



# Dublin Airport Monthly Noise and Operations Report

December 2025

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- Operations and Noise Complaints
- Flight Track Monitoring



# Part 1: Operations and Complaints

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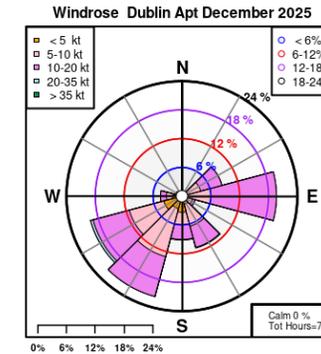
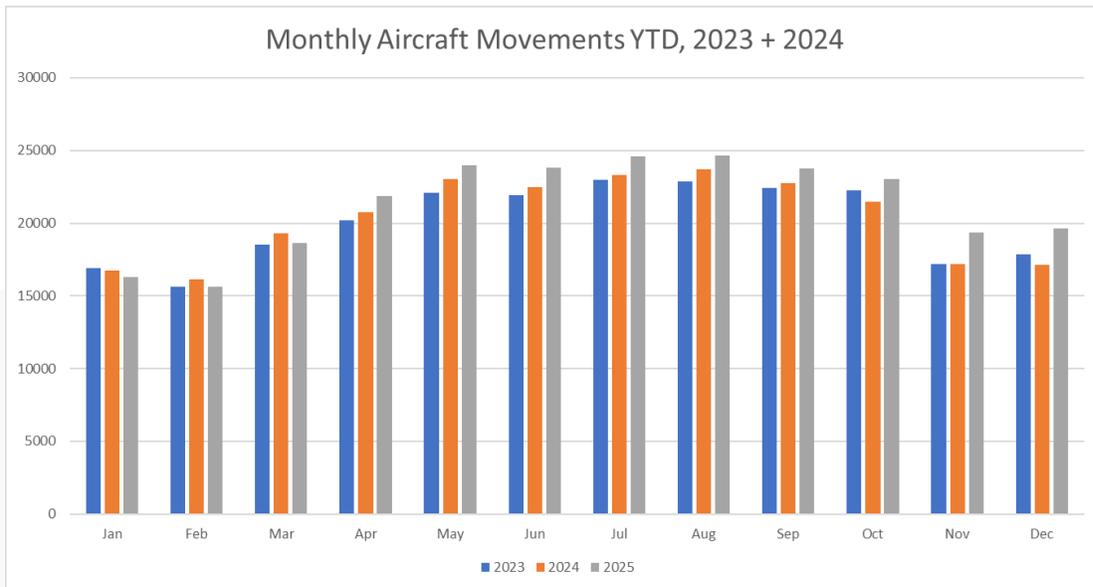
Page	Page Heading	Page Content
<b>PART 1</b>		
<b>4.</b>	<b>Explanation of Terms</b>	
<b>5.</b>	<b>Operations – Movements and Runway Use</b>	Provides an overview of the operations of the airport during the month, including arrival and departure movements, runway use, wind direction and movement comparisons with earlier months and the previous year.
<b>6, 6a, 6b.</b>	<b>Operations – Runway and Track Use (December and 2025 Year)</b>	Provides a representation of the distribution of arrivals and departures, along with data relating to the distribution of the main departure tracks.
<b>7.</b>	<b>2025 Annual Departure Swathe Data</b>	Provides an overview of 2025 runway and track use.
<b>8.</b>	<b>Total Movements in the month by hour of day</b>	Provides an overview of the number of movements by hour of the day.
<b>9.</b>	<b>Noise Complaints - Complainant Statistics</b>	Provides rolling data on complainant statistics, including total complaints received.
<b>10.</b>	<b>Noise Complaints - Complainant Statistics</b>	Provides data on the complaints received by area from top 10 complainants and a breakdown of complaints by the top five individuals.
<b>11.</b>	<b>Noise Complaints – Area Analysis</b>	Provides an overview of both the number of complaints and number of complainants by area.
<b>12.</b>	<b>Noise Complaints – by Hour</b>	Provides an overview of the number of movements by hour of the day.
<b>PART 2</b>		
<b>13 – 23.</b>	<b>Flight Track Monitoring</b>	Provides an overview of Standard Instrument Departure for each runway and Noise Preferential Routes

Term	Definition
<b>Aircraft Movement</b>	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.
<b>ANOMS</b>	The Advanced Noise Management System is Dublin Airport's database and management system for recording aircraft operations, flight tracks, noise monitoring terminals and complaints.
<b>Cat AB aircraft</b>	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).
<b>Cat CD aircraft</b>	Category C and D are heavier, jet aircraft.
<b>Runway Naming</b>	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"><li>• South Runway - Operations are either on RW28L (facing west) or on RW10R (facing east)</li><li>• North Runway – Operations are either on RW28R (facing west) or on RW10L (facing east)</li><li>• Cross Runway – operations are either on RW16 (facing south) or on RW34 (facing north)</li></ul>
<b>Wind Rose</b>	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.
<b>YTD</b>	Year To Date
<b>Zones A to F</b>	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.

# December 2025 Operations – Movements and Runway Use

## Aircraft Movements (Cat ABC&D) December 2025

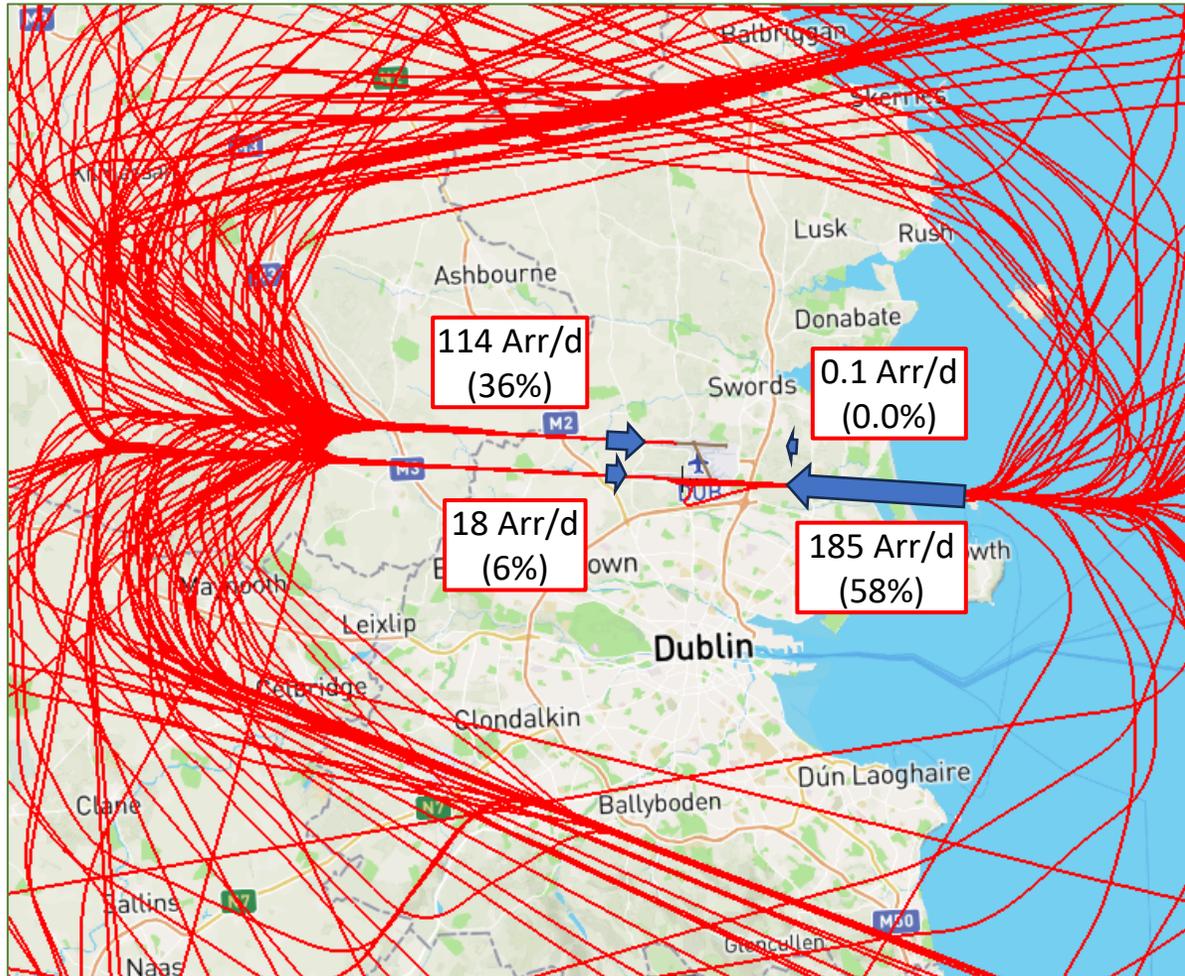
Zone		Arrivals		Departures		Total
A	South Runway	from West (RW10R)	542	to West (RW28L)	679	1,221
B		from East (RW28L)	5,724	to East (RW10R)	4,179	9,903
C	North Runway	from West (RW10L)	3,541	to West (RW28R)	4,959	8,500
D		from East (RW28R)	3	to East (RW10L)	0	3
E	Cross Runway	from North (RW16)	0	to North (RW34)	1	1
F		from South (RW34)	0	to South (RW16)	0	0
			9,810		9,818	19,628



**December 2025 Wind Rose:** shows percentage of time in each wind direction. Table below shows 2024 and YTD – westerly and easterly operations

