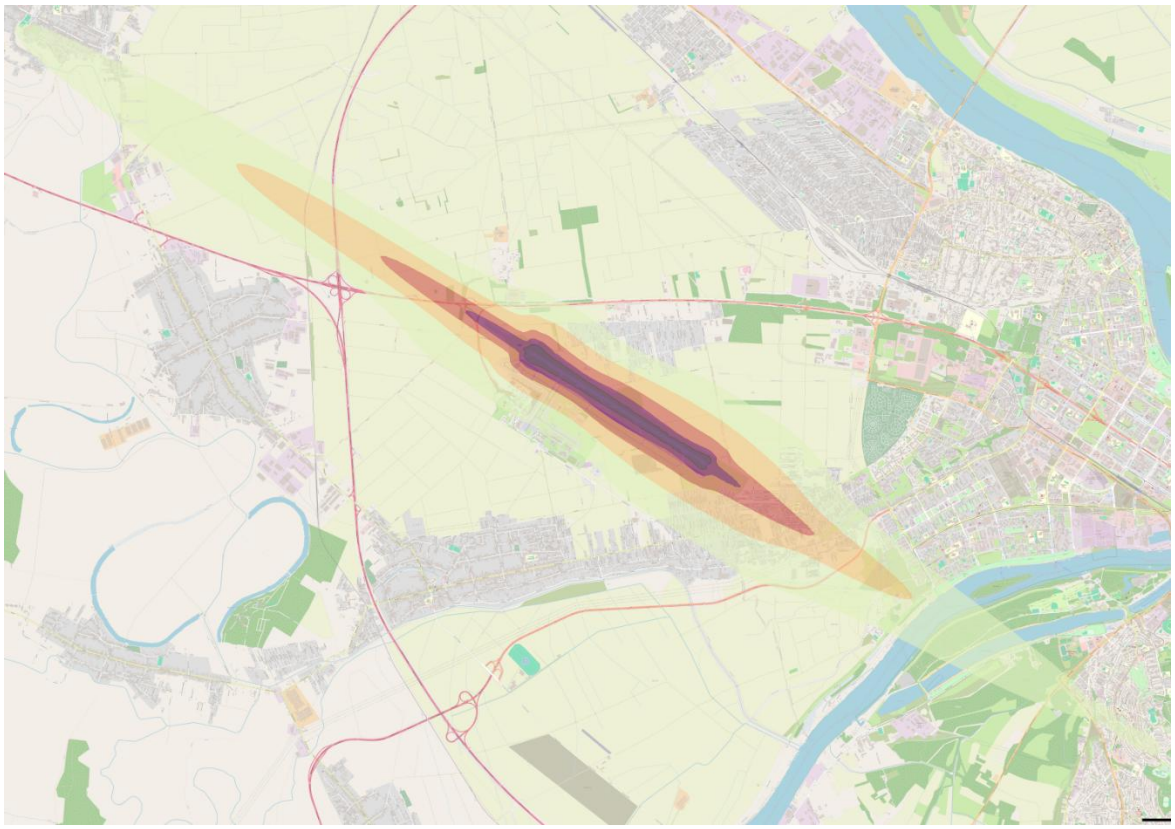
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ENVIRONMENTAL NOISE PROTECTION ACTION PLAN

2025–2030

BELGRADE "NIKOLA TESLA" AIRPORT



BELGRADE AIRPORT

Belgrade, May 2025

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ENVIRONMENTAL NOISE PROTECTION ACTION PLAN 2025-2030 BELGRADE "NIKOLA TESLA" AIRPORT

GENERAL DIRECTOR

Prof. Dr. Slaven Tica, Dipl. Eng.

Belgrade, May 2025

PROJECT DESCRIPTION

Project Title	**Development of a Strategic Noise Map with an Action Plan**
Contract Number	UN-38/2023 dated 07.04.2023.
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Client	Belgrade Airport d.o.o. Beograd
Service Provider	Institute of transportation CIP University of Belgrade – Faculty of Transport and Traffic Engineering
End Beneficiary	Republic of Serbia, Ministry of Environmental Protection Belgrade Airport d.o.o. Beograd

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REVISIONS

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ACRONYMS

AEDT	–	Aviation Environmental Design Tool
AIP	–	Aeronautical Information Publication
AR	–	Absolute risk
BA	–	Belgrade Airport d.o.o.
CNOSSOS	–	Common Noise Assessment Methods
dB	–	Decibel
CAD	–	Civil Aviation Directorate of the Republic of Serbia
EEA	–	European Environment Agency
EC	–	European Community
ЕК	–	European Commission
ECAC	–	European Civil Aviation Conference
EU	–	European Union
FAA	–	Federal Aviation Administration (USA)
HA	–	High annoyance
HSD	–	High sleep disturbance
IATA	–	International Air Transport Association
ICAO	–	International Civil Aviation Organization
L_{day}	–	Noise level indicator for day
$L_{evening}$	–	Noise level indicator for evening
L_{night}	–	Noise level indicator for night
L_{den}	–	Day-evening-night noise level indicator (composite)
RWY	–	Runway (used to mark the active direction of a runway)
RS	–	Republic of Serbia
TWY	–	Taxiway (used to designate a specific taxi route on the airport)

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1 INTRODUCTION

1.1 Objective and Scope of the Action Plan

The Environmental Noise Protection Action Plan 2025-2030 (hereinafter: the Action Plan) has been prepared in accordance with the requirements of the Rulebook on the content and methods of preparation of the strategic noise map and action plan, the manner of their preparation and public display, as well as their templates ("Official Gazette of the Republic of Serbia," No. 90/2023, hereinafter: the Rulebook) and the provisions of Directive 2002/49/EC of the European Parliament and of the Council (hereinafter: the Directive). The Action Plan, based on the results of the strategic noise maps for the main airport Belgrade Nikola Tesla Airport represents a plan whose primary purpose is to prevent and reduce aircraft noise in the environment where necessary, especially where exposure levels may cause harmful effects on human health, as well as to preserve the existing quality in areas where aircraft noise does not exceed permissible limits.

The objectives of the Action Plan are to:

- Demonstrate continuous commitment to best practices in managing airport operations, with a special focus on noise reduction and mitigation of its effects.
- Provide clear and measurable indicators by which progress in noise reduction can be assessed.
- Engage local communities in communication to better understand their problems and priorities, as well as actively cooperate to improve the environmental conditions.
- Fulfill the requirements of national and international regulations on environmental noise protection, as well as relevant subordinate legislation.

This is the first action plan developed for the main airport in the Republic of Serbia. The plan is based on strategic noise maps adopted in June 2024, as well as conflict noise maps for which the public consultation was completed in March 2025. According to regulations, the deadline for preparing the action plan is one year from the adoption of the strategic noise map. Action plans are periodically reviewed and, if necessary, revised in case of significant changes affecting noise levels, but at least every five years from the date of their adoption. In this context, this Action Plan covers the period from 2025 to 2030 and, where applicable, includes measures beyond this period. Considering that according to the Law on Environmental Noise Protection ("Official Gazette of the Republic of Serbia," No. 96/21, hereinafter: the Law), it is the obligation of the airport to revise strategic noise maps no later than June 30, 2027, it is planned that the Action Plan will also be revised one year after the adoption of the revised strategic noise map, i.e., by June 30, 2028.

1.2 Description of Belgrade Nikola Tesla Airport

Nikola Tesla Airport (IATA: BEG, ICAO: LYBE) is the largest international airport in Serbia, serving nearly 8 million passengers and 83,311 commercial takeoff and landing operations during 2023. It is located 19 km west of the center of Belgrade near the settlement of Surčin. The airport covers an area of approximately 3,850,000 m². The reconstruction of runway 12L/30R, which is 3,400 m long, has been successfully completed. The works could only begin after the construction of the new

(inserted) runway 12R/30L, which is 3,500 m long. The inserted runway now serves as a parallel taxiway and as an alternative runway, which will only be used in case the main runway (12L/30R) is closed. Nikola Tesla Airport currently has 18 taxiways available, the airport category is 4E, and the firefighting category is 8. The layout of Nikola Tesla Airport is shown in Figure 1.2-1.

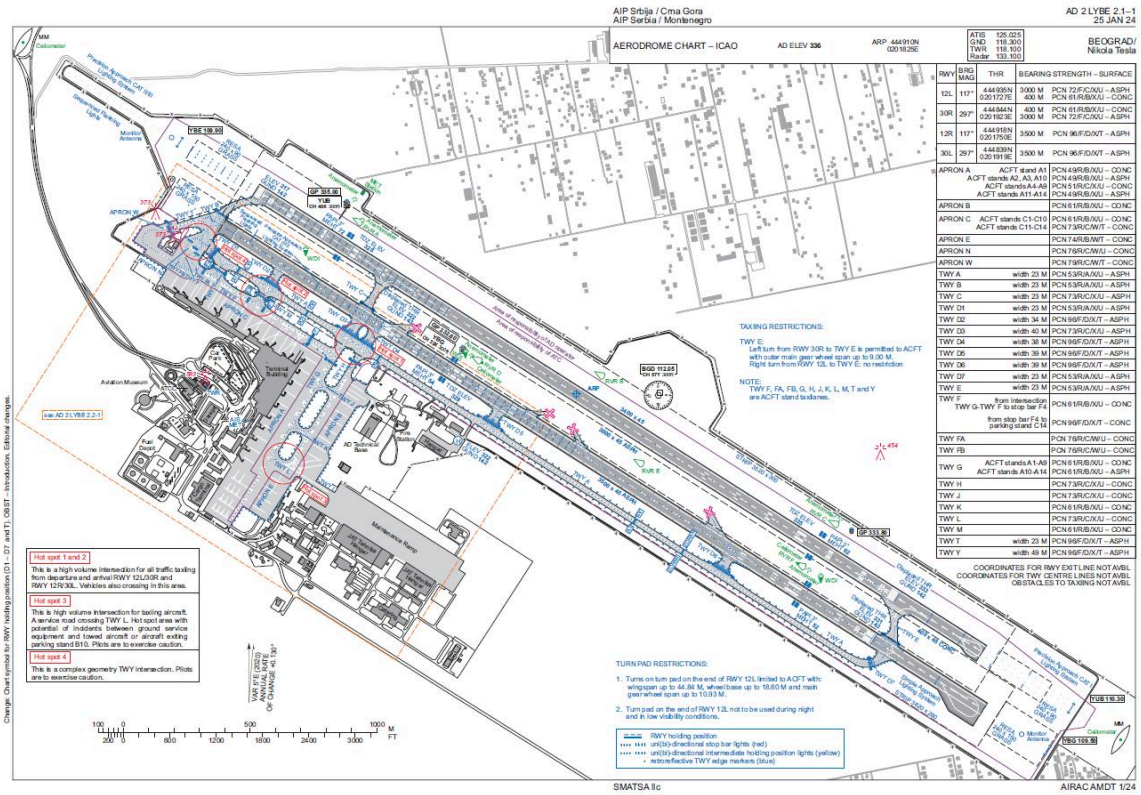


Figure 1.2-1. Layout of Nikola Tesla Airport, Source: AIP

The Government of the Republic of Serbia signed a twenty-five-year concession agreement in March 2018 with VINCI Airports for the financing, development through construction and reconstruction, maintenance, and management of the infrastructure of Nikola Tesla Airport. The company BELGRADE AIRPORT d.o.o. manages Nikola Tesla Airport during the concession period and applies the international experience and best practices of its parent company VINCI Airports. Currently, a project for the modernization, reconstruction, and expansion of the airport is underway, aiming to significantly improve capacity, comfort, efficiency, and the user experience to strengthen Nikola Tesla Airport's position as the leading airport in the Southeast European region.

VINCI Airports, as the world's leading private airport operator, manages the development and operations of more than 70 airports in 14 countries across Europe, Asia, and the Americas. Using its expertise in comprehensive integration, the company develops, finances, builds, and manages airports, simultaneously leveraging its investment capacity and expertise to align operational performance, modernize infrastructure, manage operations, and initiate environmental transitions. VINCI Airports became the first airport operator to begin implementing an international environmental protection strategy in 2016.

Significant sources of noise in the vicinity of Nikola Tesla Airport include the state road of first order A1 “state border with Hungary (Horgoš border crossing) – Novi Sad – Belgrade – Niš – Vranje – state border with North Macedonia (Preševo border crossing),” motorway M11 “connection with state roads A1 and A3 (Belgrade interchange) – Airport interchange – Mostar interchange – connection with state roads A1 and A9 (Bubanj Potok interchange),” M12 “connection with state road M11 (Airport interchange) – Nikola Tesla Airport,” the public road Novi Beograd (Vojvođanska Street) – Surčin South interchange, temporarily categorized as a state road of second order IIB, number 475, as well as the network of city traffic roads.

1.3 Information on the competent authorities for the preparation and implementation of the Action Plan measures

As the concessionaire of Belgrade Nikola Tesla Airport , the company **Belgrade Airport d.o.o. Beograd** is recognized under the Law on Environmental Noise Protection as the competent authority for the preparation and implementation of the Action Plan measures.

Environmental noise protection entities within the territory of the Republic of Serbia, defined in Article 5 of the Law on Environmental Noise Protection ("Official Gazette of RS," No. 96/21), are responsible for any activity causing exposure to noise above the limit values or for failing to undertake prescribed measures for environmental noise protection, in accordance with the law.

Article 10 of the Law on Environmental Noise Protection ("Official Gazette of RS," No. 96/21) defines the obligations of these entities. Legal persons whose activities influence or may influence exposure to noise above limit values are obliged to ensure: participation in the costs of environmental noise protection within investment, current, and production costs; monitoring the impact of their activities on noise; and implementing appropriate noise protection measures, i.e., sound protection, in accordance with this law and the law regulating environmental protection.

Legal persons from Article 5, item 4, of the Law on Environmental Noise Protection ("Official Gazette of RS," No. 96/21), who manage main roads, main railway lines, and main airports, prepare and revise strategic noise maps and action plans for main roads, main railway lines, and main airports and provide monitoring, in accordance with this law.

Environmental noise protection entities are obliged to cooperate in decision-making and implementation of measures, in accordance with this law and special laws regulating environmental protection.

Information about the entity responsible for preparing the Action Plan for Nikola Tesla Airport is presented in Annex 1.

1.4 Legal basis for the preparation of the Action Plan

The European Parliament adopted Directive 2002/49/EC (hereinafter: the Directive) in 2002 as the basis for the assessment and management of environmental noise. The primary objective of the

Directive is to define a common approach aimed primarily at avoiding, preventing, or reducing the harmful effects caused by exposure to environmental noise, including noise-related disturbances. The Directive has been amended by:

- M1 – Regulation (EC) No. 1137/2008 of the European Parliament and of the Council of 22 October 2008,
- M2 – Commission Directive (EU) 2015/996 of 19 May 2015,
- C1 – Correction, Official Journal of the EU L 005, 10 January 2018, page 35 (2015/996),
- M3 – Regulation (EU) 2019/1010 of the European Parliament and of the Council of 5 June 2019,
- M4 – Regulation (EU) 2019/1243 of the European Parliament and of the Council of 20 June 2019,
- M5 – Commission Directive (EU) 2020/367 of 4 March 2020, and
- M6 – Commission Delegated Directive (EU) 2021/1226 of 21 December 2020.

Serbia has implemented the provisions of the Directive through the Law on Environmental Noise Protection from 2021 and subordinate acts from 2010 and 2023. The legal regulations of the Republic of Serbia used in the preparation and analysis of the strategic noise maps included:

- The Law on Environmental Noise Protection ("Official Gazette of RS," No. 96/21),
- The Regulation on noise indicators, limit values, methods for assessing noise indicators, disturbance, and harmful effects of noise in the environment ("Official Gazette of RS," No. 75/10),
- The Rulebook on methodology for determining acoustic zones ("Official Gazette of RS," No. 72/10), and
- The Rulebook on the content and methods of preparation of the strategic noise map and action plan, the manner of their preparation and public display, as well as their templates ("Official Gazette of RS," No. 90/23).

The obligation to report on the status and impact of noise on the population through the preparation of strategic noise maps is prescribed by the Directive, as well as by the legal regulations of the Republic of Serbia. This enables the provision of information on noise exposure at local, national, and international levels and the preparation of action plans aimed at managing and reducing the negative effects of noise. All information from the strategic noise maps must be communicated to the public in an understandable and accessible manner, using the most appropriate information technologies.

The Law on Environmental Noise Protection ("Official Gazette of RS," No. 96/21) defines the fundamental terms and guidelines for the development of action plans:

- The action plan is prepared based on the strategic noise map for the same area.
- For the purposes of developing the action plan, a conflict noise map must be prepared.
- The conflict noise map is created using a calculation method, where the limit values of noise indicators are subtracted from the existing or projected values of the noise indicators.
- The differences in noise levels are presented in the form of lines and/or areas of equal noise levels, shown in 5 dB increments, and marked with colors in accordance with the current edition of DIN 45682 standard.

- The action plan is prepared for areas where the conflict noise maps identify exceedances of noise indicator limit values, including areas where the situation is satisfactory.
- Official data from competent organizations are used for the preparation of the action plan. If such data are unavailable, substitute data from the latest edition of the document "European Commission, Working Group on Assessment of Exposure to Noise – Position Paper – Good Practice Guide for Strategic Noise Mapping and the Production of Associated Data on Noise Exposure," European Commission, Brussels, 2006, may be used. The contracting authority for the action plan must be informed of and agree to the use of substitute data. The use of such data must be documented in writing.
- The action plan must be regularly updated in line with spatial changes, and at least every five years.
- The action plan must be fully accessible to the public, in accordance with specific regulations governing public information and participation in environmental protection matters.
- The entities responsible for preparing the action plan are required to conduct a public consultation and to present the information from the action plan to the public using available communication methods in a clear, understandable, and concise manner.
- In order to support the development of the action plan, the public must be given the opportunity to review and comment on conflict noise maps.
- The draft action plan must be presented to the public in such a way that the responsible entity and the preparer of the draft conduct one or more public hearings, enabling public hearing, as well as submission of suggestions and comments on the draft plan.
- Upon completion of the public consultation process, the responsible entities must submit the action plan to the Ministry of Environmental Protection for approval. The competent authority adopts the action plan upon receiving the Ministry's approval.
- The public must be notified about the final version of the action plan.
- The entities responsible for developing the action plan must submit the completed plan and associated results in electronic form to the Environmental Protection Agency of the Republic of Serbia.

The bases for drafting noise protection action plans are:

1) measures for environmental noise protection such as: land-use planning, traffic planning, implementation of technical measures at noise sources, selection of noise sources with lower noise emission values, application of sound insulation, measures along the path of noise propagation, application of legal regulations and other provisions;
2) strategy for implementing measures to reduce environmental noise levels;
3) cost and efficiency assessment of noise reduction measures in a given area;
4) impact assessment of noise level reduction in a given area;
5) list of legal entities and entrepreneurs whose activities affect noise exposure;
6) timeline for the implementation of individual activities during the enforcement of noise protection measures.

The action plan contains at least:

1) title of the document with defined content;
2) description of agglomerations, major roads, major railway lines, and major airports, or other noise sources considered in the assessment;

3) data on the competent authorities responsible for drafting and implementing the action plan measures;
4) legal basis for drafting the action plan;
5) data on the limit values of noise indicators;
6) summary of the results from the development of the strategic noise map;
7) estimate of the number of people exposed to specific noise levels, identification of problems and the situation that needs improvement;
8) all measures already taken to reduce noise, as well as any projects in preparation;
9) measures and activities to be undertaken by the competent authorities for a period of five years, including measures to maintain noise levels in zones where the situation is satisfactory (traffic planning, land-use planning, technical measures at noise sources, selection of quieter noise sources, reduction of sound transmission, legal, economic and incentive measures);
10) long-term noise protection strategy;
11) results of public participation in the process of preparing the action plans;
12) sources of funding (budget funds and other financial resources, assessment of efficiency and expected benefits in relation to costs);
13) method of evaluating the action plan in terms of implementation and results.

The action plan also contains data from Annex 2, Forms 1–3, which is printed alongside the Rulebook and constitutes its integral part, and in this action plan is presented in Annex 1 and Annex 2.

1.5 Data on the limit values of noise indicators

The City of Belgrade, in accordance with legal obligations, has designated acoustic zones within the territory covered by the General Regulation Plan for the construction area of the local government unit headquarters – units I-XIX ("Official Gazette of the City of Belgrade", Nos. 20/16, 97/16, 69/17, and 97/17) and the General Regulation Plan for the construction area of the local government unit headquarters – unit XX of the municipalities Grocka, Palilula, Zvezdara, and Voždovac – settlements Kaluđerica, Leštane, Boleč, Vinča, and Ritopek ("Official Gazette of the City of Belgrade", No. 66/17). In accordance with Article 17 of the Law on Environmental Noise Protection ("Official Gazette of RS", No. 96/21), in areas where zoning has not yet been conducted, the limit values prescribed for Acoustic Zone 5 apply (see Table 1.5-1).

Acoustic zoning within the City of Belgrade has been carried out in accordance with the Law on Environmental Noise Protection ("Official Gazette of RS", No. 96/21), the Rulebook on Methodology for Determining Acoustic Zones ("Official Gazette of RS", No. 72/10), and the Regulation on Noise Indicators, Limit Values, Methods for Assessing Noise Indicators, Disturbance, and Harmful Effects of Noise in the Environment ("Official Gazette of RS", No. 75/10).

Acoustic zoning is the determination of limit values of noise indicators for different areas according to their purpose, as defined by spatial and urban plans. An acoustic zone is an area over whose entire surface a uniform limit value of the noise indicator is prescribed.

Acoustic zones are determined based on the current state of development, land use, as well as planned land uses, and are defined by limit values of noise indicators (for day, evening, and night)

expressed in decibels. Acoustic zones form the basis for assessing the impact of aircraft noise and for creating noise conflict maps.

According to the maximum permissible noise level, the territory of the City of Belgrade is divided into six acoustic zones, namely:

- Zone 1: Areas for rest and recreation, hospitals, sanatoriums and hospital zones, cultural-historical sites, large parks, memorial parks and monuments, city forests and green complexes, protected natural and cultural assets, specialized institutes, homes for the protection of children, elderly, and neglected persons;
- Zone 2: School zones, camps, tourist areas, spas, kindergartens, preschool, primary and secondary schools, faculties, academies, and student dormitories;
- Zone 3: Residential areas of low and high-rise buildings, with low and high population density;
- Zone 4: Business-residential-commercial areas and children's playgrounds, facilities of social and commercial activities;
- Zone 5: City center, administrative zones with apartments, zones along traffic routes, parking lots and public garages, zones and facilities of utility activities, gas pipeline facilities, fire stations, highways, main and regional roads, international railway lines, city roads with public transport terminals, smaller individual industrial and production facilities, and industrial warehouses with residential buildings;
- Zone 6: Industrial, storage, and service areas without residential buildings, economic and industrial zones.

The limit values of noise indicators in open spaces are defined by the Regulation on Noise Indicators, Limit Values, Methods for Assessing Noise Indicators, Disturbance, and Harmful Effects of Noise in the Environment ("Official Gazette of RS", No. 75/10), and their values are presented in Table 1.5-1. The limit values refer to the total noise originating from all noise sources at the observed location.

Table 1.5-1 Limit Values of Noise Indicators in Open Space

Zone	Area designation	Noise level in dB(A)		Color
		For daytime and evening	For night	
1	Areas for rest and recreation, hospital zones and sanatoriums, cultural-historical sites, large parks	50	40	
2	Tourist areas, camps, and school zones	50	45	
3	Purely residential areas	55	45	
4	Business-residential areas, commercial-residential areas, and children's playgrounds	60	50	
5	City center, craft, commercial, administrative zones with apartments, zones along highways, main roads, and city streets	65	55	

Table 1.5-1 Limit Values of Noise Indicators in Open Space

Zone	Area designation	Noise level in dB(A)		Color
		For daytime and evening	For night	
6	Industrial, storage, and service areas, and transport terminals without residential buildings	At the boundary of this zone, noise must not exceed the limit value of the adjacent zone		

The graphical representation of acoustic zones in the area under consideration for the preparation of strategic noise maps is shown in Figure 1.5-1. More detailed information on acoustic zoning can be found at https://monitoring.beograd.gov.rs/Map.

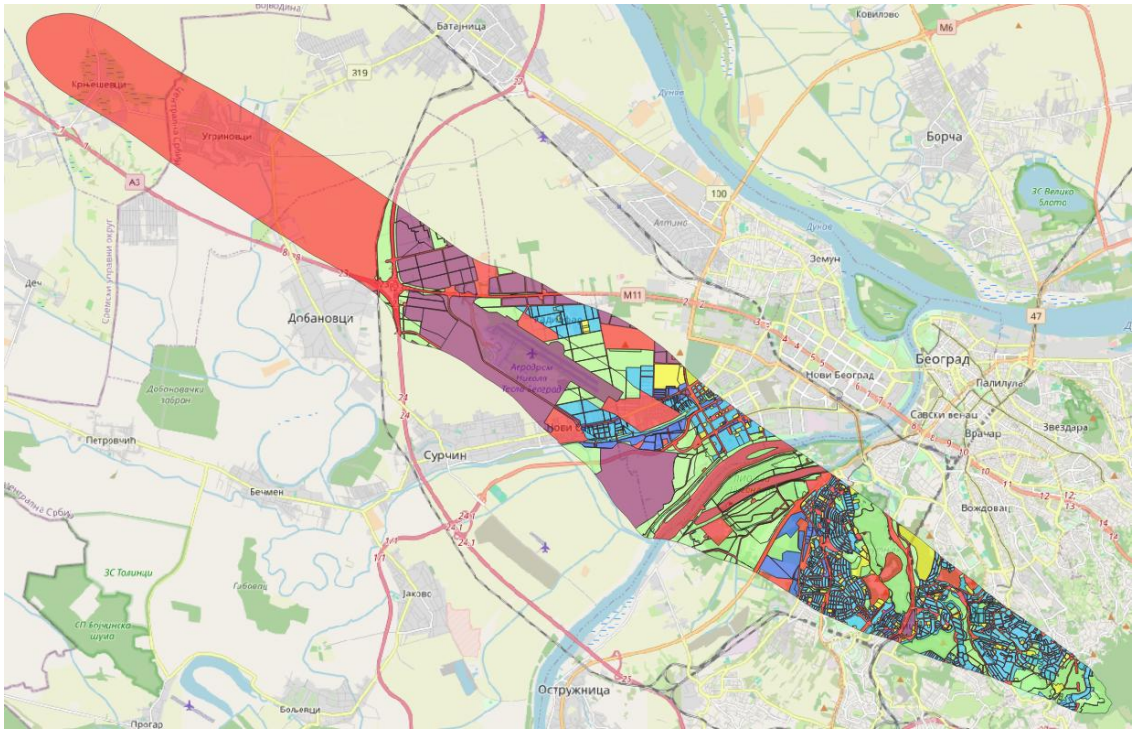


Figure 1.5-1 Planned Acoustic Zones within the Scope of the Action Plan Preparation

In addition to open spaces, the legal regulations of the Republic of Serbia have also established permissible noise levels in indoor spaces based on the function of the area and the time of day. The limit values of noise indicators in indoor spaces are defined by the Regulation on Noise Indicators, Limit Values, Methods for Assessing Noise Indicators, Disturbance, and Harmful Effects of Noise in the Environment ("Official Gazette of RS", No. 75/10), and their values are presented in Table 1.5-2. The limit values refer to the total noise originating from all noise sources at the observed location.

Table 1.5-2 Limit Values of Noise Indicators in Indoor Space

Zone	Area designation	Noise level in dB(A)	
		For daytime and evening	For night
1.	Living rooms (bedroom and living room) in a residential building with closed windows	35	30
2.	In public and other facilities with closed windows	--	--
2.1.	Healthcare facilities and private practices, including:	--	--
	a) Patient rooms	35	30
	b) Clinics	40	40
	c) Operating units without medical devices and equipment	35	35
2.2.	Rooms in facilities for the rest of children and students, and bedrooms in homes for the elderly and pensioners	35	30
2.3.	Rooms for educational work (classrooms, lecture halls, offices, etc.), cinema halls, and reading rooms in libraries	40	40
2.4	Theaters and concert halls	30	30
2.5	Hotel rooms	35	30

According to the Regulation on Noise Indicators, Limit Values, Methods for Assessing Noise Indicators, Disturbance, and Harmful Effects of Noise in the Environment ("Official Gazette of RS", No. 75/10), daytime lasts from 06:00 to 18:00, evening from 18:00 to 22:00, and night from 22:00 to 06:00.

Noise indicators are used to determine noise levels in the environment, to assess and predict noise levels and their effects, to prepare strategic noise maps, and to plan noise protection measures. The value of a noise indicator in the environment is determined by applying measurement, calculation, or estimation methods.

2 SUMMARY OF THE RESULTS FROM THE PREPARATION OF THE STRATEGIC NOISE MAP

During the preparation of the strategic noise maps, the Guidelines for the Preparation of Strategic Noise Maps in Serbia, published by the Ministry of Environmental Protection on August 12, 2019, were used. According to these guidelines, the process of preparing strategic noise maps consists of seven phases:

- Phase 1 – Defining the area for which the map is to be prepared;
- Phase 2 – Defining calculation methods;
- Phase 3 – Defining input data specifications;
- Phase 4 – Collecting and preparing data sets;
- Phase 5 – Creating the acoustic model;
- Phase 6 – Calculating noise levels;
- Phase 7 – Post-processing and analysis.

Each phase of the process is defined by the preceding phases, so that requirements and specifications are covered before the preparation of data sets and noise models. These data sets were then processed and linked sequentially to obtain noise model data sets, which subsequently underwent a series of quality assurance procedures before the final calculations and noise level assessments. After assessing noise levels, an analysis was conducted using the resulting data sets to represent the locations of residential units and population in order to generate statistics required by the European Commission (EK) as part of the reporting obligations under the Directive.

For the preparation of noise maps for Nikola Tesla Airport, the CNOSSOS-EU:2015 method was used to assess aircraft noise. The calculation software employed complies with the 4th edition of ECAC.CEAC Doc 29, which is the method required by CNOSSOS-EU:2015 for aircraft noise assessment.

All collected data were processed and adapted in accordance with the requirements for their use in the Aviation Environmental Design Tool (AEDT), version 3f, of the United States Federal Aviation Administration (FAA), which was used during the acoustic calculations and analysis of the population's exposure to noise.

More detailed information about the Strategic Noise Map is available on the official website of Belgrade Airport d.o.o. Belgrade, on the Environmental Protection and Social Responsibility page (https://beg.aero/cir/corporate/environment-and-social; https://beg.aero/sites/default/files/2024-12/strategic-noise-maps-data-cir_0.pdf; https://beg.aero/sites/default/files/2024-12/strategic-noise-maps-graph.pdf).

2.1 General Information

Analysis of the results was performed using pre-prepared templates for numerical presentation of data to the public, provided in Annex 1 of the Rulebook on the content and methods of preparing strategic noise maps and action plans, the manner of their preparation and public presentation, as well as their forms ("Official Gazette of RS", No. 90/23). Data about the entity responsible for preparing the strategic noise maps of the main airport are shown in Table 2.1-1, while data from the strategic noise map of the main airport are presented in Table 2.1-2.

