

Annual Compliance Report 2025 (DRAFT)

Section 19

D00001- DAA-XXX-XX-XXX-RP-V-XXX-0009 (DRAFT 260821)

1st September 2026

	Function/Department:	Infrastructure/Noise
	Effective Date:	1 st September 2026
Document Type: Report	Document Number: D00001-DAA-XXX-XX-XXX-RP-V-XXX-0009	Revision: DRAFT 260821
Document Title: Dublin Airport 2025 Section 19 Compliance Report		
<i>All documents are controlled on the daa Document Management System and electronic revisions are the controlled revisions. Printed copies of these documents are deemed uncontrolled, and the reader should verify that the revision is current. Contact the daa Quality Manager for clarification.</i>		

Table 1: Document approval

Action	Role
Author(s)	Aviation Noise Team
Reviewer	Aviation Noise Lead
Quality Reviewer	Head of Quality
Final Approver	Head of Environment and Sustainable Infrastructure

Table 2: Periodic Review approval

Action	Role

Table 3: Document History Table

Revision	Change Made	Reason for Change

Table of Contents

1.0	Introduction	1
1.1	Compliance Report Requirements	1
1.2	Report Structure	2
2.0	Non-Technical Summary	3
3.0	Operations.....	7
3.1	Traffic.....	7
3.2	Aircraft Fleet	8
3.3	Fleet and Chapter Analysis	9
4.0	Operational Measures and Procedures	12
4.1	Overview.....	12
4.2	Preferred Runway Use.....	12
4.3	Instrument Flight Procedures.....	16
4.4	Arrival Procedures	16
4.4.1	Visual Approach Jet Aircraft.....	16
4.4.2	Continuous Descent Operation.....	16
4.4.3	Reverse Thrust	17
4.5	Departure Procedures	17
4.5.1	Noise Abatement Departure Procedure Climb Profile	17
4.5.2	Noise Preferential Routes	17
4.5.3	Continuous Climb Operations	17
4.6	Engine Ground Running.....	18
5.0	Noise Contours	21
6.0	Noise Insulation and Purchase Schemes	29
6.1	2025 Review and Forecast Contours	29
6.2	Residential Noise Insulation Scheme (RNIS) and HSIP	30
6.3	Schools Insulation Scheme (SIS)	30
6.4	Voluntary Dwelling Purchase Scheme (VDPS)	31
7.0	Noise and Flight Track Monitoring	33
7.1	Noise Monitoring Terminals	33
7.2	Measured Noise Levels.....	33
7.2.1	Averaged Annual Noise Metrics – Lden and Lnight	33
7.2.2	Single Event Data – Lmax	37
7.3	Continuous Descent Operations (CDO)	39
7.4	Flight Track Keeping	40
8.0	Stakeholder and Community Engagement	41
8.1	Stakeholder Engagement	41
8.2	Community Engagement Forums	41
8.2.1	Community Liaison Group.....	41
8.2.2	Dublin Airport Environmental Working Group	42
8.2.3	Other Engagement Channels	42
8.3	Complaints Management	42
8.3.1	Management Procedures.....	42
8.3.2	Complaints Data	43
9.0	Noise Mitigation Measures – Compliance and Opportunities to Improve.....	47

9.1	The Balanced Approach.....	47
9.2	Roles and Responsibilities	48
9.3	The Measures and Objectives	49
9.4	Measure and Objective Assessment	52
9.5	NR Planning Conditions	63
9.6	Operating Restrictions and Flight Procedures.....	63
9.7	Further Details on Projects.....	64
10.0	Glossary of Terms	66
11.0	Documents Referenced	68
12.0	Appendices.....	69
App 1	NR Planning Permission Conditions 3	69
App 2	Arrivals and Departures by Hour 2025.....	70
App 3	Origin and Destinations of Flights 2025	71
App 4	SID and NPR.....	72
App 5	Departure Tracks with NPR.....	77
App 6	Departure Route Usage 2025.....	79
App 7	Busiest Day Tracks.....	80
App 8	Busiest Day Overlays	84
App 9	Track Adherence and Deviation Data	95
App 10	2025 Deviation locations.....	98
App 11	2025 NPR Deviations - Day and night	99

1.0 Introduction

1.1 Compliance Report Requirements

This Compliance Report has been drafted by daa in accordance with the Aircraft Noise (Dublin Airport) Regulation Act 2019, Part 4, Section 19, for calendar year 2025 (1 January through 31 December).

The Act states *“that the airport authority shall, on or before each anniversary of the date of commencement of this section, prepare and adopt a report in writing in the specified form on the compliance of airport users with noise mitigation measures and operating restrictions.”*

Section 19(4) requires that the report includes the items in the table below which includes references to identify where each item is addressed in this report.

Table 1.1 – Compliance Report Requirements

S19	Description	Section
4a	Particulars of failures (if any) to comply with operating restrictions due to changes in flight procedures	9.7 and 10 - Compliance
4b	The general criteria applied when distributing and managing traffic at the airport to the extent that those criteria may relate to noise impact	9 – Noise Mitigation Measures
4c	The data collected by the noise measuring systems	7 – Noise Monitoring
4d	Particulars of failures by airport users to comply with noise mitigation measures and, in addition to the failures referred to in paragraph (a), other failures to comply with operating restrictions (including aircraft flying off track without being directed to do so by the Irish Aviation Authority),	9.7 and 10 - Compliance
4e	Proposals to avoid or reduce the failures referred to in paragraph (a) or (d), or both such failures, including the imposition of financial penalties	10 - Compliance
4f	A non-technical summary of the above	2 – Non-Technical Summary

1.2 Report Structure

This report contains nine main sections as follows:

Table 1.2 – Report Structure

Broad Topic	Section	Section Title
Introduction	1	Introduction
	2	Non-Technical Summary
Airport Operations and Noise Situation	3	Airport Operations
	4	Operational Measures and Procedures
	5	Noise Contours
	6	Noise Mitigation Schemes
	7	Noise and Flight Track Monitoring
Community Engagement	8	Community Engagement
Noise Mitigation Measures and Assessments	9	Noise Mitigation Measures and Objectives
	9	Compliance and Opportunities to Improve

2.0 Non-Technical Summary

This Non-Technical Summary outlines the key findings and actions from the 2025 Section 19 Annual Compliance Report for Dublin Airport, focusing on the operational and noise management of Dublin Airport as mandated under Section 19 of the Airport Noise Act 2019 and compliance by airport users with the Noise Mitigation Measures.

Overview of Airport Operations

In 2025, Dublin Airport experienced air traffic growth of 4.4% compared to 2024, with a 1% decrease in total night-time movements (23-07h).

Runway use complied with North Runway's Condition 3 regarding preferred runway requirements where, except during exceptional weather conditions or essential works on the South Runway (SR), the Cross Runway was not to be used, North Runway (NR) was not to operate between 2300 and 0700, and NR was not to be used for landings from the east or departures to the east.

Aircraft Noise Levels

The 2025 annual aircraft noise contours showed a mixed profile, with a reduction in contours to the north-west of the airport, reflecting an improved fleet mix, particularly the increased use of quieter 737 MAX aircraft. However, some expansion of contour areas at certain locations was observed, influenced by operational factors including a higher proportion of easterly winds in 2025, which concentrated arrivals along the easterly final approach path. Overall, these changes highlight the combined effect of fleet modernisation and runway usage patterns.

Aircraft Noise and Flight Track Monitoring

By the end of 2025, Dublin Airport had a network of 25 permanent Noise Monitoring Terminals (NMTs) and seven portable units. Quarterly Noise and Flight Track Monitoring Reports are published on daa's website, including both time-averaged and single event noise metrics and comparisons between the measured NMT data and the calculated noise levels from the Noise Contour model. ([Airport Plans & Reports | Dublin Airport](#))

The results showed good correlation between the monitored (NMT) noise levels and the modelled noise contours.

The NMTs provide continuous data, capturing real-time noise levels generated by aircraft during take-off, landing, and overflight operations. This data is matched to flight tracks monitored by the system to ensure noise events from non-airport sources are excluded.

Flight track monitoring also includes assessment of adherence to the Environmental Corridors by departing jet aircraft and Continuous Descent Operations.

Community and Stakeholder Engagement

Dublin Airport maintained an active engagement programme with local communities and stakeholders throughout 2025. This included regular updates on airport operations, noise levels, and community initiatives. Enhanced community engagement, additional residential meetings and

additional online noise information tools were part of the airport's commitment to foster transparency and address concerns.

Monthly reports have been substantially updated with numerical and graphical information on movements, runway use, wind direction, complaints and track keeping. Quarterly reports have been improved with expanded noise monitoring data, comparison with modelled flight tracks and the resulting noise contour data.

Complaint management has been greatly improved with an expanded noise management team providing more timely responses to complaints with more detailed data including maps of flight tracks and "gate analysis" charts relevant to the location of the complainant. The new system of automated transcription of complaints made by telephone has vastly improved our ability to efficiently manage voice message complaints.

Based on informal benchmarking and engagement with other airports, Dublin Airport is one of the top leaders in our efforts to engage and provide relevant information in the most accessible manner possible to keep our local communities updated and informed.

Noise Mitigation Measures and Operating Restrictions

The airport implemented a range of noise mitigation measures, including the use of preferred flight tracks and runway use, the North Runway night closure, and restrictions on certain aircraft types. The effectiveness of these measures was continuously reviewed, with adjustments made as necessary to ensure ongoing compliance with planning conditions.

Noise Insulation and Dwelling Purchase Schemes

Dublin Airport continues to implement schemes to acoustically insulate those households and schools most impacted by our operations, including offers to purchase homes in the highest noise contours. A two-yearly review of the schemes was conducted in 2024/25, based on 2023/25 noise levels and a forecast contour. Insulation was offered to all properties including the three new properties identified, no new properties were identified as part of the dwelling purchase scheme, no new schools were identified beyond the two schools were identified as a result of the 2024 forecast Contour.

Compliance with Measures and Restrictions

Dublin Airport demonstrated a high level of compliance with the noise mitigation measures and operating restrictions mandated under the planning permission for the North Runway. Regular audits and monitoring confirmed adherence to these conditions, with only minor instances of non-compliance, which were promptly addressed.

2025 overview

In 2025, daa continued to enhance its noise management, monitoring and community engagement activities through several new initiatives and improvements. The InsightFull Noise Information Portal, launched in April, significantly improved public access to location-specific aircraft noise and operational information, increasing stakeholder engagement and transparency. The NMT network expanded to 32 units, comprising 25 permanent and seven portable monitors, with ongoing NMT relocation project and temporary deployments providing broader periodic noise monitoring coverage

in communities surrounding the airport. A feasibility study for a noise berm was also initiated to assess potential additional mitigation measures for ground noise. The PerformTrak (Airline Compliance) module was integrated into ANOMS, introducing enhanced NPR flight track adherence analysis and visual track deviation notifications for airlines and ANSP. A new feature has been added to WebTrak: an NPR track deviation notification. This visual indicator highlights aircraft that deviate from NPR.

Insulation works under the RNIS progressed proactively ahead of ACP's Decision on the North Runway Relevant Action ("NRR") (ABP 314485-22;F20a/0668), which remains incomplete as it is in an EU Commission notification process as instigated by ACP and as required by legislation with approximately 230 eligible homes identified and insulation works completed at 205 homes by April 2026. ACP's incomplete Decision in the North Runway Relevant Action sets out a Noise Quota Count (NQC) framework and night-time movement cap arrangements. Red C conducted independent research in November and December 2025. It showed that community sentiment towards Dublin Airport is generally very positive. According to the research, 82% of Fingal residents support further development of Dublin Airport to allow it to grow, while 87% agree that having the airport in their community fuels economic development. The survey, based on 523 face-to-face interviews across the Fingal Electoral Area, also found that just over two in every three (69%) residents view Dublin Airport as a "trustworthy neighbour". Community engagement remained a key focus, with daa continuing extensive resident visits and stakeholder outreach initiatives.

Alongside this the noise team are committed to ongoing continuous improvement measures relating to operational analytics, reporting enhancements and ground noise monitoring initiatives.

Future Improvements

Looking ahead, Dublin Airport will continue to enhance its noise management and operational efficiency by building on the successful implementation of ADS-B data and advanced flight track analytics. A key focus will remain on the ongoing monitoring and analysis of Continuous Descent Operations (CDO) and Continuous Climb Operations (CCO) to support improved operational practices, optimise departure profiles, and identify further opportunities for noise reduction. Parallel to this, efforts will continue to improve noise complaint response times, ensuring timely and effective engagement with communities.

The airport will further strengthen its Noise and Track Monitoring (NTM) capabilities through the expansion of the current noise monitoring network, including the addition of new permanent and portable monitors and the development of enhanced reporting for temporary deployments. Planned work also includes the relocation and targeted use of monitors to respond to emerging community concerns and operational changes. In parallel, new and improved methods for monitoring ground based noise sources will be explored, including engine ground runs at the Engine Testing Site (ETS) and auxiliary power unit (APU) usage at stands, alongside continued policy development to support oversight in these areas.

Further analytical work will assess additional contributors to aircraft noise, including reverse thrust usage and the feasibility of delayed landing gear deployment, with a view to supporting lower power, lower drag aircraft operations. These studies will provide a more comprehensive understanding of operational impacts and inform future mitigation strategies, complementing ongoing refinement of flight track analysis.

At the same time, the InsightFull Noise Information Portal will continue to evolve with a strong emphasis on improving clarity, accessibility, and transparency for communities and stakeholders. Enhancements will include more intuitive, location specific dashboards such as "Flights Over My Area,"

improved data visualisation through clearer chart scaling and altitude banding, and expanded mapping features including flight track animations, runway usage, and Eircode based location indicators. Additional functionality, such as refined overflight definitions, improved complaint insights, interactive noise contour tools, and supporting explanatory content, will ensure users can better understand how airport operations affect their local area.

Together, these initiatives, alongside strengthened policy frameworks and ongoing proactive community engagement, will support the sustainable development of the airport while minimising its environmental impact.

3.0 Operations

3.1 Traffic

daa's Annual Reports include data on the total aircraft traffic movements (ATMs) at Dublin Airport each year. The figures are not the same as those used for the Annual Noise Contour calculations as shown in the table below.

Table 3.1 – Aircraft Traffic Movements

	2018	2019	2020	2021	2022	2023	2024	2025
Air Traffic Movements (daa)	233,185	238,998	87,893	92,119	212,449	241,595	244,511	255,587
Annual Noise Contours Model Movements								
Day (07-19h)				60,862	144,899	165,771	171,515	181,924
Evening (19-23h)				15,041	34,307	41,360	40,011	41,399
Night (23-07h)				16,143	31,284	33,507	32,193	31,859
Total Annual	232,338	238,002	87,205	91,047	210,490	240,638	243,719	255,182

The differences are generally attributable to several factors. The ATM figures contained in the Annual Report include helicopter and military aircraft movements, which are not included in the noise analysis. Additionally, some movements such as missed approach are not counted as official Air Traffic Movements but may be counted as equivalent to arrival and departing noise events.

Dublin Airport accommodated more than 36.4 million passengers in 2025, compared with 34.6 million in 2024, including transfer passengers and those not accessing the terminals.

Table 3.2 – Passenger Numbers

Month	2025 Passengers (millions)
January	2.2
February	2.1
March	2.6
April	3.1
May	3.4
June	3.5
July	3.8
August	3.8
September	3.4
October	3.2
November	2.6
December	2.7
Total	36.4

The 92-day summer period of 16th June – 15th September is used for some noise assessments. Air traffic movements during the summers of 2023 to 2025, divided into the 16-hour day period and the 8-hour night period, were as follows.

Table 3.3 – Air Traffic Movement in Summer Period

Summer	Day (16hr) 07h-23h	Night (8hr) 23h-07h
2023	57,995	10,069
2024	60,065	9,574
2025	63,739	9,408

Further operational data is provided in Appendices 2 to 6 including the following:

- Percentages of arrivals and departures each hour of the day
- The origin and destination airports of flights by percentage
- The usage of different departure routes out of the Dublin Airport area

3.2 Aircraft Fleet

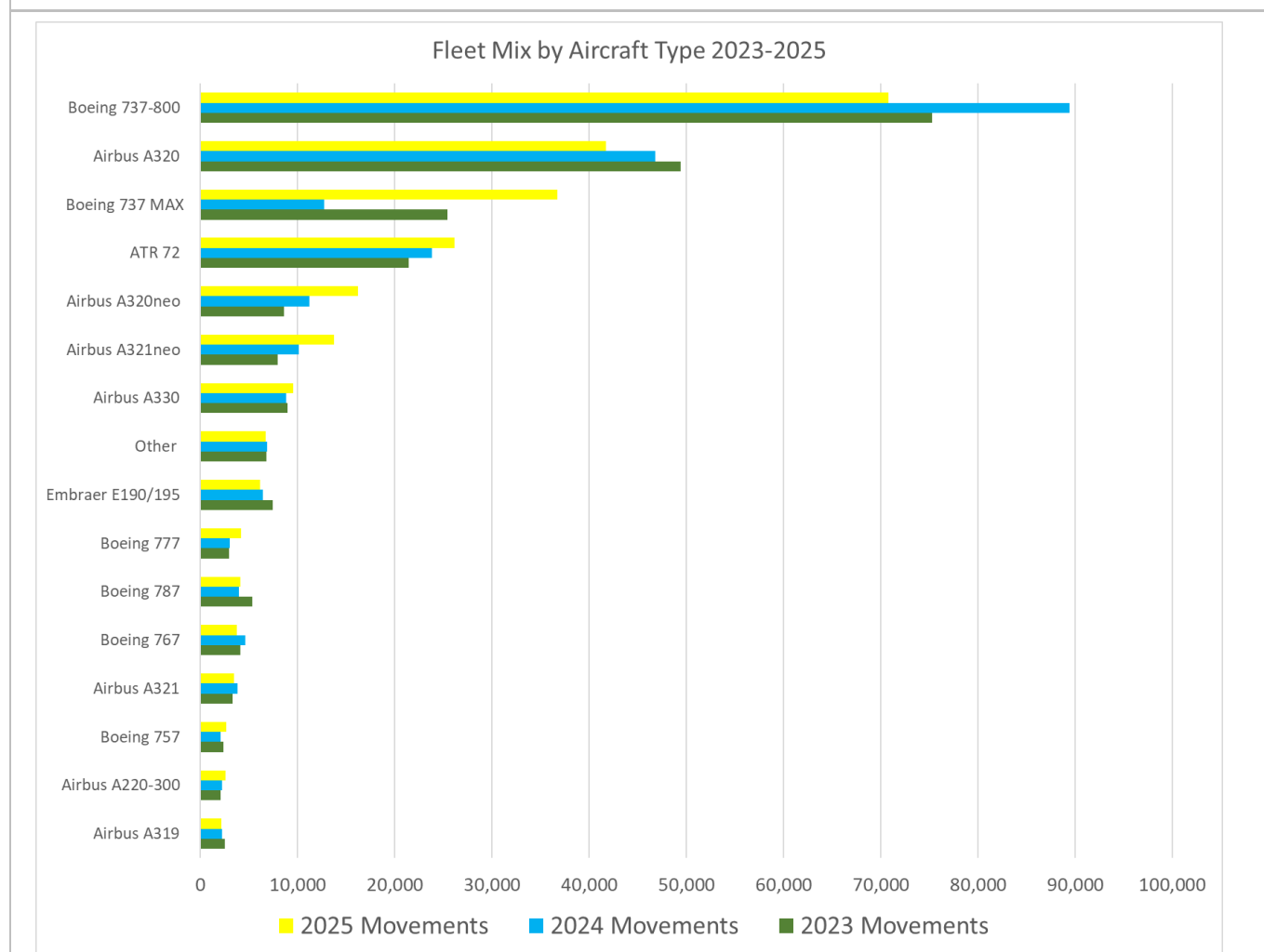
A summary of the aircraft fleet operating at Dublin Airport during 2023, 2024 and 2025 as reported in the respective Annual Noise Contour reports is provided below.

Table 3.4 – Aircraft Fleet

Aircraft	2023 Movements	2024 Movements	2025 Movements
Airbus A220-100	544	128	78
Airbus A220-300	2,086	2,207	2,560
Airbus A306	108	126	182
Airbus A319	2,509	2,235	2,170
Airbus A320	49,390	46,777	41,739
Airbus A320neo	8,611	11,190	16,211
Airbus A321	3,323	3,842	3,466
Airbus A321neo	7,948	10,137	13,763
Airbus A330	8,953	8,830	9,546
Airbus A330neo	8	10	146
Airbus A350	1,007	581	36
ATR 42	166	16	56
ATR 72	21,442	23,837	26,170
Boeing 737-400	624	458	144
Boeing 737-500	0	0	12
Boeing 737-700	359	594	504
Boeing 737-800	75,263	89,409	70,744
Boeing 737 MAX	25,420	12,706	36,718
Boeing 757	2,394	2,080	2,622
Boeing 767	4,138	4,580	3,762
Boeing 777	2,935	2,989	4,144
Boeing 787	5,324	3,931	4,085
Bombardier Dash 8	524	362	372
Embraer E190/195	7,448	6,407	6,158
Embraer E190-E2	946	1,198	1,134
Cessna 560XL	765	677	686
Embraer Phenom 300	527	670	656
Bombardier Global Express		420	368
Learjet 35/40/45	631	450	234
Other	6,751	6,872	6,716
Total	240,638	243,719	255,182

3.3 Fleet and Chapter Analysis

Figure 3.1 shows the distribution of aircraft type groups based on movements across 2023 and 2025. Only aircraft types with more than 200 movements are shown, to improve readability. As indicated, in both years the B737 and A320 were the most used aircraft types at the airport.

Figure 3.1 - Aircraft Type and Fleet Mix (2023-2025)

A review was conducted of the schedule of operations for 2025, including the individual movements by aircraft type and registration. This schedule included noise certification data and registered maximum take-off weight (MTOW), as provided by the airport users in the latest Fleet Declaration Forms.

The results of the assessment, and those from the earlier assessments, are presented below in Table 3.5 and Table 3.6. The ICAO Annex 16 - Environmental Protection - Volume I - Aircraft Noise is used to designate the aircraft operating at Dublin Airport and allow reporting by relevant chapter. Of most relevance to Dublin Airport are Chapters 3, 4 and 14 which relate to subsonic jet aircraft and large propeller aircraft (over 8,618 kg). Aircraft of these general types undertake most of the operations at Dublin Airport.

The most recent standard for these aircraft types is given in ICAO Chapter 14, which is applicable to new aircraft types submitted for certification on or after 31 December 2017, and on or after 31 December 2020 for aircraft less than 55 tonnes in mass. The previous equivalent standards were contained in ICAO Chapter 4 (applicable from 2006), and ICAO Chapter 3 (applicable from 1978). Chapter 14 represents the newest, quietest generation of aircraft including the B737 Max, the B787 and the A320/321NEOs.

Table 3.5 - Chapter Assessment Comparison 2019–2025

Item	Chapter	2019	2020	2021	2022	2023	2024	2025
ICAO Noise Chapter Assessment using Certified MTOW	Chapter 4	73.8%	71.7%	72.5%	63.9%	60.5%	64.2%	52.4%
	Chapter 14	21.8%	22.6%	21.5%	32.4%	36.6%	33.3%	45.7%
	Total	95.6%	94.3%	94%	96.3%	97.1%	97.5%	98.1%

Table 3.6 - International Civil Aviation Organisation Noise Chapter Assessment Results 2020-2025

Chapter	Percentage of Flights					
	2020	2021	2022	2023	2024	2025
Chapter 3 Marginal	1.2%	0.2%	0.1%	0.2%	0.3%	0.1%
Chapter 3	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Chapter 4	71.7%	72.5%	63.9%	60.5%	64.2%	52.4%
Chapter 14	22.6%	21.5%	32.4%	36.6%	33.3%	45.7%
Helicopter and Light Propeller Aircraft	1.9%	2.3%	0.9%	0.7%	0.6%	0.3%
Unknown	2.7%	3.6%	2.7%	1.9%	1.6%	1.4%

4.0 Operational Measures and Procedures

4.1 Overview

This section examines a range of Operations Measures listed below.

Table 4.1 – Operational Measures

Section	Item	Name	Content
4.2	PRU	Preferred Runway Use	Conditions 3 and 4 of the NR Planning Permission Essential Maintenance
4.3	IFP	Instrument Flight Procedures	
4.4	Arrival	Arrival Procedures	Continuous Descent Operations (CDO) Visual Approach Reverse Thrust (RT) Low-Power, Low-Drag (LPLD)
4.5	Departure	Departure Procedures	Noise Abatement Departure Procedures (NADP) Noise Preferential Routes (NPR) Continuous Climb Operations (CCO)
4.6	EGR	Ground Noise and Engine Ground Running	

4.2 Preferred Runway Use

Dublin Airport has three runways. The runway designations are based on the direction (or heading) an aircraft faces during an operation on that runway. Accordingly, 10 is facing east, 28 west, 34 north and 16 south. For the parallel NR and SR, the L or R indicates whether it is on the left or the right.

Table 4.2 - Runways

Runway	Designation	Notes
South Runway (SR)	10R - 28L	Opened in 1989
North Runway (NR)	10L - 28R	Planning Permission in 2007 Opened in 2022
Cross Runway	16 - 34	

Runway use for aircraft arrival and departure movements are mainly governed by two factors:

1. Wind direction and speed, and
2. Conditions 3 and 4 of the NR Planning Permission.

Aircraft must land and take-off facing into the wind (unless the wind is less than 10 knots when they can operate with a tail wind.) Operations will use the two parallel runways, oriented east-west, unless there is a strong north or south wind, when the Cross Runway might be used.

At Dublin Airport, winds are predominantly westerly, occurring 70 to 80% of the time (73% westerly in 2023, 76% in 2024, 65% in 2025). In westerlies, aircraft arrive from the east over the Irish Sea and depart towards the west on Runways 28R (NR daytime) and 28L (SR day and night-time). In easterly winds, aircraft arrive from the west (NR in the day and SR in the night) and take off towards the Irish Sea to the east (on SR) using Runway 10R.

In 2025, Conditions 3 and 4 defined the Preferred Runway Use requirement, summarised below:

- The parallel NR and SR should be used in preference to the Cross Runway except “essential use” for safety reasons. (c. 3a and c. 4)
- For westerly winds, arriving aircraft should use SR (Runway 28L) and departing aircraft either NR (28R) or SR (28L) (c. 3b)
- For easterly winds, arriving aircraft should use NR (10L) or SR (10R) and departing aircraft should use SR (10R). (c. 3c)
- NR is closed at night 2300 to 0700 hr (c. 3d)

The table below shows the actual runway use in 2025 to demonstrate compliance with the Preferred Runway Use requirement. At under 0.02%, the NR (10L) was barely used for easterly departures (c. 3c) and NR 28R was rarely used for westerly arrivals (0.74%) as per c. 3b. With 0.26% of all operations, the Cross Runway was only used during high northerly or southerly winds, usually during stormy conditions. (c. 3a and c. 4).

Table 4.3 – Runway Use in 2025

Runway	Heading (and Side)	Percentage of Arrivals	Percentage of Departures	Percentage of Total Operations
North RW	10L	18.0%	0.02%	9.0%
	28R	0.74%	65.4%	33.1%
South RW	10R	5.8%	24.1%	18.6%
	28L	75.2%	10.2%	46.8%
Cross RW	16	0.27%	0.23%	0.25%
	34	0.01%	0.01%	0.01%

Essential Maintenance

As per Condition 3d, the NR was not used at night (23-07h) except during essential SR maintenance. These instances, including maintenance operations listed below, occurred on the dates in Table 4.4.

- Rubber removal
- Grass cutting
- Quarterly visual inspection
- Paint markings
- Pavement and airfield ground lighting repairs.

Table 43.4 – SR Night Closures due to Planned Essential Maintenance

Q1	Q2	Q3	Q4
14 th – 17 th Jan	28 th Apr – 2 nd May	25 th – 30 th Aug	27 th – 31 st Oct
10 th – 15 th Mar	23 rd – 27 th Jun		

During these dates RWY10R/28L closed for essential maintenance between 23:00-04:30, and RWY 10L/28R became the active runway.

To view the latest planned essential maintenance, please visit:

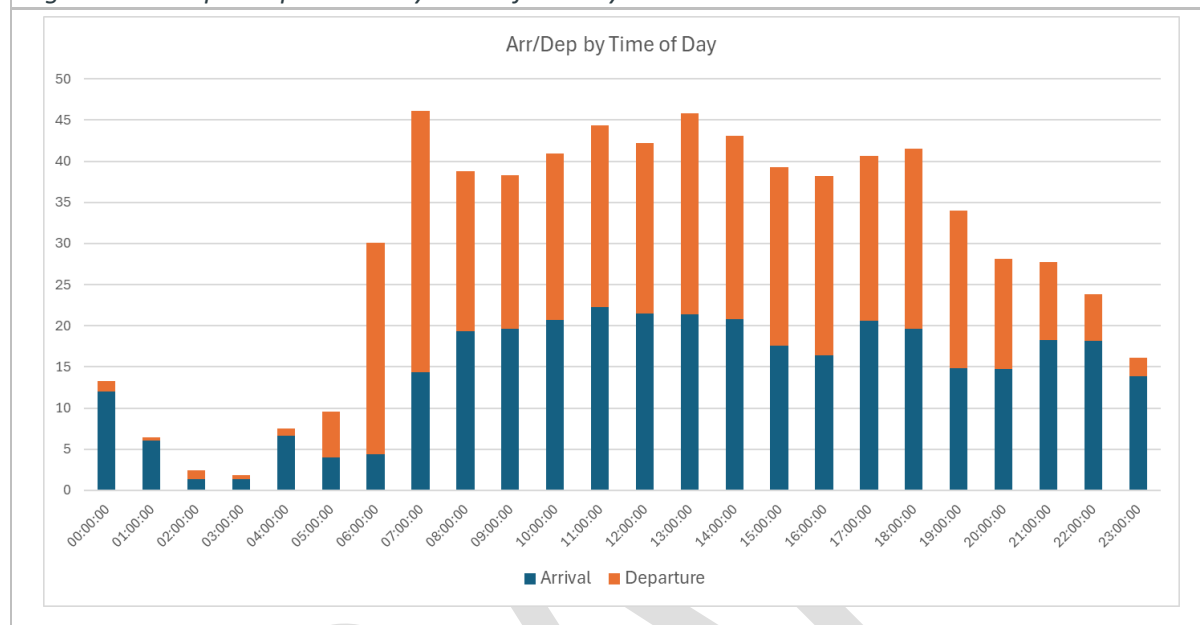
<https://www.dublinairport.com/corporate/airport-development/north-runway/latest-news/1>

Date	Issue
23/02/2025	Adverse Weather- Southerly strong wind, RWY 16 in operation
10/06/2025	Safety- RWY 28R used in ADA mode due to disabled aircraft on RWY 28L
19/06/2025	Maintenance Considerations- Single runway operations of the Northern runway due to emergency works on Taxiway S7, RWY 10L in operation
31/08/2025	Adverse Weather- Southerly strong wind, RWY 16 in operation
03/10/2025	Adverse Weather-Storm Amy, RWY 16 became active due wind direction and speed
21/10/2025	Safety - Medical Emergency B777 diverted to Dublin for overweight landing on RWY 28R
18/11/2025	Exceptional Air Traffic Conditions - medical emergency on approach into DUB. Operations were in the middle of the displaced threshold changeover. To avoid any safety issue, RWY28R was approved for the aircraft to land without delay
18/11/2025	Maintenance Considerations - South Runway closed to facilitate emergency repairs on the Sierra taxiway between S3 and 4, RWY 28R became active
18/11/2025	Safety - RWY 10L remained open at 11pm due to an inbound Aircraft Emergency
31/12/2025	Safety - Medical emergency aircraft requested RWY 28R for landing due to aircraft landing heavy

Hourly Operational Data in 2025

Figure 4.1 below shows a chart of the arrivals and departures for each hour of the day during 2025. The vertical chart scale is presented as the Average Arrival and Departure movements per day for the year.

