

File With _____

SECTION 131 FORM

Appeal NO: ABP 314485-22Defer Re O/H ☐Having considered the contents of the submission dated/ received 01/04/2024
fromPeter & Deirdre Goodman I recommend that section 131 of the Planning and Development Act, 2000
be not be invoked at this stage for the following reason(s): no new material issuesE.O.: Pat BDate: 08/04/2024

For further consideration by SEO/SAO

Section 131 not to be invoked at this stage. ☐Section 131 to be invoked – allow 2/4 weeks for reply. ☐

S.E.O.: _____

Date: _____

S.A.O.: _____

Date: _____

M _____

Please prepare BP _____ - Section 131 notice enclosing a copy of the attached
submission

to: _____ Task No: _____

Allow 2/3/4 weeks – BP _____

EO: _____

Date: _____

AA: _____

Date: _____

File With _____

CORRESPONDENCE FORM

Appeal No: ABP 34485-22

M _____

Please treat correspondence received on 01/04/2024 as follows:

- | | |
|---|---|
| 1. Update database with new agent for Applicant/Appellant _____ | 1. RETURN TO SENDER with BP _____ |
| 2. Acknowledge with BP <u>23</u> | 2. Keep Envelope: <input type="checkbox"/> |
| 3. Keep copy of Board's Letter <input type="checkbox"/> | 3. Keep Copy of Board's letter <input type="checkbox"/> |

Amendments/Comments Peter & Deirdre Goodman response to S.13112/03/24: 02/04/24 ✓

4. Attach to file

- | | |
|---|---|
| (a) R/S <input type="checkbox"/> | (d) Screening <input type="checkbox"/> |
| (b) GIS Processing <input type="checkbox"/> | (e) Inspectorate <input type="checkbox"/> |
| (c) Processing <input type="checkbox"/> | |

RETURN TO EO ☐EO: Pat BDate: 08/04/2024Plans Date Stamped ☐Date Stamped Filled in ☐AA: Anthony McNallyDate: 25/04/2024

Fergal Ryan

From: Bord
Sent: 02 April 2024 09:00
To: Appeals2
Subject: FW: Case Number ABP-314485-22, submission by Peter 7 Deirdre Goodman.
Attachments: 2024-04-01, Bord Pleanala letter.pdf

From: Peter Goodman <petergoodman5@gmail.com>
Sent: Monday, April 1, 2024 10:50 PM
To: Bord <bord@pleanala.ie>
Cc: deirdre Goodman <goodman.deirdre@gmail.com>; Peter Goodman <petergoodman5@gmail.com>
Subject: Case Number ABP-314485-22, submission by Peter 7 Deirdre Goodman.

Caution: This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

Dear Baord Pleanala,
Please confirm receipt of this letter, its content and confirmation that our submission has been received on time.
Best regards,
Peter & Deirdre Goodman.

An Bord Pleanála
64 Marlborough St.
Dublin 1
D01 V902

1 April, 2024

RE:

1. **Case Number ABP- 314485-22 Relevant Action Application Dublin Airport**
2. **Planning Authority Reference Number: F20A/0668**
3. **Our Planning Appeal Observation Reference NPA-OBS-002913**

Dear Sir/Madam

Further to your correspondence to us (copy attached) on the above case we wish to make the following observations/submissions:

