



Aircraft Noise Competent Authority
Annual Report 2025



**An tÚdarás Inniúil um
Thorann Aerárthaí**

**Aircraft Noise
Competent Authority**

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01

Management welcome and key developments 2025

Foreword by the Chief Executive



As I reflect on 2025, the role of the Aircraft Noise Competent Authority (ANCA) in managing aircraft noise at Dublin Airport continues to be a key part of efforts to balance the growth of aviation at Dublin Airport with the protection of local communities affected by noise.

National and local planning policies already support the growth of Dublin Airport and any change to existing limits must be addressed through the established regulatory process. It is entirely possible for Dublin Airport to grow in a way that is lawful, balanced and environmentally sustainable. The regulatory system currently in place offers a clear framework for expansion through proper applications, environmental assessments, and meaningful engagement with stakeholders.

The commitment to a comprehensive review of National Aviation Policy as part of the Programme for Government is a welcome development. As a key stakeholder we look forward to participating in this review and passing on learnings from six years of regulating Dublin Airport as both a planning and a noise regulating authority.

During the year An Coimisiún Pleanála issued planning approval for a noise quota system for night-time operations at Dublin Airport; limit the use of the North Runway at night; and provide a grant scheme for home insulation. The decision establishes a new framework for the management and mitigation of aircraft noise at the airport. The decision is now subject to a judicial review.

I wish to take this opportunity to extend my sincere appreciation to our technical support teams in industry and academia, our stakeholders, and the communities we serve. Through our collective efforts, we are making significant progress in striking a balance that supports the necessary growth of the aviation industry while prioritising the well-being of our residents.

AnnMarie Farrelly
Chief Executive
Fingal County Council

Introduction by the Director of ANCA



Our commitment as a regulator is to ensure that our work will be undertaken in a fair and transparent way and that everyone will have equal access to our services.

It is my pleasure to highlight and present the work of the ANCA over the past year and to share our objectives as we embark on a busy new year. The process of transparent assessment and presentation of information continues to remain at the centre of everything that we do at ANCA. I welcome the participation and contribution of everyone that has an interest in the operation of Dublin Airport, and I have a genuine appreciation of the contribution of so many diverse opinions and perspectives that continue to be shared with the authority. I am of a strong belief that a comprehensive noise management framework can be developed in a participative environment that recognises and accommodates aspects of difference and agreement as they arise.

Conversations that inform the development of a fair noise management structure should be balanced. The positive contribution of the airport towards commerce, tourism and employment was frequently acknowledged in the many interactions that I had with residents, industry representatives and elected representatives during the year. This support must continue to be underpinned by inclusive participation and transparent decision making when difficult decisions are required to manage the process of change. Through the process of regulation, I will continue to ensure that every voice can be heard and given the opportunity to participate in the processes of ANCA as the airport develops in a sustainable manner.

As we reflect through this year's annual report on the progress of ANCA in 2025, I want to assure all stakeholders, that we will remain committed to making informed decisions that prioritise communities around Dublin Airport and the continued sustainable growth of our national airport.

Ethna Felten
Director of Services
Aircraft Noise Competent Authority

Key developments 2025

February

ANCA receives new application for 36m passengers at Dublin Airport

April

Aircraft noise information portal launched by daa

[Read more](#)

August

Annual contour maps published on ANCA website for 2024

[Read more](#)

October

ANCA completed a review of the effectiveness of noise mitigation measures at Dublin Airport for 2024 and published the findings

[Read more](#)

December

Environmental assessment consultation process commenced for a planning application to increase passenger capacity at Dublin Airport.

March

Annual Report of the Aircraft Noise Competent Authority published for 2024

[Read more](#)

July

Planning decision by An Coimisiún Pleanála relating to nighttime operations at Dublin Airport

September

Annual Compliance Report by airport authority published on ANCA website

[Read more](#)

November

Review of eligible properties for property insulation and voluntary purchase schemes completed by ANCA.

Data submitted to ANCA in support of planning application to increase permitted passenger capacity at Dublin Airport.

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About ANCA

About ANCA

ANCA purpose

ANCA is the statutory independent authority which operates within the structure of Fingal County Council for the assessment and regulation of aircraft noise at Dublin Airport. European law requires the designation of an authority for this purpose for airports with more than 50,000 aircraft movements per year. Dublin Airport is the only airport in Ireland that meets this level of activity, reporting 255,000 aircraft movements in 2025.

The functions of the authority centre around three key themes – Assess | Monitor | Regulate

ANCA function

Our assessments consider the potential noise impact of proposed development at the airport in both the specific context of each application and the wider context of regular review of the noise climate at the airport. ANCA monitors the noise climate around the airport as it evolves and reports on progress with the aim of reducing the noise impact over time.

The authority promotes and supports the pro-active management of noise through the principles established by environmental noise legislation.

Regulation is not a measure of first resort or an instrument to bring about short-term changes to the noise situation at an airport. Regulatory interventions are a result of careful consideration of the evolution of the aircraft noise climate that also has regard to forecasted future activity. Regulations by ANCA to amend the noise management framework at the airport may be integrated into an overall planning decision or may have independent effect. The preparation of these regulations involves a period of public consultation, and the outcome may be appealed to an independent authority. The introduction of operating restrictions is also subject to oversight by the European Commission to ensure that legislation is correctly applied in a transparent and uniform way across the European Union.

