

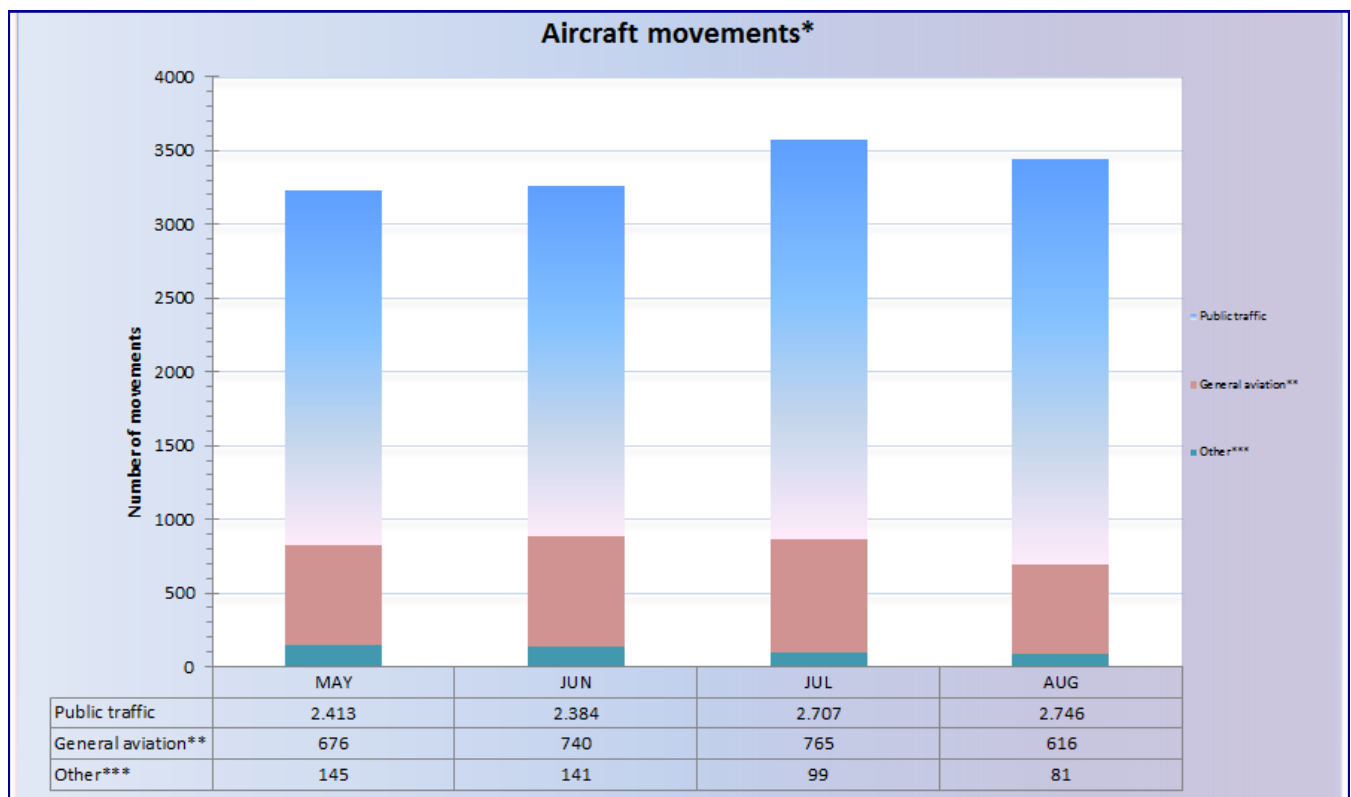
REPORT ON NOISE MEASUREMENTS

for the period MAY - AUGUST 2018

1. TRAFFIC FIGURES - aircraft movements

Information on aircraft movements in the second four months show a slight increase, compared to the same time period last year. There were 13.513 aircraft movements, which is 3,0% more compared to the same time period last year. The data are:

- 3.234 aircraft movements in May, which is 1,9% more compared to the same time period last year,
- 3.265 aircraft movements in June, which is 0,5% less compared to the same time period last year,
- 3.571 aircraft movements in July, which is 9,1% more compared to the same time period last year,
- 3.443 aircraft movements in August, which is 1,5% more compared to the same time period last year.