Table 2.1-1 Data about the entity responsible for preparing the strategic noise map for "Nikola Tesla" Airport

Entity	Belgrade Airport d.o.o. Beograd
Registration number	21364568
Tax Identification Number (TIN)	110572920
Postal code	11180
Address	Beograd-Surčin, Aerodrom Beograd Street no 47
Name and surname of the responsible person	Francois Berisot
Tel:	+381 11 209 4802
Fax:	+381 11 228 61 87
E-mail:	kabinet@beg.aero
Main airport code	LYBE

Table 2.1-1 Data from the Strategic Noise Map of the Main Airport

National Unique ID Code RS	Airport Name	ICAO Code	Annual Traffic	Airport Coordinates		
				Latitude	Longitude	Coordinate System Used
	Nikola Tesla	LYBE	84111	44°49'06"N	20°18'33"E	WGS84

The graphical representation of the strategic noise maps for the night period (noise indicator L_{night}) and the day-evening-night period (noise indicator L_{den}) was carried out in accordance with Annex 1 of the Rulebook on the content and methods of preparation of the strategic noise map and action plan, the manner of their preparation and public presentation, as well as their forms ("Official Gazette of RS", No. 90/23). The scale used for the graphical part of the strategic noise maps was 1:15000.

The graphical parts of the strategic noise map for the night period (L_{night}) and for the day-evening-night period (L_{den}) are available on the official websites of Belgrade Airport d.o.o. Belgrade and the Environmental Protection Agency and are presented in Annex 3. (https://sepa.gov.rs/buka/)

2.2 Analysis of the Area and Residential Units

Regulations require information on the estimated total area (in km²) exposed to noise indicator Lden values exceeding 55, 65, and 75 dB, calculated at a height of 4 m above ground level, including the estimated total number of dwellings (in hundreds) and the total number of people (in hundreds) estimated to live in each of the specified areas, including agglomerations.

The noise level result grid was imported and reclassified into 5 dB ranges as specified in the Directive and the legal regulations of the Republic of Serbia. Since calculations were performed on a 10 m grid, each point on the grid represents an area of 100 m². The number of raster points within each noise range could then be used to calculate the total exposed area.

The results of the analysis of the area and residential units, including the estimated population for the preparation of the strategic noise maps for Nikola Tesla Airport, are given in Table 2.2-1.

Table 2.2-1 Analysis of exposure of areas, dwellings, and people (including agglomerations)

Range of noise indicator L_{den} [dB]	Exposed area in km^2	Estimated number of dwellings (in hundreds)	Estimated number of inhabitants (in hundreds)
> 55	30.1	149	314
> 65	4.5	7	17
> 75	0.7	0	0

The preparation of the strategic noise map also includes the creation of contour lines of equal noise levels at 55 and 65 dB drawn on one or more maps, providing information about the locations of villages, towns, and agglomerations within these contours. The contour lines of equal noise levels for the noise indicator L_{night} are shown in Figure 2.2-1, while the contour lines for the noise indicator L_{den} are shown in Figure 2.2-2.

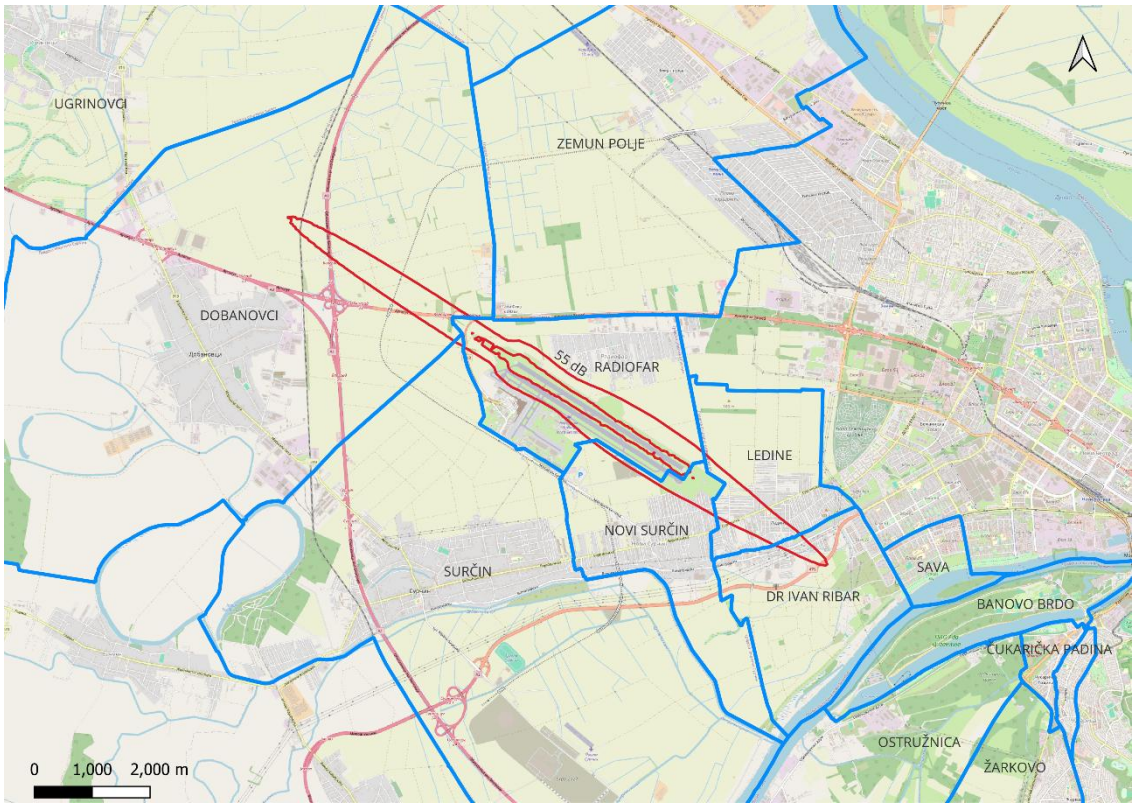


Figure 2.2-1 Contour Lines of Equal Noise Levels for the Noise Indicator L_{night}

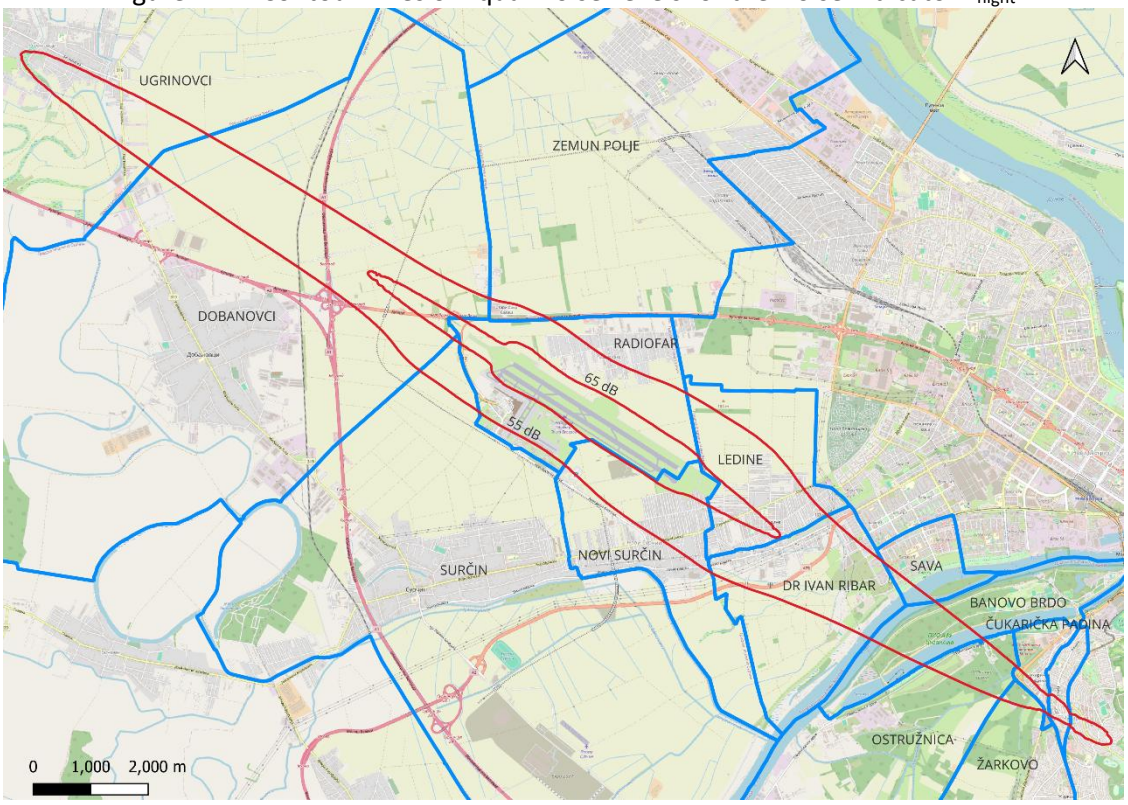


Figure 2.2-2 Contour Lines of Equal Noise Levels for the Noise Indicator L_{den}

2.3 Analysis of Schools and Hospitals

The regulations require information on the estimated total number of schools and hospitals exposed to specific noise indicator values. The analysis is based on buildings identified from datasets as part of school or hospital complexes; therefore, the exposure statistics are given for the number of "school buildings" and "hospital buildings" exposed to noise within certain ranges.

For buildings designated as schools and educational institutions, the number of buildings was summed based on the noise level assigned to each building for each noise indicator within noise level bands of 5 dB.

Similarly, for buildings designated as hospitals, the number of buildings was summed based on the noise level assigned to each building for each noise indicator within noise level bands of 5 dB.

To perform the assessment, noise levels at school and hospital buildings were calculated using the AEDT software. After completing the calculations, an analysis of the results was conducted. The results were distributed across a series of output files that were reviewed and summarized below, based on the total number of hospital buildings and school buildings within the considered area.

The analysis results for school buildings (preschool institutions, primary education, secondary education, and higher education) and hospitals (specialized healthcare institutions providing extended patient care) for the strategic noise maps preparation for Nikola Tesla Airport are presented in Tables 2.3-1 and 2.3-2.

Table 2.3-1 Analysis of Exposure of Schools and Hospitals for Noise Indicator L_{den}

Range of noise indicator L_{den} [dB]	Number of School Buildings	Number of Hospital Buildings
< 55	416	13
55 - 59	7	--
60 - 64	2	--
65 - 69	--	--
70 - 74	--	--
> 75	--	--

Table 1.1-1 Analysis of Exposure of Schools and Hospitals for Noise Indicator L_{night}

Range of noise indicator L_{night} [dB]	Number of School Buildings	Number of Hospital Buildings
< 50	422	13
50 - 54	1	--
55 - 59	2	--
60 - 64	--	--
65 - 69	--	--
> 70	--	--

2.4 Analysis of People Living in Residential Units

According to the legal regulations, the strategic noise map for the main airport must at minimum include data on the estimated number of people (in hundreds) living in apartments outside

agglomerations who are exposed to noise indicator L_{den} values in dB calculated at a height of 4 m above ground on the most exposed façade within each of the following ranges: 55–59, 60–64, 65–69, 70–74, ≥ 75; as well as data on the estimated number of people (in hundreds) living in apartments outside agglomerations exposed to noise indicator L_{night} values in dB calculated at a height of 4 m above ground on the most exposed façade within each of the following ranges: 50–54, 55–59, 60–64, 65–69, ≥ 70.

At the time of preparing the strategic noise maps for Nikola Tesla Airport, the boundaries of the City of Belgrade agglomeration regarding Strategic Noise Maps were not yet known, so Tables 2.4-1 and 2.4-2 show data for the entire area affected by aircraft noise. When the strategic noise maps for the City of Belgrade become available and the agglomeration boundaries are determined, data will be distributed and delivered according to the legal requirements to avoid duplication of data.

Table 1.1-2 Analysis of Population Exposure Outside Agglomerations * - L_{den}

Range of noise indicator L_{den} [dB]	Number of Inhabitants (in hundreds) Exposed to Noise Indicator Ranges L_{den}
< 55	5795
55 - 59	242
60 - 64	55
65 - 69	17
70 - 74	0
> 75	0

*) The data refer to the entire area affected by aircraft noise

Table 1.1-3 Analysis of Population Exposure Outside Agglomerations * - L_{night}

Range of noise indicator L_{night} [dB]	Number of Inhabitants (in hundreds) Exposed to Noise Indicator Ranges L_{night}
< 50	5998
50 - 54	75
55 - 59	32
60 - 64	4
65 - 69	0
> 70	0

*) The data refer to the entire area affected by aircraft noise

2.5 Analysis of People Living in Residential Units with Quiet Facade / with Special Sound Insulation

As prescribed, where appropriate and where such information is available, the number of people living in residential units with a quiet façade should be provided, when the L_{den} value on the quiet façade is more than 20 dB lower than on the façade with the highest L_{den} value.

The regulations also state that, where appropriate and where such information is available, the number of people living in residential units with special sound insulation should be provided—

combined with ventilation or air conditioning systems that allow high levels of environmental noise insulation to be maintained.

No data were collected, nor did any involved parties have access to data that would specify the location of particular residential units with special environmental noise insulation measures on building façades. As this information was not available, it was not possible to estimate the number of people living in residential units with special sound insulation.

The results of the analysis of people living in residential units with a quiet façade and with special sound insulation for the preparation of the strategic noise maps of Nikola Tesla Airport are presented in Tables 2.5-1 and 2.5-2.

Table 1.1-4 Analysis of Population Exposure in Dwellings with Special Sound Insulation or Quiet Façade Outside Agglomeration* - L_{den}

Range of noise indicator L_{den} [dB]	Number of Residents (in hundreds) Living in Dwellings with Special Sound Insulation	Number of Residents (in hundreds) Living in Dwellings with Quiet Façade
< 55	--	0
55 - 59	--	0
60 - 64	--	0
65 - 69	--	0
70 - 74	--	0
> 75	--	0

*) The data refer to the entire area affected by aircraft noise

Table 1.1-5 Analysis of Population Exposure in Dwellings with Special Sound Insulation or Quiet Façade Outside Agglomeration* - L_{night}

Range of noise indicator L_{night} [dB]	Number of Residents (in hundreds) Living in Dwellings with Special Sound Insulation	Number of Residents (in hundreds) Living in Dwellings with Quiet Façade
< 50	--	0
50 - 54	--	0
55 - 59	--	0
60 - 64	--	0
65 - 69	--	0
> 70	--	0

*) The data refer to the entire area affected by aircraft noise

2.6 Analysis of Population Annoyance

To assess the harmful effects of noise on the population in the development of strategic noise maps, the dose-effect relationship is used. The regulations define the methodology for estimating annoyance caused by environmental noise in Annex 4 of the Regulation on Noise Indicators, Limit Values, Methods for Assessing Noise Indicators, Annoyance, and Harmful Effects of Environmental Noise ("Official Gazette of RS", no. 75/2010).

The Regulation defines the noise dose-effect relationship for estimating the percentage of annoyed and highly annoyed population based on exposure to L_{den}, as well as the percentage of the population

whose sleep is disturbed and severely disturbed based on exposure to L_{night}, for noise levels from air, rail, and road traffic. The methodology is based on the EEA Technical Report No. 11/2010 "Good practice guide on noise exposure and potential health effects".

Commission Directive (EU) 2020/367 of 4 March 2020 established a new method for assessing the harmful effects of environmental noise, which has been used for estimating the annoyance of the population caused by environmental noise.

2.6.1 Annoyance

To calculate the absolute risk (AR) of harmful effects of aircraft noise during the day, i.e., to determine the percentage of the population that may be highly annoyed by aircraft noise during the day, the following dose-effect relationship is used:

$$\mathrm{AR}_{\boldsymbol{HA}} = (-50.9693 + 1.0169 \cdot \mathrm{L_{den}} + 0.0072 \cdot \mathrm{L_{den}}^2)/100 \quad (1)$$

By applying this equation to calculate annoyance caused by aircraft noise, based on the values of the noise indicator L_{den} and population data for each 5 dB noise band, the estimated number of people who may be annoyed by aircraft noise was calculated and is shown in Table 2.6-1.

Table 1.1-6 Analysis of Population Annoyance

Range of noise indicator L_{den} [dB]	Number of inhabitants exposed to noise ranges L_{den}	Average value of the noise range L_{den} [dB]	Percentage of the population that may be highly annoyed by aircraft noise	Estimated number of people who may be annoyed by aircraft noise
55 - 59	24223	57.5	31.3%	7584
60 - 64	5482	62.5	40.7%	2232
65 - 69	1651	67.5	50.5%	833
70 - 74	0	72.5	60.6%	0
75 - 80	0	77.5	71.1%	0
80 - 85	0	82.5	81.9%	0
Total	31356	--	--	10649

The obtained number of people at high risk of being annoyed by aircraft noise (during the daytime period) is 10,649.

2.6.2 Sleep Disturbance

To calculate the absolute risk of harmful effects of aircraft noise during the night, i.e., to determine the percentage of the population at high risk of sleep disturbance due to aircraft noise, the following dose-effect relationship is used:

$$\mathrm{AR}_{\boldsymbol{HSD}} = (16.7885 - 0.9293 \cdot \mathrm{L_{night}} + 0.0198 \cdot \mathrm{L_{night}}^2)/100 \quad (2)$$

By applying this equation for calculating annoyance caused by aircraft noise, based on the Lnight noise indicator values and population data for each 5 dB noise range, the estimated number of people at high risk of sleep disturbance from aircraft noise is determined and presented in Table 2.6-2.

Table 1.1--7 Analysis of Sleep Disturbance in the Population

Range of noise indicator L_{night} [dB]	Number of inhabitants exposed to noise ranges L_{night}	Average value of the noise range L_{night} [dB]	Percentage of the population at high risk of sleep disturbance due to aircraft noise	Estimated number of people at high risk of having their sleep disturbed by aircraft noise
50 - 54	7493	52.5	22.6%	1691
55 - 59	3246	57.5	28.8%	935
60 - 64	368	62.5	36.1%	133
65 - 69	0	67.5	44.3%	0
70 - 75	0	72.5	53.5%	0
Total	11107	--	--	2760

The estimated number of people at high risk of having their sleep disturbed by aircraft noise (during the night period) is 2760.

3 ASSESSMENT OF THE NUMBER OF RESIDENTS EXPOSED TO CERTAIN NOISE LEVELS, IDENTIFICATION OF PROBLEMS AND SITUATIONS TO BE IMPROVED

3.1 Assessment of the number of residents exposed to certain noise levels

This chapter presents more detailed data on population exposure to noise, which are necessary for the preparation of the Action Plan. While the strategic noise maps show data on the number of residents exposed to noise levels of the L_{den} indicator at 55 dB and Lnight at 50 dB, for the purposes of the Action Plan, data on the number of residents exposed to noise levels of the L_{day}, $L_{evening}$, and L_{night} indicators were analyzed, for which limit values are defined in accordance with the legal regulations of the Republic of Serbia, i.e., acoustic zoning. Table 3.1-1 shows the number of residents exposed to noise levels of the L_{day} and $L_{evening}$ indicators at 50 dB, as well as L_{night} at 40 dB, given that these are the minimal limit values of noise indicators relevant for planning noise protection measures.

Table 1.1-8 Number of residents exposed to noise ranges of indicators L_{day}, $L_{evening}$ и L_{night}

Range of noise indicator [dB]	Number of residents exposed to noise ranges of indicators (in hundreds)		
	L_{day}	$L_{evening}$	L_{night}
40 - 44	not applicable	not applicable	1559
45 - 49	not applicable	not applicable	588
50 - 54	389	167	75
55 - 59	79	86	32
60 - 64	30	22	4

Table 1.1-8 Number of residents exposed to noise ranges of indicators L_{day}, $L_{evening}$ и L_{night}

Range of noise indicator [dB]	Number of residents exposed to noise ranges of indicators (in hundreds)		
	L_{day}	$L_{evening}$	L_{night}
65 - 69	0	0	0
70 - 75	0	0	0

3.2 Noise Conflict Maps

A noise conflict map is a noise map created based on the developed strategic noise map that shows the difference between the existing and/or projected noise level expressed through the noise indicator values and the limit values of the noise indicators.

The noise conflict map is created using a calculation method, where the limit values of the noise indicators are subtracted from the levels of existing or projected noise indicator values. The differences in noise level values are displayed as lines and/or areas of equal noise levels in steps with intervals of 5 dB.

The regulations applied during the preparation of noise conflict maps include the Rulebook on the methodology for determining acoustic zones ("Official Gazette of RS", No. 72/10), and the noise limit values are listed in Annex 2, Table 1 of the Regulation on noise indicators, limit values, methods for assessing noise indicators, disturbance, and harmful effects of noise in the environment ("Official Gazette of RS", No. 75/2010). The table of limit values of noise indicators in open space by acoustic zones is shown in Table 1.5-1.

To assess the exceedance of noise limit values, noise levels for indicators L_{day}, $L_{evening}$, and L_{night} were evaluated in relation to the acoustic zones defined by the City of Belgrade and the legislation of the Republic of Serbia. It was not possible to conduct an assessment of noise limit value exceedance for Lden levels because the legal framework of the Republic of Serbia does not define limit values for this noise indicator.

Noise conflict maps showing exceedances of noise limit values for the daytime period (noise indicator L_{day}), evening period (noise indicator $L_{evening}$), and nighttime period (noise indicator L_{night}) are presented in Annex 4.

3.3 Identification of Problems and Situations to be Improved

Based on the noise conflict maps, i.e., exceedances relative to the limit values of noise indicators defined by acoustic zoning, the number of residents located in zones with exceeded noise levels has been determined. The results of the analysis carried out for the daytime period (exceedances relative to the noise indicator L_{day}), evening period (exceedances relative to the noise indicator $L_{evening}$), and nighttime period (exceedances relative to the noise indicator L_{night}) are given in Tables 3.3-1, 3.3-2, and 3.3-3.

Table 3.3-1 Number of Residents by Acoustic Zones with Exceeded Noise Levels for the Daytime Period (Limit Value of Noise Indicator L_{day})

Exposure*	Acoustic Zone					
	1	2	3	4	5	6
< 0 dB	0	0	33173	4670	7240	92
0 - 5 dB	529	31	3692	0	29	0
5 - 10 dB	311	3	1	0	0	0
10 - 15 dB	94	0	0	0	0	0
15 - 20 dB	--	--	--	--	--	--
20 - 25 dB	--	--	--	--	--	--
> 25 dB	--	--	--	--	--	--

* Difference between the existing noise level determined based on the strategic noise map and the limit values of the noise indicator

Table 3.3-2 Number of residents by acoustic zones exposed to noise levels exceeding the limit for the evening period (noise indicator limit value $L_{evening}$)

Exposure*	Acoustic Zone					
	1	2	3	4	5	6
< 0 dB	0	0	13515	2601	6605	99
0 - 5 dB	579	23	3796	0	0	0
5 - 10 dB	221	3	1	0	0	0
10 - 15 dB	88	0	0	0	0	0
15 - 20 dB	--	--	--	--	--	--
20 - 25 dB	--	--	--	--	--	--
> 25 dB	--	--	--	--	--	--

* Difference between the existing noise level determined based on the strategic noise map and the limit values of the noise indicator

Table 3.3-3 Number of residents by acoustic zones exposed to noise levels exceeding the limit for the night period (noise indicator limit value L_{night})

Exposure*	Acoustic Zone					
	1	2	3	4	5	6
< 0 dB	0	467	136643	16186	13941	139
0 - 5 dB	1516	227	47627	821	2999	0
5 - 10 dB	461	0	3562	97	379	0
10 - 15 dB	543	0	94	0	0	0
15 - 20 dB	62	0	0	0	0	0
20 - 25 dB	--	--	--	--	--	--
> 25 dB	--	--	--	--	--	--

* Difference between the existing noise level determined based on the strategic noise map and the limit values of the noise indicator

When interpreting the data shown in Tables 3.3-1, 3.3-2, and 3.3-3, it is important to consider that acoustic zones represent a kind of weighting coefficient, as they differ by limit values of the noise indicators. For example, residents living in acoustic zone 1 exposed to noise level exceedances in the range of 15–20 dB, if in acoustic zone 2, would be exposed to exceedances in the range of 10–15 dB. With each further increase in the acoustic zone number, exposure decreases by the difference between the limit values of the noise indicator, which is 5 dB for all zones except between zones 1 and 2 for the day and evening periods, and between zones 2 and 3 for the night period, where the limit values are the same, i.e., the difference is 0 dB.

During the day period (06:00–18:00), noise levels from aircraft above 50 dB expose 49864 residents, of which 4690 residents (9.4%) are exposed to exceedances requiring planning of measures to reduce the negative impact of aircraft noise on the environment.

During the evening period (18:00–22:00), noise levels from aircraft above 50 dB expose 27531 residents, of which 4711 residents (17.1%) are exposed to exceedances requiring planning of measures to reduce the negative impact of aircraft noise on the environment.

During the night period (22:00–06:00), noise levels from aircraft above 40 dB expose 225765 residents, of which 58388 residents (25.9%) are exposed to exceedances requiring planning of measures to reduce the negative impact of aircraft noise on the environment.

To compare the impact of aircraft noise considering both the number of residents and the degree of exposure, an indicator called "Person.dB" was introduced, which represents the total exposure of the population to noise exceedances in a given area. The indicator value is calculated as the sum of the products of the number of residents in each acoustic zone and the corresponding noise exceedance in that zone, where the average value of the respective exceedance range is used. For example, if 100 residents are exposed to noise in a zone with exceedances in the range of 10 to 15 dB, the indicator value for that zone would be 12.5 × 100 = 1250.

During the day period, residents exposed to noise levels above the limit values according to acoustic zoning are located in parts of the local community Zemun Polje in the municipality of Zemun; parts of the local communities Radio Far and Novi Surčin in the municipality of Surčin; parts of the local communities Ledine and Dr Ivan Ribar in the municipality of Novi Beograd; and parts of the local communities Banovo Brdo, Ostružnica, Čukarička Padina, and Mihajlovac in the municipality of Čukarica. The number of exposed residents by municipality and the "Person.dB" indicator during the day period is shown in Table 3.3-4. An overview of the exposure zones based on the "Person.dB" indicator (darker red color indicates a higher number) for the day period is shown in Figure 3.3-1, while a higher-resolution overview is provided in Annex 5.

Table 3.3-4 Number of Exposed Residents by City Municipality and the "Person.dB" Indicator During the Day Period

City municipality	Local community	Number of exposed residents	Person.dB
Surčin	Novi Surčin	1893	6141
Novi Beograd	Ledine	1700	4418
Novi Beograd	Dr Ivan Ribar	628	2461
Čukarica	Ostružnica	249	624
Surčin	Radiofar	157	400
Čukarica	Čukarička padina	46	115
Zemun	Zemun polje	8	61
Čukarica	Banovo brdo	7	18
Čukarica	Mihajlovac	2	4
Total		**4690**	**14241**

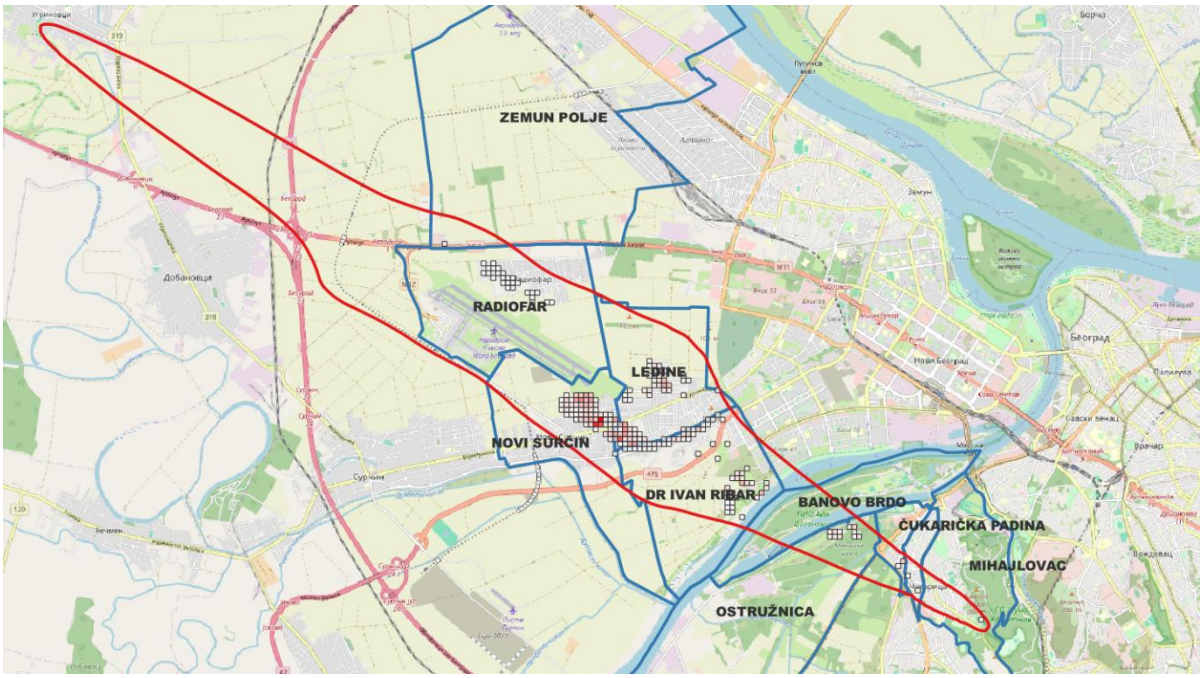


Figure 3.3-1 Overview map of exposure zones based on the indicator "Person.dB" for the daytime period

During the evening period, residents of parts of the local community Zemun Polje in the municipality of Zemun, parts of the local communities Radio Far and Novi Surčin in the municipality of Surčin, parts of the local communities Ledine and Dr Ivan Ribar in the municipality of Novi Beograd, and part of the local community Ostružnica in the municipality of Čukarica are exposed to noise levels exceeding the limit values of the indicators in accordance with acoustic zoning. The number of exposed residents by municipalities and the indicator “Person.dB” for the evening period is shown in Table 3.3-5. An overview map of exposure zones based on the indicator “Person.dB” (darker red color indicates a higher number) for the evening period is shown in Figure 3.3-2, while a higher resolution overview is provided in Annex 5.

