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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

19 October 2023
Our reference: **ANCA/DI 02/2023**

**RE: Section 19(5)(a) of the Aircraft Noise (Dublin Airport) Regulation Act 2019
Annual Compliance Report 2022 - Direction to Provide Information**

Dear Ian

I refer to the Annual Compliance Report for the operational year 2022 as prepared by daa pursuant to Section 19 of the Aircraft Noise (Dublin Airport) Regulation Act 2019 (the Act of 2019) and published on the ANCA website. 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 2022 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 30 November 2023 unless otherwise agreed in writing.

Yours sincerely

Ethna Felten
Aircraft Noise Competent Authority

SENT BY EMAIL WITHOUT SIGNATURE





SCHEDULE A

1. Section 1.0 of the report lists noise mitigation measures at Dublin Airport. This list should include mitigation measures (including operating restrictions) arising through planning consents associated with the north runway (including those relating to the airport operating in 3-runway format since August 2022).
2. In the context of Section 19(4)(d) of the Act Of 2019, the report should include particulars of any failures by airport users with mitigation measures (including operating restrictions) arising through planning consents associated with the north runway.
3. The report should provide a narrative as to why there are some significant differences between total noise and aircraft noise in the graphs presenting data from the noise measuring systems.
4. Section 2.2 of the report should provide a segregation of route statistics between BOFUM/LIFFY/ENDEQ and DEXEN for RW 28L/28R category C/D departures.
5. The annual noise contours in Section 6 of the report are an informative way of linking the sample flight tracks to community noise exposure. Actual modal split contours should be used however, to facilitate direct comparison with the actual flight tracks.

END

