	157-190	40	1,603.68
TU 154 C	74-100	22	1,173.12
AN-124	405	120-150	4,867.20

2.5.4 Airport Traffic

Airport traffic history

Historic Traffic

Year	Scheduled Pax	Non-Scheduled (Charter)	General Aviation	Total Pax	Freight (tonnes)	Transport Movements
1998	0	14,088	925	15,013	140,886	1,590
1999	0	10,908	524	11,432	99,658	1,516
2000	0	10,101	629	10,730	366,635	2,140
2001	0	150	68	218	259,483	816
2002	0	395	622	1,017	55,373	1,754
2003	0	4,532	1,031	5,563	48,717	2,006
2004	0	6,209	884	7,093	2,273	2,052

Source: Airport

Traffic Breakdown

Unit	2004	Unit	2004
Schengen Passengers	1,320	Non Schengen Passengers	47
International Passengers	5,305	Domestic Passengers	19
Scheduled Passengers	0	Non Scheduled Passengers	98,436
Cargo – Freight	2,273	Cargo – Mail	0

Source: Airport

Current Flight Programme

Airline	Destination Airport	Airport Code	Flights per week
Styrian Spirit (codeshare with Air France) [began 2005]	Paris (via Salzburg)	CDG (via SZG)	7

Source: Airport

Charter flights approximately 2-5 per summer period.

Future Traffic Forecast

Passenger flows, Freight Tonnes and Air Traffic Movements 2005-2015 forecast:

Year	Scheduled Pax	Non-Scheduled (Charter)	General Aviation	Total Pax	Freight (tonnes)	Transport Movements
2005	3,000	12,000	1,500	16,500	1,000	3,200
2006	6,000	16,000	2,000	24,000	1,500	4,000
2007	8,000	18,000	2,500	28,500	2,000	4,500
2008	11,000	20,000	3,000	34,000	3,000	5,000
2009	15,000	25,000	3,500	43,500	5,000	6,000
2010	18,000	28,000	3,800	49,800	8,000	6,500
2015	28,000	35,000	5,000	68,000	10,000	9,000

Source: Airport

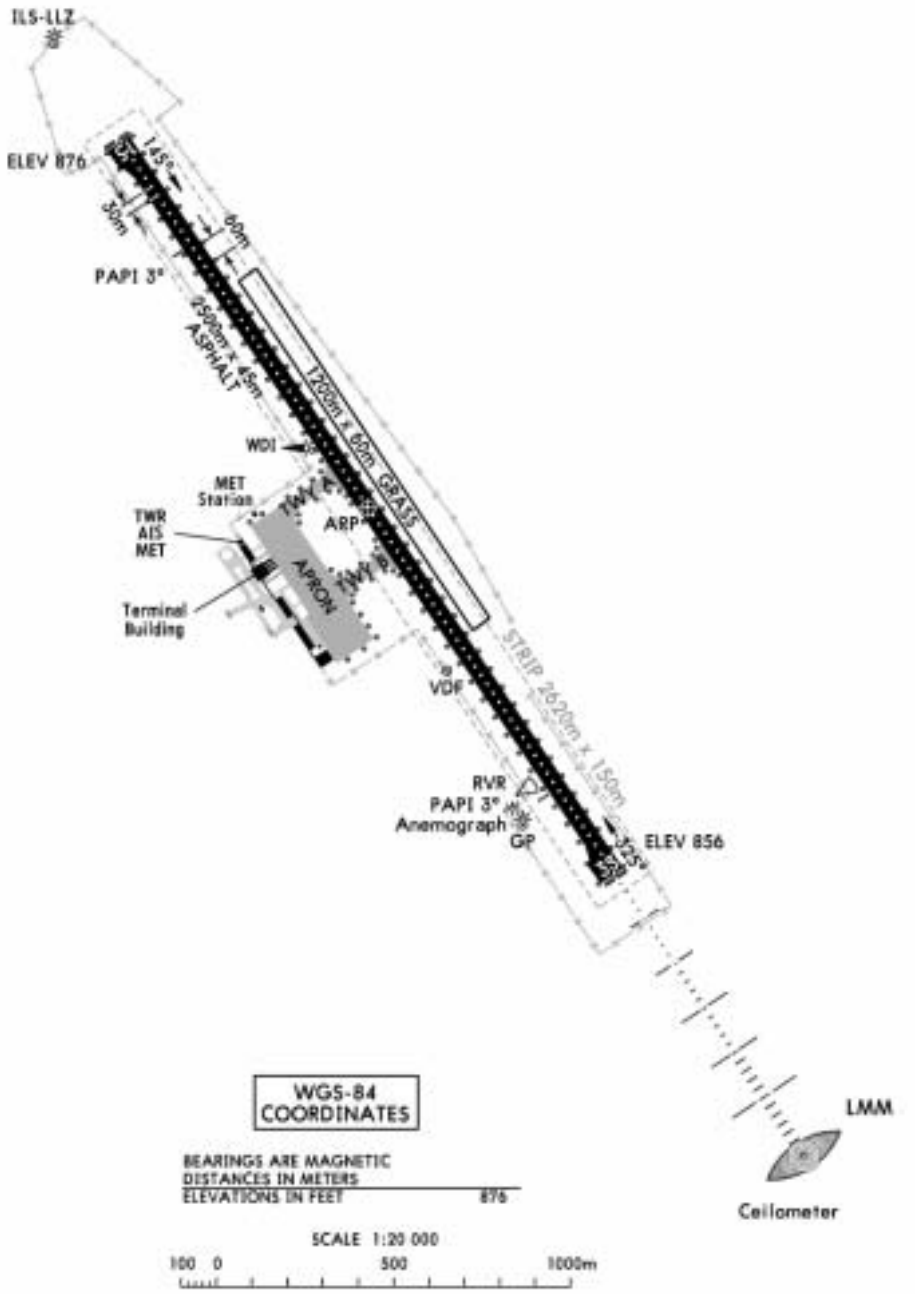
Notes:

- The above traffic forecast is derived from estimated growth in scheduled operations with the current air operator.
- The airport confirmed that in September 2005, it is likely that Ryanair will begin operations from London Stansted to Maribor. This has been approved by the government and the airport anticipate signature of the contract with the carrier by the end of June 2005*.
- The airport also confirmed that it is likely that Ryanair will begin operation in 2006 from Barcelona and Frankfurt (Hahn) to Maribor*.

