

Joe Mahon  
Aircraft Noise Competent Authority  
County Hall  
Swords  
Co. Dublin  
K67 X8Y2  
[aircraftnoiseca@fingal.ie](mailto:aircraftnoiseca@fingal.ie)

Friday, 4<sup>th</sup> June 2021  
[By email & courier]

Dear Joe,

**RE: Direction 01 by the Competent Authority in relation to planning application F02A/0668 under Section 9(10) of the Aircraft Noise (Dublin Airport) Regulation Act 2019 to provide information and assessments for the purposes of the Noise Situation at the Airport.**

**ANCA Ref: ANCA-F20/0668-D01**

We refer to the above referenced matter and receipt of the Aircraft Noise Competent Authority's (ANCA) 'Direction 01' dated 24<sup>th</sup> February 2021. We note that pursuant to Section 9(10) of the Aircraft Noise (Dublin Airport) Regulation Act 2019, ANCA is exercising its power by directing daa to provide the information specified in the above referenced correspondence.

The correspondence notes that daa is required to comply with the entirety of ANCA's Direction by 24<sup>th</sup> July 2021. Notwithstanding this, the correspondence confirms that ANCA will accept responses to each point as and when the response is ready. In this regard, in order to facilitate an expedited decision-making process we wish to provide ANCA with a response to the following point as set out in the Appendix A to ANCA's correspondence and subsequent clarification letter issued by ANCA:

**Overarching Information Requests**

ANCA provided further clarification in relation to Item A of ANCA's Overarching Information Request on 16<sup>th</sup> April 2021. In this regard it was advised by ANCA that the overarching information Request A is to be read as follows:

*'In the first instance ANCA is requesting noise-related information for additional scenarios that include and exclude the 32mppa passenger cap. Other environmental forecast information is not required in this first phase however, ANCA reserves the right to request further information following receipt and review of the noise-related information.'*

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***In the first instance ANCA will accept noise-related information for the following scenarios for a forecast year of 2040, with equivalent information for 2030 and 2035 being submitted in a second tranche of information.***

*The noise-related information to be provided is:*

- *Noise exposure forecasts including noise contours provided within the Aircraft Noise Information Report Template including all requested air traffic movements, passenger and fleet mix assumptions.*

*The aircraft traffic forecasts for which the noise-related information shall relate shall cover the airport operating:*

- 1) *With its 32mppa passenger cap in place; and*
- 2) *Without its 32mppa passenger cap in place.*

*For the following:*

- *Scenarios 01 to 10 as covered within the 598 Assessment attached to the Application;*
- *A scenario with Condition 3d in place and without Condition 5;*
- *A scenario with Condition 5 in place and without Condition 3d;*
- *A scenario without Condition 5 and with Condition 3d replaced with:*
  - o *The North Runway shall not be used for take-off or landings between 2300hrs and 0600hrs*
- *A scenario replacing Condition 5 and Condition 3d with:*
  - o *A total noise quota for the night (2300-0700) at the airport;*
  - o *Associated noise quota for the periods 2300hrs to 2330hrs, and 0500hrs to 0700hrs for the use of the North Runway; and*
  - o *The North Runway shall not be used for take-off or landing between 2330hrs and 0500hrs.'*

***[our emphasis added]***

**Response:**

As requested, the attached information includes noise information for the year 2040 both with the existing 32mppa passenger cap in place and without the 32mppa passenger cap in place, although the latter (i.e. without the 32mppa passenger cap) is not sought by the Relevant Application. The details of which scenarios have been modelled will be presented in a Technical Report which will be issued to ANCA during the week of 7<sup>th</sup> June once it has been completed. In the meantime, we wish to provide the numerical results and grid files as outlined below.

Please note that the noise information provided is based on the latest forecasts which take into account the ongoing impact of the Covid-19 pandemic and which have been revised since the previously assessment was undertaken. As these forecasts differ from those used to prepare the noise information previously provided for the years 2022 and 2025, updated noise information is also provided for 2022 and 2025.

The noise information is provided in the same formats as those which supported the Regulation 598/2014 Assessment and was provided previously to ANCA. It comprises the following:

- The numerical results for all assessment years are contained in a completed version of the template which was provided by the Aircraft Noise Competent Authority (ANCA) (Doc Ref: A434\_2.0 ANCA Reporting Template 2021 Update).
- ANCA Noise Grids of the noise levels are provided. Please note that the grid files issued are for 2022, 2025 and 2040.

Given the overall size and nature of these files they have been provided on a USB stick attached to this letter.



It is advised that the grid files for 2030 and 2035 will follow the week of the 7<sup>th</sup> June. These will be accompanied by a technical report 'A11267\_19\_RP035\_3.0 NOISE INFORMATION – ANCA REQUEST FEBRUARY 2021' by Bickerdike Allen Partners, which details the scenarios, how the noise modelling was undertaken and summarises the results along with the figures displaying plots of the noise contours for all assessment years on Ordnance mapping.

In addition to the provision of the above referenced noise information requested by ANCA's *Overarching Information Request A*), we attach a copy of the following:

- *Dublin Airport Operating Restrictions, Quantification of Impacts on Future Growth, Updated analysis in response to the ANCA RFI by Mott Macdonald, May 2021, version 1.2 (Final).*

This updated version of the Analysis by Mott Macdonald is provided at this time as the noise information provided has utilised the forecasts which are summarised in this report. This Analysis has been provided in both electronic and hard copy.

### **Conclusion**

We note that the responses referenced above are provided in preliminary form at this time. This is to ensure that any modifications required to be made as a result of the outcomes of other interrelated dependencies can be made without prejudice and as part of daa's final and complete submission in response to ANCA's Direction. Should any revisions be made to the documents attached to this letter in subsequent submissions these revisions will be highlighted accordingly.

For the avoidance of doubt, the final submission by daa will include a copy of all information provided to ANCA up to that point in final form.

Further to this, and in the interest of providing a clear outline of the intended submission(s) going forward, we wish to advise ANCA that daa are currently progressing all other responses to ANCA's direction and we envisage that the next tranche of information to be provided to ANCA will include a response to the remaining items listed in Appendix A Overarching Information Requests and some responses to the specific RFI's listed in the Specific Information Request. It is envisaged that this information will be submitted to ANCA c.18 June 2021.

In accordance with Section 34C(3)(b) of the Planning and Development Act 2000 [as amended], both electronic and hard copies of this information has been provided to the Planning Authority.

Please feel free to contact the undersigned if you have any queries on the above.

Yours faithfully

Gavin Lawlor

**Director**

cc. Planning Department, Fingal County Council, County Hall, Main Street, Swords, Co. Dublin and via email [planning@fingalcoco.ie](mailto:planning@fingalcoco.ie)