

North Runway Relevant Action Application Update

December 2020

- In August 2007 Planning Permission was granted for a new runway (North Runway) at Dublin Airport.
- Two of the planning conditions are very restrictive to runway operations:

Condition 3 (d)

Runway 10L-28R shall not be used for take-off or landing between 2300 hours and 0700 hours, except in cases of safety, maintenance considerations, exceptional air traffic conditions, adverse weather, technical faults in air traffic control systems or declared emergencies at other airports.

Condition 5

On completion of construction of the runway hereby permitted, 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

- The Aircraft Noise (Dublin Airport) Regulation Act 2019, allows for the airport to apply for a 'Relevant Action' to amend, revoke or replace operating restrictions.
- daa will apply for Relevant Action that seeks to amend and replace these conditions

The proposed development seeks to:

- **Amend** the existing operating restriction imposed by Condition 3(d):
Propose to Amend to: Runway 10L-28R shall not be used for take-off or landing between 0000 hours and 0559 hours;
- **Replace** Condition 5 which limits the airport to 65 night movements:
Propose to Replace with : An Annual Night Quota for the period 2330 to 0600
- Propose a grant for insulation for eligible properties within specific night time noise contours
- Propose an enhance noise reporting framework at the airport.

Key Noise Drivers

Under the 2019 Noise Regulations the Aircraft Noise Competent Authority (ANCA) is required to define a Noise Abatement Objective for the airport.

In the absence of the Noise Abatement Objective daa has developed a Candidate Noise Abatement Objective (cNAO) in order to carry out the noise assessment as part of this application.

The cNAO is:

- *To limit and reduce the adverse effects of long-term exposure to aircraft noise, including health and quality of life, so that long-term noise exposure, particularly at night, does not exceed the situation in 2018. This should be achieved through the application of the Balanced Approach*

We aim to minimise the potential for significant adverse effects

- This is achieved through a new noise insulation grant scheme for dwellings or exposure to high night-time noise levels (>55dB Lnight) and those experiencing a very significant change in night noise due to the proposals

How do we ensure that effects above these do not occur;

- A Quota Count system and noise management and monitoring framework provides a mechanism for this

- daa proposes to include an Annual Night Quota
- A Quota Count (QC) system is designed to limit the overall amount of noise produced by aircraft using an airport based on an allowable Annual Noise Quota (ANQ) for a given time period.
- A QC value is assigned to each individual aircraft movement based on the certified noise level of that aircraft (lower QC for aircraft with lower noise levels, higher QC for noisier aircraft). As such, the system **allows a greater number of quieter aircraft movements within a given quota thereby encouraging the use of quieter aircraft at the airport.**

Determine Typical Aircraft Type QC Values - Examples

Current type		Replacement type
A320CEO Arrival: 0.25 Departure: 0.5	→	A320NEO Arrival: 0.125 Departure: 0.25
737-800 Arrival: 0.5 Departure: 0.5	→	737-800 Max Arrival: 0.25 Departure: 0.25
A330-300 Arrival: 0.5 Departure: 2	→	A350-900 Arrival: 0.5 Departure: 0.5
B767-300 Arrival: 1 Departure: 2	→	B787-900 Arrival: 0.5 Departure: 1



- An Annual Night Quota (ANQ) has been developed for the period 23:30 to 06:00 (known as the Night Quota Period (NQP)) consistent with airports operating similar QC based systems.
- An ANQ of 7,990 is proposed to apply
- This total ANQ has been derived using a QC value of 0.49 per ATM and based on the number of forecast Air Traffic Movement (ATMs) in 2025. This represents a reduction in QC value per ATM from 2018 which was 0.52 per ATM
- When combined with other measures the ANQ helps to ensure the overall effects of aircraft noise are no worse than that upon which North Runway permission was originally granted and do not exceed those in 2018.

Full planning pack to be lodged this month (December)

- Application Form, Public Notices,
- Planning Report
- Site Location Map & Layout Plan
- Environmental Impact Assessment Report
- Appropriate Assessment Screening
- Regulation 598 Assessment
- Accompanying Technical Reports

Next Steps

Once our application has been submitted to and validated by the planning authority:

- The application and relevant documentation can be viewed at the Resources Table in our virtual portal or on our North Runway website (www.northrunway.ie).
- The application can also be viewed at the Planning Authority's offices in Swords and Blanchardstown and on their website (www.fingal.ie).
- Observations can be made to the Planning Authority within the period it has specified.
- Fingal County Council will refer the noise elements of the application to ANCA which will publish its draft noise determination in due course and undertake a 14-week public consultation, during which time members of the public can provide feedback.
- ANCA's final noise determination will then issue to Fingal County Council and will be incorporated into the overall planning decision.
- Further information is available at www.northrunway.ie.
- We welcome any queries you may have by email to info@northrunway.ie or freephone 1800 804422.
- In addition to answering your individual queries by email and telephone, we will produce a FAQ document which addresses the key questions that you may have and this will be updated on a regular basis and will be available on the North Runway website.