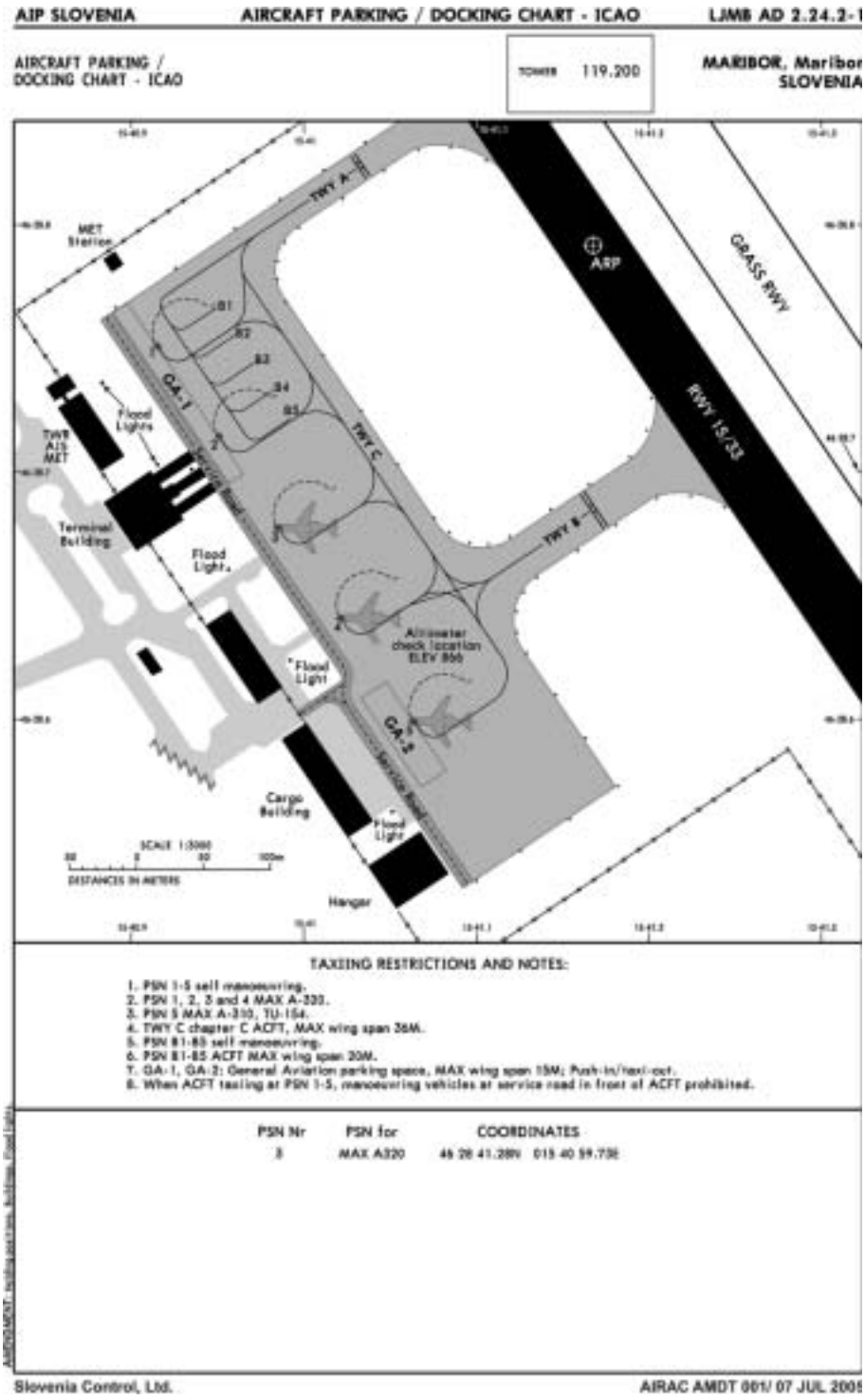
* Updated information concerning the introducing of Ryanair operations (i.e. routes, frequency, and revised traffic forecast) will be obtained from Maribor before September 2005

2.5.5 Runway Information

Overview of Airport Layout



2-D schematic of Apron



Apron Area (Photo supplied by Maribor Aerodrom)

Current Runway Capacity

	Runway 1	
Designation	33 / 15	
Length (m)	2500m x 45m	
ILS CAT	CAT I	
Number of Peak Hour Departures	1 (06:00 – 07:00)	
Number of Peak Hour Arrivals	1 hour (20:00 – 21:00)	
Hourly Capacity Under IFR Flight Rules	Not stated	
Average Movement Delay Rate (mins)	Not stated	
Annual Movement Capacity	Not stated	
Runway Operating Hours	06:00 – 21:30	

Multi-runway operating procedures
N/A. Only one runway.
Factors limiting Runway capacity
The airport do not believe there to be any factors that currently limit runway capacity.