To carry out our work, the authority retains and blends core expertise with contracted specialist services as necessary from industry and academia. ANCA is part of Fingal County Council and utilises the shared services of the organisation.

Specialist industry and academic support services

- Aviation
- Legal services
- Environmental assessment
- Acoustics
- Health
- Communication

Core capacity

- Planning
- Data analysis
- Technical assessment
- Governance
- Environmental assessment
- Communications
- Strategy

Shared support services

- Human resources
- Information technology
- Building services
- Finance
- Training and development

ANCA mission

ANCA's mission is to ensure that the impact of aircraft noise at Dublin Airport and the surrounding neighbourhoods, is analysed, communicated, managed and reduced over time.

ANCA objectives

ANCA will ensure that international aircraft noise management principles, which are given legal effect through European and Irish legislation are implemented transparently and effectively. Stakeholder participation is central to all decisions taken by ANCA to manage the impact of aircraft noise.



Legislation and aircraft noise regulations

The regulation of aircraft noise at Dublin Airport is governed by national and European legislation. Central to this framework is the Aircraft Noise (Dublin Airport) Regulation Act 2019, which designates Fingal County Council as the competent authority responsible for assessing and managing aircraft noise, in accordance with EU Regulation 598/2014 and the Balanced Approach to aircraft noise management of the International Civil Aviation Organization (ICAO).

Appeals of planning decisions, which may contain regulatory decisions related to aircraft noise management, are managed by An Coimisiún Pleanála, ensuring an independent review process. The planning authority of Fingal County Council is the statutory body tasked with considering the development which may be permitted around the airport.

There is a shared interest in having a comprehensive noise management structure in place at an airport. The aviation industry requires stable measures that define the operating framework for a significant period in advance of the purchase and scheduling of aircraft at each airport. Residents of surrounding communities also have a genuine expectation of understanding around the scale and times during which aviation activity is likely to occur above their neighbourhood.

It is also important to have a continuous cycle of implementation and assessment to ensure that measures that are designed to protect the environment work as intended and remain relevant as new communities are built and airports evolve and grow. The construction of a new runway at any airport is a very significant event that can involve decades of planning through successive land use management plans. The first runway of Dublin Airport's planned parallel runway system opened in 1989 and operated as the primary runway until the second parallel runway opened in 2022. The commissioning of the second parallel runway in Dublin resulted in a significant re-distribution of aircraft activity as was the case 33 years earlier. This second runway received planning permission following an appeals process in 2007, but it was 15 years later before it became operational in August 2022. Many of the noise related conditions that were part of the

2007 planning permission retain relevance but recent assessments by ANCA and the planning appeals authority have recognised the economic and community landscape that has changed in the intervening years and provided for necessary amendments and new measures to supplement and support the original planning conditions through processes of public consultation and regulation.

It is important to recognise that, although a change to aviation activity involves a difficult process of change, additional operational runways can facilitate the distribution of activity in a way that can have a positive impact on the overall noise climate around an airport for the benefit of the greatest amount of people. The planning permission for the north parallel runway provided flexibility for a prioritised order of runway selection that seeks to cause the least community disturbance. The permission also provided for the downgrading of the shorter crosswind runway to all but essential safety use. This significantly reduced the level of routine operational occurrences of aircraft departures over densely populated areas of the community.

