

## Purpose of this proforma

This proforma has been prepared by the Aircraft Noise Competent Authority to 'screen' potential changes at Dublin Airport to identify whether these may result in a noise change and potentially a noise problem.

## How to use this proforma

This proforma sets out a series of considerations / questions along with the type of information that should be provided by the applicant to support the screening process.

- **Section 1** of the proforma addresses the proposals themselves.
- **Section 2** of the proforma requires detail to be provided so that the potential consequences of the proposal on aircraft noise can begin to be considered.
- **Section 3** of the proforma addresses any information being provided by the applicant in relation to approach and methodology.
- **Section 4** of the proforma relates to tracking and ensuring due consideration of the non-restrictive elements of the ICAO balanced approach.
- **Section 5** of the proforma addresses the proposed operating restrictions

## **SECTION 1 – DESCRIPTION OF DEVELOPMENT**

QUESTION / CONSIDERATION	RESPONSE (INCLUDING ANY LINKS OR REFERENCES TO DOCUMENTATION)
<b>Q1:</b> Provide a description of the change / development that is proposed?	daa plc intends to apply for permission for a proposed development comprising the taking of a 'relevant action' only within the meaning of Section 34C of the Planning and Development Act 2000 to amend/replace operating restrictions set out in conditions no. 3(d) & no. 5 of the North Runway Planning Permission (Fingal County Council Reg. Ref. No. F04A/1755, ABP Ref. No.: PL06F.217429 as amended by Fingal County Council F19A/0023, ABP Ref. No. ABP-305289-19) as well as proposing new noise mitigation measures.
<b>Q2:</b> Does the proposal result in any new physical infrastructure?  If so – please provide drawings showing the location with reference to the airport boundary on a geo-referenceable map	NO
<b>Q3:</b> Does the proposal warrant the change in any existing or forthcoming planning restrictions?  If so – please provide references to the extant planning conditions and a description of the proposed changes.	YES, for details please see response to Q1 above and also refer to the submitted Planning Application Form, Planning Report, prepared by Tom Phillips + Associates and North Runway Project –Environmental Impact Assessment Report, prepared by AECOM

## **SECTION 2 – NOISE-RELATED CONSIDERATIONS**

<b>Q3:</b> Does the change have potential to result in any of the following:	
<b>a. Additional stand capacity?</b>  If so, how many stands and what aircraft can these accommodate?  Can information be provided in relation to the use of the stands?	NO
<b>b. Additional aircraft capacity/movements?</b>  If so, what additional capacity would be generated above and beyond either the operational capacity and/or any existing restrictions on airport movements?	Yes, additional night-time movements will result from the proposed Relevant Action. For details please refer to the submitted material including the Planning Application Form, Planning Report, prepared by Tom Phillips + Associates and North Runway Project –Environmental Impact Assessment Report, prepared by AECOM

