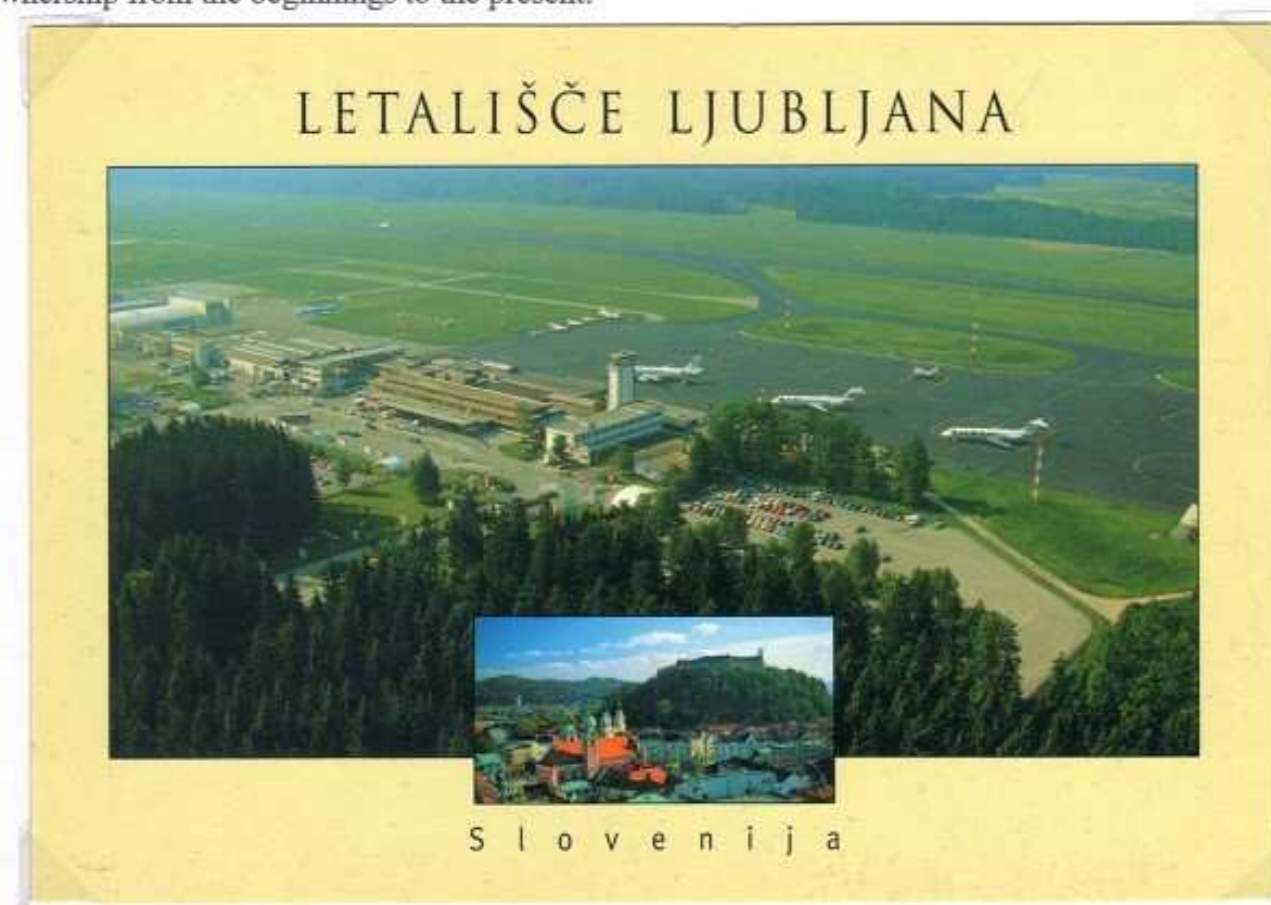


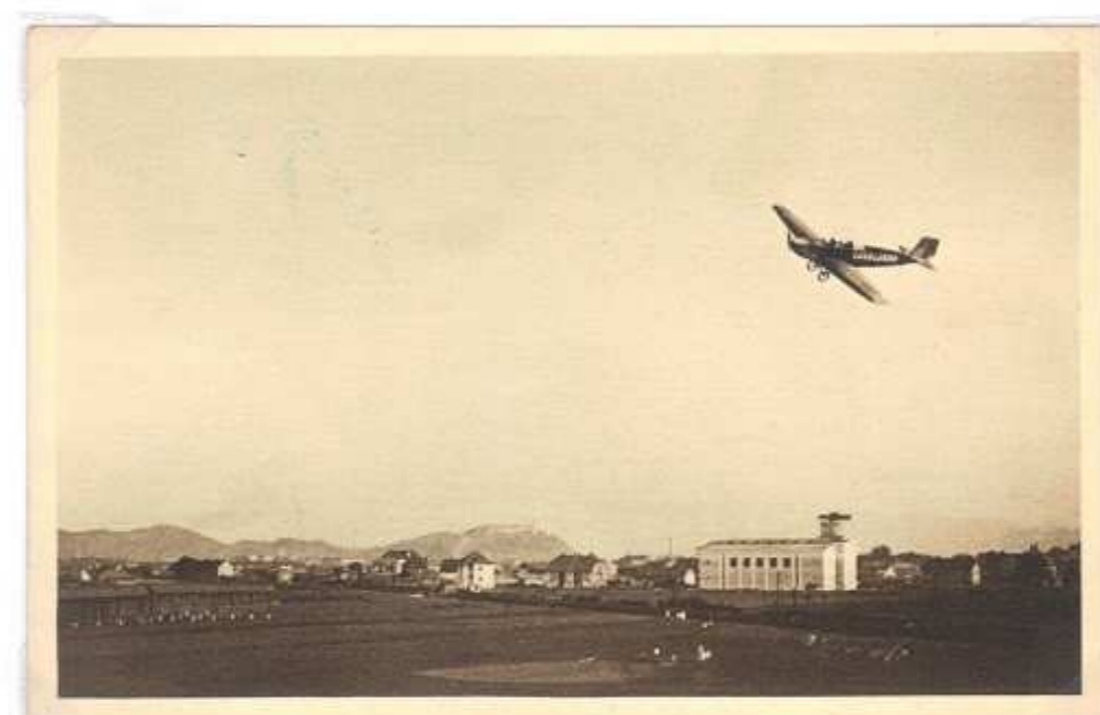
LJUBLJANA AIRPORT (LJU)

After the Wright brother's first flight in 1903, aviation developed rapidly within sports, circus, accomplishing the once impossible. World War I gave the development of aviation an additional impetus. At the end of the war, aircraft factories were in full swing. After that, passenger aviation also began to develop. Increasing aircraft number and types with more loading capacity, however, required larger and better airports than the meadow ones. Due to such needs, the airport in Ljubljana also developed. It was set up along today's Letališka (airport) road. At that time on the outskirts of the city, but still close to the city center. After World War II, however, the need for a new larger airport was soon recognized. The exhibit shows the development of Ljubljana Airport. From finding a suitable location, monitoring the construction of the new airport near Brnik, to the expansions and development of this new airport. It also monitors the changes in the organization, social order and its ownership from the beginnings to the present.



Plan:	Sheet number
0. Title and plan	1
1. Prolog	2
2. Brnik	3
3. A New Airport	4
4. Ljubljana - Pula company	5
5. Development	6
6. A New Main Airport Building	7
7. The new Building and its Surroundings	8
8. Adria Airways and its Planes	9
9. A Little Museum	11
10. More and more New Destinations	12
11. War times	13
12. The Renovation of the Airport	14
13. Maribor	15
14. Today	16

1. Prolog



The first Ljubljana airport was on today's Letališka street near the BTC shopping area. The opening of the airport was on 21. VIII. 1933 with the 1st flight to Zagreb.



After the 2nd World War, passenger planes (up to 24 seats) for Ljubljana landed at the Alpine Aviation Center in Lesce, although the airport was intended and basically built for tourism and sport activities.

