**CALL FOR TENDERS FOR ENHANCED AIR CONNECTIVITY OF SLOVENIA**

**Ljubljana, 5 September 2025**

1. **Aid provider**

The state aid is granted by the Ministry of Infrastructure of the Republic of Slovenia, Tržaška cesta 19, Ljubljana (hereinafter: the Ministry).

1. **Legal basis**
* Public Finance Act (Official Gazette of the Republic of Slovenia /[Uradni list RS], Nos [11/11](http://www.uradni-list.si/1/objava.jsp?sop=2011-01-0449) – official consolidated version, [14/13 – corr.](http://www.uradni-list.si/1/objava.jsp?sop=2013-21-0433), [101/13](http://www.uradni-list.si/1/objava.jsp?sop=2013-01-3677), [55/15](http://www.uradni-list.si/1/objava.jsp?sop=2015-01-2277) – ZFisP, [96/15](http://www.uradni-list.si/1/objava.jsp?sop=2015-01-3772) – ZIPRS1617, [13/18](http://www.uradni-list.si/1/objava.jsp?sop=2018-01-0544), [195/20](http://www.uradni-list.si/1/objava.jsp?sop=2020-01-3501) – Constitutional Court decision and [18/23](http://www.uradni-list.si/1/objava.jsp?sop=2023-01-0348) – ZDU-1O, 76/23, 24/25 – ZFisP-1 and 39/25);
* Republic of Slovenia Budget Implementation Act for 2025 and 2026 (Official Gazette of the Republic of Slovenia, Nos 104/24, 17/25 – ZFO-1E and 32/25 – ZJU-1);
* The Republic of Slovenia Budget for 2025 (Official Gazette of the Republic of Slovenia, Nos 123/23 and 104/24);
* Rules on the procedures for the implementation of the budget of the Republic of Slovenia (Official Gazette of the Republic of Slovenia, Nos 50/07, 61/08, 99/09 – ZIPRS1011, 3/13, 81/16, 11/22, 96/22, 105/22 – ZZNŠPP, 149/22, 106/23 and 88/24);
* Integrity and Prevention of Corruption Act (Official Gazette of the Republic of Slovenia, Nos [69/11](http://www.uradni-list.si/1/objava.jsp?sop=2011-01-3056) – official consolidated version, [158/20](http://www.uradni-list.si/1/objava.jsp?sop=2020-01-2765), [3/22](http://www.uradni-list.si/1/objava.jsp?sop=2022-01-0014) – ZDeb and [16/23](http://www.uradni-list.si/1/objava.jsp?sop=2023-01-0301) – ZZPri);
* Prevention of Money Laundering and Terrorist Financing Act (Official Gazette of the Republic of Slovenia, Nos [48/22](http://www.uradni-list.si/1/objava.jsp?sop=2022-01-0977), [145/22](http://www.uradni-list.si/1/objava.jsp?sop=2022-01-3606) and 17/25);
* Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (OJ L 119, 4.5.2016, p. 1), last amended by Corrigendum (OJ L 127, 23.5.2018) (General Data Protection Regulation);
* Personal Data Protection Act (the ZVOP-2) (Official Gazette of the Republic of Slovenia, Nos 163/22 and 40/25 – ZInfV-1);
* Trade Secrets Act (Official Gazette of the Republic of Slovenia No 22/19);
* Companies Act (Official Gazette of the Republic of Slovenia, Nos 65/09 – official consolidated version, 33/11, 91/11, 32/12, 57/12, 44/13 – Constitutional Court decision, 82/13, 55/15, 15/17, 22/19 – ZPosS, 158/20 – ZIntPK-C, 18/21, 18/23- ZDU-1O, 75/23 and 102/24);
* Communication from the Commission — Guidelines on State aid to airports and airlines (OJ C No 99 of 4 April 2014, p. 3), last amended by Communication from the Commission extending the transitional period provided for in the Guidelines on State aid to airports and airlines concerning regional airports 2023/C 244/01 (OJ C, No 244 of 11 July 2023, p. 1);
* Act on Aid to Ensure Enhanced Air Connectivity (Official Gazette of the Republic of Slovenia, Nos 16/23 and 85/24 – Zlet-1);
* Programme for enhanced air connectivity in the Republic of Slovenia in 2023–2025 (hereinafter: the Programme);
* Decision of the European Commission in case SA 105331.
1. **Subject of the call for tenders**