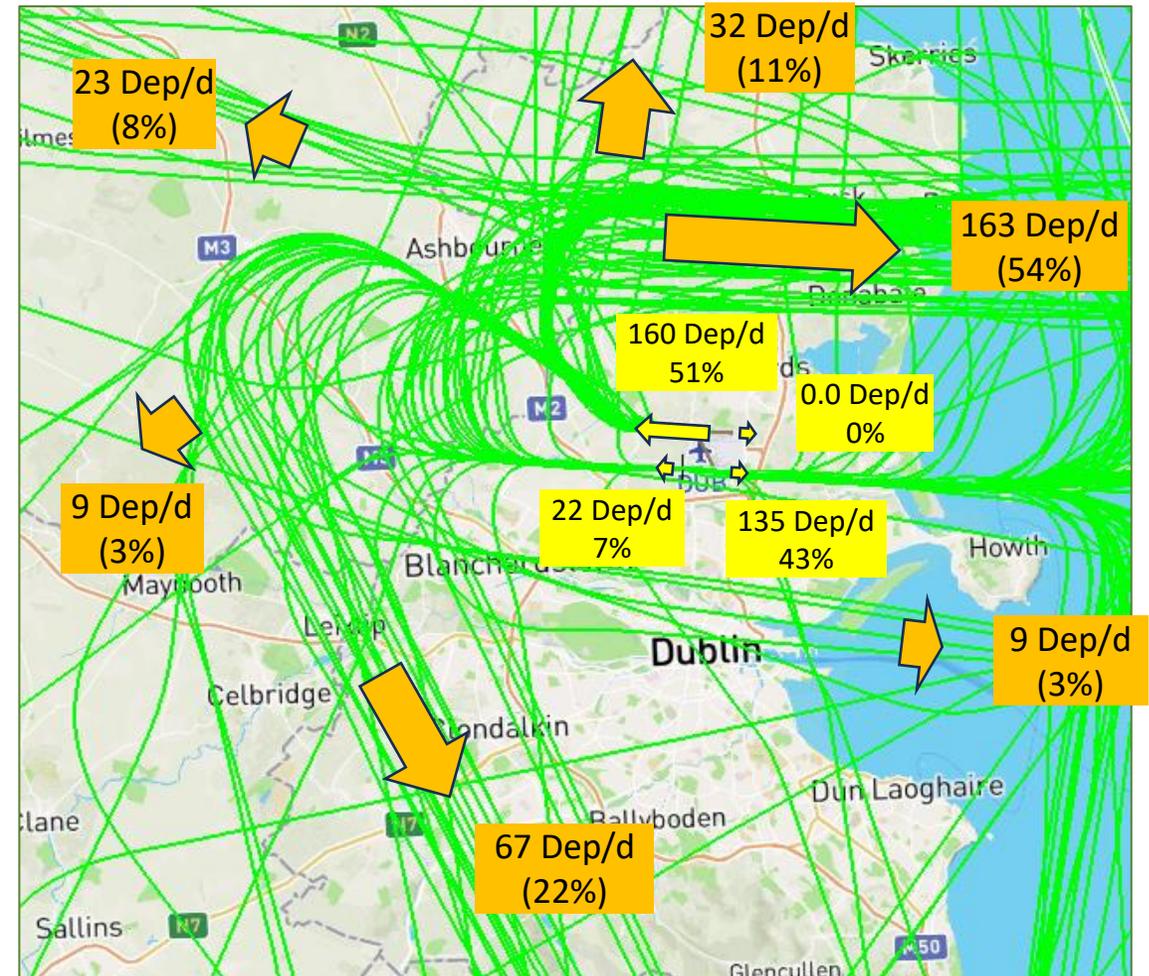
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
2025	W	82%	45%	55%	32%	44%	80%	80%	67%	78%	75%	76%	58%	65%
	E	18%	55%	45%	68%	56%	20%	20%	33%	22%	25%	24%	42%	35%
2024	W	86%	87%	56%	78%	65%	89%	81%	90%	61%	63%	70%	88%	76%
	E	14%	13%	44%	22%	35%	11%	19%	10%	39%	37%	30%	12%	24%

# December 2025 Operations – Runway and Track Use



Graphic depicts:

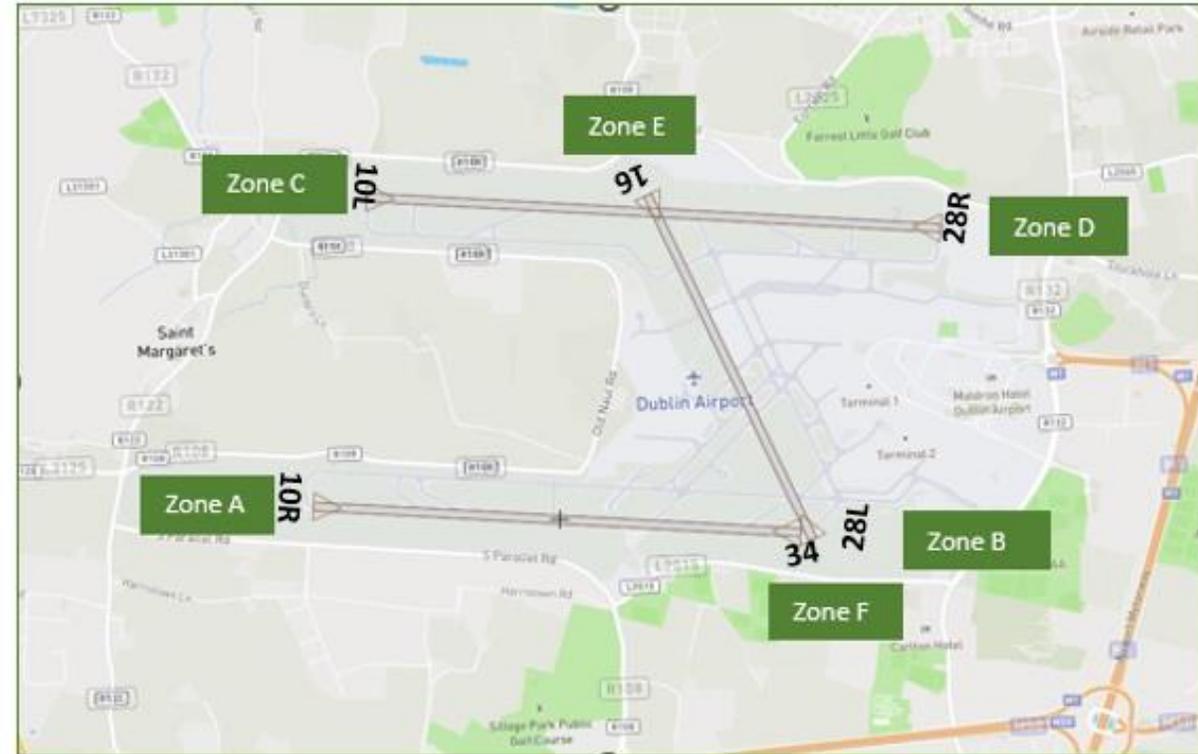
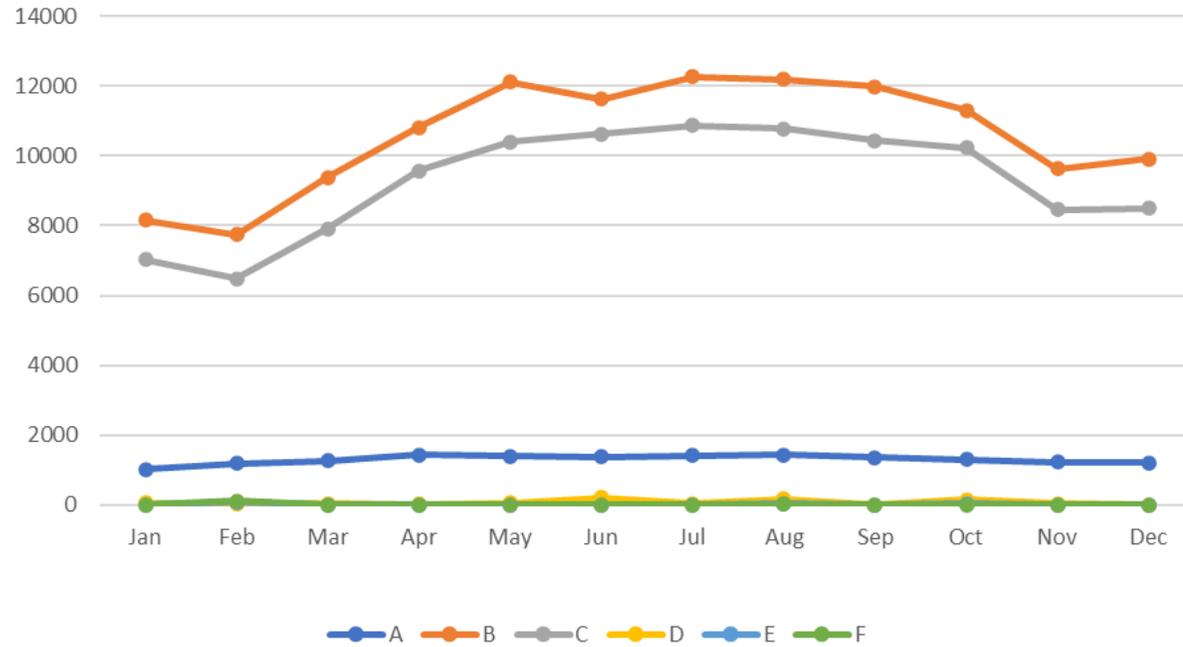
- Average arrival movements per day (d) on each main runway
- % arrivals on each main runway this month
- Note: example flight track selection used



