



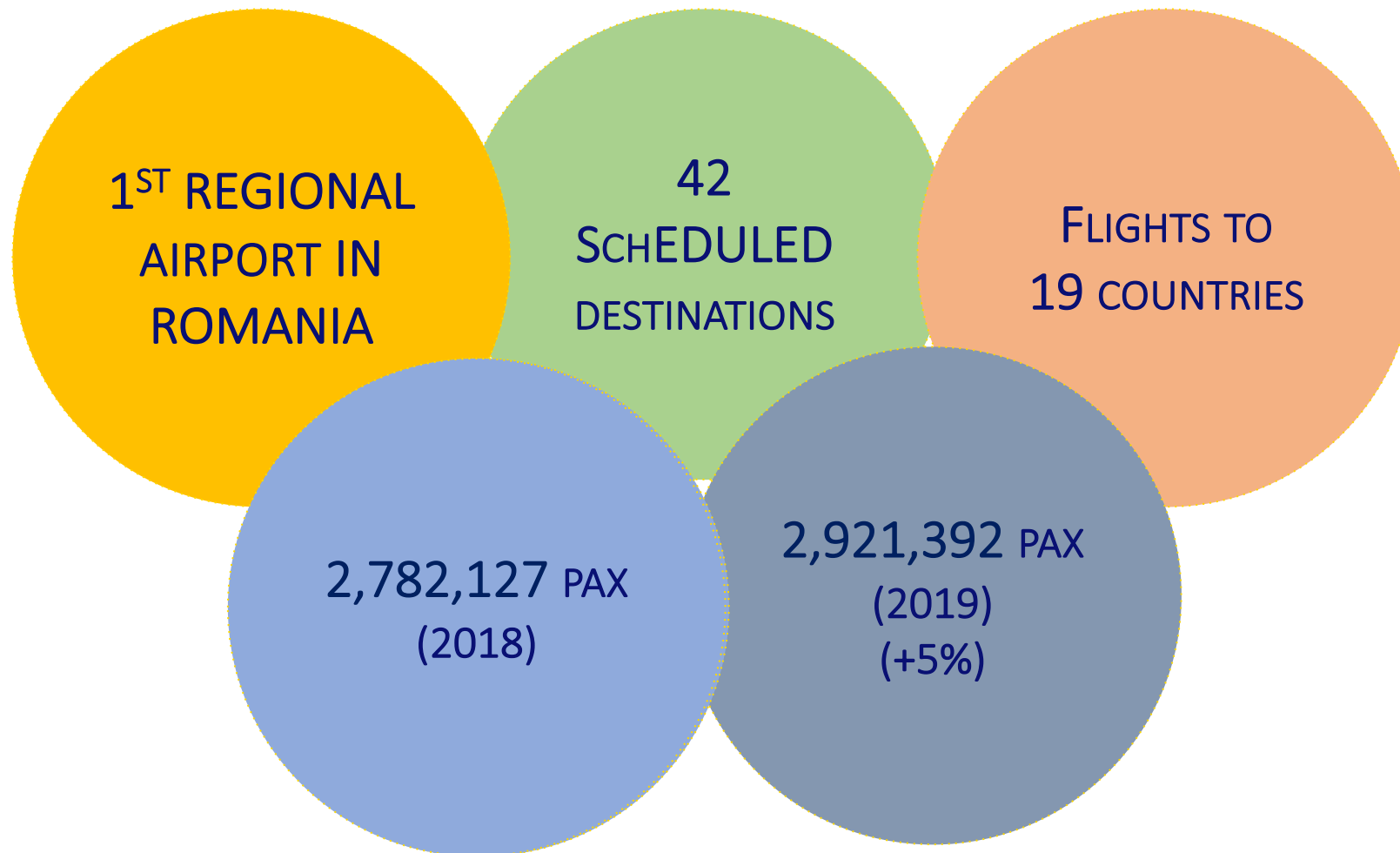
www.airportcluj.ro

Quality of life around airports

Dipl. Eng. Ana-Maria Crețu – Technical Director
Cluj Avram Iancu International Airport