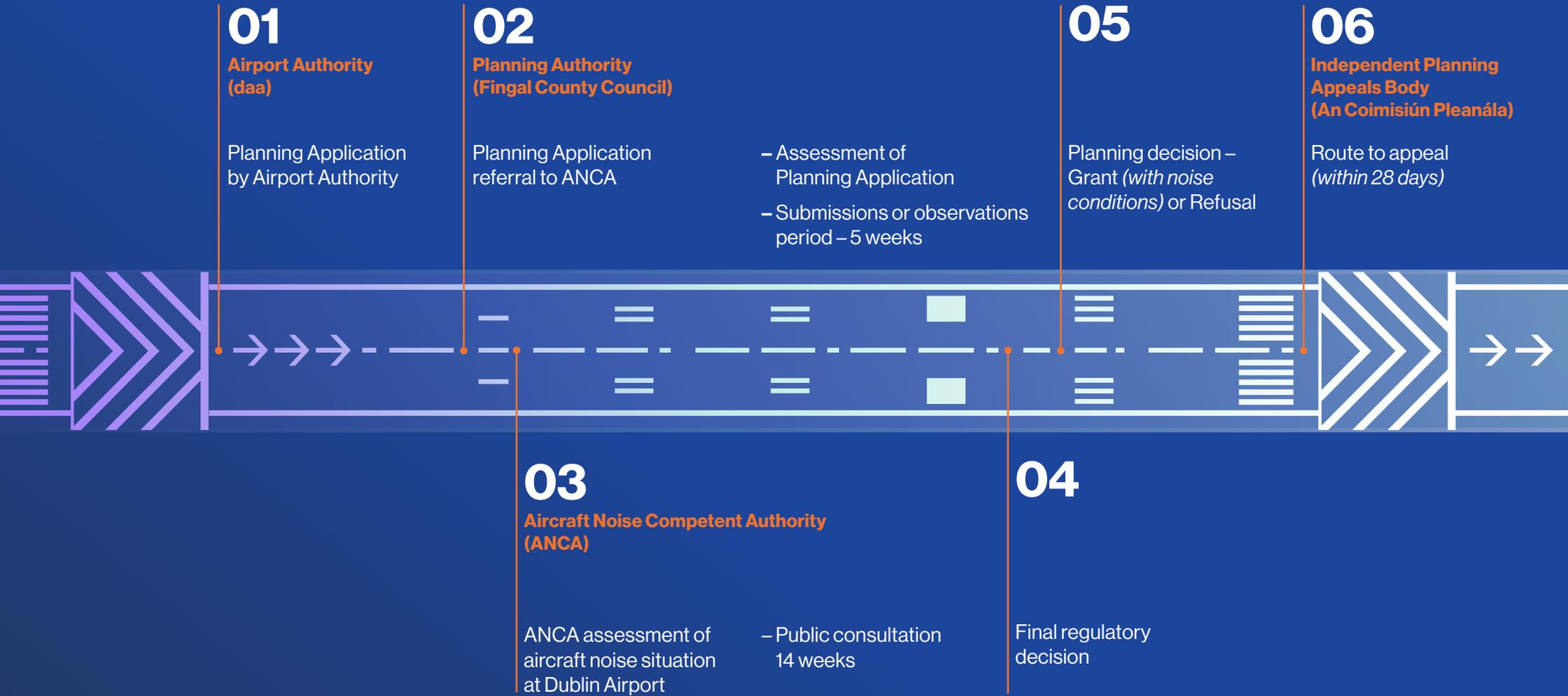
Regulation to change the operating framework that affects the lived experiences of the communities around an airport is not a measure of first resort but rather an intervention that is proportionate and targeted to address changing circumstances – either airport operations or the community landscape.

ANCA recognises that there is more than one way to manage noise. All too often however, participative debate only occurs during a process of proposed change where opinions can coalesce around opposing positions. During these processes, points of agreement can be overshadowed by areas of disagreement. Change can be appropriate and indeed, necessary and can provide beneficial outcomes for all stakeholders. It is a priority of ANCA to ensure that no affected party has an information deficit that negatively impacts their participation. ANCA has a mandate to provide unbiased information in a clear format to a level of detail that is appropriate for everyone that needs it. Information should provide a clear understanding of how the noise climate has evolved over time and how it is likely to change as far as possible into the future as can be accurately forecasted.

03

ANCA responsibilities

Aircraft noise regulation through planning process



Assessing - Planning applications

ANCA participates in the planning and development process by carrying out an aircraft noise assessment of all applications at Dublin Airport. This ensures that the potential aircraft noise impacts of proposed developments are considered in the context of the existing noise management measures, alongside the mitigation proposed within each application. Where an assessment identifies the need for new or amended noise management requirements, ANCA will consult

During 2025, ten planning applications were referred to ANCA by the planning authority for an assessment of potential aircraft noise impact.

on the proposed approach prior to making a final regulatory decision. Where amendments to the noise management framework arise through a planning application, the planning authority will make the final decision on whether an application should be granted, refused, or granted with conditions. The decision of the planning authority, containing a regulatory decision by ANCA, may be appealed to An Coimisiún Pleanála. Pre-planning advice by ANCA can facilitate the identification and integration of mitigation measures that are aligned with an overall noise management strategy and produce better planning outcomes.

During 2025, ten planning applications were referred to ANCA by the planning authority for an assessment of potential aircraft noise impact. One of these sought permission to increase the permitted passenger capacity of the airport from 32 to 36 million passengers per year. This application was deemed to be withdrawn by the planning authority in January 2026 and will receive no further consideration. The application was in addition to a separate and earlier application that seeks to increase the permitted passenger capacity of the airport to 40 million passengers per year together with associated airport infrastructure. In response to a direction by ANCA, the airport authority submitted additional information to ANCA in November 2025 to facilitate a detailed assessment. ANCA will progress the assessment of the passenger capacity and infrastructure application during 2026.

Planning matters determined on appeal - In December 2020, the airport authority applied to the planning authority of Fingal County Council for amendments to planning conditions that governed night-time aircraft activity at Dublin Airport. These conditions were attached to the planning permission for the north parallel runway by An Bord Pleanála in 2007. Since that date, many new communities have been built, and it is both appropriate and necessary to regularly review the existing noise management measures in the context of proposed development to ensure that they remain relevant as circumstances change. The planning decision, that incorporated a regulatory decision by ANCA with amended noise management measures, was subsequently appealed. A decision by An Coimisiún Pleanála to grant permission was made in July 2025. The decision of the appeals authority contains conditions that govern the selection of runway during the night, measures to limit and mitigate aircraft noise and an annual-averaged limit on aircraft activity. The noise climate with these planning conditions in place will be evaluated and presented by ANCA after the conditions become operable.



