



An tÚdarás Inniúil um
Thorann Aerárthaí

Aircraft Noise
Competent Authority

Aircraft Noise Competent Authority Annual Report 2021



Foreword by the Chief Executive



“ The programme for noise management, outlined in the Noise Abatement Objective will provide a framework for the management of aircraft noise well into the next decade.

The COVID-19 pandemic continued to have a significant impact on the aviation sector during 2021 which, in turn, impacts the economic development and employment situation nationally.

However, looking towards the re-opening of society following the pandemic, the Aircraft Noise Competent Authority (ANCA / the Competent Authority) has been engaged in assessing Dublin Airport's development plans regarding potential noise impact on local communities.

Construction of the new North Runway is progressing; and ANCA has been involved in carrying out a full assessment of the noise climate at Dublin Airport related to its operation, in conjunction with a planning application submitted by daa for Dublin Airport.

The programme for noise management, outlined in the Noise Abatement Objective will provide a framework for the management of aircraft noise well into the next decade.

This annual report explains the various strands of the Competent Authority's work of aircraft noise regulation and monitoring.

I would like to acknowledge the strong technical input provided by experts, in the fields of acoustics and environmental assessment, that supported the ANCA team throughout 2021.

AnnMarie Farrelly
Chief Executive
Fingal County Council, February 2022

Statement by the Director of Service



“ Regulation is only one aspect of what we do. ANCA will continue to develop our role of monitoring the implementation of noise management measures at Dublin Airport in the years ahead.

I am pleased to deliver this annual report detailing the activities of ANCA during 2021, the second full year of operation since the establishment of the authority.


Throughout 2021, ANCA continued to deliver our services through a blended model of staff operating from home and the office, as required by government policy to ensure the full implementation of our remit within the framework of government health guidelines.

Although there were significant periods of time during the year that necessitated closure of ANCA's offices to public access, our telephone and email communication channels remained fully operational. We also facilitated public appointments during consultation on the aircraft noise assessment.

ANCA reviewed all planning applications for development at Dublin Airport during 2021. We continued to assess a significant application from 2020, which sought to change two of the planning conditions that formed part of the permission for the new North Runway. This application assessment resulted in the creation of a Noise Abatement Objective followed by a Draft Regulatory Decision, which proposes operating restrictions and noise mitigation measures at and around Dublin Airport. Importantly, an internationally agreed process - known as the ICAO Balanced Approach - was applied during the identification of these measures.

ANCA put these plans, the Noise Abatement Objective and the Draft Regulatory Decision, along with a report describing how we arrived at our Draft Regulatory Decision and environmental assessments of these plans, out for public consultation in November 2021.

We ensured a strong focus was maintained on ANCA's function of monitoring adherence to aircraft noise mitigation measures at Dublin Airport; and continued to engage with the local communities and Dublin Airport to ensure continuous improvement of information pertaining to aircraft noise, to the public.



It is the aim of the Competent Authority to ensure that our activities are carried out in a transparent and informative manner. The ANCA website, <https://www.fingal.ie/aircraftnoiseca>, is updated regularly with the aim of providing timely updates on ANCA activities or activities related to our function.

Looking ahead to 2022 and having listened to all viewpoints expressed during our aircraft noise public consultation, ANCA will make a Regulatory Decision that will establish a statutory aircraft noise management framework for Dublin Airport. Our approach proposes to put the management of noise - rather than activity - at the centre of all decisions regarding how Dublin Airport should grow into the future.

I encourage anyone interested in further information and details about the management of aircraft noise at Dublin Airport to refer to our Noise Abatement Objective and our Regulatory Decision and Report, that will be available online after our public consultation process is completed.

Regulation is only one aspect of ANCA's role. We will continue to develop our role of monitoring the implementation of noise management measures at Dublin Airport in the years ahead.

We look forward to continuing our engagements with communities to make meaningful information available that will facilitate informed debate when important decisions are being taken.

