



19<sup>th</sup> December 2019

Our ref. ANCA\_F19A/0449\_RF01

Ms Yvonne Dalton, Head of Planning  
daa Plc.,  
Head Office,  
Old Central Terminal Building,  
Dublin Airport,  
County Dublin.

Copy to:

Mr Gavin Lawlor,  
Tom Phillips & Associates,  
80 Harcourt Street,  
Dublin D02 F449.

**Re: Aircraft Noise Competent Authority Notice arising from application for planning permission at Dublin Airport (ref. F19A/0449) - Proposed change of use to provide for an increased combined passenger capacity for all passenger buildings from 32 million passengers per annum (mppa) to 35 mppa (of which 3 mppa will be connecting passengers).**

Dear Ms. Dalton

I refer to the above application for planning permission lodged by Tom Phillips & Associates on behalf of the Dublin Airport Authority ('daa').

F19A/0449 is currently undergoing the planning permission process for development at the airport under Section 34B of the Planning and Development Act 2000, as amended ('PDA'), including by the Aircraft Noise (Dublin Airport) Regulation Act 2019 ('2019 Act'). Section 34B outlines a multi-stage process for determining applications for development at the airport, and allocates various assessment and decision-making functions to Fingal County Council in its capacity as the Aircraft Noise Competent Authority ('ANCA'). This process must involve application of the Balanced Approach where a noise problem at the airport would arise from carrying out the development as proposed.

As a first step, in accordance with Section 34B(1)(a)(i) and (iii) of the PDA, ANCA has concluded that it is of the Opinion that the proposed 'development' the subject of F19A/0449:

- Contains a proposal requiring the assessment for the need for a noise related action, or
- Indicates that a new operating restriction may be required.

This Opinion was recorded in CE Order ANCA/007/2019, dated 31 October 2019.



Accordingly, ANCA is now engaged in the process of consultation with the Planning Authority, determining whether the development the subject of F19A/0449 would give rise to a noise problem, in accordance with Section 34B(2) of the PDA.

To assist in making that determination, ANCA is exercising its power to request information under Section 9(10) of the 2019 Act, which provides that ANCA may, for the purposes of an assessment of the noise situation at the airport, direct the applicant to provide ANCA with such information as ANCA may reasonably require. As you are aware, assessment of the noise situation at the airport is one of ANCA's functions under Section 9(1) of the 2019 Act, which is incorporated into the Section 34B process under Section 34B(1)(b) of the PDA.

**Appendix A** to this letter outlines the specific information sought from daa at this point in the Section 34B process. This information is required to enable ANCA to, in the first instance:

- assess the noise situation at the airport;
- determine whether the proposed increase in the Capacity Limit would give rise to a 'noise problem'; and
- potentially inform the process of setting a Noise Abatement Objective (NAO) for Dublin Airport.

In developing this information request, ANCA has taken into account the following regulatory framework:

- Regulation (EU) 598/2014 – “noise-related operating restrictions within a Balanced Approach”;
- Aircraft Noise (Dublin Airport) Regulation Act 2019 – giving further effect to Regulation (EU) 598/2014;
- Directive 2002/49/EC – “Environmental Noise Directive”;
- Directive (EU) 996/2015 – “assessment of noise, CNOSSOS-EU”;
- European Communities (Environmental Noise) Regulations 2018, SI 549/2018 – “Environmental Noise Regulations”;
- Planning and Development Acts 2000 to 2019;
- Directive 2011/92/EU (as amended by Directive 2014/52/EU) – “Environmental Impact Assessment Directive”;
- Directive 92/43/EEC – “Habitats Directive”; and
- Directive 2009/147/EC – “Birds Directive”.

ANCA has also taken into account relevant European and Irish guidance in relation to the assessment of aircraft noise, along with a review of the Dublin Airport Noise Action Plan 2018 – 2023.

This Request for Information is non-exhaustive, and ANCA expressly reserves its right to issue further Requests for Information (whether to raise supplemental queries on the information and documentation submitted to it in response by the applicant or otherwise) in order to complete the above inquiry.

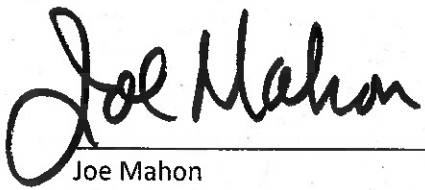
Depending on the outcome of the above assessments, ANCA expressly reserves its right to issue further Requests for Information to obtain such subsequent and supplementary information as is reasonably necessary to discharge its statutory functions in relation to any further steps in the Section 34B process that may be necessary to determine F19A/0449. Same may include (without limitation)

information required to comply with the Environmental Impact Assessment Directive, the Habitats Directive or the Birds Directive, as necessary.

As noted, the information required in response to this Request for Information is detailed in **Appendix A** to this letter. A response is required to be submitted to ANCA by Monday 27<sup>th</sup> January 2020.

Any information submitted will be made publicly available to the extent required for ANCA to comply with its legal obligations in respect of public participation.

Yours sincerely

A handwritten signature in black ink that reads "Joe Mahon". The signature is written in a cursive style with a large, looping initial "J".

