



An tÚdarás Inniúil um
Thorann Aerárthaí

Aircraft Noise
Competent Authority

AIRCRAFT NOISE
COMPETENT
AUTHORITY
ANNUAL REPORT
2024

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MESSAGE FROM THE CHIEF EXECUTIVE

Everybody with an interest in Dublin Airport, both the benefits and impacts associated with it, will recognise the wide range of the issues debated, supported and challenged during 2024. Many aspects of airport operation that have the potential to have an associated aircraft noise impact continue to be addressed through planning and other legal processes.



Dublin Airport is recognised as a significant contributor to the national and regional economy through employment, tourism and trade. It remains as important now, as ever, that a comprehensive and fair framework is in place at the airport that balances economic growth with the health and wellbeing of the surrounding communities. Fingal County Council supports national policy for growth at the airport and has adopted the County Development Plan as the framework to ensure that growth happens in a structured and sustainable manner. Public participation is at the centre of decision making in Fingal County Council, at both strategic level and through the day-to-day implementation of policy such as the assessment of individual planning applications. The continuing development of a comprehensive framework for the management of aircraft noise at the airport will continue to be a priority for ANCA during the coming year as the potential aircraft noise impact of individual planning applications are assessed and mitigated and the outcome of any appeals determined.

It remains as important now, as ever, that a comprehensive and fair framework is in place at the airport that balances economic growth with the health and wellbeing of the supporting communities.

Through these processes, I will ensure that all voices are heard and considered whenever decisions are taken that may affect our shared social and economic futures.

AnnMarie Farrelly

Chief Executive
Fingal County Council

DIRECTOR'S INTRODUCTION TO THE 2024 REPORT



This annual report highlights the work of ANCA during 2024 and I am pleased to present the variety of projects both completed during the year and continuing into the future.

ANCA will continue to ensure that the protection of health and amenity will be part of all processes that come within the remit of the authority.

A thorough assessment of all development proposals that have the potential to affect the aircraft noise climate around Dublin Airport will continue to be a central aspect of the work of the authority. Through these assessments, ANCA will ensure that all stakeholders can participate in an informed way for the management of aircraft noise.

Aviation is a highly regulated industry that is supported by continually evolving technology in aircraft that can have a long service life.

It is important to have a coherent noise management strategy that can provide

as much future certainty as possible to communities, the airport authority and aircraft operators. Interventions must be based on comprehensive assessments that will incentivise the deployment of new technologies and maintain any improvements that can be achieved for the noise climate. The harmful effects of environmental noise are well documented, and I welcome all research that continues to inform community and industry awareness. ANCA will continue to ensure that the protection of health and amenity will be part of all processes that come within the remit of the authority.

Finally, I wish to extend my genuine appreciation to the many individuals from a wide geographical spread of communities around the airport that took the time to share their individual experiences and views with me and ANCA during 2024. I can confirm that all viewpoints are given full consideration in the context of the work of the authority. I look forward to continuing this engagement with all stakeholders in 2025.

Ethna Felten

Director of Services
Aircraft Noise Competent Authority

ANCA'S MISSION AND PURPOSE

Established in 2019, the Aircraft Noise Competent Authority (ANCA) is the independent regulator for the management of aircraft noise at and around Dublin Airport.

The functions of the authority are established in legislation arising from principles agreed between participating countries at a specialised division of the United Nations.

This approach is taken in order to manage aircraft noise on a consistent basis across the European Union, ensuring that the best balance possible is achieved between protection of human health and the environment, and the efficient operation of the European transport network.



OUR MISSION STATEMENT

ANCA's mission is to ensure that the impact of aircraft noise at Dublin Airport and the surrounding neighbourhoods, is analysed, communicated, managed and reduced over time.

OUR OBJECTIVES

ANCA will ensure that international aircraft noise management principles, which are given legal effect through European and Irish legislation are implemented transparently and effectively. Stakeholder participation is central to all decisions taken by ANCA to manage the impact of aircraft noise, and we will facilitate this at all times.

ORGANISATIONAL STRUCTURE

ANCA has a dedicated team of staff with specialist expertise that is central to achieving our objectives. Our core team is enhanced through the support of industry and academic experts in the fields of **acoustics, aviation, environmental science, and data analysis**.