Ethna Felten

Director of Services

Aircraft Noise Competent Authority, February 2022

2021 Highlights



FIRSTS

- **Noise Abatement Objective**
- Draft **Regulatory Decision**
- **Public Consultation**
(11th November 2021 - 28th February 2022)
- **Press Conference**
- **Public Webinars**
- **Engagement** with **Public Representatives**



PUBLISHED

- **2020 Annual Report**
- **Appropriate Assessment** - Natura Impact Statement
- **Strategic Environment Assessment** – Draft Environmental Report
- **Noise Abatement Objective**
- Draft **Regulatory Decision and Report**



CREATED

- **2** Videos
- **Virtual Consultation Room**
- **Noise Exposure Contours** added to Interactive Noise Contour Viewer



ASSESSED

- **10** planning applications
- Worked with daa to plan more **Noise Monitoring Stations**



WELCOMED

- **Launch of Webtrak** public portal displaying individual aircraft movements to and from Dublin Airport

ANCA is located within the community surrounding Dublin Airport, and we listen to all points of view when making important decisions.

Who we are

The Aircraft Noise (Dublin Airport) Regulation Act 2019 designated Fingal County Council as the Competent Authority for the purposes of aircraft noise regulation at Dublin Airport. ANCA was established as a separate and independent directorate within Fingal County Council in 2019.

ANCA is based in Swords, County Dublin. Since ANCA's establishment, we have met with and listened to the experiences of individuals, community groups, business interests and the travel community to understand what living close to, travelling through and doing business with / through Dublin Airport means to people.

Pictured (l-r) is the ANCA core team: Angela Dullaghan, Aideen Meagle, Ethna Felten, Joe Mahon and Siobhan Hogan



What we do

ANCA is the independent authority responsible for the regulation of aircraft noise at Dublin Airport.

ANCA carries out a wide variety of functions and our work is presented in this annual report and explained in more detail on our website:

www.fingal.ie/aircraftnoiseca

- ✈ Our work is governed by European and Irish legislation to ensure that our regulatory functions are carried out in a **consistent, fair** and **transparent** manner.
- ✈ We prioritise the publication of information relevant to our work on our website.
- ✈ Where it is necessary to use technical terminology, we explain it and seek to ensure that decisions are **accessible to all**.
- ✈ The work of the Competent Authority is grouped around three primary functions - **Assessment, Regulation** and **Monitoring** of aircraft noise at and around Dublin Airport.



ANCA Monitors

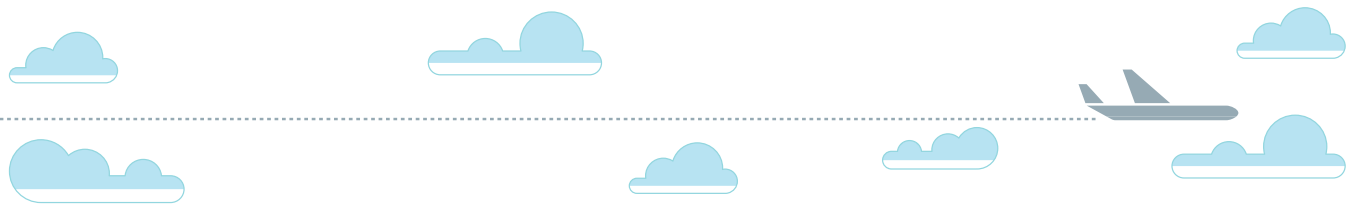
mitigation measures and operational restrictions are effective and working in the manner for which they were intended.



ANCA Assesses

all proposals to develop Dublin Airport at the planning stage to determine whether existing noise management measures remain adequate and appropriate or whether new or additional measures are required. Where our assessments determine that better outcomes can be achieved by making changes to the noise management structures at Dublin Airport, a **detailed assessment** will follow to identify the most appropriate balance of measures relating to the specific circumstances at and around Dublin Airport. This is to ensure that development occurs in the most sustainable manner possible.