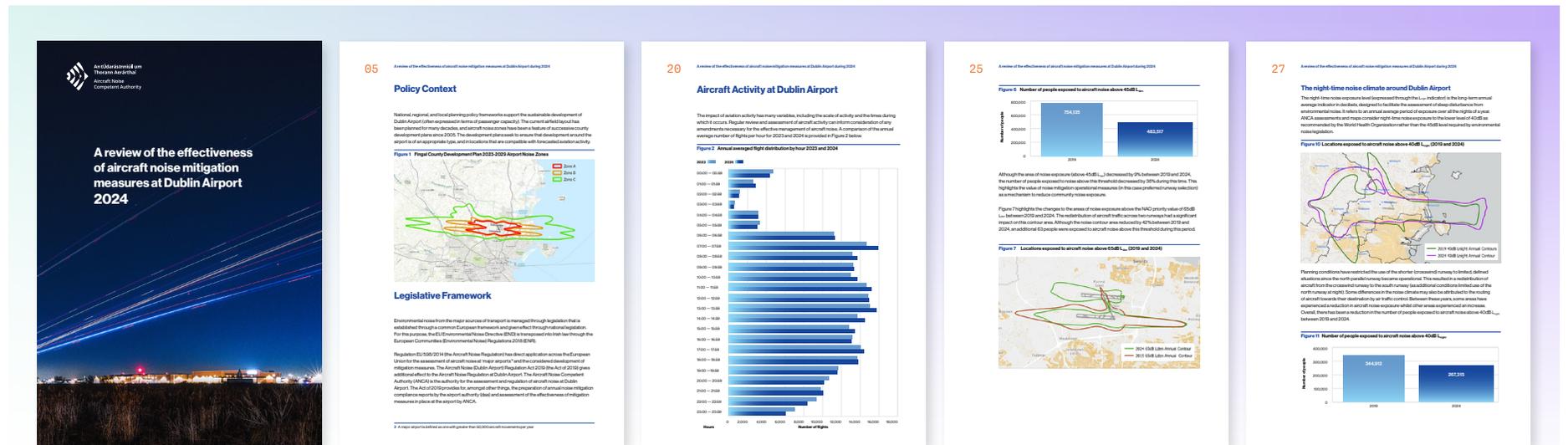
Review of the effectiveness of noise mitigation

During 2025, ANCA published an annual report on the effectiveness of the noise management measures at the airport during 2024 in the context of the established noise management objectives ([Read more](#)). The report acknowledges the drivers of change and the challenges that accompany it but most importantly, provides information on how the aircraft noise climate has evolved to support change where it is unavoidable. Informed participation provides for better outcomes and higher levels of acceptance when interventions become necessary.

The report identifies the noise management measures in place and presents information on the impact of aviation activity on human health using internationally agreed metrics.

Key findings from the report:

- The number of people exposed to aircraft noise around Dublin Airport has reduced since 2019 (the benchmark year for the noise management objectives for the airport).
- The number of people categorised as Highly Annoyed and Highly Sleep Disturbed (standardised European metrics for classifying health impacts from environmental noise) has decreased since 2019. These are key metrics for the Noise Abatement Objective for Dublin Airport.
- The number of people exposed to aircraft noise above the priority exposure levels identified by the noise abatement objective exceed the 2019 benchmark levels.
- Preferred runway selection has been demonstrated to be an effective noise management measure but there remains an ongoing need for effective operational restrictions that regulate aircraft activity at the airport.



[The full report is available here](#)

Compliance Report of the Airport Authority

The airport authority prepares a report on an annual basis, that indicates the level of compliance by airport users with the noise mitigation measures in place at the airport. The report is published on the ANCA website for public access each year when it becomes available. The document also reports on activity, noise insulation and purchase schemes, and proposals to improve noise management and reporting. The full report of the airport authority for 2024 is available on the ANCA website.

- Overview of Airport Operations
- Noise Insulation and Dwelling Purchase Schemes
- Aircraft Noise Levels
- Aircraft Noise and Flight Track Monitoring
- Community and Stakeholder Engagement
- Noise Mitigation Measures and Operating Restrictions
- Noise Insulation and Dwelling Purchase Schemes
- Compliance with Measures and Restrictions
- Future Improvements



[The full report is available here](#)