Table 3.3-5 Number of Exposed Residents by Municipalities and the Indicator “Person.dB” During the Evening Period

City municipality	Local community	Number of exposed residents	Person.dB
Surčin	Novi Surčin	1958	6318
Novi Beograd	Ledine	1702	4408
Novi Beograd	Dr Ivan Ribar	619	1931
Čukarica	Ostružnica	249	624
Surčin	Radiofar	173	441
Zemun	Zemun polje	8	61
Total		**4711**	**13782**

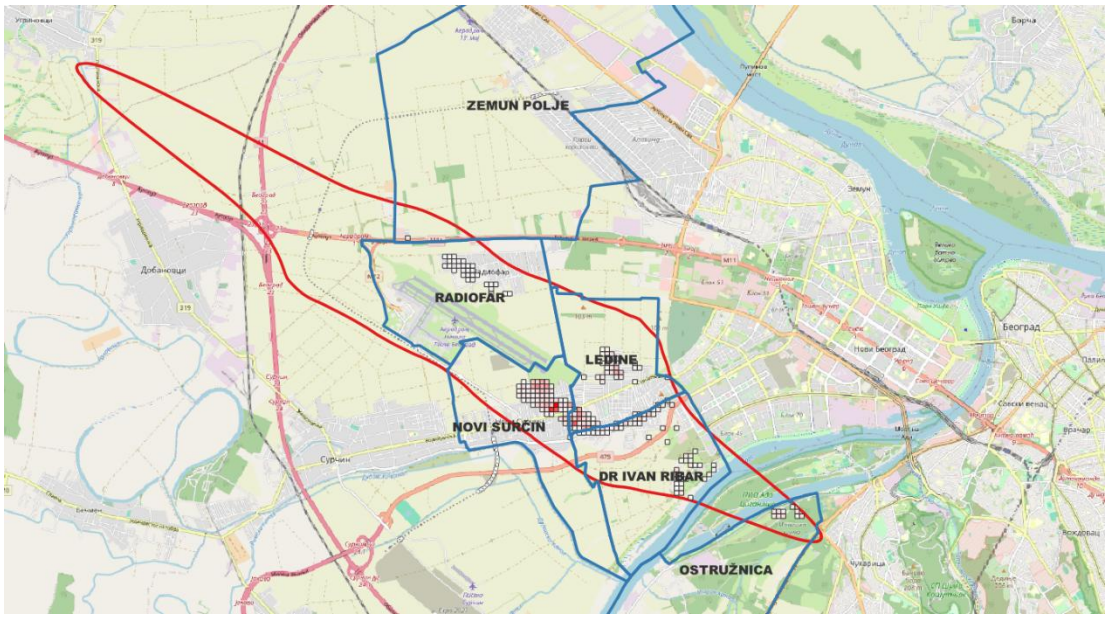


Figure 3.3-2 Overview of Exposure Zones Based on the "Person.dB" Indicator for the Evening Period

During the night period, residents of parts of the local community of Zemun Polje in the municipality of Zemun, parts of the local communities of Dobanovci, Radiofar, and Novi Surčin in the municipality of Surčin, parts of the local communities of Bežanija, Bežanijski blokovi, Sava, Ledine, and Dr Ivan Ribar in the municipality of New Belgrade, parts of the local community of Dedinje in the municipality of Savski Venac, parts of the local communities of Ostružnica, Banovo Brdo, Čukarička Padina, Žarkovo, Mihajlovac, and Cerak in the municipality of Čukarica, parts of the local communities of Braća Veličković, Duško Radović, Kanarevo Brdo, Košutnjak, Miljakovac, Skojevska, and Sunčani Breg in the municipality of Rakovica, and parts of the local communities of Banjica, Jajinci, Kumodraž, and Rakovica in the municipality of Voždovac are exposed to noise levels above the limit values of the indicator in accordance with acoustic zoning. The number of exposed residents by city municipalities and the indicator "Person.dB" during the night period is shown in Table 3.3-6. An overview of the exposure zones based on the indicator "Person.dB" (darker red indicates a higher number) for the night period is shown in Figure 3.3-3, while a high-resolution overview is provided in Annex 5.

Table 3.3-6 Number of Exposed Residents by City Municipality and Indicator "Person.dB" During the Night Period

City municipality	Local community	Number of exposed residents	Person.dB
Novi Beograd	Dr Ivan Ribar	11923	39884
Čukarica	Mihajlovac	11114	27892
Novi Beograd	Ledine	6590	24773
Surčin	Novi Surčin	3580	17383
Čukarica	Čukarička padina	6813	17365
Čukarica	Banovo Brdo	5812	14549
Novi Beograd	Sava	5300	13392
Čukarica	Cerak	2315	5804
Čukarica	Žarkovo	2276	5788

Table 3.3-6 Number of Exposed Residents by City Municipality and Indicator "Person.dB" During the Night Period

City municipality	Local community	Number of exposed residents	Person.dB
Čukarica	Ostružnica	599	3667
Novi Beograd	Bežanijski blokovi	1230	3075
Surčin	Radiofar	342	897
Rakovica	Košutnjak	180	468
Novi Beograd	Bežanija	83	207
Voždovac	Jajinci	59	148
Voždovac	Kumodraž	41	101
Rakovica	Braća Veličković	29	72
Voždovac	Rakovica	26	64
Zemun	Zemun polje	8	61
Rakovica	Duško Radović	17	42
Voždovac	Banjica	15	38
Rakovica	Miljakovac	12	29
Rakovica	Skojevska	10	25
Rakovica	Kanarevo brdo	7	17
Surčin	Dobanovci	2	14
Savski venac	Dedinje	4	10
Rakovica	Sunčani breg	2	5
Total		**58388**	**175771**



Figure 3.3-3 Overview of Exposure Zones Based on the Indicator "Person.dB" for the Night Period

Based on the results from Tables 3.3-4, 3.3-5, and 3.3-6, it is clearly evident that population exposure to noise, according to the Person.dB indicator, is highest during the night period. The data show that

exposure levels during nighttime are more than 12 times higher compared to the day and evening periods, indicating that measures to reduce the negative impact of aircraft noise should be planned as a priority for this time interval.

The assessment of absolute risk from harmful effects of aircraft noise at night for noise levels exceeding 40 dB—specifically, the estimation of the percentage of the population at high risk of sleep disturbance due to aircraft noise—was carried out based on the dose-effect relationship defined by Formula 2 in Section 2.6.2. The results of this absolute risk assessment are presented in Table 3.3-7.

Table 3.3-7 Sleep Disturbance Analysis of the Population for Noise Levels Above 40 dB

Range of noise indicator L_{night} [dB]	Number of Residents Exposed to Noise Indicator Ranges L_{night}	Average Value of Noise Range L_{night} [dB]	Percentage of Population at High Risk of Sleep Disturbance Due to Aircraft Noise	Estimated Number of People at High Risk of Sleep Disturbance Due to Aircraft Noise
40 - 44	155861	42.5	13.1%	20351
45 - 49	58797	47.5	17.3%	10184
50 - 54	7493	52.5	22.6%	1691
55 - 59	3246	57.5	28.8%	935
60 - 64	368	62.5	36.1%	133
65 - 69	0	67.5	44.3%	0
70 - 75	0	72.5	53.5%	0
Total	225765	--	--	33294

By comparing the results of the population sleep disturbance analysis obtained from the strategic noise map, presented in Table 2.6-2 (where the assessment was carried out for noise levels from 50 to 75 dB), with the results from Table 3.3-7 (where the assessment was extended to noise levels from 40 to 75 dB), it is evident that the estimated number of people at high risk of sleep disturbance due to aircraft noise has increased by more than 1200%. In the noise indicator range of 40 to 49.99 dB, 30535 people are at risk. These results confirm the position that measures to reduce the negative impact of noise should be planned as a priority for the nighttime period.

4 CURRENT AND PLANNED MEASURES FOR NOISE REDUCTION

This chapter describes all measures that have already been taken to reduce noise, as well as all projects currently in preparation. It also lists the measures and activities that competent authorities should undertake over the next five years, including measures to maintain noise levels in areas where the current situation is satisfactory.

The measures are grouped into four categories defined through the ICAO Balanced Approach (*ICAO, Doc 9829, Guidance on the Balanced Approach to Aircraft Noise Management*), which implies a systematic and comprehensive approach to solving noise problems at airports:

1. Reduction of Noise at Source
2. Noise Abatement Operational Procedures
3. Operating Restrictions, which include economic measures as a subgroup, and
4. Land-Use Planning and Management, which also includes passive measures such as acoustic insulation of buildings.

An additional group of measures commonly applied at all airports is:

- Communication with Stakeholders.

The measures are presented in tabular format through three basic elements:

- Proposed measure – the name or brief description of the measure;
- Description of activities – a more detailed explanation of the content and method of implementation;
- Activity holder (highlighted in bold in the table) and other entities involved in implementing the measure.

It is important to note that the list of entities involved in the implementation of measures was compiled based on data available at the time of the Action Plan's preparation, as well as consultations with interested parties. The list of entities is not final and may be supplemented or changed during the implementation of the Action Plan, in accordance with the further development of activities and engagement of additional relevant actors.

The status of each measure is color-coded to facilitate identification and monitoring of progress in its implementation:

- Green color: the measure was already in place before the adoption of this Action Plan and is planned to continue being implemented;
- Orange color: the measure was previously in use but has been modified within this Action Plan compared to the previous approach;
- Blue color: a new measure proposed in this Action Plan, with implementation planned in the upcoming period.

The following sections will present existing and proposed measures grouped according to the ICAO Balanced Approach categories.

The timeframe for implementing the new measures proposed in this Action Plan is from 2025 to 2030, with a note that a revision of this Action Plan is planned for 2028 so that Belgrade Airport Ltd. can align with the regular cycles of action plan preparation in Europe. The revision should include the

status of implemented measures, possible requests for modifications of certain activities, as well as proposals for defining new measures in accordance with the effects of the measures applied.

4.1 Reduction of Noise at Source

This group of measures primarily concerned aircraft manufacturers and their efforts to improve engines and aircraft design to minimize engine noise and aerodynamic noise. Today, since so-called "quiet" aircraft exist, this measure most often applies to airlines (renewing their fleet with quieter aircraft) and airports (encouraging airlines to introduce quieter aircraft through restrictions, noise charges, etc.).

Table 4.1-1 Proposed Measures for Noise Reduction at the Source

Proposed Measure	Description of Activities	Entities Involved
Implementation of international regulations regarding aircraft noise categories	Introduction of aircraft noise categories in accordance with certification requirements defined in ICAO Annex 16 (Chapters 2, 3, 4, and 14)	**BA,** CAD
Introduction of special aircraft noise categories	Introduction of special aircraft noise categories in accordance with the traffic structure	**BA,** CAD, (AirSerbia)
Alignment of the national airline's fleet with planned aircraft noise categories	Strategy for expanding the national airline AirSerbia's fleet (purchase and/or lease of aircraft) is carried out in accordance with aircraft noise categories and planned restrictions	**AirSerbia**

The implementation of international regulations forms the basis for introducing restrictions on the operations of noisy aircraft during nighttime periods (as explained later under the Operating Restrictions group of measure), as well as, if necessary, penalty policies. The introduction of special aircraft noise categories (for example, based on the cumulative difference between certified and maximum values) serves as a basis for additional restrictions on noisy aircraft operations during the night period, in accordance with the traffic structure at Belgrade Airport.

A currently applied measure that falls under this category is that AirSerbia, when selecting aircraft for its fleet, already takes into account aircraft noise and air pollution, and that older generation Boeing 737-300 aircraft (Aviolet) are no longer part of the AirSerbia fleet. With the introduction of new aircraft noise categories, a slightly modified measure has been proposed, ensuring that the national airline's fleet will comply with the aircraft noise categories from the moment they are introduced.

4.2 Noise Abatement Operational Procedures

This is the most widespread group of measures at airports in Europe and worldwide. It involves designing take-off and landing procedures that use RNAV (Area Navigation) and RNP (Required Navigation Performance), implementing Continuous Descent Operations (CDO), or Noise Abatement

Departure Procedures (NADP 1 or NADP 2), or alternatively defined climb gradients, altitudes, and turn directions, as well as preferred runways (RWY) or flight paths for take-off and landing. All noise abatement procedures are applied when safety conditions permit. Typically, general measures (CDO, NADP 1/NADP 2) are introduced first, gradually evolving into specific, tailored procedures that reduce noise exposure in particular areas.

Existing measures in this category currently applied at Belgrade Airport include defined RNAV STAR and RNP procedures for RWY 12L, RWY 12R, RWY 30L, and RWY 30R, as well as the NADP 1 procedure for jet takeoffs from RWY 12. Proposed measures foresee the application of CDO and *low power/low drag* techniques during landing, monitoring relevant parameters, and conducting studies for further procedure adjustments aimed at reducing the number of residents exposed to noise. Additionally, the already planned rationalization of routes should consider the noise exposure of the airport surroundings.

Table 4.2-1 Proposed Noise Abatement Operational Procedures

Proposed Measure	Activity Description	Entities Involved in Implementation
Arrival and departure routes and procedures for noise abatement	Implementation of Noise Abatement Departure Procedure 1 (NADP 1) from RWY 12 for jet aircraft	**CAD**, airlines
	Implementation of Continuous Descent Operations (CDO) for jet aircraft when landing	**CAD**, SMATSA, airlines
	Implementation of low power/low drag procedures for jet aircraft when landing	**CAD**, airlines
	Rationalization of routes within the PBN transition plan which will also take into account the surrounding community's exposure to noise	**SMATSA**, BA, CAD, aircraft operators, local communities
Monitoring of parameters and preparation of analyses necessary for further improvement of routes and procedures	Monitoring of relevant parameters for further optimization of routes and procedures (e.g. lateral and vertical dispersion from published routes/procedures, implementation of active noise abatement procedures, etc.)	**BA**, SMATSA, CAD, and airlines
	Noise exposure analysis for the purpose of modifying/adjusting routes/procedures	**BA**, SMATSA

Monitoring of parameters and conducting additional analyses necessary for the improvement of routes and procedures provide the basis for modifying existing or introducing new procedures and routes and/or, if deemed necessary, implementing penalties for deviations from the defined procedures in the next action plan cycle.

4.3 Operating Restrictions

This is the least popular group of measures from the perspective of airport operators, but it is significantly represented at airports across Europe as the most effective in terms of protecting the

surrounding population during the night period. Measures in this group are divided into restrictions/bans on noisy aircraft operations during the night (or other specifically defined periods), and the gradual introduction of increasingly quieter aircraft; as well as restrictions/bans related to routes/procedures. The implementation of defined operating restrictions is often accompanied by economic measures (charges based on time of day and aircraft noise categorization, or fees for deviation from defined procedures). Extreme measures in this group involve limiting the number of night operations, either for all operations or for specific categories or the annual number of passengers/operations.

Existing measures in this category include:

- Take-offs from RWY 12 are prohibited for aircraft of type ILYUSHIN IL-76 and aircraft holding a noise certificate below Chapter 3,
- Obligation for jet aircraft to take-off from the beginning of RWY12 between 06:00 and 07:00 on weekdays and between 06:00 and 08:00 on Saturdays and Sundays, when using the predefined departure route (TISAK 3Z) which passes over the Bežanijska Kosa residential area.

Table 4.3-1 Proposed Measures – Operating Restrictions

Proposed Measure	Description of Activity	Entities Involved in Implementation
Restriction or ban on the use of the noisiest aircraft	Take-offs from RWY 12 prohibited for aircraft of the ILYUSHIN IL-76 type and aircraft holding a noise certificate below Chapter 3	**CAD**, SMATSA
	Definition of a scheme for the gradual restriction of the total number of operations by aircraft certified under Chapter 2 of Annex 16, leading to a complete ban	**BA**, Airlines
	Restrictions on the total number of operations by aircraft certified under Chapter 2 of Annex 16	**BA**,CAD, SMATSA
	Ban on operations by aircraft certified under Chapter 2 of Annex 16	**BA**, CAD, SMATSA
	Definition of a scheme for restricting/banning flights of the noisiest aircraft during the nighttime(22:00–06:00), in accordance with an internal aircraft noise categorization	**BA**, Airlines
	Restrictions/bans on flights of the noisiest aircraft during the night period (22:00–06:00), in accordance with an internal aircraft noise categorization	**BA**, CAD, SMATSA
	Mandatory take-off from RWY 30 for the noisiest aircraft during the nighttime(22:00–06:00) in accordance with the current aircraft noise categorization	CAD, SMATSA

Table 4.3-1 Proposed Measures – Operating Restrictions

Proposed Measure	Description of Activity	Entities Involved in Implementation
Restrictions related to operational procedures	Mandatory take-off of jet aircraft from the beginning of RWY 12 on weekdays between 06:00 and 07:00, and on Saturdays and Sundays between 06:00 and 08:00,, when using the predefined departure route (TISAK 3Z) that passes over the Bežanijska Kosa residentiial area	**CAD**, SMATSA
	When jet aircraft takes-off from RWY 12 during the nighttime (22:00–06:00), it is mandatory to take-off from the beginning of the RWY 12	**CAD**, SMATSA
	A right turn towards the southeast upon take-off from RWY 12 is the preferred route for jet aircraft during the nighttime (22:00–06:00) , whenever applicable	**CAD**, SMATSA
	Definition of the minimum altitude to which jet aircraft must adhere to Standard Instrument Departures (SIDs)	**CAD**, SMATSA
Conducting analyses to support modification of restrictions and/or introdction of penalties for deviations from the defined restrictions	Monitoring of parameters related to active restrictions (quotas by aircraft noise categories , RWY in use during nighttime departures, deviations from the minimum altitude that must be adhered to in SIDs, number of operations with the reduced take-off run during the night, adherence to preferred routes)	**BA**
	Monitoringof defined limit values for allowed noise levels at each NTK monitoring station for the most frequent and noisiest types of aircrafts	**BA**
	Detailed analyses of alternative scenarios (preferential routes and/or preferential runway) with the aim of identifying scenarios that achieve a balance between noise impact, controller workload, fuel consumption, and other constraints	**SMATSA**, CAD, BA, aircraft operators, local communities.

Restriction of operations by the noisiest aircraft is the most widespread measure at airports across Europe. It is typically defined through quotas or total bans on the operations of aircraft in specific acoustic categories. Since 2002, operations by aircraft certified under Chapter 2 of Annex 16 have been banned within the European Union. At Belgrade Airport, a total of 28 operations in this acoustic category were recorded during 2023, of which 5 occurred at night. Although the number is not significant, it is strategically important to gradually restrict and ultimately ban operations of aircraft within this category. In the same spirit, a phased restriction/ban plan based on internal aircraft noise categories is proposed, to encourage the gradual introduction of quieter aircraft during nighttime.

According to Article 203 of the Aviation Law, in cases where the noise level at the airport exceeds the prescribed limit values, the Civil Aviation Directorate of the Republic of Serbia (CAD) may issue a decision on noise-related operating restrictions at the airport.

It should be noted that, under amendments to the Aviation Law ("Official Gazette of RS" No. 19/25), effective as of March 14, 2025, the conditions for introducing noise-related operating restrictions at

airports are to be more specifically regulated by the Government, upon proposal by the Minister of Transport and with the approval of the Minister of Environmental Protection. This chain of decision-making may impact the timeline for introducing restrictions. Until the Government issues such regulations, the CAD may continue its current practice of prescribing restrictions via safety directives, such as the ban on take-offs by ILYUSHIN IL-76 aircraft and aircraft with noise certificates below level 3. Considering these circumstances, Belgrade Airport will, as part of the implementation of this plan, continue actively proposing procedures in line with regulations and best practices to the CAD and relevant Ministries, in the spirit of mutual understanding and improved environmental protection.

Airports often adopt preferred runways during nighttime to avoid take-offs over populated areas whenever meteorological and other conditions allow. Additionally, if traffic density and other factors permit, some airports even restrict landings to avoid populated areas at night. For single-runway airports such as Belgrade Airport, this poses a safety risk, as it would require conducting take-offs and landings in opposite directions.

It has been assessed that, at this time, considering the position of the RWY 30 beginning relative to the control tower and the lack of ground radar in airport control services, such an operational model is not acceptable for safety reasons. In collaboration with air navigation service provider SMATSA LLC, an alternative measure has been proposed: the use of a preferred departure route when taking-off from RWY 12 during nighttime. The effects of implementing both preferred routes and preferred RWY at night are shown in Annex 6.

Since RWY 12 is used approximately 76% of the time according to strategic noise map data, mandatory take-off from the beginning of the RWY 12 is proposed during nighttime, except when TWYB is out of service. The effect of this restriction is detailed in Annex 7.

Following the introduction of internal aircrfat noise categories, RWY 30 is planned to become the preferrential runway for the noisiest jet aircraft during nighttime. This activity represents a modification of an existing one that prohibits take-offs from RWY 12 by ILYUSHIN IL-76 aircraft and those certified below noise level 3.

All noise-reduction restrictions are applied only when safety conditions allow. Moreover, for all restrictions involving aircraft noise categories (whether ICAO Annex 16 Chapters 2, 3, 4, or 14, or internal categories based on traffic structure), pilots must report to air traffic control if their aircraft is certified below the prescribed level.

While drafting the strategic noise map, significant lateral dispersion from published departure routes was observed. Consequently, it is proposed to define a minimum altitude to which aircraft must adhere to standard departure routes during nighttime, in order to more clearly delimit noise exposure zones and allow potential improvements.

Another measure in this category involves monitoring the defined reference noise levels for the most common and loudest aircraft types at each NTK monitoring station. The first step is to define such reference values per station, based on an analysis of measured levels from the previous period. These values can be used as benchmarks for assessing real-world aircraft performance. Here, "reference values" do not refer to legal outdoor noise thresholds as defined in the Regulation on Noise Indicators,

Thresholds, Assessment Methods, and Harmful Effects ("Official Gazette of RS", No. 75/10), but to internal reference values within the noise monitoring system by aircraft type. The second step is continuous tracking through the existing NTK system to detect exceedances, record them, and analyze and take action if necessary. This enables monitoring of individual aircraft operations and improving noise management through identification and, if needed, corrective measures for specific aircraft types or routes.

Monitoring of relevant parameters (concerning implemented restrictions and exceedances of defined levels), along with additional analyses, is a necessary step for future, targeted adjustment of restrictions to achieve a balance between noise reduction, air traffic controller workload, fuel consumption, and other relevant factors.

4.4 Land Use Planning and Management

This is a very important group of measures, representing the fundamental mechanism for limiting the scale of the problem the airport is addressing. Acoustic zoning that is not aligned with airport activities, as well as uncontrolled urbanization in the immediate vicinity of the airport, is the first issue that must be addressed in order for the other measures to have the desired effect — namely, reducing the number of residents exposed to noise levels above the legally defined threshold values.

The main goal of land use planning around the airport is to identify zones with elevated noise levels, based on the Strategic Noise Maps and/or the Action Plan, where the conditions for the construction of noise-sensitive buildings must be prohibited, restricted, and/or defined through urban development constraints, in order to prevent an increase in the number of affected residents due to unplanned construction. This measure is important because the construction of new buildings in zones with high noise levels increases the number of exposed residents, which can reduce the overall effectiveness of other measures proposed in this Action Plan to reduce the negative impact of noise.

Four noise studies conducted in the vicinity of Belgrade Airport between 1975 and 1990 by the Institute of the Faculty of Transport and Traffic Engineering already recommended limiting further expansion in the areas of Ledine, Surčin, the "Ivan Ribar" settlement, Blok 45, and Blok 60. One of the current planning issues refers to the General Regulation Plan for the construction area of the local self-government seat – Units I to XIX ("Official Gazette of the City of Belgrade", Nos. 20/16, 97/16, 69/17, and 97/17), and the acoustic zoning based on it (Decision on the Determination of Acoustic Zones in the Territory of the City of Belgrade – "Official Gazette of the City of Belgrade", No. 2/2022), which foresee the expansion of residential areas (acoustic zone 3) toward the airport, while areas classified as acoustic zone 2 (although currently uninhabited) are located in the immediate vicinity.

Belgrade Airport has begun implementing measures from this category. The Detailed Regulation Plan for the Belgrade "Nikola Tesla" airport complex, covering the city municipalities of Surčin, Novi Beograd, and Zemun, defines specific conditions and restrictions based on the requirements of competent institutions, relating to the protection zones of runways and radio-navigation equipment, and include a noise map (graphic annex No. 11 of the DRP – Urban Development Restrictions). The Detailed Regulation Plan recognizes noise as one of the issues that should be addressed preventively,

however, the Plan covers only the immediate area around the airport, which is significantly smaller than the potential area affected by aircraft noise.

It is necessary to define traffic buffer zones within aircraft take-off and landing corridors, in accordance with the impacts identified in the Strategic Noise Map and the measures proposed in this Action Plan in which, the construction of noise-sensitive buildings should be restricted and/or prohibited, or in which specific measures are defined to reduce the negative impact of aircraft noise, whose implementation will be mandatory for the Client i.e. the owner of new structures. These conditions must be incorporated into higher-level planning documentation. If necessary, amendments should be made to existing detailed regulation plans within the scope of the defined traffic buffer zones.

The implementation of this measure is being carried out by Belgrade Airport d.o.o. through active participation in spatial, urban, and acoustic planning of land use in the airport's surroundings, based on and within the scope of the Strategic Noise Map and the Action Plan. To enable this, Belgrade Airport d.o.o. shall submit its requirements through legally defined channels during the early public review phase, conducted by the Secretariat for Urban Planning and Construction of the City of Belgrade during the preparation of planning documents for areas where, according to the Strategic Noise Map and the Action Plan, negative noise impacts can be expected (the boundary of the area is defined by nighttime noise contours exceeding 40 dB). To ensure more effective implementation of this measure, closer cooperation with the Secretariat for Urban Planning and Construction of the City of Belgrade is necessary which should include direct notification of Belgrade Airport d.o.o. regarding upcoming amendments to planning and urban documentation.

To ensure the integration of strategic noise map results into the process of issuing location conditions, building permits, and approvals for construction works, where this is not already mandated by existing planning documentation, Belgrade Airport d.o.o. shall undertake activities within its area of responsibility aimed at initiating changes and/or amendments to such documentation.

Within the scope of this measure, it is necessary for Belgrade Airport d.o.o. to take into account the impact of implementing noise abatement operational procedures and operating restrictions that may lead to changes in noise contours and, accordingly, take the necessary steps within its jurisdiction to assess the effects on existing higher-level planning documentation and, if needed, initiate procedures for its amendment. As part of this measure, Belgrade Airport d.o.o. has established cooperation with the city Secretariat for Environmental Protection in the process of developing the strategic noise map for the Belgrade agglomeration.

In addition to active measures such as participation in land use planing and the control of urbanization around the airport, this category also includes passive measures that involve the acoustic insulation of buildings (noise insulation scheme) located in zones where legal noise limits are exceeded. Passive measures may include subsidies for insulation, compensation, or, in extreme cases, the relocation of residents.

Passive measures for reducing the negative impact of aircraft noise consist of a set of techniques and methods used to decrease the transmission of noise from the external environment into the interior of a building. These measures are implemented with the aim of protecting the population inside

residential and other noise-sensitive buildings (such as preschools and schools, primary or specialized healthcare facilities, nursing homes and accommodations for the elderly, and similar). When planning and implementing passive measures, it is important to consider the operating hours of the facilities being protected. These measures involve physical modifications to buildings, such as replacing existing joinery with joinery offering better sound insulation, soundproofing of facades, ceilings, roofs, and/or chimneys. Since the effectiveness of these protection measures depends on windows and doors being kept closed, it is also necessary to ensure the provision of a fresh air supply system as part of their implementation.

When planning passive measures in buildings, depending on their purpose, it is necessary to ensure that indoor noise indicators comply with the limit values shown in Table 1.5-2, in accordance with the Regulation on Noise Indicators, Limit Values, Methods for Assessing Noise Indicators, Disturbance, and Harmful Effects of Environmental Noise ("Official Gazette of the Republic of Serbia", No. 75/10).

The Action Plan identifies a potential area for the implementation of passive noise protection measures (shown in Annex 8), based on the results of the Strategic Noise Map including zones encompassed by daytime and evening noise contours exceeding 65 dB, and nighttime contours exceeding 60 dB.

Given that the Action Plan proposes noise abatement operational procedures and operating restrictions whose implementation directly affects changes in aircraft noise impacted zones, i.e., changes to the coverage of noise maps, at this stage, Belgrade Airport d.o.o. must consider preliminary actions for the introduction of this measure. The implementation of passive measures is planned only after the evaluation and application of noise abatement operational procedure and operating restrictions . If the need for the implementation of passive noise protection measures is identified, and after all other applicable measures have been exhausted without achieving the expected reduction in aircraft noise at locations with elevated environmental noise levels, and in case of defining a noise insulation scheme, it is necessary to take into account the relevant noise zones, the number of houses/buildings affected by noise in which the implementation of insulation and ventilation measures could be appropriate, its potential benefits, budgets, feasible deadlines, funding responsibilities, as well as the implementation program.

Based on the passive noise protection management plan, along with the necessary amendments and changes that may arise from the implementation of noise abatement operational procedures and operating restrictions, Belgrade Airport d.o.o. is prepared to consider all aspects of its implementation.

Until stricter control over the construction of residential zones near the airport is achieved, the effects of the implemented measures will be monitored, specifically changes in the number of residents exposed to elevated noise levels. This measure includes monitoring issued construction permits in the airport's surroundings, as well as the annual updating of strategic noise maps. To implement this measure, cooperation is required with the Secretariat for Urban Planning and Construction of the City of Belgrade, the Ministry of Construction, Transport and Infrastructure (MCTI), and city municipalities, which would be responsible for providing this data to Belgrade Airport d.o.o.

Table 4.4-1 Proposed Measures for Land Use Planning and Management

Proposed Measure	Description of Activities	Entities Involved in Implementation
Participation in the land use planning in the vicinity of the airport	Participation of representatives from Belgrade Airport d.o.o. company in spatial, urban, and acoustic planning of land use in the vicinity of the airport and/or within the scope of the strategic noise maps, based on the results of the strategic noise maps and the implementation of measures to reduce the negative impact of aircraft noise	BA, City of Belgrade – Secretariat for Urban Planning and Construction, City of Belgrade – Secretariat for Environmental Protection, MCTI, Ministry of Environmental Protection, DCV, City municipalities
	Introduction of strategic noise maps into the process of issuing location conditions, building permits, and construction works approvals	**BA**, City of Belgrade – Secretariat for Urban Planning and Construction, City of Belgrade – Secretariat for Environmental Protection, MCTI, Ministry of Environmental Protection, City municipalities
	Definition of buffer zones in the immediate vicinity of the airport where construction is restricted / prohibited, and simultaneously establishing that the implementation of noise protection measures is the responsibility of the Client or structure owner	**BA**, City of Belgrade – Secretariat for Urban Planning and Construction, City of Belgrade – Secretariat for Environmental Protection, MCTI, Ministry of Environmental Protection, City municipalities

Table 4.4-1 Proposed Measures for Land Use Planning and Management

Proposed Measure	Description of Activities	Entities Involved in Implementation
Monitoring changes in the number of residents affected by noise	Tracking the number of building permits issued for residential buildings in zones that are, or may be, affected by air traffic	BA, **City of Belgrade – Secretariat for Urban Planning and Construction**, MCTI, City municipalities
	Monitoring the number of people exposed to noise levels exceeding 50 dB(A) during the day and evening periods, and 40 dB(A) during the night period on an annual basis through yearly updates of noise contours	**BA**
Planning and defining a noise insulation scheme	Considering and defining the Noise Insulation Scheme, taking into account locally specific conditions	**BA**

4.5 Communication with Stakeholders

This group of measures is not formally recognized as a category within the ICAO Balanced Approach, but it is applied at most airports, as it forms the basis for planning and implementation of noise reduction measures, as well as for adapting those measures in response to the requirements of the local community. It refers to cooperation with stakeholders who are directly involved in the implementation of measures (such as the air navigation service provider, civil aviation authority, airlines, relevant ministries, city administration, etc.), as well as stakeholders most affected by the implementation of those measures (local communities and representatives of municipalities most impacted by aircraft noise).

This group includes: the establishment of a monitoring group involving all stakeholders, communication on airport activities, conducted measurements, or other statistics, responding to requests from the local community (a broader set than that covered by just complaints related to aircraft noise), reporting on the results of conducted studies, and so on.

Existing measures in this category include:

- Establishment of the Environmental and Social Advisory Council (ESAC), which includes representatives of all relevant stakeholders.
- Introduction of a noise and flight track monitoring system with public access (https://webtrak.emsbk.com/beg4).
- A transparent, free, and publicly accessible aircraft noise complaint mechanism.

