

An
Coimisiún
Pleanála

For the Attention of: Mr. Filip Cornelis,
Director of Aviation
DG Mobility and Transport
European Commission
B – 1049 Brussels

TO: Mr. Filip Cornelis, Director of Aviation DG MOVE, Brussels.

COPIED TO: Mr. Eddy Liegeois, Head of Unit DG MOVE, Brussels.

Mr. Adam Monaghan, Aviation Attaché, Irish Permanent Representation, Brussels.

Ms. Ethna Brogan, Assistant Secretary, Aviation, Department of Transport, Ireland

DATE: 8 August 2025

RE: Notification of Operating Restriction at Dublin Airport Pursuant to Article 8 Regulation (EU) No 598/2014

Dear Colleague,

An Comisiún Pleanála (formerly An Bord Pleanála, "the Planning Commission") is a competent authority¹ in Ireland pursuant to Article 3 of *Regulation (EU) No 598/2014 of the European Parliament and of the Council of 16 April 2014 on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at Union airports within a Balanced Approach* responsible for the process to be followed when adopting operating restrictions at an airport in Ireland.

The Planning Commission is writing pursuant to Article 8.1 of Regulation 598/2014 to give the European Commission notice that it is introducing an operating restriction at Dublin Airport. We have set out some background and information on the Planning Commission's recent decision below.

Background

On 18 December 2020, the Dublin Airport Authority ("DAA") applied for permission to Fingal County Council ("FCC") to amend Condition 3(d) and replace Condition 5 of the North Runway Planning Permission (FCC Reg. Ref. No. F04A/1755; ABP Ref. No. PL06F.217429 as amended by FCC F19A/0023, ABP Ref. No. ABP-305298-19) at Dublin Airport.

DAA's proposal included the use of the North Runway for an additional two hours during the night (23:00-00:00 and 06:00-07:00) and the replacement of a restriction on the number of nighttime flights with a Noise Quota Scheme.

¹ For the purposes of appeals

As the proposed changes to both conditions were operating restrictions as defined by Article 2(6) of Regulation 598/2014 and section 2(1) of the Aircraft Noise (Dublin Airport) Regulation Act 2019, it was referred to the Aircraft Noise Competent Authority (ANCA). On 20 June 2022 ANCA made a regulatory decision setting out alternative operating restrictions to those proposed by the DAA. A link to ANCA's decision can be found here:

[https://www.fingal.ie/sites/default/files/2022-06/Regulatory Decision Report.pdf](https://www.fingal.ie/sites/default/files/2022-06/Regulatory%20Decision%20Report.pdf)

On 8 August 2022 FCC granted permission for the amendments to the North runway permission including the alternative operating conditions set out by ANCA ('the relevant action'). A link to FCC's permission can be found here:

<https://planning.agileapplications.ie/fingal/application-details/88548>

The Planning Commission's Decision

The Planning Commission received 14 third party appeals in response to FCC's grant of permission in respect of the relevant action.

On 17 September 2024 the Planning Commission made a Draft Decision based, inter alia, on a detailed report of its Inspector dated 29 May 2024 ("the Initial Inspector's Report"). The Initial Inspector's Report was partly informed by two expert reports, compiled by Vanguardia ("the Initial Vanguardia Report dated 18 April 2024" and "the Addendum Vanguardia Report dated 19 April 2024"). The Draft Decision was subject to public consultation, following which a Supplementary Inspector's Report was prepared dated 26 May 2025 ("the Supplementary Inspector's Report"). The Supplementary Inspector's Report was partly informed by one expert report, compiled by Vanguardia dated 21 February 2025 ("the Vanguardia Response to Submissions dated 21 February 2025 (Appendix 4 to the Supplementary Inspector's Report)").

On 16 July 2025 the Planning Commission decided to grant permission on the appeal revising certain of the conditions in respect of the operation of the North Runway, which introduce operating restrictions at Dublin Airport ("the Final Decision").

The proposed noise-related operating restrictions introduced as a result of the Planning Commission's decision are that:

- The airport shall be subject to a Noise Quote Scheme with an annual limit of 16,260 between 23:00 and 07:00 (local time) with noise-related limits on the aircraft permitted to operate at night.
- Runway 10L/28R shall not be used for take-off or landing between 00:00 and 06:00 (local time) 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 or where Runway 10L/28R length is required for a specific aircraft type.
- The airport shall be subject to an annual aircraft movement limit of 35,672 between the nighttime hours of 2300 and 0700 (local time).

As you will note, the Planning Commission's Final Decision also contains a detailed condition in relation to a voluntary residential sound insulation grant scheme for residential dwellings.

The above is provided only by way of summary and does not form part of the Planning Commission's decision.

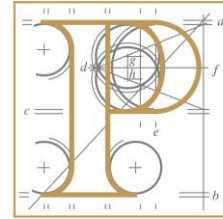
All of the documentation relating to the Planning Commission's decision can be found here:

[314485 | An Coimisiún Pleanála](#) -

However, the individual documents referred to above can be accessed directly as follows:

1. The Planning Commission's Draft Decision is here:

[D314485 - Draft Decision.pdf](#)



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2. The Initial Inspector's Report is here:
[r314485.pdf](#)
3. The Initial Vanguardia Report dated 18 April 2024 is here:
[Dublin Airport North Runway](#)
4. The Addendum Vanguardia Report dated 19 April 2024 is here:
[Dublin Airport North Runway](#)
5. The Vanguardia Response to Submissions dated 21 February 2025 (Appendix 4 to the Supplementary Inspector's Report):
[Dublin Airport North Runway](#)
6. The Supplementary Inspector's Report is here:
[r314485a.pdf](#)
7. The Planning Commissioner's Final Decision (entitled 'Commission Order') is here:
[d314485.pdf](#)

The Planning Commission's Final Decision and associated documentation including, inter alia, the Initial Inspector's Report and the Supplementary Inspector's Report, the Initial Vanguardia Report dated 18 April 2024 and the Addendum Vanguardia Report dated 19 April 2024 and the documents and information referred to therein contains the information required for the purposes of Article 8.2 of Regulation 598/2014. Without prejudice to the generality of the foregoing, please note that the Noise Abatement Objective is addressed at paragraph 3.3.1 of the Supplementary Inspector's Report and the Cost Effectiveness Analysis is addressed at paragraph 3.5.35 of the Supplementary Inspector's Report.

Please do not hesitate to contact us if you require any further information in this regard.

Notification

We, therefore, hereby give the European Commission six months' notice pursuant to Article 8.1 of Regulation 598/2014 of the introduction of the said operating restriction at Dublin Airport.

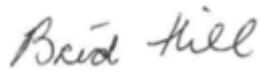
We note that Article 8.1 also requires that other Member States and relevant interested parties be notified of this decision. We would be grateful if you could provide contact details for the respective contacts in the other Member States or alternatively confirm if they will be notified by the European Commission on foot of this notice.

Further, we undertake to notify all of the relevant parties to the Final Decision of this notification and the six-month period for the European Commission's consideration of the operating restriction. If there are any other "interested parties" that are required to be notified pursuant to Article 8.1 please inform us of their contact details.

Please note that a person can challenge the Planning Commission's Final Decision by way of judicial review proceedings to the High Court in Ireland within 8 weeks of the date of the Decision. We are not

aware of any formal proceedings having been initiated to date but as we are still within the 8-week period that position may change.

Yours faithfully,

A handwritten signature in cursive script that reads "Bríd Hill".

Bríd Hill
Chief Officer