

14<sup>th</sup> December 2022

Ms. Ethna Felten  
Aircraft Noise Competent Authority  
County Hall  
Swords  
Co. Dublin  
**By Email**

**Re: Annual Compliance Report 2021 – Direction to provide further information**

Dear Ethna

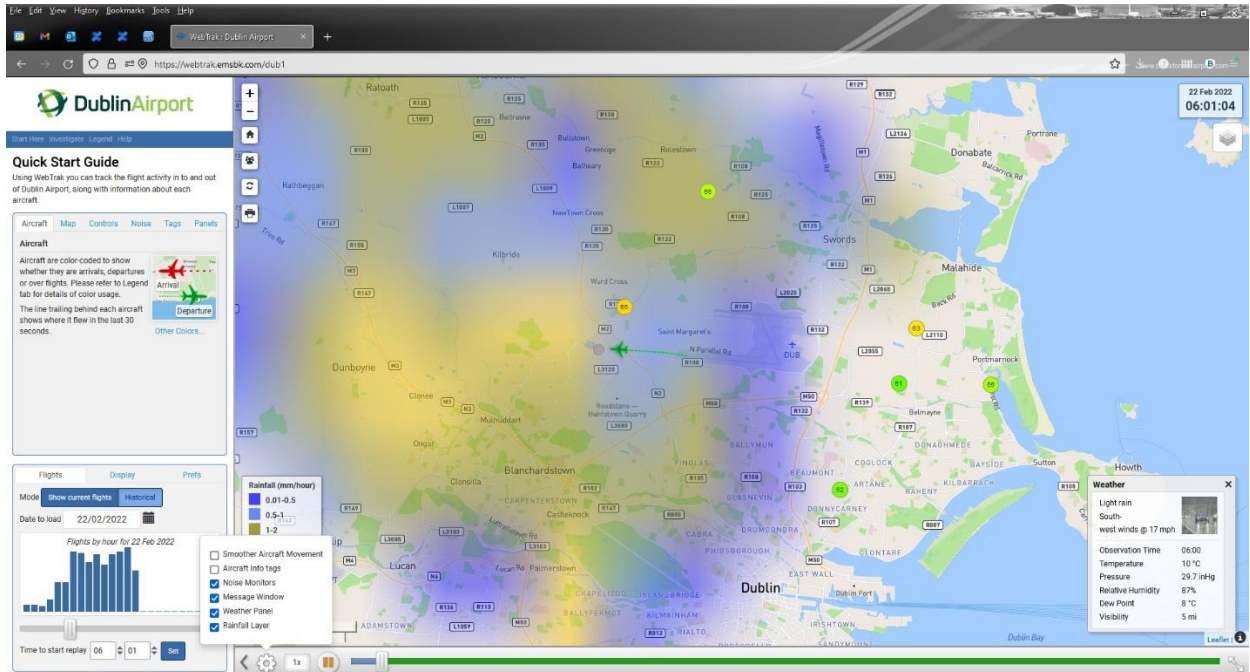
Please find enclosed updated Annual Compliance report for 2021. The information set out in Schedule A of your correspondence is addressed within the body of the report and outlined below.

Unforeseen difficulties in compiling some of the data coupled with extraordinary operational requirements mean that the specified issue date was missed. I wish to apologize for this and acknowledge that an extension of time request should have been made as soon as difficulties became apparent.

Schedule A – Non Technical Summary

1. The use of different datasets for both the Annual Report and the Noise Abatement Objective report was unavoidable. There are a number of different systems through which aircraft movement data can be obtained. Prior to the installation of the ANOMS function within the NFTMS, aircraft movement numbers used for noise modelling and reporting purposes were derived from our TARGIT information system. ANOMS (installed across 2020/21) has the added functionality of recording aircraft movements within the NFTMS. These data are sourced directly from a live radar feed. Aircraft Movements as reported in the 2021 Annual Report are derived from ANOMS and not TARGIT. Going forward it is proposed to continue to use the ANOMS data as the primary source for reporting movements as it sits within the Noise and Flight tracking system. There is a negligible difference between the data from TARGIT and that within ANOMS. For 2021 this was 0.6%.

2. Description of compliance statistic generation is now included within the summary while the total no. of CAT C/D departures and associated non-compliances is set out.
3. The weather layer and Noise Contours are indeed readily available within Webtrak as shown below. These layers are accessed under the "Display" ribbon when searching flight tracks.



## Section 1.0 Noise Mitigation Measures at Dublin Airport

1. The detailing of NS-1 and NS-2 as measures in place at Dublin Airport is misleading. Both are best described as objectives within the Noise Action Plan for Dublin Airport, 2018-2023 published by FCC for Round 3 of the Environmental Noise Directive. These Objectives are ongoing but as yet incomplete. Corrections have been made within the body of the report.
2. Table 2 sets out accurate levels of complaints referred to IAA-ANSP for both 2020 and 2021 and while there is an apparent discrepancy the figures have been verified. More contextual detail has been inserted into the report to describe the complaint handling process that leads to complaints being issued to IAA-ANSP.
3. Alignment of both the Non-Technical Summary and Figs. 9 and 10 has been completed and relevant description of what constitutes a track keeping violations has been set out.
4. Fig. 11 has been re-formatted within the report.
5. An additional figure has been provided in the report detailing the aircraft operators. Actions to address track keeping anomalies for the 1<sup>st</sup> wave of departures is included.
6. Additional graphics by runway are now inserted with an elevation legend by periods of day to better understand the location of the environmental noise corridor violations.

7. Fig. 14 (now Fig. 27) has been updated to describe the process for correlating a complaint with a violation and issuing to IAA-ATC for investigation.
8. Fig. 15 (now Fig 28.) has been provided with the necessary legend and operational hours.
9. Fig. 21 (now Fig. 34) does not in fact represent missing data. Verification that the graph represents no instances of Aircraft noise at that relevant time has been confirmed.
10. Correction to align with the Environmental Noise Directive definitions of periods of the day has been made.
11.  $L_{Amax}$  levels associated with the Noise Monitoring Terminals data are now presented in 5dB bands from 60dB to ensure alignment of all statutory reporting processes.

### Traffic Distribution and Management

1. The reporting differences between various systems at the airport has been described within the report. Dublin Airport is committed to ensuring the most accurate system is used for consistent reporting of flight track data and movements on an ongoing basis.
2. The information laid out by Fig. 46 (now Fig. 59) has been provided by IAA-ANSP and while not immediately intuitive was the best option for the reporting of general traffic flows. Dublin Airport has been in discussion with IAA-ANSP and is committed to providing improved representations for future reports.
3. Fig. 50 (now Fig. 63) has been corrected for accuracy.
4. Engine ground running data presented by day/night period is now available.

### Engagement forums

1. Membership of the DAEWG group is now detailed by business and residential area. This is a voluntary group consisting of members derived from an earlier Dublin Airport Stakeholder forum established in July 2005.
2. Improved narrative relating to marginally compliant aircraft at Dublin Airport is now inserted within the main body of the report. This builds on the information previously set out in Appendix B of the original submission.

### Noise Contours

1. The difference behind the contour shapes set out in Fig 05 is now provided within section 6.0 Noise Contours and Appendix B.
2. Correction of Fig 06 has been made. Contour shapes were accurate and error on the legend accounts for the inaccuracy.

Yours sincerely

Ian Clarke  
Head of Energy, Environment & Utilities Management

C/c      Ultan McCloskey  
            Director of Infrastructure, Dublin Airport

Ian Devine  
Head of Asset Management, Dublin Airport

Joe Mahon  
Aircraft Noise Competent Authority