An tÚdarás Inniúil um Thorann Aerárthaí

Aircraft Noise Competent Authority

Regulatory Decision Report Appendix K



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Regulatory Decision

of the Aircraft Noise Competent Authority

November 2026



An tÚdarás Inniúil um Thorann Aerárthaí

Aircraft Noise Competent Authority

REGULATORY DECISION

OF THE AIRCRAFT NOISE COMPETENT AUTHORITY PURSUANT TO:

Section 34B(13) Planning and Development Act 2000

EU Regulation No 598/ 2014

Aircraft Noise (Dublin Airport) Regulation Act 2019

Planning Register Reference Number: F23A/0781

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Glossary of Terms

Act of 2000 means the Planning and Development Act 2000, as amended.

Act of 2019 means the Aircraft Noise (Dublin Airport) Regulation Act 2019.

Aircraft Noise Regulation means Regulation (EU) No 598/2014 of the European Parliament.

ANCA means the Aircraft Noise Competent Authority.

AA means Appropriate Assessment in accordance with The European Communities (Birds and Natural Habitats) Regulations 2011 (the Regulations of 2011). The assessment of any significant effects on any European Sites.

daa is the airport authority for Dublin Airport, **the Applicant**

Environmental Noise Directive means Directive 2002/49/EC of the European Parliament

Draft RD means a Draft Regulatory Decision, issued pursuant to Section 34B(9) of the Act of 2000

RD means this Regulatory Decision pursuant to Section 34B(13) of the Act of 2000

$\mathbf{L_{den}}$ has the same meaning as ascribed to this term in the Environmental Noise Directive.

SEA means Strategic Environmental Assessment in accordance with The European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 (the "Regulations of 2004"). The formal, systematic evaluation of the likely significant effects of implementing a plan or programme before a decision is made to adopt the plan or programme.

Aircraft Noise Regulation

Regulation (EU) 598/2014 (**the Aircraft Noise Regulation**) requires Ireland and other EU Member States to appoint a competent authority to regulate the noise situation at airports with more than 50,000 civil aircraft movements per calendar year. Dublin Airport is the only airport in Ireland meeting this threshold. Fingal County Council (FCC) has been designated as the Competent Authority for the purposes of aircraft noise regulation at Dublin Airport. FCC have, to fulfil their function with regard noise management, created an independent division, the Aircraft Noise Competent Authority (ANCA), which discharges FCC's functions under the Aircraft Noise Regulation and the Aircraft Noise (Dublin Airport) Regulation Act 2019 (**the Act of 2019**).

Under the Aircraft Noise Regulation, ANCA must ensure that the noise situation at Dublin Airport is assessed in accordance with the Environmental Noise Directive (Directive 2002/49/EC) and by the adoption of the Balanced Approach. The Aircraft Noise Regulation requires ANCA to apply the Balanced Approach at those airports where a noise problem has been identified. The Balanced Approach is a policy of the International Civil Aviation Organization (ICAO), which has provided detailed guidance in ICAO Doc 9829, Guidance on the Balanced Approach to Aircraft Noise Management. According to the ICAO guidance, it involves analysing various measures available to reduce noise which can be classified into four principal elements as follows:

- Noise at Source;
- Land-use Planning Management;
- Noise Abatement Operational Procedures; and
- Operating Restrictions.

In addition to those elements specified in ICAO, the Act of 2019 also requires ANCA, in the context of the Balanced Approach, to define, restate or amend a Noise Abatement Objective (NAO) for Dublin Airport, identify the measures available to reduce the noise impact, and evaluate the cost-effectiveness of the noise mitigation measures. Annex II of The Aircraft Noise Regulation also sets out guidance on assessing the cost-effectiveness of operating restrictions. At the end of this process, ANCA must specify the noise mitigation measures and ensure they are implemented.