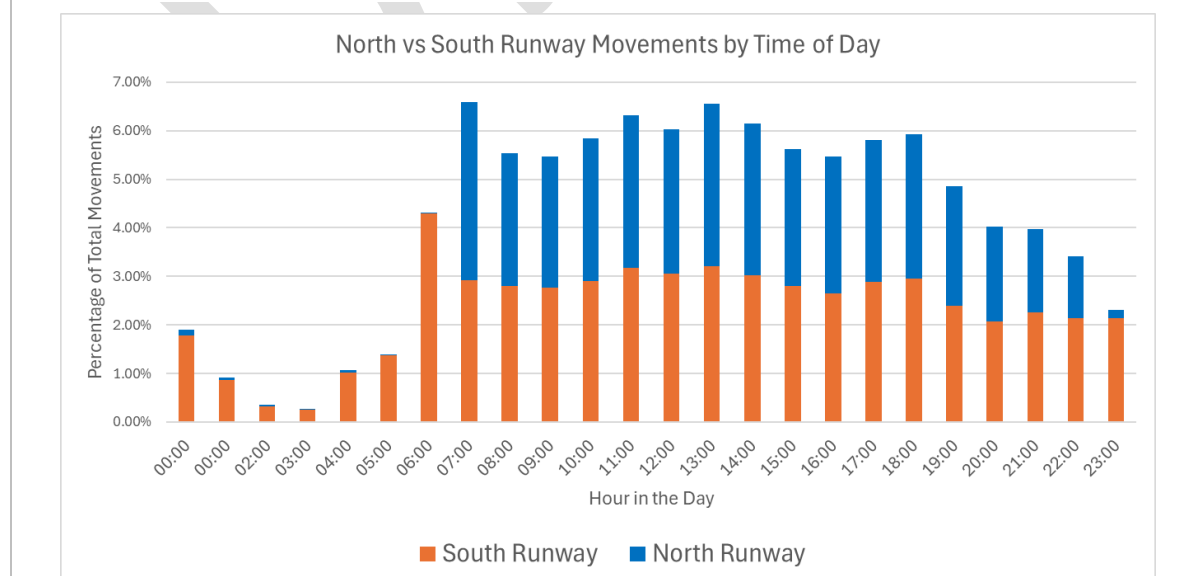
Figure 4.1 – Airport Operations by Hour of the Day



Runway Use Data in 2025

Figure 4.2 below shows the use of the North Runway versus South Runway for each hour of the day during 2025. The vertical chart scale is the percentage of total annual movements for the year. The total hourly movements are the same data as in Figure 4.1, presented on a different vertical scale. The relative heights of the columns in each figure are the same.

Figure 4.2 - Runway use by Runway and Hour



Night-time movements (23-07h) represent 12.5% of total annual movements. Night-time movements on the North Runway were 1,124 movements or 0.44% of total annual movements.

4.3 Instrument Flight Procedures

[Waiting for ANI's input] AirNav Ireland has responsibility under the Service Level Agreement (SLA) with daa for the maintenance, review and update of the Instrument Flight Procedures (IFPs) serving Dublin Airport.

While no updates to IFPs were made during 2024 or 2025 to date, work is nearing completion on an annual review of the procedures that will become effective in Q1-2026, to comply with regulatory requirements.

A broader review of IFPs and Airspace to be effective from 2028, that will take account of any developments that are necessary to comply with the PBN IR Reg. (EU) 2018/1048, is under consideration.

Regarding incidents of failure to comply with flight procedure leading to a track deviation, it should be noted that the published SIDs for Dublin Airport are contained within the Noise Preferential Routes (NPRs), but when flown by aircraft equipped with different avionics, slight variance, in actual flight tracks flown may occur. This is monitored by daa against the NPRs for reporting and further investigation of aviation noise events.

4.4 Arrival Procedures

Aircraft operators are instructed to ensure that aircraft are always operated in such a way as to cause the least noise disturbance practicable in areas surrounding the airport. The following subsections describe the specific noise abatement operating procedure measures.

4.4.1 Visual Approach Jet Aircraft

Jet aircraft (Category C/D) on visual approach to Runways 28L, 10R, 28R, 10L, 16, and 34 must join final approach no closer than 6NM from touchdown. Aircraft must follow a descent path that will not result at any time in being lower than the approach path which would otherwise be followed using the instrument landing system (ILS) glide path.

This procedure is hardly used at Dublin Airport and thus has no measurable or reportable impact on noise and should no longer be considered as a practicable noise mitigation measure.

4.4.2 Continuous Descent Operation

Continuous Descent Operation (CDO) is an arrival procedure where the pilot approaches the airport on a continuous downward slope, avoiding segments of level flight during the descent. This reduces noise at ground level in two ways. Firstly, as level flight requires engine thrust, during CDO the engines can remain at idle, the lowest operational and least noisy setting. Secondly, the aircraft remains at or close to the maximum height for as long as possible, maximising the distance between the noise source and any receptors at ground level.

At Dublin Airport, more than 70% of approach tracks occur over the Irish Sea and CDO procedures would not have any impact on arrival noise. However, during periods of easterly winds, CDO can have a beneficial impact. CDO also provides a benefit of reducing fuel burn and associated emissions.

4.4.3 Reverse Thrust

After an aircraft has touched down on a runway, reverse thrust is used to slow the aircraft in addition to the use of the brakes on the undercarriage wheels. Panels on the side of the engines open and direct some of the airflow forwards instead of backwards. The pilot applies engine thrust and this slows the aircraft. Reverse thrust can also be used in the event of a rejected take-off or certain other situations.

According to the procedures published in the AIP, reverse thrust should not be used during landing operations on any runway in the night-time hours between 23:00 and 07:00, except where operational or safety reasons dictate otherwise.

4.5 Departure Procedures

4.5.1 Noise Abatement Departure Procedure Climb Profile

Noise Abatement Departure Procedure (NADP) climb profiles are operating procedures that identify rates of climb to a standard speed. The procedures are intended to be beneficial for noise-sensitive areas either in proximity or more distant from the airport. There is no comment within the guidance that defines “in proximity” or “more distant”.

4.5.2 Noise Preferential Routes

A departing aircraft is required to follow a flight path called a Standard Instrument Departure (SID) designed by AirNav Ireland to facilitate the transition from take-off to the en-route phase of flight, while maintaining separation from other departing and arriving aircraft.

Noise Preferential Routes (NPRs), also known as Environmental Corridors, are defined based on close adherence to the SID flight track. Aircraft flying inside the NPRs are deemed to be flying on-track up to the end of the relevant NPR or on reaching the minimum required altitude (3,000ft for the South and Cross Runways and 4,000ft for the North Runway).

The NPRs at Dublin Airport are displayed in Appendix 4.

An aircraft may be instructed by Air Traffic Control onto a more direct heading to its destination, due to various reason including weather and congestion.

The NPR corridors are included in the Dublin Airport Noise and Flight Track Monitoring System (NFTMS), called ANOMS, which can monitor and report adherence to the NPR. Track Adherence refers to the jet aircraft departures that remain within the NPR until the required minimum height. Data on Track Adherence is reported in Dublin Airport’s Quarterly Noise and Flight Track Monitoring Reports.

The NPRs do not apply to Category A/B aircraft (light aircraft, turboprop).

4.5.3 Continuous Climb Operations

Continuous Climb Operation (CCO) is a departure procedure where the aircraft climbs to cruising altitude avoiding segments of level flight. While this might require more thrust (and more engine noise), getting an aircraft higher sooner can have a noise benefit for receptors at ground level. There can also be a fuel burn benefit.

4.6 Engine Ground Running

Engine test runs are a normal part of operations at Dublin Airport. Engine test runs must be carried out after heavy maintenance on an aircraft to comply with international safety regulations. Strict conditions govern high-powered engine test runs that take place at the airport. While technological advances in aircraft engine design mean that modern aircraft have a lower noise impact than older aircraft, noise impacts still exist; therefore, there are strict controls for when engine test runs may be undertaken.

daa records engine ground running through its Airside Operations and Safety Officers (AOSOs) and the data is compiled in an operations log. In 2025, engine ground running was facilitated at Engine Test Site 1 and Runway 16/34 for high-power speed runs, while idle speed runs were completed on stand, as required. Operational logging of idle speed test runs is not ordinarily undertaken by the AOSOs.

Table 4.5 compares the 2020 through to 2025 total engine test runs with engine power 50% to 100%, and Table 4.6 lists the engine test split by aircraft type. Table 4.7 presents the duration of the tests performed in 2025.

Table 4.5 - 2020 - 2025 Comparison – Total Engine Test Runs

Location	2020	2021	2022	2023	2024	2025
Test Site 1 (high power)	184	94	98	99	59	95
Runway 16/34 (aircraft larger than code C/B757)	7	4	8	16	12	14
Test Site 4	N/A	2	0	1	0	0
Compass Swing (Rescue Helicopter)					1	1
Sierra					5	5
Total	191	100	106	116	77	115

Table 4.6 - Engine Test Run Split by Aircraft Type

Aircraft Type	No. of Test Runs
ATR72	33
B738	31
A320	18
A321	6
A321 Neo	6
B733	3
B737 Max 8	1
B767	1
Gulfstream 6	1
Other	15

Table 4.7 - 2025 Engine Test Run Duration

Duration of Engine Tests (mins)	No. of Test Runs
>0 – <=5	0
> 5 – <=10	1
10–15	3
15–20	7
20–25	3
25–30	23
30–35	0
35–40	11
40–45	7
45–50	0
50–55	0
55–60	49
60–65	0
65–70	0
70–75	2
75–80	0
80–85	0
85–90	4
90–95	0
95–120	5
120–200	0

The AIP requires that no engine test running is permitted before 07:00. There were 11 recorded pre-07:00 engine runs in 2025.

Date	Location	Start Time	Duration	Power
13/04/2025	ETS1	00:23	10 minutes	Full
09/06/2025	ETS1	01:00	30 minutes	Full
30/07/2025	ETS1	04:00	25 minutes	Full
28/08/2025	ETS1	05:30	1 hour	Full
08/09/2025	ETS1	00:05	1 hour	Full
24/10/2025	ETS1	02:00	1 hour	Full
24/10/2025	ETS1	23:44	1 hour	Post Wash
07/11/2025	ETS1	02:11	1 hour	Full
07/11/2025	ETS1	06:25	20 minutes	Full

16/12/2025	ETS1	17:15	1 hour	Full
23/12/2025	ETS1	04:30	1 hour	Full

The testing of CAT C/D between 07:00-09:00 is also not permitted. There were 7 recorded CAT C (B737) tests in that period.

Date	Location	Start Time	Duration	Power
20.01.2025	ETS1	08:25	30 mins	Full
15.06.2025	ETS1	07:07	40 minutes	Full
03.08.2025	ETS1	07:15	30 minutes	Full
12.08.2025	ETS1	08:47	20 minutes	Full
13.08.2025	ETS1	08:38	30 minutes	Full
23.09.2025	ETS1	08:41	40 minutes	Full
05.12.2025	ETS1	08:38	30 minutes	Full

During the year there were 8 tests that ran after 20:00.

Date	Location	Start Time	Duration	Power
06.02.2025	ETS1	22:26	60 minutes	Full
02.04.2025	ETS1	20:15	15 minutes	Full
12.04.2025	ETS1	20:20	60 minutes	Full
20.06.2025	ETS1	22:40	15 minutes	Full
30.06.2025	ETS1	23:24	2 hours	Full
24.10.2025	ETS1	23:44	60 minutes	Post Wash
26.10.2025	ETS1	21:20	45 minutes	50%
29.10.2025	ETS1	23:28	30 minutes	Full

Night-time engine runs are invariably requested by the aircraft operators because after certain maintenance procedures an engine run is mandatory for safety reasons and no other aircraft is available for the first wave of departures. daa continue to liaise with the airlines to discourage and prevent these tests.

5.0 Noise Contours

Bickerdike Allen Partners (BAP) was retained by daa to produce the noise contours for 2025 based on the movements listed in Section 3.1 above. The data includes the metrics used by the EU Environmental Noise Directive, annual L_{den} and L_{night} , and the 92-day summer $L_{Aeq,16h}$ daytime (07-23h) and $L_{Aeq,8h}$ night-time (23-07h) (June 16 to September 15).

Tables 5.1 through 5.4 compare the contour areas for the years 2019 through 2025 of the annual L_{den} and L_{night} , and the summer $L_{Aeq,16h}$ and $L_{Aeq,8h}$ contour areas, respectively.

Table 5.1 - Annual L_{den} Contour Areas

Metric Value	Contour Area, km ²						
dBA L_{den}	2025	2024	2023	2022	2021	2020	2019
≥ 45	631.0	680.3	630.2	476.3	290.6	237.2	745.7
≥ 50	250.7	266.2	250.4	171.3	111	90.3	218.7
≥ 55	111.6	110.3	105.0	79.0	45.8	36.5	88.3
≥ 60	42.2	40.8	39.8	29.1	16	12.5	35.6
≥ 65	14.6	13.5	13.0	9.3	5.6	4.4	12.2
≥ 70	4.8	4.2	4.1	3.0	2	1.6	4.4
≥ 75	1.8	1.5	1.5	1.0	0.8	0.7	1.7

Table 5.2 - Annual L_{night} Contour Areas

Metric Value	Contour Area, km ²						
dBA L_{night}	2025	2024	2023	2022	2021	2020	2019
≥ 40	303.1	344.2	312.0	228.5	172.3	138.7	328.4
≥ 45	132.8	135.7	129.7	98.8	75.3	59.8	122.2
≥ 50	58.2	57.6	55.6	39.4	28.3	21.7	52.3
≥ 55	19.7	19.1	18.6	13.1	9.8	7.5	18.6
≥ 60	6.5	6.1	6.0	4.2	3.5	2.7	6.4
≥ 65	2.1	2.0	2.0	1.4	1.3	1.0	2.5
≥ 70	0.8	0.7	0.7	0.5	0.6	0.4	1.0

Table 5.3 - Summer $L_{Aeq,16h}$ Contour Areas

Metric Value	Contour Area, km ²						
dBA $L_{Aeq,16h}$	2025	2024	2023	2022	2021	2020	2019
≥ 51	141.9	135.0	130.3	99.9	55.2	34.2	114.3
≥ 54	83.4	78.8	74.2	60.6	30.1	18.0	69.9
≥ 57	47.7	45.0	42.8	32.2	15.8	9.6	39.8
≥ 60	27.3	24.4	22.8	16.2	8.5	5.1	21.3
≥ 63	14.4	12.8	11.9	8.2	4.5	2.8	11.4
≥ 66	8.1	7.1	6.6	4.2	2.5	1.5	6.1
≥ 69	4.5	3.9	3.6	2.1	1.4	0.9	3.3

Table 5.4 - Summer $L_{Aeq,8h}$ Contour Areas

Metric Value,	Contour Area, km ²						
dBA $L_{Aeq,8h}$	2025	2024	2023	2022	2021	2020	2019
≥ 45	144.0	146.4	138.3	113.5	89.8	66.1	140.1
≥ 48	92.9	92.6	89.5	71.5	52.4	37.3	84.8
≥ 51	52.7	52.0	51.3	41.5	28.4	19.7	50.8
≥ 54	27.5	27.1	26.9	21.8	14.9	10.4	27.8
≥ 57	13.9	13.4	13.5	10.8	8	5.5	14.4
≥ 60	7.2	6.9	7.0	5.5	4.2	3.0	7.6
≥ 63	3.8	3.5	3.6	2.7	2.3	1.6	4.1

The individual 2025 noise contours, and comparisons with the annual noise contours since 2019, are presented in the figures below. Actual aircraft movements in 2025 and noise levels from the Dublin Airport NMTs were used to create the noise contours using a similar methodology to that used to produce the other annual contours.

Figure 5.1 - Comparison of Annual Lden Noise Contours 2019 to 2025

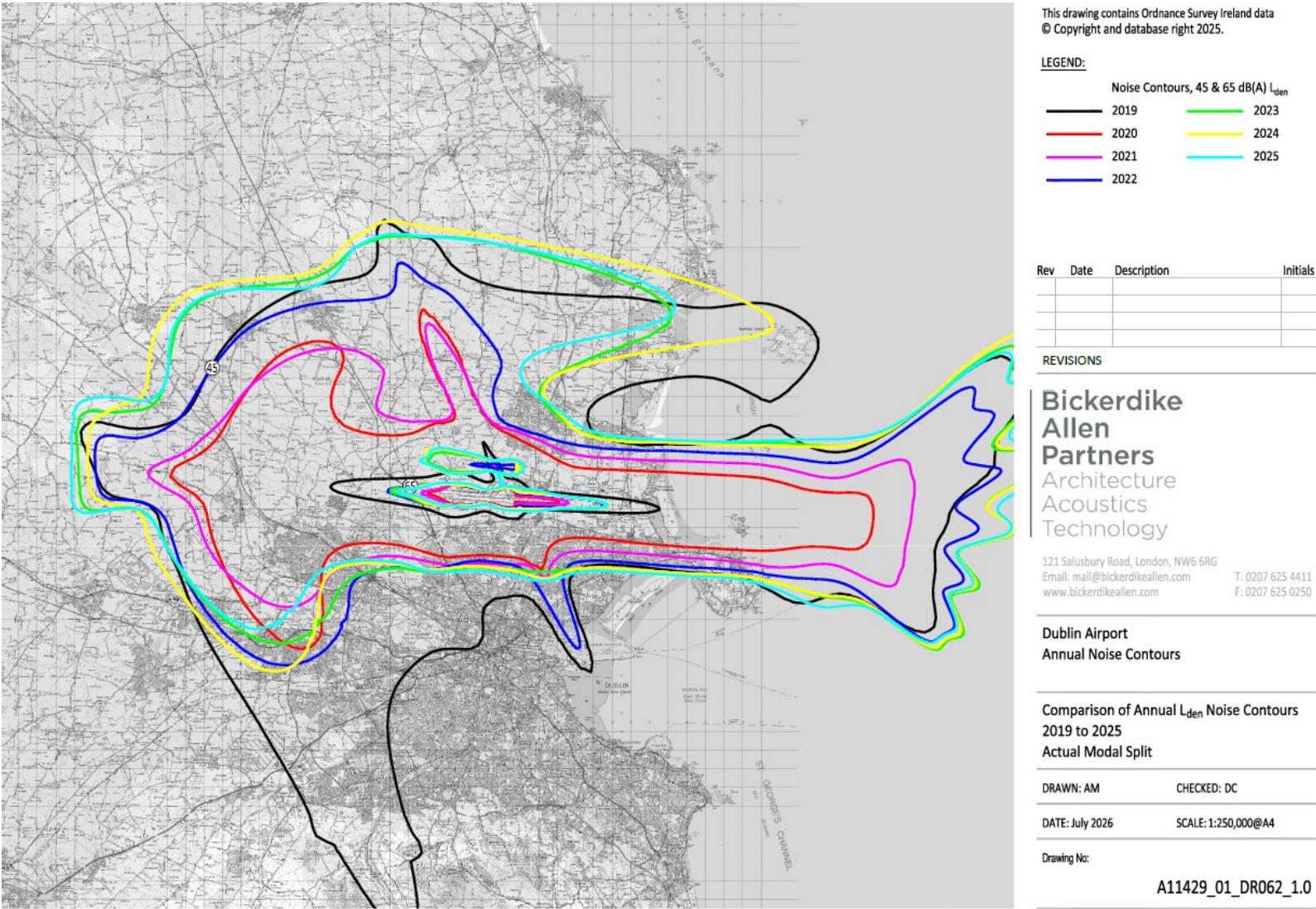
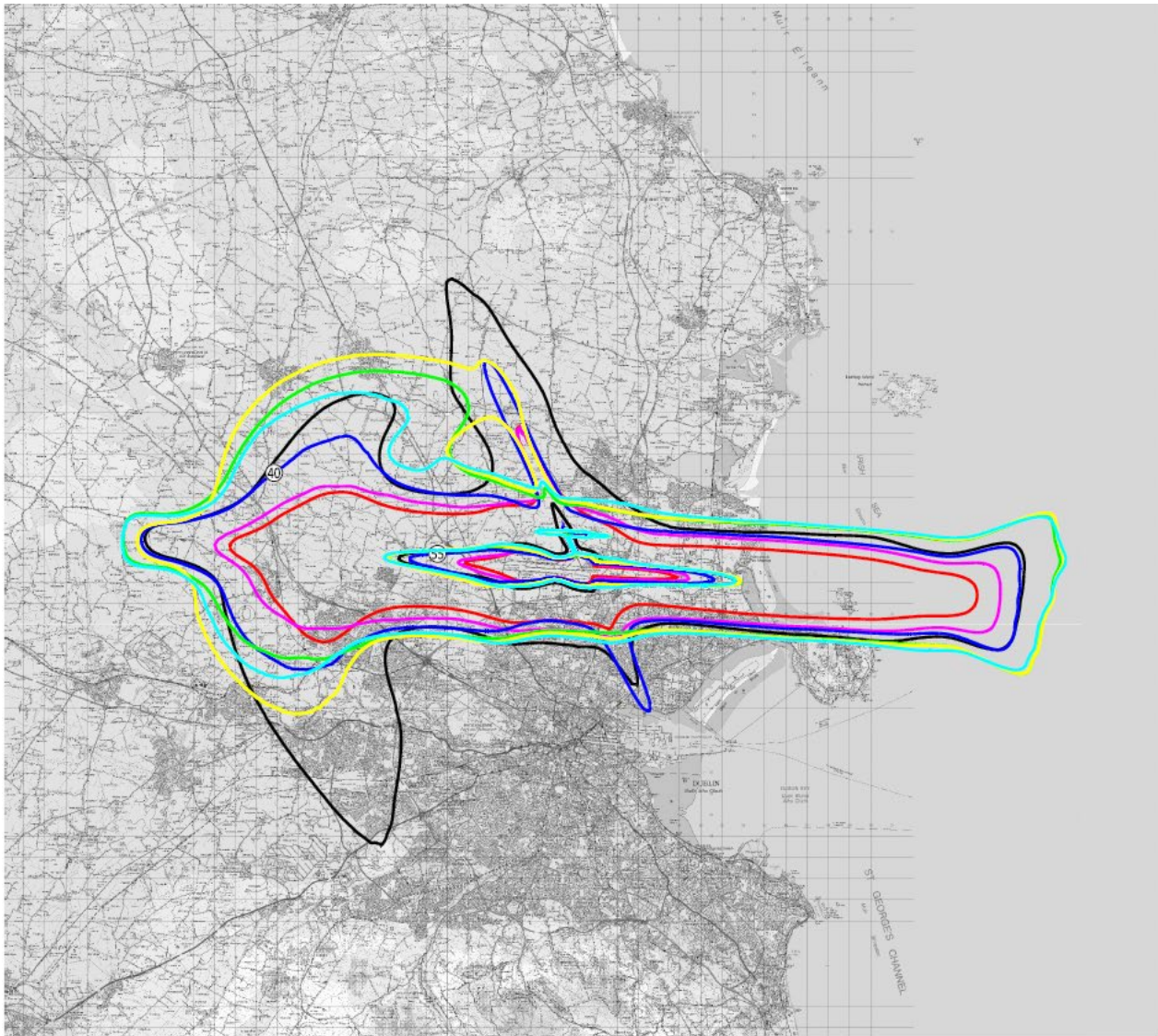


Figure 5.2 - Comparison of Annual Lnight Noise Contours 2019 to 2025



This drawing contains Ordnance Survey Ireland data
© Copyright and database right 2025.

LEGEND:

Noise Contours, 40 & 55 dB(A) L _{night}	
2019	2023
2020	2024
2021	2025
2022	

Rev	Date	Description	Initials

REVISIONS

**Bickerdike
Allen
Partners**
Architecture
Acoustics
Technology

121 Salisbury Road, London, NW6 6RG
Email: mail@bickerdikeallen.com T: 0207 625 4411
www.bickerdikeallen.com F: 0207 625 0250

Dublin Airport
Annual Noise Contours

Comparison of Annual L_{night} Noise Contours
2019 to 2025
Actual Modal Split

DRAWN: AM CHECKED: DC

DATE: July 2026 SCALE: 1:250,000@A4

Drawing No:

A11429_01_DR063_1.0

This drawing contains Ordnance Survey Ireland data
© Copyright and database right 2026.

LEGEND:

- 45 - 49.9 dB(A) L_{den}
- 50 - 54.9 dB(A) L_{den}
- 55 - 59.9 dB(A) L_{den}
- 60 - 64.9 dB(A) L_{den}
- 65 - 69.9 dB(A) L_{den}
- 70 - 74.9 dB(A) L_{den}
- 75+ dB(A) L_{den}

Rev	Date	Description	Initials

REVISIONS

Bickerdike Allen Partners
Architecture
Acoustics
Technology

121 Salusbury Road, London, NW6 6RG
Email: mail@bickerdikeallen.com
www.bickerdikeallen.com

T: 0207 625 4411
F: 0207 625 0250

Dublin Airport
Annual Noise Contours

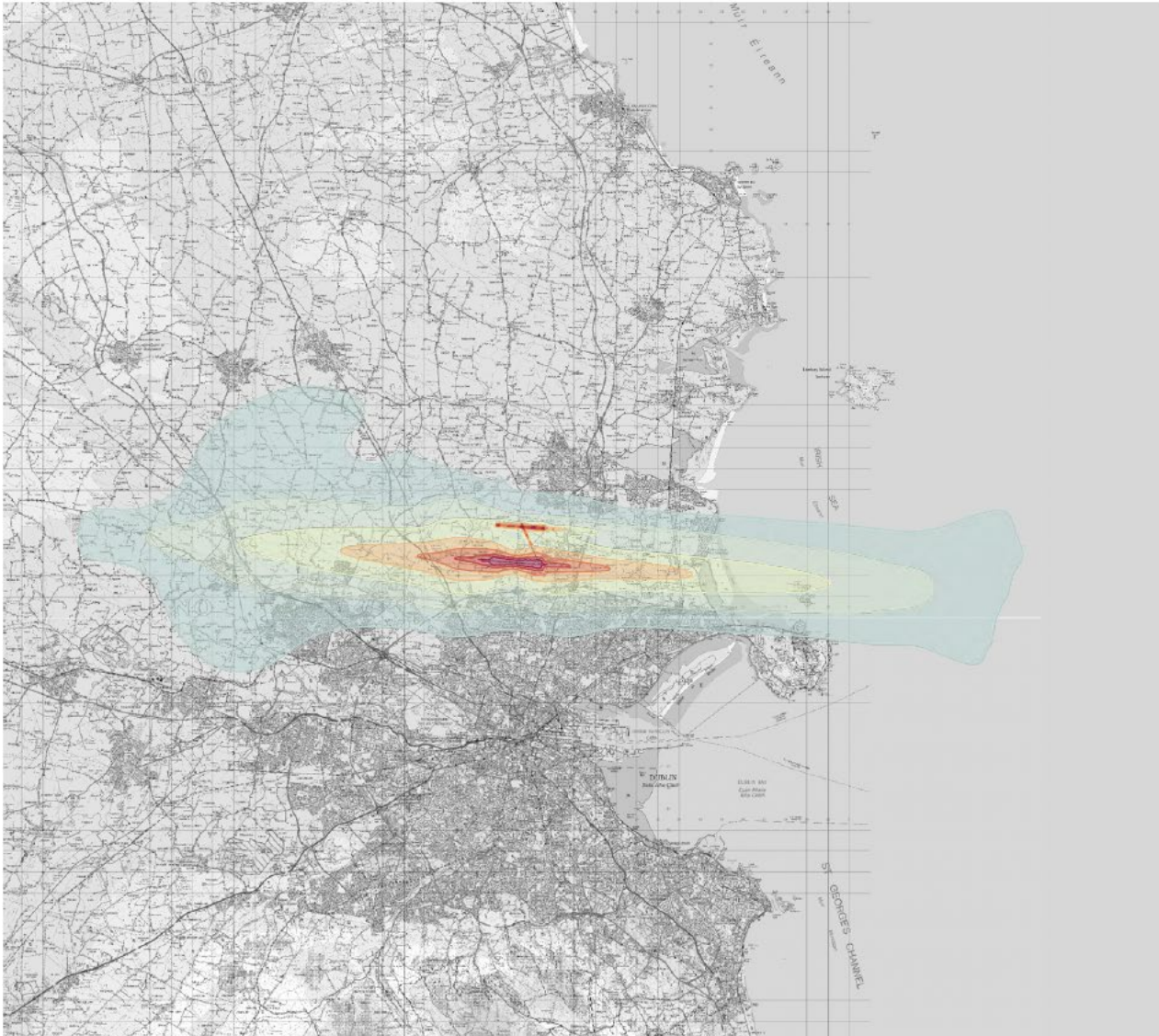
Figure 01
2025 Annual L_{den} Noise Contours
Actual Modal Split

DRAWN: MP	CHECKED: DC
DATE: April 2026	SCALE: 1:250,000@A4

Drawing No:

A11429_01_DR050_1.0

Figure 5.4 - 2025 Annual L_{night} contours (40 - 70+ dBA)



This drawing contains Ordnance Survey Ireland data
© Copyright and database right 2026.

