



7th September 2020

Martin Doherty
Environment and Planning Lead, North Runway
Daa Cargo 1
Dublin Airport
County Dublin

**RE: Compliance Report
Section 19 of the Aircraft Noise (Dublin Airport) Regulation Act 2019**

Dear Martin

I refer to the aircraft noise mitigation compliance report dated August 2020 as prepared by daa in accordance with Section 19 of the Aircraft Noise (Dublin Airport) Regulation Act 2019 and received by ANCA on 31st August 2020. The 2019 Act requires ANCA to publish the report on its website together with any further information, relevant to the matters to which the compliance report relates (or should have related).

Following a review of the compliance report dated August 2020, ANCA is of the opinion that the report should be supplemented with the further information requested and detailed in sections 1 - 6 of the attached compliance report review dated 7th September 2020. The further information is requested under Section 19(5)(a) of the Aircraft Noise (Dublin Airport) Regulation Act 2019 and should be received by ANCA on or before 19th October 2020.

Yours sincerely

Joe Mahon

Aircraft Noise Competent Authority





AIRCRAFT NOISE (DUBLIN AIRPORT) REGULATION ACT 2019

Section 19 Noise Mitigation Compliance Report 2019

A Review by Aircraft Noise Competent Authority
7th September 2020

OVERVIEW

Functions of the airport authority

Section 19(3) of the Aircraft Noise (Dublin Airport) Regulation Act 2019 (the 2019 Act) requires the airport authority to prepare a report on the compliance or otherwise of airport users with noise mitigation measures and operating restrictions. A compliance report shall include:-

- a) particulars of failures (if any) to comply with operating restrictions due to changes in flight procedures,
- b) the general criteria applied when distributing and managing traffic at the airport to the extent that those criteria may relate to noise impact,
- c) the data collected by the noise measuring systems referred to in subsection (1)(b),
- d) 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),
- e) proposals to avoid or reduce the failures referred to in paragraph (a) or (d), or both such failures, including the imposition of financial penalties, and
- f) a non-technical summary of the matters referred to in paragraphs (a) to (e) (including an analysis of the data referred to in paragraph (c)).

A compliance report dated August 2020 was received from the airport authority on 31st August 2020 relating to the period 1st January 2019 to 31st December 2019.

Functions of the Competent authority

Section 19(5)(a) of the 2019 Act authorises the competent authority to direct the airport authority to give to it such further information, relevant to the matters to which the compliance report relates (or should have related), specified in the direction and within such period as is specified in the direction.

Section 19(6) of the 2019 Act requires the competent authority to publish on its website for inspection by members of the public the compliance report, and any further information requested under Section 19(5)(a).

ANCA REVIEW OF 2019 COMPLIANCE REPORT

Noise Mitigation - General

1. Although the report refers to noise mitigation measures that are in place at Dublin Airport as part of an overall list, a defined list of measures is not provided.

Additional Information required:

- a) *The report should provide a complete and defined list of all noise mitigation measures in place at Dublin Airport.*

2. Although the report provides a narrative on the criteria applied when distributing and managing traffic at the airport to the extent that those criteria may relate to noise impact, a reader may encounter difficulty in relating the information to specific communities impacted by aircraft noise.

Additional Information required:

The report should include maps presenting (as a minimum):

- a) the distribution of air traffic numbers by departure route;
- b) the actual departure tracks for Category C/D aircraft together with the environmental corridors;
- c) the 2019 aircraft noise contours against the foregoing to relate the distribution of aircraft operations to noise impact.

3. Although the report provides compliance information for some noise mitigation measures, it is not included for all.

Additional Information required:

- a) *Details of the systems employed to monitor compliance for each noise mitigation measure;*
- b) *Details of enforcement or other measures employed to ensure or improve compliance for each noise mitigation measure;*
- c) *Compliance statistics for each measure with reference to compliance increases/decreases in respect of the preceding year;*
- d) *Details and a programme for the introduction of systems to monitor, and procedures to improve compliance with each noise mitigation measure where these are not currently in place.*

4. Although the report presents information on movements by aircraft type, this should be expanded to include aircraft generations as there are multiple types of A320 and B737 aircraft in operation and insufficient data was provided to inform a reader on how the metric presenting the percentage of quietest types of aircraft was calculated or to demonstrate the extent to which the majority of aircraft using Dublin Airport in 2019 are Chapter 4 and 14 compliant.

Additional Information required:

- a) An appendix should be provided with data to support fleet mix statements provided in the main report, including support data on aircraft generation fleet mix;
- b) Metrics, where used, should be specific and related to the preceding year as an increase or decrease.

5. The compliance report makes significant use of acronyms and technical/industry terms that may not be accessible to all readers.

Additional Information required:

- a) All acronyms and technical/industry terms used in the report should be listed in an appendix and, where appropriate, explained in plain English in the non-technical summary to ensure that the report contents is accessible to all audiences.

6. Although the report presents information relating to compliance with environmental corridors, there is insufficient detail to inform a reader as to how compliance statistics were calculated.

Additional Information required:

- a) *An appendix should be provided to the report with data relating the total numbers of take-offs for Category C/D aircraft to the number of detected non-compliances;*
- b) *The criteria applied in determining whether individual or summary data relating to noncompliance with noise mitigating measures is issued to the air navigation service provider or airline operators regardless of whether the non-compliance was the subject of complaint.*