



Dublin Airport Monthly Noise and Operations Report

March 2024

- Operations and Runway Use
- Noise Complaints

Page	Page Heading	Page Content
3.	Explanation of Terms	
4.	Operations – Movements and Runway Use	Provides an overview of the operations of the airport during the month, including arrival and departure movements, runway use, wind direction and movement comparisons with earlier months and the previous year.
5.	Operations – Runway and Track Use	Provides a representation of the distribution of arrivals and departures, along with data relating to the distribution of the main departure tracks.
6.	Noise Complaints - Complainant Statistics	Provides rolling data on complainant statistics, including total complaints received.
7.	Noise Complaints - Complainant Statistics	Provides data on the complaints received by area from top 10 complainants and a breakdown of complaints by the top 5 complainants.
8.	Noise Complaints - Complainant Hotspot Areas	Provides a map of the region, displaying a blue mark for each household or complainant that submitted a complaint to the airport during the month.
9.	Bulk Complaint Request	

Term	Definition
Aircraft Movement	An aircraft movement is either the arrival or departure of an aircraft at Dublin Airport. For an arrival, the aircraft is detected by radar at least 50km from the airport and the route it takes is recorded in the noise management system until it touches down on one of Dublin Airport's runways. For a departure, the radar detects the flight as it leaves the ground and records the route until it is at least 50km away.
ANOMS	The Advanced Noise Management System is Dublin Airport's database and management system for recording aircraft operations, flight tracks, noise monitoring terminals and complaints.
Cat AB aircraft	Category A and B aircraft are light and propellor driven aircraft. This includes General Aviation aircraft (Cat A) and turbo-propellor aircraft such as the ATR72 (Cat B).
Cat CD aircraft	Category C and D are heavier, jet aircraft.
Runway Naming	Runways are named based on the direction (or heading) an aircraft faces during an operation on that runway. For parallel runways, the L or R indicates whether it is on the left or the right. Dublin Airport has three runways: <ul style="list-style-type: none"> • South Runway - Operations are either on RW28L (facing west) or on RW10R (facing east) • North Runway – Operations are either on RW28R (facing west) or on RW10L (facing east) • Cross Runway – Operations are either on RW16 (facing south) or on RW34 (facing north)
Wind Rose	Circular graph of wind strength and direction issued by Met Eireann. As aircraft need to take-off and land when facing into the wind (except in low wind conditions less than 5 knots), the wind rose will give an indication of runway use.
YTD	Year To Date
Zones A to F	The "zones" are runway end zones defined for this report. For example, Zone A is west of the South Runway and is overflowed by arrivals on RW10R and departures on RW28L.