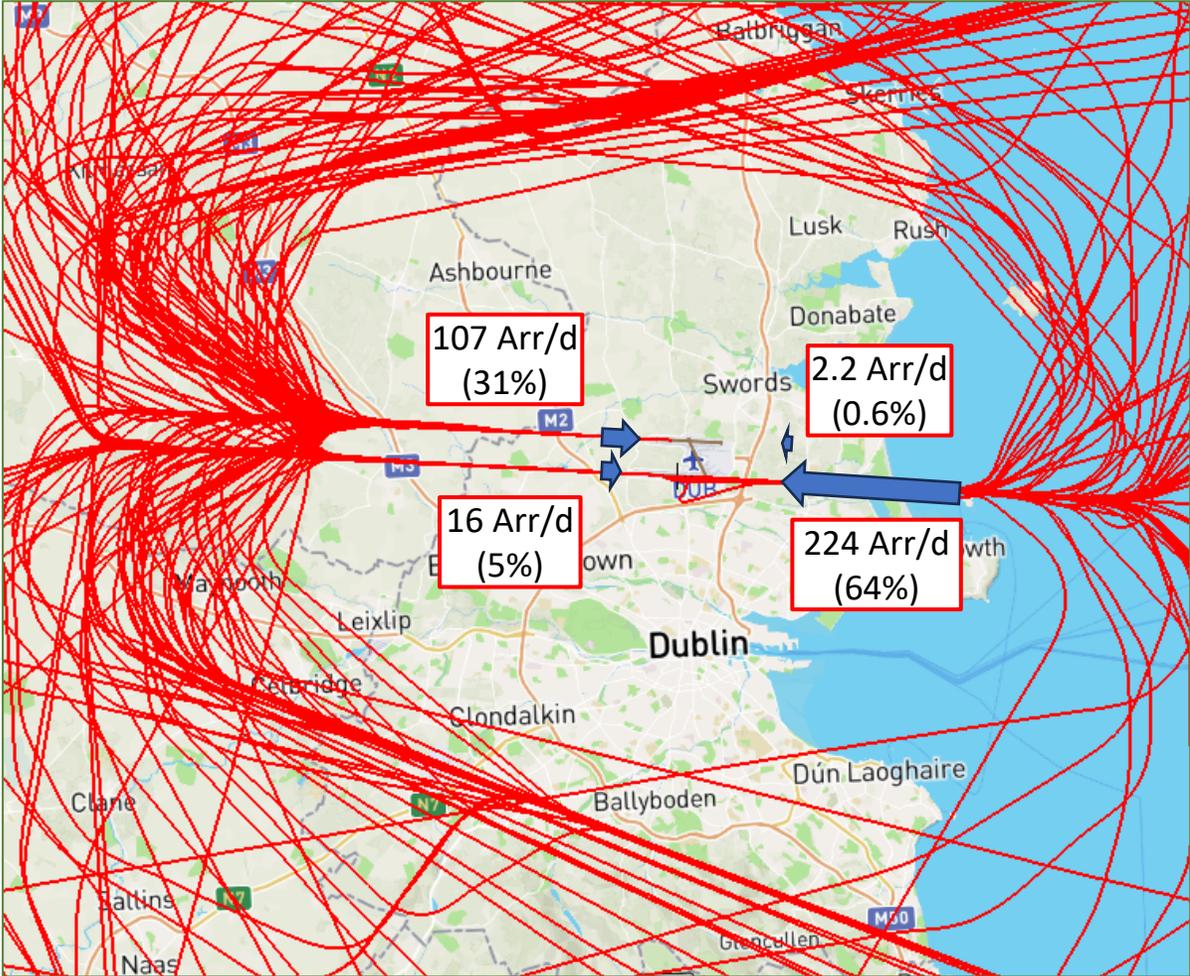
Graphic depicts:

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

2025 Monthly Movements by Runway End Zone

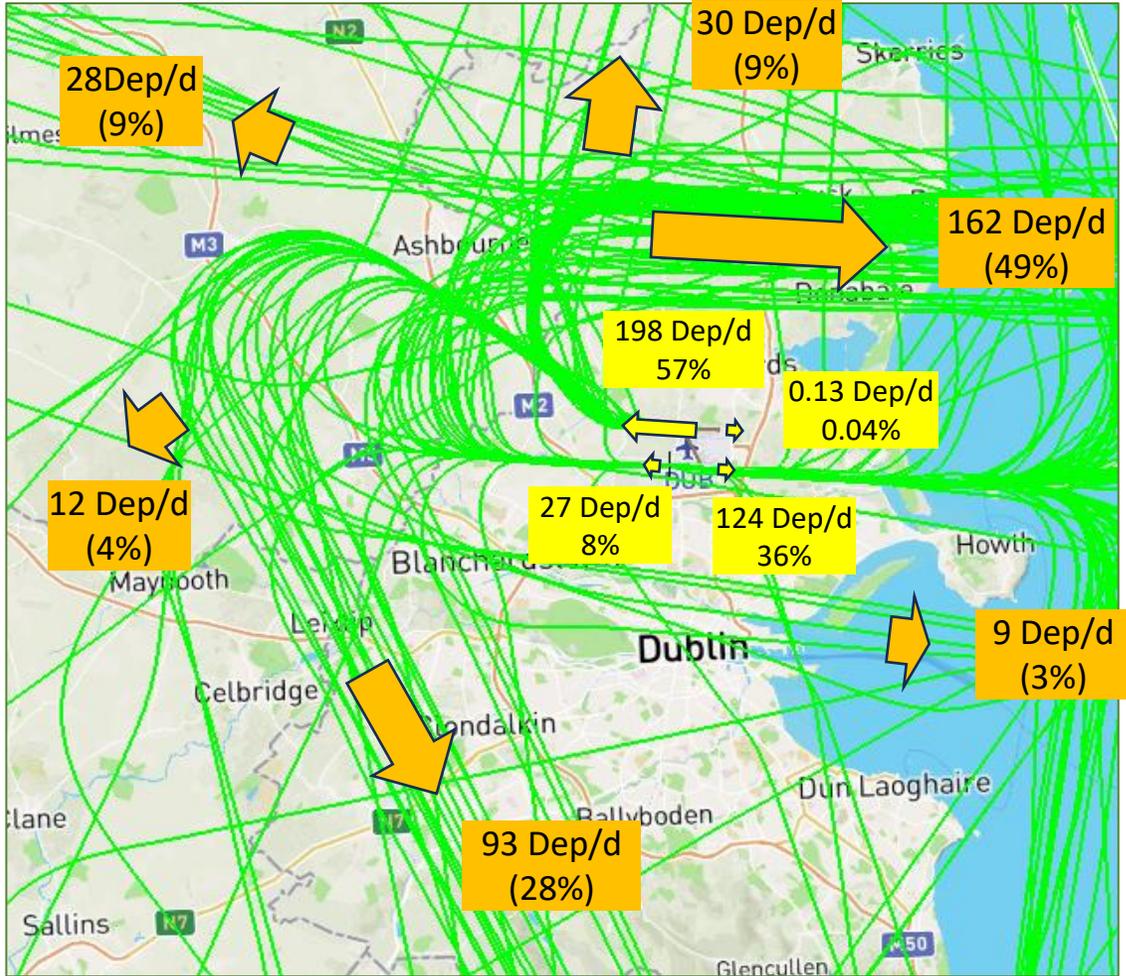


# 2025 Annual Operations – Runway and Track Use



Graphic depicts:

- Average arrival movements per day (d) on each main runway
- % arrivals on each main runway for whole of 2025
- Note: example flight track selection used



Graphic depicts:

- Average departure movements per day on each main runway (yellow boxes)
- % departures on each main runway for whole of 2025 (yellow boxes)
- Average departures per day on each main track swathe (orange boxes)
- Note: example flight track selection used

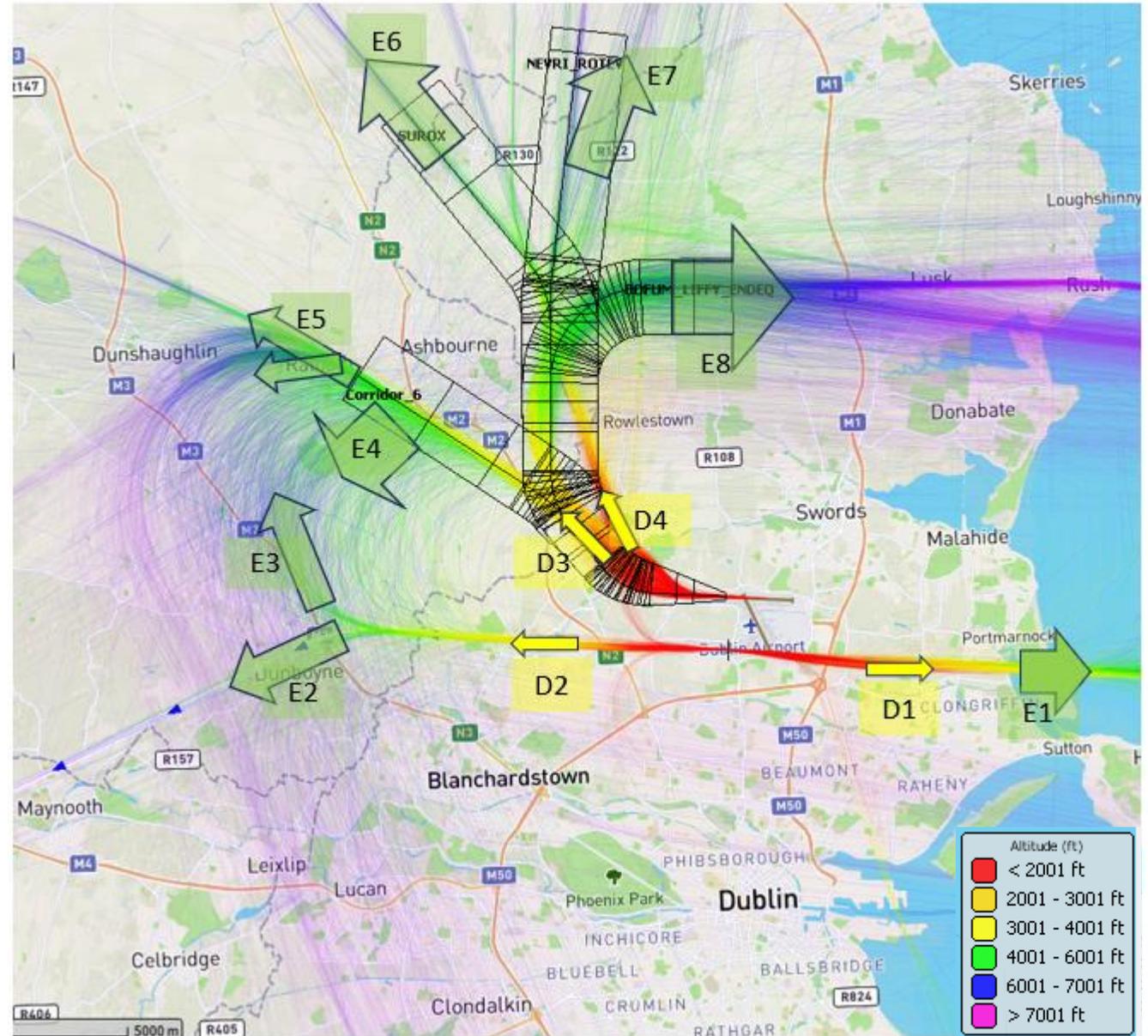
# 2025 Departure Swathe Data – Runway and Track Use