The Act of 2019 gives further effect to The Aircraft Noise Regulation in Ireland. It provides for ANCA to apply the Balanced Approach and discharge its functions under The Aircraft Noise Regulation on its own initiative or in response to any planning application by the airport authority for Dublin Airport (daa) relating to (1) any proposed development that (I) contains a proposal requiring the assessment for the need for a noise-related action, or (II) indicates that a new operating restriction may be required (Section 34B) or (2) the taking of a 'relevant action' (Section 34C), whereby the 'relevant action' consists exclusively of the revocation, amendment or replacement of an operating restriction, with or without the introduction of new noise mitigation measures. ANCA discharges its functions under The Aircraft Noise Regulation and the Act of 2019 by, among other things, making a regulatory decision.

Proposed Development

On the 15 December 2023, Coakley O'Neill Town Planning Ltd, on behalf of daa, applied to the Planning Authority for a proposed development through the provisions of Section 34B of the Planning and Development Act 2000 (**the Act of 2000**) (Planning Application ref. F23A/0781) (**the Application**). The Application seeks planning permission for development that consists of:

1) An increase in passenger numbers per annum.

   a. An increase in the capacity of the airport from the permitted combined capacity of Terminal 1 together with Terminal 2 of 32 million passengers per annum (32mppa) (as referenced by

condition no. 3 of An Bord Pleanála (ABP) Ref. No. PL06F.220670 (F06A/1248) and condition no. 2 under ABP Ref No. PL06F.223469 (F06A/1843)) to 40 million passengers per annum (40mppa).

b. The increase to the capacity will include all attendant airport operations at Dublin Airport. The proposed increase in passenger numbers will supersede and replace condition no. 3 of ABP Ref. No. PL06F.220670 (F06A/1248) and condition no. 2 under ABP Ref. No. PL06F.223469 (F06A/1843).

2) The provision of airport infrastructure to include the following Project Elements, namely:

Project Element 1: North Apron
Project Element 2: South Apron
Project Element 3: Terminal 1 Central Search
Project Element 4: New Apron 7
Project Element 5: Underpass beneath Runway 16/34 (Underpass)
Project Element 6: Airfield Drainage Project
Project Element 7: Ground Transportation Centre
Project Element 8: Terminal 2 MSCP Extension
Project Element 9: Long Term Car Park (Red)
Project Element 10: Staff Car Park North
Project Element 11: Junction Improvements

Full details on the Application and development description are available on the website of the planning authority.

Process of Aircraft Noise Regulation

Section 3 of the Act of 2019 designates Fingal County Council as the competent authority for the purposes of the Aircraft Noise Regulation.

In this Regulatory Decision (RD), "**ANCA**" refers to Fingal County Council acting in its capacity as competent authority as defined in in Sections 2 and 3 of the Act of 2019 and the "**Planning Authority**" refers to Fingal County Council acting in its capacity as planning authority as defined in Section 2 of the Act of 2000.

Pursuant to Section 34B(4) of the Act of 2000, the Planning Authority shall neither decide to refuse permission for the development nor decide to grant such permission subject to or without conditions until it receives a notice from ANCA either:

a) Pursuant to Section 34B(5) of the Act of 2000, directing the Planning Authority to refuse permission for the reason that inadequate provision has been made in the Application (or in any plans or further information, or both, subsequently given by daa to the Planning Authority and ANCA) to deal with the noise problem that would arise from the carrying out of the development as proposed, or

b) Pursuant to Section 34B(14)(a)(ii), sending a copy of a regulatory decision made under 34B(13), which the Planning Authority shall incorporate into the Planning Authority's decision on the application and shall do so regardless of whether the planning authority's decision is to refuse permission for the development or to grant permission for the development. The Planning Authority gave a copy of the Application to ANCA on 15 December 2023 in accordance with Section 34B(1) of the Act of 2000.

On 17 January 2024, pursuant to Section 34B(1)(a) of the Act of 2000, ANCA determined that the proposed development, the subject of the Application, contained a proposal requiring the assessment for the need for a noise-related action and issued a notice to the Planning Authority to this effect pursuant to Section 34B(2) of the Act of 2000.

On 22 January 2026, ANCA determined that a noise problem would arise at Dublin Airport from the carrying out of the development as proposed in the Application and proceeded to amend the NAO and adopt the Balanced Approach.