This combination of specialist knowledge and experience allows us to effectively monitor, analyse, and manage aircraft noise at Dublin Airport. We also maintain links with universities in Ireland and other countries that are involved in scientific research relevant to our work. We collaborate closely with stakeholders and communities in making information available and providing technical guidance and support to ensure that noise management strategies are both effective and sustainable.

ANCA is committed to upholding the highest standards in aircraft noise management and to fulfil our mandate with integrity and efficiency.

KEY ACTIVITIES IN 2024



We continued to work with the airport authority on the expansion of the noise monitoring network in communities around the airport, with data available online on a near-live basis.



We worked with the planning authority on the assessment of a number of planning applications related to proposed development at the airport to determine if there would be any aircraft noise aspects requiring further assessment.



We prepared and published a report on the effectiveness of the noise management measures at Dublin Airport having regard to the noise objectives ANCA have established for the airport.



We published noise impact maps for 2023, to further our understanding of how the noise climate at the airport continues to evolve year-on-year.



We reviewed and published the report of the airport authority on compliance with noise mitigation measures in place at Dublin Airport.



We engaged with stakeholders, including communities around the airport, local elected representatives and students, to raise awareness of the work of ANCA and hear first-hand experiences..



We managed over 700 representations made to ANCA seeking information or highlighting concerns.

ASSESSING

The process of aircraft noise regulation in Ireland is closely linked to the planning and development process. ANCA attends pre-planning meetings between the airport and planning authorities to provide advice on the management of aircraft noise.

All planning applications for development at Dublin Airport are subject to technical examination by ANCA. This is to ascertain whether the proposed developments require specific measures to manage any aircraft noise impact arising.

Any planning consents that contain regulatory decisions of ANCA may be appealed to An Bord Pleanála.

Assessment processes currently underway:

Night-time Aircraft Operations

An application by the airport authority for Dublin Airport to amend existing planning conditions associated with night-time aircraft operations was approved by the planning authority in 2022 but remains under appeal with An Bord Pleanála. The planning consent included operating restrictions and noise mitigation measures, established by ANCA, following detailed assessment and a process of public consultation.

Terminal Capacity Increase

Following a preliminary assessment, ANCA determined that a planning application submitted in December 2023 for infrastructure and terminal capacity increase to 40 million passengers per year required detailed assessment of the need for noise-management measures. To inform the required assessment, in March 2024, ANCA directed the airport authority to provide additional operational data. No data had been received by ANCA prior to the publication of this report.

The process of assessment by ANCA will include a period of public consultation and participation. This is to ensure that all viewpoints can be expressed and considered.

In December 2024, a separate planning application for airport capacity of 36 million passengers per year was lodged with the planning authority. While ANCA did commence a preliminary assessment of this application for the need for noise management measures, this assessment concluded without a determination after the overall application was deemed invalid by the planning authority in January 2025.

Other planning applications

During 2024, ANCA reviewed an additional eight planning applications related to Dublin Airport. No aircraft noise potential was identified that would require detailed assessment of these applications for new noise management or control measures. Decisions on these applications are then made by the planning authority without further input from ANCA.

More detail on these processes is available on the ANCA, planning authority and appeals authority websites.

2024 in Numbers



10

Planning applications referred to ANCA by the planning authority



700+

Requests for information



8

New noise monitors commissioned

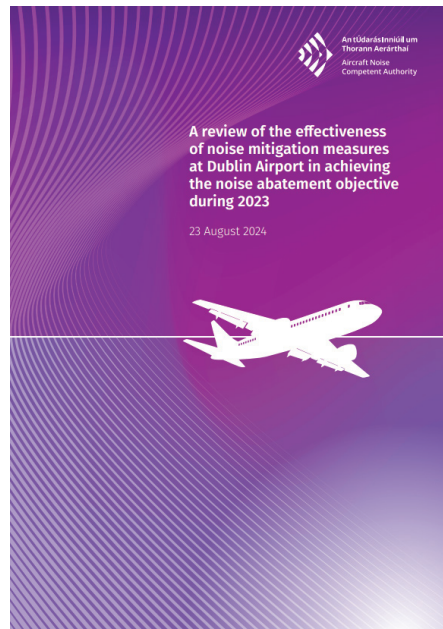
REPORTING

Several aspects of the regulation governing the management of aircraft activity at Dublin Airport remained in planning or appeal processes during 2024. In the meantime, ANCA will continue to maintain a formal phase of detailed observation, to ensure that any relevant outcomes arising through other regulatory processes are incorporated into our decisions.