## ~1,000 – 3,000 ft (D1 – D4)

	Swathe	Avg Dep/d	Percentage of Departures
D1	10R	124	36%
D2	28L	26	8%
D3	28R Jet	177	50%
D4	28R Turbo-prop	22	6%

## ~4,000 – 6,000 ft (E1 – E8)

	Swathe	~Avg Dep/d	Percentage of Departures
E1	10R (easterly dep)	124	36%
E2	28L, S- & W-bound (left turn)	13	4%
E3	28L, N- & E-bound (right turn)	13	4%
E4	28R, S- & W-bound, left turn from NPR	25	7%
E5	28R, S- & W-bound, exit end of NPR	50	15%
E6	28R, NW-bound	8	2%
E7	28R, N-bound	19	6%
E8	28R, E-bound	87	26%



# December 2025 – Total Movements in the Month by hour of day

Night Hours			
Hour of day	Arrivals	Departures	Movements
00:00	200	20	220
01:00	70	0	80
02:00	30	20	60
03:00	70	10	80
04:00	180	30	210
05:00	130	180	320
06:00	110	800	910
23:00	490	60	540
<b>Total</b>	<b>1280</b>	<b>1140</b>	<b>2420</b>

Day Hours			
Hour of day	Arrivals	Departures	Movements
07:00	450	910	1360
08:00	560	550	1100
09:00	610	540	1150
10:00	600	550	1150
11:00	590	610	1200
12:00	610	620	1230
13:00	600	730	1330
14:00	530	640	1160
15:00	530	520	1050
16:00	520	610	1130
17:00	560	600	1160
18:00	530	590	1120
19:00	390	470	860
20:00	420	350	770
21:00	560	270	840
22:00	480	130	620
<b>Total</b>	<b>8530</b>	<b>8680</b>	<b>17200</b>