2.5.6 Terminal and Cargo Facilities

Terminal Capacity

	Terminal		
Name of Terminal			
Departing Passengers per hour	180		
Arriving Passengers per hour	180		
Transfer Passengers per hour	50		
Annual Capacity	100,000		

Methodology for calculation of terminal capacity

Estimated figure of 100,000 is provided by the airport.

Excess capacity

Currently, the airport only operates one daily scheduled operation (outbound at 06:45 and inbound at 21:10) and ad-hoc charter operations during the Summer period.

Consequently, the airport has capacity for hourly scheduled and charter operations throughout the airport opening hours.

Main bottlenecks for terminal capacity

Due to the size of scheduled operations and aircraft type (1 x 50-seater CRJ-200) at present, there are no terminal bottlenecks.

However, to cater for increased schedule traffic (e.g. from Ryanair from September 2005) and the implementation of Schengen requirements in the future, the airport lacks the following facilities:

- Limited baggage handling capacity
- Limited number of check-in desks (currently 3)
- Limited customs facilities
- Limited security checking facilities
- No separation of arrival / departure gates for Schengen requirements.

Terminal Facilities (Passenger)

	Terminal		
Name of Terminal			
Terminal Total Floor Area	1,296m^2		
Number of Check in desks	3		
Number of Self Service Check in machines	0		
Number of Passenger Security Screening Positions	1		
Number of Departure Baggage Belts	1		
Number of Departure Gates	2		
Number of Loading Bridges	0		
Number of Inbound Passport / Immigration Positions	2		
Number of Baggage Claim Units	1		
Number of Commercially Important Passenger Lounges	0		

Further detail on terminal passenger facilities

1 x Lounge for VIP guests.
1 x Restaurant with terrace.

Number of parking stands

Airport apron: 60m x 130m reconstructed in 2000
Accommodate 6 A/C type: MD-83, B-737, A-310, A-320, etc., or 4-5 cargo A/C IL-76 or B-707, AN-124.

Retail Facilities

1 x Duty free shop,
1 x Car hire kiosk,
2 x Travel agencies, and
1 x Ticket kiosk.

Cargo Capacity

	Facility		
Name of Cargo Facility			
Description			
Annual Cargo Capacity (metric tonnes)	5,000 t		
Total annual inbound cargo (metric tonnes)	2,500 t		
Total annual outbound cargo (metric tonnes)	2,500 t		
Share carried on cargo aircraft (%)			
Total domestic cargo (metric tonnes)			
Total international cargo (metric tonnes)			

Further detail on cargo facilities

No further details available.

Other Facilities

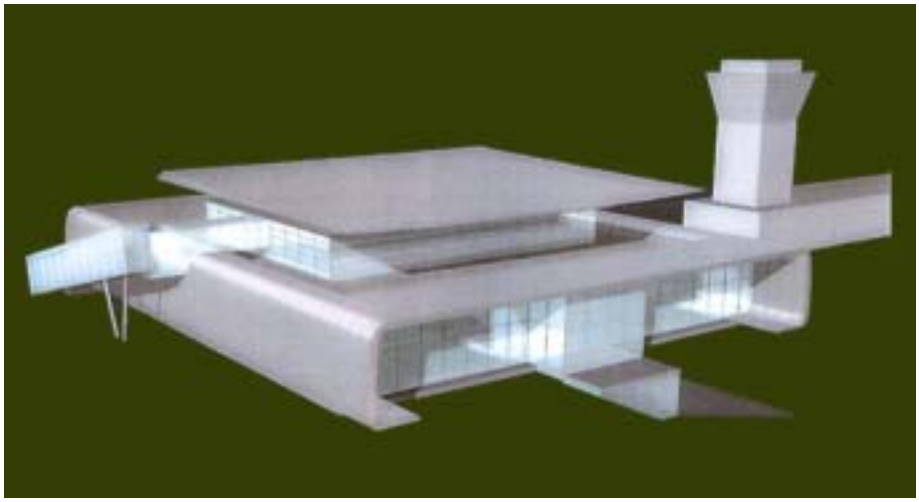
Aircraft Maintenance / Engineering Facilities
Currently no Maintenance or Engineering Facilities
Refuelling facilities
Avgas 13,000 L capacity JET A1 70,000 L refueling truck 8,000L
Winter Operating facilities
3 Runway Snow Plough units (Truck with mounted plough + rotating brush) 2 Snow Ploughs for the use on the apron 1 One De-icing unit (up to 12m working height)

2.5.7 Infrastructure Development

Major works in the last 5 years
Reconstruction of Runway and Lighting systems ➢ Completed in 2000 ➢ Cost of EUR 3.5m, financed entirely by the State Investment in landside facilities ➢ Part renovation of the passenger terminal, parking facilities, warehousing and management building ➢ Work carried out between 2002 and 2004 ➢ Cost of EUR 3m, financed by the airport company Installation of new ILS (glide path and localizer) and equipment upgrade ➢ Due for completion in 2005 ➢ Cost of EUR 5.0m, financed by European Cohesion Fund (60% or EUR 3.0m) and remainder from the State (40% or EUR 2.0m)
Future Approved works
None
Long term development plan (master plan) for the airport
New Terminal Construction, EUR 8 m (2006) ➢ Plan to renovate the existing passenger terminal to include increases in the following; ➢ Baggage handling facilities; ➢ Customs and Police facilities; ➢ Separation of gates to meet Schengen requirements ➢ Disabled toilet facilities ➢ Retail (shopping and restaurant) facilities ➢ Total estimated cost is EUR 8m