The Subject of the call for tenders is the granting of state aid to air carriers for the start-up of operation of new air routes, for the carriage of passengers to or from a public airport in the territory of the Republic of Slovenia at which international air transport is performed, to a single landing point in the territory of the countries of the European Common Aviation Area (ECAA) for a maximum period of two years. The countries in the European Common Aviation Area are the Member States of the European Union and the countries which have concluded the Multilateral Agreement between the European Community and its Member States, the Republic of Albania, the Republic of Bulgaria, Bosnia and Herzegovina, the Republic of Montenegro, the Republic of Croatia, the Republic of Iceland, the former Yugoslav Republic of Macedonia (now North Macedonia), the Kingdom of Norway, Romania, the Republic of Serbia and the United Nations Interim Administration Mission in Kosovo on the establishment of the European Common Aviation Area (ECAA) of 9 June 2006 (Official Journal of the EU, No L 285/3).

1. **Purpose and objective of the call for tenders**

The purpose of the call for tenders is to improve Slovenia's air connectivity, with the aim of promoting the establishment of new direct scheduled air routes from and to Slovenia. The consequences of the COVID-19 coronavirus pandemic severely reduced the level of air passenger traffic in Slovenia, together with the negative effects of the pre-pandemic bankruptcy of the carrier Adria Airways. The recovery of air traffic in Slovenia has been very slow, and the aim of the call for tenders is to increase the mobility of people in Slovenia.

The call for tenders also pursues two key development priorities of the Slovenian economy, namely the internationalisation and strengthening of foreign direct investment by determination of priority markets. The economies of the Western Balkans are the most relevant for Slovenian outward investment, and the German and Austrian markets are the most important for Slovenia from the point of view of trade in goods. Other priority markets for exports and foreign direct investment include France, Italy and the United States of America, which we are covering through the establishment of transport hubs.

The routes eligible for co-financing are defined in the Programme for enhanced air connectivity in the Republic of Slovenia (hereinafter: the Programme), which was approved by the Minister of Infrastructure, Alenka Bratušek, MSc, in agreement with the Minister of the Economy, Tourism and Sport, Matjaž Han, on 10 March 2023. The routes are divided into three sets, with ten priority routes and seven complementary routes, while an additional third set covers all destinations in the ECAA not included in the previous two sets.

PRIORITY LIST OF 10 ROUTES (List I)

**DESTINATION – IATA[[1]](#footnote-2) CODE AIRPORT**

|  |  |
| --- | --- |
| **GROUP A – CONNECTIVITY**  | **GROUP B – POINT TO POINT** |
| **VIENNA**(AIRPORT SCHWECHAT INTL - **VIE**) | **BRUSSELS**(AIRPORT BRUSSELS SOUTH CHARLEROI – **CRL**) |
| **COPENHAGEN**(AIRPORT KASTRUP - **CPH**) | **SKOPJE**(INTERNATIONAL AIRPORT SKOPJE – **SKP**) |
| **ATHENS**(AIRPORT ELEFTHERIOS VENIZELOS – **ATH**) | **PRAGUE**(AIRPORT VACLAV HAVEL - **PRG**) |
| **MADRID**(AIRPORT ADOLFO SUÀREZ-BARAJAS - **MAD**) | **BERLIN**(AIRPORT BRADENBURG – **BER**) |
| **AMSTERDAM**(AIRPORT SCHIPHOL - **AMS**) |
| **HELSINKI** (AIRPORT HELSINKI-VANTAA - **HEL**) |

COMPLEMENTARY LIST OF 7 ROUTES (List II)

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| --- |
| **ROME**(AIRPORT LEONARDO DA VINCI-FIUMICINO – **FCO**) |
| **STOCKHOLM**(AIRPORT ARLANDA – **ARN**) |
| **OSLO**(AIRPORT GARDERMOEN – **OSL**) |
| **BARCELONA**(AIRPORT JOSEP TARRADELLAS BARCELONA - EL PRAT– **BCN**) |
| **LISBOA**(AIRPORT HUMBERTO DELGADO – **LIS**) |
| **PRISHTINA**(INTERNATIONAL AIRPORT PRISHTINA ADEM JASHARI – **PRN**) |
| **PARIS**(AIRPORT ORLY – **ORY**) |

ADDITIONAL LIST OF ROUTES (List III)

The additional list of routes covers all destinations within the ECAA territory not included on the priority or complementary lists.