Table 4.5-1 Proposed Measures for Communication with Stakeholders

Proposed Measure	Description of Activities	Entities Involved in Implementation
Establishment of an advisory board for noise-related issues	Establishment of the Environmental and Social Advisory Council (ESAC), which includes representatives of all relevant stakeholders	**BA**
Establishment of a system for monitoring noise and aircraft trajectories	Establishment of a noise and aircraft trajectories monitoring system with public access (https://webtrak.emsbk.com/beg4)	**BA**
Informing stakeholders and the public about the airport's activities related to noise protection	Providing information to stakeholders and the public regarding the ongoing airport activities (noise monitoring system measurements – noise exceedances, deviations from published routes, monitoring of other statistics used to control operational procedures and operating restrictions, reporting on the results of conducted analyses/studies) through the ESAC and the official website of Belgrade Nikola Tesla Airport	**BA**, in cooperation with all stakeholders
Responding to local community requests	Establishing a publicly accessible noise complaint mechanism	**BA**
	Promoting the noise complaint system	BA, Local self-governments
	Surveying the local population affected by noise	**BA**

This category of measures consists mainly of activities that are already being implemented, either in their original or modified form. Belgrade Airport d.o.o. continuously informs stakeholder representatives about airport noise protection activities every six months at ESAC council meetings. This activity is marked as a modified existing measure, as it will also include additional information related to new measures proposed under other categories. Although the complaint system is publicly available and has been promoted, considering the number of complaints received, it is proposed that further promotion be carried out through local self-governments that are members of the ESAC and whose populations are most affected by aircraft noise. To ensure transparency and support the active role of the public in the noise management process, information on activities, implemented measures, and achieved progress will be regularly published on the official website of Nikola Tesla Airport. In addition, periodic reports will be prepared and made available for download in electronic format. The only new activity is a public survey aimed at collecting a broader sample of the subjective perception of noise, which is an important source of information for further adaptation of measures.

4.6 Number of Residents Positively Affected by the Action Plan (Experiencing Noise Reduction)

In accordance with the article of the Rulebook on the Content and Methods for Developing Strategic Noise Maps and Action Plan ("Official Gazette of the Republic of Serbia", No. 90/23), as well as Annex 2 – Form 3, it is necessary to provide an estimate of the number of residents who will be positively affected by the proposed measures in the Action Plan, i.e., who will experience a reduction in noise exposure levels.

This chapter presents the methodology used to assess this indicator. The estimate was made by modelling the acoustic impact of the proposed measures, with the resulting data compared to the baseline scenario representing the current state of noise exposure, as defined by the strategic noise maps. Based on the difference in the number of residents exposed to noise, between the baseline scenario and the analyzed scenarios with implemented measures, the number of residents who may be positively impacted by the Action Plan was determined.

The analysis of the expected effects on the number of residents was carried out for those measures for which sufficiently accurate technical data and clearly defined implementation scenarios were available. Specifically, the estimate of the number of residents who will be positively affected by the Action Plan was conducted for the following measures:

- Implementation of the preferred take-off route with a right turn to the southeast from RWY12 during the night period (22:00–06:00) – three scenarios regarding the applicability of this measure were analyzed, and the results are presented in Annex 6.
- Mandatory take-off from the beginning of RWY12 during the night period (22:00–06:00) – a scenario was modeled involving a change in the take-off starting point, with detailed results presented in Annex 7.

For the remaining proposed measures, an impact analysis on the population was not conducted at this stage due to limitations in available data:

- For measures such as the implementation of CDO and low power/low drag procedures, which are informally already in practice according to verbal information obtained from stakeholders, an analysis will be conducted once relevant data is collected.
- The rationalization of the routes within the PBN plan will be the subject of a separate analysis after 2028, when more concrete plans and routes are expected to be defined.
- For measures related to restricting or banning operations of certain aircraft categories (e.g., those under Chapter 2 of Annex 16 or based on internal acoustic categorization), impact analysis will be conducted after internal acoustic categories are defined. In addition, the effect of restricting or banning operations of Chapter 2-certified aircrafts was not considered in this scenario, as only 28 such operations were recorded during 2023.
- For the measure involving the definition of a minimum altitude up to which SID routes must be followed, additional analyses are foreseen once this parameter is defined through consultation and coordination with the competent institutions.

In accordance with the above, Annex 6 and Annex 7 present results only for those measures for which a complete technical analysis could be conducted and an estimate of the number of residents benefiting from the proposed measures could be obtained. The remaining measures will be further developed once the necessary data is collected.

By implementing the preferred take-off route with a right turn to the southeast from RWY12 during the night period (22:00–06:00), for Scenario 1, which has been identified as the most realistic for implementation in collaboration with stakeholders, the estimated number of positively affected residents is approximately 103100 residents (rounded to the nearest hundred), which represents 45.7% of the total population exposed to noise levels above 40 dB L_{night} (225765). On the other hand, the estimated number of residents positively affected by the implementation of the mandatory take-off from the beginning of RWY12 during the same night period is approximately 5900 (2.6% of the total number of population exposed to noise levels above 40 dB L_{night}).

However, considering that the implementation of the mandatory take-off measure from the beginning of RWY12 is already taken into account within the calculation of the scenario involving the preferred take-off route with a right turn to the southeast, the estimated number of residents who will be positively affected by the Action Plan is approximately 103100. This number was obtained as the difference between the total number of residents exposed to noise levels above 40 dB Lnight before the implementation of the measures (225765) and the estimated number of residents who would be exposed to those noise levels after the measures were implemented (122645). This estimate refers exclusively to nighttime traffic, as both measures are applied between 22:00 and 06:00. Such a focus is consistent with the findings of the strategic noise map and conflict noise maps, which show that the highest number of residents exposed to noise levels above the permissible limits occurs during the night period—as much as 25.9% of the total 225765 residents—making this time interval the most critical and requiring priority in planning of measures.

To further assess the impact of the proposed measures on the risk of sleep disturbance, the absolute risk of adverse effects of air traffic noise during the night was calculated for noise levels above 40 dB. Applying the dose-effect relationship (Formula 2, Section 2.6.2) showed that the number of residents at high risk of sleep disturbance due to air traffic noise could be reduced from 33294 to 18838, which represents a reduction of approximately 43%. These data demonstrate the significant potential of the proposed measures to improve sleep conditions and reduce health risks associated with nighttime air traffic noise.

This estimate of the number of residents who will benefit from the Action Plan represents a projected maximum, while the final number will depend on the actual level of implementation of the proposed measures, as well as on the number of newly issued building permits within the noise contours, i.e. the number of new residents settling in the airport vicinity prior to the development of the next action plan.

5 LONG-TERM NOISE PROTECTION STRATEGY

The long-term strategy for noise protection foresees a phased approach to the implementation of measures, with a gradual transition from general to more specific and restrictive actions, in accordance with the needs and characteristics of the Belgrade Airport environment.

The first phase, which is the subject of this Action Plan, focuses on introducing good practice measures in the field of noise management, such as:

- Establishing working groups,
- Acoustic categorization of aircraft,
- Definition of appropriate take-off and landing procedures,
- Nighttime restrictions, and similar measures.

Many of these measures have already been partially implemented and constitute a necessary foundation for further actions. In addition, emphasis is placed on monitoring compliance with the defined measures, which will allow for objective communication with stakeholders and the performance of analyses to adjust measures in the future.

The second phase, which will be considered in the next action plan (2028–2033), foresees the introduction of a penalty policy, in case it is determined that the adopted measures are not being followed.

The third phase, which will also be considered in the upcoming action plan, foresees the development and implementation of tailored measures specific to the operational characteristics of Belgrade Airport and its immediate surroundings.

The measures proposed in this Action Plan lay the foundation for:

- modification of existing or introduction of new procedures and routes within the next action plan, by balancing the benefits of noise reduction with the impact on air traffic controller workload, fuel consumption, efficiency, and other relevant criteria;
- introduction of economic measures, such as charges based on the acoustic categorization of aircraft and time of day, or penalties for deviations from defined restrictions, if deemed necessary.

A specific aspect of the strategy relates land use planning and management in the vicinity of the airport, which should be developed in cooperation with the competent authorities. The objective is to identify a realistic and feasible approach, taking into account the existing legal framework, deadlines, and possibilities for amendments. Such planning creates the basis for a possible implementation of a building sound insulation program in a future action plan, if its justification and necessity are confirmed.

At the time of drafting this Action Plan, two key bylaws in the field of environmental noise management are in the process of being prepared and adopted:

1. Rulebook on the Methodology for Determining Acoustic Zones
2. Rulebook on Noise Indicators, Limit Values, Methods for Assessing Noise Indicators, Annoyance and Harmful Effects of Environmental Noise on Human Health, and the Type and Manner of Data Collection Required for Their Assessment

These rulebooks will have significant implications for the development of the next action plan. The new Rulebook on Noise Indicators will, for the first time, establish a limit value for the L_{den} indicator, enabling a clearer definition of priorities and measures in accordance with noise impact over the entire day. In addition, the Rulebook on the Methodology for Determining Acoustic Zones introduces a new category—an acoustic zone with increased noise impact, which may, among other criteria, be defined based on flight corridors. This innovation will allow for more precise spatial categorization of noise-exposed areas and facilitate the planning of priority actions.

Accordingly, the next action plan will be aligned with the provisions of the aforementioned rulebooks, thereby ensuring consistent implementation of the new regulatory frameworks and enhancing the overall environmental noise protection system.

To ensure long-term sustainability, this strategy establishes a foundation for the gradual improvement of the noise protection system. Future phases will focus on improving the assessment of the expected reduction in the number of residents exposed to excessive noise, as well as further defining and quantitatively monitoring long-term objectives through upgrades to the existing noise monitoring and reporting systems, in order to enable systematic evaluation of the effects and adjustment of measures in line with achieved results. In addition, continuous cooperation with competent institutions and the integration of noise protection measures into urban and spatial planning are essential. The development of economic instruments, such as charges and incentives for the implementation of measures, may contribute to more effective noise management. Public involvement in all phases of planning and monitoring, as well as regular revision of the strategy based on collected data and changes in the surrounding environment, represent key pillars for effective and timely noise protection in the vicinity of Belgrade Airport.

In the upcoming phases, in order to more objectively determine priorities for the implementation of measures, the more detailed application of priority indices for planning noise protection measures is foreseen, following European best practice examples. These indices will allow for improved identification of zones and categories of population where measures can have the highest impact, by taking into account factors such as number of people exposed, level of exposure, population sensitivity, and other relevant parameters.

In addition, the strategy foresees the implementation of a study to quantify health impacts and incorporate them into cost-benefit analyses using the DALY (*Disability Adjusted Life Years*) indicator. As part of these analyses, particular attention will be given to estimating the economic value of one decibel (€/dB), as a basis for assessing the cost-effectiveness of noise protection measures and informing the decision-making process.

Enhancing the noise protection system entails the active involvement of research institutions, both in the domain of noise monitoring and analysis, as well as in the development and implementation of innovative technical solutions. Collaboration with these organizations enables the application of state-of-the-art methods for noise measurement, modelling, and mapping, as well as the development of new approaches for mitigating its impact. Examples include the use of dynamic noise maps, simulations of different traffic scenarios, and technological improvements. This cooperation is of

strategic importance for ensuring scientifically grounded and effective planning of protection measures in future phases of action planning.

Such an approach ensures the long-term sustainability and effectiveness of the noise management system in the vicinity of Belgrade Airport.

6 RESULTS OF PUBLIC PARTICIPATION IN THE ACTION PLAN PREPARATION PROCESS

Entities responsible for the development of the action plan are required to conduct a public consultation process and present the information contained in the Action Plan to the public using accessible methods of communication in a clear, understandable, and concise manner.

For the purpose of developing the Action Plan, the public must be given the opportunity to review and comment on the conflict noise maps.

The Draft Action Plan is presented to the public in such a way that the responsible entity and the action plan developer organize one or more public consultations to inform the public and enable access, as well as to collect comments and suggestions on the proposed Action Plan.

Upon completion of the public consultation process, the Action Plan is submitted to the Ministry of Environmental Protection in order to obtain approval. The competent authority, i.e., Belgrade Airport d.o.o., formally adopts the Action Plan after receiving the Ministry's approval. The public is informed of the final version of the Action Plan.

6.1 Report on the Conducted Public Review of the Conflict Noise Maps

In accordance with Article 29, Paragraph 2 of the Rulebook on the Content and Methods for Developing Strategic Noise Maps and Action Plan, the Manner of Their Development and Public Presentation, and Their Formats ("Official Gazette of RS", No. 90/23), and for the purpose of developing the action plan, the public must be given the opportunity to review and comment on the conflict noise maps. The public review of the conflict noise maps was conducted with the aim of involving all stakeholders in the development of the action plan. Given the significance of noise as a factor affecting health and quality of life, this process enabled all citizens, organizations, and other relevant stakeholders to express their comments, suggestions, and objections regarding the draft versions of the conflict noise maps.

The public review of the conflict noise maps was conducted from February 18 to March 20, 2025, over a period of 30 days. The public was informed about the date and location of the public consultation through a written notice published in the daily newspaper Politika published on February 14, 2025. The documentation was made available to the public through the following channels:

- The BELGRADE AIRPORT website: https://beg.aero/cir/korporativno/odrzivi-razvoj;
- BELGRADE AIRPORT, Belgrade Airport 47 (Modular building across from the NIS gas station), Office No. 32, 1st floor, every working day from 1:00 PM to 2:00 PM;

- The documentation was also distributed directly to the municipalities on whose territories elevated aircraft noise levels were identified based on the results of the conflict noise maps. These include the following city municipalities: Savski Venac, Novi Beograd, Čukarica, Rakovica, Zemun, Surčin, as well as the municipality of Stara Pazova. The documentation was accompanied by a request for the municipalities to inform the public within their jurisdictions using available means of communication.
- The documentation and notice of the public review were forwarded to relevant institutions and organizations whose representatives participate in the meetings and activities of the Environmental and Social Advisory Council. These include: the Ministry of Construction, Transport and Infrastructure, the Ministry of Finance, the Ministry of Environmental Protection, Nikola Tesla Airport JSC, the Civil Aviation Directorate, Serbia and Montenegro Air Traffic Services Agency – SMATSA, Air Serbia, and the City of Belgrade.
- Publication of the notice on official websites and social media platforms.

The interested public had the opportunity to submit their comments, objections, and suggestions regarding the conflict noise maps through the following channels:

- Via email: konsultacije.buka@beg.aero;
- In person or in written form to the address: Belgrade Nikola Tesla Airport, BELGRADE AIRPORT d.o.o., 11180 Belgrade – Surčin, Aerodrom Beograd St. no. 47, Serbia.

Since no feedback from the interested public was received through the available communication channels during the public review period, the conflict maps were adopted as authoritative for the development of the Action Plan.

The official report on the public review of the conflict noise maps is provided in Annex 9.

6.2 Report on the Public Review of the Action Plan and Public Consultation

In accordance with Article 29 of the Rulebook on the Content and Methods for the Development of Strategic Noise Maps and Action Plan, the Manner of Their Preparation and Presentation to the Public, and Their Forms *("Official Gazette of RS", No. 90/2023*), entities responsible for the development of strategic noise maps and action plans, including Belgrade Airport, are required to conduct a public consultation and present the data from the strategic noise map and action plan to the public using available methods of communication in a clear, comprehensible, and concise manner. The draft Action Plan is presented to the public in such a way that the responsible entity and the Action Plan developer organize one or more public consultations for the purpose of informing the public, allowing for public review, as well as to collect proposals and comments on the draft Action Plan. The procedure for public review and consultation was carried out as described below, with the aim of involving all stakeholders in the development of the Environmental Noise Protection Action Plan.

Given the significance of aircraft noise for human health and quality of life, this process enabled all citizens, organizations, and other relevant stakeholders to provide their comments, suggestions, and objections regarding the draft Action Plan.

Objectives of the Public Review and Consultation

The objectives of the public review were to:

- Inform citizens about the noise levels and areas with potential exceedance of noise indicator limit values;
- Enable citizens to express their opinions, suggestions, and objections regarding the draft Action Plan;
- Increase the engagement of citizens and other stakeholders in the process of analyzing and reducing noise;
- Ensure transparency in the development of the Action Plan;
- Collect feedback to be used for potential changes and improvements to the E Action Plan.

The objective of the public consultation was, in line with the principles of transparency, participation, and inclusiveness, to provide both the expert and general public with insight into the draft Action Plan, as well as to ensure the opportunity to submit comments, suggestions, and proposals. In this way, the goal is to contribute to the development of a higher-quality and more effective plan, based on the actual needs and priorities of the community, with the aim of improving environmental quality and protecting public health.

Notification and Organization of the Public Review

The public review was organized through:

- A written public notice published in the daily newspaper on April 16, 2025;
- Electronic delivery of the notice to all relevant institutions and organizations;
    - Following the development of the draft Action Plan, the procedure for public review was initiated. The draft Action Plan and the notice of public review were distributed to relevant institutions and organizations: the Ministry of Construction, Transport and Infrastructure, the Ministry of Finance, the Ministry of Environmental Protection, Nikola Tesla Airport JSC, the Civil Aviation Directorate, Serbia and Montenegro Air Traffic Services Agency – SMATSA, Air Serbia, the City of Belgrade, the Municipality of Surčin, and the Municipality of Novi Beograd. The notice was sent to the aforementioned organizations and institutions whose representatives participate in the meetings and work of the Environmental and Social Advisory Council.
    - As part of organizing the public review, the draft Action Plan was forwarded to municipalities where elevated aircraft noise levels were identified, based on the results of the conflict noise maps. The following municipalities were included: Savski Venac, Novi Beograd, Čukarica, Rakovica, Zemun, Stara Pazova, and Surčin. When informing the

municipalities, it was specified that they should forward the notice and further inform the public about the public review using available communication methods.

- Publication of the notification on the official website:
    - For the purpose of the public review, the draft Action Plan was published on the official Belgrade Airport website at the following address: https://beg.aero/cir/corporate/environment-and-social. In addition to the draft Action Plan, a public invitation for public review was issued, providing the opportunity to comment on the draft Action Plan.

Duration and Procedure of the Public Review

The public review of the draft Action Plan was conducted from April 16, 2025 to May 16, 2025. During this period, citizens, the professional community, and other interested stakeholders were able to access the documentation at the following locations:

- BELGRADE AIRPORT website: https://beg.aero/lat/corporate/environment-and-social
- BELGRADE AIRPORT, Belgrade Airport 47 (Modular building across from the NIS gas station), Office No. 32, 1st floor, every working day from 1:00 PM to 2:00 PM

All stakeholders were invited to submit their comments, objections, and suggestions regarding the draft Action Plan, which could be submitted:

- Via email: konsultacije.buka@beg.aero
- In person or in written form to the address: Belgrade Nikola Tesla Airport, BELGRADE AIRPORT d.o.o. 11180 Belgrade – Surčin, Aerodrom Beograd St. no. 47, Serbia

Public Consultation Procedure

As part of the organization of the public consultation, the notice of the public consultation was delivered to relevant institutions, organizations, and the general public in the same manner as the notice of the public review:

- Through a written public notice published in the daily newspaper on April 29, 2025.
- Via electronic delivery of the notice to all relevant institutions and organizations, and
- By publishing the notice on the official Belgrade Airport website.

The public presentation and consultation were held at the Surčin Municipality premises on May 8, 2025, starting at 1:00 PM. The public presentation was conducted by representatives of the University of Belgrade – Faculty of Transport and Traffic Engineering and the Institute of Transportation CIP d.o.o. The public presentation and consultation lasted until 2:30 PM. The public consultation was attended by 33 participants, including representatives of the Ministry of Environmental Protection, Nikola Tesla

Airport, the Civil Aviation Directorate, a local elementary school, as well as representatives of the Municipality of Surčin (Department of General Administration, Department of Social Affairs, Assistant to the Municipal President, and funding providers), the Surčin Health Center, local residents, and local media representatives. The minutes of the public consultation and the list of participants are provided in *Annex 10*.

Conclusion and Analysis of Feedback

During the period of public review and public consultation, feedback was received from stakeholders through the available and previously described communication channels. An analysis of all received comments, suggestions, and remarks was carried out, and appropriate responses were provided. All comments, proposals, and suggestions submitted by stakeholders, as well as the corresponding responses, are listed in *Annex 10*.

7 FUNDING SOURCES

The financing of the proposed measures within this Action Plan is based on existing mechanisms and the competences of the relevant stakeholders. The responsibility for securing financial resources primarily lies with the activity holders, with support from other entities involved in the implementation of the measures. The measures will be carried out in accordance with the capabilities and as part of the regular activities of these entities.

This Action Plan does not foresee any additional funding from the budget of the Republic of Serbia. The implementation of certain measures will be financed by the company Belgrade Airport d.o.o. Beograd, as the concessionaire of Belgrade Airport, in line with its business plans. The planned costs of implementing the measures by the company Belgrade Airport are considered a trade secret.

If, during future phases, the need for additional financial resources is identified, it will be considered within the revision of the Action Plan or through other relevant financial instruments.

When defining the measures, the assessment of cost-effectiveness and the expected benefits relative to the associated costs was taken into account. Most of the proposed measures rely on existing resources and the regular activities of competent stakeholders, allowing for a relatively high level of efficiency without significant financial burden. Measures such as improving noise monitoring, public information, and procedural enhancements can achieve substantial effects in terms of reducing noise exposure and improving the perception of the issue, with limited costs. This ensures the cost-effective implementation of the Action Plan, with the benefits related to public health protection and the improvement of quality of life of citizens significantly exceeding the direct costs of its implementation.

8 METHOD OF EVALUATING THE ACTION PLAN IN TERMS OF IMPLEMENTATION AND RESULTS

The evaluation of the Action Plan is carried out in order to assess the effectiveness of the proposed measures, determine their impacts, and identify the need for adjustments in future planning phases. The monitoring of implementation and results includes a set of indicators that can be tracked annually, in accordance with the timeline for introducing the measures.

Potential monitoring indicators include:

1. Number and type of implemented measures from the Action Plan
2. Number of aircraft operations by acoustic category of aircraft
3. Statistics on runway usage for take-offs during nighttime period
4. Number of deviations from the minimum altitude defined for Standard Instrument Departure
5. Number of operations with the reduced take-off run during the night
6. Number of exceedances of defined noise indicator values (per NTK monitoring station, by aircraft type)
7. Number of deviations from published routes (dispersion in horizontal and vertical planes)
8. Percentage of flights implementing noise abatement procedures (NADP 1, CDO, Low power/Low drag)
9. Percentage of flights implementing preferential night-time routes
10. Number of building permits issued for residential buildings in areas affected by air traffic
11. Number of residents exposed to noise levels above 50 dB during day and evening, or above 40 dB during nighttime (on an annual basis)
12. Measured noise levels at all NTK monitoring stations and comparison with the previous year values
13. Noise contour area exceeding 50 dB during day and evening, or 40 dB during night-time
14. Utilization of nighttime quotas or limits (if introduced in the future).
15. Number and origin of citizen complaints (categorized by time, location, and type of complaint).

Continuous monitoring will enable the quantification of the effects of implemented measures in relation to exposure indicators (L_{den}, L_{night}, L_{day}, $L_{evening}$), as well as the assessment of their impact across time intervals and exposure zones.

Evaluation will be conducted periodically, in accordance with the timelines for the revision of strategic noise maps and action plans, as well as in accordance with relevant national regulations. The results of the evaluation will serve as a basis for:

- improving the measures and adapting them to the specificities of the airport and its surroundings,
- defining priorities for the next action plan,
- ensuring transparent communication with the public and stakeholders.

Competent entities involved in the implementation of the measures will also play a key role in regularly providing the data necessary for the evaluation of measures, in cooperation with Belgrade Airport and other relevant institutions.

Annual reports on the implementation of the measures will be submitted to the relevant institutions and presented at the meetings of the Environmental and Social Advisory Council.

ANNEXES

ANNEX 1 Data on the Responsible Entity for the Development of the Action Plan for "Nikola Tesla" Airport

Data from the Annex 2, Form 2 of the Rulebook on the Content and Methods of Developing Strategic Noise Map and Action Plan, the Manner of Their Development and Presentation to the Public, as well as Their Forms ("Official Gazette of the RS", No 90/23).

Table A1-1 Data on the Responsible Entity for the Development of the Action Plan for "Nikola Tesla" Airport

Responsible Entity	Belgrade Airport d.o.o. Beograd
Company Registration No.	21364568
Tax ID	110572920
Postal Code	11180
Address	Belgrade-Surčin, 47, Aerodrom Beograd St.
Name and surname of the person in charge	Chivoine Rem
Phone:	+381 11 209 4802
Fax:	+381 11 228 61 87
Email:	kabinet@beg.aero
Main Airport Code	LYBE

ANNEX 2 Data on the Action Plan for Areas Where Excessive Population Exposure to Specific Noise Levels Has Been Identified in the Noise Map (for the Main Airport)

Data from the Annex 2, Form 3 of the Rulebook on the Content and Methods of Developing Strategic Noise Map and Action Plan, the Manner of Their Development and Presentation to the Public, as well as Their Forms ("Official Gazette of the RS", No. 90/23).

1. Unique action plan code: to be assigned by the Environmental Protection Agency of the Republic of Serbia

2. Full name of the action plan: Environmental Noise Protection Action Plan 2025-2030 for Belgrade "Nikola Tesla" Airport

3. Unique country code assigned to each reporting entity: to be assigned by the Environmental Protection Agency of the Republic of Serbia

Table A2-1 Data on the Action Plan for Areas Where Excessive Population Exposure to Specific Noise Levels Has Been Identified in the Noise Map (for the Main Airport)

Geographic coordinates Latitude	Geographic coordinates Longitude	Data on the competent authorities responsible for the development of the Action Plan	Implementation costs of the Action Plan	Number of residents positively affected by the Action Plan (experiencing noise reduction)	Date of adoption of the Action Plan	Date of completion of the Action Plan
44°49’06”N	20°18’33”E	See Chapter 1.3	See Chapter 7	See Chapter 4.6	-	-

Applicable Limit Values for Noise Indicators L_{den}, L_{day}, $L_{evening}$, L_{night} at the Time of Adoption of the Action Plan

At the time of adoption of the Action Plan, the applicable limit values for environmental noise indicators in the Republic of Serbia were prescribed by the Regulation on Noise Indicators, Limit Values, Methods for Assessing Noise Indicators, Disturbance, and Harmful Effects of Noise ("Official Gazette of the RS", No. 75/10). The applicable limit values for the noise indicators L_{day}, $L_{evening}$, and L_{night} are presented in Chapter 1.5. At the time of adoption of the Action Plan, the limit value for the noise indicator L_{den} had not been defined.

Summary of the Results of the Strategic Noise Map (Identified Problems and Situations to Be Improved)

The summary of the results of the strategic noise map is presented in Chapter 2 of this Action Plan. Identified problems and situations that need improvement are described in Chapter 3 of this Action Plan.

Summary of the Public Consultations Results Organized in Connection with the Action Plan

The summary of the Public Consultations Results Organized in Connection with the Action Plan is presented in Chapter 6 of this Action Plan.

Summary of Activities for Addressing Noise Management Issues, Including Measures for the Preservation of Quiet Zones, as well as the Corresponding Budget and Objectives of the Activities

The measures are grouped into four categories defined through the ICAO Balanced Approach (ICAO, Doc 9829, *Guidance on the Balanced Approach to Aircraft Noise Management*), which represents a systematic and comprehensive approach to addressing noise issues at airports. These categories include: Reduction of Noise at Source, Noise Abatement Operational Procedures Operating Restrictions, which also encompass economic measures, and Land-Use Planning and Management, which includes passive measures such as acoustic insulation of structures. In addition to these, in practice, an additional group of measures related to communication with stakeholders is implemented at all airports. All measures are presented in tabular form using three key elements: the proposed measure (name or brief description), a description of activities (detailed explanation of the content and implementation method), and the activity holder (highlighted in bold in the table), along with other parties involved in implementing the measure. The status of each measure is visually marked with a color for easier identification and progress tracking in its implementation: Green indicates measures already in place before the adoption of this Action Plan, with continued implementation planned; Orange refers to measures that were previously implemented but have been modified under this Action Plan compared to the previous approach; Blue represents new measures proposed within this Action Plan, whose implementation is expected in the upcoming period. The timeframe for implementing the new measures proposed in this Action Plan is from 2025 to 2030, with a revision of the plan scheduled for 2028 in order to align Belgrade Airport d.o.o. with the regular cycles of action plan development across Europe. The revision will include a review of the status of implemented measures, any necessary modifications to specific activities, as well as the definition of new measures based on the results achieved by the existing ones.

The Decision on the Designation of Acoustic Zones in the Territory of the City of Belgrade (“Official Gazette of the City of Belgrade”, No. 2/22) did not define quiet zones.

This Action Plan relies on existing financial mechanisms and the regular activities of the competent entities, without planning additional funds from the budget of the Republic of Serbia, while the implementation of certain measures will be financed by Belgrade Airport d.o.o. in accordance with its

business plans. The overall budget is not publicly available, as the concessionaire's projected expenditures are considered a trade secret.

All planned activities for addressing noise management issues and their objectives are presented in Chapter 4 of this Action Plan. A summary of the 15 proposed measures, described through 35 activities, is provided in the table below.