ANCA Regulates, where necessary, for new or modifications to noise mitigation measures and operating restrictions at Dublin Airport. An operating restriction is the highest level of noise mitigation that can be applied to manage the noise impact of aircraft operations. An operating restriction limits aircraft access to an airport and impacts, not only Dublin Airport at which it is applied, but also the wider European transport network. For this reason, legislation prescribes that an operating restriction may only be applied after all other options have been considered and found not to be effective in managing noise at an airport. Establishing runway preferences is an example of noise mitigation. Time limitations on a runway - or Dublin Airport as a whole - is an operating restriction that may only be applied after all other options have been considered and found not to be effective.



ANCA understands and acknowledges that the activities of busy airports present complex challenges that need to be managed; and Dublin Airport is no different in this regard. These challenges include a need to balance economic activity, that is necessary for the efficient functioning of an economy, with the protection and enjoyment of the natural and built environment.

As both the activity of an airport and its surrounding environment will evolve and change over time, it is important to carry our **regular assessments** to ensure that measures that are designed to provide the best balance between all interests remain relevant over time.

Where a structured noise assessment determines that existing noise mitigation measures at Dublin Airport are not having their desired effect, **ANCA may regulate** for the implementation of additional measures after it has applied internationally agreed assessment methods to ensure the most effective and appropriate measures are put in place.

Where ANCA proposes to exercise this regulatory authority, we will **facilitate public participation** to ensure that all viewpoints are heard and considered.



Achievements: Looking back at 2021

ANCA began the year with the publication, in January 2021, of an annual report detailing the Competent Authority's work for 2020; and outlining the work programme for 2021 under three core themes: Assessment, Regulation and Monitoring.



Noise Assessments and Measures

During 2021, the Competent Authority continued to deliver on our priorities of progressing an aircraft noise assessment, together with the implementation of measures to record and manage the impact of aviation activity on the communities around Dublin Airport.

A New Plan to Reduce Noise Exposure around Dublin Airport

As a first for Dublin Airport and Ireland, ANCA prepared a noise management plan during our noise impact assessment. This plan is internationally referred to as a noise abatement objective (NAO). An NAO establishes the framework for managing the effects of aircraft noise emissions on the surrounding communities and environment at an airport. The NAO for Dublin Airport sets out the noise exposure reductions that must be delivered as the airport grows to ensure that development occurs in the most sustainable manner possible. The NAO for Dublin Airport is based on delivering the best health outcomes possible whilst accommodating the activity that is an integral part of our economy. We acknowledge that it will take time to realise the full benefits of our proposals, but ANCA proposes to ensure that improvements in technology that reduce noise emissions are incentivised and delivered at Dublin as soon as it becomes possible to do so.

ANCA is inviting every interested person, group, or organisation to contribute to this plan for Dublin Airport up to the end of February 2022.



A New Approach to Manage Noise at Dublin Airport

Many aspects of airport activities are subject to regulatory limits. Where activity management controls are needed, it is appropriate to review them on a regular basis to ensure that they remain relevant in the context of legislative standards and technology improvements that continue to evolve over time.

Noise management at airports has traditionally been achieved through operational limits on the activity that takes place through the airport. Although these limits can provide some certainty regarding the scale of activity through an airport, they often fail to limit the amount of noise arising from this activity or provide incentives to reduce the noise impact.

In the Draft Regulatory Decision that we made during 2021, ANCA proposed a new regulatory framework for the management of noise at Dublin Airport during the night when the impact of environmental noise has the greatest impact on health and wellbeing. This is known as a noise quota system. A noise quota works like a noise budget that the airport must operate within. Our noise assessment was the first significant review of the noise management framework at Dublin Airport since the second parallel runway was granted planning permission almost fifteen years ago. Much has changed in the intervening years – there are many new communities around the airport and technology has continued to improve with each new generation of aircraft. The European Union has since enacted Regulation 598 in 2014 specifically establishing the balanced approach to the introduction of noise-related operating restrictions at European Union airports. ANCA is inviting every interested person, group, or organisation to participate in our draft proposals to influence how aircraft noise will be managed at Dublin Airport.