1. **Beneficiaries**

Beneficiaries eligible for aid:

* air carriers holding a valid operating licence issued by a Member State of the European Union or a state which is a member of the European Common Aviation Area, in accordance with Regulation (EC) No 1008/2008 on common rules for the operation of air services in the Community;
* which operate or will operate international scheduled air services for the carriage of passengers;
* which has traffic rights for the operation of international air services; and
* are not in the process of returning unduly received state aid on the basis of a decision of the European Commission declaring the state aid received to be unlawful and incompatible with the internal market.
1. **Conditions for the granting of funds**

Aid may be granted under the following conditions:

1. the new route will be put into operation only after a written application for the aid (hereinafter: the Application) has been submitted to the Ministry,

2. the link on which the new route will operate is not served by a high-speed rail service or by another airport in the same catchment area (100 km or 60 min journey time) and under comparable conditions, in particular in terms of journey time,

3. the Applicant has not been granted and has not applied for the grant of any other state aid for the operation of the new route for which it has submitted an application,

4. the Applicant shall submit a business plan showing that the route for which it would receive aid will become profitable for it after the financing period without public financing, or

5. if it does not submit a business plan as referred to in the previous item, it must provide an irrevocable undertaking to the airport in the form of a written statement, i.e. that the route will continue to operate for a period at least as long as the period for which it is applying for aid.

The applicant must prove that they meet the conditions by completing the application form and the annexes which are part of the tender documentation. The business plan shall be attached to the application as Annex 2. A, explicitly stating that the information provided is true and expertly substantiated. If the business plan is not submitted with the application, it shall submit Annex 2. B, in which it will make the commitment referred to in point 5 of the preceding paragraph.

The business plan must include:

* details of the new route, specifying the flight schedule,
* information on the estimated number of passengers,
* information on profitability at the end of the public financing period,
* data on the operating period after the end of public financing; and
* information on how the new route will be marketed to ensure the profitability target by the end of the public financing period.

Aid cannot be granted for the operation of an air route which, at the date of application:

- is already in operation (traffic on the route is in fact already operating within the current weekly flight schedule); or

- is not yet in operation, but the intention to operate the route has been published in the reservation system, for a period when tickets for the route are already available for purchase.

Aid cannot be granted for the operation of an air route which, at the date of application:

 - already operates between a Slovenian airport and another airport of destination within the same destination area (100 km or 60 min journey); or

- already operates at another airport, including an airport in a neighbouring country, within the destination area (100 km or 60 min journey) of the Slovenian airport concerned.

The co-financing of an air route shall be terminated when the operation of the route becomes profitable for the applicant. The applicant shall be obliged to inform the Ministry of the date on which the operation of the route becomes profitable.

Notwithstanding paragraph four of this point, the call for tenders based on the Programme is also open for carriers that have been granted co-financing of airport charges for a new route for a period of less than two years in the calls for tenders in 2023, 2024, and 2025, provided that the total period of their financing does not exceed two years and they are still receiving aid under the applicable selection decision, if they:

* demonstrate that, at the end of the period of public financing specified in the business plan and confirmed by the selection decision, the air carrier is unable or will be unable to meet the conditions of profitability due to objective circumstances or circumstances beyond the air carrier's control,
* submit the amended business plan referred to in paragraph three of point 6, which must show that the route will become profitable no later than by the end of the public funding period, which may not exceed two years from the start of operation of the route.
1. **Eligible costs, amount and form of aid**

Eligible costs equal 50% of the value of airport charges related to an individual route, i.e. a price or a levy collected for the benefit of the airport and paid by the airport users for the use of facilities and services which are exclusively provided by the airport and which are related to the landing, take-off, lighting and parking of aircraft, and the processing of passengers and freight, including charges or fees paid for ground handling services and fees for centralised ground handling infrastructure, for the arrival and departure of aircraft from an airport in Slovenia.

The amount of aid may be 50% of the value of the eligible costs for a maximum period of two years from the start of operation of the route.

The aid is granted in the form of subsidies.

1. **Amount of available funds**

The total amount of funds foreseen for the implementation of the call for tenders to enhance Slovenia's air connectivity is EUR 16,800,000.00, i.e. EUR 5,600,000.00 per year.

The annual financial envelope is intended to finance all ten priority routes, with the routes on the complementary list only being financed only if a residual envelope is identified after the lapse of the first deadline for applications. The routes from the additional third set will only be financed if the funds for establishing priority routes and routes from the complementary list are not fully used.