On 24 March 2026, ANCA issued a Notice to daa of proposed noise mitigation measures pursuant to Section 34B(7) of the Act of 2000, that ANCA proposes to direct the planning authority to include in the planning authority's decision, if any, to grant permission pursuant to planning application F23A/0781 for a proposed development pursuant to Section 34B of the Act of 2000. The Applicant made one submission/observation within the period 25 March 2026 to 22 April 2026 (being a period of not less than 4 weeks) on the noise mitigation measures but did not make a counterproposal. Having considered the submission/observation of the Applicant, ANCA proceeded to make a Draft RD.

Matters Considered

In making this RD, ANCA had regard to those matters to which, by virtue of the Act of 2019, it was required to have regard, including:

- International aviation policy, and in particular the Balanced Approach of the International Civil Aviation Organization (ICAO);
- European policy and legislation, including EU Council Directive 2002/49/EC (**the Environmental Noise Directive**) (as amended), and the Aircraft Noise Regulation.
- Recognition of sustainable development as a key objective of the common European transport policy. This requires an integrated approach aimed at ensuring both the effective functioning of transport systems and protection of the environment;
- Applicable domestic legislation, including the Environmental Noise Regulations 2018 (as amended) and the Act of 2019;
- The findings of the final Environmental Report prepared for the purposes of Strategic Environmental Assessment (**SEA**);
- The AA Screening Determination.

ANCA's consideration of these matters is set out in more detail in the Regulatory Decision Report accompanying this RD

In making this RD, ANCA also had regard to National, Regional and Local Policy including as set out in:–

a) Project Ireland 2040 - National Planning Framework, First Revision 2025 (Government of Ireland)
b) National Development Plan 2018-2027, 2018 (Review 2025) (Government of Ireland)
c) National Policy Statement on Airport Charges Regulation, 2019 (The Department of Transport, Tourism and Sport (DTTAS))
d) A National Aviation Policy for Ireland, 2015 (The Department of Transport, Tourism and Sport (DTTAS))
e) Regional Spatial and Economic Strategy for the Eastern and Midland Region (RSES) 2019 – 2031, 2019 (Eastern and Midland Regional Assembly)

f) Fingal Development Plan 2023 – 2029, April 2023, Fingal County Council.
g) Variations No. 1 & No. 2 of the Fingal Development Plan 2023 - 2029, 30 March 2026, Fingal County Council.
h) Dublin Airport Local Area Plan, 2020 (LAP), Extended to 2030 (March 2025). Fingal County Council.
i) Dublin Airport Central Masterplan, 2016, Fingal County Council.
j) Noise Action Plan for Dublin Airport Noise Action Plan 2024 – 2028, 2024 (NAP), Fingal County Council.
k) Dublin Airport Capital Investment Programme 2020+, 2019, daa.

These programmes and policies provide context for the development of Dublin Airport. They define the specific policy positions and actions to demonstrate Ireland's commitment to mitigate the impacts of aviation on the environment and facilitate the sustainable growth of the sector with actions that support the implementation of legislation. ANCA's consideration of these matters is set out in detail in the Regulatory Decision Report accompanying this Regulatory Decision.

Reasons for Regulatory Decision

A Noise Abatement Objective (2026 NAO) has been set for Dublin Airport which seeks to *"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."*.

In explaining the objective, the 2026 NAO states that *"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."*

ANCA has identified two key aspects of a noise problem which may arise from the carrying out of the development as proposed in the Application. These aspects are set out below.

Aspect 1 – Increased Aircraft Activity and Population Noise Exposure. The Application proposes an increase in passenger capacity which will facilitate higher levels of aircraft operations across all assessment periods, including night-time. Forecast operating scenarios indicate that this increased activity has the potential to result in a modest but measurable rise in population exposure to aircraft noise across recognised health-based indicators, including those related to annoyance and sleep disturbance.

Aspect 2 – Absence of Appropriate Mitigation. The Application does not propose additional operational or passive mitigation measures, nor does it demonstrate that existing measures are sufficient to address the forecast increase in activity and exposure.