Providing Quality Information

It is our priority to ensure that good quality information is available to everyone that wishes to be informed on the noise impact of aviation activity around Dublin Airport no matter where they live or work.





FIRST ANCA PUBLIC CONSULTATION

ANCA launched our first aircraft noise public consultation during November 2021.

- ✈ This ANCA public consultation provides everyone who is interested in how aircraft noise at Dublin Airport is managed into the future, with an opportunity to participate in, and shape, the noise management framework that will influence decisions affecting how Dublin Airport will operate at night.
- ✈ Launched at a national press conference on 10th November 2021, ANCA generated extensive national, local and online media coverage to promote the public consultation across newspapers, television, radio and social media channels, to ensure all audiences were aware of the process and knew how to participate.
- ✈ A virtual consultation room was developed on the Fingal County Council consultation portal where reports were displayed and feedback / submissions uploaded.
- ✈ Informational videos were produced to explain the consultation process and build understanding about ANCA does.
- ✈ Several webinars were held to engage with the public on our assessment process and details of our draft decision.
- ✈ Face-to-face meetings took place in our offices with anyone who requested to meet with us, throughout the consultation period upon request, when public health guidelines permitted.

ASSESSMENT

All planning applications for development at Dublin Airport are reviewed by ANCA for the need to undertake a detailed assessment that may require a reassessment of the noise control measures.

- ✈ ANCA also participates in pre-planning consultations between the planning authority and potential applicants to ensure that projects for Dublin Airport integrate noise management measures into the overall design at the earliest possible stage, to address any noise impact issues that may arise.
- ✈ During 2021, ten planning applications for development at Dublin Airport were referred by the planning authority to ANCA for an assessment of potential aircraft noise implications. None of these applications required aircraft noise management interventions that necessitated the amendment or imposition of noise control measures. The determinations of ANCA in respect of these applications are listed on our website; and the full development application details are available on the website of the planning authority.

In December 2020, daa submitted a planning application¹ to modify conditions associated with the new North Runway - currently under construction at Dublin Airport.

- ✈ The North Runway was granted planning permission in August 2007 by An Bórd Pleanála² with conditions that include limitations on night-time use of both the new North Runway and Dublin Airport as a whole.
- ✈ A preliminary noise impact assessment of the planning application by ANCA during 2021 identified a need for a detailed examination of the application to determine whether the mitigation measures proposed by the application would be sufficient to ensure that an appropriate balance could be obtained between the development of Dublin Airport and the protection of the environment.

10 planning applications were referred by the planning authority to ANCA in 2021 for assessment of potential aircraft noise implications. None required aircraft noise management interventions necessitating amendment or imposition of noise control measures.

In a preliminary noise impact assessment of the daa planning application to modify conditions associated with the new North Runway, ANCA identified a need for a detailed examination of the application in 2021.

¹Planning authority reference number F20A/0668

²ABP reference number PL06F.217429 (Planning authority reference number F04A/1755)

ANCA carried out a detailed noise impact assessment of Dublin Airport’s proposals in the application F20A/0668 and made a Draft Regulatory Decision during November 2021.

- ✈ The Draft Regulatory Decision proposes the introduction of noise mitigation measures to ensure that issues of concern identified in the assessment can be managed in both the short and longer term.
- ✈ Following the making of this Draft Decision, ANCA commenced a fourteen-week period of public consultation in November 2021 to ascertain the views of all individuals, groups and businesses that have an interest in how aircraft noise is managed at Dublin Airport.
- ✈ Public consultation will continue until 28th February 2022. It is a significant opportunity for communities to influence how Dublin Airport will manage noise into the future as the aviation industry as a whole seeks to recover from the impact of the COVID-19 pandemic.

To ensure that aircraft noise assessments are undertaken in an internationally consistent manner, the International Civil Aviation Organization (ICAO) sets out a standardised approach to aircraft noise management.