Since not all funds earmarked for 2024 and 2025 were allocated on the basis of the call for tenders in 2023, 2024 and early 2025, a new call for tenders has been published for air routes that will start operating in 2025, for which EUR 1,350,000.00 is available in 2025. For 2026 and 2027, EUR 1,200,000.00 per year is earmarked.

1. **Procedure for granting aid**

The procedure begins with the submission of an application for aid to the Ministry in accordance with the tender documentation.

Air carriers that have already been granted co-financing of airport charges for a new route for a period of less than two years may submit an application for extension of co-financing for up to two years from the start of operation of the route in accordance with the tender documentation.

The tender documentation, which will be published on the website of the Ministry, will specify the information that an application must contain in order to be considered formally complete.

1. **Deadline(s) and method of applying to the call for tenders**

a) Application for aid

The application for aid, made in the Slovenian language, must be submitted by 25 October 2025.

Submission of the application implies that the applicant has read and agrees to the content of the call for tenders and the tender documentation.

The application is complete if it comprises the application form and the annexes, signed and stamped (if the applicant does not use a stamp, this must be indicated in the application).

The application on paper can be submitted in person at the Ministry's main office during office hours or sent via post. The application must be submitted in a sealed envelope and the envelope must be marked "DO NOT OPEN - APPLICATION", with the inscription "PUBLIC CALL FOR TENDERS FOR ENHANCED AIR CONNECTIVITY OF SLOVENIA".

The application in electronic form can be submitted electronically to the email address **mzi.air-connect@gov.si**. The application may be submitted without a secure electronic signature, provided that the identity of the applicant can be established by other reliable means. The following must be stated in the subject of the email message "CALL FOR TENDERS FOR ENHANCED AIR CONNECTIVITY OF SLOVENIA".

The English translation of the application, including all its components, only serves as an aid for completion of the application.

b) Application for extension of co-financing

The application for extension of co-financing, made in the Slovenian language, must be submitted by 25 October 2025.

Submission of the application implies that the applicant has read and agrees to the content of the call for tenders and the tender documentation.

The application is complete if it contains an amended business plan in accordance with indent two of paragraph seven of point 6.

The application on paper can be submitted in person at the Ministry's main office during office hours or sent via post. The application must be submitted in a sealed envelope and the envelope must be marked "DO NOT OPEN - APPLICATION FOR EXTENSION OF CO-FINANCING", with the inscription "PUBLIC CALL FOR TENDERS FOR ENHANCED AIR CONNECTIVITY OF SLOVENIA".

The application for extension of co-financing in electronic form can be submitted electronically to the email address **mzi.air-connect@gov.si**. The application may be submitted without a secure electronic signature, provided that the identity of the applicant can be established by other reliable means. The following must be stated in the subject of the email message: "CALL FOR TENDERS FOR ENHANCED AIR CONNECTIVITY OF SLOVENIA – EXTENSION OF CO-FINANCING".

The English translation of the application, including all its components, only serves as an aid for completion of the application.

1. **Tender documentation**

a) Application for aid

The information to be included in a formally complete application and the annexes and completed forms that must be attached to the application are defined in the tender documentation, which will be published on the Ministry's website from the date of publication of the call for tenders in the Official Gazette of the Republic of Slovenia and the Official Journal of the European Union.

The tender documentation contains instructions for the preparation of a formally complete application for aid, the criteria for the granting of aid, the application form, sample direct agreements or decisions granting the state aid and indication of supporting documents to be enclosed with the application; the information on the facts from official records must be clearly marked and it is sufficient for the applicant to submit a statement authorising the Ministry to obtain the information *ex officio*.

b) Application for extension of co-financing

The information to be included in a formally complete application for extension of co-financing are defined in the tender documentation, which will be published on the Ministry's website from the date of publication of the call for tenders in the Official Gazette of the Republic of Slovenia and the Official Journal of the European Union.

The air carrier shall attach to the application for extended co-financing the amended business plan, which must show that the route will become profitable no later than by the end of the public funding period, which may not exceed two years from the start of operation of the route, and proof of compliance with the requirement set out in the indent one of paragraph seven of point 6 of the call for tenders.

1. **Opening of applications for granting the funds**

The opening of received applications shall not be public and shall be carried out by the Aid Granting Commission (hereinafter: the Commission) within 8 days of the receipt of the application.