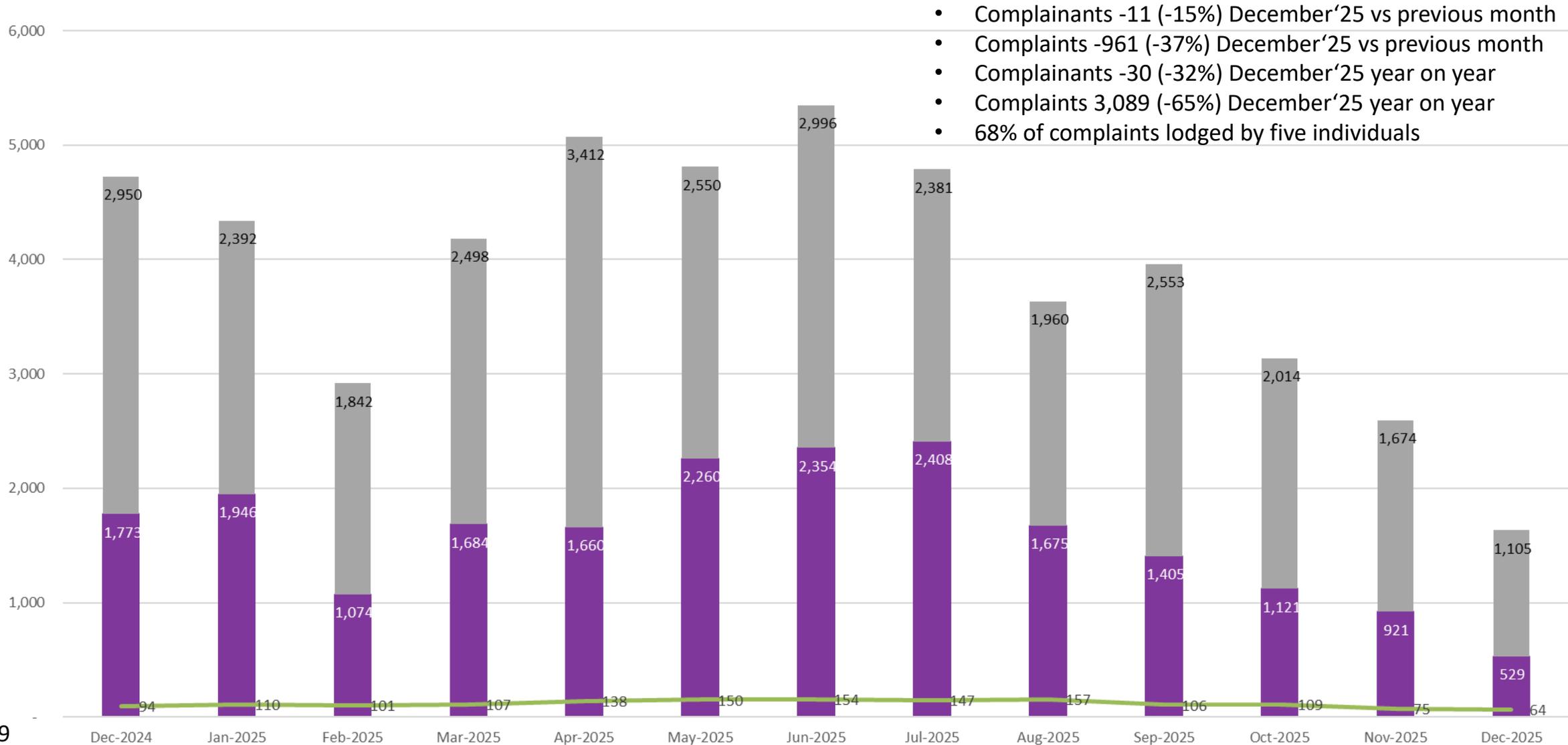


\* Rounded to nearest 10

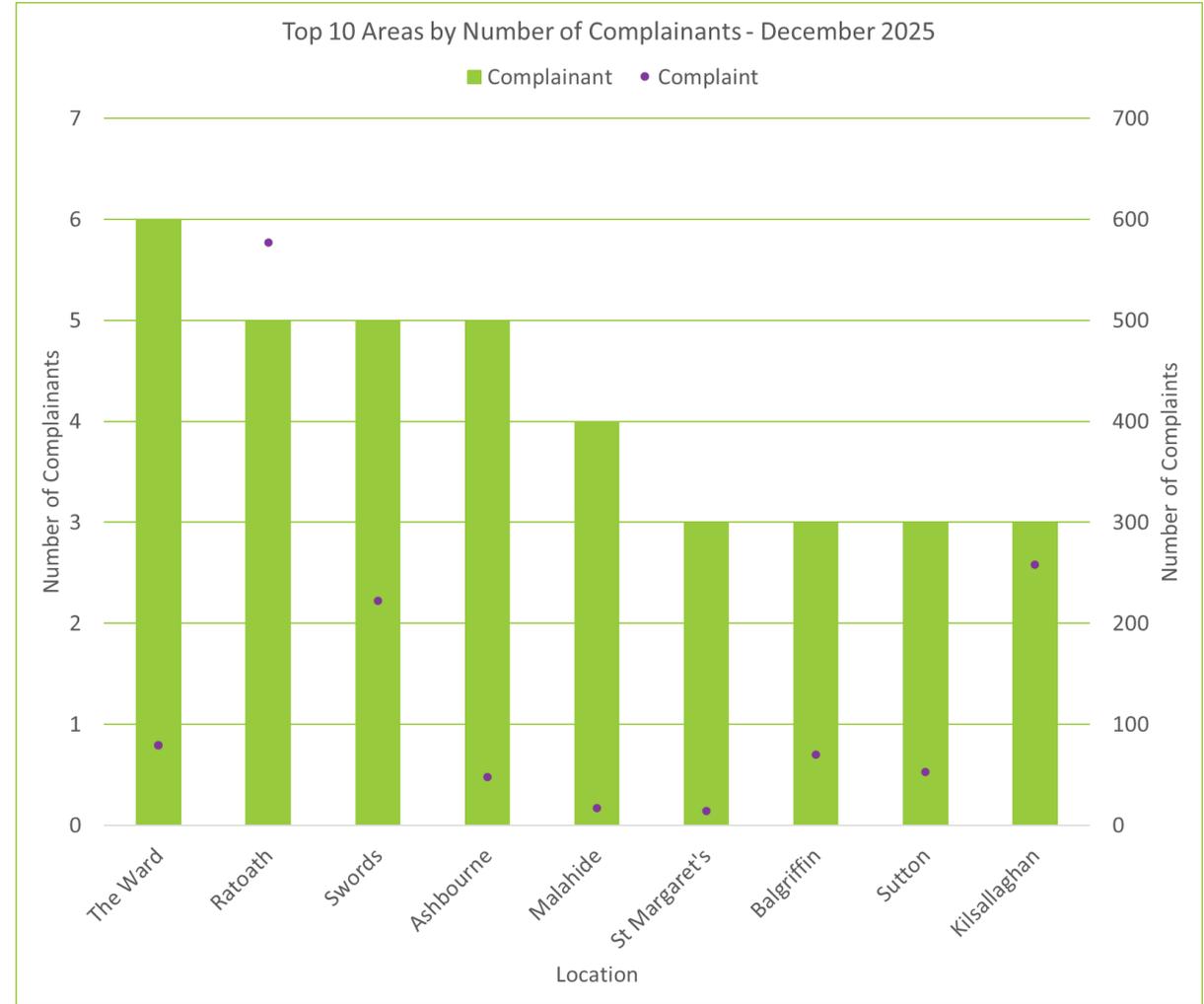
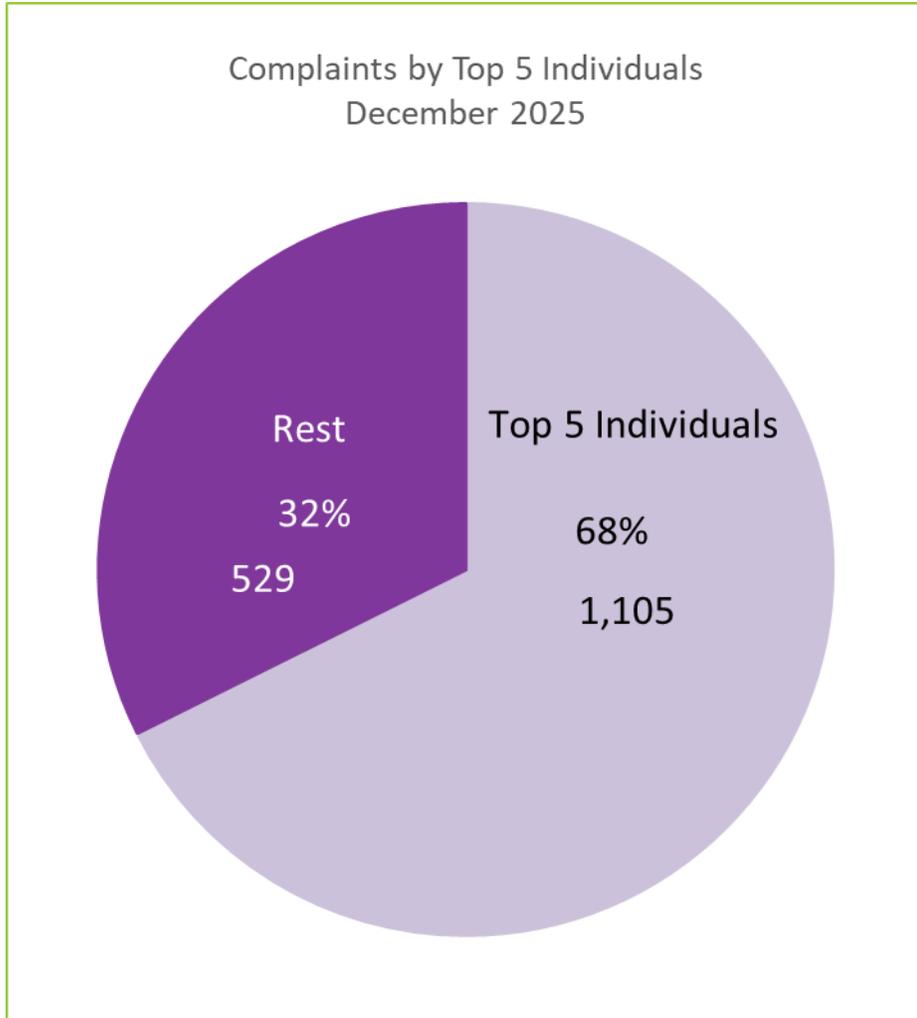
# Noise Complaints - Complainant Statistics

Complainant Statistics

Complaints excluded Top 5 Individuals    Top 5 Individuals' Complaints    Complainants

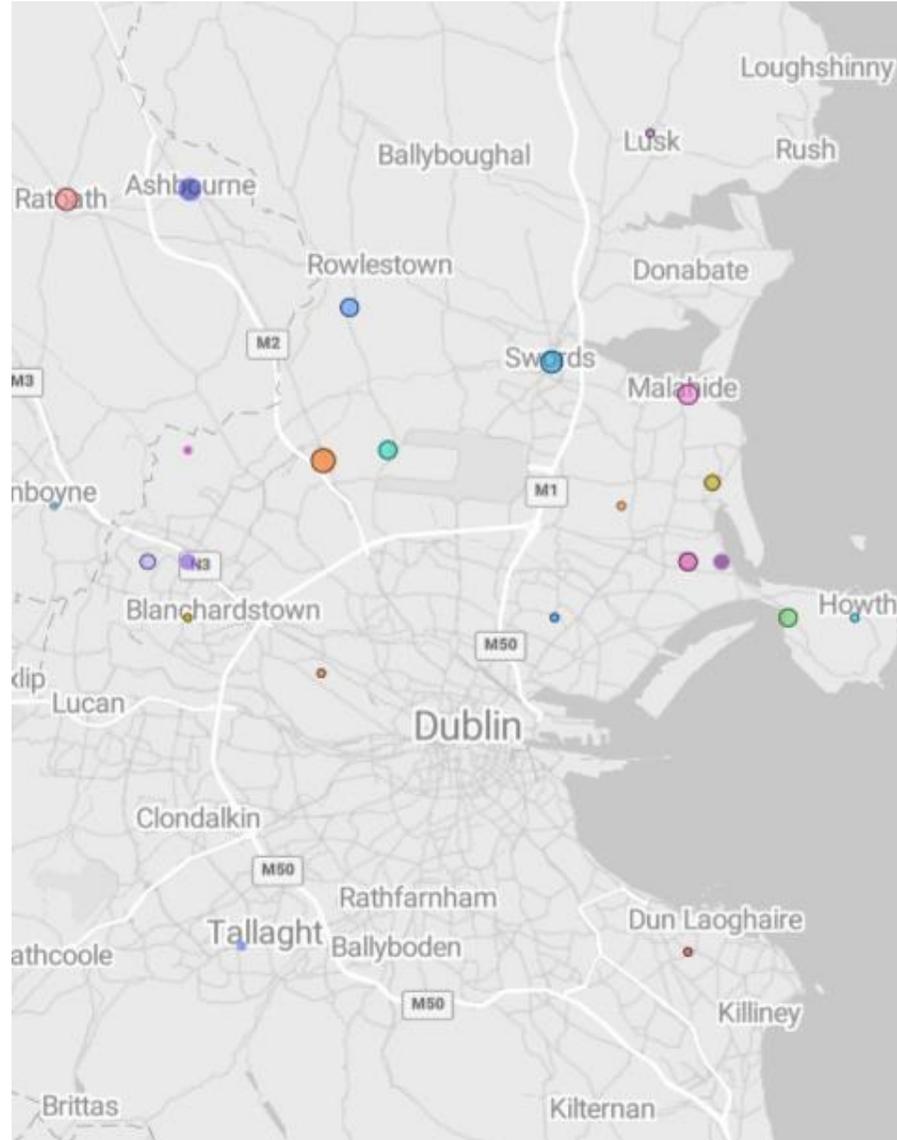


- Complainants -11 (-15%) December'25 vs previous month
- Complaints -961 (-37%) December'25 vs previous month
- Complainants -30 (-32%) December'25 year on year
- Complaints 3,089 (-65%) December'25 year on year
- 68% of complaints lodged by five individuals



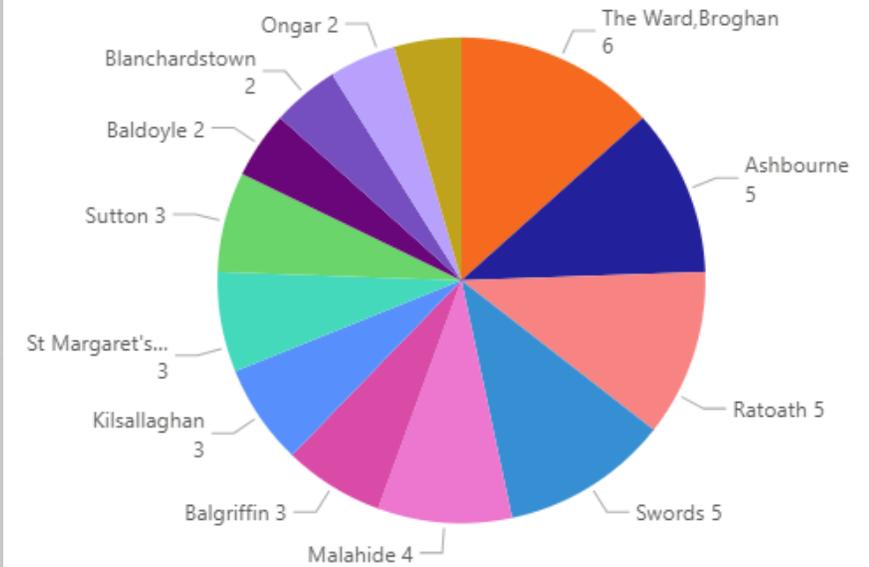
# December 25 – Complaints & Complainants Map

Complainants by Area: Bubble Map



Area	Complaints	Complainants
The Ward	79	6
Ratoath	577	5
Swords	222	5
Ashbourne	48	5
Malahide	17	4
St Margaret's	14	3
Balgriffin	70	3
Sutton	53	3
Kilsallaghan	258	3
Portmarnock	4	2
County Dublin	6	2
Blanchardstown	2	2
Baldoyle	141	2
Ongar	11	2
Tallaght	1	1
Carpenterstown	1	1
Lusk	4	1
Kinsealy	1	1
Deansgrange	1	1
Howth	1	1
Tyrrelstown	1	1
Co. Meath	4	1
Dunboyne	3	1
Artane	1	1
Dunshaughlin	6	1
Ashtown	15	1

Complainants by Area



(Areas where Complainants > 1)

