



**An tÚdarás Inniúil um
Thorann Aerárthaí**

**Aircraft Noise
Competent Authority**

Draft Regulatory Decision

Appendix M

Section 34C(10) consultation with
other Authorities and response



Commission for Aviation Regulation
Earlsfort Centre,
6 Earlsfort Terrace,
Dublin 2
D02 W773

Our Ref: ANCA F20A/0668
17th September 2021

RE: Noise assessment at Dublin Airport by the Aircraft Noise Competent Authority (ANCA)

For the attention of: Ms. Cathy Mannion Commissioner for Aviation Regulation

Dear Ms. Mannion,

On 18th December 2020, the daa submitted an application for planning permission (ref. F20A/0668) seeking the amendment of the operating restriction set out in condition no. 3(d) and the replacement of the operating restriction in condition no. 5 of the North Runway Planning Permission (Fingal County Council Reg. Ref. No. F04A/1755; ABP Ref. No. PL06F.217429 as amended by Fingal County Council F19A/0023, ABP Ref. No. ABP-305289-19), as well as proposing new noise mitigation measures.

Condition 3 (d):

3(d). Runway 10L-28R shall not be used for take-off or landing between 2300 hours and 0700 hours. except in cases of safety, maintenance considerations, exceptional air traffic conditions, adverse weather, technical faults in air traffic control systems or declared emergencies at other airports.

Condition 5:

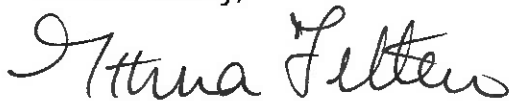
On completion of construction of the runway hereby permitted, the average number of night time aircraft movements at the airport shall not exceed 65/night (between 2300 hours and 0700 hours) when measured over the 92 day modelling period as set out in the reply to the further information request received by An Bord Pleanála on the 5th day of March, 2007.



ANCA has undertaken an assessment of the aircraft noise implications of the application and, having determined that a noise problem would occur, set a noise abatement objective for the airport and applied the Balanced Approach of the International Civil Aviation Organization to determine the optimum measures required to address the noise problem. These measures may form the basis for a draft regulatory decision by ANCA and are detailed in the attached report together with the Noise Abatement Objective and the Noise Abatement Objective report.

ANCA hereby invites any observations that the Commission for Aviation Regulation may wish to make in the context of the areas of regulation within the remit of your Commission. Any submission in this context should be made to the address above before 19th October, 2021. This opportunity does not preclude the Commission for Aviation Regulation from making a submission or observation during the statutory period of 14-weeks following the making of a draft regulatory decision by ANCA in relation to this matter.

Yours sincerely,

A handwritten signature in black ink that reads "Ethna Felten". The signature is written in a cursive style with a horizontal line underneath it.

Ethna Felten

Aircraft Noise Competent Authority



Irish Aviation Authority
The Times Building
11-12 D'Olier street
Dublin 2
D02 T449

Our Ref: ANCA F20A/0668
17th September 2021

**RE: Noise assessment at Dublin Airport by the Aircraft Noise Competent Authority
(ANCA)**

For the attention of: Mr. Duirmuid O'Conghaile

Dear Mr. O'Conghaile,

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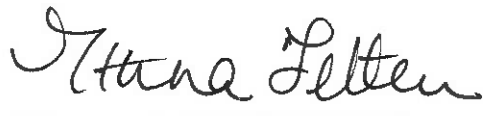
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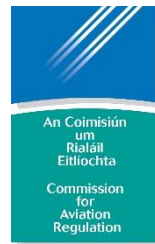
ANCA hereby invites any observations that the Irish Aviation Authority may wish to make in the context of the areas of regulation within the remit of your Authority. Any submission in this context should be made to the address above before 19th October, 2021. This opportunity does not preclude the Irish Aviation Authority from making a submission or observation during the statutory period of 14-weeks following the making of a draft regulatory decision by ANCA in relation to this matter.