* landing or takeoff of aircraft

** commercial, business and private aircrafts and helicopters which have a maximum of 19 seats and do not exceed the weight of 44 tons

***school, position or technical flights (without passengers)

Source: Fraport Slovenija, d.o.o.

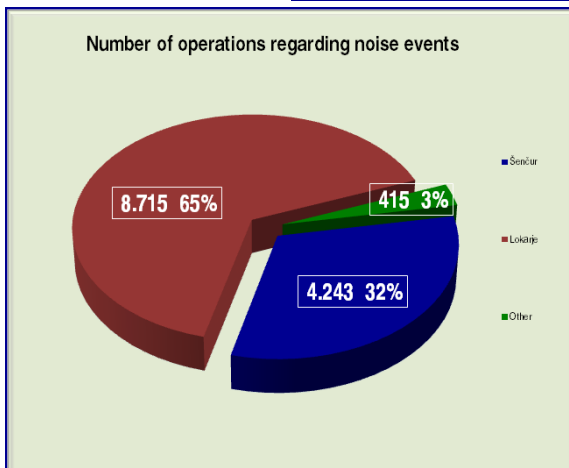
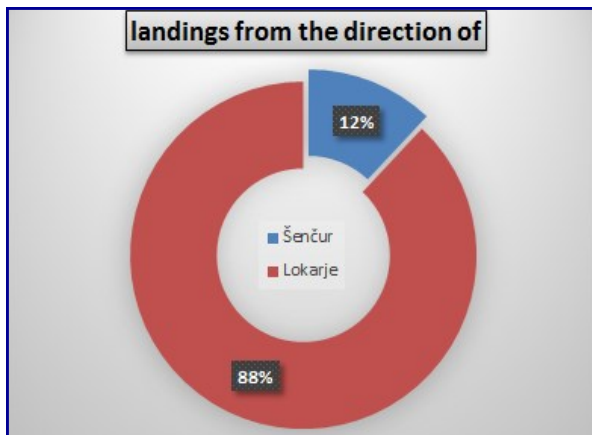
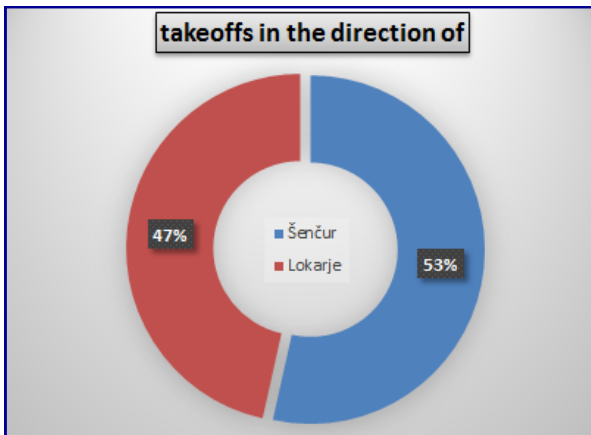
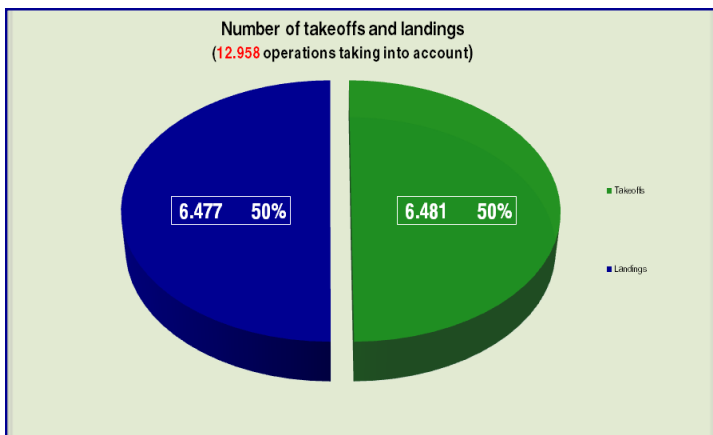
2. NOISE POLLUTION SOURCE DATA - measuring terminals

In the second four months of this year measuring terminals have taken 12.958 operations* (6.481 takeoffs and 6.477 landings) into account. Overflights of school aircraft flights and most of military and police helicopter flights are not included in this number.