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Joe Mahon

**Aircraft Noise Competent Authority**

# Appendix A

Information required by Aircraft Noise Competent Authority in relation to application reference  
F19A/0449

## Changes to Airport Operations

1.1 ANCA seeks information about the potential changes to aircraft operations resulting from the application. Specifically, the applicant must demonstrate how the proposed increase in the Capacity Limit could:

- result in changes to the number of aircraft movements and associated fleet mix during each of the periods: (i) 0700-1859 (day), (ii) 1900-2259 (evening), and (iii) 2300-0659 (night) compared to a situation where the change does not take place.

## Noise Situation and Forecasts

1.2 ANCA requests that the applicant submit:

- Information to describe the noise situation at Dublin Airport, taking into account existing consents and restrictions, including the current limits on passenger capacity in order to assess the noise situation at the airport.
- Relevant forecast noise data taking into account noise mitigation and other noise-related action. The information is required by ANCA to help determine whether F19A/0449 would give rise to a noise problem, and potentially to inform the process of setting a Noise Abatement Objective for Dublin Airport.

1.3 As a minimum, the applicant should include the scenarios listed below with noise exposure and effects information included for each situation.

### Noise Situation

1.4 The following scenarios must be modelled and submitted to facilitate a full assessment of the noise situation under the PDA and 2019 Act.

Index	Noise Situation	Description	Rationale
A	Current Situation	The situation in 2018/19	To understand the noise impact of the Airport at this moment in time with the airport operating in its current form and with the passenger capacity restrictions in place.
B	Consented Situation	A scenario which describes the impact of the consented situation at the Oral Hearing for the North Runway.	To identify the impact of the consented situation following the North Runway Oral Hearing. This situation would therefore provide a contextual understanding of the noise impact associated with the consent based on the information submitted to the Oral Hearing. The EIS indicated this was 2025, with 310k movements, and 38M passengers with average growth.
C	Pre-North Runway Operation	The situation in 2021/2 immediately before the opening and operation of the new North Runway	To understand how the noise impact of the Airport will change from now and to before the North Runway comes into operation with the passenger capacity restrictions in place.
D	Current Consented North Runway Operation upon Opening	The situation immediately after the opening and operation and the North Runway	To understand what would happen in the year following the opening of the North Runway with the Airport operating in line with its current consents, including the existing passenger 32m capacity restriction.

Index	Noise Situation	Description	Rationale
E	Future Forecast North Runway Operation	A situation in the future following the growth of airport operations in line with existing consents.	This situation provides an understanding of the noise impact associated with a mature operation with the airport at its future capacity taking into account the current consents, including the existing 32m passenger capacity restriction.

### Forecasts

1.5 All forecasts must take into account potential noise-related actions and noise mitigation where it is considered that this information may be of assistance to ANCA in determining whether F19A/0449 would give rise to a noise problem and to potentially inform the process of setting a Noise Abatement Objective for Dublin Airport.

1.6 As a minimum, this should include:

Forecast	Capacity Limit Increase Situation	The situation with the increase in the passenger capacity limit from 32 mppa to 35 mppa	To understand the noise impact of the proposed increase in the passenger capacity limit, to assist ANCA to determine whether F19A/0449 would give rise to a noise problem.
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1.7 Where noise mitigation is assumed or explored in any forecasts provided, ANCA requires that this is clearly reported. These measures include, but are not limited to:

- Reduction of noise at source
  - Financial incentives such as:
    - Landing charges
    - Taxes
  - Displaced Landing Thresholds
- Noise Abatement Operating Procedures
  - Steeper / Segmented Approach Procedures
  - Continuous Climb Operations
  - Runway Alternation
  - Preferential Runway Use
  - Directional Preference
  - Noise Abatement Departure Procedures
  - Airspace Design / Navigational Aids

## Noise Exposure and Effects Information to be Provided for Noise Situations and Forecasts

1.8 The following information is required for the assessment of the aircraft noise impact resulting from take-offs and landings in each of the Noise Situations and forecasts specified above:

### Required Noise Exposure Information

- Strategic noise maps for the following noise indicators and noise levels:
  - $L_{den}$  for 45-49, 50-54, 55-59, 60-64, 65-69, 70-74,  $\geq 75$  dB
  - $L_{night}$  for 40-44, 45-49, 50-54, 55-59, 60-64, 65-69,  $\geq 70$  dB
  - $L_{Aeq, 16hr}$  for 45-49, 50-54, 55-59, 60-64, 65-69, 70-74,  $\geq 75$  dB
- Assessment of noise exposure, in 1 dB, 3 dB and 5 dB bands, due to airport operations in terms of:
  - Area (km<sup>2</sup>);
  - Number of dwellings;
    - Including dwellings with insulation against noise i.e. those with insulation already in place;
    - Including dwellings within voluntary residential purchase scheme;
    - Including dwellings within voluntary residential noise insulation scheme;
  - Number of people living in dwellings;
    - Including people living in dwellings with insulation against noise i.e. those with insulation already in place;
    - Including people living in dwellings within voluntary residential purchase scheme;
    - Including people living in dwellings within voluntary residential noise insulation scheme;
  - Number of non-residential noise-sensitive receptors;
    - Including, as a minimum, the number of schools and hospitals;
    - Including schools within the voluntary school insulation scheme.
- Noise level difference maps comparing the Noise Situations and forecasts with each of the other Noise Situations and forecasts specified in the table above in 1 dB and 3 dB noise level change bands:
  - $L_{den}$
  - $L_{night}$