When would the additional capacity be used? i.e. what slots would be generated?	
<p><b>c. Additional passenger capacity/movements?</b></p> <p>If so, what additional capacity would be generated above and beyond either the operational capacity and/or any existing restrictions on passenger movements?</p> <p>When would the additional capacity be used? i.e. what proportion of the additional passenger capacity would be due to transfer passenger?</p>	<p>No, the proposed relevant action does not seek any amendment of permitted annual passenger capacity of the Terminals at Dublin Airport. Condition no. 3 of the Terminal 2 Planning Permission (Fingal County Council Reg. Ref. No. F04A/1755; ABP Ref. No. PL06F.220670) and condition no. 2 of the Terminal 1 Extension Planning Permission (Fingal County Council Reg. Ref. No. F06A/1843; ABP Ref. No. PL06F.223469) provide that the combined capacity of Terminal 1 and Terminal 2 together shall not exceed 32 million passengers per annum.</p> <p>For details please refer to Planning Report, prepared by Tom Phillips + Associates and North Runway Project –Environmental Impact Assessment Report, prepared by AECOM</p>
<p><b>d. Change the fleet mix at the airport?</b></p> <p>i.e. does the change result in a change in the proportion of various aircraft types operating at the airport.</p>	<p>Yes, for details please see Dublin Airport North Runway, Noise Information for the Regulation 598/2014 (Aircraft Noise Regulation) Assessment, Bickerdike Allen Partners LLP and North Runway Project –Environmental Impact Assessment Report, prepared by AECOM and Dublin Airport Operating Restrictions, Quantification of Impacts on Future Growth, September 2020', prepared by Mott MacDonald</p>
<p><b>e. Rate of growth</b></p> <p>i.e. does the change facilitate accelerated growth of aircraft operations? If so, growth forecasts in terms of ATMs and Passengers should be provided.</p>	<p>Yes, for details please see North Runway Project –Environmental Impact Assessment Report, prepared by AECOM and Dublin Airport Operating Restrictions, Quantification of Impacts on Future Growth, September 2020', prepared by Mott MacDonald</p>
<p><b>f. Change in the use of airport's runways?</b></p> <p>If the proposals result in a change in the use of the airport's existing runways then information regarding the proposed operating pattern should be provided alongside a baseline position.</p>	<p>Yes, for details please see Dublin Airport North Runway, Noise Information for the Regulation 598/2014 (Aircraft Noise Regulation) Assessment, Bickerdike Allen Partners LLP and Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Forecast Without New Measures and Additional Measures Assessment Report' Ricondo and Associates Inc and Electronic copy of the ANCA Reporting Template v2.0 – Completed (excel file), prepared by Bickerdike Allen Partners LLP</p>
<p><b>g. Use of the airspace?</b></p> <p>If the proposals result in a change in the use of the airport's existing runways then information regarding the proposed operating pattern should be provided alongside a baseline position.</p>	<p>Yes, for details please see Dublin Airport North Runway, Noise Information for the Regulation 598/2014 (Aircraft Noise Regulation) Assessment, Bickerdike Allen Partners LLP and Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Forecast Without New Measures and Additional Measures Assessment Report' Ricondo and Associates Inc and Electronic copy of the ANCA Reporting Template v2.0 – Completed (excel file), prepared by Bickerdike Allen Partners LLP</p>
<p><b>Q4: Are forecast schedules available with and without the proposed change?</b></p> <p>If so, what do these show?</p> <p>Where a proposed change is likely to result in a change falling within Q4b, Q4c, Q4d or Q4e, forecast schedules must be provided.</p>	<p>Yes, for details please see Dublin Airport North Runway, Noise Information for the Regulation 598/2014 (Aircraft Noise Regulation) Assessment, Bickerdike Allen Partners LLP and Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Forecast Without New Measures and Additional Measures Assessment Report' Ricondo and Associates Inc and Electronic copy the ANCA Reporting Template v2.0 – Completed (excel file) prepared by Bickerdike Allen Partners LLP and Dublin Airport Operating Restrictions, Quantification of Impacts on Future Growth, September 2020', prepared by Mott MacDonald</p>