Having followed the process of aircraft noise regulation as set out in Section 9 of the Act of 2019 which inserts Section 34B into the Act of 2000, ANCA has made an RD for the reasons set out in the Regulatory Decision Report which accompanies the RD, including the following principal reasons:

1. In accordance with the 2026 NAO and its explanatory text, ANCA considers it appropriate that, as Dublin Airport grows, measures shall be considered to reduce noise impacts where growth may lead to increased airport activity and population noise exposure, as per Aspect 1 of the noise problem;

2. As the Application does not propose any additional operational or passive mitigation measures, ANCA has considered the availability and feasibility of additional measures in line with the process of aircraft noise regulation through a process of evidence gathering, review and benchmarking in response to Aspect 2 of the noise problem;

3. Existing noise insulation schemes are based on noise exposure metrics that have been superseded by more recent best practice guidance, specifically there is an absence of noise insulation schemes based on the L_{den} metric, which is the appropriate metric for a proposed development leading to increased noise on a 24-hour basis;

4. A more expansive noise insulation scheme comprising a range of insulation measures would be effective to reduce the adverse effects on health and quality of life caused by the aircraft noise associated with the proposed development;

5. Noise insulation schemes can be based on evidence-based noise exposure metrics that can be regularly and reliably monitored, allowing for dynamic eligibility criteria that adapt to the noise situation at Dublin Airport and reduce the impact of forecasting uncertainty; and

6. Through this process, ANCA has benchmarked the noise insulation at Dublin Airport against airports in other European countries and the UK, which has demonstrated that the existing noise insulations schemes, if unchanged following the implementation of the proposed development, would fall behind the ambition and scope of peer airports.

Further details on the reasons and considerations for this RD are set out in detail in the Regulatory Decision Report accompanying this Regulatory Decision.

Regulatory Decision

This Regulatory Decision (RD) contains the following noise mitigation measures that ANCA will direct the planning authority to include as conditions of the planning authority's decision (if any) to grant permission for the development (F23A/0781):

Condition 1: Noise Insulation Scheme

Condition:

A sound insulation grant scheme (SIGS) for residential dwellings shall be provided as detailed in Schedule A. Initial eligibility to the scheme shall apply to eligible residential dwellings forecast to be exposed to aircraft noise at or above 60 dB L_{den} within the first calendar year following a grant of permission for this development.

The Applicant shall review eligibility for the scheme every two years thereafter with eligible residential dwellings situated in the 60 dB Lden contour for the preceding calendar year being eligible under the scheme.

This scheme shall be delivered in accordance with the requirements set out in Schedule A (encl.).

Schedule A

Part 1: Definitions

The following definitions shall apply with reference to the Scheme described in this schedule.

Term	Definition
Approved Contractor	A contractor procured and managed by the Applicant and considered competent and appropriately qualified and have suitable levels of insurance coverage to install the sound insulation measures described in Part 4: Procedure in line with acceptable standards and in compliance with the Building Regulations.
Habitable Room	A habitable room is a room, other than an attic or loft, within an Eligible Dwelling which is used for living or sleeping, built in compliance with the provisions of the building regulations and the Planning and Development Act.
Competent Surveyor	An appropriately qualified surveyor to inspect and determine relevant information in relation to the existing construction and elements of an Eligible Dwelling for the purposes of undertaking an Elemental Analysis as defined in Part 4: Procedure.
Initial Eligibility Contour Area	The area of the 60 dB L_{den} noise contour forecast for the following calendar year, to be provided by the Applicant within 3 months of a grant of permission for this development, for the written agreement of ANCA prior to submission for approval to the Planning Authority.
Eligibility Contour Area	The area of the 60 dB L_{den} noise contour for the preceding calendar year, for written agreement of ANCA, prior to submission for approval to the Planning Authority.
Eligible Dwelling	A habitable building: • built in compliance with the provisions of the building regulations and the Planning and Development Act and • located within the Initial Eligibility Contour Area or Eligibility Contour Area and • was constructed pursuant to a planning permission granted before 9 December 2019, being the date of adoption of the policies relating to development within Aircraft Noise Zones in Variation No 1 to the Fingal Development Plan 2017-2023 (and retained in the Fingal Development Plan 2023 – 2029), or constructed before 1 October 1964; but • does not include a building that has benefited from noise insulation previously under this scheme or any other noise insulation scheme in existence prior to the date of this regulatory decision. An Eligible Dwelling includes any part of a building that is exempted development but does not include any separate building that is

