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An tÚdarás Inniúil um  
Thorann Aerárthaí  
Aircraft Noise  
Competent Authority

Ian Clarke  
daa  
Energy, Environment & Utilities Department  
Asset Care Base (Landside)  
Dublin Airport

24 October 2022

Our reference: ANCA/DI 01/2022

**RE: Annual Compliance Report 2021**  
**Direction to provide further information pursuant to**  
**Section 19(5)(a) of the Aircraft Noise (Dublin Airport) Regulation Act 2019**

Dear Ian

I refer to the Annual Compliance Report 2021 as prepared by daa pursuant to Section 19 of the Aircraft Noise (Dublin Airport) Regulation Act 2019 (Act of 2019) and received by ANCA on 6<sup>th</sup> September 2022. The Act of 2019 requires ANCA to publish the report on its website together with any further information relevant to the matters to which the compliance report relates (or should have related).

Following a review of the 2021 compliance report, ANCA is of the opinion that the report should be supplemented with the further information detailed in Schedule A (attached). This information is requested under Section 19(5)(a) of the Aircraft Noise (Dublin Airport) Regulation Act 2019 and should be received by ANCA on or before 02 December 2022 unless otherwise agreed in writing.

Yours sincerely

Joe Mahon

**Aircraft Noise Competent Authority**

Comhairle Contae  
Fhine Gall  
Fingal County  
Council



Aircraft Noise (Dublin Airport) Regulation



## **SCHEDULE A**

### **Non-Technical Summary**

1. The annual aircraft movement numbers reported in the Non-Technical Summary are not consistent with the data submitted in relation to the review pursuant to Section 21(2) of the Act of 2019. A consistent dataset should be established and resubmitted for the operation year of 2021.
2. The Compliance Report does not indicate how compliance statistics have been derived for the environmental noise corridors. The supporting data relating to the total numbers of departures for Category C/D aircraft and the number of detected non-compliances from Category C/D aircraft should be provided.
3. The report references the provision of weather layer and noise contours within WebTrak. This information should be evidenced and submitted for the relevant assessment year of 2021.

### **Section 1.0 Noise Mitigation Measures at Dublin Airport**

1. Noise mitigation measures reference NS-1 and NS-2 are identified as measures in place at Dublin Airport. A revised report must evidence the operation of these measures and the outcomes.
2. With reference to Table 2 on page 13 describing the statistics for complaints, there is an inconsistency between the percentage of complaints referred to the IAA-ANSP in 2020 (just over 1% of complaints) and 2021 (approximately 0.2% of complaints). Further information should provide further detail regarding Table 2 and the investigation of complaints and outcomes.
3. With particular reference to Figs. 9 and 10, data should be consistent with the reported numbers of track keeping violations in the non-technical summary. The time periods in the axis for Fig. 9 should be clearly identified.
4. With particular reference to Fig. 11, all graphs must include legible text.





5. With reference to Fig. 11 and accompanying analysis text, actions to address track keeping anomalies for 1st wave of departures & one primary aircraft type should be provided. Additionally, this figure should be provided by aircraft operator and aircraft type.
6. It is difficult to associate the locations of the environmental noise corridor violations with the analysis text. A graphic should be provided with full aircraft tracks (with elevation colours) for violations with separation of periods of the day to the extent necessary to portray a clear understanding of the issue.
7. The analysis associated with Fig. 14 must detail the processes for identifying, and processing (with outcomes) for track keeping violations that were, *and* were not, the subject of a noise complaint.
8. With particular reference to Fig. 15, all graphs/graphics should have a legend for data presented. Operational percentage should be presented for each NMT that also demonstrates overall compliance.
9. With particular reference to Fig. 21, an explanation should be provided for missing data on all graphs.
10. With particular reference to Average noise levels per NMT (day), all data presented by periods of the day should be correctly aligned with the Environmental Noise Directive definitions (07:00; 19:00; 23:00).
11. With particular reference to LA<sub>max</sub> noise levels per NMT, data should be presented in 5dB intervals from 60dB to align the compliance report with data prepared for other statutory process.

## 2.0 Traffic Distribution & Management

1. The compliance report should explain the reporting differences between the Targit and Noise Flight Tracking systems to ensure that a definitive and accurate reporting





mechanism is available. This should demonstrate how runway departure events are accurately assigned to the correct period of the day.

2. Fig. 46 presents information in a manner that may not be accessible to a general audience. Data should identify geographic locations and show departure routes as a minimum.
3. With particular reference to Fig. 50, all graphics should be re-examined for accuracy.
4. With reference to Tables 5 and 6, data relating to engine ground running should be presented by day/night periods.

### 3.0 Engagement forums

1. The report should identify membership and community access criteria for the Dublin Airport Environmental Working Group (DAEWG).
2. With particular reference to Fig. 51 and associated analysis, data relating to marginally compliant aircraft should be included.

### 6.0 Noise Contours

1. With particular reference to noise contour map referenced as Figure 05, the analysis should provide guidance to a reader for the reasons for differences in contour shape across adjacent years.
2. With particular reference to noise contour map referenced as Figure 6, all graphics should be re-examined for accuracy. Figure 6 appears to portray 2020 as a year of higher noise exposure than 2019.

END