Table A3-1 Summary Overview of Proposed Measures

ICAO Category of Balanced Approach	Proposed Measure	Description of Activities	Entities Involved in Implementation
Reduction of Noise at Source	Implementation of international regulations regarding aircraft noise categories	Introduction of aircraft noise categories in accordance with certification requirements defined in ICAO Annex 16 (Chapters 2, 3, 4, and 14)	**BA,** CAD
	Introduction of special aircraft noise categories	Introduction of special aircraft noise categories in accordance with the traffic structure	**BA,** CAD, (AirSerbia)
	Alignment of the national airline's fleet with planned aircraft noise categories	Strategy for expanding the national airline AirSerbia's fleet (purchase and/or lease of aircraft) is carried out in accordance with aircraft noise categories and planned restrictions	**AirSerbia**
Noise Abatement Operational Procedures	Arrival and departure routes and procedures for noise abatement	Implementation of Noise Abatement Departure Procedure 1 (NADP 1) from RWY 12 for jet aircraft	**CAD**, airlines
		Implementation of Continuous Descent Operations (CDO) for jet aircraft when landing	**CAD**, SMATSA, airlines
		Implementation of low power/low drag procedures for jet aircraft when landing	**CAD**, airlines
		Rationalization of routes within the PBN transition plan which will also take into account the surrounding community's exposure to noise	**SMATSA**, BA, CAD, aircraft operators, local communities
	Monitoring of parameters and preparation of analyses necessary for further improvement of routes and procedures	Monitoring of relevant parameters for further optimization of routes and procedures (e.g. lateral and vertical dispersion from published routes/procedures, implementation of active noise abatement procedures, etc.)	**BA**, SMATSA, CAD, and airlines
		Noise exposure analysis for the purpose of modifying/adjusting routes/procedures	**BA**, SMATSA
Operating Restrictions	Restriction or ban on the use of the noisiest aircraft	Take-offs from RWY 12 prohibited for aircraft of the ILYUSHIN IL-76 type and aircraft holding a noise certificate below Chapter 3	**CAD**, SMATSA
		Definition of a scheme for the gradual restriction of the total number of operations by aircraft certified under Chapter 2 of Annex 16, leading to a complete ban	**BA**, Airlines
		Restrictions on the total number of operations by aircraft certified under Chapter 2 of Annex 16	**BA**,CAD, SMATSA

Table A3-1 Summary Overview of Proposed Measures

ICAO Category of Balanced Approach	Proposed Measure	Description of Activities	Entities Involved in Implementation
		Ban on operations by aircraft certified under Chapter 2 of Annex 16	**BA**, CAD, SMATSA
		Definition of a scheme for restricting/banning flights of the noisiest aircraft during the nighttime(22:00–06:00), in accordance with an internal aircraft noise categorization	**BA**, Airlines
		Restrictions/bans on flights of the noisiest aircraft during the night period (22:00–06:00), in accordance with an internal aircraft noise categorization	**BA**, CAD, SMATSA
		Mandatory take-off from RWY 30 for the noisiest aircraft during the nighttime(22:00–06:00) in accordance with the current aircraft noise categorization	CAD, SMATSA
	Restrictions related to operational procedures	Mandatory take-off of jet aircraft from the beginning of RWY 12 on weekdays between 06:00 and 07:00, and on Saturdays and Sundays between 06:00 and 08:00, when using the predefined departure route (TISAK 3Z) that passes over the Bežanijska Kosa residentiial area	**CAD**, SMATSA
		When jet aircraft takes-off from RWY 12 during the nighttime (22:00–06:00), it is mandatory to take-off from the beginning of the RWY 12	**CAD**, SMATSA
		A right turn towards the southeast upon take-off from RWY 12 is the preferred route for jet aircraft during the nighttime (22:00–06:00) , whenever applicable	**CAD**, SMATSA
		Definition of the minimum altitude to which jet aircraft must adhere to Standard Instrument Departures (SIDs)	**CAD**, SMATSA
	Conducting analyses to support modification of restrictions and/or introdction of penalties for deviations from the defined restrictions	Monitoring of parameters related to active restrictions (quotas by aircraft noise categories , RWY in use during nighttime departures, deviations from the minimum altitude that must be adhered to in SIDs, number of operations with the reduced take-off run during the night, adherence to preferred routes)	**BA**
		Monitoringof defined limit values for allowed noise levels at each NTK monitoring station for the most frequent and noisiest types of aircrafts	**BA**
		Detailed analyses of alternative scenarios (preferential routes and/or preferential runway) with the aim of identifying scenarios that achieve a balance between noise impact, controller workload, fuel consumption, and other constraints.	**SMATSA**, CAD, BA, aircraft

Table A3-1 Summary Overview of Proposed Measures

ICAO Category of Balanced Approach	Proposed Measure	Description of Activities	Entities Involved in Implementation
			operators, local communities.
Land Use Planning and Management	Participation in the land use planning oin the vicinity of the airport	Participation of representatives from Belgrade Airport d.o.o. company in spatial, urban, and acoustic planning of land use in the vicinity of the airport and/or within the scope of the strategic noise maps, based on the results of the strategic noise maps and the implementation of measures to reduce the negative impact of aircraft noise	BA, City of Belgrade – Secretariat for Urban Planning and Construction, City of Belgrade – Secretariat for Environmental Protection, MCTI, Ministry of Environmental Protection, DCV, City municipalities
		Introduction of strategic noise maps into the process of issuing location conditions, building permits, and construction works approvals	**BA**, City of Belgrade – Secretariat for Urban Planning and Construction, City of Belgrade – Secretariat for Environmental Protection, MCTI, Ministry of Environmental

Table A3-1 Summary Overview of Proposed Measures

ICAO Category of Balanced Approach	Proposed Measure	Description of Activities	Entities Involved in Implementation
			Protection, City municipalities
		Definition of buffer zones in the immediate vicinity of the airport where construction is restricted / prohibited, and simultaneously establishing that the implementation of noise protection measures is the responsibility of the Client or structure owner	**BA**, City of Belgrade – Secretariat for Urban Planning and Construction, City of Belgrade – Secretariat for Environmental Protection, MCTI, Ministry of Environmental Protection, City municipalities
	Monitoring changes in the number of residents affected by noise	Tracking the number of building permits issued for residential buildings in zones that are, or may be, affected by air traffic	**BA**, City of Belgrade – Secretariat for Urban Planning and Construction, MCTI, City municipalities
		Monitoring the number of people exposed to noise levels exceeding 50 dB(A) during the day and evening periods, and 40 dB(A) during the night period on an annual basis through yearly updates of noise contours	**BA**
	Planning and defining a noise insulation scheme	Considering and defining the Noise Insulation Scheme, taking into account locally specific conditions	**BA**

Table A3-1 Summary Overview of Proposed Measures

ICAO Category of Balanced Approach	Proposed Measure	Description of Activities	Entities Involved in Implementation
Communication with stakeholders	Establishment of an advisory board for noise-related issues	Establishment of the Environmental and Social Advisory Council (ESAC), which includes representatives of all relevant stakeholders	**BA**
	Establishment of a system for monitoring noise and aircraft trajectories	Establishment of a noise and aircraft trajectories monitoring system with public access (https://webtrak.emsbk.com/beg4)	**BA**
	Informing stakeholders and the public about the airport's activities related to noise protection	Providing information to stakeholders and the public regarding the ongoing airport activities (noise monitoring system measurements – noise exceedances, deviations from published routes, monitoring of other statistics used to control operational procedures and operating restrictions, reporting on the results of conducted analyses/studies) through the ESAC and the official website of Belgrade Nikola Tesla Airport.	**BA**, in cooperation with all stakeholders
	Responding to local community requests	Establishing a publicly accessible noise complaint mechanism	**BA**
		Promoting the noise complaint system	**BA**, Local self-governments
		Surveying the local population affected by noise	**BA**

Summary of the Long-Term Strategy

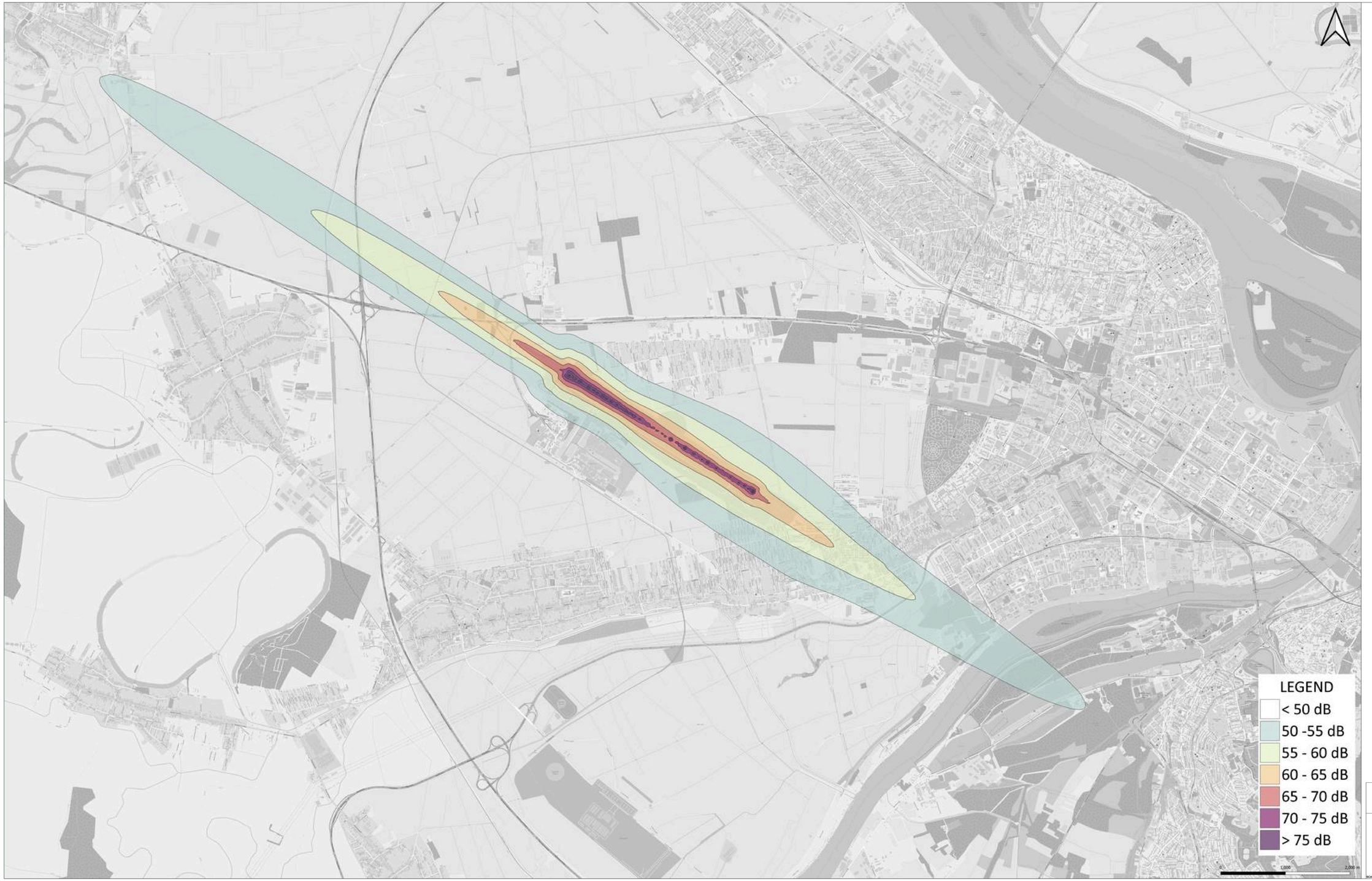
The long-term strategy for environmental noise protection in the vicinity of Belgrade Airport is based on a phased approach, which foresees the gradual implementation of measures – from general to more specific and restrictive – in accordance with the characteristics of the surrounding environment. Within the first phase, covered by this Action Plan, good practice measures are implemented, such as establishing the working group, categorization of aircraft, definition of take-off and landing procedures, night-time restrictions, and monitoring of compliance with the measures. The second phase, planned for the next action plan (2028–2033), considers the introduction of a penalty policy in case of non-compliance. The third phase involves adapting the measures to the specific operational characteristics of the airport and its surroundings.

The strategy lays the groundwork for future modifications of procedures and flight paths, the introduction of economic measures (e.g., charges based on noise category or deviation from restrictions), as well as the development of a building sound insulation program in cooperation with the relevant institutions. To improve efficiency, the use of priority indices for planning protection measures is foreseen, along with analysis of health impacts through the DALY indicator, and assessment of the economic value of measures (€/dB). Special emphasis is placed on monitoring, evaluation, institutional cooperation, integration into urban planning, and active public involvement at all stages of the process.

Summary of Provisions Foreseen for the Evaluation of Implementation and Results of the Action Plan

For the evaluation and monitoring of the Action Plan's implementation, 15 key indicators have been proposed, as listed in Chapter 8 of this Action Plan. Continuous monitoring will allow for quantification of effects in relation to L_{den}, L_{night}, L_{day}, and $L_{evening}$, and analysis by zones and time intervals. The competent entities shall submit data in cooperation with Belgrade Airport. The results will be presented to relevant institutions and the ESAC through annual reports.

ANNEX 3 Strategic Noise Maps (Graphical Annexes)



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STRATEGIC NOISE MAP
for night period (Lnight)

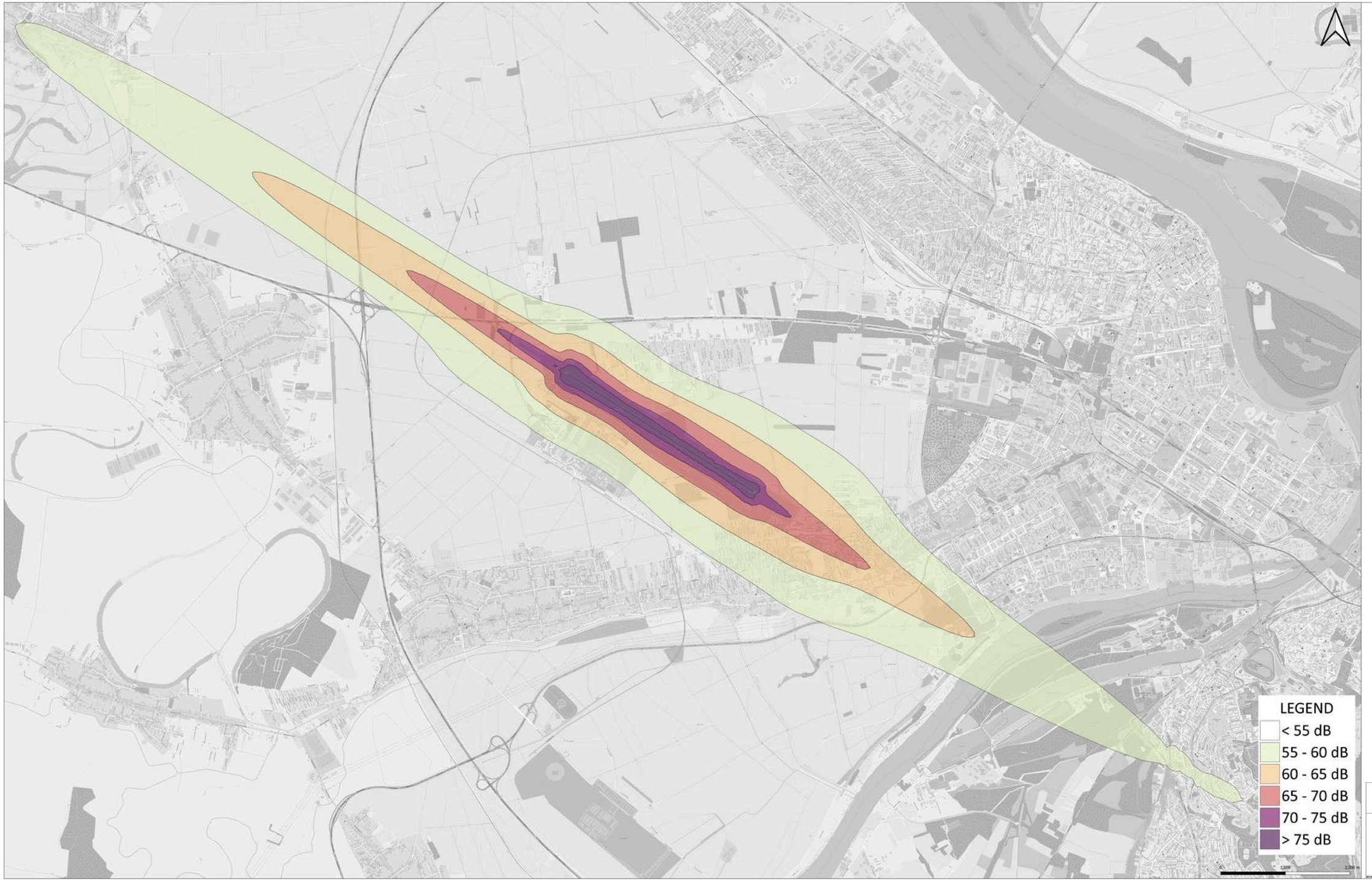
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BELGRADE AIRPORT

May 2020.

SCALE 1:15000

APPENDIX 3, DRAWING No. 01



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STRATEGIC NOISE MAP
for day-evening-night period (Lden)

Belgrade Airport d.o.o. Beograd

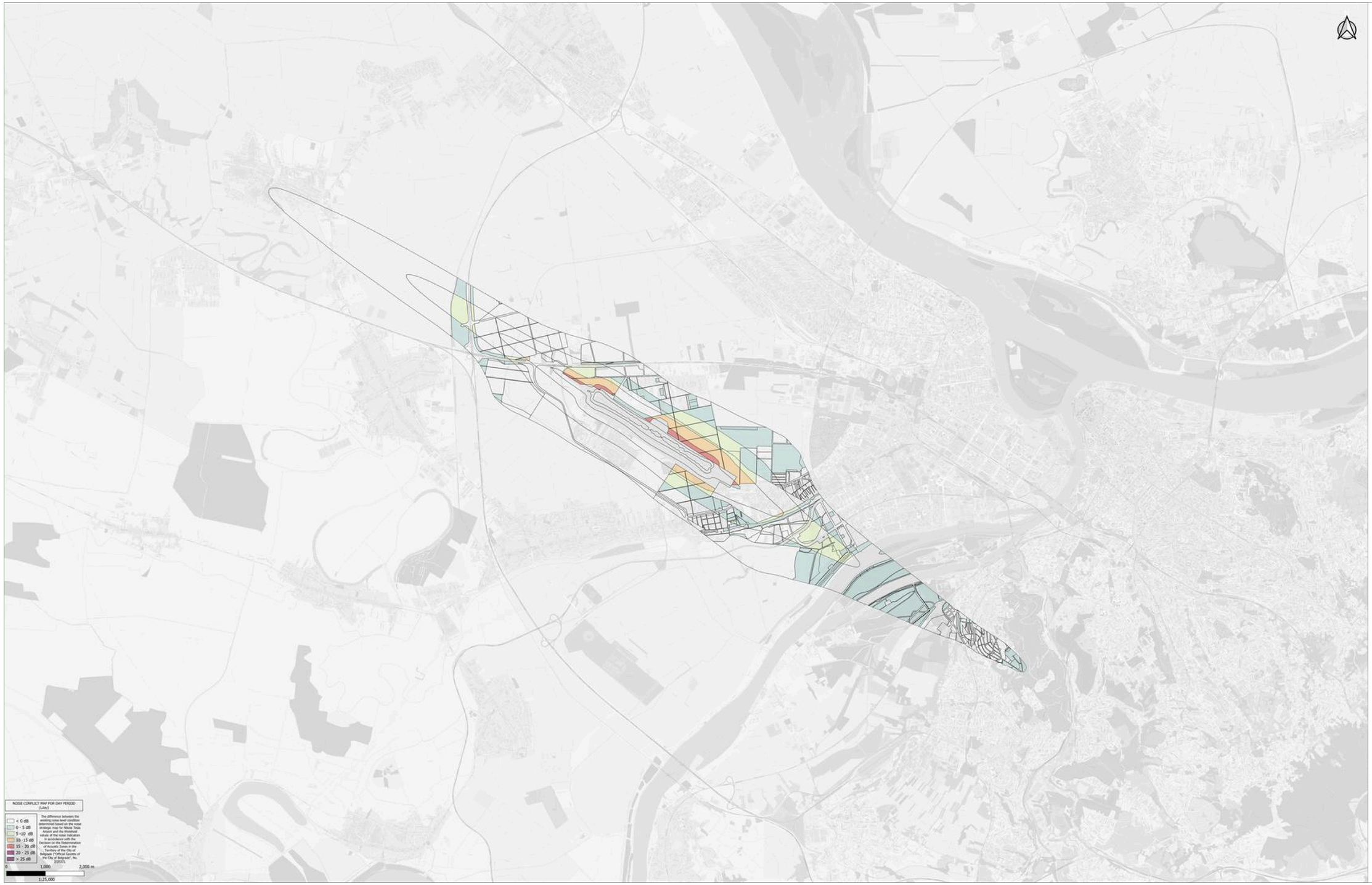
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APPENDIX 3, DRAWING No. 03

ANNEX 4 Conflict Noise Maps



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NOISE CONFLICT MAP
for day period (Lday)

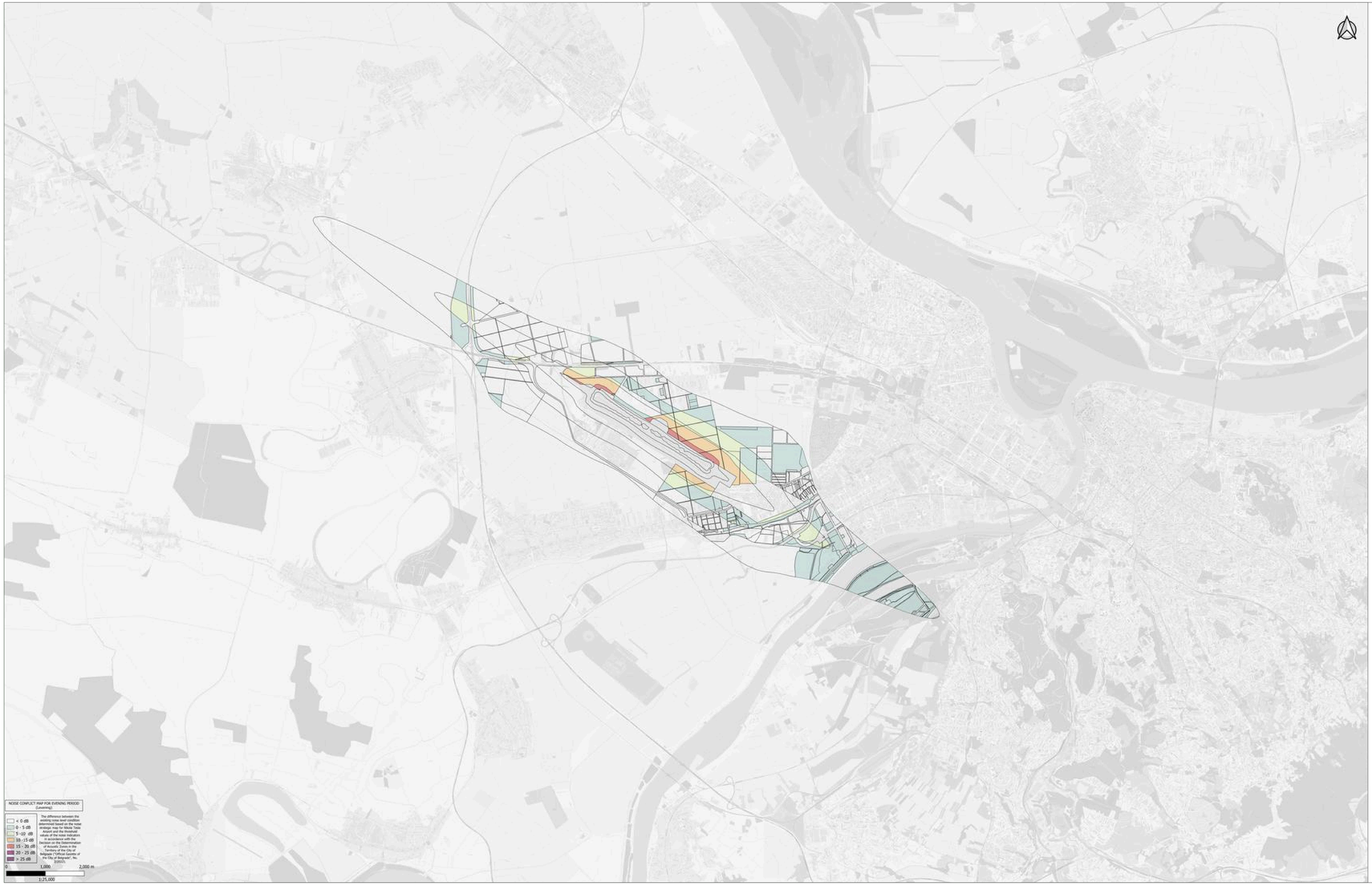
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NOISE CONFLICT MAP
for evening period (Levening)

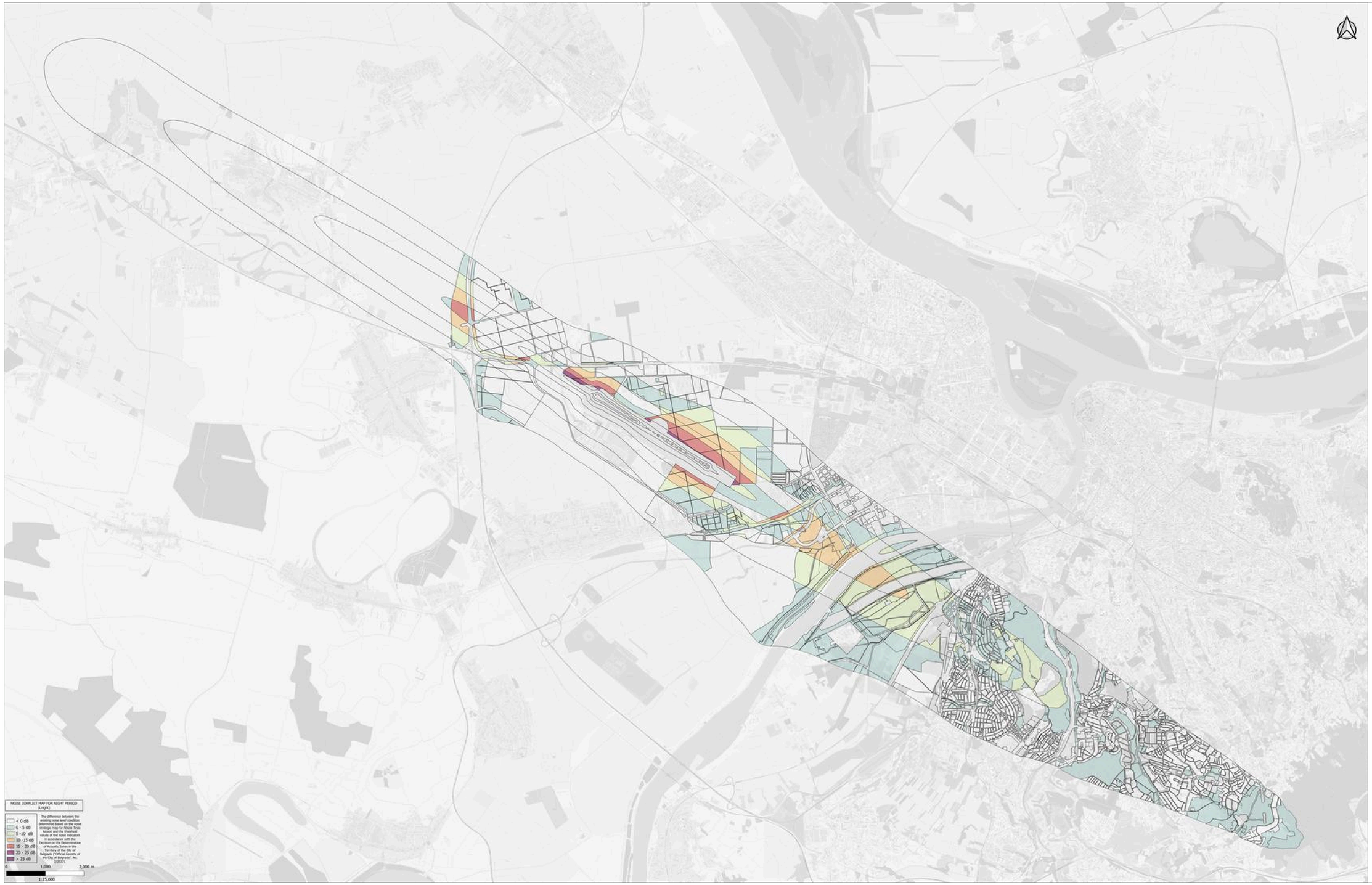
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NOISE CONFLICT MAP
for night period (Lnight)

Belgrade Airport d.o.o. Beograd

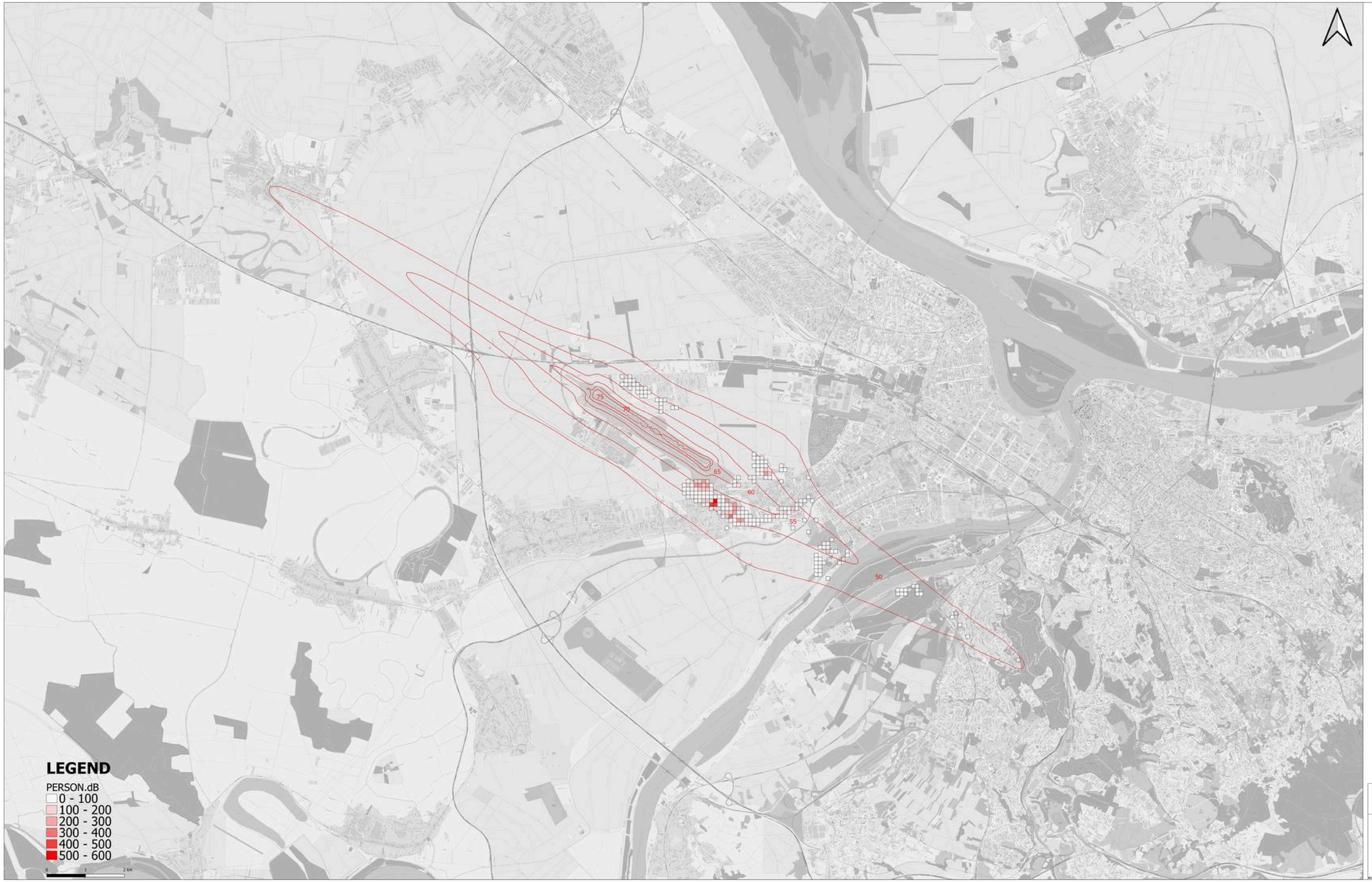
BELGRADE AIRPORT

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APPENDIX 4, DRAWING No. 03

ANNEX 5 Situation Overview with Exposure Zones Based On the Indicator "Person.dB" for the Day, Evening, and Night Periods



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AIRCRAFT NOISE IMPACT ZONES
for day period (Lday)