	exempted development, whether pursuant to Class 3A of Part 1 of Schedule 2 of the Planning and Development Regulations 2001 (as inserted by Article 3 of the S.I. No. 340/2026 - Planning and Development (Exempted Development (Act of 2000)) (No. 3) Regulations 2026) or otherwise.
Initial Eligibility Report	A report prepared and published by the Applicant within 3 months of a grant of permission for this development in line with the requirements set out in Part 2: Determining Eligibility under the Scheme.
Eligibility Report	A report prepared and published every two years in August by the Applicant in line with the requirements set out in Part 2: Determining Eligibility under the Scheme.
Grant	The commitment by the Applicant for the provision of finance to directly pay the Approved Contractor for a package of noise insulation measures, which would cover fully, or the majority of, the costs associated with the insulation of a range of habitable rooms up to €40,000 (Index Linked).
Index Linked	Index-linked by reference to changes in the Consumer Price Index (CPI) (maintained by the Central Statistics Office) in the period between the submission date of the Application and the date of the Statement of Need.
Relevant External Noise Level	The noise exposure level at the relevant Eligible Dwelling.
Statement of Need	The recommended measures identified from those available under the scheme as outlined in Part 4.
Target Performance	An improvement of at least 5 dB, where feasible, in the sound insulation of the Eligible Dwelling. Where possible, the guidelines recommended in BS8233:2014 for internal ambient noise levels shall be targeted.

Part 1: Purpose of the Scheme:

The purpose of the scheme is to provide a package of noise insulation measures, assessed to achieve the Target Performance, up to a value limited to €40,000 (Index Linked), exclusive of scheme administration costs.

Measures shall apply to all Habitable Rooms.

Where a dwelling is identified as an Eligible Dwelling under this scheme and is also eligible for insulation under the Residential Noise Insulation Scheme (RNIS), the Applicant shall ensure that the dwelling receives insulation under the RNIS.

Part 2: Determining Eligibility under the Scheme

2.1 Within 3 months of the grant of permission for this development, the Applicant shall prepare and publish an Initial Eligibility Report, including:

- The aircraft noise forecast for the following calendar year;
    - The forecast shall be based on the forecasting requirements set out in the guidance attached to the 2026 Noise Abatement Objectives Report Part 4 – 2026 Noise Abatement Objectives 2026 Guidance Note or any subsequent amended Guidance Note.
- The Initial Eligibility Contour Area as defined by the 60 dB L_{den} noise contour
- Records of dwellings that have previously received noise insulation measures under any existing noise insulation schemes;
- GIS compatible digital noise contour datasets;
- Key statistics with respect to;
    - aircraft movements
    - movements by aircraft type
    - passenger numbers
    - aircraft destinations
    - flight routings
    - runway use
- A list of Eligible Dwellings
- A programme and associated timeline for Steps 1 and 6 of the procedure as set out in Part 4 for the Eligible Dwellings identified within the Initial Eligibility Contour Area.

Using the Initial Eligibility Contour Area and having regard for the wider eligibility provisions set out in this part, the Applicant shall notify ANCA and the planning authority of the Eligible Dwellings.

2.2 By 31 August and every two years thereafter, the Applicant shall prepare and publish a revised Eligibility Report, including:

- The noise situation at the airport for the preceding calendar year;
    - The noise situation shall be based on the requirements set out guidance attached to the 2026 Noise Abatement Objectives Report Part 4 – 2026 Noise Abatement Objectives 2026 Guidance Note, or any subsequent amended Guidance Note;
- The Eligibility Contour Area as defined by the 60 dB L_{den} noise contour;
- Records of dwellings that have previously received noise insulation measures under any existing noise insulation schemes;
- The status of noise insulation works for Eligible Dwellings under this scheme with reference to and against Steps 1 and 6 of the procedure as set out in Part 4 of this Schedule;
- GIS compatible digital noise contour datasets;
- Key statistics with respect to;
    - aircraft movements