1. We are genuinely annoyed but not surprised to see that the noise contours have extended hugely into our community and that a very significant number of dwellings are now included within the noise eligibility contours. Firstly, we note that there was no notice of this fact in any of the planning notices for this application to date. Many of our neighbours who thought they were not affected by this application are now inside these contours but yet were never publicly notified until they attended a public meeting held by St Margarets /The Ward residents' group who explained this to all of us. None of the newspaper or site notices informed the public. Secondly, the people who now know they are within the contours have not been given the opportunity to make a submission/observation as they do not qualify because they did not make a submission previously as they thought they were unaffected. An Bord Pleanála did not give a public notice of this significant additional information. The above is totally unacceptable, unjust to the communities affected and an insult to the intelligence of the people impacted by this planning application and subsequent submissions. It is yet another example of the misleading and underhand approach by the DAA on their initial application.
2. We note that the correspondence from Tom Phillips & Associates refers to the ANCA Regulatory Decision regarding eligibility to the noise insulation scheme and suggest that the change in contours is as a result of their assessing that the increased area is as a result of them considering this new area which contains dwellings to having "very significant" effects. We note that the DAA have never carried out significant test criteria within any of the EIA they have submitted and therefore they have not met with the EIA directive. This is a fundamental flaw in the assessment as the EIA directive is clear, all significant impact on environment must be identified, quantified and mitigation proposed. That has not happened to date. For areas under the North Runway this involves comparing the scenario with no flights from the North Runway to a scenario where there will be night flights. This has not been done.

3. Tom Phillips refers continuously to the regulatory decision by ANCA in his correspondence. However, what is not contained in his correspondence but is within the EIAR relating to these noise contours is that the proposal does NOT meet the Noise Abatement Objective of ANCA in future years. The proposed 2025 Scenario will fail the NAO when compared to 2019 when the total of the existing population, permitted developments and zoned developments are summed together. "2025 exceeds 2019 by 4,541 people (1533 v 6074).
4. Why have the noise contours grown? St Margarets The Ward residents carried out noise monitoring on the north runway flight path and found the noise levels to be far beyond those **PREDICTED** by DAA. Their noise predictions are not accurate and unfounded and they are trying to obtain permission by manipulating numbers. Why can they not submit actual noise results along the flight path which has been in operation since August 2022? The local community with much less financial resources and personnel could.
5. Reference is made to the noise zones on Fingal development plan. These noise zones must now be revised due to the proposed flight path over our area. Fingal County Council consider that there should be no residential development allowed in noise zone A as it is considered harmful to health or otherwise considered unacceptable due to the high levels of aircraft noise. However, the flight path now being operated by DAA is putting many existing residences in Noise Zone A and B which is just not acceptable from a health point of view. Contradictory information from the DAA.
6. The noise insulation grant as proposed is not fit for purpose and is totally insufficient to protect for night noise. Measurements of noise in bedrooms of housing already insulated indicate that the noise levels exceed the recommendation in Fingal Development Plan are not sufficient to protect human health.
7. In our initial application to An Bord Pleanála and our related letters to local Fingal Councillors and local TDs, we invited any members of such organisations and any DAA representatives to spend a night sleeping in our house while aircraft operated overhead, either landing or taking off in either direction (easterly and westerly) to experience the noise level and to confirm their sleep is not disturbed. We have actually experienced in recent months sleepless nights due to new operations on the Northerly runway and as advised previously we have been living in Malahide in the same house since 1994/1995. Why should our right to sleep now be taken away from us? While there are numerous "noise reports" from various experts on this issue submitted and paid for by the DAA explaining that the noise level is acceptable and sleep is not disturbed, this is simply not true.
8. We do not have the resources or the availability of finance to commission our own study on noise, but if we could refer you to the website of UENCA (European Union Against Aircraft Nuisances), they are an organisation that highlight the issue of noise in Europe and not just from airports. I have enclosed one of their studies from 2019, this study highlights the restrictions then at over 10 European airports, most of them in Germany. Even in 2019 there were many restrictions for night operations between the hours of 23.00hrs to 06.00hrs and some airports did not allow any nighttime operations. Given that environmental issues are now more of a concern within the EU some of these airports have since become more