### SECTION 3 – METHODOLOGICAL (NOISE) CONSIDERATIONS AND REQUIREMENTS

<p><b>Q5: Has a scope and methodology report been issued in relation to the proposed change?</b></p> <p>If so, provide a reference, if not, provide any details of any methodological correspondence or documentation?</p>	<p>Yes, for details please see Dublin Airport North Runway, Noise Information for the Regulation 598/2014 (Aircraft Noise Regulation) Assessment, Bickerdike Allen Partners LLP and North Runway Project –Environmental Impact Assessment Report and associated Appendices, prepared by AECOM</p>
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<b>Q6: Provide details of any methodological approaches under the following headings.</b>	
<p>a. Assessment years / scenarios</p> <p>Have assessment years / scenarios been determined and do these align with the proposals under considerations. Are any other scenarios required?</p>	<p>For details please see Dublin Airport North Runway, Noise Information for the Regulation 598/2014 (Aircraft Noise Regulation) Assessment, Bickerdike Allen Partners LLP and North Runway Project –Environmental Impact Assessment Report, prepared by AECOM and Dublin Airport Operating Restrictions, Quantification of Impacts on Future Growth, September 2020', prepared by Mott MacDonald</p>
<p>b. Has the current 'noise situation' and associated noise management information been prepared in line with Annex I of EU598 and in line with the Bill?</p>	<p>Yes, for details please see, Electronic copy of the ANCA Reporting Template v2.0 – Completed (excel file) prepared by Bickerdike Allen Partners LLP</p>
<p>c. What noise metrics are used in the assessment?</p>	<p>For details, please see Dublin Airport North Runway, Noise Information for the Regulation 598/2014 (Aircraft Noise Regulation) Assessment, Bickerdike Allen Partners LLP and North Runway Project –Environmental Impact Assessment Report, prepared by AECOM</p>
<p>d. What dose-response relationships are being applied?</p>	<p>For details, please see Dublin Airport North Runway, Noise Information for the Regulation 598/2014 (Aircraft Noise Regulation) Assessment, Bickerdike Allen Partners LLP and North Runway Project –Environmental Impact Assessment Report, prepared by AECOM</p>
<p>e. How is cost-effectiveness being considered and has a methodology been developed?</p> <p>Does it have regard for:</p> <ol style="list-style-type: none"> <li>1. Anticipated noise benefit of anticipated measures, now and in the future</li> <li>2. The safety of aviation operations including third party risks</li> <li>3. The capacity of the airport</li> <li>4. Any effects on the European network</li> </ol> <p>Ref: EU598 Annex II</p>	<p>For details, please see Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Forecast Without New Measures and Additional Measures Assessment Report' Ricondo and Associates Inc and Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Cost Effectiveness Analysis Report' Ricondo and Associates Inc</p> <p>In addition, please see North Runway Project –Environmental Impact Assessment Report, prepared by AECOM</p>
<p>f. Is a modelling methodology available and is has any validation work taken place?</p>	<p>Yes, for details please see Dublin Airport North Runway, Noise Information for the Regulation 598/2014 (Aircraft Noise Regulation) Assessment, Bickerdike Allen Partners LLP and North Runway Project –Environmental Impact Assessment Report, prepared by AECOM</p>
<p>g. What other possible development scenarios have been assessed?</p>	<p>For details, please see Dublin Airport North Runway, Noise Information for the Regulation 598/2014 (Aircraft Noise Regulation) Assessment, Bickerdike Allen Partners LLP and North Runway Project –Environmental Impact Assessment Report, prepared by AECOM and Additional Measures Assessment Report' Ricondo and Associates Inc and Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Cost Effectiveness Analysis Report' Ricondo and Associates Inc</p>
<p>h. Are the following factors being taken into account as part of the methodology?</p> <ol style="list-style-type: none"> <li>1. The Health and Safety of local residents living in the vicinity of the airport.</li> <li>2. Environmental sustainability, including interdependencies between noise and emissions</li> <li>3. Any direct, indirect or catalytic employment and economic effects?</li> </ol>	<p>Yes, for details please see Dublin Airport North Runway, Noise Information for the Regulation 598/2014 (Aircraft Noise Regulation) Assessment, Bickerdike Allen Partners LLP and North Runway Project –Environmental Impact Assessment Report, prepared by AECOM and Additional Measures Assessment Report' Ricondo and Associates Inc and Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Cost Effectiveness Analysis Report' Ricondo and Associates Inc and Dublin Airport Economic Impact of Operating Restrictions, prepared by InterVISTAS</p>

Note: EU598 requirements state that "if the assessment referred to in paragraph 1 indicates that new operating restriction measures may be required to address a noise problem at the airport, the competent authority shall ensure that:

(a) The method, indicators and information at Annex I are applied in such a way as to take due account of the contribution of each type of measure under the Balanced Approach, before operating restrictions are introduced

...

(c) the cost-effectiveness of any new operating restriction is assessed in accordance with Annex II. Minor technical amendments to measures without substantive implications on capacity or operations shall not be considered new operating restrictions.