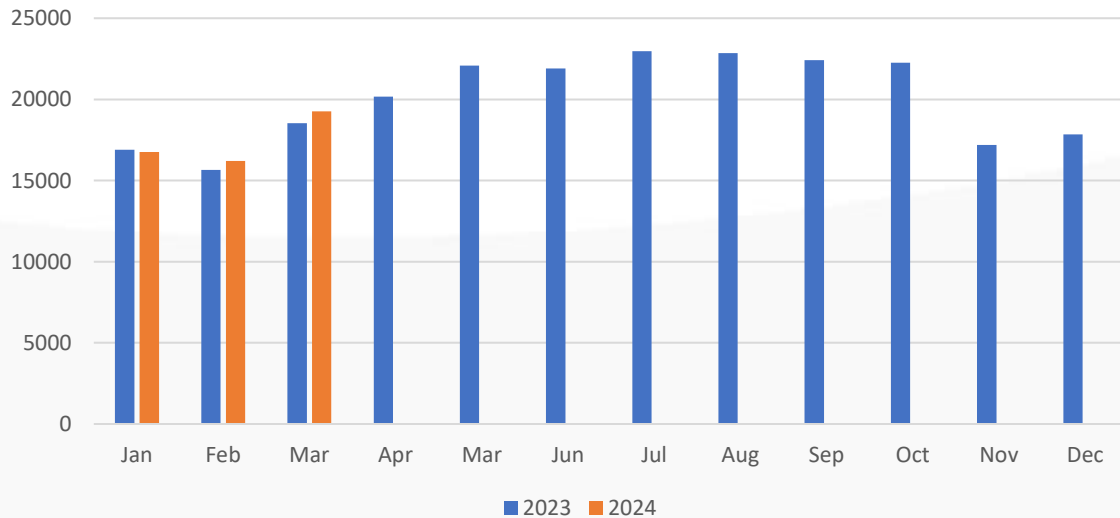
Operations – Movements and Runway Use

Aircraft Movements (Cat ABCD) Mar 2024

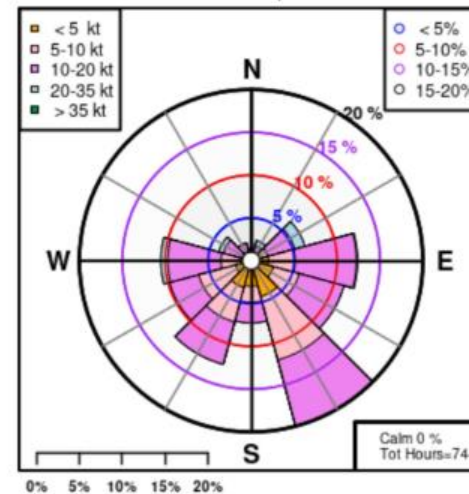
Zone		Arrivals		Departures		Total
A	South Runway	from West (RW10R)	2,065	to West (RW28L)	675	2,740
B		from East (RW28L)	5,438	to East (RW10R)	4,250	9,688
C	North Runway	from West (RW10L)	2,097	to West (RW28R)	4,747	6,844
D		from East (RW28R)	37	to East (RW10L)	0	37
E	Cross Runway	from North (RW16)	1	to North (RW34)	0	1
F		from South (RW34)		to South (RW16)		0
			9,638		9,672	19,310