LEGEND:

- 40 - 44.9 dBA L_{night}
- 45 - 49.9 dBA L_{night}
- 50 - 54.9 dBA L_{night}
- 55 - 59.9 dBA L_{night}
- 60 - 64.9 dBA L_{night}
- 65 - 69.9 dBA L_{night}
- 70+ dBA L_{night}

Rev	Date	Description	Initials

REVISIONS

**Bickerdike
Allen
Partners**
Architecture
Acoustics
Technology

121 Salusbury Road, London, NW6 6RG
Email: mail@bickerdikeallen.com T: 0207 625 4411
www.bickerdikeallen.com F: 0207 625 0250

Dublin Airport
Annual Noise Contours

Figure 02
2025 Annual L_{night} Noise Contours
Actual Modal Split

DRAWN: MP CHECKED: DC

DATE: April 2026 SCALE: 1:250,000@A4

Drawing No:

A11429_01_DR051_1.0

Figure 5.5 - 2025 Summer Day contours (Leq16h 51 - 69+ dBA)

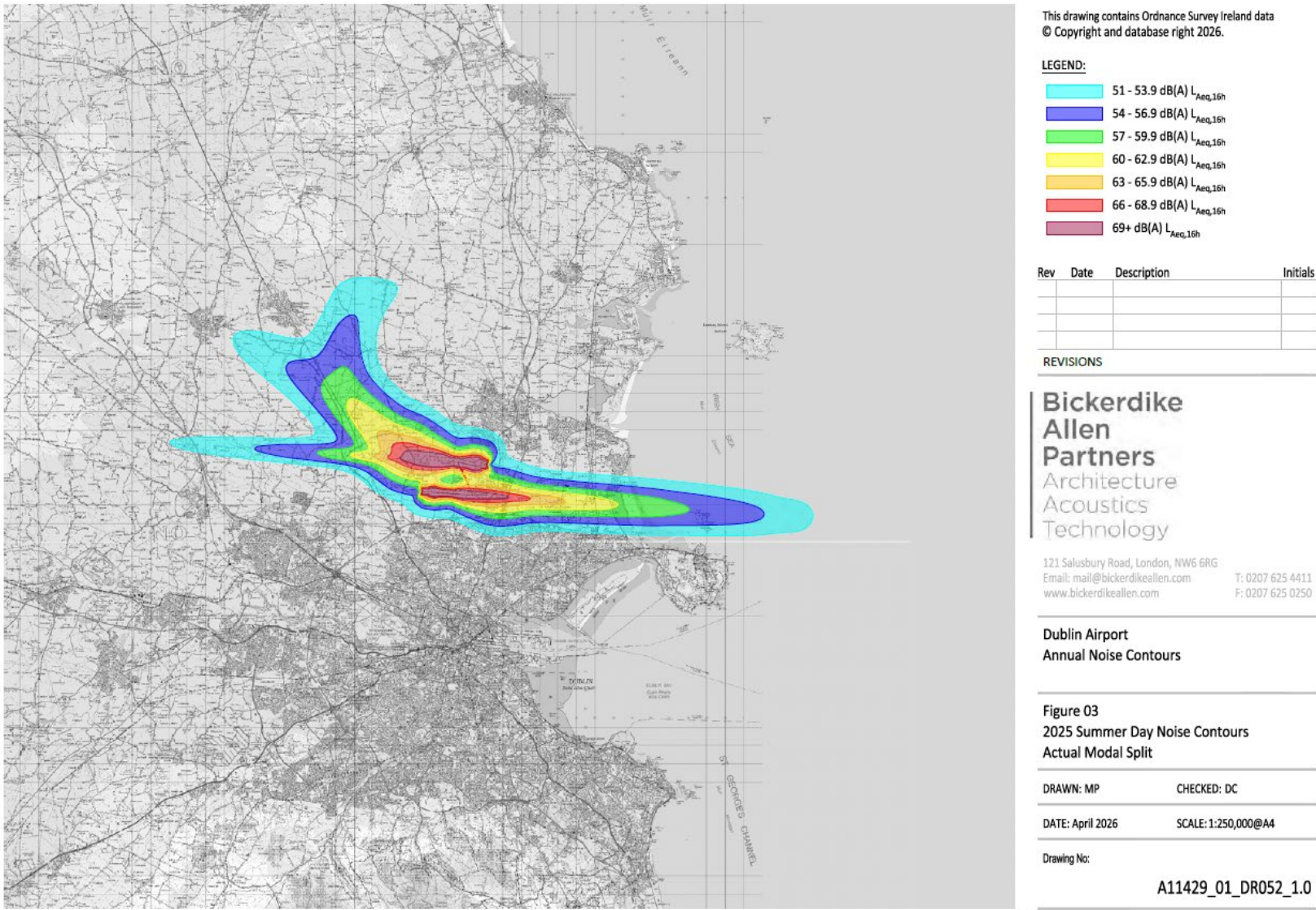
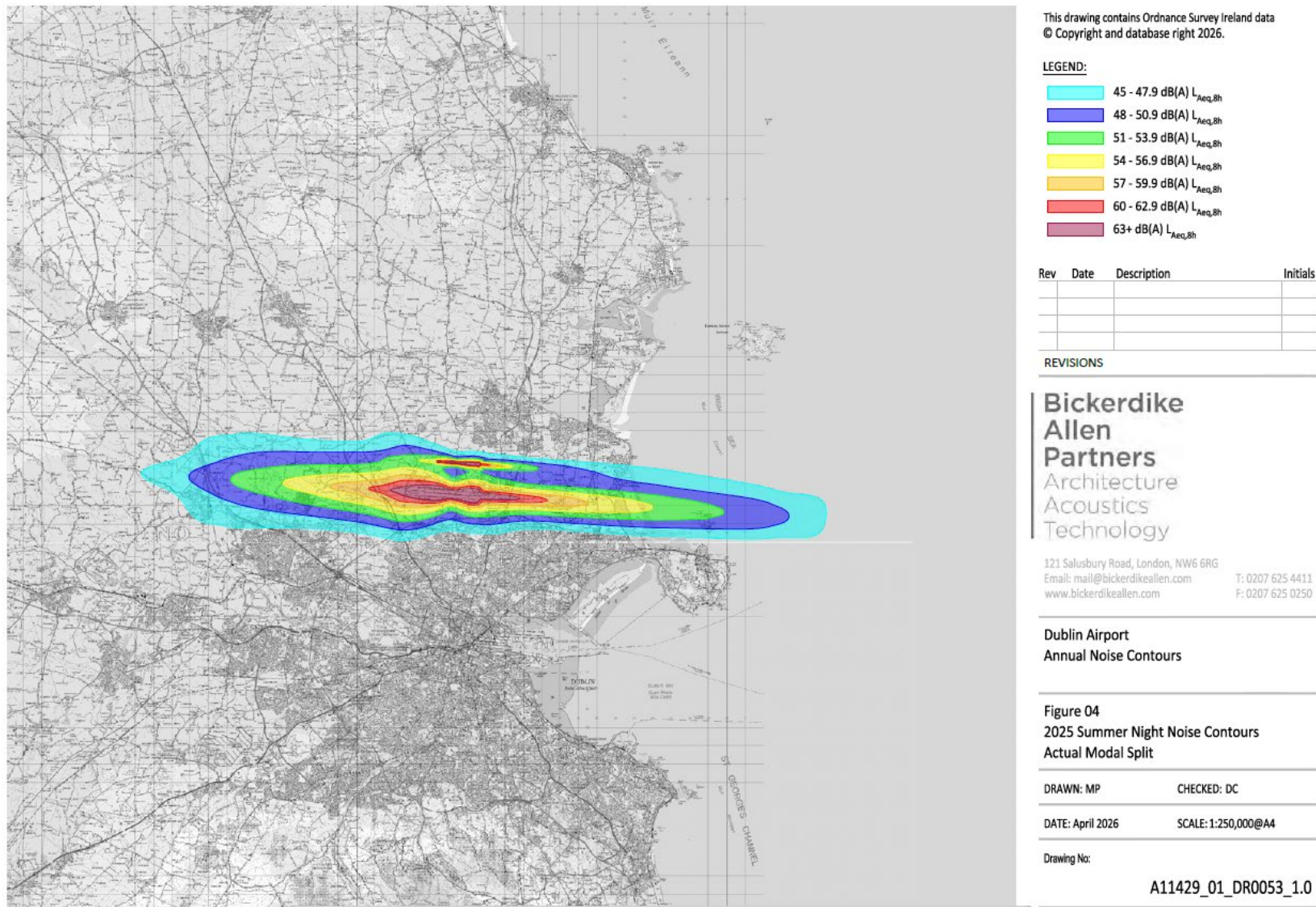


Figure 5.6 - 2025 Summer Night contours (Leq8h 45 - 63+)



6.0 Noise Insulation and Purchase Schemes

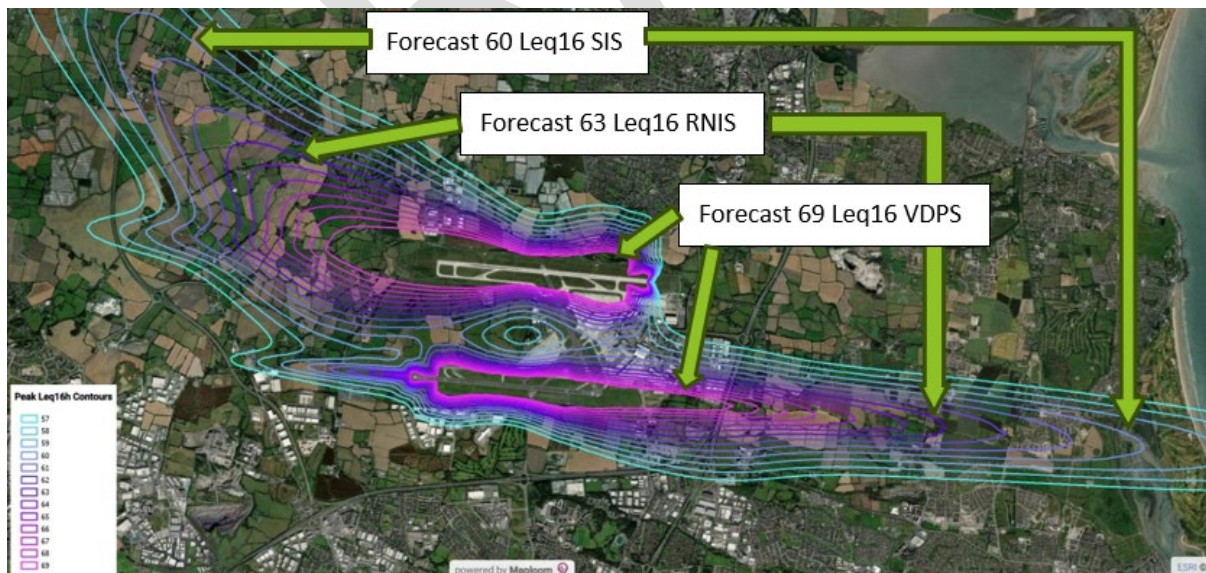
6.1 2025 Review and Forecast Contours

Three noise mitigation schemes were implemented at Dublin Airport as a result of North Runway's planning Conditions 6, 7 and 9, namely, the Schools Insulation Scheme (SIS), the Residential Noise Insulation Scheme (RNIS), and the Voluntary Dwelling Purchase Scheme (VDPS). Each was launched before the opening of the NR based on the then-forecast Leq16h 92-day summer day contours which were agreed with FCC in 2017 and are called the original Scheme Boundaries.

NR Conditions 6, 7, 9 and 10 require that the schemes were reviewed by August 2026 based on the actual 2025 Leq16h summer day contours. This is called the 2026 Review Contour. This review is contained in a report that was delivered to FCC, the planning authority.

In late 2024, FCC requested that the review include a Forecast Contour, which had already been developed and was added to the report for resubmission. Although not based on a specific year, the forecast contours represent the noise from operations based on the most optimistic outcomes of the then-current planning processes, including the North Runway Relevant Action and the Infrastructure Application, along with a medium rate of fleet modernisation forecast. These are called the 2024 Forecast Contour and are shown in Figure 6.1 below. The impact on each of the three schemes is discussed further below. daa reviewed the constraints associated with the 2024 contour and determined that they remain applicable to the 2026 forecast; therefore, no updates were required, known as the 24/26 Forecast.

Figure 6.1: 2024/26 Forecast Contours - Summer Leq16h



6.2 Residential Noise Insulation Scheme (RNIS) and HSIP

The RNIS Scheme Boundary, based on the 63dBA Leq16h contour agreed in 2017, incorporated 191 eligible homes, including the Home Sound Insulation Programme (HSIP) which pre-dated RNIS and was voluntarily introduced by daa to afford the same insulation measures to those houses that were then impacted by South Runway operations but would not be eligible for RNIS because noise levels would reduce at their households when NR became operational. Progress on the completion of noise insulation measures is summarised in the table below.

As required by the NRPP Condition 7, the RNIS was reviewed in August 2026 based on the actual 2025 63 dBA Leq16h summer day contour (the 2026 Review Contour). This contour identified 115 properties, three of which were not previously identified by the 2024 Actual and Forecast.

Based on the Forecast Contour discussed above, all but one property identified in the 2026 forecast were insulated prior to May 2026. Figures update to reflect the same.

Table 6.1 – RNIS

Phase/ Year	Eligible with Offers Made	Not Accepted	Accepted	Completed
RNIS/HSIP – Phases 1 and 2 (to end-2022)	191	45	146	146 / 146
<u>2024 RNIS Review Contour:</u> Phase 3: 2023 Leq16h Summer Day Contour (2024 Review Contour)	55	15	40	40 / 40
Phase 3A: August 2024 – incorporating the Forecast Contour	23	4	19	19 / 19
<u>2026 RNIS Review Contour:</u> Phase 4: 2025 Actual, and incorporating all previous contours and the Forecast	25	20	5	0/5
Total	230	20	210	205

6.3 Schools Insulation Scheme (SIS)

Two schools and two educational facilities were located in the original School Insulation Scheme Boundary based on the 60dBA Leq16h contour agreed in 2017. They were surveyed and offered acoustic treatment and ventilation, if required. Two schools (St. Margaret's National School and St.

Nicholas of Myra National School) and one educational facility (Little Moo Moos Playschool) accepted their offers.

There were two other schools named in NRPP Condition 6 – Portmarnock Community School and Mary Queen of Ireland National School, Rivermeade. Noise assessments at both of these demonstrated that they were located far enough outside the 60dBA Leq16h noise contour that no acoustic treatment or upgrade of the building envelopes would be required to achieve the scheme design criteria for internal noise levels of *“45 dB LAeq 8 hours (a typical school day).”*

As required by NR Planning Permission Condition 10, the SIS was reviewed in August 2026 based on the actual 2025 60 dBA Leq16h summer day contour (the 2026 Review contour). No additional schools were identified as eligible for the SIS. The NZone education facility that did not accept the original SIS offer was re-offered an appropriate insulation package as part of the 2024 review. In 2024 the offer was accepted, and ventilation units were being installed in one room as per their requirements, completed in the summer of 2025. daa will continue to offer insulation to NZone.

The 60 dBA Leq16h contour in the 2024 Forecast brought Kilcoskan National School and Tippy Toes Preschool into the SIS. An offer to participate in the scheme was made and accepted by Kilcoskan National School, and works were completed in the summer of 2025. daa completed an assessment of Tippy Toes Preschool and determined it was below the threshold. No new schools were identified in the 2026 Actual or Forecast.

In summary, by mid-August 2026, the following schools have been treated.

- St. Margaret’s National School
- Saint Nicolas of Myra National School
- Little Moo Moos Playschool
- NZone (partially complete as per the school’s direction)
- Kilcoskan National School

6.4 Voluntary Dwelling Purchase Scheme (VDPS)

The original Condition 9 Voluntary Dwelling Purchase Scheme (VDPS) Boundary was based on the 69dBA Leq16h contour agreed in 2017 and included five eligible properties. There were also a further 33 properties with historical correspondence regarding voluntary purchase that were also admitted to the VDPS with eligibility from the date of the scheme’s launch to three years after the opening of North Runway.

At the time of launch in 2017, invitations to participate in the scheme were sent to the 38 eligible property owners. All eligible houses were also offered full insulation under the RNIS.

daa voluntarily extended the eligibility term of the scheme until August 2028 for all homes that were located in the 2026 Review 69 dBA Leq16h Contour and those with historic correspondence referenced above. Houses located in the actual 69 dBA Leq16h contour are not subject to this cut off and VDPS offers will apply following biennial reviews.

The VDPS was reviewed in August 2024 based on the actual 2023 69 dBA Leq16h summer day contour (the 2024 Review). Three additional homes were identified as now being eligible, bringing the total to 41 and, as of August 2024, offers had been extended to the homeowners. The 2026 Actual and Forecast identified no new properties.

The Forecast Contour in the 2024/26 Review brought in six homes that had not been included in any previous VDPS contour. However, all six of these houses were among the 33 to receive historic offers mentioned above, as they had been voluntarily included in the VDPS.

As of August 2026, the status is as follows (which includes three additional houses that became eligible as a result of the 2024 review):

- 14 purchases have been completed
- 1 is in conveyancing
- 4 are in live offer stage
- 0 are at valuation stage
- 6 offers have expired without take-up
- 15 households have not responded

Table 6.2: VDPS Summary

Phase/Year	Eligible Homes with Offers Made	Purchase Process
Historic offers of Voluntary Purchase	33	
VDPS Original Scheme Boundary (2017)	5	
VDPS 2024 Review (based on Actual 2023 Contour)	3	
VDPS 2024/26 Forecast Contour	6 (included in 33 above)	
Purchases in Process (as at August 2026)		5
Purchases Complete (as at August 2026)		14

7.0 Noise and Flight Track Monitoring

7.1 Noise Monitoring Terminals

Noise and Flight Track Monitoring (NFTM), including Noise Monitoring Terminals (NMT) and a monitoring system incorporating radar and flight plan data and quarterly and annual reporting, are required by NRPP Condition 10. The NFTM System is called ANOMS (Aircraft Noise Monitoring System) and is provided by Envirosuite, an internationally recognised company in this field.

The locations of permanent NMT units have been directed by ANCA over the past several years. Details about the system were given in the Compliance Report provided to FCC in 2024/2025. This included step-by-step information on how the NMT and NFTM data is used to support the annual noise modelling that is used to calculate the Annual Contours and to re-evaluate the noise mitigation measures, especially the noise insulation and purchase schemes, which are also required by Condition 10.

By the end of 2025, there were 32 Noise Monitoring Terminals (NMT) in place, 25 permanent and seven portable units. Figure 7.1 below shows the locations of 20 of the 25 permanent NMT nearest the airport.

The seven portable NMT are installed for typically two to six months. The locations and durations are decided by the Community Liaison Group (3 units), the Dublin Airport Environmental Working Group (3), and daa (1).

The Quarterly Noise and Flight Track Monitoring Reports provide detailed data on the measured noise levels including monthly and quarterly averaged aircraft noise levels, Lden, Lnight and Leq16h, and with single event data using the “Number Above” metric for both Lmax and SEL. The Quarterly Reports, as well as the Monthly Operations Reports are available on Dublin Airport’s website at www.dublinairport.com (Airport Plans & Reports | Dublin Airport).

7.2 Measured Noise Levels

7.2.1 Averaged Annual Noise Metrics – Lden and Lnight

This section reports the annual Lden and Lnight noise levels for 2025 as measured at each of the 25 permanent NMT in Table 7.1. These data points are compared to the calculated noise level obtained from the modelled noise contours using a point calculation at the location of each NMT.

Figures 7.1 and 7.2 show the 2025 Lden and Lnight contours (as presented in Section 5 above) with the locations of 20 of the 25 permanent NMT.

Single event Lmax data is presented in the subsequent sub-section.

Figure 7.1 - 2025 Lden Annual Noise Contours with approximate Permanent NMT locations

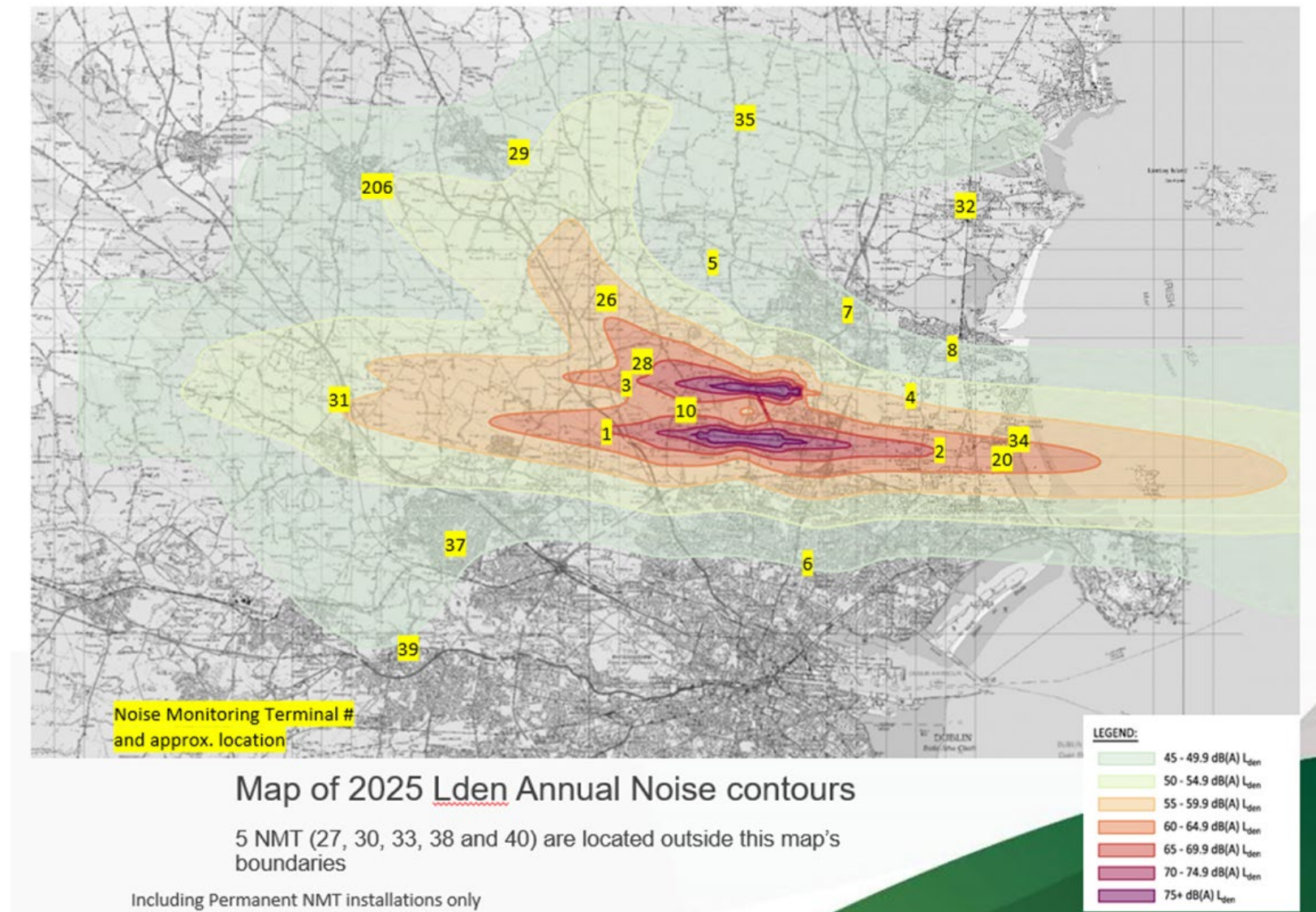


Figure 7.2 - 2025 Lnight Annual Noise Contours

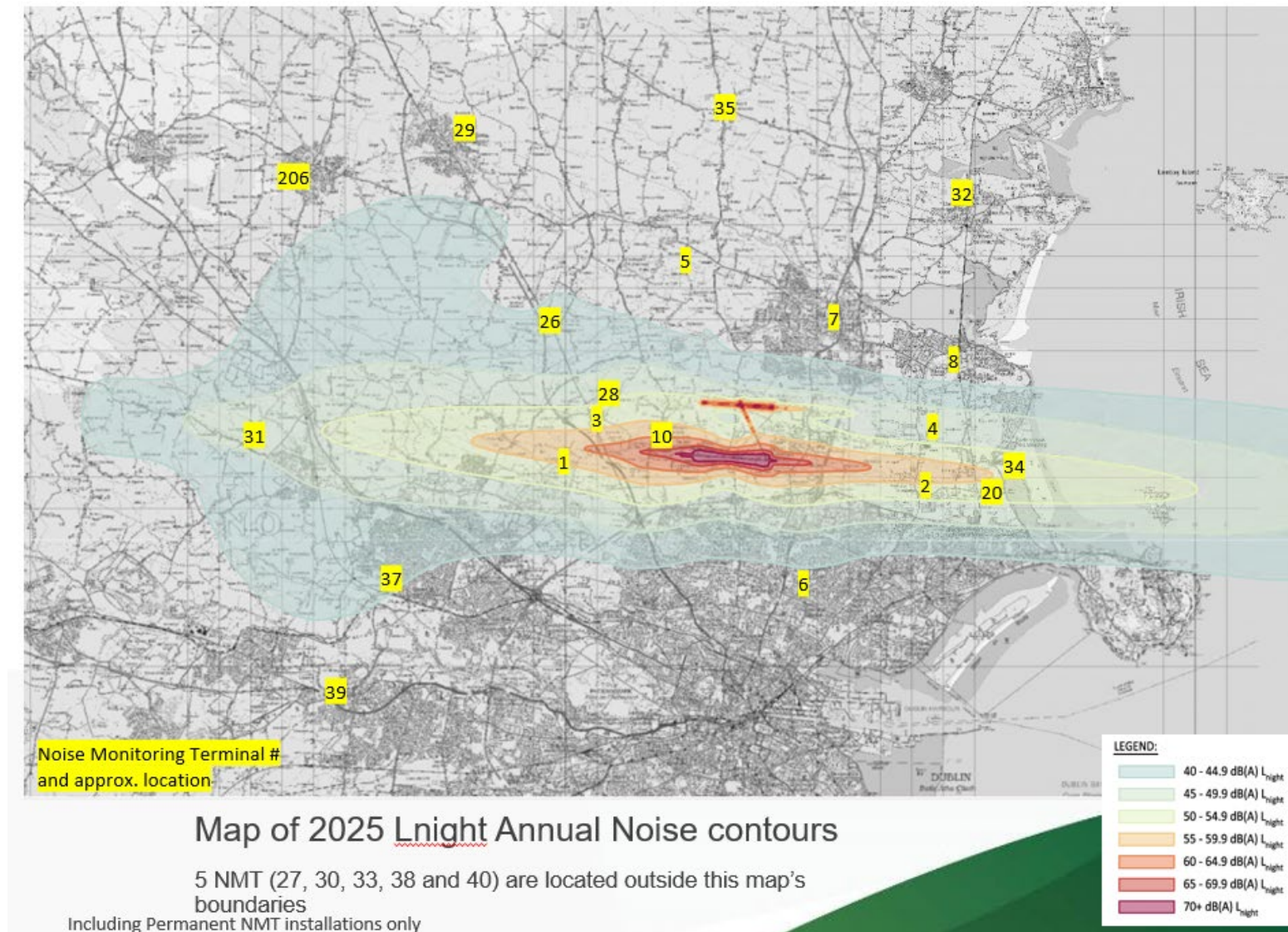


Table 7.1 – Time-Averaged Noise Levels

#	NMT Name	Measured 2025 Lden (dBA) from NMT	Modelled 2025 Lden (dBA) from Contours	Measured 2025 Lnight (dBA) from NMT	Modelled 2025 Lnight (dBA) from Contours
1	Bay Lane	63.9	64.1	58.5	58.8
2	St Doolagh's	64.3	64.9	56.3	56.9
3	Bishopswood	59.1	62.0	46.0	49.4
4	Feltrim	51.8	54.6	45.3	47.4
5	Balcultry	38.4	48.1	25.4	38.7
6	St David's	38.9	43.9	28.5	36.7
7	Swords	34.9	45.9	25.4	37.0
8	Malahide	39.5	46.9	33.7	38.9
10	St. Margaret's NS	62.1	64.0	54.7	56.7
20	Coast Road OP	63.3	62.7	54.9	54.7
26	Kilcoskan NS	59.8	59.1	36.3	40.4
27	Summerhill	33.5	36.9	24.7	29.9
28	Newpark	60.3	60.6	36.4	44.8
29	Ashbourne RC	40.4	49.0	22.3	38.4
30	Roundwood GAA	12.4	36.6	0.0	29.2
31	Dunboyne EMR	51.3	53.1	46.0	47.4
32	Donabate	29.1	44.2	19.1	35.9
33	Ardgillan	27.7	33.2	20.3	22.8
34	Portmarnock	56.6	58.5	49.3	50.3
35	Ballyboughal	38.6	48.5	21.1	35.6
37	Ongar	41.9	47.2	36.6	41.3
38	Clondalkin	26.8	42.3	20.0	35.8
39	Lucan	33.9	44.9	27.8	38.6
40	Bray	26.4	34.3	8.0	25.9
206	Ratoath	45.2	49.4	27.4	38.8

As described in greater detail in the 2024 C10 Compliance Report to FCC, there are three key points to note when comparing the Measured and Modelled (Calculated) aircraft noise levels at each NMT:

- Measured noise data is screened to include only aircraft noise, removing noise from other sources such as non-Dublin Airport air traffic, road vehicles, weather, voices, and animal noise. This is achieved by the ANOMS system that matches measured noise events with the time and location of aircraft flight tracks from the radar data.
- The reported Measured Aircraft Noise data includes only the aircraft noise events that exceeded the threshold setting and whose recorded flight track was within a certain distance (a few kilometres) of the NMT. In contrast, modelled noise levels include all aircraft events, even the low-level contributions from more distant events, although due to the logarithmic range of noise events, distant events only have a very small impact on the reported noise level. Close to the airport, this makes only a minor difference, but further from the airport, there are greater differences between the Measured and Modelled aircraft noise levels.
- Measured noise data only covers the limited number of locations – the 25 points where the NMT are installed. Modelled noise levels are calculated in a grid covering the entire study area and the noise level at any point in the area can be interpolated from these grid data.

Given the above, it should be expected that the Measured NMT noise levels should be equal to or less than the Modelled (Calculated) noise levels at each NMT. If the Measured levels were more than 1 or 2 decibels above the Modelled, this would raise concerns about the accuracy of the modelling. It is better that the Modelled levels in the contours are slightly conservative (leaning towards over-estimating “actual” levels) than the Measured. It is the Modelled contours that are used for conducting, for example, the impact assessments (such as assessing compliance with the Noise Abatement Objective) and for reviewing eligibility for the noise insulation and purchase schemes.

More data and discussion are also provided in the Quarterly Noise and Flight Track Monitoring Reports on the daa website, including comparisons of measured aircraft noise and total noise incident at each NMT. The Quarterly Reports include data from the portable NMTs installed at community-nominated locations, usually for several months at a time.

In the table above, in virtually all cases, the Measured NMT aircraft noise levels are equal to or slightly less than the Modelled (Contour) noise levels.

7.2.2 Single Event Data – Lmax

The noise data from individual aircraft noise events based on the Lmax metric are presented for each noise monitor in 2025. The table uses the Number Above metric, where N60, for example, is the average number of events per day with Lmax 60 dBA or greater. More detailed data, including SEL (Sound Exposure Level) data and percentage analysis, are provided in the Quarterly Reports available on Dublin Airport’s website.

Table 7.2 – Daily Average Number of Aircraft Noise Events Above Lmax (dBA)

	NMT Name	Number Above Daily Average Number of Aircraft Noise Events Above Lmax (dBA) in 2025						Daily Average Number of Aircraft Noise Events in 2025	# NMT Days in Year
		N60	N65	N70	N75	N80	N85		
1	Bay Lane	45	45	44	30	7.3	0.4	45	318
2	St Doolagh's	340	340	318	135	5.5	0.2	340	365
3	Bishopswood	184	182	149	69	3.2	0.1	184	365
4	Feltrim	42	33	9.3	2.7	0.1	0.0	42	365
5	Balcultry	0.9	0.9	0.6	0.4	0.2	0.0	0.9	365
6	St David's	2.6	2.5	1.5	0.3	0.1	0.0	2.6	365
7	Swords	0.4	0.4	0.2	0.1	0.1	0.0	0.4	365
8	Malahide	2.0	0.8	0.2	0.0	0.0	0.0	2.4	181
10	St Margaret's NS	160	153	146	78	8.2	0.1	160	365
20	Coast Rd (OP)	315	315	289	51	2.4	0.1	315	365
26	Kilcoskan NS	174	171	161	81	8.6	0.1	174	365
27	Summerhill	2.0	0.8	0.1	0.0	0.0	0.0	2.1	365
28	Newpark	214	192	149	84	11	0.6	214	365
29	Ashbourne	13	11	2.2	0.1	0.0	0.0	13	365
30	Roundwood	0.0	0.0	0.0	0.0	0.0	0.0	0.0	365
31	Dunboyne	23	15	2.2	0.1	0.0	0.0	23	273
32	Donabate	0.3	0.2	0.1	0.0	0.0	0.0	0.3	365
33	Ardgillan	0.2	0.1	0.0	0.0	0.0	0.0	0.2	365
34	Portmarnock	132	114	45	4.6	0.0	0.0	133	365
35	Ballyboughal	3.4	3.4	3.4	0.4	0.0	0.0	3.4	365
37	Ongar	2.7	1.3	0.1	0.0	0.0	0.0	2.9	365
38	Clondalkin	0.2	0.1	0.0	0.0	0.0	0.0	0.3	365
39	Lucan	0.7	0.2	0.0	0.0	0.0	0.0	0.7	365
40	Bray	0.2	0.1	0.0	0.0	0.0	0.0	0.2	365
206	Ratoath	32	24	5.0	0.7	0.1	0.0	32	365

7.3 Continuous Descent Operations (CDO)

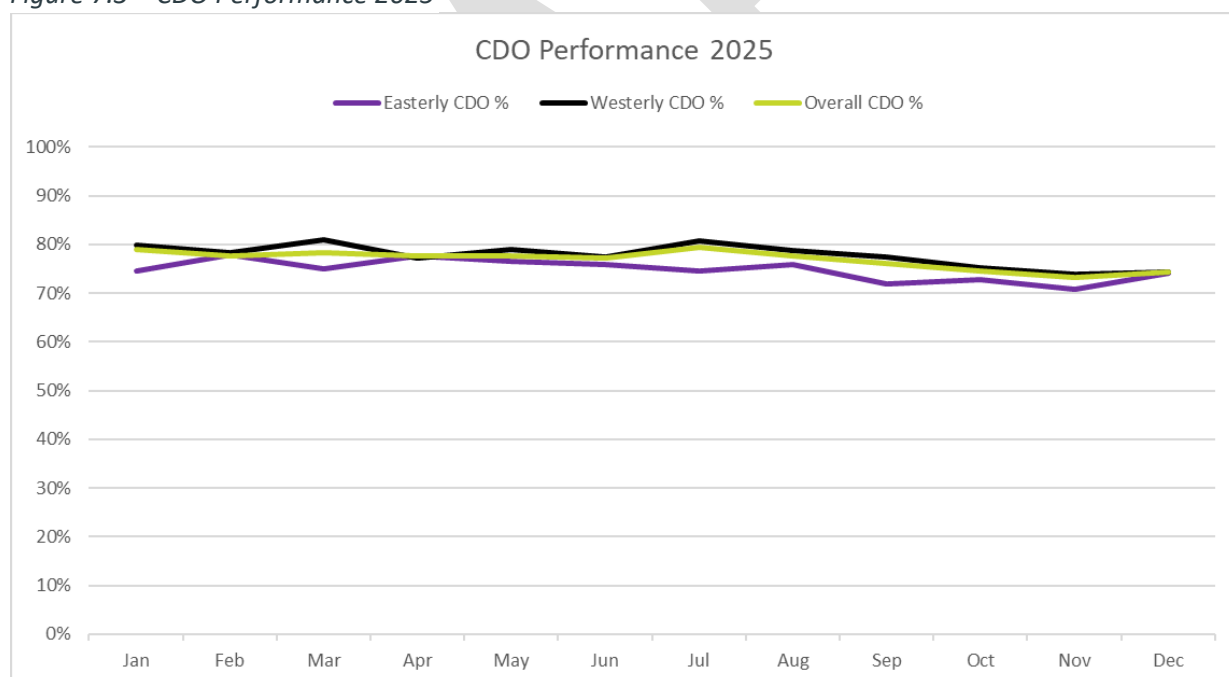
In a Continuous Descent Approach (CDO), an aircraft stays higher for longer and descends at a continuous rate to the runway threshold, therefore reducing periods of prolonged level flight at lower altitudes. Level flight requires more engine power than a steady descent with engines on idle. With CDO less fuel is burnt, less emissions are produced, but, most importantly, noise is reduced by avoiding the use of engine thrust required for level flight.

In Dublin, the ANOMS flight track monitoring system detects and measures descent profile and CDO from 5,500ft (above ground level) or below. An approach flight track descending to land which includes any section of level flight greater than 2.5 nautical miles in length, following descent from an altitude of 5,500ft, is considered as non-CDO. This is local shadow rule used on ANOMS; statutory monitoring and reporting of CDO is under remit of EUROCONTROL.

In 2025, the overall CDO achievement was 77%. On average, the five largest operators at Dublin Airport, based on air transport movements, achieved 83% CDO. One major Irish operator achieved a significantly higher performance of 95%, outperforming other operators.

The chart compares the level of CDO compliance by operating direction. Westerly CDO with approaches over the Irish Sea, consistently outperforms Easterly CDO.