restrictive. Can we ask the DAA to commission their Dr Thomas Pensel to review a sample of the restrictions over time at these and any other main European airports? Dr Pensel, a noise expert on behalf of the DAA, has a report submitted on behalf of the DAA in their counterarguments. Our concern here is that the DAA are now requesting an increase in the number of people allowed to operate through Dublin airport, the reality though is that if they are allowed to increase the passenger cap they in turn will claim that they need operate throughout the night, with no restrictions to meet that cap. Their initial request was seeking permission to operate every 2 minutes throughout the night, there is no airport that would allow that to happen. Again, another example of being less than honest with the truth. On a related issue there is the question of whether the DAA is in fact complying with ICAO recommended safety procedures for parallel runway operations? There has to be a further review and clarification that the DAA can meet the current ICAO (International Civil Aviation Organization) recommended rules for safely operating on parallel runways. They may only be meeting those guidelines by breaking the current approved noise corridors. This does beg the question, is the current parallel runway operation safe per ICAO recommendations?

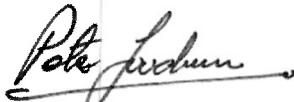
9. In summary our simple view as two ordinary citizens of Ireland is that the DAA are currently operating outside the legally approved planning permission, they have no accountability, no legislative or Government agency is holding them accountable and they are seeking to impose new rules without proper consultation with local communities and with no regard to the environmental impact of an increased geographical area and across a wider time frame; no ordinary citizen of this State is allowed to operate in such a manner. There is also the question of their operation meeting current international aviation recommendations. Their actions show that they do not respect planning legislation, they believe they are above the law, decisions of An Bord Pleanála and other regulatory bodies. This application must be refused.

Yours Sincerely,

Signed:



Date: 1 April 2024



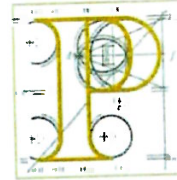
Address: 7, Back Road, Mabestown, Malahide, Co. Dublin. K36 X990.

Mobile: 086 810 2235 and 086 2366722

Attachments:

Our Case Number: ABP-314485-22

Planning Authority Reference Number: F20A/0668



**An
Bord
Pleanála**

Peter and Deirdre Goodman
7 Back Road
Mabestown
Malahide
Co. Dublin
K36 X990

Date: 12 March 2024

Re: A proposed development comprising the taking of a 'relevant action' only within the meaning of Section 34C of the Planning and Development Act 2000, as amended, which relates to the night-time use of the runway system at Dublin Airport, Co. Dublin

Dear Sir / Madam,

I have been asked by An Bord Pleanála to refer to the above mentioned appeal.

The Board is of the opinion that, in the particular circumstances of this appeal, it is appropriate in the interests of justice to request you to make submissions or observations in relation to the submission dated 4th March 2024 received from Tom Phillips and Associates on behalf of DAA plc.

The submission has been posted on the website of An Bord Pleanála at <https://www.pleanala.ie/en-ie/case/314485>.

In accordance with section 131 of the Planning and Development Act, 2000, (as amended), you are requested to make any submissions or observations that you may have in relation to this submission on or before 2nd April 2024. The Board cannot consider comments that are outside the scope of the matter in question. Your submission in response to this notice must be received by the Board not later than 5:30pm on the date specified above.

If no submission or observation is received before the end of the specified period, the Board may proceed to determine the appeal without further notice to you, in accordance with section 133 of the 2000 Act.

Please quote the above appeal reference number in any further correspondence.

Yours faithfully,

Patrick Buckley
Executive Officer
Direct Line: 0187371 67

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Glaao Áitiúil
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Láithreán Gréasáin
Ríomhphost

Tel
LoCall
Fax
Website
Email

(01) 858 8100
1800 275 175
(01) 872 2684
www.pleanala.ie
bord@pleanala.ie

64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

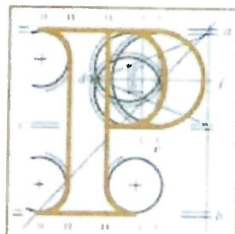
64 Marlborough Street
Dublin 1
D01 V902

Your Observation Reference: NPA-OBS-002913

1 message

An Bord Pleanála <no-reply@pleanala.ie>
To: Peter Goodman <petergoodman5@gmail.com>

Wed, Dec 13, 2023 at 2:24 PM



An
Bord
Pleanála

Planning Appeal Observation Confirmation

Your reference	NPA-OBS-002913
An Bord Pleanála case number or brief development description as provided	314485
Name	Peter Goodman
Fee	€50.00
What happens next?	Our staff will process your observation. This will take about five to seven working days. We will send a letter in the post to tell you if your observation is valid — or not.
Further information	You can get further information on planning appeals on the An Bord Pleanála website . This includes the planning appeals Public Guidance Document .