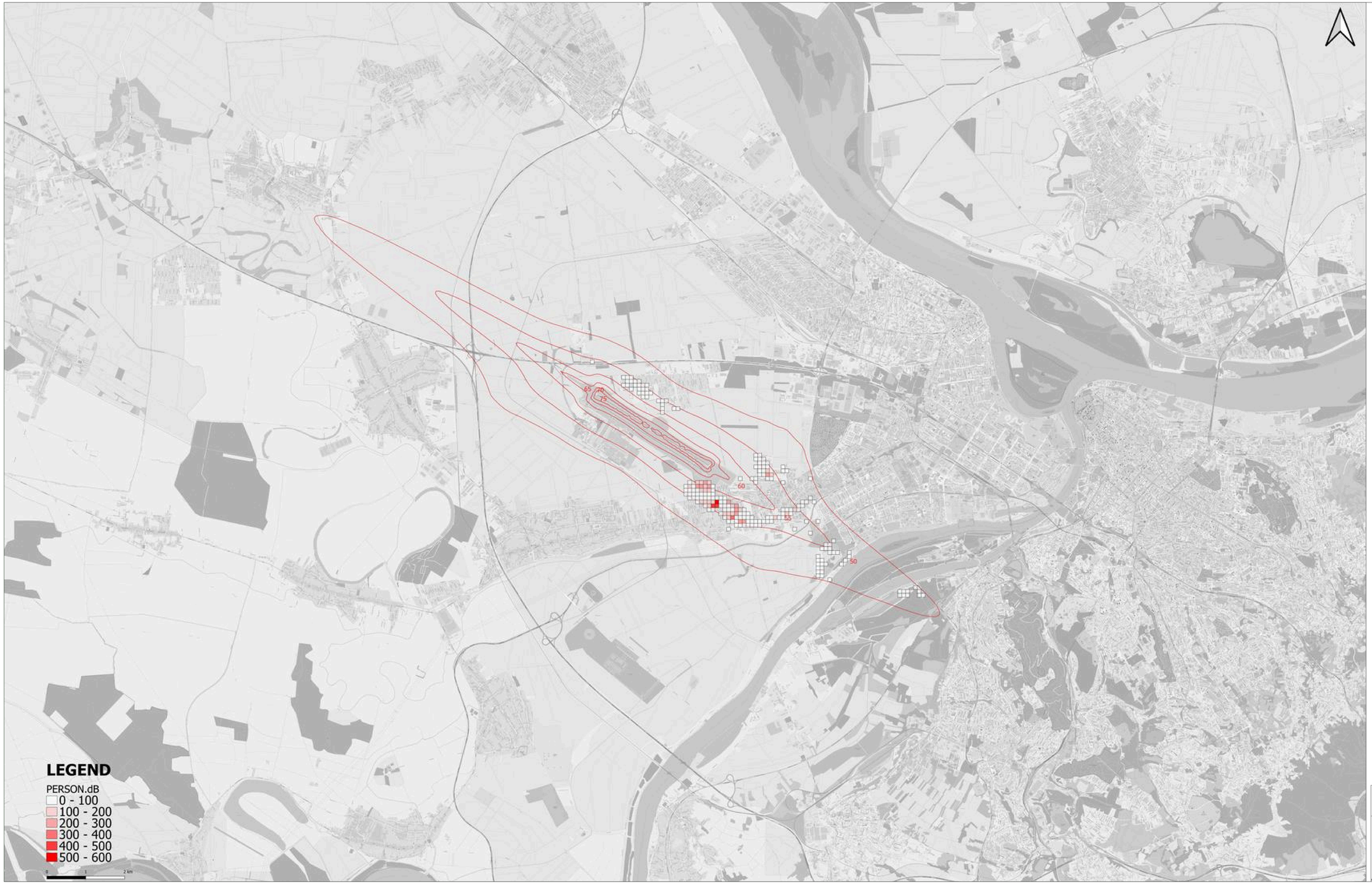
Belgrade Airport d.o.o. Beograd

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APPENDIX 5, DRAWING No. 01



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AIRCRAFT NOISE IMPACT ZONES
for evening period (Levening)

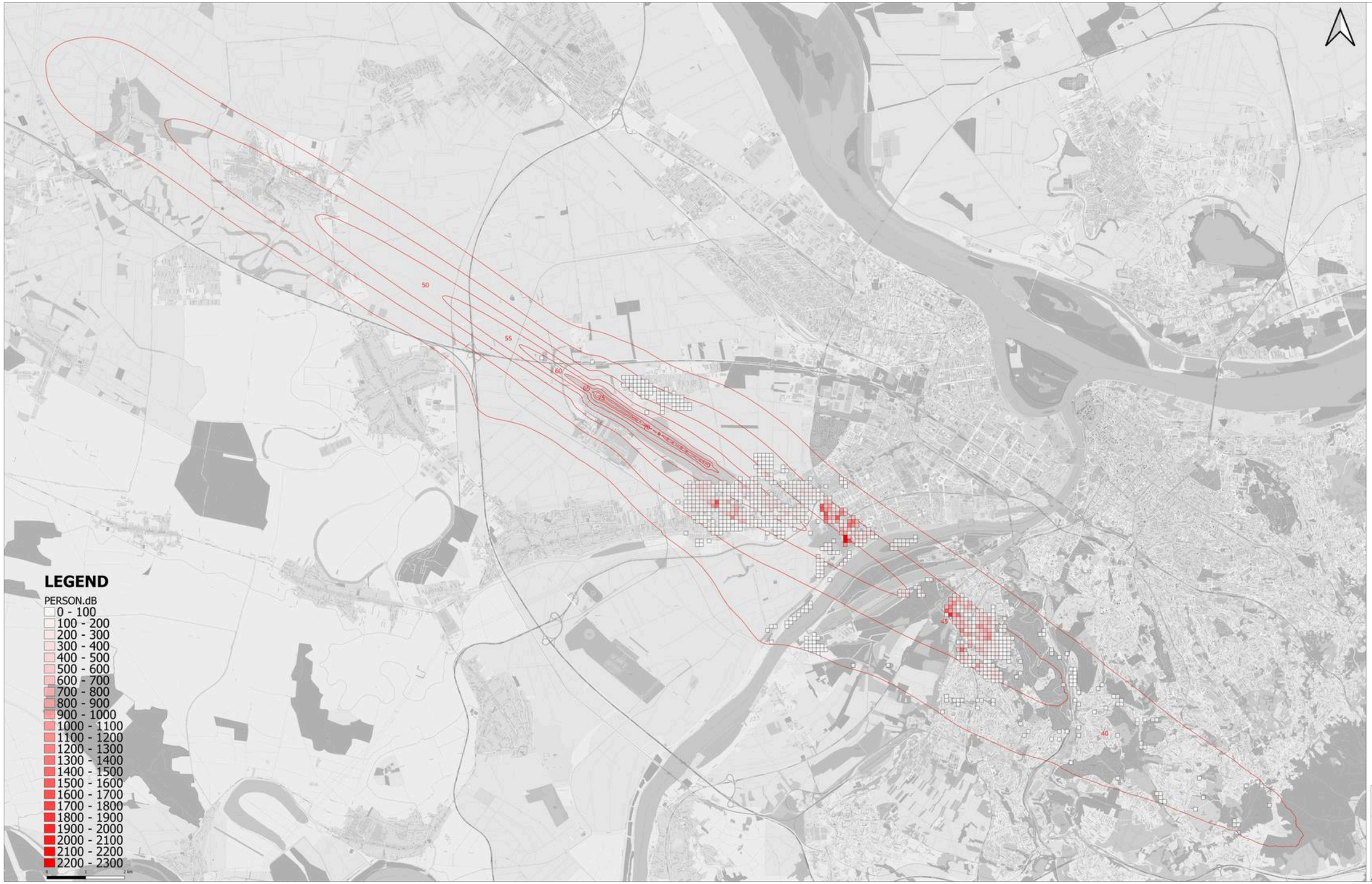
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APPENDIX 5, DRAWING No. 03



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AIRCRAFT NOISE IMPACT ZONES
for night period (Lnight)

Belgrade Airport d.o.o. Beograd

BELGRADE AIRPORT

May 2025.

SCALE 1:25000

APPENDIX 5, DRAWING No. 03

ANNEX 6 Expected Effects of Implementing the Preferred Route and Preferred Runway During the Night Period

As part of the measure involving restrictions related to operational procedures, three different scenarios of take-off and landing operation distribution during the night period (from 22:00 to 06:00) on the runways in use were tested, with the aim of minimizing overflights of densely populated areas. The results were then compared with the current 40 dB noise contour for the night period (L_{night}), which represents the baseline scenario.

Scenario description

Baseline Scenario

Description: Represents the current noise contour for the night period (L_{night}). Standard distribution of operations without any additional changes to routes.

Scenario 1

Description: The annual average distribution of take-offs and landings during the night period remains the same as in the baseline scenario (73.4% Runway 12, 26.6% Runway 30).

Modification: For all take-offs from RWY 12, a right turn is used after departure to avoid overflight of densely populated areas in the municipalities of Novi Beograd and Čukarica.

Scenario 2

Description: In this scenario, the effect is examined of using RWY 30 as the primary runway during the night, allowing for an analysis of potential changes in noise levels and the distribution of operations during nighttime hours.

Modification: The annual average distribution of take-offs and landings during the night period is reversed compared to the baseline scenario (73.4% Runway 30, 26.6% Runway 12).

Scenario 3

Description: In this theoretical scenario, simultaneous landing operations on RWY 12 and take-off operations from RWY 30 are allowed. Although such a situation is likely limited in practice due to operational and safety conditions, it serves as a useful conceptual theoretical upper boundary for analyzing the impact of such operations.

Modification: In this scenario, all take-off operations from RWY 12 are transferred to RWY 30, and all landing operations on RWY 30 are transferred to Runway 12. All other operations remain unchanged.

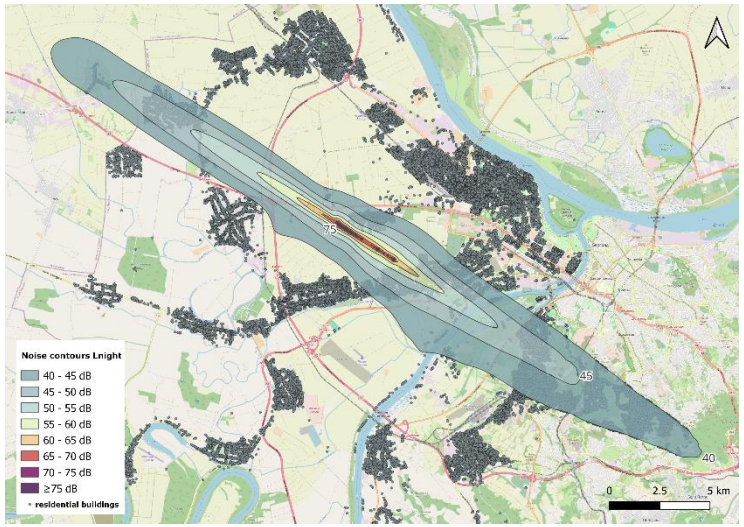
Noise Disturbance Assessment and Expected Effects of Measure Implementation

Based on the values of the noise indicator Lnight and data on the number of inhabitants for each noise range (in 5 dB increments), the number of people at high risk of sleep disturbance due to air traffic noise has been estimated.

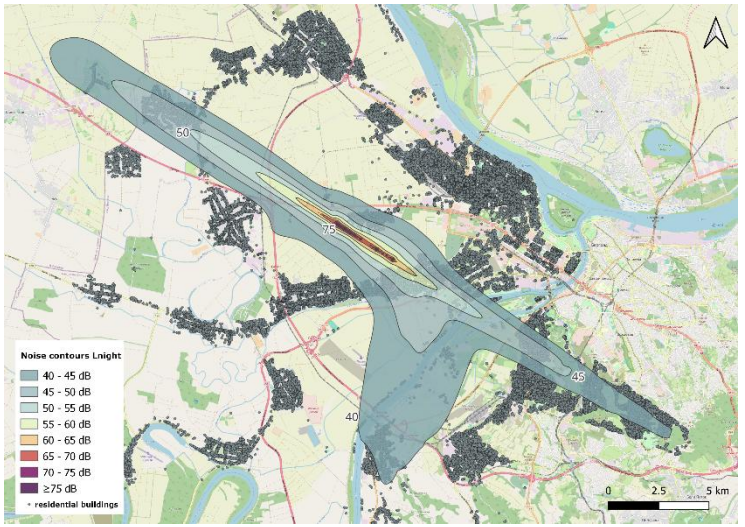
The estimated number of people at high risk of sleep disturbance due to air traffic noise in Scenario 1 was reduced by approximately 43% compared to the baseline scenario. Scenario 2 shows a smaller reduction of around 16% compared to the baseline scenario. Scenario 3 achieved the most significant result, with a projected relative reduction of over 91%.

Following consultations with stakeholders, Scenario 1 was identified as the most realistic for implementation, taking into account the specific operational characteristics of Belgrade Airport. It is estimated that the implementation of this measure under Scenario 1 will positively impact approximately 103100 residents, representing 45.7% of the total population exposed to noise levels above 40 dB Lnight (225765).

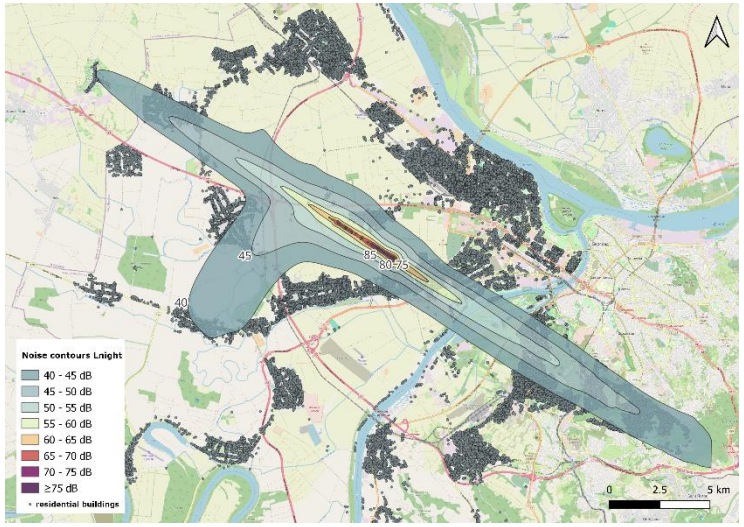
Noise contours for the baseline scenario and the three analyzed scenarios are presented in the figures below.



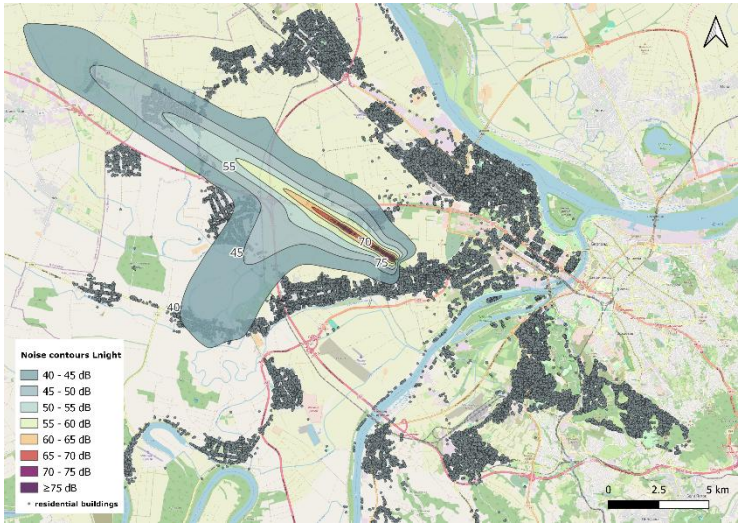
Baseline Scenario



Scenario 1



Scenario 2



Scenario 3

ANNEX 7 Expected Effects of Mandatory Take-Off from the Beginning of RWY12 During the Night Period

A measure already in effect requires jet aircraft to take off from the threshold of RWY12 during the period from 06:00 to 07:00 on weekdays and from 06:00 to 08:00 on Saturdays and Sundays, when using the predefined departure route (TISAK 3Z) that passes over the Bežanijska Kosa residential area.

Since RWY12 is used 76% of the time and also during the night period (from 22:00 to 06:00), a mandatory take-off from the threshold of RWY12 is proposed, except in cases when TWYB is not operational.

Due to the lack of data on the exact number of operations with the reduced take-off run during the night period, this analysis tested two extreme scenarios — the first, in which all operations use a reduced take-off run via TWYC (Figure A7-1), and the second, in which all take-offs are conducted from the beginning of RWY12 i.e. using full runway length — in order to assess the potential impact of different operational procedures on noise levels and to identify opportunities to mitigate negative effects on the population.

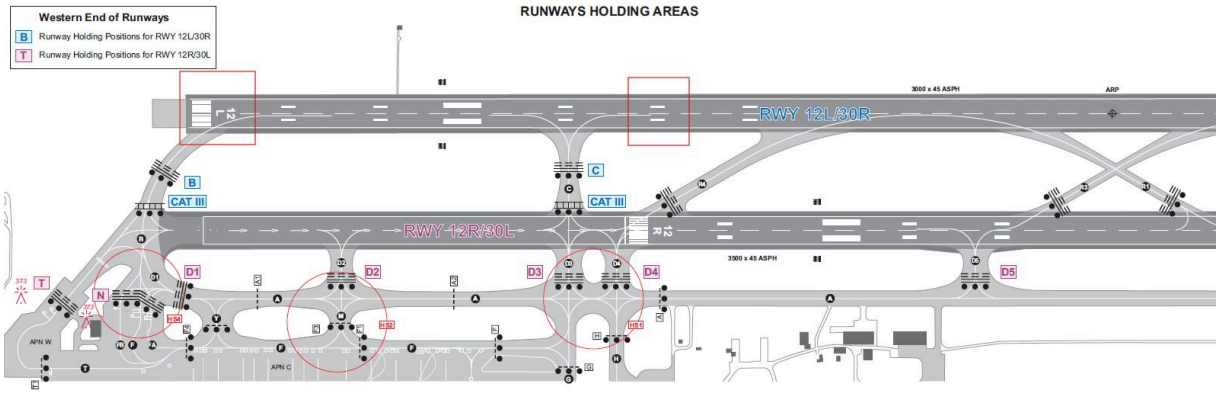


Figure A7-1. Airport Layout Showing the Positions for the Reduced Take-Off Run via TWY C and Full-Length Take-Off from the Beginning of RWY12

Expected Effects of Measure Implementation

The number of residents who will benefit from the implementation of the mandatory take-off from the begginning of RWY12 during the night period is estimated at approximately 5900 (representing 2.6% of the total population exposed to noise levels above 40 dB L_{night}). A comparative noise contour overview for both analyzed scenarios is shown in Figure A7-2.

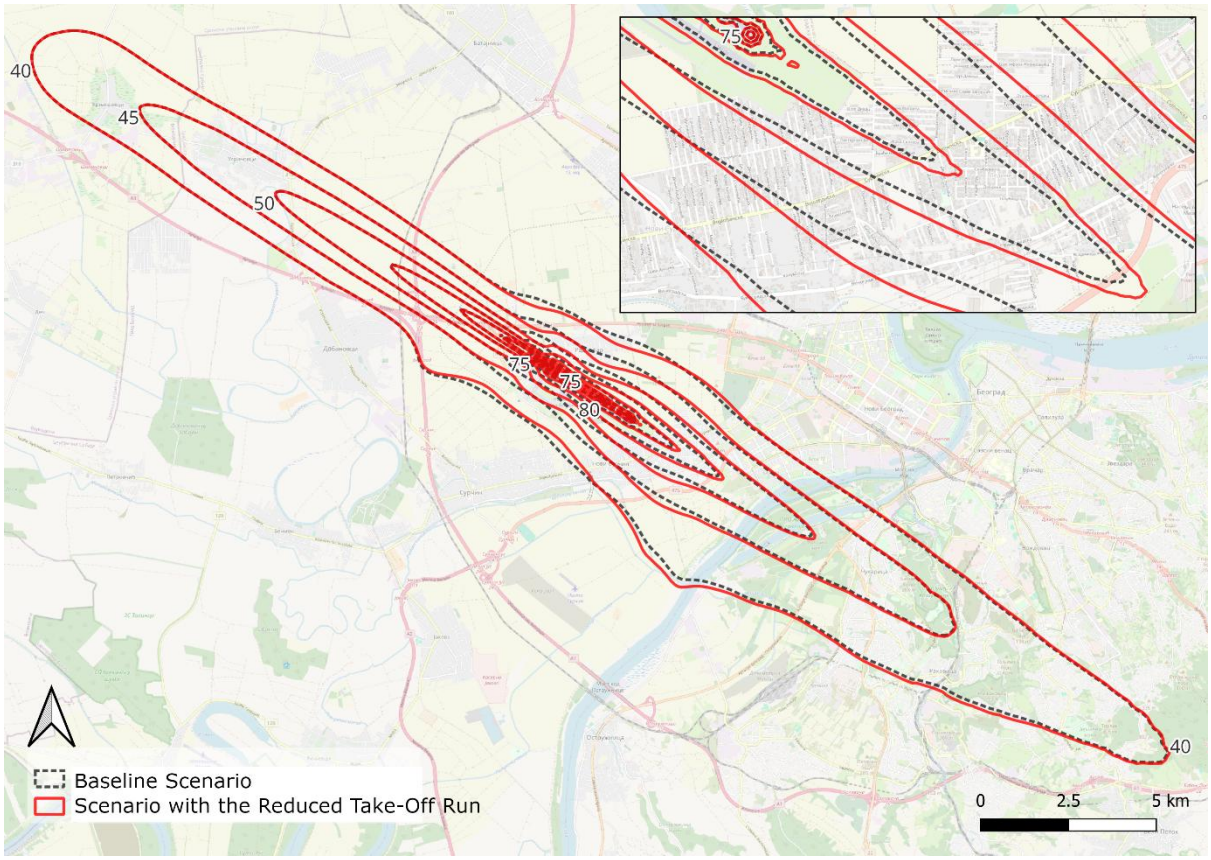


Figure A7-2. Comparative Noise Contour Map for the Scenario with the Reduced Take-Off Run and Take-Off from the Beginning of RWY12 During the Night

ANNEX 8 Guidelines for Developing the Passive Noise Protection Management Plan

As part of the preliminary activities, and during the implementation period of this Action Plan, Belgrade Airport d.o.o. shall develop and adopt a Passive Noise Protection Management Plan.

The Passive Noise Protection Management Plan must include, at a minimum:

1. Definition of the area in which the implementation of passive noise protection measures will be considered. The Action Plan has set the scope of boundaries for the first phase of this measure based on the noise contours for the day and evening periods with levels exceeding 65 dB, and noise contours for the night period exceeding 60 dB. In subsequent phases, the boundaries may be reduced in accordance with updated information and the results of the first phase implementation.
2. Identification of affected buildings within the defined area, as candidates for the implementation of passive noise protection measures. The inventory and analysis of buildings should be carried out at the house number level, and must primarily include information on the cadastral lot on which the building is located, the positional layout of the building (through the development of a digital cadastral map), the purpose and basic characteristics of the building, an acoustic assessment of the building (e.g., whether there is a finished facade, whether sound-insulating joinery has been installed, type of construction, etc.), and, where possible, photo documentation. During the identification process, special attention should be given to buildings particularly sensitive to noise, such as: preschools and educational institutions, primary and specialized healthcare facilities, nursing homes and homes for the elderly, etc.
3. Establishment of a database of buildings identified as suitable candidates for the implementation of passive noise protection measures, based on the conducted identification.
4. Conduct an analysis of complaints and grievances submitted by citizens through the NTK system, within the defined area.
5. Conduct an assessment of the need for additional monitoring points within the NTK system, in the defined area.
6. Definition of a subsidy system for the implementation of passive measures as financial support to residents affected by noise, including a monitoring and control plan for the implementation of such measures. It is proposed that, within the framework of the implementation of the subsidy program, property owners whose buildings are identified as candidates for the application of passive measures, provide all necessary technical and legal documentation required for implementation (including the notification of works and/or permit for execution of works issued by the competent local authority), and apply for participation in the program with the documentation thus provided. All candidate buildings for which owners provide the required documentation will be included in the implementation of the program.
7. Definition of a notification system for informing property owners that their buildings are eligible candidates for participation in the passive noise protection program, along with instructions on how they can exercise their rights.

The Action Plan defines a potential area for the implementation of passive noise protection measures (shown in Figure A8-1) based on the results of the strategic noise maps including zones covered by noise contours exceeding 65 dB during the day and evening periods, and nighttime contours exceeding 60 dB.

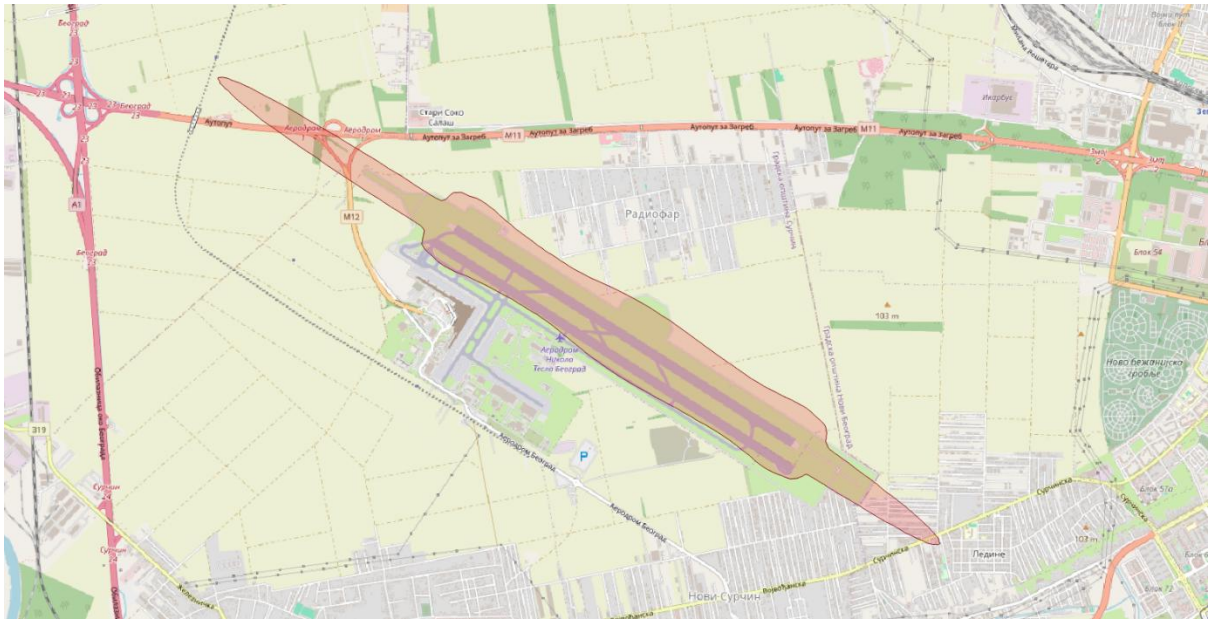
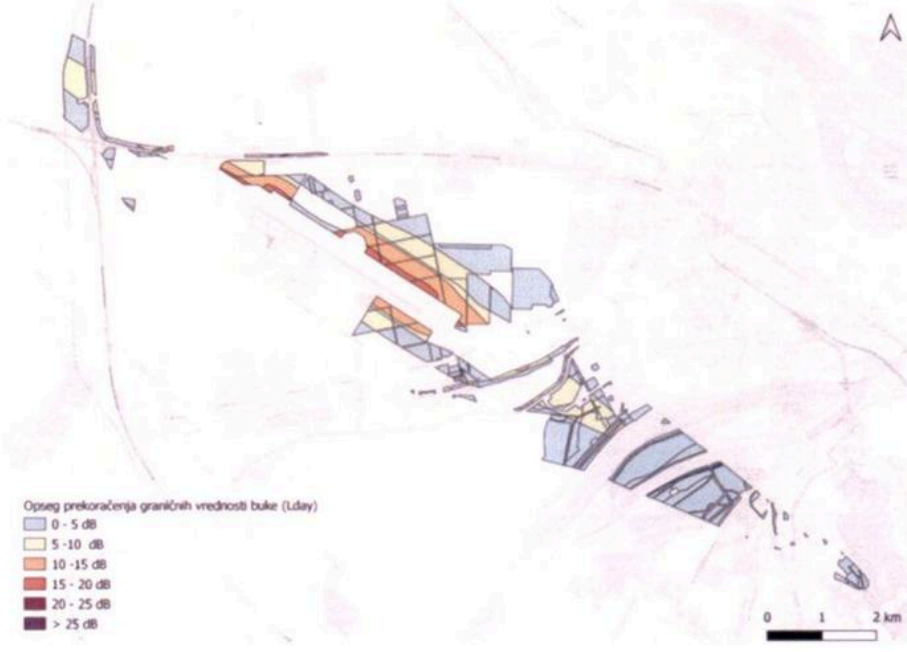


Figure A8-1. Potential Area for the Implementation of Passive Noise Protection Measures

ANNEX 9 Report on the Performed Public Review of Conflict Noise Maps

„BELGRADE AIRPORT" d.o.o. BEOGRAD
19 Br. GD-680/2025
04-04-2025 20 god.

IZVEŠTAJ O OBAVLjENOM JAVNOM UVIDU U KONFLIKTNE KARTE BUKE



	Ime i prezime/Name and surname	Datum/Date	Potpis/Signature
Autor	Stanko Kostić	02.04.2025.	
Saglasan	Bojana Kalanović	02.04.2025.	
Saglasan	Tatjana Jovančević	03.04.2025	
Odobrio	Senka Jelenković	03.04.2025	

BELGRADE AIRPORT d.o.o. Beograd

Izdanje	1

SADRŽAJ

Uvod 3
1. Ciljevi javnog uvida 3
2. Obaveštenje i organizacija javnog uvida 3
3. Period javnog uvida 4
4. Zaključak i analiza povratnih Informacija 4
5. Prilozi 4

Uvod

U skladu sa članom 29, stav 2 Pravilnikom o sadržini i metodama izrade strateške karte buke i akcionog plana, načinu njihove izrade i prikazivanja javnosti, kao i o njihovim obrascima *("Sl. glasnik RS", br. 90/2023)*, a u cilju razvoja akcionog plana zaštite od buke u životnoj sredini, javnost mora imati mogućnost uvida i komentarisanja konfliktnih karata buke. Javni uvid u konfliktne karte buke sproveden je u cilju uključivanja svih zainteresovanih strana u razvoj akcionog plana zaštite od buke u životnoj sredini. S obzirom na značaj buke za zdravlje i kvalitet života, ovaj postupak je omogućio svim građanima, organizacijama i drugim relevantnim subjektima da iznesu svoje komentare, sugestije i primedbe na nacrte konfliktnih karata buke.

1. Ciljevi javnog uvida

Cilj javnog uvida bio je da:

- Obavesti građane o nivoima buke i područjima sa potencijalnim prekoračenjima graničnih vrednosti indikatora buke
- Omogući građanima da iznesu mišljenja, predloge i primedbe na izrađene konfliktne karte buke
- Poveća angažman građana i drugih zainteresovanih strana u procesu analize i smanjenja buke.
- Omogući transparentnost procesa izrade konfliktnih karata buke.
- Prikuplja povratne informacije koje će se koristiti za eventualne izmene i unapređenja akcionog plana zaštite od buke u životnoj sredini.

2. Obaveštenje i organizacija javnog uvida

Javni uvid organizovan je putem:

- Pisanog obaveštenja za javnost u dnevnom glasilu objaveljnog 14. 2. 2025. (*Prilog – 1: Obaveštenje o javnom uvidu u konfliktne karte buke objavljenom u dnevnom javnom glasilu*).
- Elektronske dostave obaveštenja svim relevantnim institucijama i organizacijama.
    - Odmah nakon izrađenih konfliktnih karata buke pristupilo se javnom uvidu. Izveštaj, konfliktne karte buke i obaveštenje o javnom uvidu prosleđene su relevantnim insitutcijama i organizacijama. U to spadaju: Ministarstvo građevinarstva, saobraćaja i infrastrukture, Ministarstvo finansija, Ministarstvo zaštite životne sredine, AD Aerodroma Nikola Tesla, Direktorat civilnog vazduhoplovstva, Kontrola letenja Srbije i Crne Gore - SMATSA, Air Serbia, Grad Beograda, opština Surčin, opština Novi Beograd. Obaveštenje je poslato navedenim organizacijama i institucijama čiji predstavnici učestvuju na sastancima i u radu Odbora za zaštitu životne sredine i društvenih pitanja.
    - Pre organizovanja javnog uvida konfliktne karte buke su prosleđene opštinama u kojima se pokazalo da postoji povišen nivo buke vazduhoplova, a na osnovu rezultata konfliktnih karata buke. Tu spadaju sledeće opštine: Savski venac, Novi Beograd, Čukarica, Rakovica, Zemun, Stara pazova i opština Surčin. U obaveštenju je navedeno da obaveštenje o javnom uvidu, proslede i informišu javnost opštinama raspoloživim metodama informisanja.
- Objavljivanja obaveštenja na zvaničnim internet stranici i društvenim mrežama.