The share of takeoffs in the direction of Šenčur was 53% and the share of landings from the direction of Šenčur was 12%; also in the direction of Lokarje 47% and from the direction of Lokarje 88%.

Including the overflights, the measuring terminals have taken 13.373 operations into account, of which 4.243 (32%) operations are the takeoffs and landings in/from the direction of Šenčur and 8.715 (65%) operations are the takeoffs and landings in/from the direction of Lokarje. The number of other events, related to overflights of school aircraft flights and military and police helicopter flights, is 415 (3%).

* Note: 4.1% of operations is not included due to uncertainty of data – the impact on the result of noise is negligible < 0,18 dB(A)



Source: ZVD Institute of Occupational Safety d.o.o.

3. MEASUREMENT RESULTS - noise indicators

The following environment noise indicators were calculated in the second four months of this year, based on the measured noise data of individual events, associated with air traffic (takeoffs, landings, overflights of aircrafts):

Measuring terminal	Noise indicators [dB(A)] - monthly average																Limit values [dB(A)]			
	May				June				July				August				Decree on limit values for environment noise indicators			
	L _D	L _E	L _N	L _{DEN}	L _D	L _E	L _N	L _{DEN}	L _D	L _E	L _N	L _{DEN}	L _D	L _E	L _N	L _{DEN}	L _D	L _E	L _N	L _{DEN}
1 Šenčur I.*	57	57	45	58	57	57	47	58	57	57	47	58	57	57	42	57	58	53	48	58
2 Lokarje	51	50	44	53	50	50	44	53	50	51	45	53	50	50	46	54	58	53	48	58
3 Kranj	no data*												55	53	38	54	58	53	48	58
4 Šenčur II.	53	53	42	54	53	52	42	54	52	53	41	54	53	53	42	54	58	53	48	58

* **Note:** Due to technical problems with measuring equipment, there are no estimated indicators at measuring point 3 in May, June and July. Due to technical problems indicators at measuring point 1 in August were estimated on the basis of the period 1st - 23th August 2018.

Source: ZVD Institute of Occupational Safety d.o.o.

The table shows the daily calculated noise indicators:

- **Indicator L_d** in dB(A) shows the daily noise load, due to the air traffic. The day time lasts between 6⁰⁰ and 18⁰⁰. Depending on the number of noise events at each measuring point, we determined the average hourly noise load, on the basis of data on noise levels in dB (A) and the duration of the events t(s), which was sent to us as measurement data, by the measuring terminal. We use this hourly noise load for determining individual noise indicator.
- **Indicator L_e** in dB(A) shows noise load, similar to the L_d indicator, but at evening time that lasts between 18⁰⁰ and 22⁰⁰. This is the time period when people are more susceptible to the disturbance. Therefore, 5 dB (A) is added during this time period.
- **Indicator L_n** in dB(A) describes the night time that lasts between 22⁰⁰ and 06⁰⁰. It is assumed that the population, around the airport (or other noise sources), is resting during this time period. Disturbances during this time period may have a profound impact on health and relaxation. Therefore, 10 dB (A) is added during this time period.
- **Indicator L_{den}** in dB(A) represents the total daily noise load.

Regarding the seriousness of the excess, we marked the excessive noise indicators with a green highlighted print, for excesses up to 3 dB (A), with a blue highlighted print for excesses between 3 and 6 dB (A) and with a red highlighted print for excesses over 6 dB (A). A research on the noise pollution source is carried out for all the red and blue markings.