Figure 7.3 – CDO Performance 2025



7.4 Flight Track Keeping

The NMTs are managed by software called ANOMS (Advance Noise Monitoring System) which includes data from the NMT and flight track radar and operational data from all movements into or out of Dublin Airport. The flight track data is required to ensure that the NMT data is screened to separate aircraft noise from non-aircraft noise data collected by the microphones. The track keeping can also assess certain operational parameters such as CDO discussed in the previous section.

ANOMS also assesses Flight Track performance against the Noise Preferential Routes (NPR), also known as Environmental Corridors. Appendix 12.4 contains explanations of the Standard Instrument Departures (SID) and their associated Noise Preferential Routes (NPR). Examples of departure tracks that deviate from the NPR are also presented for both the NR and the SR.

Flight track monitoring is included in the monthly Noise and Flight Track Monitoring Reports, available on the Dublin Airport website. Track Adherence refers to jet aircraft departures that remain within the NPR up to the minimum required heights.

The quarterly 2025 results are summarised in the table below. NR easterly (Runway 10L) and Cross Runway are used too seldom to report meaningful data.

Table 7.3 – Flight Track Keeping

Departure Runway	Q1	Q2	Q3	Q4	2025
10R (South Runway)	100%	99.9%	99.9%	100%	99.9%
28L (South Runway)	99.8%	99.4%	99.7%	100%	99.7%
28R (North Runway)	89.9%	91.4%	91.1%	90.9%	90.9%

Further data on NPR Track Adherence is provided in Appendix 9 including:

- NPR Track Deviations by Month and by Operational Runway
- NPR Track Deviations by Hour of the day, by Aircraft Type (Top 20) and by Airline (Top 20)
- Category C/D departure data on aircraft type, number of movements and number of track deviations

8.0 Stakeholder and Community Engagement

8.1 Stakeholder Engagement

The Dublin Airport Operations Planning Group (DAOPG) is a monthly forum that includes daa, AirNav Ireland and airline representatives. The topics covered by the group include operational issues such as changes and developments in airspace, airport and runway operations, procedures, infrastructure, and noise. The DAOPG reviews and provides feedback on noise related initiatives such as reporting, flight track monitoring, noise monitoring, noise abatement procedures and operational options.

8.2 Community Engagement Forums

Dublin Airport understands that the communities around our airports are all touched to varying degrees by our operations and, therefore, they also sit at the heart of what we do. We actively listen and engage on matters of importance to our local residents and have a track record spanning decades of meaningful collaboration through cooperation and partnership.

While aircraft noise is an inherent challenge in the operation of an international airport, we are committed to minimising the impact on the surrounding communities. In addition to the noise abatement measures that are in place to minimise aviation noise at source, we also take a practical approach to mitigating the impact of noise at community level through our insulation and purchase schemes described above.

daa has established multiple engagement channels and forums that have been and continue to be very successfully employed to communicate and engage with our neighbours in the most meaningful and effective manner.

8.2.1 Community Liaison Group

The independently chaired Community Liaison Group (CLG) was established in 2016 pursuant to An Bord Pleanála's NR Condition 28. This condition specifies that a CLG be established, involving representation from the St. Margaret's Community, Fingal County Council and daa.

The group meets bimonthly to discuss matters of interest to the local community, including current activities and plans for the area, airport operations, and environmental issues. When required or requested, experts attend the meetings to provide an opportunity for detailed discussion on a topic that is of particular importance to the group.

This forum facilitates information exchange between members and provides a solid platform for all representatives to communicate in an open and transparent manner. The CLG met six times in 2025, on 28th January, 25th March, 21st May, 22nd July, 9th September and 18th November.

<https://www.dublinairport.com/corporate/airport-development/north-runway/engagement/community-liaison-group>

8.2.2 Dublin Airport Environmental Working Group

The independently chaired Dublin Airport Environmental Working Group (DAEWG) was established in 2005 and was then known as the “Dublin Airport Stakeholder Forum”. Following various iterations and a renaming in 2015, this volunteer-based group comprises members from community groups in Saint Margaret’s, The Ward, Santry, Swords, Malahide, and Portmarnock, and daa, Fingal County Council and AirNav Ireland.

The group meets on a quarterly basis to discuss environmental issues and is provided with updates from daa on noise, air quality, water quality, and current/planned projects. When required or requested, experts attend the meetings to provide an opportunity for detailed discussion on a topic of particular importance to the group.

The DAEWG met four times in 2025 on 26th February, 18th June, 1st October and 19th November.

<https://www.dublinairport.com/corporate/environmental-social-governance/community-engagement/dublin-airport-environmental-working-group>

8.2.3 Other Engagement Channels

In 2025, daa’s Community Engagement Team had over 290 face-to-face engagements with local residents and community groups. In addition, daa maintained a dedicated community email address to respond to queries from the local community; updated websites to provide accurate and current information; issued advance notifications to community groups, residents and elected representatives regarding runway essential maintenance and operations; issued information via press releases and social media channels; and kept local elected representatives apprised of ongoing issues.

The publication of the Dublin Airport Newsletter was restarted in summer 2024 following feedback from the Community. It is now issued biannually, with summer and winter editions distributed to 50,000 homes in North County Dublin and East Meath.

8.3 Complaints Management

8.3.1 Management Procedures

Residents with concerns or comments on aircraft noise have four options to contact Dublin Airport.

- on WebTrak¹,
- online at Noise Complaints Procedure | Dublin Airport², or Dublin Airport Noise Complaint Form³,
- by phone at 1800 200 034,
- by letter addressed to Noise & Flight Track Monitoring Team, daa plc, Three, The Green, Dublin Airport Central, Dublin Airport, Swords, Co Dublin, K67 X4X5.

¹ Link: [WebTrak](#)

² Link: <https://www.dublinairport.com/corporate/corporate-social-responsibility/noise/complaints-procedure>

³ Link: <https://viewpoint-app.emsbk.com/dub10/login>

Dublin Airport has an automated telephone answering service that has allowed integration of the service into our digital complaint management system, ANOMS.

In addition, a new online registration service for complainants is now available and further upgrades were launched throughout 2024 which enables the general public to submit multiple comments and complaints as well as streamlining the process.

Our response system is designed to manage enquiries that are linked to specific aircraft movement events. Our near-live stream noise monitoring and flight tracking website, WebTrak, displays aircraft arriving, departing and overflying Dublin Airport. The system supports the provision of details including the flight number and height of an aircraft and facilitates linking a complaint to an aircraft flight. Our complaint form and the voice recognition telephone answering service can also link each comment or complaint to a specific aircraft movement event.

This means that we can utilise the specific flight information and its flight track for an investigation and provide the complainant a detailed response to their enquiry.

Our goal is to respond to all enquiries and comments on a monthly basis. We can only respond if the lodged submission has:

- asked a relevant question, or
- raised a noise issue which we can reasonably respond to, and
- provided contact information, including for telephone messages.

We cannot respond to comments on aircraft not operating in or out of Dublin Airport.

The submission of more than 15 enquiries from an individual, household or Eircode within a month may not receive individual correspondence for each submission. A single correspondence covering the totality of submissions made in one month will normally be provided.

In cases where we cannot provide new information that may enhance understanding on a repeated query, we will inform the complainant and may pause communication until new and useful informative updates are available, though we will continue to log multiple iterations of the same query.

If we believe that we have provided all of the information that we can with respect to a line of enquiry and the individual remains unsatisfied with our response, an invitation may be extended to visit the airport to engage with relevant teams to gain a deeper insight into specific concerns.

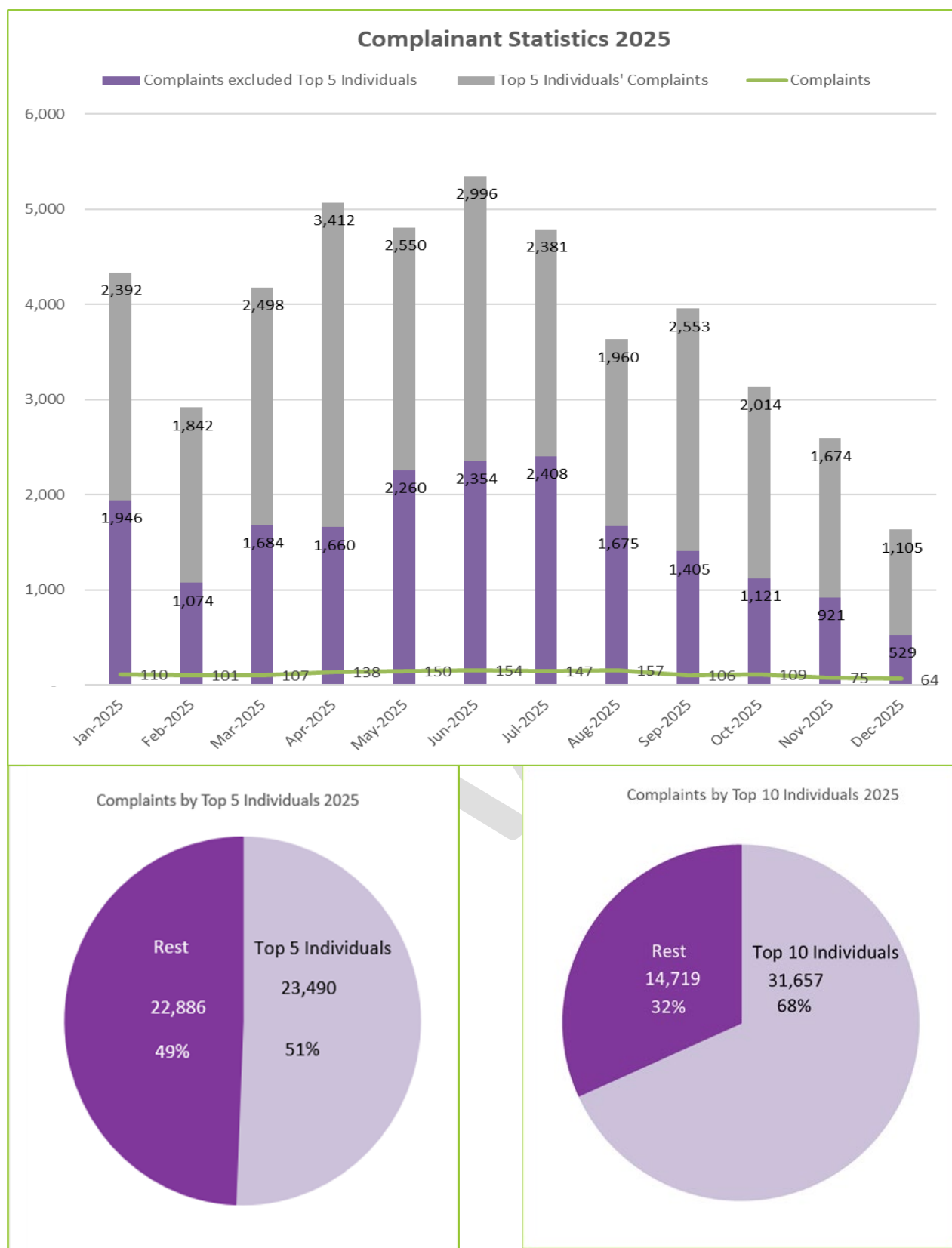
The noise complaint management procedure is documented in the Procedure Policy on Handling Aircraft Noise Complaints. This is available to view on the [airport noise webpage](#).

8.3.2 Complaints Data

In 2025, a total of 46,376 aircraft noise complaints were lodged by 473 individuals; this is a 35% decrease in complaints and a 24% decrease in the number of complainants compared to 2024.

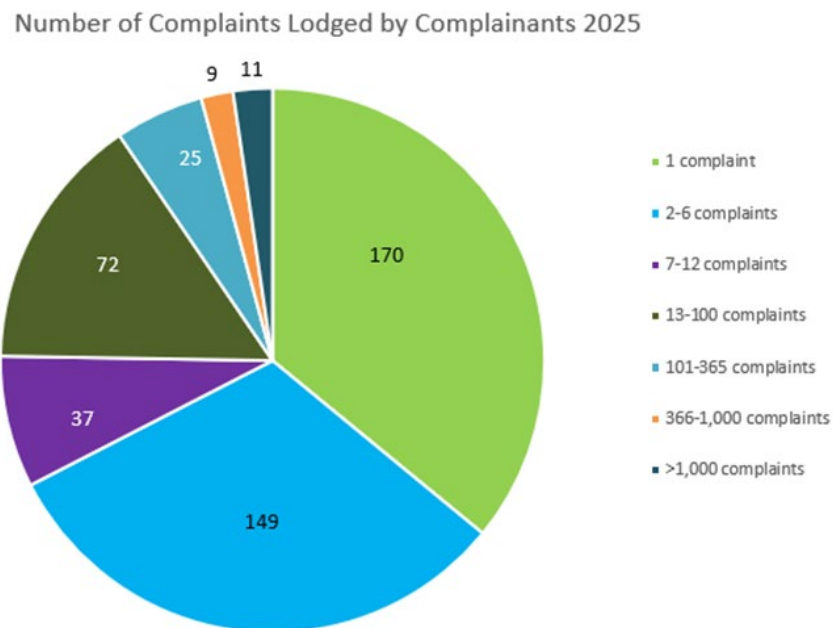
Most complaints are primarily attributed to the opening of the North Runway in August 2022, as well as a small number of serial complainants who submitted a high percentage of complaints. Five complainants accounted for 51% of all complaints in 2025. One individual submitted around 10,100 complaints, representing 22% of the total.

Figure 8.1 – Complaint Statistics



The pie chart below illustrates the distribution of complaints among these 473 individuals.

Figure 8.2 – Complainant Statistics



The ANOMS system links individual complaints to specific aircraft operations. In 2025, 70% of complaints were associated with aircraft using the North Runway, while 29% were linked to the South Runway. The remaining 1% were related to cross runway operations or were general noise complaints that did not specify a particular aircraft event.

Among the 473 complainants:

- 322 individuals raised noise concerns about aircraft using the North Runway
- 282 individuals raised noise concerns about aircraft using the South Runway
- 49 individuals raised noise concerns about aircraft using the Cross Runway

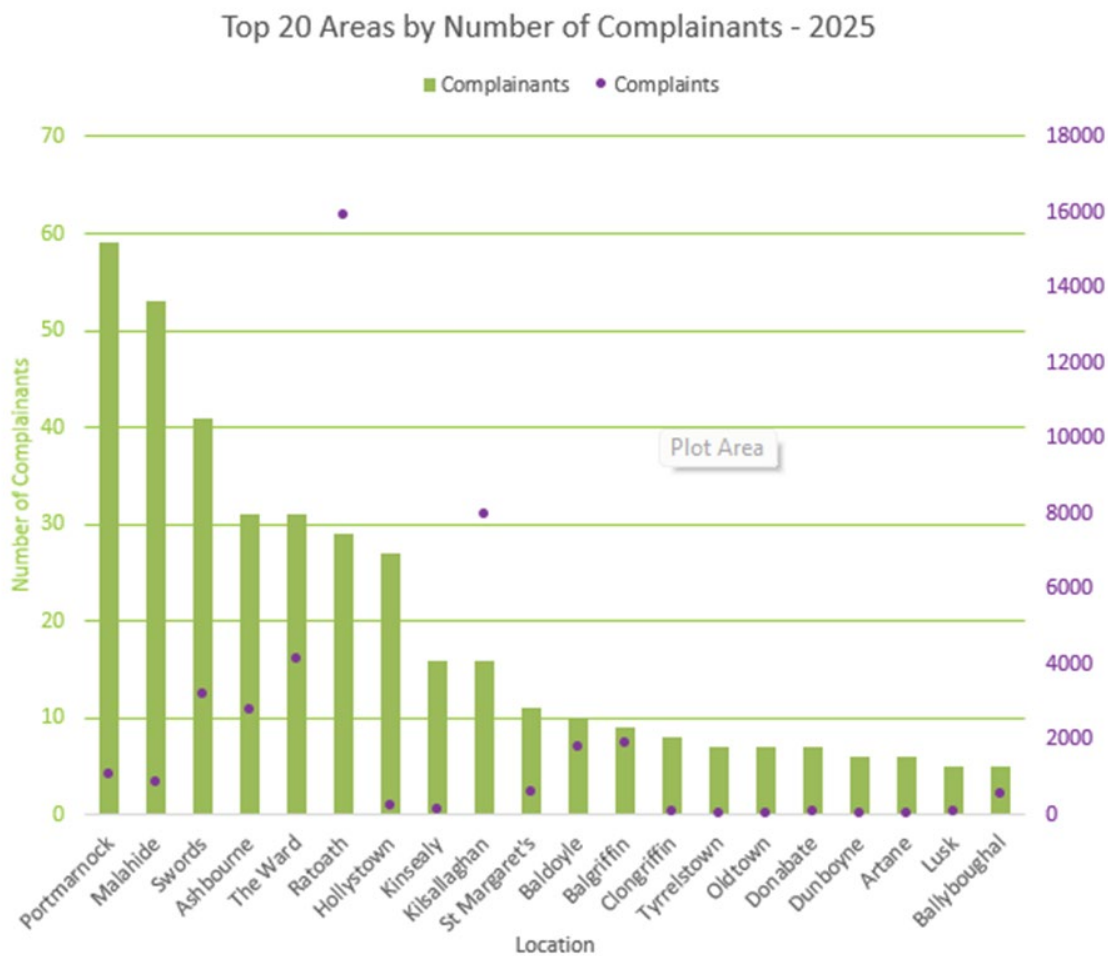
The above includes some individuals who submitted complaints related to more than one runway.

As explained in Section 4.5.2, category C/D departure aircraft are required to adhere to the NPR until the end of the corridor below 3,000 ft for the South Runway and 4,000 ft for the North Runway. Of the 46,376 complaints lodged in 2025, 2,090 complaints (4.5%) were correlated to non-adherence of the NPR movements. Some of these movements were air traffic managed by ATC for safe separation of aircraft in the airspace, weather avoidance, etc. In 2025, 95% of departure movements adhered to the NPR and the Standard Instrument Departure (SID) flightpath below the relevant 3,000 ft or 4,000 ft thresholds.

16% of complaints were related to aircraft movements occurring during the night period between 11:00 PM and 7:00 AM.

The figure below shows the top 20 areas, and the number of complaints lodged.

Figure 8.3 – Complainant Location Statistics



The left-hand axis (green) shows the number of individual complainants, while the right-hand axis (purple) represents the total number of complaints received from each area.

Further information on the noise complaint statistics can be found on our [Noise Information Portal – InsightFull](#)⁴.

⁴ Link: <https://aircraftnoise.dublinairport.com/>

9.0 Noise Mitigation Measures – Compliance and Opportunities to Improve

9.1 The Balanced Approach

ICAO is the International Civil Aviation Organization, a United Nations body set up in 1946 to facilitate international civil aviation. It publishes standards and best practice documents including areas of civil aviation such as safety, security and the environment. In general, the EU transposes ICAO documents into European Law and Directives.

The Balanced Approach to Airport Noise Management document (“BA”) provides guidance based on the following four pillars.

Reduction of Noise at Source

Refers to the continual improvement in aircraft technology to reduce aircraft noise emissions, as reflected in ICAO’s Noise Certification processes which categorise newer generations of aircraft based on their improving noise performance. These are referred to as Chapter 2, 3, 4 and 14, rated from oldest and noisiest to newest and quietest.

In practice, airport operators can track the noise ratings of aircraft accessing the airport and rate the overall noise performance of the fleet. Incentives such as noise-related landing fees and league tables can encourage airlines to modernise their fleets and bring the best performing aircraft to the airport, as well as recognising good progress.

Land Use Planning

Land use planning is the domain of the local authority to identify areas impacted by aircraft noise and to ensure that only appropriate development is permitted. This can include the prevention of new residential units in the noisiest areas, requirements for enhanced noise insulation in areas with medium noise levels and notifications or warnings for people buying or building in noise impacted areas. The encroachment of noise-sensitive uses, particularly residential, can result in environmental pressure against airport operations and growth. In practice, most airport operators can only try to influence land use planning process and decisions.

Noise insulation schemes are the main proactive initiative that airport operators can implement to mitigate operational noise and improve indoor amenity of residents and schools.

Noise Abatement Operational Procedures

Operational procedures are used to ensure that aircraft are operated in the quietest manner and with the least impact possible. General procedures include preferential runway use and flight tracks placed over the least populated areas. Arrival procedures include Continuous Descent Operations.

Operating Restrictions

Operating Restrictions are measures that reduce or restrict access to an airport or the capacity of the airport. These can include movement caps, quota count limits and operational curfews. This pillar of the BA is only considered when the three above have been exhausted.

9.2 Roles and Responsibilities

The internationally recognised framework for airport noise management is the ICAO Balanced Approach to Airport Noise Management (“BA”). The BA has four pillars as listed in the table below noting that priority is given to the first three pillars ahead of Operating Restrictions. It is also widely accepted best practice to add a “fifth pillar” on Community Engagement, also included in the table below.

Not all the tasks in the BA are under the direct control or responsibility of the airport authority. Aviation stakeholders, including airport users and local government, also have important roles. The main roles and responsibilities are outlined below.

Table 9.1: Stakeholder Roles and Responsibilities

#	Pillar	Main Stakeholders	Role and Responsibility
1	Reduction of Noise at Source (NS)	Aircraft manufacturers	Continually develop aircraft and engine technology to minimise operational noise from aircraft.
		International Civil Aviation Organization (ICAO)	Continually update and revise its Aircraft Noise Certification Standards in line with technological progress.
		Airlines	Operate the most modern and noise optimised fleet at Dublin Airport.
		daa	Work with stakeholders to achieve the quietest aircraft operations including through using financial and other incentives.
2	Noise Abatement Operational Procedures (NAOP)	ICAO	Maintain Standards and Recommended Practice documentation on relevant noise reduction procedures and related matters.
		Air Navigation Service Provider/ Aviation Authority	Work with stakeholders to ensure best operational practice is achieved.
		Airlines / Pilots	Work with stakeholders to ensure best operational practice is achieved.
		daa	Work with stakeholders to ensure best operational practice is achieved, including monitoring, reporting and incentivisation schemes.
3	Land Use Planning (LUP)	Local government	Ensure planning regulations are in place and enforced to avoid encroachment by residential and noise-sensitive land use in noise impacted areas and report annually in line with the NAO report.
		daa	Fund and manage noise insulation and purchase schemes.

#	Pillar	Main Stakeholders	Role and Responsibility
4	Operating Restrictions (OR)	Aviation Noise Regulator/ National Government	Impose restrictions if they are required to meet noise objectives, following the EU process EU 598, but prioritising the first three pillars above.
		daa	Operate the airport within any requirements of any OR
5	Community Engagement	daa	daa holds community and aviation stakeholder engagement forums, regularly meets with individuals and community groups, provides current information on its website, issues advance operational notifications to individuals, community groups and elected representatives, monitors and reports on noise and operations, manages community complaints and queries.

9.3 The Measures and Objectives

The table below describes the noise mitigation measures and objectives (NMM) at Dublin Airport which have been published in the Dublin Airport Noise Mitigation Plan 2025-2028 on the Dublin Airport website. The mitigation measures align with the four pillars of the ICAO Balanced Approach with the addition of a “fifth pillar” – Community Engagement.

Table 9.2: daa Noise Mitigation Measures (NMM) 2025 Update

#	Item	Source	Comments / Outline	Tracking
Reduction of Noise at Source (NS)				
NS-1	Develop incentives for quieter aircraft types	daa	Promotion of quieter aircraft types, particularly at night, through incentives such as a “Fly Quiet” programme or environmental charges schemes should continue to be progressed.	Progress on incentives
Noise Abatement Operational Procedures (NA)				
NA-1	Develop incentives for quieter aircraft operations	daa	Promotion of quieter operational procedures through consultation and incentives, such as a “Fly Quiet” programme should continue to be progressed.	Progress on incentives
NA-2	Preferential Runway Use	NRPP Condition 3(a)-(c)	Adherence to North Runway Planning Permission NRPP (2007) Conditions 3a to 3c.	Report on compliance
NA-3	Noise Preferential Routes (NPRs) and Flight-Track Keeping	AIP	Promulgate rules and provide systems to assist ANI and airlines for monitoring, reporting and performance improvement.	Progress on performance improvement
NA-4	Noise Abatement Operational Procedures	daa/AIP	Research noise impacts and potential benefits including Noise Abatement Departure Procedure (NADP).	Research and progress on improvement

#	Item	Source	Comments / Outline	Tracking
NA-5	Continuous Climb Operations	daa	Update and promulgate rules and provide systems to assist ANI and airlines for monitoring, reporting and performance improvement.	Progress on performance improvement
NA-6	Continuous Descent Operations	daa	Update and promulgate rules and provide systems to assist ANI and airlines for monitoring, reporting and performance improvement.	Progress on performance improvement
NA-7	Reverse Thrust	AIP	Research impacts, potential monitoring and safety implications	Progress on management
NA-8	Engine Ground Running	AIP	Compliance with AIP requirements and limits	Compliance
NA-9	APU Usage	daa	Research potential APU monitoring and use reduction	Research
NA-10	Delayed Landing Gear Deployment	daa	Research potential options for Landing Gear Deployment noise reduction and monitoring	Research
Land Use Planning (LU)				
LU-1	Residential Noise Insulation Scheme (RNIS)	NRPP c7	Noise insulation for home in high noise areas.	Progress and compliance
LU-2	Voluntary Dwelling Purchase Scheme (VDPS)	NRPP c9	Purchase of homes in the highest noise areas.	Progress and compliance
LU-3	School Insulation Scheme (SIS)	NRPP c6	Noise insulation and ventilation of schools in high and moderate noise areas.	Progress and compliance
LU-4	Encroachment	daa; NAP	Working with stakeholders, take a proactive role in the prevention of residential encroachment in the most noise impacted areas.	Progress on prevention and mitigation
Operating Restrictions (OR)				
OR-1	NR Night Closure	NRPP c3d	Runway 10L-28R shall not be used for take-off or landing between 2300 hours and 0700 hours	Compliance
OR-2	Night ATM Limit	NRPP c5	Average night ATM ≤ 65 (92-day modelling period)	See note
The decision of ACP (Order dated 16 July 2025) on the North Runway Relevant Action (NRRA) (ABP Ref: ABP-314485-22 (F20A/0668)) which would amend C3d and C5 remains incomplete pending the outcome of the EU Commission notification process				

#	Item	Source	Comments / Outline	Tracking
Supplementary to ICAO Balanced Approach – Community Engagement (CE)				
CE-1	Aviation Stakeholder Engagement	daa	Continue and enhance engagement with stakeholders include AirNav Ireland, airlines, and aviation and local authorities.	On-going and innovative activity
CE-2	Community Engagement	daa	Continue and enhance engagement with community groups, representatives and individuals including one-to-one and group meetings, community forums, operational notifications, website updates, and webtools.	On-going and innovative activity
CE-3	Noise and Flight Track Monitoring	daa/ NRPP Condition 10	Continue and enhance systems for measuring noise and monitoring flight tracks.	Compliance and innovations
CE-4	Noise Complaint Management	daa	Continue and enhance systems and processes for receiving and responding to complaints.	On-going and innovative activity
CE-5	Monitoring and Reporting	daa / 2019 Act/ NRPP C. 10	Continue and enhance monthly, quarterly, and annual reporting on operations, noise, complaints, and compliance.	On-going and innovative activity including compliance
CE-6	Health and Quality of Life	daa	Monitor research and best practice on the impacts and benefits of airport operations on community health, quality of life and broader non-acoustic factors.	Develop new perspectives

The next section looks at each of these NMM items in detail and provides comments on compliance with each during 2025.

9.4 Measure and Objective Assessment

Table 9.3: NMM Summaries and Compliance Assessment

	NS-1	NA-1
Short Name	Fleet Incentives	Operations Incentives
Description	Develop incentives for quieter aircraft types	Develop incentives for quieter aircraft operations
Source	daa	daa
Method of Monitoring	ANOMS data used to generate Fleet and Chapter Analysis (Section 3.3 of this report).	ANOMS identifies CCO, CDO compliance and NPR deviations. WebTrak now indicates NPR deviations and data is reported in the Monthly Noise and Operations reports on the daa website.
Other Measurement/ Enforcement	Engagement with Airlines is undertaken via the monthly DAOPG and OAC meetings and in the annual consultations on aeronautical charges.	Noise update is included as standing item on monthly DAOPG meeting with relevant Airport Users and ANI.
Opinion On Compliance	Continual improvement	Continual improvement
Effectiveness/ Performance	Fleet improvement included an increase in Chapter 14 aircraft types from 33% to 46%, in particular driven by the Boeing Max fleet.	Monthly CDO is steady between 73-79% with one major operator achieved 95%. NPR performance is consistently high at 99.9% on South Runway but 91% on North Runway.
Opportunity for Improvement	Annual review and update of noise charges to further incentivise the quietest aircraft.	ANOMS PerformTrak module is now in place for ANI and the four largest airlines. This platform allows ANSP and airlines to view their NPR, CDO and CCO deviations and export the data. Regular monthly reports are sent to 30 other airlines. Data and analysis can help and encourage airlines to improve. A major airline would like to improve their NPR track adherence to 100%.
Consultation Requirement	Airline	Airline and AirNav
Status	On-going	On-going
Expected Implementation	Noise-related landing fees are reviewed and consulted on every year.	On-going

	NA-2	NA-3	NA-4
Short Name	PRU	NPR Adherence	NAOP
Description	Preferential Runway Use	Noise Preferential Routes (NPR) and Flight Track Keeping	Noise Abatement Operational Procedures (NAOP)
Source	NR PP Conditions 3 (a), (b) and (c) and 4	daa NMP; AIP	daa NMP; AIP
Method of Monitoring	ANOMS Flight Track Keeping	ANOMS Flight Track Keeping	ANOMS and radar tracks studies
Other Measurement/ Enforcement	ATC procedures for implement PRU including closure of NR at night	ANOMS module Perform Trak	NADP (Noise Abatement Departure Procedure) is mandated within the AIP. daa engages with Airport Users on implemented NADP
Opinion On Compliance	Compliance on-going	Continual improvement	Compliance on-going
Effectiveness/ Performance	<u>2025</u> RW 16/34 = 0.14% of total movements 10L NR dep = 0.03% of dep 28R NR arr = 0.64% of arr NR Night = 0.44% of total annual movements	<u>2025</u> SR 99.9% Adherence NR 90.8% Adherence	See CCO, CDO and NADP below.
Opportunity for Improvement	None – already standard operations	New ANOMS module, PerformTrak, helps identify and manage NPR track deviations and label ATC directions. Airlines have access to data in (almost) real time to manage and improve performance. Monthly Flight Track Performance Report are shared with 30 individual operators.	Potential development of ANOMS NADP identification capability, APU noise monitoring, FEGP usage monitoring and delayed landing gear monitoring for low power/low drag operation. Enhancement of NAOP rules (NPR, CDO, CCO, Single Engine Taxi, APU usage, NADP) in the AIP. Technical review is pending at AirNav Ireland.
Consultation Requirement		Airline and AirNav Ireland	Airline and AirNav Ireland
Status		On-going	On-going
Expected Implementation		On-going	Medium term possibly 2-4 years

	NA-5	NA-6
Short Name	CCO	CDO
Description	Continuous Climb Operations	Continuous Descent Operations
Source	ANI	ANI
Method of Monitoring	ANOMS Flight Track Monitoring	ANOMS Flight Track Monitoring
Other Measurement/ Enforcement	Monitoring, tracking and performance measurement performed by Performance Review division of EUROCONTROL.	Monitoring, tracking and performance measurement performed by Performance Review division of EUROCONTROL.
Opinion On Compliance	Continual improvement	Continual improvement
Effectiveness/ Performance	<u>EUROCONTROL CCO below FL100</u> 2025: 99.5% 2024: 99.7% 2023: 99.6% <u>Draft CCO Performance- ANOMS</u> 2025: 99% 2024: 98% 2023: 98%	<u>EUROCONTROL CDO below FL75</u> 2025: 54% 2024: 56% 2023: 55% <u>Draft CDO Performance below 5,500ft - ANOMS</u> 2025: 77% 2024: 78% 2023: 77%
Opportunity for Improvement	Potential for development of local CCO/CDO procedures to better reflect procedures at Dublin Airport. Perform Trak ANOMS module would incorporate CCO	Revise legacy rules with important input from AirNav and the airlines. Promote PerformTrak and report to assist airline management and improvement. DTG (Distance to Go) distance to be provided to flight crew by ATC upon request.
Consultation Requirement	Consultation with AirNav Ireland on updating CCO rules and promulgation in AIP, and with airlines regarding Perform Trak implementation.	Consultation with AirNav Ireland on updating CDO rules and promulgation in AIP, and with airlines regarding Perform Trak implementation.
Status	ANOMS Perform Trak to track CCO is available for ANI and four largest operators. AIP promulgation in process. CCO data can be request by airline.	ANOMS Perform Trak to track CDO is available for ANI and four largest operators. CDO data can be shared to other airlines when requested. AIP promulgation in process. CDO data can be request by airline.
Expected Implementation	On-going	On-going