## SECTION 4 – BALANCED APPROACH

<b>Q6: Have the following balanced approach aspects been considered before the consideration of noise-related operating restrictions?</b>	
<p>a. Reduction of noise at source</p> <p>Has consideration been given to airline fleet turnover, incentives such as differential landing charges, airline fleeing plans?</p>	Yes, for details please see Dublin Airport North Runway, Noise Information for the Regulation 598/2014 (Aircraft Noise Regulation) Assessment, Bickerdike Allen Partners LLP and North Runway Project –Environmental Impact Assessment Report, prepared by AECOM and Additional Measures Assessment Report’ Ricondo and Associates Inc and Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Cost Effectiveness Analysis Report’ Ricondo and Associates Inc
<p>b. Noise Abatement Procedures</p> <p>Have a range of noise abatement procedures been considered as part of developing a package of noise management measures for the airport in line with the proposals?</p> <p><i>See additional note on NAPs.</i></p>	Yes, for details please see Dublin Airport North Runway, Noise Information for the Regulation 598/2014 (Aircraft Noise Regulation) Assessment, Bickerdike Allen Partners LLP and North Runway Project –Environmental Impact Assessment Report, prepared by AECOM and Additional Measures Assessment Report’ Ricondo and Associates Inc and Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Cost Effectiveness Analysis Report’ Ricondo and Associates Inc
<p>c. Land Use Planning</p> <p>Has regard been given to land-use planning with respect to the following:</p> <ul style="list-style-type: none"> <li>- Noise Insulation Schemes</li> <li>- Relocation Schemes</li> <li>- The Planning System and Encroachment</li> </ul>	Yes, for details please see Dublin Airport North Runway, Noise Information for the Regulation 598/2014 (Aircraft Noise Regulation) Assessment, Bickerdike Allen Partners LLP and North Runway Project –Environmental Impact Assessment Report, prepared by AECOM and Additional Measures Assessment Report’ Ricondo and Associates Inc and Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Cost Effectiveness Analysis Report’ Ricondo and Associates Inc
Based on the above, what are the package of noise mitigation measures to be relied on prior to the need for any proposed operating restrictions?	For details, please see Dublin Airport North Runway, Noise Information for the Regulation 598/2014 (Aircraft Noise Regulation) Assessment, Bickerdike Allen Partners LLP and North Runway Project –Environmental Impact Assessment Report, prepared by AECOM and Additional Measures Assessment Report’ Ricondo and Associates Inc and Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Cost Effectiveness Analysis Report’ Ricondo and Associates Inc

## SECTION 5 – PROPOSED OPERATING RESTRICTIONS

<p><b>Q7: Are proposals being made in relation to operating restrictions?</b></p> <p>If so, describe the proposals?</p>	For details, please see answer to Question 1 above and North Runway Project –Environmental Impact Assessment Report, prepared by AECOM and Additional Measures Assessment Report’ Ricondo and Associates Inc and Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Cost Effectiveness Analysis Report’ Ricondo and Associates Inc and Dublin Airport, Night Quota System, Anderson Acoustics
<b>Q8: Do the proposals form part of the development being applied for through planning?</b>	YES
<p><b>Q9: Describe the proposed operating restrictions, considering the following aspects.</b></p> <p><i>See additional note</i></p>	For details, please see North Runway Project –Environmental Impact Assessment Report, prepared by AECOM and Additional Measures Assessment Report’ Ricondo and Associates Inc and Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Cost Effectiveness Analysis Report’ Ricondo and Associates Inc and Dublin Airport, Night Quota System, Anderson Acoustics
<b>Q10: Has the applicant demonstrated that the proposed operating restrictions are the most cost effective alongside the package of measures described in Section 4.</b>	Yes, for details please see Additional Measures Assessment Report’ Ricondo and Associates Inc and Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Cost Effectiveness Analysis Report’ Ricondo and Associates Inc and Dublin Airport, Night Quota System, Anderson Acoustics