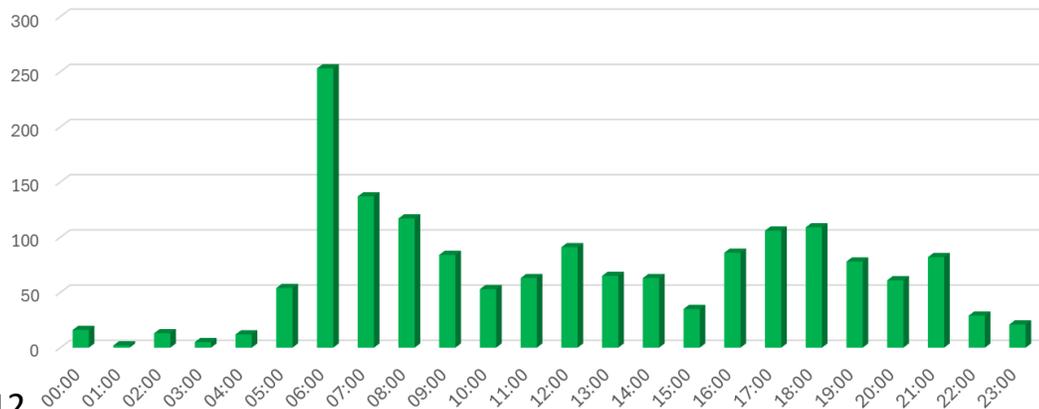
# December 2025 - Noise Complaints – by Hour of Operations



Night		
Hour of operation	Number of complaints	Number of complainants
00:00	16	4
01:00	2	2
02:00	13	3
03:00	5	5
04:00	12	4
05:00	54	14
06:00	253	17
23:00	21	15
<b>Total</b>	<b>376</b>	

Day		
Hour of operation	Number of complaints	Number of complainants
07:00	136	22
08:00	117	16
09:00	84	13
10:00	53	14
11:00	63	13
12:00	91	12
13:00	65	15
14:00	63	9
15:00	35	10
16:00	86	11
17:00	106	14
18:00	109	12
19:00	78	14
20:00	61	10
21:00	82	19
22:00	29	10
<b>Total</b>	<b>1,258</b>	

Complaints by Hour





## Part 2: Flight Track Monitoring

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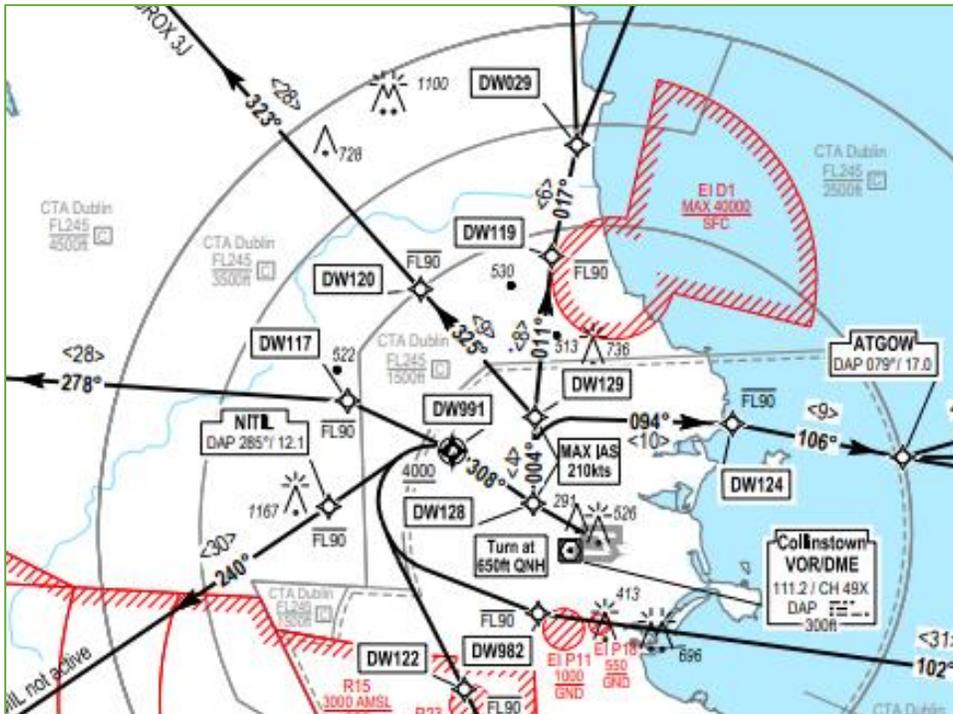


Page	Page Heading	Page Content
15.	Explanation of Terms	
16.	Standard Instrument Departures (SID) North Runway	<ul style="list-style-type: none"> <li>• AirNav Ireland maps displaying the departure SIDs from North Runway towards the West and the East.</li> </ul>
17.	Standard Instrument Departures (SID) South Runway	<ul style="list-style-type: none"> <li>• AirNav Ireland maps displaying the departure SIDs from South Runway towards the West and the East.</li> </ul>
18.	Noise Preferential Routes (NPR)	<ul style="list-style-type: none"> <li>• Map showing the Noise Preferential Routes (NPR) for Jet Aircraft Departures from the North and South Runways in both Easterly and Westerly directions.</li> </ul>
19.	Departure Track Adherence data (2024 and YTD 2025)	<ul style="list-style-type: none"> <li>• Chart and table of the percentages of departures each month since January 2024 that operated within the NPR until reaching the minimum height.</li> </ul>
20.	Track NPR Deviation Examples – North Runway	<ul style="list-style-type: none"> <li>• Maps showing examples of aircraft departure flight tracks from the North Runway that left the NPR before reaching the required minimum height of 4,000 ft.</li> </ul>
21.	Track NPR Deviation Examples – South Runway	<ul style="list-style-type: none"> <li>• Maps showing examples of aircraft departure flight tracks from the South Runway that left the NPR before reaching the required minimum height of 3,000 ft.</li> </ul>

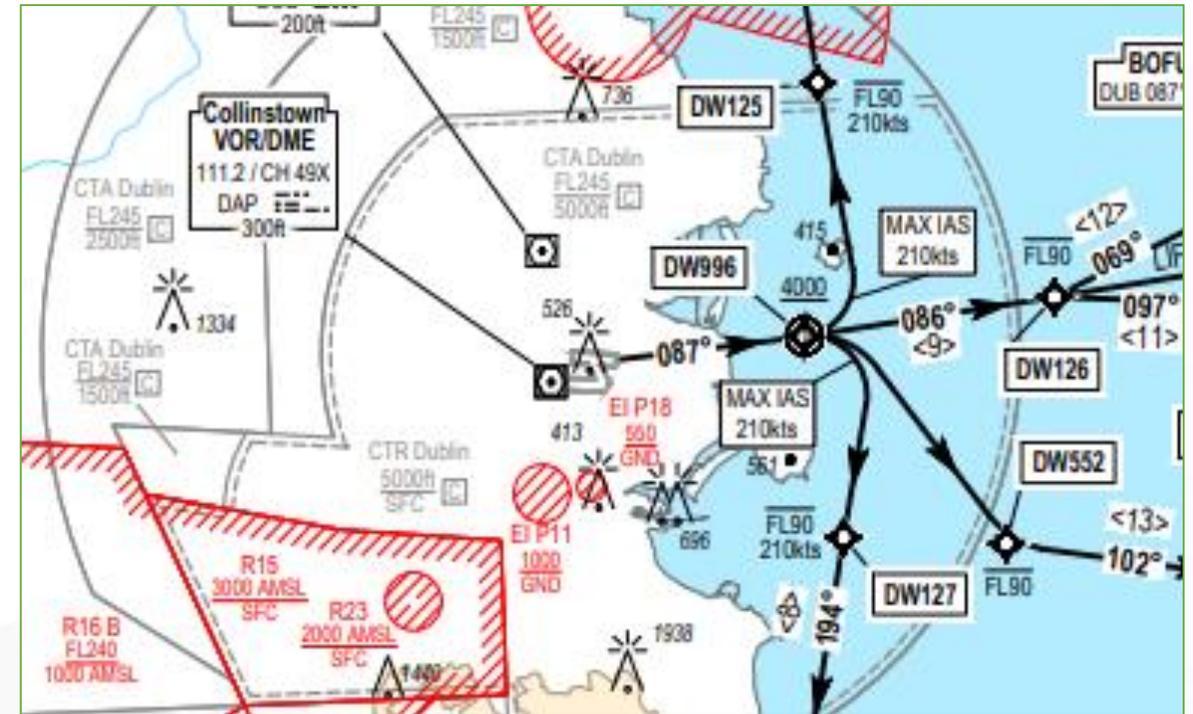
Term	Definition
<b>Arrival Tracks</b>	Arriving aircraft must fly in a straight line for at least the final 11km of their approach. Aircraft come into the airport at a precise downward angle of 3 degrees, which means that they are at a height of 1,800ft when they join the final approach at the 11km point.
<b>Departure Tracks</b>	Departing jet aircraft are required to follow procedures defined by the SID and to stay within the Environmental Corridor, also called the Noise Preferential Route (NPR).
<b>Environmental Corridor</b>	This is the same as the NPR (see below).
<b>Noise Preferential Route (NPR)</b>	Each SID (see below) at Dublin Airport has an "Environmental Corridor" also called a Noise Preferential Route (NPR). An NPR starts at the runway and is 240m wide and then, following the SID, fans out until the aircraft reaches a minimum altitude of 3,000 ft (South Runway) or 4,000 ft (North Runway). This only applies to jet aircraft – Cat C or D. (See Page 18)
<b>Standard Instrument Departure (SID)</b>	Depending on the departure runway and final destination, departing aircraft follow routes called Standard Instrument Departures (SID). SIDs allow aircraft to safely depart an airspace following a pre-defined route. (See Pages 16 and 17)
<b>Track Adherence</b>	To comply with an NPR, a departing jet aircraft needs to stay within the corridor until it reaches the required 3,000ft elevation (4,000ft for North Runway departures). After that, the pilot may fly a more direct heading for the final destination. An aircraft may be instructed by Air Traffic Control to leave the NPR before the required height due to weather, traffic or other considerations.
<b>Track Deviation</b>	A jet aircraft deviates from the NPR if it leaves the corridor below 3,000 ft (for South Runway departures) or 4,000 ft (for North Runway departures).
<b>Vectoring</b>	In some cases, Air Traffic Control may instruct a pilot to deviate from an NPR before reaching the minimum required height. This may be due to weather, traffic congestion, or other reasons. This is called Vectoring. In such cases, the track deviation is not considered to be an infringement (or violation) of the rule.