Monthly Aircraft Movements YTD + 2023



Windrose Dublin Apt March 2024

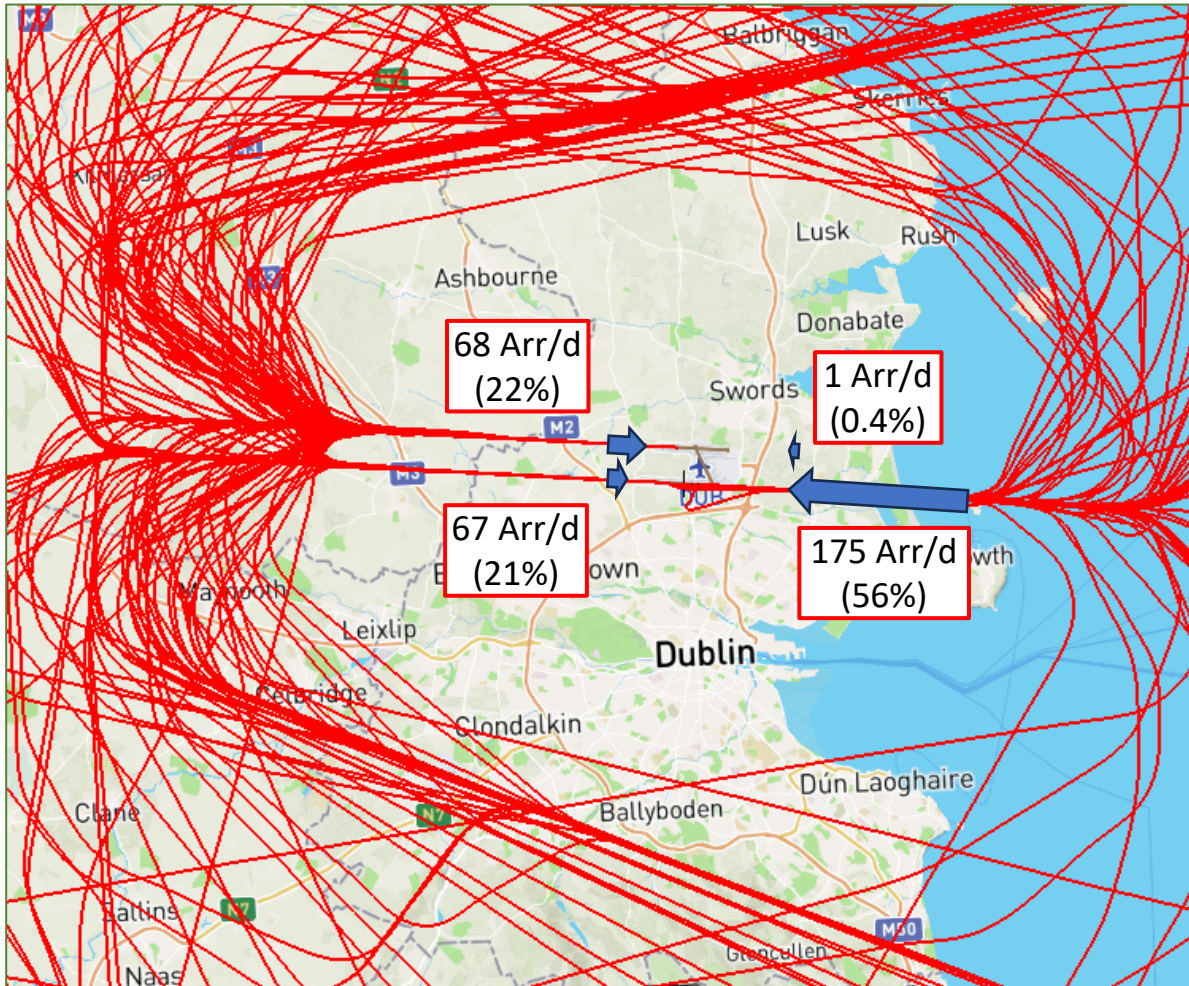


March 2024 Wind Rose:

shows percentage of time in each wind direction.

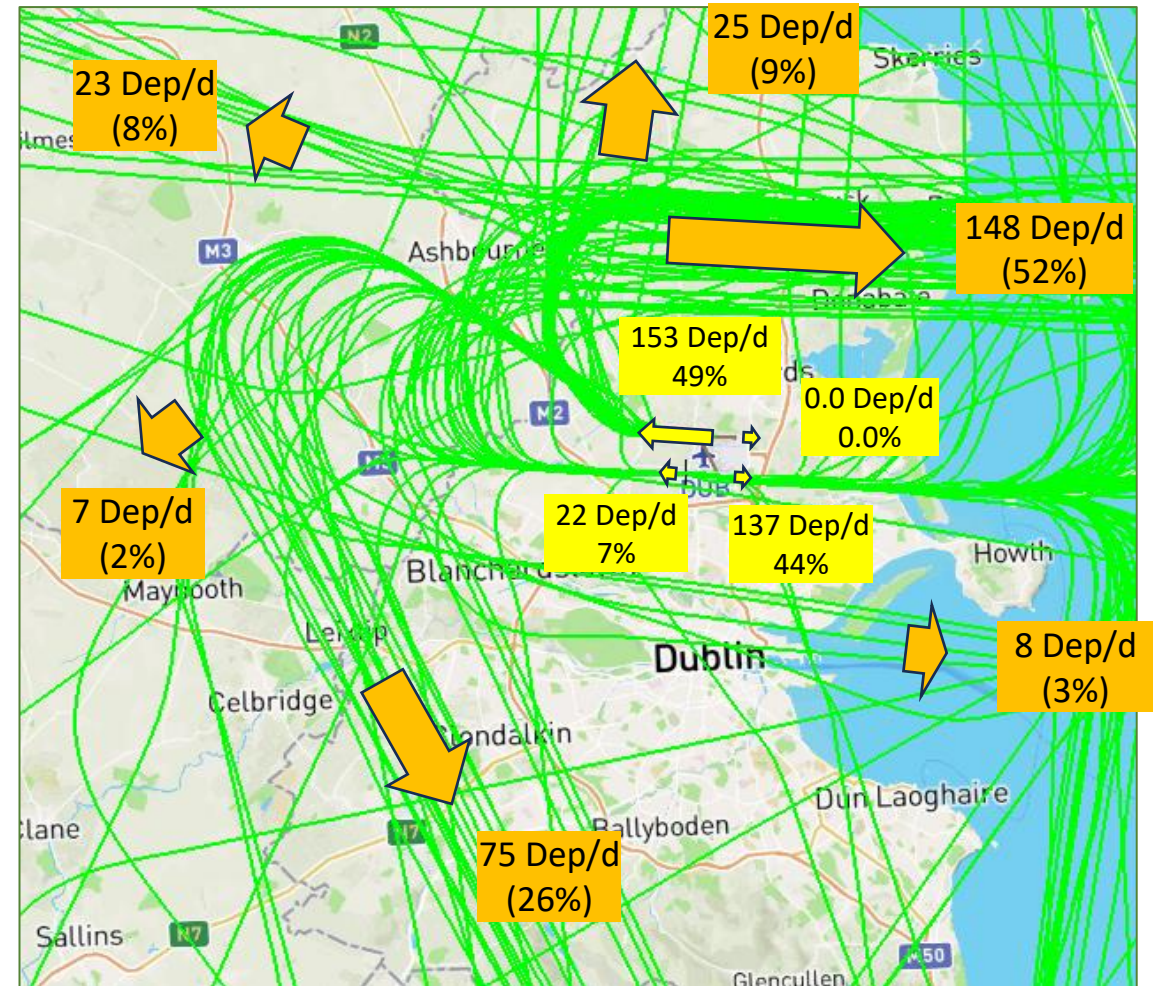
Table below shows YTD – Westerly (W) and Easterly (E) operations