- $L_{Aeq, 16hr}$ ;
- Area ( $km^2$ );
- Number of dwellings;
  - Including dwellings with insulation against noise i.e. dwellings with approved scheme insulation already in place;
  - Including dwellings within voluntary residential purchase scheme;
  - Including dwellings within voluntary residential noise insulation scheme;
- Number of people living in dwellings;
  - Including people living in dwellings with insulation against noise i.e. those with approved scheme insulation already in place;
  - Including people living in dwellings within voluntary residential purchase scheme;
  - Including people living in dwellings within voluntary residential noise insulation scheme;
- Number of non-residential noise-sensitive receptors;
  - Including, as a minimum, the number of schools and hospitals;
  - Including schools within the voluntary school insulation scheme;

1.9 The applicant is required to provide further, additional relevant objective measures, using the following (or derivations of), for example:

- $L_{day}$ ;
- Levening;
- $L_{Amax}$ ; and
- SEL.

1.10 Noise exposure data shall be provided in a digital format, contours and tabular, with a supporting narrative. All noise contours and noise level grids should be provided in a GIS format within the ITM coordinate system.

#### Noise Effects Data

1.11 Using the noise exposure data, the following effects information should be provided:

- Assessment of any significant effects of noise on sensitive receptors;
- Assessment of harmful effects due to long term exposure to noise from airport operations, including:
  - Number of people living in dwellings highly annoyed;
  - Number of people living in dwellings highly sleep disturbed;



- *Sub-totals per Electoral Division*
- *Assessment of costs of noise exposure, including:*
  - *Costs of annoyance;*
  - *Costs of health.*

1.12 *When considering any forecasts, areas of land zoned for future residential use should be included within the assessment, in addition to any approved and/or under construction residential developments must be accounted for within the analysis. The costs of noise exposure on health should if possible be monetised.*

1.13 *The applicant is advised, as a minimum, to have regard for the relevant guidance documents when preparing noise effects data.*

- *WHO Community Noise Guidelines 1999 – WHO CNG 1999;*
- *WHO Night Noise Guidelines 2009 – WHO NNG 2009;*
- *WHO Environmental Noise Guidelines 2018 – WHO ENG 2018;*
- *EPA Guidance Note for Strategic Noise Mapping, Version 2, August 2011;*
- *EPA Guidance Note for Strategic Noise Mapping, Revised Section 10: Methodology for Exposure Assessment – Post Processing and Analysis, October 2017;*
- *EPA Guidelines on the Information to be Contained in Environmental Impact Assessment Reports, Draft, August 2017;*
- *Appropriate Assessment of Plans & Projects – Guidance for Planning Authorities (2009) DoEHLG.*

1.14 *Where the Applicant considers other guidance documents to be appropriate, these should be declared and reported.*

#### *Methodological Reporting*

1.15 *Alongside the noise exposure and effects datasets, the following reporting is required:*

#### *Noise Modelling Report*

1.16 *A modelling report describing the approach and supporting evidence for modelling works, including:*

- *Confirmation of the noise assessment method i.e. ECAC Doc 29 4th Edition including the modelling software utilised*
- *Confirmation of input datasets including:*
  - *Schedules / Flight Records including copies of relevant flight operations reports*
  - *Meteorological conditions*
  - *Inputs to flight track assumptions including dispersions*
  - *Inputs to flight profile and aircraft type assumptions*
  - *Modal Splits*

- *Validation Methodologies and Adjustments*
  - *Reporting of any validation activities including:*
    - *Customised procedures profiles; and/or*
    - *NPD adjustments based on noise monitoring data*
- *Calculation Settings, including:*
  - *Grid resolutions / dynamic grid settings*
  - *Receptor definitions*
  - *Application of meteorology*
  - *Use of bank angle*
  - *Ground attenuation*

#### *Population and Demographic Methodology Report*

1.17 *A methodology report is required to demonstrate how the applicant has considered the following in the reporting of noise exposure and effects:*

- *Consideration of zoned lands;*
- *Residential developments that are approved and/or under construction;*
- *Analysis and monitoring of population encroachment around the Airport;*
- *Use and application of any population and/or demographic datasets including those describing non-residential noise-sensitive receptors; and*
- *Approach to and datasets used for forecast population approved and/or under construction residential developments.*

#### *Exposure and Effects Methodology*

1.18 *The applicant shall report its methodology for the calculation of noise exposure and effects using noise model outputs and relevant demographic datasets. In this respect, the applicant shall have regard to for the approaches defined within EC Directive 2002/49/EC, the new Annex II within Directive 996/2015 – “assessment of noise, CNOSSOS-EU”, and the approved text for the upcoming revision to Annex III on assessment of harmful effects.*