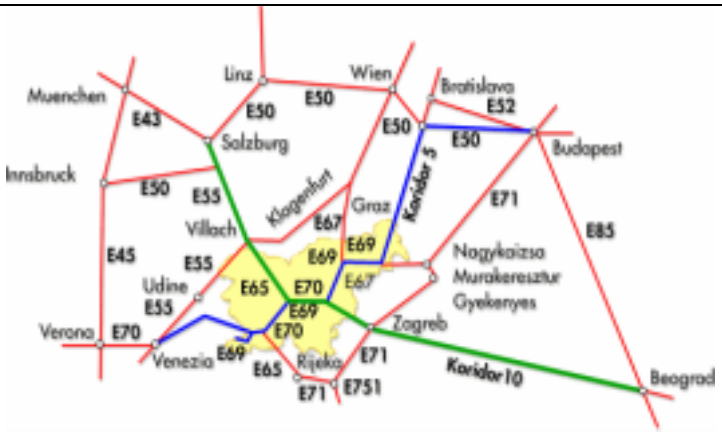
- Currently tendering for the 'Design' stage.
- Estimated duration of work is 3 months and completion of project necessary by the end of 2006.

3-D schematic of exterior of reconstructed passenger terminal



- **New equipment, EUR 2.5m (2007)**
  - In conjunction with the renovated passenger terminal, the airport also plans to invest in the following:
    - Additional security screening equipment
    - Ramp-handling equipment
    - Passenger transport (apron buses)
    - Refuelling system and fuel trucks
  - Total estimated cost of new equipment is EUR 2.5m

- **Maribor International Airport Logistics Centre – EUR 300 m investment**
  - The biggest project the airport company are currently working on is the development of an International Logistics Centre.
  - Project was presented at the Central European Initiative summit 2002/2003 and was approved and accepted as a primary regional project.
  - The project is planned as a third logistics centre in Slovenia (next to Koper and Ljubljana), as a part of Slovenian governments' regional initiative.
    Airport Maribor lies on the crossroads of main European corridors, corridor V, which forms the link between Spain (Barcelona), Italy (Venice, Trieste), Slovenia, Hungary and Ukraine (Kiev); and corridor X, which links Germany (Hamburg), Austria, Slovenia trough Balkans to Greece (Athens).
  - Aerodrom Maribor d.o.o. has already signed a letter of intent with the Slovenian Railways, which foresees the building of a railway track to Maribor airport, enabling connection of the railway network with the airport and logistics centre.
  - The airport is also in close vicinity of the main highway (less than 1 km).
  - Logistics centre will hence have air, road and rail access, making it one of the few in this part of Europe.
  - In the urban plan of airport development it is foreseen that 150 hectares of land are set aside for this centre.
  - Total estimated cost of this development is EUR 300m
  - The "Implementation Study" has been completed.



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- In the urban plan of airport development it is foreseen that 150 hectares of land are set aside for this centre.
- Total estimated cost of this development is EUR 300m.

2.5.8 Environment

Environmental Policy
Currently, there is no formal environmental policy or procedures in place to deal with specific matters. All environmental matters are handled by the CX of the airport.

2.5.9 Accessibility

Road Access (private vehicle)
10 km away from center of Maribor

Car Parking
450 car parking spaces available – free of charge.
Public Transport Access - Rail
Railway is 2 km away.
Public Transport Access – Bus and Coach
No buses.
Public Transport Access - Taxi
3 x Taxi company.
Access for Persons of Reduced Mobility
The airport toilet facilities are currently in the basement floor of the terminal; there is no means of accessing these facilities for persons of reduced mobility.

2.5.10 Key Issues and Other Information

Key issues for the airport over the next 5 years

New Terminal Construction

The key issue faced by MBX in the medium term is the reconstruction of the current passenger terminal, which will enable the airport to meet future traffic growth, and the requirements for the enforcement of the "Schengen agreement" by 2007.

- This project has been approved by the airport Management but requires governmental approval.
- Total estimated cost is EUR 8m, with a further EUR 2.5m for equipment – no funding has been secured.
- Currently tendering for the 'Design' stage.

Introduction of Low Cost Carrier operations

- The airport confirmed that in September 2005, it is likely that Ryanair will begin operations from London Stansted to Maribor.
- This has been approved by the government and the airport anticipate signature of the contract with the carrier by the end of June 2005*.
- The airport also confirmed that it is likely that Ryanair will begin operation in 2006 from Barcelona and Frankfurt (Hahn) to Maribor*.

Development of the Logistics Centre

- EUR 300m development of an International Logistics Centre, with air, road and rail access.
- Project was presented at the Central European Initiative summit 2002/2003 and was approved and

* Updated information concerning the introducing of Ryanair operations (i.e. routes, frequency, and revised traffic forecast) will be obtained from Maribor before September 2005

accepted as a primary regional project.

- The project is planned as a third logistics centre in Slovenia (next to Koper and Ljubljana), as a part of Slovenian governments' regional initiative.
- The "Implementation Study" has been completed.

2.5.11 Maribor Airport Photographs

Maribor Airport did not have any commercial traffic in 2004 (and less than 10,000 scheduled passengers estimated for 2005), thus no site-visit was made. However, the airport provided these photographs.

