

Engagement of the Municipalities Surrounding the Ljubljana Airport Concerning the Aircraft Noise

Transparent noise management and community engagement in Ljubljana
airport area

City Municipality of Kranj, Slovenia

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MESTNA OBČINA
KRANJ

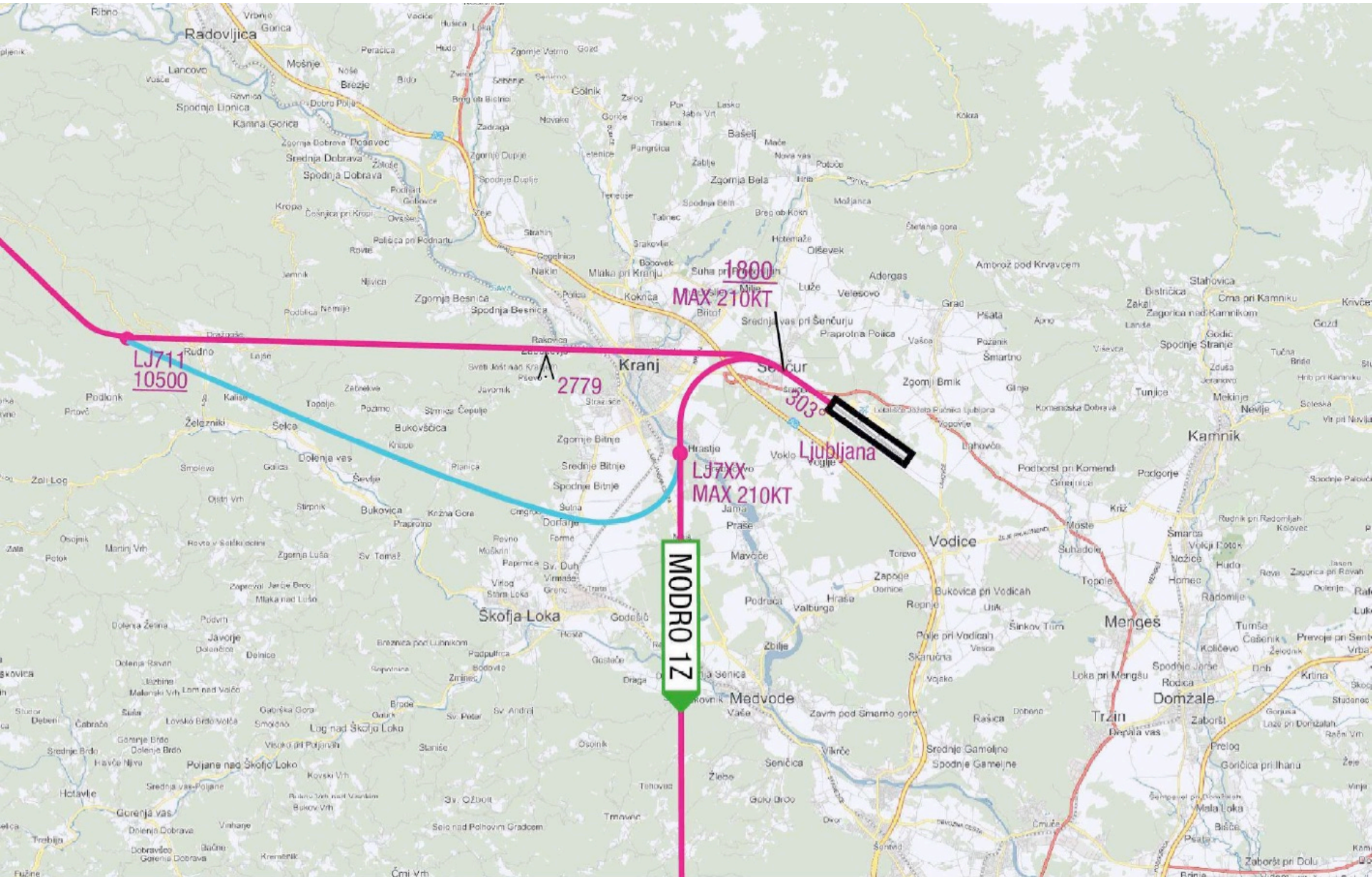


Horizon 2020

BACKGROUND

- **Began in 2013** with **unilateral change of aircraft route**
- **Concrete case of degradation** of the environment with aircraft noise
- State accepted only one side arguments and **ignored the public interest**
- Triangle between the **Civil Aviation Agency of Slovenia (CAA)**, **SLOVENIA CONTROL** and **ADRIA Airways** as than Slovenian national aviation company
- ADRIA Airways, claimed they would save cca. **800.000 EUR annually**
- **Aircraft noise** over the densely populated area has been **totally ignored**.
- Before 2013 **aircraft routes avoided dense populated areas** (Kranj is the 3rd largest municipality in Slovenia)
- The change has been implemented **without any consultation with the local communities and municipalities**, even more it has **not even been informed**

Flying Route GIMIX 1Z Jet (red line) and possible solution (blue line)



CALL OF MAYORS

- In **May 2019 6 mayors (7th joined later)** of all of the surrounding municipalities signed the **Call of mayors of interested municipalities for noise reduction due to aircraft overflights taking off or landing at the Brnik airport** (Kranj, Šenčur, Vodice, Škofja Loka, Cerklje, Mengeš, Komenda)
- **The call has been sent to all relevant state and private institutions**
- **They demanded:**
 1. Abolition of air routes established in 2013 (GIMIX 1Z and GIMIX 1J) and use of take-off and landing routes to avoid densely populated areas
 2. Noise abatement by strictly applying aircraft landing and take-off procedures for all air carriers (example: NADP1) and flying at adequate altitude
 3. All relevant documentation connected to the new departure procedure from 2013
 4. Verification of the suitability of the selected noise measuring points
 5. Adoption of legislation allowing compensation for the most burdened municipalities and the exercise of continuous monitoring of proper using of flight procedures

CONCLUSION

- **Mayors held several meetings concerning the issue with all the main relevant stakeholders** (Civil Aviation Agency of Slovenia - CAA, SLOVENIA CONTROL, Ministry of infrastructure, Ministry of environment, FRAPORT - Ljubljana Airport, etc.)
- **Unfortunately still no significant progress has been achieved** (other than bankruptcy of ADRIA Airways):
 - **After 2014 the aircraft route cannot be simply abolished**– quite complicated formal procedure is needed
 - Noise abatement procedures (NADP) are left to good will of the aviation companies; **Civil Aviation Agency of Slovenia** is not performing proactive control
 - **Not been able to fully reconstruct who is actually responsible** for new routes in 2013 – all relevant players have avoided responsibility
 - **Identified that legislation is not implemented** (Law on aviation) concerning the noise compensations
 - **Measurement of aircraft noise is totally inadequate** (not measuring peaks but just average daily levels)