Yours sincerely,

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Ethna Felten

Aircraft Noise Competent Authority



Ethna Felten
Director
Aircraft Noise Competent Authority
County Hall, Swords
County Dublin, K67 X8Y2

18 October 2021

Re: Measures to Address Noise Problem at Dublin Airport

Dear Ethna,

Thank you for your letter dated 17 September, accompanied by the report setting out potential noise abatement measures to address the *Noise Problem* at Dublin Airport, arising from the daa application to change certain operating restrictions associated with the North Runway.

As you are aware, the Commission for Aviation Regulation is the competent authority in Ireland for the implementation of the EU Slot Regulation 95/93. Specifically, we are responsible for:

- The designation of airports located in Ireland as Schedules Facilitated or Coordinated, where necessary.
- The appointment a Schedules Facilitator or Coordinator as necessary.
- The declaration of capacity at Coordinated airports.
- Administering the slots sanctions scheme, which provides for financial sanctions for air carriers who misuse slots.

Dublin Airport is a Coordinated airport. This designation leads to the imposition of a mandatory system for the scheduling of aircraft movements at the airport. The Commission declares capacity limits on potentially constraining airport processors, such as the number of aircraft which can be scheduled to use the runway over particular periods. The Coordinator, appointed by the Commission, is responsible for the allocation of slots to individual air carriers, based on those limits set by the Commission and various principles for prioritizing slot requests. Thus, in broad terms, the Commission is responsible for determining how many aircraft can be scheduled to operate at Dublin Airport. The Coordinator then determines how this capacity is divided among air carriers and aircraft types.

Should ANCA put in place a measure or measures which would potentially impact on aircraft movements at Dublin Airport, this would therefore need to be translated by the Commission into scheduling constraints for the relevant seasons. It would then need to be implemented by the Coordinator in relation to individual aircraft movements.

As a separate regulatory body, we will not be commenting on topics such as the appropriate level of a night noise quota, or the time period over which it applies, as this is a matter for ANCA in its

role as competent noise authority. Our only observations would therefore relate to the practical implementation of whatever measures you put in place.

The worldwide airport slot scheduling calendar is based on two distinct scheduling seasons - the Summer season (which spans seven months from March to October) and the Winter season (which spans five months from October to March). The transitions between summer and winter seasons must be aligned with the clock changes between Summertime and Wintertime. This occurs on the last Sunday of March and the last Sunday of October. The capacity is set by the Commission approximately six months before the start of each season, with initial coordination and slot allocation to air carriers then completed by the Coordinator five months before the start of season.

We note that the defined Annual Period for assessing compliance against the noise quota is proposed to be based on the calendar year from January to December, which means that each compliance period would split the winter scheduling season in two. This would pose a significant challenge from an implementation perspective, due to the misalignment between the timing of when scheduling and slot allocation occurs, and the compliance period for noise related capacity limits. There would be a consequent annual interplay required to implement the noise limits on a cross - seasonal basis.

For example, the Commission will issue a final decision on the Winter 2022 capacity (October 2022 to March 2023) in May 2022. If the first compliance period for a noise quota system were to be 1 January to 31 December 2023, a decision would need to be taken on how to split the noise quota between Winter 2022 (in part) and Summer 2023, but also Winter 2023 (in part). The Winter 2023 season will finish in March 2024. In the absence of airline scheduling inputs that far in advance, estimating demand and the consequent extent to which noise quota should optimally be reserved for the Winter 2023 season almost two years in advance of that season concluding would be difficult.

If, on the other hand, the compliance period was to be aligned with the scheduling seasons (i.e. from April to March inclusive) , there would just need to be one high level split of the annual quota between a summer and winter season, while each period would still cover the same set of twelve months.

We are available to discuss the practicalities of implementing this measure, or any other measures which you may be considering. It may also be useful to include the appointed Coordinator, Airport Coordination Limited, in that engagement.

Yours sincerely,



Cathy Mannion
Commissioner