	NA-7	NA-8
Description	Reverse Thrust	Engine Ground Running
Source	daa NMP; AIP	daa NMP; AIP
Method of Monitoring	Monitoring remains a research area; some current work involves trialling the use of noise monitoring to detect reverse thrust (RT) and power level.	Monitoring completed by daa Airside Management Unit and compiled in local operations log.
Other Measurement/ Enforcement	ANOMS/Ground radar may provide data on deceleration rates.	Requirement within Aerodrome Manual Direction 6.10 and mandated within the AIP.
Opinion On Compliance	Research started.	19 tests 20:00-07:00 7 tests 07:00-09:00 CAT C
Effectiveness/ Performance	Research starts with investigating current noise impacts and thus potential improvements. Then monitoring options can be considered.	Improve noise monitoring to confirm and track engine testing.
Opportunity for Improvement	Reducing reverse thrust noise will also be a safety issue and always the decision of the pilot. Reliable measurement will need to proceed options to reduce.	Introduce standing item in the DAOPG. Improve noise monitoring to confirm and track engine testing.
Consultation Requirement	Airlines, pilots and Airnav.	Airlines
Status	Studies and trials at other airports continue and could potentially be conducted at Dublin.	On going
Expected Implementation	TBA pending technical feasibility confirmation.	2026

	NA-9	NA-10
Short Name	APU Usage	Gear Down
Description	APU Usage	Delayed Landing Gear Deployment
Source	AIP	Research
Method of Monitoring	Research topic. No reliable monitoring method exists.	Research topic – possibly with camera and image recognition
Other Measurement/ Enforcement	Provision of FEGP, Local air quality monitoring	ANOMS developing module options.
Opinion On Compliance	Research is on-going. Trials being conducted at Schiphol and Gatwick.	Research on data collection is commencing. Trials being conducted at Heathrow.
Effectiveness/ Performance	Research	Research
Opportunity for Improvement	First step is investigating data collection options.	First step is investigating data collection options.
Consultation Requirement	Airline	Airline and pilots. This can be a safety issue as gear can be used to slow the plane and could also be an issue regarding the task load on pilots during final approach.
Status	APU usage monitoring trial to begin in Q2 2026.	Research starting on monitoring options
Expected Implementation	Medium term – 2 to 4 years	Medium term – 2 to 4 years

	LU-1	LU-2
Short Name	RNIS	VDPS
Description	Residential Noise Insulation Scheme (RNIS)	Voluntary Dwelling Purchase Scheme (VDPS)
Source	Condition 7 of NR Planning Permission	Condition 9 of NR Planning Permission
Method of Monitoring	Community Engagement Department	Community Engagement Department
Other Measurement/ Enforcement		
Opinion On Compliance	Compliant	Compliant
Effectiveness/ Performance	Homes completed in 2025/26 were 205 of 230 eligible. Next biennial review is in 2028.	More offers than scheme requirements. 14 purchased, 1 in process.
Opportunity for Improvement	Eligible homeowners from all previous contours, including the HSIP, were re-offered insulation in the 2026 review.	Active engagement with homeowners continues; daa voluntarily extended term of the Scheme by one year; new public online tool for checking eligibility.
Consultation Requirement	Inform ANCA	Community
Status	Proceeding	Proceeding
Expected Implementation		Current and on-going

	LU-3	LU-4
Short Name	SIS	Encroachment
Description	School Insulation Scheme (SIS)	Engagement in the local planning processes to avoid residential and noise sensitive encroachment
Source	Condition 6 of NR Planning Permission	daa
Method of Monitoring	Community Engagement Department	daa Planning
Other Measurement/ Enforcement		ANCA is also conducting NAP Encroachment Study
Opinion On Compliance	Compliant	Residential intensification continues in noise impacted areas east and west of the airport.
Effectiveness/ Performance	Five eligible schools were completed.	Safeguarding reviews of planning applications has started.
Opportunity for Improvement	Next biennial review is in 2028	Improvement engagement on the FCC FDP and its noise zone and implementation of insulation requirement.
Consultation Requirement	Inform ANCA	FCC on its FDP and LDP
Status	Proceeding	On-going
Expected Implementation	2025	On-going

	OR-1	OR-2
Short Name	NR Night Closure	Night movement limit
Description	Runway 10L-28R shall not be used for take-off or landing between 2300 hours and 0700 hours	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.
Source	NR Planning Condition 3(d)	NR Planning Condition 5
Method of Monitoring	ANOMS Noise and Flight Track Monitoring System and the AOS central operations records database	ANOMS Noise and Flight Track Monitoring System and the AOS central operations records database
Other Measurement/ Enforcement	N/A	N/A
Opinion On Compliance	The above operating restrictions contained the North Runway Planning Permission may be amended by ACP's Decision the North Runway Relevant Action (NRRRA) (ABP Ref: ABP-314485-22 (F20A/0668)) which is in an EU Commission notification process on the basis that ACP did not fully follow the balanced approach set out in Regulation 598/2014.	
Effectiveness/ Performance	Night-time movements in 2025 on the North Runway were 796 movements or 0.31% of total annual movements, and operation only occurred in compliance with Planning Condition - <i>"cases of safety, maintenance considerations, exceptional air traffic conditions, adverse weather, technical faults in air traffic control systems or declared emergencies at other airports."</i>	N/A. In 2024 this condition is subject to ongoing litigation and ACPs decision (Order dated 16 July 2025) on the North Runway Relevant Action (NRRRA) (ABP Ref: ABP-314485-22 (F20A/0668)) remains incomplete pending the outcome of the EU Commission notification process.

	CE-1	CE-2
Description	Aviation Stakeholder Engagement	Community Engagement
Source	daa NMP	daa NMP
Method of Monitoring	DAOPG and AOC monthly meetings	Community Engagement Department, Group Sustainability and Community
Other Measurement/ Enforcement	Dublin Airport Operations, APOC, Direct discussion	Condition 28 of NR Planning Permission.
Opinion On Compliance	Compliant	Compliant
Effectiveness/ Performance	DAOPG well established and attended. Noise included as standing item.	CLG and DAEWG well established and attended, in addition to community outreach programme.
	Airline and ANI engagement is on-going and new software modules have implemented to help manage and improve Track Performance.	CLG meet bimonthly and DAEWG meet quarterly.
Opportunity for Improvement	Continual improvement.	Continual website upgrades completed which included the delivery of a noise portal which provides location specific overflight and noise data in addition to general noise information
Consultation Requirement	Airline and AirNav	Internal and community
Status	In process	In process
Expected Implementation	On-going	On-going

	CE-3	CE-4
Short Name	NFTM	Complaints
Description	Noise & Flight Track Monitoring	Noise Complaint Management
Source	daa NMP; NR PP c10	daa NMP
Method of Monitoring	ANOMS - collation of data on movements and NMT data.	Process and respond to all aviation related noise complaints in a timely manner
Other Measurement/ Enforcement	Quarterly Noise and Flight Track Monitoring reports and Annual reports Parallel tracking on Power BI	WebTrak, various
Opinion On Compliance	Compliant	Compliant
Effectiveness/ Performance	Expanded daa team for N&FT data curation and management. Improved investigation of anomalies and correlation with daa operations database (AOS). Expanding NMT network including new portable units – total of 25 permanent units and seven portable units. Explored with the use of ADS-B data to enhance flight track monitoring and reduce ground interference occurrences.	Expanded daa team. 46,376 complaints logged from 473 complainants in 2025. 4.5% of these complaints were correlated to non-adherence of NPR movements. Voice recognition of telephone messages plus other avenues used (Customer Experience Portal and reception desk etc). Responses timely and enhanced with data like gate analysis, flight tracks and diagrams, as appropriate. No backlog of complaints since early 2024.
Opportunity for Improvement	Continual improvements of data management and reporting.	Continual improvement of data in response letters, Track Deviation management and reporting.
Consultation Requirement	Airlines, ANI and ANCA	AirNav
Status	On going	On going
Expected Implementation	Continual	Continual through 2026

	CE-5	CE-6
Short Name	Monitoring and Reporting	Health and Quality of Life (QOL)
Description	Continue and enhance monthly, quarterly, and annual reporting on operations, noise, complaints, and compliance.	Monitor research and best practice on the impacts and benefits of airport operations on community health, quality of life and broader non-acoustic factors.
Source	daa NMP	daa NMP;
Method of Monitoring	ANOMS and AOS/Power BI	Tracking research globally and development local studies
Other Measurement/ Enforcement	Statutory Quarterly NFTM and Annual s19 Compliance Report	
Opinion On Compliance	Compliant	Research
Effectiveness/ Performance	Continual upgrades to Monthly Operations and Quarterly NFTM report. InsightFull Noise Information Portal on website with Eircode lookup, overflight, NMT and complaint dashboards. Expanded WebTrak data – weather, contours, notices and NPR deviation notifications	Reviewing Quality of Life metrics.
Opportunity for Improvement	Continual improvement and reports and response to queries.	On-going research. Research on Quality of Life and potential applicability. Balance impact studies with benefits. Respond to misunderstandings, misinformation, hearsay evidence.
Consultation Requirement	Internal consultation	Internal and community teams
Status	On-going	On-going
Expected Implementation	On-going	On-going

9.5 NR Planning Conditions

The relevant planning conditions in the 2007 NR Planning Permission (NRPP), are tabulated below with cross references to items in the above Noise Mitigation Measures and other reports. As all that have references are addressed here or elsewhere, these will not be directly addressed further.

Table 4 9.4 – (NRPP) Planning Conditions

NRPP Condition	Short Title	Status or Reference in this Report
1	Documents Reference	Subject of separate “Condition 10” report to FCC
2	Development Period	N/A
3 (a) – (c)	Mode of Operations (Noise Preferential Runways)	NA-3 and CE-3 in NMM
3 (d)	NR Night Closure (23-07h)	
4	Cross Runway use	NA-2 in NMM
5	Night-time movement limit	
6	School Insulation Scheme (SIS)	LU-3 in NMM
7	Residential Noise Insulation Scheme (RNIS)	LU-1 in NMM
8	SIS and RNIS implementation	Items 11 and 13 (LU-1 and 3) in NMM
9	Voluntary Dwelling Purchase Scheme (VDPS)	LU-2 in NMM
10		Subject of separate “Condition 10” report to FCC and below:
10a	Noise and Flight Track Monitoring	NA-3 and CE-3 in NMM
10b	Annual Noise Contour report	NA-2, CE-3 and CE-5 in NMM
10c	Quarterly Noise and Flight Track Monitoring Reports	CE-3 in NMM
10d	Noise Impact and Mitigation Revaluation (2 yearly)	Subject of separate (C10/C7) report to FCC and LU-1 to 4 in NMM
11	Relocation of Ground Run site	Completed 2022

9.6 Operating Restrictions and Flight Procedures

Item 4a of Section 19 refers to “particulars of failures (if any) to comply with operating restrictions due to changes in flight procedures.”

According to the Airport Noise Regulation Act (s29 and s30) a Noise Mitigation Measure is a condition that reduces the impact of a noise problem at the airport. An Operating Restriction is a condition that limits access to or reduces the operational capacity at the airport.

This means that of the Noise Mitigation Measures tabulated in Section 9.3, only OR-1, OR-2 and OR-3 are Operating Restrictions.

In general, changes to flight procedures such as those covered in Section 4 may provide some reduction in noise, but they are not Operating Restrictions. Section 19.4.d of the Act refers to “operating restrictions (including aircraft flying off track without being directed to do so by the Irish Aviation Authority).” This seems to refer to requirements to operate within the Noise Preferential Routes, as described above in Section 4 of this report, and under the Balanced Approach these are Noise Abatement Operational Procedures and not Operating Restrictions.

9.7 Further Details on Projects

Table 9.5 5 – Opportunities for Improvement on Projects

Short Name	Opportunities for Improvement
Perform Trak	This ANOMS module provides detailed information on flights that deviate from NPR, CDO and CCO, with near live flight track and altitude profile to assist both airlines and AirNav Ireland to improve performance. In addition, monthly internal reporting shared to 30 individual airlines and expanding to 35 airlines in 2026.
Maploom	This is a graphical information interface that provides eligibility information relating to the various Noise Insulation and Purchase schemes, both internally for daa and with public facing components. There may be opportunities to expand its data capabilities.
Reporting Improvements	New format Monthly Operations and Complaints reports and Quarterly Noise and Flight Track Keeping reports have been launched. Continued opportunities for improvements especially in response to public and regulator comments will be implemented. A new Portable NMT Report was developed and will be continuously improved.
InsightFull	InsightFull Noise Information Portal was launched in April 2025 and provides a public website portal offering Eircode based noise information. The platform includes noise related and operational data such as total movement, aircraft altitude, and recorded noise levels to help users better understand airport operations and noise impacts. A monthly information dashboard is available, presenting summaries on aircraft operations, noise monitoring results, runway usage, track compliance, and community complaints. The platform will be further enhanced in the following years, with the rollout of new features, improved data visualisation, and expanded functionality to continue strengthening transparency and community engagement.
Complaints	The above modules will be able to assist and improve response to complaints, investigations of NPR track deviations including improved and streamlined input from AirNav Ireland. Flight track gate analysis for locations with noise impacts or at specific pinpoints are attached to complaint responses for operations understanding.
Mitigation Research	Airports and noise management service providers are conducting various research project on operational monitoring and potential noise

	mitigation including the use of reverse thrust on landing, Engine ground run monitoring for compliance to the AIP, the use of ground power alternatives to aircraft APU (Auxiliary Power Units), and the delayed deployment on landing gear to reduce airframe noise on approach.
--	---

DRAFT

10.0 Glossary of Terms

A/B category aircraft	Category of smaller aircraft, containing propeller aircraft, turboprop aircraft, Whisperjets and other small general aviation aircraft powered by jets engines. (Also, CAT A & B)
ABP	An Bord Pleanála
ACP	An Coimisiún Pleanála (formerly ABP)
AIP	Aeronautical Information Publication
ANCA	Aircraft Noise Competent Authority
ANI	AirNav Ireland, the Irish ANSP (formerly part of CAR)
ANSP	Air Navigation Service Provider
ANOMS	Airport Noise Monitoring System
AOSO	Airside Operations and Safety Officers
APU	Auxiliary Power Unit
ATM	Air Transport Movement
ATC	Air Traffic Control
BA	(ICAO) The Balanced Approach to Airport Noise Management
BAP	Bickerdike Allen Partners
CAR	Civil Aviation Regulator (now the IAA and ANI)
C/D category aircraft	Jet aircraft, such as Airbus and Boeing aircraft, Bombardier Canadair Regional Jet series, business jets, and Embraer aircraft (Also CAT C & D)
CCO	Continuous Climb Operation
CDA	Continuous Descent Approach (same as CDO)
CDO	Continuous Descent Operation (same as CDA)
Chapter	Aircraft noise rating based on ICAO Annex 16 Volume 1
CLG	Community Liaison Group
daa	Dublin airport authority
DAOPG	Dublin Airport Operations Planning Group
DAEWG	Dublin Airport Environmental Working Group
dB	Decibels, a unit of sound pressure
EGR	Engine Ground Run
END	(EU) Environmental Noise Directive
Environmental Corridor	Same as a Noise Preferential Route (NPR)
EIDW	Dublin International Airport, Dublin, Ireland
EU	European Union
FCC NAP	Fingal County Council Noise Action Plan
FEGP	Fixed Electrical Ground Power
HSIP	Home Sound Insulation Programme
IAA	Irish Aviation Authority (formerly part of CAR)
IFP	Instrument Flight Procedure
ILS	Instrument Landing System
ICAO	International Civil Aviation Organisation
LAeq	Equivalent average sound level (Also Leq and L _{eq})

LAm _{ax}	Maximum value the A-weighted sound pressure level reaches during a measurement period. (Also, LAs _{max} and L _{max})
LAP	Local Area Plan
L _{den}	Weighted average of the yearly individual noise level during daytime, evening, and night-time periods
L _{night}	Weighted average of the yearly individual noise level specifically during the night-time period (23:00 – 07:00)
MTOW	Maximum Take-Off Weight (or Mass in kg)
NA	Number Above metric for single events. N80 is the number of daily events over L _{max} 80 dBA.
NAP	Noise Action Plan developed by Fingal County Council
NADP	Noise Abatement Departure Procedure
NFTMS	Noise and Flight Track Monitoring System (ANOMS)
NM	Nautical Mile
NMM	Noise Mitigation Measure
NMP	Noise Management Plan
NMT	Noise Monitoring Terminal
NPR	Noise Preferential Route
NR	North Runway (10L-28R)
PP	Planning Permission
PRU	Preferred Runway use
QC	Quota Count
(NR)RA	(North Runway) Relevant Action
Reverse thrust (RT)	Using the engine of the aircraft for braking after landing on the runway.
RNIS	Residential Noise Insulation Scheme
SEL	Sound Exposure Level is the total energy contained in a noise event
SID	Standard Instrument Departure
SR	South Runway (10R-28L)
STAR	Standard Terminal Arrival Route
Vector	ATC approved deviation from NPR or route. It is a heading instructed by ATC for direct routing of aircraft, weather avoidance (thunderstorm) or safe separation of aircraft.

11.0 Documents Referenced

Short Title	Document Name	Source
AIP	Airport Information Publication	ANI
Aerodrome Manual	ICOA Aerodrome Manual	ICAO
Balanced Approach (BA)	International Civil Aviation Organization (ICAO) Balanced Approach to Airport Noise Management	ICAO
EU 598	Regulation EU 598/2014 of the European Parliament	EU
Environmental Noise Directive (END)	EU Environmental Noise Directive EU2002/29/EC	EU
Noise Action Plan (NAP)	FCC Dublin Airport Noise Action Plan 2024-2028	FCC
Noise Mitigation Plan	Dublin Airport Noise Mitigation Plan 2025-2028	daa
2023 Section 19 Report	Dublin Airport 2023 Annual Section 19 Compliance Report	daa/ANCA
Condition 10 Compliance Report 2024 (2025 Revision 2)		
The (Airport Noise) Act 2019	The Aircraft Noise (Dublin Airport) Regulation Act 2019,	Irish act
Annual Report	The daa Annual Report 2025 (www.dublinairport.com)	daa
Annual Noise Contour Report	Annual Noise Contour Report	daa
ICAO Annex 16 Vol 1	ICAO Annex 16 - Environmental Protection - Volume 1 - Aircraft Noise	ICAO

12.0 Appendices

App 1 NR Planning Permission Conditions 3

NRPP Condition 3

On completion of construction of the runway hereby permitted, the runways at the airport shall be operated in accordance with the mode of operation – Option 7b – as detailed in the Environmental Impact Statement Addendum, Section 16 as received by the planning authority on the 9th day of August, 2005 and shall provide that –

- (a) the parallel runways (10R-28L and 10L-28R) shall be used in preference to the cross runway, 16-34,*
- (b) when winds are westerly, Runway 28L shall be preferred for arriving aircraft. Either Runway 28L or 28R shall be used for departing aircraft as determined by air traffic control,*
- (c) when winds are easterly, either Runway 10L or 10R as determined by air traffic control shall be preferred for arriving aircraft. Runway 10R shall be preferred for departing aircraft, and*
- (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.*

App 2 Arrivals and Departures by Hour 2025

Hour	Arrivals	Departures
0	90.3%	9.7%
1	94.7%	5.3%
2	55.7%	44.3%
3	76.2%	23.8%
4	88.3%	11.7%
5	41.2%	58.8%
6	14.7%	85.3%
7	31.2%	68.2%
8	49.9%	50.1%
9	51.4%	48.6%
10	50.7%	49.3%
11	50.1%	49.9%
12	50.8%	49.2%
13	46.7%	53.3%
14	48.4%	51.6%
15	44.8%	55.2%
16	42.9%	57.1%
17	50.8%	49.2%
18	47.3%	52.7%
19	43.8%	56.2%
20	52.6%	47.4%
21	65.9%	34.1%
22	76.3%	23.7%
23	86%	14%
Total	100%	100%

App 3 Origin and Destinations of Flights 2025

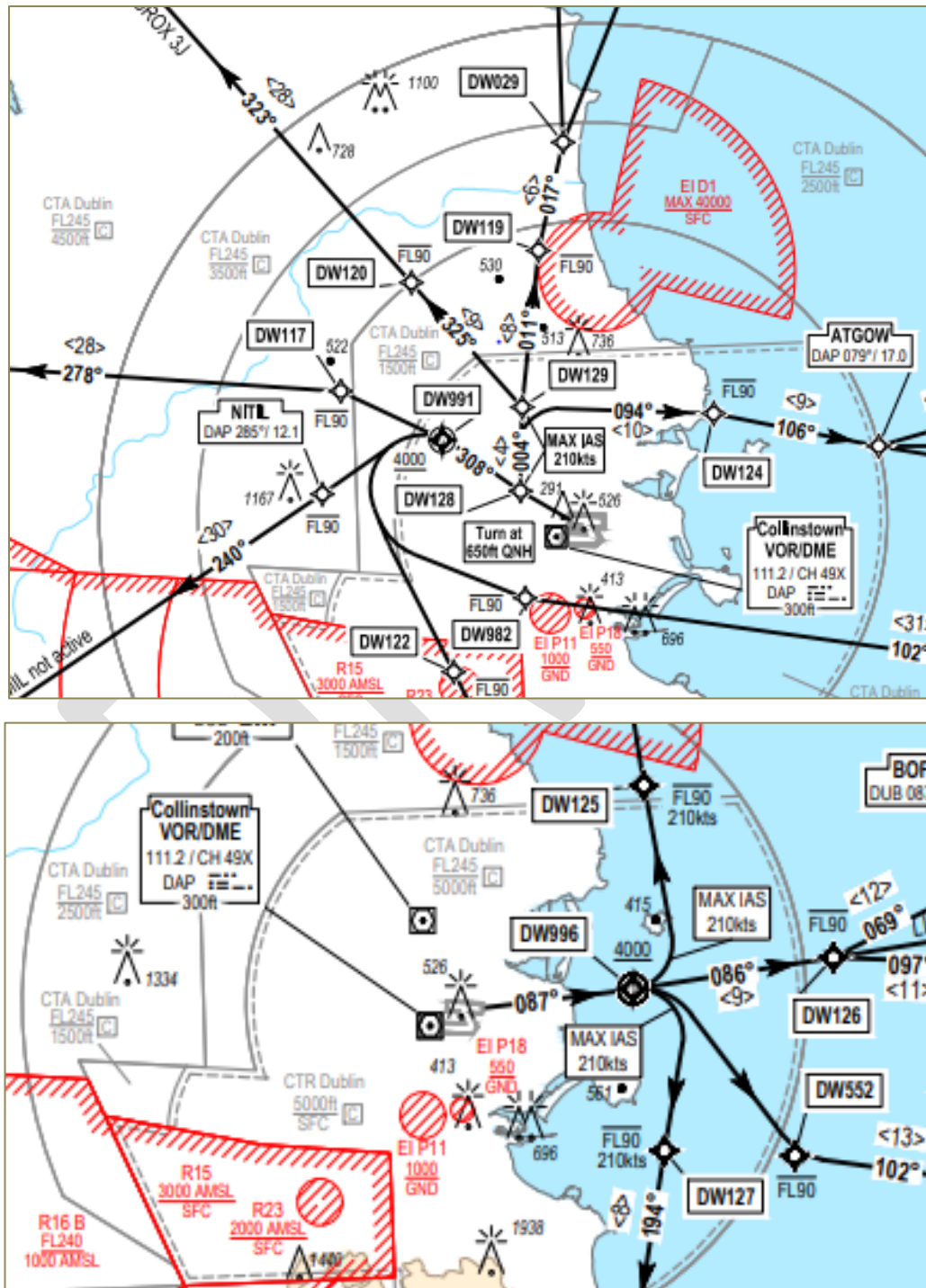
Rank	Origin/ Destination	Percentage of Arrivals	Percentage of Departures
1	EGLL (LONDON - HEATHROW)	4.66%	4.66%
2	EGCC (MANCHESTER)	3.73%	3.72%
3	EHAM (AMSTERDAM)	3.69%	3.74%
4	EGBB (BIRMINGHAM)	3.32%	2.94%
5	EGPH (EDINBURGH)	2.97%	2.97%
6	LFPG (PARIS - CHARLES DE GAULLE)	2.51%	2.55%
7	EGSS (LONDON - STANSTED)	2.47%	2.46%
8	EGKK (LONDON - GATWICK)	2.28%	2.28%
9	EGPF (GLASGOW)	2.23%	2.23%
10	EGGP (LIVERPOOL)	1.91%	1.91%
11	LEMG (MALAGA)	1.84%	1.84%
12	LEBL (BARCELONA)	1.73%	1.73%
13	EGGD (BRISTOL)	1.62%	1.62%
14	EDDF (FRANKFURT)	1.52%	1.70%
15	LPFR (FARO)	1.59%	1.59%
16	LPPT (LISBON)	1.49%	1.49%
17	EGNM (LEEDS BRADFORD)	1.42%	1.43%
18	EBBR (BRUSSELS)	1.40%	1.43%
19	LEMD (MADRID)	1.38%	1.38%
20	EGLC (LONDON CITY)	1.37%	1.35%
21	LIRF (ROME)	1.29%	1.28%
22	GCRR (LANZAROTE)	1.21%	1.21%
23	EGGW (LONDON - LUTON)	1.12%	1.10%
24	EDDM (MUNICH)	1.08%	1.11%
25	EDDB (BERLIN - SCHOENEFELD)	1.06%	1.06%
26	KJFK (NEW YORK - JFK)	1.05%	1.05%
27	LSZH (ZURICH)	1.04%	1.03%
28	KIAD (WASHINGTON - DULLES)	0.93%	0.94%
29	KBOS (BOSTON)	0.93%	0.93%
30	EKCH (COPENHAGEN)	0.89%	0.89%
	Sum of Top 30	55.73%	55.62%

App 4 SID and NPR

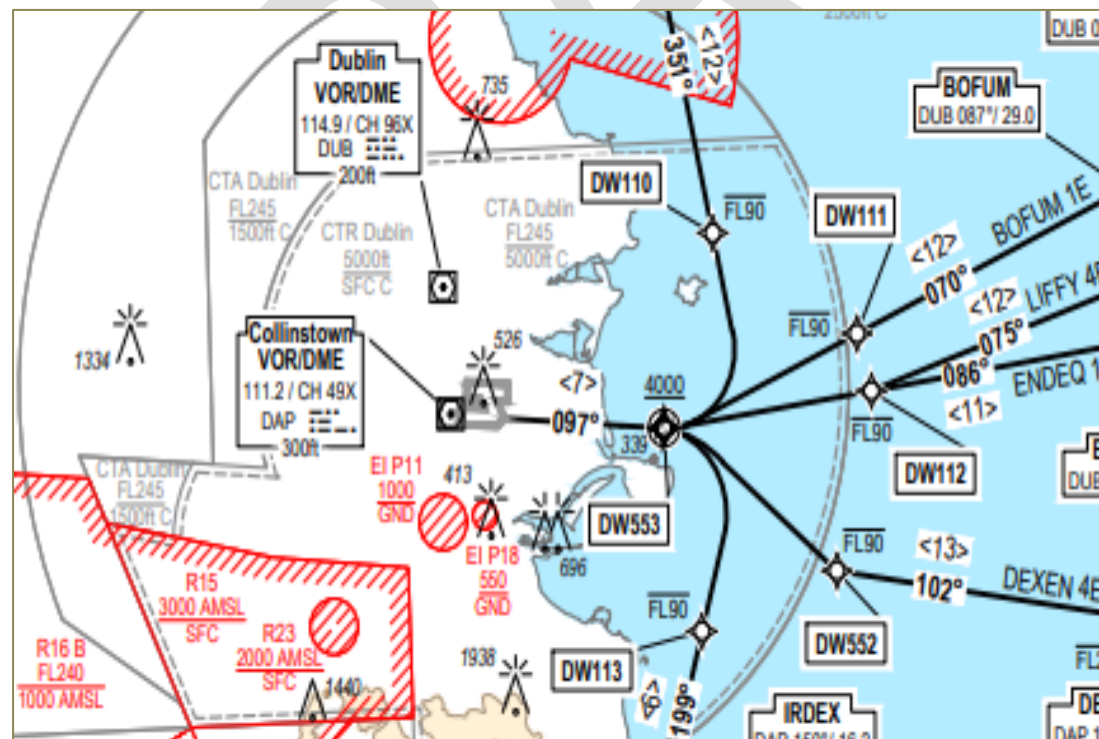
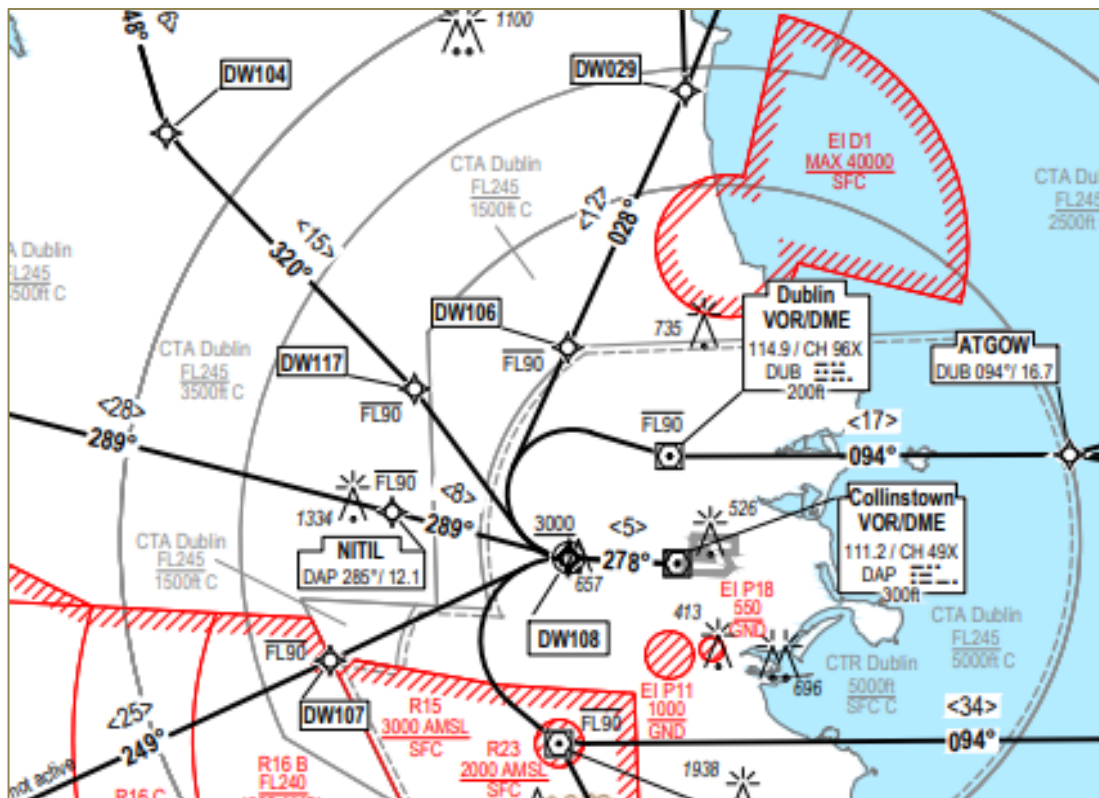
Standard Instrument Departures

Depending on the departure runway and destination, departing aircraft follow routes called Standard Instrument Departures (SID). SIDs allow aircraft to safely depart an airspace following a pre-defined route. SID's are developed and published in AirNav Ireland's document the Aeronautical Information Package (AIP).