2. Brnik



Due to growing needs, a location was sought for a larger airport closer to Ljubljana. A suitable location was found near the village of Brnik near the big villages of Senčur and Cerklje. The proximity of Ljubljana and Kranj and good communications helped to confirm the choice. Edit: Fotokl Celje, photo: F. Mauere



The airport was built in 1963 and on 24th December the first aircraft landed on it. This was the DC-68 of Adria Aviopromet. The company, founded in 1961, also moved its base from Zagreb to Brnik. Edit: Podjetje za aerodrome usluge, print: Turistička štampa Beograd

3. A new Airport



An airport building and an administrative building (right) with a very modern control tower for those times were built. Edit: Podjetje za aerodrome usluge, print: Turistička štampa Beograd, traveled: nov. 1967



A Night view of the airport. Edit: Podjetje za aerodrome usluge, print: Turistička štampa Beograd

4. Ljubljana-Pula company



In 1967, the airport merged with the airport in Pula into the company Aerodrom Ljubljana-Pula. Edit: Fotokl Celje



Air rallies were also held at the airport to promote aviation technology, professions and air travel. The first took place in 1966, and then in 1982, 1989, if we mention only the biggest ones. Edit: ESENCA the House of Design Aleš Galič, photo: Nina Mihelak, print: J. Vovko

5. Development

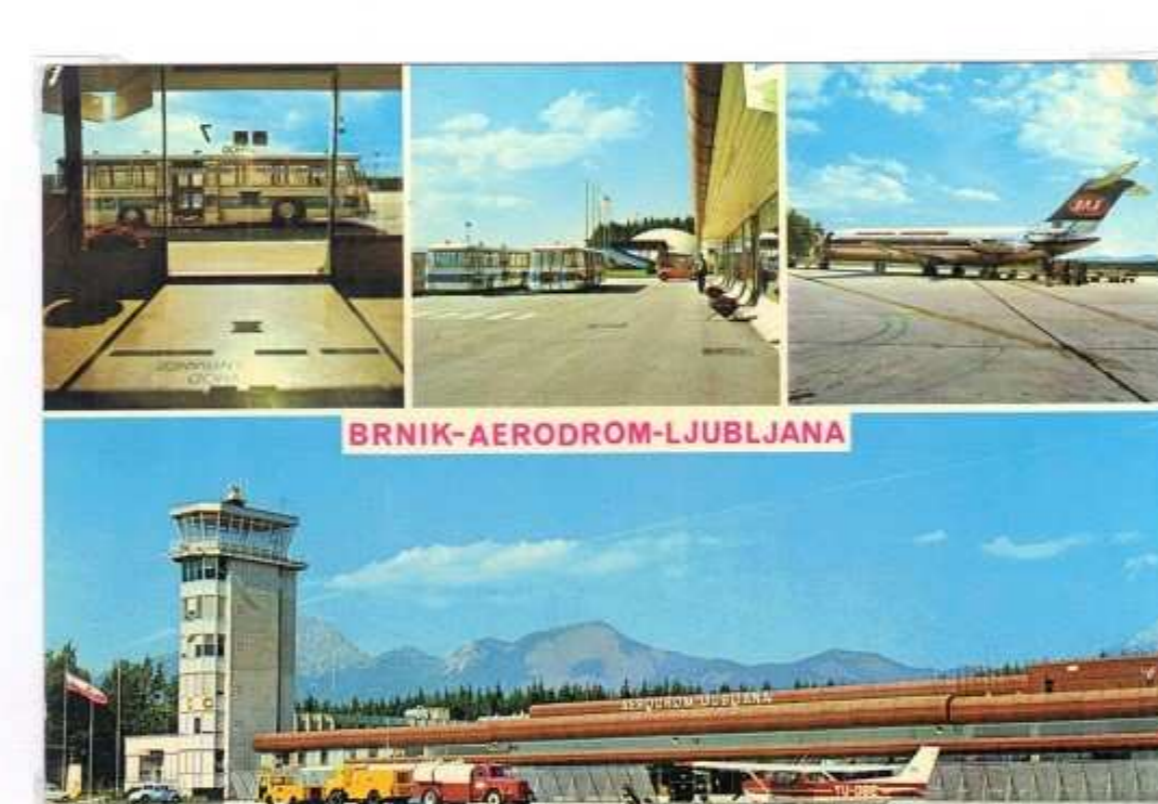


The airport provides comprehensive services to aircraft and passengers. Traveled: 1977



Foreign airplanes are also starting to land at the airport.