2024	Jan	Feb	Mar	Apr	May
W	86%	87%	56%		
E	24%	23%	44%		



Graphic depicts:

- % arrivals on each main runway March 2024
- Average arrival movements per day on each main runway
- Note: example flight track selection used



Graphic depicts:

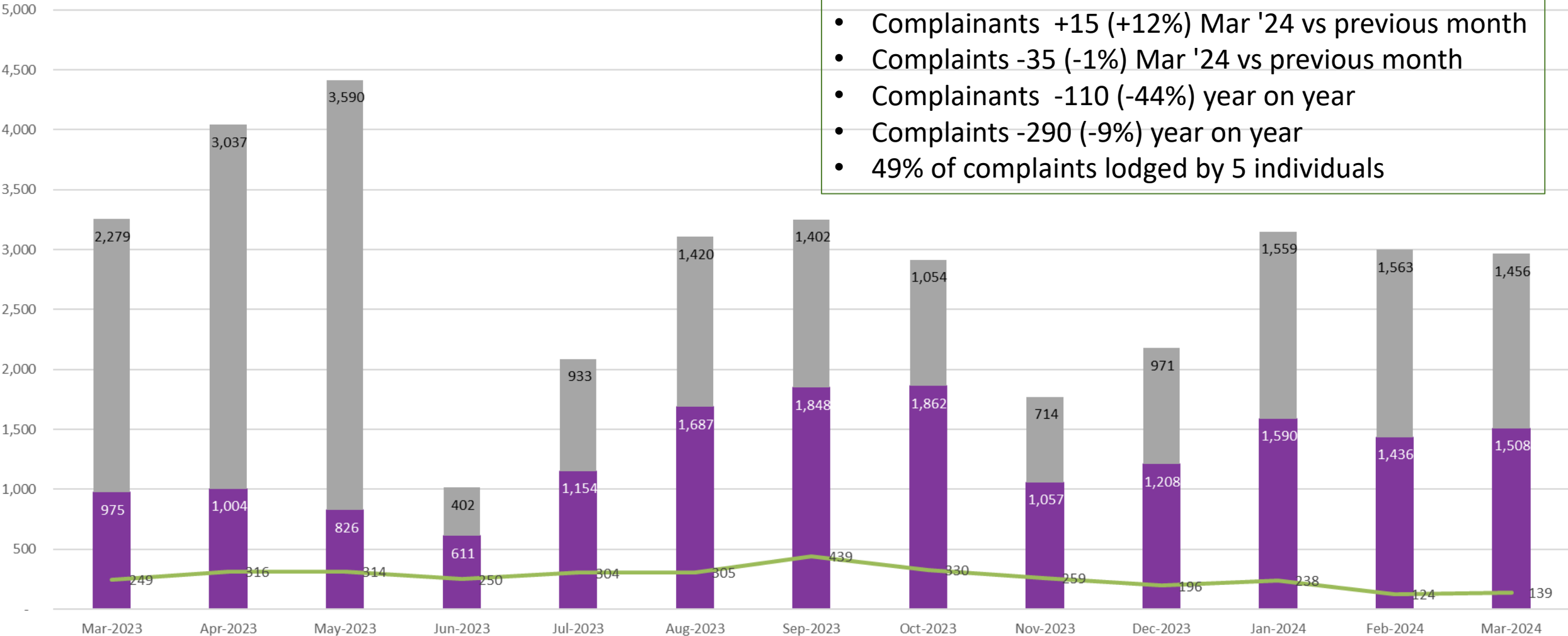
- % departures on each main runway March 2024 (yellow boxes)
- Average departure movements per day on each main runway (yellow boxes)
- Average departures per day on each main track swathe (orange boxes)
- Note: example flight track selection used