Night Flight Bans Or Restrictions At European Airports

By Manfred Peter

To support the considerations for a night flight ban at Vienna Airport and to classify such a demand in existing night flight bans / night flight restrictions, an overview of night flight bans currently in place at European airports is given below. The data for these 10 airports is taken from the website "Das Fluglärm Portal".

Following the textual presentation, the data is also presented in tabular form for easier and clearer comparison, supplemented by the flight movement figures for 2019. I then present my findings on these data.

Hamburg Airport (HAM)

Night flight restriction from 23:00 – 06:00

Exceptions:

- Emergency and alternate flights for meteorological, technical or safety reasons
- Night mail flights
- Flights in medical assistance and disaster relief operations
- Search and rescue flights
- Police flights
- Flights with special permits from the City of Hamburg

Special regulations

- Delayed aircraft whose scheduled arrival time is before 23:00 may take off and land until 24:00 if the delay can be proven to be unavoidable.

Berlin Airport (BER)

Night flight restriction from 00:00 – 05:00

Ban

Regular scheduled flights in the core night time from 0:00 – 5:00 a.m.

Exceptions:

- Deviation landings for meteorological, technical or other safety reasons
- Flights in medical assistance and disaster relief missions
- Government flights
- Night mail flights
- Flights with special permission

Special regulations

- Between 05:00 and 06:00 and between 23:00 and 24:00, an average of no more than 31 aircraft movements are permitted.
- Between 05:00 and 05:30 and between 23:30 and 24:00 no scheduled flights may take place. These times are exclusively available for delayed or early flights.

Leipzig/Halle Airport (LEJ)

Night flight restriction for passenger traffic from 23:30 – 05:30.

No night flight restriction for cargo traffic.

Exceptions:

- Flights to provide assistance in emergency and disaster situations
- Unavoidable flights for the provision of medical care and the fulfilment of humanitarian tasks
- landings for meteorological, technical and other flight safety reasons.
- Survey flights of the German Aviation Safety Agency
- Police and military flights
- Flights with special permission

Special regulations

- Late landings and take-offs from 23:30 – 24:00 and early landings from 05:00 – 05:30 are permitted.

Düsseldorf Airport (DUS)

Night flight restriction from 22:00 (take-offs)/ 23:00 (landings) – 06:00

Exceptions:

- Landings out of the way for meteorological, technical or other safety reasons
- Flights for disaster relief, medical assistance and other emergencies
- Surveying flights of the German air navigation services
- Propeller aircraft up to 9 tonnes with noise certification
- Flights with special permission

Further regulations:

- For Chapter 3 aircraft (bonus list of the BMVBS), scheduled landings are permitted until 11:00 p.m. and delayed landings are permitted until 11:30 p.m.
- Jet aircraft of airlines with a maintenance focus (home base) in Düsseldorf are permitted to land between 23:00 and 06:00.



English
(<https://www.uecna.eu/>)

Frankfurt Airport (FRA)

Night flight restriction for planned movements from 23:00 – 05:00

Exceptions:

- Deviation landings for meteorological, technical or other safety reasons
- Flights in medical assistance and disaster relief operations
- Evacuation flights
- Flights in the special public interest
- Flights with special permission

Special regulations

- Between 22:00 and 23:00 hrs and 05:00 and 06:00 hrs (night-time marginal hours) an average of 133 scheduled aircraft movements are permitted per night. This average value may not be exceeded in relation to the calendar year.