6. A New Main Building



In 1973, a new passenger terminal was built. Because it was built on the site of the old one, the airport operated under two hemispherical tents at the time (in the background of the middle image above). Foto and edit: Inventa Split, print: J&I



The building was made in the then typical modern brown color like the Gorenjska oblačila factory and the Globus shopping center in Kranj. Edit: Fotokl Celje, photo: M. Gorjanc

7. The new Building and its Surroundings



The interior of the building was also very modern. Foto and edit: Inventa Split, print: J&I



In spite of the new constructions there was still a lot of space around the airport. Edit: Fotokl Celje, photo: M. Gorjanc

8. Adria Airways and its Planes



In 1969, Adria replaced the DC-6 planes with a modern DC-9 jet planes. Edit: Inex Adria Airways



Next year another DC-9 plane was bought. Edit: Podjetje za PTT promet Kranj, print: Primorski tisk Koper

9. A Little Museum



One of the retired DC-6 aircrafts (they were also lent to other companies for some time) found a place on the lawn next to the parking lot, where it is still on display today. Edit: Fotokl Celje, photo: M. Gorjanc, traveled: 29. 3. 1975



In addition to this aircraft, some military fighters were exhibited, but they are no longer there today. Edit: Fotokl Celje, photo: M. Gorjanc

10. More and More New Destinations



TWA's DC-10 was the 3rd intercontinental aircraft which brought our emigrants to Brnik in 1973. In 1978, a regular intercontinental line with New York was established. Yugoslav transport flew once a week on the route Belgrade-Ljubljana-New York and once a week via Zagreb. Edit: Jugomarka Beograd, painter: Radomir Bojanc



After Slovenia's independence, however, the airline Crossair (a subsidiary of Swissair) established a regular route with Zurich. They originally flew a Fokker 100 aircraft. Printed in Switzerland by Engadin Press

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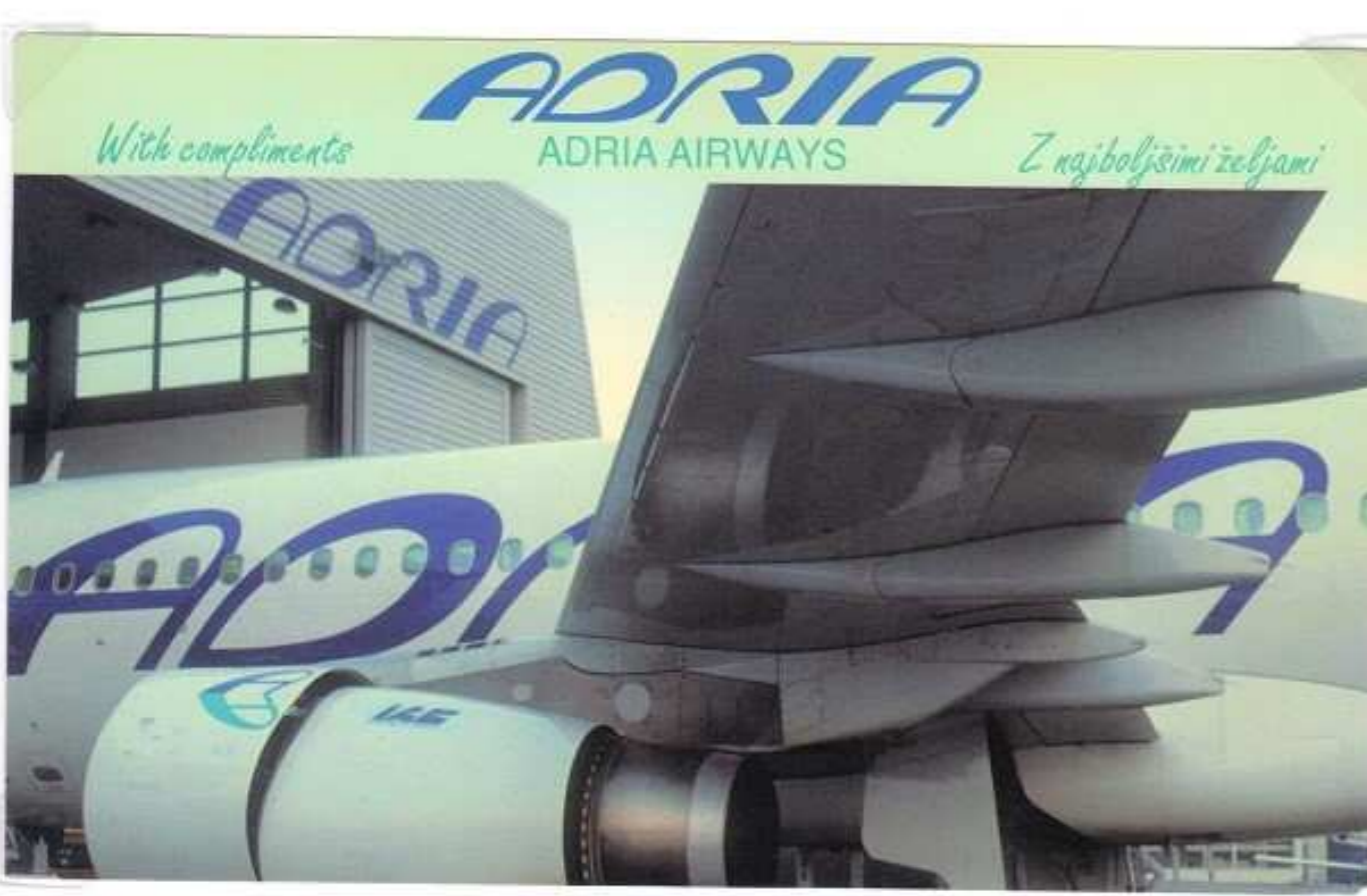