# Standard Instrument Departures (SID) North Runway

- Jet aircraft departures are required to follow these Standard Instrument Departures (SID).
- SIDs are developed taking into account various safety, operational and environmental considerations amongst others.



*SID for North Runway (28R) departures to the west (westerly operations in westerly winds)*

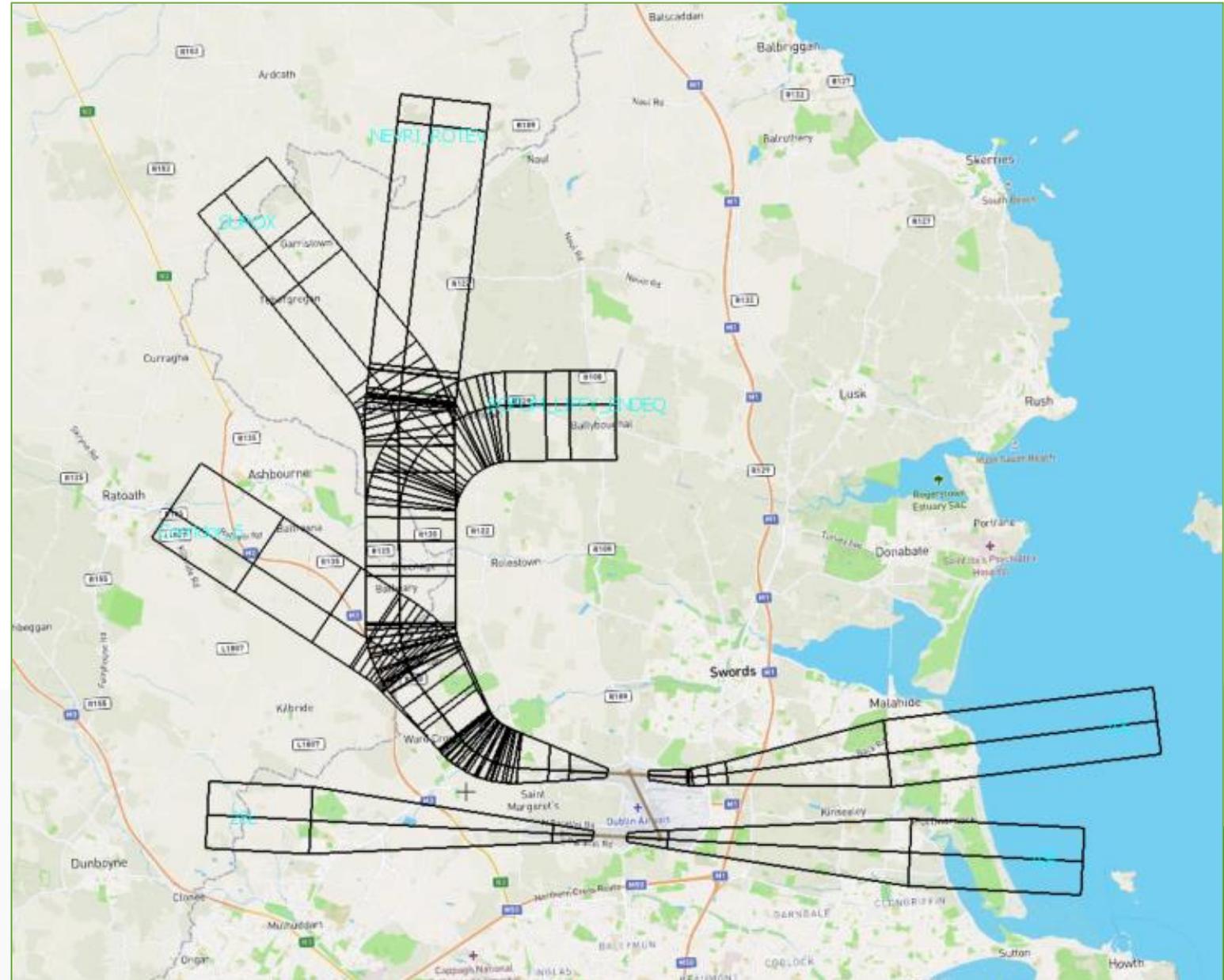


*SID for North Runway (10L) departures to the east (easterly operations in easterly winds)*



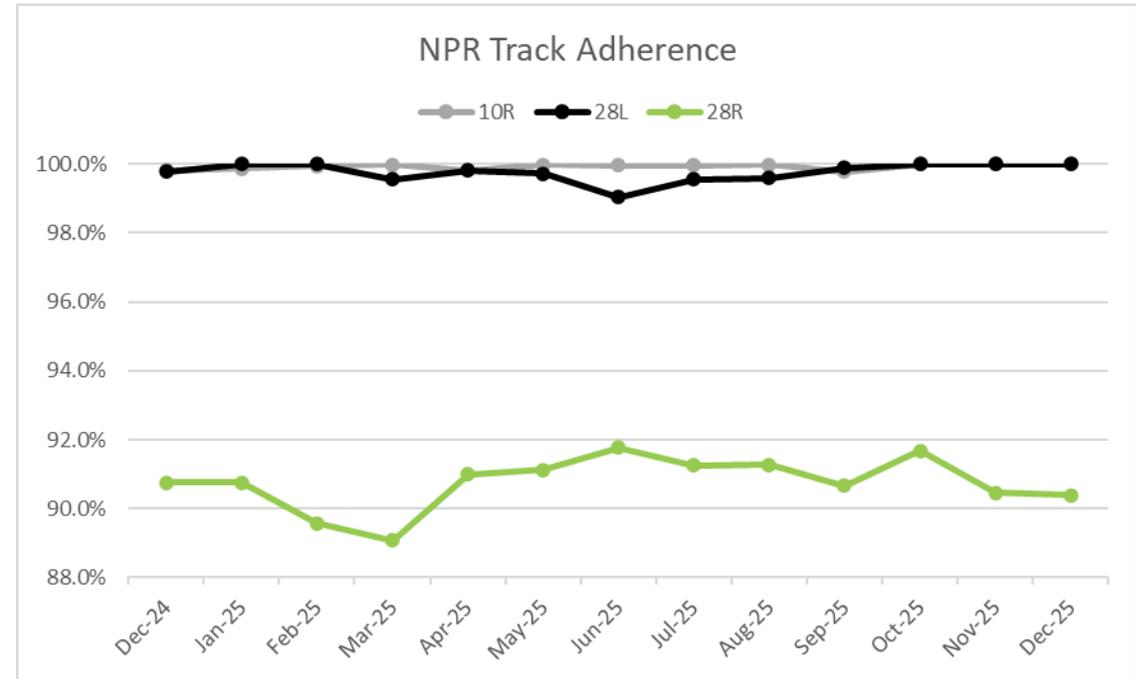
# Noise Preferential Routes (NPR) for Jet Aircraft Departures

- Noise Preferential Routes (NPR) are passageways or corridors defined to either side of each SID path.
- An NPR is also called an Environmental Corridor.
- These only apply to the departures of jet (Category C and D) aircraft which are the larger aircraft.
- From South Runway, aircraft should not deviate from the NPR until reaching an altitude of 3,000ft.
- From North Runway, aircraft should not deviate from the NPR until reaching an altitude of 4,000ft.
- Deviation from the NPR is only permitted if directed by Air Traffic Control.