- Aircraft may take off and land between 22:00 and 23:00 or 05:00 and 06:00, which comply with the noise certification values in accordance with Chapter 4 and whose take-off or landing has been the day before by the airport coordinator.
- Late landings between 23:00 and 24:00 hours are permitted, provided that the delay is not already the delay does not already result from the flight schedule.
- Use of the north-west runway is prohibited between 23:00 and 05:00.

Stuttgart Airport (STR)

Night flight restriction from 23:00 to 06:00 for take-offs and from 23:30 – 06:00 for landings.

Exceptions:

- Delayed landings until midnight with scheduled landing time before 11:30 p.m.
- Night mail movements (must comply with the requirements of ICAO Annex 16, Ch. 4.
- Air movements for medical assistance and disaster relief.
- Emergency and diversionary flights for meteorological, technical or other safety reasons.
- Survey flights of the German Air Traffic Control (DFS).
- Military aircraft movements
- Propeller-driven aircraft (> 8.618 t must comply with the requirements of ICAO Annex 16, Ch. 4 and <8.618 t shall comply with the requirements of Ch. 10.
- Flights with exemption by the air supervisory authority

Munich Airport (MUC)

Night flight regulation from 22:00 – 06:00 with modern, restrictive noise quota system

Core Night (00:00 – 05:00)

Permissible:

- Night mail flights
- Survey flights of German Air Traffic Control

Permitted exceptions:

- Flights in medical assistance and disaster relief missions and to fulfil police duties.
- Landings for meteorological, technical and other flight safety reasons.
- Flights in justified exceptional cases, approved by the licensing authority.

Night curfew hours (22:00 – 24:00 and 05:00 – 06:00)

- Aircraft listed in the so-called bonus list of the Federal Ministry of Transport may operate during the night hours of the Federal Ministry of Transport. This does not apply to delayed movements or early landings with aircraft whose noise certificates comply with at least comply with at least ICAO Chapter 3.

In addition, the aircraft movements (in the night-time marginal hours) must meet one of the following licensing requirements:

- A maximum of 28 scheduled flight movements in scheduled and charter traffic per night
- Flights by airlines that maintain a home base in Munich.
- Aircraft which, at the noise measurement points in the vicinity of Munich Airport do not produce an individual noise level higher than 75 dB(A) on average (Munich List).
- Training and practice flights.
- In addition, night flight operations are only permitted if the total noise generated by all night flights does not exceed a specified annual noise volume (noise quota). In addition, the calculated energy-equivalent continuous sound level may not exceed (Leq) on the average night of a calendar year at the points of intersection of the flight paths with the boundary line of the combined day and night protection area may not exceed 50 dB(A).

Luxembourg Airport (LUX)

Night flight restriction from 23:00 – 06:00

Exceptions:

- Emergency and diversionary landings for meteorological, technical or other safety reasons.
- Delayed flights
- Government flights
- Flights on medical assistance or disaster relief missions.
- Flights in search and rescue operations

Zurich Airport (ZRH)

Night flight ban from 23:30 – 06:00

Special regulations:

From 23:00 – 23:30 only take-offs and landings of delayed flights are allowed.

Warsaw Airport (WAW)

Night flight restriction from 23:30 – 05:30

Exceptions:

- Emergency and diversionary landings for meteorological, technical or other safety reasons
- Delayed flights
- Government flights
- Military flights
- Flights in medical assistance or disaster relief operations
- Search and rescue flights