Noise Abatement Objective

In 2022, ANCA established a noise management plan for Dublin Airport. This plan is called a **noise abatement objective**, and it defines the noise impact reductions to be achieved in the years ahead. During 2024, ANCA prepared and **published a report** on the effectiveness of the noise management measures at Dublin Airport having regard to the noise objectives established for the airport. In the context of an evolving noise climate, the report identified the objectives that are ahead of target delivery dates and those that are not. Future assessments and regulatory processes of ANCA will have regard to the findings of this report. The report is available on the ANCA website.

Following the opening of a second primary runway at Dublin Airport in 2022, there has been a significant change to the distribution of aircraft noise around the airport. The shorter, crosswind runway (16/34) is now limited to use for safety and significant weather events and the pattern of arriving and these flights have been redistributed between the airport's two parallel runways in accordance with the terms of the planning consent. The north runway is also available for use between 07:00 and 23:00.



What measures has ANCA determined?

ANCA made provision for this redistribution of aircraft traffic through a regulatory decision, with measures that seek to incentivise the deployment of newer aircraft that have a lower noise impact.

In recognising that an international airport will have a noise impact that cannot be eliminated, the regulatory decision made provision for insulation measures for homes most affected by the change in aircraft noise. This is in tandem with a ban on the noisiest aircraft accessing the airport at night. The regulatory decision remains under appeal.

ANCA welcomes the participation of all interested stakeholders during the process of aircraft noise regulation. To facilitate informed participation, ANCA conducts and publishes regular reviews of the noise climate around the airport and ensures that good quality information is continually available and presented in an accessible way.

Night-time exposure to environmental noise

Night-time exposure to environmental noise is a significant cause of sleep disturbance that can cause a number of short-term and long-term health problems. The number of people categorised as ‘highly sleep disturbed’ is the standardised indicator for measuring sleep disturbance from environmental noise.

The noise objectives for Dublin Airport require continuous improvement in this category from a 30% reduction by 2030 to a 50% reduction by 2040. ANCA has aligned these noise objectives with the recommendations of the World Health Organisation (WHO) that seeks to limit the exposure of the population to higher levels of noise exposure.

There is also strong evidence linking environmental noise to annoyance and negative health impacts. The number of people categorised as ‘highly annoyed’ is the indicator for representing community annoyance from environmental noise. The noise objectives for Dublin Airport also require continuous improvement in this category from a reduction of 30% by 2030 to 50% reduction by 2040 together with a limit to the exposure of the population to the higher levels of noise exposure.

Progress on the noise abatement objective

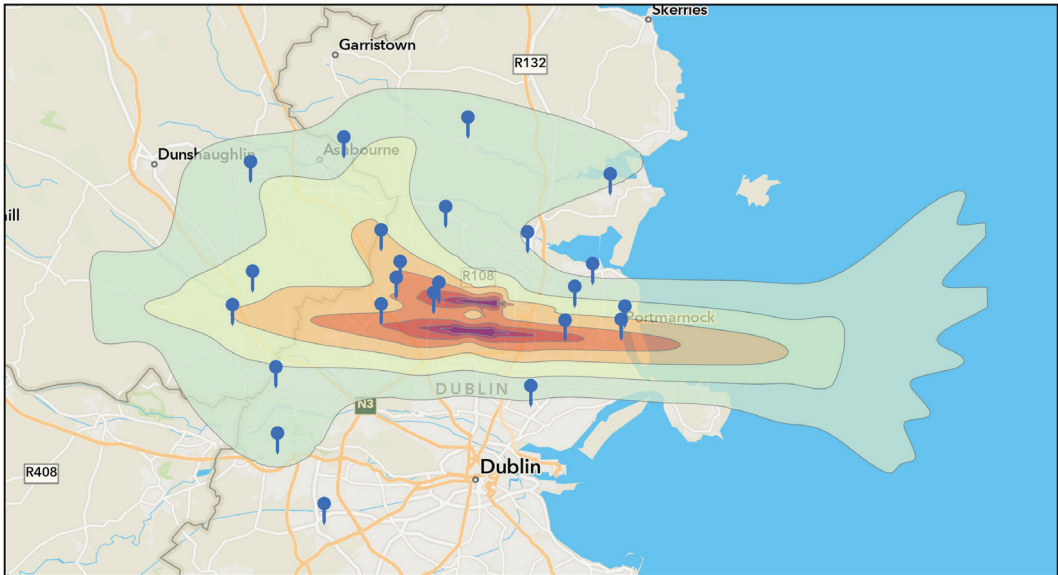
The latest report by ANCA in 2024 showed that while reductions to the number of people highly sleep disturbed and highly annoyed remain on target for a reduction of 30% by 2030, the noise exposure limit objectives are not currently achieved. Night-time operations at Dublin Airport are the subject of ongoing legal and planning appeal proceedings.