Only applications submitted in due time and duly completed and marked shall be opened in the order in which they were submitted.

The Commission will invite applicants whose applications are incomplete to complete their applications in writing by email within 8 days of the opening of applications. Incomplete applications not completed by the applicants in accordance with the request for completion will be rejected by a decision of the Ministry.

The Commission will consider all formally complete applications against the criteria for evaluating applications. Applications of those applicants who do not meet the conditions for granting aid or who score lower points than other applicants in the same application period for the same route will be rejected. It is not possible to appeal against the decision on non-selection, but an administrative dispute may be filed at the Administrative Court of the Republic of Slovenia.

The Commission will consider all formally complete applications for extension of co-financing. Applications from applicants who do not meet the conditions for the extension of co-financing will be rejected. It is not possible to appeal against the decision on rejection, but an administrative dispute may be filed at the Administrative Court of the Republic of Slovenia.

1. **Protection of personal data and trade secrets**

The protection of personal data submitted to the Ministry by the applicants will be ensured in accordance with the Personal Data Protection Act (ZVOP-2) (Official Gazette of the Republic of Slovenia (Uradni list RS), Nos 163/22 and 40/25 – ZInfV-1) and the Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119 of 4.5.2016, p. 1), last amended by a Corrigendum (OJ L 127 of 23.5.2018, p. 2).

All data contained in the applications opened by the Commission are public information, except for the data specifically designated by the applicant, i.e. trade secrets, personal data and other exceptions referred to in Article 6 of the Public Information Access Act (Official Gazette of the Republic of Slovenia (Uradni list RS), No 51/06 - official consolidated text, 117/06 – ZDavP-2, 23/14, 50/14, 19/15 – CC Decision, 7/18, 141/22 and 40/25 – ZInfV-1; hereinafter: the ZDIJZ), which are not publicly available and may therefore not be disclosed or made accessible to the public. Notwithstanding the provisions of paragraph one of Article 6 of the ZDIJZ, access to the requested information shall be granted if it concerns information on the use of public funds. A trade secret must be specified in accordance with the provisions of the Trade Secrets Act (Official Gazette of the Republic of Slovenia (Uradni list RS), No 22/19) and may relate only to a single piece of information or to a part of the application, but may not relate to the entire application. The applicant must explain why particular information may not be made available to the public as public information. If the applicant fails to indicate and explain such information in the application, the Ministry will assume that in the applicant's view the application does not contain any trade secrets and other exceptions under Article 6 of the ZDIJZ.

The purpose of the processing of personal data provided to the Ministry by the applicants is the implementation of the call for tenders and the execution of co-financing agreements by the Ministry and the supervisory authorities.

The Ministry will publish on its website a list of the air routes eligible for co-financing, the beneficiaries, the amount of aid granted and the number of passengers actually carried in each year.

1. **Criteria for assessing applications and selection procedure**

The criteria for assessing applications apply exclusively to applications for aid, and do not apply to applications for extension of co-financing. Applications for extension of co-financing will be assessed solely on the basis of compliance with the conditions.

The Commission shall expertly examine the formally complete applications and assess them on the basis of the conditions and criteria from Article 5 of the Act on Aid to Ensure Enhanced Air Connectivity.

The basic criteria for granting aid (hereinafter: the criteria), as set out in paragraph three of Article 5 of the Act on Aid to Ensure Enhanced Air Connectivity, are defined by the Programme as:

1. the number of additional passengers carried in one year that the air carrier expects to carry on the route during the period for which it is applying for aid;
2. flying in a time block, whereby an air carrier shall be awarded additional points if its scheduled morning departure from an airport in the territory of the Republic of Slovenia at which international air transport of passenger is carried out, is before a certain time in the morning and its arrival is after a certain time in the evening. Where not all weekly flights are scheduled to depart at the same time, additional points shall be awarded if at least 50 per cent of the flights meet the criterion;
3. the number of connections operated by the air carrier from the airport of destination, it being necessary for the awarding of points that the air carrier allows onward connections from the airport of destination on the same ticket. The number of connections shall be defined as the number of different destinations to which the carrier operates flights from the airport of destination at the time of application for aid;
4. flight schedules to the airport in the Republic of Slovenia at which international air transport of passengers is carried out, taking into account the expected weekly frequency (number of return flights on the route in one week);
5. the level of the air fare, taking into account the maximum possible price for a one-way economy class ticket, excluding the flexibility allowance, airport taxes and checked baggage; and
6. the achievement of sustainability in aviation, which is reflected in the implementation of measures for the protection of the environment in aviation (SAF and other alternative fuel sources), measures to reduce the noise generated by aircraft, and measures for handling waste packaging.