Noise Complaints - Complainant Statistics



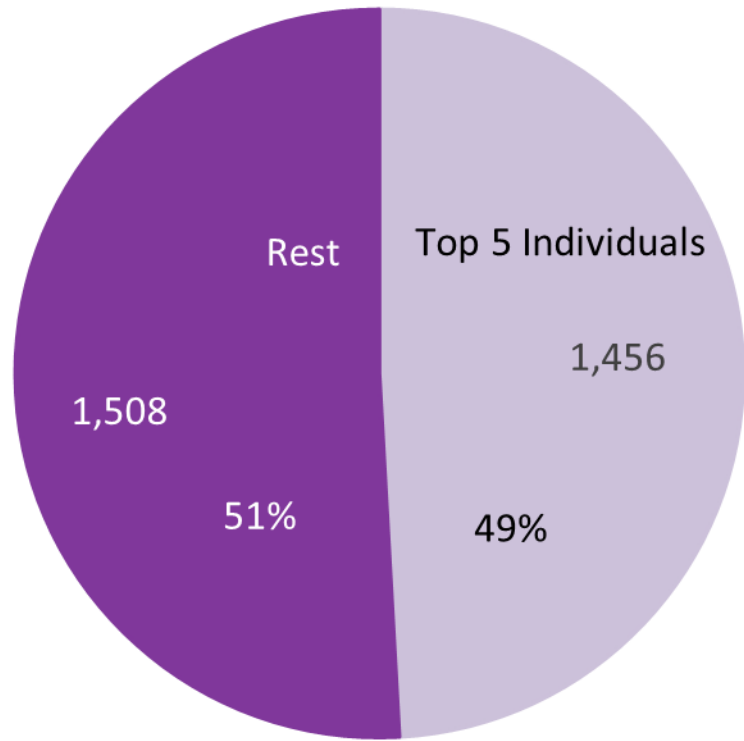
Complainant Statistics

Complaints excluded Top 5 Individuals Top 5 Individuals' Complaints Complainants

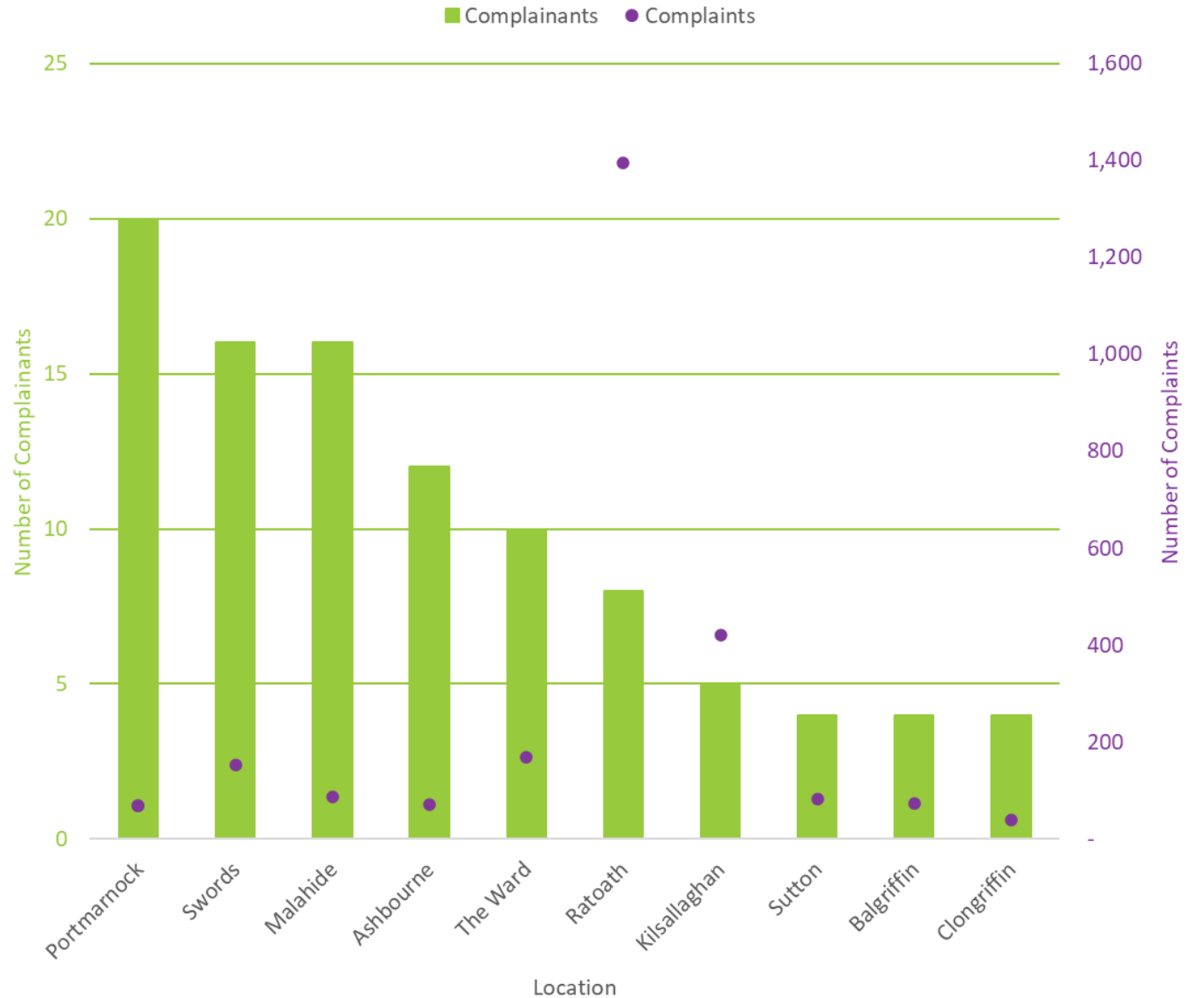


- Complainants +15 (+12%) Mar '24 vs previous month
- Complaints -35 (-1%) Mar '24 vs previous month
- Complainants -110 (-44%) year on year
- Complaints -290 (-9%) year on year
- 49% of complaints lodged by 5 individuals