Entrance Area

Departures Hall (with 3 check-in desks on left)

Security: Passenger Screening area

Arrivals Gates

2.6 Portoroz Airport

2.6.1 Basic Airport Information

Airport Name	Aerodrom Portorož D.O.O.		
Airport Address	Sečovlje 19 6333 Sečovlje Slovenia		
Website Address	www.portoroz-airport.si		
IATA Code	POW	**ICAO Code**	LJPZ
Managing Director / Chief Executive	Ljubo Milič		

IATA Slot Coordination Level	Level 1: Non-coordinated airport

(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

Air Traffic Control & Navigation

ATC Coverage (local or area control, who provides service)	Provided by Slovenia Control
NDB	Yes
DME	No
VOR	No
Other	Outer Marker

Fire Fighting

Fire Fighting Category	CAT 2 (Piper Aztec size) CAT 4 (Saab 340 size) on request 12 hrs prior notice
Maximum Aircraft Size	Dash 8-100

Key airport contacts

Ljubo Milic
Managing Director
Secovlje 19
6333 Secovlje
Slovenia
Ph: +386 5 672 25 25
Mobile: +386 41 631 210
E-mail: ljubo.milic@portoroz-airport.si

2.6.2 Airport Ownership and Management

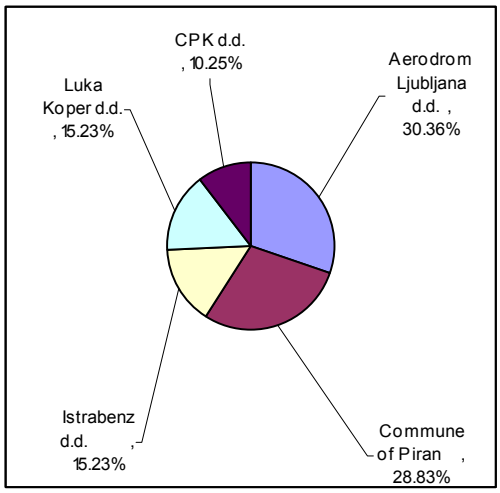
Current ownership structure of the airport

- Private ownership (Ltd.)

  Detail of ownership split:

Aerodrom Ljubljana d.d.	30.36%
Commune of Piran	28.83%
Istrabenz d.d.	15.23%
Luka Koper d.d.	15.23%
CPK d.d.	10.25%

- Managing director is responsible to make assembly of the owners according to the contract signed between the investors.
- We have Commune of Piran as part of regional government but they have no deciding influence



Current management structure at the airport

The Director is responsible for the assembly of the owners.

Number of employees working for the airport operator
8 employees in 2004

Ground handling service provision at the airport
Ground handling service provision at the airport performed by the airport Portoroz.

Brief history of the airport, highlighting major events

- 1963 - the first landing at the Airport Portorož
- 2004 ownership changed from 100% state (commune of Piran) owned to private owned airport. New investors entered with fresh capital in June 2004.
- No commercial flights only a few charter flights in 1981 and 1983. Major traffic at the airport done by general aviation, sport pilots and training. With capital investment from new owners the aim is to establish regular scheduled traffic at the airport in near future.
- 2005 - plans to renovate runway and in next 2 years to extend an additional 200m (current length is 1200m)
- Also plan to replace the lighting and navigation system (last 25 years nothing was done regarding infrastructure, maneuvering surfaces and lighting system).

2.6.3 Financial Issues

Financial performance

Year Ending December 2004

Turnover:

Aeronautical	EUR 173,696
Non aeronautical	EUR 132,990
Total	EUR 306,686

Operating Profit before tax: not disclosed

Net Loss: EUR (45,820)

User charges

Landing Charges

kg	*Charge (EUR)*
up to 1000 kg	10.30
from 1001 to 1200 kg	15.90
from 1201 to 2000 kg	20.50
from 2001 to 3000 kg	34.00
from 3001 to 4000 kg	45.30
from 4001 to 5000 kg	56.60
from 5001 to 6000 kg	67.90
above 6001 kg per ton	11.30

Parking

Unit	*Charge (EUR)*
For each started 24 h per ton	2.20
For 7 days per ton	12.30
For 30 days per ton	39.60

Passenger and Security Service

Unit	*Charge (EUR)*
Per departing passenger	9.20
Per transfer passenger	3.00

Ground handling

MTOW (kg)	*Charge EUR*
per tone	10.00
V.I.P. flights up to 6000 kg	80.00
V.I.P. flights above 6001 kg per tone	12.50

Ground handling services on request

Unit	*Charge (EUR)*
Shift the aircraft up to 2000 kg	5.20
Shift the aircraft above 2001 kg	3.00
Battery charging	14.00
Van 8 - seater up to 30 km	0.62
Van 8 - seater above 30 km	0.46
Van 8 - seater - stand by	19.43
Gr. unit power (28V, 1600 A)	90.00

Gr. unit power (28V, 1200 A)	50.00
El. towing - to 6 ton	51.13
Baggage trailer	5.63
Gr. Unit power (28V, 1600 A)	22.50
Gr. Unit power (28V, 1200 A)	12.50
Fier truck DODGE	117.60
Fire truck TAM	76.19
Vehicles used on apron - van	12.79
Vehicles used on apron - car	10.23
Fire truck DODGE	5.12
Fire truck TAM	2.56
Tractor FIAT store 402	40.91
Labour cost Engineer	29.00
Labour cost Skilled worker	25.00
Labour cost Semi skilled worker	15.00
Labour cost Security	15.00

Lighting

Unit	*Charge (EUR)*
up to 1000 kg	3.09
from 1001 to 1200 kg	4.77
from 1201 to 2000 kg	6.15
from 2001 to 3000 kg	10.20
from 3001 to 4000 kg	13.59
from 4001 to 5000 kg	16.98
from 5001 to 6000 kg	20.37
above 6001 kg per ton	3.39

2.6.4 Airport Traffic

Airport traffic history

Historic Traffic

Year	Pax*	Freight (tonnes)	Transport Movements
1995	18,538	0	14,964
1996	18,610	0	12,986
1997	21,048	0	15,522
1998	17,720	0	10,032
1999	15,116	0	9,226
2000	15,154	0	8,417
2001	16,088	0	9,029
2002	16,507	0	8,315
2003	18,604	0	9,060
2004	14,859	0	8,576

Source: Airport

*The above data is for general aviation traffic – Up until 2004, there was no cargo, domestic scheduled or international flights and no charter flights.

