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May 30th, 2024

Deputy Duncan Smith,
 Dáil Éireann, Leinster House,
 Kildare Street, Dublin 2.

Dail Question No: 135

To ask the Minister for Transport if he will outline all noise reduction technology in place in Dublin Airport; the details of any further noise reduction technology being considered; and if he will make a statement on the matter.

Dear Deputy Smith,
 daa has the statutory responsibility for the management, operation and development of Dublin Airport. The table below list the noise mitigation measures at Dublin Airport. The mitigation measures align with the relevant elements of the International Civil Aviation Organisation’s (ICAO) balanced approach elements.

Item	Description	ICAO Balanced Approach Element	Status
1*	Encourage daa to promote quieter aircraft through incentives such as Fly Quiet programmes.	Reduction of Noise at Source	New ANOMS software modules for monitoring and improving flight track performance are currently being implemented.
2*	Encourage daa to work with airline partners to introduce quieter aircraft, particularly at night – including consideration of incentives.	Reduction of Noise at Source	Noise-based landing fees for night-time operations were introduced in 2023 and will be expanded to included all operations.
3	Two-Runway Preferential Runway Programme	Noise Abatement Operating Procedure	Use of the North and South Runways are mainly controlled by the North Runway Planning Condition 3 and the wind direction.
4	Two-Runway Noise Preferential Routes (NPRs) and Flight-Track Keeping	Noise Abatement Operating Procedure	NPR’s (or Environmental Corridors) are defined around the Standard Instrument Departures (SID) developed by AirNav. ANOMS monitors Track Adherence and the new module (See Item 1 above) will assist with reporting and performance improvement.
5	Noise Abatement Departure Procedures (NADPs) Climb Profile	Noise Abatement Operating Procedure	NADP are defined by ICAO and airlines operate one of the two options.
6	Visual Approach Jet Aircraft (Category C/D)	Noise Abatement Operating Procedure	Jet aircraft are required to approach the airport using the Instrument Landing System (ILS) to minimise the use of Visual Approach.
7	Continuous Climb Operations (CCO) / Continuous Decent Approach (CDA)	Noise Abatement Operating Procedure	CDO and CDA offer both noise and fuel burn improvements and the aforementioned ANOMS module will assist with monitoring and performance improvement.
8	Reverse Thrust	Noise Abatement Operating Procedure	Reverse thrust use by aircraft arriving at night is not permitted, except for safety reasons. daa is investigating options to monitor noise to identify reverse thrust.
9	Engine Ground Running	Noise Abatement Operating Procedure	daa is working with airlines to avoid night-time engine testing.
10	Monitor and Report	Noise Abatement Operating Procedure	daa publishes Quarterly Noise and Flight Track Monitoring reports including data from over 20 Noise Monitoring Terminals and in 2024 are expanding the content and scope of the reports.

11	Sound Insulation (RNIS)	Land Use and Planning Management	daa has insulated over 150 homes and the installation continues as more homeowners opt in to the programme. A two-yearly review of the programmed will be conducted in August 2024.
12	Voluntary Dwelling Purchase Scheme	Land Use and Planning Management	daa has purchased 7 homes and continues to negotiate with homeowners in the most impacted areas.
13	Voluntary School Sound Insulation	Land Use and Planning Management	Three schools have been fitted out with insulation and ventilation and negotiations continue with another school.
14	Stakeholder Engagement	Monitoring and Community Engagement	daa continually works with aviation stakeholders including airlines and AirNav Ireland and operational and noise-related matters.
15	Community Engagement Programme	Monitoring and Community Engagement	This includes regular meetings of two engagement forums, individual home visits, regular report and information and flight monitoring on the daa website. New initiatives in development include a website with location-based data such as overflight numbers, track density, time of day and aircraft types and heights.
16	Noise and Flight Track Monitoring System	Monitoring and Community Engagement	There are over 20 fixed and temporary noise monitoring terminals linked into the flight track monitoring system and regular reporting of operations, runway use, complaints, monitored noise levels and flight track performance.
17	Noise Complaint Management System	Monitoring and Community Engagement	daa has upgraded its telephone message system and on-line complaints registration.
18	Runway 10L-28R shall not be used for take-off or landing between 2300 hours and 0700 hours.	Planning Consent	As required, only the South Runway is used at night (unless closed for essential maintenance, as allowed for)
19	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.	Planning Consent. Condition 5 is subject to ongoing High Court Proceedings brought by daa bearing the Record Number: 2023 / 916 JR in which Fingal County Council is the Respondent/	In 2020, daa proposed to replace this condition with a noise quota limit on night-time operations. The local authority agreed but the decision was appealed and is currently under review by ABP, the Planning Board.

Table 1 – Noise Mitigation Measures at Dublin Airport. * NS-1 and NS-2 are noise mitigation objectives, as outlined in the Fingal County Council Noise Action Plan.

Other ongoing and developing improvements include the following:

- Aircraft technology plays a major role in the reduction of noise levels in communities. The introduction of newer quieter aircraft by our airline operators, such as the Airbus A320neo (NEO) and the Boeing 737 MAX, represents a significant leap forward in noise reduction efforts. These aircraft feature state-of-the-art engines and aerodynamic improvements that dramatically lower noise levels compared to their predecessors. The NEO and MAX aircraft incorporate technologies such as quieter engines, optimised winglets, and improved flight systems. The noise reduction is up to 50% and Dublin Airport has an incentive programme in place with the objective of attracting more of these aircraft to Dublin.
- daa is investigating the use of an AI camera system to monitor landing gear deployment during final approach which will minimise airframe and drag noise and will achieve low power/low drag operation (LPLD).
- Another development is the undertaking of a study to investigate the potential benefit of an earth berm to the north of the North Runway to reduce both ground (taxiing) noise and runway take-off noise for the areas near that runway.

Kind regards,

Rebecca Troy,
daa plc

Would you like to provide feedback on this process? [daa Parliamentary Questions Feedback](#)

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