Illustrating the impact of aircraft noise

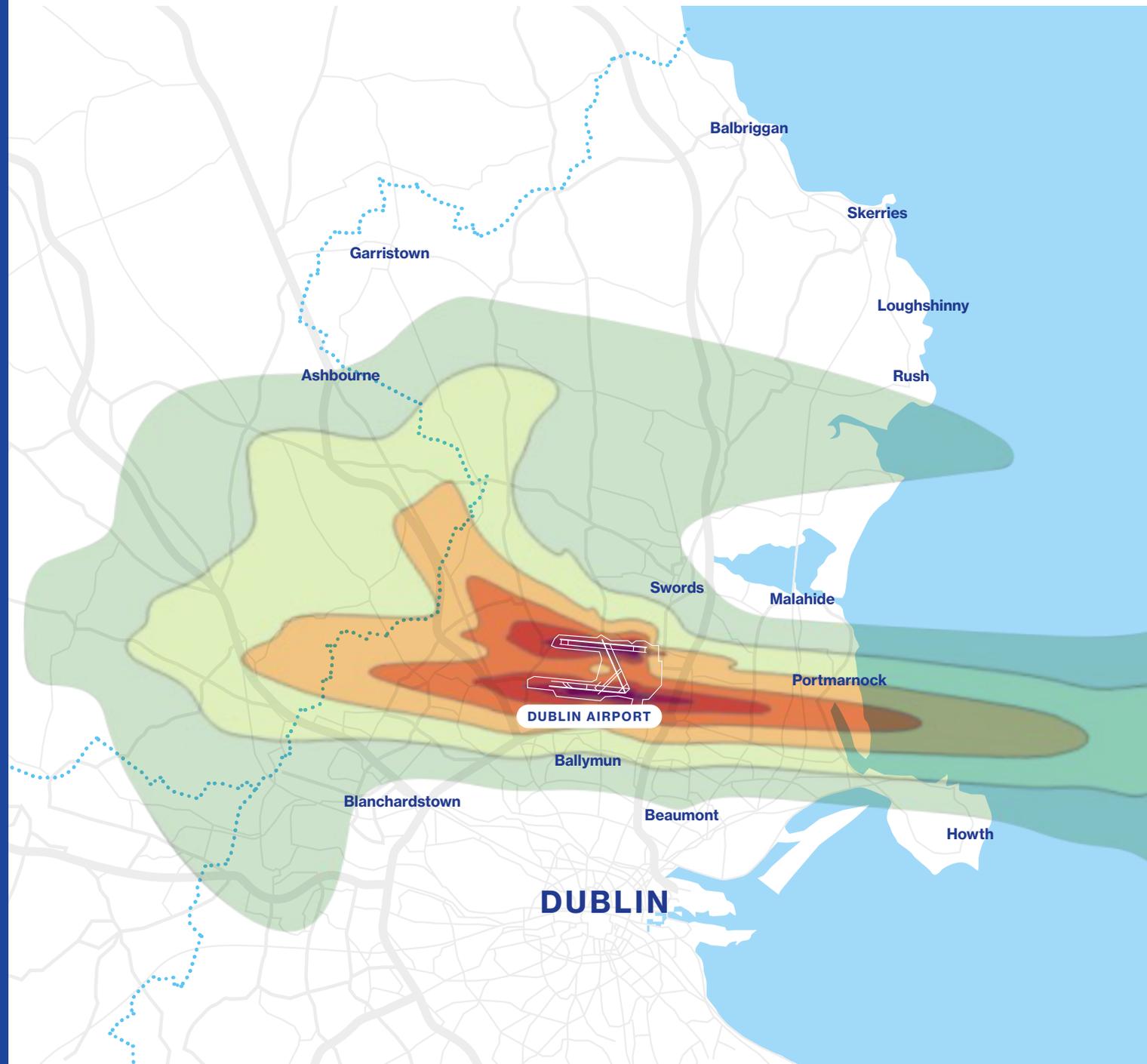
ANCA publishes contour maps every year that show the location and intensity of the impact of aircraft noise on the communities around Dublin Airport. The maps are prepared to a common European standard for aircraft noise that is averaged across a full year for different periods of the day.

Aircraft noise contours prepared in this way permit:

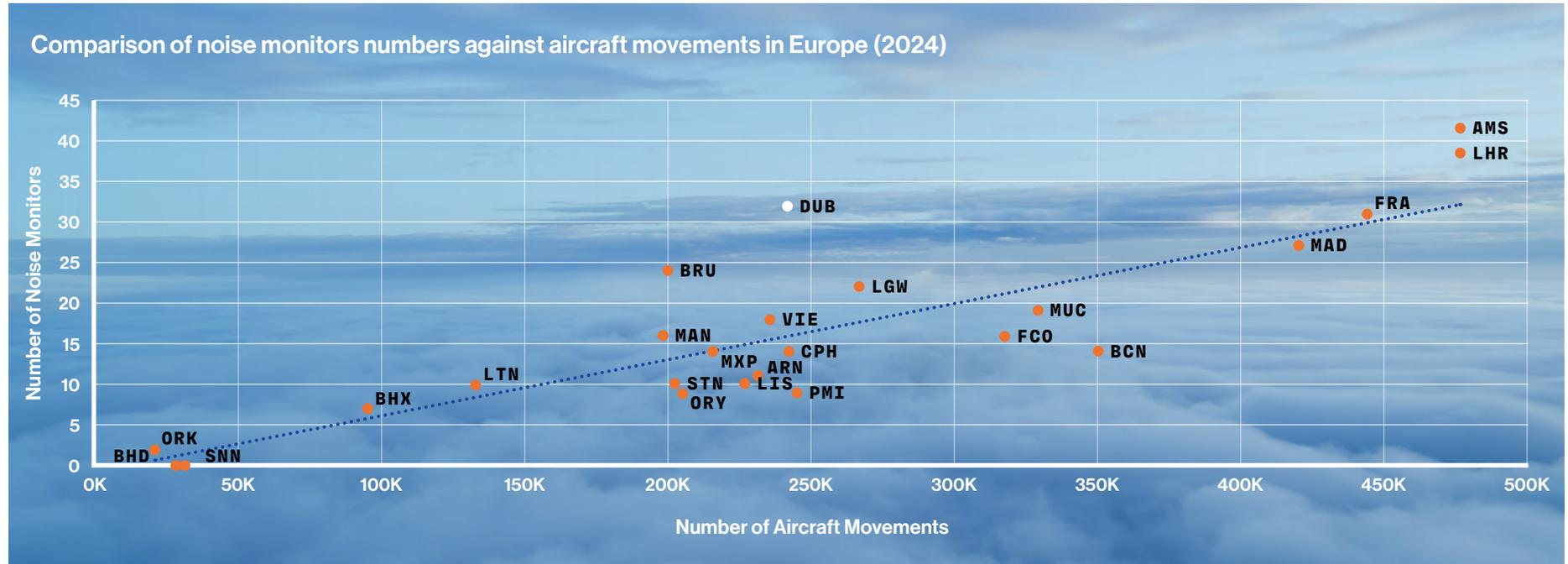
- The impact of the noise climate to be compared across different years;
- The potential future impact of development to be considered;
- An examination of the impact of operating the airport's runways in different ways.