Traffic Breakdown 2004

Unit	2004	Unit	2004
Schengen Passengers	N/A	Non Schengen Passengers	N/A
International Passengers	N/A	Domestic Passengers	N/A
Scheduled Passengers	N/A	Non Scheduled Passengers	N/A
Cargo – Freight	N/A	Cargo – Mail	N/A

Source: Airport

Passenger Traffic by destination – N/A

Current Flight Programme

There is no current flight programme.

Future Traffic Forecast

Passenger flows, Freight Tonnes and Air Traffic Movements 2005-2010 forecast:

Year	Passenger Numbers (GA + Scheduled + Charter)	Scheduled Passengers	Charter Passengers	Air Traffic Movements	Freight Tonnes
2005	20,384	0	0	6,900	0
2006	22,000	0	704	7,190	0
2007	27,000	1,960	960	7,500	0
2008	28,200	2,800	2,000	7,720	0
2009	29,800	2,800	2,500	7,785	0
2010	32,900	4,200	3,000	8,241	0

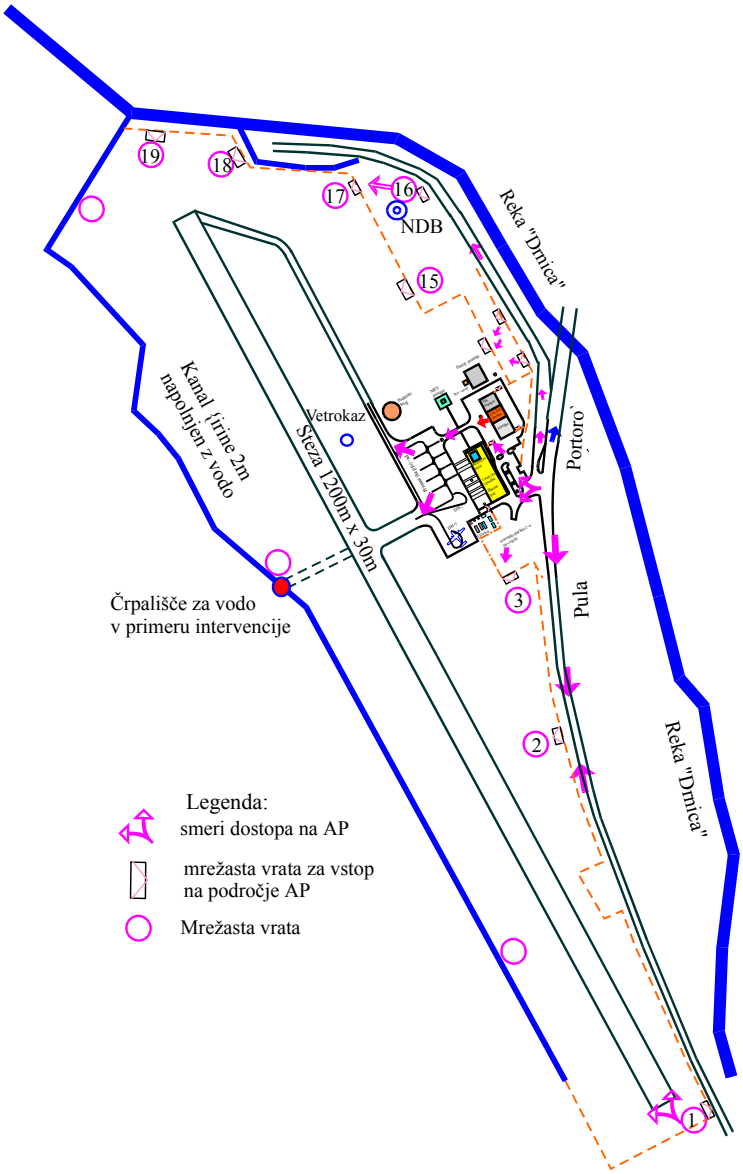
Source: Airport

- The above figures were forecast by Portoroz in 2004, and show no scheduled or charter traffic for 2005.
- However, the Airport now plans to introduce ad-hoc flights out of POW from beginning of July 2005 with small Jet stream 31 aircraft.

2.6.5 Runway Information

Overview of Airport Layout

Aerodrome layout (supplied by Portoroz)



Showing RWY 15 / 33, with the terminal building to the East.

Current Runway Capacity

	Runway 1	
Designation	15 / 33	
Length (m)	1200m	
ILS CAT	None	
Number of Peak Hour Departures	0	
Number of Peak Hour Arrivals	0	
Hourly Capacity Under IFR Flight Rules	As Airport Duty	
Average Movement Delay Rate (mins)	Not stated	
Annual Movement Capacity	Not stated	
Runway Operating Hours	SUMMMER 8-20 LT; WINTER 8-16 LT(1-5), 9-18 LT(6,7)	

Multi-runway operating procedures

N/A. One runway only.