- This is known as the Balanced Approach. It seeks to ensure that development at an airport is achieved in a sustainable manner.
- These principles are integrated into all ANCA assessments.
- ICAO is a specialised division of the United Nations; and their assessment methodology is enshrined in European and Irish law.

The four principal elements of the ICAO Balanced Approach to aircraft noise management are:





MONITORING

Since ANCA's establishment in 2019, our interactions with community groups and individuals identified a desire for easy access to reliable information that provides a full understanding of the impact of aircraft noise on homes, businesses and the wider community.

Although it is not always possible to achieve a noise management framework that addresses all expectations, ANCA is committed to ensuring everyone has access to good quality information about the impact of aircraft noise on their environment. This will allow for informed participation in decision-making that affects people's circumstances.

- ✈ To progress this objective, ANCA continued to work with daa during 2021 to plan for an increase in the network of noise monitoring stations across the communities around Dublin Airport.
- ✈ Through this work, it is expected that a plan for an expanded network of community noise measuring stations will be finalised during 2022.

During 2021, ANCA was pleased to see the results of our interactions with Dublin Airport Authority (daa) culminate in the launch of an online community engagement portal called Webtrak³.

It displays information relating to routes that aircraft take around Dublin Airport.

The system displays noise levels registered at the individual noise monitoring stations in communities around Dublin Airport and facilitates play-back of historical events.

daa can be contacted through Webtrak if there is concern that an aircraft has not complied with arrivals / departure routes set down for Dublin Airport.

ANCA is committed to ensuring everyone has access to good quality information about the impact of aircraft noise on their environment.

³<https://webtrak.emsbk.com/dub1>

ANCA added Noise Exposure Contours to our interactive online viewer to allow examination of averaged aircraft noise exposure information down at individual properties

Noise contours facilitate a comparison between different years and methods of operating the runways

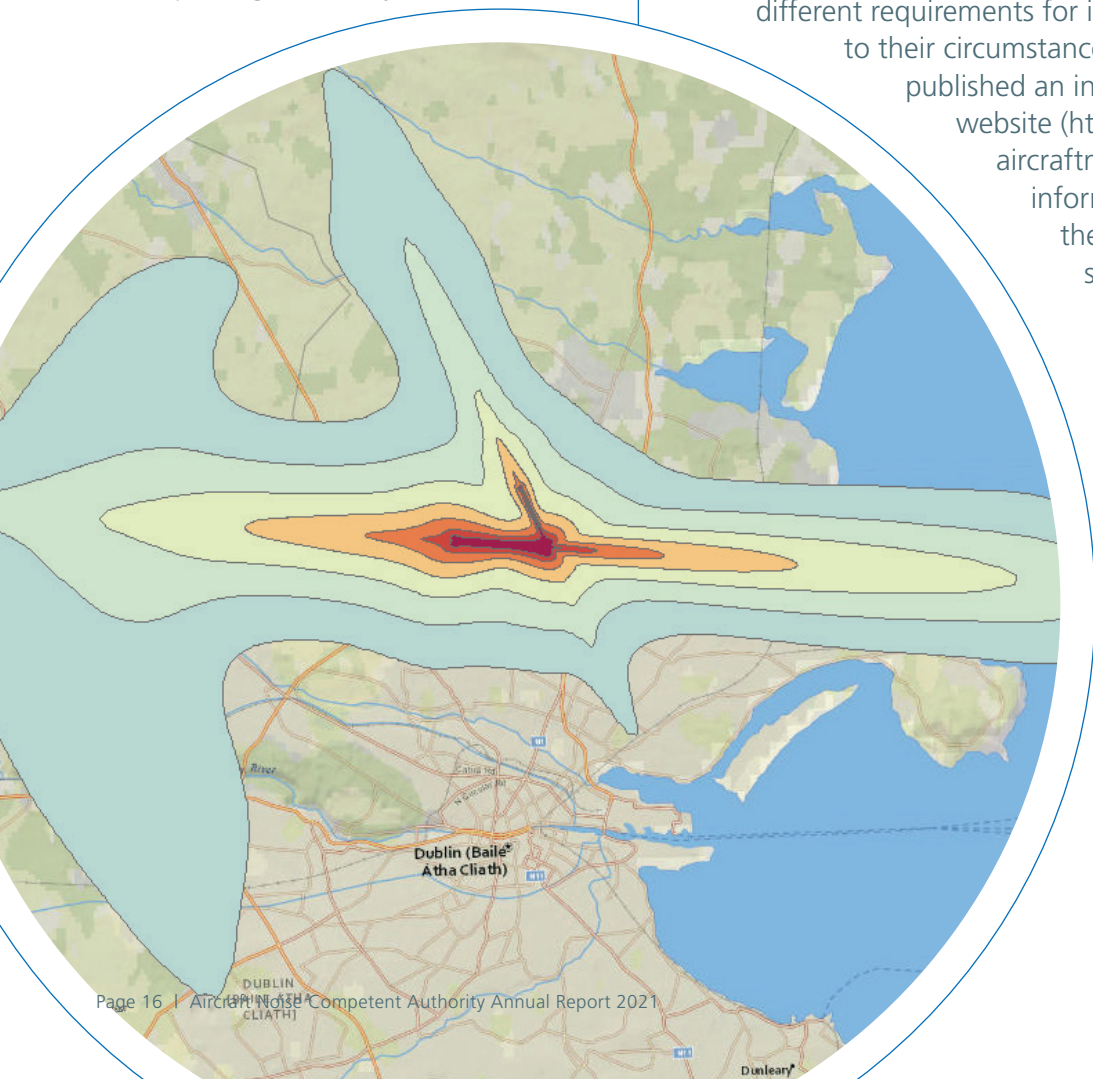
Legislation requires Dublin Airport to prepare an annual aircraft noise mitigation compliance report.