The noise impact of individual aircraft events is also available through a public web portal on the Dublin Airport website that provides data from the community noise monitors.

These two ways of presenting aircraft noise cannot be directly compared to each other as they represent accumulated average and single-event information. They are used for different purposes, and it is important to have access to both sources of information. There are also many other ways of presenting the impact of environmental noise and further information is available on the ANCA website.



Aircraft noise monitoring



Source: daa

Legislation requires the airport authority for Dublin Airport to ensure that appropriate noise measuring systems are in place at the airport on an ongoing basis.

ANCA carried out a review during 2020 to benchmark the number of community noise monitors around Dublin Airport against European international airports. The study recommended an increase in the number of monitors around Dublin Airport.

The number of monitors continues to grow and has now been increased by the airport authority from seven in 2020 to 32 in 2025. The current inventory includes seven monitors that can be rotated through communities that do not have a permanent monitoring station. The monitors are strategically positioned within a 45km radius of the airport at locations that present the single event noise impact of aircraft at a variety of distances and altitudes from the airport.

04

Stakeholder participation

JAM Card friendly regulator

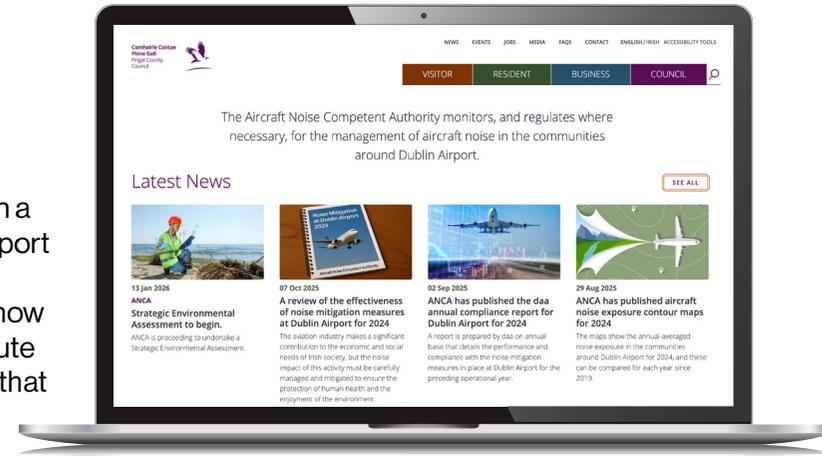
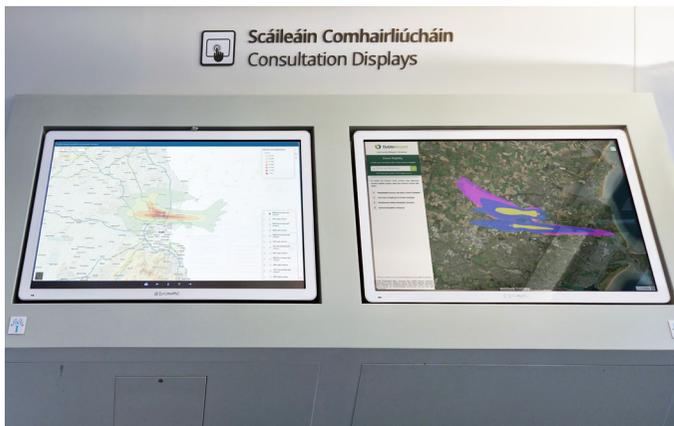
ANCA recognises the importance of providing public services through a culture of respect and without discrimination. We are delighted to support the JAM Card movement. This initiative supports people with learning difficulties, autism or communication barriers through letting others know in a manner that is non-verbal and discreet by showing the 'Just A Minute Card'. All ANCA team members carried out training in 2025 to ensure that staff are now 'JAM Card Friendly'.