Factors limiting Runway capacity

- Short take-off and Landings due to RWY length (1200m)
- 2 TWY; TWY B width 15m (LCN 28); and TWY A,C width 7.5 M (LCN 19)
- Noise restriction – 73.9 DB /4 Flights/hour / and 13-15 on Sat, Sun, National Holidays.
- Terminal Configuration – opened type.
- Airport closes at certain periods – 'National Park Saline' (Salt exalting fields, Natura 2000 Protected Area)

2.6.6 Terminal and Cargo Facilities

Terminal Capacity

	Terminal		
Name of Terminal	MAIN		
Departing Passengers per hour	50		
Arriving Passengers per hour	50		
Transfer Passengers per hour	N/A		
Annual Capacity	Up to 50,000		

Methodology for calculation of terminal capacity
IATA methodology
Excess capacity
No regular traffic as yet thus the terminal capacity is in accordance with the existing facility.
Main bottlenecks for terminal capacity
Number of check-ins and aircraft parking stands.

Terminal Facilities (Passenger)

	Terminal		
Name of Terminal			
Terminal Total Floor Area	360m^2		
Number of Check in desks	1		
Number of Self Service Check in machines	1		
Number of Passenger Security Screening Positions	2		
Number of Departure Baggage Belts	1		
Number of Departure Gates	1		
Number of Loading Bridges	0		
Number of Inbound Passport / Immigration Positions	1		
Number of Baggage Claim Units	1		
Number of Commercially Important Passenger Lounges	N/A		

Further detail on terminal passenger facilities

Central hall	138m^2
Departures	72 m^2
Arrivals	90 m^2
Travel value (DFS) shop	26 m^2
Shop	26 m^2
Restaurant	285 m^2

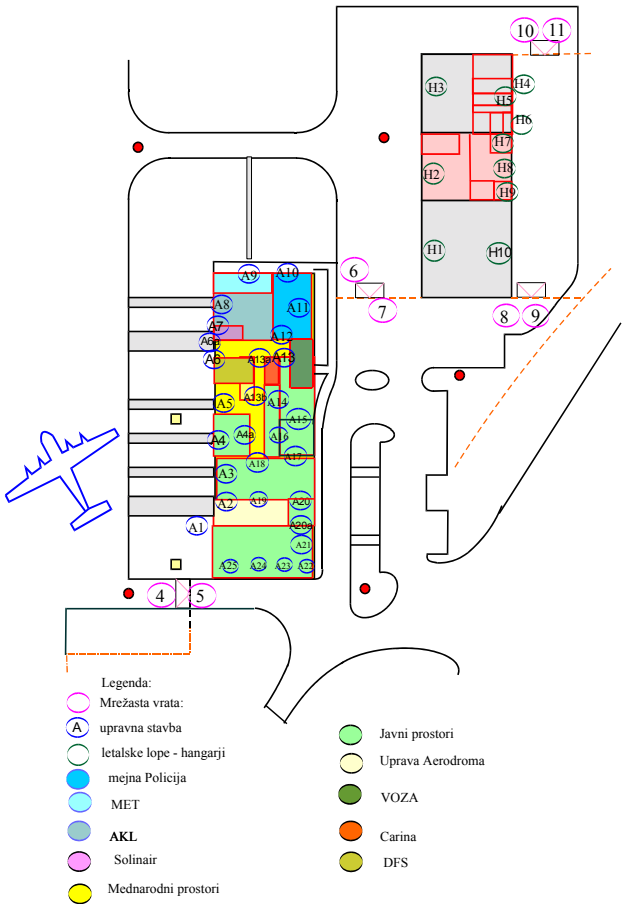
Number of parking stands

Maximum Wingspan 24-36m (2 Stands).
Helicopter Stand (max 15.6m diameter).
Access to the terminal is by foot.

Retail Facilities

Duty Free Shop and Travel Value
Restaurant
Car Hire
Hotel Reservation
Flyer Accessories Shop – Jeppesen Articles

Air Terminal Layout (Supplied by Portoroz)



Cargo Capacity

	Facility		
Name of Cargo Facility			
Description	No Cargo facilities		
Annual Cargo Capacity (metric tonnes)			
Total annual inbound cargo (metric tonnes)			
Total annual outbound cargo (metric tonnes)			
Share carried on cargo aircraft (%)			
Total domestic cargo (metric tonnes)			
Total international cargo (metric tonnes)			

Further detail on cargo facilities

Other Facilities

Aircraft Maintenance / Engineering Facilities
Technical Hanger Operation service centre (provided by Solinar company)
Refuelling facilities
AVGAS 100 LL- 200 l/ min JP-A1 – 500 l/min 8 (Pressure refuelling) Aircraft Oils Aeroshell 15W50 (Piston Engines) Shell 500 (Jet Engines)
Winter Operating facilities
Not available.