Complaints by Top 5 Individuals - Mar 2024

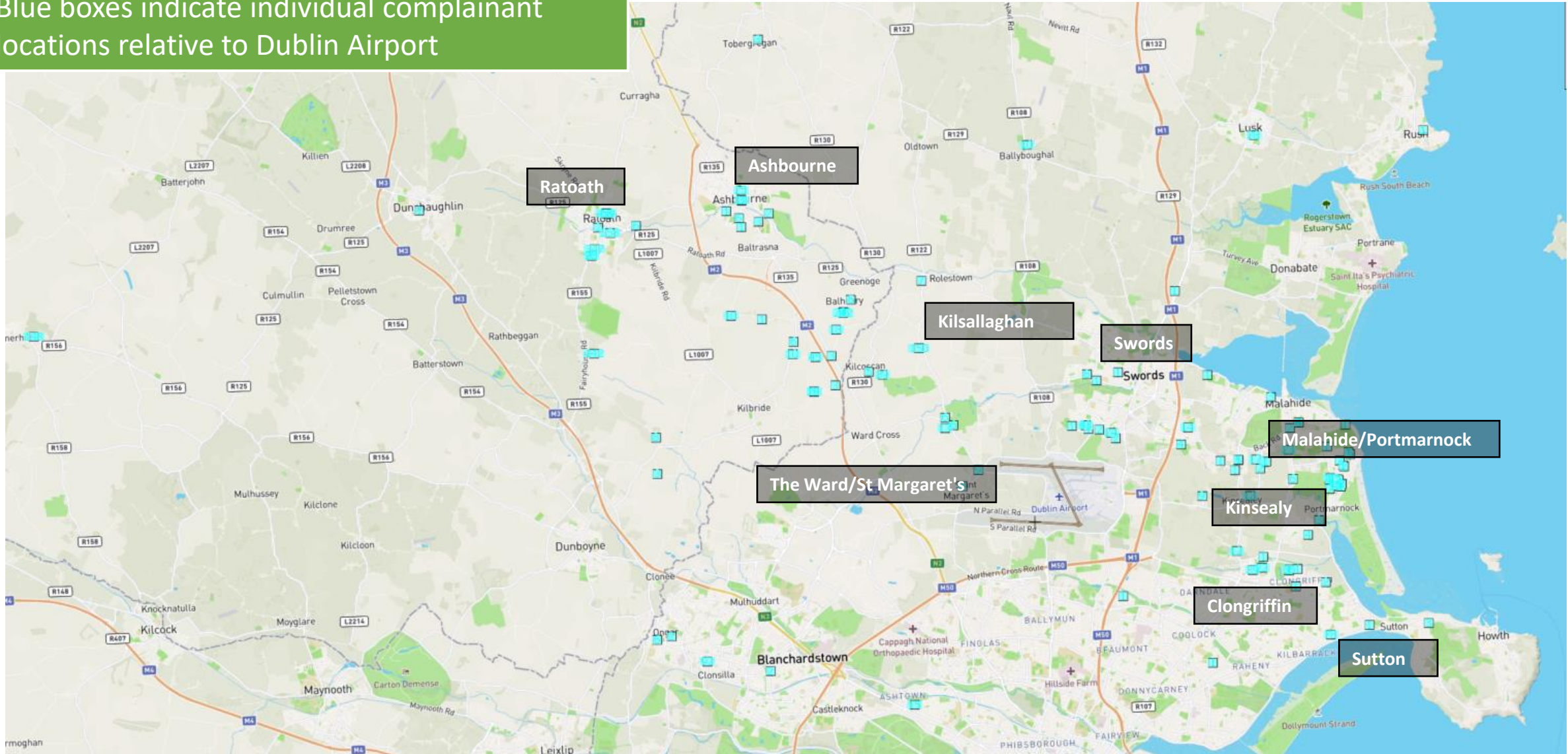


Top 10 Number of Complainants by Area - March 2024



Noise Complaints - Complainant Hotspot Areas

- Blue boxes indicate individual complainant locations relative to Dublin Airport



Noise Complaints – Bulk Complaint Request

- In March 2024, a letter template was circulated in the public domain relating to Dublin Airport's noise complaints system.
- From end March and over the course of April 2024, 57 of these templated letters from individual members of the public were received:
 - A. 44 requested that every departure off North Runway heading west (Zone C Departures on page 4) be registered as a complaint; and,
 - B. 13 requested that every departure to the East or landing from the East on North Runway (Zone D on page 4) be registered as a complaint.
- Dublin Airport's Complaint Management System is not designed to accept bulk complaints in this manner. If a complainant does not register their complaints through the formal system, they cannot be entered manually.
- Our monthly complaint and complainant reporting will continue to be based on those submissions registered through the formal web and phone channels.
- However, in acknowledgement of the letters received, we have calculated the total complaints that such requests would result in:
 - A. For the 23,600 departures heading west from North Runway in first four months of 2024:
23,600 x 44 requests = 1,038,400 additional complaints across the four months.
 - B. For the 151 Easterly Arrivals and 4 Easterly Departures on the North Runway in first four months of 2024 (0.2% of operations the airport):
155 movements x 13 requests = 2,015 additional complaints across the four months.

I am writing to you to inform you that the Noise Complaint system at Dublin Airport is not fit for purpose.

Since the opening of the North Runway in August 2022, aircraft have been flying in the vicinity of my home which they were never planned to do and the environmental impacts of this unplanned flight path were never assessed or presented in the planning application which received permission in 2007.

Therefore every flight off the North Runway is a noise problem for me and my family. For us to use the complaints system we would have to spend all of our time between 7am and 11pm submitting these complaints. This is not practical.

I would therefore request that you log every flight off the North Runway as a complaint from me and I expect these complaints to be counted and acknowledged in the complaint system.

I have to live my life under the stress of the aircraft noise and this is bad enough without having to spend all day using your system to log a complaint. It is just not possible.

Thank you for your understanding on this matter and trust you will include my noise complaints.

Template Letter Received