Consultation displays - Visual touch screens

To support accessibility to information and engagement, ANCA provides an interactive information portal for members of the public in the atrium space of County Hall in Swords. Dedicated ANCA information channels are available on the display screens, providing viewers with access to live airport activities, noise contour maps and ANCA's website. These channels present information relating to Dublin Airport operations and ANCA's functions, including the following:

1. A link to Dublin Airport Authorities WebTrak portal that illustrates live aircraft operations for arriving and departing aircraft
2. Annual noise contour maps
3. A link to ANCA's website on easy-to-use touch screen monitors.

This additional engagement platform enables stakeholders and members of the public to independently access and view relevant information in a user-friendly format.



ANCA website

The website of the authority provides clear and accessible information to the public. In 2025, the content was expanded to include the latest news updates, technical reports and the most recent noise contour maps available. In addition, ANCA continues to improve the accessibility of both its published documents and overall website content, ensuring that information is available to users of all abilities.

Freedom of Information and Access to Information on the Environment

ANCA is a public body for the purposes of the Freedom of Information Act and Access to Information on the Environment Regulations. While ensuring that designated sensitive information is appropriately protected, it is ANCA's policy to make information available to support understanding of the noise environment around Dublin Airport and to facilitate public engagement in the authority's work. During 2025, ANCA received four requests for information through the Freedom of Information Act and nine requests for information through the Access to Information on the Environment Regulations.

05

Insulation measures

Sustainable development at Dublin Airport

Sustainable development recognises the need to balance social, economic, and environmental planning needs with protection of the environment. It may require compromise to ensure that society has access to necessary services, employment and accommodation whilst preserving the environment so that these needs can continue to be met by future generations. The International Civil Aviation Organization (ICAO) provides a framework for the safe, secure, efficient, economically viable and environmentally responsible development of international civil aviation. The ICAO Balanced Approach is the overarching policy on aircraft noise that is given legal effect through legislation. Land use planning is one of the key components of this policy that seeks to minimise the population affected by aircraft noise using effective land-use management zones around airports. These zones facilitate the sustainable development of homes and industry in locations that are compatible with aviation activity. It is important that plans and objectives are regularly reviewed to ensure that they remain effective and achieve the purpose for which they were intended.

A noise action plan is the outcome of a cyclical assessment of the noise climate and the impact of industrial and transport noise on human health. It is prepared by local authorities to a common standard across the European Union for the major sources of transport and industrial noise. Fingal County Council has prepared a targeted noise action plan for the management of aircraft noise associated with Dublin Airport for the period 2024 to 2028. The plan identifies actions to be taken and situations to be improved during this time to avoid, prevent or reduce the harmful effects of aircraft noise exposure associated with Dublin Airport. Progress on the implementation of the plan will be reported to the Environmental Protection Agency annually. This agency is the designated national authority for the purposes of the environmental noise regulations.

Insulation of homes for aircraft noise

Noise from arriving and departing aircraft near airports can have an environmental impact that can cause annoyance, sleep disruption, and affect the academic performance of children in schools. In support of measures that regulate the time, runway selection and permitted scale of aviation activity, retrofitting homes and schools can also be an important noise management measure to reduce the impact of aviation on communities.

The planning permission for the north parallel runway included provisions for the insulation of the schools and homes most affected by aircraft noise around Dublin Airport. The voluntary purchase of dwellings above a specified noise level is also available. These schemes provided for an initial eligibility area and regular reviews to ensure that any changes in the noise climate would be reflected in additional homes and schools becoming eligible for building upgrade measures if the noise climate changes.

The first insulation eligibility review since the north runway became operational was due in 2024. This review was undertaken by the airport authority as the applicant for the planning permission. ANCA carried out an audit of the homes and schools support schemes during 2025 to ensure that all eligible properties were included in retrofit or purchase programmes by the airport authority.

A number of insulation schemes are available for homes and schools in the vicinity of Dublin Airport. Eligibility for each scheme is determined by the location of a property in relation to defined noise contours. Scheme eligibility maps can be viewed on the Dublin Airport website by entering a property Eircode.

Noise insulation grant schemes for homes

The planning permission for the north parallel runway in 2007 provided for fully funded home insulation measures for all homes that are located within a 63 decibel noise contour. This contour is based on day and evening aircraft noise that is averaged across the traditional busy aviation summer period between June and September. This method of measurement was in general use across the UK and Ireland at that time. The planning condition provided for insulation of homes in advance of the runway opening based on forecasted noise levels. It also included for a review of eligibility every two years after the runway opened to ensure that additional homes could be insulated if the area of noise impact changed. Aircraft began using the north parallel runway in August 2022 and the first review of eligible homes became due in 2024. ANCA carried out an audit of the homes eligible to receive measures through this scheme.

In July 2025, An Coimisiún Pleanála granted planning permission through an appeal of a planning application for modifications to permitted nighttime aviation activity at Dublin Airport. The decision of the planning appeals authority contained measures for the insulation of bedrooms in homes along aircraft arrival and departure routes. This scheme is known as the Residential Sound Insulation Grant Scheme (RSIGS). There has been a legal challenge to the decision of ACP and this may impact the implementation of this insulation scheme.

An individual assessment is prepared for each eligible property to identify the most effective means to achieve target noise reduction outcomes. The airport authority contacts all eligible property owners that become eligible through reviews of existing, or the implementation of new schemes. Online maps are also available to allow properties to be checked for eligibility by entering the property Eircode. These maps are on the Dublin Airport¹ website and may also be accessed through a link on the ANCA website.

