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An tÚdarás Inniúil um  
Thorann Aerárthaí  
Aircraft Noise  
Competent Authority

daa plc  
Three, The Green, Dublin Airport Central  
Dublin Airport  
Swords Co Dublin  
K67 X4X5

Attn: Ian Clarke, Head of Environment and Sustainable Infrastructure daa

Our Reference: ANCA/DI 01/2025

11 March 2025

Dear Ian

I refer to your letter of 26 February 2025, which responded to the Aircraft Noise Competent Authority's (**ANCA**) direction to daa on 7 February 2025 (the **Direction**) to provide specified information under section 9(10) of the Aircraft Noise (Dublin Airport) Regulation Act 2019 (the **Act of 2019**).

#### Section 9 process

ANCA's objective is to establish a stable, long-term framework for regulation of aircraft noise at Dublin Airport. For the purposes of carrying out an assessment of the noise situation at the airport, the authority requires the specific information detailed in Schedule A of the Direction.

As noted in the 'Review of the Effectiveness of Noise Mitigation Measures at Dublin Airport in Achieving the Noise Abatement Objective' reports by ANCA for 2022 and 2023, the noise-limiting aspects of the Noise Abatement Objective have not been achieved for either year. The Noise Action Plan for Dublin Airport 2024-2028 reported the existence of problems and/or situations that need to be improved at the airport. Other noise problems may also be identified as ANCA progresses the ongoing Section 9 process. ANCA anticipates that Regulatory Decision(s) may be necessary for some or all of these purposes.



### Scope of Information Required

ANCA does not accept daa's suggestions as to (i) a reduced set of scenarios (except as expressly set out below) and (ii) replacing removed scenarios with sensitivity testing, for the reasons outlined below:

1. the direction to provide information of the scope required is necessary for ANCA to determine the range of outcomes and associated measures to manage aircraft noise over the short, medium, and long term. In the first instance, this is required alongside other activities including encroachment analysis to support ANCA's review of the Noise Abatement Objective and, any Regulatory Decision(s) that may be necessary; and
2. in this context, sensitivity testing is not considered an adequate alternative as the requested scenarios and assessment years will underpin the outcomes that ANCA needs to consider in process rather than any changes that may arise from sensitivities within any given scenario.

ANCA provides the following clarifications to the scope of the Direction and the scenarios requested:

1. In the context of the statement contained in your letter of 26 February 2025 that *'unconstrained night operations have never been sought by daa and is not a realistic scenario'*, modelling for NU scenarios may be omitted from the Direction.
2. In response to your question regarding Scenario R2, ANCA confirms that this Scenario assumes that the north runway is available for use across the full 24-hour day.
3. Aircraft movement impacts that may arise through a passenger capacity limitation are particularly relevant to the assessment for Round 5 (2026) and Scenarios N0+R0 for each subsequent round. For the remaining scenarios, the forecasted passenger numbers should be reported. A full schedule of the scenarios to be modelled is attached to this letter.
4. In the interest of expediency, the preparation of scenarios associated with night constraint index N3 may be omitted from the data to be submitted by 30 April 2025. ANCA will review the information submitted on 30 April and confirm to daa whether N3 scenarios will still be required as part of the information to be submitted on 30 June 2025.



ANCA does not accept that matters currently underway through planning appeal or enforcement processes prevent the development of the operational scenarios detailed within Schedule A of the Direction.

#### ANCA's obligations under the Act of 2019

ANCA notes daa's suggestion that the ongoing Section 9 process be deferred until the North Runway Relevant Action appeal (ABP-314485-22) has been determined or alternatively that the Scope of Information required, be reduced in case that some of the work could be rendered redundant. ANCA does not see any scope under the Act of 2019 (including, but not by way of limitation, under section 9(2)) to defer the discharge of its statutory obligations or to omit information or assessments which it requires in order to discharge those functions.

#### Proposed timeframe for receipt of Required Information

ANCA does not accept that the timeframe set in its Direction dated 7 February 2025 is unrealistic or impossible to achieve, particularly in circumstances where it is understood that daa has some of the information already to hand in the context of the various planning applications it has been preparing in recent years. However, ANCA is willing to facilitate a staged acceptance of the required information.

ANCA therefore directs daa to provide on or prior to:

- (a) **Wednesday 30 April 2025:** All data required by the Direction for Round 5 and Round 6 (2026, 2031) shall be submitted no later than 30 April 2025 and
- (b) **Monday 30 June 2025:** All remaining data required by the Direction shall be submitted no later than 30 June 2025 (including data associated with night constraint index N3 if required by ANCA after review of data submitted on 30 April 2025).