- Pre organizovanja javnog uvida, konfliktne karte buke su postavljene na zvanični sajt Belgrade Airport i na sledećoj adresi: https://beg.aero/cir/corporate/environment-and-social. Pored samih karata, javnosti je upućen poziv na javni uvid i mogućnost komentarisanja konfliktnih karata buke.

3. Period javnog uvida

Javni uvid je trajao 30 dana, od 18. 2. 2025. Do 20. 3. 2025. godine, a građani, stručna javnost i zainteresovane strane su imale mogućnost uvida u dokumentaciju na sledećim lokacijama:

- Web stranica BELGRADE AIRPORT: https://beg.aero/lat/corporate/environment-and-social
- BELGRADE AIRPORT, Aerodrom Beograd 47 (Modularni objekat prekoputa NIS pumpe), kancelarija broj 32, I sprat, svakog radnog dana u periodu od 13 do 14h

Sve zainterseovane strane pozvane su da daju svoje komentare, primedbe i sugestije na konfliktne karte buke, koje je bilo moguće dostaviti:

- Putem e-maila: konsultacije.buka@beg.aero
- Lično i u pisanoj formi na adresu: Aerodrom Nikola Tesla Beograd, BELGRADE AIRPORT d.o.o. Beograd, 11180 Beograd – Surčin, ulica Aerodrom Beograd broj 47, Srbija

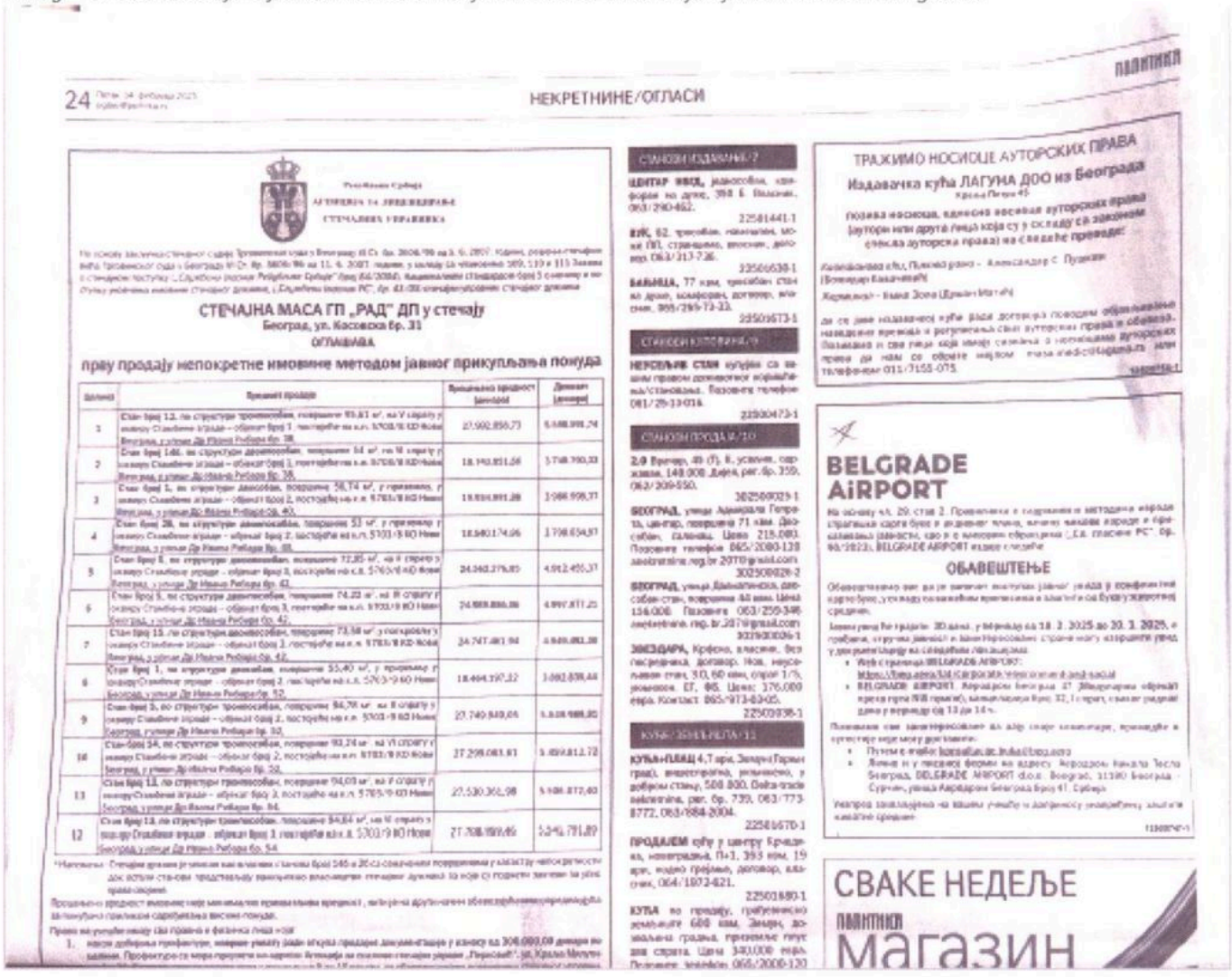
4. Zaključak i analiza povratnih Informacija

Tokom perioda javnog uvida nisu pristigle povratne informacije od zainteresovanih strana putem dostupnih kanala komunikacije. Takođe, nije iskazan interes za konfliktne karte buke na lokaciji Aerodroma Nikola Tesla.

5. Prilozi

- Prilog – 1: Obaveštenje o javnom uvidu u konfliktne karte buke objavljenom u dnevnom glasilu
- Prilog 2: Konfliktna karta buke za period dana – L_{day}
- Prilog 3: Konfliktna karta buke za period večeri – $L_{evening}$
- Prilog 4: Konfliktna karta buke za period noći – L_{night}

Prilog – 1: Obaveštenje o javnom uvidu u konfliktne karte buke objavljenom u dnevnom glasilu



24 НЕКРЕТНИНЕ/ОГЛАСИ ПОЛИТИКА

Република Србија
АГЕНЦИЈА ЗА ЛИЦЕНЦИРАЊЕ
СТЕЧАЈНИХ УПРАВНИКА

На основу правноснажног судског Трговинског суда у Београду III Су. бр. 2808/98 од 3. 9. 2007. године, решења стечајног већа Трговинског суда у Београду III Су. бр. 3808/98 од 11. 6. 2007. године, у складу са чланом 389, 119 и 115 Закона о стечајном поступку („Службени гласник Републике Србије" број 84/2004), Националним стандардом број 5 и одлуком о изменама и допунама решења о почетку стечајног поступка („Службени гласник РС", бр. 43/05 и измењеном стечајног дужника

СТЕЧАЈНА МАСА ГП „РАД" ДП у стечају
Београд, ул. Косовска бр. 31
ОГЛАШАВА

прву продају непокретне имовине методом јавног прикупљања понуда

Партија	Предмет продаје	Почетна продајна цена (динара)	Депозит (динара)
1	Стан број 12, по структури трособан, површине 93,81 м², на V спрату у склопу Стамбене зграде – објекат број 1, постојећи на к.п. 5703/8 КО Нови Београд, у улици Др Ивана Рибара бр. 38.	27.992.856,73	5.598.571,34
2	Стан број 146, по структури двособан, површине 54 м², на IX спрату у склопу Стамбене зграде – објекат број 1, постојећи на к.п. 5703/8 КО Нови Београд, у улици Др Ивана Рибара бр. 38.	18.143.851,56	3.628.770,33
3	Стан број 1, по структури двособан, површине 58,74 м², у приземљу, у склопу Стамбене зграде – објекат број 2, постојећи на к.п. 5703/8 КО Нови Београд, у улици Др Ивана Рибара бр. 40.	19.934.891,28	3.986.978,26
4	Стан број 28, по структури двособан, површине 53 м², у приземљу у склопу Стамбене зграде – објекат број 2, постојећи на к.п. 5703/8 КО Нови Београд, у улици Др Ивана Рибара бр. 38.	18.940.174,06	3.788.034,81
5	Стан број 8, по структури двособан, површине 72,85 м², на II спрату у склопу Стамбене зграде – објекат број 3, постојећи на к.п. 5703/9 КО Нови Београд, у улици Др Ивана Рибара бр. 42.	24.740.276,80	4.912.455,37
6	Стан број 3, по структури двособан, површине 74,23 м², на IV спрату у склопу Стамбене зграде – објекат број 3, постојећи на к.п. 5703/9 КО Нови Београд, у улици Др Ивана Рибара бр. 42.	24.988.886,86	4.997.877,37
7	Стан број 13, по структури двособан, површине 73,58 м², у поткровљу у склопу Стамбене зграде – објекат број 3, постојећи на к.п. 5703/9 КО Нови Београд, у улици Др Ивана Рибара бр. 42.	24.747.483,94	4.949.483,38
8	Стан број 1, по структури двособан, површине 55,40 м², у приземљу у склопу Стамбене зграде – објекат број 2, постојећи на к.п. 5703/9 КО Нови Београд, у улици Др Ивана Рибара бр. 52.	18.464.197,12	3.692.839,44
9	Стан број 5, по структури трособан, површине 84,76 м², на II спрату у склопу Стамбене зграде – објекат број 2, постојећи на к.п. 5703/9 КО Нови Београд, у улици Др Ивана Рибара бр. 52.	27.740.849,04	5.548.169,80
10	Стан број 14, по структури трособан, површине 93,24 м², на VI спрату у склопу Стамбене зграде – објекат број 2, постојећи на к.п. 5703/9 КО Нови Београд, у улици Др Ивана Рибара бр. 52.	27.298.083,81	5.459.612,72
13	Стан број 13, по структури трособан, површине 94,03 м², на V спрату у склопу Стамбене зграде – објекат број 3, постојећи на к.п. 5703/9 КО Нови Београд, у улици Др Ивана Рибара бр. 54.	27.530.361,98	5.506.072,40
12	Стан број 13, по структури трособан, површине 94,84 м², на VI спрату у склопу Стамбене зграде – објекат број 3, постојећи на к.п. 5703/9 КО Нови Београд, у улици Др Ивана Рибара бр. 54.	27.708.989,66	5.541.791,89

*Напомена: Стечајни дужник је уписан као власник стамбених број 146 и 28 со-сопственим површинама у укупном непокретности док остали ста-ови представљају јединствено власништво стечајног дужника. За које су издати земљи-ње уђе правоснажни.

Предмет продаје имовине није оптерећен правима трећих лица, што је утврђено другостепеним решењем Агенције за лиценцирање стечајних управника.

Право на учешће имају сва правна и физичка лица која:

1. најкасније до дана одржавања прве јавне усмене продаје депонују средства у износу од 300.000,00 динара на рачун. Депозит се враћа учесницима који нису понудили најповољнију цену, одмах по завршетку јавног надметања, а најповољнијем понуђачу биће урачунат у износ купопродајне цене.

СТАНОВИ ИЗДАВАЊЕ/7

ЦЕНТАР ИВИЋ, намештен, клима, форше на дуге, 390 €. Палилула, 063/290-462.
22581441-1

ВИЋ, 62, трособан, намештен, мокри ПВЦ, стражњело, француски, дворишно, 063/313-726.
22566638-1

БАЊИЦА, 77 кв.м, трособан стан на дуже, комфорни, договор, власник, 065/289-73-33.
22550167-1

СТАНОВИ КУПОВИНА/9

НЕКРЕТНИНЕ СТАН купујем са целим правом доживотног коришћења/становања. Позовите телефон 061/29-13-016.
22530473-1

СТАНОВИ ПРОДАЈА/10

2.0 Врачар, 49 (Г), II, усељив, сређен, 148.000. Дафа, рег.бр. 359, 062/309-550.
30250802/3-1

БЕОГРАД, улица Адмирала Гепратља, центар, површине 71 кв.м. Двособан, сређен. Цена 215.000. Позовите телефон 065/2080-128 nekretnine.reg.br.2070@gmail.com
30250802/2-2

БЕОГРАД, улица Дубровачког, двособан стан, површине 60 кв.м. Цена 156.000. Позовите 063/255-348 nekretnine.reg.br.2070@gmail.com
30250802/6-1

ЗВЕЗДАРА, Крфска, власник, без посредника, договор. Нов, неусељаван стан, 50, 60 кв.м, спрат 1/5, реновиран. ЕГ, ФБ. Цена: 176.000 евра. Контакт: 065/973-6345.
22560938-1

КУЋЕ/ЗЕМЉА/11

КУЋА+ПЛАЦ 4,7 ара, Западна Лапишница, вишегодишња, реновирана, у добром стању, 500.000. Дафа-трасе nekretnine, рег. бр. 739, 063/773-8772, 063/4884-2004.
22561670-1

ПРОДАЈЕМ кућу у центру Крнадела, новоградња, П+1, 393 кв.м, 19 ари, водоводна, грејање, договор, власник, 064/1872-621.
22503680-1

КУЋА во продају, грађевинско земљиште 600 кв.м, Земун, доминална градња, приватне улице, дворишта. Цена 340.000 евра. Позовите телефон 065/2000-120

ТРАЖИМО НОСИОЦЕ АУТОРСКИХ ПРАВА

Издавачка кућа ЛАГУНА ДОО из Београда
Краља Петра 45

позива носиоца, односно власника ауторских права (аутори или друга лица која су у складу са законом стекла ауторска права) на следеће преводе:

Жан-Кристоф Гранже, Пуковник умире – Александар С. Пушкин
(Александар Кавалировић)

Харлан Кобен – Нема Зоје (Дејан Матић)

да се дана назначеној кући јаве ради договора поводом обједињавања наведених превода и регулисања свих ауторских права и обавеза. Позивамо и сва лица која имају сазнања о постојању ауторских права да нам се обрате најкасније пет дана од дана објављивања овог огласа на e-mail: office@laguna.rs или телефоном: 011/3155-075.

BELGRADE AIRPORT

На основу чл. 29. став 2. Правилника о садржини методама израде стратешких карата буке и акционих планова, начину израде и одређивању агломерација, као и о начину обележавања („Сл. гласник РС", бр. 80/2023), BELGRADE AIRPORT издаје следеће

ОБАВЕШТЕЊЕ

Обавештавамо све који су заинтересовани за увид у конфликтне карте буке, да исти могу извршити у периоду од 18. 3. 2025. до 20. 3. 2025. године, радним данима у времену од 13 до 14 часова, у просторијама Одељења за заштиту животне средине.

Заинтересовани могу извршити увид и на Интернет страни на следећим локацијама:

- Веб страница BELGRADE AIRPORT:
- BELGRADE AIRPORT: Аеродром Београд 17 Децембра обилазни пут број 1, 11180 Београд – Сурчин, улица Аеродром Београд број 41, Србија

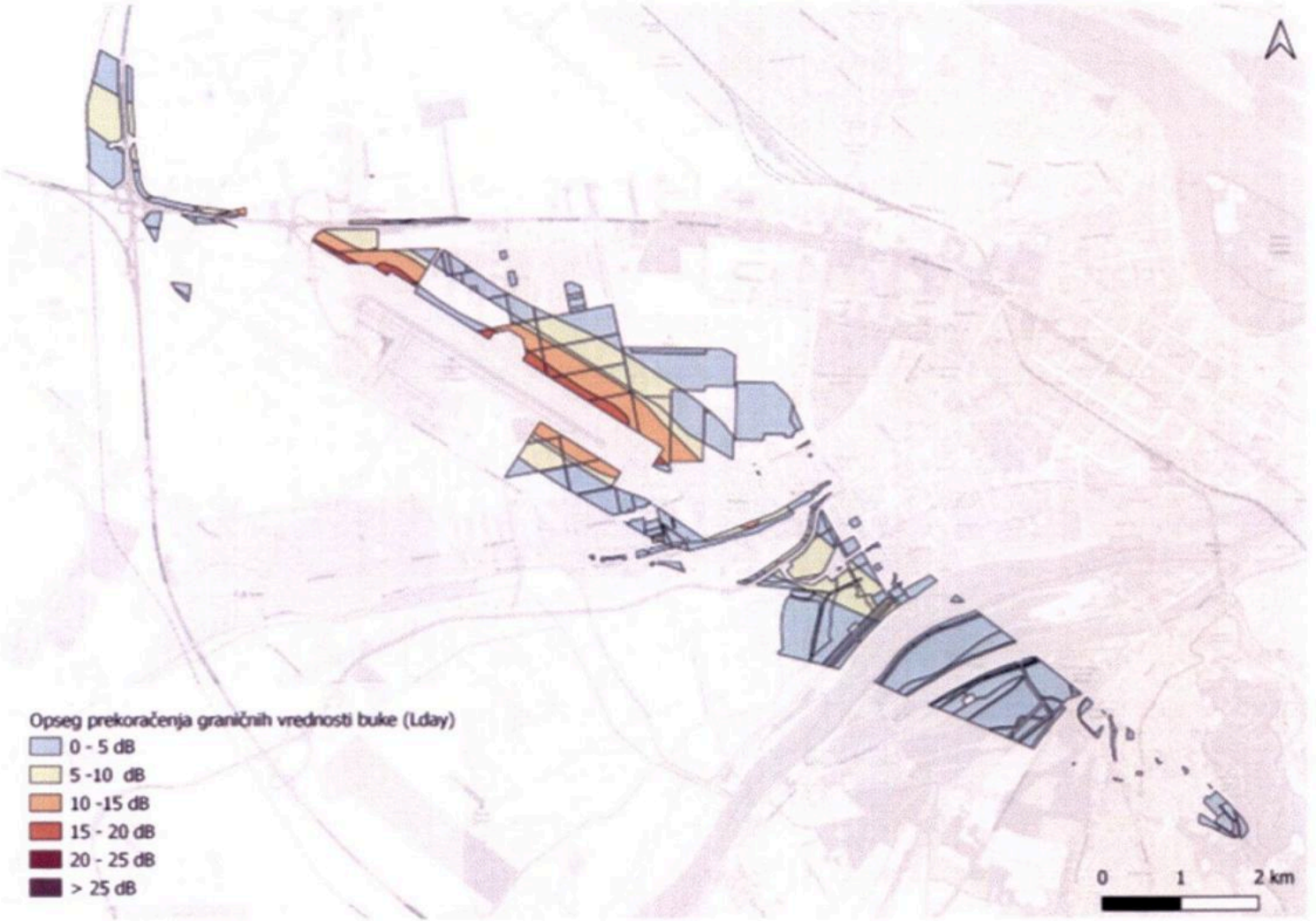
Примедбе, сугестије и мишљења на изложене студије и документацију могу се доставити:

- Путем е-мајла:
- Лично и у писаној форми на адрес: Аеродром Никола Тесла Београд, BELGRADE AIRPORT d.o.o. Београд, 11180 Београд – Сурчин, улица Аеродром Београд број 41, Србија

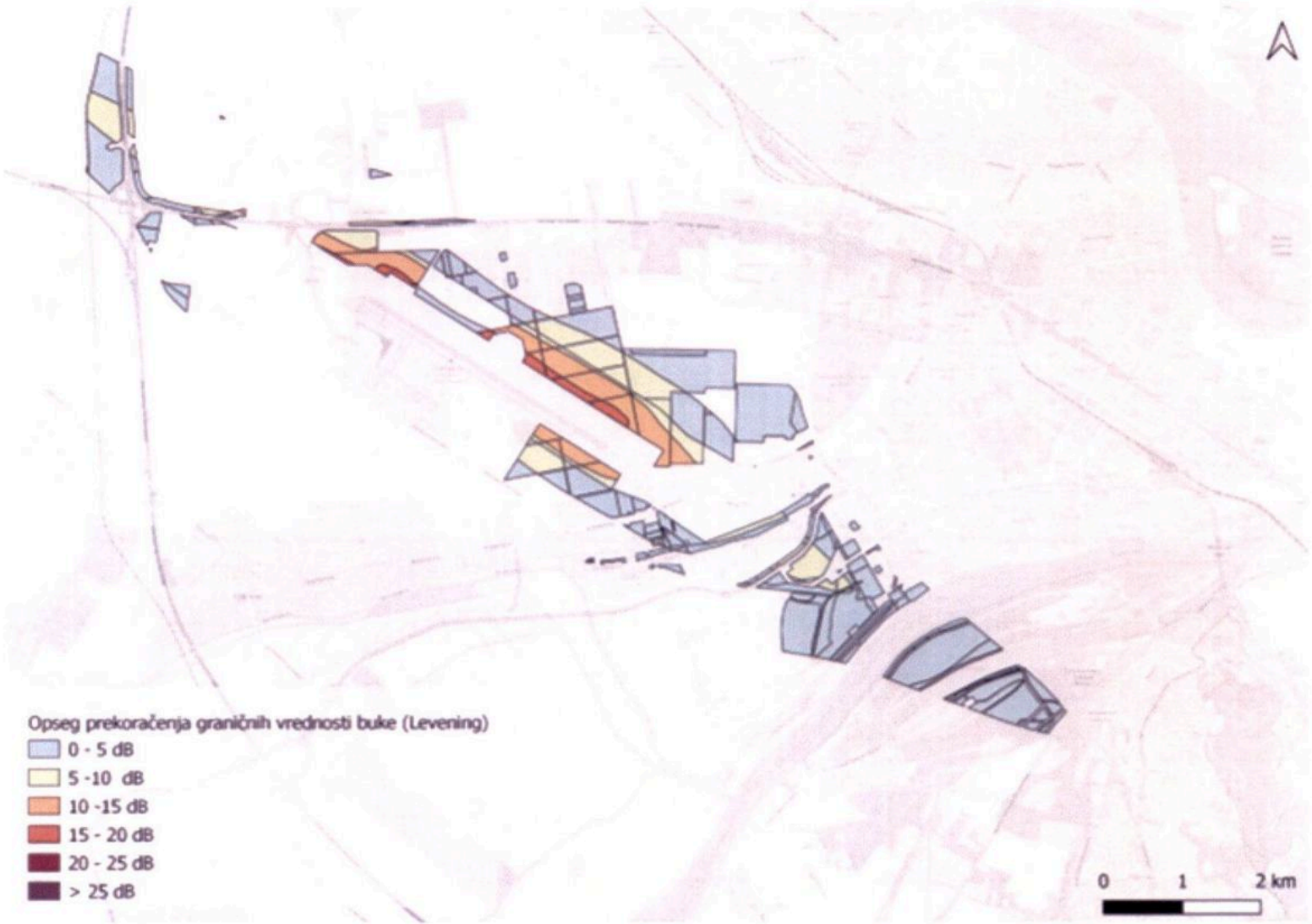
Увидом заинтересованих лица биће обезбеђено учешће јавности у поступку израде стратешке карте буке.

СВАКЕ НЕДЕЉЕ
ПОЛИТИКА
Магазин

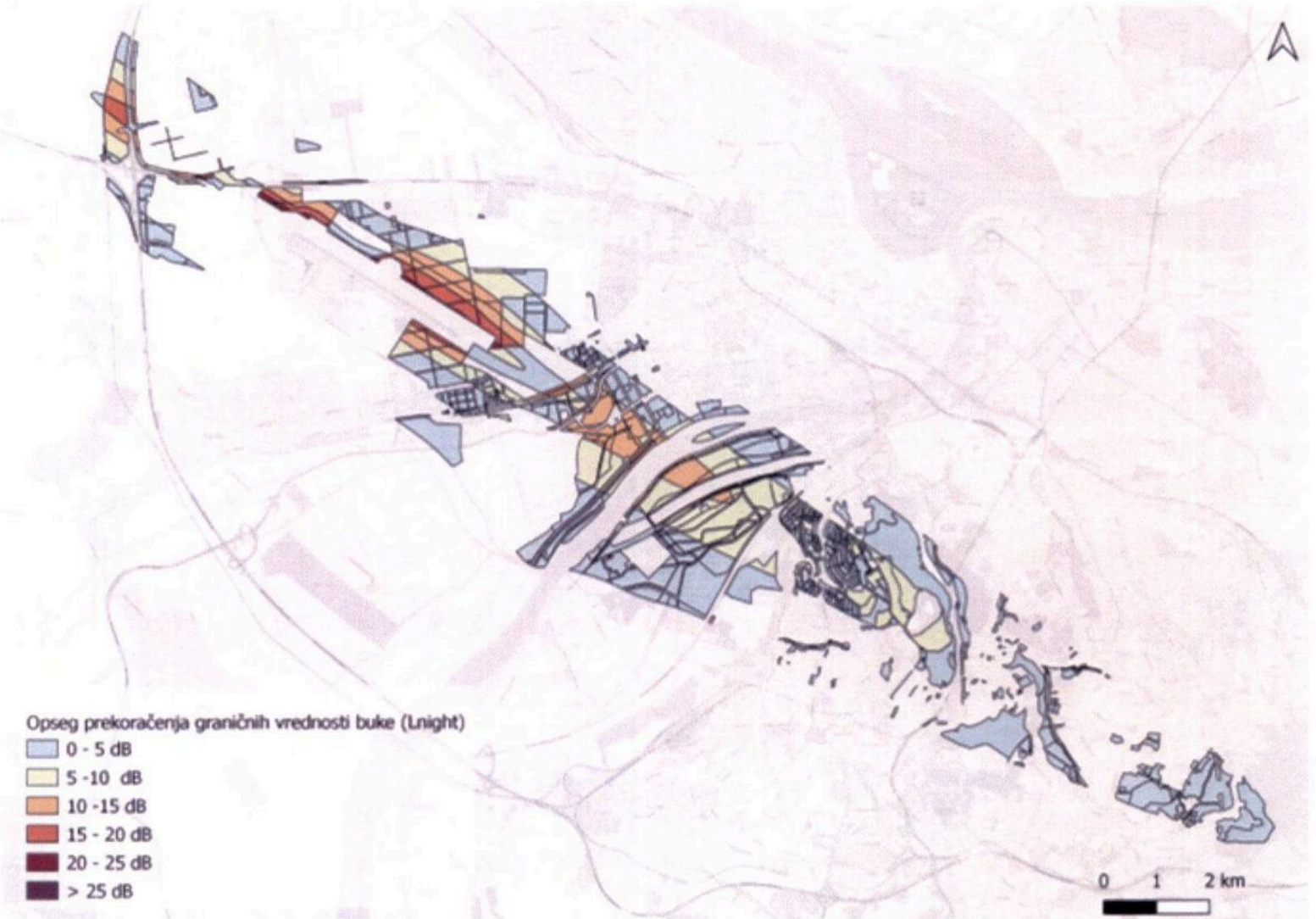
Prilog 2: Konfliktna karta buke za period dana – L_{day}



Prilog 3: Konfliktna karta buke za period večeri – $L_{evening}$



Prilog 4: Konfliktna karta buke za period noći – L_{night}



ANNEX 10 Report on the Performed Public Review and Public Presentation of the Action Plan

„BELGRADE AIRPORT" d.o.o. BEOGRAD
19 Br. 6D-1125/2025
12-05-2025 20 god.

ИЗВЕШТАЈ О ОБАВЉЕНОМ ЈАВНОМ УВИДУ И ЈАВНОЈ РАСПРАВИ О ПРЕДЛОГУ АКЦИОНОГ ПЛАНА ЗАШТИТЕ ОД БУКЕ У ЖИВОТНОЈ СРЕДИНИ 2025–2030 АЕРОДРОМ „НИКОЛА ТЕСЛА" БЕОГРАД

	Име и презиме/Name and surname	Датум/Date	Потпис/Signature
Аутор	Станко Костић	27.05.2025.	
Сагласан	Бојана Калановић	27.05.2025	
Сагласан	Татјана Јованчевић	27.05.2025	
Одобрио	Сенка Јеленковић	28.05.2025.	

Издање	1

САДРЖАЈ

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2. Обавештење и организација јавног увида 3
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Увод

У складу са чланом 29, Правилника о садржини и методама израде стратешке карте буке и акционог плана, начину њихове израде и приказивања јавности, као и о њиховим обрасцима *("Сл. гласник РС", бр. 90/2023)*, обвезници израде стратешке карте буке и акционог плана, међу којима је Belgrade Airport, обавезни су да спроведу јавну расправу и податке из стратешке карте буке и акционог плана представе јавности расположивим методама информисања на јасан, разумљив и сажет начин. Предлог акционог плана представљен је јавности на начин да обвезник израде и израђивач предлога акционог плана спроведе једну или више јавних расправа ради информисања јавности и могућности увида као и давања предлога и примедби на предлог акционог плана. Поступак јавног увида и јавне расправе спроведен је на начин описан у поглављима овог извештаја са циљем укључивања свих заинтересованих страна у развој акционог плана заштите од буке у животној средини.

С обзиром на значај буке ваздухоплова за здравље и квалитет живота, овај поступак је омогућио свим грађанима, организацијама и другим релевантним субјектима да изнесу своје коментаре, сугестије и примедбе на предлог акционог плана заштите од буке у животној средини.

1. Циљеви јавног увида и јавне расправе

Циљ јавног увида био је да:

- Обавести грађане о нивоима буке и подручјима са потенцијалним прекорачењима граничних вредности индикатора буке;
- Омогући грађанима да изнесу мишљења, предлоге и примедбе на предлог акционог плана заштите од буке у животној средини;
- Повећа ангажман грађана и других заинтересованих страна у процесу анализе и смањења буке;
- Омогући транспарентност процеса израде акционог плана;
- Прикупља повратне информације које ће се користити за евентуалне измене и унапређења акционог плана заштите од буке у животној средини.

Циљ јавне расправе јесте да се, у складу са принципима транспарентности, партиципативности и инклузивности, омогући стручној и општој јавности увид у Предлог акционог плана заштите од буке у животној средини, као и да се обезбеди могућност изношења коментара, сугестија и предлога. На тај начин доприноси се доношењу квалитетнијег и ефикаснијег плана, заснованог на реалним потребама и приоритетима заједнице, а у циљу унапређења квалитета животне средине и заштите здравља грађана.

2. Обавештење и организација јавног увида

Јавни увид организован је путем:

- Писаног обавештења за јавност у дневном гласилу објављеног 16. 4. 2025. (*Прилог – 1: Обавештење о јавном увиду у Предлог акционог плана заштите од буке у животној средини*)
- Електронске доставе обавештења свим релевантним институцијама и организацијама
    - Након израђеног Предлога акционог плана заштите од буке у животној средини приступило се поступку јавног увида. Предлог акционог плана и обавештење о јавном увиду прослеђене су релевантним инситутцијама и организацијама. У то спадају: Министарство грађевинарства, саобраћаја и инфраструктуре, Министарство финансија, Министарство заштите животне средине, АД Аеродрома Никола Тесла, Директорат цивилног ваздухопловства, Контрола летења Србије и Црне Горе - SMATSA, Air Serbia, Град Београд, општина Сурчин, општина Нови Београд. Обавештење је послато наведеним организацијама и институцијама чији

представници учествују на састанцима и у раду Одбора за заштиту животне средине и друштвених питања.

- У склопу организовања јавног увида Предлог акционог плана је прослеђен општинама у којима се показало да постоји повишен ниво буке ваздухоплова, а на основу резултата конфликтних карата буке. Ту спадају следеће општине: Савски венац, Нови Београд, Чукарица, Раковица, Земун, Стара пазова и општина Сурчин. Приликом информисања општина, наведено је да обавештење о јавном увиду, проследе и информишу јавност општинама расположивим методама информисања.