All reports relating to assessments undertaken by ANCA during 2024 are available on our website.

The noise climate around Dublin Airport

The evolution of the noise climate around Dublin Airport has been documented and **published online** by ANCA for every year since 2019. Noise maps show the areas impacted by different levels of aircraft noise. This information is also used to calculate the human health impacts of aircraft noise.

Aviation activity at Dublin Airport continued to grow up to 2019 until the COVID-19 pandemic significantly reduced travel for the following three years. Noise management objectives for the airport were established in 2022 and are measured against the situation in 2019. The key outcomes to be achieved are reductions in the numbers of people categorised as 'highly sleep disturbed' or 'highly annoyed', and a limit to the number of people exposed above the priority 65dB day-evening-night (L_{den}) and 55dB night-time (L_{night}) indicators. It should be noted that these metrics represent noise exposure that is averaged across a full year and are not comparable with the noise level of a single aircraft event.



 Community noise monitor

Figure 1 Aircraft Noise Exposure Map with Community Noise Monitor Locations

The latest available full-year data for 2023, as published on our website, indicates that aviation activity for that year was marginally higher than the situation that occurred in 2019.

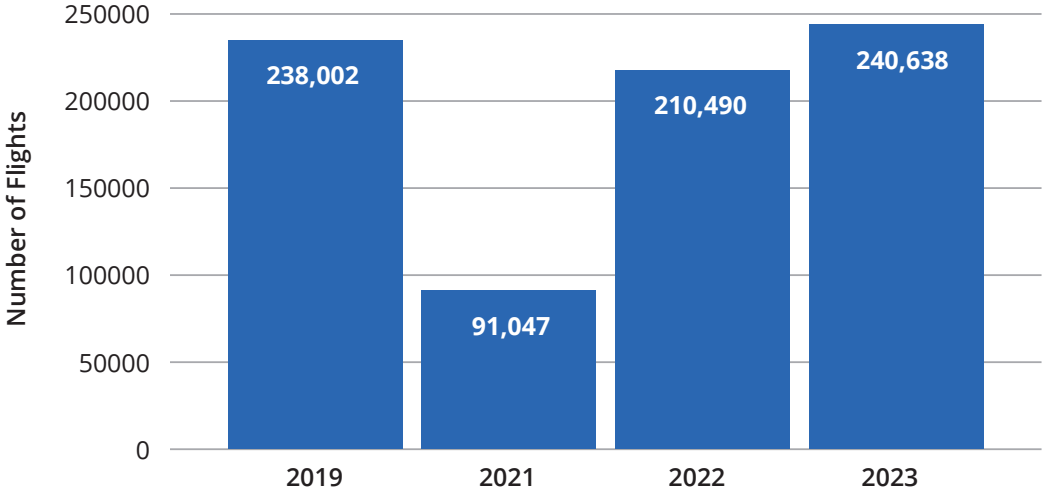


Figure 2 Total number of flights 2019-2023

By 2023, significant reductions were achieved in the numbers of people categorised as 'highly sleep disturbed' or 'highly annoyed'. Fleet modernisation and additional flexibility in airport operations through the opening of the second parallel runway at the airport have helped contribute to this reduction.

