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An tÚdarás Inniúil um
Thorann Aerárthaí
Aircraft Noise
Competent Authority

Our ref. ANCA-F20A/0668-D01

16th April 2021

Mr Gavin Lawlor,
Tom Phillips & Associates,
80 Harcourt Street,
Dublin D02 F449.

Copy to:
Mr. Martin Doherty,
Environment and Planning Manager North Runway
daa Plc., Cargo 1,
Dublin Airport, County Dublin.

RE: Clarifications relating to Direction 01 by the Competent Authority in relation to planning application F02A/0668 under Section 9(10) of the Aircraft Noise (Dublin Airport) Regulation Act 2019 to provide information and assessments for the purposes of the Noise Situation at the Airport.

Dear Mr. Lawlor,

I refer to your correspondences of 1st and 9th of April 2021 requesting clarifications associated with Direction 01 by the Competent Authority in relation to planning application F02A/0668 under Section 9(10) of the Aircraft Noise (Dublin Airport) Regulation Act 2019 to provide information and assessments for the purposes of the Noise Situation at the Airport.

I attach the responses of ANCA to the issues that you have raised and look forward to receipt of the requested information at your earliest convenience.

Yours sincerely,

Joe Mahon

Aircraft Noise Competent Authority

ANCA Responses to Overarching Information requests

1. **ANCA's Request**

   Item A sets out the following:
   Noise and other environmental forecasts for additional assessment years and scenarios are requested with relation to the following:
   - *Extension of the analysis for all scenarios inclusive of the 32mppa passenger cap to cover:*
     - *'unconstrained forecasts' (without North Runway Condition 5, **with annual passenger cap**) for 2030, 2035 and 2040; and*
     - *'constrained forecasts' (with North Runway Condition 5, **with annual passenger cap**) extended to include outputs for 2030, 2035 and 2040.*
   - *Extension of the analysis for all forecasts excluding the 32mppa passenger cap (i.e., growth potential) to cover:*
     - *'unconstrained forecasts' (without North Runway Condition 5, **with annual passenger cap**) for 2030, 2035 and 2040; and*
     - *'constrained forecasts' (with North Runway Condition 5, **with annual passenger cap**) extended to include outputs for 2030, 2035 and 2040.*

   [our emphasis added]

   daa's understanding of the request

   There appears to be duplication in the descriptions of the *'Extension of the analysis for all scenarios inclusive of the 32mppa passenger cap'* and *'Extension of the analysis for all forecasts excluding the 32mppa passenger cap (i.e., growth potential)'* as both descriptions include *'with annual passenger cap'* as highlighted **in bold** above.

   As such, we propose to respond to this request by providing the information with the passenger cap in place in both cases, but you might clarify the position if that does not reflect the intention.

   > ## ANCA response
   >
   > It was not ANCA's intention that the passenger cap be in place in both cases. In order to clarify the request and provide some structure to the provision of the requested information, overarching Information Request A is to be read as follows:
   >
   > In the first instance ANCA is requesting noise-related information for additional scenarios that include and exclude the 32mppa passenger cap. Other environmental forecast information is not required in the first instance however, ANCA reserves the right to request further information following receipt and review of the noise-related information.
   >
   > In the first instance ANCA will accept noise-related information for the following scenarios for a forecast year of **2040**, with equivalent information for 2030 and 2035 being submitted in a second tranche of information.
   >
   > The noise-related information to be provided is:
   >
   > - Noise exposure forecasts including noise contours provided within the Aircraft Noise Information Report Template including all requested air traffic movements, passenger and fleet mix assumptions.
   >
   > The aircraft traffic forecasts for which the noise-related information shall relate shall cover the airport operating:
   >
   > 1) with its 32mppa passenger cap in place; and

2) without its 32mppa passenger cap in place.

For the following:

- Scenarios 01 to 10 as covered within the 598 Assessment attached to the Application;
- A scenario with Condition 3d in place and without Condition 5;
- A scenario with Condition 5 in place and without Condition 3d;
- A scenario without Condition 5 and with Condition 3d replaced with:
  - the North Runway shall not be used for take-off or landings between 2300hrs and 0600hrs
- A scenario replacing Condition 5 and Condition 3d with:
  - A total noise quota for the night (2300-0700) at the airport;
  - Associated noise quotas for the periods 2300hrs to 2330hrs, and 0500hrs to 0700hrs for use of the North Runway; and
  - the North Runway shall not be used for take-off or landings between 2330hrs and 0500hrs.

Should any of the additional scenarios requested be unattainable the reasons for this should be clearly described.

2. ANCA's Request

Under item A, ANCA has requested that the analysis for all scenarios be extended. When referencing the 'constrained' and 'unconstrained' scenario's the request refers to scenarios with and without Condition 5.

daa's understanding of the request

The request as currently framed does not include reference to Condition 3 (d).

We understand that these scenarios should also include scenarios with and without Condition 3 (d). I.e. the request should read *'unconstrained/constrained forecasts' (with/without North Runway Condition 3(d) and 5, ...).*

This item also relates to specific information requests no. 33 to 35. Please confirm this understanding is correct.

ANCA's response

Please see the response provided for Item 1

Specific Information requests

1. ANCA's Request

Item 22 of ANCA's request states *'The applicant is requested to provide modelling data on ATMs for the period 23:00-23:30 and 06:00-07:00'.*

daa's understanding of the request

We presume this request would be satisfied by providing details of the ATMs in the hours of 2300-2330 and 0600-0700 in the various scenarios to be analysed.

Please confirm that this is in order to address this item.