North Runway – Category C and D SID



South Runway – Category C and D SID

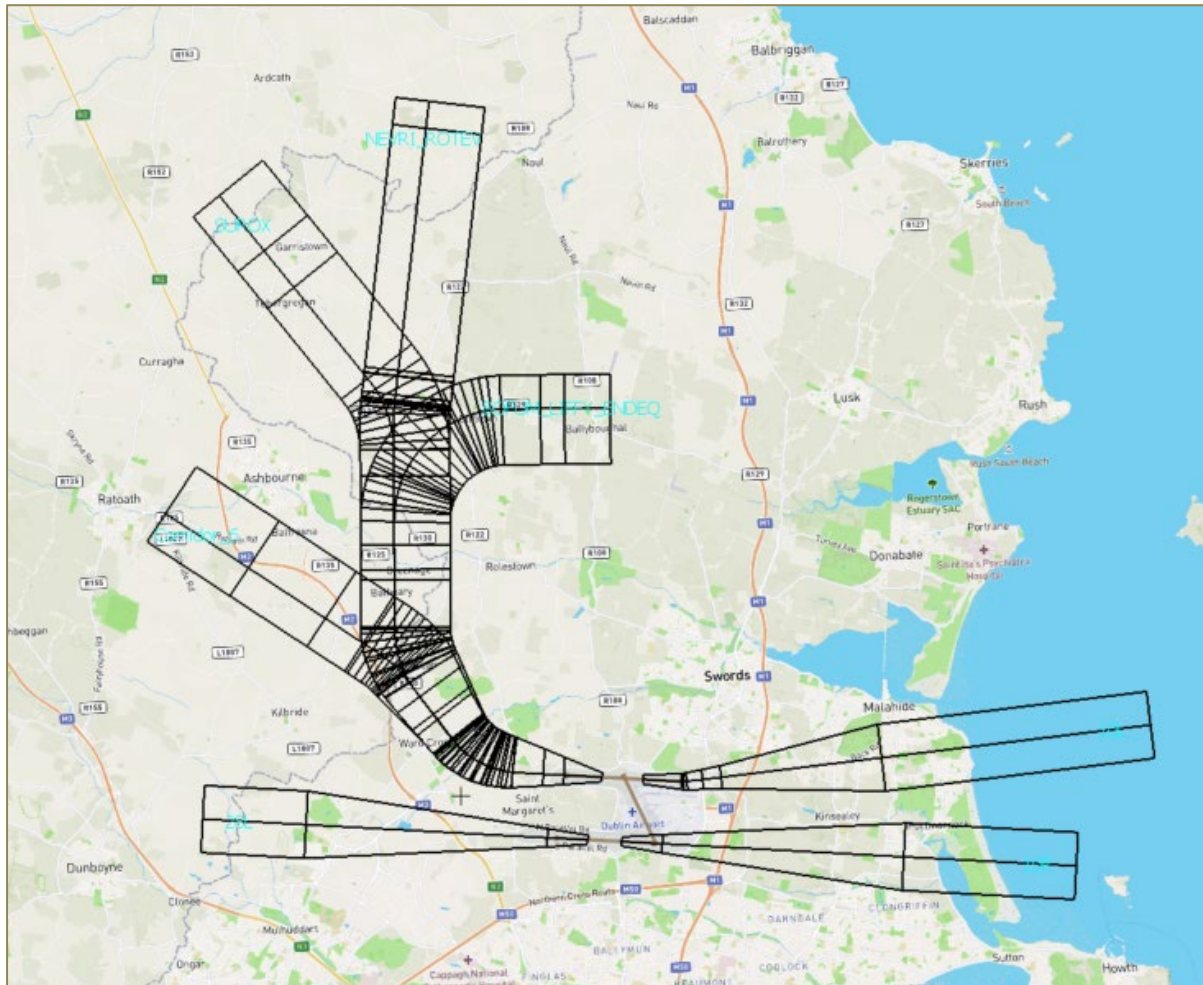


Noise Preferential Routes

Noise Preferential Routes (NPR) are passageways or corridors defined to either side of each SID path. An NPR is also called an Environmental Corridor. These only apply to the departures of jet (Category C and D) aircraft which are the larger aircraft.

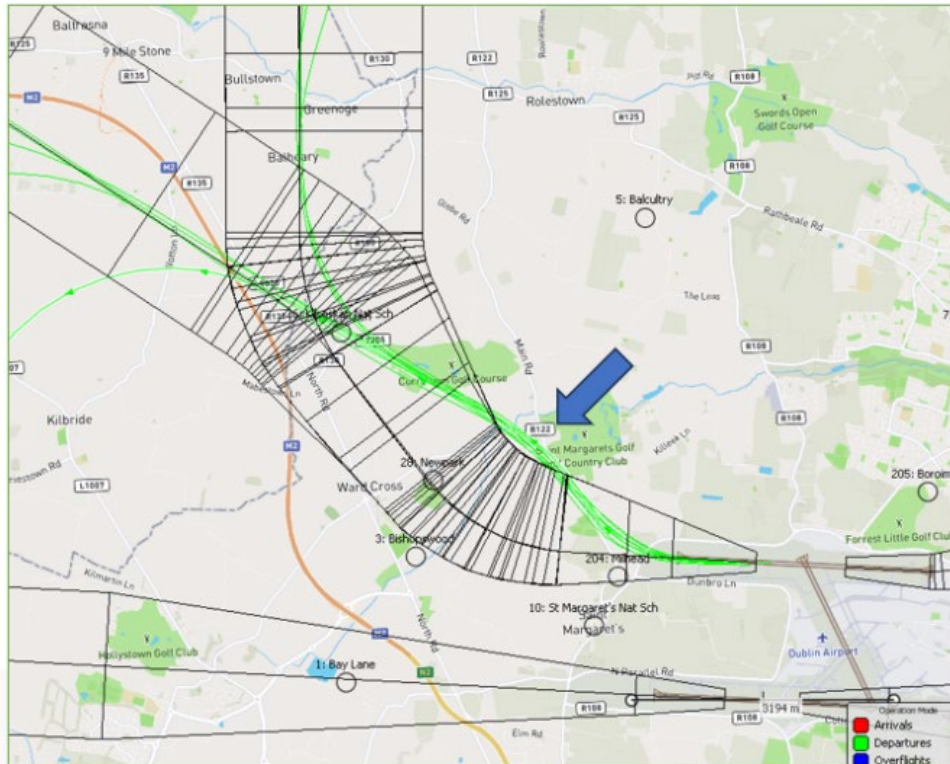
From South Runway, aircraft should not deviate from the NPR until reaching an altitude of 3,000ft. From North Runway, aircraft should not deviate from the NPR until reaching an altitude of 4,000ft.

NPR from each end of the parallel North and South Runways

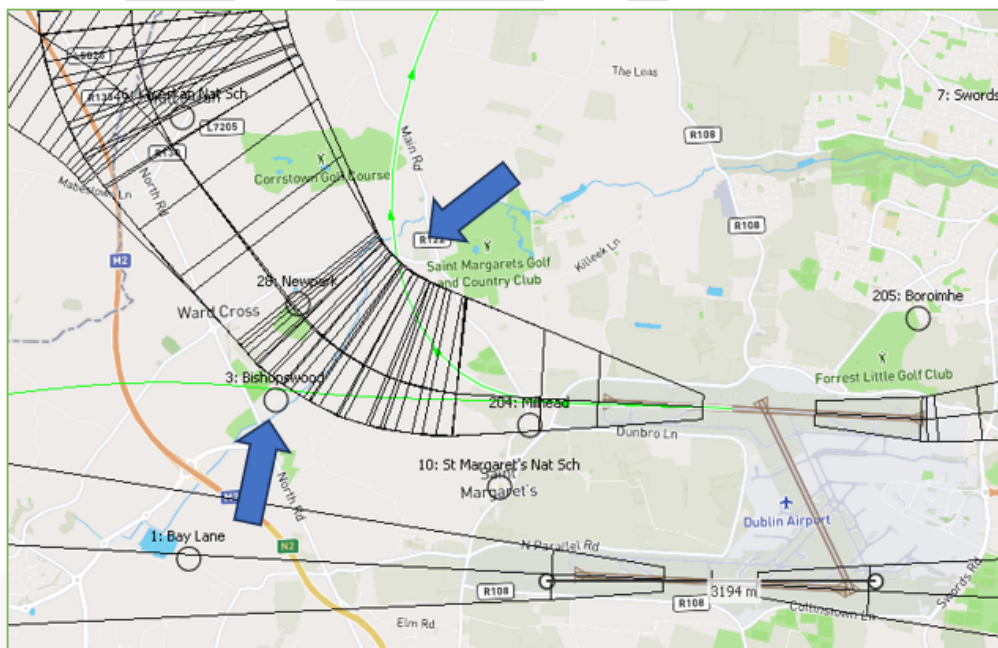


NPR Deviation Examples

Track NPR Deviation Examples – North Runway (RW 28R)

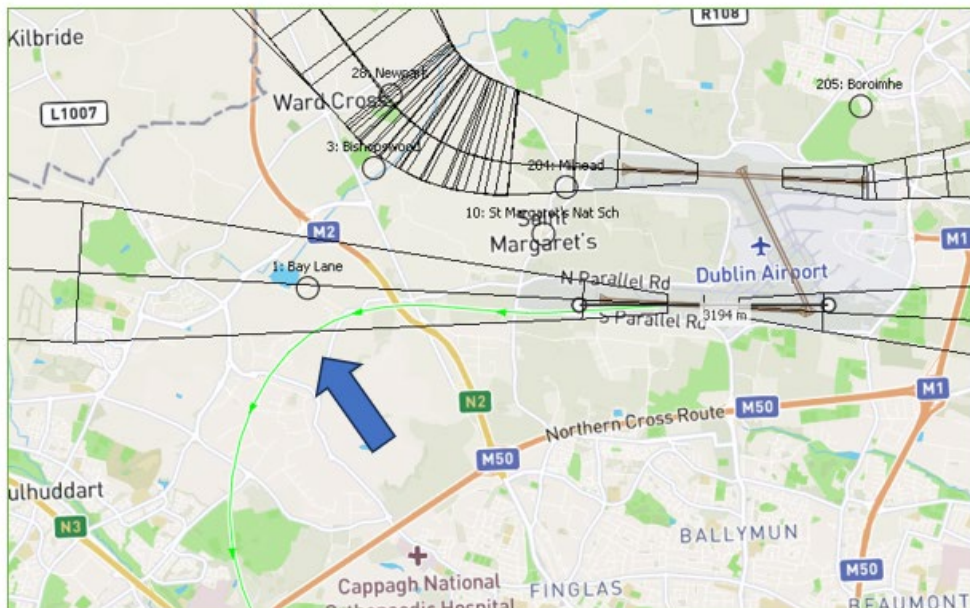


The above diagram displays a number flights which exited the North Runway NPR and then re-entered the NPR. This is a known issue for a small percentage of aircraft and Dublin Airport is working with the airlines and the aircraft manufacturer on resolving it.

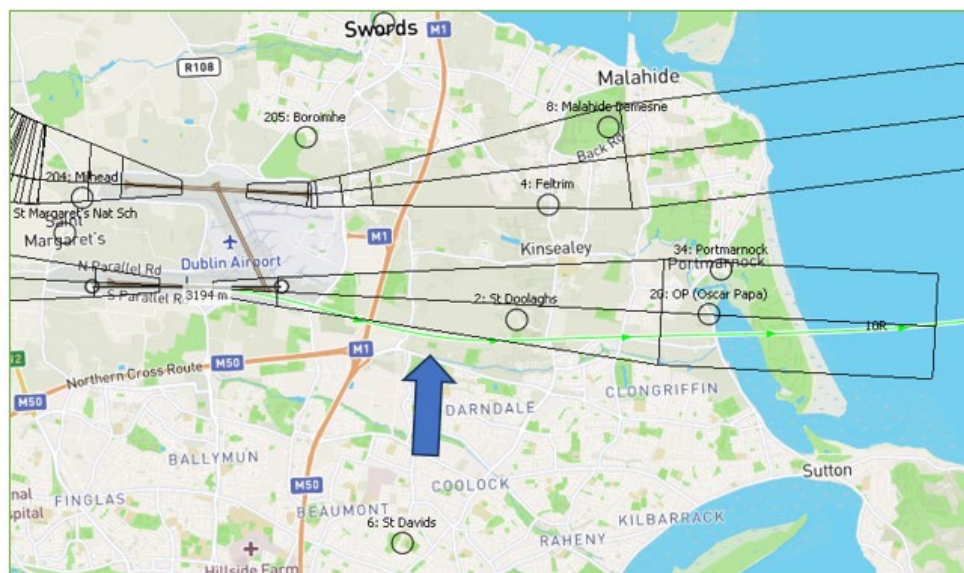


The above diagram displays two different departing flights which exited the North Runway NPR before they would have reached 4,000 ft altitude.

Track NPR Deviation Examples – South Runway



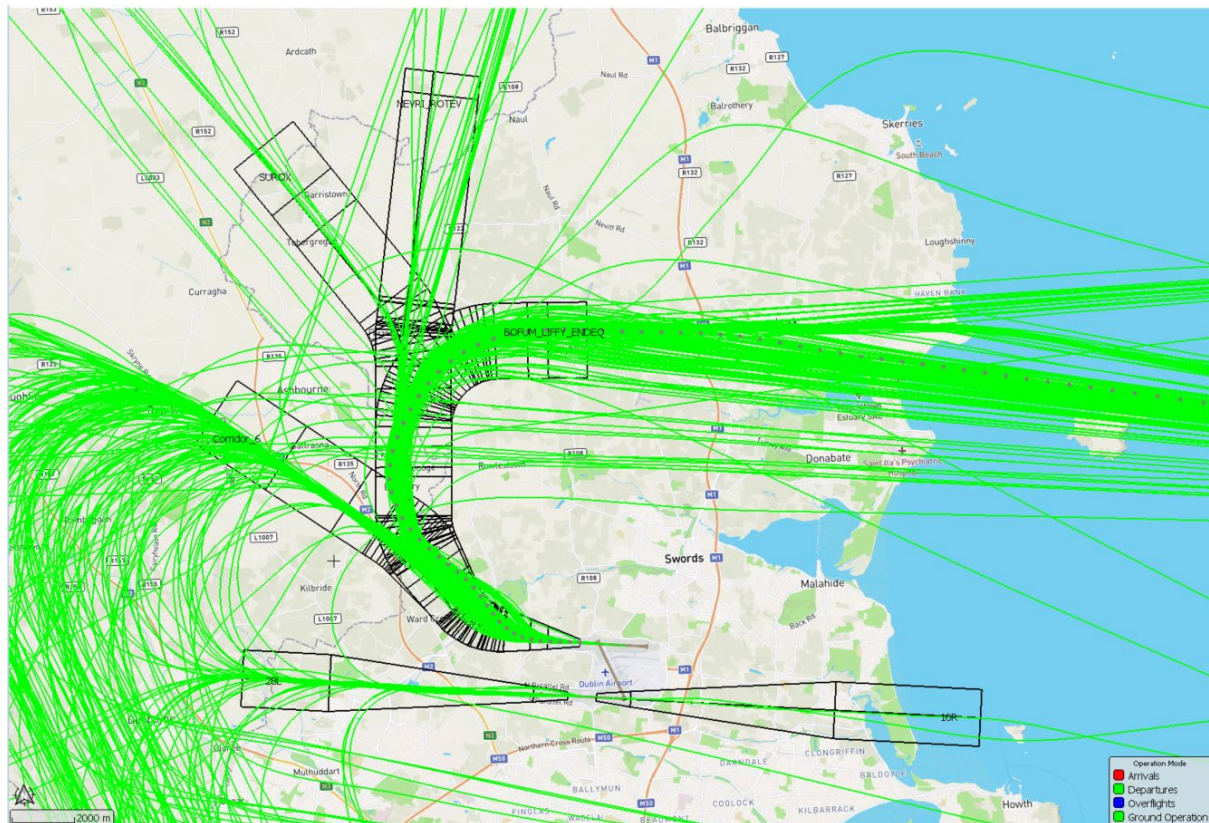
A jet aircraft departed the South Runway heading west and then turned left (southward) not far after the M2 motorway before reaching 3,000ft.



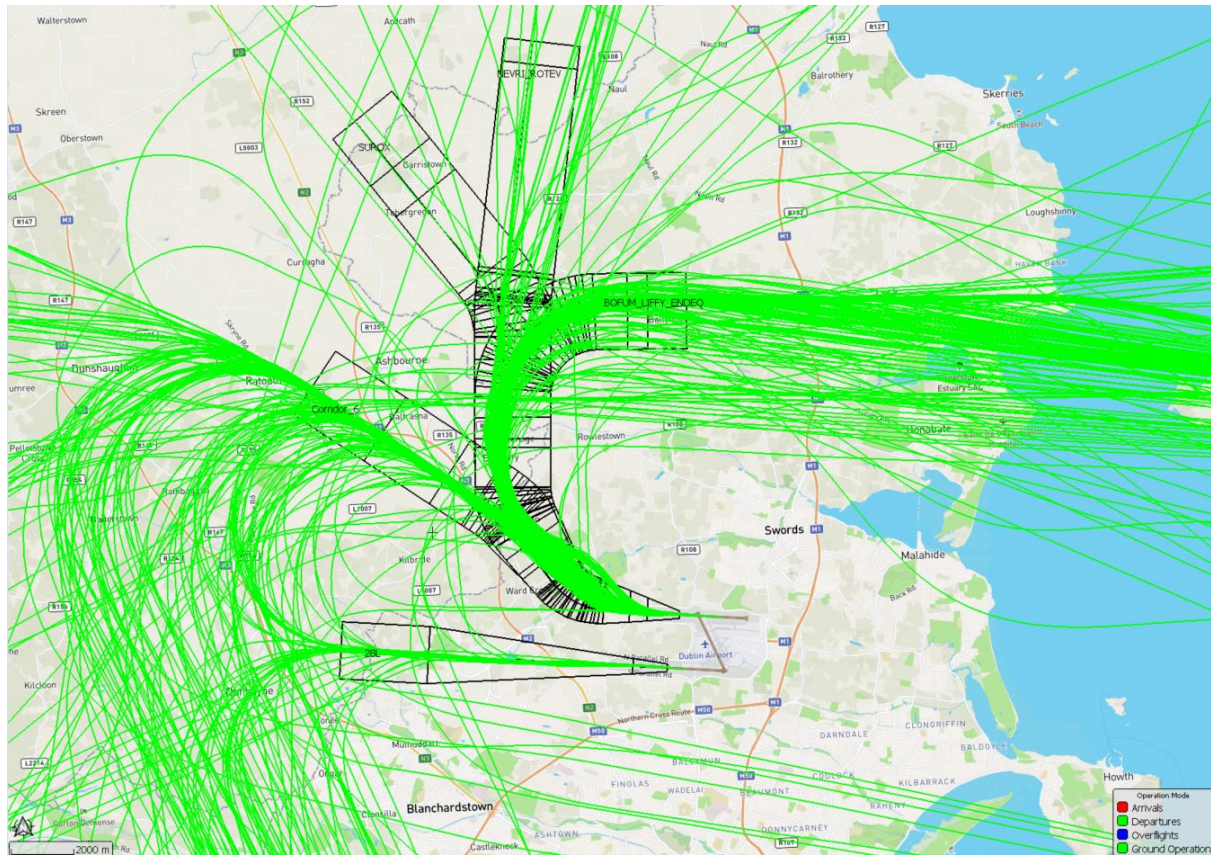
This jet aircraft departed the South Runway heading east. It deviated from the NPR for a short distance and then returned to the corridor, to continue on the correct path.

App 5 Departure Tracks with NPR

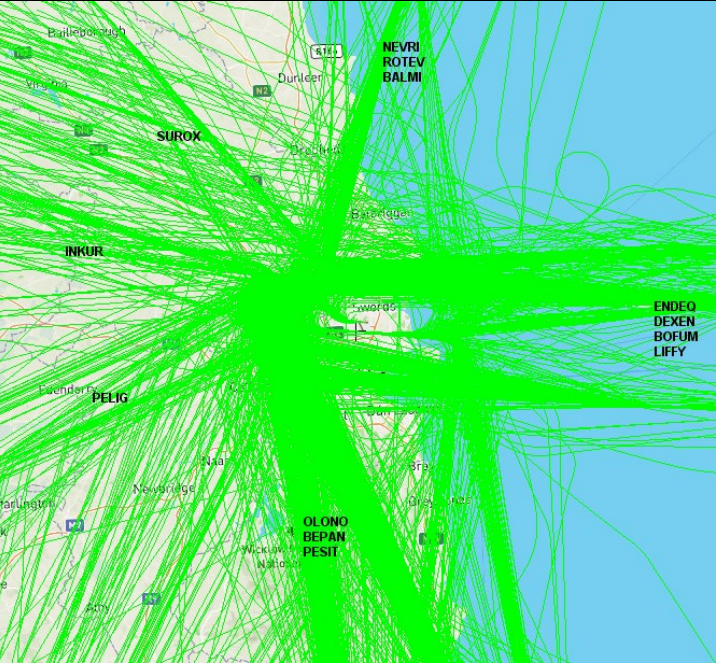
Category C and D (jet) aircraft easterly departure tracks with environmental corridors (NPRs) on one busy day 23 May 2025.



Category C and D (jet) aircraft westerly departure tracks with environmental corridors (NPRs) on one busy day 4 September 2025.



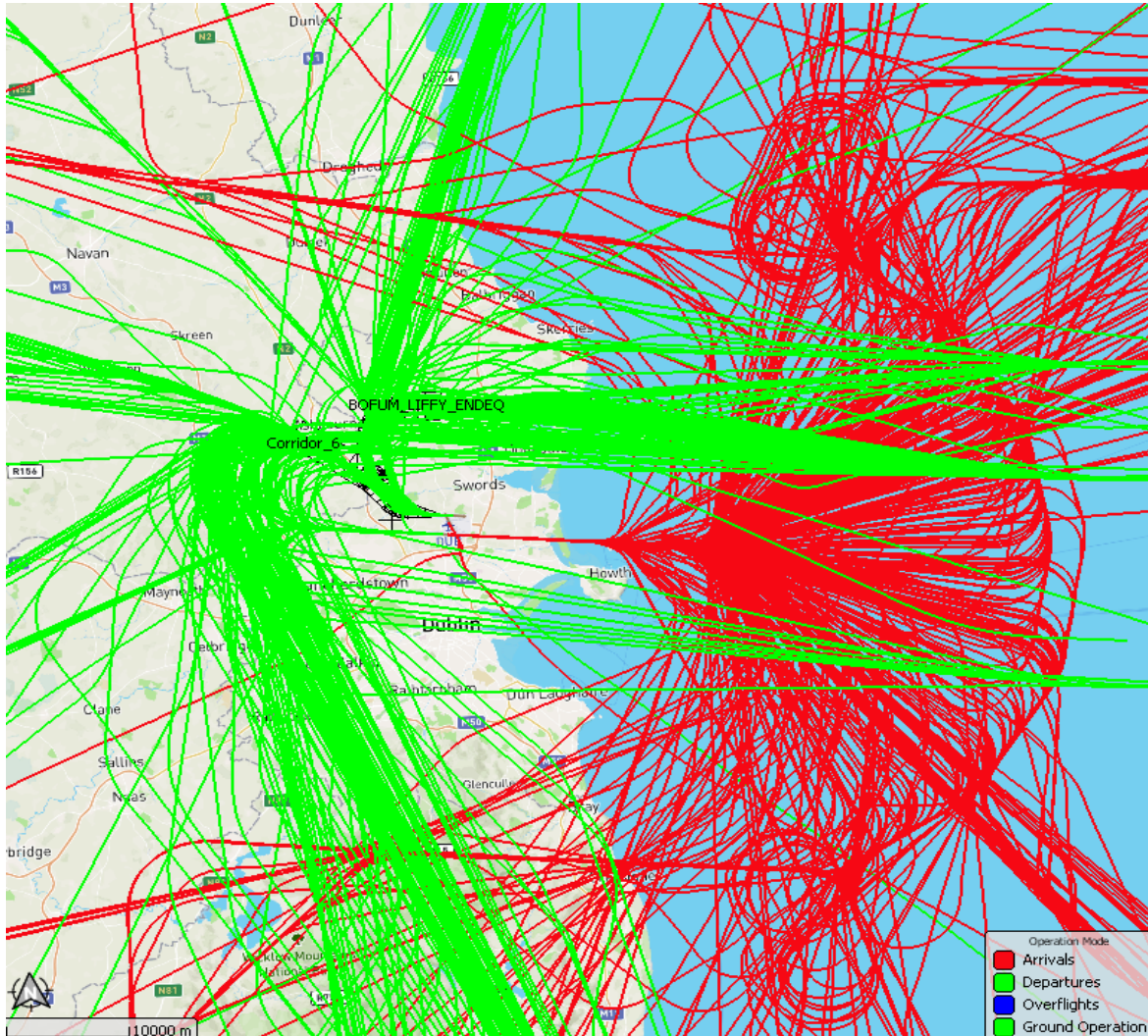
App 6 Departure Route Usage 2025

Rank	Departure Route	Percentage of Departures	Map (Route examples)
1	ENDEQ	35%	
2	PESIT	18.3%	
3	ROTEV	7.3%	
4	BOFUM	7.1%	
5	DEXEN	6.9%	
6	BEPAN	4.3%	
7	INKUR	4.2%	
8	SUROX	3.9%	
9	PELIG	3.7%	
10	OLONO	3.7%	
11	TE10R	3.1%	
12	NEVRI	1.2%	
13	ROTAV	0.5%	
14	BAMLI	0.3%	
15	TE28L	0.2%	
16	ABIDO	0.1%	

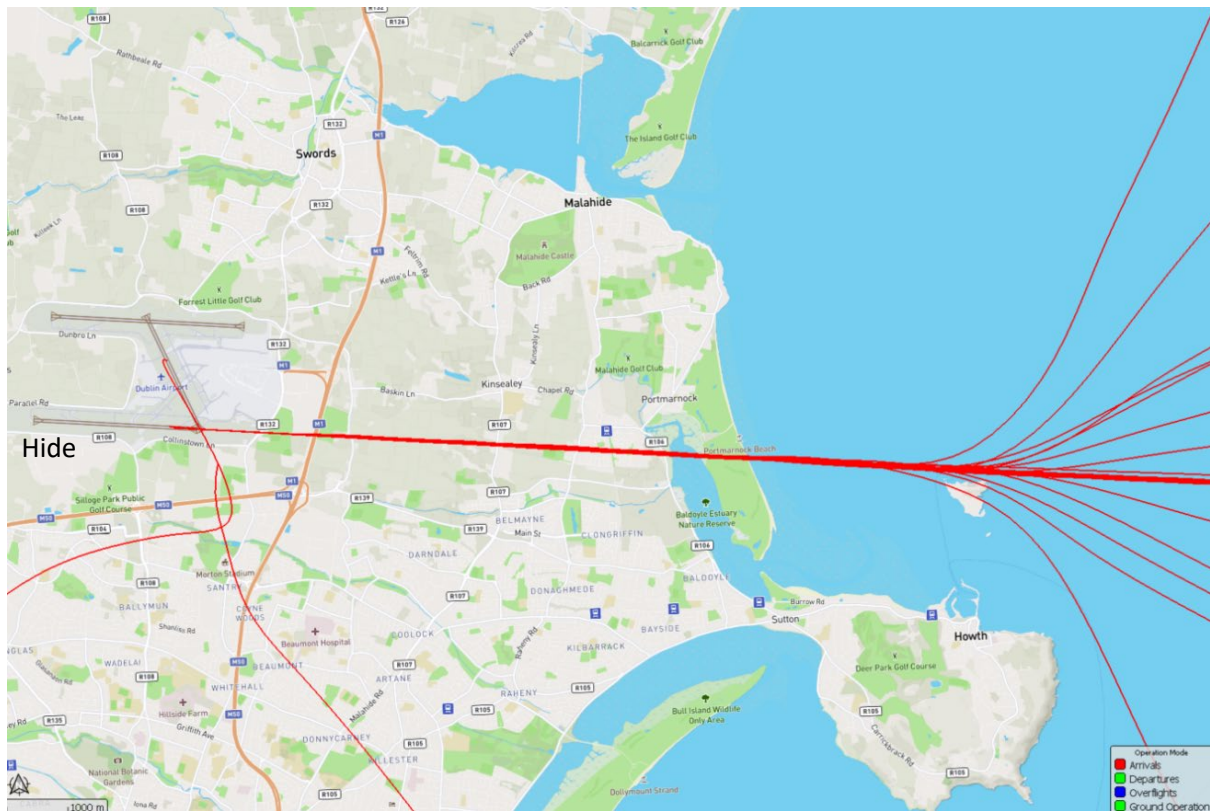
App 7 Busiest Day Tracks

Tracks of Busiest Day Overall – 14 August 2025

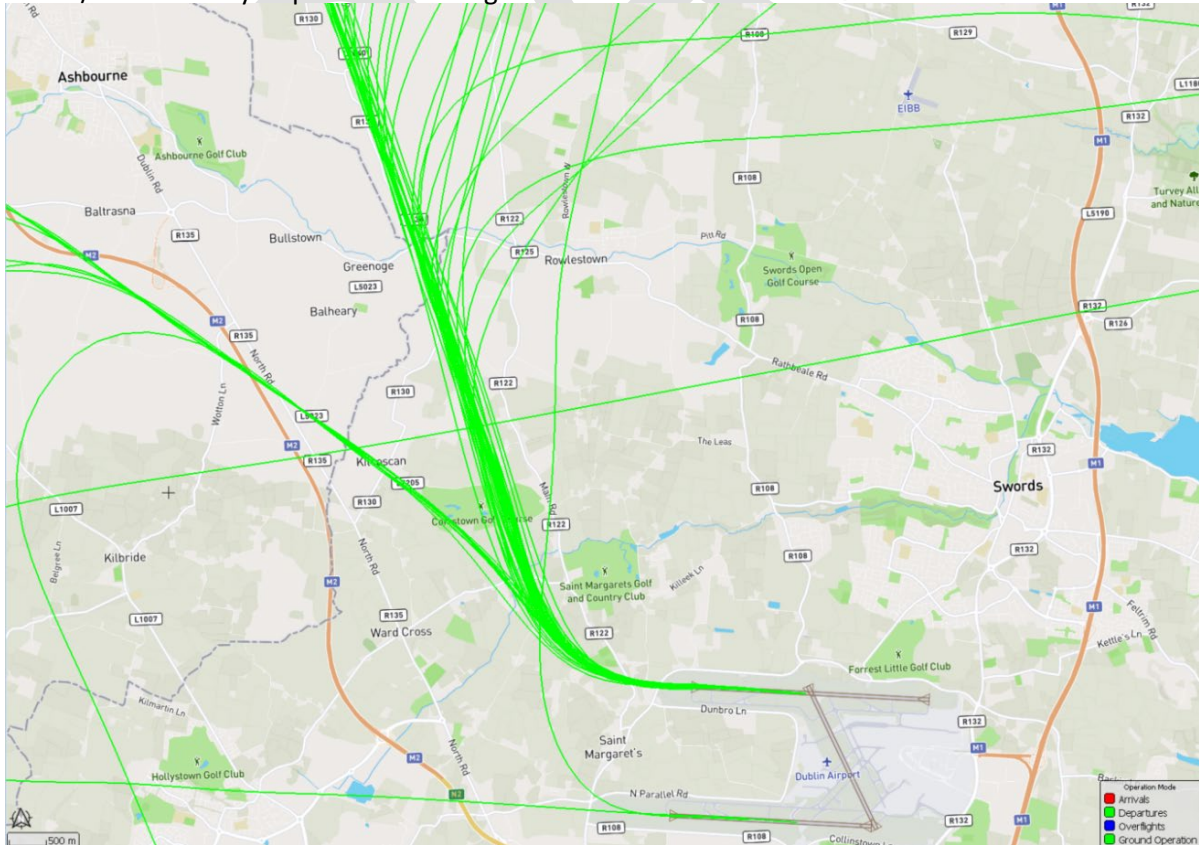
851 Movements



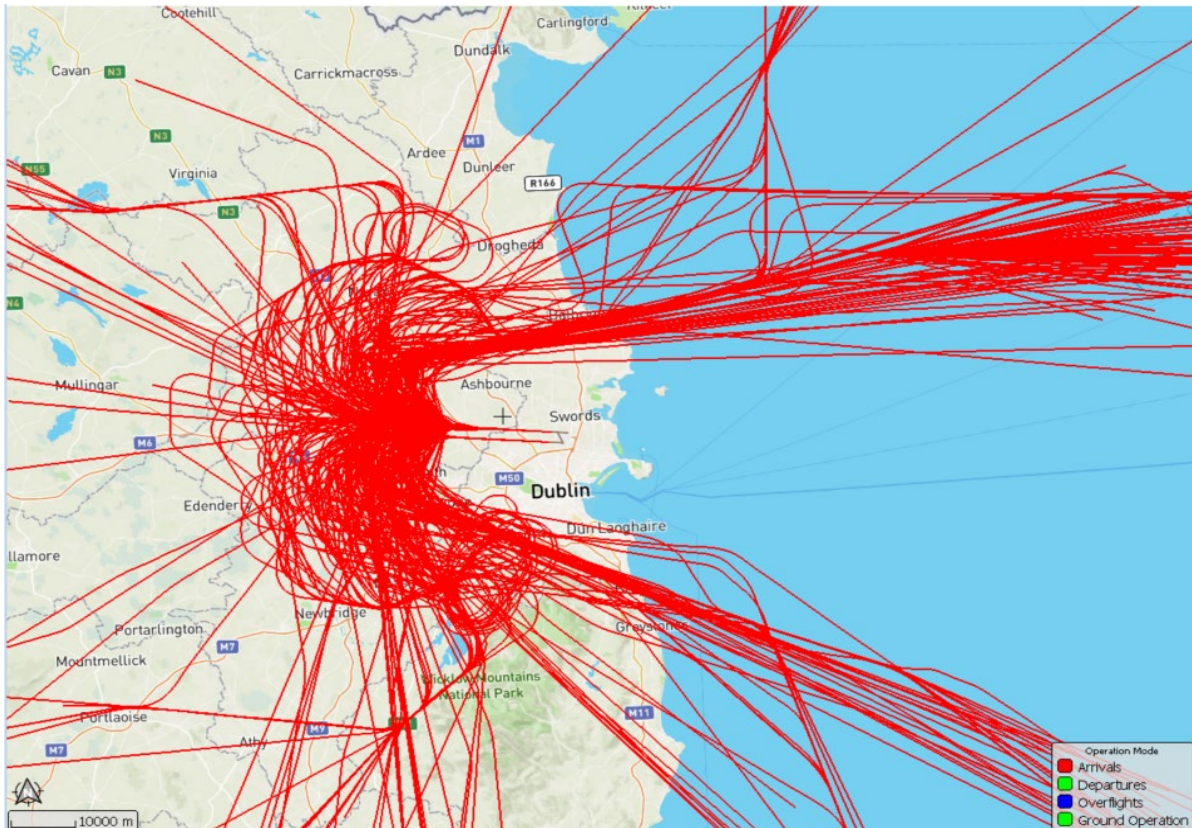
CAT A/B Busiest Day Arrivals - 14 August 2025



