

22nd February 2022

**Aircraft Noise Competent Authority
County Hall
Swords
Co. Dublin
K67 X8Y2**

By email

Email: aircraftnoiseconsultation@fingal.ie

Re: Notice of proposed noise mitigation measures and operating restrictions pursuant to Section 34C(8) of the Planning and Development Act 2000 (the Act of 2000), as amended, that ANCA proposes to direct the planning authority to include in the planning authority's decision, if any, to grant permission pursuant to planning application F20A/0668 for a proposed relevant action (Section 34C of the Act of 2000) to amend/replace operating restrictions set out in conditions no. 3(d) & no. 5 of the North Runway Planning Permission (FCC Ref: No: F04A/1755, ABP Ref. No.: PL06F.217429) as well as proposing new noise mitigation measures

Dear Sir / Madam,

We write on behalf of Ryanair.

We refer to the above and ANCA's draft regulatory decision (the Decision) under Section 34C(10) of the Act of 2000, dated 11 November 2021, arising from DAA's application under that section (the Relevant Action application).

We note ANCA's adoption of the principles of Regulation EU 598/2014 (the Aircraft Noise Regulation), which requires a balanced approach to ensuring both the effective functioning of transport systems and protection of the environment. ANCA should also be cognisant of the efforts made by aviation stakeholders to mitigate noise at Dublin airport. Airlines, aircraft and engine manufacturers work closely together in developing quieter aircraft to refresh and update existing fleets. Ryanair is in the process of taking delivery of 210 Boeing 737-8200 "gamechanger" aircraft, valued at \$21bn, which have a 40% reduced noise footprint compared to Ryanair's Boeing 737-800 aircraft. Other airlines prominent at Dublin airport are likely to follow with new aircraft acquisitions focused on reducing noise. This significant and continuing investment by airlines should be taken into account in regulatory decisions on noise.

The airline industry will continue to work with aircraft and engine manufacturers on reducing noise further in future iterations of fleet replacement. However, aircraft and engine R&D takes significant time (often 5-10 years from initial research to production) and resources (billions of euros). For example, the Boeing 737-8200 aircraft Ryanair took first delivery of in 2021 are part of a program launched by Boeing in 2011. Regulatory decisions, such as ANCA's proposed

Decision, must therefore be applicable for significant periods of time (10-15 years) in order to coincide with fleet refreshment cycles and allow noise reduction initiatives by aircraft manufacturers and airlines to develop and come on stream. The aviation industry requires regulatory certainty in order to create the conditions for further investment and improvements in noise abatement.

We wish to make the following observations regarding ANCA's Decision.

Condition 1

ANCA proposes that the existing operating restriction, Condition 5 of the North Runway Planning Permission (FCC Reg. Ref: F04A/1755; ABP Ref: PL06F.217429), reading as:

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 as set out in the reply to the further information request received by An Bord Pleanála on the 5th day of March, 2007.

be revoked and replaced with an annual noise quota scheme operating restriction, as follows:

The airport shall be subject to a Noise Quota Scheme (NQS) with an annual limit of 16,260 between the night time hours of 23:00 and 06:59 (inclusive, local time) with noise-related limits on the aircraft permitted to operate at night.

ANCA's proposal to designate the NQS to be applicable during the hours of 23.00 to 06.59 is unfounded and risks damaging Ireland's air connectivity. A degree of flying at the shoulder hours of the 23.00 - 07.00 period is required to maintain current based aircraft productivity (utilisation) necessary for Ryanair's operational and cost efficiency. The 30+ aircraft that Ryanair base at Dublin airport operate with first wave departure between 06.00 and 07.00 and last arrival after 23:00 supporting approx. 10m passengers per annum and nearly 10,000 jobs directly at Ryanair and at the airport.

A high rate of aircraft utilisation is necessary both to offer low fares and for Dublin airport to retain its competitiveness in Ryanair's network as a base. Condition 1 in the Decision threatens Dublin airport's competitiveness in this respect and would be a factor in future strategic planning decisions as to where to base our aircraft.

The eight-hour time period for application of the NQS, as proposed by ANCA, is also out of step with other European airports, where shorter night-time periods are the norm. In order to protect Dublin's existing air connectivity, it is necessary to ensure a balanced approach to night-time operations at Dublin airport and apply the NQS between the hours of 00.00 and 05.59 to achieve alignment between Condition 1 and Condition 2 in the Decision.

We urge ANCA to apply the NQS with an annual limit of 16,260 between 00.00 and 05.59 in its final decision.

Condition 2

ANCA proposes that the existing operating restriction imposed by Condition 3(d) and the exceptions at the end of Condition 3 of the North Parallel Runway Permission (FCC Reg. Ref: F04A/1755; ABP Ref: PL06F.217429), reading:

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.

be amended as follows:

Runway 10L-28R shall not be used for take-off or landing between 0000 hours and 0600 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 or where Runway 10L-28R length is required for a specific aircraft type

We are of the view that this condition should be slightly amended to apply between 00.00 and 05.59 so that operations on the North Runway could begin at 06.00 precisely to facilitate existing airline schedules while easing congestion on the existing runway.

Condition 3

A voluntary residential sound insulation scheme (RSIGS) for residential dwellings shall be provided as detailed in Schedule B, for all homes forecast in 2025 to be exposed to aircraft noise at or above 55dB Lnight contour and experience a 'very significant' effect. Dwellings exposed to levels at or above 55dB Lnight shall be reviewed every two years commencing in 2027 and if applicable be made eligible for the scheme. This scheme shall not apply to properties where works were undertaken under the existing Residential Noise Insulation Scheme (RNIS) or Home Sound Insulation Programme (HSIP) or to properties where a planning application was lodged after 09th December 2019, the date being the adoption of Variation No.1 to the Fingal Development Plan 2017-2023 incorporating policies relating to development within Aircraft Noise Zones.

We have no comment on Condition 3 other than to note that it appears to be a reasonable approach to ensuring resident concerns are appropriately addressed and frequently reviewed, provided that the scheme is efficiently managed and contains safeguards to prevent misuse of funds.

Please do not hesitate to contact me if you have any queries.

Yours sincerely,



Ray Ryan
BMA Planning

cc. Ryanair