    - movements by aircraft type
    - passenger numbers
    - aircraft destinations
    - flight routings
    - runway use
- A list of Eligible Dwellings
- A programme and associated timeline for Steps 1 and 6 of the procedure as set out in Part 4 for the Eligible Dwellings identified within the Eligibility Contour Area;

Part 3: Measures Available under the Scheme

The owner of an Eligible Dwelling, subject to the procedure described in Part 4, shall be entitled to a selection of insulation measures to habitable rooms as specified as follows:

The insulation measures must be installed by an Approved Contractor and comprise of the following unless the equivalent measure already exists within the Eligible Dwelling:

a. Primary Acoustic Glazing

b. Secondary Acoustic Glazing

c. Glazing Roof Light

d. Passive Ventilator

e. Mechanical Ventilator

f. Loft Insulation

g. Ceiling Overboarding

The sound installation measures provided under this scheme shall otherwise comply with the specification of the measures in place under the RNIS scheme as summarised in Step 5 below.

Where secondary acoustic glazing is to be installed, this shall meet the following specification, namely, 6.4mm laminated glass with minimum 100mm horizontal distance from the primary glazing unit. However, where this is not possible, the secondary glazing should be provided to account for the below variations.

Thickness of glazing of the inner window	Minimum horizontal distance
Less than 4mm and not less than 3mm thick	200mm
Less than 6mm and not less than 4mm thick	150mm

Where secondary glazing is being installed reasonable endeavours will be made to repair the draught seals, catches and hinges to provide an air-tight seal on the existing primary glazing unit.

Where a replacement primary acoustic glazing is to be provided, this shall achieve a minimum R_w of 43 dB tested and rated to BS EN ISO 140-3 and BS EN ISO 717.

Where ventilators (passive or mechanical) are to be provided, a ventilation strategy for the rooms within each Eligible Dwelling shall be determined in accordance with Part F of the Building Regulations. Mechanical ventilation shall comprise of a ventilator unit consisting of a controlled variable-speed

inlet fan with sound attenuating duct and cover that is capable of supplying fresh air to the room directly from outside by means of the supply duct and cowl (or grille).

Where no loft insulation is present in an Eligible Dwelling 200mm of fibrous acoustic insulation may be placed between ceiling joists, the insulation is to have a minimum density of 80kg/m3. Where insulation is already present but found to be unsatisfactory additional layers of insulation will be added to increase the total thickness to 200mm.

Any ceiling overboarding shall comprise of a continuous layer of mass to provide at least 12kg/m^2 added above joists in attic, for example 22mm plywood (or similar approved).

In the event that loft Insulation or loft boards cannot be installed due to inaccessibility or other practical reasons, any ceiling overboarding shall comprise a dense plasterboard with a total minimum surface mass of 12 kg/m^2, i.e. 15mm SoundBloc (or similar approved).

Part 4: Procedure

The Applicant in operating this Scheme shall follow the procedure set out in this Part 5 as required in the discharge of the Applicant's obligations under Condition 7 of the North Runway Consent, the discharge of which obligations is achieved through the RNIS.

Step 1 – Determine Eligibility – Eligible Dwelling as per Part 2 of this Schedule.

Step 2 – Notification of Eligibility - The Owner of an Eligible Dwelling, and any management company where it exists (in the case of multi-unit developments), shall be notified of their eligibility under the scheme within six months of their eligibility being determined under Step 1.

Step 3 – Determine Relevant External Noise Level - The Relevant External Noise Level at the Eligible Dwelling shall be determined. This shall be based on the calculated noise level at the building based on the noise situation at the airport for the preceding calendar year as determined under Part 2, Paragraph 2.2.

