An tÚdarás Inniúil um Thorann Aerárthaí

Aircraft Noise Competent Authority

Noise Abatement Objective
for Dublin Airport

November 2026



Noise Abatement Objective for Dublin Airport

Policy Objective

Limit and reduce the long-term adverse effects of aircraft noise on health and quality of life, particularly at night, through measures that mitigate impacts and provide certainty to the communities and the airport operator as part of the sustainable development of Dublin Airport.

Explaining the Objective

The harmful effects of noise from Dublin Airport should be limited and reduced in line with principles of sustainable development. As Dublin Airport grows, the long-term adverse effects on human health and quality of life should be limited and progressively reduced. This should be achieved by providing measures which mitigate impacts, whilst providing assurance to communities as to how aircraft noise impacts are managed, and how they will be limited and mitigated in line with the Airport's development and growth. This is to be achieved by providing clear rules and expectations on measures that will limit, reduce and mitigate impacts. This means limiting changes in the noise situation only to those which are outweighed by the wider economic and consumer benefits of aviation, and prioritising measures which can reduce adverse effects. The Balanced Approach will be used to ensure that the measures adopted to achieve this objective are cost-effective, practicable and sustainable.

Measurable Criteria

The NAO will primarily be measured through the number of people highly sleep disturbed and highly annoyed measured in accordance with the approach recommended by the World Health Organization's Environmental Noise Guidelines 2018 as endorsed by the European Commission through Directive 2020/367 (END) and transposed as the Second Schedule of the ENR. This measure will take into account noise exposure from 45 dB L_{den} and 40 dB L_{night}. These metrics describe those chronically disturbed by aircraft noise and help articulate the effect of aircraft noise on health and quality of life.

The following will also be used to help identify where noise exposure results in the populations experiencing harmful effects. In these areas, noise management interventions are more likely to be detectable. These are:

- The number of residential dwellings, schools and hospitals exposed to aircraft noise above:
    - 65 dB Lden (representing an area where a large proportion of those living around Dublin Airport can be considered highly annoyed); and
    - 55 dB Lnight (a level of night-time noise exposure considered increasingly dangerous for public health by the WHO); and
- The areas exposed to 55 dB Lden and 50 dB Lnight representing the locations most affected by aircraft noise and where adverse health outcomes are more likely to present.

The measurement and calculation of these metrics shall be carried out in accordance with the **NAO Guidance Note**.

Expected Outcomes

In support of the sustainable development of Dublin Airport, the following outcomes are to be achieved in each relevant year under ENR in line with the methodology described in the NAO Guidance Note.

The number of people highly sleep disturbed and highly annoyed shall reduce so that:

- The number of people highly sleep disturbed and highly annoyed in 2031 shall reduce by 20% compared to 2023;
- The number of people highly sleep disturbed and highly annoyed in 2036 shall reduce by 25% compared to 2023;
- The number of people highly sleep disturbed and highly annoyed in 2041 shall reduce by 30% compared to 2023;

The number of dwellings, schools and hospitals exposed to aircraft noise above 65 dB L_{den} and/or 55 dB L_{night} will be tracked, with the expectation that measures will be used to mitigate and/or limit the number of dwellings, schools and hospitals exposed in each relevant year under ENR.

The size of the 55 dB L_{den} and 50 dB L_{night} contours will be tracked with the expectation that these will reduce compared to 2023 in each relevant year under ENR. Noise mitigation measures may also be considered with reference to these contours.

Monitoring

Progress towards the expected outcomes of the NAO will be monitored through annual reports as prepared by ANCA under Section 21 of the Act of 2019, and through the process of strategic noise mapping and noise action planning under ENR. This will require airport noise to be modelled and reported having regard for the guidance set out in the NAO Guidance Note.