✈ Dublin Airport 's report for the full preceding year is published on ANCA's website, together with any additional information that our assessment determines would deepen community understanding of the aircraft noise impact of activity at Dublin Airport.

ANCA continued to develop the functionality of our website during 2021, in response to requests for better access to information.

✈ Noise Exposure Contours were added to an interactive viewer that facilitates examination of averaged aircraft noise exposure information down to individual property level. This builds upon the information that provides visibility of home insulation eligibility contours that were added previously.

✈ ANCA recognises that there are many ways to present the impact of aircraft noise and that people have different requirements for information relevant to their circumstances. During 2021, we published an information page on our website (<https://www.fingal.ie/aircraftnoiseca/aircraft-noise-information>) detailing many of the common ways to present sound and the reasons why ANCA selects the methods that we use in our assessments.



Projected programme of work for 2022



REGULATION

ANCA will continue the process of aircraft noise regulation associated with the application for planning permission at Dublin Airport relating to night-time aircraft operations.

- We published draft proposals for the management of aircraft noise at Dublin Airport in November 2021 and provided for public participation to review them, together with our reasons for making them; and facilitate suggestions that will impact how noise should be managed at and around Dublin Airport.
- Public consultation is underway until 28th February 2022.
- When all views have been obtained and considered, ANCA will finalise the noise impact assessment through a Regulatory Decision.
- The Regulatory Decision of ANCA will be incorporated into the final decision of the planning authority, regardless of whether that decision is to grant or refuse the application.
- The decision of the planning authority containing ANCA's Regulatory Decision may be appealed to An Bord Pleanála.

COMMUNICATIONS

ANCA will participate in daa's work with local communities to continue developing online information portals providing transparent information relating to aircraft noise.

- We will continue to develop the ANCA website to ensure that relevant information is readily and clearly available relating to the noise climate at Dublin Airport and the work of the Competent Authority.

NOISE MONITORING

ANCA will continue to work with Dublin Airport to facilitate the delivery of an expanded network of noise monitoring stations across the communities impacted by aircraft noise.

ANCA expects that a plan for an expanded network of community noise measuring stations will be finalised during 2022.