Step 4 – Undertake Building Survey – The Applicant shall use reasonable endeavours to arrange for the Eligible Dwelling to be inspected by the Competent Surveyor (and secure the necessary agreement to this from the owner of the Eligible Dwelling) within six months of eligibility being determined to record relevant information. The building survey shall be carried out by a Competent Surveyor appointed on behalf of the Applicant. The survey shall record the location and number of rooms, and for each room record the following relevant information:

- External wall constructions - where possible the construction type of the external walls will be recorded for example wall composition including inner leaf, cavity, and external leaf dimensions including all associated building materials;
- Window type – e.g. frame material, single glazing, double glazing, including key dimensions;
- Roof construction – including where possible roof construction type
- Details of chimneys and fireplaces
- Ventilation paths – e.g. existing wall and floor vent types, quantities and dimensions
- Details of any existing sound insulation measures which have been installed previously
- Dimensions of all rooms including window, roof and wall dimensions
- Drawings and/or floor plans – if these are available from the owner
- Photographic records of the building

Step 5 – Elemental Analysis - An elemental analysis shall be undertaken to provide a technical assessment of the noise insulation required for the Eligible Dwelling. The following process shall be followed:

a. The existing sound insulation properties of each habitable room shall be established

b. The anticipated future internal noise levels within each habitable room having regard for the Relevant External Noise Level, presented in octave bands scaled from measurements taken around the Airport, and the existing noise insulation performance obtained from Step a.

c. A comparison shall be made between the anticipated internal noise level to the BS8233:2014 Targets for internal ambient noise;

d. An assessment will be undertaken to determine the required improvement in the noise insulation performance, having regard for the Target Performance.

e. Through an elemental analysis, the most effective combination of measures set out in Part 4 having regard for the Target Performance and the financial assistance grant shall be identified.

Step 6 – Statement of Need - A Statement of Need shall be prepared for each Eligible Dwelling. The Statement of Need will be a bespoke document for each Eligible Dwelling. The Statement of Need shall:

a. Describe the existing sound insulation performance for each room having regard for the Building Survey as described in Step 4 through elemental analysis carried out in accordance with the standardised calculation method described in Annex G of BS8233:2014. This shall consider inputs such as the area of each element of the building envelope (i.e. windows, wall, roof etc.), the sound insulation performance of each existing element, the room dimensions and the calculated external noise level.

b. Identify the potential improvement in the existing sound insulation performance for each room as can be afforded within the Grant and whether the Target Performance can be met through the consideration of insulation measures. The potential improvement in existing sound insulation measures shall be based on the elemental analysis described Step 6a having regard for the available measures.

c. Set out the recommended set of measures for the Eligible Dwelling in the form of a schedule of works and the associated measures on a room-by-room basis

d. Provide an opinion on the future internal noise level following the implementation of the noise insulation works and the ability of the works to the meet Target Performance.

The Statement of Need shall be issued to the owner of the Eligible Dwelling.

Step 7 – Acceptance - If the owner of the Eligible Dwelling confirms agreement in writing to (a) the scope of works as defined under the Statement of Need, (b) the engagement of the Approved Contractor and (c) access to the dwelling by the Approved Contractor for the purposes of undertaking the works within six weeks of the provision of the Statement of Need, the Applicant will use reasonable endeavours to procure that the Approved Contractor undertakes the scope of works within six months of the owner's agreement to the same. If the owner does not confirm agreement in writing within six weeks of the provision of the Statement of Need, the dwelling shall cease to be an Eligible Dwelling for that year. For the avoidance of doubt, the dwelling shall be an Eligible Dwelling for any subsequent year in which it falls within the Eligibility Contour Area.

Step 8 – Works – The scope of works as defined by the Statement of Need shall be undertaken by the Approved Contractor. The Applicant shall procure the Approved Contractor to ensure that the works are undertaken to the necessary standards and in compliance with the necessary regulations and that the Approved Contractor provides the owner with all appropriate certification and warranties relative to the works completed to the Eligible Dwelling.

The scheme shall be carried out in accordance with a scheme implementation plan that shall be submitted to ANCA within 3 months of a grant of permission for this development for agreement in writing prior to submission for approval to the Planning Authority.

Reason:

To mitigate the impact of aircraft noise using recognised health-based indicators, including those related to annoyance and sleep disturbance, in the interest of residential amenity and the proper planning and sustainable development of the area.

END