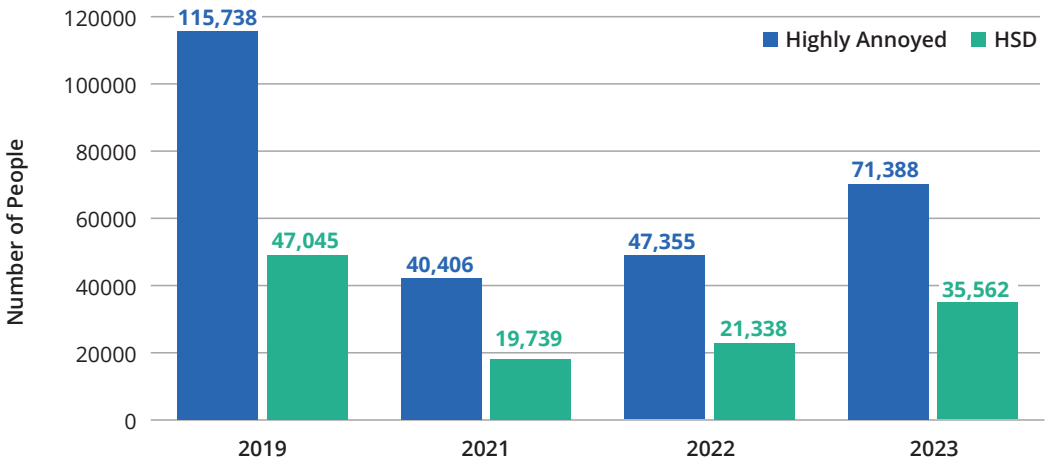


Figure 3 Number of People 'Highly Annoyed' and 'Highly Sleep Disturbed' 2019-2023



38%

reduction in number of people 'Highly Annoyed' between 2019 and 2023



31%

reduction in number of people 'Highly Sleep Disturbed' between 2019 and 2023

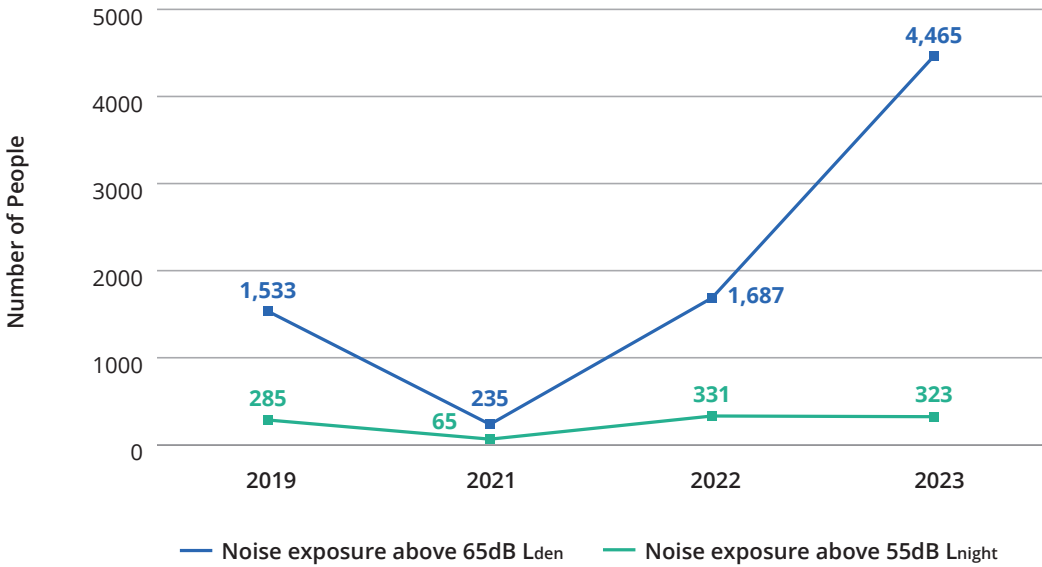


Figure 4 Number of people exposed to levels exceeding priority noise levels 2019-2023

While reductions were achieved in the numbers of people exposed to the priority exposure levels of 55dB L_{night} and 65dB L_{den} post-COVID, this trend was not maintained for 2022 and 2023. The implementation of noise management measures that may have an impact on this indicator remain in a number of planning and appeal processes.