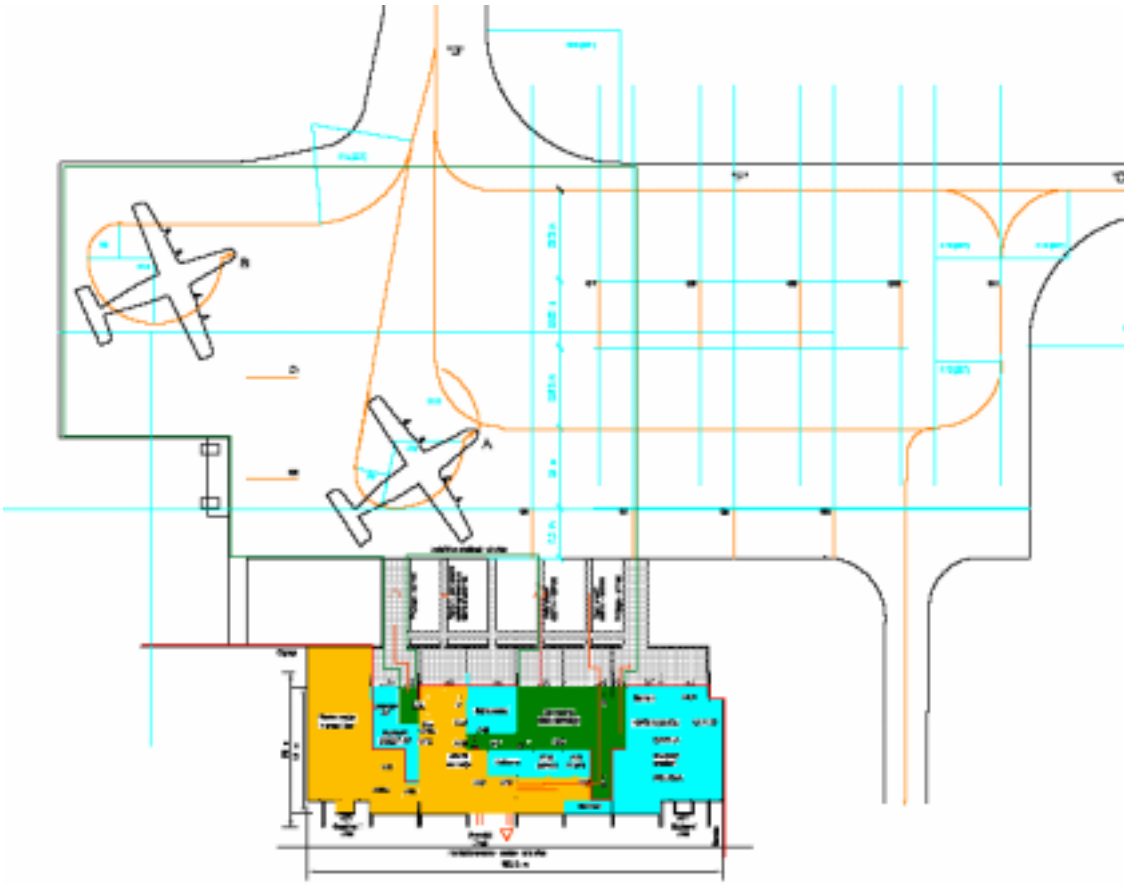
2.6.7 Infrastructure Development

Major works in the last 5 years
None
Future Approved works
Improvement of runway situation (reconstruction) and exchanging lighting system, expected cost approx. EUR 950,000 to be completed end of 2005.

Long term development plan (master plan) for the airport

- adaptation of passenger terminal in second half of 2006 also for purpose of Schengen regulation
- in first half of 2007 preparation works for runway extension (to 1400 m)
- in second half of 2007 extension of runway and at the same time extension of apron (dim.120m x 50m)
- Approximately costs expected for above project are € 900,000

Provisional schematic of adapted passenger terminal and apron area (provided by Portoroz Airport)



Notes:
The above projects are dependent on securing all necessary permits and documents. The government is currently a major obstacle (responsible, Ministry of Environment). The Ministry's needs to accept master plan for the area in which Portoroz Airport is located, which includes development plans for Potoroz Airport. It is not until this document is accepted that Portoroz can request the permit for reconstruction (the so called 'building permit' which gives Portoroz the possibility for further development).

Portoroz Airport expects to get this plan within next 2 years.

2.6.8 Environment

Environmental Policy
Noise description applied. POW is located nearby the Salt planes and Landscape park in which, there are wetlands protected by the Ramsar Convention. There are rare bird varieties in the landscape park, the Airport authority is responsible for dealing with this matter.

2.6.9 Accessibility

Road Access (private vehicle)
6 KM to Portoroz city via two lane road.
Car Parking
150 parking spaces for long and short term. Both public and airport staff spaces are included in above figure (about 20 spaces available for airport staff).
Public Transport Access - Rail
No rail link available.
Public Transport Access – Bus and Coach
Local bus service available from city Secovlje 200 m from the airport.
Public Transport Access - Taxi
Portoroz offers its own taxi service.

Access for Persons of Reduced Mobility
Wheelchairs available. Airport building is in one floor level (ground) with no stairs between land side and air side. Due to current operations (only GA), Portoroz have no special procedure for access to aircraft for persons of reduced mobility.

2.6.10 Key Issues and Other Information

Key issues for the airport over the next 5 years

Establishment of regular commercial and charter traffic:

- In summer 2005, the Airport will operate a regular charter flight, which will transport the customers of two local casinos, with a 15-seater aircraft (Jet stream 31).
- As this aircraft will be based at Portoroz, the Airport will also provide ad-hoc service for hotels and other interested parties.
- Future scheduled traffic will also depend on this particular aircraft.

Aerodrome Redevelopment:

- Reconstruction and extension of runway and taxi way
- Extension of apron
- Reconstruction and modernisation of passenger terminal and full-fill Schengen regulations
- Arrangement of car parking facilities
- Upgrade air traffic navigation system (DME, VOR in cooperation with Slovenia Control)

Notes:
The above projects are dependent on securing all necessary permits and documents. The government is currently a major obstacle (responsible, Ministry of Environment). The Ministry needs to accept the master plan for the area in which Portoroz Airport is located, which includes development plans for Potoroz Airport. It is not until this document is accepted that Portoroz can request the permit for reconstruction (the so called 'building permit' which gives Portoroz the possibility for further development).

Portoroz Airport expects to get this plan within next 2 years.

For the time being Portoroz are not planning any handling of cargo.

For future development our time frame is to finalise all the above mentioned issues by the year 2008.

2.6.11 Portoroz Airport Photographs

Portoroz Airport did not have any commercial traffic in 2004 (with charter operations due in July 2005), no site-visit was required. However, these photographs were obtained from the company's website.

Aerial Photo – towards the Northwest (from airport website)

Apron Area (from airport website)