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dwellings eligible for building insulation measures following the two-year review.

¹ <https://daa.maploom.com/eligibility>

5

schools and preschools eligible for building insulation measures following the two-year review.

Noise insulation grant schemes for schools and preschools

The north runway planning permission also provided for the insulation of schools and registered preschools within a 60dB noise contour as averaged across the busy aviation summer period. Eligibility for participation in this scheme was also reviewed in 2024 by the airport authority. ANCA carried out an audit of eligible schools and preschools in 2025 and one additional preschool was identified as eligible for insulation measures.

Voluntary purchase of dwellings

Residential dwellings that are most affected by high levels of aircraft noise above 69dB (day and evening summer average contour) are eligible for voluntary purchase by the airport authority.

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residential dwellings eligible for voluntary purchase following the two-year review.

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Governance and 2026 strategy statements

Corporate governance and financial statement

Local government is an integral part of the public sector and subject to the governance principles of the sector. The work of ANCA is aligned with the guiding principles of the Local Government Code of Governance.

The operating costs of ANCA are limited to what is reasonably required to carry out its functions under the relevant aviation noise, environmental assessment, and planning legislation. Expert services are procured through local government frameworks and European open tender to ensure that a fair balance is achieved between efficiency of scale and participation in the work of the authority by small and medium enterprise.

The financial accounts of the authority come within the remit of the Local Government Audit Service for independent audit to ensure that the resources of the authority are effectively and efficiently managed.

The internal audit function of Fingal County Council gives further independent assurance that supports the work of ANCA through evaluation of the operational effectiveness of process controls and legislative compliance.

The expenditure of the authority is detailed below under four primary budget headings.

Expenditure 2025

Expenditure Group	2025 Expenditure
Operational and administrative expenditure	€8,500
Staffing overheads	€540,000
Specialist technical service providers	€880,000
Office overheads and shared services	€320,000

Income 2025

Legislation provides that the operating costs of ANCA arising through the implementation of its functions shall be recouped from the airport authority for Dublin Airport. An airport levy is payable on an annual basis in respect of the costs incurred in the preceding year.

2026 – Strategy statement for the year ahead

Aircraft noise regulation

The remit of ANCA includes assessment of all development applications for planning permission to ensure that any potential aircraft noise impacts are provided for. Where measures are not an integral part of a development proposal, ANCA may, through a process of assessment and consultation, make a regulation for the management of aircraft noise.

The development of Dublin Airport has historically been regulated by planning authorities through limits on the permitted passenger capacity. This can be a useful metric for the control of development for a wide variety of reasons. Although a significant increase in passenger throughput may require more aircraft movements, this metric does not directly influence aircraft size, type, number of movements or load factors. As a result, it has limited ability to influence aircraft activity in a way that minimises the noise impact.

Development proposals that seek to increase the permitted passenger capacity of the airport from 32 to 36 and 40 million passengers per year did not include provision for noise mitigation measures to mitigate the impact of the development. Having received supporting data in November 2025, ANCA will progress an assessment of the potential impact of increased passenger capacity during 2026. The assessment will have regard to the existing noise management framework, annual assessments of the noise climate through the framework of environmental noise legislation, and the forecasted impact of the development proposals. There will be a process of open consultation with all interested stakeholders if the assessment determines that new or amended noise management measures are required.

2025 aircraft noise contours

ANCA will continue to publish maps in an accessible format that permits the examination of the aircraft noise impact at each individual property. The contour maps for 2025 will be added to the ANCA website as they become available.

Effectiveness of noise mitigation measures at Dublin Airport

The noise management framework at Dublin Airport continues to evolve to address the impact of proposed development at the airport and the changing landscape of communities in the surrounding areas. Planning approvals issued during 2025 that affect the selection of runway, and the permitted scale of night-time activity remain in transition into 2026. ANCA will assess the effectiveness of the combination of the noise management measures as they become operable.

Home and school insulation and voluntary property purchase schemes

The planning consent for the north parallel runway at Dublin Airport established schemes for fully funded measures to insulate the homes and schools most affected by aircraft noise. The scheme provides for a review of eligibility every two years to ensure that additional properties will be included if there is a change of noise exposure. The second such review becomes due during 2026. ANCA carried out an audit of the scheme eligibility during 2025 and will work with the airport authority during 2026 to identify any additional properties that become eligible.

The planning consent also includes provision for the voluntary purchase of dwellings at defined noise impact threshold. Eligibility for this scheme also becomes due for review during 2026.

Aircraft noise monitors

ANCA will carry out a review of the operational aspects of the noise monitors during 2026 to support continued public confidence in the comprehensive network of monitors in the communities around the airport.

Compliance statement

This annual report has been prepared in accordance with the requirements of Section 3(9)(c) of the Aircraft Noise (Dublin Airport) Regulation Act 2019.

Further information

Website: www.fingal.ie/aircraftnoisecca



**An tÚdarás Inniúil um
Thorann Aerárthaí**

**Aircraft Noise
Competent Authority**