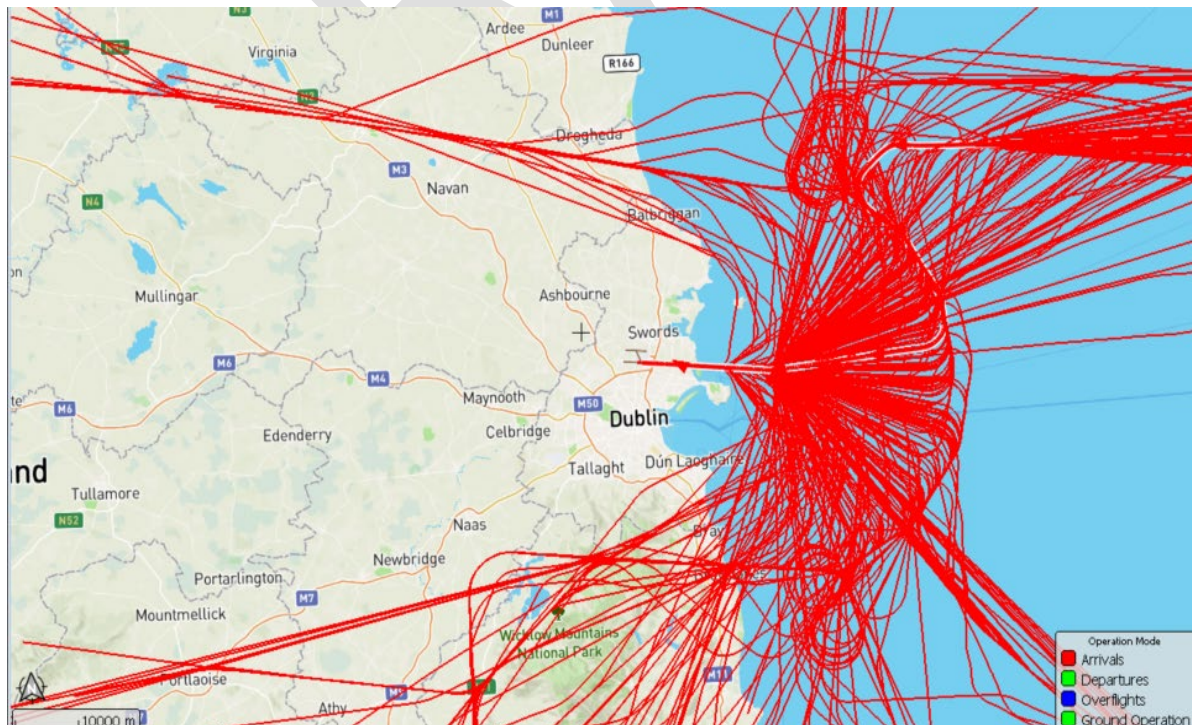
CAT A/B Busiest Day Departures - 14 August 2025



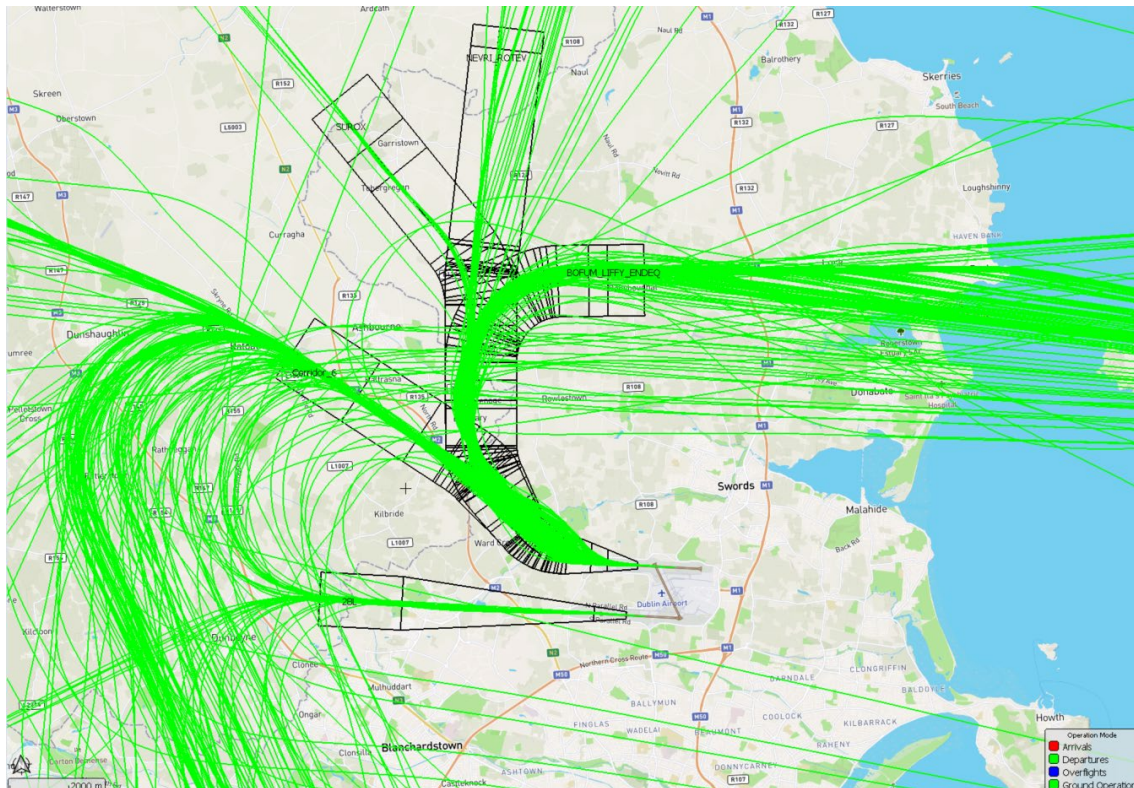
CAT C/D Busiest Day Arrivals at Dublin Airport on Easterly Operations – 20 June 2025



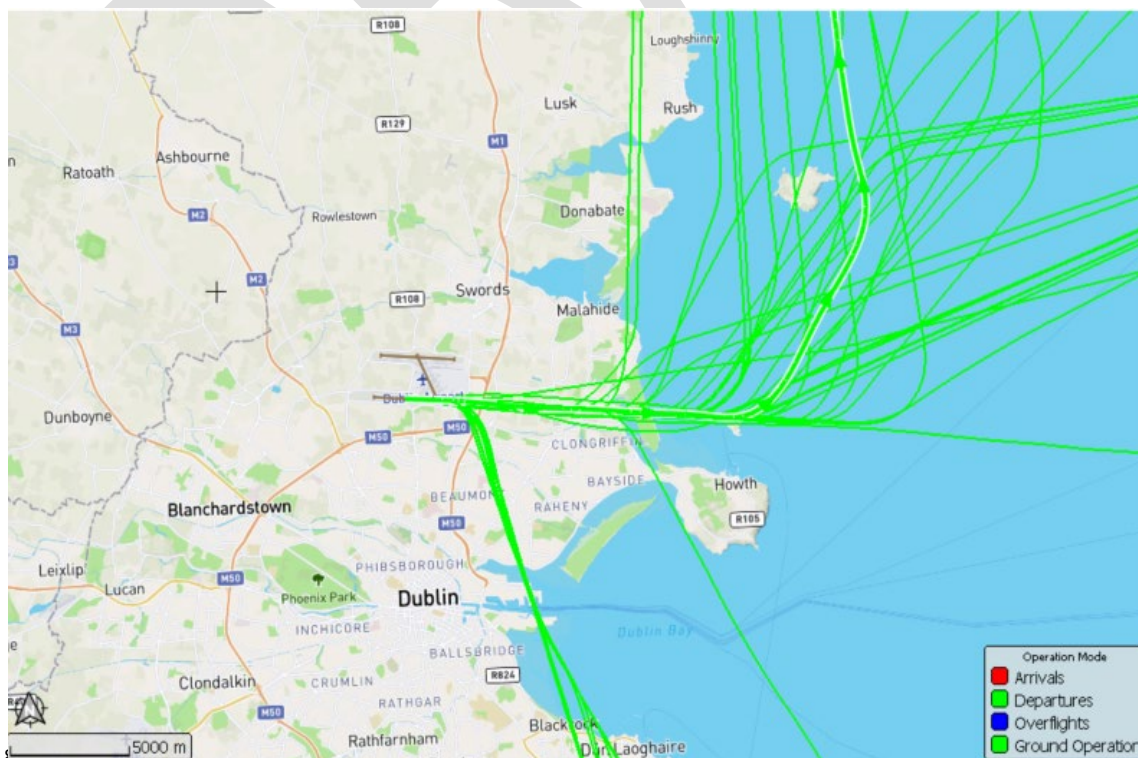
CAT C/D Busiest Day Arrivals at Dublin Airport on Westerly operations – 14 August 2025



CAT C/D Busiest Day Departures at Dublin Airport on Westerly Operations – 14 August 2025



CAT A/B Busiest Day Departures at Dublin Airport for Easterly Operations - 20 June 2025



App 8 Busiest Day Overlays

This Appendix shows the annual aircraft noise contours of *Lden* and *Lnight* as well as the Summer Day and Summer Night contours, against the typical busiest day aircraft tracks. The distribution of aircraft operations is related directly to the modelled noise impact. Green tracks are departures and Red are arrivals.

Figure	Base Contours		Operations Shown	Wind Mode
A8.1	Annual	<i>Lden</i>	<i>Dep</i>	East
A8.2	Annual	<i>Lden</i>	<i>Dep</i>	West
A8.3	Annual	<i>Lden</i>	<i>Arr</i>	East
A8.4	Annual	<i>Lden</i>	<i>Arr</i>	West
A8.5	Annual	<i>Lnight</i>	<i>Arr/Dep</i>	East
A8.6	Annual	<i>Lnight</i>	<i>Arr/Dep</i>	West
A8.7	Summer Day	<i>Leq16</i>	<i>Arr/Dep</i>	West
A8.8	Summer Night	<i>Leq8</i>	<i>Arr/Dep</i>	West

Figure A8.1 – Annual Lden Contour (Busy Day Departures on Easterly and Annual Lden Contour)

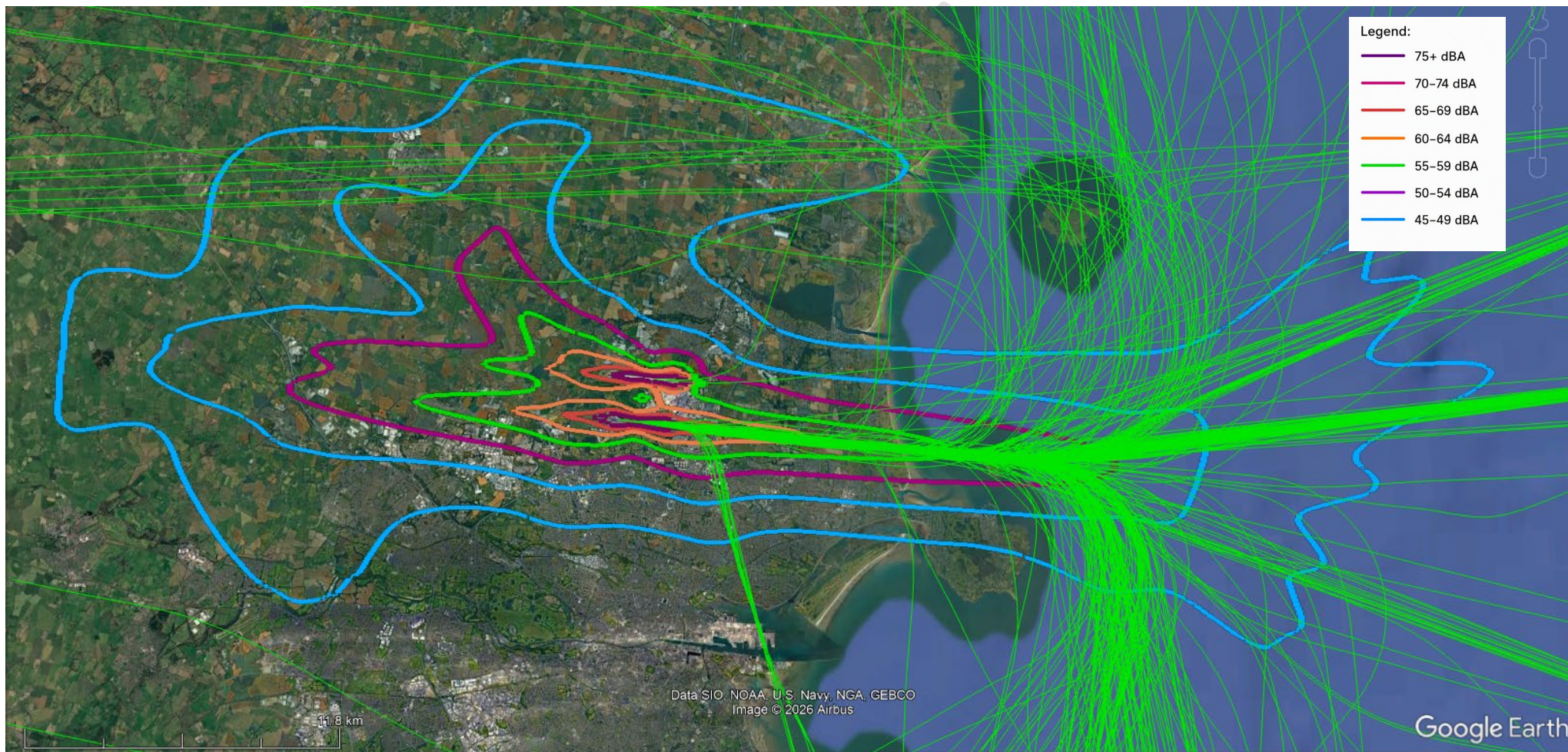


Figure A8.2 – Annual Lden Contour (Busy Day Departures on Westerly and Annual Lden Contour)

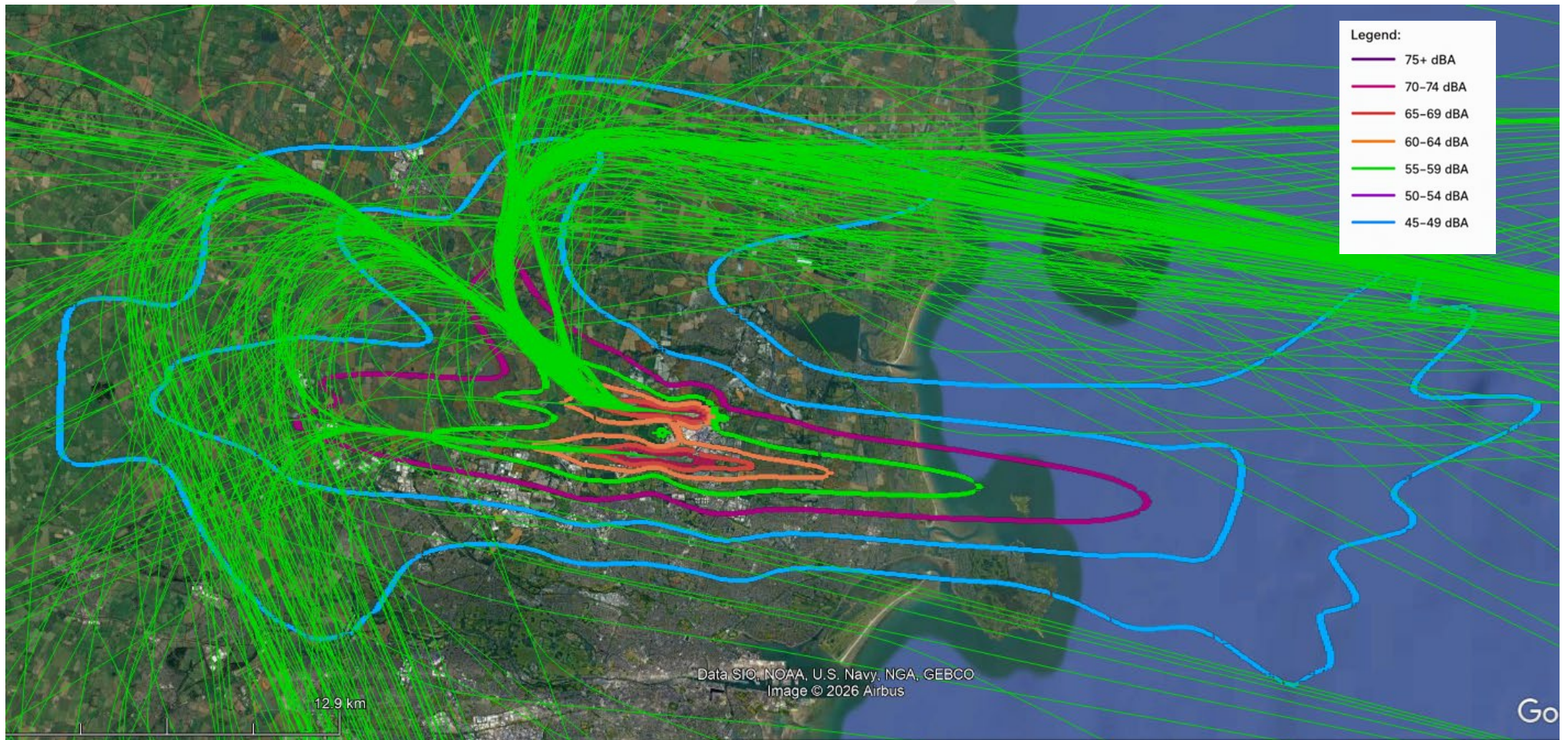


Figure A8.3 – Annual Lden Contour (Busy Day Arrivals on Easterly and Annual Lden Contour)

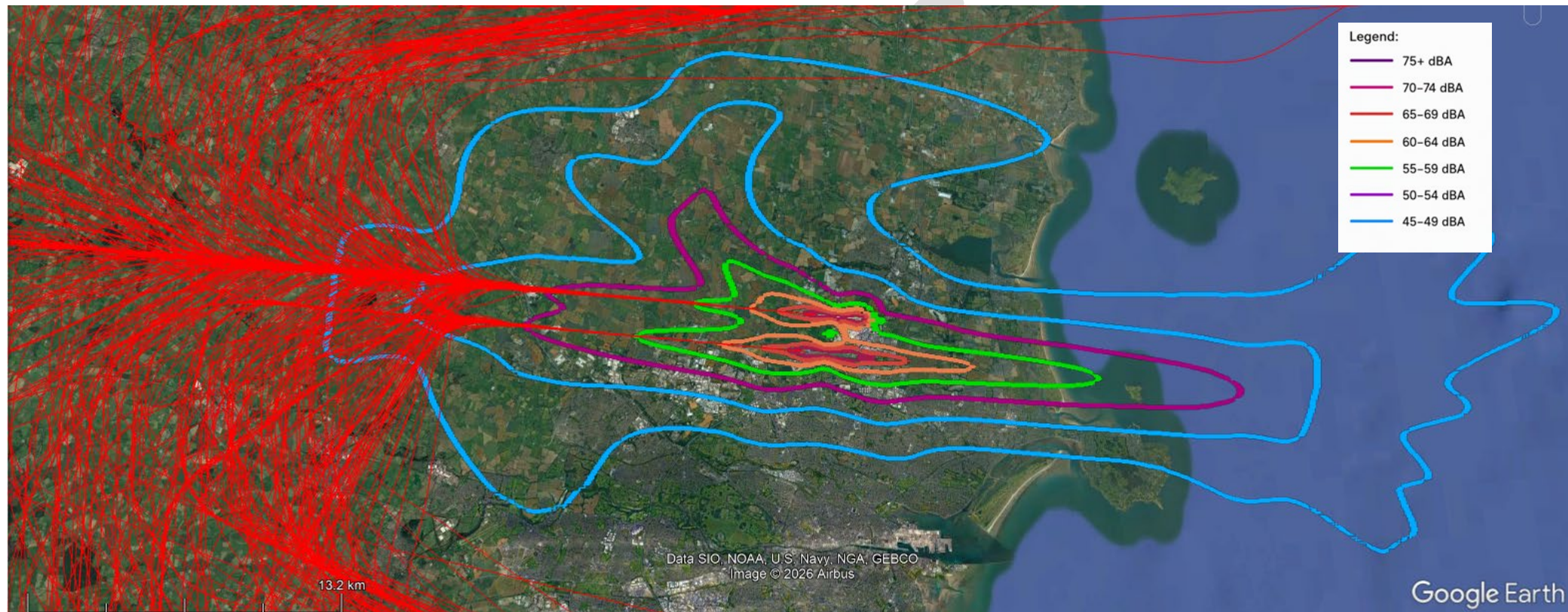


Figure A8.4 – Annual Lden Contour (Busy Day Arrivals on Westerly and Annual Lden Contour)

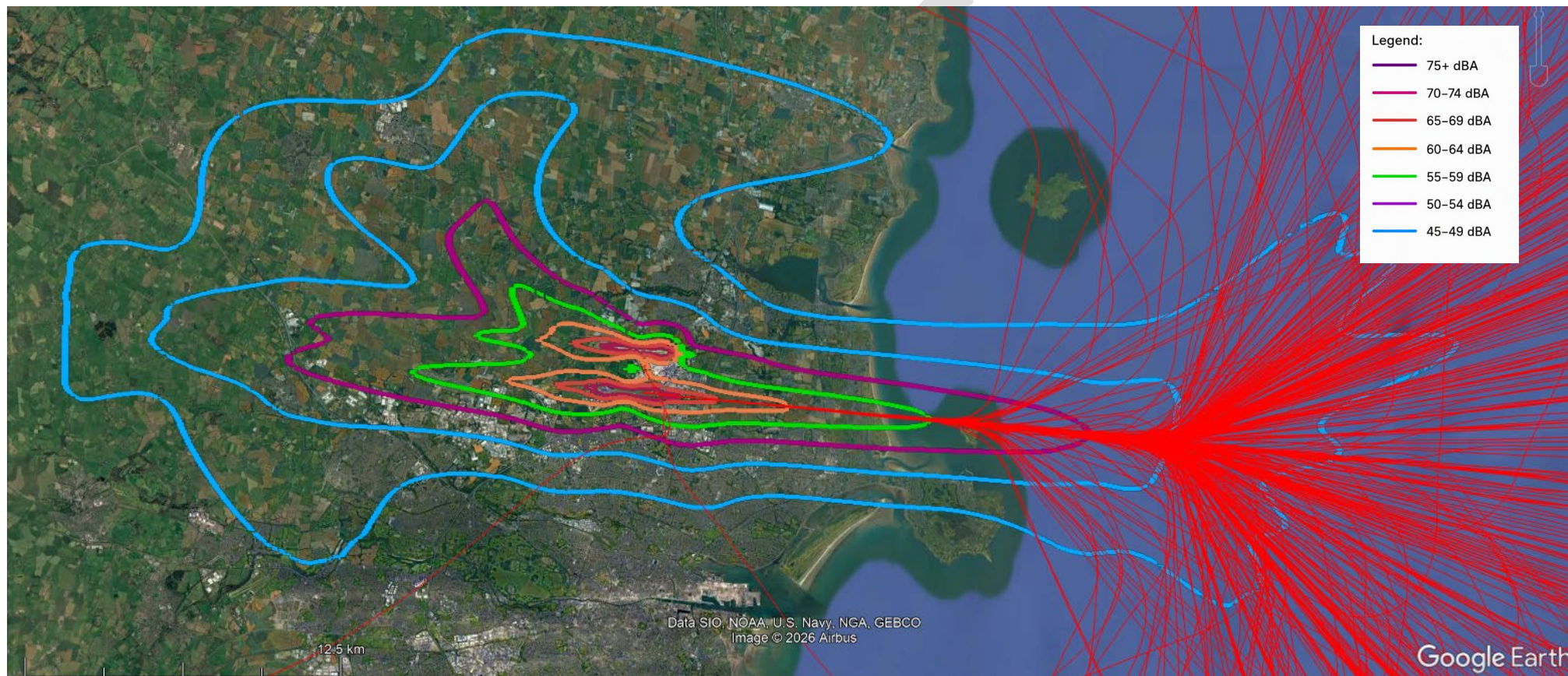


Figure A8.5 – Annual Night Contour (Busy Night Operations on Easterly and Annual Night Contour)

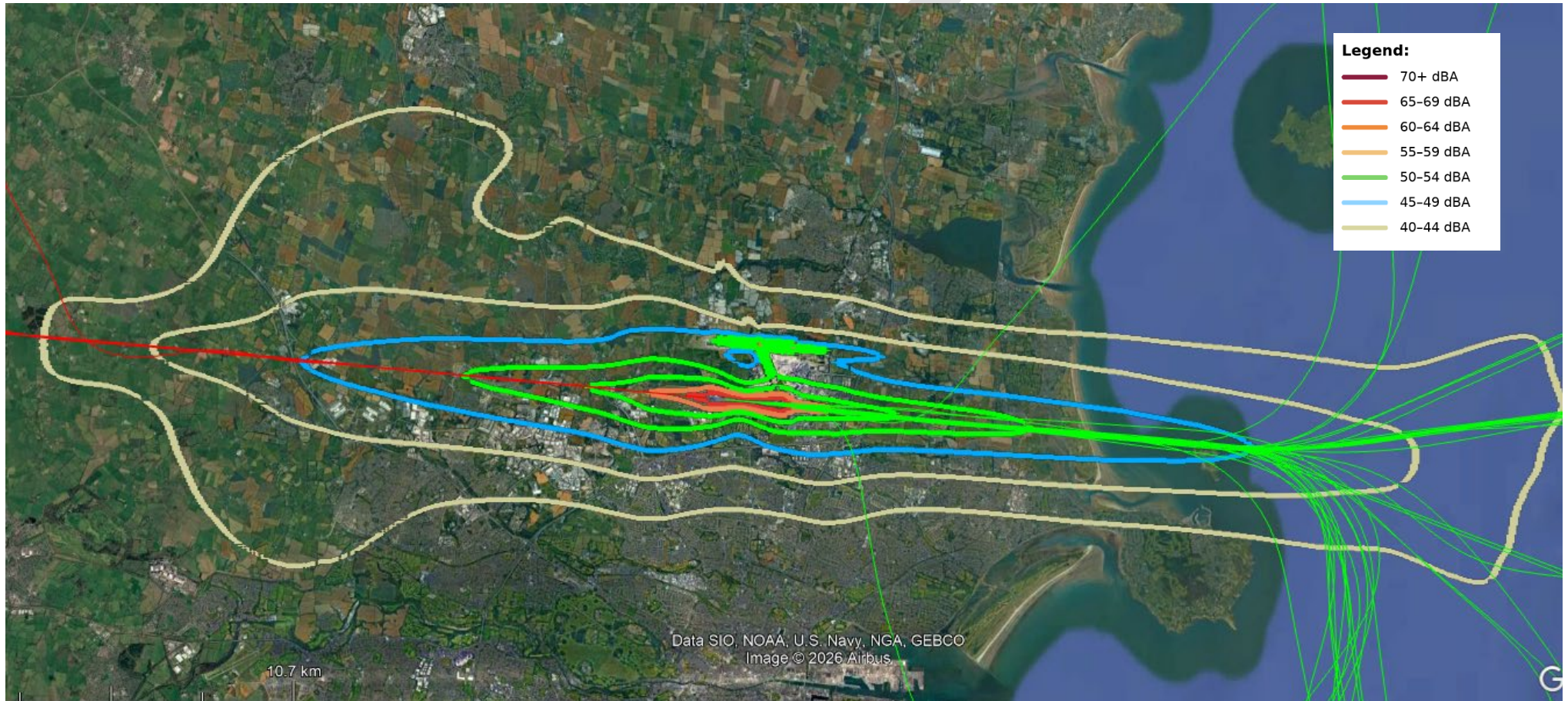


Figure A8.6 – Annual Night Contour (Busy Night Operations on Westerly and Annual Night Contour)

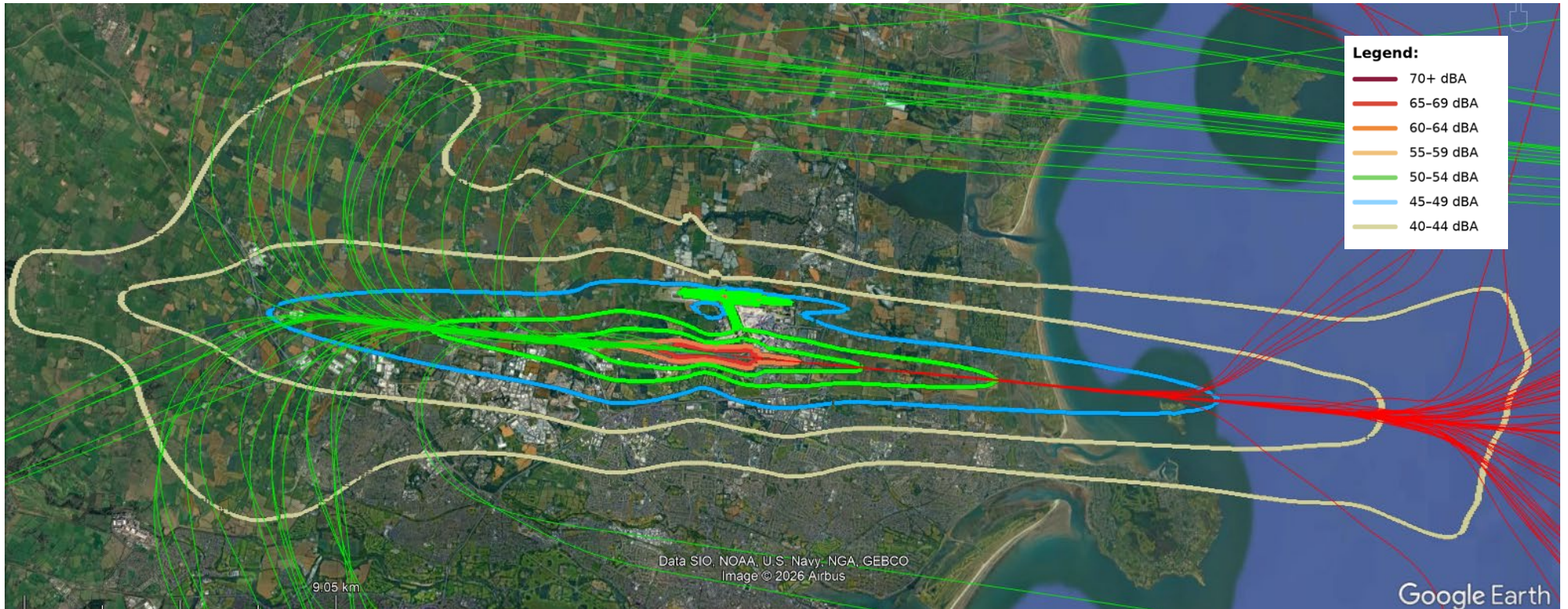


Figure A8.7 - Summer Day Contour (Leq16h 07-23h 16 June – 15 September 2025, Busy Day Operations on Westerly and Summer Day Contour)