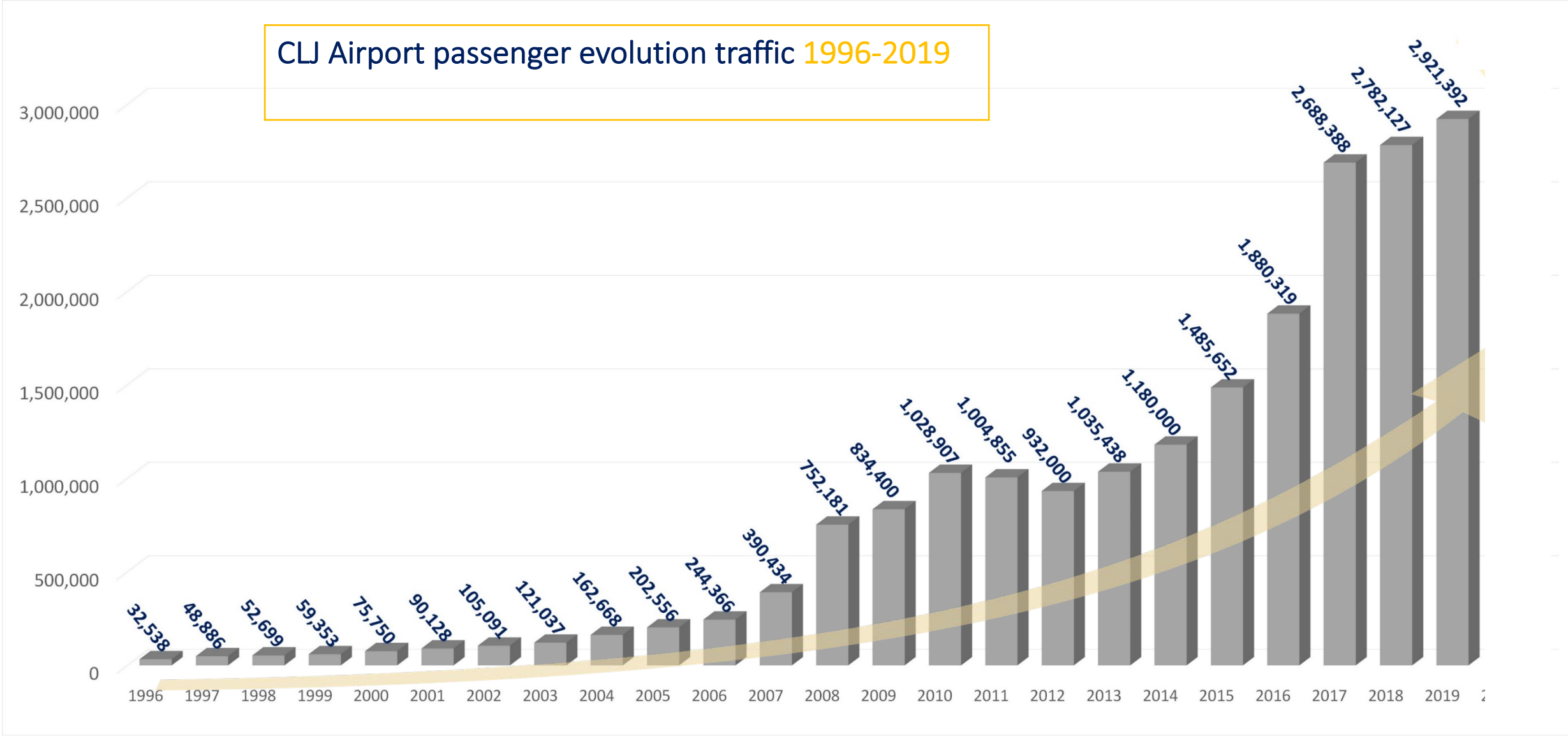
ANIMA Presentation June 22nd, 2021

CLJ AIRPORT IN FIGURES

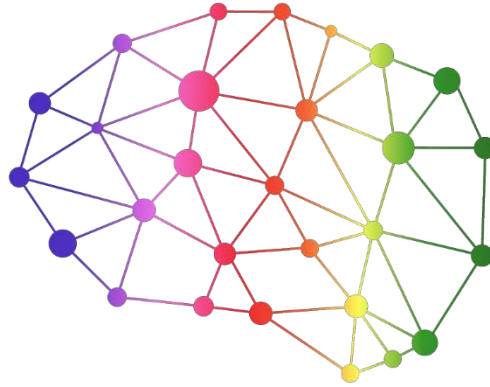


CLJ Traffic Growth

CLJ Airport passenger evolution traffic 1996-2019



ANIMA



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National Research and Development Institute for Gas Turbines
COMOTI
(Bucharest, ROMANIA)