Detailed reports on the performance of noise mitigation measures against the noise abatement objectives for Dublin Airport are available on the ANCA website.

Annual Compliance Report

Every year, the airport authority (daa) prepares a report relating to the compliance of aircraft operators with noise management measures in place at the airport. The **latest report** published during 2024 describes the distribution and management of aviation activity at the airport, lists the noise mitigation measures in place to mitigate the noise situation and presents information on compliance with these measures. The report is prepared for the operational activity for the preceding year and is available on the ANCA website to view or download.



Presenting the impact of Aircraft Noise at Dublin Airport

A Noise Action Plan for Dublin Airport was prepared by Fingal County Council during 2024. The plan separates aircraft noise management at Dublin Airport from other primary sources of environmental noise to ensure that particular focus is placed on the impact of aviation activity across the region.

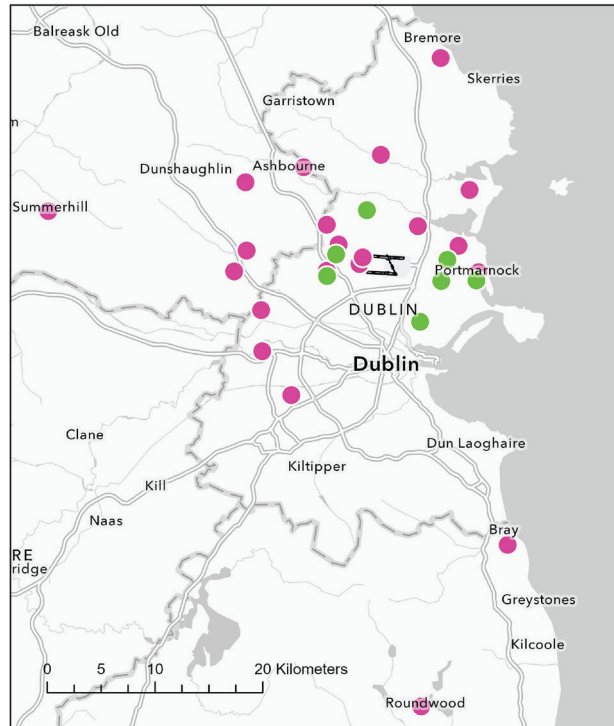
The action plan follows a common approach used across the European Union to present the aircraft noise impact on a five-year cyclical basis. It contains specific actions and areas to be improved to ensure that aircraft noise is prevented where possible and mitigated where appropriate.

Noise action plans are a common European framework that are prepared every five years to assess, report and manage the impact of the major sources of environmental noise.

The **Noise Action Plan** and associated strategic noise maps are available on the ANCA website.

MONITORING

A multi-annual programme to create a comprehensive network of aircraft noise monitors around Dublin Airport was completed by the airport authority during 2024. A review of the network by ANCA in 2020 determined that the existing monitors, (numbering one per runway direction) were not sufficient, and should be supplemented with monitors at additional locations. By the end of 2024, the project delivered a total of twenty-seven monitors in a variety of locations, that provide detailed information for departing and arriving aircraft. Locations chosen are representative of a wide range of distances and aircraft altitudes around Dublin Airport.



- Community noise monitors before start of programme
- New community noise monitors

Two of these monitors are mobile units that can be rotated into communities that do not have a permanent data station. This ensures that all communities can have access to information on the aircraft noise impact in their locality.

The locations and data from the noise monitors is available on the public web portal at www.webtrak.emsbk.com/dub1. Observations may be submitted for detailed review by the airport authority if there is any concern that aircraft are not complying with operating procedures in place at the airport.

ANCA acknowledges the work of daa in the delivery of this significant project that had many complex aspects including technical design, land agreements, planning consents and site services.

Presenting the impact of Aircraft Noise at Dublin Airport

ANCA has published aircraft noise impact maps on its website for every year since our establishment in 2019. Noise maps are available for both night-time and day-evening-night periods in a format that can be compared to other major sources of transport related environmental noise in Ireland and across the European Union.



ENGAGING

School engagement

ANCA was delighted to speak with transition year students as they considered career options through the *Xplore Your Future* Fingal TY Skills Expo, which was held in The Helix DCU in October 2024. ANCA staff promoted awareness of the work of the authority and how third level programmes can lead to careers in engineering and local government.