Due to the smaller number of passengers, they were replaced by AVRO RJ 85 and SAAB 340 Cityliner. Photo Norman Peeling



... which still land at Brnik today. Edit: ESENCA the House of Design Aleš Galič, photo: Nina Mihelak, print: J. Vovko

11. War Times



During the war in Slovenia, the airport was closed and attacked. The biggest damage incurred to the Adria Airways hangar. Edit: Adria Airways



During the war in Croatia, the German Lufthansa also temporarily moved its cargo centre for the Balkans from Zagreb to Brnik Airport. Edit: Lufthansa, traveled: 3. 11. 2017

12. The Renovation of the Airport



Due to low traffic during the war, Ljubljana Airport used the time to renovate the airport. Edit: ESENCA the House of Design Aleš Galič, photo: Nina Mihelak, print: J. Vovko



They renovated the airport apron too. Edit: PREZIC d. o. o., photo: Marko Čufar

13. Maribor



During the renovation of the airport in Maribor, which was opened for commercial traffic in 1976, was used to replace Aerodrom Ljubljana. Edit: print: Fotokl Celje, photo: F. Mauere, traveled: 27. 5. 77



Maribor Airport is now modern and the second largest airport in Slovenia. Edit: print: Fotokl Celje, photo: F. Mauere, traveled: 30. 6. 78

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Today the Ljubljana airport is a modern airport.



We can see also the biggest planes like Antonov An-2 Myra landing here. Edit: Blödweg Buttger, Photo: Rico Pinzer, traveled: 10. 7. 2018

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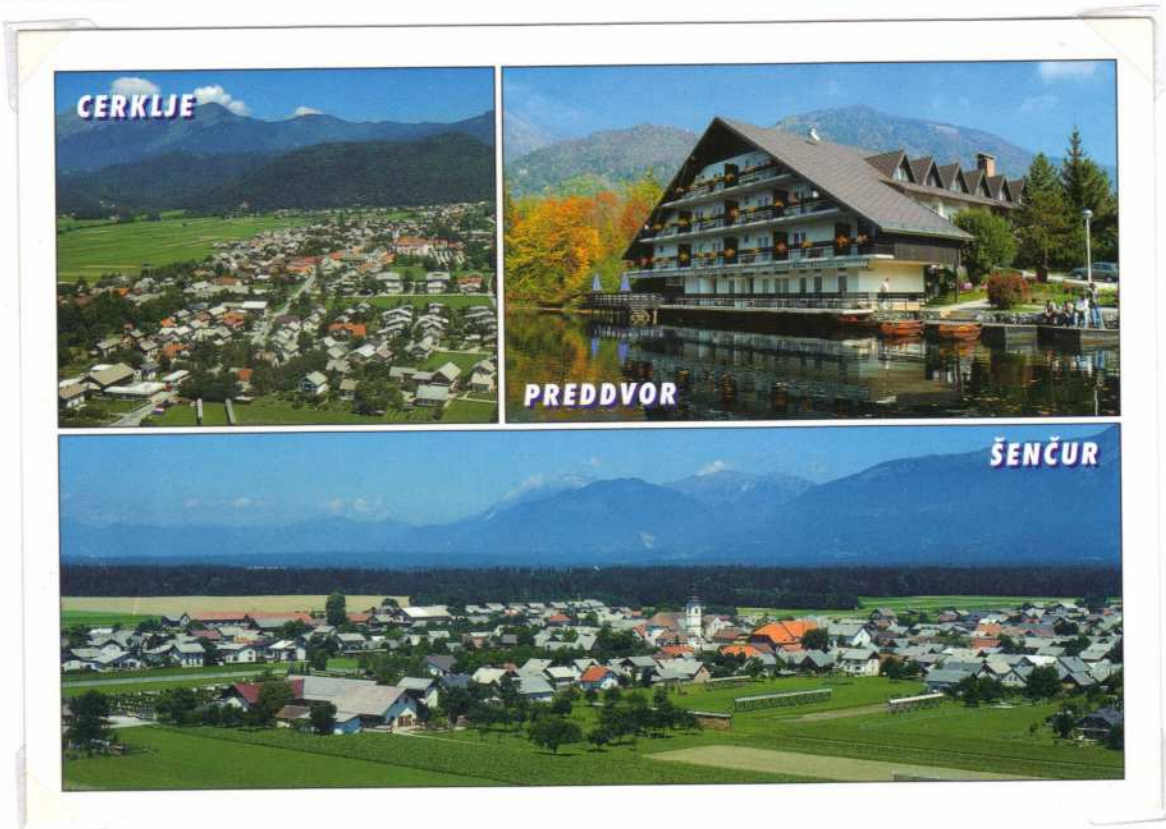