Airport	ban/restriction	Exceptions	Special rules / further regulation
Hamburg 2019 155.215 Mov	23:00 - 06:00	Night mail flights, med. assistance, Disaster relief, search and rescue operations meteorological, technical or safety emergencies and Evasive flights, exemption	delayed flights with scheduled arrival before 23:00 may take off and land until 24:00 land, if the delay is demonstrably unavoidable
Berlin 2019 257.909 Mov	00:00 - 05:00 Ban on regular scheduled flights	Government and night mail flights, med. Assistance, Disaster relief, meteorological, technical or safety emergency and evasive flights, Exemption	betw. 05:00 and 06:00 and betw. 23:00 and 24:00 max 31 flights in average. Betw. 5:00 and 5:30 and betw. 23:30 u. 24:00 in principle, no scheduled flights, only delay and early departure reduction.
Leipzig/Halle 2019 78.980 Mov	23:30 - 05:30 for passenger traffic only	Police and military flights, Surveying flights of DFS, meteorological, technical or safety emergency and evasive flights, Help assistance in emergencies and disasters, Medical care and humanitarian tasks, exemptions	betw. 5:00 and 5:30 and betw. 23:30 and 24:00 delayed landings and take-offs permitted
Düsseldorf 2019	22:00 - 06:00 starts 23:00 - 06:00 landings	Meteorological, technical or other safety evasion or safety avoidance landings, med. assistance, disaster	scheduled landings until 23:00 and delayed landings permitted until 23:30

225.933Mov		response and other emergencies, DFS survey flights, Prop planes up to 9 t with noise certification, exceptional permission	forch. 3 aircrafts (bonus list BMVBS) planes /airlines mit Home Base may land delayeduntil 24:00 and betw. 5:00 and 6:00.
Frankfurt 2019 513.912Mov	23:00 - 05:00	Meteorological, technical or other safety evasion or safety avoidance landings, med. assistance, disaster response and other emergencies., evacuation, special public interest, exceptional permission	betw.5:00 to 6:00 andbetw. 22:00 to 23:00 in Ø 133 scheduled flights / night permitted. This Ømay not be exceeded in a calendar year. betw. 05:00 to 06:00 and betw. 22:00 u. 23:00 flights permitted for ch. 4 planes if flight is approved by the airport coordinator the day before. Delayedlandings betw 23:00 to 24:00 permitted if the delay is not already evident
Stuttgart 2019 142.341 Mov	23:00- 06:00 starts 23:30 - 06:00 landings	Night mail flightswith cap. 4 airplanes, survey flights DFS, medicalassistance and disaster response., meteorological, technical or other safety emergency and evasive flights, Military flights., Exemption Propaircrafts > 8,618 t, if ch. 4 Propaircrafts < 8,618 t, if ch. 10	delayedlandings until 24:00, if scheduled landingtime is before 23:30. Landing time before23:30
Luxemburg 2019 94.983Mov	23:00 - 06:00	meteorol. techn. od. sonst. Sicherheits- Notund Ausweichlandungen, versp. Flüge, Regierungsfl., med. Hilfeleistung u. Katastropheneins., Such- u. Rettungseinsatz	
Zürich 2019 275.329Mov	23:30- 06:00		23:00 - 23:30 only starts u. landingsof delayedflights
Warschau 2019 157.044 Mov	23:30- 05:30	meteorological/technical or other Safety emergency and evasive landings, delayed flights, medassistance and disaster relief., searchand rescue mission, government and mil. flights	
München 2019 417.000Mov	22:00 - 06:00 + Noisequota system 00:00- 05:00 Core Night 22:00- 24:00 and 05:00- 06:00 Night edge	Corenight: night mail andsurvey flightsDFS med. assistance and catastrophic surgery., police tasks, meteorological, technical or other safety emergency and evasive landings, exceptional permission	Night edges: Permitted for planes on the bonus list of the BMVBS. Excluded from this: delayed flights or early landings with chap. 3 planes. Max. 28 scheduled and charter flights / night HomeBase Airlines Flights planeswith Ø max. 75 dB(A) at the measuring pointin the vicinity of the airport (Munich list) Training and practice flights
Night operations shall only be permitted if the total noise generated by all night flights does not exceed a specified annual noise volume. (Noise quota system) The calculated energy-equivalent continuous sound level (Leq) shall not exceed 50 dB(A) on the average night of a calendar yearat the intersections of the combined day-night protectionarea.			