The ANCA website www.fingal.ie/aircraftnoiseca, provides up-to-date information on the work of the Competent Authority, including;

- Publications
- Information on aircraft noise
- Information on planning applications referred to and assessed by ANCA, including latest available contours
- Interactive maps to determine eligibility for home noise insulation

Financial Governance and Compliance

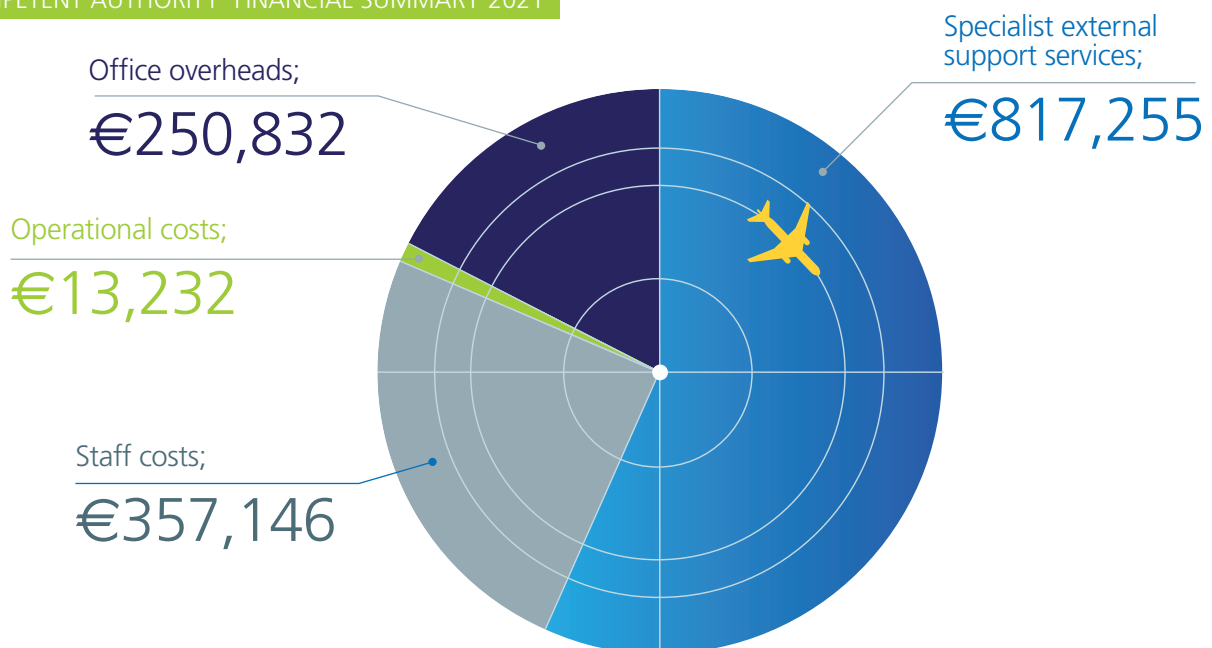
FINANCIAL SUMMARY 2021

ANCA must ensure that it carries out its legislative functions in a cost-effective manner.

- An airport levy regulation is placed before the Houses of the Oireachtas annually. This details the projected costs of the Competent Authority for each financial year.
- Legislation requires that daa shall be responsible for payment of all costs reasonably incurred by ANCA in the performance of its functions.
- Levy regulations detailing projected expenditure for each year since our establishment may be viewed on the ANCA website.

The operating costs of ANCA are detailed below under the key budget groupings. ANCA implements its mandate with a core staff complement that has contracted access to specialist expertise as required, to meet the requirements of the current work programme.

COMPETENT AUTHORITY FINANCIAL SUMMARY 2021



Compliance Statement

This annual report has been prepared in accordance with the requirements of Section 3(9)(c) of the Aircraft Noise (Dublin Airport) Regulation Act 2019.

Ethna Felten

Director of Services
Aircraft Noise Competent Authority, February 2022





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Thorann Aerárthaí

Aircraft Noise
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Comhairle Contae
Fhine Gall
Fingal County
Council