14.1 Evaluation of basic criteria

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| --- | --- | --- | --- |
|  | CRITERION – WEIGHT | GROUP A ON THE PRIORITY LIST (I) AND ADDITIONAL LIST (III)  | GROUP B ON THE PRIORITY LIST (I) AND COMPLEMENTARY LIST (II) |
| 1. | Number of additional passengers carried in one year | MAXIMUM 5 | MAXIMUM 10 |
| 2. | Flying in a time block | MAXIMUM 15 | MAXIMUM 20 |
| 3. | Number of connections operated by air carrier from the airport of destination | MAXIMUM 40 | MAXIMUM 5 |
| 4.  | Flight schedules (frequencies) to the airports in the Republic of Slovenia in which international air passenger transport is carried out | MAXIMUM 30 | MAXIMUM 40 |
| 5. | The level of the air fare | MAXIMUM 5 | MAXIMUM 20 |
| 6. | The achievement of sustainability in aviation | MAXIMUM 5 | MAXIMUM 5 |
| TOTAL |  | MAXIMUM 100 | MAXIMUM 100 |

For each of the air route sets, the values of each criterion are expressed in points, up to a maximum of 100 points per route.

Applications for the same individual route will be ranked according to the number of points received, with a higher number of points indicating a higher eligibility (or priority) for aid. In the event of two applicants scoring the same number of points for the same route in a given period, the one scoring more points for the third criterion (number of connections from the airport of destination) will be eligible for aid.

On the basis of the evaluations of the applications, the Commission prepares a proposal of beneficiaries and submits it to the Minister of Infrastructure.

1. **Informing of the outcome**

Applicants will be informed of the outcome of the selection procedure within thirty (30) days of opening the applications. It is not possible to appeal against the decision, but an administrative dispute may be filed. The evaluation criteria used for assessing the applications cannot be the subject of the action in an administrative dispute. The filing of an action shall not preclude the signing of co-financing agreements with other applicants.

The selected beneficiaries will be invited to sign the agreement based on the decision on selection and, based on the decision to extend co-financing, to conclude an annex to the agreement. If a beneficiary does not respond within a period of no less than 8 days of the date of receiving the request, the application shall be deemed to have been withdrawn. Electronic submission of a signed agreement or annex to the agreement shall also be considered a response.

The outcome of the call for tenders is public information and will be published on the Ministry's website.

1. **Reporting and payment of funds**

Every three months from the entry into force of the direct agreement, the beneficiary shall send the Ministry a report for the preceding three months, together with a payment request.

The report referred to in the preceding paragraph shall include information on the new route, the flight schedule, the air services actually operated, the type of aircraft, the number of passengers carried and any other information necessary to establish the payment of aid specified in the agreement on co-financing concluded between the beneficiary and the Ministry.

Before each aid payment is made, the Ministry determines the eligibility and the amount of aid on the basis of the three-monthly report that has been submitted and the request for payment which includes the invoices for the airport charges levied at the airports of destination for the past three months.

If, as a result of non-compliance with the conditions laid down in paragraphs one and two of Article 5 of the Act on Aid to Ensure Enhanced Air Connectivity, aid has been unlawfully granted and paid to a beneficiary, the Ministry shall, by decision, order the beneficiary to reimburse the amount of aid unduly received within 30 days of notification of the decision. On expiry of the time limit for repayment of the aid received until payment is made, statutory default interest shall be payable.

1. **Additional information**

Applicants may ask any questions regarding the tender documentation and other elements of this tender by sending an email to **mzi.air-connect@gov.si** s with the subject: "CALL FOR TENDERS FOR ENHANCED AIR CONNECTIVITY OF SLOVENIA" or "CALL FOR TENDERS FOR ENHANCED AIR CONNECTIVITY OF SLOVENIA – EXTENSION OF CO-FINANCING".

The deadline for asking questions about the call for tenders shall be no later than 5 days before the deadline for submitting applications. The Ministry will not answer any questions not related to the tender concerned.

1. International Air Transport Association (IATA). [↑](#footnote-ref-2)