Analysis ofthe above data

Flight ban times

A comparison of the start and end times shows that they are predominantly between 23:00 and 06:00. Some airports have later start times of 23:30h and 24:00h and earlier end times of 05:30h and 05:00h. An exception is Düsseldorf Airport, where the flight ban begins at 22:00 for take-offs and 23:00 for landings. A distinction between take-offs and landings for the flight ban also exists at Stuttgart Airport. There, however, it is 23:00 for take-offs and 23:30 for landings.

Munich Airport has a clearly different regulation. Here, the flight ban/restriction begins at 22:00 and ends at 06:00, but the first 2 hours and the last hour are designated as night border times, during which special rules apply. In addition, there is a noise quota here.

Exceptions

The (standard) exceptions show a relatively uniform picture. Some types of such exceptions, although not completely uniformly formulated, occur at all airports, others only at some. It is striking that no exceptions at all are provided for at Zurich Airport. It would therefore be necessary to check whether these exceptions (or basic flight authorisations) are regulated elsewhere.

Exceptions that occur everywhere are:

- Medical assistance and disaster relief
- Meteorological, technical or other safety evasive flights
- Exceptional permission
- Exceptions that occur at some airports
- Night mail flights
- Survey flights of DFS
- Military and/or police flights
- Search and rescue flights
- Evacuation flights
- Propeller aircrafts up to and over just under 9 t with different noise certificates.

It would probably be necessary to investigate when the individual night flight bans were enacted and whether more specific older formulations are not contained in more general more recent ones. In any case, these exceptions do not mean the large number of night flights, possibly with the exception of night mail flights. Figures on this could not be found.

Special rules or further regulations

These regulations mainly deal with the handling of delays and early arrivals. These regulations appear similar and yet are quite differentiated. This ranges from the provision that delayed flights are permitted up to 1 hour after the start of the night ban if the delay was demonstrably unavoidable, to numerical limits on such flights, restrictions according to noise classification and additional exemptions for home base aircraft. Frankfurt allows an average of 133 scheduled flights/night, whereby this average may not be exceeded in a calendar year. This means a cap of 48,545 scheduled flights per year between 22:00 and 23:00 and between 05:00 and 06:00. In addition, flights of Chapter 4 aircraft are permitted during this time if they have been approved by the airport coordinator at the latest on the previous day. Furthermore, delayed landings between 23:00 and 24:00 are permitted if the delay is not already apparent from the flight plan.

Munich Airport has a completely different regulation. Here, flights by aircraft included in the bonus list of the Federal Ministry of Transport, Building and Urban Affairs (BMVBS) are permitted during the night margins. Exceptions to this are delayed and early landings with Chapter 3 aircraft. In addition, a maximum of 28 scheduled and charter flights per night are permitted from home base airlines, which cause a maximum of 75 dB(A) of noise at the measuring points in the vicinity of the airport (Munich List). Furthermore, training and exercise flights are permitted during the night hours.

In Munich, there is also the fact that night flight operations are only permitted if the total aircraft noise generated by all night flights does not exceed a specified annual noise volume (noise quota). In addition, the calculated energy-equivalent continuous sound level (Leq) shall not exceed 50 dB(A) on the average night of a calendar year at the intersection points of the flight paths with the boundary line of the combined day and night protection area. However, it was not possible to find out how high the said noise quota is and how the 50 dB(A) is complied with at the said boundary line, or where it runs.

For all these special rules, one would need figures to assess them. Such figures for flights in the individual exemption types could not be found. One figure for Frankfurt Airport can be mentioned here. By the end of August, 24,144 aircraft movements were carried out between 10 p.m. and 6 a.m. in 2019. This corresponds to 7.1 per cent of all take-offs and landings.

Nevertheless, it is very interesting to compare how night flight restrictions are regulated at the 10 airports listed.

UECNA stands for:
Union Européenne Contre les Nuisances Aériennes
European Union Against Aircraft Nuisances

Third-party contributions do not necessarily reflect a position of UECNA



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