Manchester Metropolitan University
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Cluj "Avram Iancu" International Airport
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Quality of Life Case Study

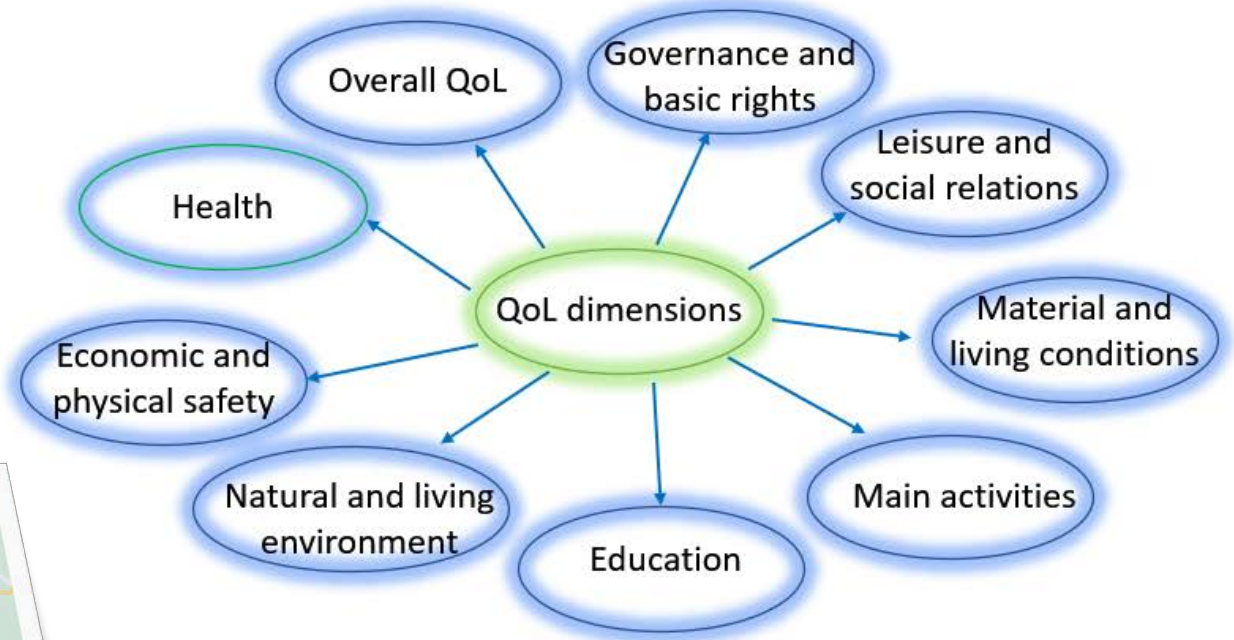
METHODOLOGY

AIRPORT
POINT OF
VIEW

COMMUNITY
POINT OF
VIEW

QoL dimensions

NEW
OPPORTUNITIES



D3.1. - Study to identify
the gaps – Quality of
Life indicators

<https://anima-project.eu/noise-platform/deliverables>

Facilities, work and education

Evaluation of transportation services – air transport infrastructure

Preference in transportation modes for going on holiday (personal car, airplane, train)

Career opportunities (approx. 89%)