NOTE: average noise values are determined in accordance with the requirements of the Decree on limit values for environment noise indicators (OG RS No. 43/2018). Calculations are based on measured noise levels sent from different measuring terminals. They measure total noise and overflight noise of each aircraft. Weather conditions have a partial impact on results, which we are trying to eliminate as far as possible. The wind and thermal inversion still have a partial impact on the measuring results. Based on the SIST ISO 1996-2 standard, data have the uncertainty of about 3 dB (A), since it is not possible to completely exclude the effects of weather conditions (rain, wind, thermal inversion). This means that the actual result varies within -3 and +3 dB (A) of the written.

4. ANALYSIS - the loudest aircrafts and noise trend

The following events, in conjunction with takeoffs and landings, were the loudest in the second four months of this year:

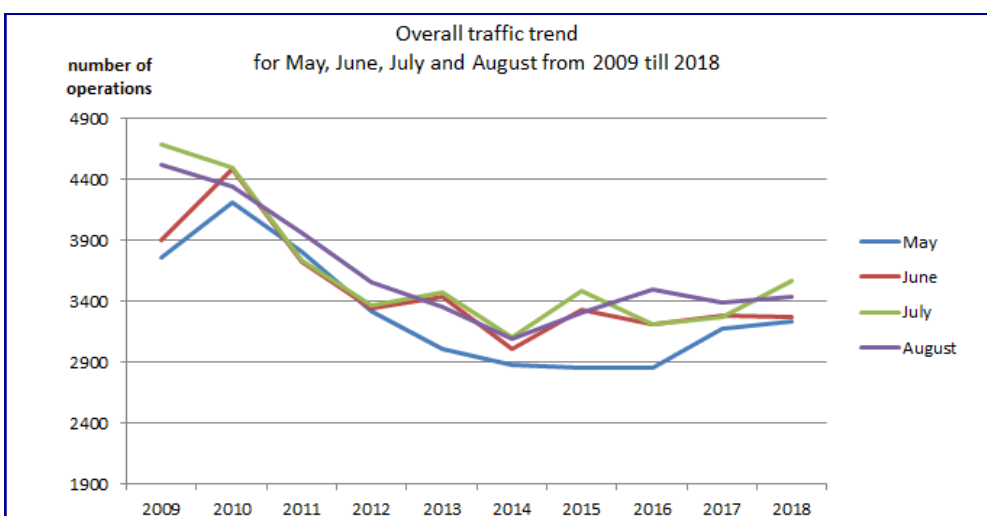
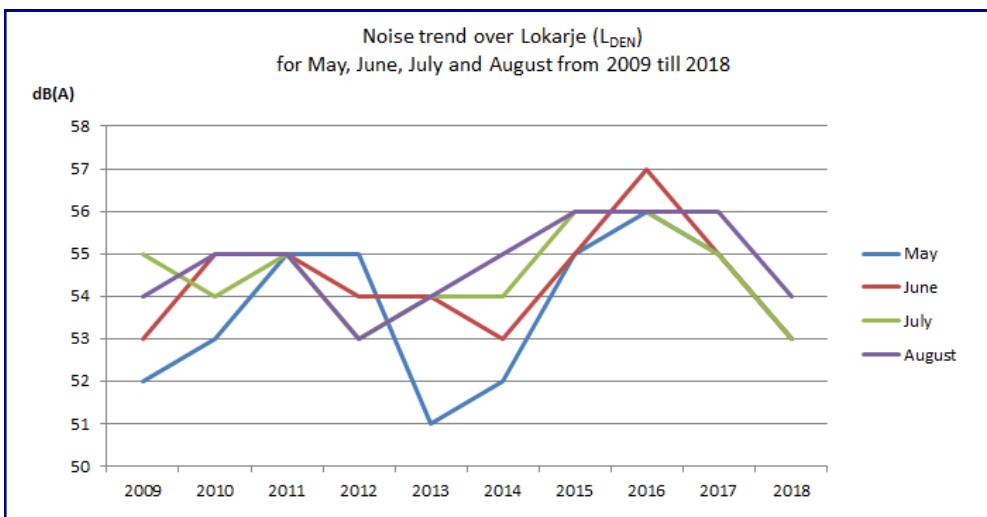
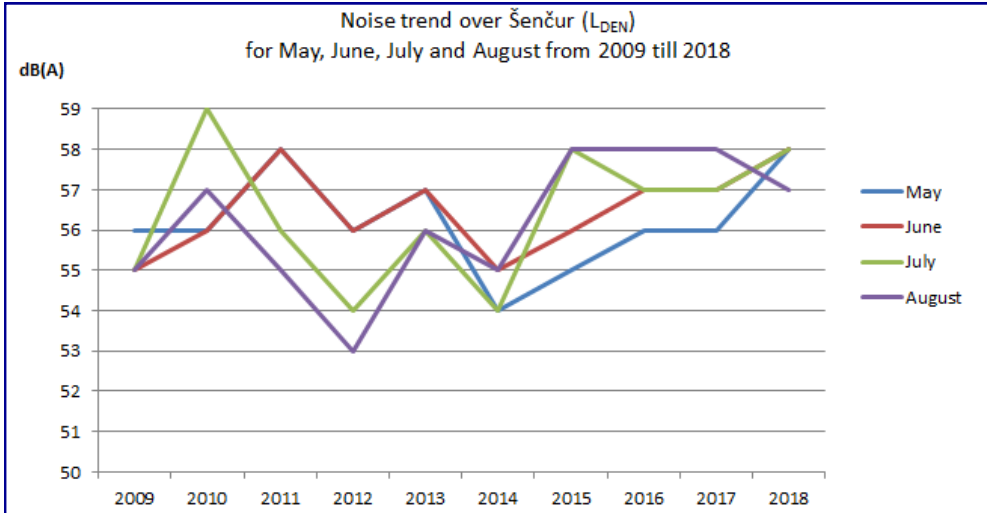
Šenčur I. overflight measurements			
Aircraft type	arrival (ARR) depart. (DEP)	Date and time of the event	Current noise level EPNL in dB(A)
Airbus A330	DEP	9.6.2018 11:09 duration of the event 36 seconds	102
Cessna 525	DEP	10.6.2018 13:04 duration of the event 14 seconds	101
Boeing 737	ARR	21.5.2018 16:34 duration of the event 18 seconds	101
Boeing 737	DEP	12.7.2018 11:22 duration of the event 27 seconds	100
Airbus A319	ARR	21.5.2018 18:26 duration of the event 42 seconds	100
Canadair RJ 900	DEP	15.6.2018 18:03 duration of the event 42 seconds	100
Boeing 737	DEP	2.8.2018 11:32 duration of the event 23 seconds	100
Airbus A320	ARR	1.8.2018 17:52 duration of the event 22 seconds	100
Airbus A319	DEP	9.6.2018 18:33 duration of the event 42 seconds	100
Airbus A319	ARR	30.6.2018 18:46 duration of the event 45 seconds	99