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ANCA response

This is correct. ATM and fleet mix information is required for the periods 23:00-23:30 and 06:00-07:00. To assist our understanding, information is also required for the period 23:30-00:00.

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2. ANCA's Request

Item 35 of ANCA's request states the following:

> 'The Applicant is requested to develop and submit the following analysis:
>
> Alternative Assumptions (separate scenarios)
>
> - By 2025, annual pax/ATM value to be consistent with continuation of historic growth (2009-19) of seats/ATM at Dublin, with seat factor also assumed to have fully recovered to 2019 levels.
>
> - Ryanair base aircraft at Dublin to be fully switched to B737MAX by 2025.
>
> Key Outputs For each Scenario
>
> - Unconstrained annual forecasts (withou North Runway Condition 5, with annual passenger cap) for 2025.
>
> - 92-day Summer Night Period ATM Forecast for 2025, including QC for Night Period ATMs
>
>   (unconstrained, for existing and proposed shorter Night Period).
>
> Further Sensitivities
>
> Further sensitivities may be submitted on receipt of responses to clarification questions and additional information requests.'

daa's understanding of the request

It is our presumption based on the "key outputs" listed, that this request would be satisfied by providing details of the forecast aircraft movements, passengers, and associated QC assessments for the scenarios to be analysed.

Please confirm that this is in order to address this item.

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ANCA response

Yes, this is correct. Forecast aircraft movements, passengers and associated QC assignments should be provided for the scenarios being requested by ANCA as part of the overarching information requests. A narrative should be provided in relation to any

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key assumptions which have underpinned the forecasts, such as expected load factors and based aircraft.

3. ANCA's Request

At Item 106, ANCA requests the provision of data for 2016 in relation to the Noise Action Plan for Dublin Airport in the same format as provided by daa for 2018 as per the Aircraft Noise Reporting Template.

daa's understanding of the request

It should be noted that the methodology used for 2018 data as provided by daa differs to that adopted for END mapping in 2016. For example the INM software was used for the END mapping work (2016 data), whereas AEDT has been used for the latest work (2018 data).

In response to this request we propose that the 2016 data that has been requested will be re-calculated using the same methodology as the rest of the scenarios presented in the EIAR.

Please confirm that this is in order to address this item.

ANCA response

It is not ANCA's intention that the 2016 strategic noise mapping is to be recalculated. It is accepted that the results calculated using INM are to be mapped over to the reporting template to the extent possible. For example, if the modelled extents and methodology adopted within the 2016 INM model does not allow the reporting of noise exposure and health information below a certain threshold then ANCA does not expect this to be provided. Where information can be reported it should be done so within the Aircraft Noise Information Reporting Template.

4. ANCA's Request

Item 121 of ANCA request relates to 'Dispersion' and states *'See Request 111'*.

daa's understanding of the request

Request 111 relates to evidence regarding *'assumed flight paths', whereas* Request 112 relates to *'Dispersion'*.

We consider that item 121 of ANCA's request should state *'See Request 112'*.

Please confirm that this is correct.

ANCA response

This is correct, the request should state *'See Request 112'*.

5. ANCA's Request

Item 124 of ANCA request relates to the 'NADP 2 departure procedure' and states *'See Request 117'*.

daa's understanding of the request

Request 117 relates to the request to provide evidence that the forecasts prepared with the application responds to NS-2, whereas Request 118 relates to the provision of evidence to confirm that environmentally, NADP2 is the best departure procedure for the airport.

We consider that item 124 of ANCA's request should state *'See Request 118'*.

Please confirm that this is correct.

6. ANCA's Request

Item 127 of ANCA request relates to the *'Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Forecast Without New Measures and Additional Measures Assessment Report'* and particularly the text within *'Table 3 -1 (4 of 6) Noise Reduction Mitigation Measures Screening Matrix'* which states *'This measure is an existing measure at Dublin Airport and is assumed as part of the Forecast without New Measure scenario; therefore, further assessment was not conducted. The IAA ANSP endeavours to include CDA segments in its arrival procedures to the maximum extent possible'*.

Item 127 states 'See Request 109'.

daa's understanding of the request

Request 109 relates to the 'significance matrix' that has been adopted and outlines that the matrix should be demonstrated in terms of how changes in noise exposure at various magnitudes translate into changing effects.

Request 110 relates to scenarios considered and requests that evidence of the outcomes of engagement with the IAA and to demonstrate why the noise abatement operating procedures cannot be considered.

We consider that item 127 of ANCA's request should state *'See Request 110'* rather than *'See Request 109'*.

Please confirm that this is correct.

7. ANCA's Request

The final point of Item 131 refers to *'Use of the North Runway allied to a quota in the periods 2300 to 2330 and 0500 to 0700'*.

daa's understanding of the request

We consider that the above underlined '0500' should be replaced with '0600'. Please confirm that this is correct.

> **ANCA response**
>
> The request correctly states 0500 to 0700.
>
> Please see ANCA's response to Item 1 of the overarching information request.

Additional clarification request dated 9 April 2021

Road Traffic Modelling is to be prepared in response to ANCA's request (Item A). For the road traffic modelling we propose to determine noise levels in terms of the Lden an Lnight parameters, which will be consistent with the other sources of noise. We propose to use the CNOSSON-EU 2015 method to do this, which we note will be used for the next round of Strategic Noise Mapping in Ireland (UK CRTN 1988 method was previously used for Strategic Noise Mapping).

Can ANCA please confirm they agree with this approach?

> **ANCA response**
>
> Road traffic noise forecasts are not being requested by ANCA at this time under overarching information request A.
>
> Please see ANCA's response to Item 1 of the overarching information request.