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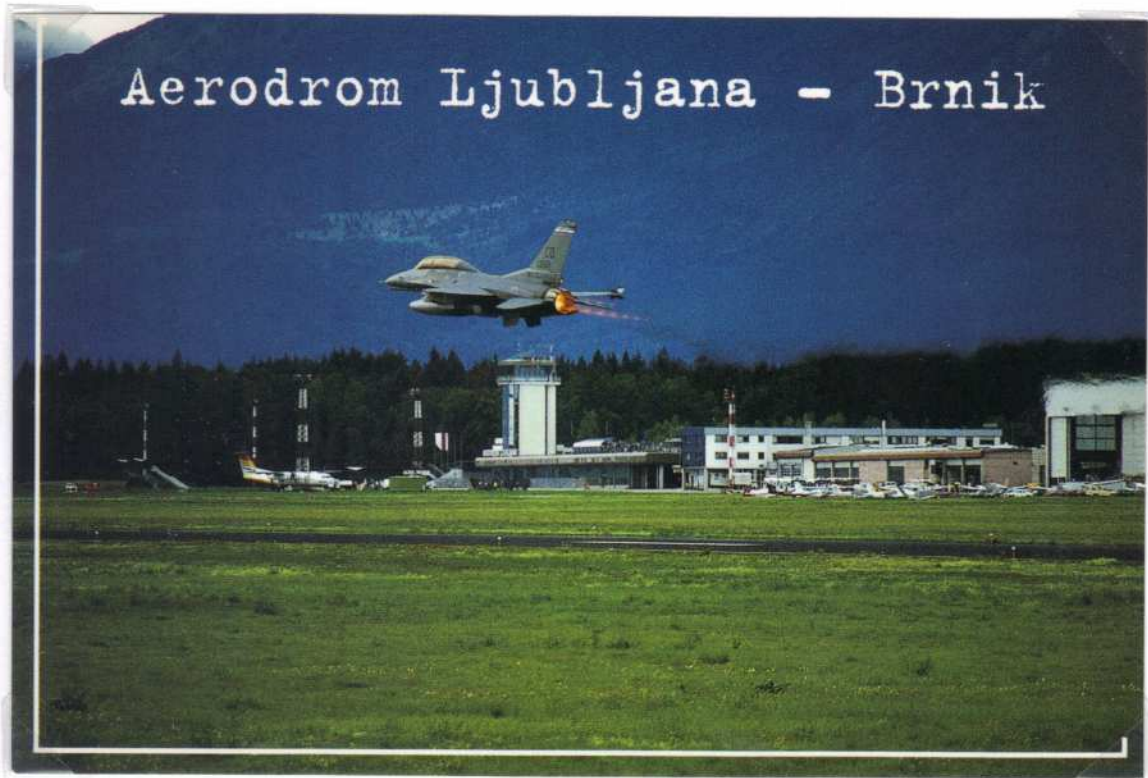


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Edit: ESENCA the House of Design Aleš Galičič, photo: Nino Mihelak, print J. Vovko

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