Lokarje overflight measurements			
Aircraft type	arrival (ARR) depart. (DEP)	Date and time of the event	Current noise level EPNL in dB(A)
Antonov AN-12	DEP	13.6.2018 8:33 duration of the event 29 seconds	98
Cessna 525	ARR	30.6.2018 21:38 duration of the event 40 seconds	94
Boeing 737	DEP	21.5.2018 17:48 duration of the event 37 seconds	94
Airbus A600-F	DEP	14.7.2018 23:02 duration of the event 27 seconds	94
Boeing 737	DEP	21.7.2018 22:38 duration of the event 37 seconds	93
Boeing 737	DEP	14.7.2018 22:47 duration of the event 34 seconds	93
Airbus A319	DEP	22.6.2018 6:11 duration of the event 28 seconds	93
Airbus A321	DEP	28.7.2018 21:22 duration of the event 29 seconds	93
Boeing 737	DEP	4.8.2018 22:12 duration of the event 41 seconds	93
Airbus A319	DEP	25.8.2018 23:06 duration of the event 29 seconds	93

Source: ZVD Institute of Occupational Safety d.o.o.
Fraport Slovenija, d.o.o.

4. ANALYSIS - the loudest aircrafts and noise trend

The trend of noise changes over Šenčur and Lokarje from 2009 to 2018:



Source: ZVD Institute of Occupational Safety d.o.o.
Fraport Slovenija, d.o.o.