Community engagement

Aircraft activity and the operation of Dublin Airport is authorised or regulated by several independent authorities. During 2024, over seven hundred community representations were made to ANCA seeking information or highlighting issues of concern. Where an issue is brought to our attention that does not come under our remit, ANCA assists everyone that contacts us with the identification of the most appropriate route for that issue.

ANCA continued to visit areas impacted by aircraft noise around the airport during 2024 to maintain a continuous link between all communities and the work of the authority.



Engaging with Elected Members

Local government elections held in June 2024 saw Councillors elected to local authorities nationwide. In October, ANCA presented the newly Elected Members of Fingal County Council

with an overview of our work and highlighted available information regarding aircraft noise impact and management.

FINANCIAL GOVERNANCE AND COMPLIANCE

ANCA carries out its work as authorised and mandated by both European and Irish law. This mandate is delivered through a core team that that can access expertise from industry and academia for such periods as relevant to the work underway by the authority each financial year.

ANCA procures technical, legal and environmental specialist services through a combination of EU competitive tenders and local services frameworks. This enables us to leverage international best practice and also supports economic development and enterprise at a local level.

The 2024 budget headings and costs for ANCA are listed below.

Expenditure 2024

Expenditure group	
Operational administrative expenditure	€ 12,062
Staffing costs	€ 441,521
Specialist technical service providers	€ 593,352
Office overheads	€ 260,000

Income

Legislation provides that the operating costs of ANCA arising through the implementation of its functions shall be recouped from the airport authority for Dublin Airport. An airport levy is payable on an annual basis in respect of the costs incurred in the preceding year.

KEY PRIORITIES FOR 2025

As we go into 2025, ANCA will continue to deliver on our objectives to give effect to aircraft noise management principles.



Assessing development proposals at Dublin Airport

All planning applications for development at Dublin Airport are subject to technical examination by ANCA. This is to ascertain whether the proposed developments require tailored measures to manage any aircraft noise impact arising. The airport authority has expressed their intention to seek approval for development projects through the submission of phased planning applications in 2025.

In 2025 we will:

- Review these applications in detail to determine whether additional noise measures should be applied in the context of an overall planning determination.
- Make any decision based on a robust examination of current and possible future operating scenarios.
- Ensure that public participation continues to be an integral part of any decisions that may need to be taken in respect of these applications.

Provision of Information

ANCA is committed to making relevant information available to as wide an audience as possible. We are aware that information requirements for many stakeholders will change over time.

In 2025 we will:

- Continue to explore all opportunities to further develop the ANCA website as a trusted source of information relating to aircraft noise at Dublin Airport.
- Continue to engage with stakeholders to provide them with the most up to date information, and to hear and respond to queries or concerns.

Home insulation measures

The planning consent for the north runway made provision for insulation measures for homes that met qualifying criteria. The scheme also provides for a review every two years of the dwellings eligible for insulation. This ensures that changes to the noise climate will be mitigated by the extension of the insulation programme to additional homes.

In 2025 we will:

- Continue to ensure that the review applies to all homes located within the relevant noise contours.
- Ensure that eligibility contours for these measures are available for public examination to the appropriate level of detail.

Action Plan for Dublin Airport

The Noise Action Plan is a five-year strategic plan to ensure that the impact of aircraft noise is quantified and managed through the implementation of identified priority actions.

In 2025 we will:

- Align our work to assist in the delivery of the identified actions in the Noise Action Plan for Dublin Airport.
- Coordinate our activities with those of other implementation authorities.

Assessment and Regulation

The process of assessment that may lead to regulation for the management of aircraft noise at Dublin Airport will continue during 2025. While assessments will not always indicate that new noise management measures are required, it is essential that changes to the noise climate are quantified and considered, having regard also to potential future developments.

COMPLIANCE STATEMENT

This annual report has been prepared in accordance with the requirements of Section 3(9)(c) of the Aircraft Noise (Dublin Airport) Regulation Act 2019.

FURTHER INFORMATION

Website

<https://www.fingal.ie/aircraftnoiseca>

Updates on X:

@aircraftnoiseca

**Comhairle Contae
Fhine Gall**
Fingal County
Council



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