Actors that should invest in education within the community

Figure 1

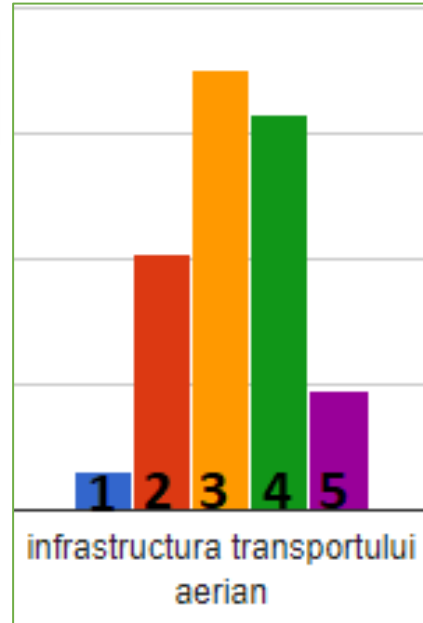


Figure 2

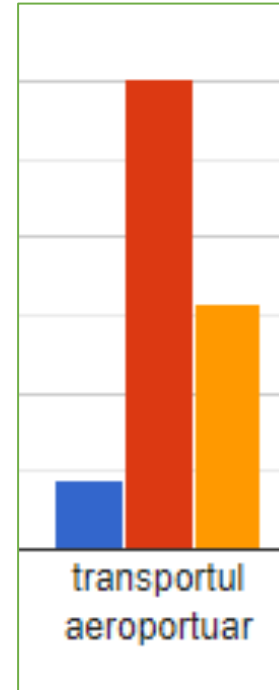
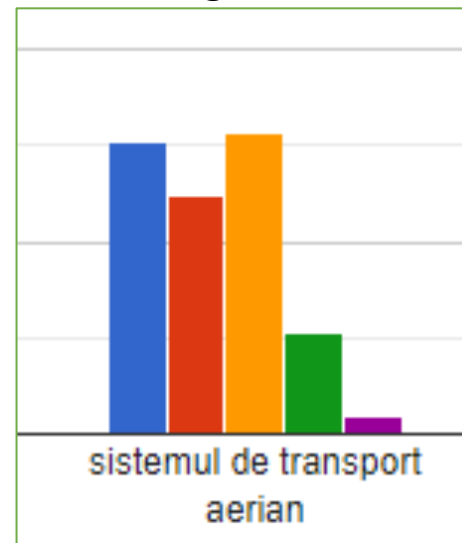


Figure 3



Social and governing aspects

Leisure activities – types (concerts and outdoor festivals, outdoor shows, indoor concerts/theatre/ opera)

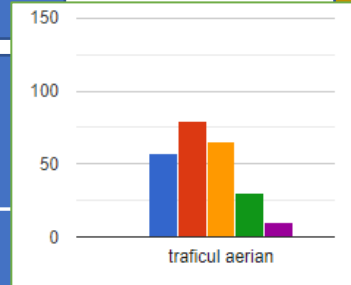
Open-days (never attended, schools/ high schools/ universities, private companies)

Role in decision-making within different institutions (to be informed, no role, to make proposals/ recommendations)

Surrounding Environment

Separate collection of waste for recycling– types (plastics – approx. 81%, paper/ cardboard – approx. 80%, glass – approx. 64%)

Use of energy efficient solutions (economical lightbulbs – approx. 88%, house insulation – approx. 72%, energy efficient devices – approx. 58%)



The three main air pollution sources (90% road traffic, 60% construction sites, 58% urbanisation activities)

The three main water pollution sources (66% industrial activities, 61% urbanisation activities, 56% construction sites)

The three main soil pollution sources (58% urbanisation activities, 56% industrial activities, 39% road traffic)

Main three factors with negative impact on the biodiversity in the area (83% deforestation and habitat loss, 68% pollution from road traffic, 54% urbanisation activities)

The three main noise pollution sources (81% road traffic, 63% construction sites, 44% air traffic)

Sleep quality (46% Good, 28% Fair, 16% Very Good)

House insulation (48% for heat, 32% for noise and heat, 18% not at all)

Information regarding environmental issues (88% Government/ local authorities, 30% NGOs, 19% companies from the industry)

Data format for information about environmental issues

CONCLUSIONS

- Further in-depth investigation
 - Which are the factors determining
 - Satisfaction with transportation services
 - *General perception about the airport*
 - Expectations for communication and engagement
 - Perception about air pollution, water pollution, soil pollution and noise pollution
 - What is the ***correlation between noise, annoyance and sleep*** quality and future opportunities to manage noise
 - How to communicate efficiently (e.g. expectations, tools for communication) from an airport perspective.

A study like QoL will help airports understand better the communities expectations, and will guide us in designing ***better strategies on noise management***