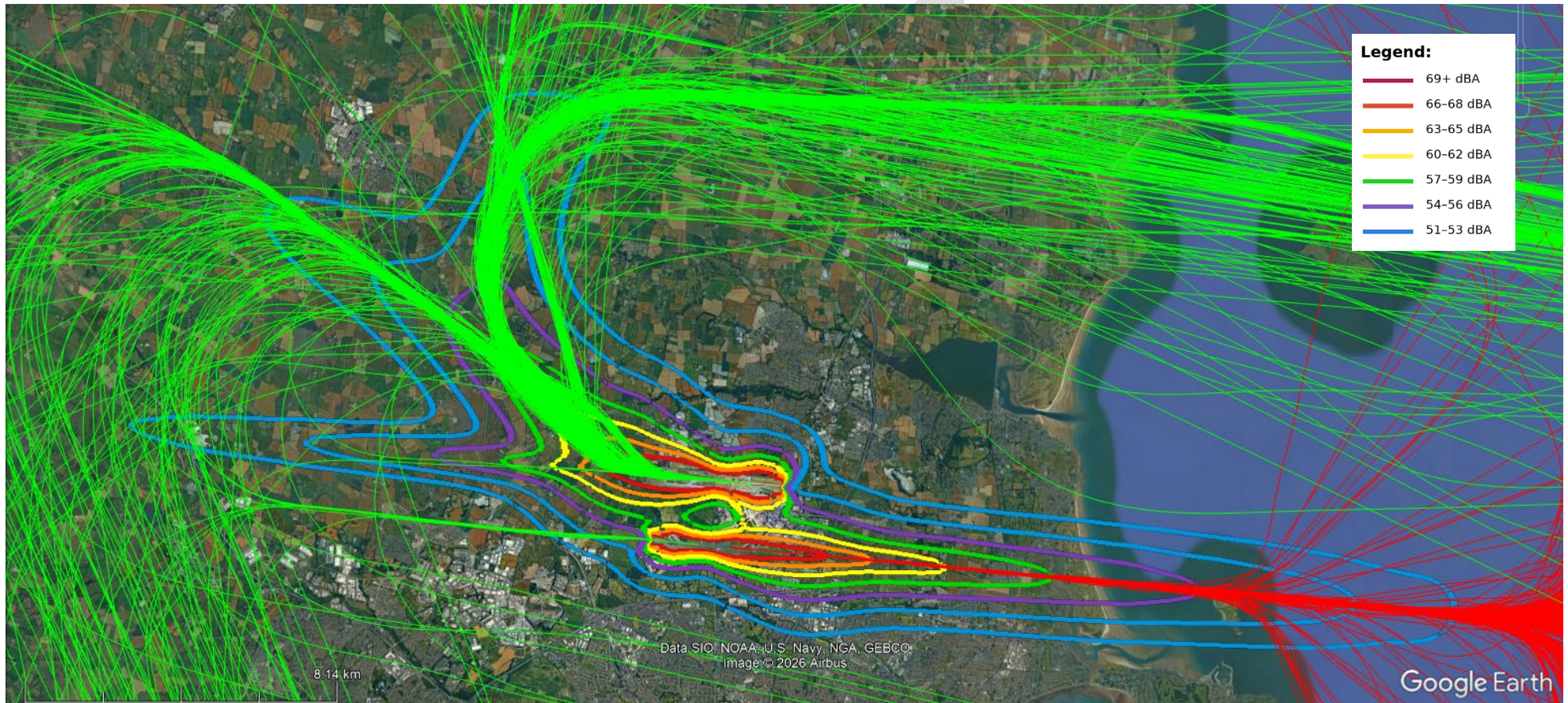


Figure A8.8 – Summer Night Contour (Leq8h 23-07h 16 June – 15 September 2025, Busy Night Operations on Westerly and Summer Night Contour)

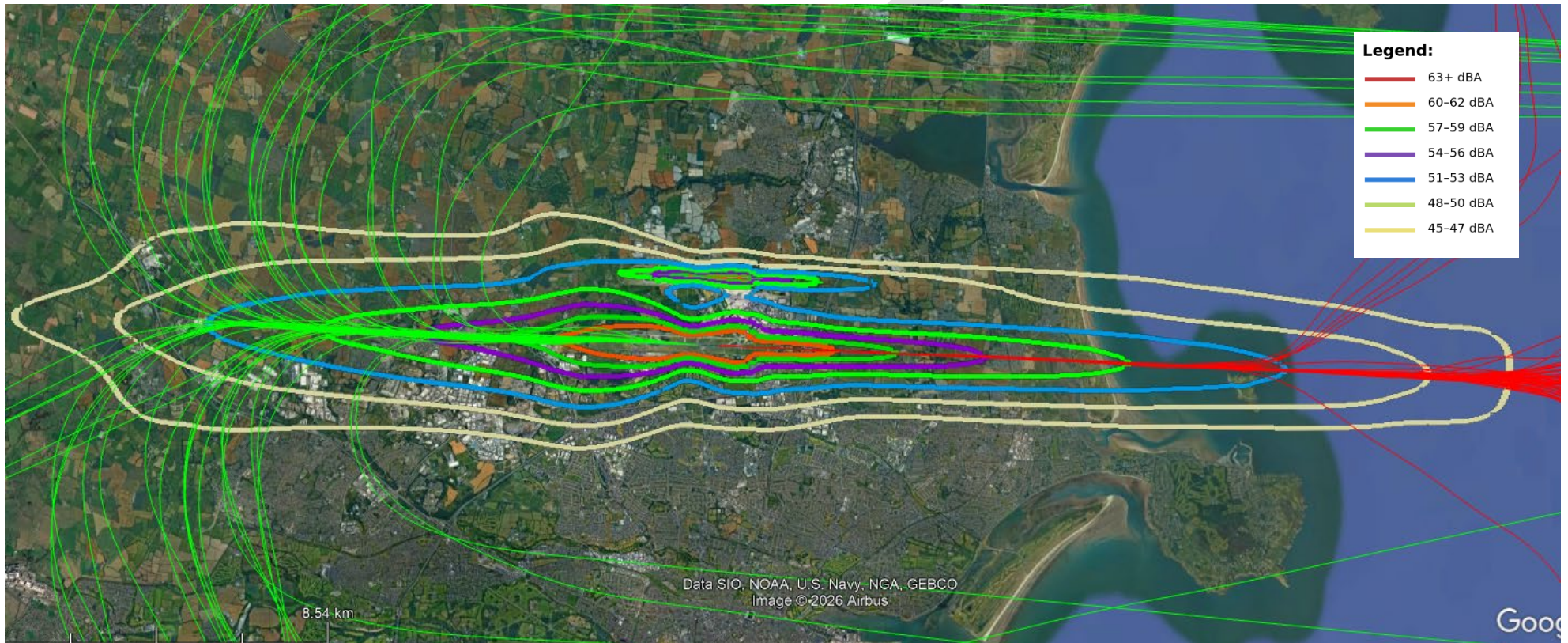


Figure A8.9 - Summer Day Contour (Leq16h 07-23h 16 June – 15 September 2025, Busy Day Operations on Easterly and Summer Day Contour)

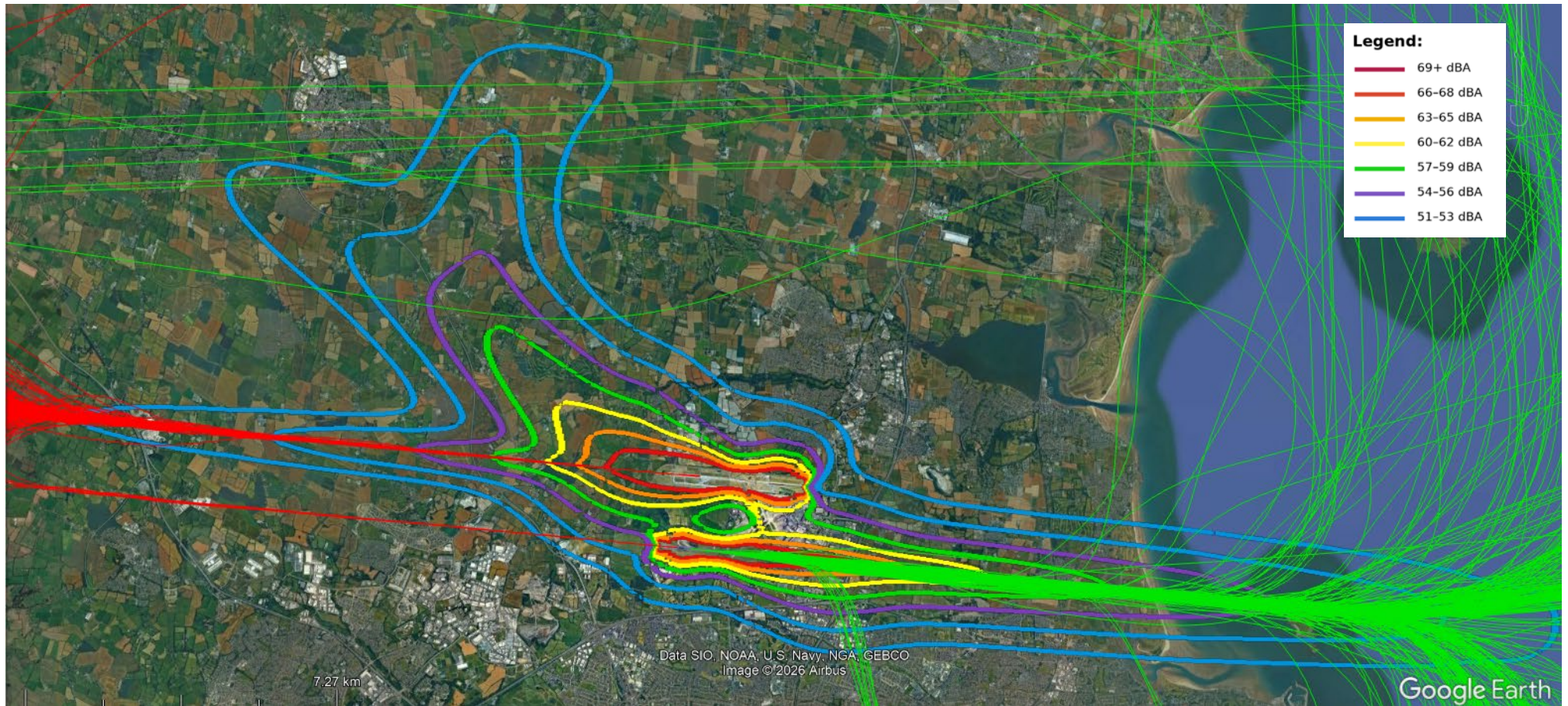
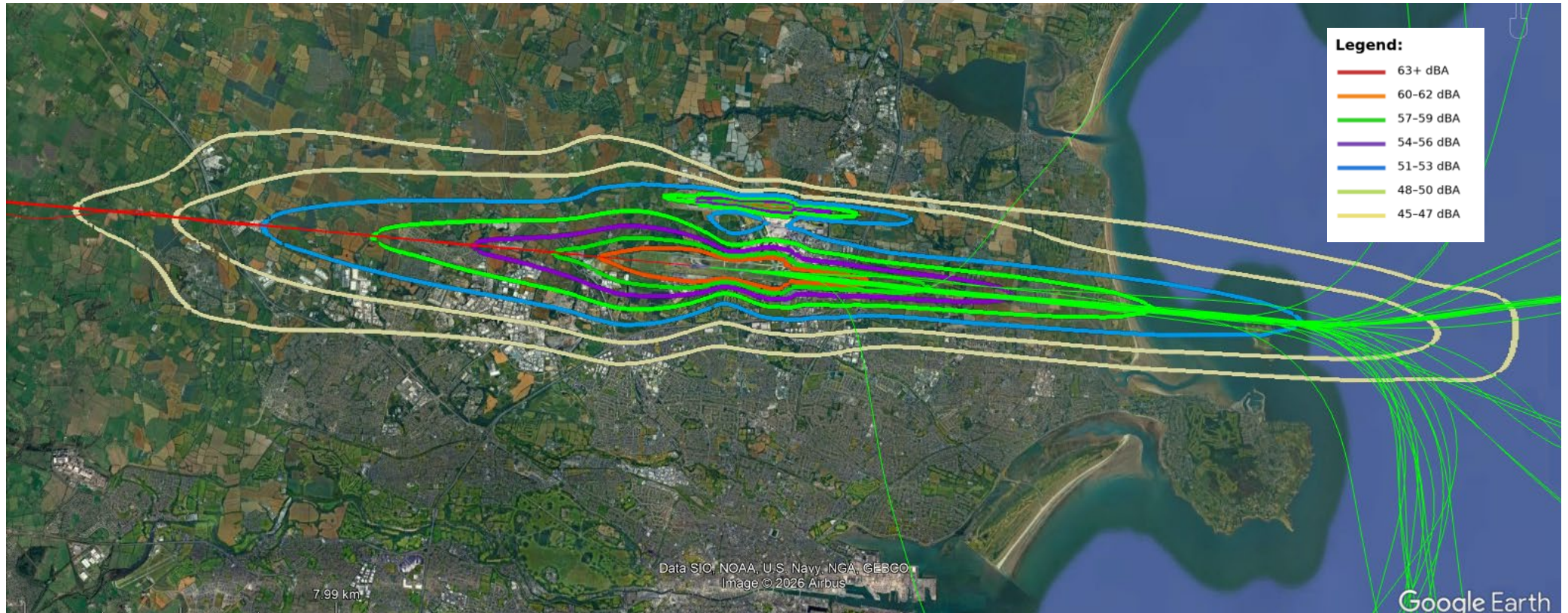


Figure A8.10 – Summer Night Contour (Leq8h 23-07h 16 June – 15 September 2025, Busy Night Operations on Easterly and Summer Night Contour)



App 9 Track Adherence and Deviation Data

Track Deviations by Month and by Operational Runway

Month	SR 10R	SR 28L	NR 10L	NR 28R	Total
1	0.03%	0%	0%	8.1%	8.1%
2	0.03%	0%	0%	4.7%	4.7%
3	0.02%	0.05%	0%	7.3%	7.3%
4	0.20%	0.02%	0%	4.2%	4.4%
5	0.02%	0.03%	0%	5.9%	5.9%
6	0.02%	0.15%	0%	10.8%	10.98%
7	0.02%	0.05%	0%	11.3%	11.3%
8	0.02%	0.06%	0%	9.3%	9.3%
9	0.09%	0.02%	0%	11.5%	11.7%
10	0%	0%	0%	9.8%	9.8%
11	0%	0%	0%	9.3%	9.3%
12	0%	0%	0%	7.2%	7.2%
Total	0.4%	0.4%	0%	99.2%	100%

2025 Track Deviations by Aircraft Type (Top 20)

Rank	Aircraft Type	% of All Track Deviations
1	A20N	62.0%
2	A320	15.8%
3	A21N	6.7%
4	A319	5.7%
5	A321	3.2%
6	A333	1.7%
7	B738	1.3%
8	B38M	1.1%
9	A332	0.6%
10	B752	0.3%
11	E195	0.2%
12	B763	0.2%
13	E190	0.2%
14	B77W	0.1%
15	B788	0.1%
16	A339	0.1%
17	BCS3	0.1%
18	B772	0.1%
19	E55P	0.1%
20	CL30	0.1%
Total		99.6%

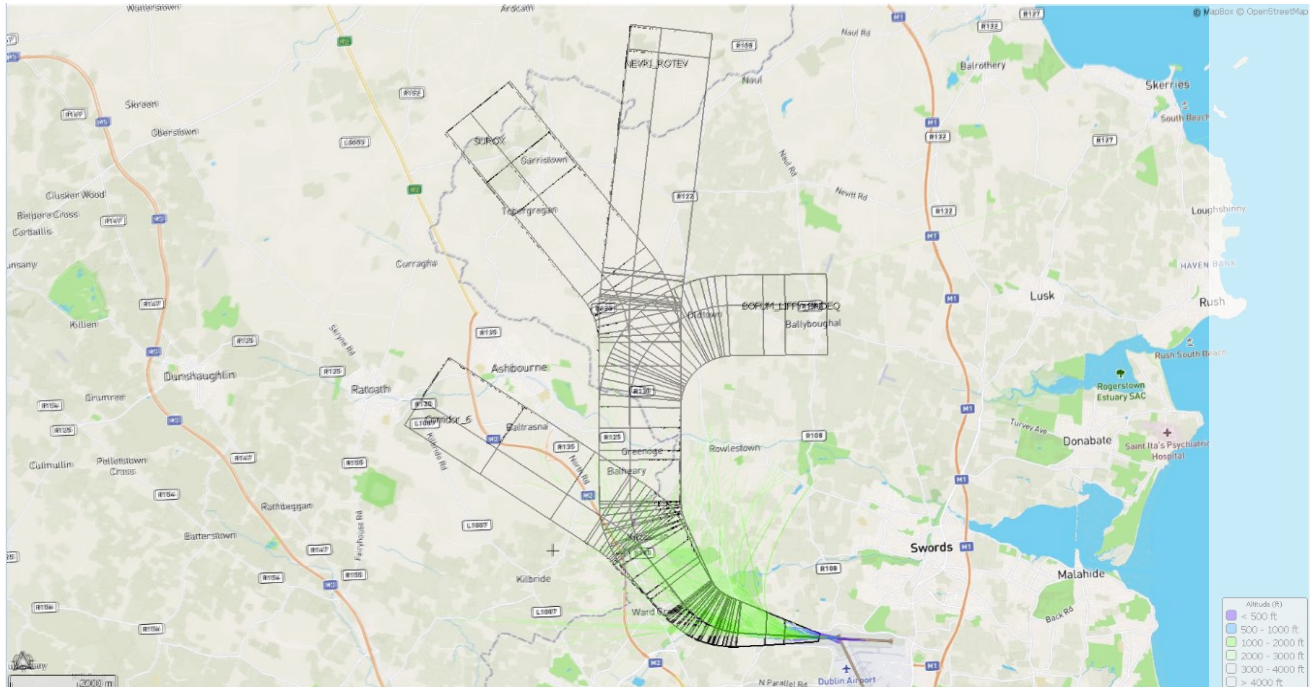
2025 Track Deviations by Airline (Top 20)			2025 Track Deviations by Hour	
Rank	Airline	% of All Track Deviations	Hour	Track Deviations
1	EIN	46.3%	0	0.4%
2	BAW	16.4%	1	0.1%
3	DLH	8.9%	2	0.2%
4	SAS	7.1%	3	0.1%
5	VLG	3.1%	4	0.1%
6	SZS	2.3%	5	1.8%
7	RYP	2.0%	6	7.8%
8	EWG	2.0%	7	8.3%
9	LHX	1.5%	8	5.8%
10	CLH	1.3%	9	5.7%
11	AFR	1.3%	10	5.5%
12	SWR	1.3%	11	6.0%
13	DAL	0.6%	12	6.0%
14	IBS	0.6%	13	7.3%
15	MSR	0.6%	14	6.0%
16	ICE	0.5%	15	5.9%
17	AEE	0.5%	16	6.4%
18	TAP	0.4%	17	6.0%
19	LDA	0.3%	18	5.9%
20	UAL	0.3%	19	5.2%
Total		97.3%	20	4.1%
			21	3.0%
			22	1.8%
			23	0.7%
			Total	100%

Cat C/D Departures vs Track Adherence

AC type	% of All Track Deviations	2025 Departure Movements	2025 Track Deviations	2025 Track Deviations %
A20N	62.0%	8065	4113	51.0%
A320	15.8%	20828	1049	5.0%
A21N	6.7%	6857	445	6.5%
A319	5.7%	1080	377	34.9%
A321	3.2%	1723	209	12.1%
A333	1.7%	3798	115	3.0%
B738	1.3%	34806	85	0.2%
B38M	1.1%	18048	70	0.4%
A332	0.6%	966	39	4.0%
B752	0.3%	1305	20	1.5%
B763	0.2%	1643	15	0.9%
E195	0.2%	448	14	3.1%
E190	0.2%	2619	12	0.5%
B788	0.1%	895	8	0.9%
A339	0.1%	73	7	9.6%
B77W	0.1%	1260	7	0.6%
B772	0.1%	738	7	0.9%
BCS3	0.1%	1277	7	0.5%
CL30	0.1%	47	4	8.5%
E55P	0.1%	313	4	1.3%

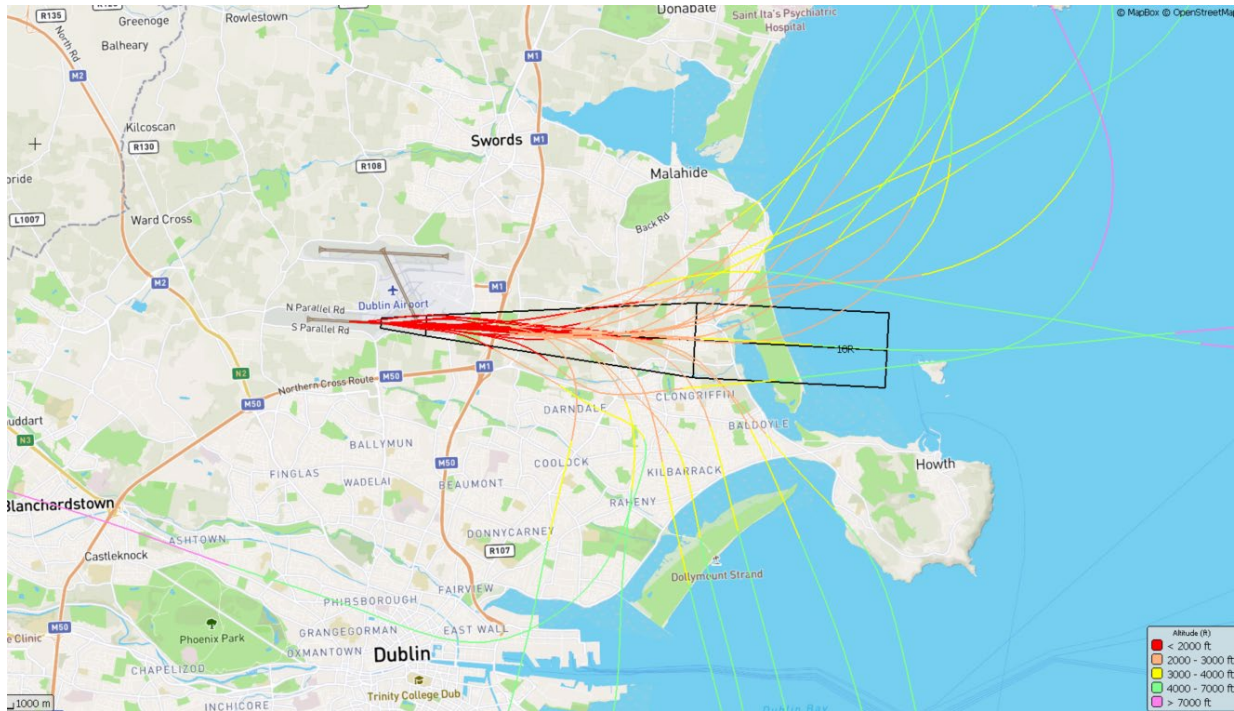
App 10 2025 Deviation locations

28R Deviations – Day

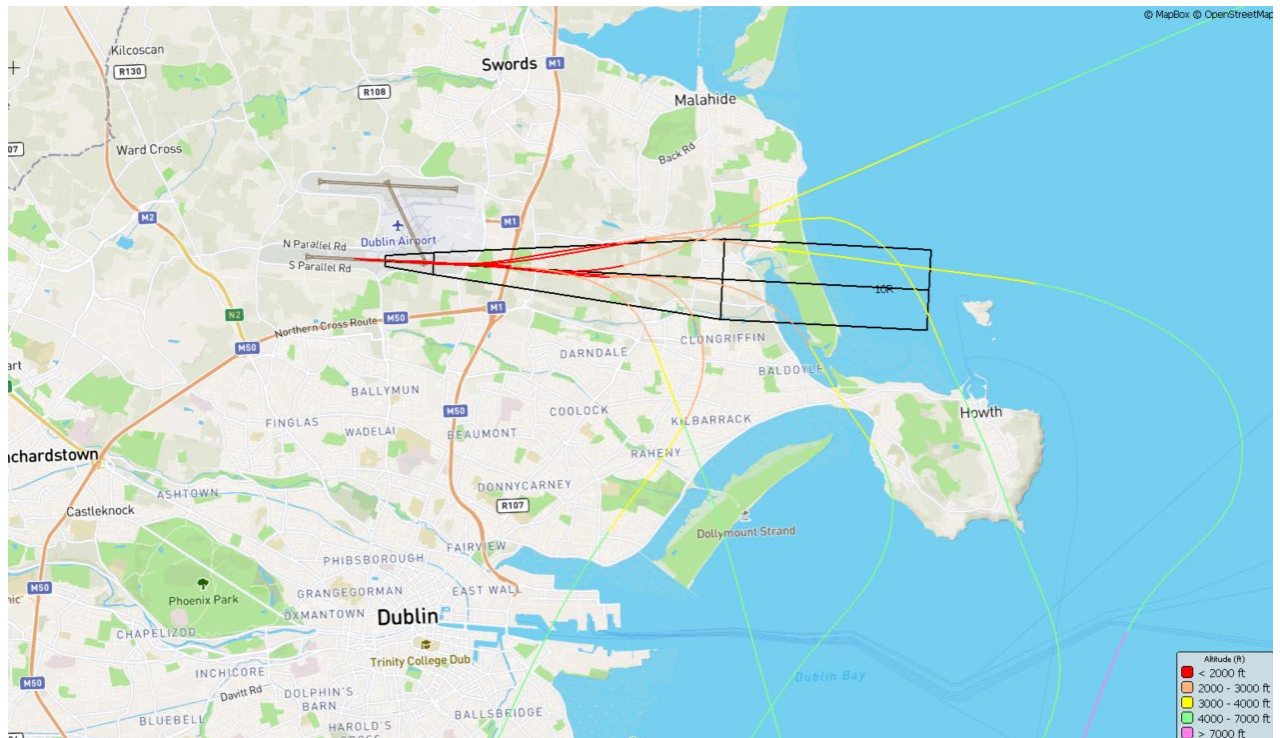


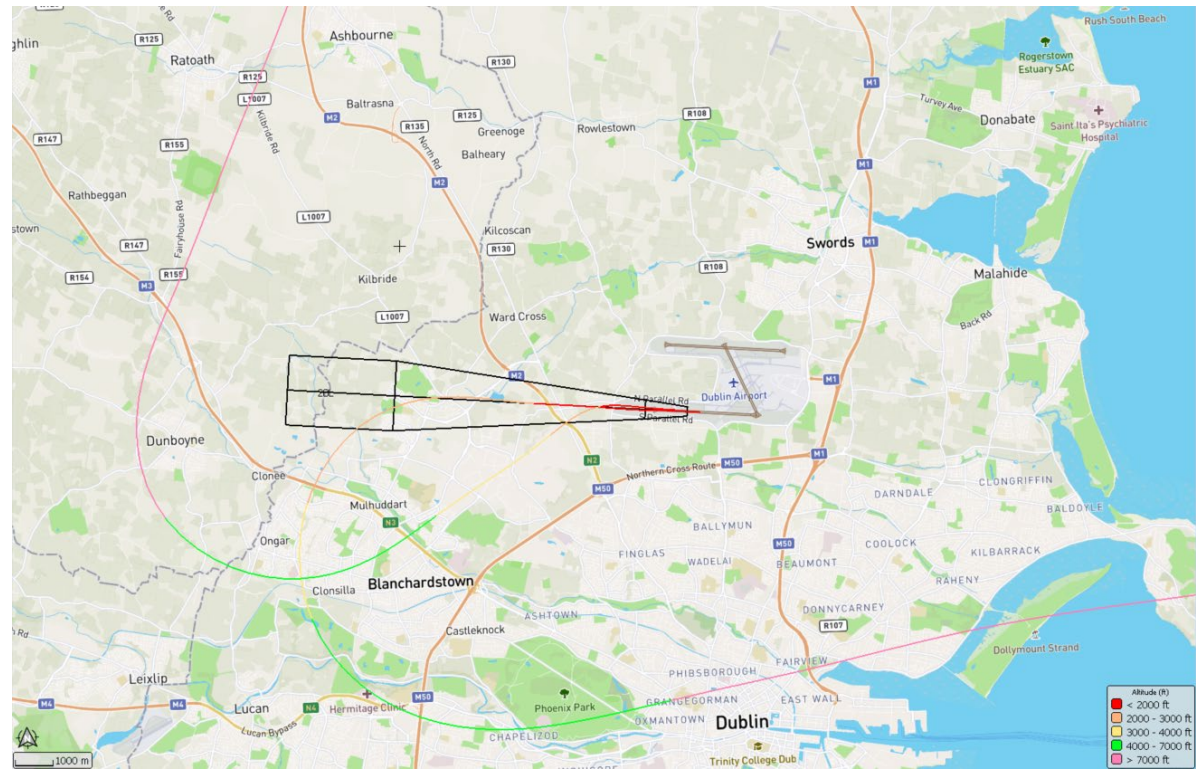
App 11 2025 NPR Deviations - Day and night

10R Deviations - Day

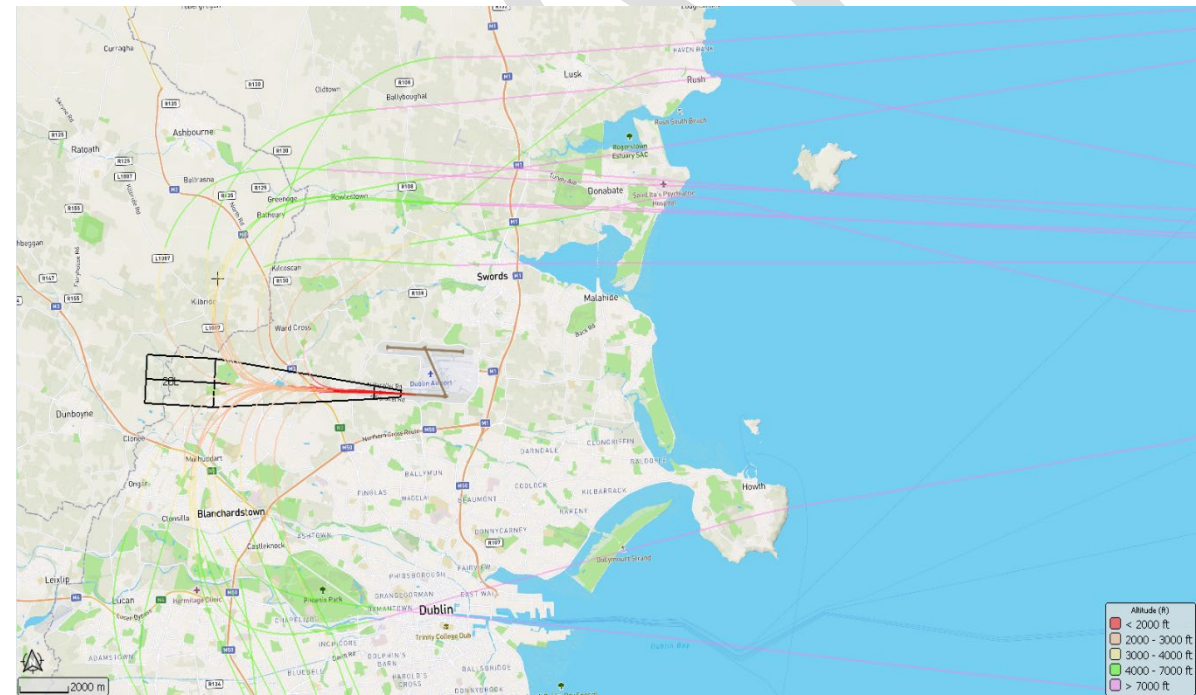


10R Deviations - Night

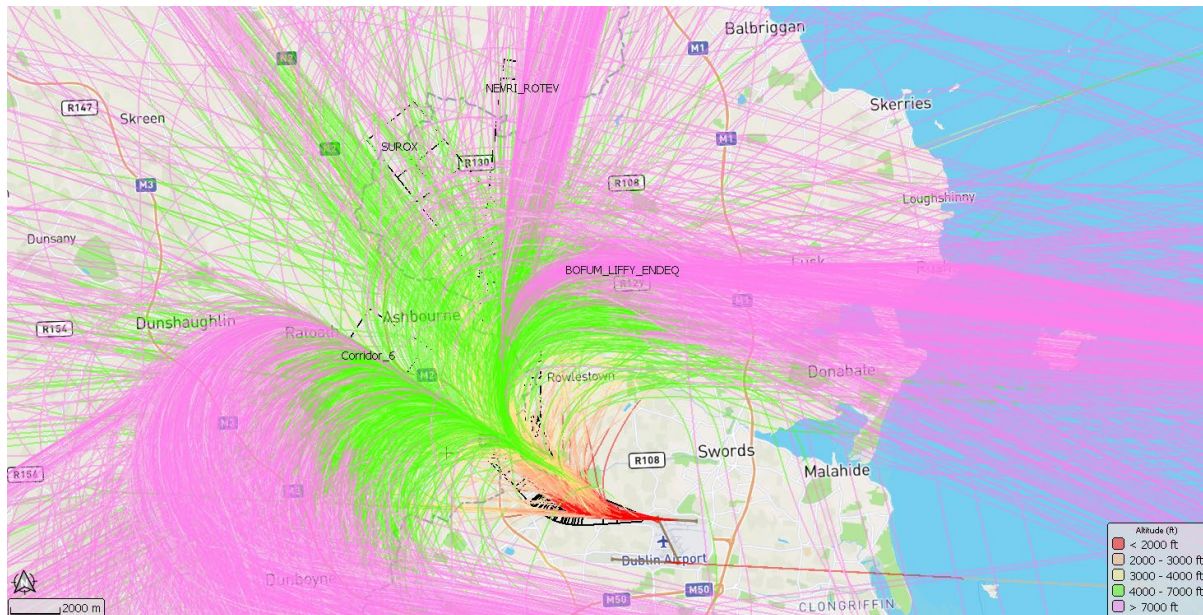




28L Deviations – Night



28R Deviations - Day



28R Deviations - Night