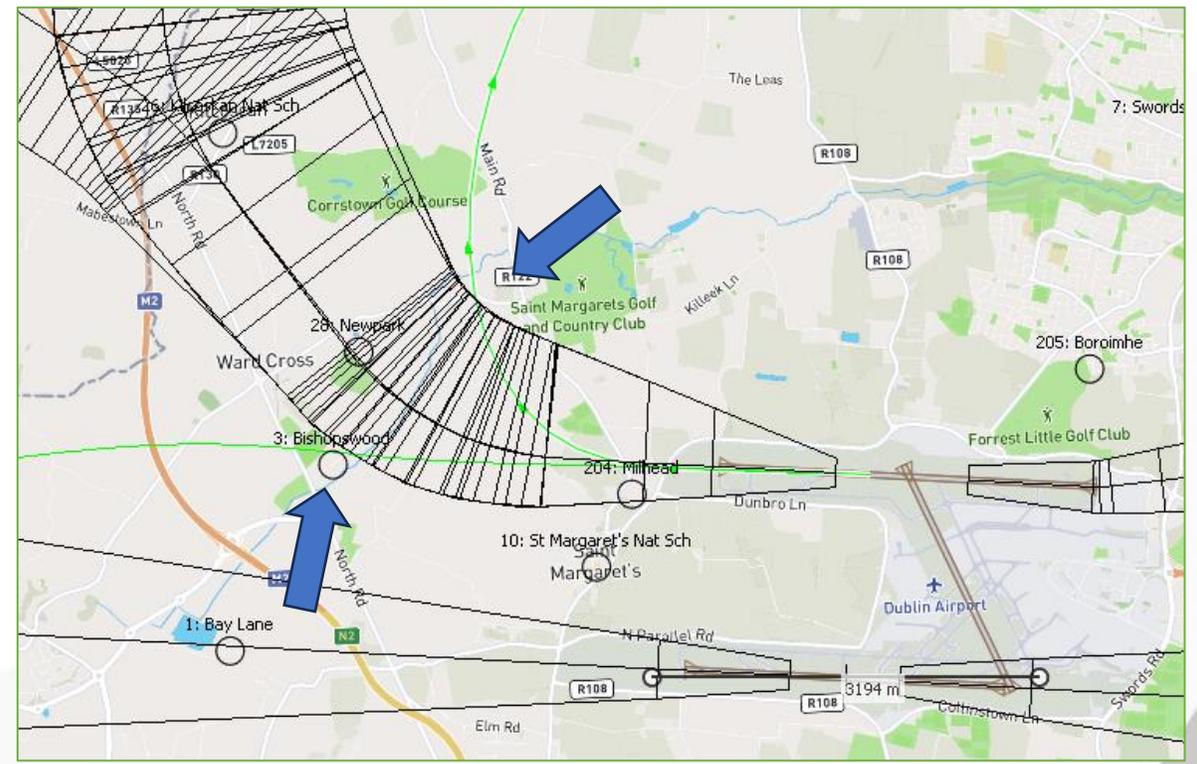
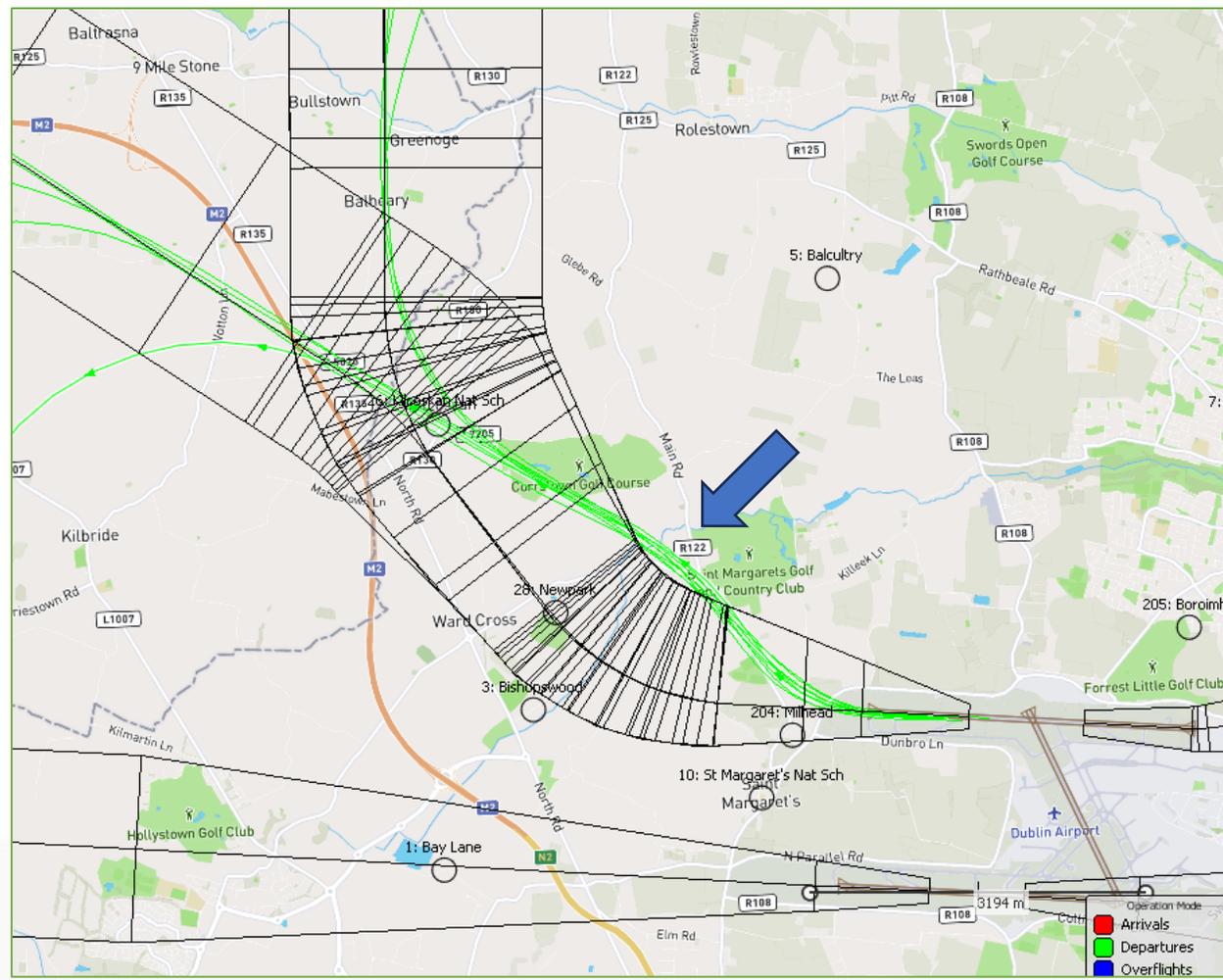
# Departure Track Adherence (Monthly 2024 and 2025)

- Track Adherence refers to jet aircraft departures that remain within the NPR up to the minimum height.
- Both runways are displaying a high level of track adherence (over 90% for North Runway westerly and South Runway – westerly and easterly - is close to 100%).
- Further work is underway on improving track adherence which will include the implementation of a tool which can be used by AirNav Ireland and airlines to track and manage deviations and conduct detailed investigations into individual deviations.
- Note: North Runway easterly and Cross Runway operations are too seldom used to report.



Departure Runway	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
10R (South Runway)	99.9%	100%	100%	99.8%	100%	100%	100%	100%	99.8%	100%	100%	100%
28L (South Runway)	100%	100%	99.6%	99.8%	99.7%	99.0%	99.6%	99.6%	99.9%	100%	100%	100%
28R (North Runway)	90.8%	89.6%	89.1%	91.0%	91.1%	91.8%	91.3%	91.3%	90.7%	91.7%	90.5%	90.4%
<b>Total Airport (2025)</b>	<b>93.3%</b>	<b>96.0%</b>	<b>94.8%</b>	<b>97.4%</b>	<b>96.7%</b>	<b>94.0%</b>	<b>93.7%</b>	<b>94.9%</b>	<b>93.5%</b>	<b>94.4%</b>	<b>93.6%</b>	<b>95.1%</b>
<b>Total Airport (2024)</b>	<b>93.9%</b>	<b>94.0%</b>	<b>96.5%</b>	<b>95.9%</b>	<b>96.8%</b>	<b>95.1%</b>	<b>95.4%</b>	<b>93.6%</b>	<b>95.8%</b>	<b>95.5%</b>	<b>94.7%</b>	<b>92.8%</b>

# Track NPR Deviation Examples – North Runway (RW28R)



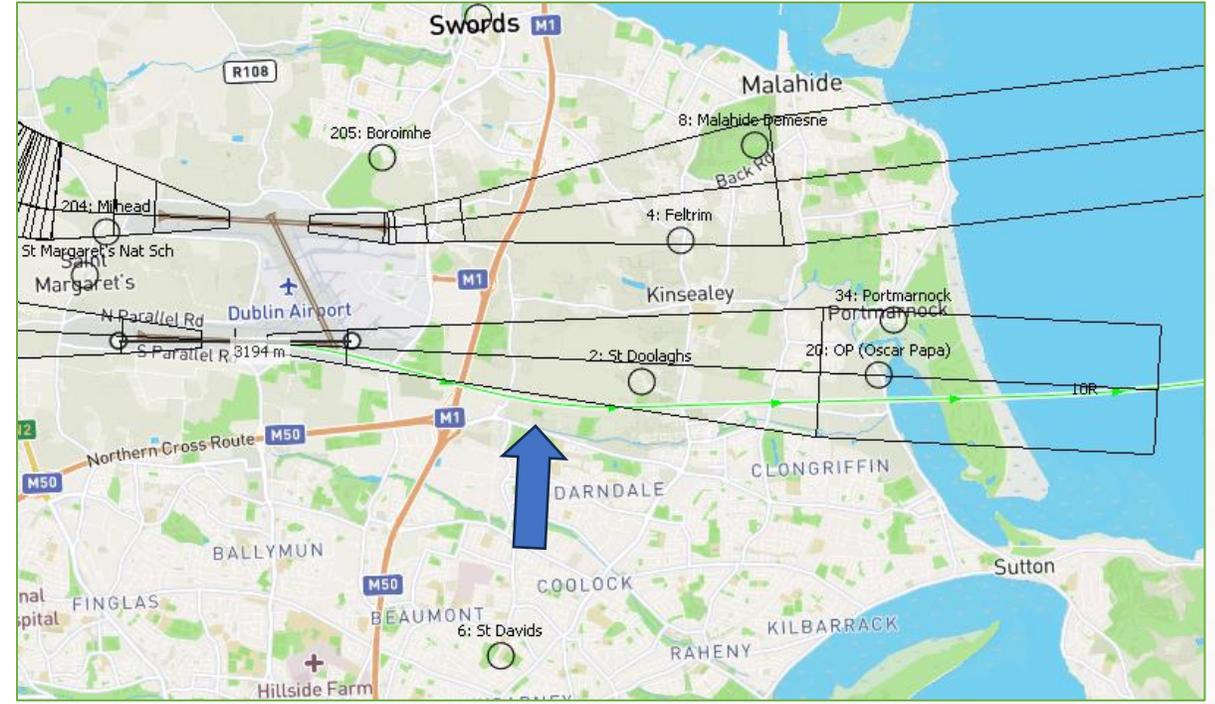
The above diagram displays two different departing flights which exited the North Runway NPR before they would have reached 4,000 ft altitude.

The above diagram displays a number flights which exited the North Runway NPR and then re-entered the NPR. This is a known issue for a small percentage of aircraft and Dublin Airport is working with the airlines and the aircraft manufacturer on resolving it.

# Track NPR Deviation Examples – South Runway



*A jet aircraft departed the South Runway heading west and then turned left (southward) not far after the M2 motorway before reaching 3,000ft.*



*This jet aircraft departed the South Runway heading east. It deviated from the NPR for a short distance and then returned to the corridor, to continue on the correct path.*

# End

**For further information, please visit  
our website:**

**[www.dublinairport.com](http://www.dublinairport.com)**