ANCA has conferred with its consultants in setting these revised deadlines for receipt of the required information and has taken account of their assessment of the time which will reasonably be required to prepare the directed scenarios, provided that daa applies adequate resourcing in a timely manner.

ANCA remains open to any request which daa may make for a meeting should daa wish to discuss further any technical aspects of the required information. So that there is no

misunderstanding, while ANCA is willing to discuss such technical matters, ANCA will not engage in further discussion on the scope of the information required under the Direction.

Yours sincerely



Director of Services

Aircraft Noise Competent Authority

Cc     Mr Kenny Jacobs  
         Chief Executive, daa

         Mr Ultan McCloskey  
         Director of Infrastructure, daa



Schedule of operating scenarios to be modelled				
Round	Year	Night Caps	Runway Use	Passengers

R5	Y26	N0	R0	P32
R5	Y26	N1	R0	P32
R5	Y26	N2	R0	P32
R5	Y26	N3	R0	P32
R5	Y26	N0	R1	Pxx
R5	Y26	N1	R1	Pxx
R5	Y26	N2	R1	Pxx
R5	Y26	N3	R1	Pxx
R6	Y31	N0	R0	P32
R6	Y31	N0	R0	Pxx
R6	Y31	N1	R0	Pxx
R6	Y31	N2	R0	Pxx
R6	Y31	N3	R0	Pxx
R6	Y31	N0	R1	Pxx
R6	Y31	N1	R1	Pxx
R6	Y31	N2	R1	Pxx
R6	Y31	N3	R1	Pxx
R6	Y31	N0	R2	Pxx
R6	Y31	N1	R2	Pxx
R6	Y31	N2	R2	Pxx
R6	Y31	N3	R2	Pxx
R6	Y31	N0	R3	Pxx
R6	Y31	N1	R3	Pxx
R6	Y31	N2	R3	Pxx
R6	Y31	N3	R3	Pxx
R7	Y36	N0	R0	P32
R7	Y36	N0	R0	Pxx
R7	Y36	N1	R0	Pxx
R7	Y36	N2	R0	Pxx
R7	Y36	N3	R0	Pxx
R7	Y36	N0	R1	Pxx
R7	Y36	N1	R1	Pxx
R7	Y36	N2	R1	Pxx
R7	Y36	N3	R1	Pxx
R7	Y36	N0	R2	Pxx
R7	Y36	N1	R2	Pxx
R7	Y36	N2	R2	Pxx
R7	Y36	N3	R2	Pxx
R7	Y36	N0	R3	Pxx
R7	Y36	N1	R3	Pxx
R7	Y36	N2	R3	Pxx
R7	Y36	N3	R3	Pxx

Schedule of operating scenarios to be modelled				
Round	Year	Night Caps	Runway Use	Passengers
R8	Y41	N0	R0	P32
R8	Y41	N0	R0	Pxx
R8	Y41	N1	R0	Pxx
R8	Y41	N2	R0	Pxx
R8	Y41	N3	R0	Pxx
R8	Y41	N0	R1	Pxx
R8	Y41	N1	R1	Pxx
R8	Y41	N2	R1	Pxx
R8	Y41	N3	R1	Pxx
R8	Y41	N0	R2	Pxx
R8	Y41	N1	R2	Pxx
R8	Y41	N2	R2	Pxx
R8	Y41	N3	R2	Pxx
R8	Y41	N0	R3	Pxx
R8	Y41	N1	R3	Pxx
R8	Y41	N2	R3	Pxx
R8	Y41	N3	R3	Pxx
R9	Y46	N0	R0	P32
R9	Y46	N0	R0	Pxx
R9	Y46	N1	R0	Pxx
R9	Y46	N2	R0	Pxx
R9	Y46	N3	R0	Pxx
R9	Y46	N0	R1	Pxx
R9	Y46	N1	R1	Pxx
R9	Y46	N2	R1	Pxx
R9	Y46	N3	R1	Pxx
R9	Y46	N0	R2	Pxx
R9	Y46	N1	R2	Pxx
R9	Y46	N2	R2	Pxx
R9	Y46	N3	R2	Pxx
R9	Y46	N0	R3	Pxx
R9	Y46	N1	R3	Pxx
R9	Y46	N2	R3	Pxx
R9	Y46	N3	R3	Pxx