- Објављивања обавештења на званичној интернет страници:
  - Пре организовања јавног увида, Предлог акционог плана је постављен на званични сајт Belgrade Airport и на следећој адреси: https://beg.aero/cir/corporate/environment-and-social. Поред Предлога акционог плана заштите од буке у животној средини, јавности је упућен позив на јавни увид и могућност коментарисања Предлога акционог плана.

3. Период и поступак јавног увида

Јавни увид у Предлог акционог плана је трајао од 16. 4. 2025. до 16. 5. 2025. године, а грађани, стручна јавност и заинтересоване стране су могли извршити увид у документацију на следећим локацијама:

- Web страница BELGRADE AIRPORT: https://beg.aero/lat/corporate/environment-and-social
- BELGRADE AIRPORT, Аеродром Београд 47 (Модуларни објекат прекопута НИС пумпе), канцеларија број 32, I спрат, сваког радног дана у периоду од 13 до 14h

Све заинтересоване стране биле су позване да дају своје коментаре, примедбе и сугестије на Предлог акционог плана, које је било могуће доставити:

- Путем е-маила: konsultacije.buka@beg.aero
- Лично и у писаној форми на адресу: Аеродром Никола Тесла Београд, BELGRADE AIRPORT d.o.o. Београд, 11180 Београд – Сурчин, улица Аеродром Београд број 47, Србија

4. Поступак јавне расправе

Пре организовања јавне расправе, обавештење о јавној расправи прослеђени су релевантним институцијама, организацијама и становништву на идентичан начин као и обавештење о јавном увиду:

- Путем писаног обавештења за јавност у дневном гласилу објављеног 29. 4. 2025. (*Прилог – 2: Обавештење о јавној расправи у Предлогу акционог плана заштите од буке у животној средини*),
- Електронске доставе обавештења свим релевантним институцијама и организацијама и
- Објављивања обавештења на званичној интернет страници Belgrade Airport.

Јавна презентација и расправа организована је у просторијама општине Сурчин 8. 5. 2025. године са почетком у 13 часова. Јавна презентација је одржана од стране представника Саобраћајног факултета, Универзитета у Београду и Саобраћајног института ЦИП д.о.о. Јавна презентација и расправа трајала је до 14 и 30 часова. На јавној расправи је присуствовало 33 учесника, укључујући представнике Министарства за заштиту животне средине, Аеродрома Никола Тесла, Директората цивилног ваздухопловства, локалне основне школе, као и представнике Општине Сурчин (Одељење опште управе, Одељење за друштвене делатности, помоћник председника општине и даваоци средстава), Дома Здравља Сурчин, локалне становнике, као и представнике локалних медија. Записник са јавне расправе и списак учесника дат је у *Прилогу – 3: Записник са јавне расправе у Предлогу акционог плана заштите од буке у животној средини са списком учесника јавне расправе у Предлогу акционог плана заштите од буке у животној средини.*

5. Закључак и анализа повратних информација

Током периода јавног увида и јавне расправе пристигле су повратне информације од заинтересованих страна путем доступних и горе описаних канала комуникације. Извршена је анализа свих добијених примедби, сугестија и коментара на које су дати адекватни одговори. Све примедбе, предлоге и сугестије добијене од стране заинтересованих страна као и одговори на исте излистани су у *Прилогу – 4: Примедбе, предлози, сугестије и коментари прикупљени током јавног увида и јавне расправе у Предлог акционог плана заштите од буке у животној средини*.

6. Прилози

- Прилог – 1: Обавештење о јавном увиду у Предлог акционог плана заштите од буке у животној средини 2025–2030, Аеродром „Никола Тесла“ Београд, објављеном у дневном гласилу
- Прилог – 2: Обавештење о јавној расправи о предлогу акционог плана заштите од буке у животној средини 2025–2030, Аеродром „Никола Тесла“ Београд
- Прилог – 3: Записник са јавној расправи о предлогу акционог плана заштите од буке у животној средини 2025–2030, Аеродром „Никола Тесла“ Београд са списком учесника јавне расправе
- Прилог – 4: Примедбе, предлози, сугестије и коментари прикупљени током јавног увида и јавне расправе о предлогу акционог плана заштите од буке у животној средини 2025–2030, Аеродром „Никола Тесла“ Београд са одговорима

Прилог – 1: Обавештење о јавном увиду у Предлог акционог плана заштите од буке у животној средини 2025–2030, Аеродром „Никола Тесла“ Београд, објављеном у дневном гласилу

На основу члана 10. став 7. Закона о процени утицаја на животну средину („Сл. гласник РС", бр. 135/04 и 36/09) Служба за привреду и инспекцијске послове Општинске управе општине Гаџин Хан – надлежни орган за заштиту животне средине, објављује

ОБАВЕШТЕЊЕ

Надлежни орган обавештава јавност да за Пројекат базне станице на локацији „NI214 NIL214 NIO214 NIJ214 Gornji Barbeš (CT)" у Горњем Барбешу општина Гаџин Хан, на катастарској парцели број 2972 КО Горњи Барбеш, на територији општине Гаџин Хан, носиоца пројекта „Телеком Србија" а.д. Београд, Таковска 2, није потребна израда Студије о процени утицаја на животну средину, о чему је донео одговарајуће решење.

С обзиром на карактеристике пројекта, утврђене су мере заштите животне средине.

У току јавног увида није било писмених нити усмених примедби заинтересованих органа, организација и јавности на наведени пројекат.

Увид у донето решење може се извршити у просторијама надлежног органа Општинске управе општине Гаџин Хан, Милоша Обилића 42, у канцеларији број 13, током 15 дана почев од дана објављивања у времену од 10 до 14 часова.

Против решења из става 1. овог обавештења заинтересована јавност може изјавити жалбу Министарству заштите животне средине Републике Србије, у року од 15 дана од дана објављивања овог обавештења.

Начелник општинске управе
Александар Рајићеловић

12501857-1

BELGRADE AIRPORT

На основу Правилника о садржини и методама израде стратешке карте буке и акционог плана, начину њихове израде и приказивања јавности, као и о њиховим обрасцима (*„Сл. гласник РС", бр. 90/2023*), BELGRADE AIRPORT издаје следеће

ОБАВЕШТЕЊЕ

Обавештавамо вас да је започет поступак јавног увида у Предлог акционог плана заштите од буке у животној средини, у складу са важећим прописима о заштити од буке у животној средини.

Јавни увид ће трајати 30 дана, у периоду од 16. 4. 2025. до 16. 5. 2025, а грађани, стручна јавност и заинтересоване стране могу извршити увид у документацију на следећим локацијама:

- Web страница BELGRADE AIRPORT: https://beg.aero/lat/corporate/environment-and-social
- BELGRADE AIRPORT, Аеродром Београд 47 (Модуларни објекат преко пута NIS пумпе), канцеларија број 32, I спрат, сваког радног дана у периоду од 13 до 14 ч.

Позивамо све заинтересоване да дају своје коментаре, примедбе и сугестије, које могу доставити:

- Путем e-maila: konsultacije.buka@beg.aero
- Лично и у писаној форми на адресу: Аеродром Никола Тесла Београд, BELGRADE AIRPORT d.o.o. Beograd, 11180 Београд – Сурчин, Улица Аеродром Београд број 47, Србија

Унапред захваљујемо на вашем учешћу и доприносу унапређењу заштите животне средине.

12501847-1

Прилог – 2: Обавештење о јавној расправи о предлогу акционог плана заштите од буке у животној средини 2025–2030, Аеродром „Никола Тесла“ Београд



ПОЛИТИКА ОГЛАСИ/ЧИТУЉЕ 23

ПОЗИВ ЗА НАСЛЕДНИКЕ АУТОРСКОГ ПРАВА

ОПШТИНСКА УПРАВА ОПШТИНЕ КУПРИЈА
ОДЕЉЕЊЕ ЗА УРБАНИЗАМ, ИМОВИНСКО ПРАВНЕ ПОСЛОВЕ И ЗАШТИТУ ЖИВОТНЕ СРЕДИНЕ
ОБАВЕШТАВА ЈАВНОСТ
о донесеном решењу о одлучивању о потреби израде Студије о процени утицаја на животну средину

Република Србија
МИНИСТАРСТВО ЗАШТИТЕ ЖИВОТНЕ СРЕДИНЕ
ОБАВЕШТЕЊЕ

BELGRADE AIRPORT
ОБАВЕШТЕЊЕ

ЈКП „ПОГРЕБНЕ УСЛУГЕ“
Рузвелтова 50
Дежурни центар од 00-24 часа
тел: 011/2071-333, 011/2071-377 и 064/ 855 -4096
Позивамо
обезбеђења Вам КОМПЛЕТНЕ ОРГАНИЗАЦИЈЕ
сахране кремације,
За чега од вечерас користимо надокнаду трошкова Фонда ПИО ОДМАХ!

ПОШТОВАНИ ЧИТАОЦИ
Обавештавамо вас да изјаве захвалности, поменe и читуље које желите да буду објављени у дневном листу „Политика“ можете да предате у једној од 86 пошта ЈП „Пошта Србије“
СПИСАК МЕСТА ГДЕ У ПОШТАМА МОЖЕТЕ ПРЕДАТИ ИЗЈАВЕ ЗАХВАЛНОСТИ, ПОМЕНЕ И ЧИТУЉЕ
Београд, Калуђерица, Борча, Гроцка, Сремчица, Младеновац (Варош), Сопот, Обреновац, Лазаревац, Бор, Чачак, Ивањица, Горњи Милановац, Заградна, Свилајнац, Деспотовац, Рипрља, Параћин, Рековац, Кикинда, Крагујевац, Аранђеловац, Тополa, Краљево, Врњачка Бања, Нови Пазар, Рашка, Крушевац, Лесковац, Ниш, Нови Сад, Бечеј, Бачка Паланка, Врбас, Пančево, Вршац, Пирот, Пожаревац, Костолац, Петровац (на Млави), Прокупље, Блаце, Куршумлија, Смедерево, Смед. Паланка, Велика Плана, Сомбор, Апатин, Сремска Митровица, Стара Пазова, Инђија, Суботица, Бачка Топола, Сента, Шабац, Лозница, Ужице, Пожега, Ариље, Пријепоље, Нова Варош, Прибој, Ваљево, Врање, Зајечар, Неготин, Земун, Сурдан, Алтина, Зрењанин, Косовска Митровица.
Списак свих пошта у којима можете предати изјаве захвалности, поменe и читуље налази се на интернет страници www.posta.rs
ПОЛИТИКА ПОШТА

Поштовани читаоци!
Имате нову могућност да на сајту
www.citulje.politika.rs
за једнократан износ, у неколико корака,
предате читуљу,
поменe или изјаву захвалности
које ће бити објављени
у дневном листу Политика

ОБАВЕШТЕЊА

МАЛИ ОГЛАСИ
СТАНОВИ ИЗДАВАЊЕ/7
ИЗДАЈЕМ двособан стан, 50 м², Блок 72, НБГД, код „Лидла“, ЦГ, клима, ИТ, намештен, на дуже, 600 €. Власник, 063/249-606.
22504203-1
КОЛЕКЦИОНАРСТВО/33
АРТЕ ГАЛЕРИЈА врши откуп

ЦЕНОВНИК ЧИТУЉА И ПОМЕНА
ПОЛИТИКА

44 x 41,5 мм до 30 речи без фотографије	1.500
44 x 67 мм до 20 речи са и без фотографије	2 900
44 x 83 мм до 45 речи са и без фотографије	3 500
92 x 67 мм	7 800
44 x 124,5 мм	10 000
44 x 166 мм	14 000
92 x 83 мм	14 000
92 x 124,5 мм	21 000
141 x 124,5 мм	31 000

Цене су са ПДВ-ом и важе за читуље са и без фотографије
Београдско издање 10%
ИНФО ТЕЛЕФОНИ
011/330 1554, 011/330 1555

ГОРДАНИ СЕЛАКОВИЋ-ХУМАР
проф. клавира
1935 - 2025.

БРКИ

ДР ВЕЉКО БАРБАРОС

ВЕЉКО

Прилог – 3: Записник са јавној расправи о предлогу акционог плана заштите од буке у животној средини 2025–2030, Аеродром „Никола Тесла“ Београд са списком учесника јавне расправе

ЗАПИСНИК СА ЈАВНЕ РАСПРАВЕ О ПРЕДЛОГУ АКЦИОНОГ ПЛАНА ЗАШТИТЕ ОД БУКЕ У ЖИВОТНОЈ СРЕДИНИ

ЗАПИСНИК СА ЈАВНЕ ПРЕЗЕНТАЦИЈЕ АКЦИОНОГ ПЛАНА ОДРЖАНЕ 08.05.2025. ГОДИНЕ У БЕОГРАДУ, САЛОН ЗА САСТАНКЕ ГРАДСКЕ ОПШТИНЕ СУРЧИН, ВОЈВОЂАНСКА 79

ПРЕДСТАВНИК	ОРГАНИЗАЦИЈА / ПОЗИЦИЈА ПРЕДСТАВНИКА
Александра Имширагић Ђурић	МИНИСТАРСТВО ЗАШТИТЕ ЖИВОТНЕ СРЕДИНЕ, Помоћница министарке заштите животне средине
Слађана Брђић	МИНИСТАРСТВО ЗАШТИТЕ ЖИВОТНЕ СРЕДИНЕ, Шеф одсека за заштиту од буке, вибрација и нејонизујућих зрачења
Миљан Шишовић	Директор ЈКП Сурчин и Председавајући Саветодавног одбор за заштиту животне средине и друштвена питања
Марина Чауш	Извршни директор ЈКП "Сурчин"
Марко Берак	Директор Дома здравља "Сурчин"
Милан Луковић	Директор ОШ "22 Октобар"
Јелена Милосављевић	Већник ГО Чукарица
Маја Бјелобрк	Директорат цивилног ваздухопловства
Сања Марковић	Директорат цивилног ваздухопловства
Милица Сударр	АД АЕРОДРОМ НИКОЛА ТЕСЛА Представник Даваоца концесије
Верица Јакшић	Одељење за ЛЕР ГО Сурчин
Тања Аћимовић	Одељење за ЛЕР ГО Сурчин
Јован Матић	УЉР Општа управа
Срђан Гагић	Члан већа ГО Сурчин
Стефан Вуковић	Одељење за Општу управу
Рајка Матовић	Пом. председника Општине Сурчин
Петар Живковић	Члан већа ГО Сурчин
Александар Ђорђевић	Туристичка организација Општине Сурчин
Ирена Мируига	Туристичка организација Општине Сурчин
Тијана Лазаревић	Одељење за друштвене делатности
Драгана Елек	Грађанин
Милутин Цимеша	Грађанин
Сара Шкапина	Грађанин
Немања Цветковић	Грађанин
Александар Тодоровић	Грађанин
Стеван Јоветић	Грађанин
Тијана Поповић	Грађанин
Татјана Јованчевић	BELGRADE AIRPORT, д.о.о (БА) Директор Одрживог развоја
Бојана Калановић	BELGRADE AIRPORT, д.о.о (БА) Менаџер заштите животне средине

Станко Костић	BELGRADE AIRPORT, д.о.о (БА) Координатор заштите животне средине
Никола Савовић	BELGRADE AIRPORT, д.о.о (БА) Специјалиста за друштвено одговорне политике
Александар Гајицки	Саобраћајни институт ЦИП
Емир Ганић	Универзитет у Београду - Саобраћајни факултет

Бр.	ТЕМЕ И ГЛАВНИ ЗАКЉУЧЦИ	Одговоран:
01	➢ **Презентација нацрта Акционог плана заштите од буке у животној средини** Виши научни сарадник Емир Ганић, је испред Конзорцијума Саобраћајног института "ЦИП" и Универзитета у Београду - Саобраћајног факултета поздравио присутне у сали Општине Сурчин, представио свог колегу Александра Гајицког и себе, и отворио презентацију на тему представљања документа "Предлог нацрта акционог плана заштите од буке у животној средини" (у даљем тексту: Акциони план) Аеродрома Никола Тесла Београд. Током презентације, представљене су следеће целине: • **Циљеви, обухват и правни основ** Акционог плана, укључујући националну и европску регулативу и податке о надлежним органима за израду и примену мера акционог плана; • **Резултати стратешке карте буке**, укључујући индикаторе Lden и Lnight, као и процене изложености становништва; • **Идентификација проблема** и ситуације коју треба побољшати на основу конфликтних карата буке и процена броја становника изложених изнад граничних вредности; • **Предложене мере за смањење буке**, груписане по ICAO „уравнотеженом приступу“ (смањење буке на извору, оперативне процедуре, оперативна ограничења, зонирање околине аеродрома), као и додатна група мера која се у пракси примењује на свим аеродомима, а то је комуникација са заинтересованим странама; • **Процена очекиваних ефеката предложених мера**, са акцентом на мере током ноћног периода и проценом броја становника на које ће позитивно утицати акциони план; • **Дугорочна стратегија заштите од буке** у три фазе; • **Резултати јавног увида** у конфликтне карте буке и актуелни процес јавног увида у Акциони план. • **Извори финансирања,** узимајући у обзир и оцену ефикасности и очекиване користи у односу на трошкове. • **Начин вредновања акционог плана у погледу примене и резултата**, укључујући индикаторе праћења примене мера и остварених резултата;	Конзорцијум Саобраћајног института "ЦИП" и Универзитета у Београду - Саобраћајног факултета
02	➢ **Дискусија** По завршетку презентације позвани су сви присутни да изнесу своје коментаре или поставе питања представницима Конзорцијума и представницима *BELGRADE AIRPORT* доо, међутим питања није било.	БА/Конзорцијум

Бр.	ТЕМЕ И ГЛАВНИ ЗАКЉУЧЦИ	Одговоран:
	У закључку јавне расправе Станко Костић, Координатор заштите животне средине на *BELGRADE AIRPORT* доо, подсетио је још једном све присутне да се документ нацрта Акционог плана заштите од буке у животној средини налази на званичној интернет страници, као и да је рок за достављање коментара, питања и примедби до 16.5.2025. године.	

Прилог – 4: Примедбе, предлози, сугестије и коментари прикупљени током јавног увида и јавне расправе о предлогу акционог плана заштите од буке у животној средини 2025–2030, Аеродром „Никола Тесла“ Београд са одговорима

Редни број	Датум, начин доставе и подносилац коментара / примедбе / сугестије	Позиција коментара/ примедбе / сугестије	Оригинални текст	Коментар	Статус коментара / примедбе / сугестије
1.	12. 5. 2025., електронском поштом, КОНТРОЛА ЛЕТЕЊА СРБИЈЕ И ЦРНЕ ГОРЕ SMATSA ДОО БЕОГРАД, Трг Николе Пашића 10, 11000 Београд, Србија	Параграф 2, страна 35	Предложене мере предвиђају примену CDA и low power/low drag техника при слетању, праћење релевантних параметара и израда студија за даље прилагођавање поступака у смеру смањења броја становника који су угрожени буком, као и да већ планирана рационализација путања узме у обзир изложеност околине аеродрома буци	У документу се 7 (седам) пута наводи CDA (Continuos Decent Approach). Адекватна скраћеница би требало да буде CDO (Continuos Decent Operations) за слетања (ICAO doc.9931)	**Примедба се прихвата.** Извршена корекција техничке грешке. Уместо скраћенице CDA у документу је наведена адекватна скраћеница CDO.
2.	12. 5. 2025., електронском поштом, КОНТРОЛА ЛЕТЕЊА СРБИЈЕ И ЦРНЕ ГОРЕ SMATSA ДОО БЕОГРАД, Трг Николе Пашића 10, 11000 Београд, Србија	Табела на страни 35, ред 3 (*Субјекти укључени у спровођење* за меру *Примена поступка континуалног понирања (Continuous Descent Approach – CDA) за млазне ваздухоплове у слетању*)	**ДЦВ**, авиокомпаније	Додати SMATSA	**Примедба се прихвата.** Измењен је текст у складу са примедбом који сада гласи: ДЦВ, SMATSA, авиокомпаније.
3.	12. 5. 2025., електронском поштом, КОНТРОЛА ЛЕТЕЊА	Табела на страни 35, ред 4 (*Субјекти*	**ДЦВ**, SMATSA, авиокомпаније	Обрисати SMATSA. Поступак ниске снаге и ниског отпора примењује, уколико је могуће, посада ваздухоплова. SMATSA	**Примедба се прихвата.**

Редни број	Датум, начин доставе и подносилац коментара / примедбе / сугестије	Позиција коментара/ примедбе / сугестије	Оригинални текст	Коментар	Статус коментара / примедбе / сугестије
	СРБИЈЕ И ЦРНЕ ГОРЕ SMATSA ДОО БЕОГРАД, Трг Николе Пашића 10, 11000 Београд, Србија	*укључени у спровођење* за меру *Примена поступка ниске снаге и ниског отпора (low power/low drag) за млазне ваздухоплове у слетању*)		на ово може да утиче само посредно и то омогућавањем CDO као што и дефиниција CDO предвиђа. " enabled by airspace design, procedure design and facilitated by ATC, in which an arriving aircraft descends continuously, to the greatest possible extent, by employing minimum engine thrust, ideally in a low drag configuration, prior to the final approach fix/final approach point (FAF/FAP)."	Измењен је текст у складу са примедбом који сада гласи: ДЦВ, авиокомпаније
4.	12. 5. 2025., електронском поштом, КОНТРОЛА ЛЕТЕЊА СРБИЈЕ И ЦРНЕ ГОРЕ SMATSA ДОО БЕОГРАД, Трг Николе Пашића 10, 11000 Београд, Србија	Табела на страни 35, ред 7 (*Субјекти укључени у спровођење* за меру *Израда анализа изложености буци за потребе измене/ прилагођавања путања/ поступака*)	**SMATSA**	SMATSA не ради анализе изложености буци. SMATSA може да изради анализу могућности измена/прилагођавања путања/ поступака у односу на задате параметре нпр. ВА изради анализу изложености буци и достави SMATSA карту са локацијама где ваздухоплови не би требало да пролазе или би требало да лете на већим висинама, а SMATSA анализира могућности прилагођавања	**Примедба се делимично прихвата.** Као носилац мере дефинише се Belgrade Airport. Оставља се SMATSA која ће обавештавати ВА о анализи могућности измена/прилагођавања путања/ поступака у односу на задате параметре путања. Измењен текст у: **ВА**, SMATSA
5.	15. 5. 2025, писаним путем, допис заведен у Директорату под бројем: 4/4-11-	Целокупан текст Акционог плана	-	На основу стручне анализе презентације и предлога Акционог плана заштите од буке у животној средини, а у оквиру доприноса јавној расправи одржаној 08. маја 2025. године, става	**Коментари се прихватају.**

Редни број	Датум, начин доставе и подносилац коментара / примедбе / сугестије	Позиција коментара/ примедбе / сугестије	Оригинални текст	Коментар	Статус коментара / примедбе / сугестије
	0017/2025-0002 и код Belgrade Airport: 19 GD-942/2025, Директорат цивилног ваздухопловства Републике Србије Скадарска 23, 11000 Београд, Србија			смо да у потпуности подржавамо иницијативу за регулисањем активности везаних за заштиту од буке у животној средини. Напомињемо да је правни оквир управљања буком ваздухоплова за Директорат цивилног ваздухопловства дефинисан тренутно искључиво Законом о ваздушном саобраћају, чланом 203, којим се одређује да „ако је на аеродрому утврђен ниво буке изнад прописане граничне вредности, Директорат може да донесе одлуку о оперативним ограничењима која се односе на буку на аеродромима". Морамо да нагласимо да међународни акти који се спомињу у презентацији, а дефинишу будуће обавезе ДЦВ-а, нису усвојени и имплементирани у наш правни систем и тиме нису ни обавезујући за ДЦВ, те стога активности предложене у Акционом плану нису спроводиве као обавеза Директората за сада. Ипак, овом приликом наглашавамо да у потпуности подржавамо сваку иницијативу за покретање поступка усвајања датих међународних прописа у наш законодавни систем. Директорат цивилног ваздухопловства је посвећен и чврсто опредељен ка примени свих мера и поступака заштите од буке у животној средини које су дефинисане законском и подзаконском регулативом као и координираним активностима усвајања	Током израде Предлога акционог плана за заштиту од буке у животној средини Belgrade Airport је активно сарађивао са Директоратом цивилног ваздухопловства (ДЦВ), како у фази припреме документа тако и у процесу дефинисања и предлагања мера. ДЦВ подржава иницијативу али у овом тренутку регулаторни оквир који уређује ову област није спреман за транспоновање међународне регулативе у домаће законодавство. У члану 203 Закона о ваздушном саобраћају ("Сл.гласник РС", бр. 73/2010, 57/2011, 93/2012, 45/2015, 66/2015 - dr. zakon, 83/2018, 9/2020,

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				међународне регулативе и у том смислу смо спремни на даљу сарадњу по овом питању.	62/2023 i 19/2025 наведено је да “Ако је на аеродрому утврђен ниво буке изнад прописане граничне вредности, Директорат може да донесе одлуку о оперативним ограничењима која се односе на буку на аеродромима. Услове за доношење одлуке о оперативним ограничењима која се односе на заштиту од буке на аеродромима ближе прописује Влада на предлог министра надлежног за послове саобраћаја, уз позитивно мишљење министра надлежног за послове заштите животне средине.” Узимајући у обзир наведене околности, а имајући у виду да су одређене мере првобитно биле

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					предложене као обавезе ДЦВ-а, текст Акционог плана је ревидиран. Субјекти за спровођење мера су преформулисани тако да ће Belgrade Airport, у оквиру спровођења овог плана, наставити да активно предлаже ДЦВ-у као и надлежним Министарствима поступке у складу са регулативом и добром праксом, уз очекивање да се та сарадња настави у духу узајамног разумевања и унапређења заштите животне средине.
6.	16. 5. 2025., електронском поштом, Belgrade Airport d.o.o., Аеродром Београд 47, 11180 Сурчин, Београд, Србија	Секција 3.3. Табела 2.2-1, 3.3-1 и 3.3-6	-	У секцији 3.3. недостаје дискусија резултата приказаних у табелама 2.2-1, 3.3-1 и 3.3-6. Потребно је додати кратку дискусију приказаних резултата у контексту наглашавања размере проблема и ситуације коју треба побољшати.	**Примедба се прихвата.** Додат је текст који описује дискусију приказаних резултата у контексту наглашавања размере проблема и ситуације коју треба побољшати.

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7.	16. 5. 2025. електронском поштом, Belgrade Airport d.o.o., Аеродром Београд 47, 11180 Сурчин, Београд, Србија	Поглавље 4.4 Учествовање у планирању коришћења простора у околини аеродрома	Тренутно не постоје мере које се примењују на подручју околине аеродрома, а које би се могле подвести под ову категорију План детаљне регулације препознао је буку као један од проблема који треба превентивно решавати, с тим да План обухвата само непосредну зону око аеродрома која је доста мања од могућег негативног утицаја буке ваздухоплова.	У делу 4.4 у другом параграфу стоји „Тренутно не постоје мере које се примењују на подручју околине аеродрома, а које би се могле подвести под ову категорију“ што није у складу са изјавом датом у трећем параграфу „План детаљне регулације препознао је буку као један од проблема који треба превентивно решавати, с тим да План обухвата само непосредну зону око аеродрома која је доста мања од могућег негативног утицаја буке ваздухоплова.“ Уколико постоје неки кораци који су предузети, без обзира што претходно нису формализовани као мера, треба да буду препознати као такви. У складу са тим ажурирати и статус акривности у оквиру групе мера „Учествовање у планирању коришћења простора у околини аеродрома“.	**Примедба се прихвата.** Текст је измењен у складу са примедбом и ажуриран је статус активности у оквиру ове групе мера.
8.	16. 5. 2025. електронском поштом, Belgrade Airport d.o.o., Аеродром Београд 47, 11180 Сурчин, Београд, Србија	Поглавље 4.5 Комуникација са заинтересованим странама	-	У делу 4.5 није јасно описано да ли ће се јавност обавештавати о напретку у спровођењу мера за смањење буке, и на који начин. Потребно је то додатно прецизирати у тексту акционог плана.	**Примедба се прихвата.** Текст је измењен у складу са примедбом и описано је да ће информације о активностима, предузетим мерама и постигнутом напретку бити редовно објављиване на званичном веб-сајту Аеродрома „Никола Тесла“ Београд. Такође, биће

Редни број	Датум, начин доставе и подносилац коментара / примедбе / сугестије	Позиција коментара/ примедбе / сугестије	Оригинални текст	Коментар	Статус коментара / примедбе / сугестије
					припремани периодични извештаји, доступни за преузимање у електронском формату.
9.	16. 5. 2025., електронском поштом, Belgrade Airport d.o.o., Аеродром Београд 47, 11180 Сурчин, Београд, Србија	Поглавље 4.6. Број становника на које ће позитивно утицати акциони план (који ће доживети смањење буке)	-	У делу 4.6. треба јасније објаснити шта тачно представља 103.100 становника за које се очекује корист од примене преферентне путање полетања са десним заокретом ка југоистоку са RWY12 током ноћног периода (22–06). Такође, било би пожељно приказати како ће предложене мере утицати на смањење броја људи код којих постоји високи ризик да им буде угрожен сан буком ваздушног саобраћаја (током периода ноћи) и упоредити са резултатима анализе ремећења сна становништва.	**Примедба се прихвата.** Текст је измењен у складу са примедбом. Објашњено је јасније како је добијен број становника на које ће позитивно утицати акциони план и приказано је како ће предложене мере утицати на смањење броја људи код којих постоји висок ризик да им буде угрожен сан буком ваздушног саобраћаја.
10.	19. 5. 2025., електронском поштом, Министарство заштите животне средине, Одсек за заштиту од буке, вибрација и нејонизујућих зрачења	Поглавље 4.3 Табела 4.3-1	Дефинисати и пратити граничне вредности за дозвољене нивое буке по свакој НТК мониторинг станици за најчешће и најбучније типове ваздухоплова.	Нејасна је формулација на 3. страни предлога Акционог плана: „Дефинисати и пратити граничне вредности за дозвољене нивое буке по свакој НТК мониторинг станици за најчешће и најбучније типове ваздухоплова“.	**Примедба се прихвата.** У тексту је извршена преформулација како би став био јаснији. У овом контексту, не ради се о законски прописаним граничним

Редни број	Датум, начин доставе и подносилац коментара / примедбе / сугестије	Позиција коментара/ примедбе / сугестије	Оригинални текст	Коментар	Статус коментара / примедбе / сугестије
	Сектор за управљање животном средином Омладинских бригада 1 - 11070 Нови Београд				вредностима, већ о интерним референтним вредностима буке за поједине типове ваздухоплова, које се дефинишу и прате на основу измерених података на НТК мониторинг станицама.
11.	19. 5. 2025., електронском поштом, Министарство заштите животне средине, Одсек за заштиту од буке, вибрација и нејонизујућих зрачења Сектор за управљање животном средином Омладинских бригада 1 - 11070 Нови Београд	Поглављe 4.5 Табела 4.4-1	-	**Мониторинг буке у животној средини, треба да буде једна од мера** у Ационом плану заштите од буке у животној средини, с обзиром да је Законом о заштити од буке у животној средини *(„Сл. гласник РС“, бр. 96/21*), прописана јасна обавеза у чл. 24. Закона да „правна лица која управљају главним путевима, главним железничким пругама и главним аеродромима обезбеђују мониторинг буке, континуирано праћење стања буке у животној средини.“ У складу са наведеним, мониторинг буке треба да буде мера која подразумева видљивост програма мониторинга буке, као и самих резултата мониторинга буке.	**Коментар се прихвата.** Текст је преформулисан тако да се јасно види да је Акциони план предложио и ову меру. Термин „Успостављање система за праћење буке“ замењен је термином „Успостављање система за мониторинг буке“.